



SPEED, INC.

Detroit Speed, Inc.

Rear Anti-Roll Bar

1964-1972 A-Body, 1973-1977 A-Body

P/N: 042201 & 042202

The Detroit Speed, Inc. Rear Anti-Roll Bar is a bolt-on package for the A-Body platform. This tuned system will keep body roll to a minimum. The package can be used separately or with our rear suspension system to provide the ultimate in handling. The DSE Anti-Roll bar comes in a black powdercoat finish and is manufactured using 520 DOM tubing.



Quantity	Description
1	Tubular Anti-Roll Bar
2	Polyurethane Anti-Roll Bar Bushing
2	Anti-Roll Bar Bushing Mount
2	Grease Cap
2	Anti-Roll Bar End Link
1	LH Anti-Roll Bar End Link Mounting Bracket
1	RH Anti-Roll Bar End Link Mounting Bracket
4	M12 x 1.75 Nyloc Nut
4	M12 Flat Washer
2	Lower Anti-Roll Bar Axle Mounting Clamp
2	7/16"–20 x 3" x 4 7/8" U-bolt
4	7/16"–20 Nyloc Nut
4	7/16" Flat Washer
4	3/8" – 24 x 1 1/4" Hex Head Bolt
4	3/8" – 24 Nyloc Nut
4	3/8" SAE Flat Washer
4	3/8" AN Washer
2	1 1/8" Split Lock Collar

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Upper Link Mounting Bracket	35
Anti-Roll Bar Mounting U-bolts	25
Anti-Roll Bar End Link (Upper)	45
Anti-Roll Bar End Link (Lower)	40
Split Lock Collar	15

Note: When lifting the car using a floor jack, lift the car from either the center of the front or the center of the side of the car. Lifting the car from the left front or right front corners can cause extreme loads on the rear anti-roll bar end links, leading to premature failure.

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

1964-1972 A-Body Applications

2. It is necessary to locate and drill four holes for the anti-roll bar end links to mount to the upper link mount crossmember. Measure from the outer frame rail to the outer frame rail at the upper link mount crossmember. Divide this measurement in two and make a mark on the crossmember at this point to locate the centerline of the crossmember. From the centerline of the crossmember, measure outward 16" on both sides of the centerline and place a mark on the crossmember. At each of these points, drill a 3/8" hole. Drill another 3/8" hole .800" inboard from the first holes.
3. Install the upper link mount brackets on the crossmember. On the '64-'67 applications, the upper link mount must point to the rear of the car and the vertical bend to the inside of the car. The '68-'72 applications have the mount pointing to the front of the car with the vertical bend to the inside of the car. See Figures 1 and 2 for reference. Use the provided 3/8"-24 x 1 1/4" Hex Head Bolts inserted from the bottom along with the 3/8"-24 Nyloc Nuts and 3/8" AN Washers. Torque these bolts to 35 ft-lbs.

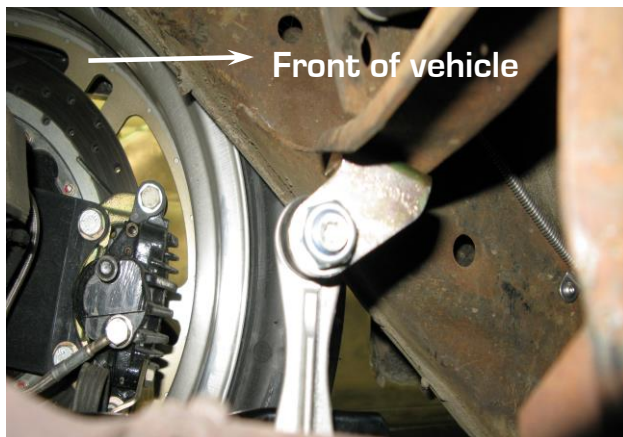


Figure 1 - Upper Link Mount ('64-'67 Applications)

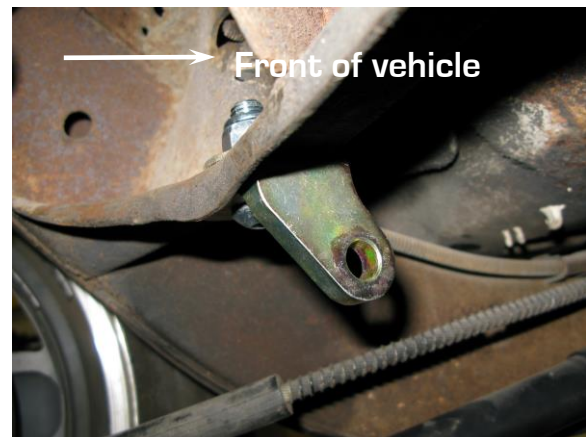


Figure 2 - Upper Link Mount ('68-'72 Applications)

