Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067
1-888-365-6064 www.spohn.net

Part #C10-RSB-100 – Tubular Rear Sway Bar - 2010+ Chevrolet Camaro

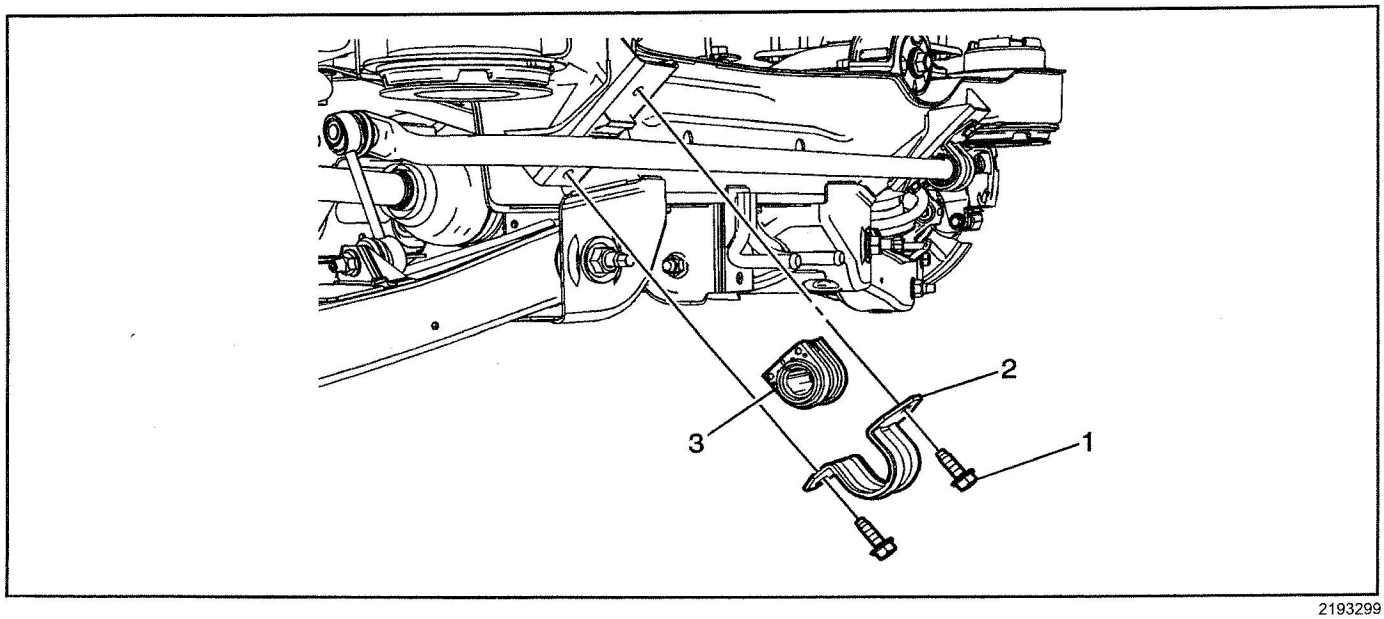
USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

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

1. Begin by jacking up the rear of the car until the rear wheels are off the ground and support the car with jack stands. Block the front wheels.
2. Disconnect the top of both end links from the factory rear sway bar. If you will be installing our Extreme Duty end links disconnect the bottom of the factory end links from the rear lower control arm as well.
3. Remove the factory rear sway bar bushings and shells and then remove the factory rear sway bar.
4. Lubricate the poly bushings with grease and install on to the Spohn rear sway bar. Place the supplied black powder coated 3/8" thick spacer plates over the sway bar bushing mounts on the sub frame. These are used to provide proper clearance for the shaft collars we will be installing. Install the bushing shell over each bushing and install on top of the spacer plates, use the supplied longer mounting bolts making them hand tight only.
5. Reconnect the end links to the sway bar, hand tight only. If installing our Extreme Duty end links install the bottom rear lower control arm connection and fully tighten, then install the top to the sway bar hand tight only. Note: Our rear sway bar has three end link mounting holes to choose from. This allows you to tune your rear sway bar's roll stiffness with the rearward hole being the stiffest setting and the front most hole being the loosest setting.
6. Take several measurements on each side of the car and make sure the sway bar is centered from side to side. Once the sway bar is centered fully tighten the four bolts on the sway bar bushings and then fully tighten the end link connections.
7. On the inboard side of each poly bushing install the two piece bolt together shaft collars. This will lock in the sway bar's lateral positioning and prevent any side to side movement.
8. Lower the vehicle to the ground.

