

Spohn Performance, Inc.

Part #C10-921 – Pro-Series Rear Drag Sway Bar - 2010+ Chevrolet Camaro

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 until the rear wheels are off the ground and support the car with jack stands. Block the front wheels.
2. Remove the factory rear end links.
3. Remove the factory rear sway bar bushings and shells and then remove the factory rear sway bar.
4. Lubricate the poly bushings with grease and install on to the Spohn rear sway bar. Place the supplied black powder coated 3/8" thick spacer plates over the sway bar bushing mounts on the sub frame. These are used to provide proper clearance for the shaft collars we will be installing. Install the bushing shell over each bushing and install on top of the spacer plates, use the supplied longer mounting bolts making them hand tight only.
5. Install our Extreme Duty end links to the rear lower control arm connection and fully tighten, then install the top to the sway bar hand tight only. Note: Our rear sway bar has three end link mounting holes to choose from. This allows you to tune your rear sway bar's roll stiffness with the rearward hole being the stiffest setting and the front most hole being the loosest setting.
6. Take several measurements on each side of the car and make sure the sway bar is centered from side to side. Once the sway bar is centered fully tighten the four bolts on the sway bar bushings and then fully tighten the end link connections.
7. On the inboard side of each poly bushing install the two piece bolt together shaft collars. This will lock in the sway bar's lateral positioning and prevent any side to side movement.
8. Lower the vehicle to the ground.
9. Now we're going to adjust the sway bar and set it with the proper pre-load. Place the jack under the front of the car, make sure the jack is perfectly centered on the front crossmember. Jack the front of the car in the air until the front tires are BARELY off of the ground, stop there.
10. Check your rear tire pressures and make sure you have the exact same pressure in both rear tires. Set your rear tire pressure to whatever psi you run them at when racing at the track.
11. Whoever will be driving this vehicle now needs to sit in the driver's seat of the car, shut the driver's door. (Simulate driving the car).
12. Measure from the lower rear corner of both the driver's and passenger's side door jam to the ground (car should be on a level surface, ie. cement). We're looking to have the driver's side 1/16" lower than the passenger's side.
13. Adjust the passenger's side end link (by lengthening or shortening) until you achieve the above setting. Tighten the jam nut and re-check your dimensions. Once you have the adjustment properly set, tighten the mounting bolt and nut. Note: We recommend using removable strength Loctite on the threads to keep the jam nut tight on a street driven car.