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Part # PHC-3 is for 1982-2002 Camaro and Firebird replacement panhard rod (track bar) that locates the differential laterally in the chassis.



Phc-4 is a direct bolt on with no modifications. The unit allows you to center the rear end in the vehicle simply by rotating the adjusting sleeve. The rod is assembled when shipped with bearing spacers on each side of the bearing and polyurethane bushings on the frame side. Note: The spacers are stepped to account for the factory bolts. If you try to slide the bolt through and it does not go, flip the rod over, and reinstall.

1. The panhard rod can be installed without removing the tires. Raise the vehicle up and support the differential with jack stands. You could also use a drive on rack and lift the vehicle up.
2. Once you have access to the panhard rod, simply unbolt it from the chassis and rear end. Take the new rod and adjust the length of the rod by rotating the adjuster and match the stock length. This will be your base point. (Do not adjust the length simply by unscrewing one side of the adjuster. You do not want the threads to be uneven in the adjuster. You should have as much thread engagement as possible).
3. Once you have adjusted the length, install the rod so the adjuster is on the driver side. This will make adjusting the rod length and tightening the jam nuts easier. The polyurethane (non adjustable side should be on the differential).
4. The easiest way to center the rear is measure from the fender over to the rim lip. We use the rim lip because it is more accurate then the tire bulge. Note: you will most likely require a straight edge across the rim lip in order to get a good measurement.
5. Once you have centered the rear end lock down the jam nuts and you are ready to go.

Factory torque is used on the panhard bolts.

Note: The rod end we use is self lubricated Teflon lined, you will not need to lubricate it.