Stabilizer Shaft Insulator Replacement

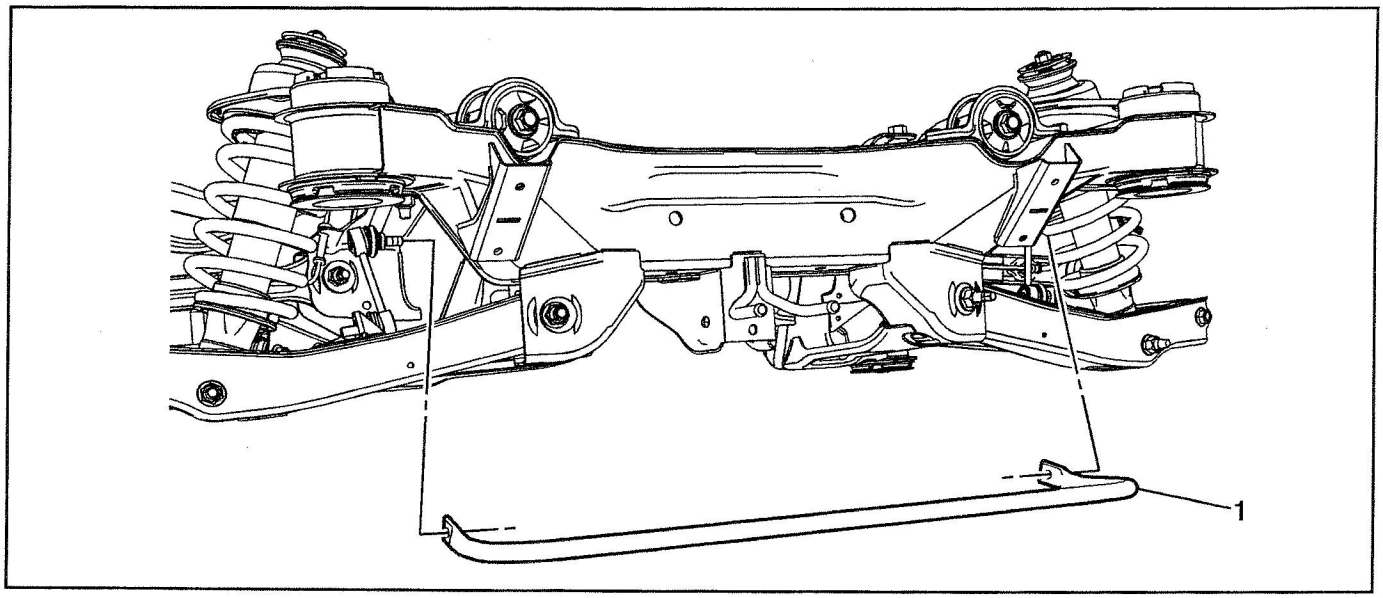


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Stabilizer Shaft Insulator Replacement

Callout	Component Name
Preliminary Procedure Raise and support the vehicle. Refer to *Lifting and Jacking the Vehicle on page 1-40*.	
1	Rear Stabilizer Shaft Clamp Bolt (Qty: 2) **Caution:** Refer to *Fastener Caution on page 0-7*. **Tighten** 22 N•m (16 lb ft)
2	Rear Stabilizer Shaft Clamp
3	Rear Stabilizer Shaft Insulator

