



Detroit Speed, Inc.
Swivel-Link™ Rear Suspension Kit
1978-1988 G-Body
P/N: 043101

The Detroit Speed, Inc. Swivel Link Rear Suspension Kit is a terrific way to upgrade the rear suspension on the 1978-1988 G-body applications. Detroit Speed's unique G-body rear trailing links incorporate our patented Swivel-Link™ system. These unique trailing arms eliminate bind allowing the rear suspension to fully articulate without the use of noisy spherical rod ends. The Swivel-Link™ Rear Trailing Links allow for easy pinion angle adjustment for improved traction and lower driveline vibrations.



DSE Swivel-Link™ U.S. Patent Number: 7,398,984

Quantity	Description
2	Lower Link Complete Assembly
2	Upper Link Complete Assembly
2	Bushing Sleeve Assembly
8	M12 x 1.75 x 90 Hex Head Bolt
8	M12 x 1.75 Nyloc Nut
16	M12 Flat Washer

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Upper & Lower Link Bolts	75
Swivel Link Jam Nuts	50

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.
2. It is recommended that the arms be replaced one at a time. Start by removing one of the upper links. **CAUTION:** The rear axle should be supported with jackstands under the axle tubes and one under the front of the axle at the pinion.
3. With the upper link removed, remove the stock rubber bushing from the rear axle housing. Detroit Speed, Inc. offers a tool to remove and install the bushings. It is available as p/n: 042501. If using the DSE tool, Figures 3 and 4 below show an illustration of the tool assembled for removal and installation. Install the provided bushing in the rear axle housing. Apply a liberal amount of anti-seize to the outside of the bushing to prevent galling. Figure 5 shows the replacement bushing installed. **NOTE TO INSTALLER:** Do not install the bushing past the large diameter step.

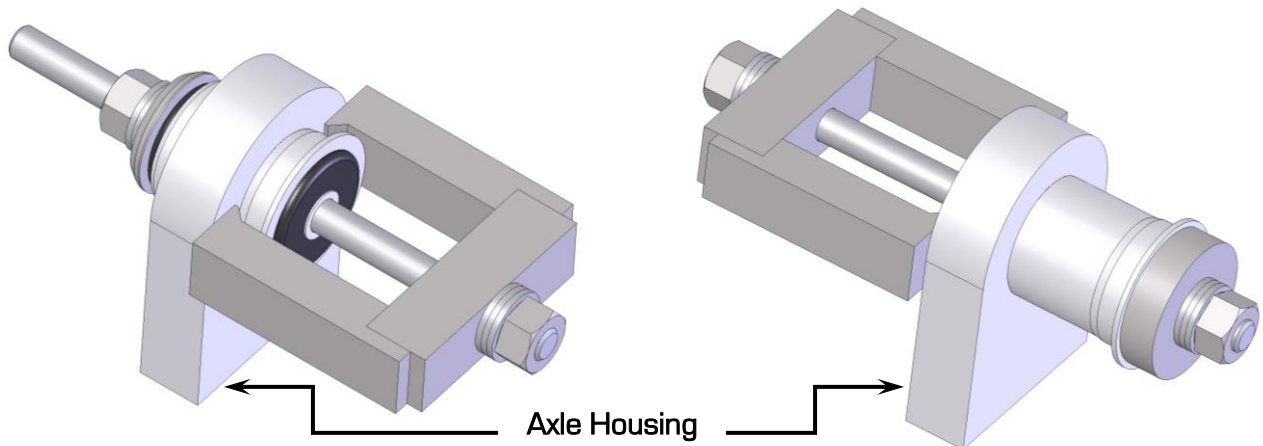


Figure 3 - Tool Shown in Removal Configuration

Figure 4 - Tool Shown in Installation Configuration



Figure 5 - Replacement Bushing Installed

4. After the bushing is installed, the upper link can be installed. Before installing, adjust the arm to the length of the stock arm that was removed from the vehicle. Place the arm on the vehicle and use the provided M12 x 1.75 x 90 Hex Head Bolts along with the M12 x 1.75 Nyloc nuts and M12 Flat Washers. Do not torque the end link bolts as they will be tightened later with the vehicle at ride height.

