Steering, Brake & Suspension Specialists

#CPP939 - Installation Instructions

1" Rear Sway Bar for 1964-1972 Chevelle and El Camino

Note:

This sway bar will not work with original type rear control arms that are "boxed" to accept the factory optional rear sway bar. For these rear control arms use part # CP690.

Instructions:

Installation with CPP rear tubular control arms:

1. Using the U-bolts, loosely attach the sway bar to the mounting flanges on the trailing arm. Refer to the illustration as needed. The dip in the center of the sway bar will be down towards the ground.

2. Using the regular nuts and bolts, attach the forward end of the sway bar to the mounting plate. The flanges have 2 positions for the forward mount. Some differential housings are larger than others. It may be necessary to use the upper forward mount in order for the sway bar to clear the differential.

3. Tighten the U-bolts.

4. Road test the car to familiarize yourself with the car's new handling characteristics.

Installation with original type open (not boxed) control arms:

1. Attach the sway bar to the mounting flanges. Refer to the illustration as needed.

2. Position the sway bar so the mounting flanges go up thru the open portion of the rear control arms. The sway bar should be centered from left to right. The flanges should be tight against the inner portion of the control arms.

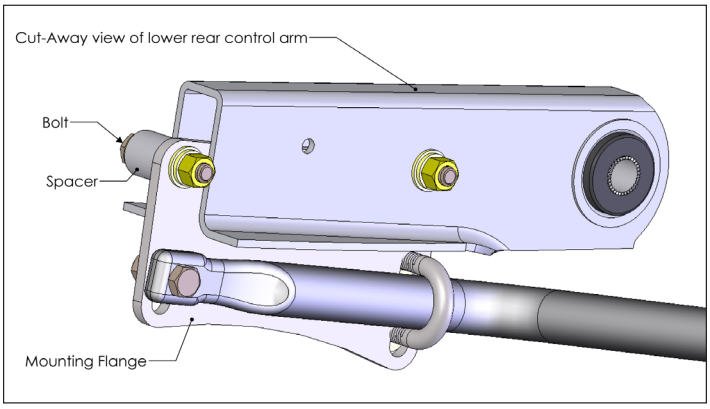
3. Make sure the sway bar will not contact any part of the car as the suspension moves. Adjust the sway bar position as needed. The flanges have 2 positions for the forward mount. Some differential housings are larger than others. It may be necessary to use the upper forward mount in order for the sway bar to clear the differential.

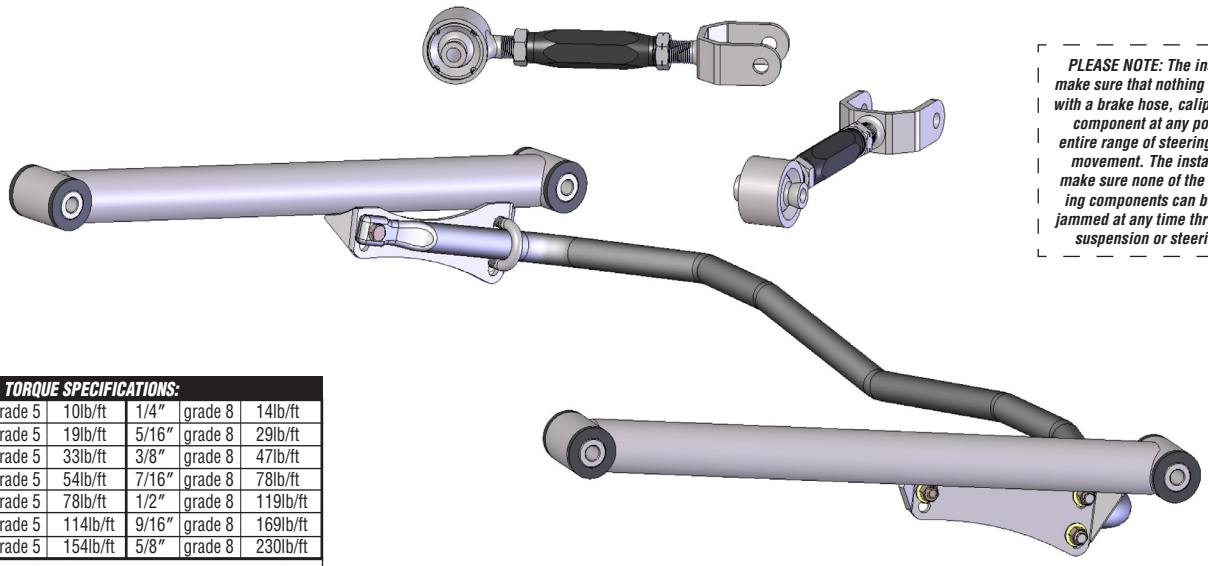
4. Using the mounting flanges as a guide drill 3/8" holes thru the control arms.

5. Attach the flanges to the control arm with the bolts and spacers.

6. Tighten all the hardware.

7. Road test the car to familiarize yourself with the car's new handling characteristics.





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 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.

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.

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