



Detroit Speed
Rear Sway Bar
 1964-1972 A-Body, 1973-1977 A-Body
 P/N: 042201DS & 042202DS

The Detroit Speed Rear Sway 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 Detroit Speed Sway bar comes in a black powdercoat finish and is manufactured using 520 DOM tubing.



| Quantity | Description |
|----------|---------------------------------------|
| 1 | Tubular Sway Bar |
| 2 | Polyurethane Sway Bar Bushing |
| 2 | Sway Bar Bushing Mount |
| 2 | Grease Cap |
| 2 | Sway Bar End Link |
| 1 | LH Sway Bar End Link Mounting Bracket |
| 1 | RH Sway Bar End Link Mounting Bracket |
| 4 | M12 x 1.75 Nylock Nut |
| 4 | M12 Flat Washer |
| 2 | Lower Sway Bar Axle Mounting Clamp |
| 2 | 7/16"–20 x 3" x 4 7/8" U-bolt |
| 4 | 7/16"–20 Nylock Nut |
| 4 | 7/16" Flat Washer |
| 4 | 3/8" – 24 x 1 1/4" Hex Head Bolt |
| 4 | 3/8" – 24 Nylock 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 |
| Sway Bar Mounting U-bolts | 25 |
| Sway Bar End Link (Upper) | 45 |
| Sway 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 sway 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 sway 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 Nylock Nuts and 3/8" AN Washers. Torque these bolts to 35 ft-lbs. Continue on to Step 6.

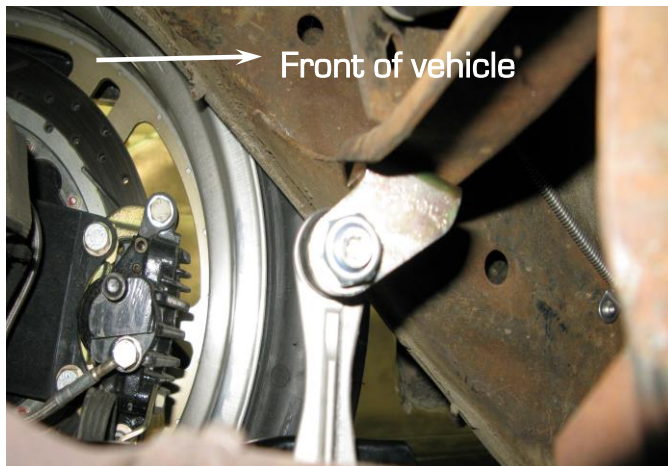


Figure 1 - Upper Link Mount ('64-'67 Applications)

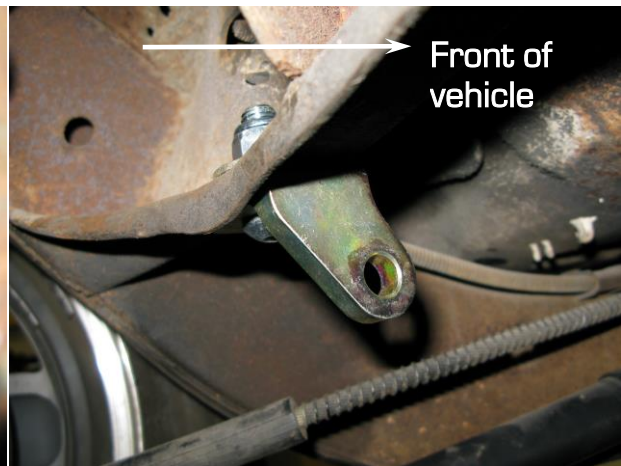


Figure 2 - Upper Link Mount ('68-'72 Applications)

1973-1977 A-Body Applications

4. It is necessary to locate and drill four holes for the sway 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 or 15.800" from the centerline of the crossmember.
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, **UPDATE:** This bracket has been updated to use two fasteners instead of one that is shown in the picture. Use the provided 3/8"-24 x 1-1/4" Hex Head Bolts inserted from the bottom along with the 3/8"-24 Nylock 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 sway bar arm mounts attach to the rear axle inboard of the spring perch on a factory rear axle. Position the sway bar bushing and the clamp on the sway bar. Lubricate the inside of the bushing with the provided tube of grease. Place the lower sway bar clamp and the sway arm on the previously installed u-bolt. Thread the 7/16" - 20 Nylock 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 sway bar mounts on the rear axle, make sure the mounts are as close to the 90° bends on the sway bar as possible (Figure 4). After installation, lubricate the bushings with a quality chassis grease.



Figure 4 - Sway Bar Mounted on Rear Axle

7. Install the sway bar end links on the sway 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 sway bar for the sway 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.

| Sway Bar Rates | |
|----------------|------------|
| Front Hole | 597 lbf/in |
| Rear Hole | 736 lbf/in |

Figure 5 – Sway Bar Rates



Figure 6 – Sway Bar End Links

8. Separate the Split Lock Collar into two pieces and place around the sway bar to the inside of the sway bar clamps on the rear axle. Reassemble the collar using medium strength blue Loctite 242 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 at tech@detroitsspeed.com or 704.662.3272