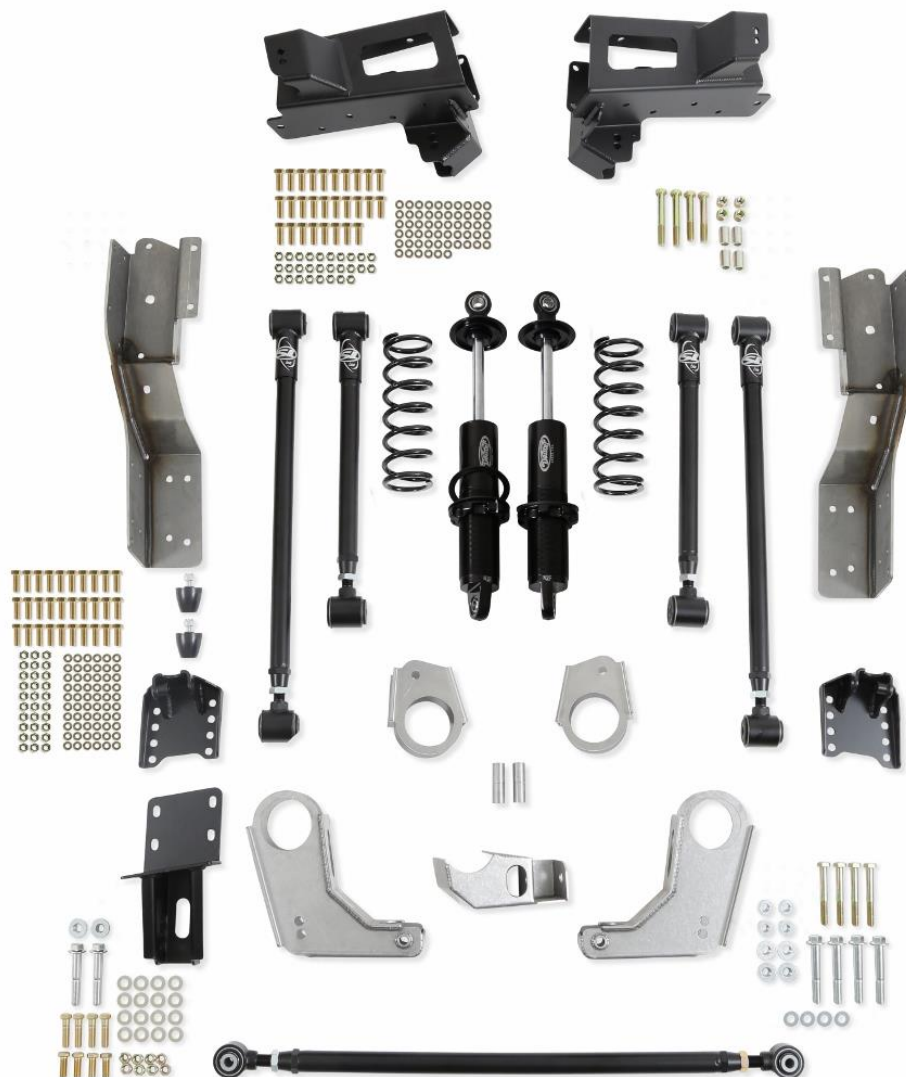


Detroit Speed
QUADRALink Rear Suspension
1967-72 GM C10 Truck
P/N: 041753DS, 041753-SDS, 041753-DDS, 041753-RDS,
041754DS, 041754-SDS, 041754-DDS & 041754-RDS

The Detroit Speed QUADRALink is a great way to upgrade from a trailing arm rear suspension. DSE's exclusive four-link geometry design is uncompromised and designed to achieve the best possible handling during all conditions. The patented "Swivel-Link" technology in combination with tuned high-durometer rubber bushings allow the suspension to fully articulate with smooth silent motion. This system utilizes a horizontal track bar that provides precise and effective rear axle lateral location during hard cornering. The track bar is adjustable for roll center control at various ride heights, and the rear cross-members add strength and rigidity to the rear body and frame section.



P/N: 041754DS Shown

IMPORTANT:

All work should be performed by a qualified welder and technician. Please read the entire set of instructions and fully understand all the steps involved before beginning the project. Always make sure to wear the appropriate safety equipment for the job and properly support the truck. If you have any questions before, during, or after the installation, feel free to contact Detroit Speed by phone at (704) 662-3272 or by email at tech@detroitsspeed.com.

Item #	Description	Quantity
1	Frame Notch Assembly, LH & RH	2
2	Chassis Bracket Assembly, LH & RH	2
3	Upper Shock Mount Assembly, LH & RH	2
4	Lower Axle Bracket Assembly, LH & RH	2
5	Upper Axle Bracket Assembly	2
6	Track Bar Bracket Assembly*	1
7	Upper Swivel-Link Assembly	2
8	Lower Swivel-Link Assembly	2
9	Track Bar Swivel-Link Assembly	1
10	Coilover Shock	2
11	Coilover Spring - 10" x 2.5"ID x 200 lbs.	2
12	Axle Bracket Hardware Kit* *	1
13	Hardware Kit	3
14	Instructions	1

*Not Required with PN: 041753DS

**Not Required with PN: 041754DS



P/N: 041753DS Shown - Rear Axle Not Included

Hardware Kit Checklist – Detroit Speed Rear QUADRALink Kit			
Part Number	Description	Quantity	Check
200118	QUADRALink Chassis Bracket Hardware Bag	1	
950042FS	7/16"-20 x 1-1/4" L Hex Head Bolt	28	
960050FS	7/16"-20 Nylock Nut	28	
970042FS	7/16" SAE Flat Washer	56	
200119	QUADRALink Coilover Hardware Bag	1	
980043FS	1/2"-20 x 4" L Hex Head Bolt	2	
980021FS	1/2"-20 x 3-1/2" L Hex Head Bolt	2	
960004FS	1/2"-20 Nylock Nut	4	
99030022	1/2" ID x 3/4" OD x 1" L Steel Bushing	2	
99030475	1/2" ID x 3/4" OD x 1-1/4" L Spacer	2	
200121	QUADRALink Swivel Link Hardware Bag	1	
980104FS	M14-2 x 90 Flanged Hex Head Bolt	4	
960098FS	M14-2 Flanged Lock Nut	4	
980049FS	M12-1.75 x 90 Hex Head Bolt	4	
960081FS	M12-1.75 Prevailing Torque Flanged Nut	4	
970026FS	M12 Flat Washer	8	
200123*	QUADRALink Axle Bracket Hardware Bag	1	
980058FS	1/2"-20 x 3" L Hex Head Bolt	8	
960004FS	1/2"-20 Nylock Nut	8	
970005FS	1/2" AN Washer	8	
99040767	5/8"-18 x 3-5/8" x 4-1/2" L U-Bolt	2	
960097FS	5/8"-18 Prevailing Torque Flanged Nut	4	

