

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
CALL TOTAL CONTROL PRODUCTS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

## INSTALLATION GUIDE



### 5821-X10

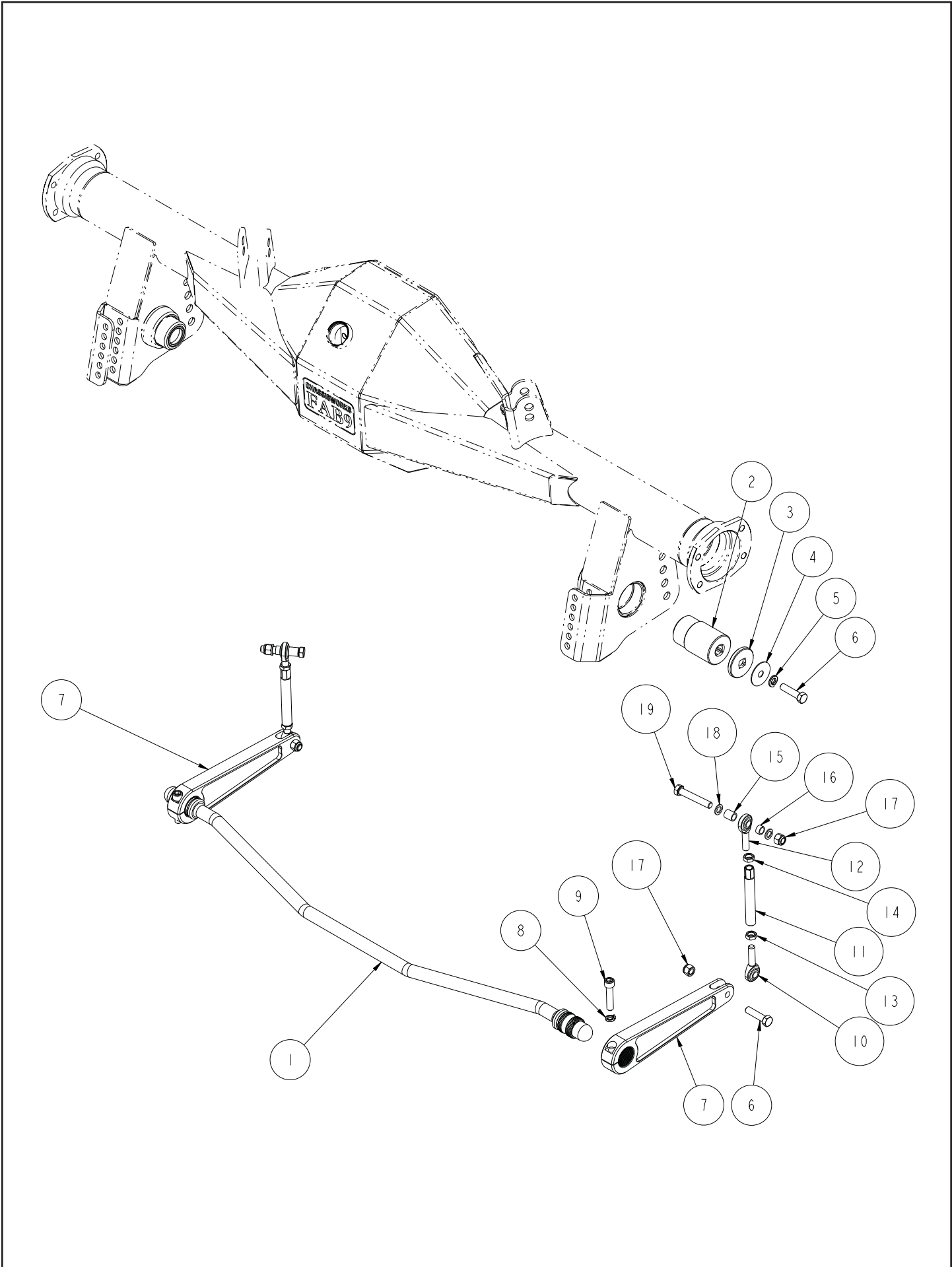
#### Mini-Tubbed g-Bar Splined-End Anti-Roll Bar 1962-1967 Nova (Chevy II)



**Description:** Splined-end anti-roll bar for 1962-1967 Nova (Chevy II) mini-tubbed g-Bar rear suspension.

**Includes:** 3/4" diameter bent-tube anti-roll bar, billet-aluminum arms, pivot sockets, endlink assemblies, and frame brackets.

