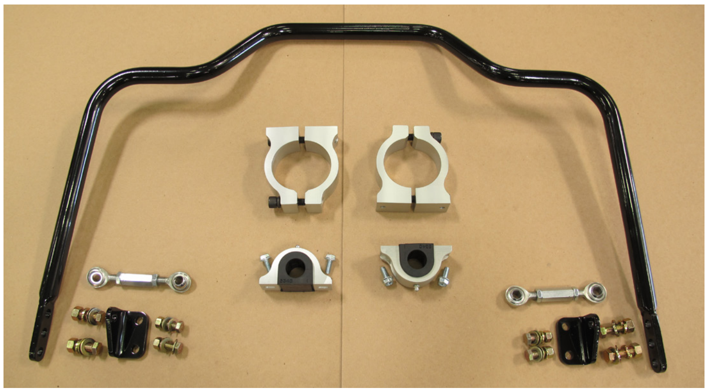
Steering, Brake & Suspension Specialists

#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.

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Instructions:

1. Elevate vehicle securely, either using sufficient jack stand or with a lift, so that you have enough room to work freely beneath.

2. 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).

3. The billet axle clamp is designed to fit beneath the rear brake line (photo 4), not over; relocation is not necessary.

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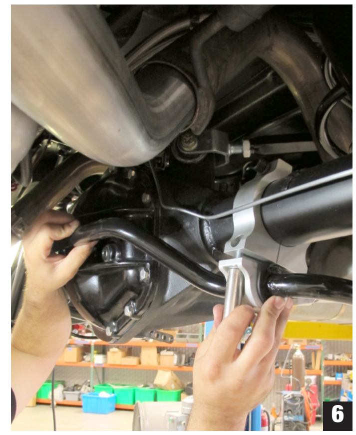

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4. After attaching both halves of the clamp, leave the top cap screw (shorter one with lock washer) loose; tighten the lower until holes for billet sway bar clamp line up (photo 5). Repeat for the other side.

5. 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.

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6. 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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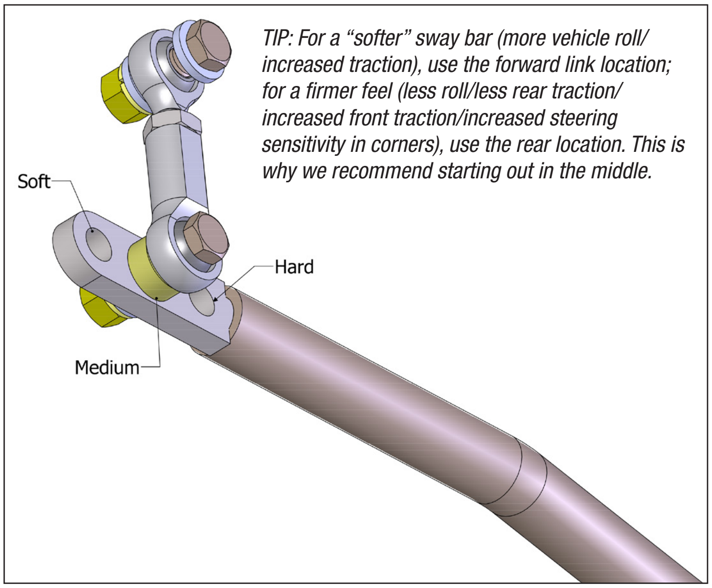
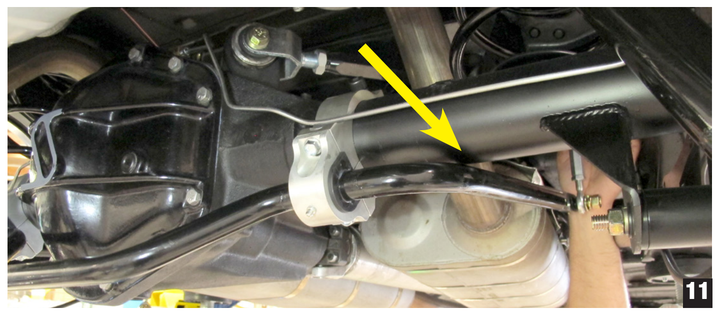
(continued)

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).