5. Repeat Steps 2 through 4 for the opposite side upper link.
6. Remove either of the lower links from the vehicle. Before installing the new lower arm, adjust the arm to the length of the stock arm that was removed from the vehicle. Place the arm on the vehicle and use the provided M12 x 1.75 x 90 Hex Head Bolts along with the M12 x 1.75 Nyloc nuts and M12 Flat Washers. Do not torque the end link bolts as they will be tightened later with the vehicle at ride height.
7. Repeat Step 6 for the opposite side lower link.
8. Once all of the links are installed, verify the rear axle is centered in the car and the wheelbase is correct. Also, make sure the pinion angle is set correctly. It may be necessary to adjust the links both top and bottom to obtain proper fitment. **NOTE: There can be no more than 2" of exposed threads on the end link (3/4" of thread engagement in the tube). This measurement does include the jam nut (see page 4).** Torque the jam nuts to 50 ft-lbs.
9. Settle the suspension by bouncing the vehicle several times and then torque all of the rear suspension link pivot bolts to 75 ft-lbs. with the vehicle sitting at ride height.
10. Re-install the rear wheels and torque to the manufacturer's recommended torque specs. Lower the vehicle to the ground.
11. The installation is complete at this time.

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

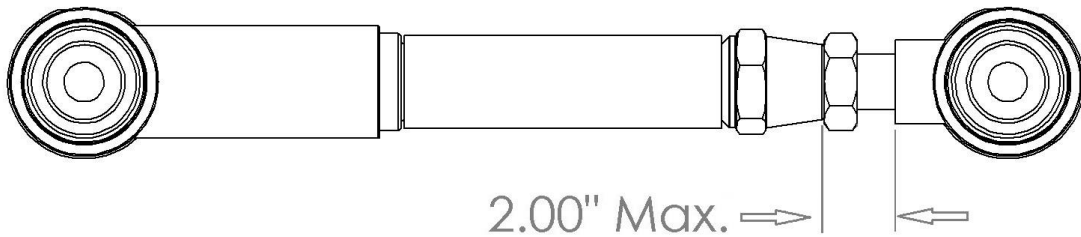
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Detroit Speed, Inc.
Swivel-Links

WARNING:

There can be no more than 2" of exposed threads on the end link (3/4" of thread engagement in the tube). This measurement does include the jam nut (see below).





Detroit Speed, Inc.
Rear Anti-Roll Bar
1978-1988 G-Body with 2 3/4" Axle Tubes
P/N: 042206 & 042209

The Detroit Speed, Inc. Rear Anti-Roll Bar is a bolt-on package for the G-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.



Quantity	Description
1	Tubular Anti-Roll Bar (1" O.D. - P/N: 042206)
1	Tubular Anti-Roll Bar (1 1/8" O.D. - P/N: 042209)
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 2 3/4" x 4 1/2" 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" AN Washer
4	3/8" SAE Flat Washer
2	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)	40
Anti-Roll Bar End Link (Lower)	40
Split Lock Collar	15

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.
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 outside of the framerail toward the center of the car $5\frac{1}{2}$ ". Mark this location on the flat surface of the crossmember. At the marked location, drill a $\frac{3}{8}$ " diameter hole. Drill another $\frac{3}{8}$ " diameter hole .800" outboard of the first one. Repeat this procedure on both driver and passenger side. Refer to Figure 1 below for an example.

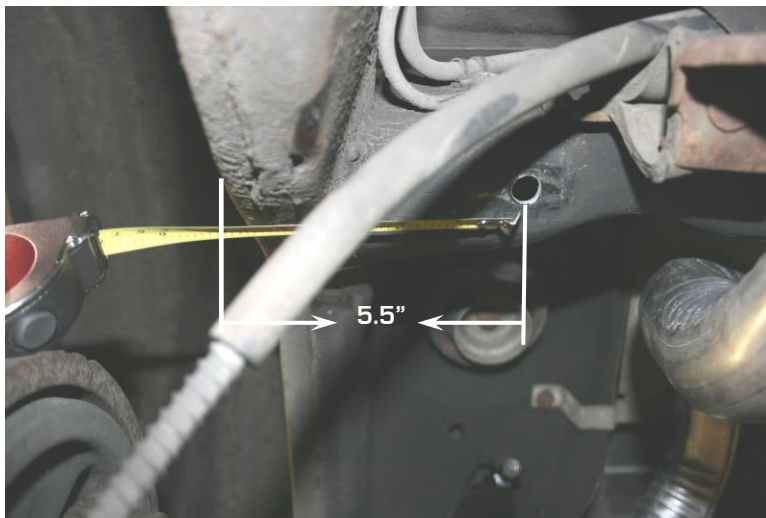


Figure 1 - Locating the Upper Link Mount Hole (Driver Side Shown)

3. Install the upper link mount brackets on the crossmember. See Figure 2 for reference on the correct placement of the bracket. The mount points to the front of the car and the vertical bend to the outside of the car. Use the provided $\frac{3}{8}$ " - 24 x $1\frac{1}{4}$ " Hex Head Bolts inserted from the bottom along with the $\frac{3}{8}$ " - 24 Nyloc Nut and $\frac{3}{8}$ " AN washer. Torque these bolts to 35 ft-lbs.

