

Spohn Performance, Inc.

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Part# SEL-19-409-F4 | Spherical Front Sway Bar End Links 1993-2002 GM F-Body with Factory Front Lower A-Arms

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. Safely raise the car to an adequate working height, then support the chassis securely with jack stands.
2. Loosen and remove your front sway bar end links from both ends of the front sway bar. Everything can be discarded.
3. Our spherical front sway bar end links will mount with a 5/8" bolt. You will need to open up the sway bar end link mounting hole in your factory front lower a-arm to 5/8" using a 5/8" drill or by reaming the hole with a Dremel type tool or die grinder. Be sure to remove any sharp edges and burrs after drilling using a file or sand paper.
4. Bolt both u-shaped clevises to your factory front lower a-arm end link mounts using the supplied 5/8" steel top lock nut. Use a 15/16" wrench on the spacer nut that is welded to the underside of the clevis to hold the clevis at its properly clocked position and a 15/16" socket on the bottom lock nut and fully tighten. **See Picture 1 below.**
5. Loosely connect the other end of both of our spherical front sway bar end links to both ends of your front sway bar. Remove the Nylock® nut from the top of our end links and then sandwich the front 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. **See Picture 2 below.**
6. Safely lower the vehicle to the ground.
7. 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.
8. Check the clearance between the top of the end link's threaded rod and the vehicle chassis, 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 Picture 2 below.**
9. Installation is complete.

Picture 1

SPohn
PERFORMANCE



Picture 2



Shown installed on 1978-1987 GM G-Body

REAR SWAY BAR END LINK INSTRUCTIONS

1. Safely raise the rear of the car to an adequate working height, then support the chassis securely with jack stands.
2. Loosen and remove your rear sway bar end links from both ends of the rear sway bar.
3. Bolt both of the u-shaped clevises to the rear upper end link chassis mounts using the supplied 5/8" steel top lock nuts. 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 nuts. **See Picture 3 below.**
4. Loosely connect the other end of both rear sway bar end links to the rear sway bar. Remove the Nylock® nut from the bottom 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. **See Picture 3 below.**
5. Safely lower the vehicle to the ground.
6. With the vehicle on the ground and the suspension loaded, using a 9/16" wrench, tighten the 3/8" Nylock® nut on the bottom of both of the end links. Tighten the nuts until you see the bushings starting to deform, then STOP.
7. Installation is complete.

Picture 3