TIP: For a "softer" sway bar (more vehicle roll/increased traction), use the forward link location; for a firmer feel (less roll/less rear traction/increased front traction/increased steering sensitivity in corners), use the rear location. This is why we recommend starting out in the middle.



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).

Continued on next page

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

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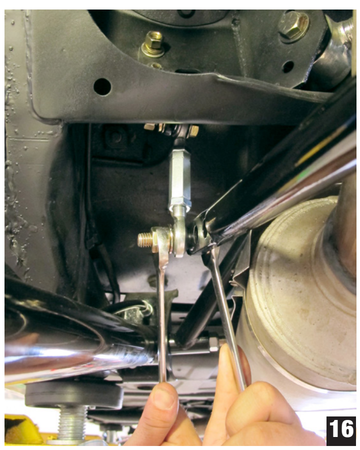
12. Attach upper bracket to frame using 3/8” hardware, including lock washers (photos 14 & 15).

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)



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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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#6472TCA-LK Installation Instructions

1964-1972 Chevelle and El Camino Tubular Lower Control Arms

Parts List:

1 ea Left Lower Control Arm Assembly
1 ea Right Lower Control Arm Assembly
4 ea ½-13 x 4" Bolts
4 ea ½ 13 Nuts
8 ea ½ Flat Washers
4 ea ½ Lock Washers
1 ea Shock Hardware Kit

Note:

We recommend you inspect your cars suspension prior to installation of the CPP Tubular Control Arms. Now would be a good time to replace worn out shocks, sway bar bushings, tie rods, pitman arms and idler arms. If you notice alignment, suspension or brake problems after the installation, these conditions probably existed prior to the installation.

Instructions:

1. Raise the car and support the frame with jack stands. Remove the front wheels from the car. If you plan on reusing your current brake package, remove the caliper from the spindle and hang it out of the way.

2. Remove the front shocks and unbolt the sway bar from the lower control arms. Also remove the outer tie rod end from the steering arms.

3. Place a floor jack under the outer end of the lower control arm and gently raise the lower control arm enough to take off the pressure from the coil spring. If available use a coil spring compressor to secure the coil. **Use extreme caution when removing the coil spring**.

4. Remove the cotter pin from the upper control arm and loosen the castle nut. Do not remove the nut. Do the same for the lower ball joint as well.

5. With a ball joint separator you can split the ball joint from the spindle or you can use a large hammer and hit the spindle bosses to knock the spindle loose.

6. Once the spindle is loose, remove the upper ball joint nut. Raise the upper control up out of the way. Carefully lower the floor jack down slowly. Once all the tension is released from the coil spring, remove the lower ball joint castle nut to remove the spindle and rotor assembly from the control arm. **Use extreme caution when removing the coil spring**. Remove the coil spring from the lower control arm.

7. Unbolt and remove the factory lower control arm from the frame. In some cases you might need to use a rubber mallet to knock the control arm out.

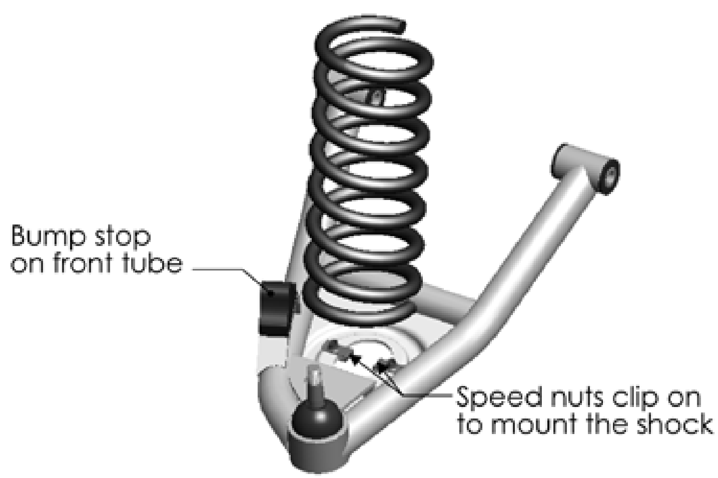
8. Install the new CPP lower control arm with the grade 8 hardware provided. The bump stop goes to the front.

