



Steering, Brake & Suspension Specialists

# #5557PTSBK / #5557PTSBK-U - Instructions

for 1955-57 Fullsize Rear Pro-Touring Sway Bar Kit



#5557PTSBK SHOWN

### Notes:

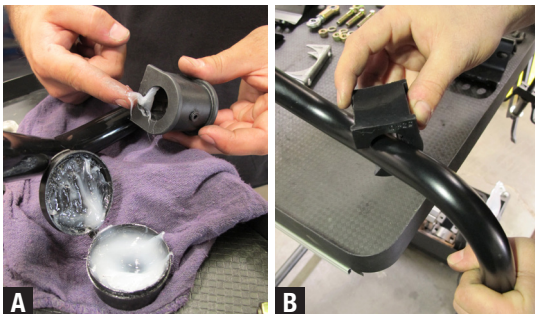
This kit is designed to work with both stock (seamed and seamless style) and modified (spring pocket kit) passenger car and wagon frames. Will fit stock, 10/12-bolt, and Currie "OE-style" 9-in rear end housings. On offset centersections, however, you may need to accommodate off-center mounting by shimming the end links accordingly (pointed out in steps below).

**PLEASE NOTE:** The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

### Instructions:

1. If possible, perform the job with the vehicle under its own weight (on ground or drive-on lift); otherwise, safely support using jack stands so suspension is loaded.

2. Coat the pivot bushings with supplied grease and install onto sway bar. (Fig. A-B)



3. Position the mounting brackets around the bushings, and with the U-bolts and axle saddle brackets set in place, mount sway bar onto the rear end. The dip in the bar will point downwards. (Fig. C)



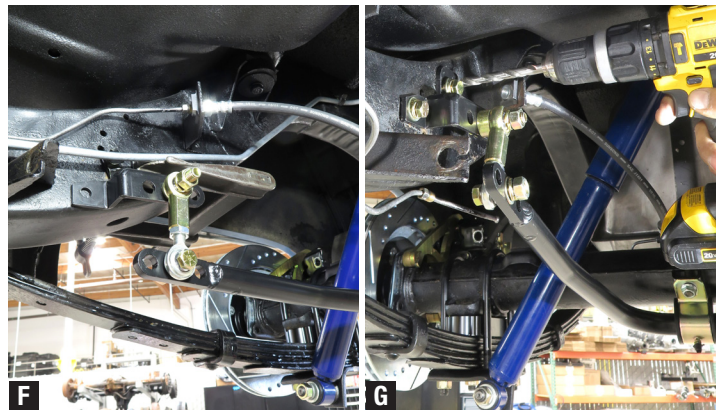
4. Assemble the Heim joint end links and loosely attach to the sway bar and frame brackets (start off with center holes). See illustration for adjustment notes. (Fig. D)



5. With the vehicle at ride height (or suspension compressed/loaded to emulate ride height), rotate the sway bar parallel to the frame and/or ground to determine where the link brackets will attach to the framersails. On wagons, you will need to rotate the axle brackets further forward (approximately 180° from the brake line tab on passenger side) to avoid the bar hitting the fuel tank upon severe suspension compression. (Fig. E)



6. Once the brackets are positioned (single hole on bracket points towards the front; end links perpendicular to sway bar), clamp to the framersails and mark the three holes for drilling. (Fig. F)



7. Using the mounts as guides, drill 3/8" holes on each side. (Fig. G)

8. In order to insert the nut tab inside the framersail, drill an 11/16" or larger hole in line with the bracket holes. To mark the position for drilling, with the frame bracket removed, hold nut tab against corresponding mounting holes. (Fig. H-I)





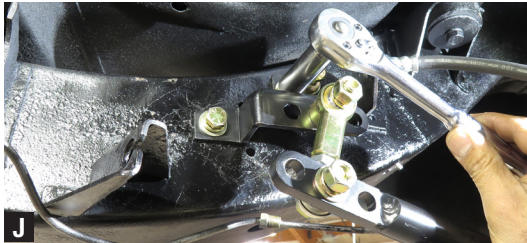


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(Continued)

- 9. Insert the nut tab into the framerrail and line up with the corresponding mounting holes; bolt the frame brackets in place using the provided 7/16" bolts, flat washers, and lock washers. (Fig. J)



- 10. Adjust the end links as necessary and securely tighten. (Fig. K)



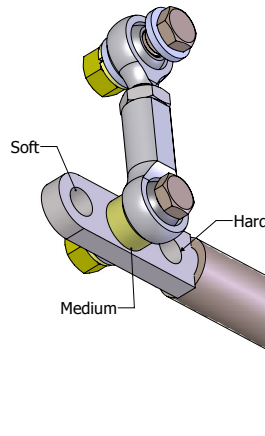
- 11. With the sway bar positioned, securely tighten down the axle clamps. (Fig. L)

- 12. Billet axle clamps are also available with the #5557PTSBK-U kit. (Fig. M)



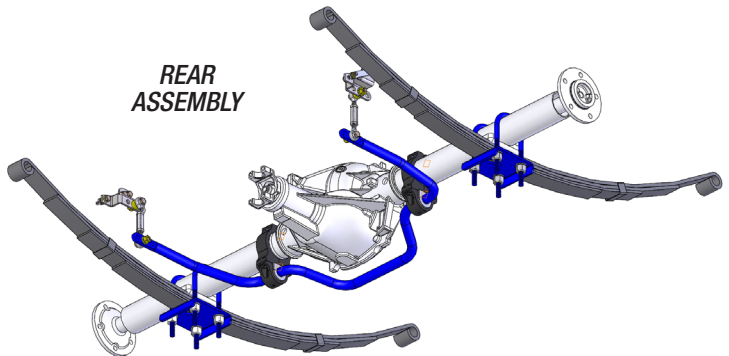
- 13. Road test the vehicle so you can familiarize yourself with the new handling characteristics.

## SWAY BAR ADJUSTMENT



TIP: For a "softer" sway bar (more vehicle roll/increased traction), use the forward link location; for "firmer" feel (less roll/less rear traction/increased front traction/increased steering sensitivity in corners), use the rear location. This is why we recommend starting out in the middle. (See illustration)

## REAR ASSEMBLY



### GENERAL TORQUE SPECIFICATIONS:

|       |         |           |       |         |           |
|-------|---------|-----------|-------|---------|-----------|
| 1/4"  | grade 5 | 10 lb/ft  | 1/4"  | grade 8 | 14 lb/ft  |
| 5/16" | grade 5 | 19 lb/ft  | 5/16" | grade 8 | 29 lb/ft  |
| 3/8"  | grade 5 | 33 lb/ft  | 3/8"  | grade 8 | 47 lb/ft  |
| 7/16" | grade 5 | 54 lb/ft  | 7/16" | grade 8 | 78 lb/ft  |
| 1/2"  | grade 5 | 78 lb/ft  | 1/2"  | grade 8 | 119 lb/ft |
| 9/16" | grade 5 | 114 lb/ft | 9/16" | grade 8 | 169 lb/ft |
| 5/8"  | grade 5 | 154 lb/ft | 5/8"  | grade 8 | 230 lb/ft |

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

### RECOMMENDED PRODUCTS TO ASSIST YOUR INSTALL:

AVAILABLE IN BLACK, BRUSHED & POLISHED FINISHES!



**REAR BILLET ALUMINUM SWAY BAR MOUNTS**

#RBM-DK - Rear Deluxe Kit (pair)



**FRONT BILLET ALUMINUM SWAY BAR MOUNTS**

#FBM25 - Front (pair)

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