

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

## INSTALLATION GUIDE



### 5825-A10-18-A g-Link Rear Adjustable 1-1/8" Anti-roll Bar 1964-1967 GM A-Body



**Description:** Adjustable rear anti-roll bar for 1964-67 GM A-body vehicles including Chevrolet Chevelle, Buick Special, Oldsmobile Cutlass, and Pontiac Tempest

**Includes:** Anti-roll bar, adjustable links, billet axle mounts, and mounting hardware

**Note:** This anti-roll bar will clear 10- or 12-bolt housings with a OEM rear cover or Chassisworks girdle, FAB9™ housings, and most Ford 9" housings.

# PARTS LIST

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


## 5825-A10-18-A - Adjustable Rear Anti-roll Bar, '64-67 GM A-Body

1	7953-009	1-1/8" tubular rear sway bar, GM A-body '64-67
<b>KIT INCLUDES ONE PAIR OF ANTI-ROLL-BAR MOUNT KITS BELOW:</b>		
2	5835-A1DF-4818	Billet anti-roll-bar mount and bushing for FAB9™ housing
2	5835-A1DU-4818	Billet anti-roll-bar mount and bushing for U-bolt installation
2	5835-A1DF-4818	Billet anti-roll-bar mount and bushing for weld-on bracket installation


## 7952-5825A1018A - Hardware

4	3100-038C1.00Y	Bolt 3/8-16 x 1" hex head cap screw
4	3100-044F2.50Y	Bolt 7/16-20 x 2-1/2" hex head cap screw
4	3101-038-16C	Locknut 3/8-16 nylon insert, plated
4	3101-044-20C	Locknut 7/16-20 nylon insert, plated
2	3102-063-18RC	Jam nut 5/8-18 right hand thread, zinc plated
4	3140-1420-046	Sleeve 7/16" ID x 5/8" OD x 1.438 long
2	3151-5ML	Poly lube 5ml squirt tube
4	3152-H-63	Hourglass poly bushing 5/8" bore x 1.46 long
8	3157-038S-C	Washer 3/8" SAE flat, plated
8	3157-044S-C	Washer 7/16" SAE flat, plated
2	7953-003-63R	Eyebolt 5/8"-18 right hand x 1" hourglass bushing
2	7953-007	Link clevis bracket upper A10
2	7953-008-03.88	Hourglass link 5/8 right hand x 3.875 long

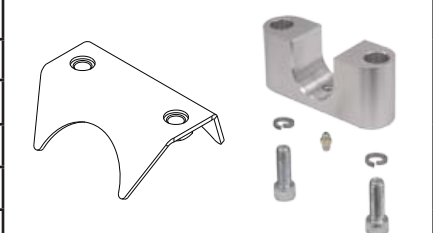
## 5835-A1DF-4818 - Billet Clamp FAB9 with Axle Tube Mounts

2	3103-044C2.00C	Bolt 7/16"-14 x 2" socket head cap screw	
2	3108-044H-C	Lock washer 7/16" high collar	
1	3144-25-28-0	Grease Zerk 1/4"-28 straight	
1	3150-D-1.13-B	Sway bar bushing 1-1/8" greaseable	
1	7953-005	Swaybar bushing housing clamp	

## 5835-A1DU-4818 - Billet 3" U-bolt Clamp Mounts

2	3103-044C1.25C	Bolt 7/16"-14 x 1-1/4" socket head cap screw	
4	3108-044H-C	Lock washer 7/16" high collar	
2	3110-044-14-CC	Hex coupler nut 7/16-14 x 1-1/4" long, 9/16" hex	
1	3144-25-28-0	Grease Zerk 1/4"-28 straight	
1	3147-300.44-360	U-bolt 7/16"-14 x 3.60" long	
1	3150-D-1.13-B	Sway bar bushing 1-1/8" greaseable	
1	7953-005	Swaybar bushing housing clamp	
1	7953-006	Axle housing clamp for 3" axle tube	

