Detroit Speed
Swivel-Link™ Rear Suspension Kit
1979-93 Mustang & 1979-86 Capri
P/N: 042110

The Detroit Speed Swivel-Link Rear Suspension Kit is a terrific way to upgrade the rear suspension on the 1979-93 Mustang or 1979-86 Capri. Detroit Speed's unique Fox Body rear trailing links incorporate our patented Swivel-Link™ system. These unique tubular trailing arms eliminate bind allowing the rear suspension to fully articulate without the use of noisy spherical rod ends. The Swivel-Link™ rear trailing links allow for easy pinion angle adjustment for improved traction and lower driveline angles. They can also be adjusted without un-bolting them from the vehicle and come powder coated black with hardware so they are ready to install.

Detroit Speed Swivel-Link™ U.S. Patent Number: 7,398,984

Item #	Description	Quantity
1	Lower Link Complete Assembly	2
2	Upper Link Complete Assembly	2
3	Lower Link Spacer	4
4	M12-1.75 x 100 Hex Head Bolt	4
5	M12-1.75 x 90 Hex Head Bolt	4
6	M12-1.75 Nylock Nut	8
7	M12 Flat Washer	16
8	Instructions	1

NOTE: Before installing this kit, it is a good time to replace the upper axle bushings. Detroit Speed offers PN: 041404 Upper Axle Bushing Kit to replace the worn out upper axle bushings.

NOTE: Once this kit is installed, the factory coil spring or factory sway bar (optional) will not be able to be re-installed. Therefore, and aftermarket rear coilover kit (Detroit Speed PN: 042442) or sway bar (Detroit Speed PN: 042223) will be required.

IMPORTANT:

All work should be performed by a qualified technician. Please read the entire set of instructions and fully understand all of the steps involved before beginning the project. 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 Detroit Speed by phone at (704) 662-3272 or by email at tech@detroitspeed.com.

Fastener Torque Specifications	
Application	Torque (ft-lbs)
Upper & Lower Link Bolts	75
Swivel Link Jam Nuts	50

Installation:

1. Confirm that all components and hardware have been included in the kit using the parts list and picture for reference on page 1.

2. On a smooth level surface, block both sides of the rear tires. Loosen the rear lug nuts and jack up the front and then the rear of the vehicle. Support the car in the front and the rear by securely placing jack stands under the frame so the vehicle is sitting level. Remove the rear wheels and tires.

3. If your vehicle is equipped with a rear sway bar from the factory, remove it from the vehicle by removing the two sway bar bolts located in the lower trailing link on both sides of the vehicle (Figure 1).

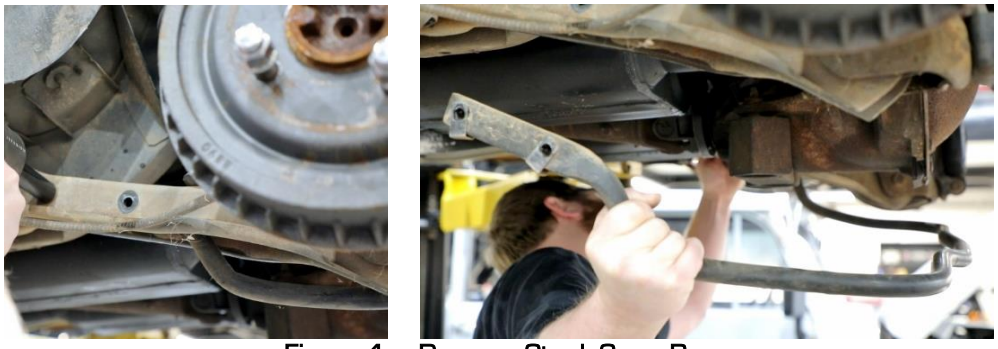

Figure 1 – Remove Stock Sway Bar

4. Place two jack stands securly under the rear axle tubes. Remove the shocks from the rear axle by removing the bolts holding the lower shock mounts in place on the rear axle brackets. Using a floor jack, raise the rear axle off the jack stands. Remove the jack stands and lower the rear axle so it is in full droop (Figure 2).

