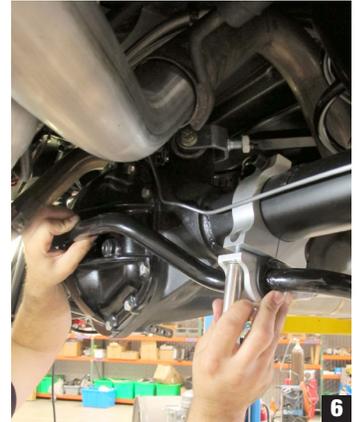




Steering, Brake & Suspension Specialists

# #6472PTSBK / #6472PTSBK-U - Installation Instructions

for 1964-72 Chevy Midsize Rear Pro-Touring Sway Bar



### Notes:

It may be necessary to remove the coil springs and shocks in order to access the upper frame area to drill four holes for the sway bar end link mounts. The billet-aluminum axle clamp is designed to fit 2-3/4" to 3" diameter rearend housings; it will not fit smaller 2-1/2" housings such as an 8-inch Ford.

**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.

- After attaching both halves of the clamp, leave the top cap screw (shorter one with lock washer) loose; tighten the lower until holes for billet sway bar clamp line up (photo 5). Repeat for the other side.
- With billet clamps attached to bushing on sway bar, prepare to mount bar for initial alignment (photo 6).

*Note: Lower cap screw must be at a certain depth for sway bar clamp bolt to fully engage threads; there is no access to cap screw once bar clamp is in place.*



### Instructions:

- Elevate vehicle securely, either using sufficient jack stand or with a lift, so that you have enough room to work freely beneath.
- Prepare sway bar by coating billet axle clamp cap screws with anti-seize (photo 2); dress the inside of the pivot bushing with supplied grease (photo 3).
- The billet axle clamp is designed to fit beneath the rear brake line (photo 4), not over; relocation is not necessary.



- Align/center sway bar on rearend housing (between suspension, not pumpkin) with dip in bar pointing down (photo 7), keeping in mind potential interference such as mufflers/exhaust, etc. Leave axle clamps loose.

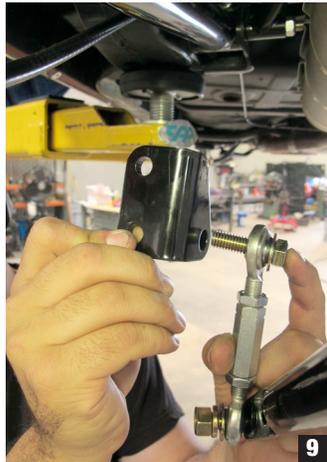
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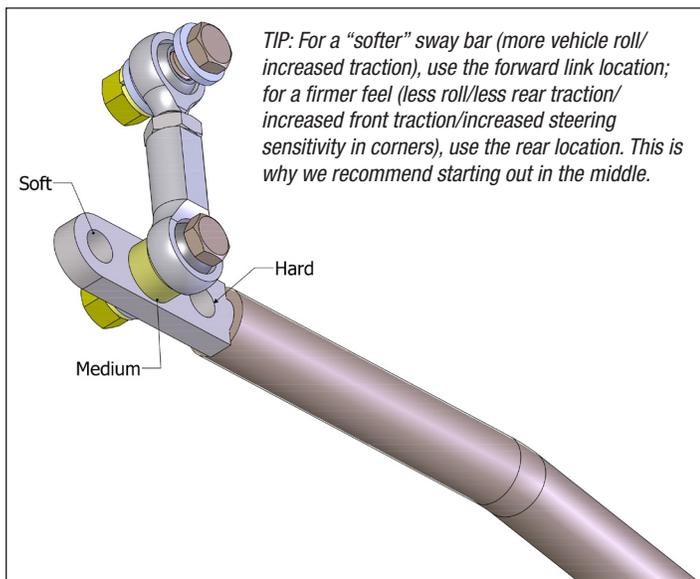
(continued)



7. Attach heim-joint end links to sway bar ends with supplied 7/16" hardware (photo 8); run threads of heims majority of the way into the coupling nuts to allow for adjustment. Start by using center hole, allowing for sufficient adjustment (+/- roll stiffness).

8. In order to locate and drill holes for upper link bracket, attach frame bracket to end link (photo 9).

9. Rotate axle clamps on rearend (photo 10) until sway bar almost touches housing (arrow) when in its mounted position (photo 11) to ensure optimum clearance once installed.



10. Using a paint pen, mark frame for upper link bracket mounting holes (photo 12).



11. Providing there's sufficient room, using an angle drill and stubby bit, drill pilot holes for bracket from the front, mounting side; finish holes with 3/8" bit from the backside (photo 13).

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# #6472PTSBK / #6472PTSBK-U - Instructions

(continued)



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12. Attach upper bracket to frame using 3/8" hardware, including lock washers (photos 14 & 15).

13. Securely tighten link end heim joints (photo 16).

*Note: you may need to cycle sway bar link end to ensure hardware doesn't interfere with any chassis components.*

14. Set sway bar profile so that it's as close to parallel with frame when suspension is at ride height by adjusting link end accordingly; tighten heim jam nuts when set. (photo 17)



16



17

15. Once sway bar is set, secure axle clamps and bushing caps. (photo 18)



18



### GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/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.*

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