9. Reinstall the spindle on to the lower control arm ball joint. **Note: If you are installing these arms and still using the drum brakes, you will need to loosen up the steering arms and move the backing plate forward so it will clear the lower ball joint as it goes in the spindle.** Reinstall the coil spring into the upper spring pocket. Place a floor jack under the lower control (place a towel on the floor jack to help protect the control arm finish) **Use extreme caution when installing the front coils**. Raise the floor jack up until the spring is compressed enough to allow the upper control arm ball joint to bolt to the spindle.

10. Tighten up the upper and lower ball joints and install the cotter pins. Lower the floor jack down. Grease your new ball joints prior to use. (Use only quality grease)

11. Reinstall the shocks (with the new hardware supplied), sway bar and reattach the outer tie rod to the steering arms. Reinstall the brake caliper or new brake package if you are upgrading at this time.

12. Reinstall the front wheels. We strongly recommend taking your car to a qualified alignment shop before you drive your car to ensure your front end is aligned correctly.



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
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#6472TCA-UK Installation Instructions

for 1964-72 "A" Body Tubular Upper Control Arms

Parts List:

1 ea Left Upper Control Arm Assembly
1 ea Right Upper Control Arm Assembly

Note:

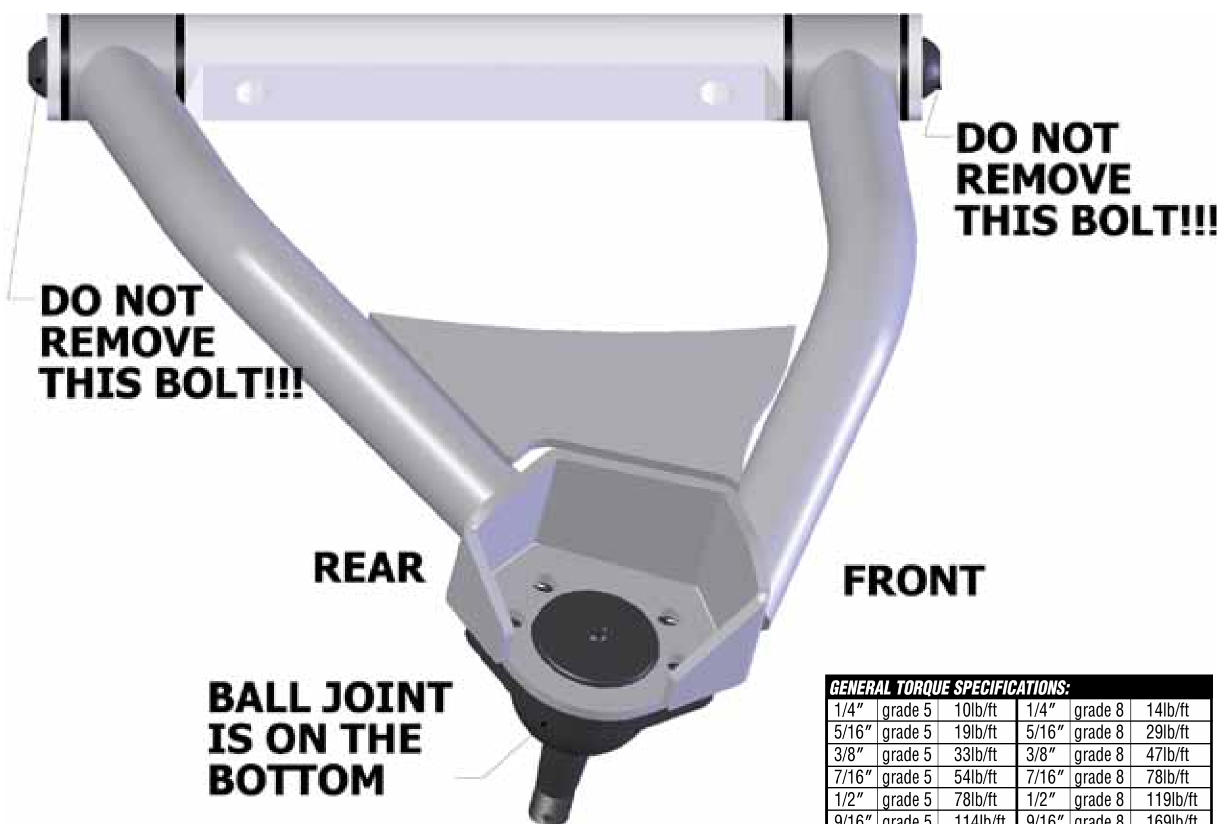
The ball joint is mounted to the bottom side of the control arm.

