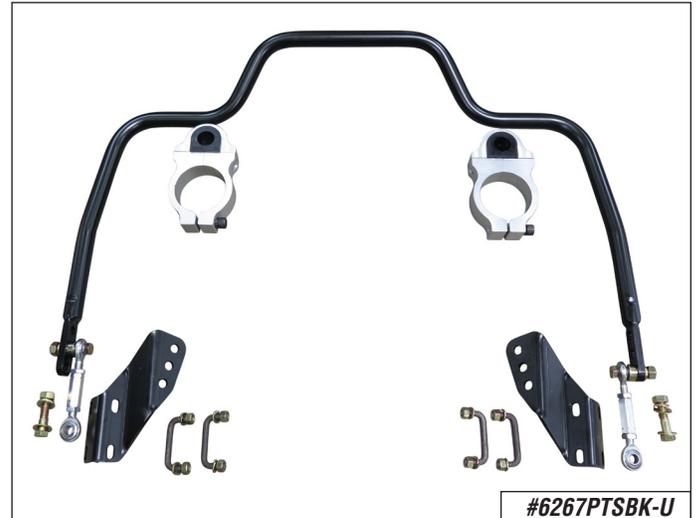


#6267PTSBK / #6267PTSBK-U – Installation Instructions

For 1962-67 Nova Pro Touring Sway Bar



Notes:

Some aftermarket exhaust/mufflers may interfere with bar/bracket placement; ensure fitment and perform any adjustments before installation. If using the upgraded mount kit, the billet-aluminum axle clamp is designed to fit 2-3/4" to 3" diameter rear end housings; it will not fit smaller 2-1/2" housings such as an 8-inch Ford. With Currie 9-inch rear ends, the "narrow" OE-style housing must be used, as bar will not clear gussets on their standard-style 9-inch.

Instructions:

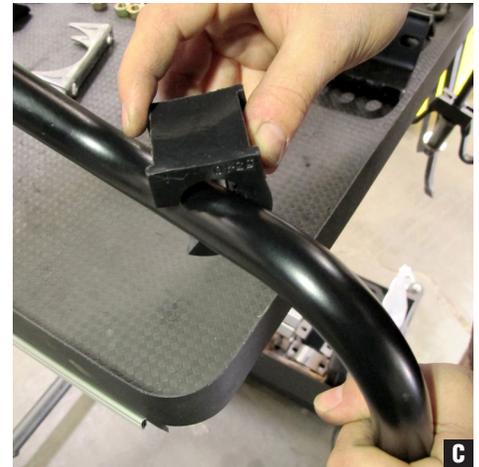
1. If possible, perform the job with the vehicle under its own weight (on ground or drive-on lift); otherwise, safely support using jack stands.



2. For billet axle clamps, coat socket head Allens with antiseize. (Fig A)



3. Coat the sway bar pivot/D-bushings with grease and install onto sway bar. (Fig B-C)



Continued on next page

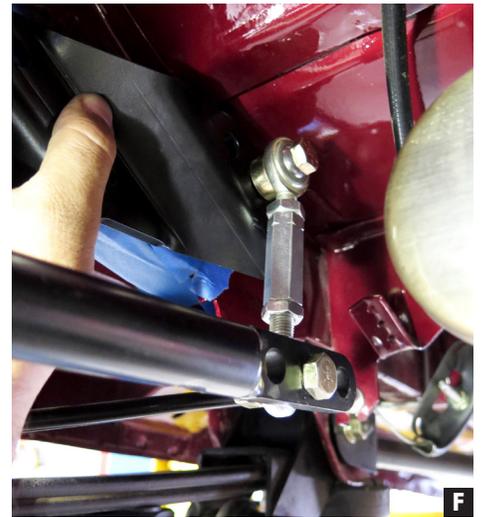
#6267PTSBK / #6267PTSBK-U – Installation Instructions (Continued)



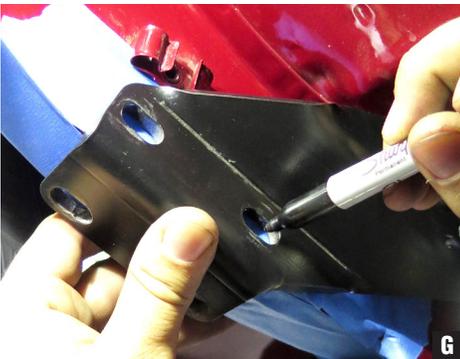
4. For billet clamps, assemble the two-piece axle housing clamp around the axle, with the bolt heads facing toward the rear and the flat D-bushing bracket-mounting surfaces pointing down. The billet lower sway bar clamps cannot be fully tightened until the axle housing clamps are set and tightened, as the Allen heads will interfere with hex bolts. (Fig D)



