



SPEED, INC.®



ENGINEERED.



TESTED.



TUNED.



MANUFACTURED.



PERFECTED.



Welcome to Detroit Speed, Inc. from Kyle and Stacy Tucker. We are excited about the prospect of helping you transform your project into a state-of-the-art car. Detroit Speed (DSE) products have been thoroughly engineered, tested, tuned, manufactured and perfected. This assures you are receiving the highest quality parts and services available. DSE manufactures 90% of our products in house and take great pride that our products are manufactured in the USA. In some cases we provide our customers with parts from other suppliers, but only those parts that we have tested, meet our high standards, and have been successfully used in our own projects.

The experience of our automotive craftsmen and our attention to detail assure that our custom fabrication services consistently meet the high standards demonstrated in our original Twister Camaro project car. In our shop, we can handle anything from small fabrication work to award winning turn-key cars.

Detroit Speed was founded to provide automotive components and systems which deliver the kind of performance we were exposed to in our careers as engineers within the OEM industry. Also, as experienced hot rodders we knew there was a need for well engineered products which would provide the most modern handling, braking, and drivetrain performance for the ever popular American muscle cars we both enjoy.

Our most publicized muscle car project was the DSE 1969 "Twister Camaro" which received the Goodguys/Popular Hot Rodding Street Machine of the Year award, the Chevy High Performance/Baer Brakes Chevy of the Year award, the Super Rod Top 10 award, and the Hot Rod Magazine Top 10 award. Then we drove the Twister on the entire Hot Rod Power Tour, just for fun!

2014 was a fantastic year for Detroit Speed that saw us sponsor the Road Rally for the Ultimate Street Car Association, win the Goodguys Autocross Points Championship, and take home SEMA's first ever "Battle of the Builders" trophy for Angelo Vespi's 1969 Camaro.

This DSE 15.0 catalog is filled with many new products. We have added more parts for the Fifth Generation Camaro as well as new parts for the 3rd Gen F-Body. Our participation in magazine project cars, TV build-ups, and even our associations with educational programs with local schools keeps us tuned-in to the trends in the hobby and the needs of the auto enthusiasts. We are always interested in what our customers are doing with their own projects, and we would love to hear from you or see you at one of the events we attend each year.

Thanks!

A handwritten signature in black ink that reads "Kyle & Stacy Tucker". The signature is written in a cursive, flowing style.

Kyle & Stacy



UNDERSTANDING SUSPENSION

WHEEL FITMENT

Wheel size and design should be one of the first considerations when designing a vehicle and/or building a car.

How to calculate the total height of the tire for packaging reasons.

Tire size = P335/30R18

Tire height (inches) = (((Width*Aspect Ratio%) *2) / 25.4mm) + Rim Diameter (inches)

Tire height (inches) = (((335*.30)*2)/25.4mm) + 18(inches) = 25.91 inches



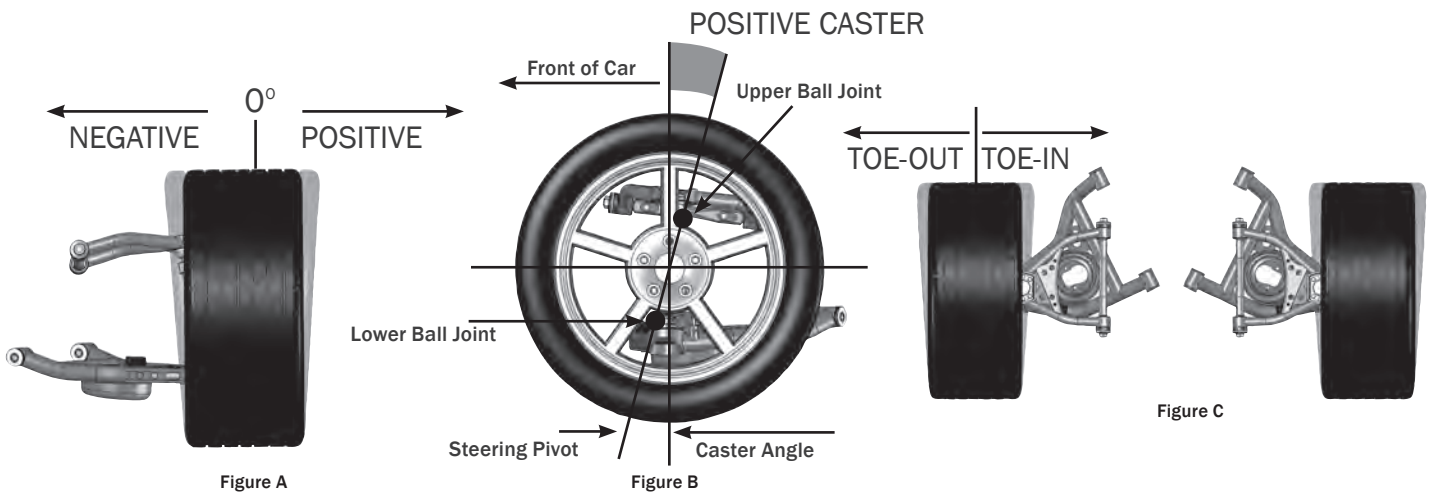
CAMBER, CASTER, TOE, & BUMP STEER

Camber - The angle of the wheel relative to vertical, as viewed from the front or rear of the vehicle. This is measured in degrees. Figure A

Caster - The angle of the steering pivot. This is the axis about which the wheel steers. Caster is built into the front suspension to promote straight line stability, provide feel, and provide a self-returning action. Figure B

Toe - The dimensional difference of the distances between the front and rear edges of the wheels on an axle. Figure C

Bump Steer - The amount of toe change per given suspension height change of the tire/wheel.

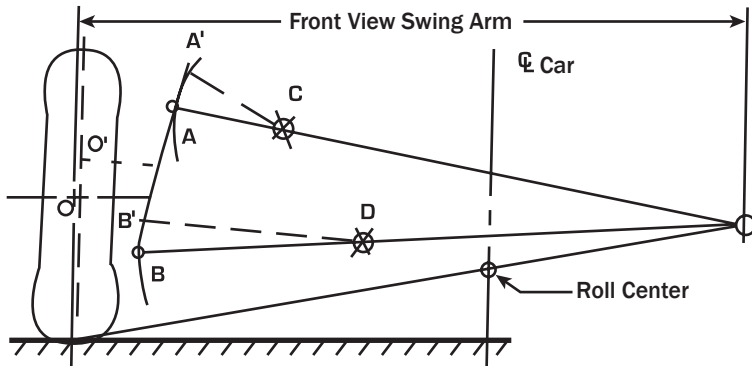


VEHICLE DYNAMICS

Adjustments	More Understeer	More Oversteer
Front Tire Pressure	Lower	Higher
Rear Tire Pressure	Higher	Lower
Front Tire Section	Smaller	Larger
Rear Tire Section	Larger	Smaller
Front Wheel Width	Narrower	Wider
Rear Wheel Width	Wider	Narrower
Front Wheel Camber	More Positive	More Negative
Rear Wheel Camber	More Negative	More Positive
Front Springs	Stiffer	Softer
Front Anti-Roll Bar	Thicker/Stiffer	Thinner/Softer
Rear Anti-Roll Bar	Thinner/Softer	Thicker/Stiffer
Weight Distribution	More Forward	More Rearward
Front Aerodynamics	More Downforce	Less Downforce
Rear Aerodynamics	Less Downforce	More Downforce

FRONT VIEW SWING ARM

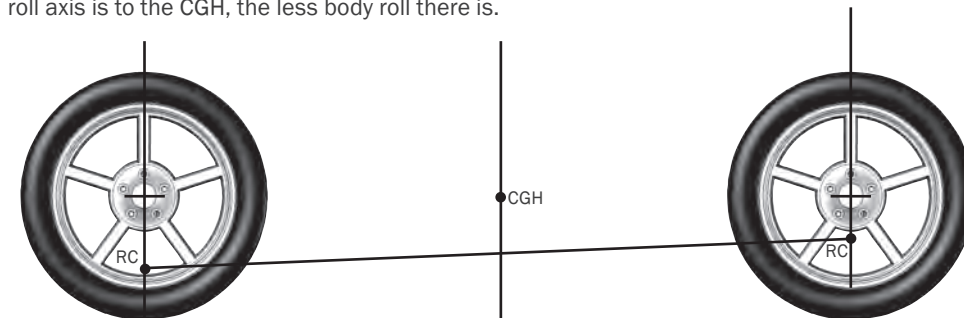
Front view swing arm locates the point where the upper and lower control arms converge. This point is the center about which the wheel and tire rotate.



ROLL CENTER AND CENTER OF GRAVITY HEIGHT

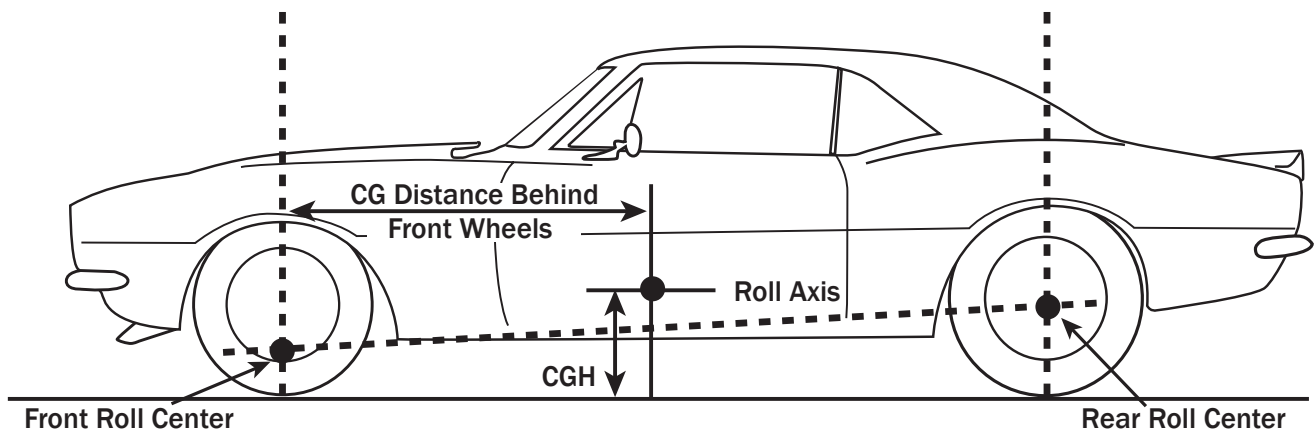
Understanding a vehicle's center of gravity height (CGH) and roll center (RC) is very important to understanding the vehicle's dynamic behavior. Ideally the CGH and RC are as low as practical. The vehicle's roll center height should be as low as possible so lateral acceleration is transferred to body roll rather than scrubbing the outside tire with the road at the contact patch. The rear roll center should be higher than the front roll center so that more weight transfer occurs at the front end of the vehicle in a turn.

The vehicle rolls about an imaginary line called a roll axis. The roll axis line is drawn from the front roll center to the rear roll center through the centerline of the car. The car rolls about its roll axis when it transfers weight from the inside to the outside while cornering. The distance between the roll axis to the CGH determines how much weight is transferred. The closer the roll axis is to the CGH, the less body roll there is.

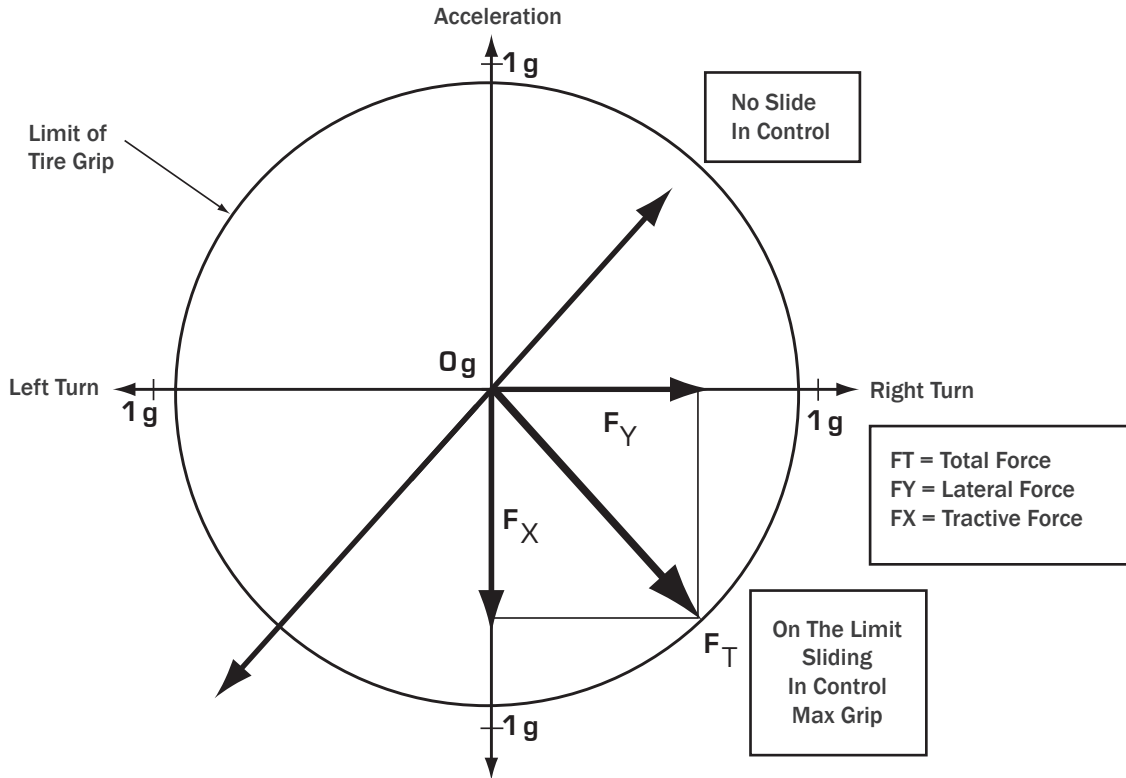


VEHICLE ROLL AXIS

Roll Axis - A line about which a car rolls when subjected to a side force. It is good practice to design the rear roll center higher than the front roll center.

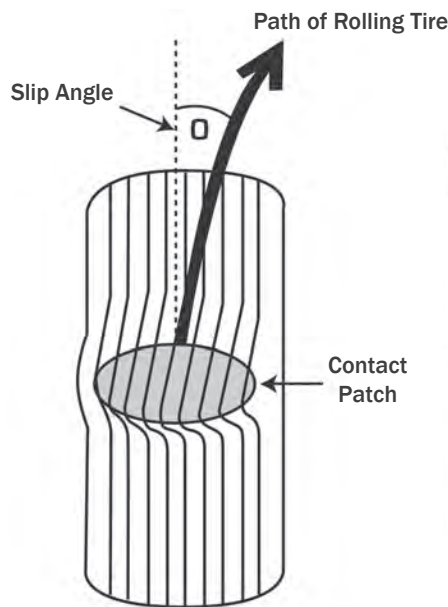


TIRE FRICTION CIRCLE



This figure illustrates the importance of using a tire that is designed for the way you use your vehicle. We proudly use BFGoodrich Rivals for street use, on the Autocross, & Road Race track.

SLIP ANGLE



The wheel runs in the direction of the tread, not the direction of the rim.

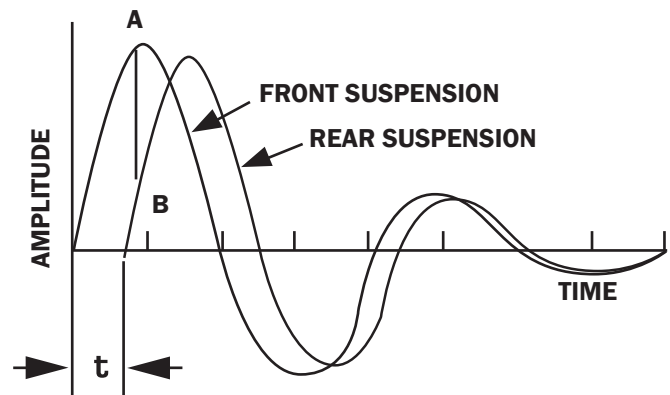
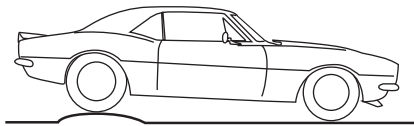
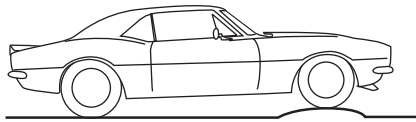
Note: The car is turning left.



The DSE Test Cars run exclusively on **BFGoodrich** tires.

RIDE FREQUENCY GUIDELINES

- Bounce frequency < 1.2 times the pitch frequency
- Roll frequency = pitch and bounce frequencies
- Front suspension ride rate = 30% of the rear suspension ride rate



SPRING RATE COMFORT

The human body is sensitive to certain frequencies such as:

- 0.5 to 0.75 Hz dizziness and sea sickness
- 10 to 12 Hz spinal column
- 18 to 20 Hz head and neck
- Good rule of thumb for ride quality is to have a natural frequency of the vehicle body around 1.0 to 1.2 Hz



WHEEL RATE

The motion ratio for an independent front suspension is calculated by dividing distance number one (D1) by distance number two (D2). D1 is the distance from the inner pivot centerline to the coil spring centerline. D2 is the distance from the inner pivot centerline to the lower ball joint centerline.

For example :

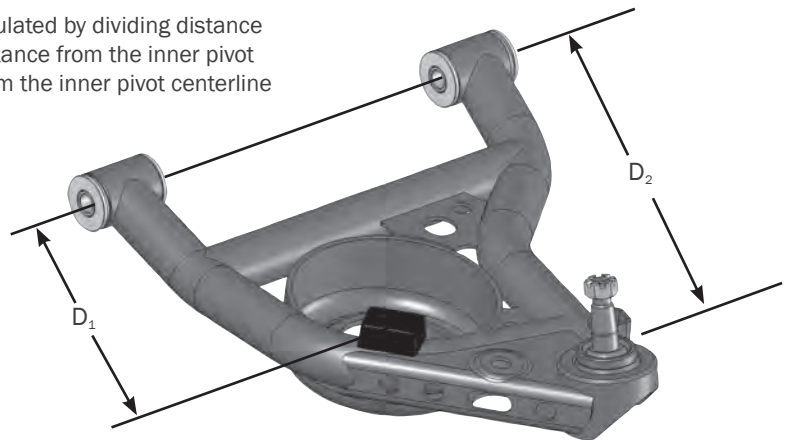
Assume : D1 = 6.5"
D2 = 10.5"

$$\text{Motion Ratio Calculation} = \frac{D_1}{D_2} = \frac{6.5}{10.5} = 0.619$$

Wheel Rate Calculation

Assume : 500 lb/in spring on each corner

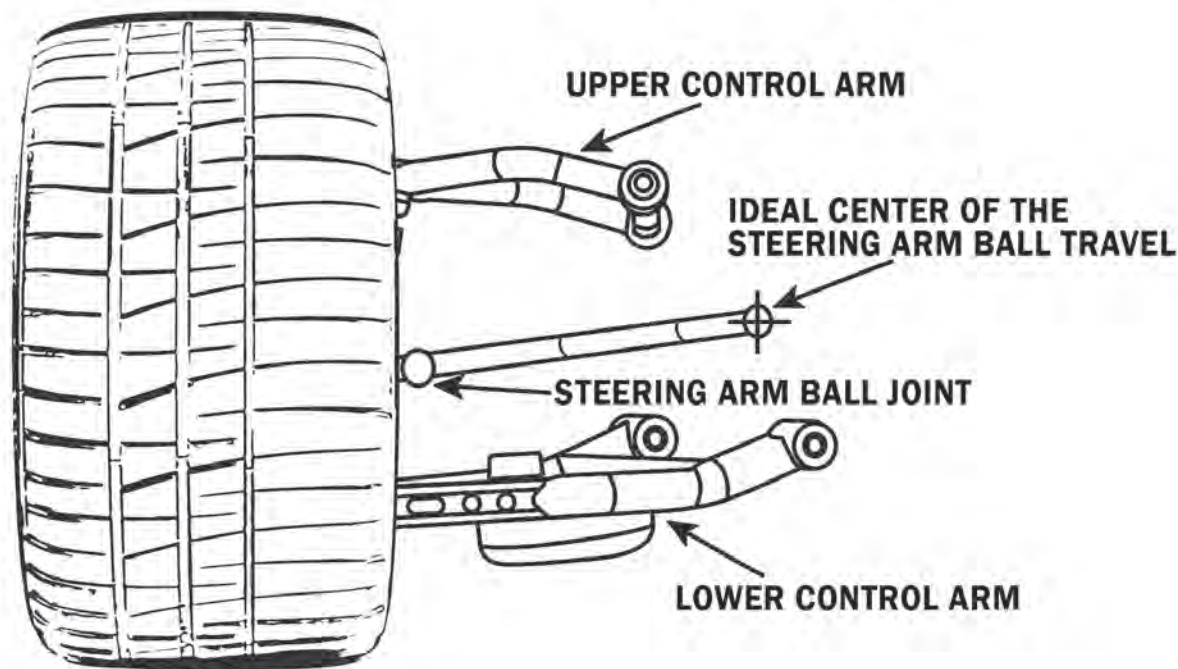
$$\text{Wheel Rate} : (\text{Motion Ratio})^2 * \text{Spring Rate} \\ (0.619)^2 * 500 \text{ lb/in} = 192 \text{ lb/in}$$



The wheel rate is important to know. It is used to compute many items including roll stiffness, squat of the front suspension under braking loads and spring frequency.

BUMP STEER

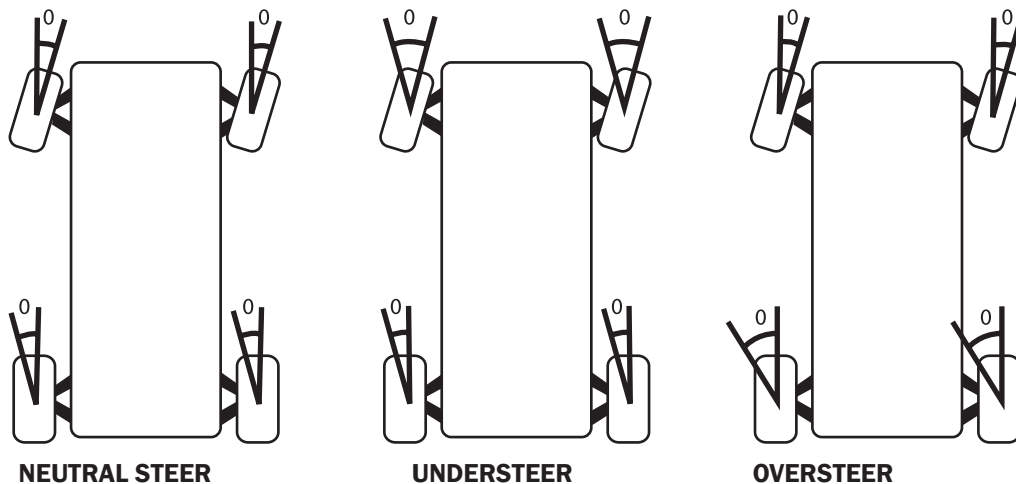
Bump Steer is the amount of toe change per given suspension height change of the tire/wheel.



The front bump steer should be designed to have zero toe-change (or as little as possible). Bump steer should always be considered and analyzed during steering design.

NEUTRAL STEER, UNDERSTEER, OVERSTEER

If the front and rear tires have the same slip angle, they counteract each other. Therefore, the resulting steering angle remains unchanged. This yields neutral steer. However, if the front and rear tires have different slip angles, the car experiences oversteer or understeer.



- When a car enters a corner, all the tires are turned with respect to the ground.
- Due to elasticity of the pneumatic tire, the tread in the contact patch will resist the turning action because there is friction generated between the rubber and the road surface.
- The angular difference between the treads and the wheel's direction is called Slip Angle

DETROIT SPEED WINS THE FIRST EVER SEMA IGNITED'S "BATTLE OF THE BUILDERS"

Detroit Speed and Angelo Vespi's Detroit Speed Built 1969 Camaro was named the winner of the first ever SEMA "Battle of the Builders" and GM's "Best Chevrolet Sports Car" at SEMA.

SEMA's first ever, "Battle of the Builders" at SEMA Ignited started with 125 vehicles entered in the competition and was eventually dwindled down to ten finalists by editor's of leading auto magazines. SEMA Ignited is a new event designed to celebrate the builders and showcase the products from the trade-only SEMA Show. Kyle Tucker and the 1969 Camaro were chosen as a Top Ten finalist. The Top Ten finalists then became judges and would determine the winner of the competition. The Ring Brothers, Jeff Kinsey, and Kyle Tucker were announced as the Top Three. Producers were on hand filming for a special nationwide television special airing on the Velocity Network. With the win, the TV show will profile Kyle as the first ever SEMA "Battle of the Builders" winner along with the other competitors.

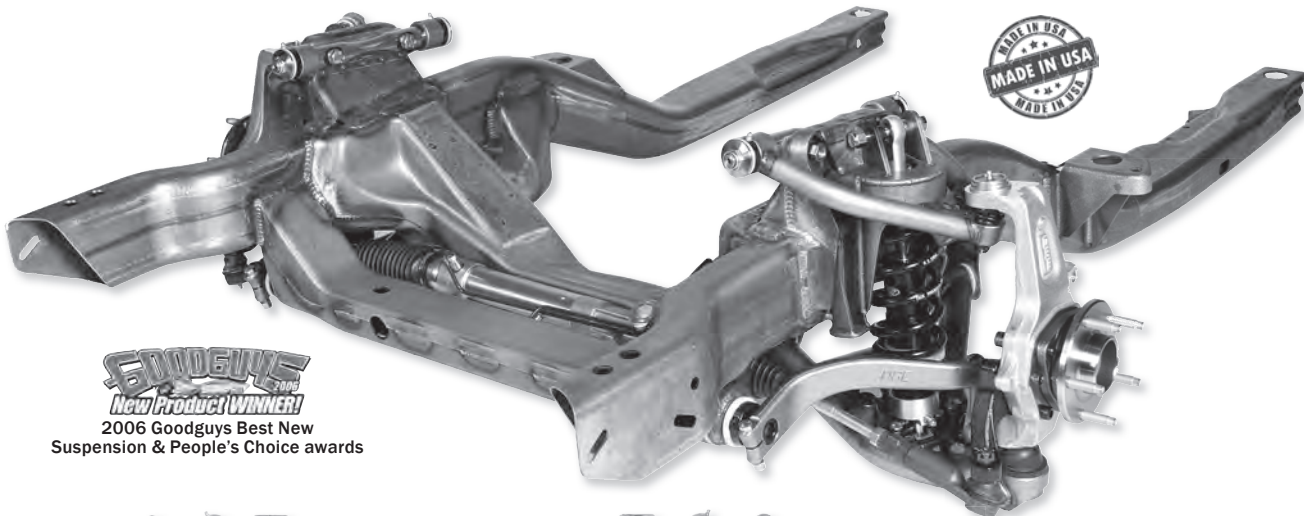
The Detroit Speed built 1969 also claimed the very prestigious GM design award for "Best Chevrolet Sports Car" chosen Thursday at the SEMA show. To be named the winner in a group that includes some of the very best offerings from GM was a huge honor.

This was a fun and exciting project and working with such a great customer, Angelo Vespi, made it an even more pleasurable experience. We would like to thank ARP for showing off our most recent build in their SEMA 2014 booth.

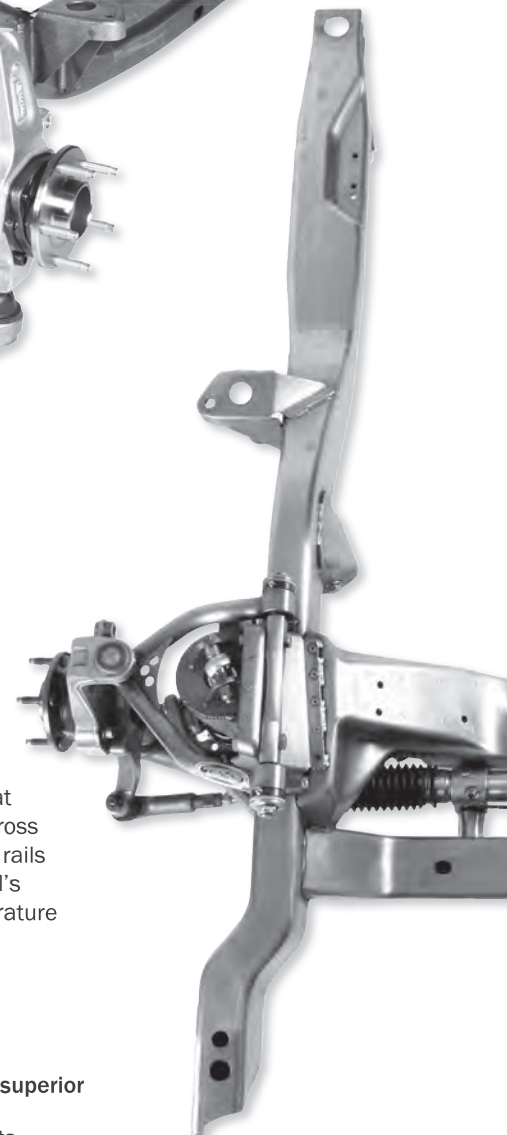
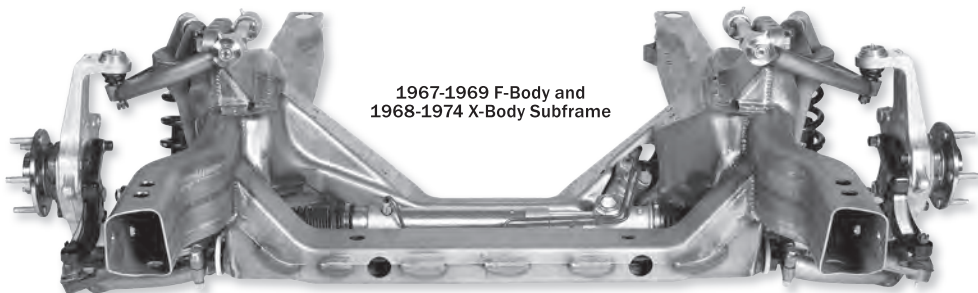




2006 Goodguys Best New Suspension & People's Choice awards



1967-1969 F-Body and 1968-1974 X-Body Subframe



HYDROFORMED SUBFRAME

Detroit Speed's front subframe is a bolt-in replacement for the original stock subframe. It improves the handling and ride quality by utilizing DSE's unique suspension geometry. It is the ONLY subframe in the aftermarket industry with hydroformed frame rails. This is the subframe that supports the 1969 Camaro Test Car and the 1970 Camaro Test Car that have won multiple autocross and road course trophies while driving comfortably to and from the track. The hydroformed frame rails feature strength and stiffness, precise quality, and repeatability. Hydroforming preserves the steel's strength and stiffness because it is performed at low temperatures, unlike traditional high temperature processes which decrease material strength.

The subframe comes complete with the following components:

- NEW! • Tubular upper and lower control arms
- NEW! • Upper Control Arm Design with additional Caster
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- NEW! • Torrington Bearings
- Coilover Springs
- 'Detroit Tuned' power rack and pinion steering
- Integrated splined Anti-Roll Bar
- Forged "DSE" Anti-Roll Bar arms
- DSE exclusive suspension geometry for superior ride and handling
- Spanner Tool for easy shock adjustments
- Control arm cross shafts with caster tuner bushings
- Forged DSE Spindle
- Composite Anti-Roll Bar Bushings

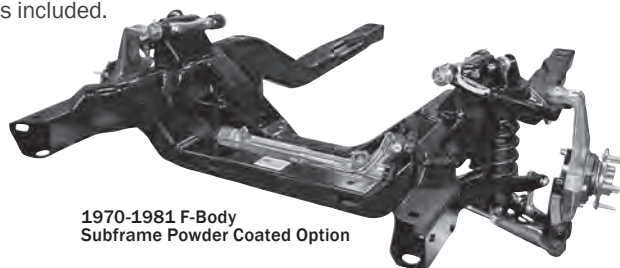
Tech Tip: All Hydroformed Subframe Upper Control Arms now come with caster tuner bushings.

NOTE: Subframe must ship freight.

Up to a 10" wide wheel can be packaged without modification to the inner wheel wells. Both the main and secondary crossmembers are stamped for structural rigidity. SBC, BBC and LS engines have been designed as a direct bolt-in to this subframe. The DSE subframe has been designed, engineered, and developed for the road and track. This subframe blends the benefits of current OEM technology and aftermarket performance into one product! The subframe is sold in bare metal, uncoated and unassembled. If the powder coat option is purchased, assembly is included.



1970-1981 F-Body Subframe



1970-1981 F-Body Subframe Powder Coated Option

HYDROFORMED SUBFRAME OPTIONS & ACCESSORIES



Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories

P/N

Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.

032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

WHEEL BEARING UPGRADE

This SKF housing has reduced bearing runout to eliminate brake "knockback" and also provides you with longer bearing life than standard applications.

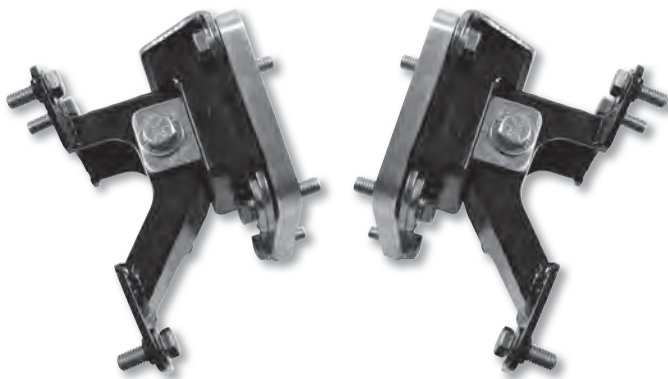


WHEEL FITMENT

Bolt Pattern 5" x 4-3/4" Stud Size M12 x 1.5"
17" Wheels - 8.0"* Width
18" Wheels - 8.0" to 10.0" Width
19" Wheels - 8.0" to 10.0" Width

* 17" wheels require a minimum inside diameter of 16.250"
 * 10" width only on 1969 - 1981 F-Bodies

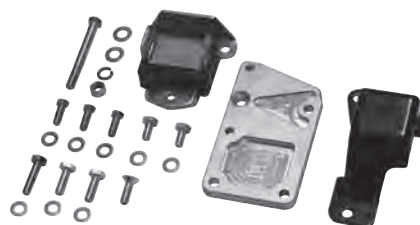
NOTE: Some brake applications will not work with 17" wheels. Flush mount valve stems may also be required on wheels with a behind center valve stem location.



ENGINE MOUNT BRACKET KITS

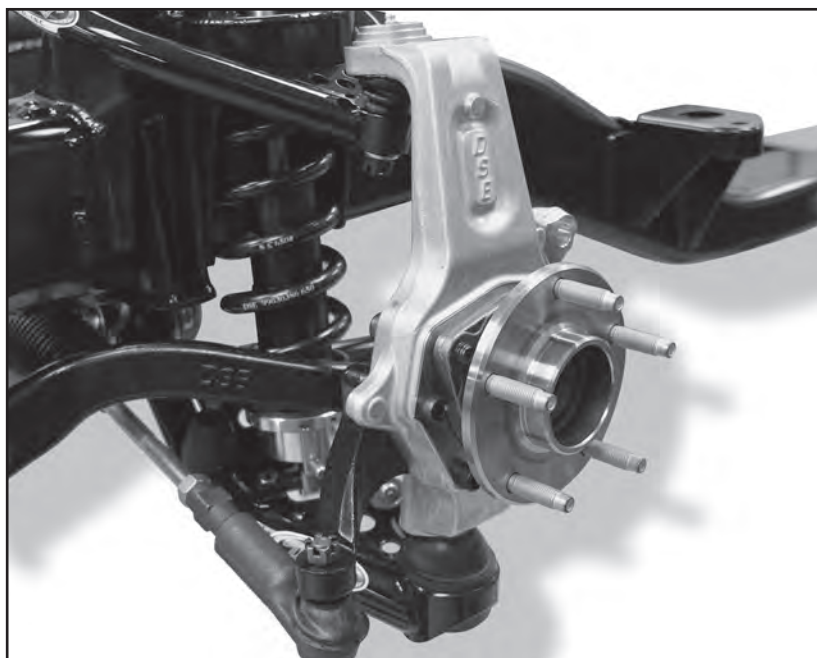
The DSE engine mount bracket kits enable easy, no hassle installation of any SBC, BBC, or LS engine into the DSE hydroformed subframe. Unlike others, the DSE kit comes complete with the following:

- Frame side engine mount stands
- CNC aluminum adapter plates
- Polyurethane engine mounts
- Hardware



DETROIT SPEED'S NEW FORGED ALUMINUM SPINDLE

- Forged in the USA from 6061 Aluminum and heat treated to a T6 condition
- Stronger than OEM die or "squeeze" cast designs
- Height, drop, and kingpin angle optimized for 'Detroit Tuned' suspension geometry resulting in outstanding vehicle handling on the street or the track
- Accepts factory GM or SKF bearing packs for convenient servicing



HYDROFORMED SUBFRAME OPTIONS & ACCESSORIES**ENGINE FITMENT 1967-1969 F-BODY & 1968-1974 X-BODY**

Engine	Mounting	Oil Pan	Headers	Comments
SBC	Stock Type Mounts and Brackets	Stock or Aftermarket	Patriot - P/N: H8056 - Mid-Length Patriot - P/N: H8047 - Full-Length Hooker Headers P/N: 2131 (1 3/4" full-length) Lemons Headers	N/A
BBC	Stock Type Mounts and Brackets	GM P/N: 12495360 (one-piece main seal)	Patriot - P/N: H8012 - Mid-Length Doug's Headers - P/N: D313R - Full Length Lemons headers	N/A
Pontiac	Stock Type Mounts and Brackets	Stock	Call	N/A
LS1 LS2 LS3	DSE P/N: 060404	LS2/LS3, Corvette GM P/N: 12624617 4th Gen F-Body GM P/N: 12628771 Mast P/N: 401-111 Champ P/N: LS1000	DSE Headers P/N: 061001 Requires use of engine mount kit DSE P/N: 060404	*Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.
LS7	DSE P/N: 060404	Corvette Dry Sump Pan GM P/N: 12626225	DSE Headers P/N: 061001 Requires use of engine mount kit DSE P/N: 060404	*Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.

ENGINE FITMENT 1970-1981 F-BODY

Engine	Mounting	Oil Pan	Headers	Comments
SBC	Use DSE Kit P/N: 060411	Stock	DSE Headers P/N: 061003, 061004	* Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.
BBC	Use DSE Kit P/N: 060411	GM P/N: 12495360 (one-piece main seal)	Call	* Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.
Pontiac	Use DSE Kit P/N: 060413	Stock	Call	* Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.
LS1 LS2 LS3	Use DSE Kit P/N: 060414	LS2/LS3, Corvette GM P/N: 12624617 4th Gen F-Body GM P/N: 12628771 Mast P/N: 401-111 Champ P/N: LS1000	DSE Headers P/N: 061001 Requires use of engine mount kit DSE P/N: 060414	*Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.
LS7	Use DSE Kit P/N: 060414	Corvette Dry Sump Pan GM P/N: 12626225	DSE Headers P/N: 061001 Requires use of engine mount kit DSE P/N: 060414	*Engine located 1.5" rearward of stock location. Note: Still clears stock firewall.

* Rearward location required to maintain optimal steering geometry. This improves weight distribution, but also affects shifter location, driveshaft length, shaker hood location, header fitment, etc.

ACCESSORY COMPONENTS 1967-1981 F-BODY & 1968-1974 X-BODY

Component	Description
Brakes	DSE has Baer Brake packages for our subframe. Any C6 Corvette Brake application works with our subframe.
Body Mounts	DSE stock or half height body mounts. Any stock type body mount. 1970-1981 F-Body must use Stock Height Body Mounts. P/N: 010301
Subframe Connectors	Detroit Speed subframe connectors or most connectors available for the stock subframe will fit.
Rack & Pinion Fittings	Pressure (High) 9/16" - 18, Return (Low) 5/8" - 18. Fittings adapt to -6AN, and complete hose kits are available from DSE.
Rack & Pinion Input Shaft	3/4" - 36, complete kits available from DSE.
Transmission Crossmember	1967-1969 F-Body & 1968-1974 X-Body: Stock or aftermarket crossmembers designed to fit a stock subframe. 1970-1981 F-Body: Call DSE
Z-Bar Bracket	Optional mount available for stock mechanical clutch linkage.
Parking Brake Cable	Stock routing and mounting.

DSE STAINLESS STEEL HEADERS

The DSE Stainless Steel Headers are designed and engineered for LS Engines in the DSE Hydroformed Subframe.

- 1 - 7/8" primary tubes with 4-way merge collectors
- V-Band clamps
- O2 sensor bung in each collector
- Designed for performance, maximum ground clearance, and a clean engine compartment



Stainless Steel V-Band Clamp

Exhaust Flange

STEERING COUPLER

Use this Steering Coupler Kit with the DSE Hydroformed Subframe. It utilizes the highest quality steel and is thoroughly tested.

- Shaft is 12" in length DD, and easily trimmed to exact length
- Available with vibration reducers (DSE recommended) and also increases overall life of steering components
- Available in plain steel or polished stainless steel for many different column applications

NOTE: On stock steering columns, verify output shaft type and spline before ordering. Please call with any questions.

STEERING COUPLER WITH VIBRATION REDUCING U-JOINT



1967-1969 F-BODY & 1968-1974 X-BODY

Application
1" - 48: 1967-1968 ididit Tilt Floor Shift Camaro
3/4" - 36: 1969 ididit Tilt Floor Shift Camaro w/ignition, 1967-1968 Tilt Column Shift Camaro, 1969 Tilt Column Shift w/ignition, 1969 Tilt Column Shift w/o ignition, 3/4" - 36: Flaming River
1" - DD: 1969 ididit Tilt Floor Shift Camaro w/o ignition 1" - DD: Flaming River
Rag Joint Conversion: Stock Non-tilt Column
3/4" - DD: Various Column Output Shaft

1970-1981 F-BODY

Application
1" - 48: 1970-1981 Stock Tilt Floor Shift Camaro

CAMBER SHIM TRACK & CASTER TUNER KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. The caster tuners make adding more caster to your upper control arms easy. The "1" caster tuners have a 1/8" offset and the "2" caster tuners have a 1/4" offset.

The Camber Shim kit includes:

- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims

The Caster Tuner kit includes:

- Four #1, 1/8" offset caster tuners
- Four #2, 1/4" offset caster tuners

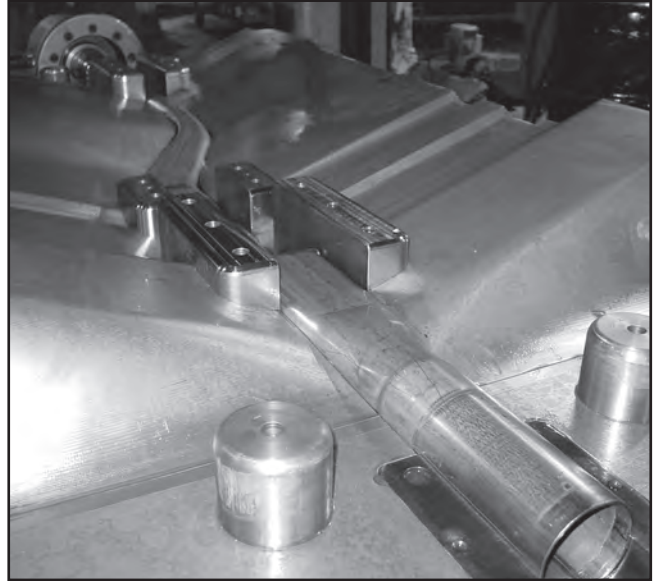


WHY ARE DETROIT SPEED'S SUBFRAMES HYDROFORMED?

When we set out to build a new subframe, our primary objective was to design and manufacture the ultimate performance subframe. The foremost structural components in a subframe are the framersails; therefore, much consideration went into the design of the rails. Numerous OEM and aftermarket technologies were considered until a fairly new manufacturing process called hydroforming by Quasar Industries was selected because of its considerable advantages over traditional manufacturing methods.

Hydroforming is a process in which malleable metals (steel, aluminum, etc.) are formed at room temperature into complex shapes using hydraulic pressure. This process produces high-strength, lightweight, dimensionally consistent, and structurally rigid components. Hydroforming enables the production of a single component that would otherwise be required to be made from multiple components joined together.

Each framersail of a Detroit Speed subframe starts out as a large piece of thin-walled carbon steel tubing. Quasar Industries then mandrel bends and pre-forms the tubing into the general shape of the framersail. The tube is then placed inside a two-piece die whose internal shape matches that of the outside of the final framersail design. The ends of the tube are connected to Quasar's high-pressure hydraulic system. The tube is then formed into the shape of the die utilizing a specialized hydroforming process called Pressure Sequence Hydroforming. This process increases the formability of the material by using an initial low-pressure stage while the die is being closed followed by second high-pressure stage initiated after the die is fully closed. Unlike traditional high-pressure hydroforming, this method forms the part shape by forcing the tube to flow into the corner areas of the die without stretching or expanding the tube to fill the die cavity resulting in a formed part that has an average wall thickness equal to that of the starting tube. All of the forming operations are performed at room temperature which "cold works" the material thereby increasing its strength. Once the rail is fully formed, it is removed from the die and trimmed with a 7-axis laser system resulting in a completed framersail.