**Notes:** Threaded mounting socket is part of lower axle-housing bracket and ships with g-Bar suspension system. Installation of chassis brackets requires welding.



ITEM	QTY	PART NO.	DESCRIPTION
1	1	7959-0115	ANTI-ROLL BAR ASSY, Ø3/4, BALL PIVOT, G-BAR, 62-67 CHEVY II / NOVA, MINI-TUB
2	2	3701	PRELOAD ADJUSTER ASSEMBLY BALL END ANTIROLL BAR
3	2	1262	LOCKING RING, 1 7/8-20 THREAD 1/2 DRIVE, BALL END ANTIROLL BAR
4	2	3157-038F-C	FENDER WASHER, 3/8 x 1 1/2, ZINC PLATED
5	2	3108-038L-C	LOCK WASHER, HELICAL SPRING Ø3/8, STEEL, ZINC
6	4	3100-038F1.50Y	HEX BOLT, 3/8-24 x 1 1/2, GRADE 8, YELLOW ZINC
7	2	1468	ANTI-ROLL STRAIGHT ARM, 1 1/4-48 SPLINE, 8.20 LONG
8	2	3108-038H-C	HIGH COLLAR LOCKWASHER, 3/8 STEEL, CLEAR ZINC
9	2	3103-038C1.75C	SOCKET HEAD CAP SCREW, GRADE 8, 3/8-16 x 1 3/4, CLEAR ZINC
10	2	3111-038X038-RT	ROD END, 3/8-24 RIGHT x 3/8 BORE, MALE, TEFLON, CM6T
11	2	1058	ADJUSTER, 4.0 x 3/8-24, ANTI-ROLL BAR
12	2	3111-038X038-LT	ROD END, 3/8-24 LEFT x 3/8 BORE, MALE, TEFLON, CML6T
13	2	3102-038-24RC	JAM NUT, 3/8-24 RIGHT, CLEAR ZINC
14	2	3102-038-24LY	JAM NUT, 3/8-24 LEFT, YELLOW ZINC
15	2	3140-1216-017	SLEEVE, Ø1/2 x .384 x .550
16	2	3140-1216-008	SLEEVE, Ø1/2 x .384 x 1/4
17	4	3101-038-24C	LOCKNUT, 3/8-24, GRADE 5, NYLON INSERT, CLEAR ZINC
18	4	3109-038-S-2-Y	AIRCRAFT WASHER 3/8 x .062 THICK
19	2	3100-038F2.25Y	HEX BOLT, 3/8-24 x 2 1/4, GRADE 8, YELLOW ZINC

DESCRIPTION		<b>ANTI-ROLL BAR, SPLINED, MINI TUB, 62-67 CHEVY II / NOVA, G-BAR</b>	
<i>Chris Alston's</i> <b>CHASSISWORKS INC.</b> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		PART NO.	<b>5821-X10</b>
		7/27/15	DWG: 915821-X10

# PARTS LIST

Prior to beginning installation use the following parts lists to verify that you have received all components required for installation.

