Spohn Performance, Inc.

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

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

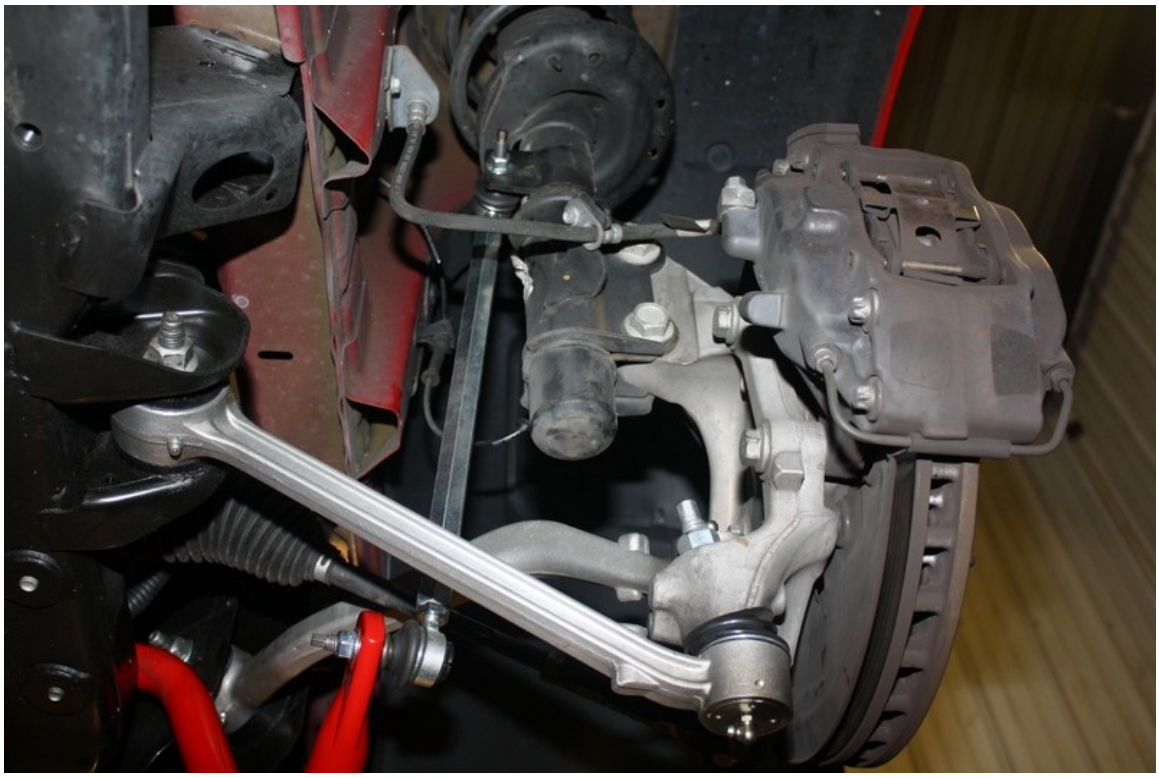
By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no 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.