***Not Required with PN: 041754DS**

Fastener Torque Specifications	
Application	Torque (ft-lbs.)
Swivel-Link Axle Bracket Assembly*	60
Frame Notch Assembly	50
Chassis Bracket Assembly	50
Upper Shock Mount Assembly	50
Swivel-Link and Track Bar Bolts	110
Swivel-Link and Track Bar Jam Nuts	50
Upper & Lower Shock Bolts	60

***Not Required with PN: 041754DS**

Installation:

1. Raise the truck up on jack stands so that the frame is level with the ground. Remove the bed from the truck. Remove the factory exhaust as it will need to be modified after the installation.
2. Install the Detroit Speed Frame Notch Bracket Kit per the included instructions.

3. Remove the front bed brackets from the top of the frame rails by drilling out the rivets holding the brackets to the frame rails. Remove the rivet on the bottom side of the frame rail that goes through the frame rail reinforcement (Figure 1).

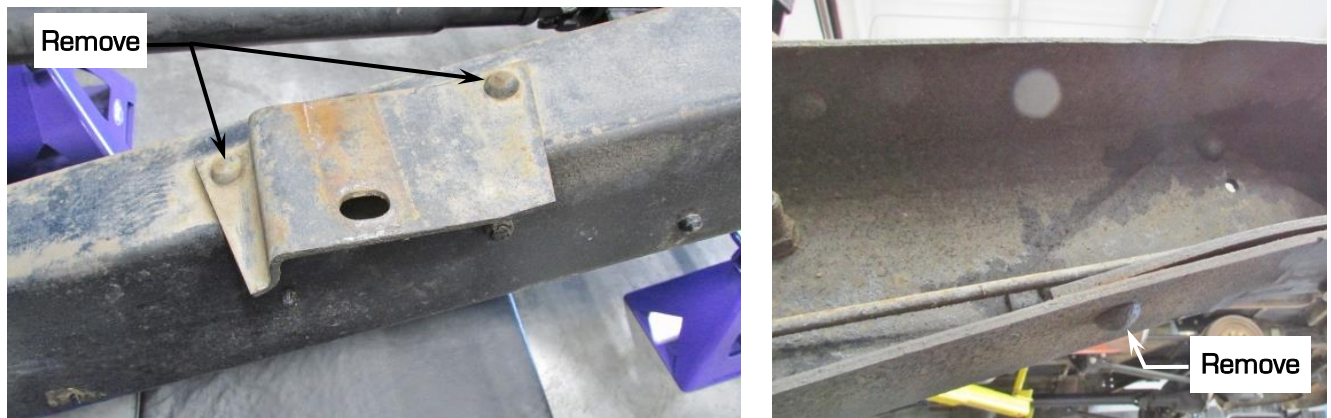


Figure 1 - Remove Rivets

4. Drill out the holes in the brackets as well as the holes left in the frame rails using a 15/32" drill bit (Figure 2). Chamfer the holes as needed.



Figure 2 - Drill Out Brackets & Frame Rails

5. Cut out the provided template (Page 23) and locate it with the two holes on the top of the frame rail at the front bed mount. Transfer punch the two holes on the template to the top of the framerail (Figure 3).



Figure 3 - Transfer Punch Top Framerrail

6. Remove the template and drill out these two marked locations to a final drill size of 15/32". **NOTE:** It is recommended that pilot holes be drilled first before drilling the 15/32" holes (Figure 4). Repeat this step for the opposite side of the truck.



Figure 4 – Drill Bracket Mounting Holes

7. Position the provided chassis bracket assembly to the inboard side of the frame rail. Locate the bracket assembly by installing the provided 7/16"-20 x 1-1/4" L hex head bolts, Nylock nuts and washers. They will be installed through the four holes on the top of the frame rail that have been drilled to 15/32" in the previous steps. Use anti-seize on the bolts (Figure 5).



Figure 5 – Locate Chassis Bracket Assembly

8. Tighten the 7/16"-20 hardware and transfer punch the holes in the chassis bracket assembly to the frame rail (Figure 6). **NOTE:** There are six holes that will be located to the bottom side of the frame rail and four holes that will be located on the outboard side of the frame rail.



Figure 6 – Transfer Punch Outside Frameraill

9. Drill the ten marked hole locations on the frame rail to a final drill size of 15/32" using the chassis bracket as a template (Figure 7). **NOTE:** It is recommended that pilot holes be drilled first before drilling the 15/32" holes. Repeat **Steps 7 - 9** for the opposite side of the truck.



Figure 7 – Drill Outer Framerrail

10. Install the chassis bracket assemblies onto both frame rails using the provided 7/16"-20 hardware. Use anti-seize on the bolts. Re-install the front bed mount using the hardware back into its original frame location. The hardware will pass through the bed mount, frame rail and chassis bracket assembly. Tighten the hardware and torque to 50 ft-lbs. (Figure 8).



Figure 8 – Install Chassis Bracket Assembly

11. Next, install the track bar chassis mount bracket on the drivers side of the framerail. There are four holes on the outboard side and four holes on the bottom side towards the rear of the frame notch bracket to mount the bracket (Figure 9).



Figure 9 – Mount Track Bar Bracket

12. Use the hardware provided in the frame notch bracket kit to bolt the track bar mount in place. Locate the 7/16"-20 x 1-1/4" L hex head bolts, washers and Nylock nuts into the four holes on the outboard side of the track bar mount and frame rail. Install the provided 7/16"-20 x 1-3/4" L hex head bolts, washers and Nylock nuts into the four holes on the bottom side of the track bar mount and frame rail. Use anti-seize on the bolts. Leave the hardware loose for now (Figure 10). **NOTE:** The driver's side upper shock mount bracket will also be installed where the track bar bracket is installed on the outboard side of the frame notch bracket.



Figure 10 – Install Track Bar Chassis Bracket

13. Locate the upper shock mount assemblies to the outboard side of the frame rails towards the rear of the frame notch brackets. Make sure you have the correct upper shock mounts on the correct side of the frame rail. The weld-in upper shock mount bushing will be towards the rear of the truck (Figure 11).



