

**Detroit Speed**  
**QUADRALink Rear Sway Bar**  
 1970-81 Camaro/Firebird w/DSE QUADRA Link  
 P/N: 042207DS, 042210DS & 042218DS

The Detroit Speed Rear Tubular Sway Bar is a great complement to the DSE QUADRALink when installed on a 1970-81 Camaro/Firebird application. The adjustable sway bar provides an additional way to upgrade the rear suspension for the ultimate in performance without sacrificing ride quality. The sway bar is powder coated gloss black and includes end links, bushings, mounting brackets and instructions. This kit does require welding to complete the installation.



Item	Description	Quantity
1	3/4" Rear Tubular Sway Bar (P/N: 042218DS)	1
2	1" Rear Tubular Sway Bar (P/N: 042207DS)	1
3	1-1/8" Rear Tubular Sway Bar (P/N: 042210DS)	1
4	Frame Doubler Plate	4
5	Frame Insert	2
6	Sway Bar End Link Assembly	2
7	Polyurethane Sway Bar Bushing	2
8	Sway Bar Mounting Bracket	2
9	Split Lock Collar	2
10	7/16"-20 x 1" L Grade 8 Hex Head Bolt	4
11	7/16" SAE Grade 8 Flat Washer	8
12	7/16"-20 Grade 8 Nylock Nut	4
13	SuperGrease Tube	1
14	Template	1
15	Instructions	1

Fastener Torque Specifications		
Application	Torque (ft-lbs)	Threads
Sway Bar Bushing Brackets to Rear Axle	55	
Sway Bar End Links	40	Red Loctite 262
Split Lock Collar Bolts	14	Blue Loctite 242

- Loosen the 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.
- Cut out the provided template and place it on the inside of the frame rail. Using the forward holes in the frameraill, position the template so it follows the bottom of the frameraill. See Figures 1 and 2 below for reference. **NOTE:** The same template is used for both driver and passenger side.

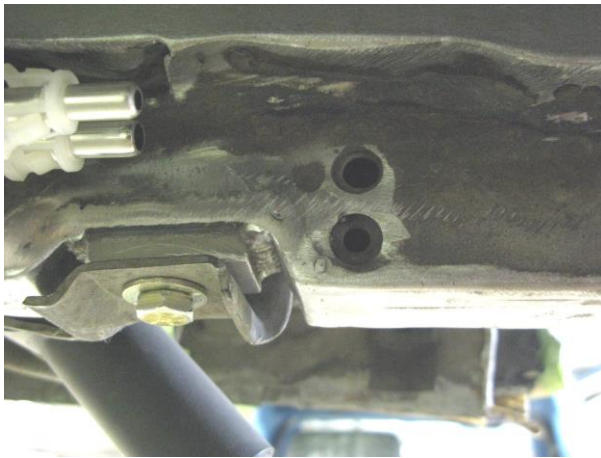


Figure 1 – Locating the Forward Holes in the Frame Rail



Figure 2 – Positioning the Template on the Frame Rail

- Locate the hole to be drilled in the frame rail at the rear of the template. Using a center punch, mark this location on the frame rail. See Figure 3.

