

#CPP7401-TA / #CPP7401-TA-RBM Installation Instructions

Rear Sway Bar for 1963-72 GM Truck with Tubular Trailing Arms



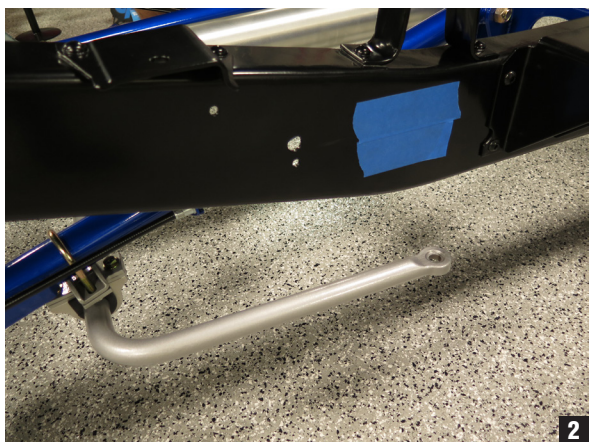
Notes:

Only for use with CPP's Totally Tubular trailing arms; sway bar bushing brackets will not fit OE stamped-steel arms. If possible, install sway bar with truck on ground, at ride height, as this will allow you to position/locate bar for optimum performance—for lowered trucks, support under the rear end to keep the suspension loaded, simulating ride height.

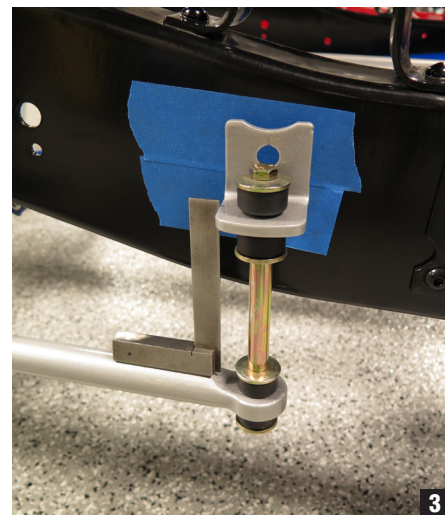


Instructions:

1. With the U-bolt clamp positioned on the trailing arm forward the gusseted weld, fit the sway bar with D-bushing clamp (standard and billet mount the same) onto the trailing arm, making sure to include the flat spacer in-between the bracket and clamp. Bolts must point downward to avoid interference with trailing arm. (Fig 1)



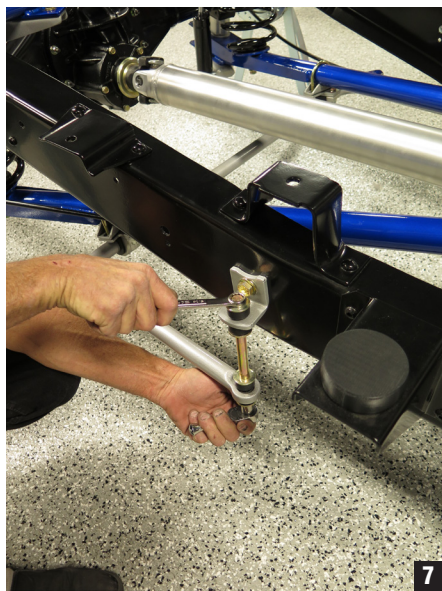
2. Attach the end links with frame brackets onto the bar, and with the bar as parallel to ground as possible, set the links at 90 degrees (perpendicular) in order to locate and mount the brackets to the framerail. (Figs 2-3)



Continued on next page

#CPP7401-TA / #CPP7401-TA-RBM Installation Instructions

Rear Sway Bar for 1963-72 GM Truck with Tubular Trailing Arms



3. Mark the side of the framerrail in preparation for drilling a 7/16" hole in order to mount the end link bracket. On lowered trucks, the bracket will need to mount in the opposite direction. (Figs 4-6)
4. Attach bracket, secure end link hardware (to the point where bushings begin to bulge), and once bar positioning is correct, finish tightening the U-bolt brackets on the trailing arms and install grease zerk fittings in billet clamps. (Fig 7)
5. Be sure to road test the truck to familiarize yourself with the new—and improved—handling characteristics.

| 1. GENERAL TORQUE SPECIFICATIONS: | | | | | |
|-----------------------------------|---------|----------|-------|---------|----------|
| 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.

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.

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