Figure 11 – Locate Upper Shock Mount

14. There are four bolt holes in the frame notch where you will bolt the upper shock mount assemblies to the frame. **NOTE:** There are two different height options to install the upper shock mounts (Figure 12 on the next page). DSE recommends using the bottom hole locations in the bracket for a lowered ride height. The top hole locations in the bracket will raise the ride height by 1".



Figure 12 – Shock Mount Options

15. Install the upper shock mounts with the provided $7/16$ "-20 x $1-1/4$ " L hex head bolts, Nylock nuts and washers that were included in the frame notch bracket kit. Use anti-seize on the bolts. Torque the hardware to 50 ft-lbs (Figure 13).

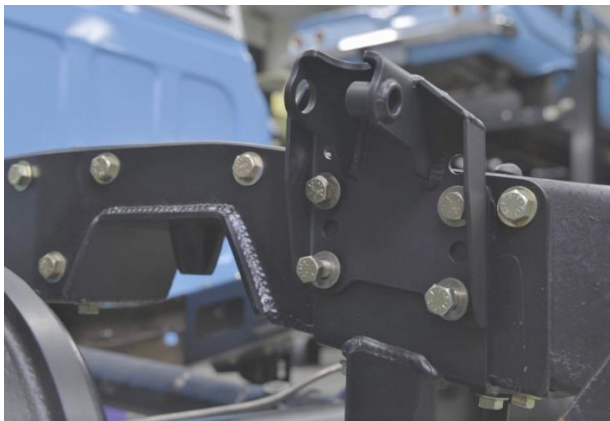


Figure 13 – Shock Mount Options

16. Next, install the axle brackets onto your rear axle tubes. If you have purchased PN: 041753DS, continue on to the next step. If you have purchased PN: 041754DS, skip to **Step 21**. If you have purchased a rear end housing from DSE with the axle brackets already welded, skip to **Step 30**.
17. Identify the lower axle bracket assemblies. The passenger side assembly will have the track bar mount. This assembly will locate on the trailing arm axle mount. Place the provided $5/8$ "-18 x $3-5/8$ " x $4-1/2$ " L U-Bolt around the axle tube, through the trailing arm mount and the lower axle bracket assembly. Use anti-seize on the U-bolt. Tighten the U-bolt evenly using the provided $5/8$ "-18 prevailing torque nuts (Figure 14).



Figure 14 – Install Track Bar Bracket

18. Place one of the provided upper axle bracket assemblies around the top of the axle tube so it lines up with the inboard section of the passenger side lower axle bracket assembly (Figure 15).



Figure 15 - Locate Upper Axle Bracket

19. Place four of the provided 1/2"-20 x 3" L hex head bolts and AN washers through the upper axle bracket weld tubes and through the lower axle bracket weld tubes. Tighten the two axle bracket assemblies by placing the 1/2"-20 Nylock nuts and AN washers on the threads of the bolts and tighten. Use anti-seize on the bolts. Torque the hardware to 60 ft-lbs (Figure 16).

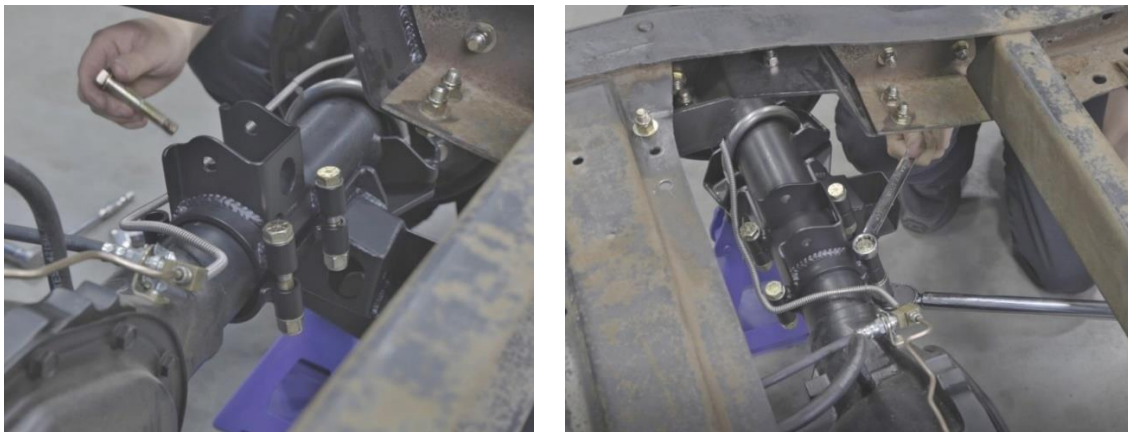


Figure 16 - Install Upper Axle Bracket

20. Install the driver's side upper and lower axle bracket assembly around the rear axle tube following the procedure outlined in **Steps 17 - 19** (Figure 17).



Figure 17 - Driver Side Axle Bracket

21. If you are building a custom axle, skip to the next step. If you are using a stock rear axle and will be replacing the housing ends, remove the rear axle from the truck. Remove the housing ends from the axle tubes. **NOTE:** The DSE axle brackets are designed for a 3" axle tube.
22. Using a pinion centering tool, measure from the centerline of the rear axle outward 12-9/16" in both directions and mark this location. This will be the location where the centerline of the upper link axle brackets will be positioned (Figure 37). **NOTE:** DSE offers a pinion centering tool (PN: 070202DS) that will be helpful in placing your brackets in the correct location on your axle tube.
23. Measure from the centerline of the rear axle outward 19-7/8" in both directions and mark this location. This will be the location where the centerline of the lower link axle brackets will be positioned (Figure 37). Draw a scribe line around the axle tubes at the marked locations.
24. Install the upper and lower link axle brackets over the axle tubes and center the brackets on the scribed circles on the axle tubes. Clamp the rear axle in place on a bench so the rear surface of the axle brackets are vertical (Figure 37).
25. Rotate the housing forward so that the center section mounting surface/rear cover surface is 0° to 2° from vertical depending on your preference. Install the provided 2.45" L weld spacers into the axle bracket upper & lower link holes along with the provided M12 & M14 hex head bolts.
26. Once the Swivel-Link axle brackets are in the correct location, tack weld them to the axle tubes. Verify the correct location and then finish weld all the way around the brackets to the axle tubes.
27. Locate the track bar axle bracket to the bottom side of the rear axle tube on the passenger side. It will sit against the inboard side of the lower link axle bracket (Figure 37). The inboard surface of the track bar axle bracket will measure 15" from the centerline of the rear axle. The surface with the track bar mounting hole will be perpendicular to the ground and square to the axle tube.
28. Verify that the bracket is 90° to the axle tube and tack weld in place. Verify the correct location and finish weld all the way around the bracket to the axle tube and the lower link axle bracket.
29. Send the rear axle to a qualified shop to have the housing ends welded (if necessary). Check the axle tubes and have them straightened (if necessary). At this point, fabrication work is complete so you can paint or powder coat your rear axle housing.
30. If you have removed the rear axle from the truck, position it back underneath the frame.
31. Install the lower Swivel Links into the chassis brackets and the rear axle brackets. The longer set of links will be installed outboard of the framerrails with the provided M14-2.0 x 90mm hex head bolts, washers and flange lock nuts. Use anti-seize on the bolts. Do not torque at this time (Figure 18 on the next page).

