



Steering, Brake & Suspension Specialists

#CPP706 - Sway Bar Installation Instructions

1" Front Sway Bar for 1958-64 Fullsize



Hardware:

- | | |
|-------------------------|---------------------|
| 2 pc D-Bushings | 4 pc Washers |
| 2 pc D-Bushing Brackets | 2 pc Angle Brackets |
| 2 pc U-Bolts | 2 pc End-Links |
| 6 pc Lock-Nuts | 2 pc 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: This bar was designed as an O.E. replacement bar. It comes with some of the hardware required to install it depending on the application. If hardware is not included with the kit, the hardware from the O.E. bar must be retained and re-used. If the hardware is not in good condition, they should be replaced with new parts from your O.E. parts dealer. If your car is not equipped with an O.E. bar, the installation of this bar may not be possible, or may require additional modifications to complete the install.

- Slide the mid-section D-bushings onto the bar. Center the bar under the car with bar dip pointing toward the ground and secure the bar up to the frame using the D-bushing brackets and supplied U-bolts. (FIG A)

NOTE: Some applications may have a steering box frame gusset/ support inside the frame that prevents the use of the supplied U-bolt. Use a standard 3/8" X 1" bolt in its place (not included).

- Assemble end-links as illustrated, connecting the bar eye and end-link mounts (or angle brackets). Be sure that the washers have their cupped or hollow side towards the bushings, and the bushings have the stepped/tapered surface towards the end-link mount or bar eye. Tighten the lock-nut so the assembly is securely snug and the bushings just deform slightly. DO NOT over tighten.

NOTE: Applications without O.E. end-link mounts on the control arms require the use of the included angle brackets. Preassemble the end-links and angle brackets onto the bar as illustrated below. With the suspension set at ride height, position the bar so the angle brackets locate on the front of the control arms and end-links are aligned vertically. Center the bar on the vehicle and mark through the hole of the angle bracket onto the control arm. Drill the control arm with a 3/8" drill and bolt the end-link assemblies to the control arms.

- Have someone safely bounce the vehicle so you can check clearance of all parts throughout the suspension travel distance. If all is clear, check all fastenings for suitable tightness. Road test the vehicle to familiarize yourself with its new handling.

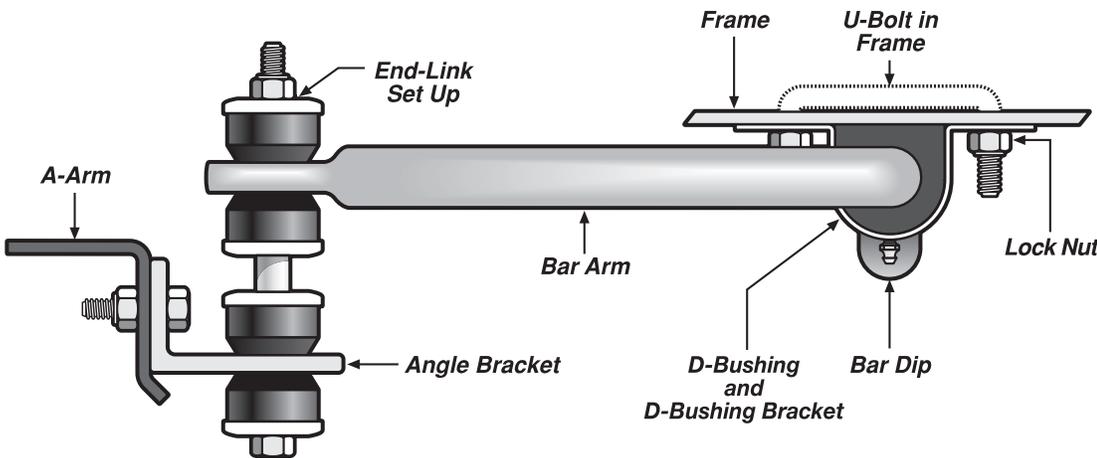
NOTE: As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit.

GENERAL TORQUE SPECIFICATIONS:

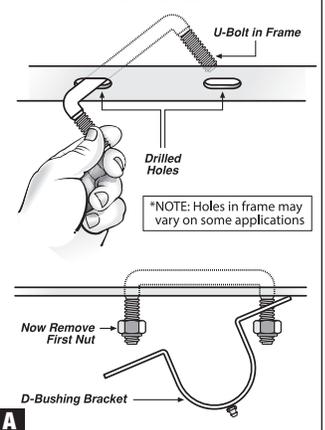
1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/ft

Instructions:

- Remove the O.E. bar and retain the O.E. attaching hardware. On some applications if the suspension is allowed to hang, the bar will be more difficult to remove because of binding in the suspension.
- This bar may differ slightly from the O.E. bar, but it was designed to fit in the same position as the O.E. bar, using the O.E. hardware and/or the supplied hardware.



U-Bolt Installation (In Frame)



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