



Detroit Speed, Inc.
Front Tubular Anti-roll Bar
1978-1988 G-Body
P/N: 031410

The Detroit Speed, Inc. Front Tubular Anti-roll Bar Kit is designed to address the shortcomings of the small factory G-Body anti-roll bar. The DSE anti-roll bar kit comes with greaseable polyurethane bushings, mounts and end links and split lock collars that positively locate the anti-roll bar.



| Item | Description | Quantity |
|------|---|----------|
| 1 | Tubular Anti-roll Bar | 1 |
| 2 | LH Frame Adapter Plate | 1 |
| 3 | RH Frame Adapter Plate | 1 |
| 4 | M10 x 1.50 x 20 Countersunk Socket Head Cap Screw | 4 |
| 5 | Polyurethane Anti-roll Bar Bushing | 2 |
| 6 | Anti-roll Bar Bushing Mounting Bracket | 2 |
| 7 | Anti-roll Bar End Links | 2 |
| 8 | 3/8" - 16 Nyloc Nut | 4 |
| 9 | 3/8" AN Washer | 4 |
| 10 | Split Lock Collar | 2 |
| 11 | Super Grease | 1 |
| 12 | Instructions | 1 |

| Fastener Torque Specification | |
|--|-----------------|
| Application | Torque (ft-lbs) |
| Adapter Plate to Frame | 25 |
| Anti-roll Bar Bushing to Adapter Plate | 25 |
| Anti-roll Bar End Link Lower Nuts | 40 |
| Split Collar Clamp Bolts | 15 |

1. To begin installation, chock the rear wheels and loosen the front lug nuts. Raise the front of the vehicle and support the front of the vehicle under the control arms so the front suspension is at ride height. Remove the front wheels.
2. Remove the existing anti-roll bar from vehicle and the front chassis braces if the car is equipped.
3. Place the provided frame adapter plates on the frame. The countersunk holes are used to mount the adapter plates to the frame. Thread the M10 x 1.50 x 20 Countersunk Socket Head Bolts into the frame using Medium Strength Loctite 242 and torque the bolts to 25 ft-lbs. **NOTE:** The plates are marked LH (driver side) and RH (passenger side) need to be positioned so that the studs are closest to the front bumper. Refer to Figure 1 below for reference.

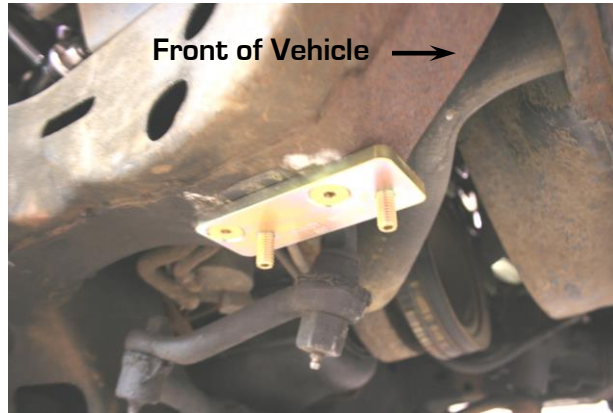


Figure 1 - Mounting the Adapter Plate

4. Install the urethane bushings on the anti-roll bar using the provided Super Grease and slide the brackets over the bushings.
5. Position the anti-roll bar against the adapter plates so the brackets go over the studs. Thread the 3/8" - 16 Nyloc Nuts onto the stud along with an AN washer. Do not tighten at this time.
6. Disassemble the anti-roll bar end links and re-assemble the assembly between the anti-roll bar and the lower control arm. **NOTE:** It may be necessary to reposition the anti-roll bar in the mounts to better line up the end links. Do not overtighten the upper mount of the end links. The upper end link nut is tight when the polyurethane bushings start to compress. Torque the lower mount nut to 40 ft-lbs. Figure 2 shows the driver side installed.



Figure 2 - End Link Installed

7. Center the anti-roll bar in the car and the bushing clamps can now be tightened to the adapter plates. Torque the nuts to 25 ft/lbs.

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. 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 3 below shows the collar installed.

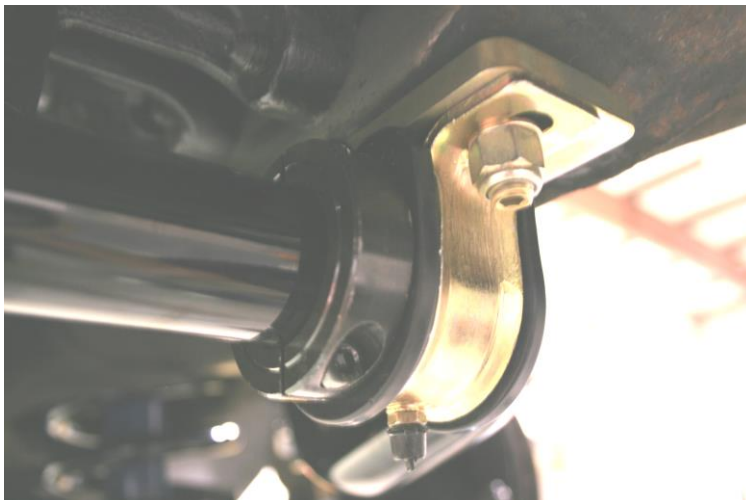


Figure 3 – Split Collar Clamp Installed

9. Reinstall the front wheels and torque to the manufacturer's recommended torque specs. Lower the vehicle to the ground. The finished installation should resemble Figure 4.

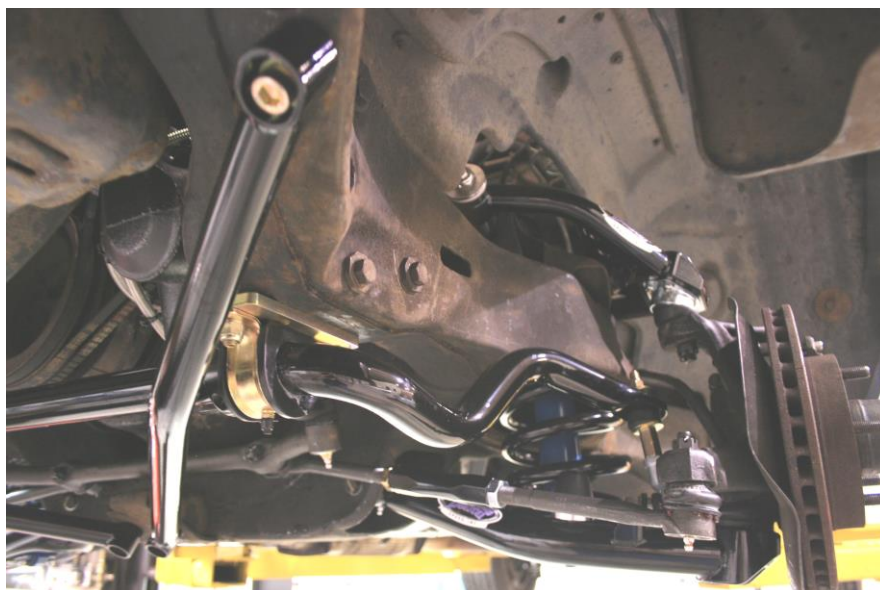


Figure 4 – Completed Installation

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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