The framersail is set in place for hydroforming

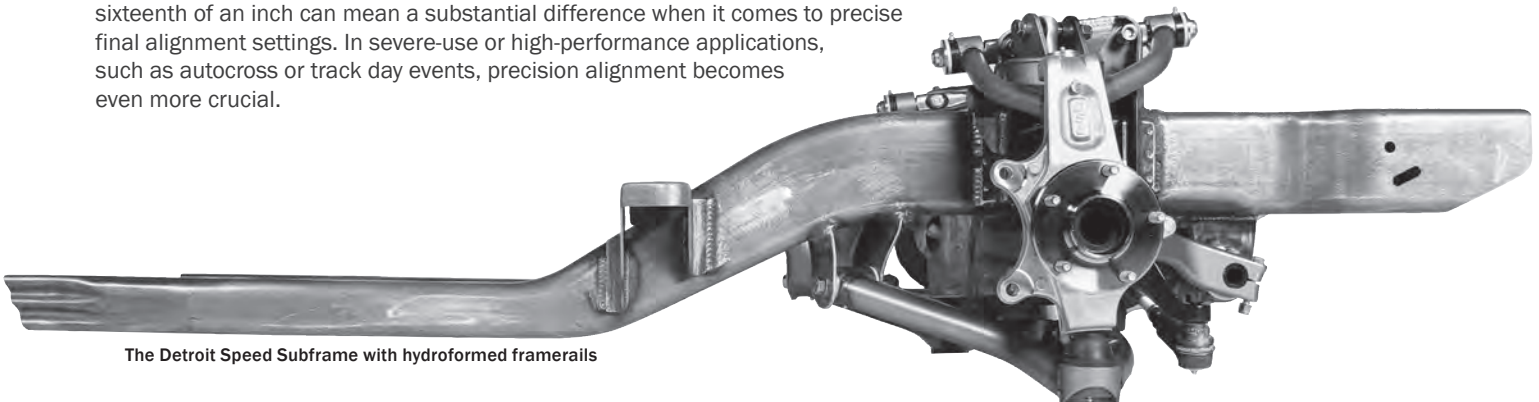
The first widespread use of hydroforming in the manufacturing of an automotive chassis was by General Motors for the C5 Corvette. Today, OE hydroformed chassis components are used industry wide.

Hydroforming has many advantages over original muscle car chassis manufacturing techniques, as well as "modern" replacement subframes constructed from standard steel tubing and multi-piece welded designs. The original Camaro/Firebird/Nova subframe rails were designed in the mid-1960's, using then state-of-the-art technology. Given the tire, suspension and manufacturing technology for the time, they were contemporary for their day; however, they are unable to match the performance of a current automotive chassis. A stock rail is composed of two separate pieces of stamped steel, which are stitch welded together. Hydroforming permits each rail to be made from single piece of steel that is ultimately stronger, lighter, and more rigid than the OEM design. Considerable weight savings are achieved by the use of thinner steel and through the elimination of the weld flanges, yet stiffness is greatly increased due to the exclusion of the discontinuous stitch welds. Welded, multi-piece replacement subframes suffer from many of the same issues as the original and often lack adequate strength and stiffness due to limitations presented by their fabricated construction.

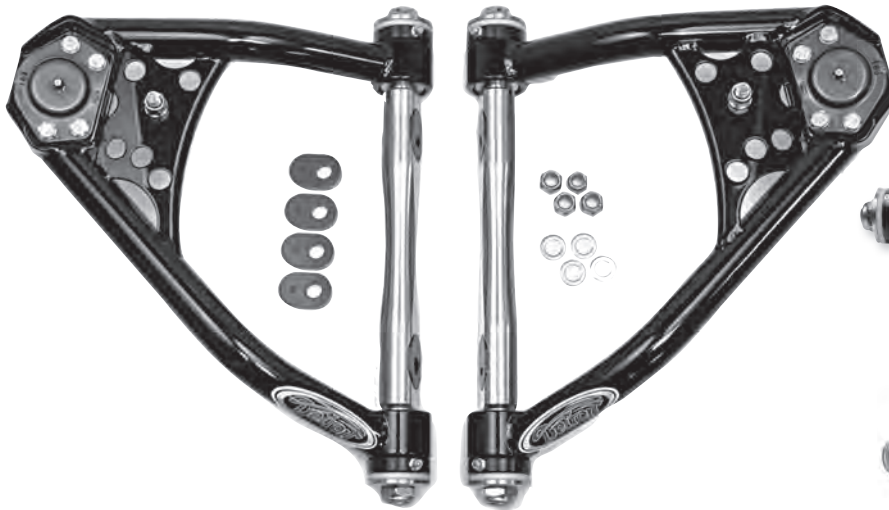


The large hydraulic press where the framersails are made

Hydroformed rails are also far more precise than the original rails or multi-piece replacements. Since the same dies are always used for each set of rails, they are always consistent unlike jig-welded components. When dealing with suspensions, a mere sixteenth of an inch can mean a substantial difference when it comes to precise final alignment settings. In severe-use or high-performance applications, such as autocross or track day events, precision alignment becomes even more crucial.



The Detroit Speed Subframe with hydroformed framersails



1967-1969 F-Body and 1968-1974 X-Body upper control arms shown



Side view of 1967-1969 F-Body and 1968-1974 X-Body upper control arm



Rendering of the upper control arm cross shaft

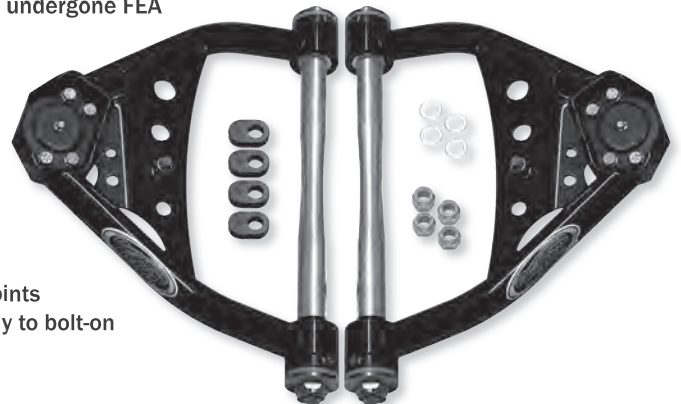
TUBULAR UPPER CONTROL ARM KIT

Our unique Detroit Speed tubular upper control arm kit is a bolt-on enhancement for 1967-1981 F-Bodies and 1968-1974 X-Bodies. The DSE suspension geometry is improved over stock by increasing camber gain and improving roll camber.

- A complete and comprehensive package
- DSE supplies all the parts needed to complete installation
- Installation takes less than one day and should be followed by a professional alignment
- Upper control arms have been engineered, computer modeled and undergone FEA

Features:

- Stainless steel cross shafts with DSE "Caster Tuners"
- "Caster Tuners" adjust caster by moving control arms fore/aft without adding alignment shims
- DSE aluminum and Delrin™ bushings that have an increased stiffness over stock without harshness
- The bushings have CNC machined beveled stainless washers and stainless nyloc nuts
- TIG welded, powder coated gloss black, and assembled with ball joints
- Two sets of "Caster Tuners" are included and control arms are ready to bolt-on



1970-1981 F-Body upper control arms shown



CAMBER SHIM TRACK KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. Each shim is machined from 6061 aluminum and is then anodized black for durability.

This kit includes:

- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims





1967-1969 F-Body and
1968-1974 X-Body
Lower Control Arms shown

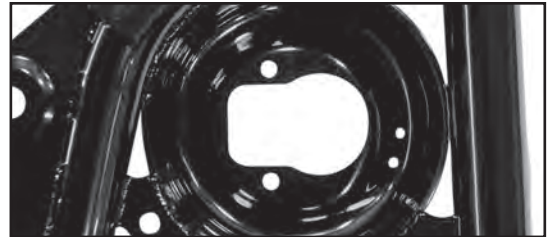


1970-1981 F-Body
Lower Control Arms shown

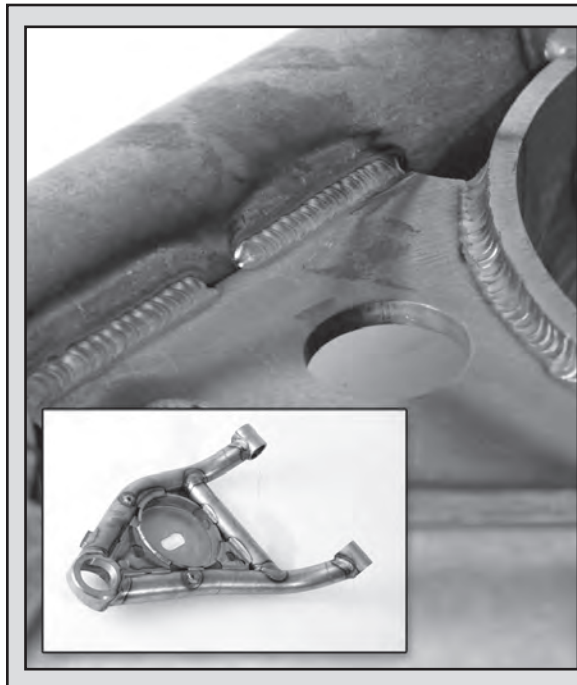


TUBULAR LOWER CONTROL ARMS

Detroit Speed's tubular lower control arms replace stock lower control arms on 1967-1981 F-Bodies and 1968-1974 X-Bodies. These tubular lower control arms are shipped complete with lower ball joints, steering stops, and are ready to install on your car. Features include a robust tubular design with gussets and cross brace, Delrin™ bushings with steel housings and crush tubes, and a black powder coated finish. The geometry features include additional positive caster and a dropped spring pocket in the 1967-1969 F-Body, 1970-1981 F-Body and 1968-1974 X-Body control arms compared to stock.



1970-1981 F-Body Lower Control Arm shown



WHY ARE DETROIT SPEED CONTROL ARMS TIG WELDED?

DSE TIG welds all of our control arms; we do this to provide a strong and precise weld. It is not the fastest way to weld control arms in production, but we believe it is the best way. With TIG welding, the base metal is melted to produce a puddle before any filler is introduced into the weld. This allows the operator to visually see the penetration during the weld process and verify the integrity of the joint.

TIG welding also produces a welding heat that is confined between the weld and the base metal at the point of fusion and produces a narrow heat affected zone. This reduces stress, cracking, and distortion in the finished weld. Argon gas protects the weld puddle from contamination, no flux is required or used in TIG welding and there is no slag to block the welders view of the puddle. Spatter is not produced by this process, leaving the weld and surrounding metal clean.

With superior arc and weld puddle control, TIG creates clean welds when appearances count. The heat input is controlled by depressing a foot pedal allowing you to heat up or cool down the weld puddle yielding precise weld bead control. This makes TIG welding ideal for structural cosmetic welds such as in the automotive industry.



WHY ARE SHOCKS SO IMPORTANT?

Not all shocks are the same. We, at Detroit Speed, spend a great deal of time and engineering on our 'Detroit Tuned' shock valving and shock designs. The ride and handling of a vehicle greatly depends on the internal valving of the shocks; as well as, the timing of the jounce bumpers. If all of these items are not considered in the overall design of the system, both the ride and handling will suffer. If designed properly, you can have a vehicle that both rides well comfortably down the road and handles well on an autocross or road course. You do not have to sacrifice one for the other as long as the shocks and springs are engineered for the system.

The 'Detroit Tuned' valving in our adjustable shocks is specifically designed with a great deal of range for the street and any performance driving you intend, such as autocross, road course, or drag strip. They are easily adjustable at the track to fine tune your car as needed.



Detroit Speed chooses JRi for our shocks for the simple reason that they want their shocks to be the best available shocks in the industry. The JRi formula is to conduct a mass of research with high-tech equipment, utilizing the most innovative minds in the game, mixed with science and engineering, feedback from testing at race tracks all over the country and input from real racers, which equals the most advanced performance of any shock on the market.

FRONT ANTI-ROLL BAR

Improve cornering and reduce body roll with Detroit Speed's own larger diameter hollow anti-roll bar. Our larger than stock bar is powder coated black and comes with everything you need to bolt it on including greaseable polyurethane bushings and end links. We test all of our anti-roll bars to assure optimal performance with our DSE Front Speed Kits. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.

F-Body & X-Body Front Anti-Roll Bar Rates	
P/N: 031401 (1 - 1/8" Diameter)	P/N: 031402 (1 - 3/8" Diameter)
1532 lb/in	816 lb/in



1967-1969 F-Body & 1968-1974 X-Body front Anti-Roll Bar shown

FRONT COIL SPRINGS

Give your F-Body or X-Body a modern Pro-Touring stance while improving ride and handling with our front coil springs. We offer either stock ride height or a 2" drop (from stock). These springs provide an improvement in both ride and handling over the soft factory coils.



Applications	P/N
1967-1969 F-Body	031115 - 550 lb/in - SBC, LS - 2" drop
1967-1969 F-Body	031118 - 650 lb/in - BBC - 2" drop
1967-1969 F-Body	031109 - 550 lb/in - SBC, LS Stock Height
1968-1974 X-Body	031115 - 550 lb/in - SBC, LS - 2" drop
1968-1974 X-Body	031118 - 650 lb/in - BBC - 2" drop
1968-1974 X-Body	031109 - 550 lb/in - SBC, LS Stock Height
1970-1981 F-Body	031107 - 550 lb/in - SBC, LS - 2" drop
1970-1981 F-Body	031108 - 650 lb/in - BBC - 2" drop



1967-1969 F-Body & 1968-1974 X-Body dropped front springs shown

Tech Tip: All Front Coil Springs were designed with Detroit Speed's Lower Control Arms.

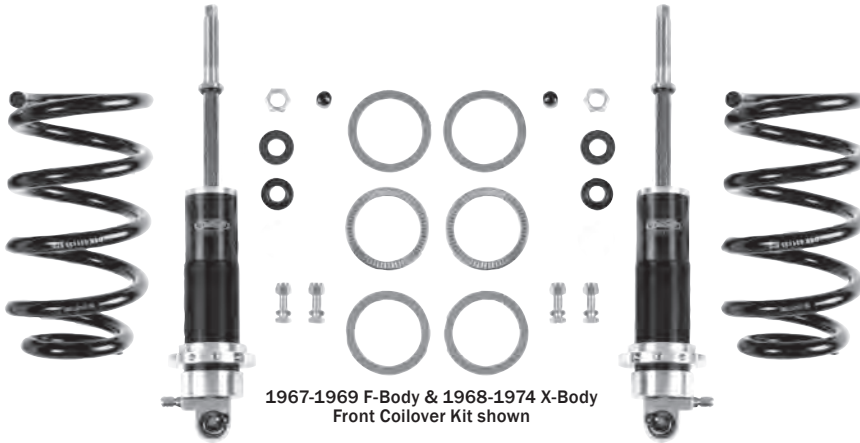
ADJUSTABLE FRONT REPLACEMENT SHOCKS

This Koni front replacement shock (Red) gives your original worn suspension improved ride and handling qualities. These rebound adjustable shock absorbers bolt in with a pin-style top mount and bowtie-type lower mount. This shock is rebound adjustable. The Koni Classic shock provides modern shock absorber technology for early muscle cars.



1967-1969 F-Body & 1968-1974 X-Body front replacement shocks shown

Applications	P/N
1967-1969 F-Body	031002
1968-1974 X-Body	031002
1970-1981 F-Body	031003



1967-1969 F-Body & 1968-1974 X-Body Front Coilover Kit shown



FRONT COILOVER KIT

The Detroit Speed coilover kit is designed to convert your stock front subframe to a coilover shock and spring suspension system. This kit allows the latest in coilover spring/shock technology to be bolted into any F-Body or X-body application, bringing your classic's handling and ride into the 21st century with our unique 'Detroit Tuned' valving. The DSE front coilover kit offers extensive ride height adjustability and DSE valving, allowing you to easily adjust ride height and spring rate to suit your driving needs, based on a 4" stroke shock. Our springs are 100% quality checked, inspected, and engraved with the spring rate and will not lose their height over time. Our optional single or double adjustable coilovers offer adjustability with multiple settings for both compression and rebound. The ultimate package is our monotube remote reservoir coilover set which offers separate fluid canisters for optimum adjustability and improved heat dissipation.

The kit includes:

- Coilover Shocks and Springs
- Torrington Bearing Set and Spanner Tool
- All Necessary Fasteners

Applications	P/N
1967-1969 F-Body	030311-S/D/R - 550 lb/in - SBC, LS
1967-1969 F-Body	030312-S/D/R - 650 lb/in - BBC
1968-1974 X-Body	030311-S/D/R - 550 lb/in - SBC, LS
1968-1974 X-Body	030312-S/D/R - 650 lb/in - BBC
1970-1981 F-Body	030313-S/D/R - 575 lb/in - SBC, LS
1970-1981 F-Body	030314-S/D/R - 700 lb/in - BBC

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories

P/N

Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.

032102



1967-1969 F-Body and 1968-1974 X-Body Speed Kit 1 shown

DSE F-BODY & X-BODY SPEED KITS

Our exclusive Detroit Speed front suspension kits combine our individual products into a system designed for your vehicle. The DSE Speed Kit 1 provides the ease of bolt-on components to improve your F-Body or X-Body handling. Speed Kit 2 improves the handling performance to the next level and offers ride height adjustment. Speed Kit 3 is the most advanced handling system you can buy for use with the stock subframe. It gives you the ultimate steering performance of today's modern performance cars. Select kits for either small block, big block, or LS engine applications.

SPEED KIT 1

- Tubular Upper Control Arms
- Tubular Lower Control Arms - Stock Spring Pocket
- Koni Classic Front Shocks
- Front 2" Drop Springs
- Front Anti-Roll Bar

Applications	P/N
1967-1969 F-Body	031301 - SBC, LS
1967-1969 F-Body	031304 - BBC
1968-1974 X-Body	031301 - SBC, LS
1968-1974 X-Body	031304 - BBC
1970-1981 F-Body	031307 - SBC, LS
1970-1981 F-Body	031308 - BBC

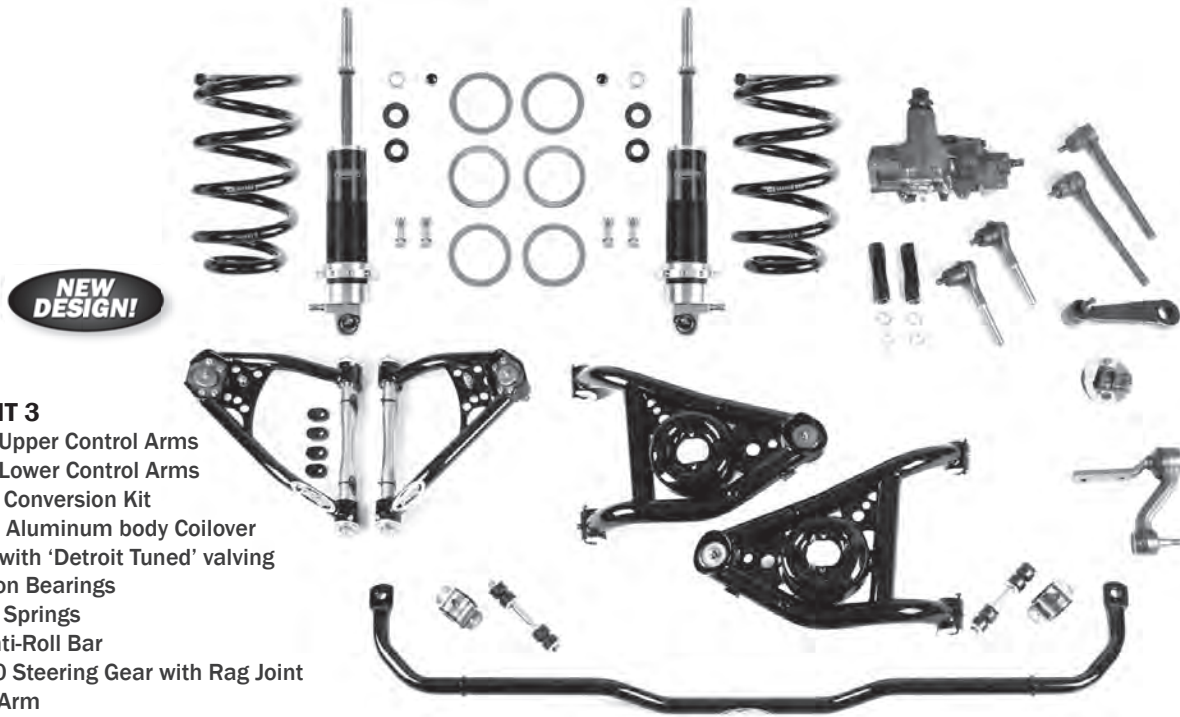
SPEED KIT 2

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- Coilover Conversion Kit
- DSE/JRi Aluminum body Coilover Shocks with 'Detroit Tuned' valving
- Torrington Bearings
- Coilover Springs
- Front Anti-Roll Bar



1967-1969 F-Body and 1968-1974 X-Body Speed Kit 2 shown

Applications	P/N
1967-1969 F-Body	031350 - S/D/R - 550 lb/in SBC, LS
1967-1969 F-Body	031351 - S/D/R - 650 lb/in BBC, Pont.
1968-1974 X-Body	031350 - S/D/R - 550 lb/in SBC, LS
1968-1974 X-Body	031351 - S/D/R - 650 lb/in BBC, Pont.
1970-1981 F-Body	031354 - S/D/R - 575 lb/in SBC, LS
1970-1981 F-Body	031355 - S/D/R - 700 lb/in BBC, Pont.



SPEED KIT 3

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- Coilover Conversion Kit
- DSE/JRi Aluminum body Coilover Shocks with 'Detroit Tuned' valving
- Torrington Bearings
- Coilover Springs
- Front Anti-Roll Bar
- DSE 600 Steering Gear with Rag Joint
- Pitman Arm
- DSE Tie Rod Adjusters
- Inner and Outer Tie Rod Ends with Idler Arm

1967-1969 F-Body and 1968-1974 X-Body Speed Kit 3 shown

Applications	P/N
1967-1969 F-Body	031352 - S/D/R - 550 lb/in - SBC, LS
1967-1969 F-Body	031353 - S/D/R - 650 lb/in - BBC
1968-1974 X-Body	031352 - S/D/R - 550 lb/in - SBC, LS
1968-1974 X-Body	031353 - S/D/R - 650 lb/in - BBC
1970-1972 (Camaro Only)	031356 - S/D/R - 575 lb/in - SBC, LS
1970-1972 (Camaro Only)	031357 - S/D/R - 700 lb/in - BBC
1973-1974 (Camaro Only)	031360 - S/D/R - 575 lb/in - SBC, LS
1973-1974 (Camaro Only)	031361 - S/D/R - 700 lb/in - BBC
1975-1981 (Camaro Only)	031364 - S/D/R - 575 lb/in - SBC, LS
1975-1981 (Camaro Only)	031365 - S/D/R - 700 lb/in - BBC
600 Steering Gear Upgrade	

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.



GOODGUYS
2005
New Product WINNER!
2005 Goodguys Best New
Suspension Award

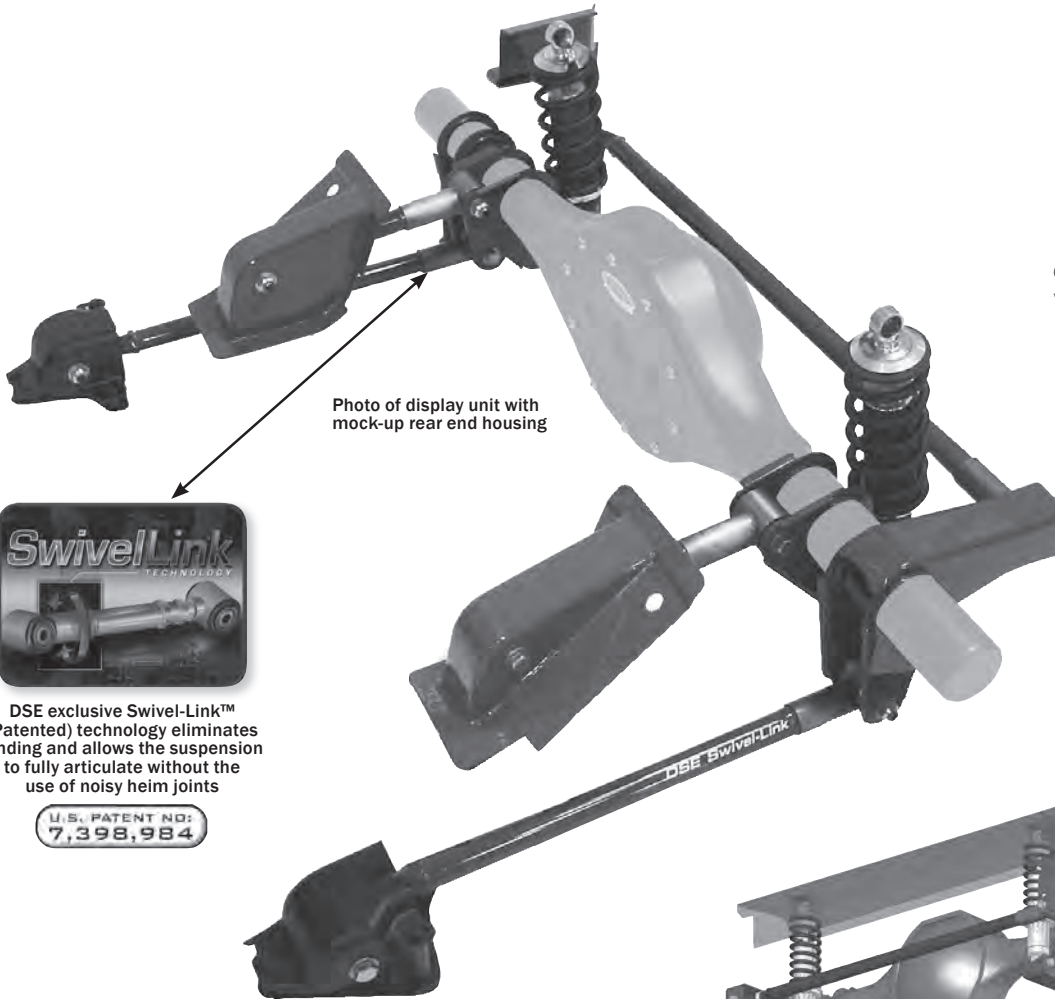
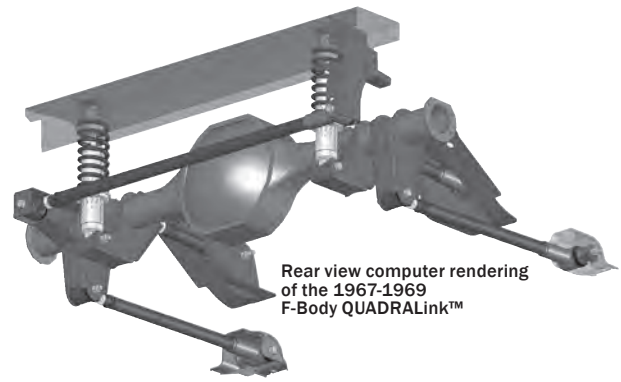


Photo of display unit with
mock-up rear end housing



DSE exclusive Swivel-Link™
(Patented) technology eliminates
binding and allows the suspension
to fully articulate without the
use of noisy heim joints

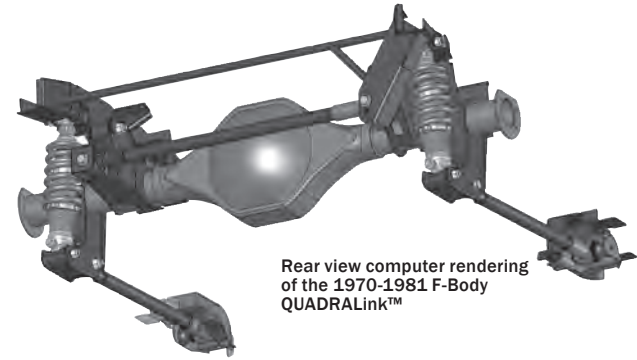
U.S. PATENT NO:
7,398,984



Rear view computer rendering
of the 1967-1969
F-Body QUADRALink™



1967-1969 F-Body QUADRALink™
rear suspension kit parts

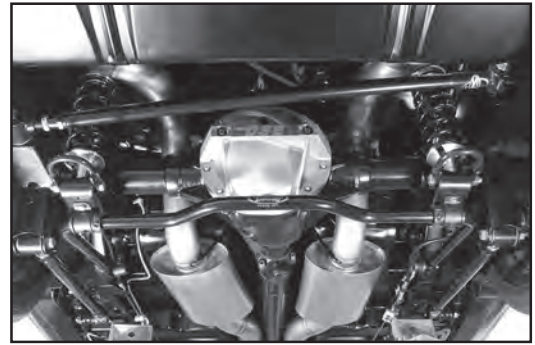


Rear view computer rendering
of the 1970-1981 F-Body
QUADRALink™

QUADRALINK™ REAR SUSPENSION KIT

Upgrade from your original leaf spring suspension. DSE's exclusive 4-link geometry design is uncompromised to achieve the best possible handling and ride quality. The DSE "Swivel-Link™" (Patent No. 7,398,984) allows the suspension to fully articulate with smooth solid motion with no binding. The long upper links provide great pinion and u-joint angle control. Contrary to competitors' kits, DSE utilizes a panhard rod that provides precise and effective rear axle lateral location during hard cornering. The panhard rod is adjustable as ride height changes for roll center control. Don't settle for anything less than DSE's QUADRALink™ rear suspension!

- No compromises in suspension geometry
- Designed to work with DSE Mini-Tubs or stock tubs (please specify)
- Great ride
- DSE exclusive no-bind "Swivel-Link™" (Patented) technology
- High durometer rubber bushings, no heim joints to wear out and make noise
- Long upper arms for pinion angle control
- Improved anti-squat geometry
- Long panhard rod for rear axle lateral control during hard cornering
- Stock back seat can still be used
- DSE/JRi 'Detroit Tuned' Coilover shocks/springs allow spring rate tuning and ride height adjustment
- Lower links are offset inboard for additional tire clearance
- All links are powder coated satin black



1967 - 1969 F-Body QUADRALink™ installed in a 1969 Camaro.

NOTE: Axle brackets require a 3" axle tube.

QUADRALINK™ WITH COILOVER SHOCKS AND SPRINGS

Applications	P/N
1967-1969 F-Body	041703-S/D/R
1968-1974 X-Body*	041704-S/D/R
1970-1981 F-Body	041711-S/D/R

* Please call for 1974 X-Body applications.

QUADRALINK™ ANTI-ROLL BAR UPGRADE

Applications	P/N
1967-1969 F-Body	042217 - QUADRALink™ - 3/4" O.D. Hollow
1967-1969 F-Body	042203 - QUADRALink™ - 1-1/8" O.D. Hollow
1967-1969 F-Body	042208 - QUADRALink™ - 1-1/4" O.D. Hollow
1968-1974 X-Body	042217 - QUADRALink™ - 3/4" O.D. Hollow
1968-1974 X-Body	042203 - QUADRALink™ - 1-1/8" O.D. Hollow
1968-1974 X-Body	042208 - QUADRALink™ - 1-1/4" O.D. Hollow
1970-1981 F-Body	042218 - QUADRALink™ - 3/4" O.D. Hollow
1970-1981 F-Body	042207 - QUADRALink™ - 1" O.D. Hollow
1970-1981 F-Body	042210 - QUADRALink™ - 1-1/8" O.D. Hollow



Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts



Torrington Bearing Upgrade

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories

P/N

Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.

032102

Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.

031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.



1970-1981 F-Body Anti-Roll Bar shown

Tech Tip: The split lock collars positively locate the anti-roll bar in the correct location.

QUADRALINK™ REAR ANTI-ROLL BAR

The Detroit Speed, Inc. QUADRALink™ adjustable rear tubular anti-roll bar is a great complement to the DSE QUADRALink™ on a 1967-1981 F-Body or 1968-1974 X-Body. The adjustable anti-roll bar provides an additional way to upgrade the rear suspension for the ultimate in performance without sacrificing ride quality. The adjustable anti-roll bar is powder coated gloss black and includes end links, bushings, mounting brackets and split lock collars for installation. The 1967-1969 F-Body and 1968-1974 X-Body anti-roll bar completely bolts on while the 1970-1981 F-Body anti-roll bar requires some welding. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.

Applications	P/N
1967-1969 F-Body	042217 - QUADRALink™ - 3/4" O.D. Hollow
1967-1969 F-Body	042203 - QUADRALink™ - 1-1/8" O.D. Hollow
1967-1969 F-Body	042208 - QUADRALink™ - 1-1/4" O.D. Hollow
1968-1974 X-Body	042217 - QUADRALink™ - 3/4" O.D. Hollow
1968-1974 X-Body	042203 - QUADRALink™ - 1-1/8" O.D. Hollow
1968-1974 X-Body	042208 - QUADRALink™ - 1-1/4" O.D. Hollow
1970-1981 F-Body	042218 - QUADRALink™ - 3/4" O.D. Hollow
1970-1981 F-Body	042207 - QUADRALink™ - 1" O.D. Hollow
1970-1981 F-Body	042210 - QUADRALink™ - 1-1/8" O.D. Hollow

QUADRALink™ Rear Anti-Roll Bar Rates			
P/N: 042203 (1 - 1/8" Diameter)		P/N: 042208 (1 - 1/4" Diameter)	
Front Hole	344 lb/in	Front Hole	496 lb/in
Rear Hole	402 lb/in	Rear Hole	580 lb/in
P/N: 042207 (1" Diameter)		P/N: 042210 (1 - 1/8" Diameter)	
Front Hole	823 lb/in	Front Hole	1236 lb/in
Rear Hole	1091 lb/in	Rear Hole	1638 lb/in
P/N: 042217 (3/4" Diameter)		P/N: 042218 (3/4" Diameter)	
Front Hole	75 lb/in	Front Hole	312 lb/in
Rear Hole	87 lb/in	Rear Hole	414 lb/in



QUADRALINK™ TOW HOOKS

We believe in driving your car, but sometimes trailering your ride is a necessity. In this case, our QUADRALink™ tow-hook plates are exactly what you need. The tow-hooks allow for a quick and easy tie down when trailering your car. The tow-hooks are a direct bolt on to all of the DSE QUADRALink™ applications. The tow-hooks come with all needed hardware for installation, they have a black zinc electroplated finish for durability, and are 100% TIG welded for consistency and strength.



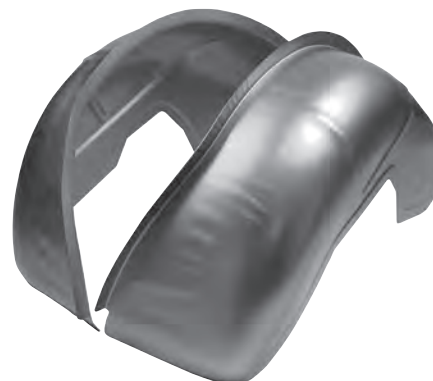
QUADRALink™ Tow Hooks installed



1967 - 1969 F-Body Mini-Tubs shown



1970 - 1981 F-Body Mini-Tubs shown



1968 - 1974 X-Body Mini-Tubs shown

MINI-TUBS

Detroit Speed's exclusive Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages. They are engineered for a perfect fit, retain a stock appearance, and are available exclusively through DSE. Mini-Tubs are wider than stock, stamped from 18 gauge steel, and are made in the USA.

- Wider than stock
- Stamped from 18 gauge steel in the USA
- Will significantly reduce the number of hours required for a mini-tub project

The F-Body Mini-Tubs allow tires as wide as 335mm and the X-Body Mini-Tubs allow tires as wide as 315mm (refer to the wheel and tire fitment chart below). All Mini-Tubs can be purchased separately or with our Mini-Tub Kits.

Applications

P/N

1967-1969 F-Body	040401
1968-1974 X-Body	040402
1970-1981 F-Body	040403



Tech Tip: Can I install your Mini-Tubs in my F-Body Convertible?
Convertible installation is the same except some convertible hinge brackets must be relocated to the new Mini-Tubs.

Wheel & Tire Fitment	Front (Stock)		Front (DSE Subframe)		Rear (Stock)		Rear (DSE Mini-Tubs)	
	Wheel Size	Tire Size	Wheel Size	Tire Size	Wheel Size	Tire Size	Wheel Size	Tire Size
1967-1968 F-Body	17" x 8"	245/40ZR17	17" x 8"	245/40ZR17	17" x 9"	275/40ZR17	17" x 11"	315/35ZR18
	18" x 8"	245/40ZR18	18" x 9"	255/35ZR18	18" x 9"	275/40ZR18	18" x 11"	315/30ZR18
1969 F-Body	17" x 8"	245/40ZR17	17" x 8"	245/40ZR17	17" x 9.5"	275/40ZR17	17" x 12"	335/35ZR17
	18" x 8"	245/40ZR18	18" x 10"	275/35ZR18	18" x 9.5"	275/40ZR18	18" x 12"	335/30ZR18
1970-1981 F-Body	17" x 8"	245/40ZR17	17" x 8"	245/40ZR17	17" x 9.5"	275/40ZR17	17" x 12"	335/35ZR17
	18" x 8"	245/40ZR18	18" x 10"	275/35ZR18	18" x 9.5"	275/40ZR18	18" x 12"	335/30ZR18
1968-1974 X-Body	17" x 8"	245/40ZR17	17" x 8"	245/40ZR17	17" x 9"	275/40ZR17	17" x 11"	315/35ZR17
	18" x 8"	245/40ZR18	18" x 9"	255/35ZR18	18" x 9"	275/40ZR18	18" x 11"	315/30ZR18

MINI-TUB INSTALLATION VIDEOS

This interactive CD/DVD contains a full instructional video that demonstrates the mini-tub process from start to finish. You will see the old tubs being cut and removed from the car, the new tubs welded in, the upper shock crossmember installation, and more. The CD contains the required printable templates for the job (where applicable), along with complete written instructions. Purchase the CD/DVD individually to gain a better understanding of the mini-tub process.



Applications

P/N

1967-1969 F-Body	041202 - FOR USE IN CD-ROM ONLY
1968-1974 X-Body	041209 - FOR USE IN DVD ONLY
1970-1981 F-Body	041220 - FOR USE IN DVD ONLY



Mini-Tub Kit with 3" drop is installed on this 1969 Camaro

REAR MINI-TUB KITS

This complete Detroit Speed rear Mini-Tub kit includes all necessary parts for a complete project package.

1967 - 1969 F-BODY

- DSE Mini-Tubs
- U-Bolts
- Offset Shackles
- Detailed Installation Instructions
- Lower Shock Plates
- Rear Upper Shock Mounts
- Rear Leaf Springs
- Adjustable Leaf Spring Pads
- Rear Upper Shock Crossmember
- Mini-Tub Installation Video CD*
- Urethane Bushings
- Mini-Tub Shocks

NOTE: Adjustable leaf spring pads require a 3" axle tube.

Upgrade options: You can add front and rear Delrin™ leaf spring bushings to any kit. See price below.

Applications	P/N
1967 F-Body	041203 - 2" Drop
1967 F-Body	041204 - 3" Drop
1968-1969 F-Body	041205 - 2" Drop
1968-1969 F-Body	041206 - 3" Drop
Upgrade Options	
1967-1969 F-Body	041503 - Front & Rear Delrin™ Bushings

1970 - 1981 F-BODY

- DSE Mini-Tubs
- Front Leaf Spring Pockets
- Rear Upper Shock Crossmember
- Upper Shock Mounts
- Offset Shackles
- Adjustable Leaf Spring Pads
- Lower Shock Plates
- Leaf Springs (2" or 3" drop)
- Mini-Tub Shocks
- U-Bolts
- Rear Leaf Delrin™ Bushing Kit
- Steel Framerrail Fill Panels
- Instructional DVD*
- Templates
- Detailed Instructions

NOTE: Adjustable leaf spring pads require a 3" axle tube.

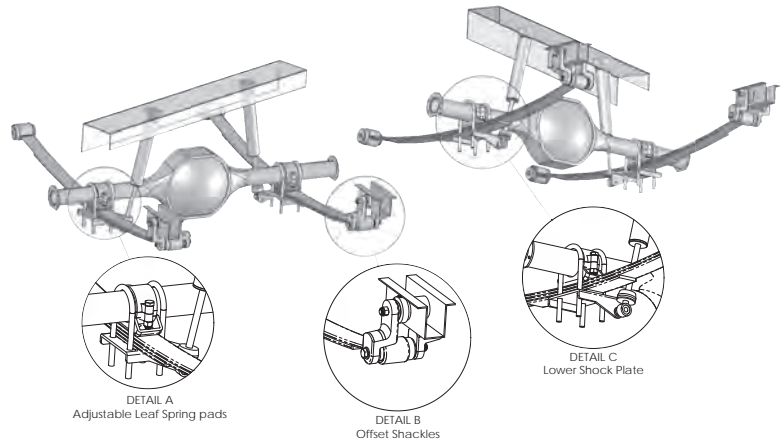
Upgrade options: You can add front Delrin™ leaf spring bushings to any kit. See price below.

Applications	P/N
1970-1981 F-Body	041222 - 2" Drop Leaf Springs with Shocks
1970-1981 F-Body	041223 - 3" Drop Leaf Springs with Shocks
Upgrade Options	
1970-1981 F-Body	041224 - Front Delrin™ Leaf Spring Bushings



1970-1981 F-Body Mini-Tub Kit with leaf springs and shocks shown





1968 - 1974 X-BODY

- DSE Mini-Tubs
- U-Bolts
- Offset Shackles
- Detailed Installation Instructions
- Lower Shock Plates
- Rear Upper Shock Mounts
- Rear Leaf Springs
- Adjustable Leaf Spring Pads
- Rear Upper Shock Crossmember
- Mini-Tub Installation Video DVD
- Urethane Bushings
- Mini-Tub Shocks

NOTE: Adjustable leaf spring pads require a 3" axle tube.

Upgrade options: You can add front and rear Delrin™ leaf spring bushings to any kit. See price below.

Applications	P/N
1968-1974 X-Body	041207 - 2" Drop
1968-1974 X-Body	041208 - 3" Drop
Upgrade Options	
1968-1974 X-Body	041503 - Front & Rear Delrin™ Bushings



Mini-Tub Kit with 3" drop is installed on this 1972 X-Body

Tech Tip: Can I still retain my back seat with the Rear Mini-Tub Kit installed? Yes. The original rear seat back and seat bottom frames must be slightly modified to accommodate Mini-Tubs. Original seat cushion and covering can be reused. The base and deluxe rear seats can be used. The deluxe fold down rear seat needs additional modifications since the seat back has a stamped steel plate on the backside.

REAR MINI-TUB SHOCKS

These 'Detroit Tuned' rear shocks should be used on a 1967-1981 F-Body or 1968-1974 X-Body that has been mini-tubbed. This is the aluminum body shock that our mini-tub kit is designed around for proper mount height, as well as jounce and rebound travel. They have a 1/2" bearing mount on each end.

Applications	P/N
1967-1969 F-Body	041301
1968-1974 X-Body	041301
1970-1981 F-Body	041301



REAR SPEED KIT 1

Our Detroit Speed rear leaf spring suspension kit works great with any of our front suspension systems. DSE leaf springs improve handling due to the increased spring rate and are available in either a 2" or 3" drop to lower ride height.

Rear Speed Kit 1 includes:

- DSE Rear Leaf Springs (2" or 3" drop)
- Heavy Duty Shackle Kit
- Koni Classic Rear Shocks



Applications

P/N

1967-1969 F-Body	041601 - 2" Drop Multi-leaf vehicles
1967-1969 F-Body	041602 - 3" Drop Multi-leaf vehicles
1967-1969 F-Body	041631 - 2" Drop Mono-leaf vehicles
1967-1969 F-Body	041632 - 3" Drop Mono-leaf vehicles
1968-1974 X-Body	041633 - 2" Drop Multi-leaf vehicles
1968-1974 X-Body	041634 - 3" Drop Multi-leaf vehicles
1970-1981 F-Body	041635 - 2" Drop Multi-leaf vehicles
1970-1981 F-Body	041636 - 3" Drop Multi-leaf vehicles



REAR LEAF SPRINGS

Detroit Speed multi-leaf springs have a spring rate of 175 lb/in and lower your car either 2" or 3" from stock (depending which product you purchase). Our leaf springs are superior to others because of the great handling you receive from the leaf springs without sacrificing ride quality. In addition, the spring is biased so the front spring section controls spring wrap during hard load conditions. The springs have a tapered leaf with an anti-friction pad between each leaf to help provide a smooth ride. Consider these upgrades when comparing to other leaf springs.

Applications

P/N

1967-1969 F-Body	040101 - 2" Drop from stock height
1967-1969 F-Body	040102 - 3" Drop from stock height
1968-1974 X-Body	040101 - 2" Drop from stock height
1968-1974 X-Body	040102 - 3" Drop from stock height
1970-1981 F-Body	040101 - 2" Drop from stock height
1970-1981 F-Body	040102 - 3" Drop from stock height



Tapered leaf springs with anti-friction pads

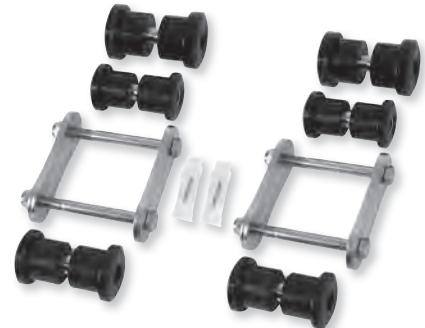
HEAVY DUTY SHACKLE KIT

Upgrade your rear leaf spring and shackle bushings with our heavy duty polyurethane bushing/shackle kit. The kit includes both spring eye bushings, shackle bushings, zinc plated heavy duty steel shackles, bolts, and lock nuts.

