

Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067

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

Part #C10-605 – Tubular Rear Toe Links – Del-Sphere Pivot Joints 2010+ Chevrolet Camaro & 2008+ Pontiac G8

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, support car with jack stands. Block the front wheels and then remove both rear wheels.
2. Remove the ABS wire from the factory toe link by squeezing the retaining clips from the backside.
3. The inner bolt of the toe link controls alignment and must be marked before loosening in order to maintain proper alignment settings during reassembly. Using a marker make a line on the cam bolt's washer and the rear sub frame.
4. Using a 22mm wrench and 22mm socket, remove the inner bolt.
5. Using an 18mm socket remove the outer bolt and then remove the factory toe link.
6. Install the Spohn toe link using the factory bolts. The ABS line mounting tabs should be facing towards the rear of the car.
7. Using a 10mm wrench rotate the inner bolt until the line on the cam washer lines up with the line on the rear sub frame made previously. Tighten to 85 ft/lbs.
8. Tighten the outer spindle mount bolt to 103 ft/lbs.
9. Snap the ABS line clips into the tabs on the side of the Spohn toe link.
10. Repeat steps 1-9 on the other side of the car.
11. Re-install the wheels and lower vehicle.
12. With the car in neutral roll the car front and back several times to settle the suspension back to it's proper ride height.
13. It is recommended that you get a rear end alignment at your earliest convenience.

Del-Sphere Pivot Joint Instructions & Notes

The Del-Sphere pivot joints are slightly greased for assembly purposes. The bushings inside of the del-sphere pivot joints are made of Delrin, which is self-lubricating. We do not recommend greasing the pivot joint any further than as it is supplied as further grease will only attract and retain dirt and grit. The pivot joints are equipped with grease fittings simply because we know certain customers would want/request them no matter what we say. You'll also note we have a second tapped grease fitting hole with a threaded plug installed so you can change the position of the grease fitting on the pivot end for better access if need be depending on your mounting set-up on the vehicle.

Our Del-Sphere pivot joints are 100% rebuildable. We doubt you will ever need to rebuild them, but they certainly can be. The delrin bushings should last the life of your vehicle. What you may find is after you have a lot of miles on the pivot joints the tolerances may slightly open. It is for this reason that we made the pivot joints adjustable. By tightening the threaded end retainer you can take up any slack and make the joint as tight as it was when new, it's that simple. This also allows you to vary the torque load applied to the pivot ball. If you want a very low friction joint you can loosen the threaded end retainer, etc. When making adjustments to the threaded end retainer you will need to loosen the set screw with an allen wrench. When making your adjustment align one of the threaded retainer end's slots with the set screw and re-tighten the set screw, this locks the threaded end retainer's position in to place and keeps it locked to your setting. Use our Part# **DS34-W** adjusting tool for easy adjustments.

What is a Del-Sphere pivot joint? Think of the Del-Sphere pivot joint as a Delrin bushed spherical rod end. Designed and manufactured exclusively by Spohn Performance, we have taken street suspension performance to the next level. Our Del-Sphere pivot joint features a one piece forged and heat treated chrome moly housing, a heat treated and chrome plated chrome moly spherical ball, Delrin bushing races, heat treated retainer washer and snap ring, heat treated and chrome plated chrome moly threaded adjuster ring, an external grease fitting and a beautiful silver zinc plated housing finish. The delrin bushing races absorb shock and road noise so you get the quiet and smooth ride of a bushing as well as **28 degrees of rotation!**

What is Delrin, and why did you choose to use it? Delrin is an acetal homopolymer made by DuPont. It is characterized as having an excellent combination of physical properties that make it suitable for numerous applications. With extremely low moisture absorption and a low coefficient of friction (self-lubricating), Delrin is uniquely tailored for wear applications in high humidity or moisture environments. Delrin will maintain constant physical properties under high moisture conditions and out-perform nylon or polyurethane under these conditions. Delrin has a 10,000 psi tensile strength and a 120 Rockwell Hardness rating making it ideal for our Del-Sphere pivot joint application.

