

Spohn Performance, Inc.

Part# 923T-Front-SEL – Tubular Front Sway Bar with Spherical End Links 1982-1992 GM F-Body

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

By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller or the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

INSTALLATION INSTRUCTIONS

1. Raise the front of the car to an adequate working height, then support the chassis securely with jack stands. The installation can be performed without removing the front wheels.
2. Look carefully at the current installation of the front sway bar and note the bar's properly installed orientation, etc.
3. Loosen all four of the factory front sway bar bushing bolts (two per side) leaving them engaged by a few threads to support the front sway bar.
4. Remove both of the front sway bar end links from each end of the front sway bar. These can be discarded.
5. Support and/or hold the front sway bar while removing the four front sway bar bushing bolts and then remove the front sway bar from the car.
6. Remove the bushings from the factory front sway bar's metal bushing shells and discard. Then thoroughly clean any grit, grime, corrosion, etc. from the factory bushing shells.
7. Grease the inside bore of both of the supplied polyurethane front sway bar bushings using the supplied packets of Silicone® grease.
8. Install the polyurethane bushings onto our front sway bar. Orient the bushings so that the bushing's split seam will face the front of the vehicle when installed.
9. Install the factory front sway bar bushing metal shells over the polyurethane bushings. Make sure they are oriented correctly so that the bolt holes will align properly with the bolt holes in the car.
10. Hold our front sway bar up into place and loosely install it into the car re-using the four factory front sway bar bushing mounting bolts. Do not fully tighten the bolts.
11. Loosely install the upper bushed end of the spherical front sway bar end links to both ends of our front sway bar. Then install the clevis end of both of the end links to the front lower a-arms. This clevis end can be fully tightened, keep the upper sway bar connected ends loose. **Detailed spherical front sway bar end link instructions are shown on the next page.**
12. Push the front sway bar (bushings) as far forward as possible and then fully tighten all four of the front sway bar bushing bolts.
13. Safely lower the car to the ground.
14. With the car on the ground and the suspension loaded, using a 9/16" wrench, tighten the 3/8" Nylock® nut on the top of both of the front sway bar end links. Tighten the nuts until you see the bushings starting to deform, then STOP. Installation is complete.

SPHERICAL FRONT SWAY BAR END LINK INSTRUCTIONS

1. Our spherical front sway bar end links will mount with a 5/8" bolt. If your front lower a-arm does not have a 5/8" mounting hole you will need to open them to 5/8" using a 5/8" drill bit. Be sure to remove any sharp edges and burrs after drilling by using a file or sand paper. Note that most factory sway bar end link mounting holes will be 5/8" but may have corrosion or be slightly deformed and can be lightly reamed with a Dremel type tool for proper fitment with our 5/8" bolt. The sway bar end link mounting hole size on aftermarket parts will vary.
2. Bolt both of the u-shaped clevises to your front lower a-arm end link mounts using the supplied 5/8" x 1.25" long clevis stud and 5/8" steel top lock nut. Use an adjustable wrench to hold the clevis at its properly clocked orientation and a 15/16" socket on the lock nut and fully tighten the nut. **See Picture 1 below.**
3. Loosely connect the other end of both front sway bar end links to the front sway bar. Remove the Nylock® nut from the top of the end links and then sandwich the sway bar between the two bushings (same as the factory end link). Then re-install the 3/8" Nylock® nut and make it snug using a 9/16" wrench, but not fully tightened. **See Picture 2 below.**
4. Safely lower the vehicle to the ground.
5. With the vehicle on the ground and the suspension loaded, using a 9/16" wrench, tighten the 3/8" Nylock® nut on the top of both of the end links. Tighten the nuts until you see the bushings starting to deform, then STOP.
6. Check the clearance between the top of the end link's threaded rod and the vehicle, lines, wires, etc. throughout the entire range of up/down suspension travel and side/side steering motion. You may need to trim off any excess threaded rod that sticks out past the Nylock® nut for proper clearance. We keep the threads long to accommodate the various thicknesses of aftermarket sway bars. **See Picture 2 below.**
7. Installation is complete.

