



Detroit Speed
Swivel-Link™ Rear Suspension Kit
 1978-1988 G-Body
 P/N: 042107DS

The Detroit Speed Swivel-Link™ Rear Suspension Kit is a terrific way to upgrade the rear suspension on the 1978-1988 G-body applications. DSE's unique G-body rear trailing links incorporate our patented Swivel-Link system. These unique trailing arms eliminate bind allowing the rear suspension to fully articulate without the use of noisy spherical rod ends. The Swivel-Link Rear Trailing Links allow for easy pinion angle adjustment for improved traction and lower driveline vibrations.



Detroit Speed Swivel-Link™ U.S. Patent Number: 7,398,984

Item	Description	Quantity
1	Lower Link Complete Assembly	2
2	Upper Link Complete Assembly	2
3	Bushing Sleeve Assembly	2
4	M12 x 1.75 x 90 Hex Head Bolt	8
5	M12 x 1.75 Nylock Nut	8
6	M12 Flat Washer	16
7	Instructions	1

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Upper & Lower Link Bolts	75
Swivel Link Jam Nuts	50

1. To begin installation, chock the front wheels and loosen the rear lug nuts. Raise the rear of the vehicle and support the vehicle with jack stands under the frame. Remove the rear wheels.

2. It is recommended that the arms be replaced one at a time. Start by removing one of the upper links. **CAUTION:** The rear axle should be supported with jackstands under the axle tubes and one under the front of the axle at the pinion.
3. With the upper link removed, remove the stock rubber bushing from the rear axle housing. DSE offers a tool to remove and install the bushings. It is available as P/N: 042501DS. If using the DSE tool, Figures 3 & 4 below show an illustration of the tool assembled for removal and installation. Install the provided bushing in the rear axle housing. Apply a liberal amount of anti-seize to the outside of the bushing to prevent galling. Figure 5 shows the replacement bushing installed. **NOTE TO INSTALLER:** Do not install the bushing past the large diameter step.

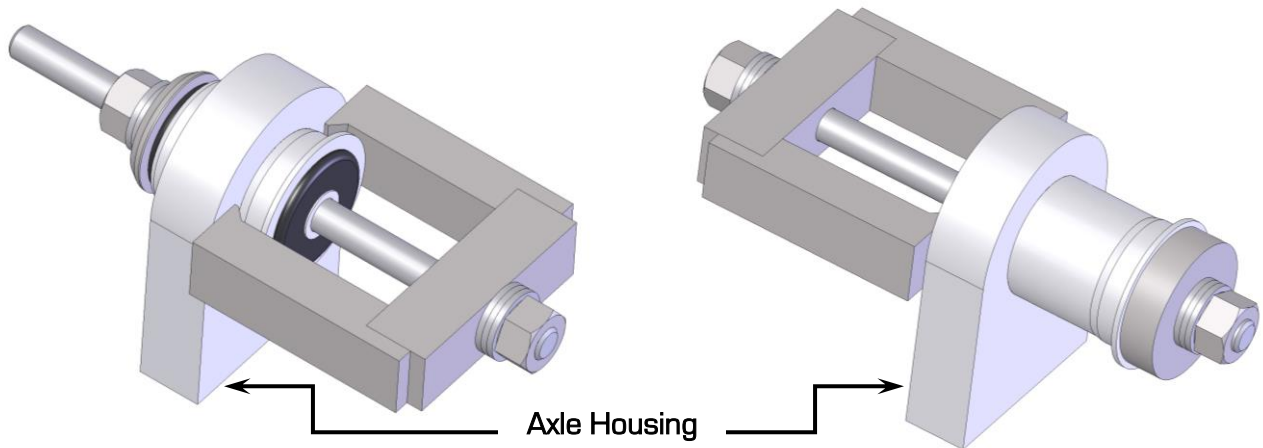


Figure 3 - Tool Shown in Removal Configuration

Figure 4 - Tool Shown in Installation Configuration



Figure 5 - Replacement Bushing Installed

4. After the bushing is installed, the upper link can be installed. Before installing, adjust the arm to the length of the stock arm that was removed from the vehicle. Place the arm on the vehicle and use the provided M12 x 1.75 x 90 Hex Head Bolts along with the M12 x 1.75 Nylock nuts and M12 Flat Washers. Do not torque the end link bolts as they will be tightened later with the vehicle at ride height.
5. Repeat Steps 2 through 4 for the opposite side upper link.
6. Remove either of the lower links from the vehicle. Before installing the new lower arm, adjust the arm to the length of the stock arm that was removed from the vehicle. Place the arm on the vehicle and use the provided M12 x 1.75 x 90 Hex Head Bolts along with the M12 x 1.75 Nylock nuts and M12 Flat Washers. Do not torque the end link bolts as they will be tightened later with the vehicle at ride height.

7. Repeat Step 6 for the opposite side lower link.
8. Once all the links are installed, verify the rear axle is centered in the car and the wheelbase is correct. Also, make sure the pinion angle is set correctly. It may be necessary to adjust the links both top and bottom to obtain proper fitment. **NOTE: There can be no more than 2" of exposed threads on the end link (3/4" of thread engagement in the tube). This measurement does include the jam nut (see page 4).** Torque the jam nuts to 50 ft-lbs.
9. Settle the suspension by bouncing the vehicle several times and then torque all the rear suspension link pivot bolts to 75 ft-lbs. with the vehicle sitting at ride height.
10. Re-install the rear wheels and torque to the manufacturer's recommended torque specs. Lower the vehicle to the ground.
11. The installation is complete at this time.

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

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WARNING:

There can be no more than 2" of exposed threads on the end link (3/4" of thread engagement in the tube). This measurement does include the jam nut [see below].