Applications

P/N

1967-1981 F-Body	041501 - Multi-Leaf
1968-1974 X-Body	041501 - Multi-Leaf



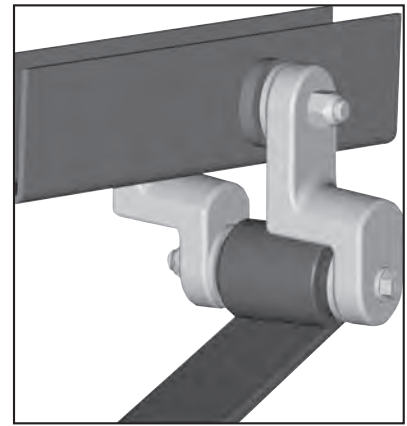
HEAVY DUTY URETHANE BUSHING KIT

Replace your soft rubber rear shackle bushings in the frame and rear spring eyes with our heavy duty urethane bushing kit. These premium grade polyurethane bushings come complete with matched sleeves. They are designed to work with either our offset shackles or heavy duty steel replacement shackles. **Applications**

P/N

1967-1981 F-Body	041401
1968-1974 X-Body	041401





Computer model of the offset shackles

OFFSET SHACKLES

DSE's exclusive billet aluminum offset shackles are designed to relocate the rear leaf springs inboard. They were computer modeled and optimized with FEA, CNC machined, and then tested. They relocate the rear leaf spring inboard to accommodate 335 tires (with a section width of 13.5") on a 1969 F-Body or 315 tires (with a section width of 12.6") on a 1968 - 1974 X-Body. The shackle offset is 1-3/4". Use along with our other Mini-Tub components to complete your project. The kit includes 4 offset shackles and Grade 8 fasteners. This is the ORIGINAL billet aluminum offset shackle! The DSE shackle is designed for maximum suspension travel. There are thousands of our shackles on the road and track with proven performance. Do not accept any imitation!

Applications P/N

1967-1981 F-Body	040901
1968-1974 X-Body	040901

DELRIN™ LEAF SPRING BUSHING KIT

Our Delrin™ Leaf Spring Bushing Kits provide the ultimate handling performance by reducing bushing compliance. Our bushings also offset the leaf springs inboard to gain more clearance with your Mini-Tub Kit. You can purchase the entire bushing and shackle kit, the rear bushings, the front bushings, or just the shackles. The bushing kit will offset the leaf springs inboard an additional 3/8" per side over standard bushings.

Applications P/N

1967-1981 F-Body	041502 - Complete kit with Shackles
1967-1981 F-Body	041503 - Front & Rear Bushings
1967-1981 F-Body	041403 - Rear Bushings
1967-1981 F-Body	041224 - Front Bushings
1967-1981 F-Body	041504 - Shackles Only
1968-1974 X-Body	041502 - Complete kit with Shackles
1968-1974 X-Body	041503 - Front & Rear Bushings
1968-1974 X-Body	041403 - Rear Bushings
1968-1974 X-Body	041224 - Front Bushings
1968-1974 X-Body	041504 - Shackles Only



Complete kit with shackles shown



MONO-TO-MULTI LEAF CONVERSION KIT

Use this kit to convert your original mono-leaf spring car to a multi-leaf configuration. The kit comes with everything needed to correctly convert your mono-leaf rear axle including: U-bolts, an electroplated steel locating pad, aluminum spacers, washers, and nuts.

Applications P/N

1967-1969 F-Body	041101
1968-1974 X-Body	041101
1970-1981 F-Body	041101

Tech Tip: The Mono-to-Multi Leaf Kit was designed using the DSE drop leaf springs which are 1-11/16" thick.



LOWER SHOCK PLATES

These lower shock plates work great when Mini-Tubbing the rear of your car for larger rear tires. Because they do not have the same bolt pattern as the stock spring plates on most axle housings, use our lower shock plates with our adjustable leaf spring pads and U-bolts. The shock plates are stronger than stock and use 1/2" U-bolts and a 1/2" bolt for the lower shock mount. They come in an electroplate finish and are available for either staggered inboard, staggered outboard, or shocks on the same side of the rear axle.

Applications	P/N
For Mini-Tubbed 3" axle tubes, utilizing 1/2" U-bolts	040301L
For Mini-Tubbed 3" axle tubes, utilizing 1/2" U-bolts	040301R

Electroplated stock lower shock plates are designed to work on a stock rear suspension vehicle that has not been Mini-Tubbed. These plates are stronger than stock and use the stock 7/16" U-bolts and the stock shock mount positions.

Applications	P/N
For Stock applications, 3" axle tubes, utilizing 7/16" U-bolts*	040302L
For Stock applications, 3" axle tubes, utilizing 7/16" U-bolts*	040302R

* Will fit 1967-1969 F-Body and 1968-1974 X-Body applications.



Staggered inboard Mini-Tubbed lower shock plates



Stock configuration lower shock plates

TOW HOOKS

We believe in driving your car, but sometimes trailering your ride is a necessity. In this case, our DSE Tow Hook plates are exactly what you need. Designed to bolt on below your lower shock plates, they provide a safe location for your ratchet-strap hook. This protects your rear axle and more importantly your rear brake lines from damage. Laser cut from high strength steel, CNC bent, and then electroplated. Available for use with our Mini-Tub lower shock plates or stock lower shock plates.

Applications	P/N
For Mini-Tubbed 3" axle tubes, utilizing 1/2" U-bolts	040303L
For Mini-Tubbed 3" axle tubes, utilizing 1/2" U-bolts	040303R
For Stock applications, 3" axle tubes, utilizing 7/16" U-bolts*	040304L
For Stock applications, 3" axle tubes, utilizing 7/16" U-bolts*	040304R

* Will fit 1967-1969 F-Body and 1968-1974 X-Body applications.



Tech Tip: Use our lower shock plates in the following vehicle shock configurations			
Mini-Tub Shock Plates and Tow Hooks		Part Numbers	
Shocks mounted inboard of frame rails			
Staggered	Shock Plates	040301R	040301R
	Tow Hooks	040303R	040303R
Non-Staggered	Shock Plates	040301L	040301R
	Tow Hooks	040303L	040303R
Stock Shock Plates and Tow Hooks			
Shocks mounted outboard of frame rails			
Staggered	Shock Plates	040302R	040302R
	Tow Hooks	040304R	040304R
Non-Staggered	Shock Plates	040302L	040302R
	Tow Hooks	040304L	040304R
Shocks mounted inboard of frame rails			
Staggered	Shock Plates	040302L	040302L
	Tow Hooks	N/A	N/A
Non-Staggered	Shock Plates	040302L	040302R
	Tow Hooks	N/A	N/A

Tech Tip: The 1967 F-Body uses a non-staggered rear shock mounting. Non-staggered shocks are mounted on the same (front) side of the rear axle. 1968-69 F-Body and 1968-74 X-Body use staggered rear shock mounting. Staggered shocks are mounted on opposite sides of the rear axle.

ADJUSTABLE REAR REPLACEMENT SHOCKS

This Koni Classic shock (Red) has been engineered to maximize ride comfort and handling performance with your stock leaf spring suspension F-Body or X-Body. These shocks are firmer than the original underdamped factory shocks. These are bolt-in shocks with stock replacement mounts, and they are rebound adjustable.

Applications P/N

1967-1969 F-Body	041302 - Multi-Leaf
1967-1969 F-Body	041303 - Mono-Leaf
1968-1974 X-Body	041306 - Multi-Leaf
1970-1981 F-Body	041305 - Multi-Leaf



1967-1969 F-Body Shocks



1968-1974 X-Body Shocks

ADJUSTABLE LEAF SPRING PADS

These leaf spring pads are used when installing a new rear end housing or when relocating your leaf springs to accommodate a larger rear tire. The steel adjustable leaf spring pads clamp to any 3" axle tube. Simply locate and center the axle housing, set the pinion angle and leaf spring positions, and then clamp the spring pads in place. We recommend you permanently weld the spring pads in place after you set the pinion angle. The spring pads are compatible with 2-1/2" wide leaf springs.

Applications P/N

Fits all 3" axle tubes	040201
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STOCK REAR AXLE U-BOLTS

These stock U-bolts work with our stock lower shock plates. The dimensions are 7/16" - 20 x 6-3/4" long and come complete with tall 7/16" - 20 nuts. For use with 3" axle tubes. The U-bolts are bare steel and are sold in a car set of 4.

Applications P/N

Stock Configuration	040703
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HEAVY DUTY REAR AXLE U-BOLTS

Our heavy duty 1/2" - 20 x 7" long U-bolts provide a simple and clean way to mount your rear axle. They come complete with tall 1/2" - 20 nuts. Use this set of U-bolts with our spring pads and lower shock plates. The DSE U-bolts are available in steel with a zinc electroplate finish and are for use with 3" axle tubes. The U-bolts are sold in a car set of 4.

Applications P/N

Fits all 3" Axle Tubes	040701 - Steel w/zinc electroplate finish
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REAR UPPER SHOCK MOUNTS

Use our fabricated upper shock mounts when Mini-Tubbing your car for a larger rear tire. These mounts should be used with our rear upper shock crossmember. They are designed for shocks with an eyelet upper mount using a 1/2" bolt. The shock mounts are sold in pairs with 1/2" bolts and nuts included.

Applications P/N

Various	040501
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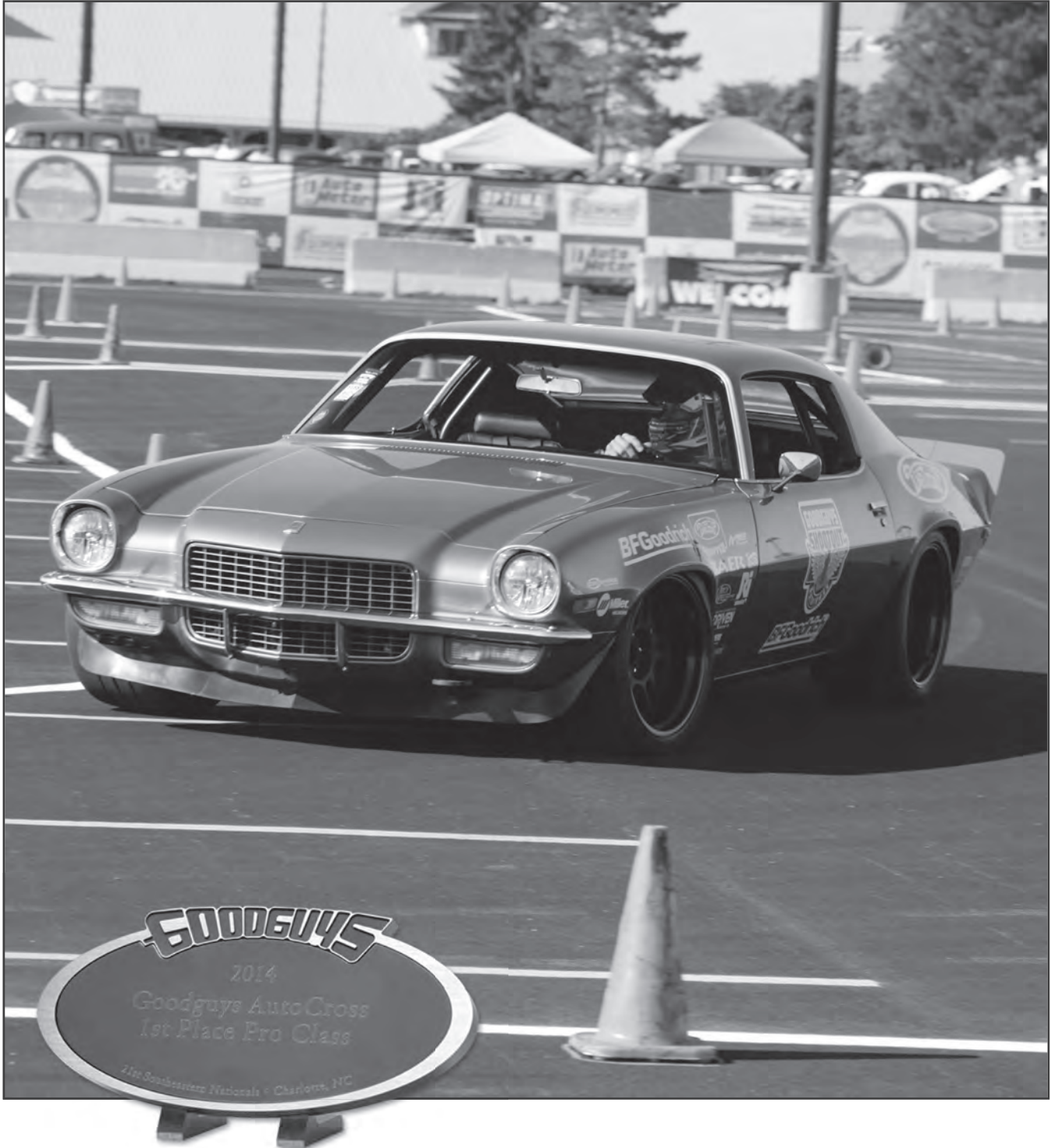
KYLE TUCKER - 2014 GOODGUYS AUTOCROSS POINTS CHAMPION

Congratulations to Detroit Speed's own Kyle Tucker for bringing home the overall Goodguys Autocross Points Championship in the Detroit Speed 1970 Camaro Test Car.

"The Goodguys Autocross has become more competitive each year. With the amount of events across the country, there are many really good cars and drivers it is a real honor to win the points championship. We're continually working on our Test Cars, new product lines and even new Test Cars to bring to the competition in 2015," said Kyle.

"Thanks to Goodguys for putting on such a great event week in and week out."

Kyle Tucker and the entire Detroit Speed team look forward to the 2015 Goodguys opening autocross event in Scottsdale this coming March.



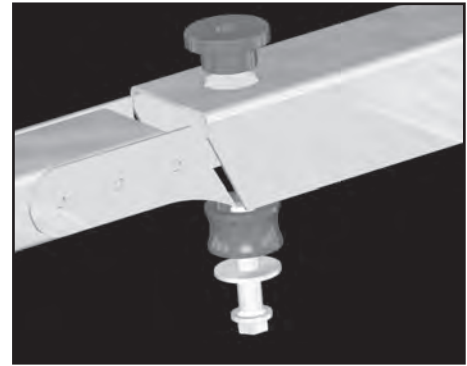


Our friendly and knowledgeable staff is always happy to help our customers with any questions they may have.

INFOCUS - DETROIT SPEED'S COMPOSITE ANTI-ROLL BAR BUSHINGS

Detroit Speed's composite anti-roll bar bushings combine the benefits of solid Delrin™ and Polyurethane bushings in a single composite component. They feature a rigid, low friction Delrin™ inner bushing for precise handling response while utilizing a polyurethane outer shell for isolation and noise reduction.





Rendering of the Subframe Connector location

SUBFRAME CONNECTORS

Our unique DSE weld in subframe connectors increase your car's stiffness by connecting the front frame to the rear frame rails.

- Fabricated from 2" x 3" x 0.120" wall steel tubing
- Laser cut brackets are included that attach the rear of the frame to the connector for an easy, strong, and simple welded joint
- Barely visible from underneath the car giving maximum ground clearance that can't be achieved with bolt-on kits
- The rear is tapered to attach to the rear frame rails and has a laser cut slot that conforms to the rear seat floor pan
- The connectors are bent and TIG welded in a fixture for accuracy and repeatability
- They do not interfere with seat attachment hardware or the rear leaf spring pocket
- Can be installed on convertibles and the molded factory carpet will still fit
- Supplied with templates pictures, and detailed instructions for installation

Applications	P/N
1967-1969 F-Body	010101
1968-1974 X-Body	010102
1970-1981 F-Body	010103*

* Comes with a detailed installation DVD.

BODY MOUNTS

Detroit Speed's solid body mounts eliminate the flex that occurs between the body and subframe connection. This improves vehicle handling response by increasing chassis stiffness. These mounts should be used when installing subframe connectors for maximum torsional rigidity.

DSE's uniquely designed body mounts are CNC machined from billet aluminum and then hardcoated, not bright anodized. Hardcoating resists corrosion that can occur between steel and aluminum surfaces with regular anodizing. Available in either 1/2 height or stock height.

Body mount kit

- 2 core support mounts with stainless steel bevel washers
- 4 body mounts with stainless steel bevel washers

Optional stainless body bolt kit

- 2 polished 17-4 stainless steel bolts and nuts for core support mounts
- 4 polished 17-4 stainless steel bolts for body mounts

Applications	P/N
1967-1969 F-Body	010201 - 1/2 Height
1967-1969 F-Body	010301 - Stock Height
1970-1981 F-Body (Camaro Only)	010301 - Stock Height
1967-1981 F-Body	010801 - Stainless Steel Bolt Kit
1968-1974 X-Body	010201 - 1/2 Height
1968-1974 X-Body	010301 - Stock Height
1968-1974 X-Body	010803 - Stainless Steel Bolt Kit

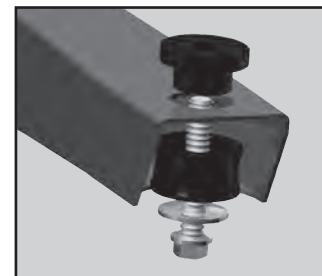
Tech Tip: Always use anti-seize on any stainless steel bolts.



1/2 height body mounts shown



Optional stainless steel bolt kit



Rendering of body mounts

FIREWALL FILL PLATE

Our exclusive Detroit Speed firewall fill plate is an excellent way to smooth your firewall when installing an aftermarket air conditioning system such as Vintage Air. Our panel smooths the passenger side firewall, while retaining the stock cowl to firewall seam. The weld-in panel is made of 18-gauge steel and has a rolled edge. It comes complete with installation instructions and is stamped with pride in the USA.

Applications	P/N
1967-1969 F-Body	010901
1968-1974 X-Body	010901
1970-1981 F-Body	010904



1967-1969 F-Body & 1968-1974 X-Body Firewall Fill Plate

BOLT-IN HEATER DELETE PLATE

This bolt-in heater delete plate is an easy way to smooth your factory firewall when installing an aftermarket air conditioning system like Vintage Air. It can also give your F-Body or X-Body that rare original heater delete look. This panel is made of 18-gauge steel and stamped with pride in the USA. For original heat only F-Bodies or X-Bodies.

Applications	P/N
1967-1969 F-Body (heat only car)	010902
1968-1974 X-Body (heat only car)	010902



1970-1981 F-Body Firewall Fill Plate



BOLT-IN A/C DELETE PLATE

This bolt-in A/C delete plate is an easy way to smooth your factory firewall when installing an aftermarket air conditioning system like Vintage Air. This panel is made of 18-gauge steel and stamped with pride in the USA. For original A/C only 1970-1981 F-Bodies.

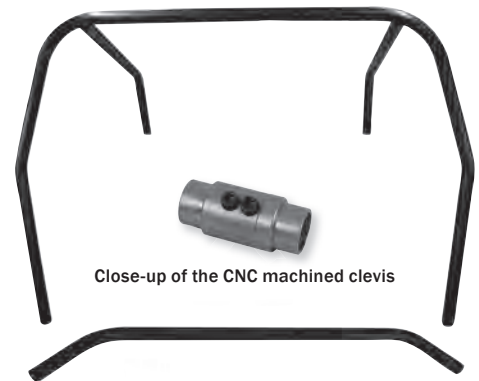
Applications	P/N
1970-1981 F-Body (original A/C only car)	010903



ROLL CAGE

Exclusive DSE design follows interior lines of car, does not interfere with interior comfort and packages close to headliner and back window glass.

- Pre-notched to save you time
- Pre-bent rocker panel floor plates
- Pre-bent trunk floor plates for mini-tubbed and stock trunk pans
- Increased chassis strength
- Provides additional safety
- Removable cross-bar with new DSE CNC machined steel clevis for easier removal of the crossbar
- Roll cage is 1-5/8" x .134" mild steel tubing
- Removable cross bar to access back seat is 1-5/8" x .134" mild steel tubing
- Roll cage is for off road use only
- Roll cage not intended for use with back seat passengers
- Does not meet NHRA/IHRA requirements due to the removable cross bar; consult your local organization for your specifications
- Requires welding



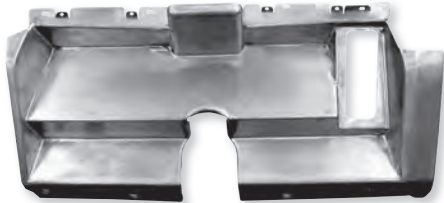
Close-up of the CNC machined clevis

NOTE: Does not fit convertibles.

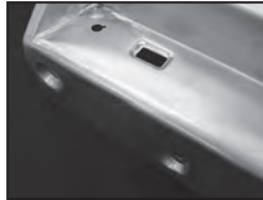


Applications	P/N
1967-1969 F-Body (Coupes Only)	011301 - Non Mini-Tubbed cars
1967-1969 F-Body (Coupes Only)	011302 - Mini-Tubbed cars
1970-1981 F-Body (Coupes Only)	011303

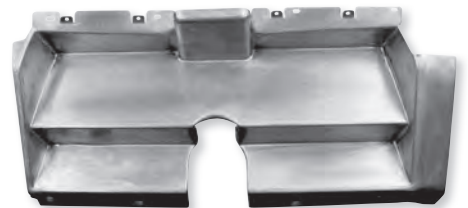




1969 Dash Insert with stock controller provision



DSE will provide the mounting for your stock headlight and wiper switches free of charge



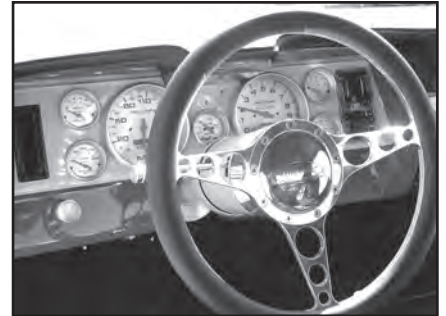
1969 Dash Insert without stock controller provision

DASH INSERT

Detroit Speed's unique steel dash insert is a bolt-in upgrade for your 1969 Camaro designed to accept the stock dash pad and stock fasteners. Unlike plastic imitations, this dash is fabricated from 18-gauge steel, and is offered in two versions depending on your needs. One version is offered with provisions to bolt in the stock heater/air-conditioning controller, and a second version is offered without this provision. This allows you to mount a custom aftermarket controller such as one provided by Vintage Air. Several controller options are available through DSE.

The dash is available with mounting studs for the stock windshield wiper switch and a hole for the stock headlight switch. A stock radio or DIN style stereo mount can be used in the stock location.

This dash allows you to select your favorite style and size of gauges up to 5" in diameter. You also have the option of determining your own personal layout for the gauge positions. An A/C duct is provided on the left upper panel if needed. The dash is sold in bare metal without gauge holes. DSE can cut gauge holes for you at an additional charge. Remember steel is real!



Applications P/N

1969 F-Body (Camaro Only)	010401S - With stock heater controller provision
1969 F-Body (Camaro Only)	010401V - Without stock heater controller provision

LED INDICATOR LIGHTS

Use these small LED indicator lights in your custom dash insert for turn signals, high beams, or power indicators. They are available in two sizes and four colors. 5/32" round LEDs mount in a 0.156" hole. 1/4" round LEDs mount in a 0.250" hole. Choose from red, green, amber, or blue.

Applications P/N

DSE Dash Insert & Various	120901R - 5/32" Red
DSE Dash Insert & Various	120901G - 5/32" Green
DSE Dash Insert & Various	120901A - 5/32" Amber
DSE Dash Insert & Various	120901B - 5/32" Blue
DSE Dash Insert & Various	120902R - 1/4" Red
DSE Dash Insert & Various	120902G - 1/4" Green
DSE Dash Insert & Various	120902A - 1/4" Amber
DSE Dash Insert & Various	120902B - 1/4" Blue



WORKS GREAT WITH THE DSE DASH INSERT!

TILTON ADAPTER AND CLUTCH MASTER CYLINDER BRACKET

This adapter will enable you to use a Tilton clutch master cylinder with the DSE clutch master cylinder bracket (sold separately). It will locate the master in the optimum position and angle in order to function with the original clutch pedal. In most applications it will be necessary to drill a new hole in the pedal arm to attach the linkage.

This DSE bracket mounts the GM hydraulic clutch master cylinder to the firewall of the 1967-1981 F-Bodies and 1968-1974 X-Bodies. The bracket correctly positions itself by mounting between the firewall and brake master cylinder or brake booster on power brake cars. The firewall will require a clearance hole for the clutch master cylinder to pass through once the bracket is in position.

NOTE: This bracket is designed to be used with a GM Master Cylinder P/N: 12570277 or Detroit Speed's Tilton Clutch Master Cylinder Adapter P/N: 070434.

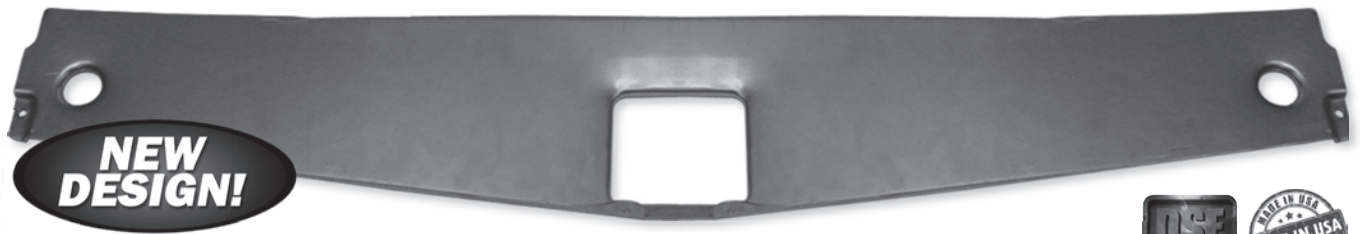
NOTE: The bracket can also be welded to the firewall to complete a weather tight seal.

Applications P/N

1967-1969 F-Body	070424 - Clutch Master Cylinder Bracket
1970-1981 F-Body	070430 - Clutch Master Cylinder Bracket
1968-1974 X-Body	070424 - Clutch Master Cylinder Bracket
1967-1981 F-Body	070434 - Tilton Clutch Master Cylinder Bracket Adapter



Tilton Adapter



CORE SUPPORT CLOSEOUT PANEL

The DSE core support closeout is an excellent way to beautify the underhood of your Camaro. This stamped aluminum closeout covers the unsightly core support, hood latch, and horns that can usually be seen when you open the hood of your car. It bolts directly onto your car and can be used with the DSE Fender Brace Kit. You can use the core support closeout in bare aluminum or paint it to match your car.

NOTE: The finish of the core support closeout comes in natural aluminum as manufactured. Some hammer form marks along the edge of the product can be expected.

Applications	P/N
1967-1969 F-Body (Camaro Only)	011502



1967 - 1969 Camaro Fender Brace Kit

1970 - 1981 Camaro Fender Brace Kit

FENDER BRACE KITS

The Fender Brace Kit has 100% CNC machined Clevis' from 304 Stainless Steel and 6061 black hardcoat aluminum tubes. The kit includes fabricated mounting brackets and comes with button head stainless steel mounting bolts.

Applications	P/N
1967-1969 F-Body	011801
1970-1981 F-Body (Camaro Only)	011802

Tech Tip: DSE recommends using the Fender Brace Kit with the Core Support Closeout.

BILLET HOOD LATCH PIN

This Hood Latch Pin and Spring Collar are machined from 304 series stainless steel and will help you to dress up a usually forgotten area.

NOTE: Hood latch and spring not included.

NOTE: Spring Collar not included in X-Body model.

Applications	P/N
1967-1981 F-Body (Camaro Only)	011701
1968-1974 X-Body	011703



1967 - 1981 Camaro Billet Hood Latch Pin with Spring Collar



1968 - 1974 X-Body Billet Hood Latch Pin

STAINLESS STEEL TRIM RING

This Trim Ring finishes off the look of your DSE or stock Hood Latch Pin and protects your hood latch area. The Trim Ring comes complete with stainless steel hardware.

Applications	P/N
1967-1981 F-Body (Camaro Only)	011710



1967 - 1981 Camaro Trim Ring Shown



1970-1973 Super Tank 1000 Series shown



1967-1968 Carbureted fuel tank shown

SUPER TANK 600 & 1000 SERIES STAINLESS STEEL NARROWED FUEL TANK

The Detroit Speed 600 series tank is specifically designed for vehicles with 600 HP that are using an internal fuel pump for track purposes. The Detroit Speed 1000 series fuel tank is specifically designed for vehicles with 1000 HP using a dual internal fuel pump system with an electronic controller. Both tanks include a jumper harness for easy installation and have corner pickups built into the tank to eliminate the possibility of fuel starvation during extreme cornering without having a full tank.

STAINLESS STEEL NARROWED FUEL TANK

Our stainless steel narrowed fuel tanks are designed specifically for use with our QUADRALink™ and Mini-Tub kits. Our DSE tanks have an angled front corner to allow for easier exhaust packaging. These are a direct bolt-in using the original mounting location and stainless steel fuel tank straps are provided. They are available for fuel injected or carbureted engines. All carbureted tanks have a 1/2" NPT fuel pick-up fitting compatible with either -8 AN or -10 AN fuel line. The DSE LT1 pump provides 45-48 psi at 33 gal/hr. The DSE LS1 fuel pumps use a Walbro GSS340 electric in-tank pump that delivers 60-65 psi @ 55 gal/hr (at 13.5 volts). All tanks are baffled and pressure tested. 0-90 ohm fuel sending units for F-Body and X-Body are sold separately.

Note: Additional fuel pump upgrades available.



DSE narrowed 1967 - 1969 F-Body tank = 17 gal

DSE narrowed 1970 - 1981 F-Body = 18 gal

DSE narrowed 1968 - 1979 X-Body tank = 16 gal

Applications	P/N
1967-1968 F-Body - "600 Series"	080130
1967-1968 F-Body - "1000 Series"	080131
1969 F-Body - "600 Series"	080132
1969 F-Body - "1000 Series"	080133
1970-1973 F-Body - "600 Series"	080134
1970-1973 F-Body - "1000 Series"	080135
1974-1977 Camaro - "600 Series"	080136
1974-1978 Firebird - "600 Series"	080136
1974-1977 Camaro - "1000 Series"	080137
1974-1978 Firebird - "1000 Series"	080137
1978-1981 Camaro - "600 Series"	080138
1979-1981 Firebird - "600 Series"	080138
1978-1981 Camaro - "1000 Series"	080139
1979-1981 Firebird - "1000 Series"	080139
1968-1969 X-Body - "600 Series"	080140
1968-1969 X-Body - "1000 Series"	080141
1970-1972 X-Body - "600 Series"	080146
1970-1972 X-Body - "1000 Series"	080147
1973-1979 X-Body - "600 Series"	080142
1973-1979 X-Body - "1000 Series"	080143

Applications	P/N
1967-1968 F-Body Carbureted	080101
1969 F-Body Carbureted	080102
1967-1968 F-Body Fuel Injected - L98, LT1	080103
1969 F-Body Fuel Injected - L98, LT1	080104
1967-1968 F-Body Fuel Injected - LS	080105
1969 F-Body Fuel Injected - LS	080106
1968-1969 X-Body Carbureted	080107
1968-1969 X-Body Fuel Injected - L98, LT1	080108
1968-1969 X-Body Fuel Injected - LS	080109
1970-1972 X-Body Carbureted	080128
1970-1972 X-Body Fuel Injected - L98, LT1	080190
1970-1972 X-Body Fuel Injected - LS	080129
1973-1979 X-Body Carbureted	080110
1973-1979 X-Body Fuel Injected - L98, LT1	080111
1973-1979 X-Body Fuel Injected - LS	080112
1970-1973 F-Body Carbureted	080113
1970-1973 F-Body Fuel Injected - LS	080114
1974-1977 Camaro, 1974-1978 Firebird - Carbureted	080115
1974-1977 Camaro, 1974-1978 Firebird - Fuel Injected - LS	080116
1978-1981 Camaro, 1979-1981 Firebird - Carbureted	080117
1978-1981 Camaro, 1979-1981 Firebird - Fuel Injected - LS	080118

FUEL TANK ACCESSORIES

Use the sending unit with our narrowed fuel tanks. The sending unit is set up for GM and aftermarket gauges 0-90 ohm.

The II Much Fuel Vent eliminates spillage at the track and fuel odors in the garage. Typically installed on pre-emission or modified performance cars it's an attractive upgrade that elegantly solves a common problem whether you're at the car show or the racetrack. Featuring hard anodized 6061 aluminum, 40 Micron filtration, and an engineered environmental seal, the II Much Fabrication Fuel vent looks as good as it performs. Installation is simple, requiring only one hole drilled in the trunk floor and a single hose to the tank.

Applications P/N

DSE Narrowed Fuel Tanks	080201 - Sending Unit
DSE Narrowed Fuel Tanks	080401 - II Much Fuel Vent



FUEL PUMP ACCESS DOOR KIT

The Fuel Pump Access Door kit allows a bolt on cover to be located above the fuel pump so the fuel tank does not have to be removed to change or service the fuel pump. The inner opening clearance is 9" x 9" and includes a 1/4" thick steel weld plate with tapped holes and a 1/8" thick black anodized aluminum cover with stainless button head mounting bolts.

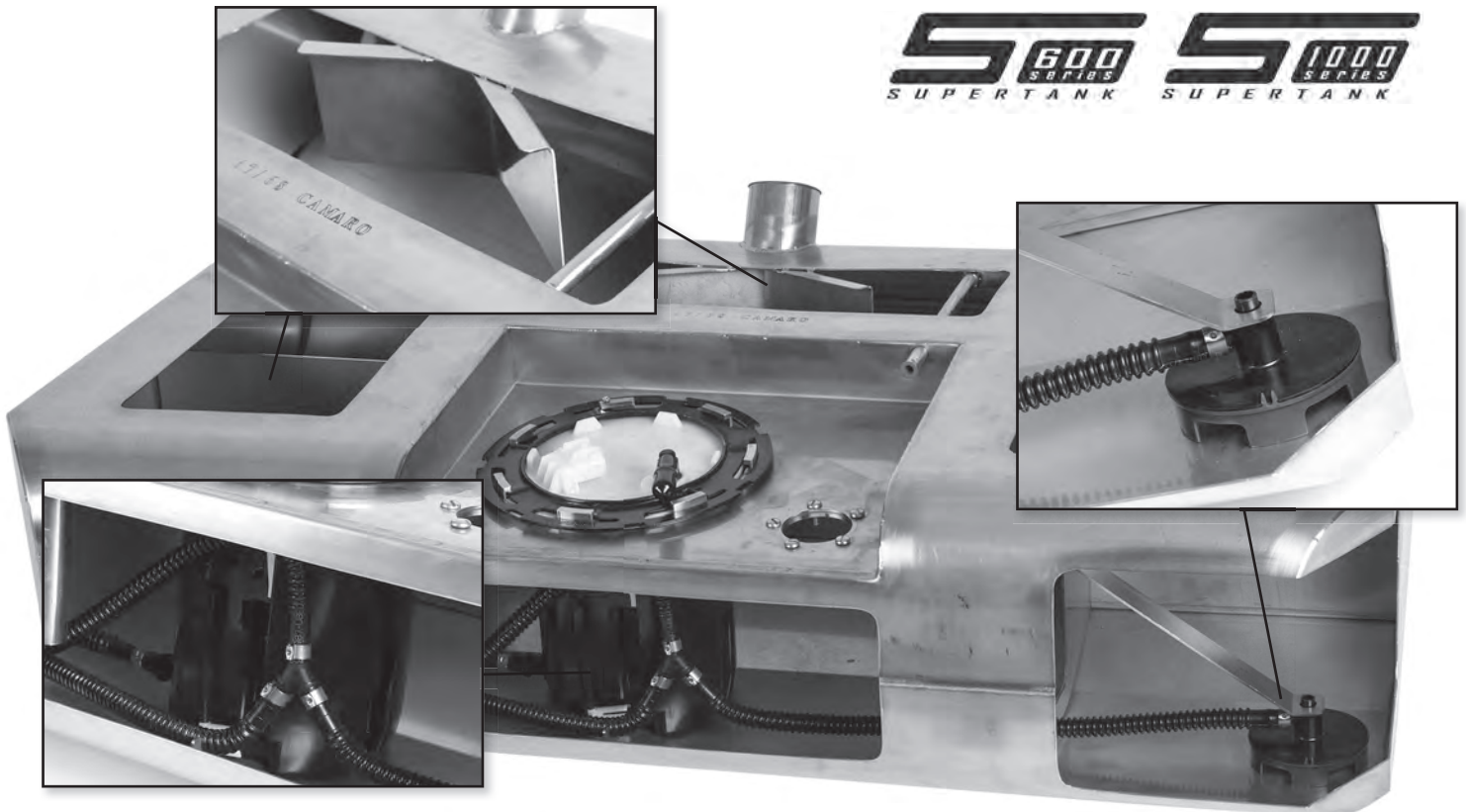
Applications P/N

Various	080402
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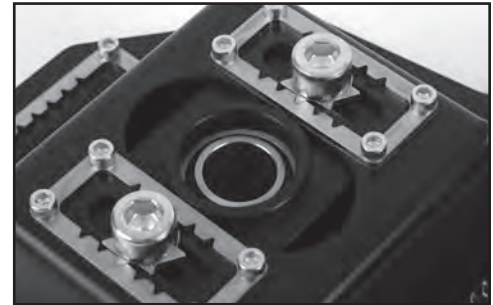
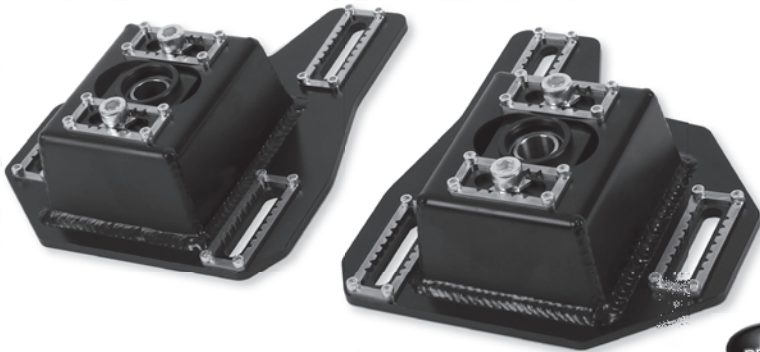
InFocus - WHY CHOOSE THE DETROIT SPEED 600 OR 1000 SERIES SUPER TANK?

- Corner pick-ups allow for low fuel level during track events or heavy cornering without starving the pump
- No additional fuel filter needed for a clean install to the engine
- Improved internal baffling to prevent fuel sloshing around during acceleration or cornering
- Less heat generated by the fuel pump, less noise and longer pump life





The new Detroit Speed 1988 Camaro Test Car has been the test bed for our new line of 1982-1992 Camaro products.



CASTER/CAMBER PLATE KIT

The Detroit Speed Caster/Camber Plate Kit is a direct bolt-on kit that allows precise camber and caster adjustments at the strut tower. The kit features *Speed-LIGN* technology that allows consistent and precise movements without any worry of unwanted movement after the adjustment is made. The camber and caster can be adjusted independent of each other and allows increased adjustment range over stock. The kit uses an aircraft-grade monoball for strut shaft attachment for smooth, precise articulation throughout suspension travel.

Applications	P/N
1982-1992 F-Body	030330



FRONT WEIGHT JACK KIT

The Front Weight Jack Kit is a direct replacement assembly for standard front springs. No cutting or modifying is required and it allows independent front corner height adjustment as well as front corner weight tuning. The kit uses a threaded jack bolt that is turned with a 1/2" ratchet extension from the bottom side of the lower control arm. The jack bolt articulates on an aircraft-grade monoball mounted in a billet aluminum frame cup to provide smooth, precise articulation throughout suspension travel. The kit includes custom 950# springs with a billet spring perch. This corner weight system offers more inner tire clearance vs. a traditional coilover system on your 1982-1992 F-Body.



Applications	P/N
1982-1992 F-Body	030331 - 950lb/in



DSE/JRi FRONT STRUT KIT

The DSE/JRi front strut kit is a high-performance aluminum strut body with "Detroit Tuned" valving. The kit is a direct bolt-on assembly that includes the DSE caster/camber plate kit. An adjustable aluminum spindle bracket allows independent tuning of strut travel in relationship to vehicle ride height. The top spindle mounting uses removable hole inserts allowing wheel camber to be adjusted in 1/16" increments and is available in single or double adjustable versions.

Applications	P/N
1982-1992 F-Body - Single Adjustable	030332
1982-1992 F-Body - Double Adjustable	030332D



KONI ADJUSTABLE FRONT REPLACEMENT STRUTS

This Koni front replacement strut gives your original worn suspension improved ride and handling qualities. These struts bolt in and are rebound adjustable. The Koni Sport strut provides modern technology for early muscle cars.

Applications	P/N
1982-1992 F-Body	031024



FRONT DROP SPRING KIT

These springs (SBC, LS) provide a great balance of handling, performance, and ride quality. Our springs are inspected, printed with the spring rate, and will not lose their height over time.

Applications	P/N
1982-1992 F-Body	031125 - 2" Drop - 950lb/in



TUBULAR LOWER CONTROL ARM KIT

Detroit Speed's tubular lower control arms replace stock lower control arms on 1982-1992 F-Bodies. These tubular lower control arms are shipped complete with lower ball joints, steering stops, and are ready to install on your car. Features include a robust tubular design with gussets and cross brace, Delrin™ bushings with steel housings and crush tubes and a black powder coated finish. The geometry features include additional positive caster compared to stock. Any OEM shock and spring package will fit. Also included with the 1982-1992 F-Body control arms are the heavy duty precision end-links that connect the lower control arms to the front anti-roll bar. Optimize your performance with a DSE strut or spring package.

Applications	P/N
1982-1992 F-Body	031209



FRONT ANTI-ROLL BAR KIT

Improve cornering and reduce body roll with Detroit Speed's own larger diameter hollow anti-roll bar. Our larger than stock bar is powder coated black and comes with everything you need to bolt it on including greaseable polyurethane bushings and end links. The bar also features a direct bolt-in frame bracket that relocates it for better fitment and improves front frame stiffness. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money. Includes end-links to work with stock lower control arms.

Applications P/N

1982-1992 F-Body	031413
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1982 - 1992 F-Body Front Anti-Roll Bar Rates
944 lb/in

Tech Tip: If using DSE LCA's use the end-links provided in the DSE LCA kit.

DSE SPEED KITS

Our exclusive Detroit Speed front suspension kits combine our individual products into a system designed for your vehicle. The DSE Speed Kit 1 provides the ease of bolt-on components to improve your 1982-1992 F-Body handling. Speed Kit 2 improves the handling performance to the next level and offers ride height adjustment. Speed Kit 3 is our most advanced handling system you can buy for use with your 3rd Gen F-Body giving you the ultimate steering performance of today's modern performance cars. Available for either small block or LS engine applications.

SPEED KIT 1

- Tubular Anti-Roll Bar
- Tubular Lower Control Arms
- Front Drop Springs
- Koni Front Replacement Shocks

Applications P/N Price

1982-1992 F-Body	031340 - 950lb/in - SBC, LS	
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SPEED KIT 2

- Caster/Camber Plate Kit
- Front Weight Jack Kit
- Tubular Anti-Roll Bar
- Tubular Lower Control Arms
- Koni Front Replacement Shocks

Applications P/N

1982-1992 F-Body	031341 - 950lb/in - SBC, LS
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SPEED KIT 3

- Front Weight Jack Kit
- DSE/JRi Front Strut Kit - Single or Double Adjustable
- Front Anti-Roll Bar
- Tubular Lower Control Arms
- Front Service Kit

Applications

P/N

1982-1992 F-Body - Single Adjustable	031342 - 950lb/in - SBC, LS
1982-1992 F-Body - Double Adjustable	031342D - 950lb/in - SBC, LS

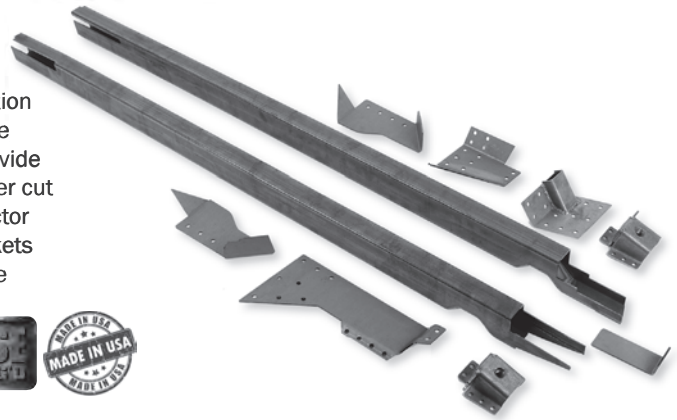


SUBFRAME CONNECTORS

Our subframe connectors are fabricated from 1-1/2" x 2-1/2" x .083" wall steel tubing and increase the car's stiffness by connecting front and rear torque box structures. They also function as a side jacking rail. The connectors do not hang lower than the rocker pinch flange so ground clearance is unaffected. They provide a nice mounting structure for roll cage installations as well. Laser cut brackets are included to attach the front and rear of the connector tubes to the torque box structures. Includes new seat belt brackets that are stronger than stock and provide mounting points for the stock belt system or a race style lap belt.

Applications P/N

1982-1992 F-Body	010110
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STEERING SHAFT KIT

The DSE Steering Shaft Kit is designed to eliminate the factory rag joint assembly, creating firmer, more precise steering characteristics. Removal of the rag joint also improves underhood clearances. The kit includes a vibration reducing joint designed to insure that improved steering feel does not come at the cost of harshness or vibration.

Applications P/N

1982-1992 F-Body	092519
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ADJUSTABLE REAR TRACK BAR KIT

This is a direct replacement adjustable rear track bar assembly with new hardware. Features DSE cross-axis pivot bushings and the bar can be adjusted without un-bolting from the car.

