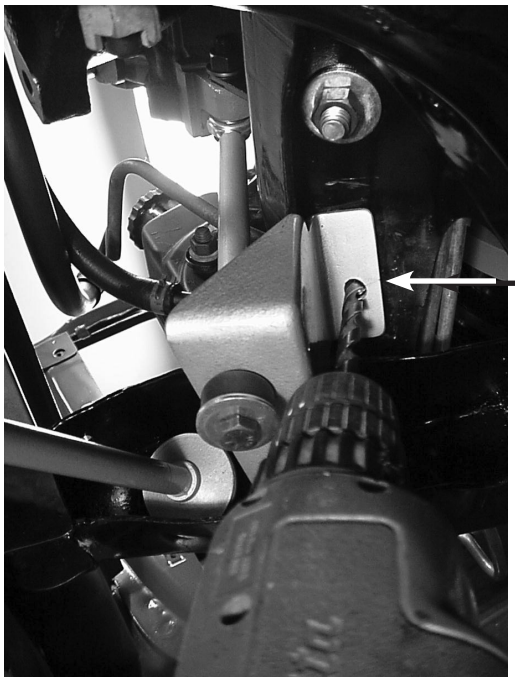
Installation Instructions
'63-66 A-Body Torque Strap

GENERAL INSTALLATION TIPS:
If the rod end is hard to turn in the tube, there may be metal filings from the machining process in the threads. Run a 7/16-24 tap in the tube to clear the threads. Should you find the Torque Strap Tube needs to be shortened (some engines may sit too low in the k-member), shorten in small increments, leaving as much thread as possible. A cut-off wheel works well for this. Once the final length had been set, use red Loc-Tite to secure the rod end threads in the Torque Strap Tube.

EXTREME RACING APPLICATIONS:
In extreme horsepower or racing situations, the bracket should be welded to the k-member.

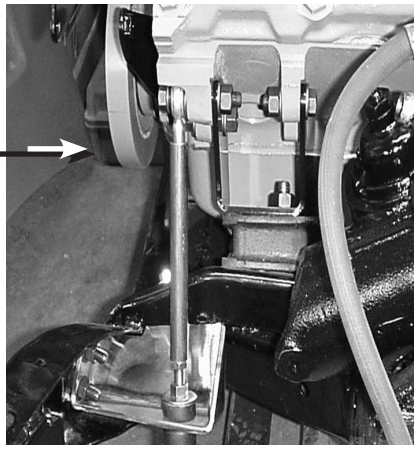
From underneath, bolt torque strap bracket to existing sway bar holes (circle). If holes are not present, see last page for drill template.



Drill 3/8" hole in k-member using the hole in the bracket as a guide. Bolt bracket to K-member.

After drilling 3/8" hole (see above), bolt torque strap bracket to k-member.

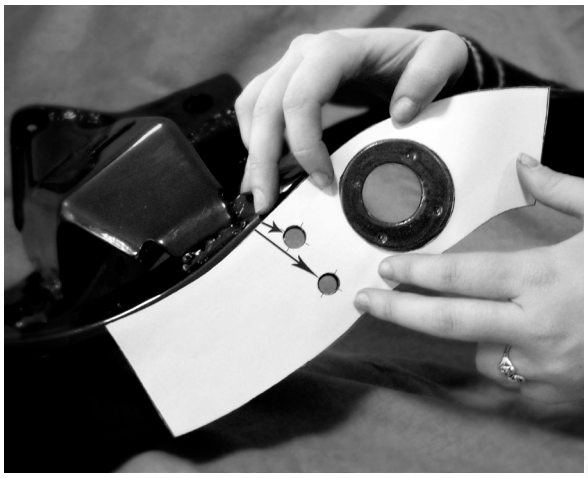
Position rod end onto the top lug of engine (as shown), using supplied 7/16” bolt. Once final length is determined, use red Loc-Tite to secure the rod end in the Torque Strap Tube.



Bushing Assembly

Install bushing and washers onto bracket as seen above. Tighten the 3/8 nylock nut until the threads begin to poke out the end of the nut. This will pre-load the bushings. It may be required to re-tighten as the bushings settle in.

63-66 A-Body Torque Strap Hole Template



Template is drawn to actual size. Cut out as shown and align to contours of K-member and the strut rod metal cap. You can use adhesive or duct tape to hold in place while you either center punch the 7/16 inch hole or scribe around them.

Drill holes at 7/16 inch

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