

# INSTALLATION GUIDE



## KPC PHB-C31

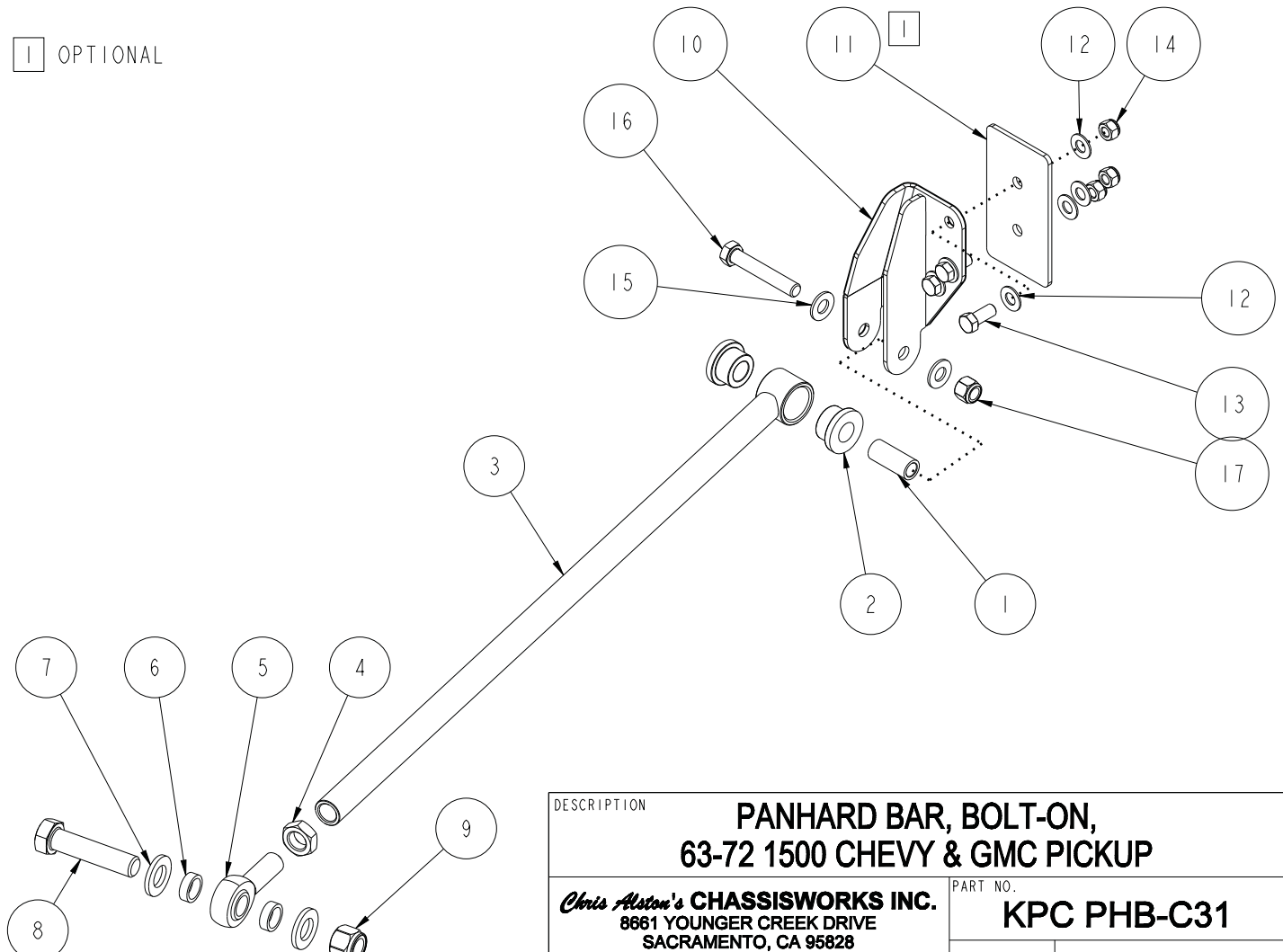
**Bolt-On Panhard Bar  
1963-1972 Chevrolet and GMC C10 Pickup**



**Description:** Bolt-on, urethane-bushed panhard bar for 1963-1972 Chevrolet and GMC C10 pickup. Includes bolt-on frame bracket, adjustable-length link, urethane end bushings, and mounting hardware. Axle mount tab is part of KP 4-link bracket weldment.