Applications P/N

1982-2002 F-Body	042108
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KONI ADJUSTABLE REAR REPLACEMENT SHOCKS

This Koni shock has been engineered to maximize ride comfort and handling performance with your stock suspension 3rd Generation F-Body. These shocks are firmer than the original underdamped factory shocks. These are bolt-in shocks with stock replacement mounts, and they are rebound adjustable.

Applications P/N

1982-1992 F-Body	041320
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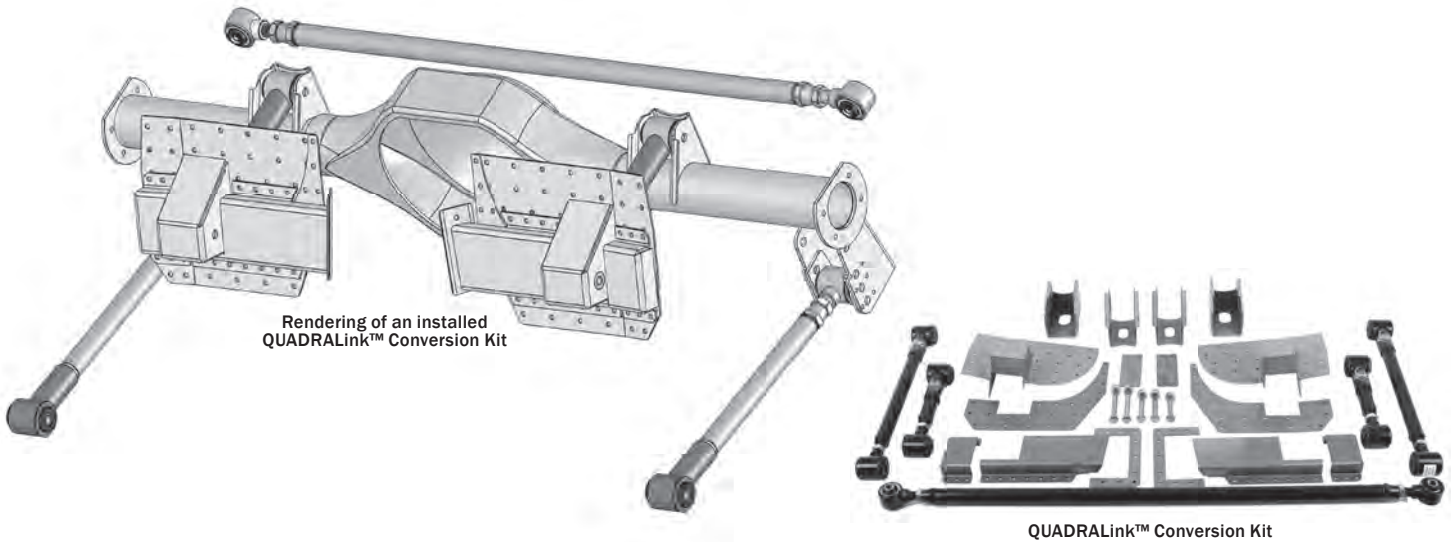
REAR LOWER SWIVEL-LINK™ KIT

DSE's unique rear links incorporate our patented Swivel-Link™ system. These Swivel-Links™ eliminate bind and allows the suspension to fully articulate without the use of noisy spherical rod ends. Swivel-Link™ Rear Links allow for easy pinion angle adjustment for improved traction, lower driveline vibrations and comes with all new hardware. The Swivel-Links™ come powder coated satin black.

Applications P/N

1982-2002 F-Body	042109
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Rendering of an installed QUADRALink™ Conversion Kit

QUADRALink™ Conversion Kit

REAR QUADRALINK CONVERSION KIT

Detroit Speed's new QUADRALink™ eliminates factory torque-arm configuration. It features no-compromise suspension geometry and all links are independently adjustable. The kit adds upper link mounts to stock unibody structure and lower links are re-located on the axle using adjustable adapter brackets. The existing track bar mounts are retained, but a new DSE adjustable track bar is included. The track bar features DSE cross-axis pivot bushings. Upper and lower links feature DSE "Swivel-Link™" technology. Upper link axle brackets are included for stock rear housings or brackets for aftermarket housings with 3" axle tubes are also available. Includes cut templates. The kit will work with stock style coil springs and shocks, however it is optimized for the DSE Rear Coilover Kit or DSE Drop Springs.

Applications	P/N
1982-1992 F-Body	041721



REAR ANTI-ROLL BAR KIT

Our new tubular rear anti-roll bars offer multiple advantages over the stock rear bar. Our kit comes with a 1" O.D. tubular bar for added strength and works for most street applications. The bars come powder coated in a high gloss black finish, includes all necessary mounting hardware and has split lock collars that positively locate the anti-roll bar in the correct location. The anti-roll bar offers dual rate adjustment for increased vehicle tuning. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.



Applications	P/N
1982-1992 F-Body	042219



1982 - 1992 F-Body Rear Anti-Roll Bar Rates	
Front Hole: 620 lb/in	Rear Hole: 784 lb/in

REAR COIL SPRINGS

Give your F-Body a Pro-Touring stance while improving ride and handling with our rear coil springs. We offer a 2" drop (approximate from stock). These springs provide an improvement in both ride and handling over the soft factory coils.

Applications	P/N
1982-1992 F-Body	041814 - 2" Drop - 220lb/in





REAR COILOVER KIT

The DSE 3rd generation F-Body Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted on bringing your cars handling and ride into the 21st century with our 'Detroit Tuned' valving. The base coilover package offers extensive ride height adjustability and is optimized around a 2" drop from stock height. Installation requires only minor drilling on the existing axle bracket. Our optional single or double adjustable coilovers offer adjustability with multiple settings for both compression and rebound. The ultimate package is our monotube remote reservoir coilover set which offers separate fluid canisters for optimum adjustability and improved heat dissipation.

Applications P/N

1982-1992 F-Body	042440-S/D/R - 275lb/in
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Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts



Torrington Bearing Upgrade

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102
Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.	031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

REAR SPEED KITS

SPEED KIT 1

- Koni Rear Replacement Shocks
- Rear Coil Springs
- Rear Tubular Anti-Roll Bar

Applications	P/N	Price
1982-1992 F-Body	041640 - 220lb/in - SBC, LS	



SPEED KIT 2

- Rear Coilover Kit
- Rear Lower Swivel Link Kit
- Rear Tubular Anti-Roll Bar
- Rear Rack Bar Kit

Applications	P/N
1982-1992 F-Body	041641-S/D/R - 275lb/in - SBC, LS



SPEED KIT 3

- QUADRALink™ Conversion Kit
- Rear Coilover Kit
- Rear Tubular Anti-Roll Bar

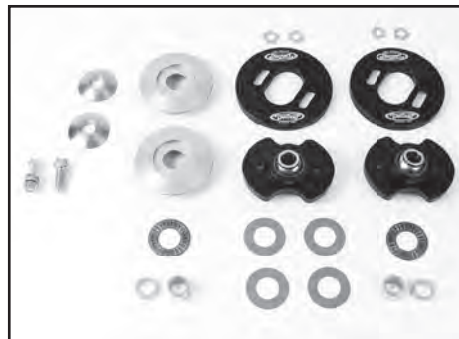
Applications	P/N
1982-1992 F-Body	041642-S/D/R - 275lb/in - SBC, LS

FIFTH GENERATION FRONT COILOVER CONVERSION KITS

The Detroit Speed front coilover kits are a direct bolt-on assembly that completely replace the front strut assembly. The kit uses a DSE/JRi high-performance aluminum strut with 'Detroit Tuned' valving.

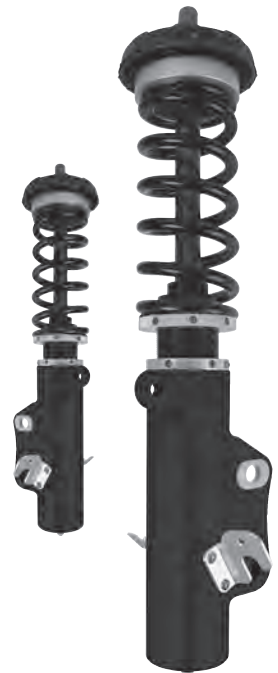
STREET KIT - SINGLE ADJUSTABLE

- The adjustable aluminum spindle bracket allows ride height to be adjusted without affecting strut travel
- Lowers the car approximately 1.5" from stock at the nominal design position
- Our unique design offers increased negative camber range over the stock struts
- The top spindle mounting hole uses removable hole inserts allowing the camber to be adjusted in increments of 1/16" without any worry of movement or slippage like a traditional slot
- Torrington bearings



Camber Plate Upgrade Kit

Applications	P/N
2010+ Coilover Conversion Kit - Street	030320
Upgrade Options	
2010+ Camber Plate Upgrade Kit	030322



Front coilover conversion kit - street

RACE KIT - DOUBLE ADJUSTABLE

- Includes all the same benefits of the street kit with the addition of a solid upper strut mount to eliminate the friction and compliance of the OEM mount
- Includes an additional camber adjustment at the top of the strut tower
- Requires drilling two holes in each strut tower and some minor clearance grinding
- The top camber plate offers Speed-LIGN™ technology to easily adjust camber
- Torrington bearings



Top Camber Plate for Race Kit

Applications	P/N
2010+ Coilover Conversion Kit - Race	030321
Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.	

REAR COILOVER CONVERSION KIT

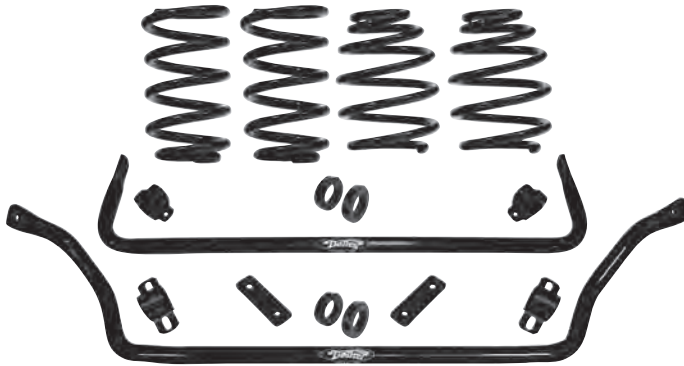
The Detroit Speed rear coilover conversion kit is a direct bolt-on assembly that completely replaces the OEM rear strut assembly. The kit uses a DSE/JRi high-performance aluminum shock with 'Detroit Tuned' valving. The kit allows ride height adjustment and easier rear spring changes and lowers the car approximately 1.5" from stock at the nominal design position. The kit comes with rear canister mounts for easy canister mounting. **Applications**

P/N	Applications
042430	Rear Coilover Conversion Kit - Single Adjustable Shocks
042430-D	Rear Coilover Conversion Kit - Double Adjustable Shocks
Upgrade Options	
031062	Torrington Bearing Upgrade



INFOCUS - DSE FIFTH GEN ON LAST ISSUE OF CAMARO PERFORMERS.





2010-2011 Camaro Speed Kit 1



2012+ Camaro Speed Kit 1

DSE FIFTH GENERATION CAMARO SPEED KITS

SPEED KIT 1

- Front & Rear Drop Springs
- Front Anti-Roll Bar
- Adjustable Rear Anti-Roll Bar

The Drop springs have an increased spring rate and lower the ride height to give your car a more aggressive stance. They are a direct replacement and retain the factory isolators. The front and rear anti-roll bars are a larger diameter than stock with increased performance. They include split lock collars that positively locate the bar and bushings.

Applications	P/N
2010-2011 Camaro - V8	033021
2010-2011 Camaro - V6	033022
2012+ Camaro w/Electric Steering	033023

Applications	P/N
2010+ - Front Drop Springs	031131 - 220 lb/in
2010+ - Rear Drop Springs	041812 - 425 lb/in
2010-2012 - Front Anti-Roll Bar w/o electric steering	031407
2012+ - Front Anti-Roll Bar w/electric steering	031412
2010-2011 - Rear Anti-Roll Bar	042204
2012+ - Rear Anti-Roll Bar	042215
2010-2011 - Rear Anti-Roll Bar update kit	042216

Note: Update kit allows the 2010-2011 Camaro to use the 2012+ rear anti-roll bar.

Fifth Generation Stock vs. DSE Spring & Anti-Roll Bar Rates		
	Spring % Rate Increase	Anti-Roll Bar % Rate Increase
2010-2011 Camaro Anti-Roll Bars		
Front	41 %	128 %
Rear - Front Hole	14 %	135 %
Rear - Rear Hole	N/A	196 %
2012 Camaro Anti-Roll Bars		
Front	41 %	128 %
Rear - Front Hole	14 %	53 %
Rear - Center Hole	N/A	74 %
Rear - Rear Hole	N/A	101 %



Bryan Johnson collected handfuls of trophies this past season at the Ultimate Street Car events in his DSE "Equipped" 2013 Camaro.

DSE FIFTH GENERATION CAMARO SPEED KITS

SPEED KIT 2 - 2010-2011 CAMARO SINGLE ADJUSTABLE

The Speed kit 2 includes:

- Front Anti-Roll Bar
- Front Coilover Conversion Kit (Street)
- Front Anti-Roll Bar End Link Kit
- Caster Kit
- Adjustable Toe Link Kit
- Rear Anti Roll Bar
- Rear Coilover Conversion Kit

SPEED KIT 2 - 2012+ CAMARO SINGLE ADJUSTABLE

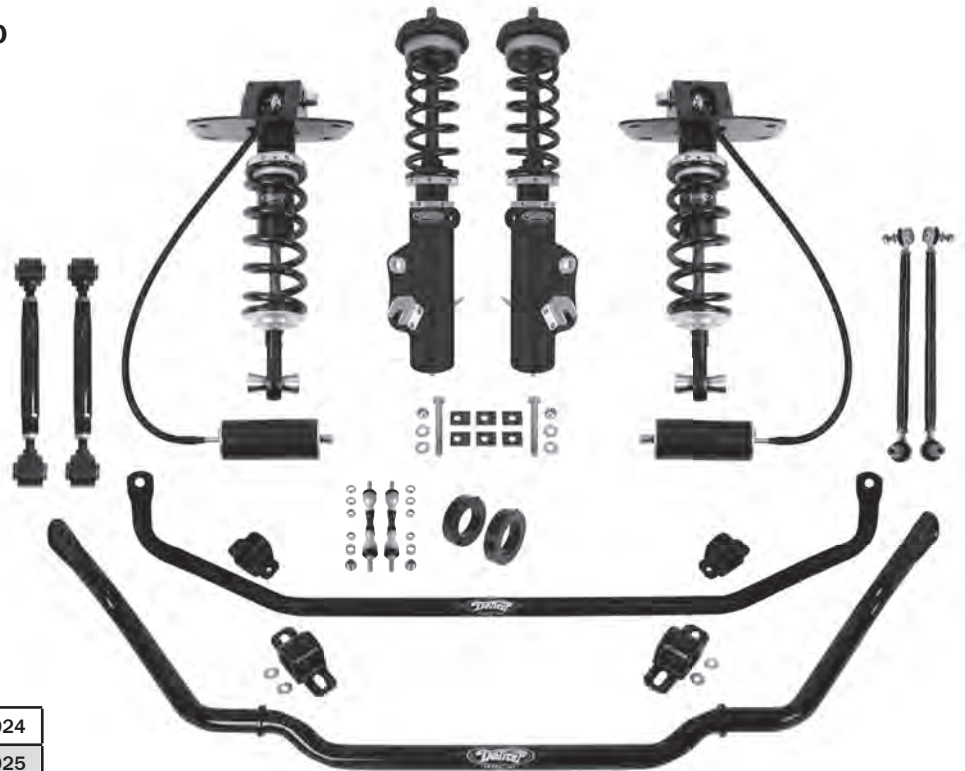
The Speed kit 2 includes:

- Front Anti-Roll Bar
- Front Coilover Conversion Kit (Street)
- Front Anti-Roll Bar End Link Kit
- Caster Kit
- Adjustable Toe Link Kit
- Rear Anti Roll Bar
- Rear Coilover Conversion Kit
- Rear Anti-Roll Bar End Link Kit

Applications

P/N

2010-2011 Camaro	033024
2012+ Camarow/ Electric Steering	033025



2012+ Speed Kit 2

SPEED KIT 3 - 2010+ CAMARO

The Speed Kit 3 is the ultimate in performance for your 2010+ Camaro. These are the same parts that the Detroit Speed 2012 White Monster Camaro ran during the One Lap of America where the team were named Rookies of the Year. For the ultimate track kit for your Camaro, chose the Speed Kit 3.

DOUBLE ADJUSTABLE

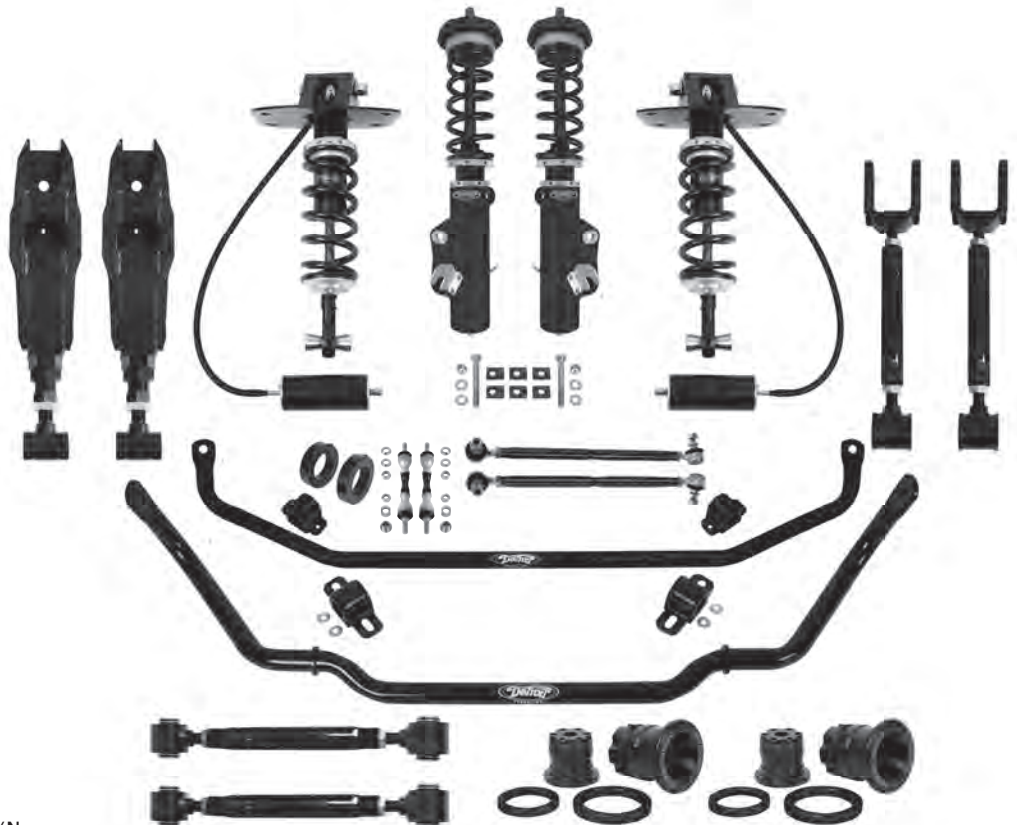
The Speed kit 3 includes:

- Front Anti-Roll Bar
- Front Coilover Conversion Kit (Race)
- Front Anti-Roll Bar End Link Kit
- Caster Kit
- Adjustable Toe Link Kit
- Rear Anti Roll Bar
- Rear Coilover Conversion Kit (Race)
- Rear Anti-Roll Bar End Link Kit
- Adjustable Lower Control Arms
- Adjustable Rear Trailing Arm Kit
- Solid Rear Cradle Mounts

Applications

P/N

2010-2011 Camaro	033026
2012+ Camaro w/ Electric Steering	033027



2012+ Speed Kit 3

ADJUSTABLE LOWER CONTROL ARMS

The Lower Control Arms are boxed and constructed from HSLA steel making them significantly stronger than the stock stamped steel arms. They are equipped with high durometer polyurethane bushings instead of the stock, soft rubber bushings to reduce suspension deflection resulting in improved handling, traction, and performance from the rear suspension system. Adjustability allows the factory eccentric adjuster (which is prone to slipping causing unwanted changes to alignment settings) to be eliminated using the provided eccentric eliminator washers.

Applications	P/N
2010+ Camaro	042304



HEAVY DUTY ADJUSTABLE TOE LINKS

The DSE Rear Toe Links are significantly stronger than the stock stamped steel links, which are easily bent during performance driving maneuvers. They are equipped with cross-axis pivot bushings (like the FE4 suspension vehicles) instead of the stock, soft rubber bushings to reduce suspension deflection resulting in improved handling, traction, and performance from the rear suspension system. Adjustability allows the factory eccentric adjuster (which is prone to slipping causing unwanted changes to alignment settings) to be eliminated using the provided eccentric eliminator washers.

Applications	P/N
2010+ Camaro	042302



ADJUSTABLE REAR TRAILING ARMS

The DSE Trailing Arms are stronger, but lighter than the stock stamped steel arms and are equipped with high durometer polyurethane bushings to replace the soft, stock rubber bushings. The less weight and reduced suspension deflection results in improved handling, traction, and performance. They also provide increased adjustability in the rear suspension system over non-adjustable rear trailing arms.

Applications	P/N	Price
2010+ Camaro	042303	



CASTER KIT

The caster kit allows tuning of the front caster by adjusting the mounting point of the front lower control arm. Slotting the holes using the included template allows the use of removable hole inserts to move the mounting point fore and aft up to 1/4" in each direction.

Applications	P/N
2010+ Caster Kit	031730



FRONT ANTI-ROLL BAR END LINK KIT

These direct replacement heavy-duty front anti-roll bar endlinks offer adjustability and are stronger than the OEM links. Center tube is black hard coated aluminum.

Applications	P/N
2010+ Anti-Roll Bar Endlink Kit	031411



REAR ANTI-ROLL BAR END LINK KIT

Our direct replacement heavy-duty rear anti-roll bar end links are stronger than stock and eliminate the rubber compliance of the OEM links. They have an alloy steel center post with precision ball-link pivot joints. Works with DSE or 2012+ OEM rear lower control arms.

Applications	P/N
DSE or OEM 2012+ Rear Lower Control Arms	042305



SOLID REAR CRADLE MOUNTS

The cradle mounts completely eliminate undesirable wheel hop and drivetrain oscillations caused by rear cradle movement. They also improve the strength and rigidity of the rear vehicle structure which makes vehiclehandling more precise and predictable.

They feature black anodized aluminum mounts that lightly press into the stock rear cradle and are secured with a threaded lock ring.



Applications

P/N

2010+ Camaro	041510
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Tech Tip: A lock ring adjustment tool is included to adjust your lock rings.



ENGINE MOUNT KIT

The V8 Engine Mount Kit locates the engine more securely than the OEM engine mounts without being harsh. It also reduces powertrain shake associated with the soft, stock mounts. The mounts feature black anodized aluminum housings with powder coated steel brackets and are adjustable rearward up to 1" in 1/4" increments and downward up to 1/2" in 1/4" increments.



Applications

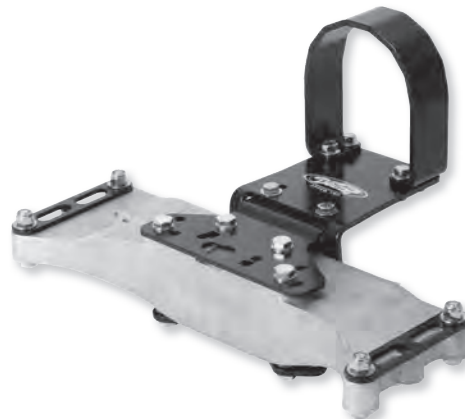
P/N

2010+ Camaro w/ V8 Engine	060430
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DRIVESHAFT LOOP

The DSE driveshaft loop is a bolt-on kit for a 2010+ Camaro V8 with a 6-speed automatic or manual transmission. The loop is 1/4" thick steel by 2" wide meeting NHRA requirements. No drilling or cutting is required. The loop will clear factory exhaust and does not affect vehicle ground clearance. The loop comes powder coated black and includes all necessary hardware. This kit can help prevent vehicle damage in the event of a driveshaft failure.



Applications

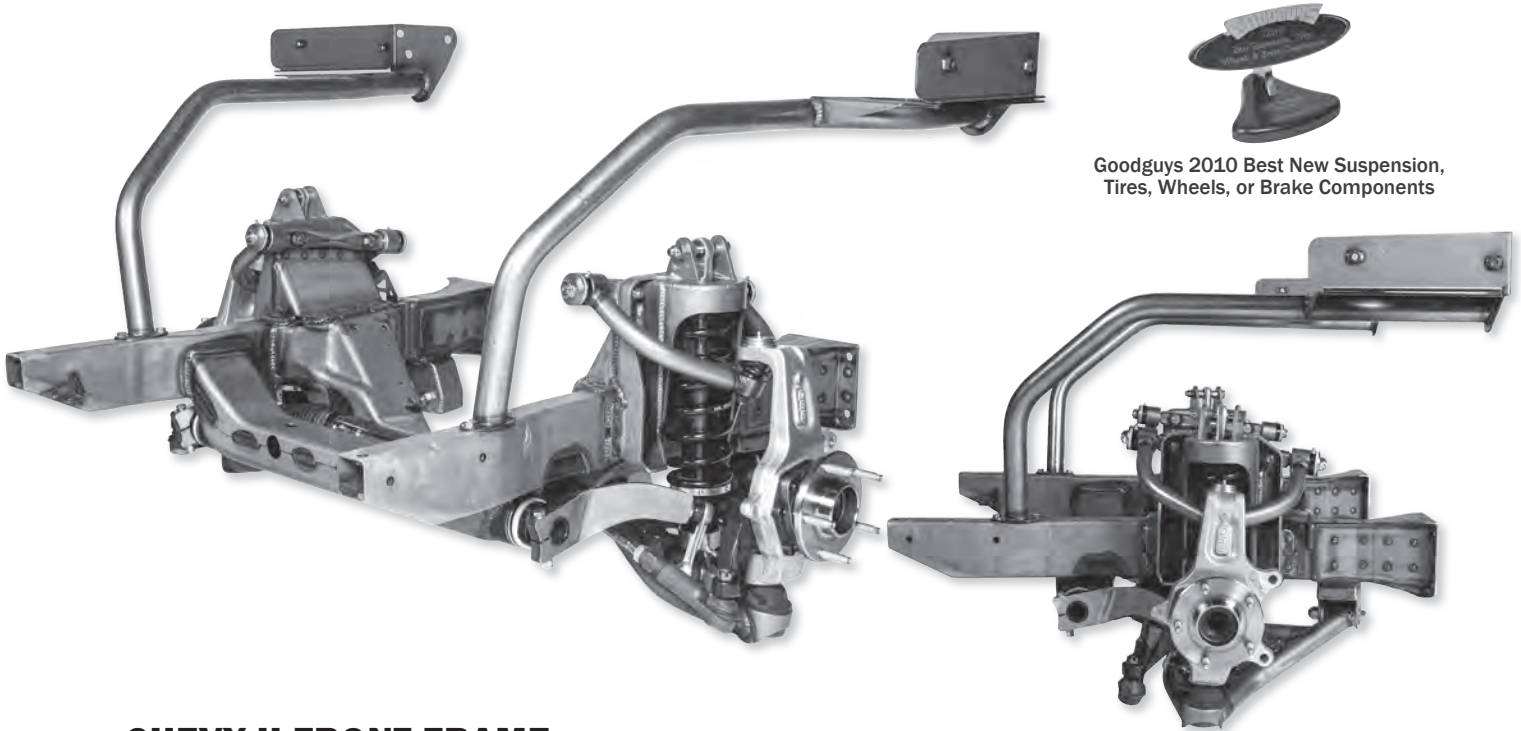
P/N

2010+ Camaro V8 w/6 Speed transmission	011204
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Note: Crossmember not included.



The DSE White Monster Camaro competes at Daytona International Speedway during a 2014 USCA event.



Goodguys 2010 Best New Suspension, Tires, Wheels, or Brake Components

CHEVY II FRONT FRAME

Detroit Speed's Front Frame is a bolt-in replacement for the original stock frame. It improves the handling and ride quality by utilizing DSE's unique suspension geometry. It is the *ONLY* Chevy II frame in the aftermarket industry with OEM quality stamped crossmembers for improved structural rigidity. The bay bars feature rigid integral hood hinge mounting and are hidden when used with DSE's Chevy II Inner Fenders package.

The frame comes complete with the following components:

- Tubular upper and lower control arms
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- NEW! • Torrington Bearings
- Coilover Springs
- 'Detroit Tuned' power rack and pinion steering
- Integrated splined Anti-Roll Bar
- DSE exclusive suspension geometry for superior ride and handling
- Spanner Tool for easy shock adjustments
- Control arm cross shafts with caster tuner bushings
- Forged DSE Spindle
- Composite Anti-Roll Bar Bushings



Chevy II Front Frame with DSE Inner Fenders

NOTE: Frame must ship freight.

SBC and LS engines have been designed as a direct bolt-in to this frame. The DSE frame has been designed, engineered, and developed for the road and track. This frame blends the benefits of current OEM technology and aftermarket performance into one product! The frame is sold in bare metal, uncoated and unassembled. If the powder coat option is purchased, assembly is included.

CHEVY II FRONT FRAME IN BARE METAL

Applications	P/N
1962-1965 Chevy II	032031-S/D/R - 400 lb/in SBC, LS
1966-1967 Chevy II	032033-S/D/R - 400 lb/in SBC, LS

CHEVY II FRONT FRAME W/ BLACK POWDER COAT & ASSEMBLY OPTION

Applications	P/N
1962-1965 Chevy II	032032-S/D/R - 400 lb/in SBC, LS
1966-1967 Chevy II	032034-S/D/R - 400 lb/in SBC, LS

WHEEL BEARING UPGRADE

This SKF housing has reduced bearing runout to eliminate brake "knockback" and also provides you with longer bearing life than standard applications.

Application	P/N
Severe Duty SKF Wheel Bearing Upgrade	032105



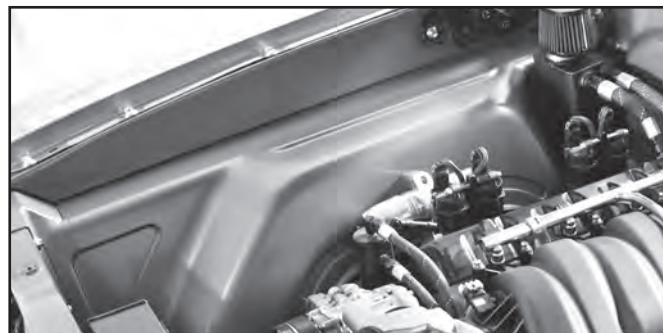
CHEVY II FRONT FRAME INNER FENDERS

Detroit Speed's Chevy II Inner Fenders are designed to fit Chevy II's equipped with a DSE Chevy II Front Frame. They completely hide the Front Frame downbars resulting in a neat and clean underhood appearance. The inner fenders are stamped from 18 gauge steel and are made in the USA.

Applications

P/N

1962-1965 Chevy II	032035
1966-1967 Chevy II	032036



Inner fenders installed on the DSE 1963 Chevy II Test Car



SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

Wheel & Tire Fitment 1962-1965 Chevy II Front Frame					
Diameter	Width	Backspace	Bolt Pattern	Recommended Tire Size	Comments
17" Diameter	8.0"	4.500"	5" x 4.75" Stud Size M12 x 1.5	245/40R17	
	8.5"	4.750"		245/40R17	Maximum width recommended
18" Diameter	8.0"	4.500"		245/35R18	
	8.5"	4.750"		245/35R18	
	9.0"	5.000"		255/35R18	Maximum width recommended
Wheel & Tire Fitment 1966-1967 Chevy II Front Frame					
17" Diameter	8.0"	4.500"	5" x 4.75" Stud Size M12 x 1.5	245/40R17	
	8.5"	4.750"		245/40R17	
	9.0"	4.750"		255/40R17	Maximum width recommended
18" Diameter	8.0"	4.500"		245/35R18	
	8.5"	4.750"		245/35R18	
	9.0"	5.000"		255/35R18	
	9.5"	5.000"	265/35R18	Maximum width recommended	

CHEVY II FRONT FRAME OPTIONS & ACCESSORIES

ENGINE FITMENT 1962-1967 CHEVY II

Engine	Mounting	Oil Pan	Headers
SBC	DSE P/N: 060415	Stock	DSE P/N: 061003 DSE P/N: 061004
LS1, LS2, LS3	DSE P/N: 060416	LS2/LS3, Corvette GM P/N: 12624617 4th Gen F-Body GM P/N: 12628771 Mast P/N: 401-111 (Mast pans are not compatible when using the DSE Chevy II Headers) Champ P/N: LS1000	DSE P/N: 061002
LS7	DSE P/N: 060416	Corvette Dry Sump Pan GM P/N: 12626225	DSE P/N: 061002

ACCESSORY COMPONENTS 1962-1967 CHEVY II

Component	Description
Brakes	DSE has Baer Brake packages for our Chevy II Front Frame. Any C6 Corvette brake application works with our front frame.
Subframe Connectors	Chevy II Subframe Connectors available - P/N: 010104
Rack & Pinion Fittings	Pressure (High) 9/16" - 18, Return (Low) 5/8" - 18. Fittings adapt to -6AN, and complete hose kits are available from DSE.
Rack & Pinion Input Shaft	3/4" - 36, complete kits available from DSE. (see below)
Camber Shims	Use DSE Camber Shim Track Kit P/N: 031714

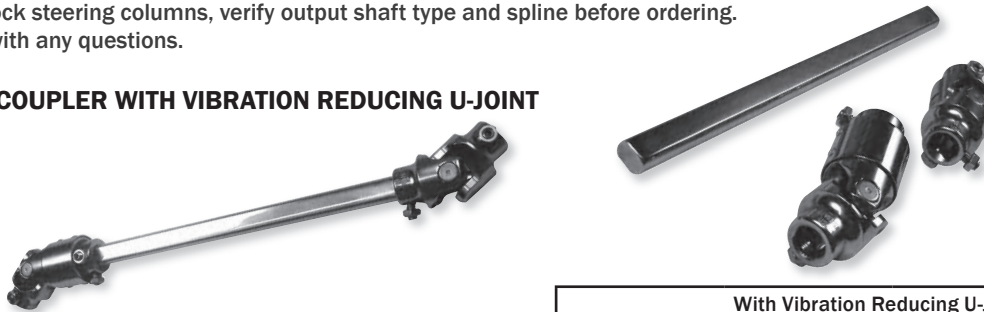
STEERING COUPLER

Use this Steering Coupler Kit with the DSE Chevy II Front Frame. It utilizes highest quality steel and is thoroughly tested.

- Shaft is 12" in length DD, and easily trimmed to exact length
- Available with vibration reducers (DSE recommended) and also increases overall life of steering components
- Available in plain steel or polished stainless steel for many different column applications

NOTE: On stock steering columns, verify output shaft type and spline before ordering. Please call with any questions.

STEERING COUPLER WITH VIBRATION REDUCING U-JOINT



1962-1967 CHEVY II

Application	With Vibration Reducing U-Joint	
	Plain Steel	Polished Stainless Steel
3/4" - 36: ididit steering column	P/N 092503	P/N 092503P

ENGINE MOUNT BRACKET KITS

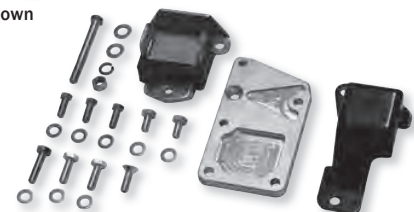
The DSE engine mount bracket kits enable easy, no hassle installation of any SBC or LS engine into the DSE Chevy II Front Frame. Unlike others, the DSE kit comes complete with the following:

- Frame side engine mount stands
- CNC aluminum adapter plates (LS only)
- Polyurethane engine mounts



LS Engine Mount Kit Shown

Applications	P/N
1962-1967 Chevy II Front Frame - SBC	060415
1962-1967 Chevy II Front Frame - LS	060416



DSE STAINLESS STEEL HEADERS

The DSE Chevy II Stainless Steel Headers are designed and engineered for LS and SBC engines in the DSE Front Frame.

Features:

- 1 - 7/8" primary tubes for LS engines and 1 - 3/4" primary tubes for SBC engines with 4-way inline merge collectors
- V-Band clamps
- O2 sensor bung in the collector
- Designed for performance, maximum ground clearance, and a clean engine compartment

NOTE: Requires the use of a Chevy II LS or SBC engine mount kit.

Applications	P/N
Chevy II Front Frame	061002 - LS 1 - 7/8" Tube Diameter
Chevy II Front Frame	061003 - SBC 1 - 3/4" Tube Diameter - Standard Port
Chevy II Front Frame	061004 - SBC 1 - 3/4" Tube Diameter - Raised Port
3" Exhaust	060502 - 3" Mild Steel V-Band Clamp
3" Exhaust	060503 - 3" Stainless Steel V-Band Clamp
3" Exhaust	060501 - 3" Stainless Steel Exhaust Flange



Stainless Steel V-Band Clamp Exhaust Flange

CAMBER SHIM TRACK & CASTER TUNER KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. The Caster Tuners make adding more caster to your upper control arms easy. The "1" Caster Tuners have a 1/8" offset and the "2" caster tuners have a 1/4" offset.

The Camber Shim kit includes:

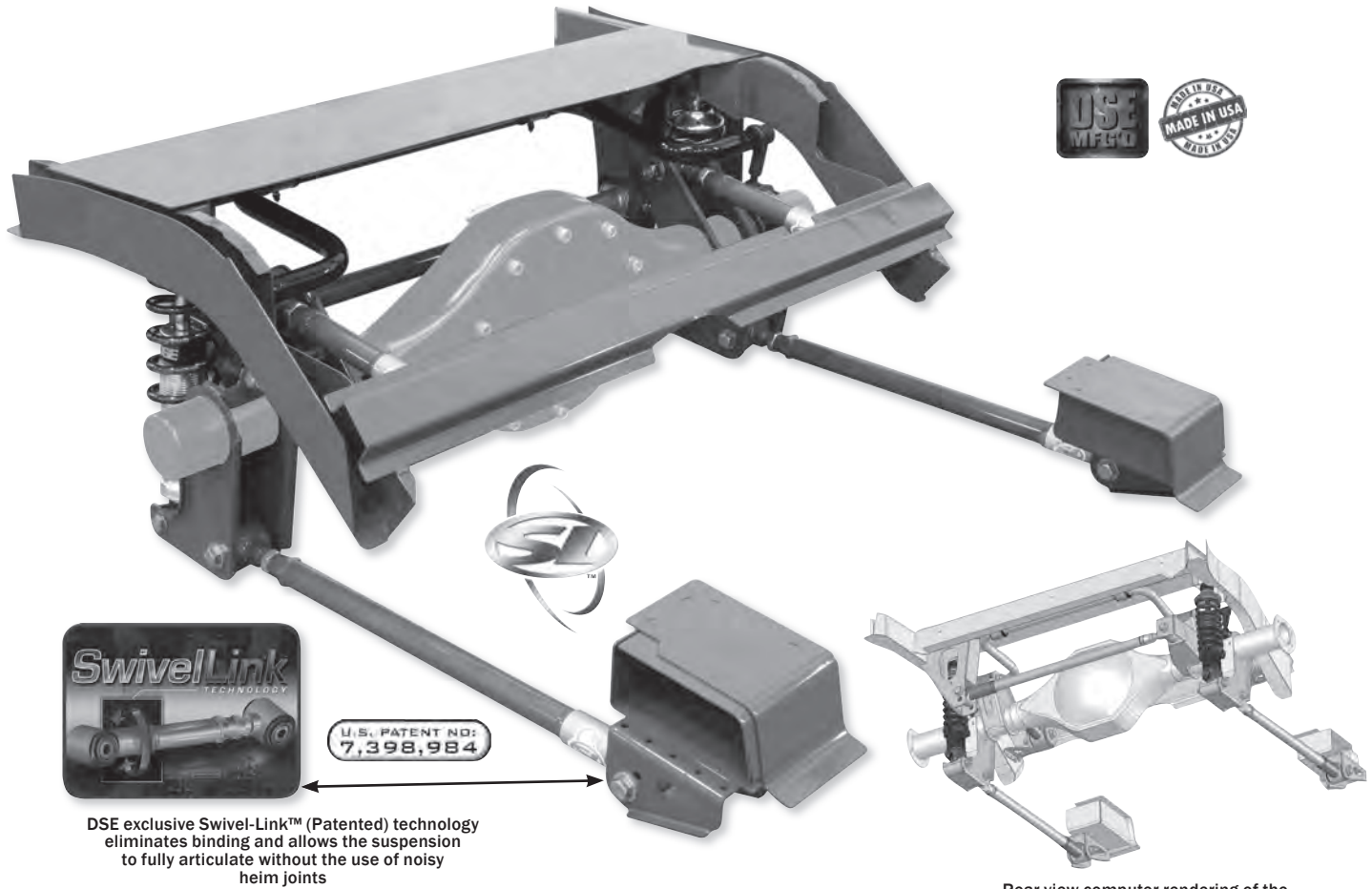
- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims

The Caster Tuner kit includes:

- Four #1, 1/8" offset caster tuners
- Four #2, 1/4" offset caster tuners

Applications	P/N
Camber Shim Track Kit - Front Frame	031714
Caster Tuner Kit - Front Frame	031732





U.S. PATENT NO:
7,398,984

DSE exclusive Swivel-Link™ (Patented) technology eliminates binding and allows the suspension to fully articulate without the use of noisy heim joints

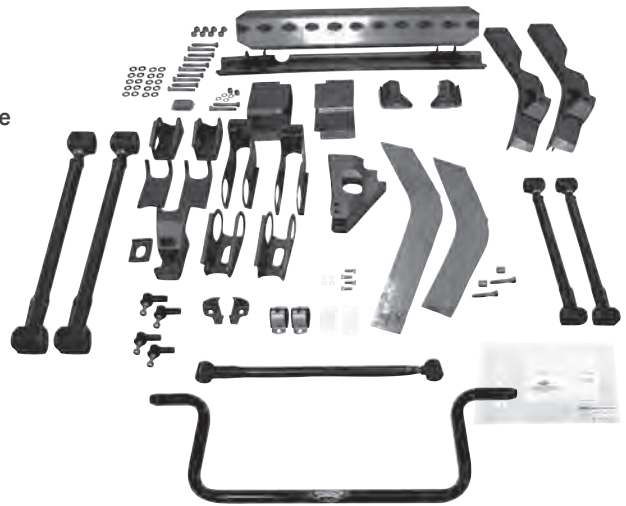
Rear view computer rendering of the 1962-1967 Chevy II QUADRALink™

QUADRALINK™ REAR SUSPENSION KIT

Upgrade from your original leaf spring suspension. DSE's exclusive 4-link geometry design is uncompromised to achieve the best possible handling and ride quality. The DSE "Swivel-Link™" (Patent No. 7,398,984) allows the suspension to fully articulate with smooth solid motion with no binding. The long upper links provide great pinion and u-joint angle control. Contrary to competitors' kits, DSE utilizes a panhard rod that provides precise and effective rear axle lateral location during hard cornering. The panhard rod is adjustable as ride height changes for roll center control. Don't settle for anything less than DSE's QUADRALink™ rear suspension!

QUADRALink™ Features

- No compromises in suspension geometry
- DSE exclusive no-bind "Swivel-Link™" technology
- High durometer bushings, no heim-joints to wear out and make noise
- Long upper arms for pinion angle control
- Improved anti-squat geometry
- Long panhard rod for rear axle lateral control during hard cornering
- Stock back seat can still be used
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- Includes a 1" OD .156 wall rear Anti-Roll Bar
- All links are powder coated satin black



CHEVY II QUADRALINK™ WITH COILOVER SHOCKS AND SPRINGS

Applications

P/N

1962-1967 Chevy II	041707-S/D/R
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SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum shock mounts are manufactured for securing your remote shock canisters to the vehicle. The shocks mount with two 1/4"-20 x 1/2" buttonhead screws.	032102
Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.	031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

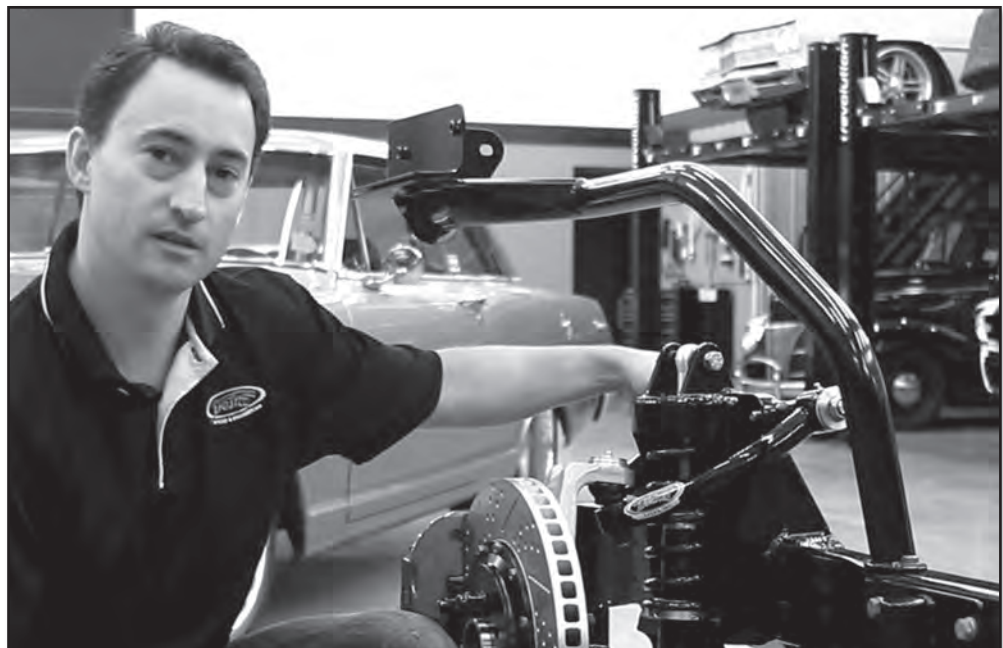
INFOCUS - DETROIT SPEED TECH VIDEOS

The Detroit Speed "Tech Series" catalog of videos offers you quick, informative insight on Detroit Speed products, product installations or even FAQ's about Detroit Speed suspension setups and what we think will offer you the best ride quality for your unique suspension.

