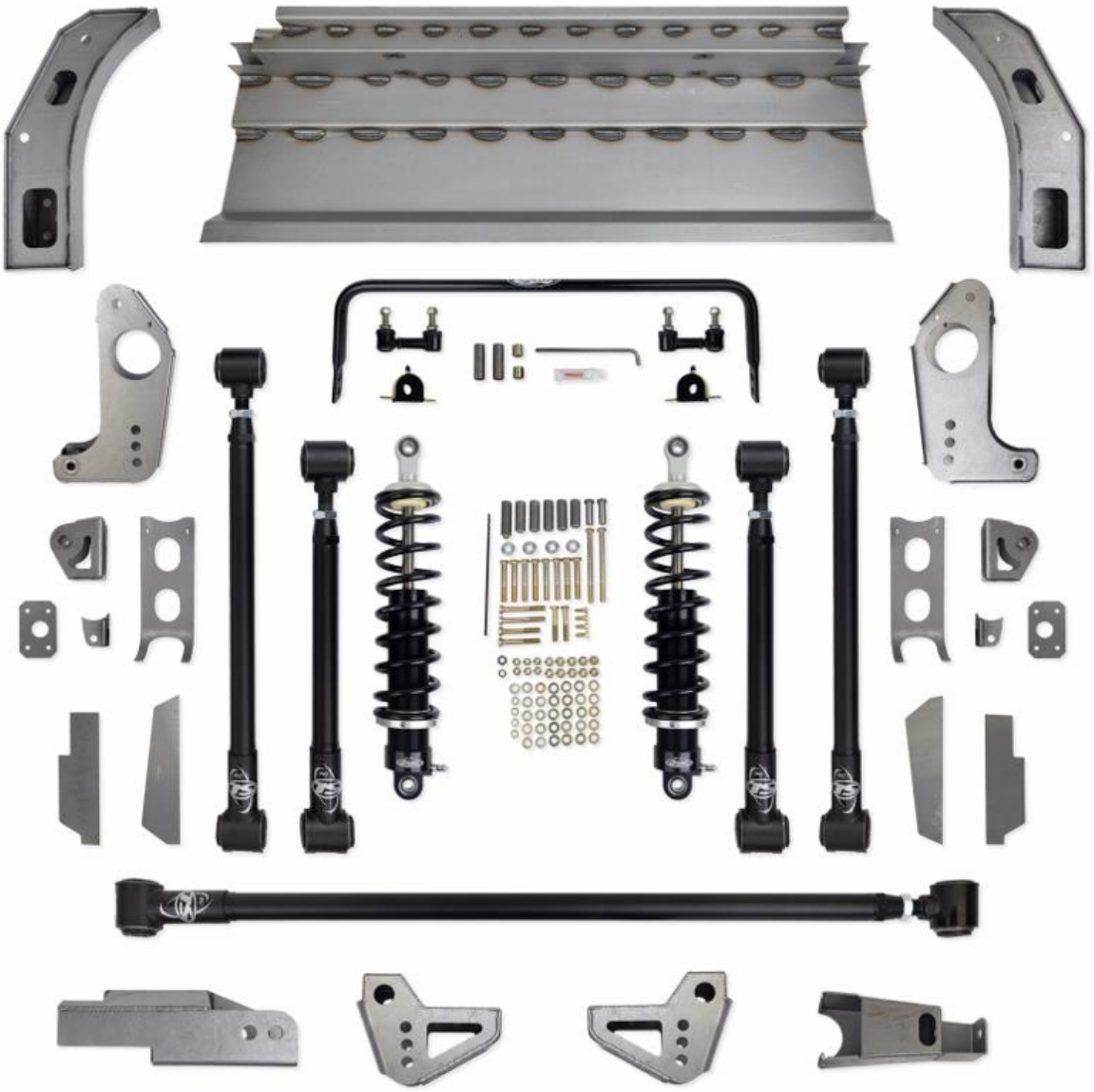
Detroit Speed
QUADRALink Rear Suspension
1960-65 Ford Falcon/Mercury Comet
P/N: 041755DS, 041755-SDS, 041755-DDS, 041756DS, 041756-SDS, & 041756-DDS

The Detroit Speed QUADRALink is a great way to upgrade from an original leaf spring rear suspension. Detroit Speed's exclusive 4-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 crossmembers add strength and rigidity to the rear body and frame section.



PN: 041755DS Shown

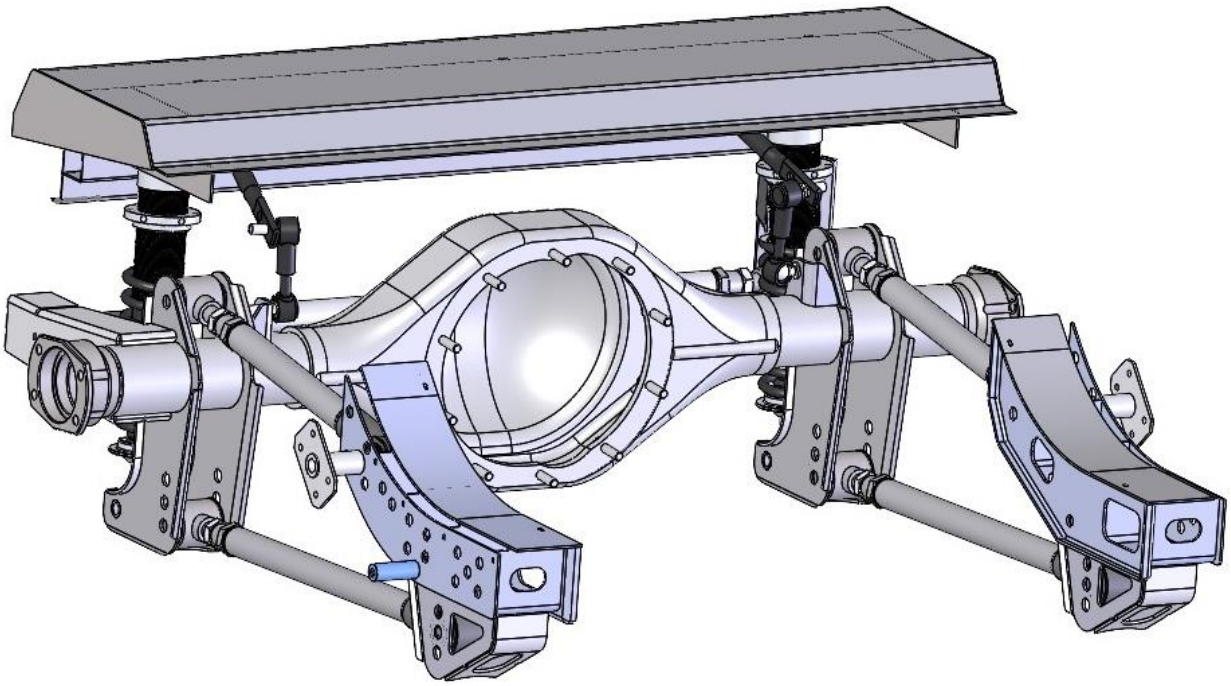
Introduction

Congratulations on your purchase of a QUADRALink rear suspension from Detroit Speed. The binding, noise, and poor wear associated with Heim joints are no longer an issue. The jam nuts on a typical adjustable bushed link tend to loosen due to suspension bind when going over uneven surfaces (like pulling into a driveway). The Swivel-Links on the QUADRALink suspension permit the links to pivot, thus eliminating bind and unwanted torsional loading of the jam nuts. The long suspension links provide excellent pinion and u-joint angle control.

Please read the instructions carefully and completely before beginning the installation. Always make sure to wear the appropriate safety equipment for the job and properly support the vehicle. If you have any questions before, during, or after the installation, feel free to contact us by phone at (704) 662-3272 or by email at tech@detroitspeed.com.

NOTE: All work should be performed by a qualified welder and technician.

