

#CPP599 - Installation Instructions

1-1/8" Front Sway Bar for 1968-74 Nova and 1967-69 Camaro

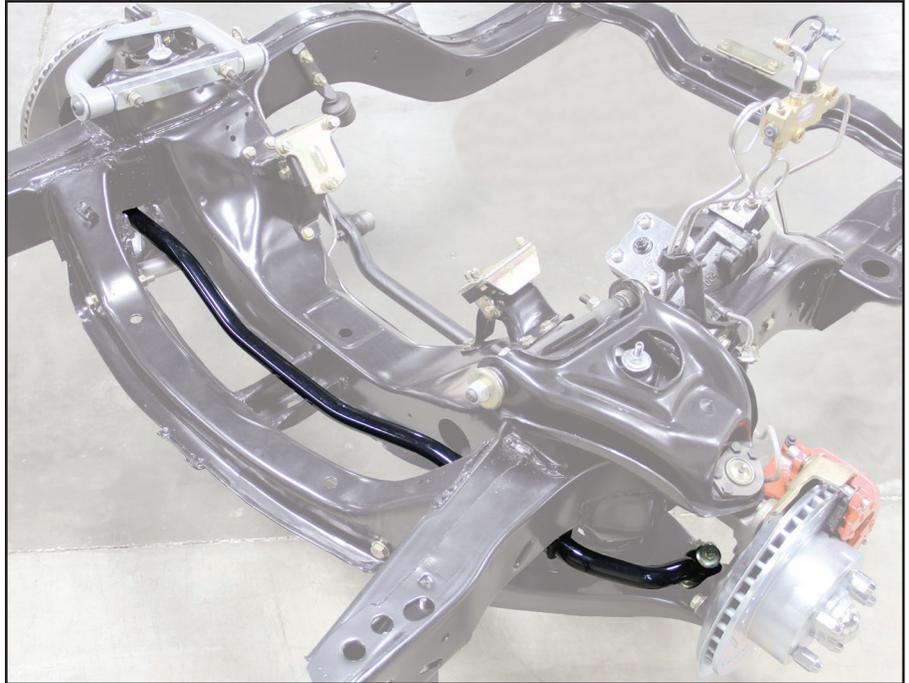
Note:

This sway bar installs in place of the original sway bar.

Instructions:

Remove the original sway bar:

1. Raise both front tires off the ground. Be sure the car is supported by the chassis and the front control arms are fully extended downward.
2. Remove both front ties.
3. Remove both of the end links.
4. Remove the frame brackets.
5. Remove the driver's side front shock.
6. If the bump stops are located on the front of the lower control arm, remove the driver's side bump stop.
7. Steer the car all the way to the right.



8. Remove the sway bar out the passenger side of the car. The sway bar may need to pass between the coils of the driver's side coil spring.

Install the new sway bar:

9. The new sway bar will install in the same position as the original sway bar. Orient the sway bar so the dip in the center is down towards the ground and the arms are towards the rear.
10. Install the sway bar from the passenger side. Begin with the bar rotated 180°. The arms will be temporarily towards the front. After the arm has installed past the center portion of the chassis, rotate the bar 90° so the arm is down.
11. Continue to install the sway bar until the end of the bar reaches the driver's lower control arm. At this point the sway bar eyelet should be just under the driver's lower control arm. Rotate the sway bar 270° while keeping it against the forward crossmember.
12. Apply a light coat of the supplied grease. Install the pivot bushings onto the sway bar.

13. With the pivot bushings and bar in their correct position loosely install the frame brackets.
14. Assemble the end links to the sway bar and lower control arm.
15. If the bump stop was removed, re-install the bump stop.
16. Re-install the shock.
17. Tighten the frame brackets.
18. Install the grease fittings into the frame brackets.
19. Re-install the front tires and put the car on the ground.

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.