Picture 1

SPohn
PERFORMANCE



Picture 2



Shown installed on 1978-1987 GM G-Body

Spohn Performance, Inc.

Part# 923-Rear-SEL – Rear Sway Bar with Spherical End Links 1982-2002 GM F-Body

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

By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller or the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

INSTALLATION INSTRUCTIONS

1. Raise the rear of the car to an adequate working height, then support the chassis securely with jack stands. Support the differential with a floor jack so the rear axle housing can be raised/lowered if needed. The installation can be performed without removing the rear wheels.
2. Look carefully at the current installation of the rear sway bar and note the bar's properly installed orientation, etc.
3. Remove both of the rear sway bar end links from each end of the rear sway bar. These can be discarded.
4. Loosen all four of the factory rear sway bar bushing u-bolt nuts (two per side) leaving them engaged by a few threads to support the rear sway bar.
5. Support and/or hold the rear sway bar while removing the four rear sway bar bushing u-bolt nuts and then remove the rear sway bar from the car.
6. Grease the inside bore of both of the supplied polyurethane rear sway bar bushings using the supplied packets of Silicone® grease.
7. Install the polyurethane bushings onto our rear sway bar. Orient the bushings so that the bushing's split seam will face the front of the vehicle when installed. Then install the supplied rear sway bar bushing metal shells over the polyurethane bushings.
8. Hold our rear sway bar up into place and loosely install the bushings onto the u-bolts re-using the four factory u-bolt nuts and washers. Make the nuts lightly snug, do not fully tighten the nuts.
9. Loosely install the bushed end of the spherical rear sway bar end links to both ends of our rear sway bar. Then install the clevis end of both of the rear end links to the rear upper chassis mounts. The clevis end can be fully tightened, keep the bushed ends at the sway bar connection loose. **See detailed spherical rear sway bar end link instructions on the next page.**
10. Rotate the rear sway bar u-bolts and mounting saddles so they are centered on the bottom center line of the rear axle tube and then fully tighten all four of the rear sway bar bushing u-bolt nuts. **Do not over tighten the nuts**, you should be able to forcibly rotate the rear sway bar in the bushings by hand. Over tightening the u-bolt nuts will prevent the rear sway bar from rotating inside of the bushings, limiting suspension travel.
11. Safely lower the car to the ground.
12. With the car on the ground and the suspension loaded, using a 9/16" wrench, tighten the 3/8" Nylock® nut on the bottom of both of the spherical rear sway bar end links. Tighten the nuts until you see the bushings starting to deform, then STOP.
13. Grease the bushings through their grease fittings using a synthetic Silicone® based grease. Do NOT ever use a petroleum based grease on polyurethane bushings. This grease is available from Spohn Performance – Part# 902.
14. Installation is complete.

SPHERICAL REAR SWAY BAR END LINK INSTRUCTIONS

1. Bolt both of the u-shaped clevises to the rear upper end link chassis mounts using the supplied 5/8" steel top lock nuts. Use an adjustable wrench to hold the clevis at its properly clocked orientation and a 15/16" socket on the lock nut and fully tighten the nuts. **See Picture 1 below.**
2. Loosely connect the other end of both rear sway bar end links to the rear sway bar. Remove the Nylock® nut from the bottom of the end links and then sandwich the sway bar between the two bushings (same as the factory end link). Then re-install the 3/8" Nylock® nut and make it snug using a 9/16" wrench, but not fully tightened. **See Picture 1 below.**
3. Safely lower the vehicle to the ground.
4. With the vehicle on the ground and the suspension loaded, using a 9/16" wrench, tighten the 3/8" Nylock® nut on the bottom of both of the end links. Tighten the nuts until you see the bushings starting to deform, then STOP.
5. Installation is complete.

Picture 1