Item	Description	Quantity
1	Upper Floor Crossmember Assembly	1
2	Inner Frame Rail Closeout Plate	2
3	Outer Frame Rail Closeout Plate	2
4	3/4" O.D. Rear Sway Bar	1
5	QUADRALink Installation Kit	1
6	Upper Shock Mount Assembly, LH & RH	2
7	Track Bar Body Side Bracket	1
8	Lower Link Body Side Bracket	2
9	Upper Link Body Side Frame Doubler	2
10	Torque Box Assembly, LH & RH	2
11	Upper Link Body Side Frame Rail Crush Tube	2
12	Lower Link Body Side Bracket Crush Tube	2
13	Upper Link Spacer	4
14	QUADRALink Locator Sleeve	2
15	9/16" I.D. x 1" O.D. x 2.76" Long Spacer	2
16	Torque Box Hardware Kit	1
17	QUADRALink Hardware Kit	1
18	Upper Link Drill Guide	1
19	1/4" x 12" Drill Bit	1
20	Lower Swivel-Link Assembly	2
21	Upper Swivel-Link Assembly	2
22	Track Bar Swivel-Link Assembly	1
23	Swivel-Link/Coilover Bracket	2
24	Coilover Bracket Reinforcement	2
25	Track Bar Axle Bracket	1
26	Rear Sway Bar Axle Bracket, LH & RH	2
27	Coilover Shock	2
28	Coilover Springs	2
29	Instructions	1



Hardware Kit Checklist – DSE Rear QUADRALink Kit			
Part Number	Description	Quantity	Check
9304362	Torque Box Hardware Kit	1	
960052FS	1/2"-20 Hex Nut	1	
970037FS	1/2" SAE Washer	1	
9304474	QUADRALink Hardware Kit	1	
980140FS	9/16"-18 x 7" L Hex Head Bolt	2	
980034FS	9/16"-18 x 3-3/4" L Hex Head Bolt	8	
980043FS	1/2"-20 x 4" L Hex Head Bolt	2	
980021FS	1/2"-20 x 3-1/2" L Hex Head Bolt	2	
980058FS	1/2"-20 x 3" L Hex Head Bolt	2	
980027FS	3/8"-16 x 1" L Hex Head Bolt	4	
960022FS	9/16"-18 Nylock Nut	10	
960100FS	9/16"-18 Hex Nut	1	
960004FS	1/2"-20 Nylock Nut	6	
970020FS	9/16" SAE Washer	20	
970037FS	1/2" SAE Washer	10	
970023FS	3/8" SAE Washer	4	

Fastener Torque Specifications – Detroit Speed QUADRALink		
Application	Torque (ft-lb)	Threads
Lower Link Mount Assembly	75	Anti-Seize
Sway Bar Link Nuts	45	
Coilover Shock Mounting Bolts	60	Anti-Seize
Sway Bar Mounting Bolts	30	Blue Loctite 242
Swivel-Link & Track Bar Bolts	75	Anti-Seize
Swivel-Link & Track Bar Jam Nuts	50	

Installation Instructions

1. With the vehicle at ride height verify that the rear axle is in the correct position and mark the fore/aft location of the axle on the rear frame rails and trunk floor.

2. Raise the vehicle a few feet off the ground so the interior, trunk and underside may be accessed. Ensure that the vehicle is level and well supported.

3. Disconnect the negative battery cable. Remove the rear suspension and axle. Remove the fuel tank and lines.

4. Remove the seats, carpet and padding, rear interior quarter trim panels, and package tray. Any other interior panels, headliner, door panels, etc., should be removed or masked well to protect them from grinding and welding sparks.

5. Cut out the sections of sheet metal behind the back seat inboard of the frame rails. Make a patch and weld this into the vehicle (Figure 1). This will give you a flat surface to work with when installing the torque boxes.

Figure 1 – Flatten Sheet Metal

6. With the fuel tank removed, draw a cut line from underneath the vehicle where the factory crossmember and trunk floor pan meet (Figure 2). Drill two 1/8" holes where the cut line meets the inside of both frame rails. Draw a horizontal cut line on the top side of the trunk floor using your two 1/8" holes for reference.

Figure 2 – Mark Floor Pan Cut Line (Underneath Vehicle)

7. Using plumb bobs, measure rearward 30-3/8" from the center of the front leaf spring eye and make a mark underneath the trunk floor in front of the fuel tank opening between the frame rails.

8. Using these two marked locations, draw a horizontal line on the bottom of the trunk floor between the frame rails. Drill two 1/8" holes from underneath the trunk floor on both ends of the horizontal line to locate the cut line on the top side of the trunk floor.

9. Draw a horizontal cut line on the top side of the trunk floor using your two 1/8" holes for reference. Continue this line along the inside and top side of the frame rail on the driver's side. Continue the horizontal line up the inside and top side of the frame rail on the passenger's side.

10. Begin cutting along the top side of the passenger side frame rail and down the inside of the frame rail. Then cut along the horizontal line in front of the fuel tank opening to the driver's side frame rail. Cut along the driver's side frame rail. Cut the front of the trunk floor where the factory crossmember and the trunk floor meet. Remove this section of trunk floor from the vehicle (Figure 3). Grind the layers of sheet metal at the cut lines and weld them together.

Figure 3 – Cut Trunk Floor

11. Next, you will need to flatten the trunk floor ribs between the fuel tank opening and the trunk floor that was just removed. This can be done by cutting slots along the outside of the depressions and then flatten (Figure 4). Weld up the slots when finished.

Figure 4 – Flatten Trunk Floor

12. Position the upper crossmember into the vehicle and trim as needed so that it sits down between the frame rails (Figure 5). **NOTE:** The vehicle pictured has had the rear tubs removed.

Figure 5 – Test Fit Crossmember

13. Center the crossmember to the vehicle by measuring from the center of the original leaf spring hole to the back edge of the crossmember. The horizontal dimension should be 30-3/8" using a plumb bob (Figure 6).

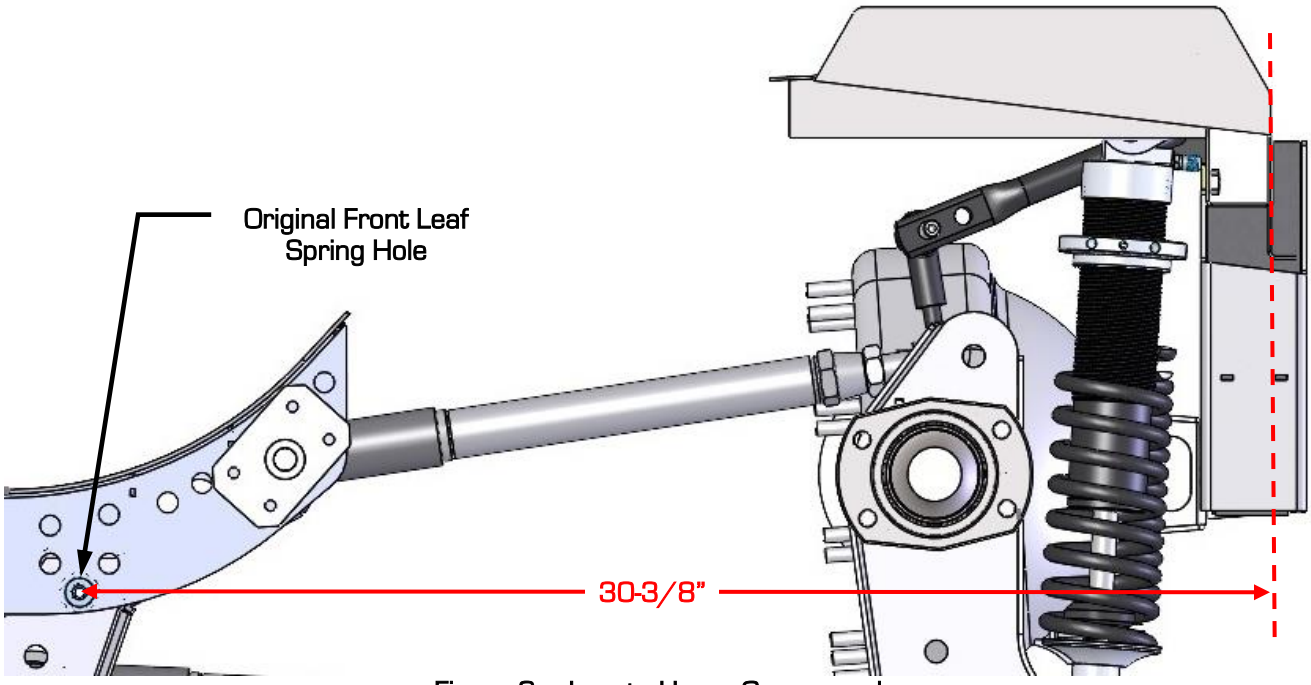


Figure 6 – Locate Upper Crossmember

14. With the crossmember centered and leveled in the vehicle, tack weld it to the frame rails. Finish weld the crossmember to the frame rails. Stitch weld the front edge of the crossmember to the original floor and trunk sheet metal from underneath and inside the vehicle (Figure 7 & Figure 8 on the next page).

Figure 7 – Weld Crossmember

Figure 8 – Weld Crossmember

15. Use the provided inner and outer frame closeout plates to cap the crossmember to the inside and outside frame rails. Weld the closeout plates in place (Figure 9).