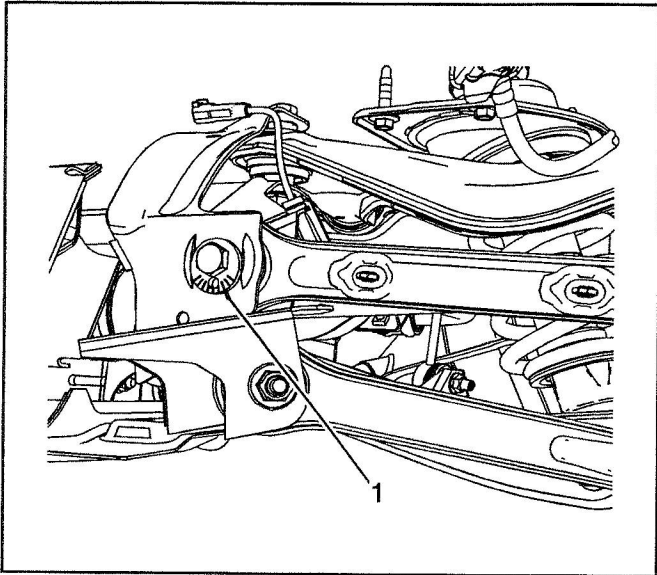
Replacement Parts:

Part #	Description
DS34RH	Del-Sphere Assembly - 3/4"-16 RH x 3/4" Bore
DS34LH	Del-Sphere Assembly - 3/4"-16 LH x 3/4" Bore
DS34-Wash	Del-Sphere End Washer
DS34-W	Del-Sphere Adjustment Tool
DS34-TE	Del-Sphere Threaded Adjuster End
DS34-SR	Del-Sphere Snap Ring
DS34-Bush	Del-Sphere Delrin Bushing (2 per assembly)
DS34-Ball	Del-Sphere Spherical Ball

Adjust Link Replacement

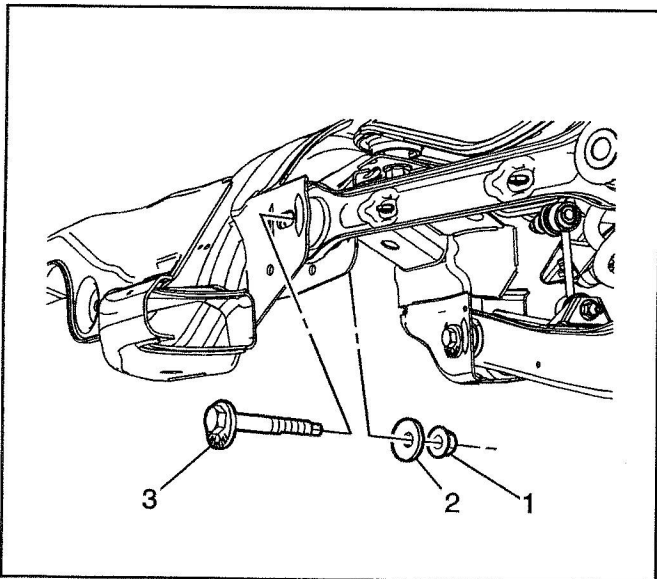
Removal Procedure

1. Raise the vehicle. Refer to *Lifting and Jacking the Vehicle* on page 1-40.
2. Remove the tire and wheel assembly. Refer to *Tire and Wheel Removal and Installation* on page 16-66.
3. Remove the wheel speed sensor wiring harness from the adjuster link. Refer to *Rear Wheel Speed Sensor Replacement* on page 5-39.