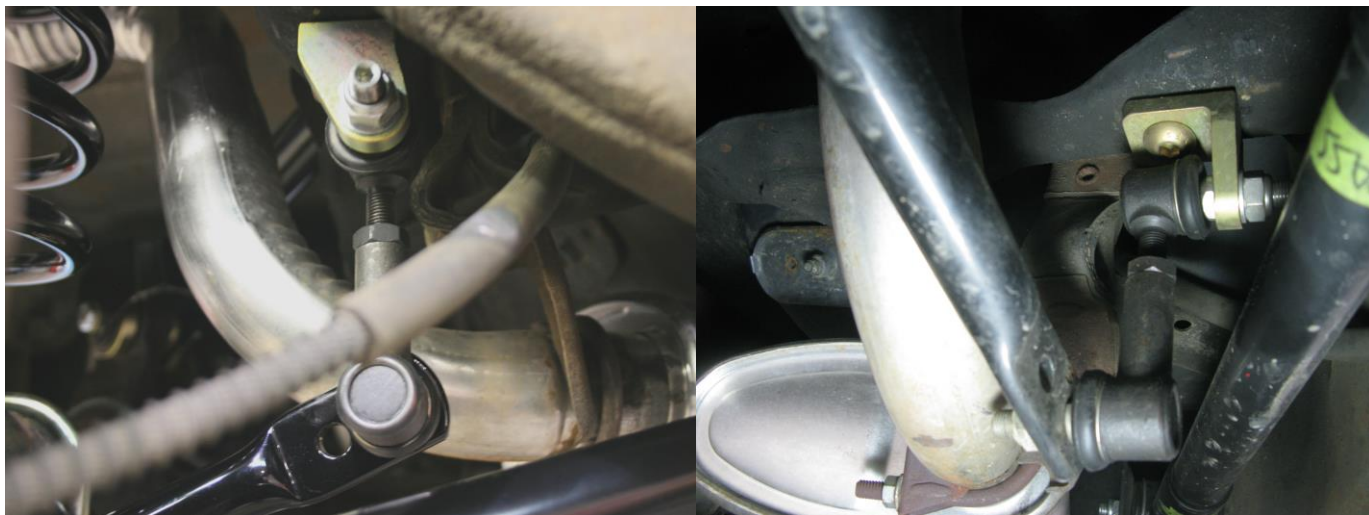


Figure 2 - Upper Mounting Bracket Orientation (Passenger Side Shown)

4. Place the $\frac{7}{16}$ " - 20 x $2\frac{3}{4}$ " x $4\frac{1}{2}$ " U-bolt over the rear axle. 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 $\frac{7}{16}$ " - 20 Nyloc Nuts onto the U-bolt along with the $\frac{7}{16}$ " Flat Washer. Repeat this for both sides. The bottom of the mounts should be parallel to the rocker panel of the vehicle. Once the anti-roll bar is centered in the vehicle and the anti-roll bar mounts are positioned correctly, 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

5. Install the anti-roll bar end links on the anti-roll bar and the upper link mounts. Set the end links so that they measure 3 1/2" from the centerline of the upper stud to the centerline of the lower stud, then position the link so the lower stud points inboard of the car while the upper stud points outboard. Torque the upper nut to 40 ft-lbs and the lower nut to 40 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 forward mounting hole.

Anti-Roll Bar Rates			
P/N: 042206 (1" Diameter)		P/N: 042209 (1 1/8" Diameter)	
Front Hole	722 lb/in	Front Hole	1084 lb/in
Rear Hole	947 lb/in	Rear Hole	1422 lb/in

Figure 5 – Anti-Roll Bar Rates

6. 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. Figure 6 shows the clamp in place.

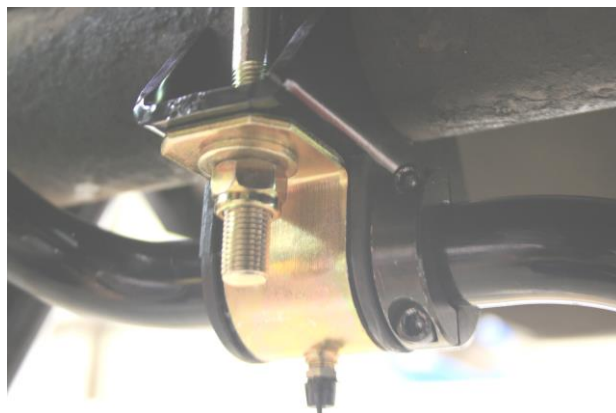


Figure 6 – Split Collar Clamp

7. The installation is now complete.

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