Tech videos include:

- Chevy II Front Frame
- Super Tanks Systems
- 600 Steering Gear tech
- DSE Test Car tech
- Camber & Caster tech
- A-Body suspension introduction
- X-Gen suspension installation
- Headlight kit troubleshooting
- Detroit Speed leaf springs
- Steering components tech
- Pinion angle tech

and much more...



MINI-TUBS

The DSE Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages, including tires as wide as 295mm for the 1962-1965 Chevy II and 315mm for the 1966-1967 Chevy II. They are designed for a perfect fit, retain a stock appearance, and are available exclusively through Detroit Speed, Inc.. Mini-Tubs are 2-1/2" wider than stock, stamped from 18 gauge steel, made in the USA.

Mini-Tubs will significantly reduce the number of hours required for a Mini-Tub project.



Wheel & Tire Fitment	Wheel Size	Tire Size
1962 - 1965 Chevy II	17" x 10"	295/40R17
1962 - 1965 Chevy II	18" x 10"	295/35R18
1966 - 1967 Chevy II	17" x 11"	315/35R17
1966 - 1967 Chevy II	18" x 11"	315/30R18

Applications P/N

1962-1967 Chevy II	040404
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MINI-TUB INSTALLATION DVD

- This DVD contains a full instructional video that demonstrates the Mini-Tub process from start to finish
- Comes with written instructions

Applications P/N

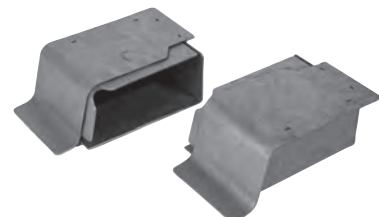
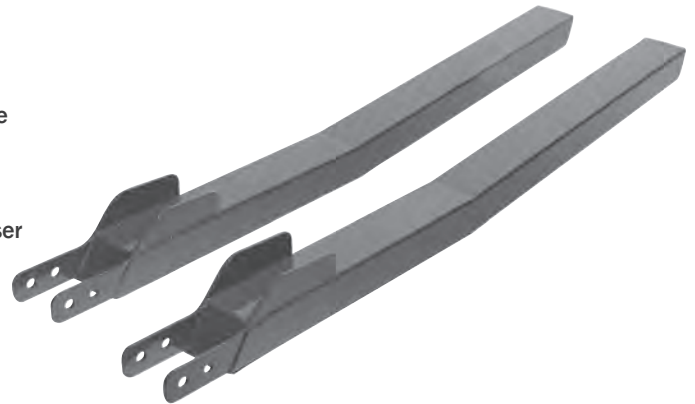
1962-1967 Chevy II	041225
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SUBFRAME CONNECTORS

Our unique DSE weld in subframe connectors increase your car's stiffness by connecting the front frame to the rear frame rails.

- Fabricated from 2" x 3" x 0.095" wall steel tubing
- Laser cut brackets are included that attach the rear of the frame to the connector for an easy, strong, and simple welded joint
- Barely visible from underneath the car giving maximum ground clearance that can't be achieved with bolt-on kits
- The rear is tapered to attach to the rear frame rails and has a laser cut slot that conforms to the rear seat floor pan
- The connectors are bent and TIG welded in a fixture for accuracy and repeatability
- They do not interfere with seat attachment hardware or the rear leaf spring pocket
- Can be installed on convertibles and the molded factory carpet will still fit
- Supplied with templates pictures, and detailed instructions for installation



DSE Chevy II torque boxes

Note: If not installing the Chevy II QUADRALink™ you will need to purchase the DSE torque boxes.

Applications P/N

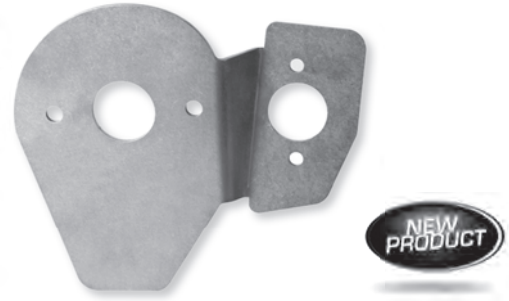
1962-1967 Chevy II	010104
Torque Boxes	9304115



CLUTCH MASTER CYLINDER BRACKET

This DSE bracket mounts the Tilton (P/N 75-750U, 3/4" Bore Size) hydraulic clutch master cylinder to the firewall of the 1962-1967 Chevy II's. The bracket correctly positions itself by mounting between the firewall and brake master cylinder or brake booster on power brake cars. The firewall will require a clearance hole for the clutch master cylinder to pass through once the bracket is in position.

Applications	P/N
1962-1967 Chevy II	070437



LS tank shown

SUPER TANK 600 & 1000 SERIES STAINLESS STEEL NARROWED FUEL TANK

The Detroit Speed 600 series tank is specifically designed for vehicles with 600 HP that are using an internal fuel pump for track purposes. The Detroit Speed 1000 series fuel tank is specifically designed for vehicles with 1000 HP using a dual internal fuel pump system with an electronic controller. Both tanks include a jumper harness for easy installation and have corner pickups built into the tank to eliminate the possibility of fuel starvation during extreme cornering without having a full tank.



Applications	P/N
1962-1967 Chevy II - "600 Series"	080144
1962-1967 Chevy II - "1000 Series"	080145

STAINLESS STEEL NARROWED FUEL TANKS

Our stainless steel narrowed fuel tanks are designed specifically for use with our mini-tub kit. Our DSE tanks have an angled front corner to allow for easier exhaust packaging. These are a direct bolt-in using the original mounting location and stainless steel fuel tank straps are provided. They are available for fuel injected or carbureted engines. All carbureted tanks have a 1/2" NPT fuel pick-up fitting compatible with either - 8 AN or -10 AN fuel line. The DSE LT1 pump provides 45-48 psi at 33 gal/hr. The DSE LS1 fuel pumps use a Walbro GSS340 electric in-tank pump that delivers 60-65 psi @ 55 gal/hr (at 13.5 volts). All tanks are baffled and pressure tested. 0-90 ohm fuel sending units for Chevy II's are sold separately.

Note: Additional fuel pump upgrades available.

Applications	P/N
1962-1967 Chevy II	080119 - Carbureted
1962-1967 Chevy II	080120 - L98, LT1
1962-1967 Chevy II	080121 - Fuel Injected - LS

FUEL TANK ACCESSORIES

Use the sending unit with our narrowed fuel tanks. The sending unit is set up for GM and aftermarket gauges 0-90 ohm.

The II Much Fuel Vent eliminates spillage at the track and fuel odors in the garage. Typically installed on pre-emission or modified performance cars it's an attractive upgrade that elegantly solves a common problem whether you're at the car show or the racetrack. Featuring hard anodized 6061 aluminum, 40 Micron filtration, and an engineered environmental seal, the II Much Fabrication Fuel vent looks as good as it performs. Installation is simple, requiring only one hole drilled in the trunk floor and a single hose to the tank. The Fuel Pump Access Panel can be welded into your trunk to allow quick and easy access to your fuel pump.

Applications	P/N
DSE Narrowed Fuel Tanks	080201 - Sending Unit
DSE Narrowed Fuel Tanks	080401 - II Much Fuel Vent
Various	080402 - Fuel Pump Access Panel





CONTROL ARM & SPINDLE KIT

Our exclusive Detroit Speed control arm and spindle kit is designed to work as an integrated system on your vehicle. The Detroit Speed spindle is 1-1/2" taller than the stock spindle and provides 2" of drop from stock height. The taller spindle height improves handling by modifying the camber curve resulting in a negative camber gain during suspension compression. The stock steer arms mount in the optimal location to minimize bump steer.

DSE's A-Body tubular upper control arms provide increased strength and additional positive caster. They feature five axis laser cut tube ends. The ball joint pocket is CNC machined from billet for increased strength. The upper control arms are TIG welded in fixtures to guarantee geometric accuracy and repeatability. They have Delrin™ bushings, new ball joints, and a gloss black powder coat finish.

The DSE A-Body lower control arms feature a robust tubular design with gussets and a cross brace. They feature five axis laser cut tube ends and machined ball joint pockets for a precise fit. The lower control arms are TIG welded in fixtures to guarantee geometric accuracy and repeatability. They have Delrin™ bushings with steel housings and crush tubes, new ball joints, and a gloss black powder coat finish.

Applications **P/N**

1964-1966 A-Body	030104
1967-1972 A-Body	030105
1973-1977 A-Body	030106 - Upper Control Arms Only
1973-1977 A-Body	031207 - Lower Control Arms Only



Control Arm & Spindle Kit

AN IN-DEPTH LOOK AT THE DSE A-BODY FORGED SPINDLE

The Detroit Speed spindle is 1-1/2" taller than the stock spindle and provides 2" of drop from stock height. The taller spindle height improves handling by modifying the camber curve resulting in a negative camber gain during suspension compression. The stock steer arms mount in the optimal location to minimize bump steer.

Our spindle is a one-piece 4140 alloy steel forging that is made in the U.S.A. It is heat treated to maximize impact toughness and fatigue strength, and then a secondary induction hardening process is performed on the spindle pin to further increase its strength and abrasion resistance. This 2 step heat treating process is what gives DSE's forged spindle the unique coloration. Afterwards, the bearing and seal surfaces are precision hard turned to ensure that the concentricity and diameter of the pin remain within exacting tolerances.

The spindle allows the use of OEM disc brakes or aftermarket brakes designed to fit a stock spindle. The OEM caliper bracket will need to be notched slightly to fit the DSE spindle. DSE offers a Baer brake kit that is designed to fit the spindle.

The spindle comes with a spindle nut, tabbed washer, cotter pin, and fasteners to attach the stock steer arms and lower caliper mounting bracket.





Tubular Anti-Roll Bar

1964 - 1977 A-Body Tubular Front Anti-Roll Bar Rate
816 lb/in



Splined Anti-Roll Bar

1964 - 1972 A-Body Splined Front Anti-Roll Bar Rate
1031 lb/in

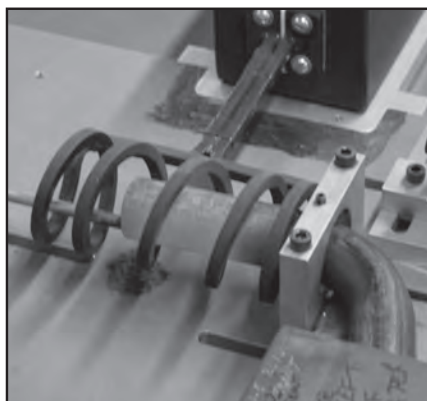
ANTI-ROLL BARS

Our tubular 1-3/8" anti-roll bar is designed to address the shortcomings of the small factory A-Body anti-roll bar. The DSE anti-roll bar kit comes with greaseable polyurethane bushings, mounts and end links. Our extensive testing revealed dramatic improvement on cars with stock suspension and optimal improvement on cars fitted with other DSE components.

The DSE A-Body splined anti-roll bar kit is tuned to provide the ultimate in performance, ride, and handling for your A-Body. It uses a 1-1/2" OD hollow splined anti-roll bar that mounts in black hardcoated 6061 billet aluminum pillow blocks with Delrin™ bushings. The anti-roll bar arms are 3/4" thick solid steel to minimize deflection and come in a black powder coat finish. The kit includes a low-friction ball style end-link system.

The bar and arms are specifically designed for the A-Body chassis for performance, fitment, and clearance. This anti-roll bar kit is a direct bolt-on for 1968-1972 A-Bodies. On 1964-1967 A-Bodies, the existing anti-roll bar mounting holes need to be drilled and tapped up to 3/8". We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.

Applications	P/N
1964-1967 A-Body	031402 - Tubular Anti-Roll Bar - 1-3/8" O.D. Hollow
1968-1972 A-Body	031402 - Tubular Anti-Roll Bar - 1-3/8" O.D. Hollow
1964-1972 A-Body	031404 - Splined Anti-Roll Bar Kit - 1-1/2" O.D. Hollow
1973-1977 A-Body	031406 - Tubular Anti-Roll Bar - 1-3/8" O.D. Hollow



CAMBER SHIM TRACK KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. Each shim is machined from 6061 aluminum and is then anodized black for durability.

This kit includes:

- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims

Applications P/N

1964-1972 A-Body	031714
1973-1977 A-Body	031715



ADJUSTABLE FRONT REPLACEMENT SHOCKS

Replace your stock or worn factory shock absorbers with Koni Classic shocks for improved ride and handling on your A-Body. These rebound adjustable shock absorbers bolt in with a pin-style top mount and bowtie-type lower mount. These Koni Classic shock absorbers use the latest in shock absorber technology to give your car a modern feel while maintaining comfortable ride characteristics.

Applications P/N

1964-1977 A-Body	031007
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FRONT COIL SPRINGS

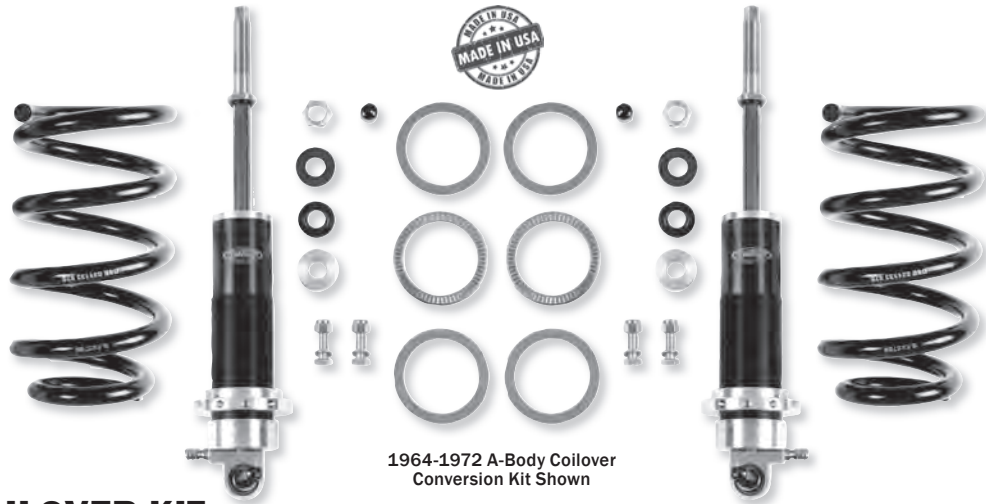
Give your A-Body a modern Pro-Touring stance while improving ride and handling with our new A-Body coil spring kits. We offer either stock ride height or a 2" drop (from stock). These springs provide an improvement in both ride and handling over the soft factory coils.

Applications P/N

1964-1967 A-Body	031109 - 550 lb/in - SBC, LS, Stock Height
1964-1967 A-Body	031112 - 650 lb/in - BBC, Stock Height
1964-1967 A-Body	031115 - 550 lb/in - SBC, LS, 2" Drop
1964-1967 A-Body	031118 - 650 lb/in - BBC, 2" Drop
1968-1972 A-Body	031111 - 550 lb/in - SBC, LS, Stock Height
1968-1972 A-Body	031114 - 650 lb/in - BBC, Stock Height
1968-1972 A-Body	031117 - 550 lb/in - SBC, LS, 2" Drop
1968-1972 A-Body	031120 - 650 lb/in - BBC, 2" Drop
1973-1977 A-Body	031123 - 600 lb/in - SBC, LS, 2" Drop
1973-1977 A-Body	031124 - 700 lb/in - BBC, 2" Drop



The Farrington's DSE "Equipped" 1966 Chevelle has been carving corners and picking up awards at events for numerous years.



1964-1972 A-Body Coilover Conversion Kit Shown

FRONT COILOVER KIT

The DSE A-Body Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted on to any A-Body, bringing your classic's handling and ride into the 21st century with our 'Detroit Tuned' valving. The base coilover package offers extensive ride height adjustability and is optimized around a 2" drop from stock height. Our optional single or double adjustable coilovers offer adjustability with multiple settings for both compression and rebound. The ultimate package is our monotube remote reservoir coilover set which offers separate fluid canisters for optimum adjustability and improved heat dissipation.

Applications	P/N
1964-1972 A-Body	030306-S/D/R - 550 lb/in - SBC, LS
1964-1972 A-Body	030307-S/D/R - 650 lb/in - BBC
1973-1977 A-Body	030315-S/D/R - 575 lb/in - SBC, LS
1973-1977 A-Body	030316-S/D/R - 700 lb/in - BBC



Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

FRONT SPEED KITS

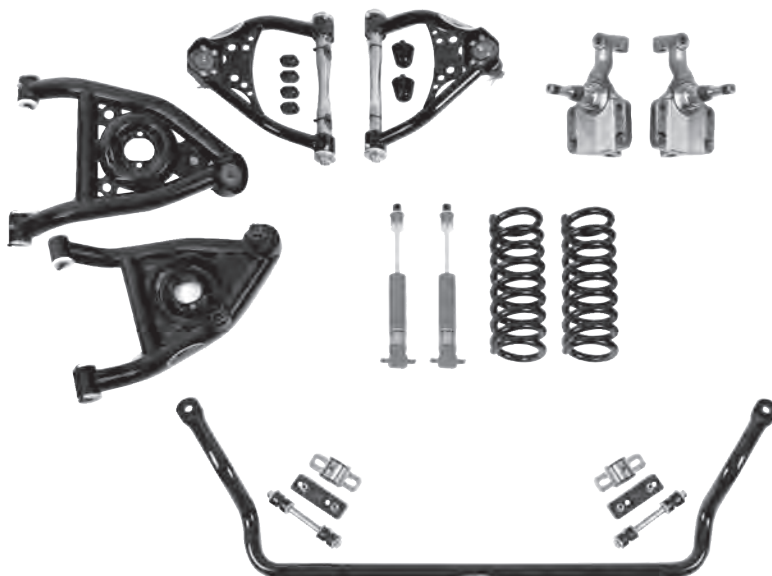
Our exclusive Detroit Speed A-Body Speed Kits are designed to work as an integrated system on your vehicle. By utilizing our proven DSE components and carefully selecting components designed to complement each other, each speed kit is for your driving needs with the ease of a bolt-on package. Speed Kit 1 is designed to bring your classic GM muscle car into the 21st century with improvements in ride, handling, and camber/caster correction. Speed Kit 2 takes performance to the next level with coilover shocks and springs that provide ride height adjustment.

SPEED KIT 1

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- DSE Forged 2" Drop Spindles
(not included in 1973-1977 A-Body)
- Koni Classic Front Shock Absorbers
- Coil Springs w/Increased Spring Rate
- DSE Tubular Anti-Roll Bar

Applications	P/N
1964-1966 A-Body	031309 - 550 lb/in - SBC, LS
1964-1966 A-Body	031312 - 650 lb/in - BBC
1967 A-Body	031310 - 550 lb/in - SBC, LS
1967 A-Body	031313 - 650 lb/in - BBC
1968-1972 A-Body	031311 - 550 lb/in - SBC, LS
1968-1972 A-Body	031314 - 650 lb/in - BBC
1973-1977 A-Body	031331 - 550 lb/in - SBC, LS
1973-1977 A-Body	031332 - 650 lb/in - BBC

Anti-Roll Bar Upgrade	
Splined Anti-Roll Bar	031405



Speed Kit 1

SPEED KIT 2

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- DSE Forged 2" Drop Spindles
(not included in 1973-1977 A-Body)
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- DSE Tubular Anti-Roll Bar

Applications	P/N
1964-1966 A-Body	031317-S/D/R/ - 550 lb/in - SBC, LS
1964-1966 A-Body	031319-S/D/R/ - 650 lb/in - BBC
1967 A-Body	031321-S/D/R/ - 550 lb/in - SBC, LS
1967 A-Body	031322-S/D/R/ - 650 lb/in - BBC
1968-1972 A-Body	031318-S/D/R/ - 550 lb/in - SBC, LS
1968-1972 A-Body	031320-S/D/R/ - 650 lb/in - BBC

Anti-Roll Bar Upgrade	
Splined Anti-Roll Bar	031405

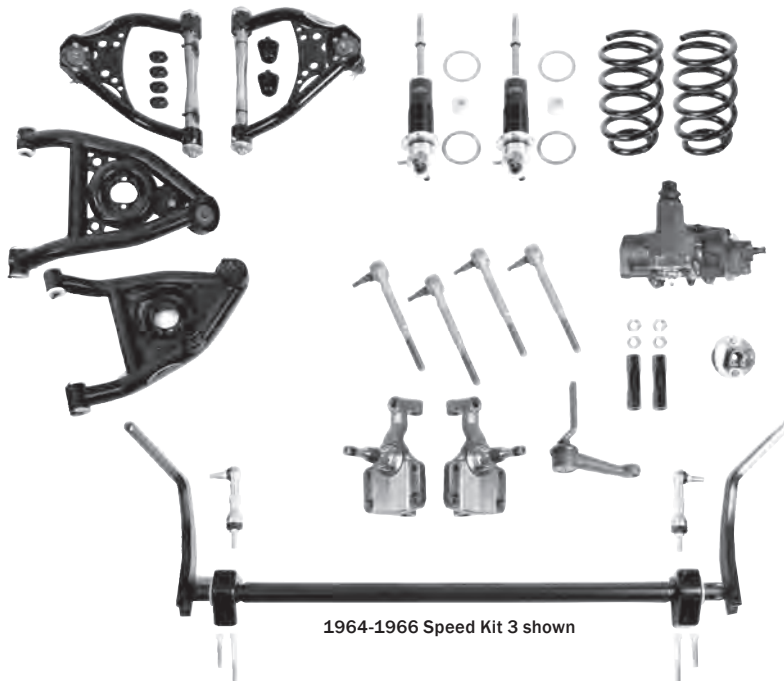
Applications	P/N
1973-1977 A-Body	031368-S/D/R/ - 575 lb/in - SBC, LS
1973-1977 A-Body	031369-S/D/R/ - 700 lb/in - BBC



Speed Kit 2

FRONT SPEED KITS

Speed Kit 3 offers the ultimate in performance. It incorporates a splined anti-roll bar, DSE 600 steering gear, and other DSE steering components to provide performance equal to modern performance cars. DSE kits are engineered to complement A-Body vehicles with a wide array of small block, big block, or LS engines.



1964-1966 Speed Kit 3 shown

SPEED KIT 3

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- DSE Forged 2" Drop Spindles (not included in 1973-1977 A-Body)
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- DSE Splined Front Anti-Roll Bar (not included in 1973-1977 A-Body)
- DSE 600 Steering Gear with Rag Joint
- DSE Tubular Tie Rod Adjusters
- Inner and Outer Tie Rod Ends with Idler Arm

Applications	P/N
1964-1966 A-Body	031323-S/D/R - 550 lb/in - SBC, LS
1964-1966 A-Body	031326-S/D/R - 650 lb/in - BBC
1967 A-Body	031329-S/D/R - 550 lb/in - SBC, LS
1967 A-Body	031330-S/D/R - 650 lb/in - BBC
1968-1970 A-Body	031324-S/D/R - 550 lb/in - SBC, LS
1968-1970 A-Body	031327-S/D/R - 650 lb/in - BBC
1971-1972 A-Body	031325-S/D/R - 550 lb/in - SBC, LS
1971-1972 A-Body	031328-S/D/R - 650 lb/in - BBC
600 Steering Gear Upgrade	
Ceramic Finish on 600 Steering Gear	

Applications	P/N
1973-1974 A-Body	031370-S/D/R/ - 575 lb/in - SBC, LS
1973-1974 A-Body	031371-S/D/R/ - 700 lb/in - BBC
1975-1977 A-Body	031372-S/D/R/ - 575 lb/in - SBC, LS
1975-1977 A-Body	031373-S/D/R/ - 700 lb/in - BBC

Note: The 1973-1974 and 1975-1977 Speed Kits do not come with a Splined Anti-Roll Bar.

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.



BEHIND THE PATENTED DSE SWIVEL-LINK™

Detroit Speed is built on solid engineering. When setting out to create the ultimate in suspension components for GM F-Body, X-Body, A-Body, G-Body and early Ford Mustang vehicles, DSE had the opportunity to utilize the latest in technology, material, machining and assembly methods.

Seeing a deficiency in the leaf spring rear suspensions of the 1960's, DSE elected to take a clean sheet of paper and start over. We started with our unique geometry in a four-link arrangement, utilizing coil-overs and a panhard bar. Rather than using existing approaches, DSE devised a system that eliminated noisy heim joints that can prematurely wear in a street driving environment.

Understanding that travel in a suspension should be smooth and fluid, there were several demands that needed to be satisfied to create the suspension we were after. If the parts were not available to accomplish the goal, we would invent our own.

Enter the creation of the Swivel-Link™, the key component in the QUADRALink™ rear suspension system.

Utilizing a revolutionary internal spindle that swivels on one end the Swivel-Link™ allows the suspension to smoothly articulate, better keeping the rear tires planted during spirited driving maneuvers. This sealed link has been through rigorous testing in the lab, street, and on the track. As a bonus, the Swivel-Link™ travels through its range of motion silently, making for a better quality driving experience.

The US Patent office thought the Swivel-Link™ was a good idea as well, and on July 15th 2008, DSE was granted a US Patent as inventor of the Swivel-Link™.

REAR SWIVEL-LINKS™

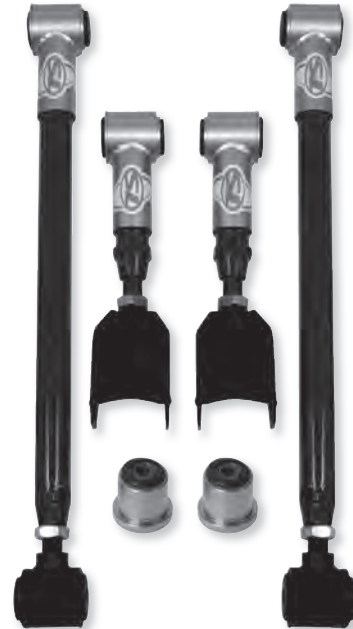
DSE's unique rear links incorporate our patented Swivel-Link™ system. These Swivel-Links™ eliminate bind and allows the suspension to fully articulate without the use of noisy spherical rod ends. Swivel-Link™ Rear Links allow for easy pinion angle adjustment for improved traction, lower driveline vibrations and comes with all new hardware. The Swivel-Links™ come powder coated satin black.

Applications P/N

1964-1967 A-Body	042104
1968-1972 A-Body	042105



Tech Tip: Use our Upper Rear Axle Bushing Remover/Installer to replace your bushings.



CHASSIS BRACE KIT

Through an extensive testing program, DSE discovered there are substantial improvements that could be made over the original rear chassis braces. By triangulating the rear crossmember, frame rail and upper control arm mount, we were able to reduce deflection within the rear section of the chassis. While designed as a replacement for A-Body cars originally fitted with rear braces, these can be installed on cars originally built without the braces with minimal effort, for substantial structural improvement.

Applications P/N

1964-1972 A-Body	042301
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A-Body Rear Anti-Roll Bar Rates	
Front Hole	597 lb/in
Rear Hole	736 lb/in

TUBULAR REAR ANTI-ROLL BAR

Our new tubular rear anti-roll bars offer multiple advantages over the non-effective stock rear bar. First, unlike the factory bar, ours attaches to the rear end housing and to the chassis crossmember as opposed to the stock lower control arm mounted bar. By using the chassis to stabilize the rear axle as opposed to the opposite control arm, we are able to minimize deflection as your car is placed under a heavy cornering load. Second, the DSE bar mounts to the chassis with a low-friction ball style end-link, allowing free articulation of the bar, eliminating binding through the range of rear suspension travel. Our bar is also made of 1-1/8" tubular steel for added strength. The bar comes powder coated in a high gloss black finish, includes all necessary mounting hardware and has split lock collars that positively locate the anti-roll bar in the correct location. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.

Applications	P/N
1964-1972 A-Body	042201
1973-1977 A-Body	042202



ADJUSTABLE REAR REPLACEMENT SHOCKS

Replace your stock or worn factory shock absorbers with Koni Classic shocks for improved ride and handling on your A-Body. These rebound adjustable shock absorbers bolt in with a bow-tie style top mount and stud type lower mount. These Koni Classic shock absorbers use the latest in shock absorber technology to give your car a modern feel while maintaining comfortable ride characteristics.

Applications	P/N
1964-1977 A-Body	041306



REAR COIL SPRINGS

Give your A-Body a modern Pro-Touring stance while improving ride and handling with our rear coil springs. We offer either 1", 1.25"-1.5" or 1.5" drop (from stock). These springs provide an improvement in both ride and handling over the soft factory coils.

Applications	P/N
1964-1966 A-Body	041802 - 1.25" - 1.5" Drop
1967-1972 A-Body	041804 - 1" Drop
1973-1977 A-Body	041807 - 1.5" Drop





REAR COILOVER KIT

The DSE A-Body Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted on to any A-Body, bringing your classic's handling and ride into the 21st century with our 'Detroit Tuned' valving. The base coilover package offers extensive ride height adjustability and is optimized around a 2" drop from stock height. Our optional single or double adjustable coilovers offer adjustability with multiple settings for both compression and rebound. The ultimate package is our monotube remote reservoir coilover set which offers separate fluid canisters for optimum adjustability and improved heat dissipation.

Applications

(Stock Axle)	P/N
1964-1966 A-Body	042404-S/D/R
1967 A-Body	042406-S/D/R
1968-1972 A-Body	042405-S/D/R
(Moser Axle)	
1964-1966 A-Body	042410-S/D/R
1967 A-Body	042411-S/D/R
1968-1972 A-Body	042412-S/D/R



SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories

P/N

Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.

032102

Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.

031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.



Tech Tip: All Speed Kit links are powder coated satin black.

REAR SPEED KITS

Our Speed kits are designed to make your A-Body maintain optimum geometry and tire contact through the full range of rear suspension travel. Through the use of our patented Swivel Links™, the rear end housing becomes fully articulated, without the use of noisy spherical heim joints. The DSE anti-roll bar attaches to the chassis for a substantial improvement in cornering ability. Our rear Speed Kit springs, shock absorbers and anti-roll bars are designed to complement the front DSE Speed Kits.

Tech Tip: Use our Upper Rear Axle Bushing Remover/Installer to replace your bushings.



Speed Kit 1

SPEED KIT 1

- Patented Swivel-Link™ Rear Links
- DSE Chassis Brace Kit (not included in 1973-1977 A-Body)

Applications	P/N
1964-1967 A-Body	041603
1968-1972 A-Body	041604
1973-1977 A-Body	041605

SPEED KIT 2

- Patented Swivel-Link™ Rear Links
- DSE Chassis Brace Kit (not included in 1973-1977 A-Body)
- DSE Rear Coil Springs
- Koni Classic Shock Absorbers
- DSE Tubular Rear 1 - 1/8" Anti-Roll Bar

Applications	P/N
1964-1966 A-Body	041607
1967 A-Body	041609
1968-1972 A-Body	041608
1973-1977 A-Body	041610



Speed Kit 2



Speed Kit 3

SPEED KIT 3

- Patented Swivel-Link™ Rear Links
- DSE Chassis Brace Kit
- ‘Detroit Tuned’ Rear Coilover Shocks & Springs
- DSE Tubular 1 - 1/8” Rear Anti-Roll Bar

Applications

(Stock Axle)	P/N
1964-1966 A-Body	041611-S/D/R
1967 A-Body	041613-S/D/R
1968-1972 A-Body	041612-S/D/R
(Moser Axle)	
1964-1966 A-Body	041621-S/D/R
1967 A-Body	041623-S/D/R
1968-1972 A-Body	041622-S/D/R



Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts

Torrington Bearing Upgrade

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi ‘Detroit Tuned’ base shock is a ‘pure blood pedigree’ racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.

Single Adjustable Shock - Includes all features of base shock with ‘Detroit Tuned’ valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.

Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.

Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.

Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4”-20 x 1/2” buttonhead screws.	032102
Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.	031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

BOLT-IN HEATER DELETE PLATE

This bolt-in heater delete plate is an easy way to smooth your factory firewall when installing an aftermarket air conditioning system like Vintage Air. It can also give your A-Body that rare original heater delete look. This panel is made of 18-gauge steel and stamped with pride in the USA. For original heat only A-Bodies.

Applications	P/N
1964-1972 A-Body (heat only car)	010902



BILLET HOOD LATCH PIN

This Hood Latch Pin and Spring Collar are machined from 304 series stainless steel and will help you to dress up a usually forgotten area.

NOTE: Hood latch and spring not included.

NOTE: Spring Collar not included in 1964-1965 or 1970-1972 A-Body models.

Applications	P/N
1964-1967 Chevelle	011703
1968-1969 Chevelle	011704
1970-1972 Chevelle	011702



1968 - 1969 Chevelle Hood Latch Pin and Spring Collar



1970 - 1972 Chevelle Hood Latch Pin



The DSE 1965 Chevelle Test Car has put in countless hours on the street and track.



TUBULAR UPPER CONTROL ARM KIT

Our unique Detroit Speed tubular upper control arm kit is a bolt on enhancement for 1978-1988 G-Bodies. Our suspension geometry is improved over stock by increasing camber gain and improving roll camber.

Our upper control arm kit is a complete and comprehensive package. Detroit Speed has done all the engineering and testing, and we supply all the parts needed to complete the installation. All you will need to do is follow the instructions and supply the grease. Installation should take less than one day and should be followed by a professional alignment.

- The control arms have CNC machined stainless steel cross shafts which incorporate DSE 'Caster Tuner Bushings'
- The ball joint pocket is CNC machined from billet for increased strength
- Greaseable aluminum/Delrin™ bushings have an increased stiffness over stock
- Laser cut tube ends for precision fit
- TIG welded in a fixture for accuracy and repeatability of geometry
- Powder coated gloss black and come assembled with ball joints

Note: Optimize performance with the DSE drop spring package and the DSE Lower Control Arm Kit.

Applications P/N

1978-1988 G-Body	030107
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TUBULAR LOWER CONTROL ARMS

Detroit Speed's tubular lower control arms replace stock lower control arms on 1978-1988 G-Bodies. These tubular lower control arms are shipped complete with lower ball joints, steering stops, and are ready to install on your car. Features include a robust tubular design with gussets and cross brace, Delrin™ bushings with steel housings and crush tubes, and a black powder coated finish. The geometry features include additional positive caster in the 1978-1988 G-Body control arms compared to stock. Any OEM shock and spring package will fit. Also included with the G-Body control arms are the heavy duty precision end-links that connect the lower control arms to the front anti-roll bar. Optimize your performance with a DSE shock or spring package.

Applications P/N

1978-1988 G-Body	031208
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CAMBER SHIM TRACK KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. Each shim is machined from 6061 aluminum and is then anodized black for durability.

This kit includes:

- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims



Applications P/N

1978-1988 G-Body	031716
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STOCK FRONT REPLACEMENT SHOCKS

This front replacement shock gives your original worn suspension improved ride and handling qualities. It is a bolt-in shock with the original top pin style mount and bow-tie lower mount. The shock provides modern shock absorber technology for early muscle cars.

Applications P/N

1978-1988 G-Body	031012
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FRONT COIL SPRINGS

Give your G-Body a modern Pro-Touring stance while improving ride and handling with our new G-Body coil spring kits. We offer a 2" drop (from stock). These springs provide an improvement in both ride and handling over the soft factory coils.

Applications P/N

1978-1988 G-Body	031132 - 575 lb/in - SBC, 2" Drop
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ANTI-ROLL BAR & CHASSIS BRACE KIT

Our tubular 1-3/8" anti-roll bar is designed to address the shortcomings of the small factory G-Body anti-roll bar. The DSE anti-roll bar kit comes with greaseable polyurethane bushings, mounts, end links and split lock collars that positively locate the anti-roll bar in the correct location. Our extensive testing revealed improvement on cars with stock suspension and optimal improvement on cars fitted with other DSE components. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money. The kit also includes the chassis brace kit to triangulate the front crossmember and stiffen the front section of the chassis.

Applications P/N

1978-1988 G-Body	031410 - Tubular Anti-Roll Bar
1978-1988 G-Body	031408 - Tubular Anti-Roll Bar & Chassis Brace Kit



1978 - 1988 G-Body Front Anti-Roll Bar Rates

790 lb/in

CHASSIS BRACE KIT

Through an extensive testing program, DSE discovered there are substantial improvements that could be made over the original chassis braces. By triangulating the front crossmember and frame rail we were able to reduce deflection within the front section of the chassis. The chassis braces are 1-1/8" O.D. All necessary hardware is included.

Applications P/N Price

1978-1988 G-Body	034001	
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FRONT COILOVER KIT

The DSE G-Body Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted on to any G-Body, bringing your classic's handling and ride into the 21st century with our 'Detroit Tuned' valving. The coilover package offers extensive ride height adjustability and is optimized around a 2" drop from stock height.

Applications	P/N
1978-1988 G-Body	030310 - 575 lb/in

Tech Tip: A spanner wrench is available to adjust your shocks.

STEERING SHAFT KIT

The DSE Steering Shaft Kit is designed to eliminate the factory rag joint assembly, creating firmer, more precise steering characteristics. Removal of the rag joint also improves underhood clearances. The kit includes a vibration reducing joint designed to insure that improved steering feel does not come at the cost of harshness or vibration.



Applications	P/N
1978-1988 G-Body	092519

Wheel & Tire Fitment	Front Wheel	Backspace
1978 - 1988 G-Body	18" x 8.5"	4.250"
1978 - 1988 G-Body	17" x 8.5"	4.250"



Detroit Speed 1984 Monte Carlo Test Car with stock springs and control arms.



Detroit Speed 1984 Monte Carlo Test Car with DSE's front and rear suspension installed.

FRONT SPEED KITS

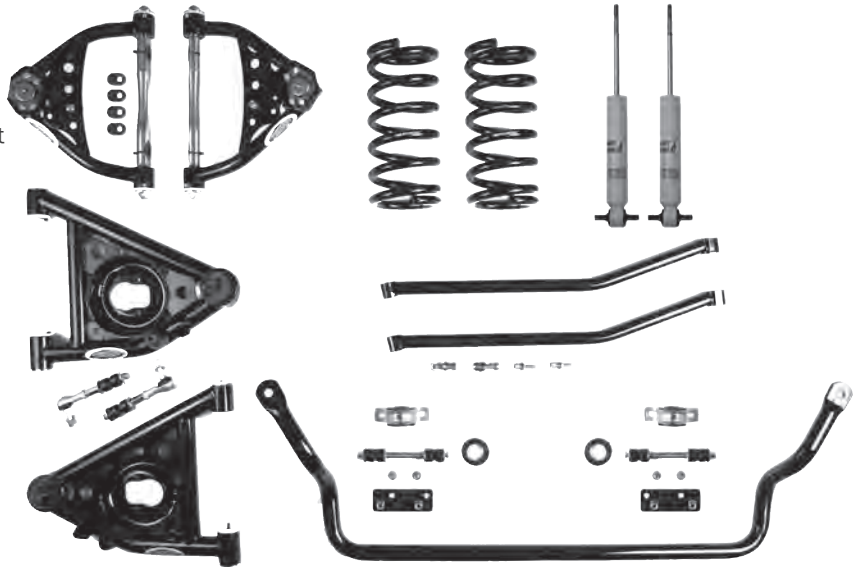
Our exclusive Detroit Speed G-Body Speed Kits are designed to work as an integrated system on your vehicle. By utilizing our proven DSE components and carefully selecting components designed to complement each other, the speed kits are made for your driving needs with the ease of a bolt-on package. These Speed Kits are designed to bring your classic GM muscle car into the 21st century with improvements in ride, handling, and camber/caster correction.

SPEED KIT 1

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- Front Replacement Shocks
- 2" Drop Coil Springs
- DSE Tubular Anti-Roll Bar
- Chassis Braces

Applications P/N

1978-1988 G-Body	031333 - 575 lb/in - SBC, LS
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SPEED KIT 2

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- DSE aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- DSE Tubular Anti-Roll Bar
- Chassis Braces

Applications P/N

1978-1988 G-Body	031335 - 575 lb/in - SBC, LS
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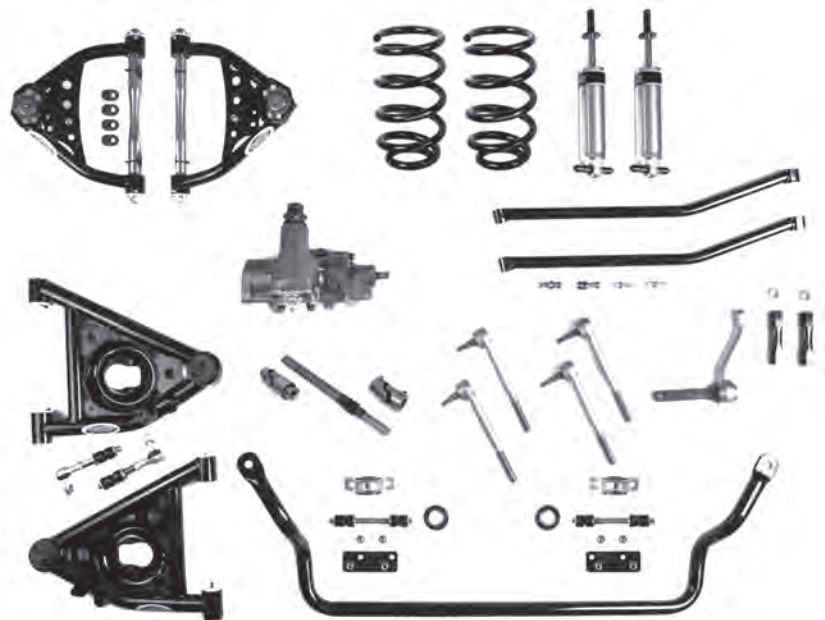


SPEED KIT 3

- Tubular Upper Control Arms
- Tubular Lower Control Arms
- DSE Tubular Anti-Roll Bar
- Chassis Braces
- DSE aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- DSE 600 Steering Gear with steering shaft kit
- DSE Tie Rod Adjusters
- Inner and Outer Tie Rod Ends with Idler Arm

Applications P/N

1978-1988 G-Body	031337 - 575 lb/in - SBC, LS
600 Steering Gear Upgrade	
Ceramic Finish on 600 Steering Gear	



DROPPED REAR SPRING KIT

Give your G-Body a modern Pro-Touring stance while improving ride and handling with our new G-Body dropped rear spring kit. We offer a 2" drop (from stock) spring with two jounce bumpers. The springs provide an improvement in both ride and handling over the soft factory coils. The jounce bumpers can be used for jounce and rebound control.

Applications P/N

1978-1988 G-Body	041813 - 2" Drop
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REAR REPLACEMENT SHOCKS

Replace your stock or worn factory shock absorbers with these shocks for improved ride and handling on your G-Body. These shock absorbers bolt in with a bow-tie style top mount and stud type lower mount. These shock absorbers use the latest in shock absorber technology to give your car a modern feel while maintaining comfortable ride characteristics.

Applications P/N

1978-1988 G-Body	041312
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TUBULAR REAR ANTI-ROLL BAR

Our new tubular rear anti-roll bars offer multiple advantages over the non-effective stock rear bar. First, unlike the factory bar, ours attaches to the rear end housing and to the chassis crossmember as opposed to the stock lower control arm mounted bar. By using the chassis to stabilize the rear axle as opposed to the opposite control arm, we are able to minimize deflection as your car is placed under a heavy cornering load. Second, the DSE bars mount to the chassis with a low-friction ball style end-link, allowing free articulation of the bar, eliminating binding through the range of rear suspension travel. Our kit comes with a 1" O.D. tubular bar for added strength and works for most street applications. The 1-1/8" anti-roll bar is made for a more competitive natured vehicle. The bars come powder coated in a high gloss black finish, includes all necessary mounting hardware and has split lock collars that positively locate the anti-roll bar in the correct location. The anti-roll bar offers dual rate adjustment for increased vehicle tuning. We bend all of our anti-roll bars in-house. This allows us to control quality so you receive the best product for your money.

Applications P/N

1978-1988 G-Body	042206 - 1" O.D. Hollow w/2-3/4" Axle Tubes
1978-1988 G-Body	042209 - 1-1/8" O.D. Hollow w/2-3/4" Axle Tubes
1978-1988 G-Body	042212 - 1" O.D. Hollow w/3" Axle Tubes
1978-1988 G-Body	042213 - 1-1/8" O.D. Hollow w/3" Axle Tubes

G-Body Rear Anti-Roll Bar Rates			
P/N: 042206 (1" Diameter)		P/N: 042209 (1-1/8" Diameter)	
Front Hole	722 lb/in	Front Hole	1084 lb/in
Rear Hole	947 lb/in	Rear Hole	1422 lb/in



REAR COILOVER KIT

The DSE G-Body Coilover Conversion Kit allows the latest in coilover spring/shock technology to be bolted on to any G-Body, bringing your classic's handling and ride into the 21st century with our 'Detroit Tuned' valving. The coilover package offers extensive ride height adjustability and DSE valving.



