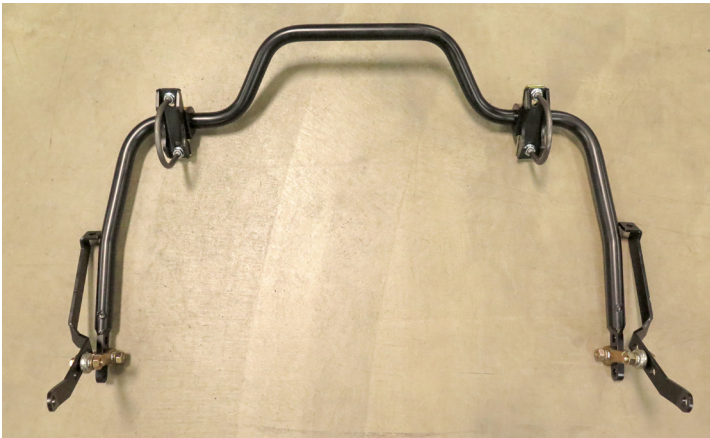




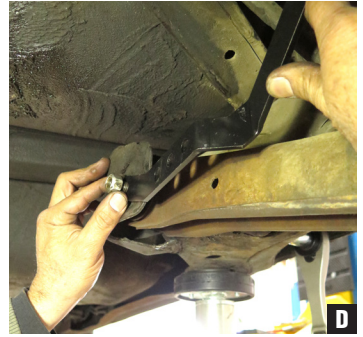
Steering, Brake & Suspension Specialists

# #7887PTSBK - Installation Instructions

for 1978-87 GM G-Body Pro-Touring Sway Bar



- Remove the nut, attach bracket with midway dogleg bends going towards the outside of the vehicle (upper tabs will point inward); leave semi-loose. (Fig D)
- With the brackets positioned aligned parallel with the frame-rails (NOT the link arms), mark and drill the holes in the upper rear crossmember; attach with supplied 3/8 hardware. (Fig E)



### Notes:

It may be necessary to remove the rear wheels in order to access the upper frame area to drill the required holes for the sway bar end link brackets. Some aftermarket exhaust/mufflers may interfere with bar/bracket placement; ensure fitment and perform any adjustments before installation. Currie 9" housings will also interfere with the sway bar due to the wider center section area. Moser 12-bolts use GM-based center sections. Does not appear to pose any clearance issues.

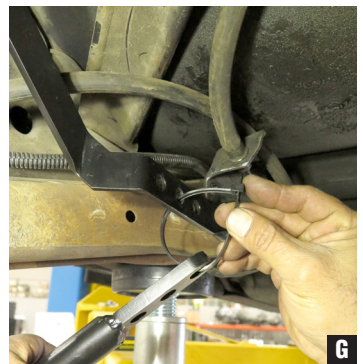
### Instructions:

- If possible, perform the job with the vehicle under its own weight (on ground or drive-on lift); otherwise, safely support using jack stands, with rear end set at ride height.



- If vehicle is equipped with factory (or aftermarket) rear sway bar, remove entirely. None of the stock mounting points and/or hardware will be reused. (Figs A-B)

- The sway bar end link brackets will locate off the forward (lower) trailing arm/four-link pivot mount nut. (Fig C)



- Once upper mounting is completed, securely tighten down forward pivot mounts. (Fig F)
- To aid in sway bar installation, attach adjustable end side to brackets with heavy zip ties. (Fig G)

Continued on next page



Steering, Brake & Suspension Specialists

## #7887PTSBK - Installation Instructions (Continued)



8. Coat the sway bar pivot/D-bushings with grease and install onto sway bar. (Fig H)



9. Set the sway bar mounting brackets onto the bushings centering the nipple into the zerk fitting hole; don't forget to install zerk fittings into the clamps. (Fig I)



12. Rotate axle clamps until link ends are perpendicular to the ground, without sway bar contacting rear end. (Fig M)



10. Install the axle clamp U-bolts onto rear end housing beneath the brake lines; take care not to damage lines. Connect sway bar with D-bushing bracket and lower axle clamp. Dip in bar will be down and towards the rear. (Fig J)

13. Tighten clamp securely; add grease to D-bushing zerk fittings. (Fig N)

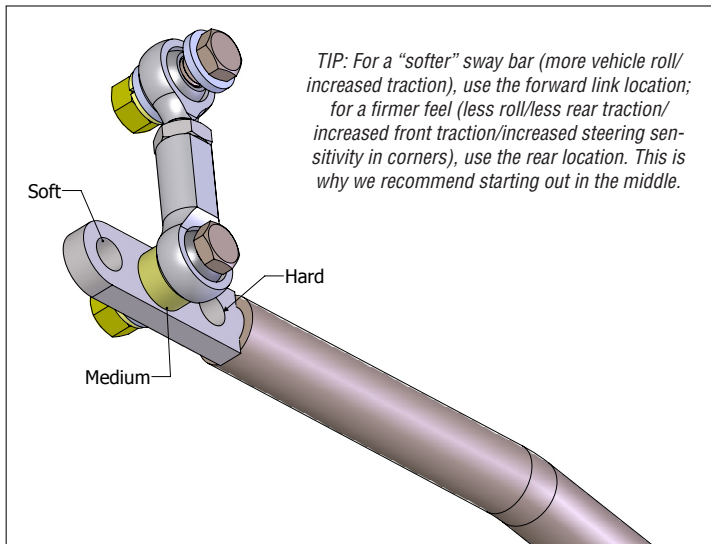


14. With everything adjusted correctly, tighten up end link Heim joints. (Fig O)

11. Install the Heim-joint end links onto the ends of the sway bar and the new bracket (use center holes on both to begin with). With rear end at ride height, adjust link ends to set bar as close to parallel with ground as possible. (Figs K-L)



## #7887PTSBK - Installation Instructions (Continued)



15. Carefully hand-bend brake hard lines to fit back beneath the stock axle tabs. (Fig P)
16. Reinstall wheels (torque lug nuts) and road test vehicle to familiarize yourself with the new sway bar.

<b>GENERAL TORQUE SPECIFICATIONS:</b>					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/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.*

© Classic Performance Products, Inc. 2015  
All rights reserved. This document may not be reproduced without prior written permission of CPP.