



Steering, Brake & Suspension Specialists

#CPP253 - Sway Bar Installation Instructions

7/8" Rear Sway Bar for 1955-57 Fullsize Chevy



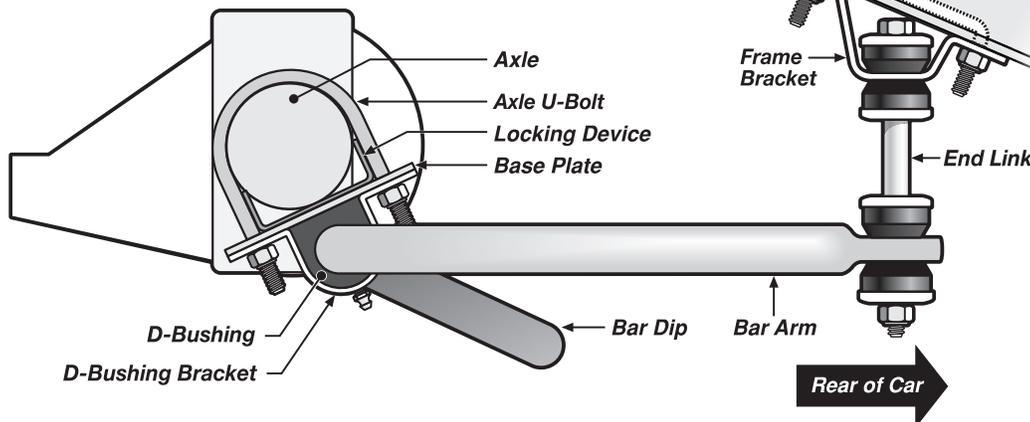
Hardware:	
2 ea End-Links	2 ea Locking Device
2 ea Frame Brackets	2 ea Base Plates
2 ea D-Bushings	8 ea Lock-Nuts
2 ea D-Bushing Brackets	2 ea U-Bolts
	2 ea Axle U-Bolts

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.

NOTE: Installation of this kit is intended for OE-style frames and cannot be completed on frames modified with leaf spring relocation/frame pocket kits. Contact CPP for more sway bar options available.

Instructions:

1. Hang the axle U-bolts around the rear axle, clear from any brake lines, and loosely assemble them together with the slotted base plates, D-bushings, D-bushing brackets, and nuts around the sway bar mid-section near the bends. Insert the locking device into the U-bolt/bushing assembly from one side with the legs towards the axle and centered on the slotted base plate. Position the bar horizontally with the bar arms pointing toward the rear of the vehicle and the center bar dip toward the ground. Secure the axle clamp assembly in place.
2. Assemble the end-links and frame bracket onto the bar as illustrated. Be sure the end-link washers have their cupped/hollow side towards the bushings, and that the bushings have the stepped/tapered surface towards the frame bracket or bar eye. Tighten the lock-nut so the assembly is securely snug, but not so tight that the bushings deform to a noticeable extent.



3. Before mounting the end-link frame brackets, adjust the bar position relative to the axle if needed. The axle clamp assembly holding the bar should be tilted slightly to the rear of the axle (illustrated below). The bar mid-section should run below and to the rear of the axle. It should also pass just below and to the rear of the brake junction fitting, but forward of any shocks mounted to the rear of the axle.

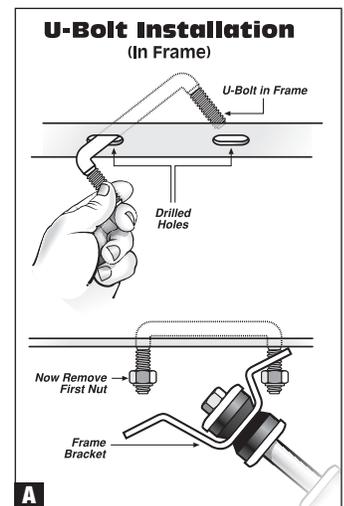
NOTE: For vehicles with higher ride height or where clearance problems are encountered, the bar may be positioned where the bar mid-section runs along the top rear of the axle with the dip angled upward.

4. With the car resting naturally on its springs and at ride height position, the frame brackets should position themselves aligned with the bottom of the frame rails. Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt as guide to get the exact spacing for the second hole location and drill it.
5. Place a lock-nut on one leg of the square U-bolt (to prevent losing it inside the frame) and insert the other end into one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the frame bracket over the U-bolt leg and start another lock-nut on it. Remove the first nut and position the free end of the frame bracket over the U-bolt leg. Replace the nut and secure. (FIG. A)
6. Have someone bounce the rear of the car so you can check clearance of all parts throughout the suspension travel distance. If all is clear, tighten the nuts on the frame and the axle. Road test the vehicle to familiarize yourself with its new handling.

NOTE: As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit.

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



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Rev. 07/09/2019