Figure 9 – Weld Closeout Plates

16. Next, drill the factory front leaf spring mounting hole out to 3/4" diameter through the inside of the frame rail only. Drill out both the driver's and passenger's side inside frame rail.

17. Next, locate the right and left hand torque box assemblies. Place the provided QUADRALink locator sleeve into the inboard flat side of the torque box assembly through the 3/4" diameter hole. Place the provided crush sleeve inside the torque box assembly up against the locator sleeve (Figure 10).

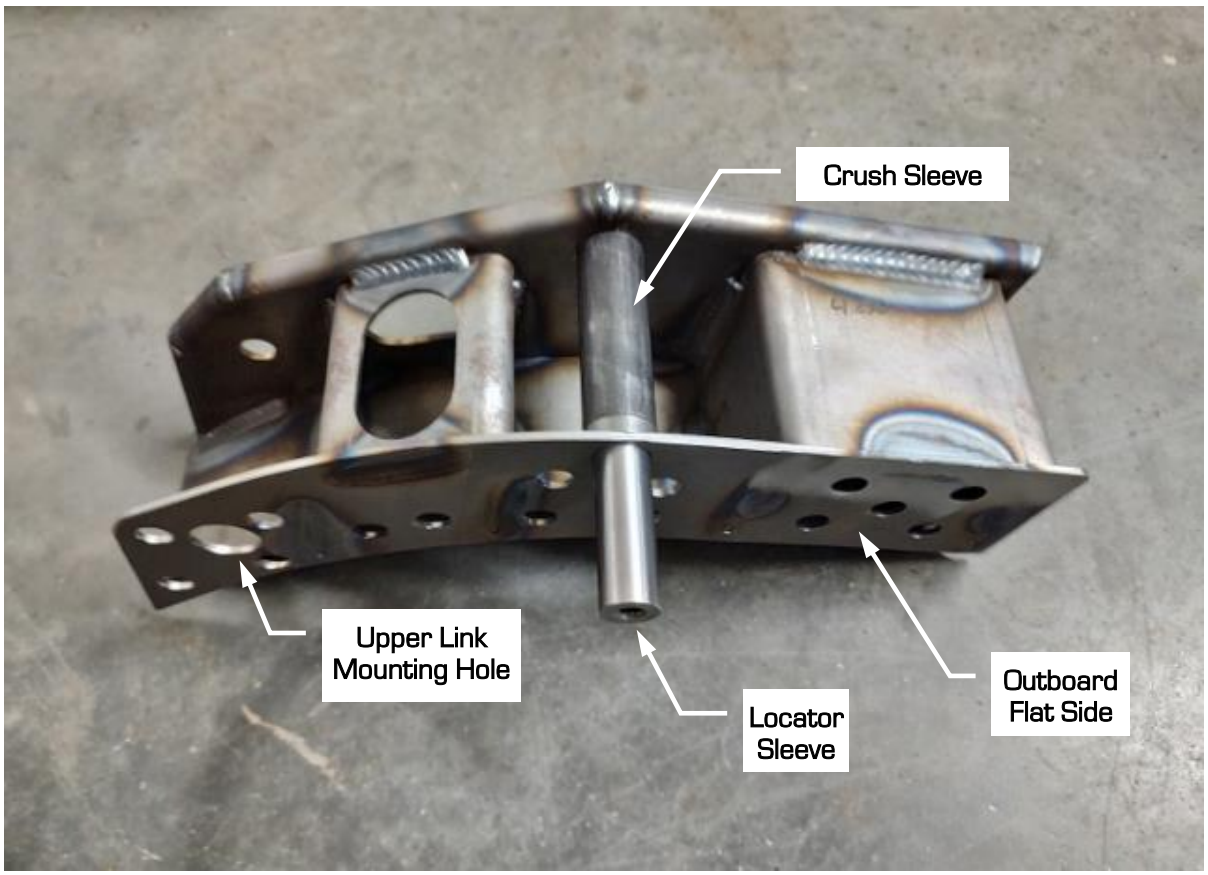


Figure 10 – Driver's Side Torque Box Assembly

18. Install the provided upper link drill guide into the torque box from the outboard flat side. Install the provided 1/2"-20 x 4" L hex head bolt through the crush sleeve and into the locator sleeve.

19. Clamp the torque box to the inside frame rail with the locator sleeve passing through the frame rail where the front leaf spring bolt was mounted to the frame rail (Figure 11).

Figure 11 – Locate Torque Box

20. Place the provided 1/4" x 12" L drill bit through the drill guide from the inboard side of the torque box and drill through both sides of the frame rail.

21. Next, trace the location of the torque box to the underside of the trunk floor. Remove the torque box. Drill one pilot hole at least a 1/2" outboard of the vertical traced line and at least a 1/2" below the top horizontal traced line. Draw another pilot hole at least a 1/2" outboard of the vertical traced line and at least a 1/2" above the bottom horizontal tracked line (Figure 12).

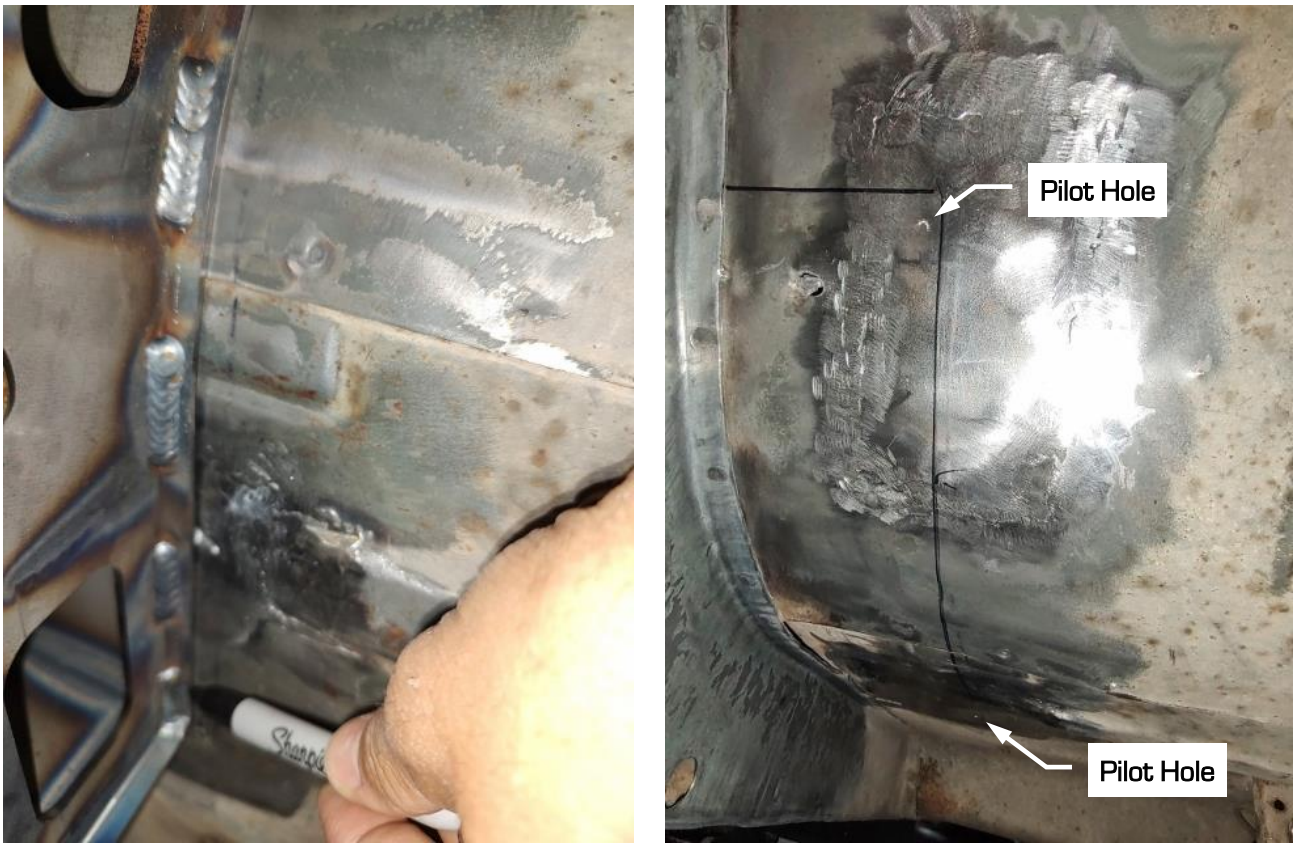


Figure 12 – Trace Torque Box

22. From inside the vehicle, draw a vertical line connecting the two pilot holes. Then, measure outboard 2" and mark this location (Figure 13).

