

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

INSTALLATION GUIDE



5817-X10-12-A

gStreet™ Adjustable Rear Anti-Roll Bar 3/4" diameter, '62-67 Chevy II



Description:

gStreet™ rear anti-roll bar, 3/4"-diameter bar with multiple endlink mounting positions, axle tube mounts, and endlink mounting hardware. Mounts underneath axle for exhaust clearance.

Applications:

'62-67 Chevy II

PARTS LIST

5817-X10-12-A - gStreet™ 3/4" Adjustable Rear Anti-Roll Bar, '62-67 Chevy II

Qty	Description
2	Axle U-bolt clamp bracket 1-7/8" x 5-1/4" with 3-3/4" bolt centers
2	Anti-roll bar bushing clamp 1-3/8" x 5-3/8" with 3-3/4" bolt centers
2	End link 9/16-18 male thread 5-3/4" long
2	End link 9/16-18 female thread 5" long
2	D shaped poly bushing 3/4" ID
4	End link bushing 5/8" ID
1	Poly lube 4cc squirt tube
4	End link sleeve 5/8" OD x 7/16" ID x 1.374 long
8	Lock nuts steel 7/16-20
2	Hex nuts 9/16-18
14	Flat washers 7/16" ID X 1-1/4 OD x .121 thick
2	Flat washers 5/8" ID x 1-3/4" OD
2	Bolt 7/16-20 x 4-1/2" hex head, Grade 8
2	Bolt 7/16-20 x 2-3/4" hex head, Grade 8
2	U-bolt 7/16 x 3-1/4 ID x 4-1/2" tall
2	Sleeve 11/16" OD x 1/2" ID x 1.721 long for frame
1	Spacer passenger side upper link 1/2" ID x 1-1/4-OD x 1/2" thick
1	3/4" diameter sway bar with 3 adjustment holes in the bar

INSTRUCTIONS

SAFETY:

Before beginning installation, be sure to set the parking brake and chock the wheels.

NOTES:

To ease installation and properly adjust the bar, the weight of the vehicle must be on the suspension as if driving down the road. Do not raise the vehicle by the frame.

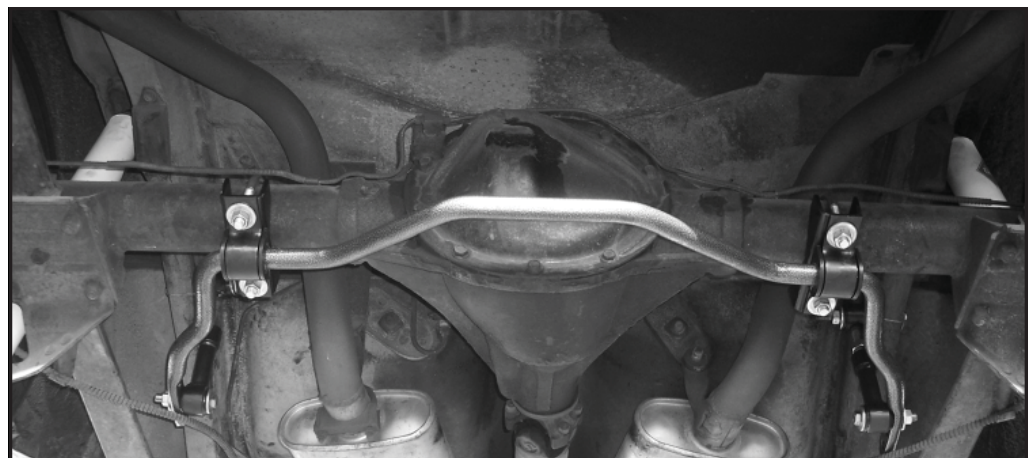
This kit requires drilling the frame rail and possible relocation of fuel and brake lines. Installer must ensure that the sway bar kit does not interfere with any other components or present any clearance issues.

