

Spohn Performance, Inc.

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Part# 924-Front-SEL-F4 1.25" Solid Front Sway Bar with Spherical End Links 1993-2002 GM F-Body with Factory Front Lower A-Arms

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

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INSTALLATION INSTRUCTIONS

1. Raise the front of the car to an adequate working height, then support the chassis securely with jack stands. The installation can be performed without removing the front wheels.
2. Look carefully at the current installation of the front sway bar and note the bar's properly installed orientation, etc.
3. Loosen all four of the factory front sway bar bushing bolts (two per side) leaving them engaged by a few threads to support the front sway bar.
4. Remove both of the front sway bar end links from each end of the front sway bar. These can be discarded.
5. Support and/or hold the front sway bar while removing the four front sway bar bushing bolts and then remove the front sway bar from the car.
6. Grease the inside bore of both of the supplied polyurethane front sway bar bushings using the supplied packets of Silicone® grease.
7. Install the polyurethane bushings onto our front sway bar. Orient the bushings so that the bushing's split seam will face the front of the vehicle when installed.
8. Hold our front sway bar up into place and loosely install it into the car re-using the four factory front sway bar bushing mounting bolts. Do not fully tighten the bolts.
9. Loosely install the upper bushed end of the spherical front sway bar end links to both ends of our front sway bar. Then install the clevis end of both of the end links to your factory front lower a-arms (this kit does NOT fit aftermarket tubular front lower a-arms). This clevis end can be fully tightened, keep the upper sway bar connected ends loose. **Detailed spherical front sway bar end link instructions are shown on the next page.**
10. Push the front sway bar and bushings as far forward as possible and then fully tighten all four of the front sway bar bushing bolts.
11. Safely lower the car to the ground.
12. With the car 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 front sway bar end links. Tighten the nuts until you see the bushings starting to deform, then STOP. Installation is complete.

SPHERICAL FRONT SWAY BAR END LINK INSTRUCTIONS

1. 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" mounting hole you will need to open them 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 parts will vary.
2. Bolt both of the u-shaped clevises to your front lower a-arm 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.**
3. 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 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.**
4. Safely lower the vehicle to the ground.
5. 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.
6. Check the clearance between the top of the end link's threaded rod and the vehicle, 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 sway bars. **See Picture 2 below.**
7. Installation is complete.

Picture 1



Picture 2