Part# C10-FEL Extreme Duty Front Sway Bar End Links
2010+ Chevrolet Camaro

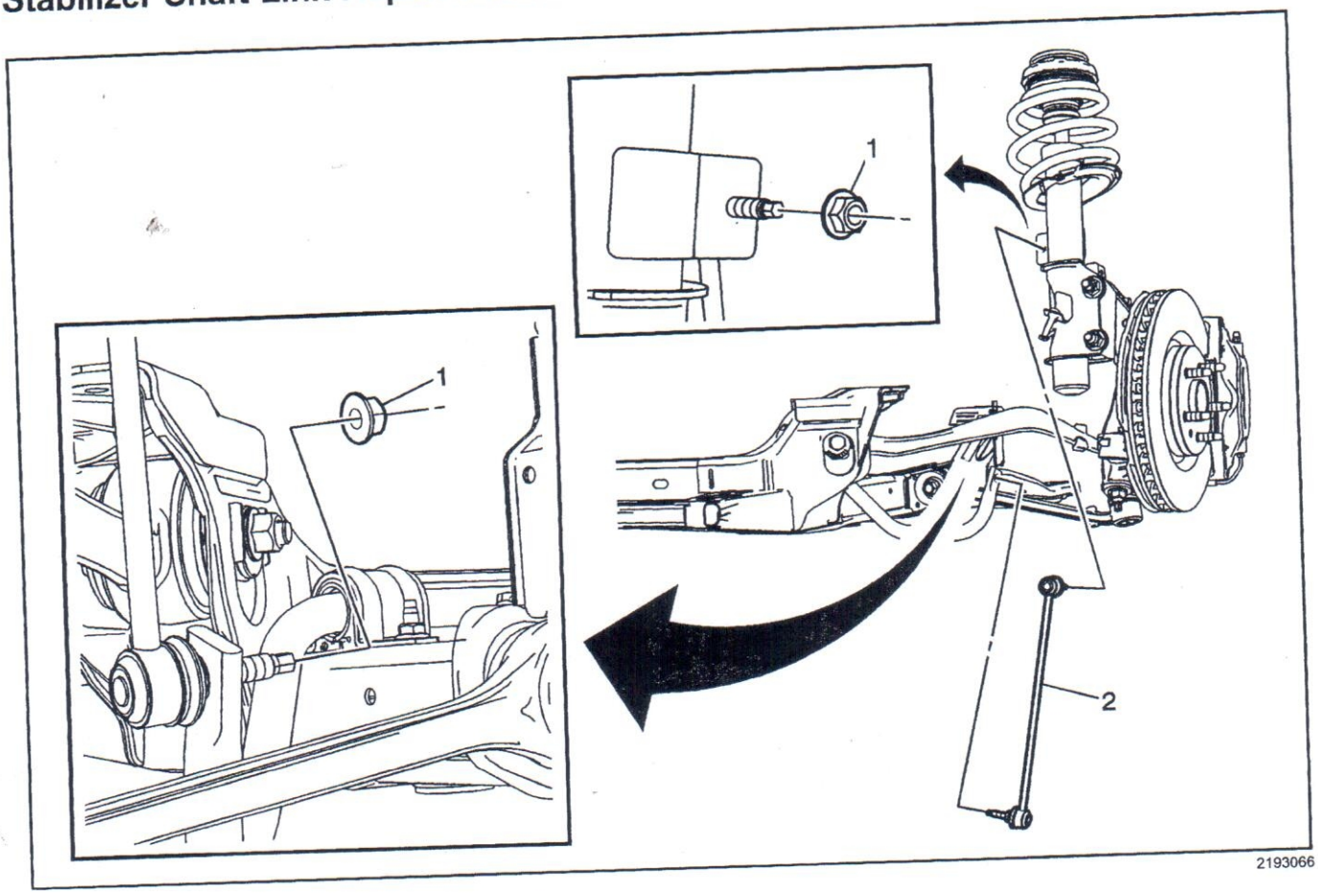
Instructions

1. Raise and safely support the front of the vehicle. Block the rear tires.
2. Remove the driver's side front sway bar end link from the upper strut connection and the lower sway bar connection from the front sway bar and discard the nuts and stock end links.
3. Loosen the jam nuts on the Spohn end link and then install to the upper strut connection and the lower front sway bar connection using the supplied lock nuts. Loosening the jam nuts will allow you to properly "clock" the ends. Torque to 36 ft./lbs.
4. Repeat the above steps on the passenger's side.
5. Lower the vehicle. Installation is complete.

Note: If using aftermarket front struts you must check that the end link does not bottom out against the strut when the wheels are fully turned. Many aftermarket struts are larger then the factory struts. In these cases you will need to install a spacer between the end link ball joint and the upper strut mount to space it further away from the strut so it does not bottom out at full turn. You may also need to use a longer bolt depending on how much you need to space it out.



Stabilizer Shaft Link Replacement



Stabilizer Shaft Link 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 tire and wheels. Refer to *Tire and Wheel Removal and Installation on page 16-66*.	
1	Front Stabilizer Shaft Nut (Qty: 2) **Caution:** Refer to *Fastener Caution on page 0-7*. **Tip:** • Use the appropriate size socket or wrench to hold the ball stud while removing the stabilizer shaft nut. • After the nut has been removed, discard and replace with NEW. **Tighten** 49 N•m (36 lb ft)
2	Stabilizer Shaft Link

Front Suspension

Specifications

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Front Lower Control Arm Adjuster Nut	50 N•m Plus an additional 150 degrees	37 lb ft Plus an additional 150 degrees
Front Lower Front Control Arm Nut at the Steering Knuckle	40 N•m Plus an additional 90 degrees	30 lb ft Plus an additional 90 deg rees
Front Lower Rear Control Arm Nut at the Steering Knuckle	40 N•m Plus an additional 90 degrees	30 lb ft Plus an additional 90 degrees
Front Lower Rear Control Arm Bolt at the Frame	50 N•m Plus an additional 120 degrees	37 lb ft Plus an additional 120 degrees
Front Stabilizer Shaft Link Nut at the Front Strut	50 N•m	36 lb ft
Front Stabilizer Shaft Link Nut at the Stabilizer Shaft	50 N•m	36 lb ft
Front Stabilizer Shaft Insulator Clamp Nuts	17 N•m	13 lb ft
Front Suspension Strut Bolts at the Steering Knuckle	80 N•m Plus an additional 180 degrees	59 lb ft Plus an additional 180 degrees
Front Suspension Strut Nut at the Front Suspension Strut Mounting Plate	70 N•m	52 lb ft
Front Suspension Strut Nut at the Front Suspension Strut Insulator	70 N•m	52 lb ft
Front Wheel Bearing/Hub Bolts	108 N•m	79 lb ft