NOTE: There are two mounting hole locations in the chassis brackets. DSE recommends using the top set of mounting holes for the lower links and the bottom set of holes for your upper links. This will be your nominal setting for a lowered ride height.

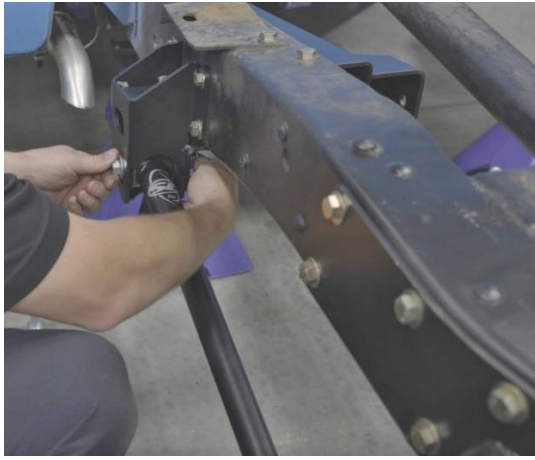


Figure 18 – Install Swivel Links at Chassis

32. Install the upper Swivel Links into the chassis brackets and the rear axle brackets. The shorter set of links will be installed inboard of the framerails using the provided M12-1.75 x 90mm hex head bolts, washers and flange lock nuts. Use anti-seize on the bolts. Do not torque at this time (Figure 19).



Figure 19 – Install Swivel Links at Axle

NOTE: There are two mounting hole locations in the lower link axle brackets. DSE recommends using the top set of mounting holes as this will be your nominal setting for a lowered ride height.

33. Install the track bar Swivel-Link into the track bar axle bracket and then into the track bar chassis mount. Use the provided M14-2.0 x 80mm hex head bolts. Install one of the M14 bolts through the track bar axle bracket and the track bar bushing (Figure 20).

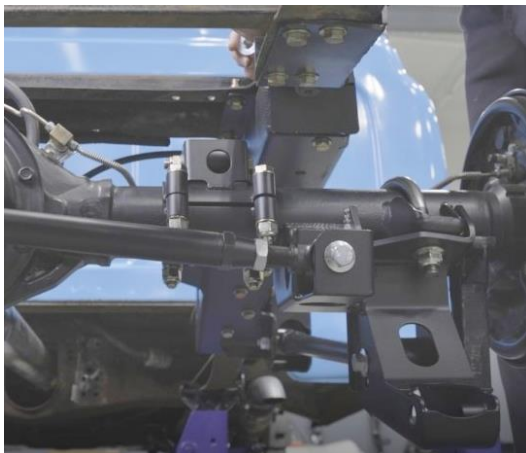


Figure 20 – Install Track Bar at Axle

34. Install the other M14 bolt through the track bar chassis bracket and the track bar bushing. The middle hole in the track bar chassis bracket is the nominal setting for a lowered ride height (Figure 21). **NOTE:** The track bar should be as close to level as possible when at ride height. This is highly dependent on the desired ride height of the truck. You can use any of the mounting holes to achieve a level track bar.

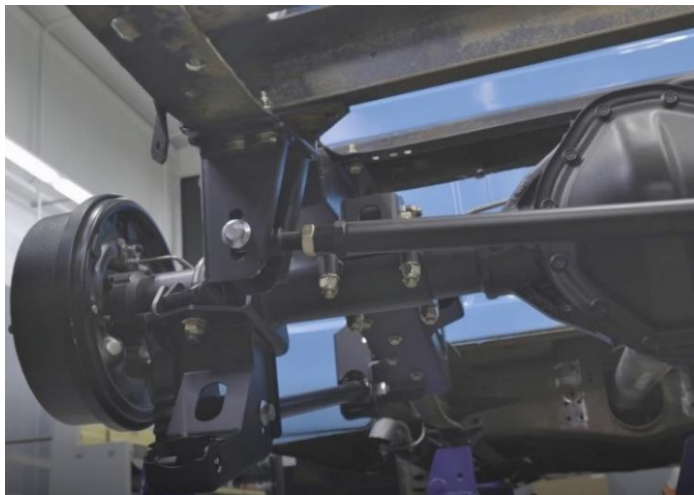


Figure 21 – Install Track Bar at Chassis

35. Thread the provided M14-2.0 flange lock nuts on the end of the track bar bolts. Use anti-seize on the bolts and tighten. Do not torque at this time.

NOTE: Instant center numbers are expressed as the distance forward of the rear axle centerline, then the height above ground level. Nominal settings are in bold (Figure 22). Heights will vary with wheel sizes and ride height.

Tuning With Anti-Squat:

Anti-Squat [A.S] adjustments effect the amount of body squat caused by acceleration. Increasing A.S % transfers more acceleration forces through the suspension links instead of the coil springs, thus creating less body squat. Vertical loading of the tire also increases, which increases forward traction.

QUADRALink Settings & Adjustment Locations							
Ride Height (Shock Mount)	Track Bar Chassis Side	Lower Link Chassis Side	Lower Link Axle Side	Upper Link Chassis Side	Instant Center Fwd." / Ht."	Anti-Squat % (Short bed)	Anti-Squat % (Long bed)
Bottom Holes (Lowest Ride Height – Nominal)	Middle	Top	Top	Top	69.2" / 11.9"	100%	108%
			Top	Bottom	52.5" / 11.1"	122%	132%
			Bottom	Top	61.2" / 12.5"	118%	127%
			Bottom	Bottom	48.7" / 11.5"	137%	148%
Top Holes (Raised Ride Height)	Bottom	Bottom	Top	Top	87.3" / 10.6"	70%	75%
			Top	Bottom	62.3" / 10.0"	93%	101%
			Bottom	Top	73.6" / 11.6"	91%	98%
			Bottom	Bottom	56.2" / 10.7"	110%	118%

Figure 22 – Instant Center, Ride Height & Anti-Squat Settings

36. Support the axle at ride height. Nominal ride height is 14-5/8" from center to center of the coilover shock mounting bolts. Check the axle position in the truck and adjust the links as necessary. **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 (Page 21).