Stabilizer Shaft Replacement

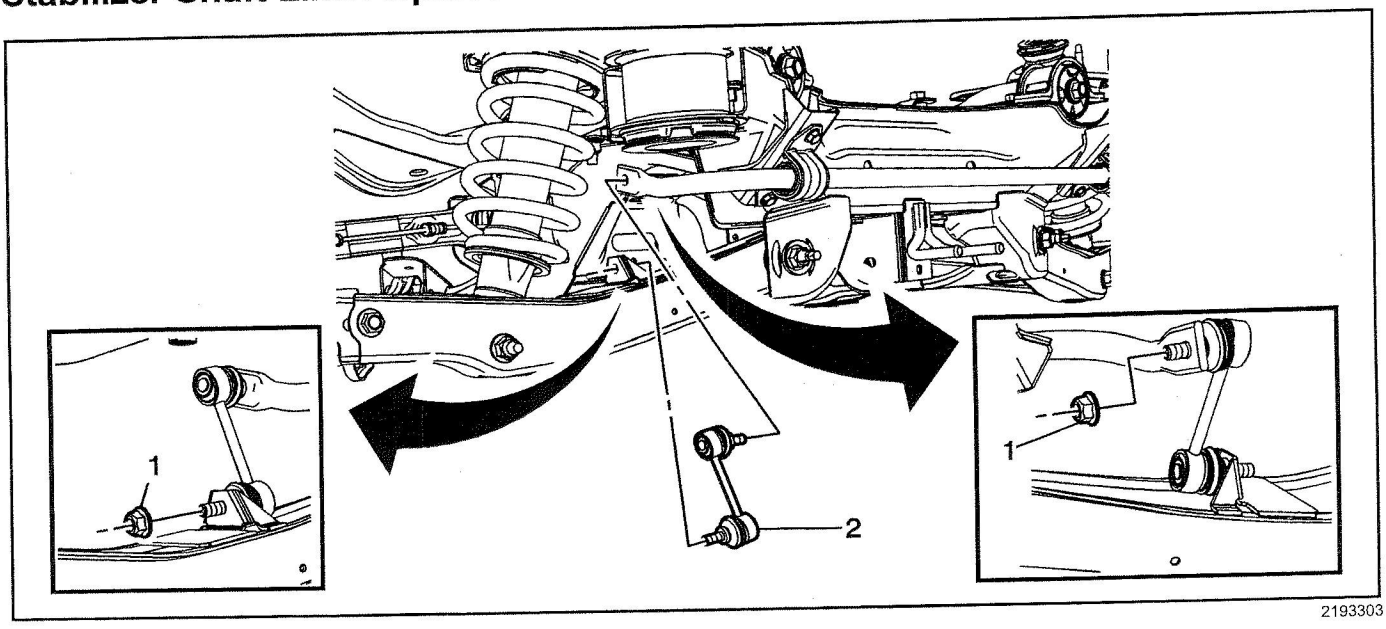


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Stabilizer Shaft Replacement

Callout	Component Name
Preliminary Procedures 1. Raise and support the vehicle. Refer to *Lifting and Jacking the Vehicle on page 1-40* 2. Remove the stabilizer shaft from the stabilizer shaft links. Refer to *Stabilizer Shaft Link Replacement on page 16-25* 3. Remove the stabilizer shaft insulators. Refer to *Stabilizer Shaft Insulator Replacement on page 16-24*	
1	Stabilizer Shaft **Tip:** It a maybe necessary to maneuver the stabilizer shaft in such a way to remove it from the vehicle.

Stabilizer Shaft Link Replacement



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Stabilizer Shaft Link Replacement

Callout	Component Name
Preliminary Procedure Raise and support the vehicle. Refer to *Lifting and Jacking the Vehicle on page 1-40.*	
1	Rear Stabilizer Shaft Link Nut (Qty: 2) **Caution:** Refer to *Fastener Caution on page 0-7.* **Tip:** Use the appropriate size allen/TORX™ bit wrench to keep the ball stud form rotating when removing the stabilizer shaft link nut. **Tighten** 49 N•m (36 lb ft)
2	Rear Stabilizer Shaft Link