Warning:

Do not remove the cross shaft bolts. They are installed with Loctite.
Removing the cross shaft bolts will void the warranty.

Instructions:

1. Remove the original upper control arms.
2. Install the new upper control arm assemblies. CPP recommends using new ball joints (part # FA487) and bump stops (part #3773361).
3. Have the car professionally aligned.



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
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For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.

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Steering, Brake & Suspension Specialists

Front Sway Bar Installation Instructions

1¼" (#CPP709) & 1 3/8" (#CPP2278) for 1970-81 Camaro / 1975-79 Nova / 1964-77 GM A-Body

#CPP709

#CPP2278

Hardware:

2 ea	D-Bushing Brackets	4 ea	Washers
2 ea	D-Bushings	2 ea	End-Links

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.

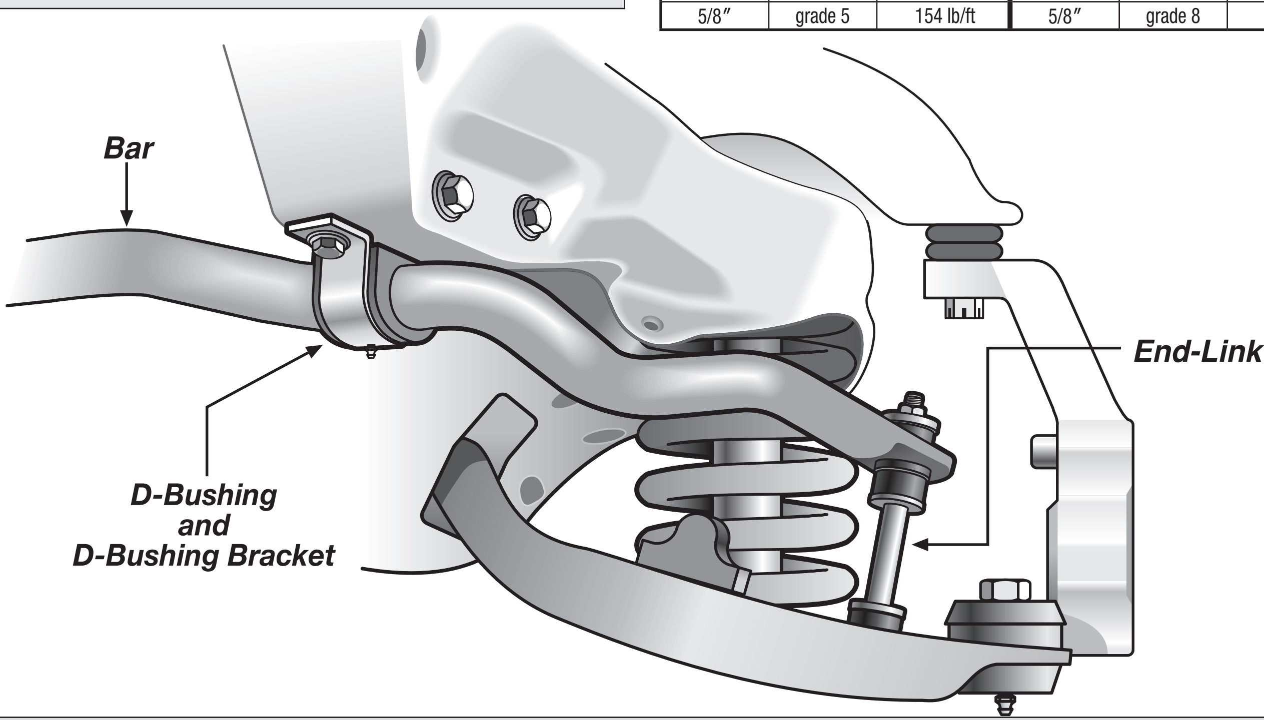
NOTE: This bar was designed as an O.E. replacement bar. It comes with some of the hardware required to install it depending on the application. If hardware is not included with the kit, the hardware from the O.E. bar must be retained and re-used. If the hardware is not in good condition, they should be replaced with new parts from your O.E. parts dealer. If your car is not equipped with an O.E. bar, the installation of this bar may not be possible, or may require additional modifications to complete the install.

