

Spohn Performance, Inc.

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Part #103 – Adjustable Panhard Bar – Chrome Moly Rod Ends 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.

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 rod.
3. Remove the stock lower panhard rod.
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 rod ends and turn the bar.
5. Install the panhard bar onto the car using the supplied spacers on either side of the rod 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 tighten 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 rod end 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.