

# Spohn Performance, Inc.

## Part #210 – Lower Control Arm Relocation Brackets 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. The Spohn LCA relocation brackets offer three mounting positions. You can reuse the OEM mounting location, or you can mount the LCA at 2" or 3" lower than OEM. The holes are placed in the lower mounting positions following the arc of the OEM LCA length. Therefore a stock length LCA can be mounted in a lower position without changing the geometry or pinion angle of the rear.
2. If your car is lowered, note the current geometry of your LCA. The LCA is designed to be slightly lower in the rear as compared to the front. After lowering, the LCA geometry changes causing the front of the LCA to be lower than the rear. This causes a lifting up motion on the rear, which induces wheel hop and traction loss. By using the Spohn LCA relocation brackets, you can correct your LCA geometry.
3. Using the LCA relocation brackets on a non-lowered car can be very beneficial as well. Major improvements in traction are seen after increasing the rear angle of the LCA. This increased downward angle to the rear literally drives the tires into the ground.
4. We recommend installing one bracket at a time. Secure your vehicle on jack stands under the frame of the car in the rear. Do not support the rear itself on jack stands, be sure to use the car frame. Remove a rear tire and unbolt the rear LCA mount and let your LCA swing down.

5. Unbolt the brake line from the rear of the LCA mount and tie it off to the side. Shield the brake lines with tin foil, etc. to protect them from the welding sparks. The LCA brackets are notched in the rear to clear the brake weight (93-97 cars) as much as possible. It may be necessary to shave ~ 1/4" off of the brake weight to allow bracket installation. On 98+ cars you will have to cut off the emergency brake cable bracket, install the Spohn bracket, and then butt weld the brake cable bracket onto the side of the Spohn bracket.
6. Slide the Spohn bracket over the LCA mount on the rear until the top holes in the Spohn bracket are lined up with the mounting holes of the LCA mount on the rear. Install the supplied 7/16" x 4" long bolt through the top hole and place the supplied round spacer inside the OEM bracket. Place the 7/16" bolt through the spacer and secure it with the 7/16" nut. This keeps the OEM mount from squeezing together, since the LCA will no longer be mounted there.
7. Make sure the bracket is sitting flush against the LCA mount on the rear. Then weld the bracket onto the rear mount. Weld across the back, down both sides, and across the top. Basically anywhere you can get a weld onto the bracket, do so. We recommend MIG welding the bracket.
8. Clean up the welds with a sander, and paint the LCA relocation bracket with some rust proofing spray paint. After the paint has dried, reinstall the rear of the LCA at the desired mounting point.
9. Your kit comes with two longer than OEM 12mm bolts and nuts. Use these to mount the rear of the LCA to the brackets.
10. Repeat the above steps for the other side of the car.