37. The rear axle should be centered from side to side by adjusting the length of the track bar. It can be adjusted by loosening the jam nut and turning the track bar (Figure 23).

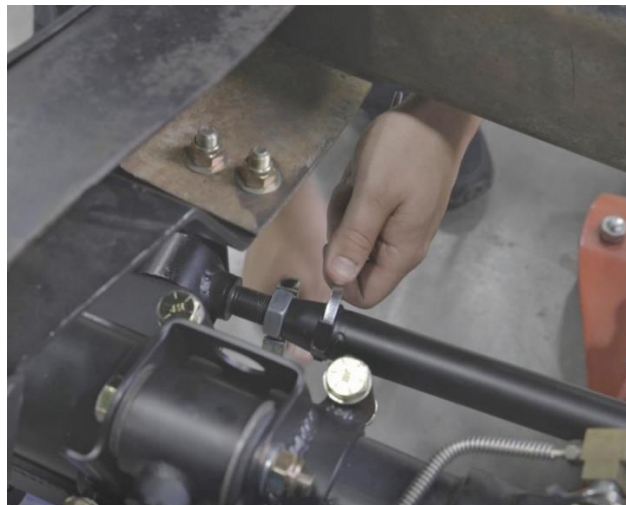


Figure 23 – Center Rear Axle

38. The pinion angle should be between 0° to -2° pointing down to the ground at nominal setting. Adjust the pinion angle with the upper links to your preference. The wheelbase should be measured and adjusted with the lower links. **NOTE:** 115.0" is the correct wheelbase for a short bed and 127.0" is the correct wheelbase for a long bed 1967-72 C10. 117.5" is the correct wheelbase for a short bed and 131.5" is the correct wheelbase for a long bed 1973-87.

39. Confirm the rear axle position again and double check that all of the bolts and jam nuts are tightened (Figure 24). Verify that the track bar is installed into the hole that places it closest to horizontal (nominal design is the middle hole in the bracket for a lowered ride height). Raise and lower the truck to verify that there is no interference. You can now torque the Swivel-Link and track bar hardware to 110 ft-lbs. while the truck is at ride height.



Figure 24 – Verify Installation

40. Next, it is necessary to build each coilover shock and spring assembly before installing them into the truck. For the non-adjustable shocks, please use **Steps 41 - 43** to assemble each coilover shock. For the adjustable shocks, please use **Steps 44 & 45** to assemble each coilover shock.

41. Remove the white plastic from the spanner nut and loosely install the provided bolt into the spanner nut (Figure 25 on the next page). Install the spanner nut over the top of the shaft side of the shock with the flat surface up and thread the spanner nut all the way to the bottom.



Figure 25 – Spanner Nut

42. Place one of the provided spring bearings (Figure 26) over the shock and onto the spanner nut followed by the coilover spring and then another spring bearing.



Figure 26 – Spring Bearing

43. Place the spring perch over the top of the shock and onto the coilover spring and bearing. Place the retaining ring over the shock and locate the ring into the groove. Press the spring perch up onto the retaining ring so it locks in place (Figure 27 & 28). Thread the spanner nut up to the spring, so it stays in place on the shock. Skip to **Step 46**.



Figure 27 – Spring Perch & Retaining Ring



Figure 28 – Install Spring Perch

44. Remove the upper spring seat from the retaining ring using a rubber hammer and moving it down off the upper shock mount (Figure 29). Remove the retaining ring from the upper shock mount and pass the upper spring seat over the upper shock mount (Figure 30).



Figure 29 – Remove Upper Spring Seat



Figure 30 – Spring Seat & Retaining Ring

45. Thread the spanner nut all the way to the bottom of the coilover shock and slide the coilover spring over the top of the upper shock mount. Install the upper spring seat back over the top of the upper shock mount and re-install the retaining ring back onto the upper shock mount. Press the upper spring seat up onto the retaining ring so it locks in place. Thread the spanner nut up to the spring, so it stays in place on the shock.
46. Lower the rear axle. Install the provided $\frac{3}{4}$ " OD x 1" L upper shock spacer onto the provided $\frac{1}{2}$ "-20 x 3- $\frac{1}{2}$ " L hex head bolt. Position the body side of the shock up to the upper shock mount. Apply anti-seize to the threads and install the bolt and spacer through the upper shock mount hole and through the monoball of the shock. Install the provided $\frac{1}{2}$ "-20 Nylock nut onto the bolt and tighten [Figure 31].

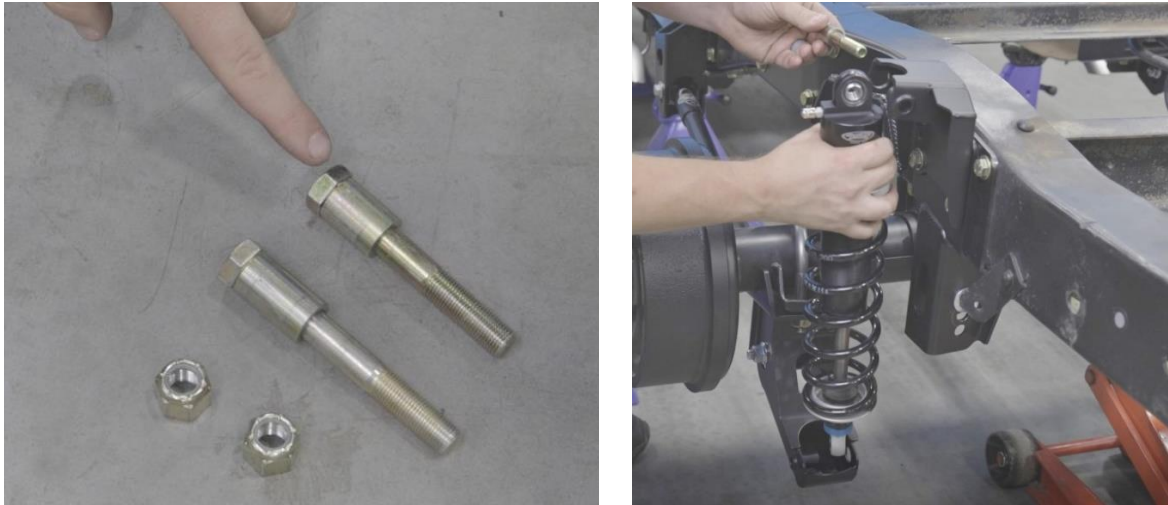


Figure 31 – Install Shock in Upper Shock Mount

47. Install the provided $\frac{3}{4}$ " OD x 1- $\frac{1}{4}$ " L lower shock spacers onto the provided $\frac{1}{2}$ "-20 x 4" L hex head bolts. Adjust the height of the rear axle and install the lower shock bolts and spacers through the lower shock mounts and through the monoball of the shocks. Apply anti-seize to the threads of the bolts and install the provided $\frac{1}{2}$ "-20 Nylock nuts and tighten [Figure 32]. **NOTE:** If you have the remote canister adjustable shocks, the adjustment window should be pointing to the rear of the truck. Torque the upper & lower shock bolts to 60 ft-lbs.

