



Detroit Speed, Inc.
QUADRA Link Rear Anti-roll Bar
1970-81 F-Body w/DSE QUADRA Link
P/N: 042207, 042210 & 042218

The Detroit Speed, Inc. Rear Tubular Anti-roll Bar is a great complement to the DSE QUADRA Link when installed on a 1970-81 F-Body application. The adjustable anti-roll bar provides an additional way to upgrade the rear suspension for the ultimate in performance without sacrificing ride quality. The anti-roll bar is powdercoated gloss black and includes end links, bushings, mounting brackets and instructions. This kit does require welding to complete the installation.



Item	Description	Quantity
1	3/4" Rear Tubular Anti-Roll Bar (p/n: 042218)	1
2	1" Rear Tubular Anti-roll Bar (p/n: 042207)	1
3	1 1/8" Rear Tubular Anti-roll Bar (p/n: 042210)	1
4	Frame Doubler Plate	4
5	Frame Insert	2
6	Anti-roll Bar End Link Assembly	2
7	Polyurethane Anti-roll Bar Bushing	2
8	Anti-roll Bar Mounting Bracket	2
9	Split Lock Collar	2
10	7/16" - 20 x 1" Grade 8 Hex Head Bolt	4
11	7/16" SAE Grade 8 Flat Washer	8
12	7/16" - 20 Grade 8 Nyloc Nut	4
13	SuperGrease Tube	1
14	Template	1
15	Instructions	1

Fastener Torque Specifications		
Application	Torque (ft-lbs)	Threads
Anti-roll Bar Bushing Brackets to Rear Axle	55	
Anti-roll Bar End Links	40	Red Loctite 262
Split Lock Collar Bolts	14	Blue Loctite 242

1. Loosen the lug nuts and raise the front and rear of the vehicle. Support the car in the front and the rear on jackstands so the car is sitting level. The rear suspension must be supported so that the rear suspension is at ride height in relation to the body. Remove the rear wheels and tires.
2. Cut out the provided template and place it on the inside of the framerail. Using the forward holes in the framerail, position the template so it follows the bottom of the framerail. See Figures 1 and 2 below for reference. **NOTE:** The same template is used for both driver and passenger side.



Figure 1 – Locating the Forward Holes in the Framerail



Figure 2 – Positioning the Template on the Framerail

3. Locate the hole to be drilled in the framerail at the rear of the template. Using a center punch, mark this location on the framerail. See Figure 3.



Figure 3 – Locating and Marking the Anti-roll Bar Mounting Hole

4. At the marked location, drill a pilot hole in the framerail using a 1/8" drill bit. Keeping the drill perpendicular to the framerail, drill all the way through the framerail to the outside of the rail. Once the pilot hole has been drilled, use a Uni-Bit to enlarge the hole to 3/4" in diameter on the inside and outside of the framerail.
5. Starting on the inside of the framerail, position the frame insert through the center hole in the frame doubler and install into the inside of the framerail. Once located in the framerail, position the frame doubler over the frame insert on the outside of the framerail and position both so they are consistent with the framerail. Use Figures 4 and 5 below for reference.



Figure 4 – Locating the Frame Insert and Doubler on the Inside Framerail



Figure 5 – Locating the Frame Insert on the Outside Framerail

6. With the doubler plates located and clamped into place, weld the plates to the framerail. Weld the perimeter of the doubler plate and plug weld the plates using the pre-drilled holes in the plates. Also, weld around the perimeter of the frame insert on both the inside and outside. After welding the outside of the frame insert, the frame insert can be cut off flush with the weld as seen in Figure 7. A finished installation of the doubler plates and the frame insert can be seen below in Figures 6 and 7.



Figure 6 – Inside Doubler and Frame Insert

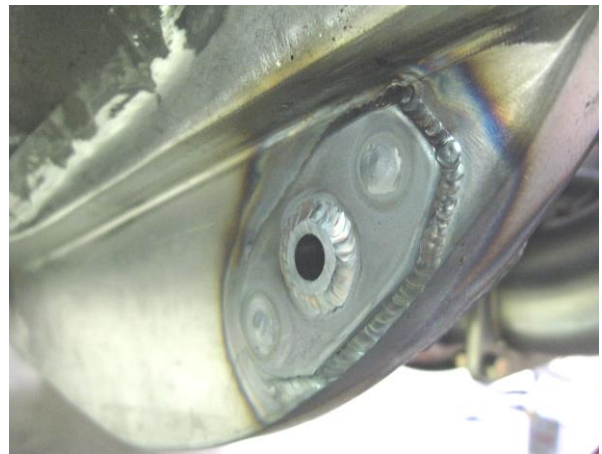


Figure 7 – Outside Doubler and Frame Insert

7. Apply High Strength Red Loctite 262 to the threads of the upper anti-roll bar link and thread them into the framerail. Start the threads into the welded insert in the frame and using a 9/16" wrench, continue threading the anti-roll bar end link into the framerail and torque to 40 ft-lbs. Insert the lower anti-roll bar link and adjust to a center to center measurement of 3-3/4". **NOTE:** Turn the lower anti-roll bar link so that the threaded stud points to the outside of the vehicle. Tighten the jam nut at this point.

8. Position the anti-roll bar bushings around the anti-roll bar along with the anti-roll bar mounting brackets. Use the provided SuperGrease when installing the bushings. Place the anti-roll bar against the welded anti-roll bar brackets and bolt into place using the provided 7/16" - 20 x 1" Grade 8 Hex Head Bolts along with 7/16" SAE Flat Washer and 7/16" - 20 Nyloc Nuts. Leave these bolts finger tight at this point.
9. Connect the anti-roll bar end links to the anti-roll bar. Detroit Speed recommends the use of the forward hole in the anti-roll bar. The chart below in Figure 10 shows the rates for each hole in the anti-roll bar. Torque the anti-roll bar end link nuts to 40 ft-lbs.

Anti-Roll Bar Rates					
P/N: 042218 (3/4" O.D.)		P/N: 042207 (1" O.D.)		P/N: 042210 (1 1/8" O.D.)	
Front Hole	312 lb/in	Front Hole	823 lb/in	Front Hole	1236 lb/in
Rear Hole	414 lb/in	Rear Hole	1091 lb/in	Rear Hole	1638 lb/in

Figure 10 - Anti-roll Bar Rates

10. With the anti-roll bar installed, verify the bar is centered on the rear axle and tighten the brackets at the rear axle. Torque these bolts to 55 ft-lbs.
11. 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 Medium Strength Blue Loctite 242 on the bolts and torque to 14 ft-lbs. **NOTE:** Position the collars tight to the urethane bushing when installing.
12. The installation is complete.

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

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