

Spohn Performance, Inc.

Part #105 – Adjustable Panhard Bar – Del-Sphere Pivot Joints 1982-2002 GM F-Body

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

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INSTRUCTIONS

1. Begin by jacking up the rear of the car, place jack stands under rear end housing.
2. Loosen and remove the bolts securing the stock lower panhard bar.
3. Remove the stock lower panhard bar.
4. The panhard bar is set to OEM length. If your car is lowered you will need to lengthen the bar. To lengthen the bar, loosen both jam nuts. Then hold both Del-Sphere ends and turn the bar.
5. Install the panhard bar onto the car using the supplied spacers on either side of the Del-Sphere end. If the spacers are a tight fit, simply sand their ends until the assembly fits inside of your mounting brackets. (The panhard bar ships with the spacers wire-tied on so you know how they are to be installed) Use the OEM bolts and make the nuts hand tight only at this time.
6. Lower the car to the ground. Measure the distance from the outside of your tire to the inside of the fender well. You should have the same distance on both sides of the vehicle.
7. If your rear is not centered you can now adjust your panhard bar. One end of the bar is left hand threaded, and the other end is right hand threaded, this allows for on car adjustment. This will move your rear to the left or to the right, depending on which way you turn the bar.
8. When you have your rear centered, tighten the jam nuts, and then torque the mounting bolts to 60 ft/lbs.
9. Jam nuts are known to work loose over time. To prevent this we recommend that after you have the panhard bar set to your desired length you apply some REMOVABLE strength (Blue) Loctite to the Del-Sphere threads and then tighten up the jam nuts on each end of the panhard bar.

Note: To check your rear for center drop a plumb bob off of the edge of your quarter panel and measure from the plumb string to the face of your rim edge. You want the same distance on both sides of the car.

Part# DS34TB-X Track Bar Del-Sphere™ Pivot Joint Instructions & Notes

The Del-Sphere™ pivot joints are slightly greased for assembly purposes. The bushings inside of the Del-Sphere™ pivot joints are made of Delrin®, which is self-lubricating. We do not recommend greasing the pivot joint any further than as it is supplied as further grease will only attract and retain dirt and grit. The pivot joints are equipped with grease fittings simply because we know certain customers would want/request them no matter what we say. Our Del-Sphere™ pivot joints are 100% rebuildable. We doubt you will ever need to rebuild them, but they certainly can be. The Delrin® bushings should last the life of your vehicle. To disassemble the joint remove the snap ring using a snap ring pliers. Re-assembly will require the use of a press (or vise) to push the bushings in hard enough to be able to re-install the snap ring.

Dimensions: This track bar Del-Sphere™ assembly must be mounted inside of a minimum 1-9/16" i.d. mounting bracket to insure the housing does not contact the bracket at full rotation. The joint will provide for 22° of articulation. The housing has a 2.05" outside diameter and is 1.20" wide. The ball is 0.875" wide and has a 0.75" through hole. The thread length is 2.50" and the size is 3/4"-16. The overall length of the joint end to end is 4.92". The length from the center of the ball hole to the start of the threads is 1.50". The length from the center of the ball hole to the end of the threads is 4.0".

What is a Del-Sphere™ pivot joint? Think of the Del-Sphere™ pivot joint as a Delrin® bushed spherical rod end. Designed and manufactured exclusively by Spohn Performance, we have taken suspension performance to the next level. This Del-Sphere™ pivot joint features a one piece forged and heat treated 4130 chrome moly housing, a heat treated and hard chrome plated chrome moly spherical ball, Delrin® bushing races, heat treated retainer washer and snap ring, an external grease fitting, and a beautiful silver zinc plated housing finish. The Delrin® bushing races absorb shock and road noise so you get the quiet and smooth ride of a bushing as well as **22° of rotation!**

What is Delrin®, and why did you choose to use it? Delrin® is an acetal homopolymer made by DuPont. It is characterized as having an excellent combination of physical properties that make it suitable for numerous applications. With extremely low moisture absorption and a low coefficient of friction (self-lubricating), Delrin® is uniquely tailored for wear applications in high humidity or moisture environments. Delrin® will maintain constant physical properties under high moisture conditions and out-perform Nylon or polyurethane under these conditions. Delrin® has a 10,000 psi tensile strength and a 120 Rockwell Hardness rating making it ideal for our Del-Sphere™ pivot joint application.

Replacement Parts:

Part #	Description
DS34TB-RH	Forged Track Bar Del-Sphere™ Assembly - 3/4"-16 RH x 3/4" Bore
DS34TB-LH	Forged Track Bar Del-Sphere™ Assembly - 3/4"-16 LH x 3/4" Bore
DS34TB-Wash	Track Bar Del-Sphere™ End Washer
DS34TB-SR	Track Bar Del-Sphere™ Snap Ring
DS34TB-Bush	Track Bar Del-Sphere™ Delrin® Bushing (2 per assembly)
DS34TB-Ball	Track Bar Del-Sphere™ Hard Chrome Plated Spherical Ball