



Steering, Brake & Suspension Specialists

#CP533K2 - Installation Instructions

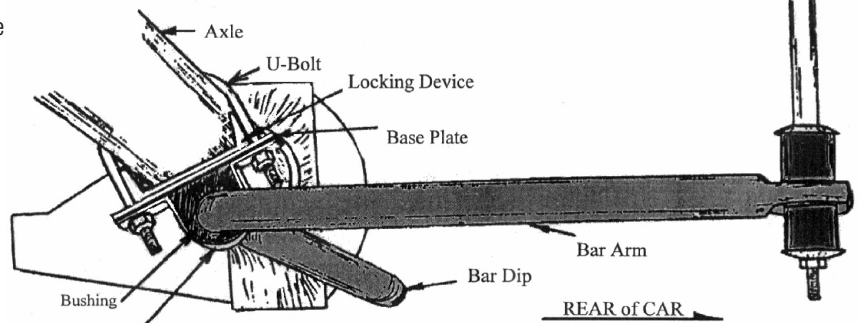
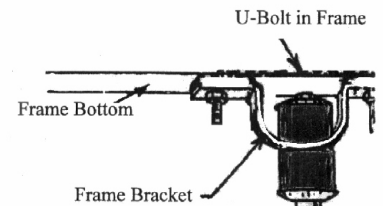
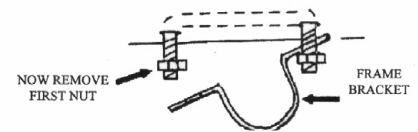
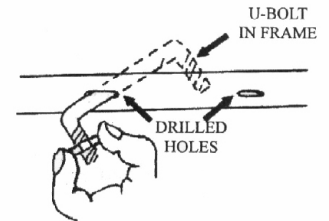
7/8" Improved Clearance Rear Sway Bar for 1963-65 Falcon & 1965-66 Mustang

Instructions:

1. Hang the U-bolts around the axle. Raise up the slotted plates under the U-bolt to engage the U-bolt legs. Follow with the bar bracket that should already be around the bar. Start the nuts. Place the mid section bushings on the rear, near the bends with the flat side up. Next, slide the loosely assembled U-bolt and bracket assembly down the axle so that the bracket is around the bushing. Insert the locking device from one side, legs towards axle. Center on the slotted plate.
2. Assemble the end-link as illustrated to connect the bracket and bar eye. Be sure that the washers have their cupped or hollow side towards the bushings, and that the bushings have the end with the stepped surface towards the bracket or bar eye. Tighten the lock-nut so the assembly is securely snug but not so tight that the bushings bulge to a noticeable extent.
3. The bar should be positioned so that the mid-section runs below and to the rear of the axle with the arms facing to the rear. The dip should be down or in the alternate position (for vehicles with higher ride height or where clearance problems are encountered) where the bar mid-section runs along the top rear of the axle with the dip up. It will pass just below and to the rear of the brake junction fitting but forward of any shocks mounted to the rear of the axle.
4. Position the bar so that the forges are horizontal, and the axle clamp assembly holding the bar mid-section is tilted slightly to the rear of the axle. With the car resting naturally on its springs on level ground, the frame bracket should position themselves so as to align with the bottom of the frames. Adjust the bar position relative to the axle if needed.
5. Mark through the frame bracket holes. Drill one hole with a 3/8" drill bit. Use the square U-bolt to get the exact spacing for the second hole and drill it. Place a lock-nut on one leg of the square U-bolt, insert the other end into one drilled hole. Maneuver it until it reappears through the other drilled hole. Place one end of the base plate and the frame bracket over the leg and start another lock-nut on it. Remove the first nut; position the free end of the plate and bracket over the U-bolt leg and replace the nut.

Hardware:	
2 RH 014	End-Links
2 RH 054	Channel Brackets
2 RH 405	U-Bolts
2 RH 043	Brackets
2 RH 044	Brackets
2 RH 031	Plates
8 RH 304	Lock-Nuts
2 RH 402	U-Bolts
2 RH 508	Bushings

HOW TO INSTALL A 402 U-BOLT



6. Have someone bounce the rear of the car so you can check clearance of all parts throughout the suspension travel distance. If all is clear, tighten the nuts on the frame and the axle. Road test the vehicle to familiarize yourself with its new handling. As we cannot supervise your installation or your driving, we cannot be held responsible for more than the cost of the kit.

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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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.