

Spohn Performance, Inc.

Part# SEL-19-408 | Spherical Front Sway Bar End Links

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.

INSTRUCTIONS

1. Safely raise the car to an adequate working height, then support the chassis securely with jack stands.
2. Loosen and remove your front sway bar end links from both ends of the front sway bar. Everything can be discarded.
3. 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" end link mounting hole you will need to open it 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 a-arms will vary.
4. Bolt both u-shaped clevises to your front lower a-arm's 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.**
5. 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 front 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.**
6. Safely lower the vehicle to the ground.
7. 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.
8. Check the clearance between the top of the end link's threaded rod and the vehicle's chassis, 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 front sway bars. **See Picture 2 below.**
9. Installation is complete.

Picture 1

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PERFORMANCE



Picture 2



Shown installed on 1978-1987 GM G-Body