



Steering, Brake & Suspension Specialists

## #CP136U - Sway Bar Installation Instructions

### 1" Front Sway Bars for 1968-74 Nova and 1967-69 Camaro

#### Hardware:

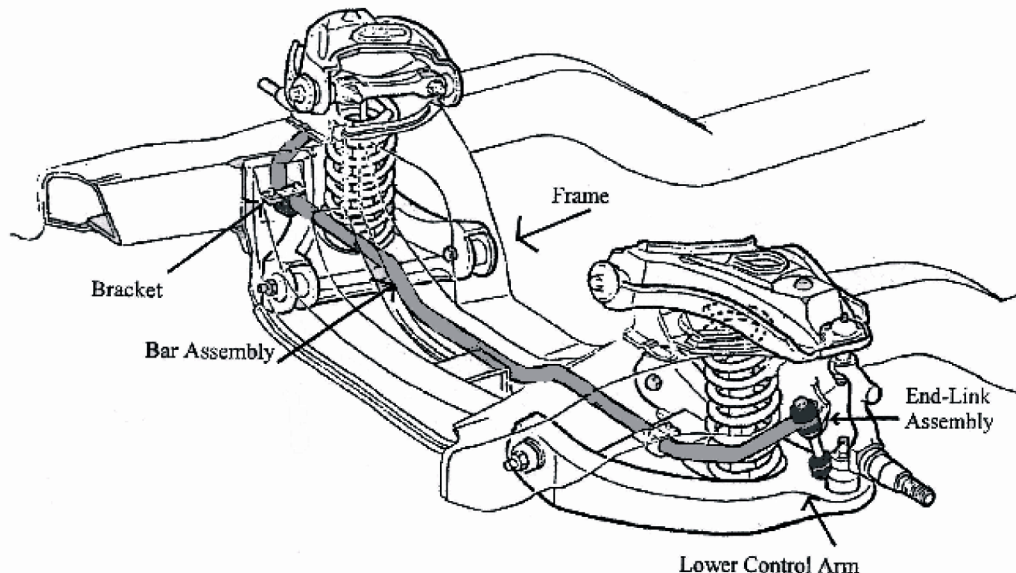
2 RH 015	End-links
2 UB 613W	Bushings
2 RH 074W	Brackets
4 RH 214	Bolts
4 RH 104	Washers

#### Instructions:

1. Loosen the lug nuts on both front wheels. Raise the car and secure on jack stands. Do not let the suspension hang. 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 the steering wheel, that the bolts on the tie rod and 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 the arms pointing toward the front of the car through the spring and set the anti-sway bar arm just past the centerpiece. Next, looking from the passenger's side of car, twist the anti-sway bar arm clockwise to arms point down and to the rear of the car.
4. While laying under the 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 of 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 cross-member. While laying 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 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 4 RH 214 Bolts and 4 RH 104 Washers 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 the anti-sway bar so that there is equal clearance on both sides between the anti-sway bar arm and the frame, then tighten the frame brackets.
7. Replace the rubber snubber (if removed) and 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.



**Classic Performance Products, Inc.** 714.522.2000 | fax 714.522.2500  
175 E. Freedom Avenue | Anaheim, CA 92801 | [www.classicperform.com](http://www.classicperform.com)