Figure 13 – Transfer Vertical Line

23. Draw a parallel vertical line at the 2" marked location from the previous step. Mark several locations along both vertical lines to locate and drill plug weld holes (Figure 14).

Figure 14 – Mark Plug Weld Locations

24. Drill plug weld locations (Figure 15).

Figure 15 – Drill Plug Weld Holes

25. Draw a line perpendicular to the frame rail 1-3/4" from the centerline of the 1/4" pilot hole that was drilled in Step 20 in both directions. Draw another line 1" below the centerline of the hole location parallel with the frame rail. Trace the front upper link mount framerail doubler against the frame rail with the short edge of the hole pattern down (Figure 16).

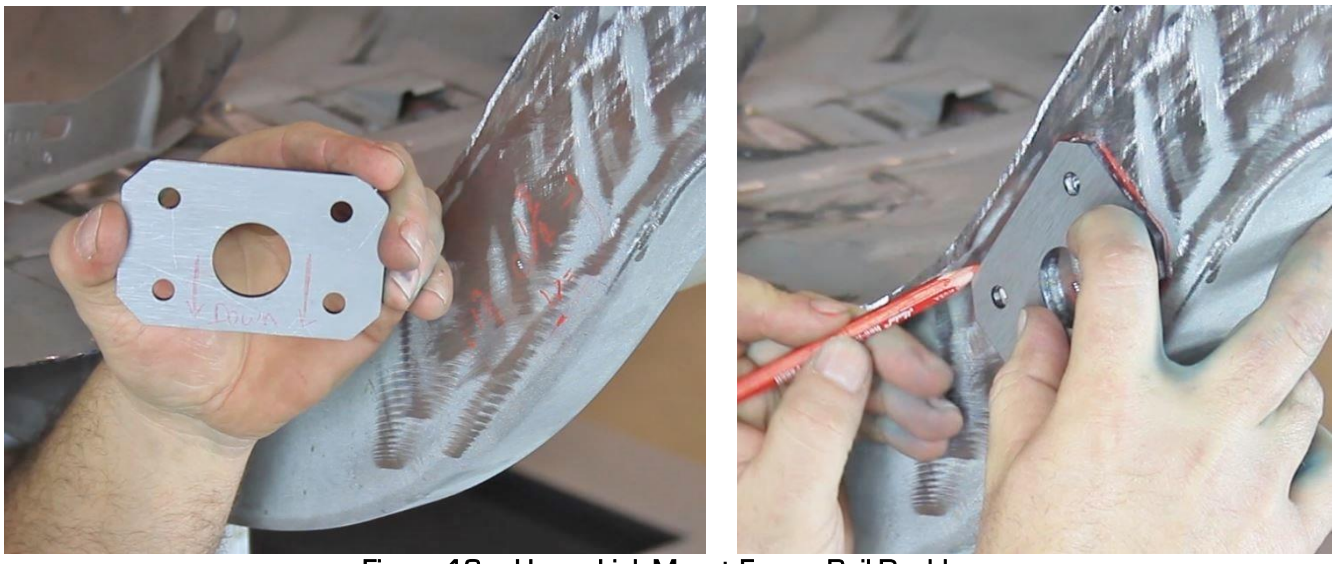


Figure 16 – Upper Link Mount Frame Rail Doubler

26. Remove the doubler plate and drill a 1" hole at the upper link mounting hole location with a hole saw through the outside and inside frame rail where the 1/4" pilot hole was drilled in Step 20 (Figure 17).

Figure 17 – Drill Upper Link Mount Location

27. Place the frame rail doubler back in position on the outside frame rail and tack weld the doubler in place (Figure 18).

Figure 18 – Tack Weld Doubler Plate

28. Slide the upper link crush tube through the frame rail doubler and into the frame rail and torque box. Place the upper link weld spacer inside the torque box. Install the provided 9/16"-18 x 7" L hex head bolt through the upper link crush tube, through the weld spacer and torque box. Use the provided 9/16"-18 Nylock nut and washers to tighten the bolt in place.

29. Once the upper link crush tube is in the correct location, tack weld the crush tube to the frame rail. Finish weld the crush tube to the torque box.

30. Using a cut-off wheel, remove the crush tube that is sticking past the outer frame rail so that it is flush to the frame rail doubler (Figure 19). Weld the crush tube to the frame rail doubler and grind smooth for a clean finish.

Figure 19 – Cut-Off Crush Tube Flush with Frame Rail

31. Clamp the torque box back up against the inside frame rail with the locator sleeve passing through the frame rail where the front leaf spring bolt was mounted to the frame rail. The upper link crush tube will also pass through the upper link mounting hole in the torque box shown in Figure 10.

32. With the torque box level, plug weld the torque box to the inside of the frame rail and the trunk floor (Figure 20). Repeat Steps 17 through 32 for the opposite side of the vehicle.

Figure 20 – Weld Torque Box

33. Install both QUADRALink front lower link mounting brackets into the torque boxes using the 1" OD x 3" L crush tubes. Install the 1/2"-20 x 4" L hex head bolts, nuts and washers and tighten (Figure 21). Make sure the top surface of the link mount seats flat on the bottom of surface of the torque box.

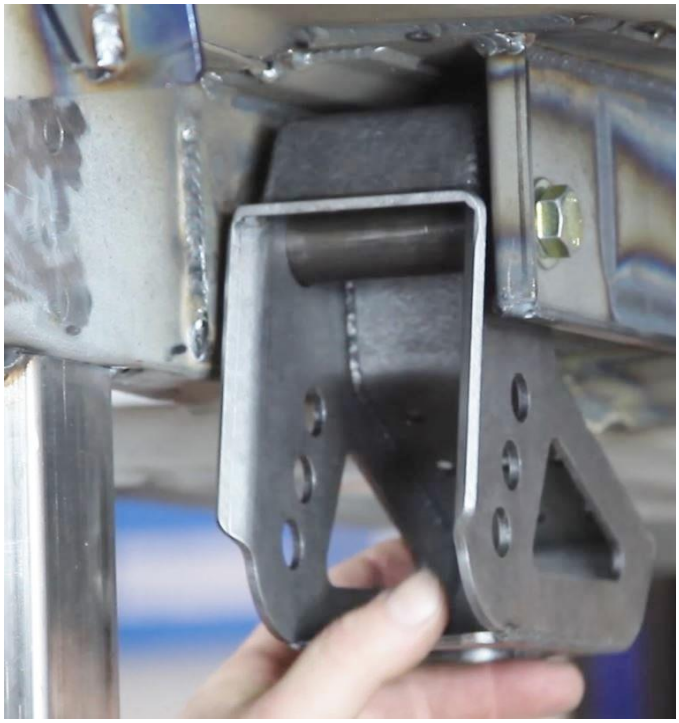


Figure 21 – Locate Front Lower Link Bracket

34. With the lower link mounting bracket placed up against the torque box bottom plate, tack and finish weld the lower link mount to the crush tube. Install the 2.42" L weld spacer in the center hole of the link mount assembly. Plug weld and finish weld around the perimeter of the lower link bracket. Repeat this procedure for the opposite side of the vehicle.

35. Measure between the inner frame rails to mark a centerline on the sway bar crossmember (Figure 22). Draw a line 14-1/2" off the center line in both directions to locate the upper shock mounts.

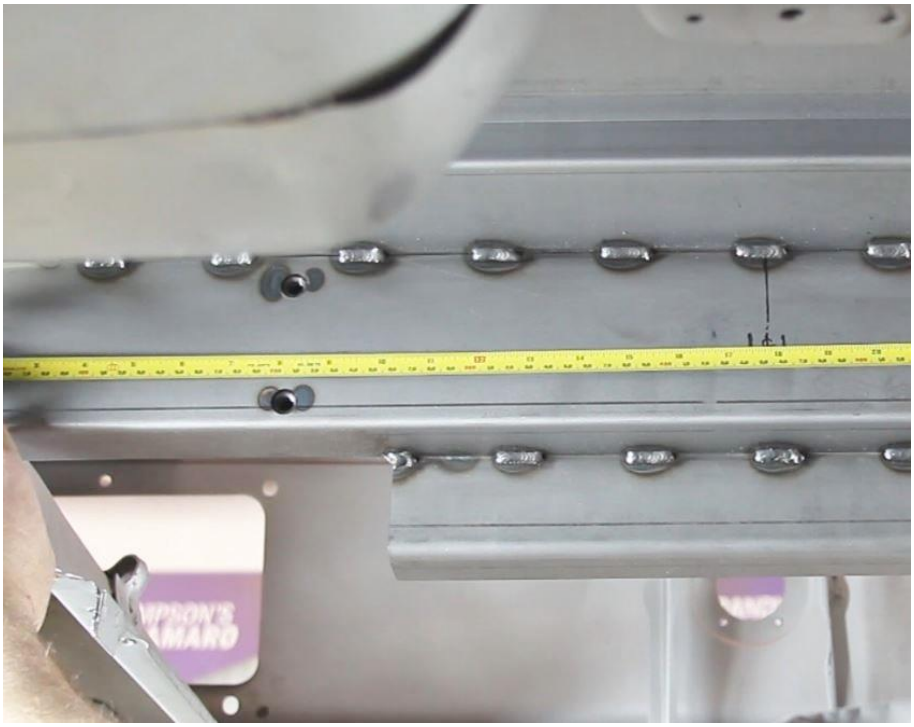


Figure 22 – Locate Centerline on Crossmember

36. Locate the left and right hand upper shock mount. The welded crush tube in the shock mounts should be to the outside of the vehicle. Place the upper shock mounts to the outside of the marked line. Position them square to the crossmember and tack weld them in place. Finish welding around the perimeter of the shock mounts to the crossmember (Figure 23).