| ITEM | QTY | PART NO.        | DESCRIPTION  |
|------|-----|-----------------|--|
| 1    | 1   | 3140-1624-056   | SLEEVE, POLY BUSHING, $\varnothing$ 3/4 x .50 x 1.750            |
| 2    | 2   | 3141-2440-0.88  | POLYURETHANE BUSHING 1.63 x .750 x .750                          |
| 3    | 1   | 7935-047        | PANHARD BAR WELDMENT, 30.4 OAL, 3/4-16 x 13°, 1.25 ID POLY       |
| 4    | 1   | 3102-075-16RC   | JAM NUT, 3/4-16 RIGHT, CLEAR ZINC                                |
| 5    | 1   | 3111-075X075-RT | ROD END, 3/4-16 RIGHT x 3/4 BORE, TEFLON, MTM-12                 |
| 6    | 2   | DI6.120-000.313 | CUT TUBE, $\varnothing$ 1 x .120 WALL DOM x .313                 |
| 7    | 2   | 3157-075S-C     | WASHER, 3/4 SAE, ZINC PLATED, 13/16 ID x 1 15/32 OD x 5/32 THICK |
| 8    | 1   | 3100-075F3.25Y  | HEX BOLT, 3/4-16 x 3 1/4, GRADE 8, YELLOW ZINC                   |
| 9    | 1   | 3101-075-16C    | LOCKNUT 3/4-16, GRADE 5, NYLON INSERT, CLEAR ZINC                |
| 10   | 1   | 7935-044        | PANHARD FRAME BRACKET, 63-72 GM PICKUP, KPC                      |
| 11   | 1   | 7935-027        | WATTS OPTIONAL FRAME DOUBLER                                     |
| 12   | 6   | 3157-044S-C     | WASHER, 7/16 SAE, ZINC PLATED, 7/16 ID x 1 1/8 OD x 1/16 THICK   |
| 13   | 3   | 3100-044CI.00Y  | HEX BOLT, 7/16-14 x 1, GRADE 8, YELLOW ZINC                      |
| 14   | 3   | 3101-044-14C    | LOCKNUT 7/16-14, GRADE 5 NYLON INSERT, CLEAR ZINC                |
| 15   | 2   | 3157-050S-C     | WASHER, 1/2 SAE, ZINC PLATED, 1/2 ID x 1 1/16 OD x 3/32 THICK    |
| 16   | 1   | 3100-050C3.00Y  | HEX BOLT, 1/2-13 x 3, GRADE 8, YELLOW ZINC                       |
| 17   | 1   | 3101-050-13C    | LOCKNUT 1/2-13, GRADE 5, NYLON INSERT, CLEAR ZINC                |

1 OPTIONAL



DESCRIPTION

**PANHARD BAR, BOLT-ON,  
63-72 1500 CHEVY & GMC PICKUP**

*Chris Alston's* **CHASSISWORKS INC.**  
8661 YOUNGER CREEK DRIVE  
SACRAMENTO, CA 95828

PART NO.

**KPC PHB-C31**

# PARTS LIST

## KPC PHB-C31 - Bolt-on Panhard Bar, '63-72 C10

| Qty | Part Number | Description                               |
|-----|-------------|---|
| 1   | 7935-044    | Panhard bar frame bracket 63-72 GM pickup |
| 1   | 7935-047    | Panhard bar weldment 30.4" OAL            |