## Splined-End Anti-Roll Bar - 5821-X10

Qty	Part Number	Description
1	300-0194	Anti-roll bar 3/4" diameter, 1-1/4" 48-spline with 1" ball pivot ends

## Mounts and Hardware - 300-0172

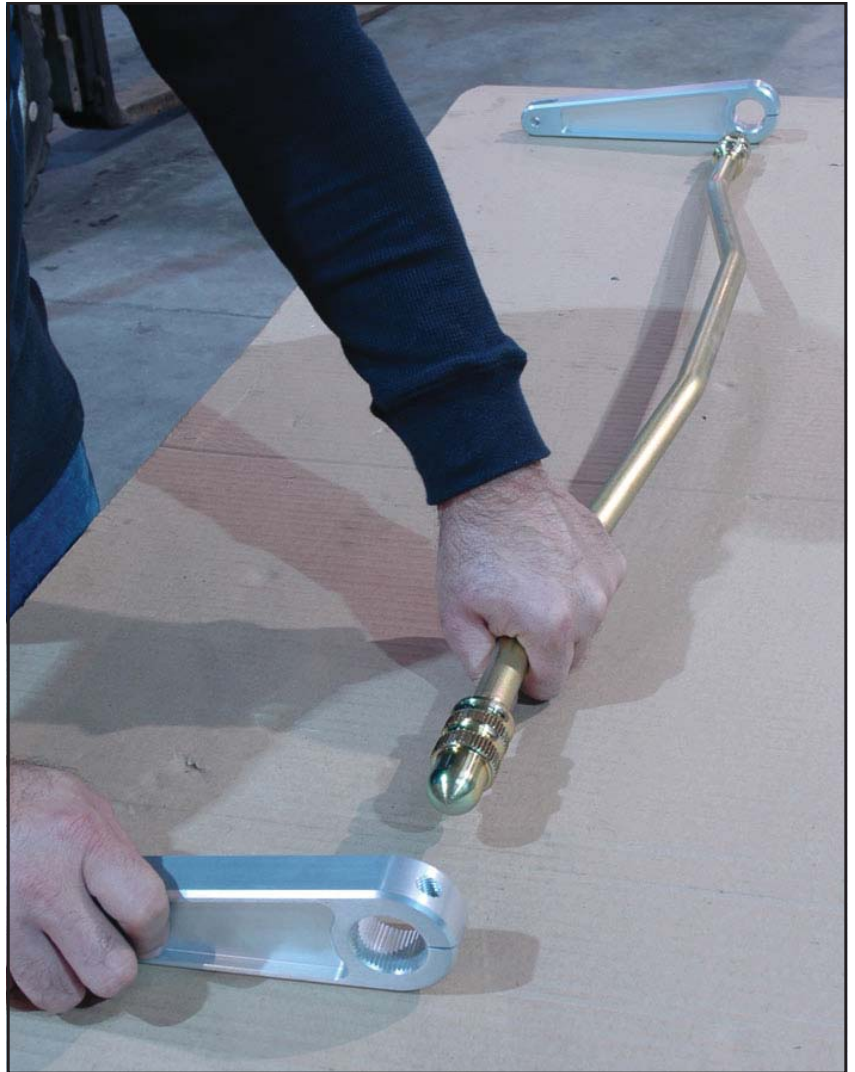
Qty	Part Number	Description
2	1468	Billet anti-roll bar arm 1-1/4" 48-spline
2	3701	Preload adjuster socket assembly
<b>90300-0172.12 - Bag 1 of 2</b>		
2	1262	Lock ring 1-7/8-20
2	3100-038F1.50Y	Bolt 3/8-24 x 1-1/2 hex head Grade 8
2	3108-038L-C	Lock washer 3/8 regular
2	3157-038F-C	Fender washer 3/8 x 1-1/2 OD
<b>90300-0172.22 - Bag 2 of 2</b>		
2	1058	Adjuster rod 3/8-24 x 4"
2	3100-038F2.25Y	Bolt 3/8-24 x 2-1/4" hex head Grade 8
4	3101-038-24C	Locknut 3/8-24 nylon insert
2	3102-038-24LY	Jam nut 3/8-24 LH Grade 5, yellow zinc
2	3102-038-24RC	Jam nut 3/8-24 RH Grade 5, clear zinc
2	3103-038C1.75C	Allen head 3/8-16 x 1-3/4 socket head cap screw
2	3108-038H-C	Lock washer 3/8 high collar
4	3109-038-S-2-Y	Aircraft washer 3/8 small OD
2	3111-038X038-LT	Rod end 3/8-24 LH x 3/8 bore
2	3111-038X038-RT	Rod end 3/8-24 RH x 3/8 bore
2	3140-1216-008	Sleeve 3/8-ID x 1/2-OD x 1/4"
2	3140-1216-017	Sleeve 3/8-ID x 1/2-OD x .550"

