INSTALLATION GUIDE
5806-G10 Anti-Roll Bar for 1978-87 G-Body GM Cars

Kit ships as two individual packages.

- 300-2015-33.00 - Anti-roll bar
- 300-2020 - Arms, brackets and supporting hardware

300-2015-33.00 - Anti-Roll Bar 33” x 1-1/4 48-Spline Components

Qty	Part Number	Description
1	1171-33.00-1.25	Anti-Roll Bar 33” x 1.25” x 48-Spline, Square End

300-2020 - Anti-Roll Bar 1-1/4” 48-Spline Arms and Bracket Components

Qty	Part Number	Description
2	1468	Anti-Roll 0° Arm 48-Spline 8.2” Center Length
4	210118	Anti-Roll bar frame tab 78-87 G-body with 3/8” hole
1	90300-2020	Hardware Bag

90300-2020 - Hardware Bag Components

Qty	Part Number	Description
2	1058	Anti-Roll-Bar Adjuster Rod, 4” length
4	3100-038F1.50Y	Bolt 3/8-24 x 1-1/2” Hex Head Cap Screw, 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
2	3103-038C1.75C	Allen Head 3/8-16 x 1-3/4” Socket Head Cap Screw
2	3108-038H-C	High Collar Lock Washer 3/8”
2	3126-038X038-L	Rod End 3/8-24 LH Male 4130
2	3126-038X038-R	Rod End 3/8-24 RH Male 4130
2	3155-1.260-4848	Flanged Bearing 1.260” ID x 1.50” OD
2	D10.120-000.500	1/2” ID x 5/8” OD x .500 spacer

Optional Parts in Separate Boxes

Qty	Part Number	Description
1	300-2018	Anti-roll 1-1/4” bar with 3" axle housing brackets for 1-5/8” connector tube
1	300-2019	Anti-roll 1-1/4” bar with 3" axle housing brackets with EII adjustable shock mount spacing for 1-5/8” connector tube
1	6227	Eliminator II offset shock mount (positions shocks vertically)

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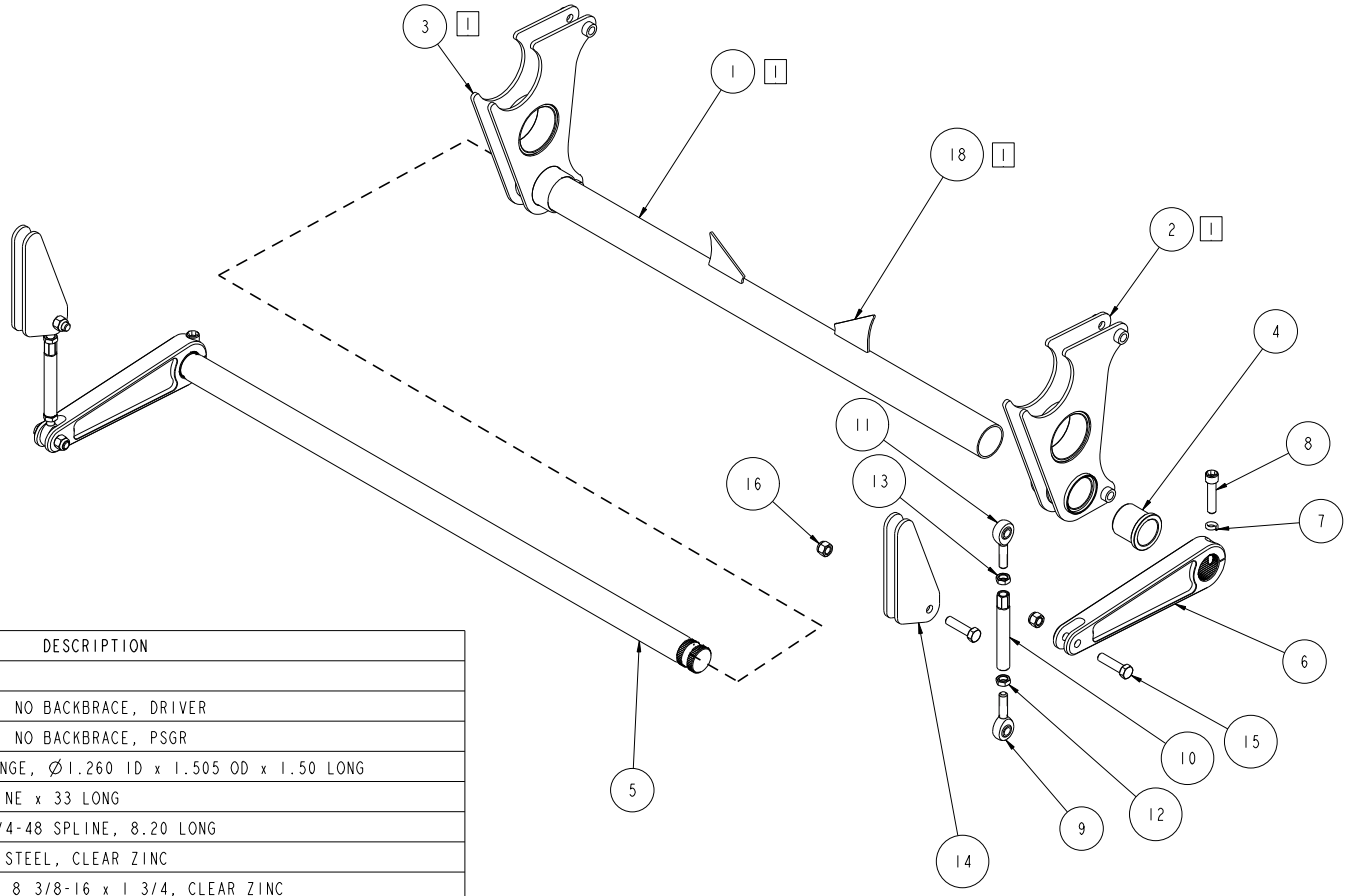
[1] OPTIONAL ITEM



