

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

INSTALLATION GUIDE



5812-X10 g-Bar Sliding-Link Anti-Roll Bar 1962-1967 Chevy II



Description: Sliding-link anti-roll bar for 1962-1967 Chevy II g-Bar rear suspension.

Includes: 5/8"-diameter anti-roll bar, billet clevis, endlink assemblies, and billet mounts.

Notes: Frame mount is part of g-Bar frame bracket weldment and ships with g-Bar suspension system. Installation of g-Bar frame brackets requires welding.

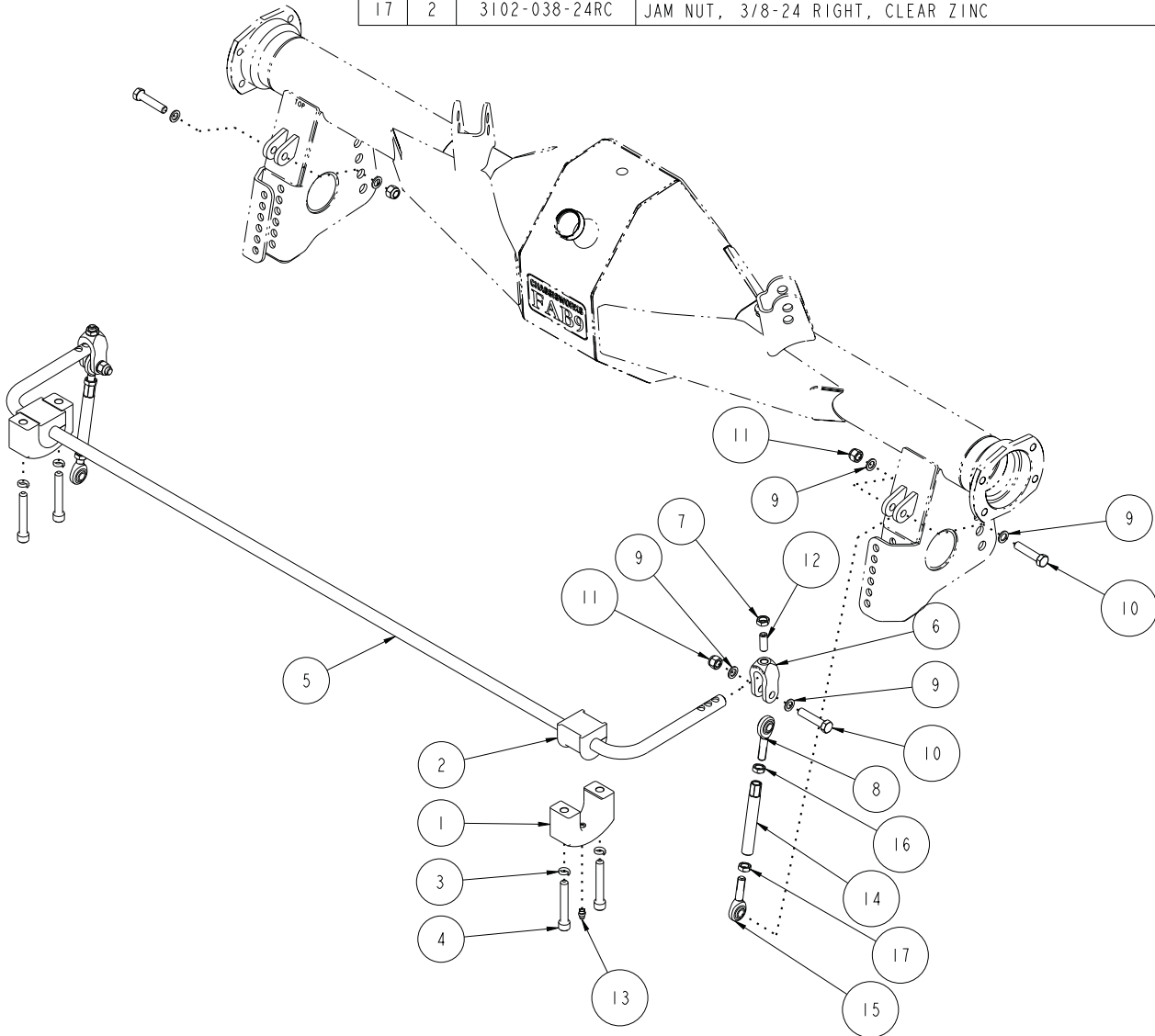
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ITEM	QTY	PART NO.	DESCRIPTION
1	2	1406	BUSHING HOUSING, SWAY BAR, 13/16 x 2.50
2	2	3150-D-0.63-B	POLYURETHANE BUSHING, 5/8 SWAY BAR, BLACK
3	4	3108-038H-C	HIGH COLLAR LOCKWASHER, 3/8 STEEL, CLEAR ZINC
4	4	3103-038C2.50C	SOCKET HEAD CAP SCREW, GRADE 8, 3/8-16 x 2 1/2, CLEAR ZINC
5	1	4765-18	ANTI-ROLL BAR, Ø5/8, REAR MOUNT, G-BAR, 62-67 CHEVY II / NOVA
6	2	1530-0.63	CLEVIS ADJUSTABLE LINK, Ø5/8 BAR
7	2	3134-038-24C	JAM NUT, TOP LOCK 3/8-24 RIGHT, CLEAR ZINC
8	2	3111-038X038-LT	ROD END, 3/8-24 LEFT x 3/8 BORE, MALE, TEFLON, CML6T
9	8	3109-038-S-2-Y	AIRCRAFT WASHER 3/8 x .062 THICK
10	4	3100-038FI.75Y	HEX BOLT, 3/8-24 x 1 3/4, GRADE 8, YELLOW ZINC
11	4	3101-038-24C	LOCKNUT, 3/8-24, GRADE 5, NYLON INSERT, CLEAR ZINC
12	2	3106-38FK1.00B	HEX SOCKET SET SCREW, CUP POINT 3/8-24 x 1, BLACK OXIDE
13	2	3144-25-28-0	GREASE ZERK 1/4-28 STRAIGHT
14	2	1058	ADJUSTER, 4.0 x 3/8-24, ANTI-ROLL BAR
15	2	3111-038X038-RT	ROD END, 3/8-24 RIGHT x 3/8 BORE, MALE, TEFLON, CM6T
16	2	3102-038-24LY	JAM NUT, 3/8-24 LEFT, YELLOW ZINC
17	2	3102-038-24RC	JAM NUT, 3/8-24 RIGHT, CLEAR ZINC