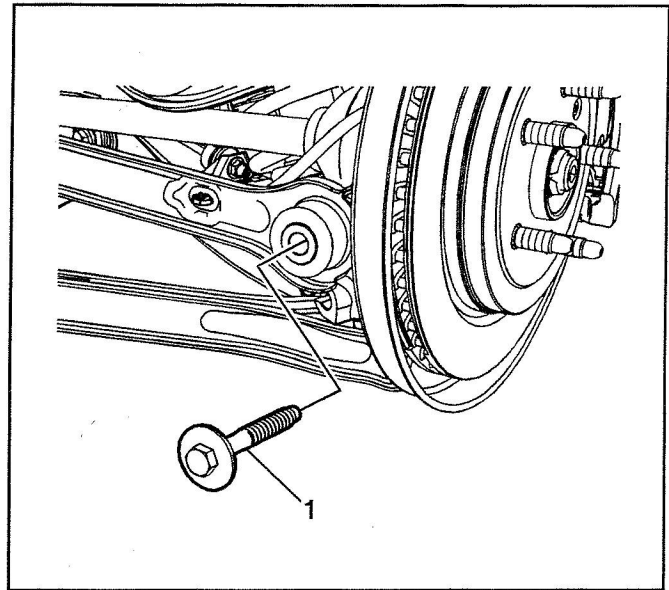
2193465

4. Mark the relationship of the adjuster to the frame (1).



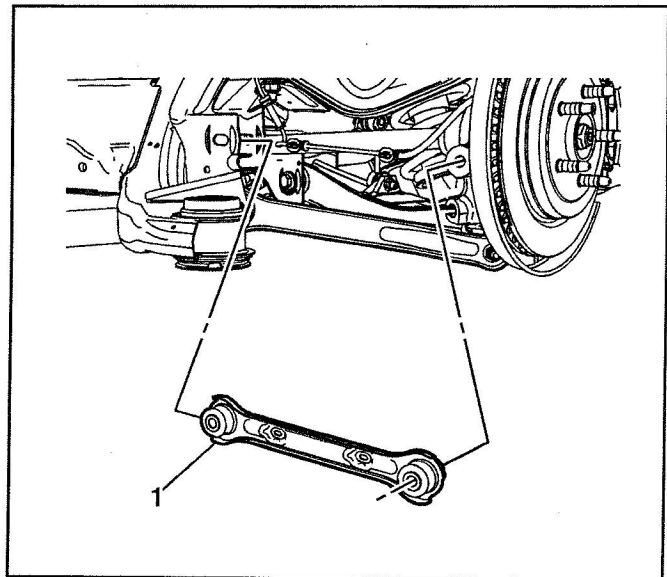
2193467

5. Remove the rear suspension adjuster link bolt (3), nut (1) and the washer (2).



2193468

6. Remove the rear suspension adjuster link bolt (1) at the knuckle.

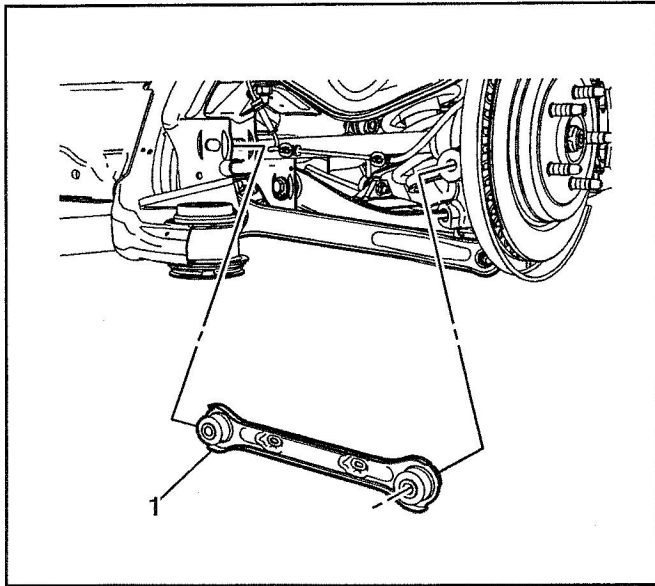


2193477

Note: If the bushings are found to be excessively worn or are damaged, replace the adjustable link. The bushings are NOT serviced.

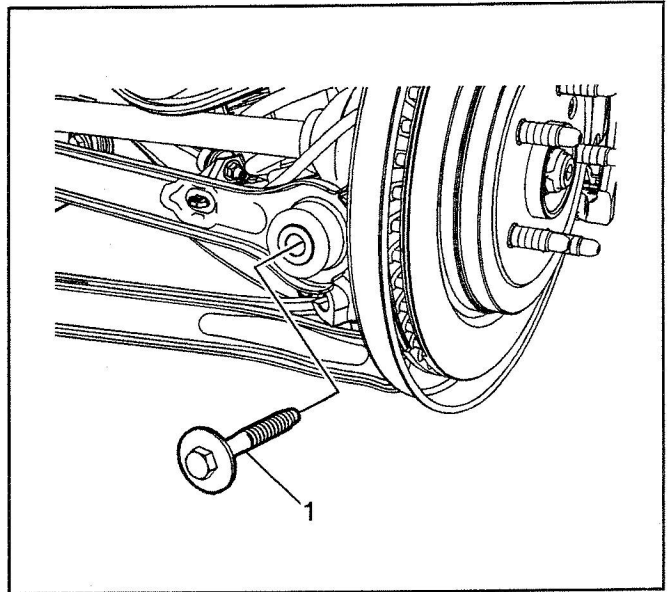
7. Remove the rear suspension adjuster link (1).

