

Spohn Performance, Inc.

Part #223 – Adjustable Lower Control Arms – Chrome Moly Rod Ended 1964-1972 GM A-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 nor 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. (Remove and replace one LCA at a time)
4. Install control arms using the jack to help position the rear axle properly. Use the supplied spacers on either side of the rod end. Make the bolts hand tight only at this time. If the spacers are a tight fit, simply sand them down until they fit. (The LCAs ship with the bushing and spacers wire tied in place so you know how they are to be installed).
5. Lower vehicle to regular ride height and tighten all bolts to 72 ft/lbs.
6. One end of the LCA 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 hex at the end of the LCA and turn the LCA clockwise or counter-clockwise to lengthen or shorten the LCA. This will allow you to push your rear front/back.
7. 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 rod end threads and then tighten up the jam nuts on each end of the lower control arm. **Note:** LCAs are shipped to you jig set at stock length.