## INSTRUCTIONS

### Anti-Roll Bar Assembly

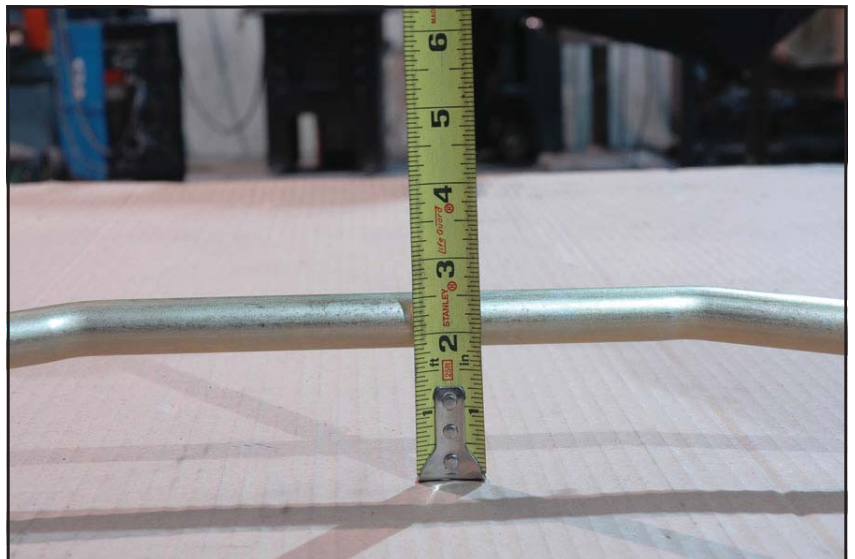
*Anti-roll bar must be assembled to correctly position bend for maximum center section clearance.*

1. Place billet arms and anti-roll bar on a flat working surface. The arm's bolt counter-bores should be facing down.
2. Orient the anti-roll bar with the bend pointing the opposite direction that arms extend.
3. Rotate bar approximately 45 degrees, so that bent section is raised and insert a splined-end into the first arm until the splines are slightly engaged.
4. With the inserted arm laying flat on the table, raise the opposite end of the bar and slightly engage the splines. Make sure the arms are indexed the same so that they are flat to each other.



5. When correctly indexed, the top of the bend should be approximately 2-1/2 to 2-5/8" from the working surface. If the bend height is outside this range, disengage splines, rotate bar, reassemble, and then measure again.

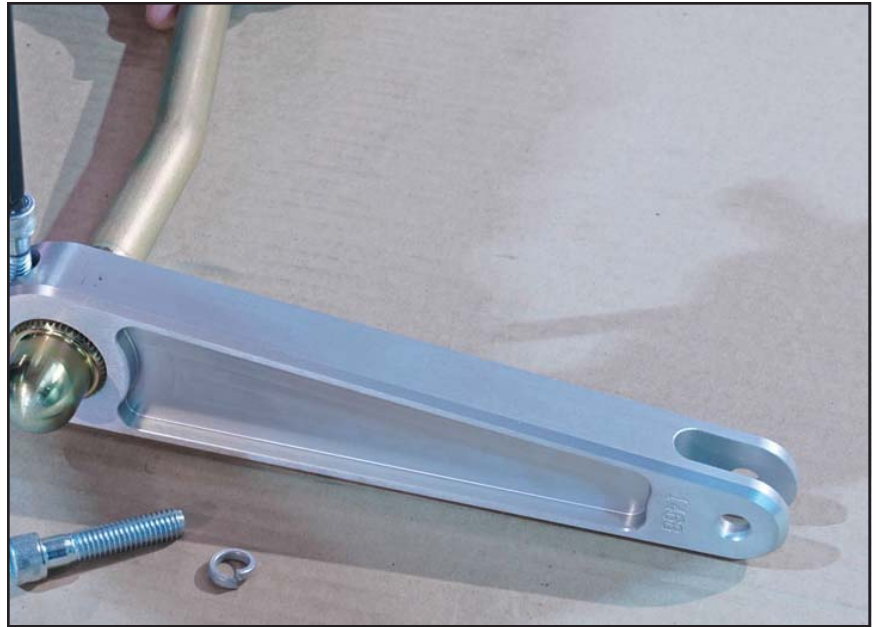
Note: Assembly orientation is upside down from actual installation orientation.





