

Spohn Performance, Inc.

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Part #D09-1500-104-HC

High Clearance Adjustable Rear Panhard Bar - Poly Bushings

2009+ Dodge Ram 1500 4x2 & 4x4

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

This panhard bar is our "high clearance" version and will provide an additional 1" of clearance between the inside edge of the panhard bar and the rear differential cover for those who are running aftermarket rear end covers that protrude out more than the factory cover. After installation be sure to cycle your rear suspension through its entire range and check for any interference with this high clearance panhard bar. See **Image 1** below for an installed picture.

1. With the front wheels securely blocked, raise the rear of the truck to an adequate working height, then support the chassis securely leaving the differential slightly supported with the jack. Place the jack under the rear axle to support but do not lift.
2. Loosen and remove the bolts securing the stock rear panhard bar.
3. Remove the stock rear panhard bar.
4. The Spohn panhard bar is shipped jig set to OEM length. If your truck is lowered you will need to shorten the bar, if it is lifted you will need to lengthen the bar (See Step 7 below).
5. Install the Spohn panhard bar onto the truck using the OEM bolts and make the nuts hand tight only at this time. Keep the adjuster on the driver's side. You'll note that the driver's side grease fitting should face up and the passenger's side grease fitting should face down.
6. Lower the truck to the ground and bounce the suspension up and down and roll the truck front and back to settle the suspension. Then measure the distance from the outside of your fender to the edge of your rim. You should have the same distance on both sides of the vehicle.

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 truck.

7. If your rear is not centered you must adjust your panhard bar. One end of the panhard bar adjuster is left hand threaded and the other end is right hand threaded. To adjust the length of your panhard bar loosen both jam nuts and put a wrench on the hex in the center of the adjuster and turn the adjuster clockwise or counter-clockwise to lengthen or shorten the panhard bar. This will move your rear to the left or to the right, depending on which way you turn the adjuster.
8. When you have your rear centered, tighten the jam nuts and then tighten the mounting bolts to 60 ft/lbs. **Note:** 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 threads and then tighten up the jam nuts on each end of the adjuster.
9. The poly bushings come pre-lubed. DO NOT use petroleum-based grease on your poly bushings! Poly bushings must be lubricated with synthetic silicone based waterproof grease. These are the manufacturer's recommendations to prevent pre-mature bushing wear, and will keep things "squeak-free". You can order this grease from Spohn Performance using our Part #902. Do not over grease the bushings! You only need a couple pumps of grease. Over greasing will cause the bushings to balloon from the hydraulic pressure inside of the sleeve and they will fail.

Image 1