Figure 23 – Weld Upper Shock Mounts

37. Position the track bar body bracket into place on the driver's side framerail. The top edges should sit flush with the driver's side framerail, trunk corner closeout and the back surface of the upper shock crossmember. Level the bracket so it is perpendicular to the ground and tack weld in place (Figure 24). Verify that the track bar bracket is level and finish weld around the perimeter of the bracket.

Figure 24 – Weld Track Bar Body Bracket

38. If you have purchased a DSE rear end housing with the axle brackets already installed, the fabrication work is complete, and you can go to Step 47. If you are using a stock rear axle and will be replacing the housing ends, remove them from the axle tubes. Remove the factory leaf spring brackets from the axle tubes (Fig. 25). Grind the factory welds on the axle tubes for a clean finish.

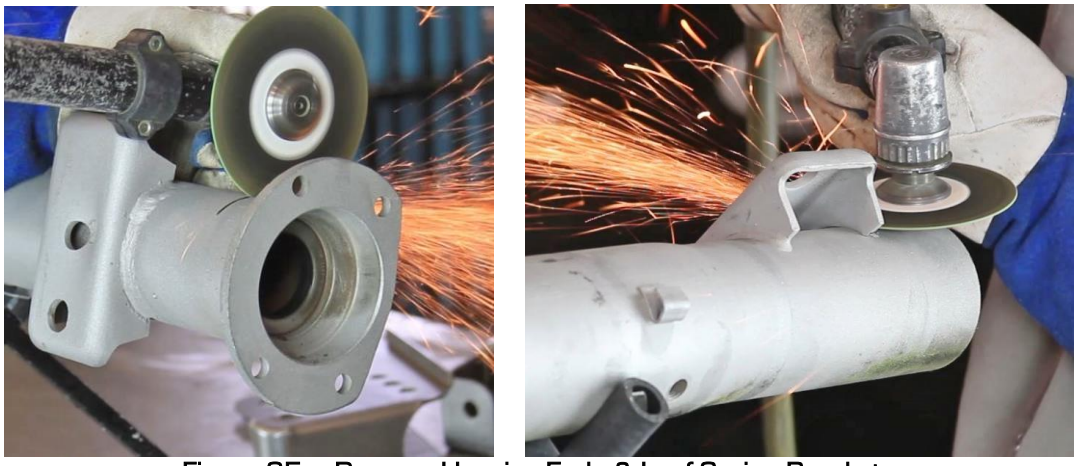


Figure 25 – Remove Housing Ends & Leaf Spring Brackets

39. Install the provided 2.42" L weld spacers into the axle bracket upper and lower link holes along with the provided 9/16"-18 bolts. Place the lower link/coilover axle bracket reinforcement onto the back of the axle bracket and weld in place (Figure 26). Grind the axle bracket smooth for a clean finish.

Figure 26 – Weld Axle Bracket Reinforcement

40. Prepare the axle tubes to weld the axle bracket to the axle (Figure 27). **NOTE:** The Detroit Speed axle brackets are designed for a 3" axle tube, so if you have a stock axle housing, you will need to make an adapter ring since the stock axle tubes are smaller than 3" at one end.

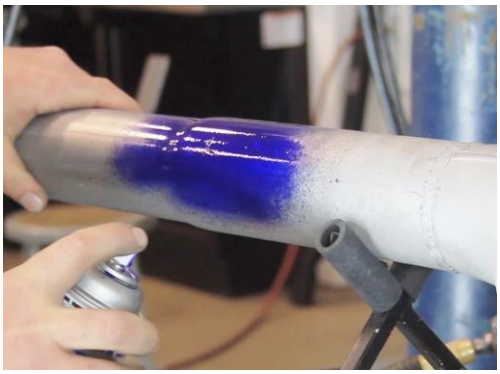


Figure 27 – Prepare Axle Tubes

41. Using a pinion centering tool, measure from the centerline of the rear axle outward 14-5/8" in both directions and mark this location. This will be the location where the inside edge of the axle brackets will be positioned. Use the diagram in these instructions to locate the axle brackets on the axle housing (Figure 51 on page 28). **NOTE:** DSE offers a pinion centering tool (P/N: 070202DS) that will be helpful in placing your axle brackets in the correct location on your axle tube. Draw a scribe line around the axle tube at the marked locations (Figure 28).

Figure 28 – Locate Axle Brackets on Axle Tubes

42. Install the axle brackets over the axle tubes and position the inside flange of the brackets at the scribed circle on the axle tubes. Clamp the rear axle in place on a bench. Rotate the housing forward so that the center section mounting flange is 4° down from vertical (Figure 51 on page 28). Install the 2.42" L weld spacers into the upper link holes along with the 9/16"-18 bolts (Figure 29).

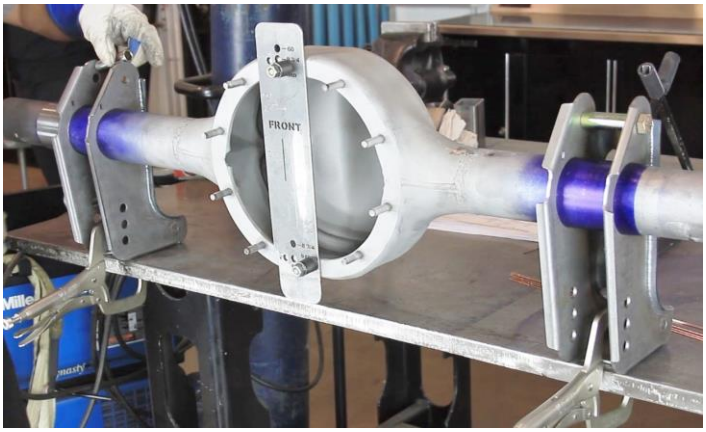


Figure 29 – Install Axle Brackets

43. Once the 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 (Figure 30).

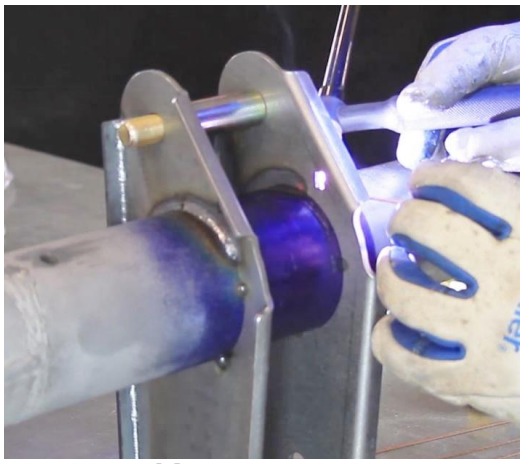


Figure 30 – Weld Axle Brackets

44. Install the track bar axle bracket up against the outboard side of the right-hand axle bracket. Verify that it is 90° to the axle tube and tack weld them in place (Figure 51 on page 28). Verify that the bracket fits tight to the axle bracket and around the axle tube and finish weld (Figure 31).