5. Install standard axle clamp U-bolts onto rear end housing; connect sway bar with D-bushing bracket and lower axle clamp. Dip in bar will be down and towards the rear. (Fig E)



6. Install the Heim-joint end links onto the ends of the sway bar (center hole), and holding bar parallel to the frame and/or ground, determine where the link brackets will attach to the framereils. (Fig F)



7. Mark the four mounting holes onto the box frame section through the brackets. (Fig G)



8. Remove the bracket and drill 3/8" holes on the bottom and inside of the frame. (Fig H)



9. Insert the U-bolt through the holes so that the threaded ends stick through the frame on the inside sections first. (Fig I)

Continued on next page

#6267PTSBK / #6267PTSBK-U – Installation Instructions

(Continued)



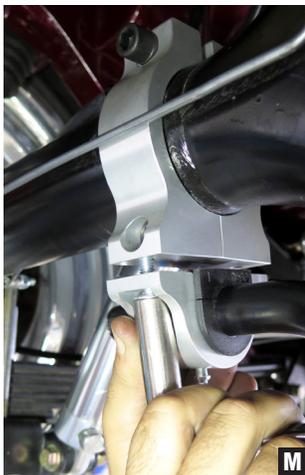
10. Attach bracket with the end links still connected; install nyloc nuts finger tight. (Fig J)



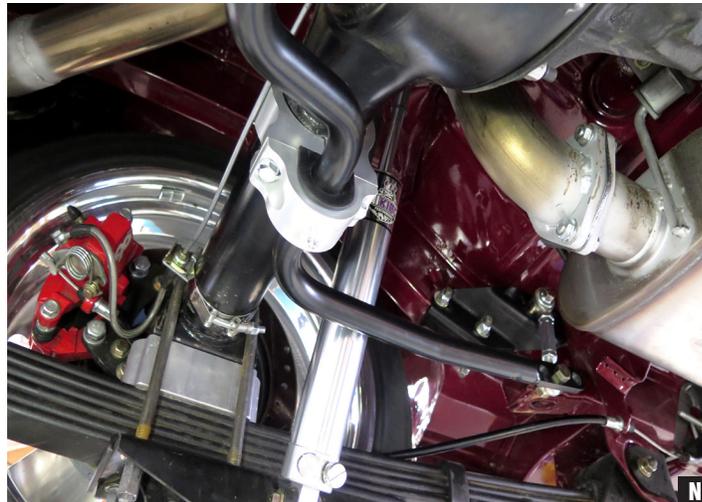
11. Insert lower U-bolts through the bracket and frame. (Fig K)



12. Finishing installing hardware and fully tighten. (Fig L)

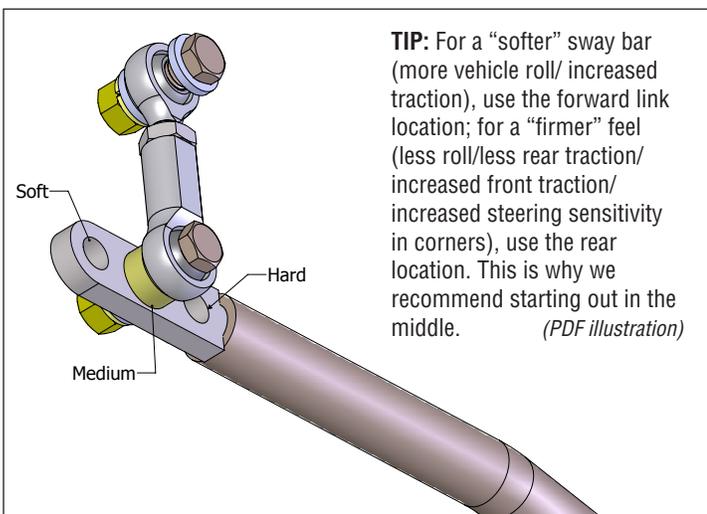


13. Complete axle clamp adjustment, maintaining sway bar alignment; add grease to D-bushing zerk fittings. (Fig M)



14. With everything adjusted correctly, tighten up end link Heim joints. (Fig N)

15. Reinstall wheels (torque lug nuts) and road test vehicle to familiarize yourself with the new sway bar.



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.

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.

© Classic Performance Products, Inc. 2015
All rights reserved. This document may not be reproduced without prior written permission of CPP.