

Spohn Performance, Inc.

Part #206 – Adjustable Rear Lower Control Arms Poly/Chrome Moly Rod Ended Combination 1982-2002 GM F-Body

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. Lift rear of vehicle and support by frame rails. DO NOT SUPPORT BY REAREND!
2. Use jack and place under rear axle to support but do not lift.
3. Remove both front and rear control arm bolts and nuts and remove control arm. The axle will shift slightly rearward. Only remove and install one control arm at a time.
4. Install control arms using the jack to help position the rear axle properly. Make the bolts hand tight only at this time.
5. Lower vehicle to regular ride height and tighten all bolts to 72 ft/lbs.
6. One end of the adjuster is left hand threaded and the other end is right hand threaded. To adjust the length of your LCAs simply put a wrench on the adjuster and turn it clockwise or counter-clockwise to lengthen or shorten the LCA. **Note:** LCAs are shipped jig set at stock length.
7. Place the poly end at the front (chassis) LCA mount, and the rod end at the rear housing LCA mount. The rod end has a bushing and two spacers on each side of the rod end. This comes assembled and wire tied in place so you can see how the assembly is to be installed. **Note:** The rod end is right hand threaded.
8. The poly bushings come pre-lubed. DO NOT use petroleum-based grease on your poly bushings! Poly bushings must be lubricated with synthetic silicone based waterproof grease. These are the manufacturer's recommendations to prevent pre-mature bushing wear, and will keep things "squeak-free". You can order this grease from Spohn Performance using our Part #902. Do not over grease the poly bushings! You only need a couple pumps of grease. Over greasing will cause the bushings to balloon from the hydraulic pressure inside of the sleeve and they will fail.
9. Jam nuts are known to work loose over time. To prevent this we recommend that after you have the LCAs set to your desired length you apply some REMOVABLE strength (blue) Loctite to the adjuster threads and then tighten up the jam nuts on each end of the adjuster.