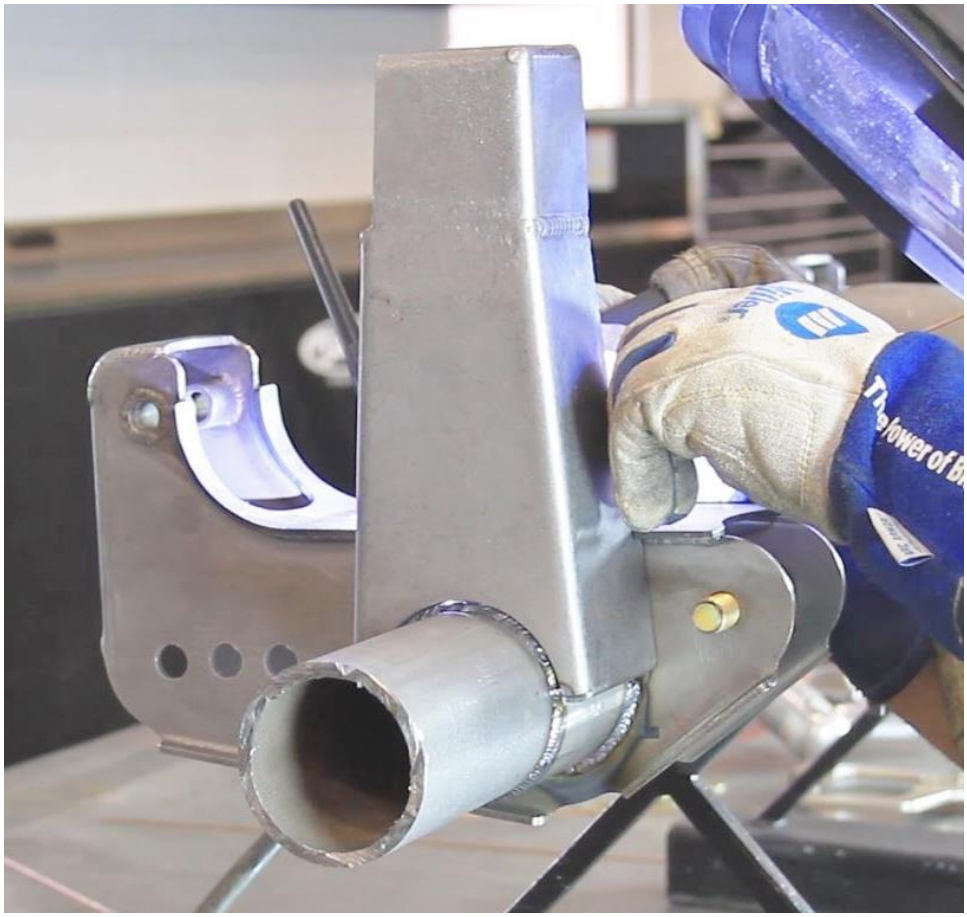


Figure 31 – Weld Track Bar Bracket

45. Position the sway bar endlink brackets so that the 90° gusset fits up against the inside flange of the axle brackets. Locate the bracket so the endlink hole is centered on the axle tube. Tack weld each bracket and then verify the correct location before finish welding (Figure 32).

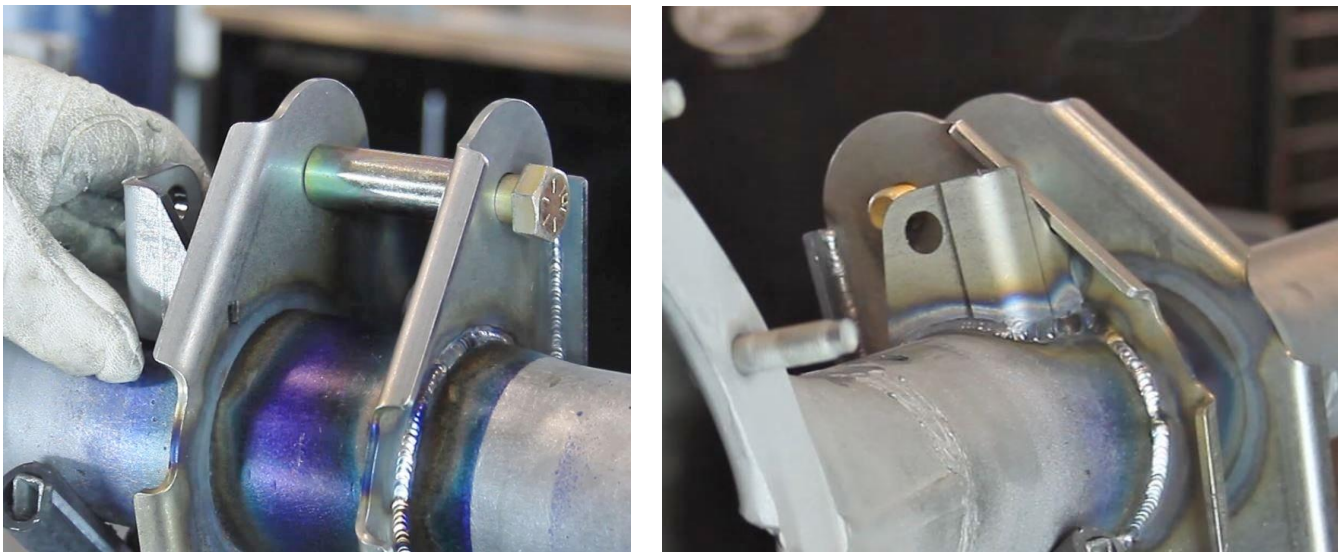


Figure 32 – Weld Sway End-Link Brackets

46. At this point the fabrication work is complete. Send the axle to a qualified shop to have the housing ends welded (if necessary). Check the axle tubes and have them straightened (If necessary).

47. Mocking up the vehicle before painting all the components is recommended. Mockup includes installing all the suspension components (link bolts still don't need to be tightened yet), installing the wheels/tires, and resting the vehicle on all four tires. Paint or powder coat the components as desired (Figure 33).

Figure 33 – Upper Shock Crossmember

48. Install the upper Swivel Links into the torque box with the provided 9/16"-18 x 7" L hex head bolts, Nylock nuts and washers on both sides of the vehicle. Place the provided upper link spacer on the inboard side of the Swivel-Link bushing (Figure 34).

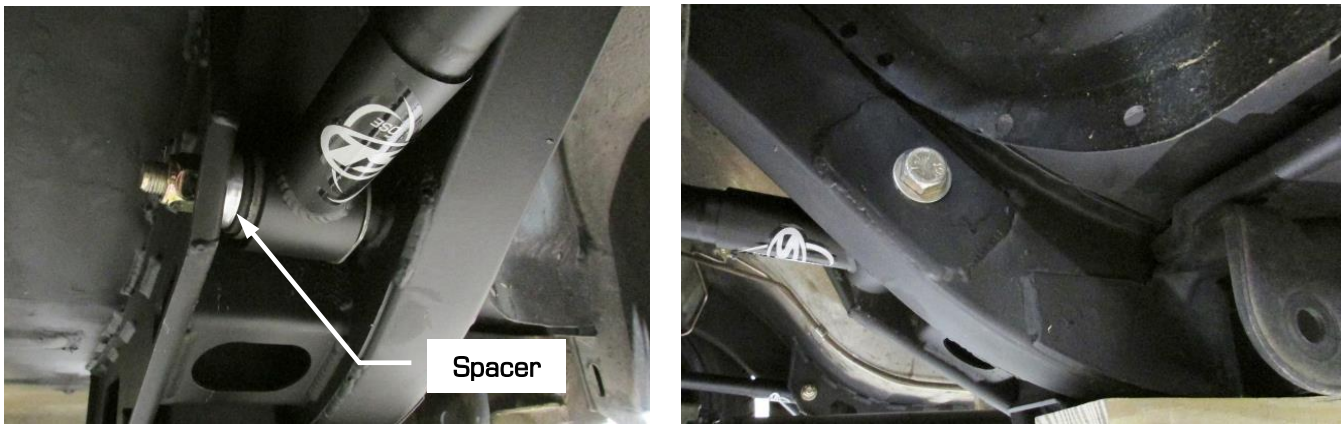


Figure 34 – Install Upper Links

49. Install the lower Swivel Links into the torque box with the provided 9/16"-18 x 3-3/4" L hex head bolts, Nylock nuts and washers on both sides of the vehicle (Figure 35). The middle hole in the lower link bracket will be the nominal setting (Figure 46 on page 24).

