Steering, Brake & Suspension Specialists

#CP599U - Sway Bar Installation Instructions

1-1/8" Front Sway Bar for 1965-74 Nova and 1967-69 Camaro

Hardware:

2 - RH 015	End-Link
2 - RH 074W	Bracket
4 - RH 104	Washer
2 - UB 614W	Bushing
4 - RH 200	Bolt

Instructions:

1. Loosen the lug nuts on both front wheels. Raise the car and secure on jack stands behind A-arms where frame starts to straighten out. *NOTE: Make sure the tie rod, end-sleeve clamps and bolts do not rest against the jack stands. Remove both wheels.*

2. Loosen the end-links from both sides and remove the frame brackets. For ease of removal of factory bar, remove the driver's side shock to feed bar through the coil springs. Be sure, before moving steering wheel, that the bolts on tie rod, the end-sleeve clamps will not strike the jack stand. Loosen the bolt and nut and rotate the clamps only (not the sleeve) to clear the jack stand. Turn the steering wheel all the way to the right, and pull the factory bar out from passenger's side of the car.

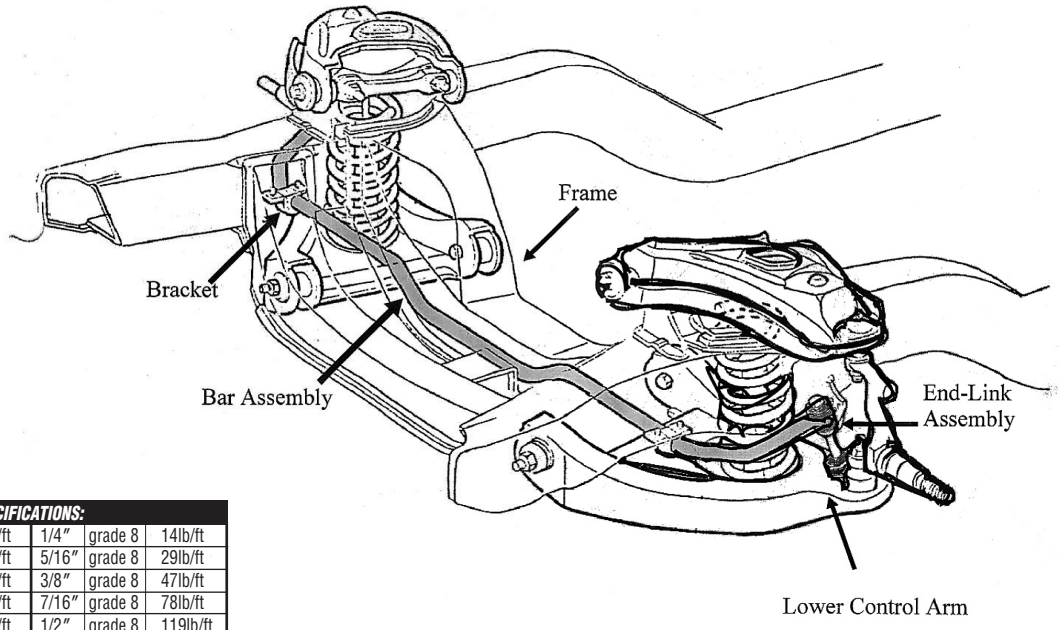
3. Feed the anti-sway bar with arms pointing toward the front of the car through the spring and set the anti-sway bar arm just past the center-piece. Next, looking from passenger's side of car, twist anti-sway bar arm clockwise so arms point down and to the rear of the car.

4. While lying under front of car, feed anti-sway bar until it strikes driver's side lower A-arm. The forged end of anti-sway bar should be just underneath driver's side A-arm at this point. In order to put anti-sway bar arm on top of driver's side A-arm, twist the anti-sway bar counter-clockwise and pull it tight against front crossmember. While lying under the driver's side A-arm, twist the bar to put the forges up. This will enable you to put anti-sway bar arm on top of A-arm.

5. Once the anti-sway bar arm is on top of the driver's side A-arm, remove the rubber snubber on the driver's side lower A-arm. This will enable you to put the bar in place. Note: On some models, the snubber is on the rear of the A-arm and is not a problem.

6. Put the D-bushings on the bar mid-section, and then bolt the frame brackets to the frame. Do not tighten the frame bracket bolt all the way. Assemble the end-links to the A-arms and the bar eye forge. Do not tighten the nut yet. Next, center anti-sway bar so that there is equal clearance on both sides between anti-sway bar arm and frame and then tighten frame brackets.

7. Replace the rubber snubber (if removed) and the shock. Straighten the steering wheel, and replace the wheel and the lug nuts. Remove the jack stands and set the car on the pavement. Tighten the lug nuts and tighten the end-links.



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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