ENDLINK MOUNTING OPTIONS:

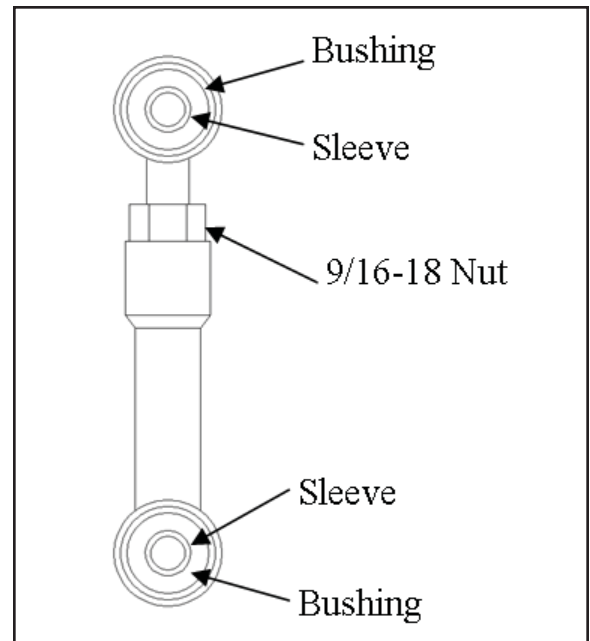
There are two mounting options for each frame type. The severe service option must be used in any high performance application.

INSTALLATION INSTRUCTIONS:

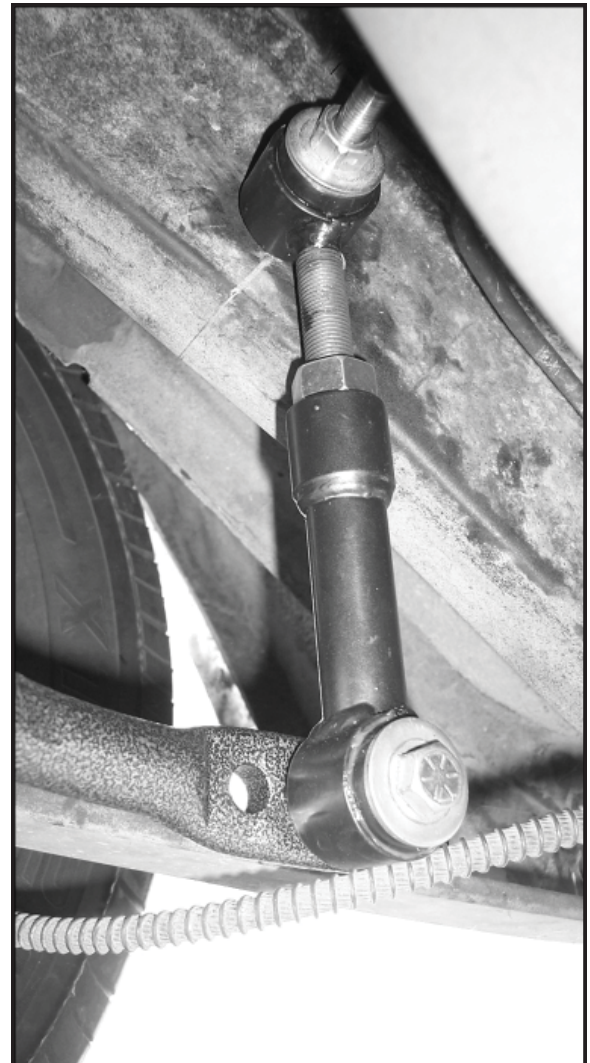
1. Lubricate the inside bore of the D-shaped bushings using the supplied poly lube.
2. Place a bushing onto each short straight length of the anti-roll bar, close to the outside bend.
3. Raise the anti-roll bar into position along the rearend housing to gauge where the U-bolts and axle brackets must be installed. Anti-roll bar arms must point toward the front of the vehicle.
4. Hang the U-bolts over the axle tube so that the threads are pointing straight down. Brake lines, wires, or hoses will be routed over the top of the U-bolt.
5. Place the axle-clamp brackets onto the U-bolts until they seat against the axle tubes.
6. Place the bushing-clamp brackets over the D-shaped anti-roll-bar bushings and raise the bar to seat the flat part of the bushing against the axle bracket.
7. Loosely secure the assembly with flat washers and locknuts.
8. Position the anti-roll bar on axle so that it clears all frame mounted components including fuel tanks, brake lines, fuel lines, etc. The clamps can be rotated or shifted to maximize clearance.