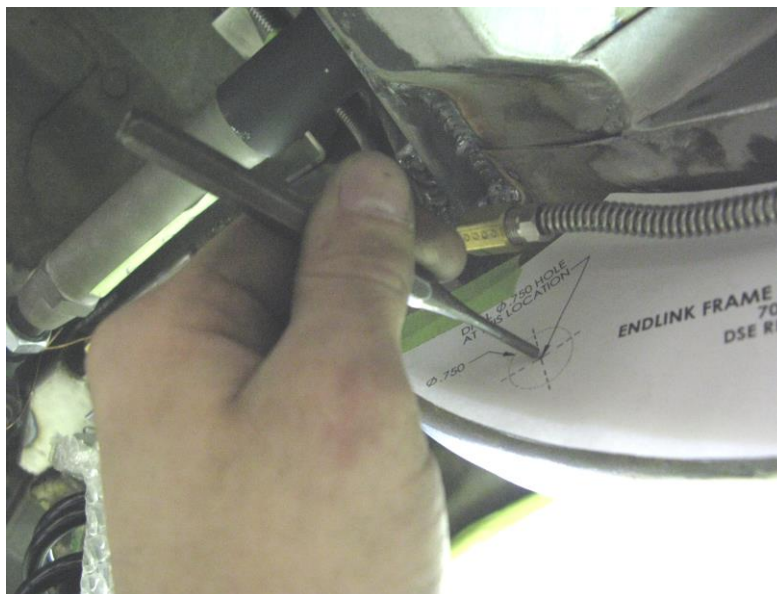


Figure 3 – Locating and Marking the Sway Bar Mounting Hole

4. At the marked location, drill a pilot hole in the frame rail using a 1/8" drill bit. Keeping the drill perpendicular to the frame rail, drill all the way through the frame rail to the outside of the rail. Once the pilot hole has been drilled, use a Uni-Bit to enlarge the hole to 3/4" in diameter on the inside and outside of the frame rail.
5. Starting on the inside of the frame rail, position the frame insert through the center hole in the frame doubler and install into the inside of the frame rail. Once located in the frame rail, position the frame doubler over the frame insert on the outside of the frame rail and position both so they are consistent with the frame rail. Use Figures 4 and 5 below for reference.



Figure 4 – Locating the Frame Insert and Doubler on the Inside Frame Rail



Figure 5 – Locating the Frame Insert on the Outside Frame Rail

6. With the doubler plates located and clamped into place, weld the plates to the frame rail. Weld the perimeter of the doubler plate and plug weld the plates using the pre-drilled holes in the plates. Also, weld around the perimeter of the frame insert on both the inside and outside. After welding the outside of the frame insert, the frame insert can be cut off flush with the weld as seen in Figure 7. A finished installation of the doubler plates and the frame insert can be seen below in Figures 6 and 7.



Figure 6 – Inside Doubler and Frame Insert



Figure 7 – Outside Doubler and Frame Insert

7. Apply High Strength Red Loctite 262 to the threads of the upper sway bar link and thread them into the frame rail. Start the threads into the welded insert in the frame and using a 9/16" wrench, continue threading the sway bar end link into the frame rail and torque to 40 ft-lbs. Insert the lower sway bar link and adjust to a center-to-center measurement of 3-3/4". **NOTE:** Turn the lower sway bar link so that the threaded stud points to the outside of the vehicle. Tighten the jam nut at this point.

8. Position the sway bar bushings around the sway bar along with the sway bar mounting brackets. Use the provided SuperGrease when installing the bushings. Place the sway bar against the welded sway bar brackets and bolt into place using the provided 7/16"-20 x 1" L Grade 8 Hex Head Bolts along with 7/16" SAE Flat Washer and 7/16"-20 Nylock Nuts. Leave these bolts finger tight at this point.
9. Connect the sway bar end links to the sway bar. DSE recommends the use of the forward hole in the sway bar. The chart below in Figure 10 shows the rates for each hole in the sway bar. Torque the sway bar end link nuts to 40 ft-lbs.

Sway Bar Rates					
P/N: 042218DS (3/4" O.D.)		P/N: 042207DS (1" O.D.)		P/N: 042210DS (1-1/8" O.D.)	
Front Hole	312 lb/in	Front Hole	823 lb/in	Front Hole	1236 lb/in
Rear Hole	414 lb/in	Rear Hole	1091 lb/in	Rear Hole	1638 lb/in

Figure 10 – Sway Bar Rates

10. With the sway bar installed, verify the bar is centered on the rear axle and tighten the brackets at the rear axle. Torque these bolts to 55 ft-lbs.
11. 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 14 ft-lbs. **NOTE:** Position the collars tight to the urethane bushing when installing.
12. The installation is complete.

If you have any questions before or during the installation of this product, please contact Detroit Speed at [tech@detroitsspeed.com](mailto:tech@detroitsspeed.com) or 704.662.3272

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