Installation Procedure



2193477

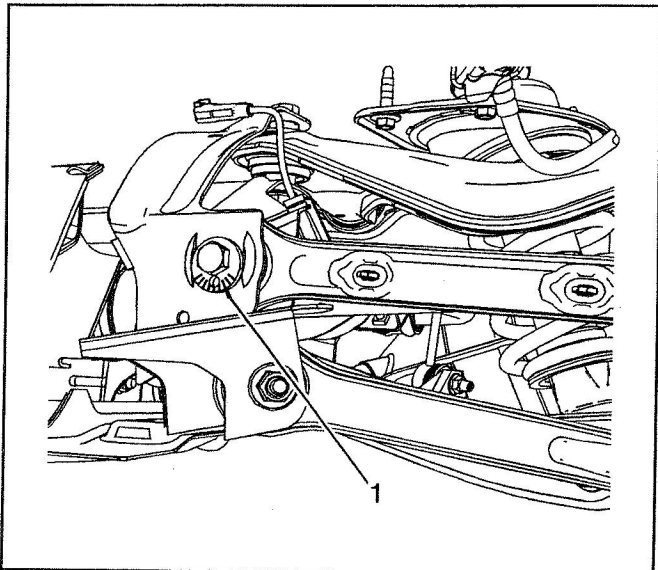
1. Position the rear suspension adjuster link (1) in the vehicle.



2193468

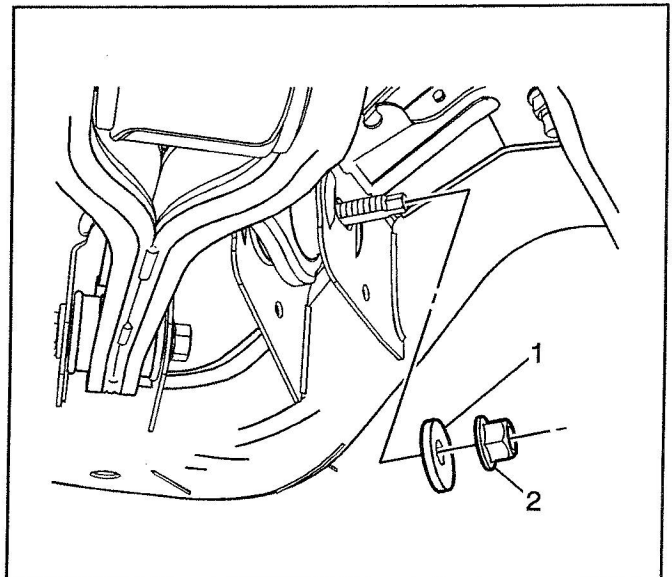
Caution: Refer to *Fastener Caution* on page 0-7.

3. Install the adjuster link bolt (1) in the knuckle and tighten to **140 N•m (103 lb ft)**.



2193465

2. Install the rear suspension adjuster link bolt and align the reference marks (1).



2196891

Note: Ensure that the alignment marks **DO NOT** move when tighten the adjuster nut to specifications.

4. Install the adjuster washer (1) and the nut (2) and tighten to **115 N•m (85 lb ft)**.
5. Install the wheel speed sensor wiring harness on the adjuster link. Refer to *Rear Wheel Speed Sensor Replacement* on page 5-39.
6. Install the tire and wheel assembly. Refer to *Tire and Wheel Removal and Installation* on page 16-66.
7. Lower the vehicle.
8. Check and adjust the rear wheel alignment, if needed. Refer to *Rear Camber Adjustment* on page 16-75.