ITEM	QTY	PART NO.	DESCRIPTION
1	1	A26.083-027.280	CROSS TUBE, ANTI-ROLL BAR
2	1	5265	ANTI-ROLL AXLE BRACKET ASSY, NO BACKBRACE, DRIVER
3	1	5266	ANTI-ROLL AXLE BRACKET ASSY, NO BACKBRACE, PSGR
4	2	3155-1.260-4848	BEARING, Ø1.73 OD x .20 FLANGE, Ø1.260 ID x 1.505 OD x 1.50 LONG
5	1	1171-33.00-1.25	ANTI-ROLL BAR, 1 1/4-48 SPLINE x 33 LONG
6	2	1468	ANTI-ROLL STRAIGHT ARM, 1 1/4-48 SPLINE, 8.20 LONG
7	2	3108-038H-C	HIGH COLLAR LOCKWASHER, 3/8 STEEL, CLEAR ZINC
8	2	3103-038C1.75C	SOCKET HEAD CAP SCREW, GRADE 8 3/8-16 x 1 3/4, CLEAR ZINC
9	2	3126-038X038-R	ROD END, 3/8-24 RIGHT x 3/8 BORE, 4130, MALE, JMX6
10	2	1058	ADJUSTER, 4.0 x 3/8-24, ANTI-ROLL BAR
11	2	3126-038X038-L	ROD END, 3/8-24 LEFT x 3/8 BORE, 4130, MALE JMX6
12	2	3102-038-24RC	JAM NUT, 3/8-24 RIGHT, CLEAR ZINC
13	2	3102-038-24LY	JAM NUT, 3/8-24 LEFT, YELLOW ZINC
14	4	210118	FRAME TAB, ANTI-ROLL BAR, 78-87 G-BODY
15	4	3100-038F1.50Y	HEX BOLT, 3/8-24 x 1 1/2, GRADE 8, YELLOW ZINC
16	4	3101-038-24C	LOCKNUT, 3/8-24, GRADE 8, NYLON INSERT, CLEAR ZINC
17	2	D10.120-000.500	SLEEVE, Ø5/8 x .120 WALL x .500
18	2	2068	GUSSET ANTI-ROLL CROSS TUBE

DESCRIPTION

ANTI-ROLL BAR, 78-87 G-BODY GM VEHICLES

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PART NO. 5806-G10

3/20/08 | DWG: 915806-G10

INSTRUCTIONS

If you purchased a welded FAB9™, the housing must be sand-blasted and painted or powder-coated prior to installation of the anti-roll bar assembly. Housing end faces and bores, anti-roll bar bearing bores, as well as internal and external threads must be plugged or masked to prevent coating build-up in critical areas. Machined face of housing can be coated. Silicone will be used when mounting the third member to seal any inconsistencies of the coating.

If you are installing the anti-roll bar kit on your existing housing, follow the installation instructions for the 300-2018 or 300-2019 and complete them before continuing.