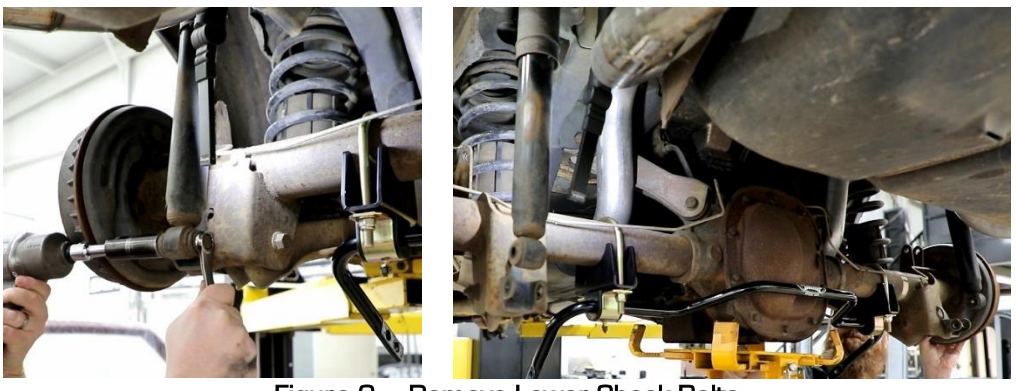

Figure 2 – Remove Lower Shock Bolts

5. Remove the factory springs from the vehicle with the rear axle in full droop by prying them out of the lower trailing link and upper spring perch (Figure 3). **CAUTION:** Springs may be under tension.

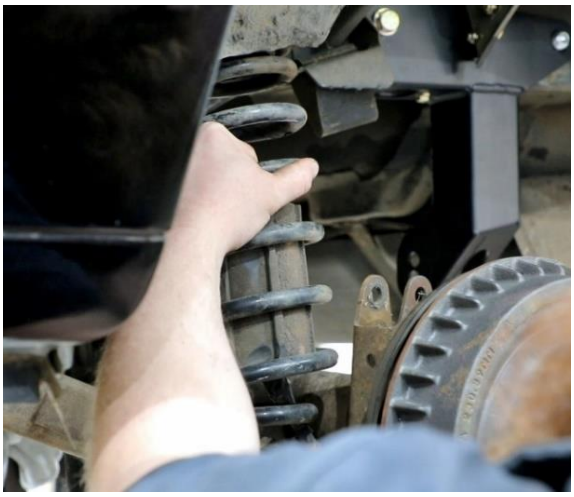

Figure 3 – Remove Springs

6. It is recommended that the arms be replaced one at a time. Start by removing one of the upper links. Remove the upper link axle bolt first and then the body side bolt (Figure 4). **CAUTION:** The rear axle should be supported with jack stands under the axle tubes and one under the front of the axle at the pinion.

Figure 4 – Remove Factory Upper Link

7. Before installing the upper Swivel-Link™ assembly, adjust the link to the length of the stock arm that was removed from the vehicle if needed (Figure 5).

Figure 5 – Detroit Speed vs. Stock Upper Link

Place one of the upper Swivel-Link™ assemblies on the vehicle and use the provided M12-1.75 x 90mm hex head bolt along with the M12-1.75 Nylock nut and washers through the body side bracket first. Tighten the M12-1.75 hardware however do not torque them yet as that will be completed when the vehicle is at ride height (Figure 6). **NOTE:** If Detroit Speed Exo-Brace (PN: 010115) is installed in the vehicle, the upper Swivel-Link™ can be installed in the top hole for better geometry on lowered vehicles.

Figure 6 – Install Upper Swivel-Link™

8. Place the upper Swivel-Link™ clevis over the rear axle bushing. You may need to pry the rear axle over to get the clevis positioned over the axle bushing. Install the provided M12-1.75 x 90mm hex head bolt, Nylock nut and washers through the upper axle bushing and clevis (Figure 7).

Figure 7 – Install Upper Swivel-Link™

9. Repeat Steps 6 through 9 for the opposite side upper link.

10. Remove either of the lower links from the vehicle by first removing the bolt at the rear axle bracket and then the body side bracket bolt (Figure 8).

Figure 8 – Remove Factory Lower Link

11. Before installing the lower Swivel-Link™ assembly, adjust the link to the length of the stock arm that was removed from the vehicle if needed (Figure 9).

Figure 9 – Detroit Speed vs. Stock Lower Link

12. Place one of the lower Swivel-Link™ assemblies on the vehicle and place one of the provided lower link spacers against the front bushing on the outboard side of the Swivel-Link™. This will give you more tire clearance to the Swivel-Link™ . Install the provided M12-1.75 hex head bolt, Nylock nut and washers. Tighten the M12-1.75 hardware however do not torque them yet as that will be completed when the vehicle is at ride height. **NOTE:** The Swivel end of the link should be towards the front of the vehicle (Figure 10).