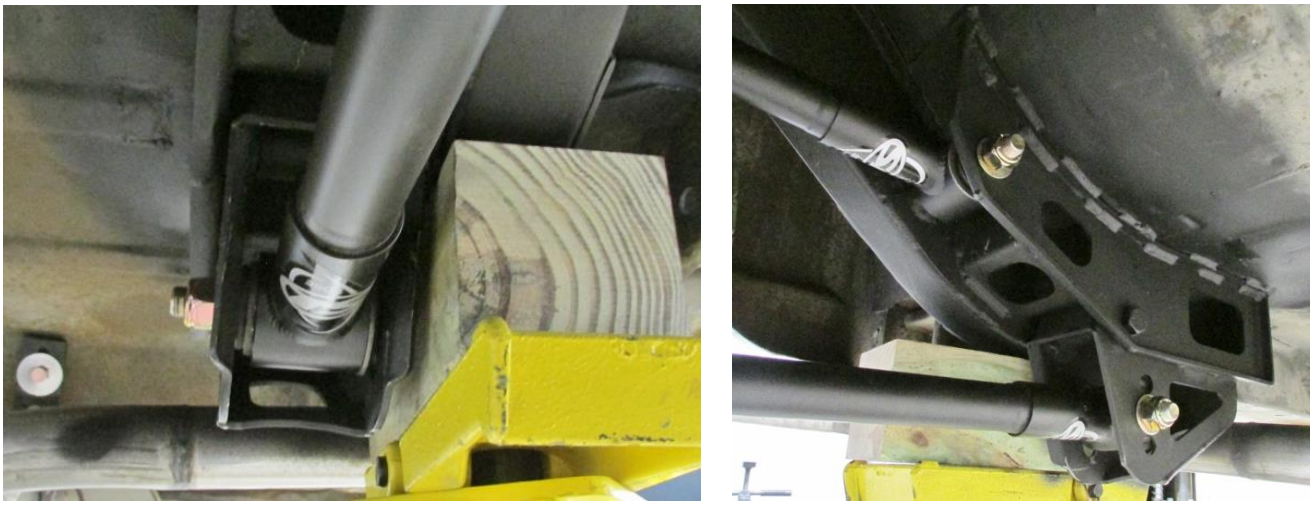


Figure 35 – Install Lower Links

50. Slide the provided polyurethane bushings onto the rear sway bar. Install the sway bar mounting brackets over the polyurethane bushings. Place the sway bar up to the mounting holes in the crossmember and install the provided 3/8"-16 x 1" L hex head bolts and washers into the weld nuts in the crossmember (Figure 36). Use blue Loctite 242 on the threads and torque the bolts to 30 ft-lbs.

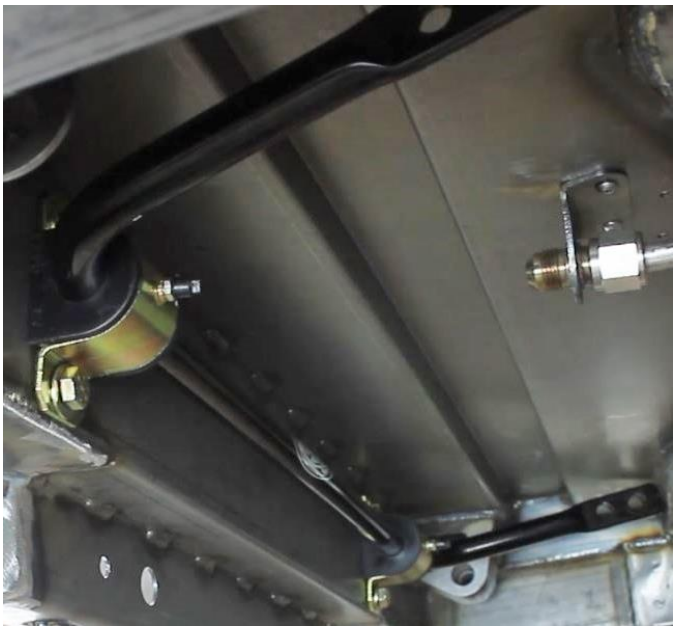


Figure 36 – Install Sway Bar

51. Next, it is necessary to build each coilover shock and spring assembly before installing them into the vehicle.

52. Remove the upper spring seat from the retaining ring using a rubber hammer and moving it down off the upper shock mount (Figure 37). Remove the retaining ring from the upper shock mount and pass the upper spring seat over the upper shock mount (Figure 38).

Figure 37 – Removing the Upper Spring Seat

Figure 38 – Upper Spring Seat & Retaining Ring

53. Thread the spanner nut all the way to the bottom of the coilover shock and install the Torrington bearing set (Figure 39) on each shock by installing one thrust washer, followed by the roller bearing and then another thrust washer. Detroit Speed recommends using high pressure grease between the roller bearing and thrust washers.

Figure 39 – Torrington Bearing Set

54. 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.

55. Install the shock and spring assembly into the upper shock mount with the shock body up. Install the provided 3/4" long spacers onto the 1/2"-20 x 3" L hex head bolts and install through the inside of the upper shock mount and through the monoball in the shock. Use anti-seize on the threads of the bolts and install the 1/2"-20 Nylock nuts and washers (Figure 40). **NOTE:** The Schrader valve should be pointing towards the front of the vehicle. If you have adjustable shocks, the adjustment window should be facing towards the back of the vehicle.

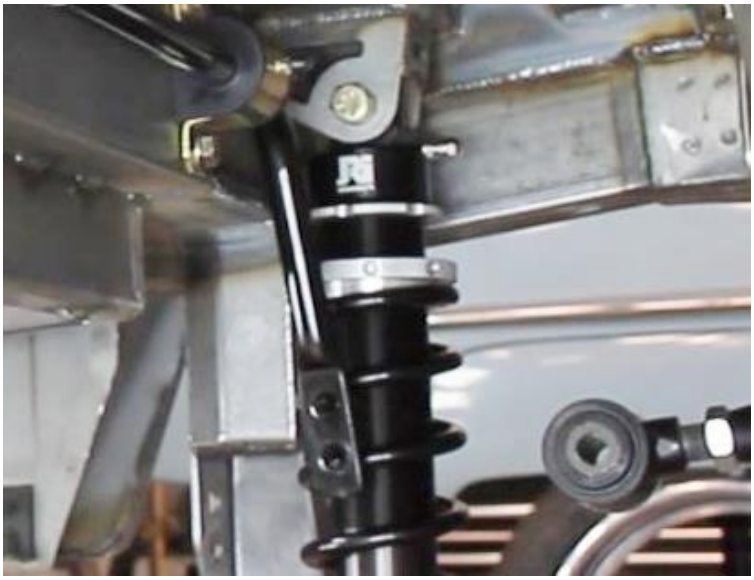


Figure 40 – Install Coilover Shock and Spring Assembly

56. Position the rear axle underneath the vehicle. Before the rear axle is installed into the vehicle, install the sway bar end links into the housing brackets. Set the end links to 3-1/4" center to center and mount the female end to the axle bracket (Figure 41).

Figure 41 – Install Sway Bar End-Links onto Axle Brackets

57. Install the upper and lower Swivel-Links into the rear axle brackets using the provided 9/16"-18 x 3-3/4" L hex head bolts, Nylock nuts and washers on both sides of the vehicle (Figure 42). Install the lower links into the middle hole in the axle bracket as this will be your nominal setting (Figure 46 on page 24).

Figure 42– Install Upper & Lower Links

58. Install the coilover shocks into the axle brackets with the provided 1/2"-20 x 3-1/2" L hex head bolts, Nylock nuts and washers. Use anti-seize on the threads of the bolts. (Figure 43).

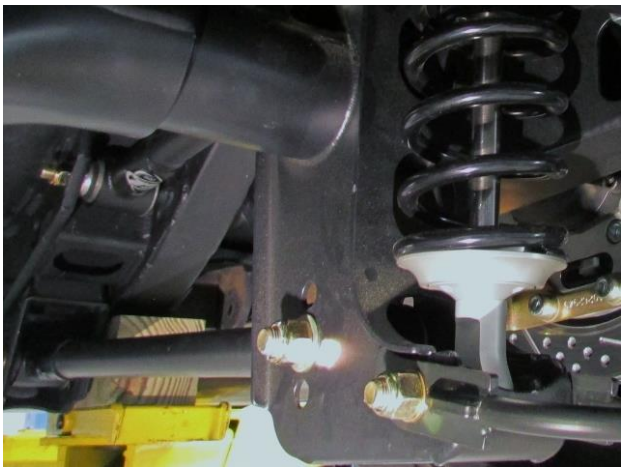


Figure 43 – Install Coilover Shocks

59. Install the sway bar endlinks on the rear axle into the front hole of the sway bar with the provided hardware (Figure 44).

