



Steering, Brake & Suspension Specialists



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High-Clearance Front and Pro-Touring Rear
Adjustable Sway Bars

#6472ARSBK-125 - Installation Instructions

Rear Pro Touring High Clearance Adjustable Sway Bar for 1964 to 1967 Chevelle

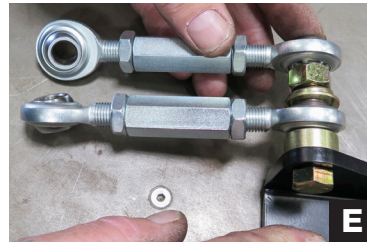
PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.



- 4. Secure the brackets using the provided lock nuts and washers, leaving the nuts loose enough to allow for adjustment of the bar.
Photo D



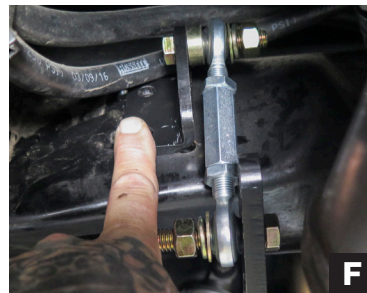
- Instructions:**
- 1. Begin by slipping the two bushings onto the 1.25" sway bar tube. Install one on each side near the arms. **PHOTO A**



- 5. Next, prepare the end links as show, making sure both are set to equal lengths but do not tighten the jam nuts. **PHOTO E**



- 2. Install the grease fittings on the billet mounts then install the mounts on the bushings. **PHOTO B**



- 6. With the vehicle sitting at ride height, install one side of the end link on the mounting bracket then the other in the center hole on the end of the sway bar arm. Position the bracket on the crossmember to prepare for mounting. **PHOTO F**



- 3. Hang the U-bolts over the axle tubes then use the other mounting brackets to affix the sway bar to the axle housing as shown. Having an extra set of hands is helpful for this step. **PHOTO C**



- 7. Position the end link bracket along with the sway bar mounts on the axle tubes so that the end link and sway bar arm is as perpendicular as possible. **PHOTO G**

Continued on next page

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8. Also make sure that the bar clears the differential housing before proceeding.

PHOTO H

12. With the vehicle still at ride height, double-check your alignment and clearance from steps 7 and 8.

Installation Tip: The bar has three different mounting adjustment points to obtain necessary clearance while keeping the end links and sway bar arms perpendicular.

- With the billet mounts on the axle housing loose, the sway bar can be rotated up or down on the axle tube.
- The end links are adjustable and can be shortened or lengthened as needed by removing at least one mounting end from the vehicle, loosening the jam nuts, and rotating each rod end.
- If more adjustment is still needed, the end link mounting brackets on the crossmember can be swapped from left to right. This moves the end link mounting point higher or lower.



9. Once you have verified steps 7 and 8 you can proceed to mark the crossmember and drill the two holes needed to install the end link mounting bracket.

PHOTOS I & J



13. Once adjustments are completed, proceed to fully tighten the end link jam nuts using two open-end wrenches as shown. Then tighten all other mounting hardware to spec.

14. Finish by using a grease gun to grease the sway bar mount bushings. The bushings are designed with cavities and ridges to retain the grease, increasing the service life of the bushings.

Performance Adjustments: The sway bar arms have three mounting holes which allow for fine-tuning in performance driving situations. Relocating the end link to the furthest forward mounting hole will make the sway bar “softer” while moving the end link to the rear most hole will make it “firmer.” The adjustments can be made one hole at a time and one side at a time (i.e. one side can be in the forward hole while the other can be in the center hole).



10. With the provided bolts, nuts, washers and lock washers, install the end link mounting bracket to the crossmember and reinstall the end link.

PHOTO K

11. Repeat steps 9 and 10 on the other side.



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| 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.