

# Spohn Performance, Inc.

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## **Part #996 – Adjustable Tubular Steering Brace (Wonder Bar) 1983-1992 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 nor 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. Loosen both end links. You do not have to remove them, but if you do not loosen them the sway bar will forcefully spring down when the bushings are removed (in step 2).
2. Remove both front sway bar bushings.
3. The mounting plate with three holes in it is the passenger's side, the plate with two holes in it is the driver's side. Hold brace into place lining up the mounting holes with the sway bar bushing mounting holes.
4. Swing sway bar up and place bolts through the sway bar bushings and then through the steering brace mount. Make all bolts hand tight until you have all four bolts started. (It may be necessary to loosen the two jam nuts and turn the adjuster to slightly lengthen or shorten the brace so the mounting holes line up with the mounting holes on the car).
5. Tighten mounting bolts and tighten end links.
6. Loosen both jam nuts in the center of the brace. Turn the adjuster until you feel resistance (should not be more than one full turn). You now have your front subframes set up with pre-loaded tension. Tighten both jam nuts. (You may want to apply removable strength blue Loctite to the adjuster threads and then tighten the jam nuts. This will keep the jam nuts from working loose due to road vibrations).

Note: Cars equipped with factory dual electric fans may have to trim the plastic mounting bosses down for wonder bar clearance.