

Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067

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

Part# 926-FRONT-SEL – Solid Front Sway Bar with Spherical End Links 1964-1977 GM A-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.

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 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 Image 1 & 2 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.
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 Image 2 below.**
7. Installation is complete.

Image 1

SP4N
PERFORMANCE



Image 2



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Part #918 – Pro-Touring Rear Sway 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 rear end housing. Let jack down so 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 at 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. The further back you mount the end link on the sway bar the stiffer the rate. Front hole = soft, middle hole = medium, rear hole = stiff. With both end links installed and tightened, you can now fully tighten the lock nuts on the u-bolts.
9. Jack the car up and remove the jack stands, place vehicle back on the ground.