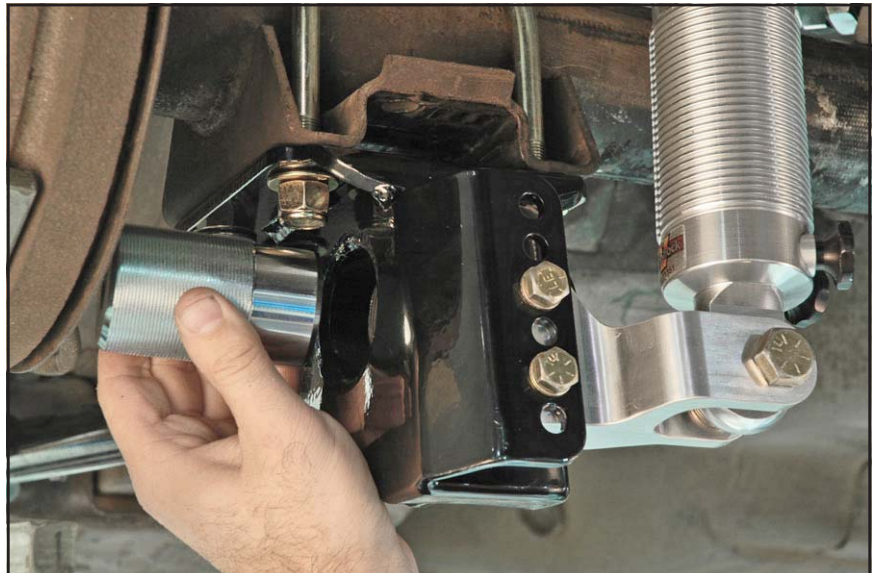
6. Secure arms with 3/8-16 x 1-3/4" socket head cap screws and high-collar lock washers. Use a small amount of Locktite® on the threads.

Note: This pinch-bolt configuration applies pressure against the spline to remove all play.



### Preload Adjuster Assembly

7. Make sure 1-7/8" female threads in lower axle brackets are clear before beginning assembly. Use a wire-tooth brush in a rotating motion to clean the bores. The fine thread is easily siezed up by debris or powder-coat residue.
8. Apply a small amount of Anti-Seize to the external threads of the preload adjuster assemblies.



9. Using a 1/2-inch drive ratchet and extension, thread the preload adjuster assemblies into the threaded sockets on the lower axle bracket. Continue until they are even with the socket edge closest to the rear end center section. Do not forcefully thread the assembly together. Doing so will damage the threads.



10. Place the anti-roll bar assembly between the preload adjusters with the arms toward the front of the car and the pinch-bolt heads facing up.



11. Continue to tighten both adjusters evenly until the ball end of the anti-roll bar is bottomed out against the bearing.





