7 Mistakes You're Making with Your G-Body Anti-Roll Bar (and How to Fix Them)

There’s nothing quite like the feeling of a G-Body leaving the line hard. You’ve got the power, you’ve got the tires, and you’ve got the vision of a straight-as-an-arrow launch. But if your Buick Regal, Monte Carlo, or Olds Cutlass is twisting like a pretzel or steering toward the wall the second you let go of the transbrake, we need to talk about your anti-roll bar (ARB).

At Trick Chassis, we’ve seen thousands of G-Body builds from mild street cruisers to 8-second track beasts. The ARB is often the unsung hero: or the hidden villain: of your suspension. A properly set up 1-5/8" Anti Roll Bar can be the difference between a new PB and a wasted Saturday.

Let’s dive into the seven most common mistakes builders make with their G-Body ARB and how you can fix them to put that power to the pavement.

1. The "Dangle" Disaster: Installing at Full Droop

We get it: it’s a lot easier to weld and wrench when the car is up on a lift and the rear end is hanging low. But if you tack your ARB into place while the suspension is at full droop, you’re setting yourself up for failure.

The Fix: You must install and adjust your ARB at **true ride height**. Support the car under the tires or the housing tubes so the suspension is compressed exactly where it sits when you’re staged at the

light. If you set it up while hanging, the geometry will shift the moment you put it on the ground, likely resulting in immediate binding or weird preload issues.

2. The Parallel Trap: Welding Out of Square

If your ARB isn't running perfectly parallel to your rear end housing, you're fighting a losing battle. We've seen guys "eyeball" the saddle mounts on the housing, only to find out the bar is crooked. When the bar is out of square, it won't rotate smoothly through its arc. It'll bind, and that bind translates into an inconsistent launch.

The Fix: Take the time to measure three times and weld once. Your ARB tube should be perfectly centered and parallel to the differential. Check out our under-axle anti-roll bar video for a visual guide on how to keep everything squared up.

3. Geometric Gremlins: The 90-Degree Rule

This is one of the most common technical "oopsies" we see in the pits. For an ARB to work efficiently, the end links should be as close to vertical (90 degrees to the bar) as possible at ride height. If your links are leaning forward or backward at a steep angle, the bar's effective rate changes as it moves. This causes the car to "unload" or steer mid-launch.

The Fix: Position your frame tabs so that the rod ends sit plumb at ride height. A vertical link ensures that every ounce of torque is handled by the bar, not wasted in a weird mechanical arc.

4. Friction Fatigue: The Silent Performance Killer

A snarling 1,000-hp G-Body puts incredible stress on every pivot point. If your ARB doesn't move freely with the links disconnected, your suspension is essentially "locked." Overtightened saddle brackets or dry, unlubricated bushings will create massive amounts of friction.

The Fix:

- **The "Free Swing" Test:** With both end links unbolted, the bar should rotate effortlessly by hand.
- **Lube it up:** Use a high-quality synthetic grease on the bushings.

- **Don't crush it:** Tighten the saddle hardware just enough to secure the bar, but not so tight that it pinches the bushings and kills the rotation.

5. The Phantom Driver: Preloading a Ghost

We've watched guys spend hours meticulously adjusting their preload on the shop floor, only to wonder why the car still twists at the track. The mistake? They adjusted it with an empty driver's seat. Your weight (and your gear) significantly changes the suspension's "neutral" point.

The Fix: You *must* set your ARB preload with the driver (or an equivalent weight) in the seat, a full tank of fuel, and the car at race weight. This is the only way to find the true neutral point. Once you have your "pilot" in place, adjust the links until the bolts slide through the rod ends with zero resistance. That's your baseline.

6. The Band-Aid Blunder: Masking Bigger Issues

Is your car steering left on every launch? Don't just keep cranking preload into the ARB to "steer it straight." Often, builders use the anti-roll bar as a band-aid for a crooked rear end, worn-out control arm bushings, or a bent chassis.

The Fix: Before you even touch the ARB, ensure your rear end is squared to the car. If you're running a Trick Chassis Outlaw Fab 9-inch, you've already got a robust foundation, but you still need to verify your suspension geometry. Use the ARB to fine-tune the launch, not to fix a broken setup.

7. Preload Paranoia: Too Much of a Good Thing

More isn't always better. We see racers add "two full turns" of preload because they saw a guy on a forum do it. Too much preload can jack the car solid, making it favor one tire and causing it to spin or drive left or right under power.

The Fix:

- Start **Neutral**.
- Make a pass and record the launch (video is your best friend).
- Add preload in small, methodical increments: usually a 1/4 to 1/2 turn at a time on the passenger side link only.
- Keep a log! If you lose track of your "zero," you're just guessing.

Power to the Pavement: Your Success Checklist

Building a beastly G-Body is a meticulous craft, and we're here to help you get every bit of performance out of it. To recap, here is your "Straight Launch" checklist:

- ☐ Install at **Ride Height**.
- ☐ Keep the bar **Parallel** to the housing.

- ☐ Maintain **Vertical** end links.
- ☐ Ensure the bar **Rotates Freely**.
- ☐ Set preload with the **Driver in the Seat**.
- ☐ Verify **Chassis Squareness** before tuning.
- ☐ Adjust in **Small Increments**.

At Trick Chassis, we don't just sell parts; we build winners. Whether you're welding up a new G-Body swap kit or fine-tuning your current setup, remember that precision is the path to the winner's circle.

Are you ready to stop the twist and start the launch? Grab your gear, get that driver in the seat, and let's get to work. We'll see you at the finish line!