



Steering, Brake & Suspension Specialists

#CP7402 - Sway Bar Installation Instructions

3/4" Rear Sway Bar for 1960-72 Chevy Truck

Hardware:

| | |
|--------------------|-------------------------|
| 2 RH 031 Plates | 2 RH 041 Brackets |
| 8 RH 304 Lock-Nuts | 2 RH 405 U-bolts |
| 2 RH 016 End-Links | 2 RH 054 Locking Device |
| 2 RH 402 U-Bolts | 2 RH 507 Bushings |
| 2 RH 043 Brackets | 4 RH 104 Washers |

Instructions:

1. Hang U-bolts around axle. Raise up the slotted plates under the U-bolt so as to engage the U-bolt legs. Follow with the bar bracket that should already be around under the bar. Start the nuts. Place the D-shaped rubber bushing on the rear near the bends flat side up. Next slide the loosely assembled U-bolt and bracket assembly down the axle so that the bracket is around the rubber bushing. Insert the locking device from one side, legs towards axle. Center on slotted plate.

2. Assemble end-link as illustrated. Pass the end-link center bolt through one cupped washer; through a rubber bushing; through the frame bracket (from inside it); through another bushing; another washer; the tube spacer; another washer; another bushing, the bar eye; another bushing; the last cupped washer; and secure with a lock nut. Be sure that washers have their cupped or hollow side towards the rubber bushing, and that the rubber bushing have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug but not so tight that the bushing bulge to a noticeable extent.

3. The bar should be positioned so that the mid-section runs below and to the rear of the axle with the arms facing to the rear, and the dip down or on the alternate position (for vehicles with higher ride height or where clearance problems are encountered) the bar mid-section runs along the top rear of the axle with the dip up. It will pass just below and to the rear of the brake junction fitting but forward of any shocks mounted to the rear of the axle.

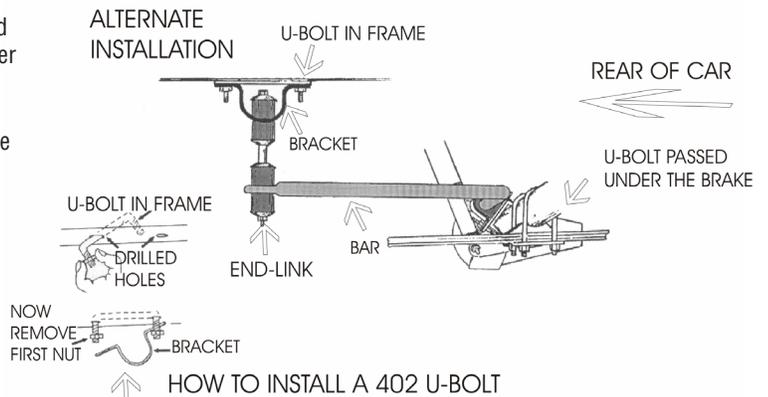
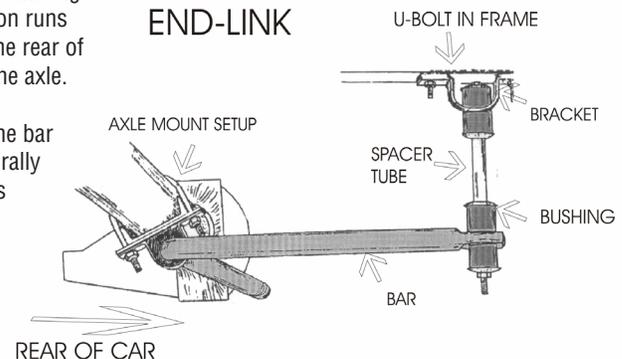
4. Position bar so that the forges are horizontal axle clamp assembly holding the bar mid-section is tilted slightly to the rear of the axle. With the car resting naturally on its springs on level ground, the frame bracket should position themselves so as to align with the bottom of the frames. Adjust the bar position relative to the axle if needed.

5. Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it.

6. Place a lock-nut on one leg of the square u-bolt, insert the other end in to one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and start another lock-nut on it. Remove the first nut; position free end of plate and bracket over the U-bolt leg and replace the nut.

7. Have someone bounce the rear of the car so you can check all the parts of the bar and hardware clear throughout the suspension travel distance (but don't be under the car when it is bounced). If rubber stops are visible, measure the maximum travel distance so you can better estimate clearance. If all is clear, tighten nuts on the frame and axle.

8. Road test the car to familiarize yourself with its new handling. As we can not supervise your installation (or your driving!). We cannot be held responsible for more than the cost of the kit.



For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.

Classic Performance Products, Inc. 714.522.2000 | fax 714.522.2500
378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com