Torrington Bearing Upgrade

Applications	P/N
1978-1988 G-Body	042420
Torrington Bearing Upgrade	031062

DRIVESHAFT LOOP KIT

This exclusive DSE driveshaft loop/tunnel brace is a direct bolt-on to your 1978-1988 G-Body. The 1/4" thick steel by 2" wide meets NHRA requirements. The driveshaft loop/tunnel has a stamped steel brace comes with all new hardware, adds stiffness to the center tunnel of the car, comes powder coated black and can help prevent vehicle damage and injury in the event of driveshaft failure.



Applications	P/N
1978-1988 G-Body	011203



REAR SPEED KITS

Our Speed kits are designed to make your G-Body maintain optimum geometry and tire contact through the full range of rear suspension travel. DSE's unique G-Body rear links incorporate our patented Swivel-Link™ system. These Swivel-Links™ eliminate bind and allows the suspension to fully articulate without the use of noisy spherical rod ends. Swivel-Link™ Rear Links allow for easy pinion angle adjustment for improved traction, lower driveline vibrations and comes with all new hardware.

With our Speed Kit 2 the DSE tubular rear anti-roll bar attaches to the chassis for a substantial improvement in cornering ability. Our rear Speed Kit springs, shock absorbers and anti-roll bars are designed to complement the front DSE Speed Kit, giving your classic contemporary handling and ride quality on par with the latest modern muscle cars.

Speed Kit 3 offers the ultimate in performance. The kit includes everything from Speed Kit 2 with an upgrade to DSE aluminum body coilover shocks with 'Detroit Tuned' valving and coilover springs.

- All Speed Kit links are powder coated satin black

SPEED KIT 1

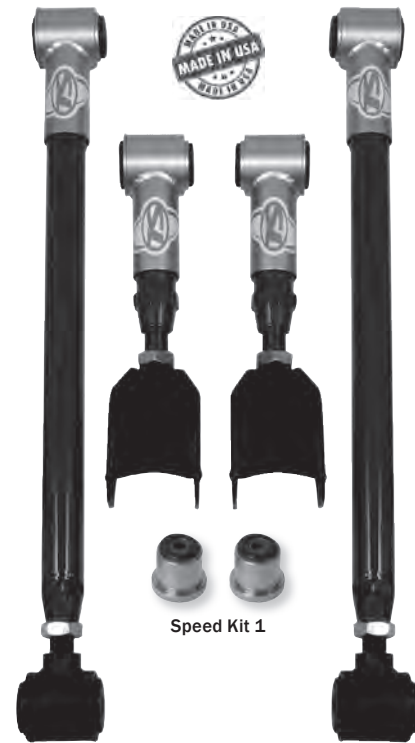
- Patented Swivel-Link™ Rear Links
- High Durometer Rubber Bushings

Applications	P/N
1978-1988 G-Body	043101

Wheel & Tire Fitment	Rear Wheel	Backspace	Tire Size
1978 - 1988 G-Body	18" x 9"	4.250"	255/40R18
1978 - 1988 G-Body	17" x 9"	4.250"	255/45R17



Exclusive Swivel-Link (Patented) technology eliminates binding and allows the suspension to fully articulate without the use of noisy heim joints.



Speed Kit 1



REAR SPEED KITS (CONT'D)



SPEED KIT 2

- Patented Swivel-Link™ Rear Links
- Dropped Rear Spring Kit
- Rear replacement Shocks
- DSE Tubular 1" O.D. Rear Anti-Roll Bar

Applications

P/N

1978-1988 G-Body w/2-3/4" Axle Tubes	043110
1978-1988 G-Body w/3" Axle Tubes	043111



SPEED KIT 3

- Patented Swivel-Link™ Rear Links
- Coilover Springs
- DSE Aluminum body coilover shocks with 'Detroit Tuned' valving
- DSE Tubular 1" O.D. Rear Anti-Roll Bar

Applications

P/N

1978-1988 G-Body w/2-3/4" Axle Tubes	043120
1978-1988 G-Body w/3" Axle Tubes	043121

Upgrade Options

Torrington Bearing Upgrade	031062
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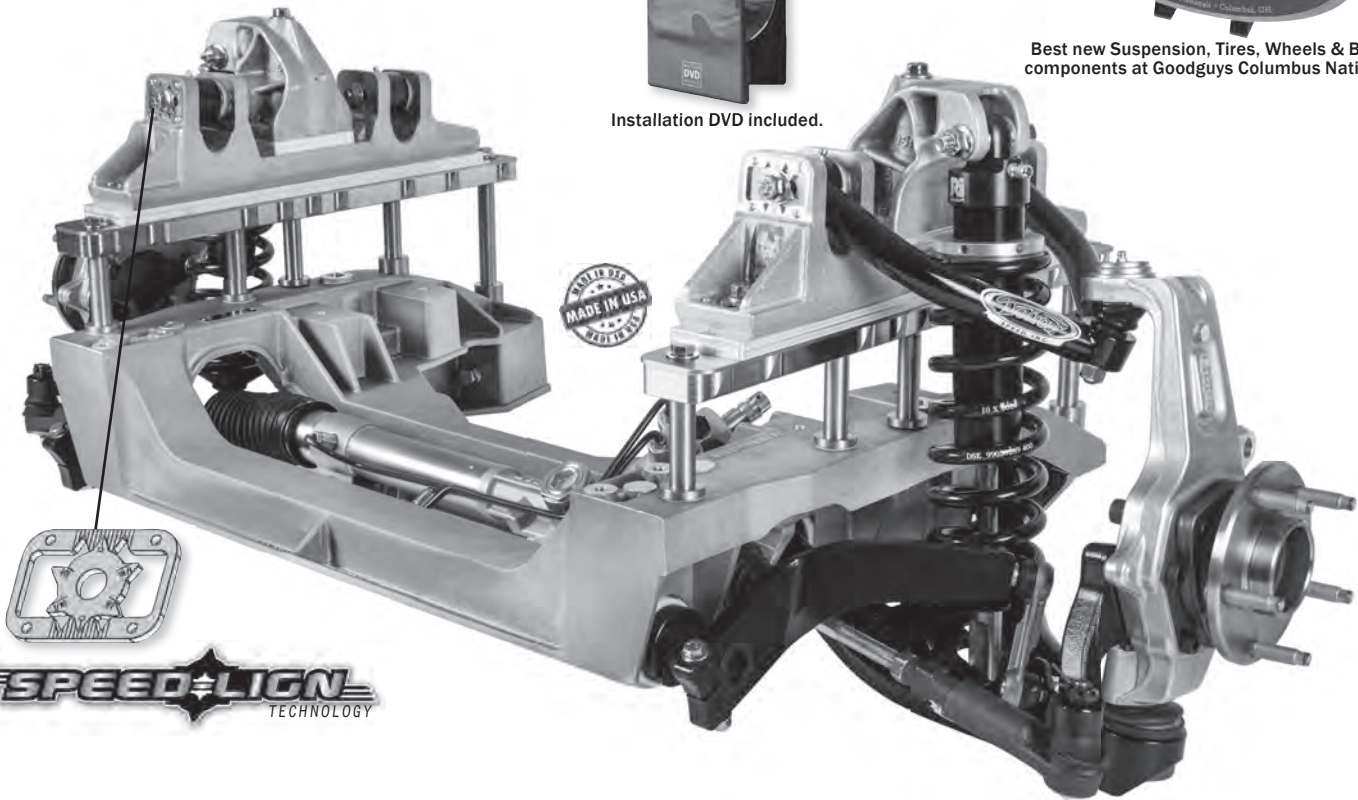
MUSTANG ALUMA-FRAME



Installation DVD included.



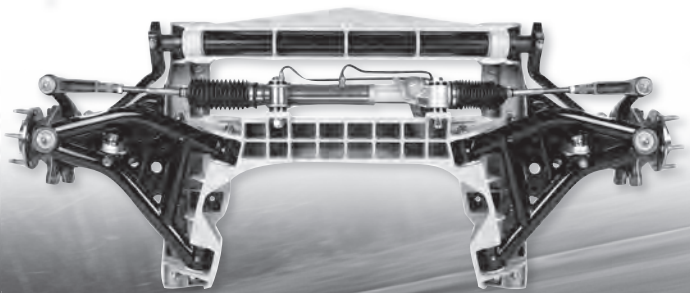
Best new Suspension, Tires, Wheels & Brake components at Goodguys Columbus Nationals

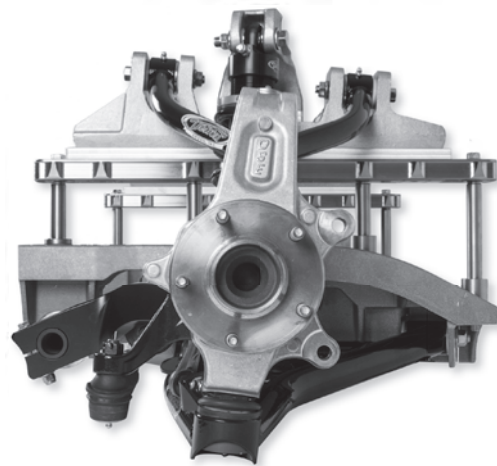
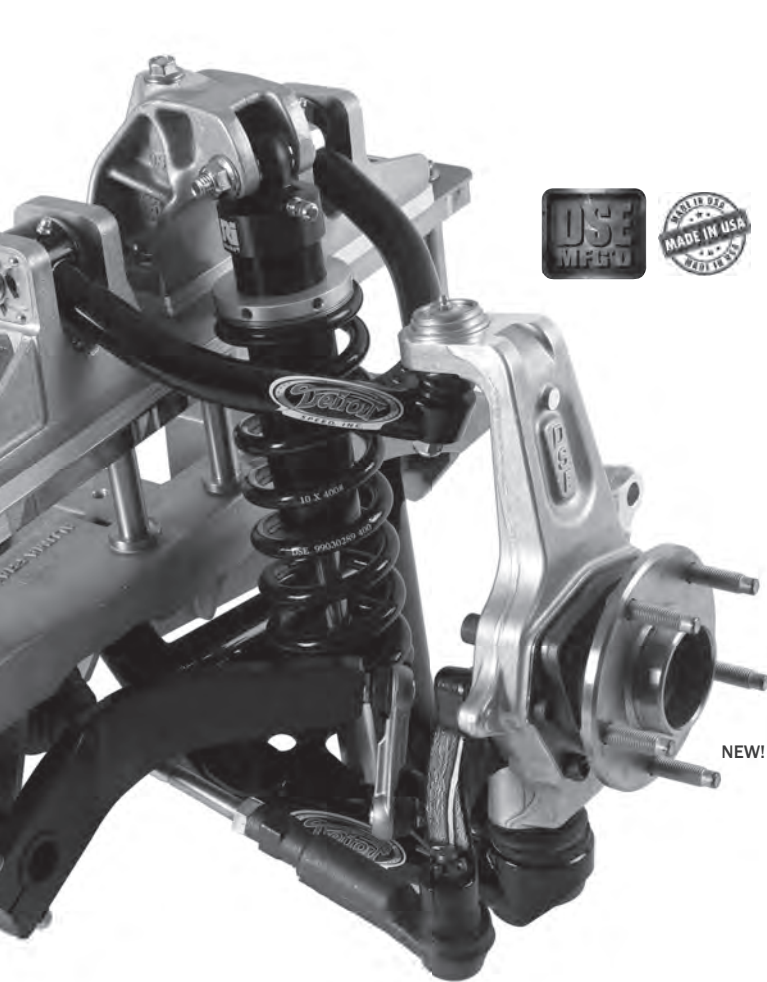


Front view of Mustang Aluma-Frame



Bottom view of Mustang Aluma-Frame





Side view of Mustang Aluma-Frame

Features:

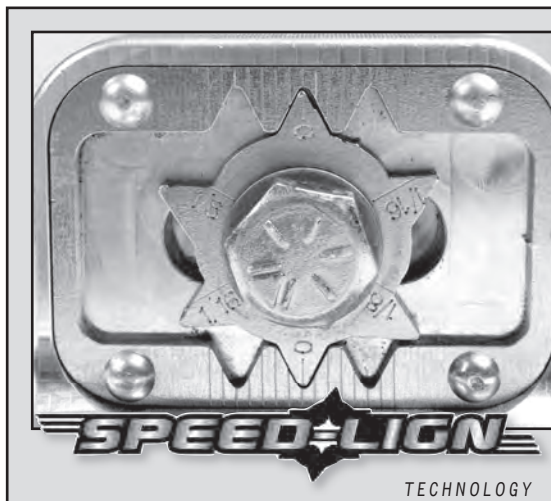
- Unique cast aluminum cradle and mounting components resulting in a high strength to weight ratio and precise fitment
- Tubular upper and lower control arms
- 'Detroit Tuned' rack and pinion steering
- DSE/JRi aluminum coilover shocks available in fixed valve, single adjustable, double adjustable, or remote canister double adjustable monotube versions
- NEW! • Torrington Bearings
- Splined integrated style Anti-Roll Bar
- DSE's *Speed-LIGN™* (patent pending) caster/ camber adjusters allow a wide range of adjustability to be made precisely and quickly without needing any additional components
- Can fit up to P265/35R18 tires on a 9" rim on early models and up to P295/35R18 tires on a 10.5" rim on later models
- Retains stock framersails and inner fenders and only requires a small amount of fabrication for installation
- Engine mount kits available for Ford small block Windsor engines, Ford FE big block engines, Ford 4.6, 5.4, and Coyote 5.0 modular engines as well as GM LS engines
- Spanner Tool for easy shock adjustments
- Forged DSE Spindle
- Composite Anti-Roll Bar Bushings

All aluminum front suspension system for 1964.5 -1970 Mustangs featuring DSE's unique suspension geometry with 6" of suspension travel for the ultimate in ride and performance.

MUSTANG ALUMA-FRAME

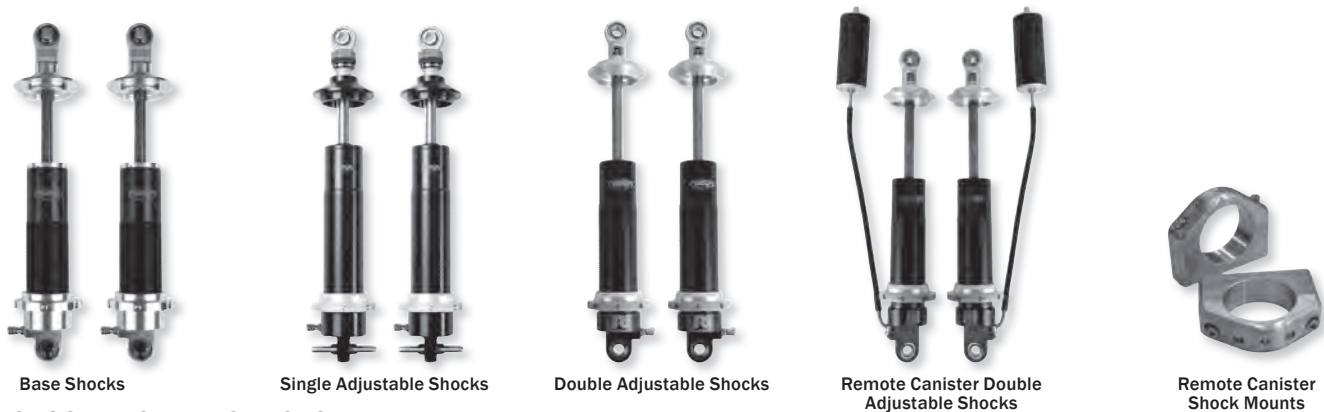
Anti-roll bar arms are satin black, upper and lower control arms are gloss black.

Applications	P/N
1964.5-1970 Mustang w/Ford 5 on 4-1/2" Bolt Pattern	032050 -S/D/R - 400 lb/in
1964.5-1970 Mustang w/GM 5 on 4-3/4" Bolt Pattern	032051 -S/D/R - 400 lb/in



DSE SPEED-LIGN™ PRECISION ALIGNMENT SYSTEM (Patent Pending)

The DSE (patent pending) *Speed-LIGN™* adjustment device allows quick, accurate, and repeatable adjustments to be made without needing any additional components. The *Speed-LIGN™* adjuster consists of a notched outer frame which is attached to a frame with a slotted adjustment hole and the *Speed-LIGN™* adjuster which locates a bolted component. The *Speed-LIGN™* adjuster can be rotated to achieve five settings in increments of 1/16" (-1/8, -1/16", 0, +1/16", +1/8") for every notch in the outer frame. For example, a three notch adjuster would have fifteen settings 1/16" apart for a total of 15/16" of adjustment. Adjustments are simply made by loosening the attaching fastener enough so the DSE *Speed-LIGN™* adjuster can be released from the notched frame and then moved to the desired notch/position. Once the fastener is tightened, the *Speed-LIGN™* adjuster locks the fastener in the desired position in the slot. The *Speed-LIGN™* adjuster and the notched frame are clearly marked so that the adjuster position can be read and recorded.



SHOCK UPGRADE OPTIONS

<p>Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.</p>	
<p>Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.</p>	
<p>Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.</p>	
<p>Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.</p>	
Accessories	P/N
<p>Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.</p>	032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

Wheel & Tire Fitment 1964.5 - 1966 Mustang Front Suspension					
Diameter	Width	Backspace	Bolt Pattern	Recommended Tire Size	Comments
17" Diameter	8.0"	5.500"	5" x 4.5" 1/2"-20 UNF	245/40R17	
	8.5"	5.750"		245/40R17	Maximum width recommended
18" Diameter	8.0"	5.500"		245/35R18	
	8.5"	5.750"		245/35R18	
	9.0"	6.000"		265/35R18	Maximum width recommended
Wheel & Tire Fitment 1967 - 1968 Mustang Front Suspension					
17" Diameter	8.0"	5.000"	5" x 4.5" 1/2"-20 UNF	245/40R17	
	8.5"	5.250"		245/40R17	
	9.0"	5.500"		255/40R17	Maximum width recommended
18" Diameter	8.0"	5.000"		245/35R18	
	8.5"	5.250"		245/35R18	
	9.0"	5.500"		255/35R18	
	9.5"	5.750"		265/35R18	
	10"	6.000"		275/35R18	Maximum width recommended
Wheel & Tire Fitment 1969 - 1970 Mustang Front Suspension					
17" Diameter	8.0"	5.000"	5" x 4.5" 1/2"-20 UNF	245/40R17	
	8.5"	5.250"		245/40R17	
	9.0"	5.500"		255/40R17	Maximum width recommended
18" Diameter	8.0"	5.000"		245/35R18	
	8.5"	5.250"		245/35R18	
	9.0"	5.500"		255/35R18	
	9.5"	5.750"		265/35R18	
	10"	6.000"		275/35R18	
	10.5"	6.000"		295/35R18	Maximum width recommended

* Wheel fitment based on a .400" rotor hat thickness.

WHEEL BEARING UPGRADE

This SKF housing has reduced bearing runout to eliminate brake “knockback” and also provides you with longer bearing life than standard applications.

Application

P/N

GM 5 on 4-3/4" Bolt Pattern	032105
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Chevy LS & Aluma-Frame engine mounts shown



Small Block Ford Windsor engine mounts shown



Ford Modular & Aluma-Frame engine mounts shown.

ENGINE MOUNT BRACKET KITS

Applications

P/N

1964.5 - 1970 Mustang w/Ford Modular Engine and Aluma-Frame	060420
1964.5 - 1970 Mustang Small Block Ford (Windsor) Engine and Aluma-Frame	060421
1964.5 - 1970 Mustang Big Block Ford (FE) Engine and Aluma-Frame	060422
1964.5 - 1970 Mustang Chevy LS Engine and Aluma-Frame	060423
1964.5 - 1970 Mustang Aluma-Frame and S197 Engine Mounts	060425



Adjustable height engine mounts

ACCESSORY COMPONENTS 1964.5 - 1970 MUSTANG

Component

Description

Brakes	DSE has Baer Brake packages available for our Aluma-Frame.
Subframe Connectors	Detroit Speed subframe connectors P/N: 010105 (1964.5-1968), P/N: 010108 (1969-1970)
Rack & Pinion Fittings	Pressure (High) : 9/16" - 18, Return (Low) 5/8" - 18. Fittings adapt to -6AN, and complete hose kits are available from DSE.
Rack & Pinion Input Shaft	3/4" - 36, complete kits available from DSE.
Z-Bar Bracket	Custom bracket or hydraulic clutch required

MUSTANG ALUMA-FRAME OPTIONS & ACCESSORIES ENGINE FITMENT 1964.5 - 1970 MUSTANG

Engine	Mounting	Oil Pan	Headers	Comments
Small Block Ford Windsor	Use DSE kit P/N: 060421	289 & 302 use Canton P/N: 15-640 or 15-644 rear sump pan 351 requires 060201 pan	Call	DSE P/N: 060201 pan requires 15-695 Canton pickup
Big Block Ford FE	Use DSE kit P/N: 060422	Use Canton P/N: 15-874 rear sump pan	Call	
4.6, 5.4 Modular	Use DSE kit P/N: 060420	Use Canton P/N: 15-794	DSE P/N: 061005	Modular engines require removal of stock shock/spring towers. 5.4 engine requires brake booster/ master cylinder relocation
5.0 Coyote	Use DSE kit P/N: 060420	Use Canton P/N: 15-736	DSE P/N: 061005	Modular engines require removal of stock shock/spring towers We recommend Motorcraft FL-8205 or Ford Racing M-6731-FL820 Oil Filter
LS	Use DSE kit P/N: 060423	LS1, 2, & 3 LS2/LS3 Corvette GM P/N: 12624617 4th Gen F-Body GM P/N: 12628771 Mast P/N: 401-111 Champ P/N: LS1000 LS7 Corvette Dry Sump Pan GM P/N: 12626225	Call	

DSE STAINLESS STEEL HEADERS

The DSE Stainless Steel Headers are designed and engineered for Ford modular engines with the DSE Aluma-Frame installed. These headers are designed for performance, maximum ground clearance, and a clean engine compartment appearance.

Note: Requires the use of engine mount kit, P/N: 060420



Stainless Steel V-Band Clamp



Exhaust Flange

Applications	P/N
DSE Aluma-Frame w/ Ford Coyote Engine Only	061005 - Headers
3" Exhaust	060502 - 3" Mild Steel V-Band Clamp
3" Exhaust	060503 - 3" Stainless Steel V-Band Clamp
3" Exhaust	060501 - 3" Stainless Steel Exhaust Flange

SHOCK TOWER DELETE KIT

The shock tower delete kits for 1964.5 - 1970 Mustangs are used to close out the stock inner fender panels after removing the original strut towers. They can be bolted or welded in place, are compatible with stock inner fender panels and are designed to mimic original strut towers for a modern appearance. The delete kit provides clearance for Ford Modular engines and most aftermarket suspension systems and are stamped in the USA from 18 gauge steel.



Shock Tower Delete Kit

Applications	P/N
DSE Aluma-Frame	032055 - Shock Tower Delete Kit

STEERING COUPLER

The Steering Coupler U-joints utilize the latest in CNC machining technology. The U-joints are made out of the highest quality steel and have been thoroughly tested. Similar to OEM automotive U-joints, the staked needle bearing caps prevent loosening and adjustment malfunction. The shaft is a DD that can be easily trimmed to exact length needed. Also available are vibration reducers (DSE recommended) which significantly reduce vibration in the steering wheel and have also been shown to increase the overall life of the steering components. It is available in plain steel or polished stainless steel.

NOTE: We recommend an ididit steering column. Please call with any questions.

STEERING COUPLER WITH VIBRATION REDUCING U-JOINT



1964.5-1970 MUSTANG	With Vibration Reducing U-Joint		
	Plain Steel		Polished Stainless Steel
Application	P/N		P/N
3/4" - 36: 1964.5 - 1970 Mustang	092503		092503P

STREET OR TRACK. IF IT'S PAVED. OWN IT WITH BFGoodrich's g-Force™ Rival™

The BFGoodrich g-force™ Rival™ is the most advanced tire we have ever released. With extreme grip that's highly predictable, it's like getting a talent upgrade. The infused competition compound delivers better grip from start to finish. Detroit Speed uses the Rival™ tire on all of their Test Cars including the DSE 1966 Mustang Test Car.

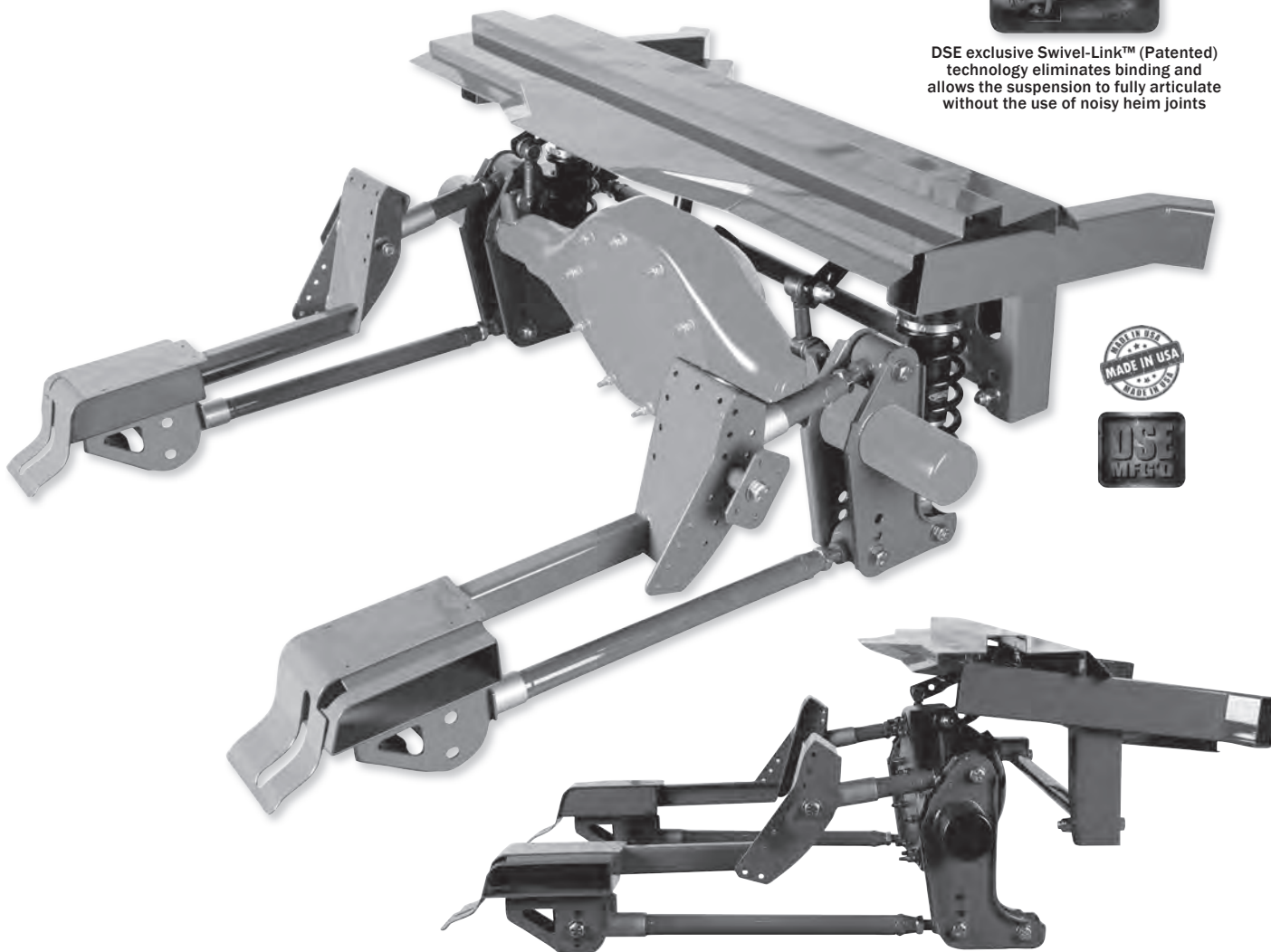
BFGoodrich
Tires



QUADRALINK™ REAR SUSPENSION KIT



DSE exclusive Swivel-Link™ (Patented) technology eliminates binding and allows the suspension to fully articulate without the use of noisy heim joints



Side view of the Mustang QUADRALink™

Upgrade from your original leaf spring suspension. DSE's exclusive 4-link geometry design is uncompromised to achieve the best possible handling and ride quality. The DSE "Swivel-Link™" (Patent No. 7,398,984) allows the suspension to fully articulate with smooth solid motion with no binding. The long upper links provide great pinion and u-joint angle control. Contrary to competitors' kits, DSE utilizes a panhard rod that provides precise and effective rear axle lateral location during hard cornering. The panhard rod is adjustable as ride height changes for roll center control. Don't settle for anything less than DSE's QUADRALink™ rear suspension!

QUADRALink™ Features

- No compromises in suspension geometry
- DSE exclusive no-bind "Swivel-Link™" technology
- Designed to work with DSE Mustang Mini-Tubs
- DSE/JRi Aluminum body coilover shocks with 'Detroit Tuned' valving
- Coilover Springs
- Upper floor pan crossmember assembly significantly stiffens rear body and frame section
- Long panhard rod for rear axle lateral control during hard cornering
- Adjustable mounting points for correct geometry at different ride heights
- Includes .750" OD x .156" wall Rear Anti-Roll Bar
- Clears 3" Exhaust
- All links powder coated satin black



Installation DVD included

QUADRALINK™ WITH COILOVER SHOCKS AND SPRINGS

Applications

P/N

1964.5 - 1970 Mustang	041731-S/D/R
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Base Shocks



Single Adjustable Shocks



Double Adjustable Shocks



Remote Canister Double Adjustable Shocks



Remote Canister Shock Mounts

Torrington Bearing Upgrade

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102
Torrington Bearings - Torrington bearings offer the highest quality available for frictionless bearings. They are produced from the best materials and make adjusting ride height easier.	031062

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

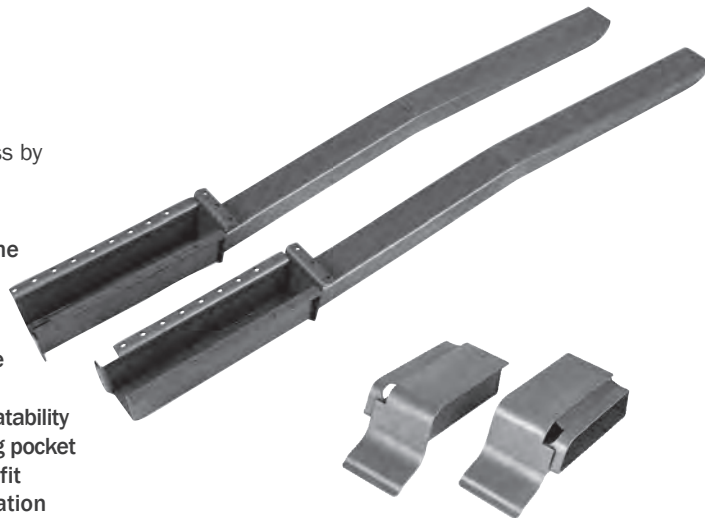
SUBFRAME CONNECTORS

Our unique DSE weld in subframe connectors increase your car's stiffness by connecting the front frame to the rear frame rails.

- Fabricated from 2" x 3" x 0.083" wall steel tubing
- Laser cut brackets are included that attach the rear of the frame to the connector for an easy, strong, and simple welded joint
- Barely visible from underneath the car giving maximum ground clearance that can't be achieved with bolt-on kits
- The rear of the connector attaches to the DSE torque boxes that come with the Mustang QUADRALink™ kit
- The connectors are bent and TIG welded in a fixture for accuracy and repeatability
- They do not interfere with seat attachment hardware or the rear leaf spring pocket
- Can be installed on convertibles and the molded factory carpet will still fit
- Supplied with templates pictures, and detailed instructions for installation

Note: If not installing the Mustang QUADRALink™ you will need to purchase the DSE torque boxes.

Applications	P/N
1964.5-1968 Mustang	010105
1969-1970 Mustang	010108
Torque Boxes 1964.5-1970 Mustang	010107
Torque Boxes	010109



Installation DVD included.

MINI-TUBS

The DSE Mini-Tubs are inner wheel housings designed to accommodate wider tire and wheel packages, including tires as wide as 315mm for the 1964.5 - 1968 Mustang and 335mm for the 1969 - 1970 Mustang. They are designed for a perfect fit, retain a stock appearance, and are available exclusively through Detroit Speed, Inc. The Mustang Mini-Tubs come with a replacement framerail section and doubler reinforcement plates to accommodate a wider rear tire. The Mini-Tubs are up to 2-1/2" inches wider than stock, stamped from 18 gauge steel, and made in the USA.

Mini-Tubs will significantly reduce the number of hours required for a Mini-Tub project.



Wheel & Tire Fitment	Wheel Size	Tire Size
1964.5 - 1966 Mustang	17" x 10.5"	295/40R17
1964.5 - 1966 Mustang	18" x 10.5"	295/35R18
1964.5 - 1966 Mustang*	17" x 11"	315/35R17
1964.5 - 1966 Mustang*	18" x 11"	315/30R18
1967 - 1968 Mustang	17" x 12"	335/35R17
1967 - 1968 Mustang	18" x 12"	335/30R18
1969 - 1970 Mustang	17" x 12"	335/35R17
1969 - 1970 Mustang	18" x 12"	335/30R18



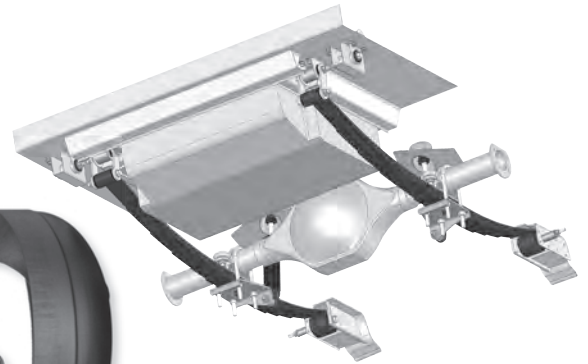
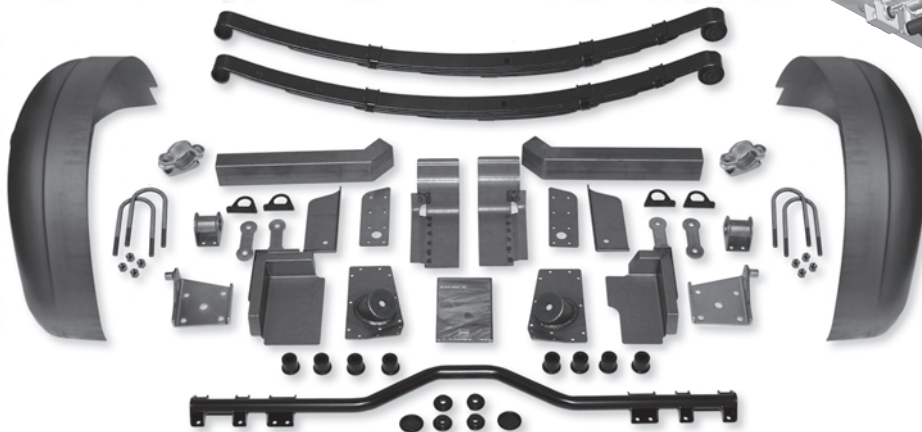
Installation DVD included.

Tech Tip: Although backspacing can vary, Detroit Speed recommends at least 5.500" for rear caliper clearance.

*Framerail will need to be narrowed by 1" for this tire fitment.

Applications	P/N
1964.5 - 1970 Mustang	040405

MINI-TUB KIT



This complete Detroit Speed rear Mini-Tub kit includes all necessary parts for a complete project package.

1964.5 - 1970 MUSTANG

- Mini-Tubs
- Rear Support Tube
- Detailed Installation Instructions
- Torque Boxes
- Lower Shock Plates
- Rear Upper Shock Mounts
- Rear Leaf Springs
- Adjustable Leaf Spring Pads
- U-Bolts
- Rear Shackles
- Urethane Bushings
- Mini-Tub Shocks

NOTE: Adjustable leaf spring pads require a 3" axle tube.

Applications	P/N
1964.5 - 1970 Mustang	041231

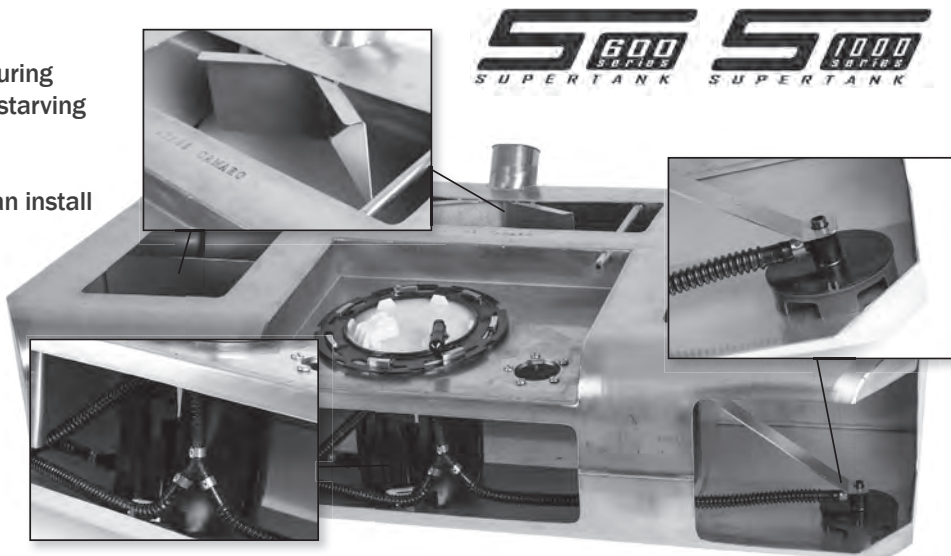
SUPER TANK 600 & 1000 SERIES STAINLESS STEEL FUEL TANK

The Detroit Speed 600 series tank is specifically designed for vehicles with 600 HP that are using an internal fuel pump for track purposes. The Detroit Speed 1000 series fuel tank is specifically designed for vehicles with 1000 HP using a dual internal fuel pump system with an electronic controller. Both the 600 and 1000 series tanks have corner pickups built into the tank to eliminate the possibility of fuel starvation during extreme cornering without having a full tank.



Applications	P/N
1964.5-1970 Mustang - "600" Series	080150
1964.5-1970 Mustang - "1000" Series	080151

- Corner pick-ups allow for low fuel level during track events or heavy cornering without starving the pump
- No additional fuel filter needed for a clean install to the engine
- Improved internal baffling to prevent fuel sloshing around during acceleration or cornering
- Less heat generated by the fuel pump, less noise and longer pump life



STAINLESS STEEL FUEL TANKS

Our stainless steel fuel tanks are designed specifically for use with our QUADRALink™ kit. Our DSE tanks have an angled front corner to allow for easier exhaust packaging. These are a direct bolt-in using the original mounting location and stainless steel fuel tank straps are provided. They are available for fuel injected or carbureted engines. All carbureted tanks have a 1/2" NPT fuel pick-up fitting compatible with either -8 AN or -10 AN fuel line. All tanks are baffled and pressure tested. 0-90 and 75-10 ohm fuel sending units are sold separately.

Applications	P/N
1964.5-1970 Mustang	080122 - Carbureted
1964.5-1970 Mustang	080123 - Fuel Injected

Note: Additional fuel pump upgrades available.
 Note: Fuel Tank holds 16 gallons.

FUEL TANK ACCESSORIES

Use the sending units with our narrowed fuel tanks. The sending units are set up for aftermarket gauges 0-90 ohm while the 75-10 ohm is set up for stock Mustang gauges.

The II Much Fuel Vent eliminates spillage at the track and fuel odors in the garage. Typically installed on pre-emission or modified performance cars it's an attractive upgrade that elegantly solves a common problem whether you're at the car show or the racetrack. Featuring hard anodized 6061 aluminum, 40 Micron filtration, and an engineered environmental seal, the II Much Fabrication Fuel vent looks as good as it performs. Installation is simple, requiring only one hole drilled in the trunk floor and a single hose to the tank.

Applications	P/N
DSE Narrowed Fuel Tanks	080201 - 0-90 ohm Sending Unit for Aftermarket Gauges
DSE Narrowed Fuel Tanks	080206 - 75-10 ohm Sending Unit for Stock Gauges
DSE Narrowed Fuel Tanks	080401 - II Much Fuel Vent



QUADRALINK™ REAR AXLE HOUSINGS

DSE can also provide you with a new Ford 9" or GM 12 bolt housing and weld the QUADRALink™ axle brackets onto the housing for you. We can provide you with a completely set up rear axle ready to place underneath your car.

FORD 9" REAR AXLE HOUSING

- Heavy duty round back housing, TIG welded, 3" x .218" tube, made in the USA, narrowed to any width
- QUADRALink™ brackets welded to housing (Brackets are used from your QUADRALink™ kit)
- Billet Torino ends
- Ships UPS
- Fill and drain plugs standard

Description

Ford 9" Rear Axle Housing



9" rear axle with QUADRALink™ bracketry installed

FORD 9" REAR AXLE

- Heavy duty round back housing, TIG welded, 3" x .218" tube, 1350 yoke, Truetrac, 31-spline axles, 1/2" studs, narrowed to any width
- QUADRALink™ brackets welded to housing (Brackets are used from your QUADRALink™ kit)
- Billet Torino ends and axle vent
- Ready to assemble - ships UPS
- Fully assembled - must ship freight
- Fill and drain plugs standard
- Moser N Case center section with Moser pinion support with large Daytona style pinion bearing

FULL FLOATER FORD 9" REAR AXLE

- Full floater provides improved handling through predictable and consistent brake pedal height and tire contact patch
- Elimination of axle deflection reduces brake "knockback" and increases bearing life

Description

Ford 9" Rear Axle
Ford 9" Rear Axle w/Baer Floater
Ford 9" Rear Axle w/GM Floater
Powder coating & Assembly Option
Satin or Gloss Black axle housing
Assembly Option
Painted Center Section Option



Tech Tip: Call for full floater options on a 1962 -1974 X-Body.

Complete 9" rear axle with optional powder coating

FORD 9" UPGRADES

Description

Upgrade to Aluminum center section with aluminum pinion support

GM 12 BOLT REAR AXLE

- USA cast, TIG welded, 3" x .218" tube, Truetrac, 30-spline axles, 1350 yoke, 1/2" studs, narrowed to any width
- QUADRALink™ brackets welded to housing (Brackets are used from your QUADRALink™ kit)
- Billet Torino ends and axle vent
- Fully assembled - must ship freight

Description

GM 12 Bolt Rear Axle
Powder coating & Assembly Option
Satin or Gloss Black axle housing



Complete 12 bolt rear axle with optional DSE aluminum support cover and optional powder coating

GM 12 BOLT UPGRADES

Description

Upgrade to 33 spline axles

DSE ALUMINUM SUPPORT COVER

DSE can provide you with a new aluminum "DSE" support cover for your 12 bolt rear axle. The lightweight support cover has the "DSE" logo etched into the cover.

Description

DSE Aluminum Support Cover	P/N	070410
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DSE Aluminum Support Cover

A-BODY & G-BODY REAR AXLE HOUSINGS

FORD 9" REAR AXLE HOUSING

- Heavy duty housing, 3" axle tube, made in the USA, narrowed to any width
- Billet Torino ends
- Ships UPS
- Fill and drain plugs standard

Description

Ford 9" Rear Axle Housing

FORD 9" REAR AXLE

- Heavy duty housing, 3" axle tube, 1350 yoke, Truetrac, 31-spline axles, 1/2" studs, narrowed to any width
- Billet Torino ends and axle vent
- Ready to assemble - ships UPS
- Fully assembled - must ship freight
- Fill and drain plugs standard
- Moser N Case center section with Moser pinion support with large Daytona style pinion bearing

Description

Ford 9" Rear Axle

Powder coating & Assembly Option

Satin or Gloss Black axle housing

Assembly Option

Painted Center Section Option



Bare 9" Rear Axle for a coilover conversion



Complete 9" Rear Axle for a coilover conversion with optional powder coating

FORD 9" UPGRADES

Description

Upgrade to Aluminum center section with aluminum pinion support

GM 12 BOLT REAR AXLE

- USA cast, 3" axle tube, Truetrac, 30-spline axles, 1350 yoke, 1/2" studs, narrowed to any width
- Billet Torino ends and axle vent
- Fully assembled – must ship freight

Description

GM 12 Bolt Rear Axle

Powder coating & Assembly Option

Satin or Gloss Black axle housing

GM 12 BOLT UPGRADES

Description

Upgrade to 33 spline axles



Bare 12 bolt Rear Axle for a coilover conversion with optional DSE aluminum support cover



Complete 12 bolt Rear Axle for a coilover conversion with optional DSE aluminum support cover and optional powder coating

GEAR OIL & BREAK-IN GEAR OIL

Driven Gear oil is perfect for rear end differential and transmission gear boxes. It reduces operating temperatures by up to 15 degrees compared to other brand gear oils.

Petroleum-based Break-In Gear Oil allows gear teeth to break-in quickly while improving their surface finish. By polishing the gear teeth, micro-pitting is eliminated to improve gear durability. A smooth gear surface can carry more load and last longer.