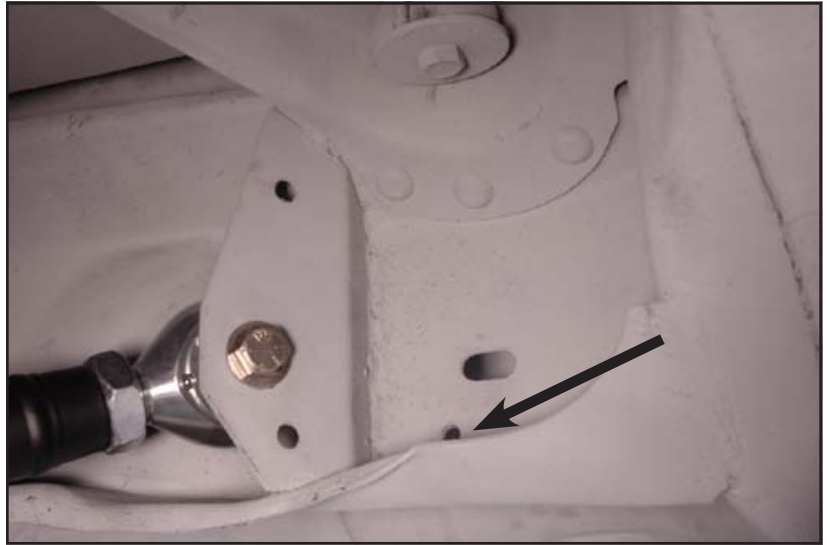
## 5835-A1DW-4818 - Billet Clamp Weld-on 3" Axle Tube Mounts

2	3103-044C2.00C	Bolt 7/16"-14 x 2" socket head cap screw	
2	3108-044H-C	Lock washer 7/16" high collar	
1	3144-25-28-0	Grease Zerk 1/4"-28 straight	
1	3150-D-1.13-B	Sway bar bushing 1-1/8" greaseable	
1	7953-005	Swaybar bushing housing clamp	
1	7953-012	Weld-on axle mount assembly 7/16-14 weldnuts	

# INSTRUCTIONS

## Mount the Chassis End-link Bracket

1. The existing exhaust hanger hole will need to be enlarged to mount the link bracket.
2. Use a 13/32"-diameter drill bit to enlarge the hole in the upper control arm crossmember. This will be done from the rear side of the crossmember. The bracket will be placed on the opposite side of the crossmember when installation is complete.
3. Once the hole is enlarged, bolt the end-link bracket to the back side of the crossmember as shown. Make sure it is straight up and down.



- Using the bracket as a guide, drill the second hole through the crossmember.



- Once the hole has been drilled, unbolt the bracket.



- With the extended exhaust hanger tab pointing down, bolt the end-link bracket to the front side of the crossmember. Use the 3/8-16 x 1" bolts, flat washers, and locknuts. Tighten to 35 lb-ft.
- Repeat these steps for installation of the bracket on the opposite side of the vehicle.



## End-link Assembly

8. Apply a small amount of poly lube to the outside of the hourglass bushings.
9. Use an arbor press or vise to press the bushing into the end-link eye.



10. Apply poly lube to the ID of the hourglass bushing and press the sleeve into the bushing.



11. The sleeve must be roughly centered within the bushing.



12. Repeat the bushing installation procedure for the second end link and each eye bolt. Once the bushings are installed, the end links can be assembled.



13. Thread a 5/8-18 jam nut onto each eye bolt just past halfway along the threads.

14. Apply a small amount of Anti-Seize® or similar product to the eye-bolt threads.



15. Thread the eye bolts into the end links until the jam nuts contact the tubes.



16. Use the 7/16-20 x 2-1/2" bolts, flat washers, and locknuts to install the end-link assemblies into the brackets at the control-arm crossmember. Do not fully tighten the bolts at this time.



### Bushing Housing Assembly

17. Apply a small amount of poly lube to the inside of the D-shaped, sway-bar bushings.
18. Slide the bushings over the bar along the straight length at each end.



19. Press the bushings into the billet housings until they are completely seated. A small mallet or wooden block and hammer can also be used to drive them into place.



20. The bushing housings must be centered on the bar and measure 25-3/4" from outside edge to outside edge.



### Install U-bolt Axle Housing Mounts

*The U-bolt-style mount is shown in this installation guide. The FAB9 and weld-on mount installations can skip to step 26.*

21. Place the 7/16" U-bolt over the axle tube and install the billet axle clamp from the bottom. The billet clamp should be pushed tight against the axle tube and square to the housing.



22. Loosely secure the axle clamp using a 7/16" high-collar lock washer and hex coupler nut.



23. Position the billet axle clamps 25-3/4" apart measured from outside edge to outside edge. The clamps must also be equal distance from the lower axle brackets or housing ends.



