



Detroit Speed, Inc.
Splined Front Anti-roll Bar Kit
64-72 A-Body
P/N: 031404

The Detroit Speed Splined Front Anti-roll Bar Kit is a direct bolt-on assembly with no fabrication required. The kit consists of a 1 1/2" O.D. 4130 alloy heat-treated splined bar, pillow blocks made from 6061 T6 billet aluminum with Delrin™ bushings, and 3/4" thick solid steel arms with low friction ball style end links. This combination of parts will greatly improve cornering ability and reduce body roll. It will also reduce friction and binding in the front suspension.

Quantity	Description
1	Splined Anti-roll Bar
2	Hardcoated Aluminum Pillow Block
2	3/8"-16 x 3.25" Allen Head Bolt
2	3/8"-16 x 2" Allen Head Bolt
4	3/8" AN Washer
1	LH Anti-roll Bar Arm
1	RH Anti-roll Bar Arm
2	3/8"-24 x 2.75" Hex Head Bolt
2	3/8"-24 Nyloc Lock Nut
4	3/8" SAE Flat Washer
2	Delrin™ Bushings
2	Aluminum Split Lock Collar
2	Anti-roll Bar End Link
2	Anti-roll Bar End Link Adapter
2	3/4" OD x 1/2" ID x 1/2" Long Spacer ('64-'67 A-body)
2	3/4" OD x 1/2" ID x 1/4" Long Spacer ('68-'72 A-body)
2	1/2"-20 x 1.5" Countersunk Bolt
2	1/2"-20 Nyloc Nut
2	1/2" SAE Washer
2	M12 x 1.75mm Hex Jam Nut ('64-'67 A-body)
2	M12 x 1.75mm Nyloc Jam Nut ('68-'72 A-body)
2	M12 Flat Washer

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Pillow Blocks	20
Anti-roll Bar End Links	40
Anti-roll Bar Arm to Anti-roll Bar	25
Aluminum Split Lock Collar	10
Lower Control Arm Adapter	70

1. To begin installation, chock the rear wheels and loosen the front lug nuts. Jack up the front of the vehicle and support the front of the vehicle with jack stands under the frame. Remove the front wheels.

2. Remove existing anti-roll bar from vehicle. **NOTE:** Suspension must be in full droop before installation begins.
3. On '64-'67 models, it may be necessary to drill and tap the existing holes in the frame to 3/8"-16. Drill the existing holes using a drill bit and tap with a 3/8"-16 tap. On '68-'72 models, verify that the threads in the frame are in good condition. Tap the threads in the frame with a 3/8"-16 tap if necessary.
4. Insert the Delrin™ bushing into the pillow block. Grease the inside of the bushing with a quality chassis grease. Insert one end of the anti-roll bar into the bushing from the back side of the bushing. Repeat the same procedure on the pillow block for the opposite side.
5. Insert the 3/8" bolts into the pillow block along with a 3/8" AN washer. The 3/8"-16 x 2" Allen head bolt installs in the rear and the 3/8"-16 x 3.25" Allen head bolt installs in the front. Use High Strength Loctite 282 on these bolts when threading them into the frame. Do not tighten these bolts at this time.
6. Center the anti-roll bar in the pillow blocks. Measure from the end of the pillow block to the end of the anti-roll bar. This measurement should be approximately 2.875". Once centered, tighten the bolts attaching the pillow block to the frame to 20 ft/lbs.
7. Install the aluminum split lock collar next. The collar must be positioned with the bolt to the bottom and the groove facing the center of the vehicle. Open the clamp slightly with a small screwdriver so it slips over the anti-roll bar tube. Apply Medium Strength Loctite 242 on the threads of the bolt and torque to 10 ft-lbs.
8. Attach the anti-roll bar end links to the anti-roll bar arms by threading the end link into the arm. Using Medium Strength Loctite 282, torque the end link to 40 ft-lbs.
9. Install the anti-roll bar end link adapter on the lower control arm. Refer to Figure 1 for the correct orientation. Use the provided 1/2"-20 x 1.5" countersunk bolt, flat washer, and the nyloc lock nut. Torque to 70 ft-lbs.