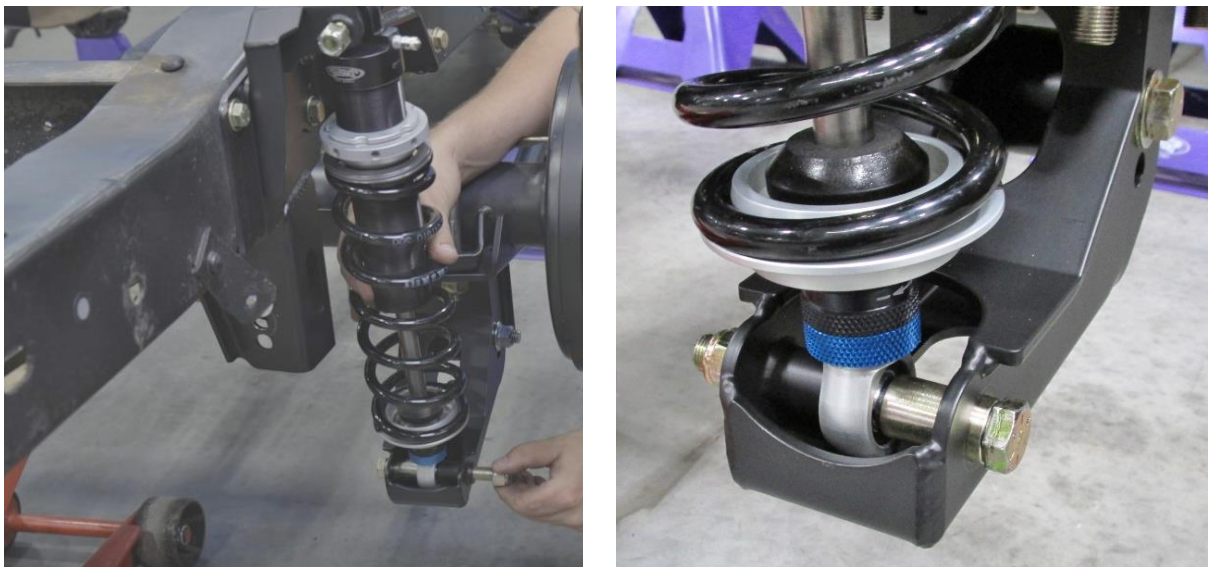


Figure 32 – Install Shock into Axle Bracket

48. Now is a good time to re-install the exhaust system if necessary. Re-install the bed. Install the wheels and lower it onto the ground.

49. With the truck assembled with all the components installed, adjust the ride height as necessary. Detroit Speed does recommends cleaning the threads of the shocks. Once the threads are clean, DSE recommends applying dry bicycle chain lube to the threads of the shock body before adjusting the spanner nut and compressing the coilover spring. Allow the chain lube to dry before adjusting the spanner nut. If you have the non-adjustable shocks, the spanner nut has a pinch bolt that will need to be tightened before the truck is driven.

WARNING: DO NOT ADJUST THE COILOVER ADJUSTING NUT WITHOUT THE TRUCK RAISED OFF THE GROUND TO REMOVE THE WEIGHT OFF THE COILOVER SHOCKS. FAILURE TO FOLLOW THIS PROCEDURE WILL RESULT IN DAMAGED THREADS ON THE SHOCK BODY THAT CANNOT BE WARRANTIED.

50. Detroit Speed does include a Spanner Tool to adjust ride height however if you have the adjustable coilover shocks, Detroit Speed does offer an Adjustment Tool available as PN: 031061DS if needed (Figure 33).



Figure 33 – Adjustable Shock Spanner & Adjustment Tool

51. If the single or the double adjustable remote canister coilover shocks were purchased as an upgrade, refer to the following information for adjustment procedures.

Detroit Speed Single Adjustable Shock Applications

To change from the recommended “Detroit Tuned” valving, adjustments can be made independently to the rebound setting. The rebound is controlled by the knob at the lower shock mount (Shock is mounted body side up). The knob rotates clockwise (+) to increase the damping and counterclockwise (-) to decrease the damping. Refer to Figure 34a.



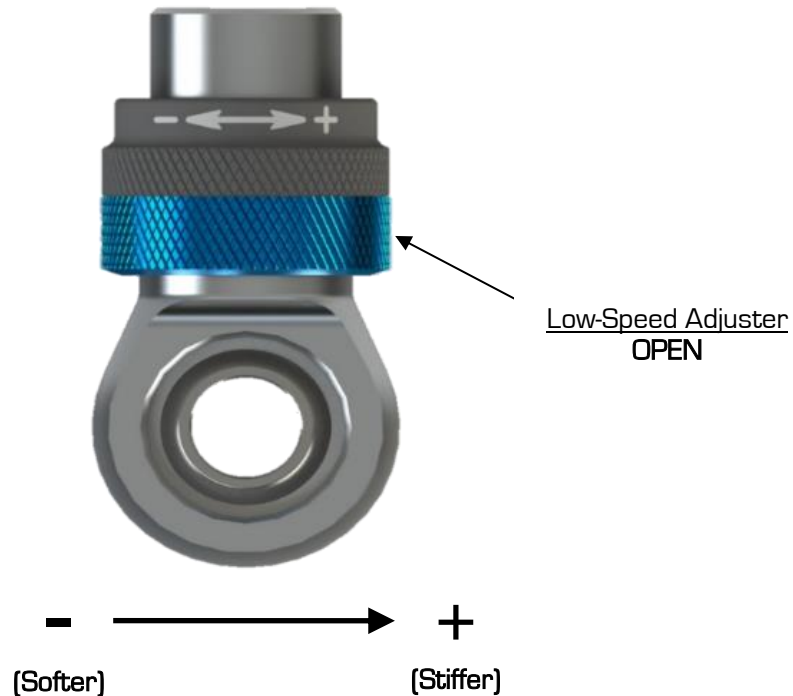
Figure 34a- Detroit Speed Single Adjustable Shock

To return to the Detroit Speed recommended settings, turn the knob clockwise (+) to full damping. Once at full damping, turn counterclockwise (-) to reach the recommended settings. Refer to Figure 34b for the recommended starting setting.