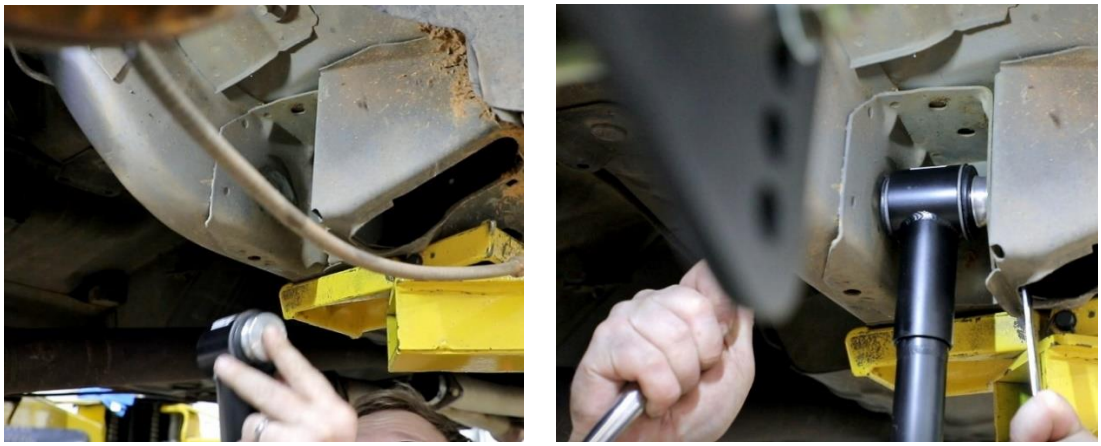

Figure 10 – Install Lower Swivel-Link™

13. Place the Swivel-Link™ into the lower axle bracket. **NOTE:** The Detroit Speed Rear Coilover Kit (PN: 042442) has been installed on this vehicle. Place one of the provided lower link spacers against the rear bushing on the outboard side of the Swivel-Link™ (Figure 11). Install the provided M12-1.75 hex head bolt, Nylock nut and washers. Tighten the M12-1.75 hardware however do not torque them yet as that will be completed when the vehicle is at ride height.

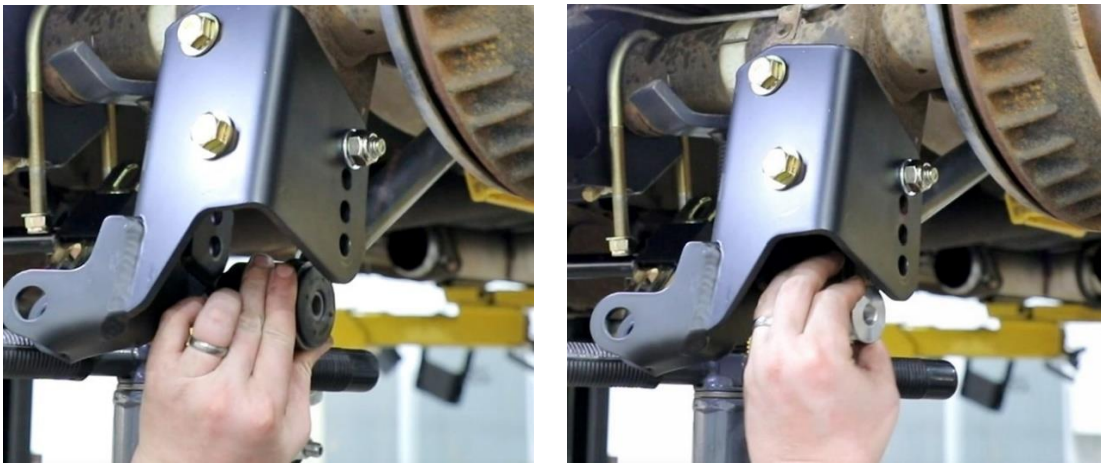

Figure 11 – Install Lower Swivel-Link™

14. Repeat Steps 11 through 14 for the opposite side lower link.

15. Once all of the Swivel-Links™ are installed, verify the rear axle is centered in the vehicle and the wheelbase (100.5") is correct by adjusting the length of the lower Swivel-Link™. Also, make sure the pinion angle (-2° down) is set correctly by adjusting the length of the upper Swivel-Link™. It may be necessary to adjust the links both top and bottom to obtain proper fitment. **CAUTION: 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).** Torque the jam nuts on each link to 50 ft-lbs.

16. Install your aftermarket coilover shocks and springs. Install an aftermarket sway bar if used. Re-install the rear wheels and lower the vehicle to the ground. Torque the rear wheels to the manufacturer's recommended torque specifications. Settle the suspension by bouncing the vehicle several times and then torque all of the rear suspension link pivot bolts to 75 ft-lbs. with the vehicle sitting at ride height. Installation is complete at this time.

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).

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