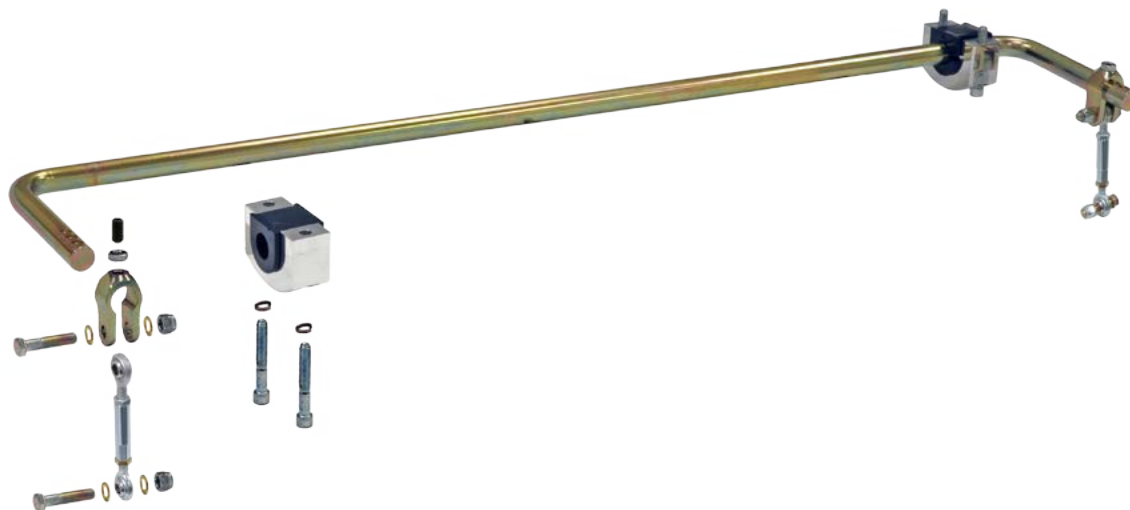


READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

## INSTALLATION GUIDE



### 5812-M10 g-Bar Sliding-Link Anti-Roll Bar 1964-1973 Mustang and Cougar

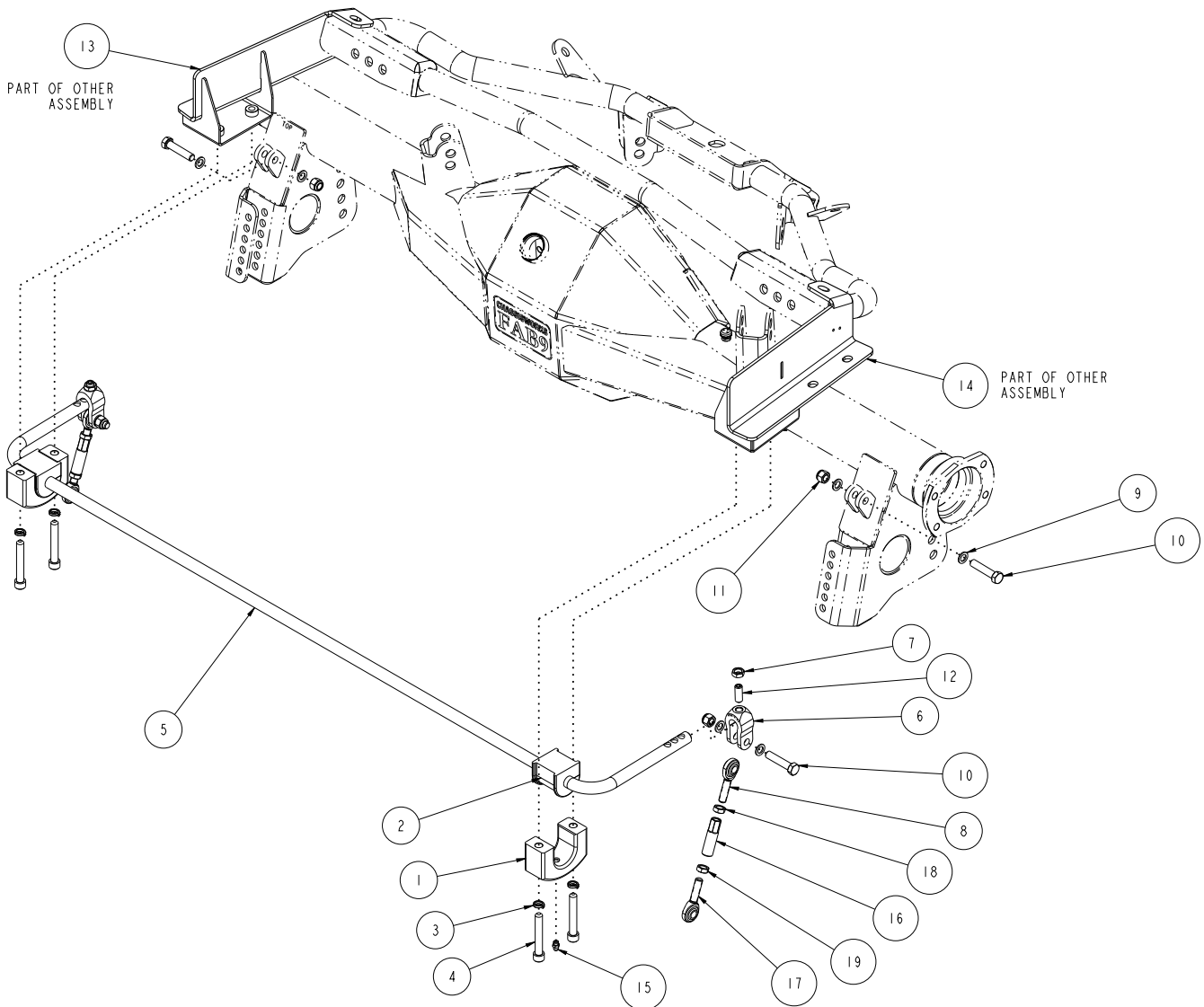


**Description:** Sliding-link anti-roll bar for 1964-1973 Mustang/Cougar g-Bar rear suspension.

**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.

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	4765-07	ANTI-ROLL BAR, $\varnothing$ 5/8, REAR MOUNT, G-BAR, 64-70 MUSTANG
6	2	1530-0.63	CLEVIS ADJUSTABLE LINK, $\varnothing$ 5/8 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	3100-038F1.75Y	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	1	5345	FRAME BRACKET WELDMENT, DRIVER, REAR A-ROLL, G-BAR, 64-70 MUSTANG
14	1	5346	FRAME BRACKET WELDMENT, PSGR, REAR A-ROLL, G-BAR, 64-70 MUSTANG
15	2	3144-25-28-0	GREASE ZERK 1/4-28 STRAIGHT
16	2	1056-02.0	ADJUSTER, 2.0 x 3/8-24, ANTI-ROLL BAR
17	2	3111-038X038-RT	ROD END, 3/8-24 RIGHT x 3/8 BORE, MALE, TEFLON, CM6T
18	2	3102-038-24LY	JAM NUT, 3/8-24 LEFT, YELLOW ZINC
19	2	3102-038-24RC	JAM NUT, 3/8-24 RIGHT, CLEAR ZINC



DESCRIPTION: ANTI-ROLL BAR,  $\varnothing$  5/8, ADJUSTABLE LINK, 64-70 MUSTANG, G-BAR,

Chris Alston's CHASSISWORKS INC.  
8661 YOUNGER CREEK DRIVE  
SACRAMENTO, CA 95828  
(916) 388-0288 FAX 388-0295

PART NO. 5812-M10  
10/12/10 DWG: 915812-M10

# 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 - 300-0113

Qty	Part Number	Description
1	4765-07	Anti-roll bar 5/8" OD for sliding

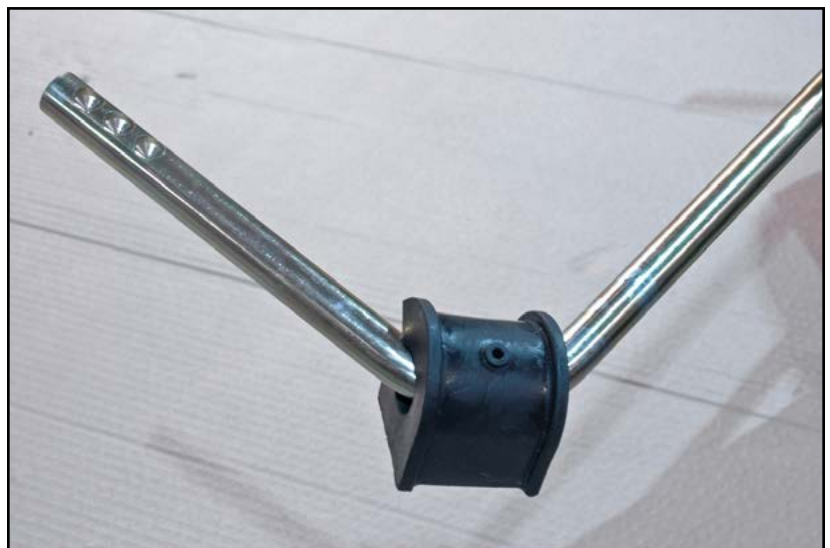
## Mounts and Hardware - 300-0114

Qty	Part Number	Description
2	1056-02.0	Adjuster rod 2" anti-roll bar
2	1406-1	Anti-roll bar bushing housing, clear anodized
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	3106-38FK1.00B	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
2	3150-D-0.63-B	Anti-roll bar bushing 5/8" OD, greasable, black
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. Refer to Figure 2-1.



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