Rebound (Shaft Knob) 20 Open (counterclockwise, -)

Figure 34b – Detroit Speed Recommended

Adjuster Operation



- **Adjuster (60-64 Clicks)**

The low-speed adjuster is a “clicker” style adjuster meaning that its adjustment is measured by detents located inside the blue adjuster knob. There are 16 clicks per 1 revolution of the knob. It uses a right-hand thread in its operation which means as you increase low speed, the adjuster will move up on the eyelet. The recommended change for an adjustment is 8 clicks at a time. The low-speed adjuster’s reference position is **full stiff** (closed, or all the way up) and referred to -0 (-0 = full stiff, -64 = full soft).

- **Tuning Notes**

- **Racetrack**

- For more grip, soften the damping.
 - For increased platform control, stiffen the damping.

- **Street**

- For a more comfortable ride, soften the damping

***DO NOT FORCE KNOB WHEN IT STOPS TURNING, YOU MAY DAMAGE THE ADJUSTER AND INTERNAL HARDWARE**

Detroit Speed Double Adjustable Shocks w/Remote Canisters

To change from the recommended “Detroit Tuned” valving, adjustments can be made independently to both the high and low speed settings. The rebound is controlled by the sweepers at the lower shock mount. The sweepers rotate clockwise (+) to increase the damping and counterclockwise (-) to decrease the damping. Refer to Figure 35a.

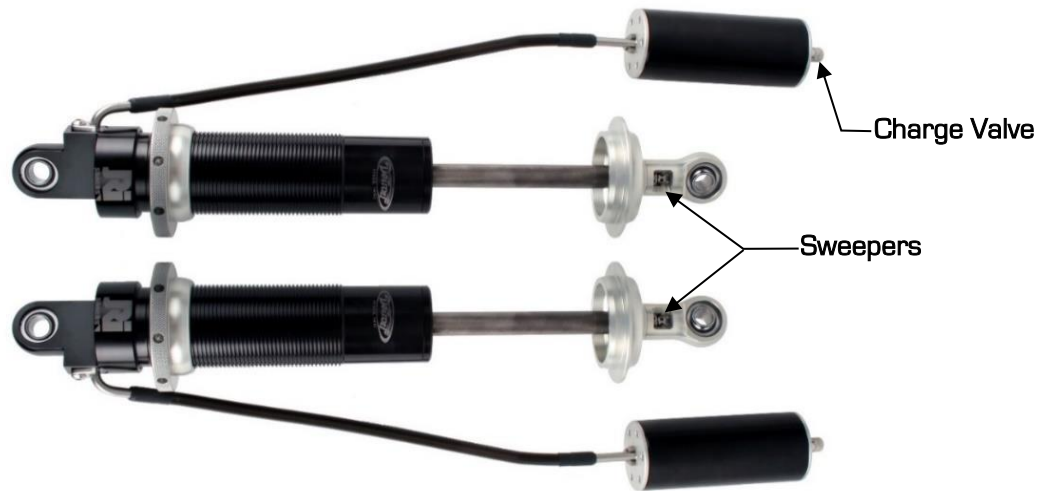


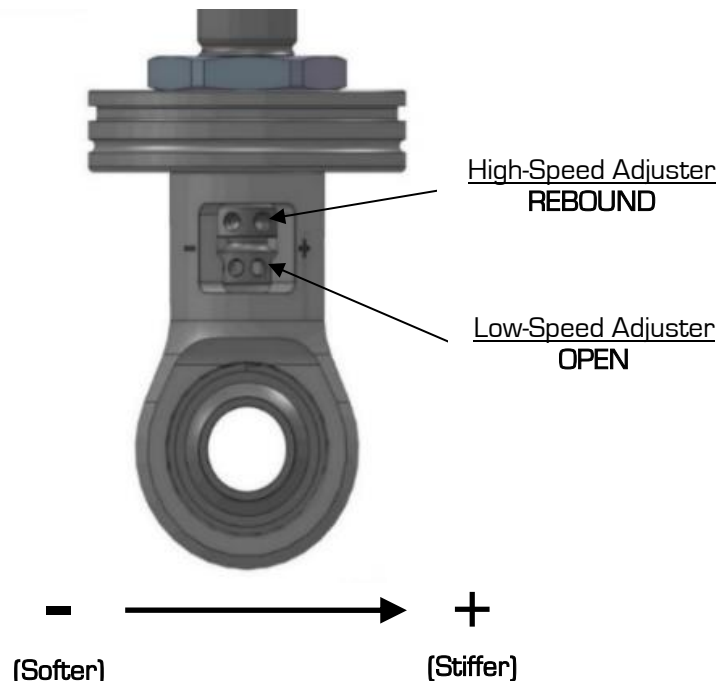
Figure 35a – Detroit Speed Double Adjustable Shock w/ Remote Canister

When adjusting the low speed rebound start at full (+) position, when adjusting the high speed rebound start at full (-) position. To return to the Detroit Speed recommended settings turn the sweeper clockwise (+) to full damping for the low-speed setting, and counterclockwise (-) to full damping for the high-speed setting. Once at full damping, turn counterclockwise (-) for the low-speed setting, and clockwise (+) for the high-speed setting to reach the recommended settings. Refer to Figure 35b for recommended starting settings.

Low Speed Rebound (Sweeper).....	20 sweeps (counterclockwise, -)
High Speed Rebound (Sweeper).....	2 sweeps (clockwise, +)

Figure 35b – Detroit Speed Recommended Settings

Adjuster Operation



- **High-Speed Adjuster (12 Sweeps)**

The high-speed adjuster is a “sweep” style adjuster meaning that its adjustment is measured by the location of the adjuster in the eyelet window. It uses a left-hand thread in its operation which means; as you increase high-speed, the adjuster will move down in the window*. The high-speed adjuster’s reference position is **full soft** and referred to as +0 (+0 = full soft, +12 = full stiff).