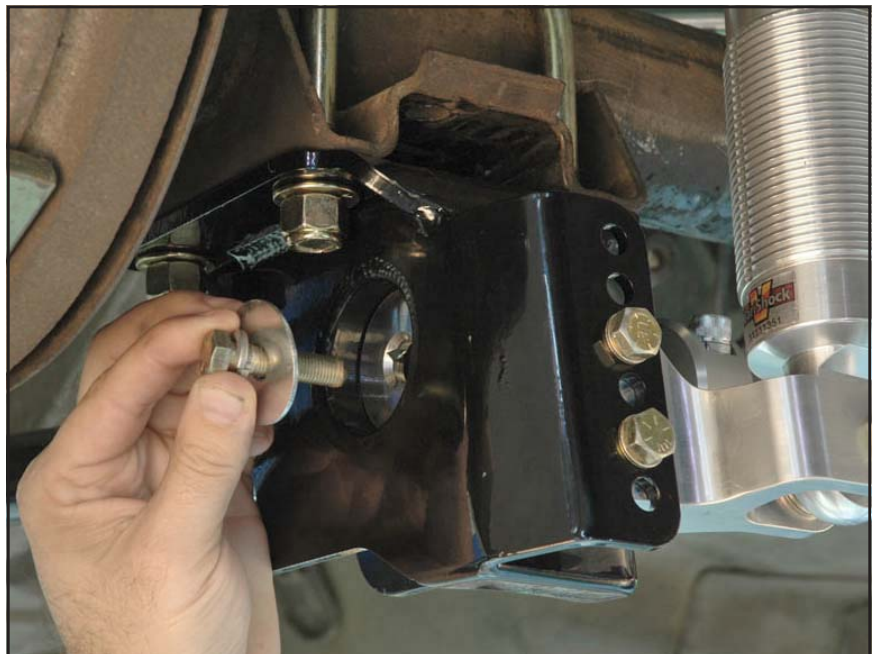
12. Verify that the anti-roll bar is centered. Billet arms must be equal distance from the axle brackets. Then, tighten both preload adjusters an additional 1/4 turn. Do not overtighten. Doing so will cause the anti-roll bar to flex.



13. Thread the locking ring into the axle bracket socket so that it is tight against the preload assembly.



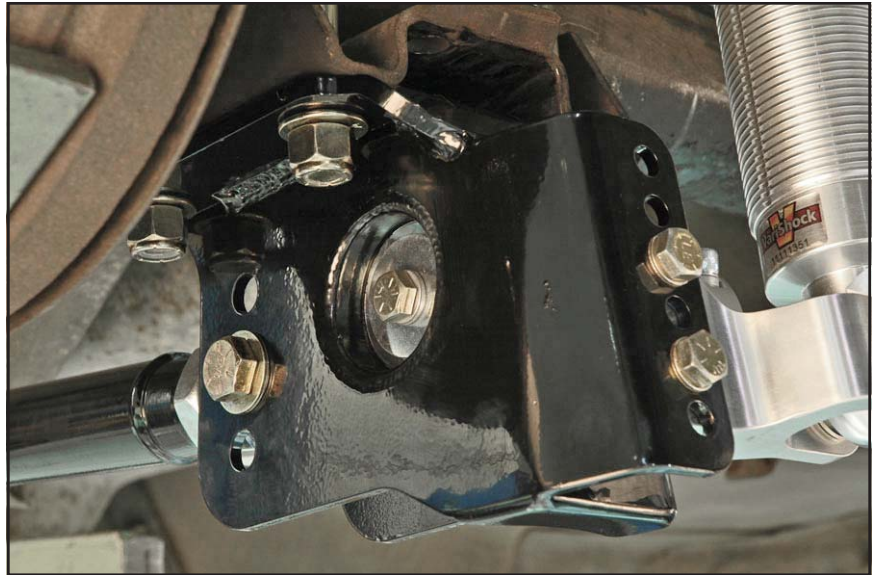
14. Secure with 3/8" fender washer, lock washer, and 3/8-24 x 1-1/2" hex bolt.





