

Spohn Performance, Inc.

Part# 242 – Tubular Rear Lower Control Arms - Poly Bushings 1959-1964 Chevrolet B-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. With the front wheels securely blocked, raise the rear of the car to an adequate working height, then support the chassis securely with jack stands leaving the differential slightly supported with the jack. Place the jack under the rear axle to support it, but do not lift.

On The Driver's Side:

2. Remove the screw retaining the brake line to the top of the stock rear lower control arm.
3. Unbolt the shock from the rear axle, and pull it clear of the mounting stud.
4. Remove the spring. Only a trained technician should attempt this. USE EXTREME CAUTION! The stock springs are under a heavy stress load and can cause injury if removed improperly.
5. Remove the rear sway bar if your car is equipped with a rear sway.
6. Loosen and remove the hardware attaching the arms to the body and axle. You may have to move the exhaust system to remove the bolt at the front of the arm.
7. The hardware at the rear of the arm is easily accessed and should be removed. Retain the stud for later use. With all of the hardware removed the stock arm should drop out of place.
8. Install the Spohn rear lower control arm into the mounting locations on the frame and axle. Use the stock hardware and the original shock mount stud to secure our arm in place. Do not tighten the hardware until both ends of the arm have been connected to the axle and frame.
9. Reinstall the spring. Only a trained technician should attempt this. Use the welded spring seat stops on the Spohn arm to center and mount the spring.
10. Reattach the brake line to the top of the Spohn arm using the tapped hole on the top of the arm in front of the spring seat. Use the supplied 1/4"-28 x 1/2" long flanged head bolt.
11. Fully tighten the front and rear mounting hardware. Go over all hardware and make sure everything is fully tightened.

On The Passenger's Side

12. Repeat Steps 2-11 on the Passenger's side.
13. Install the rear sway bar if your car is equipped with a rear sway bar and then safely lower the car to the ground.
14. 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 bushings! You only need a couple pumps of grease. Over greasing will cause the bushings to balloon from the pressure and fail.