Rear end housing must be installed in vehicle to verify intended frame bracket location is correct for your specific vehicle. Failure to follow this procedure may result in anti-roll bar end-link misalignment

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Anti-Roll Bar Installation

1. Press the flanged bearings into anti-roll bar tube of the housing assembly. Light force may be necessary to completely seat bearing flange against bearing-housing face. A block of wood should be placed flat over the bearing flange to avoid striking bearing directly.

2. Slide first billet arm onto the spline on one end of the anti-roll bar. It is recommended that the arms be installed so the clamping screw head is up when positioned in the vehicle. The outside surfaces of the anti-roll bar end and the billet arm should be flush with each other.

3. Apply red Loctite™ to the 3/8-16 x 1-3/4” bolt threads. Tighten billet arm clamp with 3/8-16 x 1-3/4” socket head cap screw and high-collar lock washer.

4. Insert the anti-roll bar through the first bearing and support tube of housing then the bearing on the opposite side. The installed billet arm can be used as a handle to help guide the bar through the second bearing. The fit will be snug and may require the bar to be rotated while applying force. Continue until bar is centered in the support tube.

5. Install second billet arm onto anti-roll bar spline. Both arms should be indexed to same position on spline. When positioned correctly arms will be parallel to each other.

6. Apply red Loctite™ to the 3/8-16 x 1-3/4” bolt threads. Tighten billet arm clamp with 3/8-16 x 1-3/4” socket head cap screw and high-collar lock washer.

7. Thread one jam nut onto each of the rod ends until seated against rod end body. Yellow zinc plating on the jam nuts indicates left hand threads.

8. Apply anti-seize onto rod end threads, then screw rod ends into adjuster tube until distance from end of tube to center of rod end bearing measures 1-1/4”. Hex end of adjuster tube indicates left hand threads.

9. Verify that overall center-to-center length is 6-1/2”. The rod ends on each end of the adjuster should be oriented the same direction. Tighten the jam nuts against the adjuster tube to hold everything in place.

10. Install the bearing of the left handed rod ends (hex end) of each adjuster link into the end clevises of the billet arms. Use 3/8-24 x 1-1/2” hex head cap screw and locknut. Torque to 35 lb ft.

Frame Bracket Welding

1. Insert 3/8-24 x 1-1/2” bolt through one of the frame brackets.

2. Place adjuster link rod end over bolt (you will need to rotate anti-roll bar), followed by the other bracket and secure assembly temporarily with jam nut.

3. The outside width of the frame brackets is 32-7/8”. These brackets will be centered between the frame rails. Measure the width of the inside of the frame at the upper control arm crossmember. Subtract 32-7/8” from the width and then divide it by 2. Example inside frame width is 45” minus 32-7/8” = 12-1/8”, divided by 2 = 6-1/16”.

4. Measure in from the frame rail the above calculated amount on each side. Mark the crossmember.

5. Next measure 7/8” in from the mark on each side and mark the crossmember.

6. Make a 7/8” notch in the upper control arm crossmember lip for the frame brackets by cutting the lip out between your marks. The flat side of the bracket goes against the crossmember with the top radius of the bracket against the bent flange on the crossmember.

7. Verify that adjuster end link is positioned very close to vertical in both side and rear views. Left-to-right position of top rod end is critical to avoid side-loading the billet arms.

8. If this appears out of alignment verify that rear end housing is centered in vehicle.

9. Using a scotch-brite pad or steel brush attachment, remove any debris or paint so that clean metal is exposed around the notch for welding.

10. Double check the position of the brackets, then tack weld into place.

11. Unbolt adjuster links from frame brackets, then reassemble using 1/2” spacer sleeve, (D10.120-000.500), in place of rod end. This is done to avoid heat damage to the rod end.

12. Weld completely around brackets where they contact the crossmember. Do NOT weld 1/2” spacer sleeve.

13. Remove bolt and spacer sleeve once weld area has adequately cooled. Spray-paint brackets and weld area to protect against rust.

14. Install adjuster link assembly into frame mounted clevis using 3/8-24 x 1-1/2” hex head cap screw and locknut. Right hand threaded (non-hex) end of adjuster tube should be mounted at frame. Tube hex can more easily be reached at billet arm. Torque the mounting hardware to 35 lb ft.

15. 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.

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

17. Check for any clearance issue with the anti-roll bar throughout the suspension’s range of travel.

18. Verify that all mounting hardware is correctly installed and torqued to specification.