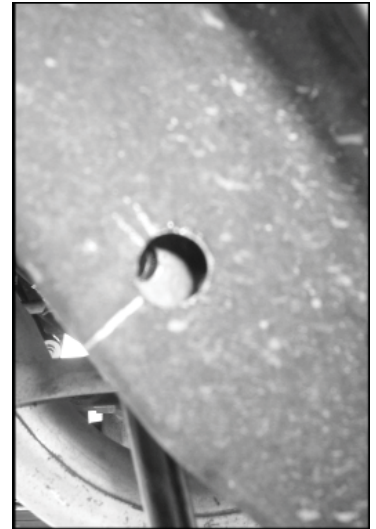
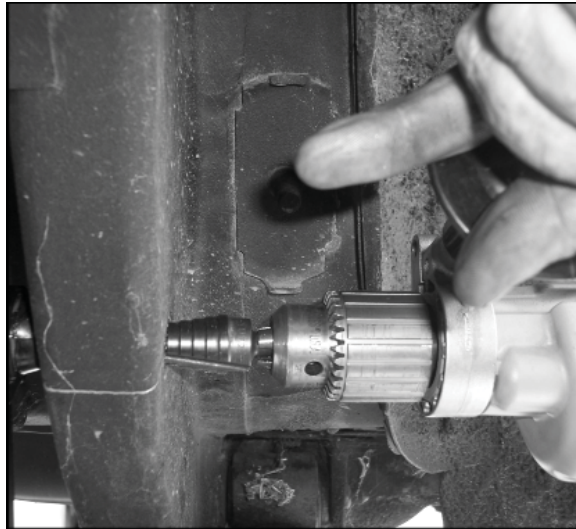
9. Fully lubricate the endlink bushings and sleeves before assembly.
10. Assemble the endlinks by inserting the bushings into the end loops and then installing the sleeves into the bushings.
11. Install the 9/16" nut on the male endlink half before assembling the two components together.



12. Attach the endlinks to the center hole of the anti-roll bar using a 7/16-20 x 2-3/4" bolt and flat washers. The bar arms should be level and the endlinks perpendicular to the ground. The center hole position is used at this time to determine the location of the hole in the frame rail. The endlink will be moved to the forward hole prior to initial use.
13. When satisfied with the location of the bar and endlinks, mark the hole locations of the endlinks on the inside of the frame rail. The link length can be adjusted for best fit.



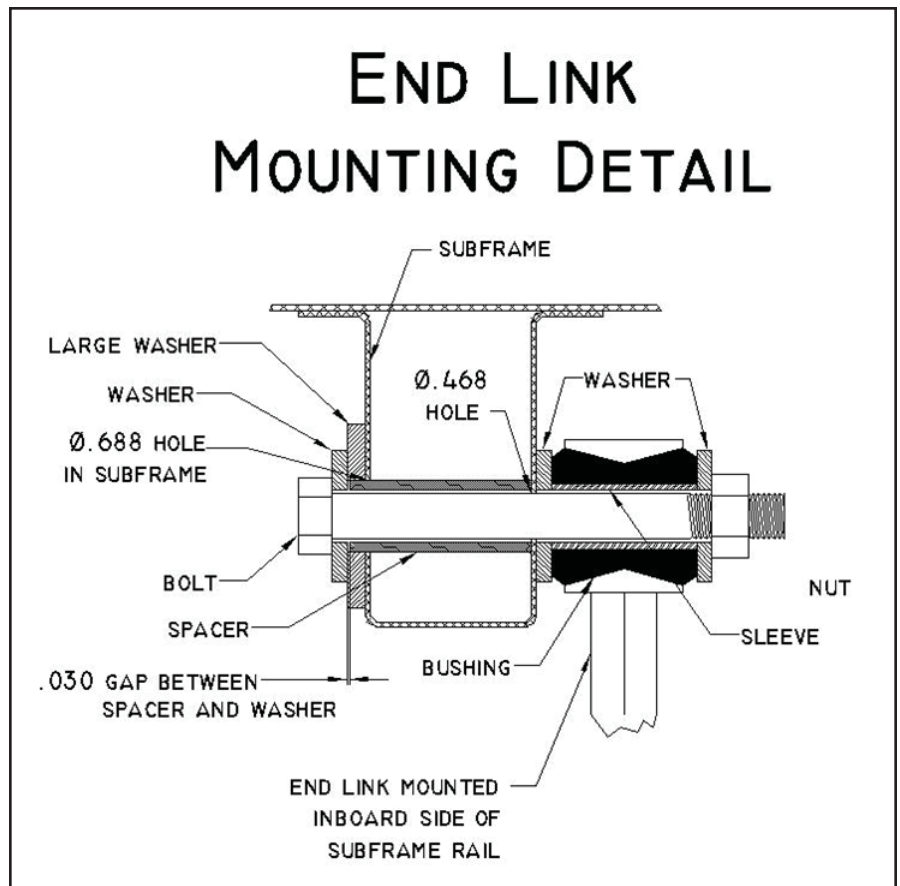
14. Prepare to jack up vehicle by placing wheel chocks on the front wheels.
15. After the rear of the vehicle has been raised, support frame on jack stands and remove the rear wheels.
16. Transfer the inner hole location to outer edge of frame rail. A piece of cardboard can be used by marking the location of the hole on the cardboard and transferring the location to the outer rail. Drawing a line on the frame square to the frame rails will keep the inner and outer hole locations square.