15. Tighten to 35 lb-ft.

16. Repeat steps for opposite side.



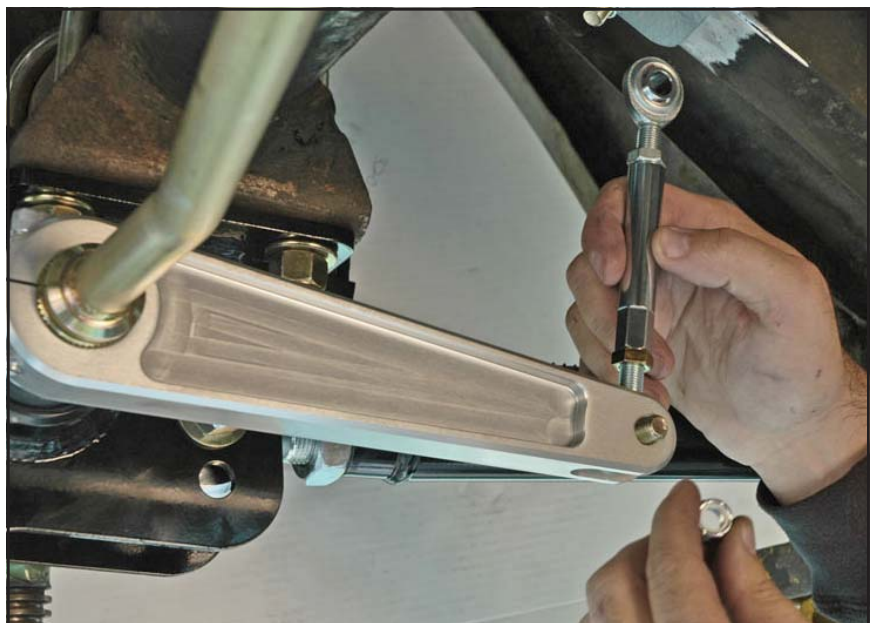
### Endlink Adjuster Assembly

17. Thread 3/8"-24 jam nuts onto each rod end until 3/4" of threads have passed the jam nut. This will position the jam nut at approximately half travel. Yellow-zinc jam nut indicates left-hand threads.

18. Thread the endlink adjuster tube onto the rod ends. Hex end of the adjuster indicates left-hand threads. Do not force threads. Run a tap through the adjuster if necessary.



19. Attach the endlink adjuster assemblies to the billet arms. Use 3/8-24 x 1-1/2" hex bolts and lock nuts provided. Torque mounting hardware to 35 lb-ft.

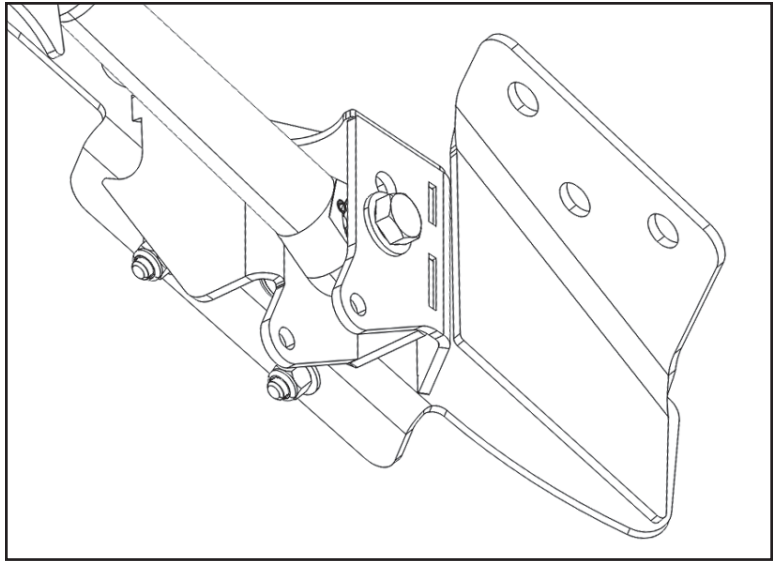


20. The endlink mounts to the clevis directly below the upper suspension link's chassis mount.

21. Adjuster links should be in a neutral position, meaning that there is NO preload placed upon the anti-roll bar. If there is any preload present, adjuster links will be difficult to turn by hand. If necessary, adjust one of the link assemblies to a shorter length until preload is neutral. Do NOT add preload to chassis using adjuster links.

22. Rotate each rod end body so that it is centered within its clevis, then tighten jam nuts.

23. Verify that all mounting hardware is correctly installed and torqued to specification.



**NOTES:**



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