24. Use a 9/16" wrench to tighten the coupler nuts evenly. Do not fully tighten them until after the anti-roll-bar assembly is in place. The clamp may need to be rotated or moved in or out to align with the bushing housings.

**IMPORTANT:** Thread engagement inside the coupler nut must be equal at both sides of the U-bolt. This can be checked by inserting a narrow object, such as a small screwdriver, into the coupler to check the depth or can be measured using the end of a pair of calipers.



25. Place the anti-roll-bar assembly under the axle clamps. The bushing housing must slide over the hex coupler nuts. If it fits correctly remove the bar and torque the coupler nuts.



## Weld-on Bracket Installation

26. If the weld-on anti-roll-bar mounts are being used, the brackets will need to be installed onto the axle tubes before proceeding. The brackets must be 24-3/8" apart, measured from the centers of the threaded holes.



27. The pair of brackets must also be equal distance from each of the housing ends.



28. A pair of levels can be used to square the brackets to the housing face. Position the housing face perfectly vertical and the mounting bracket perfectly horizontal, then tack weld the brackets.



### Bushing Housing - Weld-on and FAB9™

29. Slide a 7/16" high collar lock washer over the 7/16-14 x 2" socket head bolt and insert it into the bushing housing. The socket heads will thread into the welded bracket.



### Bushing Housing - U-bolt

30. Slide a 7/16" high collar lock washer over the 7/16-14 x 1-1/4" socket head bolt and insert it into the bushing housing. The socket heads will thread into the coupler nuts. Only thread them in two threads for now.

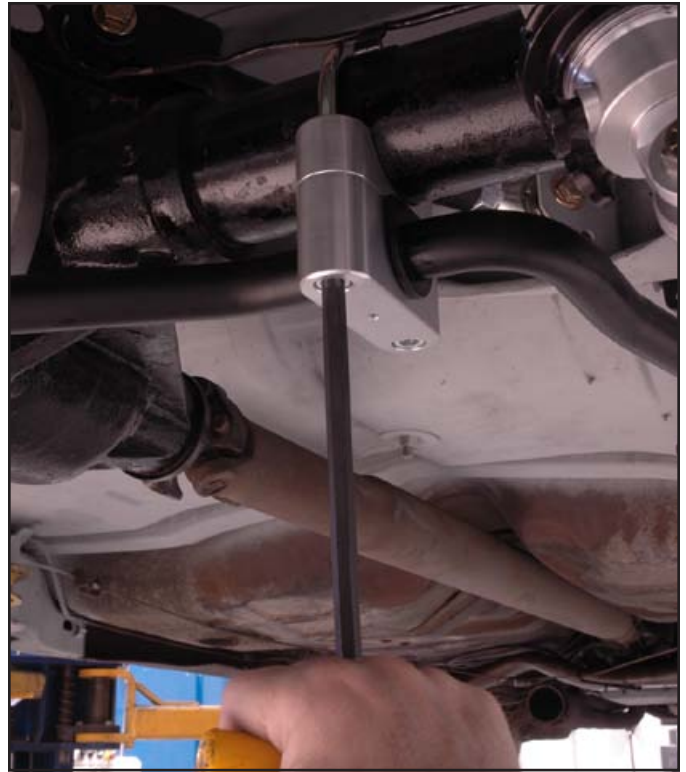
*The gap between the bushing housing and the axle clamp allows wrench access to the hex coupler for final tightening.*



31. Attach the end link to the passenger side of the anti-roll bar.



32. Using a T-handle allen wrench, tighten the bushing housings evenly until they contact the axle clamp.



33. Raise the axle housing until the shocks are fully compressed.

34. Verify clearance between the anti-roll bar and rear end cover. In this example we used a .100" thick shim to check clearance.

If there is less than .100" clearance, rotate the axle clamps toward the rear of the car to increase clearance.

Once everything is correct, the bushing housings can be tightened.



35. Tighten the socket head bolts to 40 lb-ft.

36. Install the zerk fitting into the bushing housing and tighten.

37. Grease the bushing using a common grease gun.



38. With the suspension still completely and evenly compressed, hook up the second end link to the anti-roll bar. The length will need to be adjusted to remove any preload. The bolt on the driver-side link should slip easily through the mounting hole.
39. Tighten the end-link hardware to 40 lb-ft.
40. Tighten the end-link jam nuts.
41. We recommend rechecking the anti-roll-bar preload once the vehicle is on the ground with correct tire pressures.



**NOTES:**

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**WARRANTY NOTICE:**

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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