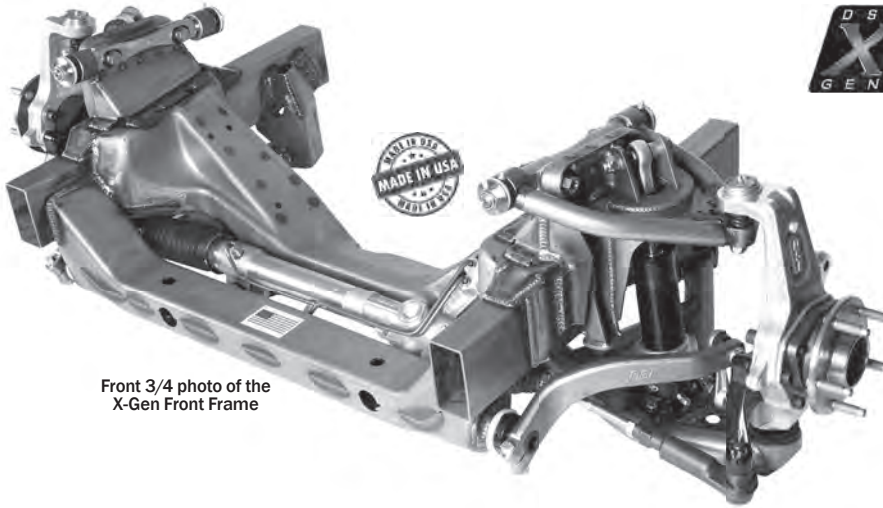
Applications

P/N

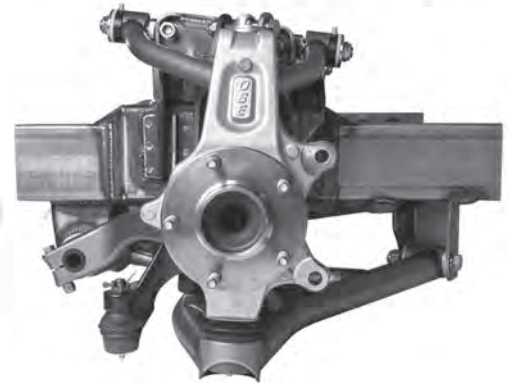
Limited Slip Gear Oil - 75W-90 - 1 Quart	140054
Break-In Gear Oil - 80W-90 - 1 Quart	140055



Tech Tip: DSE recommends the use of Driven Break-In Gear Oil and Driven Gear Oil to protect your rear axle components.



Front 3/4 photo of the X-Gen Front Frame



Side view of the X-Gen Front Frame

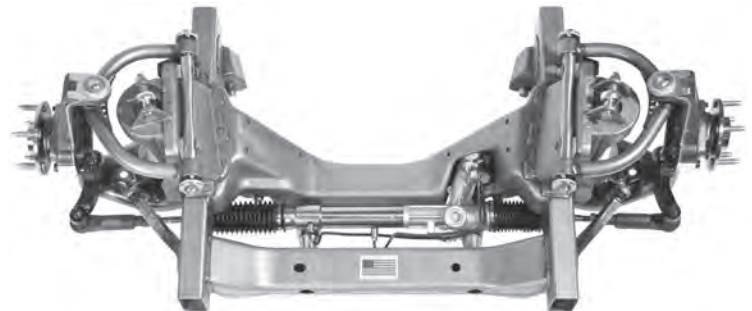
X-GEN SERIES FRONT SUSPENSION MODULE

Detroit Speed's X-Gen series of front suspension systems allow you to integrate Detroit Speed suspension technology into any vehicle. These complete suspension modules are available in two track widths and are ready to be subbed into your application through their 2" x 4" rail sections. These are the same suspension systems found in DSE's bolt-in front frames so they have been designed, engineered, and developed to provide the ultimate in performance on both the road and the track.

- DSE exclusive suspension geometry for superior ride and handling
- OEM quality stamped crossmembers for improved structural rigidity
- Tubular upper and lower control arms
- 'Detroit Tuned' aluminum body coilover shocks
- Torrington Bearings
- 'Detroit Tuned' power rack and pinion steering
- Spanner Tool for easy shock adjustments
- Control arm cross shafts with caster tuner bushings
- Forged DSE Spindle
- Composite Anti-Roll Bar Bushings

X-Gen Series Specifications		
	X-Gen 535 Series	X-Gen 595 Series
Track Width (hub to hub)	53.5"	59.5"
Max. Wheel Backspacing	5"	6.125"
Total Suspension Travel	6"	
Framerail Dimensions	2" x 4" x .120 W	2" x 4" x .120 W
Overall Outside Frame Width	30.5"	34.25"
Framerail Length	24.75"	25.25"
Nominal Ride Height	1.5"	1.9"

Tech Tip: Due to the variations in vehicle weight, Detroit Speed does not supply coilover springs with the X-Gen Frames. Coilover springs for your unique application are available through Detroit Speed.



Top view of the X-Gen Front Frame

GM 5 ON 4-3/4" BOLT PATTERN, STUD SIZE M12 X 1.5"

Applications P/N

X-GEN Frame in Bare Metal	
53.5" Hub to Hub	032041-S/D/R
59.5" Hub to Hub	032042-S/D/R
X-GEN Frame - Powder Coated Components Anti-roll bar arms are satin black, upper and lower control arms are gloss black.	
53.5" Hub to Hub	032043-S/D/R
59.5" Hub to Hub	032044-S/D/R

FORD 5 ON 4-1/2" BOLT PATTERN, STUD SIZE 1/2"-20 UNF

Applications P/N

X-GEN Frame in Bare Metal	
53.5" Hub to Hub	032045-S/D/R
59.5" Hub to Hub	032046-S/D/R
X-GEN Frame - Powder Coated Components - Anti-roll bar arms are satin black, upper and lower control arms are gloss black.	
53.5" Hub to Hub	032047-S/D/R
59.5" Hub to Hub	032048-S/D/R

ACCESSORY COMPONENTS X-GEN SERIES FRONT SUSPENSION MODULE

Component	Description
Brakes	DSE has Baer Brake packages for our X-Gen suspension.
Rack & Pinion Hose Kit	P/N: 091302 - Pressure (High) : 9/16" - 18, Return (Low) 5/8" - 18. Fittings adapt to -6AN.
Steering Coupler	3/4" 36 - P/N: 092503 Plain Steel, 092503P Polished Stainless Steel



Headers	LS - P/N: 061002 SBC - P/N: 061003 SBC - P/N: 061004	LS - P/N: 061001
Camber Shim Kits	P/N: 031714	P/N: 031713
Engine Mounts	LS - P/N: 060416 SBC - P/N: 060415	LS - P/N: 060401 LS w/C6 Oil Pan - P/N: 060404



X-Gen 595 LS headers shown

WHEEL BEARING UPGRADE

This SKF housing has reduced bearing runout to eliminate brake "knockback" and also provides you with longer bearing life than standard applications.

Application	P/N
Severe Duty SKF Wheel Bearing Upgrade	032105



Note: 5 on 4-3/4" bolt pattern only.

SHOCK UPGRADE OPTIONS

Base Shock - The DSE/JRi 'Detroit Tuned' base shock is a 'pure blood pedigree' racing shock in its most efficient form as a non-adjustable unit. Although non-adjustable, it shares all the increased dynamic responses of all the JRi adjustable models while providing excellent ride quality on the street.	
Single Adjustable Shock - Includes all features of base shock with 'Detroit Tuned' valving plus installed rebound adjustment with the simple turn of a knob while providing excellent ride quality on the street.	
Double Adjustable Shock - This is the most race winning shock JRi has in its stable. With its two independent adjustments and the enormous range of adjustment it can be set to the exacting demands of the driver and performance levels required while providing excellent ride quality on the street.	
Double Adjustable with Remote Canister - This DSE/JRi shock has all of the qualities of the double adjustable shock and incorporates a gas charged bladder to provide high frequency and low speed dampening control.	
Accessories	P/N
Remote Canister Shock Mounts - These billet aluminum canister mounts are manufactured for securing your remote shock canisters to the vehicle. The canisters mount with two 1/4"-20 x 1/2" buttonhead screws.	032102

Tech Tip: Use your supplied spanner tool to adjust ride height on your shocks. You can also purchase a shock adjustment tool to adjust your shock valving or a shock inflation tool for air pressure adjustment.

CAMBER SHIM TRACK & CASTER TUNER KITS

Detroit Speed's Camber Shim Track Kit allows you to adjust camber easily with our one-piece slotted camber shims. The Caster Tuners make adding more caster to your upper control arms easy. The "1" Caster Tuners have a 1/8" offset and the "2" caster tuners have a 1/4" offset.

The Camber Shim kit includes:

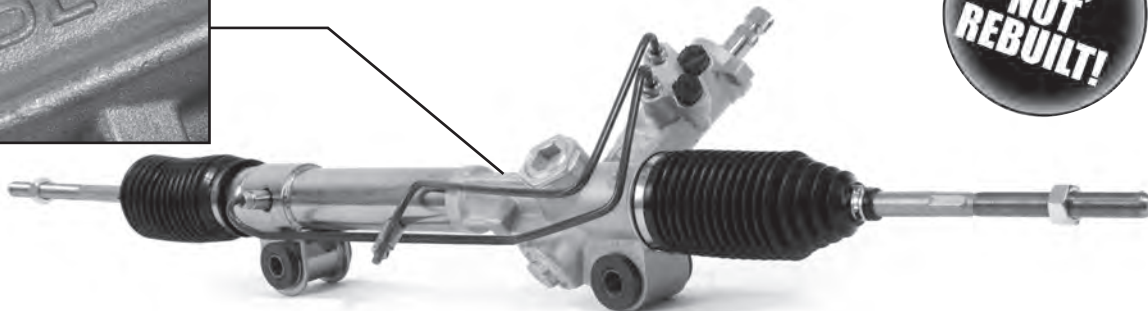
- Four 1/16" shims
- Four 1/8" shims
- Two 1/4" shims

The Caster Tuner kit includes:

- Four #1, 1/8" offset caster tuners
- Four #2, 1/4" offset caster tuners

Applications	P/N
Camber Shim track Kit - X-Gen 595	031713
Camber Shim track Kit - X-Gen 535	031714
Caster Tuner Kit - X-Gen 595	031731
Caster Tuner Kit - X-Gen 535	031732





'DETROIT TUNED' STEERING RACK

Detroit Speed's new rack and pinions have been optimized to provide an exceptional modern performance feel on the street and on the track and are available in both standard and narrow widths. The standard width is 24.5" and the narrow width being 21.5". This is one of the only racks with a 21.5" width in the aftermarket industry!

- 'Detroit Tuned' valving specifically to provide the increased effort and performance feel found in late model performance vehicles.
- All new components
- Every rack undergoes a rigorous quality check and is performance tested prior to being packaged.
- Includes polyurethane mounting bushings.
- Features an internal, inner tie rod boot balance tube.

Tech Tip: This is not a bolt-on Camaro application

Applications	P/N
21.5" Rack	090220
24.5" Rack	090221

DSE Steering Rack Specifications		
	Standard	Narrow
Inner Tie Rod Ball to Ball Width	24.5"	21.5"
Overall Width	45"	42"
Linear Rack Travel	5.5"	4.5"
Number of Turns Lock to Lock	2.5	
Mounting Bolt Span	15.5"	13.5"
Mounting Bolt Size	9/16"	
Outer Tie Rod Thread Length	6"	
Outer Tie Rod Thread Size	9/16"-18	
Input Shaft	3/4"-36	
Recommended Pump Flow Rate	3 gal/min	
Maximum Peak System Pressure	1800 psi	
High Pressure Fitting Thread	9/16"-18	
Low Pressure Fitting Thread	5/8"-18	

POWER STEERING HOSE KIT

The DSE Power steering hose kit includes fittings to convert your steering gear to -6 AN fittings. High quality stainless steel hoses are Teflon lined to handle the high pressure demands of the steering system. The hoses come with pre-crimped stainless steel fittings to attach to the -6 AN fittings at the steering gear. Each kit includes 30" of hose length that can be routed and cut to length at the pump end. You will need to add a pressure fitting at your GM Type II pump to complete this hose kit. You can choose from 091702 hardline pressure tube, 090401 outlet fitting, or 091801 banjo pressure fitting.



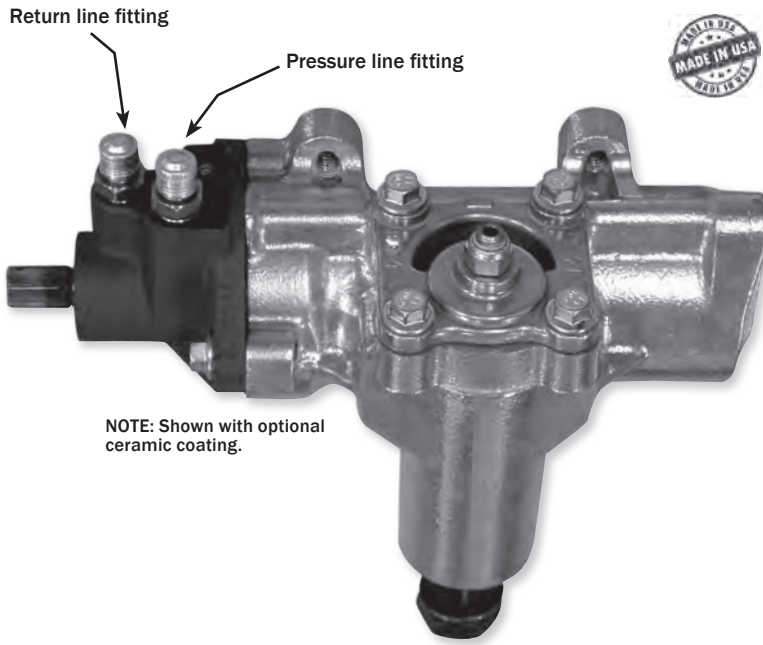
Applications	Pressure Fitting	Return Fitting	P/N
21.5" or 24.5" 'Detroit Tuned' Steering Rack	9/16" -18 to -6 AN	5/8" -18 to -6 AN	091302

POWER STEERING FLUID

The Power Steering Fluid is a fully synthetic formula power steering fluid. It provides improved thermal stability for less pressure drop. It also offers high temperature foam resistance for better cooling.

Applications	P/N
Various - 1 Quart	140050





600 STEERING GEAR FEATURES

- All new steering gear unit, not rebuilt
- Increased steering feel due to low friction gear design
- Precision rack and pinion valve technology
- Late model performance car feel
- Quick ratio 12.7:1
- Original power pitman arm may be used
- 6 pounds lighter than stock
- 'Detroit Tuned' Delphi™ Box

600 STEERING GEAR

Now you can achieve rack and pinion steering performance with a bolt-in steering gear. This steering gear can be used to replace the common GM 800 series power steering gear used from 1964 to 1992. It comes in two different finishes; bare (ready to paint) or ceramic coated. The ceramic coat option provides cooler power steering fluid temperatures inside the gear box. It also includes a low friction coating applied to the inside of the gear box housing that allows a better steering feel.

NOTE: A new 3/4" - 30 spline rag joint may need to be used in some applications.
NOTE: DSE hose kit part number 091202 is required with this steering gear.

Applications	P/N
1967-1981 F-Body	090204 - Bare (ready to paint)
1967-1981 F-Body	090204C - Ceramic Coated
1968-1974 X-Body	090204 - Bare (ready to paint)
1968-1974 X-Body	090204C - Ceramic Coated
1964-1977 A-Body	090204 - Bare (ready to paint)
1964-1977 A-Body	090204C - Ceramic Coated
1978-1988 G-Body*	090204 - Bare (ready to paint)
1978-1988 G-Body*	090204C - Ceramic Coated

* Steering shaft kit will need to be used with 1978-1988 G-Body.

Tech Tip: How do you tell the difference between the pressure line and the return line on power steering gear boxes? The return line is closest to the steering wheel when looking down at the steering box and is usually the larger of the two hoses. The return hose is always the larger hose in DSE hose kits.

RAG JOINT

New replacement rag joint with 3/4" - 30 spline coupling to be used with DSE's 600 steering gear and your stock steering column. It comes complete with a clinch bolt.

Applications	P/N
DSE 600 Steering Gear*	090205

* Not applicable with 1978-1988 G-Body.



STEERING SHAFT KIT

The DSE Steering Shaft Kit is designed to eliminate the factory rag joint assembly, creating firmer, more precise steering characteristics. Removal of the rag joint also improves underhood clearances. The kit includes a vibration reducing joint designed to insure that improved steering feel does not come at the cost of harshness or vibration.

Applications	P/N
1978-1988 G-Body with 600 Steering Gear	092519
1982-1992 F-Body	092519





POWER STEERING PUMPS

Detroit Speed's Power Steering Pumps are compatible with any power steering gear or rack and pinion. All pumps are completely new, not remanufactured. DSE pumps deliver constant flow under given operating pressures. The transverse bearing compact pumps (TC pumps) are less sensitive to radial belt loading than other types of pumps.

Detroit Speed's Power Steering Pump Specifications:

- Flow = 3.0-3.4 gallons per minute at 1500 rpm
- Pressure relief = 1250-1450 psi
- TC pumps offer high efficiency and quiet operation
- All DSE pumps are completely compatible with Vintage Air's Front Runner™ accessory drive system
- Feature a 0.662" shaft diameter
- All pumps, including those with an integral reservoir, fit within the Front Runner™ confines
- All pumps are available with a Mustang II flow control valve. This flow control fitting will restrict the flow to approximately 2 gal/min while retaining the appropriate pressure in the system.



CAST IRON HOUSING WITH INTEGRAL RESERVOIR

This power steering pump is a great value for all applications. The cast iron housing is electroplated for corrosion protection and offers all the performance benefits of our other pumps. It is also available in a chrome housing. The housing has a bright chrome finish for a true show quality look. The compact black plastic reservoir is race tested and proven in harsh environments.

Applications P/N

Various	091001
Various	091001C - Special Order

ALUMINUM HOUSING WITH INTEGRAL RESERVOIR

This power steering pump offers the same performance characteristics as our other pumps, and it saves 1.4 pounds over the cast iron version. The aluminum housing comes with a cast aluminum or polished aluminum finish and the integral reservoir makes for a clean, compact package.

Applications P/N

Various	090901
Various	090901P - Special Order



ALUMINUM POWER STEERING PUMPS WITHOUT RESERVOIR

This pump should be used with a remote reservoir. The aluminum housing is machined for -6 and -10 AN fittings, which are included. The housings are available with a natural or a polished aluminum finish.

Applications P/N

Various	090301
Various	090301P - Special Order



"HARDLINE PRESSURE TUBE" WITH BANJO BOLT CONNECTOR

DSE's exclusive "Hardline Pressure Tube" has been specifically designed to route neatly around our power steering pumps with integral reservoirs. It features a banjo fitting attachment to the pump, hard tubing that routes around the reservoir, and an easy attachment for the hose at the end of the tube. This kit is clean and neat, and has a low profile that works well with Vintage Air's Front Runner™ accessory drive system. Works with any of our hose kits when using our integral reservoir power steering pumps.

Applications P/N

Any DSE Power Steering Pump -6 AN Male Fitting	091702
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BANJO PRESSURE FITTING

Can be used with any of our DSE power steering pumps and any of our DSE hose kits.

Applications P/N

GM Type II Power Steering Pump	091801
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POWER STEERING HOSE KITS

The DSE Power steering hose kit includes fittings to convert your steering gear to -6 AN fittings. High quality stainless steel hoses are Teflon lined to handle the high pressure demands of the steering system. The hoses come with pre-crimped stainless steel fittings to attach to the -6 AN fittings at the steering gear. Each kit includes 30" of hose length that can be routed and cut to length at the pump end. You will need to add a pressure fitting at your GM Type II pump to complete this hose kit. You can choose from 091702 hardline pressure tube, 090401 outlet fitting, or 091801 banjo pressure fitting.



Applications	Pressure Fitting	Return Fitting	P/N
Early GM Gear Box 1965-1981 with inverted flare steering gear ports	11/16" -18 to -6 AN	5/8" -18 to -6 AN	091101
Late GM Gear Box 1982-1998 and GM Rack & Pinion gears with metric o-ring steering gear ports (Excludes 600 gear box)	M18 x 1.5 to -6 AN	M16 x 1.5 to -6 AN	091201
600 Gear Box Only	M18 x 1.5 to -6 AN (long)	M16 x 1.5 to -6 AN (long)	091202
DSE Subframe, Chevy II Front Frame, X-Gen Series Frame and 1979 - 2004 Ford Fox Body	9/16" -18 to -6 AN	5/8" -18 to -6 AN	091302
Mustang II Rack & Pinion	M16 x 1.5 to -6 AN & 5/8" -18 to -6 AN	M14 x 1.5 to -6 AN & 1/2" -20 to -6 AN	091301

POWER STEERING FLOW CONTROL VALVE

This flow control fitting reduces flow from 3 gal/min to approximately 2 gal/min while retaining the appropriate pressure in the system. This flow control valve should be used when a GM Type II power steering pump is used with a Mustang II rack and pinion.

Applications	P/N
GM Type II Power Steering Pump	091401

Tech Tip: A power steering pump with a 3 gal/min flow rate can over boost a Ford Mustang II rack and pinion. The steering will feel "twitchy" or "nervous."



DSE STEERING TECH

KEY CHARACTERISTICS FOR HOT ROD AND STREET ROD STEERING SYSTEMS

- 3 gal/min flow rate
- 1250 - 1450 psi pressure relief
- Mustang II flow control fitting available
 - A pump with a 3 gal/min flow rate can over boost a 'Mustang II' rack and pinion
 - The steering will feel 'twitchy' or 'nervous'
 - The flow control fitting will restrict flow to approx. 2 gal/min while retaining the appropriate pressure in the system.

FLOW CONTROL

A properly sized power steering pump provides adequate flow at engine idle. The output of a positive displacement pump will vary linearly with engine speed. Therefore, power steering pumps are equipped with a flow control valve which limits the discharge from the pump and recirculates the excess fluid internally.



DSE Flow Control Valve

CASTER CONDITIONS

Different from Side to Side	Equal, but too Negative	Equal, but too Positive
Vehicle will pull to side with less positive caster.	Steering wheel will be light.	Steering will be heavy.
	Vehicle will wander and be difficult to keep in a straight line.	Steering wheel may kick when you hit a bump.



90 DEGREE -6 PRESSURE FITTING AT PUMP

This fitting should be used with any of our hose kits when using our -6 power steering pump outlet fitting (P/N: 090401). The fitting employs a crimp ferrule, allowing assembly without crimping equipment.

Applications P/N

GM Type II Power Steering Pump	091901
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POWER STEERING PUMP OUTLET FITTING

Convert your late model GM power steering pump outlet fitting to -6 AN. This CNC machined steel fitting includes the correct O-ring for converting your late model GM pump.

Applications P/N

GM Type II Power Steering Pump	090401
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1/4" NPT TO -6 RETURN FITTING

Use this fitting to convert DSE's black plastic reservoir from a push on hose return to a -6 AN fitting return.

Applications P/N

Any DSE Power Steering Pump w/Integral Reservoir	091501
#7 to Female -6 90° Bent Tube for Return Hose	091602



Tech Tip: To use our hose kit with a P-style pump (original Can-style), use the following fittings in the pressure port of the pump:
 If you have a female fitting in the pressure port use 090203S.
 If you have a male fitting in the pressure port use 091902.



5/8" - 18 90 DEGREE -6 SAE PRESSURE FITTING AT (P-STYLE PUMP)

Use this fitting when your stock GM P-style pump has a male pressure fitting.

Applications P/N

P-Style Pump	091902
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METRIC MUSTANG TO -6 AN FITTINGS

Use these fittings when converting your Mustang II to a -6 AN fitting.

Applications P/N Price

Mustang Rack Thread = M14 x 1.5	090208	
Mustang Rack = M16 x 1.5	090209	



SAE MUSTANG TO -6 AN FITTINGS

Use these fittings when converting your 'Detroit Tuned' steering rack to a -6 AN fitting.

Applications P/N

Mustang Rack Thread = 5/8" - 18 -6 AN	090210L
Mustang Rack = 9/16" - 18 -6 AN	090210S



POWER STEERING GEAR FITTING (GM 1965 - 1981)

These O-ring fittings convert your metric Saginaw 800 or 600 power steering gears to -6 AN fittings. Used on many GM vehicles from 1982 to present.

Applications P/N

1965-1981 Thread = 5/8" - 18	090203S
1965-1981 Thread = 11/16" - 18	090203L



POWER STEERING GEAR FITTING (GM 1982 - PRESENT)

These O-ring fittings convert your metric Saginaw 800 or 600 power steering gears to -6 AN fittings. Used on many GM vehicles from 1982 to present.

Applications P/N

1982 - and newer Thread = M16 x 1.5 -6 AN	090202S
1982 - and newer Thread = M18 x 1.5 -6 AN	090202L
600 Steering Box Thread = M16 x 1.5 -6 AN (long)	090206S
600 Steering Box Thread = M18 x 1.5 -6 AN (long)	090206L

POWER STEERING PUMP MOUNT

The Detroit Speed power steering pump brackets allow simple installation of DSE's GM Type II power steering pump onto Chevrolet small block and big block engines. The brackets are CNC machined from 6061 billet aluminum and include all hardware to attach the pump and bracket to your engine. Both power steering mounts use existing accessory-bracket mounting holes in your engine block. The small block bracket is designed to work with many pulley configurations and a "short style" water pump. Additional spacers are available to adapt it to "long style" water pump applications. The big block bracket is designed to work with a "long style" water pump.



Applications	P/N
Small Block Chevy	092101
Big Block Chevy	092102
Long Water Pump Spacer Kit	092103



POWER STEERING PULLEY

This 6" V-belt power steering pulley is hardcoated for a great looking, long lasting finish. The pulley can be used on all of our pumps or any Saginaw pump with a 0.662" diameter shaft without a keyway. The pulley is also laser etched with the DSE initials logo.

Applications	P/N
Various	090801

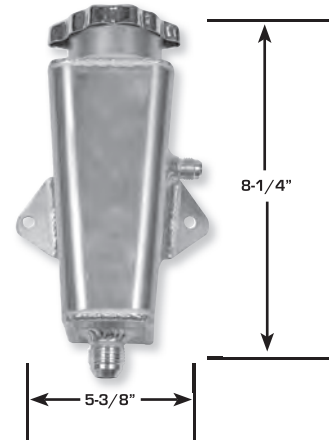


ALUMINUM POWER STEERING RESERVOIR - REMOTE

This functional, yet attractive, fabricated aluminum reservoir features:

- Vented cap
- Internal baffle to prevent aeration of the fluid
- AN fittings; -10 outlet to pump and -6 inlet from gear
- Mounts to core support or firewall

Applications	P/N
Various	090601



Tech Tip: After installing any power steering component, you must remove any trapped air from the system. This can be accomplished by following the steps below:

1. After filling the system with power steering fluid, raise and support the front of the car.
2. With the engine off, slowly turn the steering wheel from full left lock to full right lock. Repeat this step several times.
3. Check the fluid level and maintain it at the 'full' mark.
4. Start the engine and repeat Step 2. Turn the steering wheel from lock to lock several times. Avoid hard steering input into full lock positions.
5. Turn the engine off and recheck the fluid levels.

TUBULAR TIE ROD ADJUSTERS

Our unique Detroit Speed, Inc. tubular tie rod adjusters improve the strength and integrity of your steering system over stock. The tubular design is stiffer than the OEM split clamp adjuster. Our extensive computer modeling and testing assure you optimized performance. Our DSE tie rod adjusters are machined from 4140 1" hex stock steel. They have a CNC machined radius for reduced weight and improved appearance. 1" adjuster flats at the outer ends allow for toe adjustment with a 1" end wrench. One set of tie rod adjusters comes complete with right hand and left hand jam nuts. The tie rod adjusters are powder coated in a gloss black finish.



Tie Rod Adjuster set with jam nuts

Applications	P/N
See Chart	See Chart



P/N: Black - 090101B - Thread = 5/8" - 18 Length = 5.25" + jam nuts	P/N: Black - 090102B - Thread = 11/16" - 18 Length = 4.25" + jam nuts	P/N: Black - 090103B - Thread = 5/8" - 18 Length = 4.50" + jam nuts
Chevrolet	Chevrolet	Chevrolet
1967 - 1969 Camaro	1970 - 1981 Camaro 1971 - 1977 Chevelle, Monte Carlo, El Camino	1964 - 1970 Chevelle, Monte Carlo, El Camino
1968 - 1974 X-Body		1978 - 1983 Malibu
		1978 - 1987 El Camino
		1978 - 1988 Monte Carlo
		1982 - 1992 Camaro
Pontiac	Pontiac	Pontiac
1967 - 1968 Firebird	1969 - 1981 Firebird	1982 - 1992 Firebird

1969 RS Camaro
Headlight Kit1963-1967 Corvette
Headlight Kit

EDGEWILE
New Product Winner

2006 Electric Components &
Accessories new product winner

ELECTRIC HEADLIGHT DOOR KITS

This DSE Electric Headlight Door Kit replaces the stock vacuum actuated system on headlamp equipped 1968-1969 RS Camaros and the stock electric actuated system on 1963-1967 Corvettes. It makes converting your vehicle to hide-away headlights much easier. When installed, this kit will operate the headlight doors more reliably, smoother, and without the complicated and bulky vacuum accessories. Vehicles with large cams and low vacuum signals will also benefit from this kit.

The Electric Headlight Kits use current sensing technology to provide a system that needs no adjustment and is extremely safe. DSE has gone to great lengths to provide you with the highest quality, best engineered product available with the easiest installation and minimal modification to your vehicle. The kit comes complete with everything you need for installation including two electric actuators, a control module, harness, mounting brackets, and hardware.

Applications

P/N

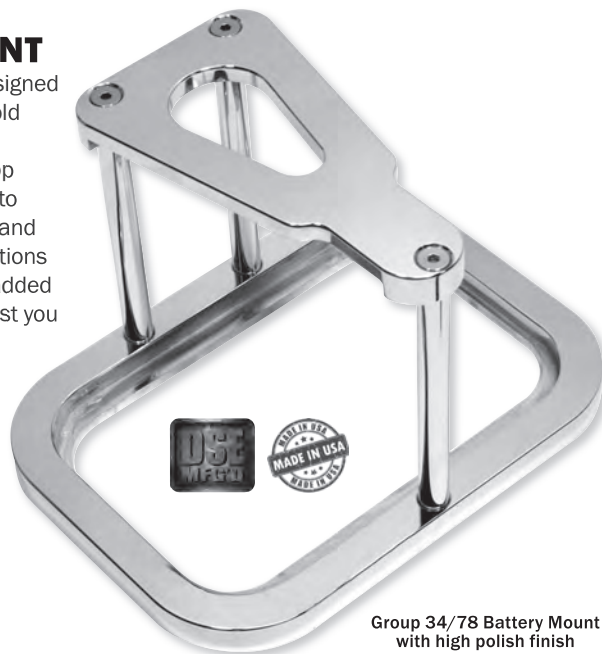
1968 F-Body (Camaro Only)	122002
1969 F-Body (Camaro Only)	122001
1963-1967 Corvette	122005
1968-1982 Corvette	122006

BILLET ALUMINUM OPTIMA BATTERY MOUNT

Our exclusive Detroit Speed, CNC machined, aluminum battery mount is designed around the Optima battery. It is a simple, strong, and good looking way to hold your Optima battery securely in place. The entire mount is machined from 6061 billet aluminum. Three countersunk stainless steel bolts secure the top of the battery mount to the support rods. The base of the mount is secured to your vehicle with bolts that are not visible from the top. There are six drilled and tapped holes on the underside of the base. Although fewer attachment locations will securely mount your battery, we provide six mounting holes to give you added flexibility in choosing your mounting positions. A template is provided to assist you in locating the holes. The Group 34/78 battery mount dimensions are 11.5" x 8.5" x 7.5".

Applications P/N

Various	120101 - Group 34/78 Natural Aluminum Finish
Various	120101P - Group 34/78 High Polish Finish



Group 34/78 Battery Mount with high polish finish

BATTERY RELOCATION KIT

Our DSE battery relocation kit is a great way to reduce underhood clutter and improve weight distribution. The kit comes complete with everything you need to relocate your Optima battery.

- 1 DSE natural or high polish aluminum battery mount (Group 34/78) and mounting fasteners for Optima battery
- 18' red 2 gauge battery cable
- 18' black 2 gauge battery cable
- 2 bulkheads (1 positive, 1 negative)
- 1 pair top post battery terminals
- 4 pair crimp/solder rings for 2 gauge battery cables

Applications P/N

Various	121701 - Kit for Optima Group 34/78 Natural
Various	121701P - Kit for Optima Group 34/78 High Polish



Billy Utley and his 1972 DSE "Equipped" Nova running the USCA Pittsburgh event in 2014.

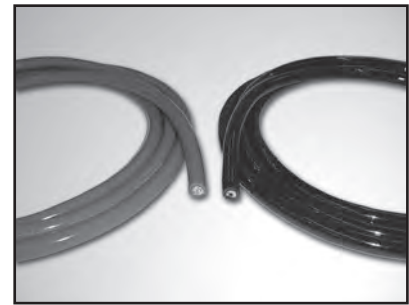
BATTERY CABLE

This is the best battery cable we have found. It is constructed with very fine strands of wire for flexibility and maximum power flow. This battery cable has insulation that is capable of surviving extreme temperatures and chemicals present in the automotive environment. The cable is available in 2-gauge red or 2-gauge black and is sold by the foot.

Applications P/N

Various	120201 - Red Cable
Various	120301 - Black Cable

Tech Tip: When remote mounting your battery, we recommend using ground cable from the negative post of the battery to the engine block. Copper is a much better conductor than relying on a ground through the frame or body. The relative conductivity of copper at 20 degrees C is 89.5 compared to steel which is 15.



TOP MOUNT BATTERY CABLE TERMINALS

These top mount battery terminals have a satin silver finish. The top mount terminals allow battery cables to attach to top post batteries. The terminals are sold in pairs.

Applications P/N

Various	120501
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SIDE MOUNT BATTERY CABLE TERMINALS

These side mount battery cable terminals are machined from solid brass stock and have a satin nickel finish for optimum conductivity. Side mount terminals allow cables to attach to GM style side mount batteries. The kit includes nuts and lock washers for 5/16" studs. The long stud enables the use of multiple or thick cable end connectors. The connectors are sold in pairs.

Applications P/N

Various	120601
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BATTERY BULKHEAD TERMINAL

Use this bulkhead to safely pass a 12 volt power cable through a panel such as a firewall or floorpan. The terminal contains two 3/8"-16 threaded brass studs, and requires a 1-9/32" mounting hole.

Applications P/N

Various	120701
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CRIMP/SOLDER RINGS

One piece copper crimp/solder rings for 2 gauge battery cable. The crimp ring has a 3/8" hole and includes heat shrink. The rings are sold in pairs.

Applications P/N

Various	120801
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AMERICAN AUTOWIRE

American Autowire is the leader in quality wiring products for your hot rod and muscle car. All of their wiring systems are fully designed and tested to assure quality and reliability.



CLASSIC UPDATE SERIES

The Classic Update Series is made for the Hot Rod/Pro-Touring enthusiast who wants some modern amenities in their classic vehicle. The kits are designed for specific year/make/model vehicles. Kits include everything you need to modernize your classic vehicle: Headlight, Dimmer, and Ignition switches; Boots, Tubes, and Grommets; Fuses, Relays, and Flashers; Original Connectors, Terminals, and Disconnects. Classic Update wiring systems are currently available in 20 kits.

NOTE: These kits are recommended for MODIFIED original vehicles, not OEM restoration projects.

DSE exclusively uses American Autowire in all of our test cars and project cars.

Applications	P/N
1967-1968 Camaro	500661
1967-1968 Firebird	500886
1968 Nova	510201
1969 Camaro	500686
1970-1973 Camaro	510034
1974-1977 Camaro	510567
1970-1973 Firebird	510174
1969-1972 Nova	500878
1962-1967 Chevy II	510140
1964-1967 Chevelle	500981
1968-1969 Chevelle	510158
1970-1972 Chevelle	510105
1964-1966 Mustang	510125
1967-1968 Mustang	510055
1969 Mustang	510177
1970 Mustang	510243

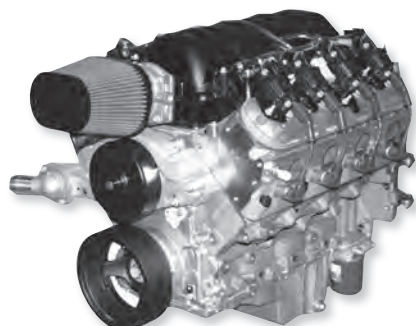


MAST MOTORSPORTS ENGINES

Detroit Speed utilizes Mast Motorsports' engines because their products are to engines and drivelines what Detroit Speed products are to suspensions and chassis'. Mast Motorsports' engines are fully engineered and tested to strict durability and reliability standards. This assures us that we can drive our cars on the streets, run an autocross, or drive our cars hard on an open road course. We are proud to offer Mast Motorsports' engines to our customers.

These engine kits come complete with:

- Intake to oil pan
- Proprietary aftermarket ECM
- Mast Motorsports' developed ECM software
- Drive by wire which includes a GM throttle pedal
- Engine harness
- Required O2 sensors



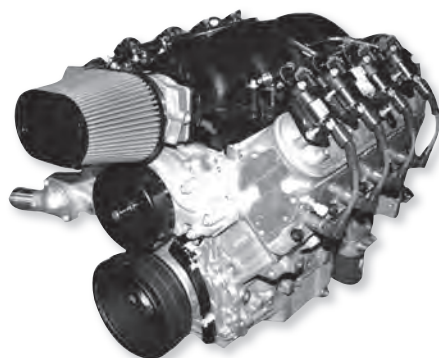
LS3 416 HO & LS3 416 SS

The Mast LS3 416 boasts:

Block: 6.2L LS3 Aluminum Block
 Heads: L92/LS3 Cylinder heads
 Camshaft: A Mast Motorsports Camshaft
 Pistons: Mahle Forged and Coated Pistons
 Bore x Stroke: 4.070 x 4.000
 Compression: 11.2:1
 Rev Limit: 7000 RPM
 Horsepower: 550HP @5400RPM
 Torque: 550 FT-LB @4400RPM

The Mast LS3 416 SS boasts:

Block: A GM 6.2L LS3 Aluminum Block
 Heads: Mast Motorsports CNC L92/LS3 Cylinder heads
 Camshaft: A more aggressive Mast Motorsports Camshaft
 Pistons: Mahle Forged and Coated Pistons
 Bore x Stroke: 4.070 x 4.000
 Compression: 11.2:1
 Rev Limit: 7000 RPM
 Horsepower: 605HP @6300RPM
 Torque: 540TQ @5400RPM



LS7 427 HO & LS7 427 SS

The Mast LS7 427 HO boasts:

Block: LS7 7.0 Liter
 Heads: Mast CNC LS7
 Camshaft: Mast Custom 3-Bolt Core Cam
 Pistons: Mahle Forged and Coated Pistons
 Bore x Stroke: 4.125 x 4.000
 Compression ratio: 11.4:1
 Rev limit: 7250 RPM
 Horsepower: 630HP @ 6600RPM
 Torque: 550 FT-LB @ 5100RPM

The Mast LS7 427 SS boasts:

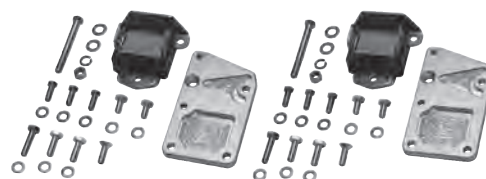
Block: LS7 7.0 Liter
 Heads: Mast CNC LS7
 Camshaft: Mast Custom 3-Bolt Core Cam
 Pistons: Mahle Forged and Coated Pistons
 Bore x Stroke: 4.125 x 4.000
 Compression ratio: 11.4:1
 Rev limit: 7250 RPM
 Horsepower: 660HP @ 6500RPM
 Torque: 570 FT-LB @ 5300RPM

* Please see the DSE website for a complete list of all Mast Motorsports engines. *All HP numbers will be within 2% of the advertised number.

LS ENGINE ADAPTER KIT

The DSE engine adapter kit enables easy, no hassle installation of any LS engine into your vehicle. The kit comes with adapter plates engine mount stands and all necessary hardware.

Applications	P/N
LS Engines	060406



C6 THROTTLE PEDAL BRACKET

The C6 throttle pedal bracket is a bolt-on bracket that mounts the 2005-2013 C6 Corvette electronic throttle pedal to the firewall in a 1967-1969 F-Body or 1968-1974 X-Body. The bracket comes black e-coat.

Applications	P/N
1967-1969 F-Body, 1968-1974 X-Body	060111



BLACK ANODIZED BILLET ALUMINUM PCV CATCH CAN

These PCV catch cans are a must on LS powered vehicles due to the stock PCV systems allowing oil vapors into the intake tract. Over time these vapors can cause harmful buildup and power loss. Designed initially for the LS engines, the adjustable mounting bracket makes it a universal fit for many applications. Made in the USA.

Applications	P/N
LS Powered Vehicles	060110



DRIVEN HOT ROD OILS

From the leader in racing lubricants, now comes a lubricant designed specifically for hot rods, street rods, and vintage cars. Driven Racing Oils protect against rust and corrosion so your engine is protected even when it's not running. Available in synthetic or conventional formulas.

Detroit Speed uses Driven fluids in our Test Cars and all our project cars.

BORN FROM JOE GIBBS RACING
DRIVEN
DRIVEN TO WIN RACING OIL



HOT ROD OIL

High Zinc Content - Higher levels of Zinc (ZDP) than regular passenger car oils.

Camshaft Wear Protection - It has superior camshaft wear protection chemistry.

Synthetic Formula - The Synthetic formula provides the best characteristics of mineral oil without the unwanted saturates.

Applications	P/N
HR-1 Conventional 15W-50 - 1 Quart	140006
HR-2 Conventional 10W-30 - 1 Quart	140005
HR-3 Synthetic 15W-50 - 1 Quart	140004
HR-4 Synthetic 10W-30 - 1 Quart	140003
FR 20 Synthetic 5W-20 - 1 Quart (Ford Modular Engines)	140009
LS 30 Synthetic 5W-30 - 1 Quart (Chevy LS Engines)	140010



BREAK-IN OIL & SYNTHETIC OIL

Break In Oil - 15W-50 - 2.5 GL - Used to break-in and dyno all engines.

Synthetic XP3 - 10W-30 - 1 QT. - This oil offers outstanding high-temperature, high-shear protection.

Synthetic XP6 - 15W-50 - 1 QT. - A full synthetic, 15W-50 version of the race proven XP1.

Applications	P/N	Price
Break In Oil 5W-30 1 Quart	140008	
Break In Oil 15W-30 1 Quart	140007	
Break In Oil 15W-50 2.5 GL	140000	
Synthetic XP3 10W-30 - 1 Quart	140001	
Synthetic XP6 15W-50 - 1 Quart	140002	



SPEED CLEAN & BRAKE CLEANER

Speed Clean - Professional strength formula foams away dirt, grease, and oil from all automotive parts and surfaces. Safe for use on any washable parts including rubber and plastic. Use for any degreasing need in your shop.

Brake and Parts Cleaner - Driven Brake and Parts Cleaner is what Detroit Speed trusts to get the job done. It cleans fast, dries fast, and leaves no residue.

Applications	P/N
Speed Clean - 1 Can	140101
Brakes & Part Cleaner - 1 Can	140102



GEAR OIL & BREAK-IN GEAR OIL

The Driven gear oil is perfect for rear end differential and transmission gear boxes. It reduces operating temperatures by up to 15 degrees compared to other brand gear oils.

Petroleum-based Break-In Gear Oil allows gear teeth to break-in quickly while improving their surface finish. By polishing the gear teeth, micro-pitting is eliminated to improve gear durability. A smooth gear surface can carry more load and last longer.

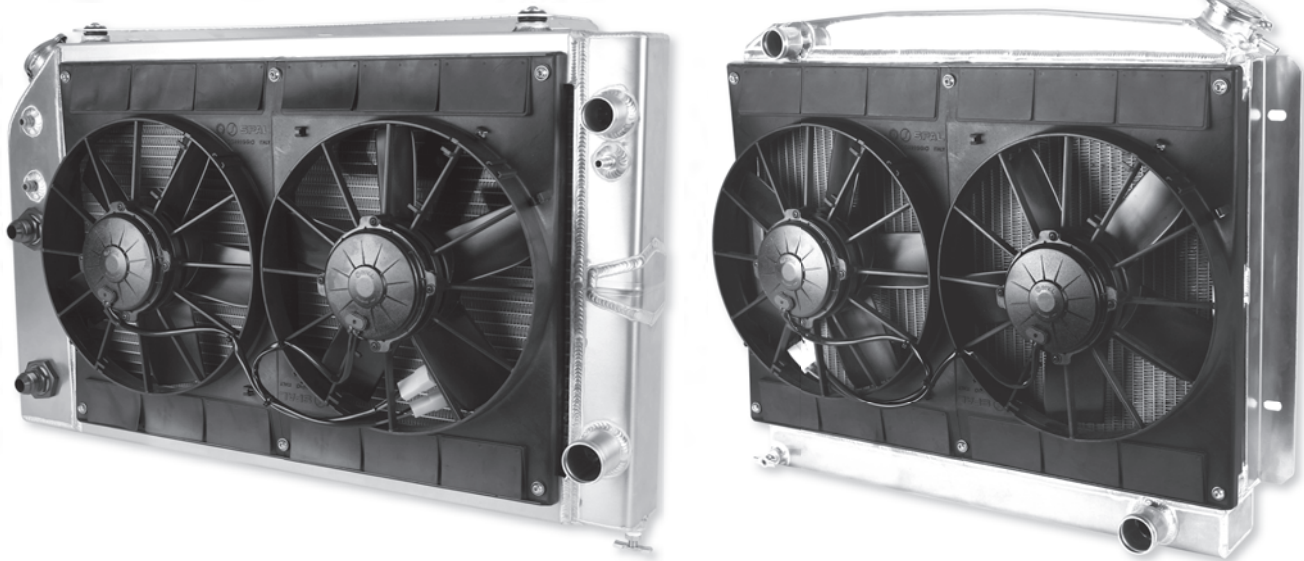
Applications	P/N
75W-90 - 1 Quart - Gear Oil	140054
75W-90 - 1 Quart - Break-In Gear Oil	140055

CARB DEFENDER

Designed for carbureted classic and performance vehicles, this concentrated additive prevents costly repairs and poor performance resulting from the use of corrosive ethanol-blended pump gas or flex fuels. Sold in a case of 6.