17. Review endlink mounting detail and confirm fit before drilling holes. BEFORE DRILLING ANY HOLES IN THE RAIL, RELOCATE AND/OR PROTECT ANY FUEL OR BRAKE LINES THAT MAY INTERFERE WITH THE DRILL BIT OR SWAY BAR INSTALLATION.

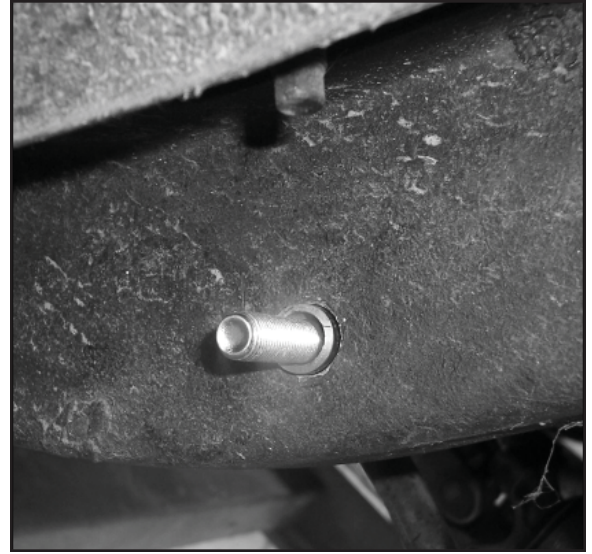
18. Drill a 15/32" (.468) hole through BOTH walls of the frame. Make sure holes are square to one another when drilling holes. It is easiest to drill through the outer wall first and use a transfer punch to mark location on inner wall of frame.

19. Drill an 11/16" (.688) hole through OUTER wall of frame ONLY. A step drill works well for this application. Do not use a hole saw as the hole must be a close fit to the spacer tube. Remove undercoating where large washer contacts outer frame.



20. From the inside of frame rail, insert a 7/16 x 4-1/2" bolt through the driver-side rail.

21. Insert spacer tube from outside of rail and check fit. The spacer tube should sit flush.



22. Install the large washer over the spacer tube.

23. Check that the spacer tube is at least 1/32" below the surface of the large washer.

24. Cut, file or grind the end of the spacer tube to achieve proper length. Failure to do this will result in insufficient preload and noise.