Instructions:

1. Remove the O.E. bar and retain the attaching hardware. If the suspension is allowed to hang, the bar will be more difficult to remove because of binding in the suspension. This bar may differ slightly from the O.E. bar, but it was designed to fit in the same position using the O.E. and the supplied hardware.
2. Slide the mid-section D-bushings onto the bar. Center the bar under the car with bar dip pointing toward the ground and secure the bar up to the frame using the D-bushing brackets
3. Assemble the end-links with the bolt pointing upward as illustrated, connecting the bar eye and end-link mounts. Be sure that the washers have their cupped or hollow side towards the bushings, and the bushings have the stepped/tapered surface towards the end-link mount or bar eye. Tighten the lock-nut so the assembly is securely snug and the bushings just deform slightly. DO NOT over tighten.
4. Have someone safely bounce the vehicle so you can check clearance of all parts throughout the suspension travel distance. If all is clear, check all fastenings for suitable tightness. Road test the vehicle to familiarize yourself with its new handling. For best balance and control, this bar should be used in conjunction with our rear kit.

   NOTE: As we cannot supervise your installation or your driving we cannot be held responsible for more than the cost of the kit.

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



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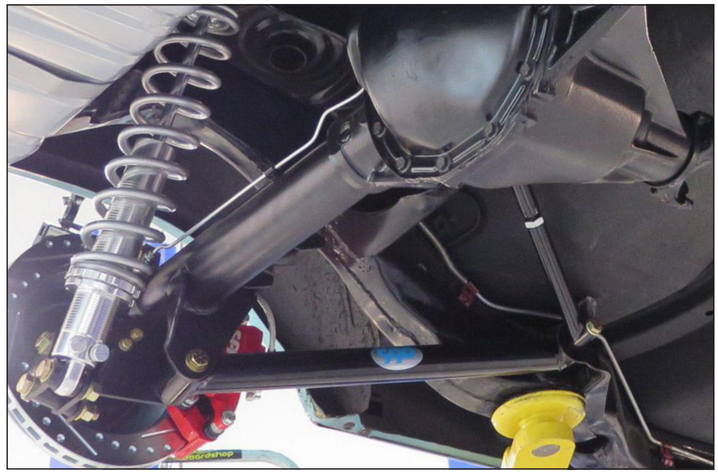
Steering, Brake & Suspension Specialists

#PT6472RTCA-LB - Rear Lower Control Arm Installation Instructions
for 1964-72 GM A-Body (Chevelle, El Camino, Skylark, Cutlass, Leman/GTO)



Shown installed on 1967 Chevy Chevelle with rear coil-over upgrade and Adjustable Tailing Arm Mount Braces (available separately).

Hardware:

2 ea Rear Lower Control Arm Assembly
4 ea 1/2"-13 X 4" Bolts G8
4 ea 1/2"-13 Nuts G8
4 ea 1/2" Lock Washes G8
8 ea 1/2" Flat Washers G8

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 and suspension movement. The installer also needs to make sure none of the braking components can become bound or jammed at any time through the range of suspension movement.

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

Instructions:

1. Support the rear of the vehicle with the proper tools and equipment so that the rear suspension can be disassembled.
2. Remove the rear coil springs.
3. Remove the original rear lower control arm links.
4. Install the new rear lower control arm links with the included hardware.
5. Re-install the rear coil springs.
6. Check clearance of all parts throughout the suspension travel distance. If all is clear, confirm all mounting hardware is secure. Remove the supports from the rear of the vehicle and lower it to the ground.

   Safely road test the vehicle to familiarize yourself with its new handling.

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