5. Use a 3/8-16 tap to chase the threads in the anti-roll bar frame mounts.



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. Secure bushing mounts with 3/8-16 x 2-1/2" socket head cap screws and high-collar lock washers. Tighten to 30 lb-ft.





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



9. It is a good idea to chase the threads in the adjuster before assembling it. Use a 3/8-24 tap to do this. The end with the hex is left hand thread



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 male rod ends and 2" adjuster rod together.



12. Use a 3/8-24 tap to chase the threads in the clevis.



13. Install the rod end into the 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. There are three detents in the anti-roll bar. we are going to tuse the softest set to strart, this is the one at the end of the bar.Slide each clevis over the end of the anti-roll bar until the set screw lines up with the last detent. Tighten the set screw and then the locknut. This is the initial installation position for the anti-roll bar.





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. Check the length of the endlink assemblies.

Different combinations of tire size and desired rear ride height will affect the length of the anti-roll bar endlink.

If the endlink length is too short, it is possible for the anti-roll bar to move past center when the vehicle is raised in the air, and then lock as the suspension is lowered. When the suspension is completely extended, if the bar arms and endlinks straighten enough to allow the bar to rotate passed center, the assembly must be adjusted to a longer length.

18. 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.

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



20. 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 ShockWaves®.

21. 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.

## 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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