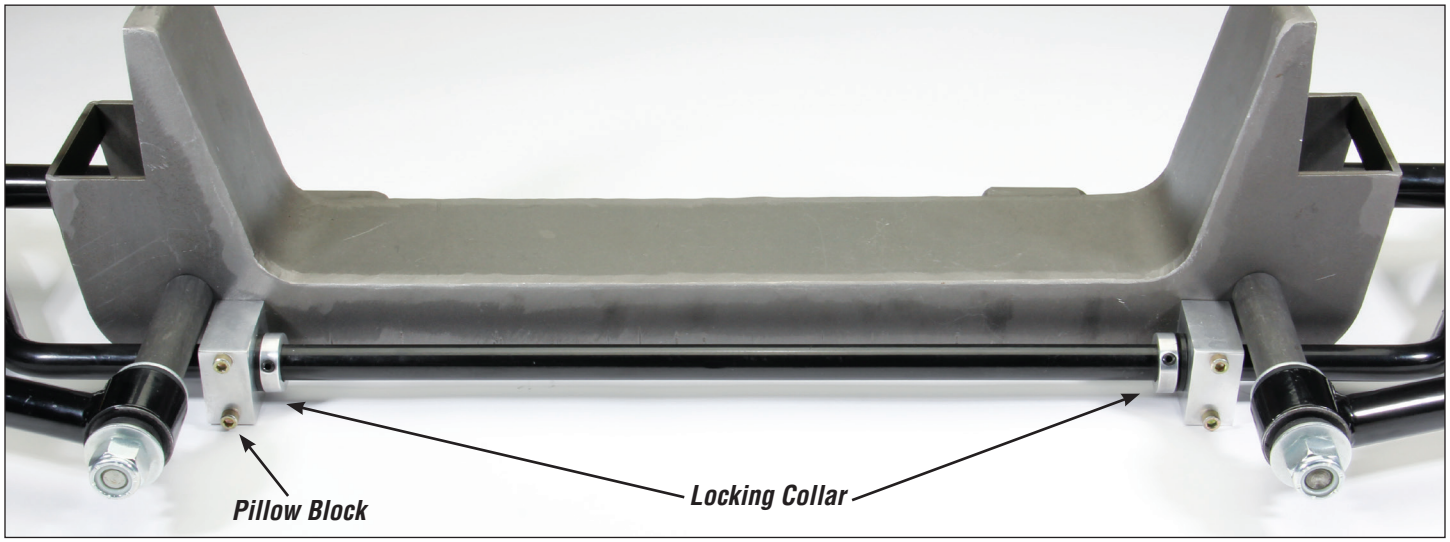
Steering, Brake & Suspension Specialists

#CPPM2SB-S & #CPPM2SB-N Instructions

Mustang II Front Sway Bars for Standard and Narrow Front Ends



Note:

This kit requires sway bar mounting points on the lower control arms. Bolt-on sway bar mount brackets (#M2SBB-U) and weld-on sway bar mount brackets (#CPSBL-M2K) are sold separately and available from CPP. Please note, if your control arm has a threaded bung to mount heim joint, no additional brackets are necessary.

Instructions:

1. Position the locking collars, bushings, and pillow blocks along the center portion of the sway as shown. Refer to the illustrations.

2. The sway bar will attach to the rear of the crossmember with the ends located under the forward tubes of the lower control arm. If the crossmember already has sway bar mounting holes, bolt the pillow blocks to the crossmember. If the crossmember does not have mounting holes, follow the steps below to mount the pillow blocks onto the crossmember.

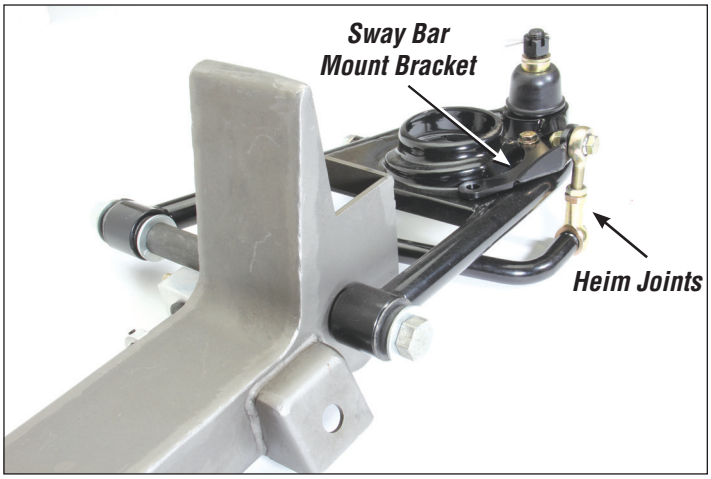
   a. Position the pillow blocks on the rear side of the crossmember. The sway bar will pass under the rear lower control arm mounts. The pillow blocks should be spaced as far apart as possible. Make sure the sway bar has enough clearance to the lower arm mounts that they do not rub each other.

   b. Using the pillow blocks as a guide drill 4 holes 1/4" diameter and bolt the pillow blocks to the crossmember.

3. Assemble the thin hex nuts and female rod ends onto the male rod ends. The female rod end should have a minimum of 4 threads engaged with the male rod end. Both rod end assemblies should be adjusted to the same length.

4. Bolt the female rod end to the end of the sway bar.

5. Attach the male rod end to the sway bar mount on the lower control arm.



6. Adjust the sway bar left to right as needed so that the rod end assemblies are as close to straight up and down as possible. The sway bar should be centered at this time.

7. Install the sway bar pivot bushings into the pillow blocks.

8. Position the locking collars against the shoulder of the pivot bushings.

9. Double check the end links are still positioned as close to straight up and down as possible. Adjust the sway bar, and locking collars if necessary.

10. Tighten the locking collars.

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 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.

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