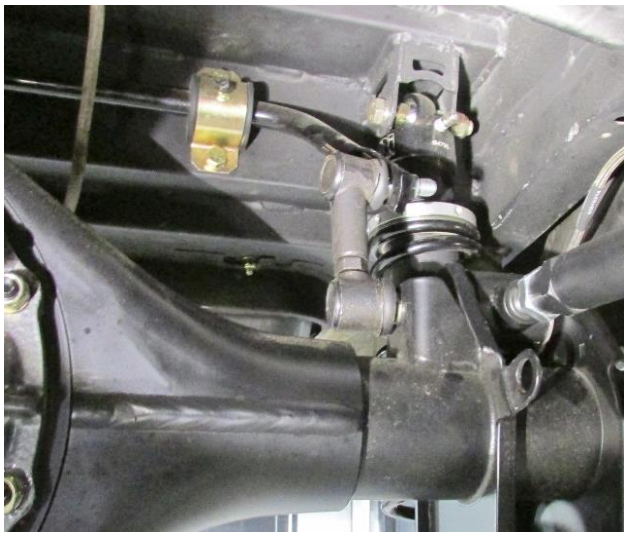


Figure 44 – Attach Sway Bar End-Links

60. Install the track bar into the axle bracket and then into the body side bracket with the provided 9/16"-18 x 3-3/4" L hex head bolts, Nylock nuts and washers (Figure 45). The nominal position for the track bar is the bottom hole on the body mounting bracket. The track bar should be level at ride height.

Figure 45 – Install Track Bar

61. Support the axle at ride height. Nominal ride height is 15" from center to center of the coilover shock mounting bolts. Check the axle position in the vehicle 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 29).**

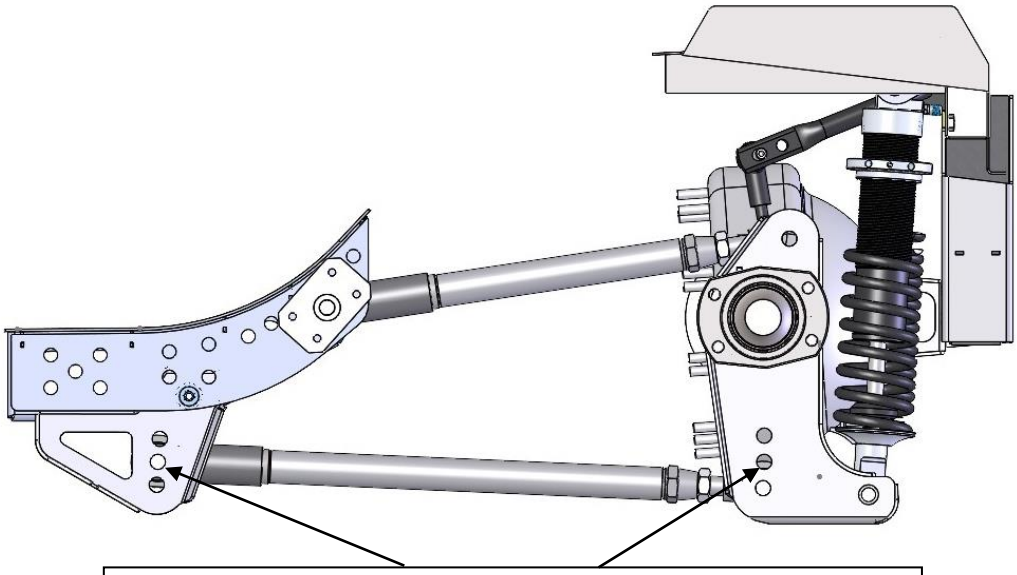
62. The rear axle should be centered from side to side by adjusting the length of the track bar. The pinon angle should be measured and adjusted with the upper links to your preference. Detroit Speed recommends 4° down. The wheelbase should be measured and adjusted with the lower links. **NOTE:** 109.5" is the correct wheelbase for a 1960-65 Falcon and 1960-65 Comet Wagon. 114.0" is the correct wheelbase for a 1960-65 Comet Sedan.

63. Raise and lower the vehicle to verify that there is no interference. Now is a good time to install the exhaust system.

64. Upon final assembly see the table below for the correct torque settings for the QUADRALink rear suspension hardware at the bottom of page 3.

65. Reinstall the fuel tank, fuel lines and interior components that were removed. Install the wheels and lower the vehicle onto the ground. Verify that the track bar is installed in the hole that places it closest to horizontal (nominal design is the lower hole in the bracket).

66. Confirm the rear axle position again and double check that all the bolts and jam nuts are tightened to their respective torque specifications.



Nominal Position Shown
Instant Center: 55.8" Forward of Rear Axle Centerline
7.5" Above Ground Level

See chart below for adjustment info

Lower Link Adjustment Settings

Axle Bracket Position	Body Bracket Position	Instant Center	Notes
Bottom Hole	Top Hole	40.4" / 9.8"	
Bottom Hole	Middle Hole	48.5" / 8.6"	
Bottom Hole	Bottom Hole	60.4" / 6.8"	
Middle Hole	Top Hole	44.5" / 9.2"	
Middle Hole	Middle Hole	55.9" / 7.5"	Detroit Speed Nominal Setting
Middle Hole	Bottom Hole	74.9" / 4.7"	
Top Hole	Top Hole	51.0"/8.2"	
Top Hole	Middle Hole	69.4"/5.5"	
Top Hole	Bottom Hole	107.9"/-0.3"	
Instant center numbers are expressed as distance forward of rear axle centerline, then height above ground level.			

Figure 46 – Lower Link Adjustment Settings

67. With the vehicle assembled with all the components installed, adjust the ride height as necessary. Detroit Speed does recommend using a small wipe of anti-seize before adjusting the spanner nut and compressing the coilover spring.

68. Detroit Speed does include a Spanner Tool (P/N: 031060DS) to adjust ride height however, if you have the adjustable coilover shocks, Detroit Speed does offer an adjustment tool available as P/N: 031061DS if needed. A photo can be seen in Figure 47.

Figure 47 – Detroit Speed Spanner & Adjustment tools

69. If the Single Adjustable, Double Adjustable or the Double Adjustable Remote Canister Coilovers were purchased as an upgrade, refer to the following information for adjustment procedures.

PLEASE NOTE: ALL ADJUSTABLE TYPE SHOCKS GET MOUNTED BODY SIDE UP SHAFT SIDE DOWN

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 48a below.

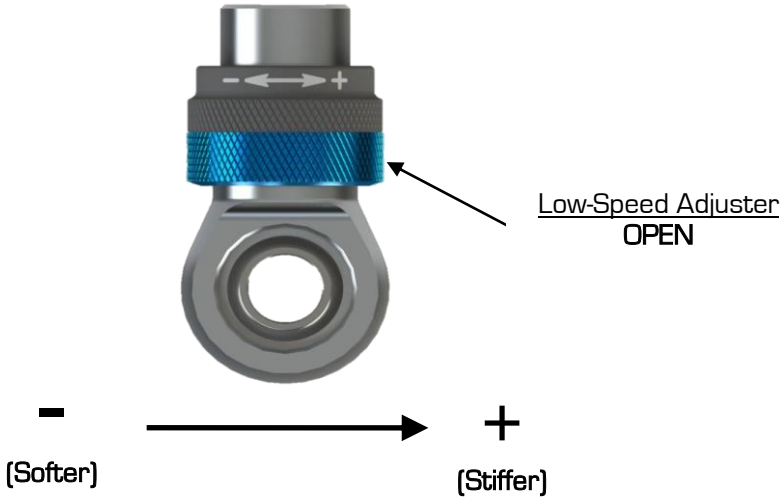
Figure 48a- Detroit Speed Single Adjustable Shock

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 48b for the recommended starting setting.

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

Figure 48b – Detroit Speed Recommended Settings

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 one 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 Shock Applications

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. The sweepers can be seen in Figure 49a.

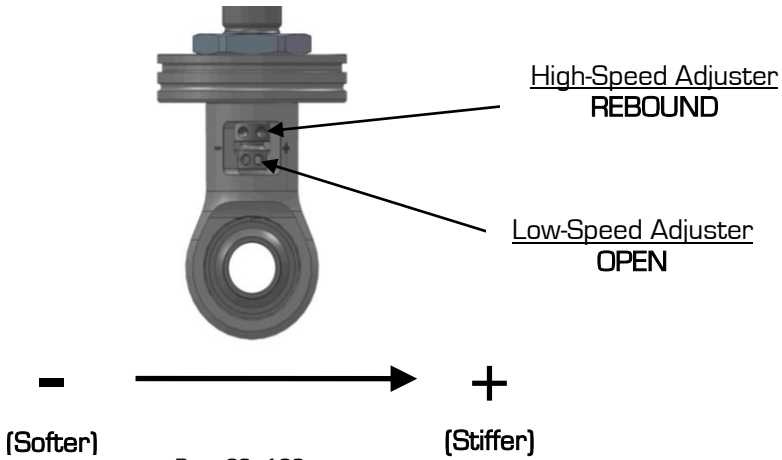
Figure 49a – Detroit Speed Double Adjustable Shock

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 49b for recommended starting settings.

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

Figure 49b – 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, P/N: 032102DS. They are shown below in Figure 50.

Figure 50 - Billet Aluminum Remote Canister Mounts

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

Figure 51 – Axle Brackets

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).