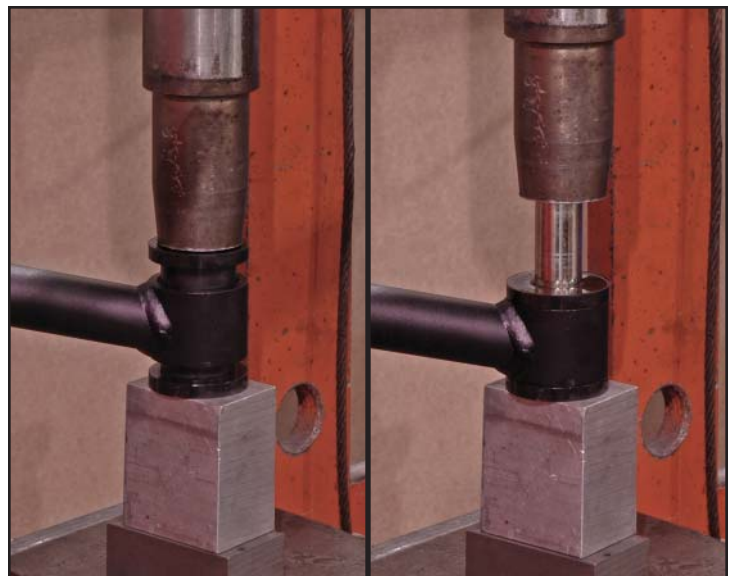
## 7926-PHBC31 - Hardware Bag

| Qty | Part Number     | Description   |
|-----|-----------------|---|
| 3   | 3100-044C1.00Y  | Bolt 7/16-14 x 1" hex cap screw Grade 8               |
| 1   | 3100-050C3.00Y  | Bolt 1/2-13 x 3" hex cap screw Grade 8                |
| 1   | 3100-075F3.25Y  | Bolt 3/4-16 x 3-1/4" hex cap screw Grade 8            |
| 3   | 3101-044-14C    | Locknut 7/16-14 nylon insert                          |
| 1   | 3101-050-13C    | Locknut 1/2-13 nylon insert                           |
| 1   | 3101-075-16C    | Locknut 3/4-16 nylon insert                           |
| 1   | 3102-075-16RC   | Jam nut 3/4-16 clear zinc                             |
| 1   | 3111-075X075-RT | Rod end 3/4 x 3/4" RH, Teflon                         |
| 1   | 3140-1624-056   | Sleeve 3/4 OD x 1/2 ID x 1-3/4" long for poly bushing |
| 2   | 3141-2440-0.88  | Poly bushing .75 bore x .875" OAL                     |
| 6   | 3157-044S-C     | Washer 7/16" SAE flat                                 |
| 2   | 3157-050S-C     | Washer 1/2" SAE flat                                  |
| 2   | 3157-075S-C     | Washer 3/4" SAE flat                                  |
| 2   | D16.120-000.313 | Spacer 1" OD x 3/4 ID x .313" long                    |
| 1   | 3151-1/2OZ      | Poly lube, 1/2 oz. cup                                |
| 1   | 7935-027        | Frame doubler plate (optional)                        |

## INSTRUCTIONS

*The 4-link suspension must be installed and the axle housing positioned at ride height before beginning installation.*

1. Press the poly bushings into both sides of the pivot link until they are fully seated.
2. Apply a small amount of poly lube to the outside of the 1-3/4" sleeve and press it into the bushings until centered.



3. Use a 3/4-16 right-hand tap and die to chase the panhard bar female threads and rod end male threads.
4. Thread the jam nut onto the rod end until there are 5-7 threads between the jam nut and the rod-end bearing housing.
5. Apply a small amount of anti-seize to the rod-end threads and screw it into the panhard bar until the jam nut contacts the tube.



6. Bolt the frame bracket to the driver-side step notch using two 7/16-14 x 1" hex bolts, flat washers, and locknuts. The mounting clevis will point towards the ground.

*Refer to back page for information regarding installation without using the KP bolt-in step notch.*



7. Use a 7/16" bit to drill the third hole, using the panhard-bar bracket as a guide.
8. Install the remaining 7/16-14 x 1" hex bolt, flat washers, and locknut.

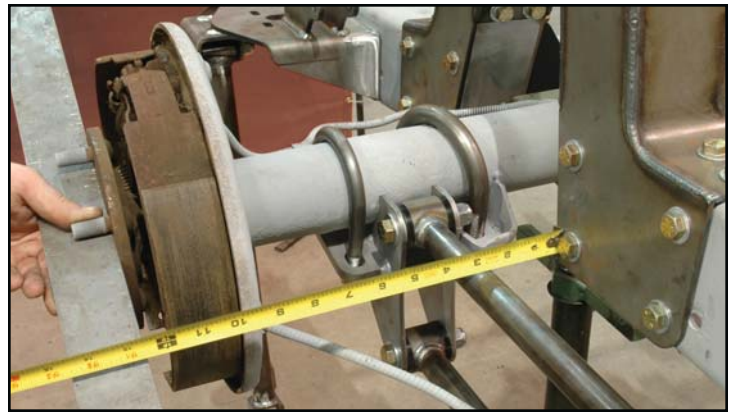


9. Insert the urethane-bushed end of the panhard bar into frame bracket and secure with the 3/4-16 x 3" hex bolt, flat washers, and locknut. There must be a flat washer under the bolt head and locknut. The panhard bar must angle toward the front of the truck.



