

Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067

1-888-365-6064 www.spohn.net

Part #922 – Pro-Series Rear Anti-Roll Bar 1968-1972 GM A-Body

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INSTRUCTIONS

1. Remove your stock rear sway bar.
2. Jack up the rear of the car and place jack stands under the rear end housing. Let the jack down so that the weight of the car is on the rear housing. This will place the rear suspension at ride height. (Note: Place jack stands in the area of the LCA mounts so they do not interfere with sway bar installation.)
3. It's time to prepare the sway bar for installation. Note that when orientating the sway bar, the center bend faces down. Remove the poly bushings from their shell. Using the supplied grease packs apply silicone grease liberally to the inside of both sway bar bushings. Install the poly bushings onto each end of the sway bar, and re-install the bushing shells.
4. From here on out, this is a two person job as the amount of things that need to be done exceed two hands, not to mention the weight of the bar! Place a u-bolt on one end of the rear housing. Now slide a spacer saddle over the u-bolt and hold it in place. The second person can now hold the sway bar in position. Slide the bushing shell onto the u-bolt. Install the flat washers and then the lock nuts, only make hand tight at this time (start them as far as you can by hand). Now you can let this end hang down until it rests on the u-bolt. Repeat the same procedure on the other end of the sway bar.
5. Tighten all four of the u-bolt lock nuts until you have them barely snug, do not fully tighten. Now you want to make sure the sway bar is centered on the rear side to side, and front to back. Position the sway bar side to side until you have the same distance from the outside of the bar to the shock on both ends. Position the bar front to back so that the bar runs along the center line of the bottom of the axle tubes.
6. The rod ended end links have already been set to the proper length, do not change the length. Keep the end link mounted to the sway bar as shipped.

7. Next you want to install the upper end link mounts. These get welded to the underside of the frame channel. Clean the frame channel with a sander. Hold the end link so it is running straight up and down and tack in place. Weld around the upper end link mounts. Note that the crossmember has a contoured shape. Keep one end of the end link mount flush to the crossmember, the other end that lays over the contoured portion of the crossmember you will need to slug to bridge the gap and then weld. The upper end link mount must be sitting straight across horizontally, do not angle the mount.

8. With both upper end links installed and welded, you can now fully tighten the lock nuts on the u-bolts. Do not over tighten the u-bolts or the bar will not rotate properly. You should be able to rotate the bar by hand with force.

9. Jack the car up and remove the jack stands, place vehicle back on the ground.

10. 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.

11. 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.

12. 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).

13. 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 then the passenger's side.

14. Adjust the passenger's side end link (by lengthening or shortening) until you achieve the above setting. Tighten the jam nuts and re-check your dimensions. Once you have the adjustment properly set, tighten all four jam nuts on both end links. Note: We recommend using removable strength Loctite on the threads to keep the jam nuts tight on a street driven car.

15. With this sway bar set up, if you were previously running an air bag in your spring, remove it. You also want to run the same rear spring rate on both sides of the car.

****** Enjoy your straight launches and down track stability!! ******