



Detroit Speed, Inc.
Rear Tubular Sway Bar Kit
1979-93 Mustang & 1979-86 Capri
P/N: 042223

The Detroit Speed Rear Tubular Sway Bar Kit is a bolt-on package for the Fox body platform. The rear sway bar can be used separately or with our rear suspension to provide the ultimate in handling. The rear sway bar offers dual rate adjustment for increased vehicle tuning and will keep body roll to a minimum. The rear sway bar is powdercoated gloss black and includes all necessary mounting hardware for installation including split lock collars that positively locates the sway bar in the correct location.



Item	Description	Quantity
1	3/4" Tubular Sway Bar	1
2	2-3/4" Rear Sway Bar Axle Clamp	2
3	Sway Bar End Link Bracket	2
4	7/16"-20 x 2-3/4" x 5-1/2" U-Bolt	2
5	3/4" ID Polyurethane Sway Bar Bushing	2
6	Sway Bar Frame Bushing Bracket	2
7	3/4" Double Split Lock Collar	2
8	7/16" Sway Bar End Link Kit	2
9	Steel Bushing 1/2" ID x 3/4" OD x 1/2"L	2
10	Steel Bushing 1/2" ID x 3/4" OD x 1/4"L	2
11	5/16"-18 Steel Rivet Nut	10
12	Rivet Nut Installation Tool	1
13	Super Grease	1
14	7/16"-20 Nylock Nut	4
15	7/16" SAE Flat Washer	4
16	5/16"-18 x 1-1/2"L Hex Head Bolt	1
17	5/16"-18 x 3/4"L Hex Head Bolt	8
18	5/16" SAE Flat Washer	10
19	3/8" Split Lock Washer	1
20	Instructions	1

Fastener Torque Specifications		
Application	Torque (ft-lbs)	Threads
Sway Bar Bracket to Framerrail	15	
Sway Bar Links	30	Red Loctite 262
Sway Bar Clamp to Rear Axle Brackets	45	
Split Lock Collar	14	Blue Loctite 242

IMPORTANT:

All work should be performed by a qualified technician. Please read the entire set of instructions and fully understand all of the steps involved before beginning the project. Always make sure to wear the appropriate safety equipment for the job and properly support the vehicle. If you have any questions before, during, or after the installation, feel free to contact Detroit Speed by phone at (704) 662-3272 or by email at tech@detroitsspeed.com.

Installation:

1. Loosen the rear lug nuts and raise the front and rear of the vehicle. Support the car in the front and the rear on jackstands so the car is sitting level. The rear suspension must be supported so that the rear suspension is at ride height in relation to the body. Remove the rear wheels and tires.
2. If your vehicle is equipped with a rear sway bar from the factory, remove it from the vehicle. Place the 7/16"-20 x 2-3/4" x 5-1/2" U-bolts over the rear axle tubes. **NOTE:** It may be necessary to move the brake lines slightly to allow the U-bolts to slide under the brake line.
3. Install the polyurethane bushings on the sway bar using the provided Super Grease. Locate the bushings as close to the 90° bends on the say bar as possible. Place the sway bar mounting brackets on the bushings at this time (Figure 1).



Figure 1 – Install Bushings and Brackets

4. Position the axle clamps so they line up correctly on the rear axle tube with the U-Bolt. Place the sway bar on the rear axle clamp though the U-Bolt. Thread the 7/16"-20 Nylock nuts and washers on the U-Bolt. Repeat this process for the other side of the axle. Make sure the U-bolts are vertical when installed and leave the nuts finger tight at this time (Figure 2 on the next page).



Figure 2 - Install Bar to Bracket

5. To locate the sway bar end link bracket, place it against the framerail centering it on the factory upper link torque box framerail reinforcement. The end link bracket flange on the inside framerail will sit against the upper link torque box (Figure 3). **NOTE:** The driver side and passenger side bracket are the same.



Figure 3 - Locate End Link Bracket

6. Clamp the end link bracket to the framerail and center punch the two holes on the bottom and the inboard side of the framerail. Drill out these four marked hole locations to a final drill size using a 17/32" drill bit (Figure 4). **NOTE:** It is recommended that pilot holes be drilled first before drilling the 17/32" holes.



Figure 4 - Drill End Link Bracket Holes

7. Install the provided nut inserts into the framerail using the provided nut insert tool in the four drilled holes. **NOTE:** There are ten nut inserts provided however only eight will be used for this installation.
8. Start by assembling the tool and the nut insert to resemble Figure 5 using the provided 5/16"-18 x 1-1/2"L hex head bolt. Place the 3/8" split lock washer into the grooved side of the tool. Place the 5/16" flat washer on the bolt and install it through the tool. Thread the nut insert onto the bolt. Hold the nut insert with a pair of pliers and tighten the bolt with a 1/2" wrench so that the nut insert collapses the split lock washer into the tool. **NOTE:** Apply a liberal amount of grease on the flat washer to prevent galling.



Figure 5 - Nut Insert w/Installation Tool

9. With the tool assembled, place the nut insert into the drilled hole. Hold the larger hex with a 3/4" wrench and tighten the bolt using a 1/2" wrench. Tighten the assembly so that the bolt will no longer turn (Figure 6).



Figure 6 - Install Nut Inserts

10. Install the sway bar end link bracket on the framerail using the provided 5/16"-18 x 3/4"L hex head bolts and 5/16" flat washers. Torque to 15 ft-lbs (Figure 7). Repeat Steps 5 through 10 for the opposite side of the vehicle.



Figure 7 - Install End Link Bracket

11. Remove the hardware from the end links. Install the provided 1/2" ID x 3/4" OD x 1/2" L steel bushing on one of the end link studs. Place the provided 1/2" ID x 3/4" OD x 1/4" L steel bushing on the other end link stud. Repeat this step for the other end link.
12. Raise the sway bar up to the framerail and install the end link from the inboard side through the sway bar and the end link bracket. The stud with the thicker 1/2" spacer will go through the end link bracket and the stud with the thinner 1/4" spacer will go through the sway bar. The studs will be facing outboard of the vehicle (Figure 8).



Figure 8 - Install End Links

13. Apply high strength red Loctite 262 to the threads and install the provided hardware. Torque to 30 ft-lbs and tighten the end link jam nut. When tightening the nuts on the sway bar end links, use a 9/16" wrench on the link and a 5/8" socket on the end link nut. **NOTE:** There are two mounting holes in the sway bar. Detroit Speed recommends starting with the forward mounting hole in the sway bar and adjust from there to your driving style.
14. Repeat Step 11 and 12 for the opposite side of the vehicle. With the front sway bar links installed, center the sway bar on the rear axle and torque the sway bar clamp bolts at the rear axle to 45 ft-lbs. **CAUTION:** If you are using the factory suspension, cycle the rear axle up and down to verify that the sway bar and/or sway bar endlinks have clearance with the springs and/or lower control arms.

15. Separate the split lock collars into two pieces and place them around the sway bar so they are tight against the inside of the sway bar bushings on the rear axle. Reassemble the collar using medium strength blue Loctite 242 on the bolts and torque to 14 ft-lbs (Figure 9).



Figure 9 – Install Split Lock Collars

16. Install the wheels and tires and lower the vehicle to the ground. Torque the rear wheels to the manufacturer's recommended torque specifications. The installation of the sway bar is now complete.

If you have any questions before or during the installation of this product please contact Detroit Speed Inc. at tech@detroitsspeed.com or 704.662.3272

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