

**Spohn Performance, Inc.**  
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**Part #743 - Tubular Upper A-Arms- Adjustable Rod Ended  
1993-2002 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 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**

**Tools Required:**

Wrenches and sockets - 12mm, 13mm, 15mm, 18mm, 21mm  
Hydraulic jack and stands  
Grease gun  
Needle nose pliers

**Installation:**

1. Raise vehicle and support with stands. Remove both front wheels/tires.
2. Using a 12mm socket, remove the two caliper retaining bolts and slide the caliper out of the way. There is no need to remove the brake line from the caliper.
3. Unplug the ABS sensor from the back of the hub. Remove the plastic wire retaining clips from the lower A-arm and position the ABS wire out of the way.
4. Using a 13mm wrench and a 15mm socket, remove both bolts/nuts on the lower shock mount.
5. Using needle nose pliers, remove the cotter pins from both the upper and lower ball joints. Remove the upper ball joint nut using a 15mm wrench. Using a pickle fork, knock the upper ball joint loose.
6. Loosen the lower ball joint nut using an 18mm wrench and knock the ball joint loose. Move the spindle/rotor assembly out of the way. If you want to completely remove the spindle, loosen the tie rod nut using an 18mm wrench and knock the tie rod loose.
7. Locate the shock mounting bolts in the engine bay. The rear two are bolts, the front two are studs. Remove the front two nuts using a 15mm wrench and the two rear bolts using a 13mm wrench. Pull the upper a-arm and the shock/spring assembly out of the wheel well.

8. Using a 15mm and an 18mm wrench, loosen the bolts that hold the upper a-arm into the factory mounting bracket. Remove the factory a-arm.

9. If you are re-using your factory upper ball joints, you must grind the factory rivets off of the ball joint and use ¼" bolts to mount it to the Spohn a-arm (new aftermarket ball joints are attached this way as well). Once a ball joint has been installed, keep the ball joint bolts loose, then bolt the Spohn a-arm in to the bracket using the existing mounting hardware. When installing the a-arms, the curved section of the A-arm goes towards the front of the car with the ball joint mounting plate at an upward angle. Tighten the ball joint mounting bolts.

10. We recommend that you take your vehicle for a front end alignment.

**NOTES:**

New heavy duty ball joints are available from Spohn Performance (Part# K6462).

New upper a-arm mounting hardware is available from Spohn Performance (Part # 985).