1973-1977 A-Body Applications

4. It is necessary to locate and drill four holes for the anti-roll bar end links to mount to the upper link mount crossmember. Measure from the outer frame rail to the outer frame rail at the upper link mount crossmember. Divide this measurement in two and make a mark on the crossmember at this point to locate the centerline of the crossmember. From the centerline of the crossmember, measure outward 15" on both sides of the centerline and place a mark on the crossmember. At each of these points, drill a 3/8" hole. Drill another 3/8" hole .800" outboard from the first holes.
5. Install the upper link mount brackets on the crossmember. On the 73-77 applications, the upper link mount must point to the front of the car and the vertical bend to the outside of the car. See Figure 3 reference. Use the provided 3/8"-24 x 1 1/4" Hex Head Bolts inserted from the bottom along with the 3/8"-24 Nyloc Nuts and 3/8" AN Washers. Torque these bolts to 35 ft-lbs.



Figure 3 - Upper Link Mount ('73-'77 Applications)

6. Place the 7/16" - 20 x 3" x 4 7/8" u-bolt over the rear axle. **NOTE:** It may be necessary to move the brake lines slightly to allow the u-bolt to slide under the brake line. The anti-roll bar arm mounts attach to the rear axle inboard of the spring perch on a factory rear axle. Position the anti-roll bar bushing and the clamp on the anti-roll bar. Lubricate the inside of the bushing with the provided tube of grease. Place the lower anti-roll bar clamp and the anti-roll arm on the previously installed u-bolt. Thread the 7/16" - 20 Nyloc Nuts onto the u-bolt along with the 7/16" Flat Washer. Repeat this for both sides. The bottom of the mounts should be parallel to the rocker panel of the vehicle. Torque the nuts to 25 ft-lbs. To verify positioning of the anti-roll bar mounts on the rear axle, make sure the mounts are as close to the 90° bends on the anti-roll bar as possible. Refer to Figure 4. After installation, lubricate the bushings with a quality chassis grease.



Figure 4 - Anti-Roll Bar Mounted on Rear Axle

7. Install the anti-roll bar end links on the anti-roll bar and the upper link mounts. Position the link so the lower stud points outboard of the car while the upper stud points inboard. See Figure 4 for reference. Torque the upper nut to 40 ft-lbs and the lower nut to 45 ft-lbs. **NOTE:** There are two mounting points on the anti-roll bar for the anti-roll bar end link. The chart below in Figure 5 lists the rate for each hole. DSE recommends using the rearward mounting hole as shown in Figure 6.

Anti-Roll Bar Rates	
Front Hole	597 lbf/in
Rear Hole	736 lbf/in

Figure 5 - Anti-Roll Bar Rates

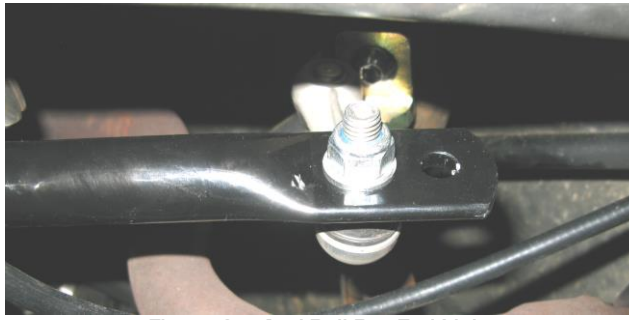


Figure 6 - Anti-Roll Bar End Links

8. Separate the Split Lock Collar into two pieces and place around the anti-roll bar to the inside of the anti-roll bar clamps on the rear axle. Reassemble the collar using High Strength Loctite on the bolts and torque to 15 ft-lbs. **NOTE:** Position the collars tight to the urethane bushing when installing.
9. The installation is now complete.

If you have any questions before or during the installation of this product please contact Detroit Speed and Engineering at info@detroitsspeed.com or 704.662.3272

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