Severe Duty Endlink Mounting

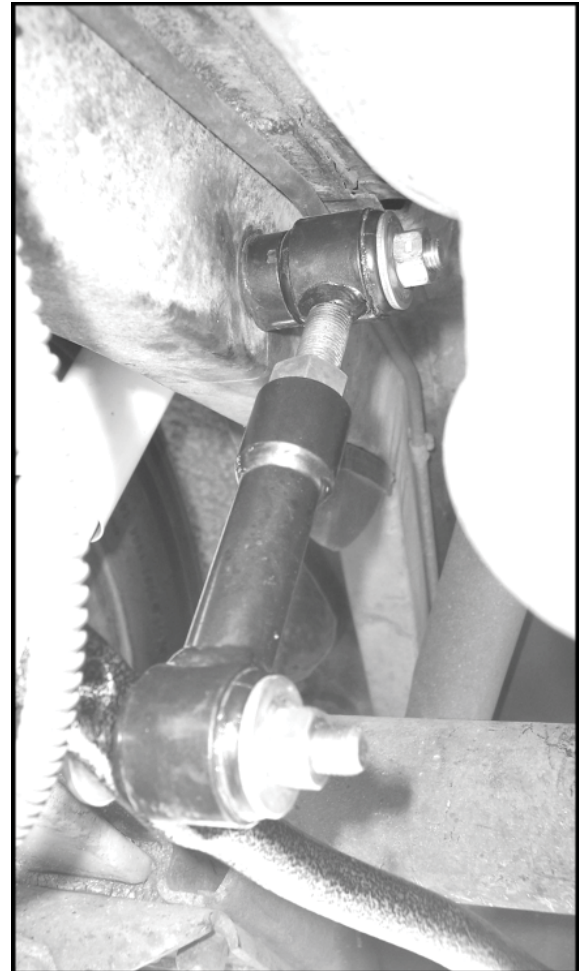
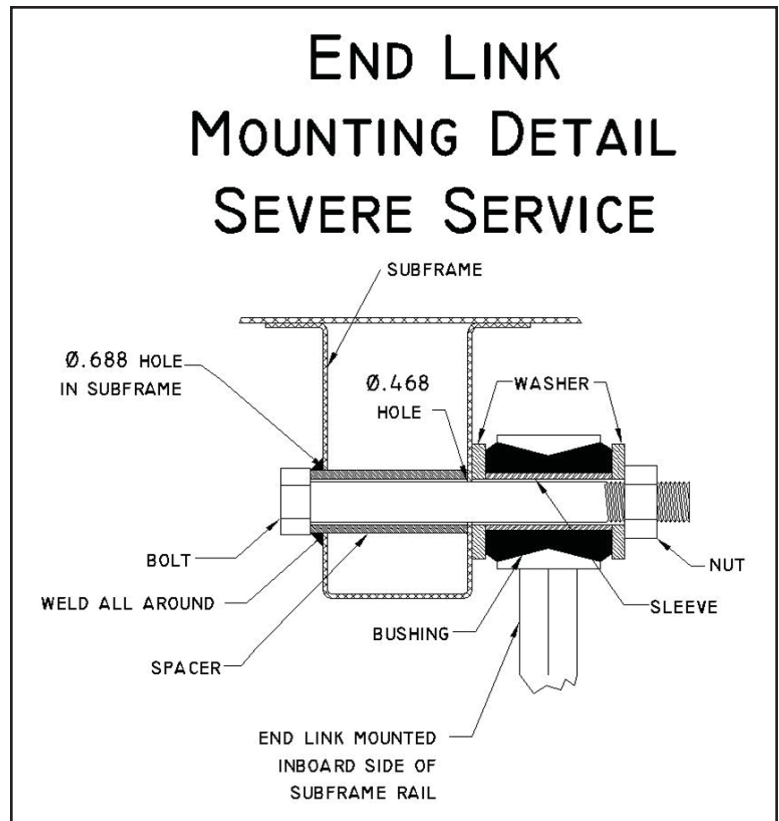
25. For severe duty it is recommended that the spacer tube be welded to the outer frame wall.

IMPORTANT: Prior to welding, ensure that all hazards (fuel, electrical, etc) are eliminated and that fuel tanks, fuel lines, brake lines, wiring, etc. are not affected by the welding operation.

26. Remove bolt and spacer from inside of frame rail.
27. Attach endlink to frame as shown in severe service graphic.

Applications with welded spacer do not require the washers on the outboard wall of the frame.

28. Torque endlink bolts to 35-40 ft-lb.
29. Move the lower endlink to the forward-most hole in the sway bar, tighten the endlink bolts and torque to 35-40 ft-lb.
30. Replace rear wheels and torque lug nuts to factory specification. Lower vehicle so that the full weight of the vehicle is on the suspension.
31. Tighten axle U-bolts, torque to 35 ft-lb.
32. Bounce the vehicle checking for clearance on all under carriage components: fuel tank, shocks, exhaust, differential, brake and fuel lines, etc. Test drive the vehicle and recheck all clearances and the installation alignment. Adjust as needed. Re-check your installation after one week of driving and periodically on a regular basis.
33. The sway bar has three endlink mounting holes. The endlink **MUST** be mounted on the forward-most hole for initial use. For a firmer setting, use the center or rear holes. You must use the forward-most mounting hole, until you are accustomed to the vehicles new handling characteristics. After driving vehicle, a firmer setting may be selected if desired. It is recommended that the outer hole be used for street driving.



WARRANTY NOTICE:

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