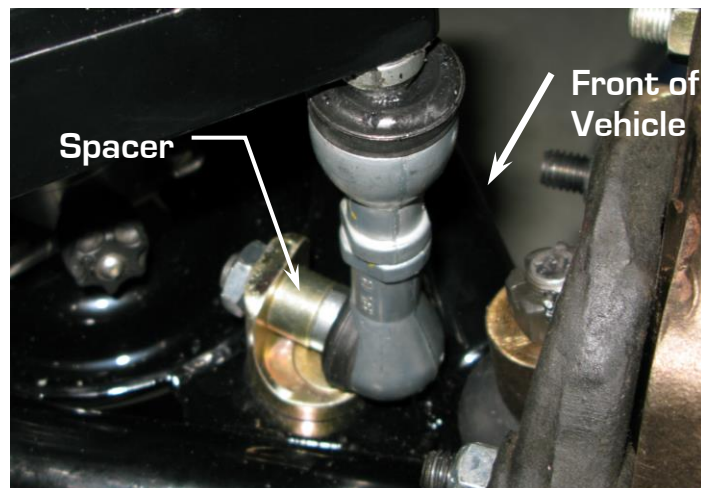


Figure 1 - Adapter Orientation

10. Slide the splined end of the anti-roll bar arm over the anti-roll bar. Insert the 3/8"-24 hex head bolt into the arm with a 3/8" SAE Washer and a 3/8"-24 nyloc lock nut. Torque the bolts to 25 ft-lbs.
11. Place the stud from the anti-roll bar end link through the hole in the anti-roll bar end link adapter. If the car is a '64-'67 model, use the 3/4" OD x 1/2" ID x 1/2" long spacer and on the '68-'72 models use the 3/4" OD x 1/2" ID x 1/4" spacer. Refer to Figure 1 above to see the location of the spacer. On the '64-'67 models, use the M12 x 1.75mm hex jam nut and flat washer. On the '68-'72 models, use the M12 x 1.75mm nyloc jam nut and flat washer. Apply High Strength Loctite 282 to the threads but do not tighten at this point.
12. Torque the anti-roll bar end links at this point to 40 ft-lbs.
13. The installation is now complete. The completed installation is shown in Figure 2.

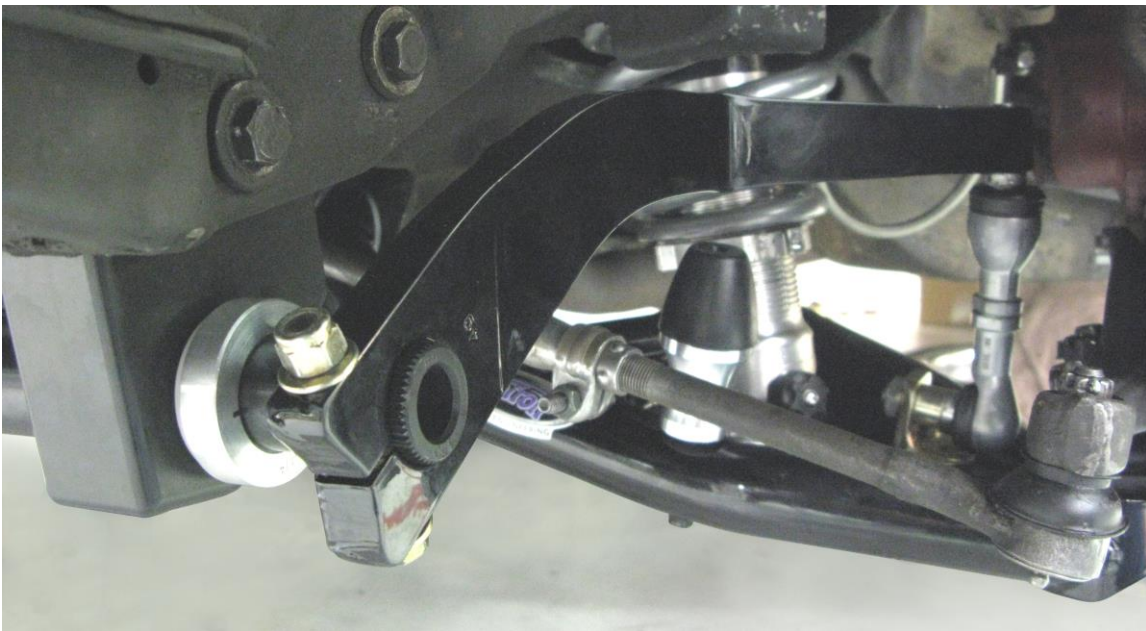


Figure 2 - Completed Installation

If you have any questions, please call Detroit Speed, Inc. at (704) 662-3272.