

#CP90233 - Installation Instructions

for 1967-69 Camaro 700R4 Transmission Crossmember



Notes:

For illustrative purposes, we've used a bare Camaro subframe; in all likelihood, you'll be performing work under the vehicle. Ensure vehicle is safely and securely elevated (especially when removing engine/trans) to allow sufficient work room. The factory transmission crossmember is mounted with rivets, which require drilling to remove and access mounting points for CPP crossmember.





Instructions:

- 1. With OE trans crossmember removed, locate the appropriate factory holes in the chassis (photo 2) to mount the CPP transmission crossmember (photo 3).
- 2. Using the supplied 3/8-16x1 hex bolts, flat washers (2 per bolt), lock washers, and nuts, install crossmember (photo 4) with transmission mount platform facing toward the "front" of vehicle (CPP decal facing rear). Leave hardware hand tight for now.



3. Install supplied 9425 transmission mount onto you 700-R4's tailshaft using the M10-1.5x25mm hardware.



4. Re-install engine/trans (use of new engine mounts is recommended). With alignment/fitment of transmission determined, securely tighten CPP crossmember hardware (photo 5).

(Note: There are different length transmission driveshaft yokes: make sure you have the particular one you're using for reference when ordering a new or modifying your old driveshaft.)

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.

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