DESCRIPTION: ANTI-ROLL BAR, Ø 5/8, ADJUSTABLE LINK, 64-67 CHEVY II / NOVA, G-BAR

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PART NO. 5812-X10
7/29/14 DWG: 915812-X10

PARTS LIST

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

Sliding-Link Adjustable Anti-Roll Bar - 300-0171

Qty	Part Number	Description
1	4765-18	Anti-roll bar 5/8" OD x 43-3/4" for sliding-link g-Bar

Mounts and Hardware - 300-0136

Qty	Part Number	Description
2	1406-1	Anti-roll bar bushing housing, clear anodized
2	3150-D-0.63-B	Anti-roll bar bushing 5/8" OD, greasable, black
2	1004	Adjuster rod 5" long
2	1530-0.63	Clevis adjustable link for 5/8" OD bar
4	3100-038F1.75Y	Bolt 3/8-24 x 1-3/4 hex head, Grade 8
4	3101-038-24C	Locknut 3/8-24 nylon insert, plated
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
4	3103-038C2.50C	Allen head 3/8-16 x 2-1/2" socket head cap screw
2	3106-38FC1.00B	Set screw 3/8-24 x 1" knurled cup point
4	3108-038H-C	Lock washer 3/8" high collar
8	3109-038-S-2-Y	Aircraft washer 3/8 small OD
2	3111-038X038-LT	Rod end 3/8-24 LH male x 3/8" bore
2	3111-038X038-RT	Rod end 3/8-24 RH male x 3/8" bore
2	3134-038-24C	Top lock nut 3/8-24 half-height, all metal
2	3144-25-28-0	Grease zerk 1/4-28 straight, tapered thread
1	3151-5ML	Poly lube 5ml squirt tube

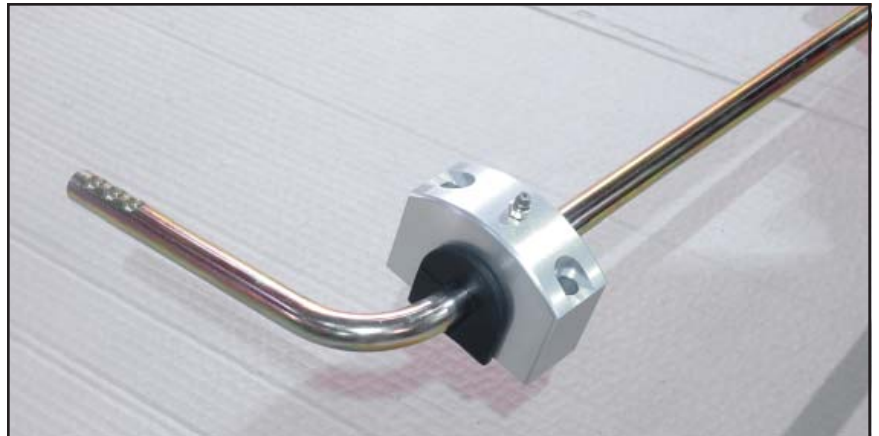
INSTRUCTIONS

g-Bar suspension cradle and axle brackets must be completely installed before proceeding.