Applications	P/N
Carbureted Engines	140104





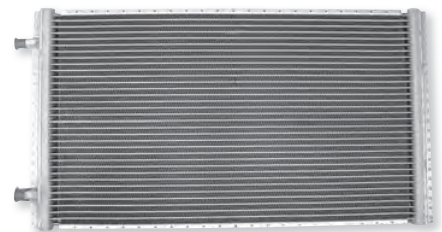
RADIATOR AND RADIATOR MODULES

Utilizing over 20 years of C&R race engine cooling expertise, DSE is now offering the full line of C&R Radiators & Modules. Made in the USA and using current racing technology and precision manufacturing for daily drivers, high horse power Pro-Touring and purpose built track vehicles. Features such as Spal fans, Internal 10 Plate Engine Oil Coolers and Power Steering Coolers, which not only cool better but make for a simple clean installation. Details such as CNC billet mounting brackets to C&R Racing exclusive custom soft mounting system not only make for a more reliable radiator but make installation easy.



DSE ALUMINUM CONDENSER

The 14" x 24" aluminum condenser offers the same microtube design and improved refrigerant flow as our other black condensers. This condenser offers multiple passes per circuit for a low restriction pathway, and provides approximately 40% more capacity than a comparably sized tube and fin condenser. Use this condenser if you want to have that aluminum radiator-look for your condenser, as well. This condenser uses a universal mounting system.



Applications

P/N

1967-1981 F-Body	130401
1968-1974 X-Body	130401
1964-1972 A-Body	130401



The DSE 1970 Camaro Test Car with a C&R Radiator installed. DSE chooses C&R Radiators in all of our Test Cars and project cars.

DETROIT SPEED SPONSORS THE ULTIMATE STREET CAR ASSOCIATION PITT EVENT

The USCA Pittsburgh event was filled with many highlights. It was the last event of the series before the grand finale and the races to qualify for the final OUSCI spots were tight. Along with the season long sponsorship of the Detroit Speed Road Rally, Detroit Speed was also named the hosts of the event. Pittsburgh International Raceway was the perfect venue for the event and with more than 1/4 of the registered cars being DSE "Equipped" it was a great showing for Detroit Speed. Six out of the top seven overall finishers were DSE "Equipped."



VINTAGE AIR

Vintage Air is the inventor of performance air conditioning and is continuing to bring advancements to performance air conditioning today. We are one of the top 20 authorized dealers and can help you with everything from specifying and ordering a system to complete installation. Vintage Air has systems to specifically fit your ride, as well as universal systems to fit any custom applications.

GEN IV systems include:

- Evaporator and mounting brackets
- Drain kit
- Heater control valve
- Louvers
- A/C duct hose
- Defrost option includes hoses and duct



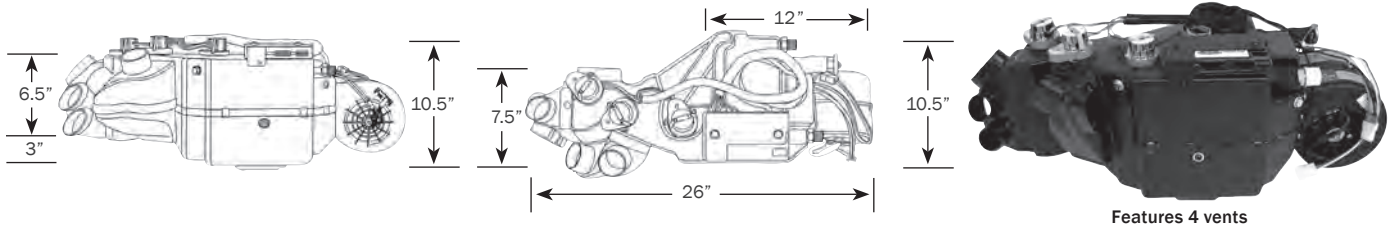
GEN IV Technology

The GEN IV Magnum has separate high capacity heat and cooling coils for outstanding performance and instant temperature adjustments. The Magnum's case allows extra clearance of larger tunnels on later model cars. It is available in the Magnum and Sure Fit Kits. The GEN IV technology includes all of the technology from the GEN II plus:

- Micro-processor controlled coil temperature monitor with no capillary to run
- Separate high capacity heat and cool coils
- Aluminum plate/fin A/C coil (most effective design available)
- In full A/C mode air bypasses heater core resulting in less restriction and increased airflow
- Infinite dash/floor air blend
- Infinite defrost/floor air blend with dedicated defrost
- Positive shut off solenoid operated heater control valve in max A/C

GEN IV CLIMATE CONTROL SYSTEMS

GEN IV Magnum - This system works well in anything from mid-size vehicles to the largest sedans and wagons.



DSE VINTAGE AIR MOUNTING BRACKET

This DSE exclusive bolt-in bracket allows you to easily mount Vintage Air's GEN IV Compac evaporator under the dash of your 1969 Camaro with no fabrication required. This powder coated bracket bolts to existing locations underneath your dash. The evaporator then bolts directly to the bracket. Bracket also accommodates a stock 1969 console.



Gen IV Magnum Bracket Installed

Applications

P/N

1969 F-Body (Camaro Only)	011006 - GEN IV Magnum
1969 F-Body w/Factory AC	011004 - Plenum Bracket

BULKHEADS

Vintage Air's Streamline™ bulkhead plates create professional looking installations and allow one-person tightening of fittings and reduce the possibility of scratching your paint.

Streamline™ Bulkhead Plates



384600-MBA



384800-MBA



386600-MBA



Black Anodized
389804

Streamline™ Plates

Also available in Black Anodized

CONTROL PANELS

These control panels install with simple plug-in connections. No vacuum lines are required. The panels have true OEM style louver air temperature regulation and bi-level operation of A/C and heat modes.

GEN IV Control Panels

Your choice of control panels for the GEN IV system.

- Horizontal black anodized control panel - 4.125" wide x 1.25" tall, aluminum, internally lighted
- Vertical black anodized control panel - 1.25" wide x 4.125" tall, aluminum, internally lighted
- Horizontal polished control panel - 4.125" wide x 1.25" tall, aluminum, internally lighted
- Vertical polished control panel - 1.25" wide x 4.125" tall, aluminum, internally lighted

Applications P/N

Various	491223-RUA - Horizontal - Black Anodized
Various	491226-RVA - Vertical - Black Anodized
Various	491210-RUA - Horizontal - Polished
Various	491214-RVA - Vertical - Polished



3 Knob panel with black anodized face and knobs



3 Knob panel with polished face and knobs

SURE FIT SYSTEMS

Vintage Air's "Sure Fit" systems feature floor heat and de-humidified defrost. The A/C air vents through factory louvers if originally A/C equipped. The "Sure Fit" systems minimize modifications to your car or truck and retain the factory look inside your vehicle while improving underhood appearance.

Sure Fit systems come with:

- Evaporator
- Duct Hose
- Condenser
- Wiring Harness
- Compressor
- Drier
- Mounting Brackets
- Hardware
- Louvers
- Hose Kit

Sure Fit System Applications

- 1955-1957 Chevrolet - GEN IV
- 1958-1967 Corvette - GEN IV
- 1967-1978 Camaro - GEN IV
- 1967-1968 Firebird - GEN IV
- 1969 Firebird - Vacuum
- 1964-1972 Chevelle/El Camino - GEN IV
- 1962-1972 Chevy II/X-Body - Vacuum
- 1959-1960 Impala - Vacuum
- 1961-1964 Impala - GEN IV
- 1964-1965 Falcon, Ranchero - Vacuum
- 1964-1970 Mustang - GEN IV
- 1968-1972 Cutlass - GEN IV
- 1964-1967 GTO - GEN IV
- 1970-1974 Barracuda/Cuda/Challenger - GEN IV
- 1966-1977 Bronco - Vacuum
- 1973-1983 Landcruiser - Vacuum
- 1953-1956 Ford F-100 Trucks - GEN II
- 1949-1959 Studebaker Truck - GEN II
- 1947-1955 First Series Chevy Trucks
- 1947-1953 GMC Truck - GEN II
- 1956-1959 Chevy Trucks - Vacuum
- 1960-1986 Chevrolet/GMC Trucks - GEN IV



1970-1981 Camaro kit shown

We offer the full line of Vintage Air components including bulkheads, driers, condensers, hose kits, compressors, and pressure safety switches. We can assist you in putting together the correct components for your Vintage Air system. Please call for more information.

STANDARD DRIER WITH BUILT-IN SAFETY SWITCH

Applications P/N Price

Various	07323-VUC - With Trinary Switch	
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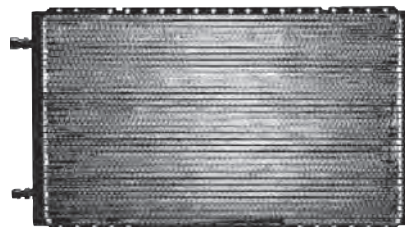
CONDENSERS

Superflow Condensers

- Black finish
- Horizontal or vertical

DSE Aluminum Core Condenser - 130401

- Natural aluminum finish



FRONT RUNNER™ ENGINE DRIVE SYSTEM

General prices shown. Please call for specific package combinations and the best available prices. Does not include power steering pump. See pages 96-97 for DSE power steering pumps and hose kits.

LS ENGINES

Hardcoat Package

Includes anodized bracket, hardcoat pulleys, standard finish compressor with hardlines, natural finish 140 amp alternator, stainless 5/8" extended heater hose nipple, hardware kit, and belt.

Bright Package

Includes machined finish bracket, chrome pulleys, polished compressor with hardlines, polished 140 amp alternator, stainless 5/8" heater hose nipple, hardware kit, belt, and polished compressor and tensioner covers.



Applications P/N

LS1/LS2	175011 - Non-Power Steering - Hardcoat
LS1/LS2	174017 - Power Steering - Hardcoat
LS1/LS2	175015 - Non-Power Steering - Bright
LS1/LS2	174016 - Power Steering - Bright
LS7	175013 - Non-Power Steering - Hardcoat
LS7	174018 - Power Steering - Hardcoat
LS7	175012 - Non-Power Steering - Bright
LS7	174019 - Power Steering - Bright

Tech Tip: LS7 engines with a wet sump conversion must order the LS1/LS2 application.

BIG BLOCK CHEVY

Hardcoat Package

Includes anodized bracket, hardcoat pulleys, standard finish compressor with hardlines, natural finish 140 amp alternator, stainless 5/8" extended heater hose nipple, hardware, and belt.

Bright Package

Includes machine finish bracket, chrome pulleys, polished compressor with hardlines, polished 140 amp alternator, stainless 5/8" extended heater hose nipple, hardware, belt, and polished compressor and tensioner covers.



Applications P/N

BBC Engines	175050-BCA - Non-Power Steering - Hardcoat
BBC Engines	174050-BCA - Power Steering - Hardcoat
BBC Engines	175060-SCA - Non-Power Steering - Bright
BBC Engines	174060-BCA - Power Steering - Bright

SMALL BLOCK CHEVY

Hardcoat Package

Includes anodized bracket, hardcoat pulleys, natural finish compressor with hardlines, natural finish 140 amp alternator, stainless 5/8" extended heater hose nipple, hardware, and belt.

Bright Package

Includes anodized bracket, hardcoat pulleys, natural finish compressor with hardlines, natural finish 140 amp alternator, stainless 5/8" extended heater hose nipple, hardware, belt, and polished compressor and tensioner covers.



Applications P/N

SBC Engines	175010-SCA - Non-Power Steering - Hardcoat
SBC Engines	174010-SCA - Power Steering - Hardcoat
SBC Engines	175020-SCA - Non-Power Steering - Bright
SBC Engines	174020-SCA - Power Steering - Bright

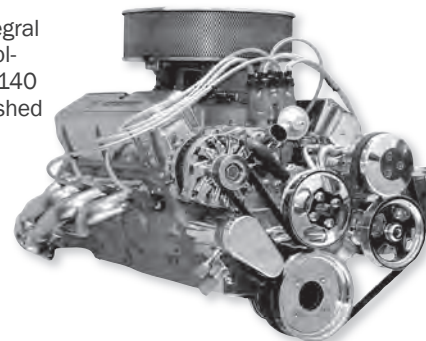
SMALL BLOCK FORD

Hardcoat Package

Includes forged timing chain cover with integral accessory drive mounts, hardcoat pulleys, standard finish compressor with hardlines, natural finish 140 amp alternator, hardware kit, and belt.

Bright Package

Includes forged timing chain cover with integral accessory drive mounts, chrome pulleys, polished compressor with hardlines, polished 140 amp alternator, hardware kit, belt, and polished compressor and tensioner covers.

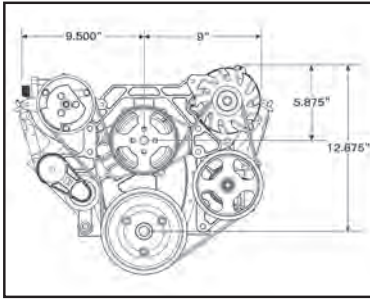


Applications P/N

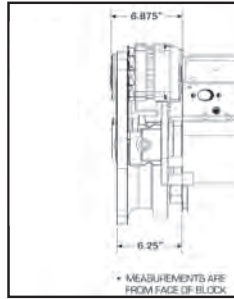
Small Block Ford	175102-SFA - Non-Power Steering - Hardcoat
Small Block Ford	174102-SFA - Power Steering - Hardcoat
Small Block Ford	175103-SFA - Non-Power Steering - Bright
Small Block Ford	174103-SFA - Power Steering - Bright

- Compressors are high capacity with a billet block manifold, bolts, and aluminum TiteFit™ lines.
- Alternators are 140 amp (90 amp output at idle), one wire, self energizing, and have a gold plated battery terminal.

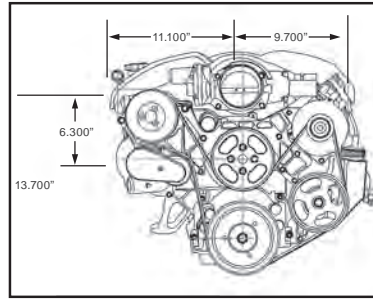
FRONT RUNNER™ ENGINE DRIVE SYSTEM - MEASUREMENTS



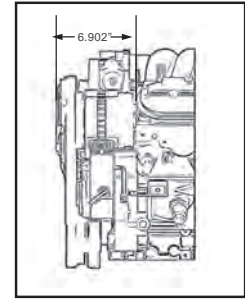
SMALL BLOCK CHEVY



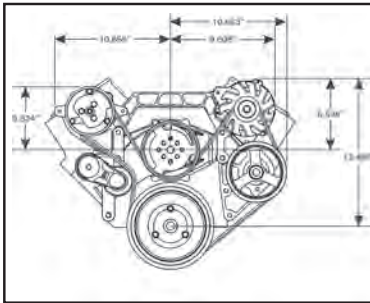
STANDARD BRACKET



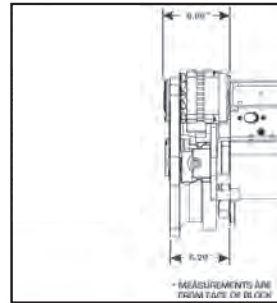
LS ENGINE



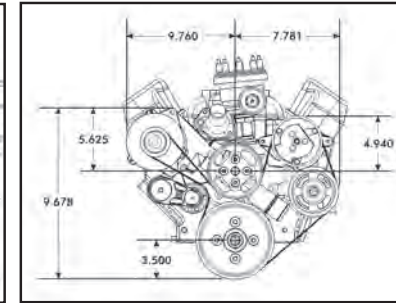
SMALL BLOCK FORD



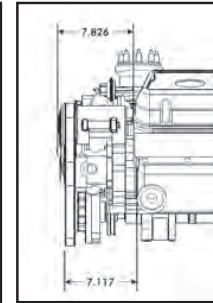
BIG BLOCK CHEVY



STANDARD BRACKET



SMALL BLOCK FORD



STANDARD BRACKET

DSE 1967-1968 CAMARO VINTAGE AIR CONTROLLER MOUNT

Our exclusive DSE Vintage Air GEN II and GEN IV controller mounts allow you to mount a Vintage Air GEN II or GEN IV controller in your stock 1967-1968 F-Body dash. It is a fabricated steel part that is a direct bolt-in replacement for your original controller and comes with the hardware required to install it into your vehicle. The controller mount is available in three different configurations.

- Bare ready for you to cut the hole for the controller
- Pre-cut ready to accept the Vintage Air GEN II or GEN IV controllers

When you receive the controller mount simply paint, bolt it into your stock HVAC location, and reinstall your stock trim to cover the bolt heads.

Applications P/N

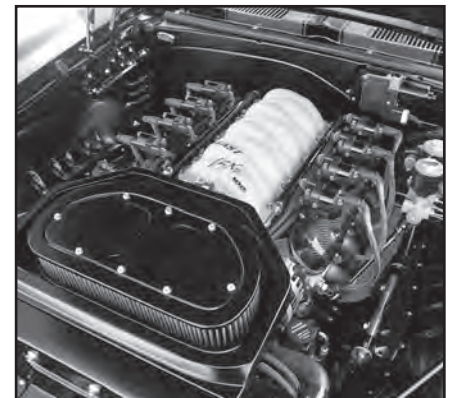
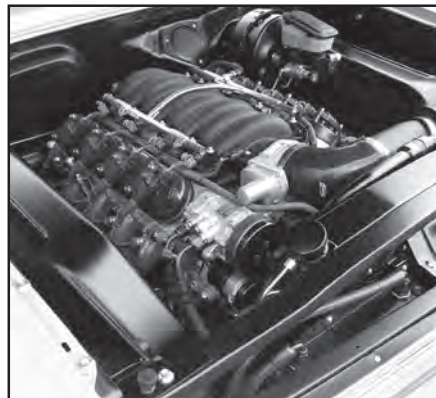
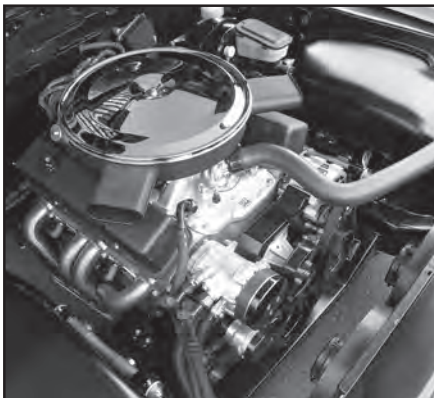
1967-1968 F-Body	011005 - Blank
1967-1968 F-Body	011005C - Cut out for Std. Horizontal Controller
1967-1968 F-Body	011005M - Cut out for Machined Horiz. Controller
1967-1968 F-Body	011005S - Cut out for Streamline Controller
1967-1968 F-Body	011005K - Cut out for GEN II 4-Knob Controller
1967-1968 F-Body	011005T - Cut out for GEN IV 3-Knob Controller



011005S For Streamline shown



011005K for GEN II 4-knob shown



BAER BRAKES

Baer provides numerous different brake upgrade applications that will improve the stopping ability of your hot rod. Baer brake systems are second to none in performance, quality, and technology. We are proud to offer Baer brake systems to our customers. We have tried and tested their systems on our own cars and feel they are the best system available. We are an authorized Baer distributor and can assist you in determining the proper Baer setup for your application.

Common options include:

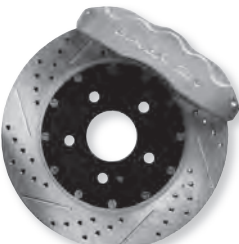
- Rotor options include: plain, cross-drilling, slotting, and zinc-plated surfaces
- Two-piece rotor upgrades where available
- Caliper color or polished
- Upgraded studs



6R



6S



6P



T4



6R BRAKE SYSTEM

The 6R system fits rotors from 14" (355-mm) to 16" (406-mm) diameter / 1.25" (32-mm) thick and are forged from 2618 alloy. They have a nickel plated surface finish, radial mount configuration and have stainless abutment plates. The secondary seals block dust and debris and are recessed in the bore and never in direct contact with the backing plate. In addition to being 100% machined by Baer all the forged aluminum and stainless materials are made in the USA.

EXTREME PLUS

Baer Claw® EXTREME-PLUS brake systems deliver unparalleled performance, with durability exceeding the demands of the most serious enthusiasts. Equipped with Baer's 6S 6-piston MonoBlock calipers, EXTREME-PLUS systems are equally brilliant at the track or on the road. Both 6S and 6R employ road-going dust and weather seals. Manufactured from a forged aluminum alloy, the Baer 6S (Street) and 6R (Race) calipers combine maximum stiffness and fatigue life with minimum weight. The EXTREME-PLUS brake calipers come in red unless otherwise specified.

BAER PRO 6 PLUS PISTON SYSTEM

The new Baer Pro 6-Piston system is an upgrade from the Track system. It consists of 6-piston aluminum calipers with a 2-piece rotor. You can upgrade your existing Track system with the 6-piston caliper (calipers are available separately). The new Pro 6-piston system delivers outstanding performance on the track and the street while giving your wheel, tire, and brake package a completed look. Kits available for front and rear with a park brake mechanism. The Baer Pro 6-Piston system come in silver, red, and black.

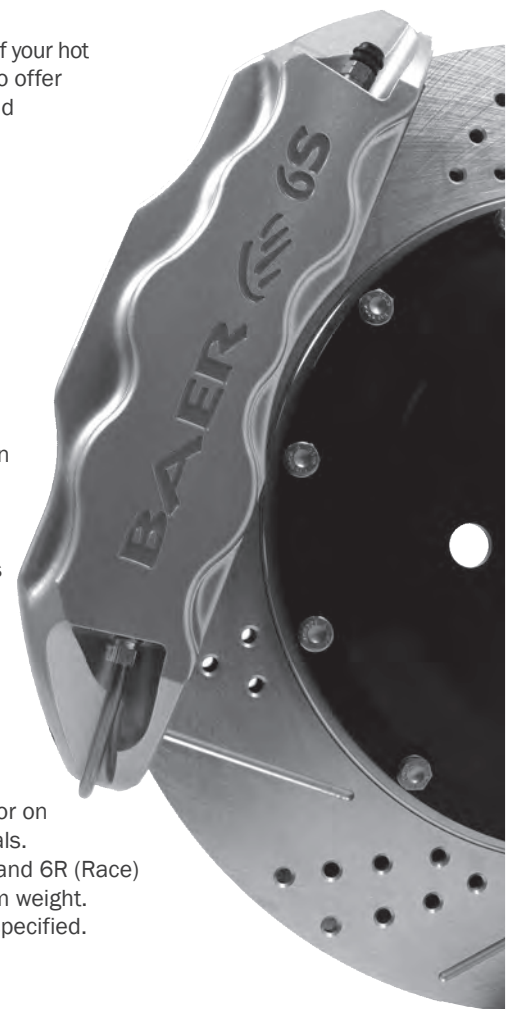
BAER TRACK 4 SYSTEM

Baer Brakes has just introduced the new Track 4 System, that utilizes a four piston caliper and 13" diameter, slotted, drilled and zinc-washed rotor. Offering six-bolt, T-Series calipers in powder coated red, black or silver finishes, the new Track 4 System is unparalleled in terms of price, quality and styling. While designed to fit most popular 17" wheels, the Track 4 System will even work with some 16" wheels. The Track 4 System utilizes a pad set that is readily available nationwide and the kit comes with all necessary brackets, hardware and braided hoses needed for installation. The Track 4 system is also includes 6061-T6 hubs, pre-packed in synthetic grease for a mess-free installation.

BAER MASTER CYLINDER

The Remaster is a fully machined, billet aluminum master cylinder that features:

- Fully Machined out of aluminum
- Comes standard in Anodized or Polished
- Compact short design which allows this master to fit in a wide variety of applications
- Machined screw in caps for easy access to fill
- Bolt on proportioning valve block



FULL FLOATER CONVERSION

Dramatically improve handling through predictable and consistent brake pedal height and tire contact patch with a Baer Brakes Brake Floater. The Brake Floater offers longer service intervals on rotational parts, bearings and axles and allows the use of virtually any modern alloy wheel.



BAER STREET & STRIP4, STREET & STRIP4+

The STREET-STRIP4+ systems deliver a lightweight, cost effective solution for serious performance and true street safety. Designed specifically to bolt on to popular Muscle Car spindles and fit inside period correct 15" and 14" wheels.

The SS4 and SS4+ systems employ Baer's all new "S4" billet aluminum caliper, standard with stainless pistons; as well as, proper road-going dust and weather seals. SS4 systems employ a curved vane directional unicast rotor and hub. They also have a separate billet aluminum hub and a 12" one-piece curved vane directional rotor.



SS4 systems for the 10 and 12-bolt GM rear ends feature VeriSlide™ technology to produce a consistent firm pedal. Built around Baer's all new S4 aluminum 4-piston caliper, features also include a 1-piece park brake shoe, braided stainless hoses and all the required hardware.

BAER SS4

ADJUSTABLE PROPORTIONING VALVE

The Baer adjustable proportioning valve is recommended in most applications to set brake bias. The proportioning valve comes complete with most popular fittings.

Applications P/N

Various	050303
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PROPORTIONING VALVE BRACKET

Detroit Speed now offers a aluminum valve mount for your Baer Proportioning valve.

Applications P/N

Various	050301
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DSE BRAKE BOOSTER AND MASTER CYLINDER

Our DSE brake booster and master cylinder kit gives your brake system a late model performance pedal feel. This kit is a direct bolt-on, and is designed to work with any Baer Brake system and many other brake systems. The kit comes with the 9" dual diaphragm booster, master cylinder with reservoir, and mounting bracket. Bore size is 1".

Applications P/N

1967-1969 F-Body, 1968-1974 X-Body	050101
1970-1981 F-Body	050102
1964-1972 A-Body	050103

Tech Tip: Front port is 9/16" - 18 to rear system and rear port is 1/2" - 20 to front system.



DSE REDUCED ANGLE BRAKE BOOSTER MOUNTS

The Detroit Speed brake booster mount is electroplated and mounts your brake booster at a reduced angle for additional hood clearance.

Applications P/N

DSE Brake Booster	050302
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DSE REAR AXLE BRAIDED BRAKE LINE

The stainless steel braided brake hose replaces the original rubber hose between the rear axle and body. Replacing the rubber hose with this braided hose will reduce that soft pedal feel caused by old rubber hoses. This is a great complement to the Baer Brakes and is DOT legal.

Applications P/N

1967-1969 F-Body	050201
1968-1974 X-Body	050201
1970-1981 F-Body	050201



DYNAMAT

Dynamat helps control the unwanted heat and noise inside your hot rod. Use Dynamat products in various areas of your car; firewall, floorpan, headliner, and trunk. We are an authorized Dynamat dealer.



Applications

P/N

Xtreme™ - Dynamat Xtreme is the top of the line product. Xtreme has the highest damping efficiency of all the Dynamat products, and also acts as a radiant energy reflector due to the aluminum outer facing. Xtreme can be used on firewalls, floors, roofs, trunks, or doors.	
Xtreme™ Bulk Pak - 9 sheets cover 36 sq ft - Usually enough to cover inside of firewall and floor pans.	010401
Dynaliner™ is a general purpose one layer acoustic foam used for attenuating low frequency noise. Dynaliner has both open and closed cells to accept sound waves and dissipate them within the cells. It provides acoustical absorption and thermal insulation. Dynaliner can be used on floors, roofs, doors, and quarter panels.	
Dynaliner™ - 1 sheet covers 12 sq ft - .5" thick.	010601
Dyna Tape™ is a 1 ½" wide, 30 foot long and .002" thick, solid aluminum finishing tape designed for use along the seams of Dynamat to contain the butyl core. The aluminum layer is printed with the familiar Dynamat logo to blend in with the rest of your installation.	
Dyna Tape™ - 1 ½" wide, 30 foot long and .002" thick.	010405
Dyna Roller™ - Professional heavy duty rubber roller used to properly apply Dynamat.	010701

IDIDIT STEERING COMPONENTS

ididit is the leading manufacturer of high quality steering columns. ididit offers steering columns, parts, and accessories for your vehicle's steering system. We are an authorized ididit dealer and can help you select the correct steering column for your vehicle.

Retrofit Series

All columns are wired for self-canceling turn signals, 4-way flashers, and horn. The column wiring will plug into your original wiring harness. The original floor mount can be reused. The steering column will attach to an intermediate shaft with a U-joint. The intermediate shaft will attach to the gearbox with a rag joint. A new intermediate shaft and rag joint are recommended. Most aftermarket steering wheels will attach to the top of the column with an adapter. Includes all required levers and knobs.

Street Rod or "Universal" Columns

All universal columns are completely wired for self-canceling turn signals, 4-way flashers, and horn. Columns use GM internals with the industry standard GM 3-7/8" long turn signal plug installed on the turn signal wires coming from the column. Columns use steering wheel adapters for 1969-94 GM applications. Tilt steering columns include a five position tilt and all required levers and knobs.

Rag Joint

The rag joint helps eliminate pulsations from the power steering pump, along with road vibration. Available in many splined and DD combinations.

Please call for information and pricing on all ididit products.





FORMULA
43



The Detroit Speed Test Cars ride exclusively on Formula 43 wheels.

FORMULA 43 WHEELS

Formula 43 is a dedicated manufacturer of OEM and aftermarket automotive wheels. Using years of experience in the automotive wheel industry to manufacturer the highest level of modular and mono-block designs that feature new exclusive updates that result in improved strength, stiffness and weight savings. These features will enable the most discerning sports car enthusiast or pro-race teams the benefit of quicker lap times, greater steering response, improved fuel economy and ultimate durability.

The Spin-Form process developed by Formula 43 is a specific method in spinning T-6061 aluminum circular sheets into 2 and 3-piece rim-halves. The computer controlled German spinning machine uses four rollers to form the inner and outer rim-halves on tooling designed in the shape of each rim-half.

Modular wheel center sections use a Rotary Forged process that results in a superior tighter, circular grain structure. The rotary forged center section begins life as a cylinder of billet. The billet is then heated and placed into a die in the rotary forging machine. The die spins the billet at 300 RPM while the billet is pressed from above at a 5 degree angle. The material then flows in a circular pattern into the die. The new forging is then heat treated, quenched and aged to T-6061 standards. The end result is a rotary forged center section that has stiffer spoke dimensions, lighter weight and a quicker moment of inertia.



RAD20 Clear

RAD14 Black

FORGELINE WHEELS

Forgeline Motorsports manufactures the world's finest custom made-to-order lightweight forged aluminum street and racing performance wheels for the most discerning enthusiasts and the most demanding applications.



GZ3

GW3

GA3

HRE WHEELS

HRE wheels are designed from aerospace-grade 6061-T6 aluminum to German TÜV standards. Optimized for the ultimate in light-weight, high-strength performance and style. Made in the USA at our facility in San Diego, California, you can be sure you won't find a better forged wheel, anywhere.



COMPETITION

Ultra-lightweight 3-piece designs precision engineered in Multi-lug or Centerlock format for Street & Truck cars in 18" - 20".

HRE Competition wheels feature:

- Motorsport inspired styling and exceptional performance
- Engineered to minimize unsprung mass and rotational inertia

560R/560C

Precision engineered for Muscle Cars, Compact Sport Coupes and Sedans in 18" - 20" The 560C series carry the same features of the R series but with a competition style stepped-lip-rim.

HRE 560R / 560C wheels feature:

- Motorsport inspired styling and exceptional performance
- Engineered to minimize unsprung mass and rotational inertia

590RS

3-piece forged modular wheels set a new standard in elegant design, precision engineering and world-class performance. Every 3-piece modular wheel is custom manufactured for model-specific fits.

HRE 590RS wheels feature:

- Elegant , Motorsport inspired styling
- New, lighter weight, precision engineered spoke geometry



Comp 90



560 R



593 RS

BUDNIK WHEELS



Budnik Wheels manufactures strong, precision-machined, lightweight wheels that will give your hot rod a cool new look. Budnik Wheels are designed for strength and style with attention to detail. We are an authorized Budnik dealer and can help you outfit your vehicle with a set of Budnik Wheels. We carry the full line of Budnik Wheels that can be seen at Budnik.com.

G-SERIES

High strength, high style & low weight are attributes shared by all of Budnik's new G-Series wheels. Budnik gave the G-Series a deeply recessed center cap to accommodate cars with big brakes that require a higher positive offset. Whether you're carving through the cones or shining at the show, the G-Series will enhance your car's performance and appearance. Available in both traditional and fat-lip profiles, with polished, brushed, powder or ceramic coated finishes. Custom built to fit.

X-SERIES

The X-Series, Exposed Lug Series, gives your hot rod a functional yet unmistakable look. Wheels are available in polished, brushed, or powder coat finish. All X-Series wheels are available in both traditional lip and the fat lip profile. All wheels come complete with chrome lug nuts and valve stems.



G-Series Chicane

X-Series Ice



GTO Split Grip



Famosa Split Grip



Sweeper Split Grip

STEERING WHEELS

The Budnik Split Grip steering wheels give the interior of any hot rod a custom look. All steering wheels come in 13-3/4" diameter with selected steering wheels offered in a 15-1/2" diameter. All Budnik steering wheels are available in the following colors:

- Black
- Dark Gray
- Light Gray
- Dark Tan
- Light Tan
- Burgundy
- Deep Blue
- White
- Red

DRIVEN STEERING WHEEL & ADAPTER

The steering wheel connects the driver to the vehicle. Driven steering wheels specifically designed for Detroit Speed give you the performance and feel you desire while providing a modernized look that matches any interior. The wheels are 12.9" in diameter, lightweight, have a full suede grip, and a graphite indicator to let you know when you are centered. DSE uses these exclusively on our Test Cars. You can find Driven steering wheels on winning Formula Cars, Touring Cars, Stock Cars and more.

The 6061 billet aluminum steering wheel adapter is made for the Driven bolt pattern steering wheels. They fit 1969-1991 GM steering column shafts as well as ididit or flaming river columns with GM style shafts. The correct M5 bolts to match the metric taper on the steering wheels are also supplied. The hub is 2.5" tall and is light weight at only 1lb 5oz.

Applications	P/N
Various	092551
Steering Wheel Adapter	092553





DSE LOGO T-SHIRT

The DSE white shirts have a small one color Detroit Speed logo on the front and a large 3 color logo on the back. The DSE black shirt has a small one color logo on the front and a large one color logo on the back. The new Detroit Speed black shirt has a small 3 color logo on the front and a large 3 color logo on the back. All shirts are 100% cotton. **Applications**
P/N

DSE Logo T-Shirt - White	990101S,M,L,XL, XXL
DSE Logo T-Shirt - Black	990102S,M,L,XL, XXL
DSE Logo T-Shirt - Black w/Color Logo	990117S,M,L,XL, XXL



Stance Shirt

Twister Shirt

Shadow Shirt

Nova Streaks

STANCE, TWISTER, STREAKS & SHADOW T-SHIRTS

The Stance Is Everything shirt has the 1969 Camaro on the front and our web address on the back. Our Twister shirt has a Twister graphic on the front and our web address on the back. The Shadow shirt has the DSE 1969 Camaro Test Car on the front and our company name and website on the back. All shirts are 100% cotton. The X-Body streaks has a Detroit Speed X-Body on the front and our website on the back.

Applications	P/N
Stance T-Shirt	990107S,M,L,XL, XXL
Twister T-Shirt	990105S,M,L,XL, XXL
Shadow T-Shirt	990109S,M,L,XL, XXL
X-Body Streaks T-Shirt	990110S,M,L,XL, XXL



WOMEN'S FLAMES SHIRT

The women's flames shirt has a flaming Detroit Speed logo on the front and a flaming website on the back. 100% Cotton.

Applications	P/N	Price
Women's Flame T-Shirt	990108WS,WM,WL,WXL	



"Insider" Shirt



Crewneck Sweatshirt



DSE Hoodie

DSE HOODIE, "INSIDER" SHIRT & LOGO CREWNECK SWEATSHIRT

Take the chill out of the winter air with the official DSE hoodie. The hoodie has the Detroit Speed color logo on the front and a large Detroit Speed color logo on the back. Wear the shirt the pro's wear! The DSE "Insider" Shirt is the shirt the guys at the shop wear. The shirt comes with a racing stripe and the DSE and sponsor logos on the front and our logo and tagline on the back. The DSE crewneck sweatshirt is perfect for the cold and comes with a white logo on the front and a large logo and tagline on the back.

Applications	P/N	Price
DSE Hoodie	990114S,M,L,XL, XXL	
DSE Insider LS Shirt	990115S,M,L,XL, XXL	
Crewneck Sweatshirt	990116S,M,L,XL, XXL	

DSE MUSTANG T-SHIRT

The Detroit Speed Mustang T-Shirt is a 100% cotton tee. The shirt is charcoal with a small Detroit Speed logo on the left chest with a large DSE 1966 Mustang Test Car and Alumina-Frame graphic on the back.

Applications	P/N
Mustang T-Shirt	990118S,M,L,XL, XXL



FOLLOW THE LEADER T-SHIRT

The Detroit Speed "Follow the Leader" T-Shirt is a 100% cotton tee. The shirt is charcoal with a small Detroit Speed logo on the front chest with a large Detroit Speed Test Car graphic on the back.

Applications	P/N
Follow the Leader T-Shirt	990119S,M,L,XL, XXL

DSE HATS

The new Detroit Speed logo hat is a New Era flex-fit hat with white stitching, a white logo as well as a mesh back for breathability. The color logo hat is a flex-fit hat with a 2 color Detroit Speed logo on the left front panel of the hat.

Applications	P/N
White Logo Flex Fit Hat	990303SM,ML
Color Logo Flex Fit Hat	990304SM,LXL,K,W

Note : SM=Small-Medium, ML=Medium-Large, LXL= Large-X-Large, K=Kids, W=Womens



White Logo Flex Fit Hat

DSE BEANIE

The Detroit Speed beanie is black and made out of 100% cotton. The beanie features the stitched Detroit Speed color logo offset to right of the beanie.

Applications	P/N
DSE Beanie	990302



Color Logo Flex Fit Hat

DETROIT SPEED GARAGE SIGN

The Detroit Speed sign is made of .032 aluminum, is 35" x 15", embossed, die cut to the Detroit Speed logo shape and comes with four mounting holes. This sign makes the perfect wall decoration for your office or garage.

Applications P/N

Various	999101
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DETROIT SPEED BILLET SHIFTER KNOB

The DSE shifter knob is black anodized billet aluminum with a DSE logo laser etched on the top. It fits a stock 3/8" thread and looks great in any car.

Applications P/N

Various	070201
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DETROIT SPEED LICENSE PLATE

Show off your support for DSE everywhere you go in your hot rod or muscle car with this attractive Aluminum License Plate that has been black anodized and then laser etched with the Detroit Speed, Inc. logo.

Applications P/N

Various	011901
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DETROIT SPEED KEY CHAIN

The Detroit Speed key chain is the perfect complement for your hot rod. The key chain is black plastic with a white Detroit Speed logo screen printed on it. This is a great little gift for you or a friend.

Applications P/N

Various	999102
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REFERENCE BOOKS

Detroit Speed's How to Build a Pro-Touring Car

Trends in automotive modification come and go, some outlandish, some practical. Currently, the trend called "Pro Touring," definitely leans toward the practical. Originally a term coined for GM cars, the term Pro Touring has come to mean a style of all cars, and many eras. Pro Touring is essentially the art of adding modern technology to aged designs, creating cars that stop, start, handle, drive, and behave just as modern performance cars do.

Building The Mule - Pro-Touring Engineered Performance

Check out the newest book from Mark Stielow and Will Handzel on Pro-Touring. This book covers the building of one of the original Pro-Touring cars, Mark Stielow's Mule.

Book - 1970-1981 Camaro & Firebird Performance Projects

Using Detroit Speed's suspension and handling upgrades this book shows you how to install the high-performance suspension as well as performing a GM LS engine swap. It will also walk you through the installation of big brakes and a guide for updating your electrical system.

Book - How to Build and Modify GM Pro-Touring Street Machines

This book shows you how to build a Pro-Touring machine: a classic muscle car that accelerates, stops, corners, and rides like Detroit's best new high-performance cars. Author Tony E. Huntimer goes through a car's major systems - drivetrain, chassis, suspension, body, and interior. Electronic fuel injection, 6-speed transmissions, better shocks and springs, modern seating and instruments, and subtle body modifications are all covered, along with step-by-step how-to sequences on many key modifications.

Applications

P/N

Detroit Speed's How to Build a Pro-Touring Car	999913
Building The Mule - Pro-Touring Engineered Performance	999911
Performance Projects - 1970-1981 Camaro Firebird	999912
How to Build and Modify GM Pro-Touring Street Machines	999901



JRI SPANNER TOOL & ADJUSTMENT TOOL

Use the Jri spanner tool when adjusting your ride height on DSE suspension applications when using DSE/JRi shocks. The adjustment tool is used for adjusting the valving on DSE/JRi shocks.

Applications P/N

DSE/JRi Shocks	031060 - Spanner Tool
DSE/JRi Shocks	031061 - Adjustment Tool



SHOCK INFLATION TOOL

Use this shock inflation tool to further adjust your air pressure inside the body of the shock. Detroit Speed recommends a range of 50 - 250 psi for DSE/JRi shocks.

Applications P/N

DSE/JRi Shocks	031063
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UPPER REAR AXLE BUSHING REMOVER/INSTALLER

The Upper Axle Bushing Remover/Installer enables you to easily remove the old bushings and install new bushings in your A-Body or G-Body rear axle. The Remover/Installer works on stock and aftermarket A-Body or G-Body rear axles.

Applications P/N

Various	042501
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SPANNER WRENCH

Use this electroplated adjustable wrench for coilover shocks. The spanner wrench will fit most coilover shocks. They offer enough leverage to turn most spring seats and are small enough to fit in your back pocket. The spanner features a rubber grip for easy use.

Applications P/N

Various	031011
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REAR CRADLE MOUNT INSTALLATION/REMOVAL TOOL

The Detroit Speed, Inc. Rear Cradle Mount Installation/Removal Tool enables the user to easily remove the factory rear cradle bushings and install your Detroit Speed Solid Rear Cradle Mounts in your 2010+ Camaro. This professional grade tool includes a black oxide finish on the hex nuts and aluminum components.

Applications P/N

2010+ Camaro	042502
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DETROIT SPEED VEHICLE KEY

GENERAL MOTORS	
Model	Year
A-BODY	
Chevrolet Chevelle	1964-1972
Chevrolet Chevelle	1973-1977
Chevrolet El Camino	1964-1972
Chevrolet El Camino	1973-1977
GMC Sprint	1971-1972
GMC Sprint	1973-1977
Chevrolet Monte Carlo (1970-1972 G-Body)	1970-1977
Pontiac Tempest	1964-1970
Pontiac GTO	1964-1972
Pontiac LeMans, Grand Prix (Grand Prix 1969-1972 G-Body)	1964-1972
Pontiac LeMans, Grand Prix, GTO (1973 Only)	1973-1977
Buick Special, Skylark, GS	1964-1972
Buick Century, Gran Sport	1973-1975
Oldsmobile Cutlass, 442	1964-1972
Oldsmobile Cutlass, 442	1973-1977
F-BODY	
Chevrolet Camaro & Pontiac Firebird, Trans-AM, Formula	1967-1969
Chevrolet Camaro & Pontiac Firebird, Trans-AM, Formula	1970-1981
Chevrolet Camaro & Pontiac Firebird, Trans-AM, Formula	1982-1992
Chevrolet Camaro & Pontiac Firebird, Trans-AM, Formula	1993-2002
ZETA	
Chevrolet Camaro	2010-2015
G-BODY	
Chevrolet Monte Carlo & Oldsmobile Cutlass, 442	1978-1988
Chevrolet Malibu	1978-1983
Chevrolet El Camino & GMC Caballero	1978-1987
Buick Regal, Grand National	1978-1987
Pontiac Grand Am	1978-1980
Pontiac LeMans	1978-1981
Pontiac Bonneville "Model G"	1982-1986
Pontiac Grand Prix	1978-1987
Pontiac Bonneville	1982-1986
Note: The metric G-Body is sometimes referred to as an A/G-Body from 1978 through 1981 model year. The 1978-1981 are actually G-Body.	



GENERAL MOTORS	
Model	Year
Y-CAR	
Chevrolet Corvette C1	1953-1962
Chevrolet Corvette C2	1963-1967
Chevrolet Corvette C3	1968-1982
Chevrolet Corvette C4	1984-1996
Chevrolet Corvette C5	1997-2004
Chevrolet Corvette C6	2005-2013
Chevrolet Corvette C7	2014+
Note: Corvettes first year of production started in 1953 however the RWD Y-Car designation did not begin until 1984.	
X-BODY	
Chevrolet Chevy II	1962-1967
Chevrolet Nova	1968-1974
Chevrolet Nova	1975-1979
Buick Apollo (1975 Sedan only)	1973-1975
Buick Skylark (1975 Coupe only)	1975-1979
Oldsmobile Omega	1973-1979
Pontiac Ventura	1971-1977
Pontiac Phoenix	1977-1979

FORD	
Model	Year
Ford Mustang	1964.5-1966
Ford Mustang	1967-1968
Ford Mustang	1969-1970
Ford Mustang	1971-1973
Ford Mustang - Mustang II	1974-1978
Ford Mustang Fox Body	1979-1993
Ford Mustang SN95	1994-2004
Ford Mustang S197	2005-2014
Ford Mustang S550	2015+