10. Verify that the axle housing is at ride height before centering the housing relative to the frame.

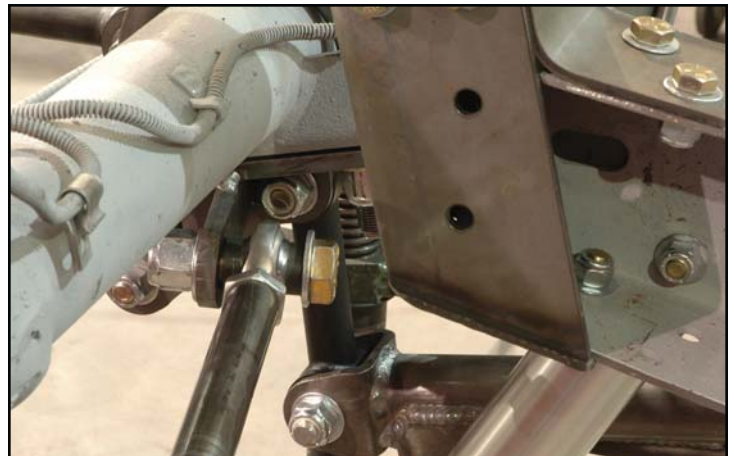
11. Using a straight-edge along the axle flange, measure from the frame rail to the straight-edge.



12. Record and compare the measurements from each side of the vehicle.

13. Shift the axle housing so that both measurements are equal and the housing is centered between the frame rails.

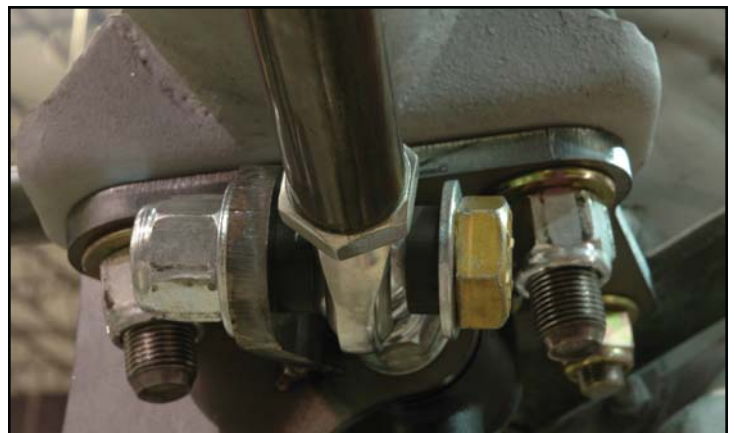
14. Adjust the rod end on the panhard bar in or out until it aligns with the mounting tab on the passenger side axle bracket.



15. Secure the rod end to the tab with a 3/4-16 x 3-1/4" hex bolt, two 1/4" wide spacers, two flat washers, and a locknut. There must be one spacer on each side of the rod end and flat washers under the bolt head and locknut.

16. Move the axle through its complete range of travel to check for binding. Correct any issues before continuing.

17. Verify that the housing is still centered at ride height, then tighten the jam nut and mounting bolt.



18. This is the panhard bar installed.



## Installation WITHOUT KP Bolt-In Step Notch

If you are not using the KP bolt-in step-notch kit, a frame doubler plate, P/N 7935-027 (included), must be welded to the frame rail to provide a mount for the panhard-bar frame bracket.

Follow the steps that cover frame bracket orientation and attaching the panhard bar to the bracket before installing the frame doubler plate.

19. The doubler plate must be bolted to the panhard-bar frame bracket and the panhard bar positioned level to the ground with axle housing at ride height. A third hole must be drilled through the doubler plate.
20. The centerline of the mounting holes in the doubler plate should be approximately 4-3/4" behind the back of the axle tube.
21. When positioned correctly, tack weld the plate to the factory frame rail.
22. Once tack welded, move the axle through its complete range of travel to check for binding.
23. Correct any binding issues before finishing welding the doubler plates to the frame.

### WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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