1. Use the tube of poly lube to grease the inside 5/8" bore of each urethane bushing.
2. Slide a urethane bushing over each end of antiroll bar until it is close to its final installation position.



3. Install a zerk fitting into each billet bushing housing.
4. Place billet aluminum bushing housings over bushings until bushings are fully seated.



5. Rotate the bushing housing to its correct orientation. The open end of the housing and detents on the anti-roll bar must both face up.



6. Raise the anti-roll bar with bushings and mounts into position against the vehicle. Detents in arms must be on top with arms extending toward front of vehicle.
7. Chase the anti-roll-bar-mount threaded bosses at each of the frame brackets using a 3/8"-16 tap.



8. Secure bushing mounts with 3/8"-16 x 2-1/2" socket head cap screws and high-collar lock washers. Fasteners will feel tight as they are screwed in due to crimped weld locknuts in cradle frame brackets. Torque fasteners to 30 lb-ft.



9. Measure from each billet housing to the outside of the bar on each side to verify that the anti-roll bar is centered.



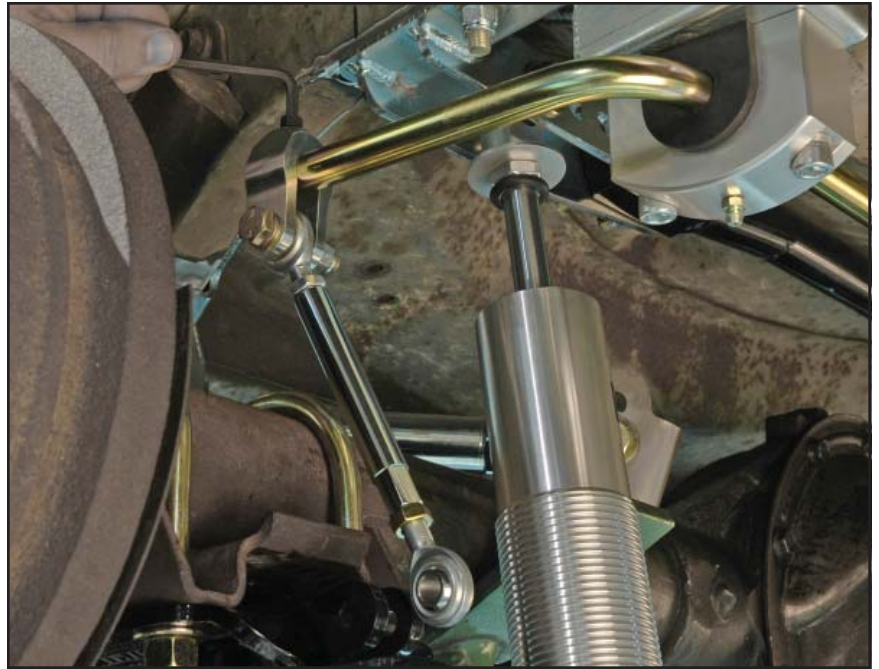
10. Thread the 3/8" jam nuts on to the male rod ends, leaving 5 to 7 threads showing between the jam nut and rod end body.
11. Apply a small amount of anti-seize to the male threads and screw the rod ends into the adjuster links.
12. Note: Left-threaded rod ends screw into the end of the adjuster link with the machined hex.



13. Install right-threaded rod ends into the billet clevis using 3/8-24 x 1-3/4" hex head bolts, aircraft washers and locknuts.
14. Thread the set screws into the top of each clevis, followed by an all metal locknut threaded loosely onto each set screw. Do not thread the set screw passed the inner surface of the clevis.



15. Slide each clevis over the end of the anti-roll bar until the set screw lines up with the first detent. Tighten the set screw and then the locknut. This is the baseline position for anti-roll bar and provides the softest setting.



16. Bolt the opposite end of each adjuster endlink assembly to the tabs on the lower axle brackets, using 3/8-24 x 1-3/4" hex bolts, aircraft washers and locknuts.



17. 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.

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



19. Check for any clearance issue with the anti-roll bar throughout the suspension's range of travel. This must be done without springs installed on the shocks or without air pressure if using air-spring shocks.
20. Verify that all mounting hardware is correctly installed and torqued to specification.



ADJUSTMENT

Clevises can be adjusted independently. As an example the driver side clevis is positioned at the first detent, while the passenger side clevis is at the second. The bar detents allow three specific clevis positions at each arm, for a total of six different anti-roll bar spring rates. Shortening the arm length by moving the clevis further up the bar will increase the spring rate and the cars tendency to oversteer or spin-out.

Longer Arm = Softer Rate = Understeer

Shorter Arm = Higher Rate = Oversteer

Correct adjustment will be dependent upon remaining chassis setup and driver preference.