- **Low-Speed Adjuster (25 Clicks)**

The low-speed adjuster is a “clicker” style adjuster meaning that its adjustment is measured by detent grooves located inside the high-speed shaft. It uses a right-hand thread in its operation which means; as you increase low speed, the adjuster will move up in the window. The low-speed adjuster’s reference position is **full stiff** and referred to as -0 (-0 = full stiff, -25 = full soft).

**The low-speed adjustment does not change when adjusting the high-speed.*

To aid in the installation of the reservoirs, we also offer a set of Billet Aluminum Remote Canister Mounts. The canister mounts are available exclusively through Detroit Speed, PN: 032102DS. They are shown below in Figure 36.



Figure 36 - Billet Aluminum Remote Canister Mounts

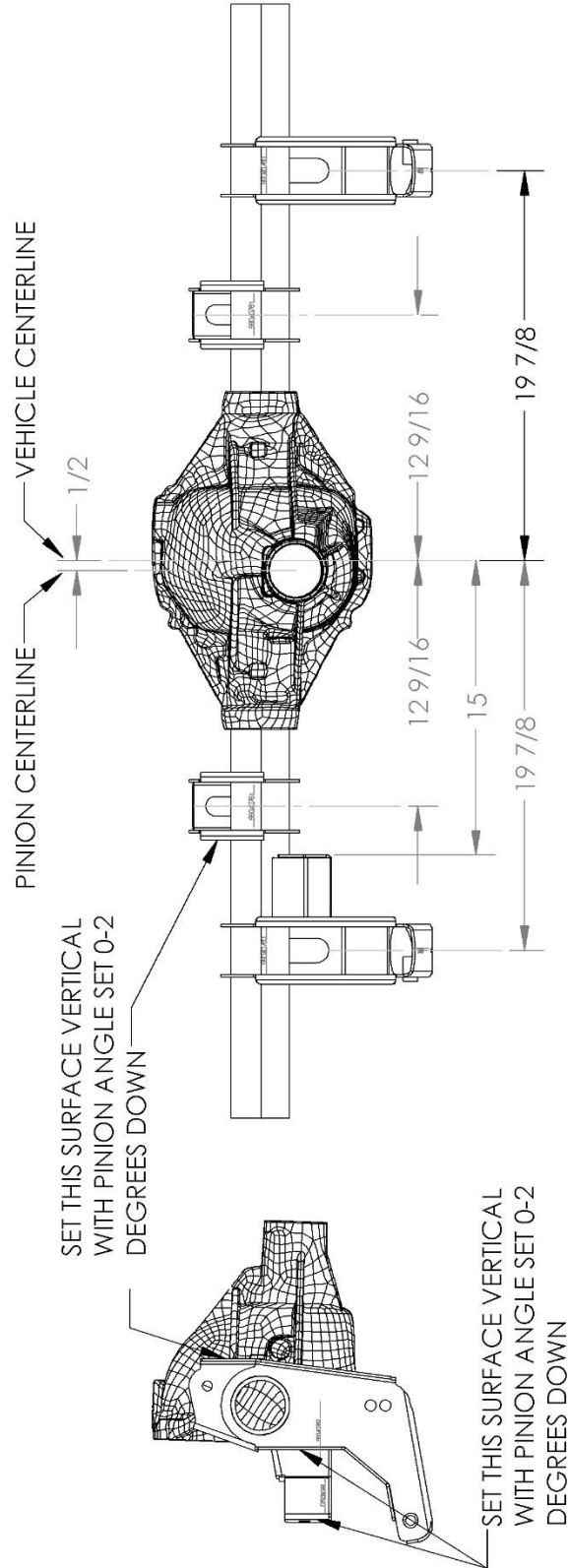
If you have any questions before or during the installation of this product, please contact Detroit Speed at tech@detroitsspeed.com or 704.662.3272



Legal Disclaimer: Detroit Speed is not liable for personal, property, legal, or financial damages from the use or misuse of any product we sell. The purchaser is solely responsible for the safety and performance of these products. No warranty is expressed or implied.



1967-1972 GM C10 TRUCK QUADRA-LINK AXLE BRACKET LOCATIONS

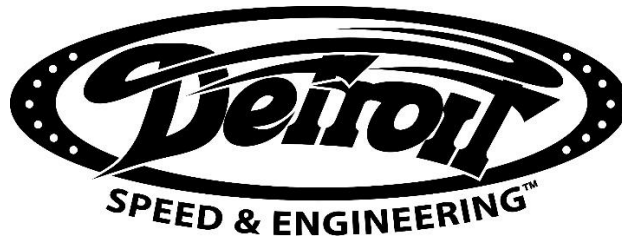


**INSERT 2.450" LONG WELD SPACERS INTO LINK MOUNTING LOCATIONS
BEFORE WELDING BRACKETS TO THE AXLE HOUSING**

***NOTE THAT THE CENTERLINE OF THE AXLE IS NOT LOCATED AT THE CENTER OF THE PINION, AND DEPENDING ON AXLE TYPE, MAY NOT BE LOCATED AT THE CENTER OF THE CARRIER HOUSING. THE PINION IS OFFSET TO THE PASSENGER SIDE OF THE VEHICLE. DETROIT SPEED USES 1/2" OFFSET. DIMENSIONS SHOWN HERE ARE SYMMETRIC ABOUT AXLE/CAR CENTERLINE.**

Figure 37 - Axle Bracket Location

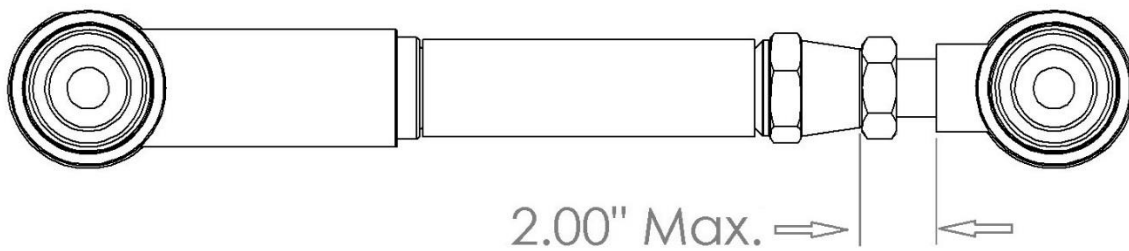
Once again, we appreciate your business.
If you have any questions during the installation of this product, call (704) 662-3272



Detroit Speed
Swivel-Links

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).



LEAVE THIS PAGE BLANK



SPEED & ENGINEERING

If you have any questions please
contact Detroit Speed
704.662.3272 www.detroitsspeed.com

QUADRALINK CHASSIS BRACKET TEMPLATE 1967-1972 C10

