

Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067

1-888-365-6064 www.spohn.net

Part #704 – Tubular K-Member - 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.

Required Tools:

Jack and jack stands or service lift
Wrenches - 8mm, 10mm, 11mm, 13mm, 15mm, 18mm
Sockets - 10mm, 13mm, 18mm, 21mm
Various ratchet extensions and universal joints
Pry bar
Brass hammer or pickle fork

Note: These instructions are based on an LS1 car install, some steps may not be necessary on an LT1 application.

Installation Procedure:

1. Using an 8mm wrench, remove the positive cable on the battery.
2. Using a 15mm wrench, loosen the serpentine belt tensioner and remove the belt from the alternator.
3. Lift car so that factory k-member is at least 18" from ground. Support car with jack stands under frame rails.
4. Remove front wheels/tires.
5. Using a 13mm socket and wrench, remove the front sway bar.
6. Using an 18mm wrench, remove both power steering lines and cap hoses to prevent fluid loss.
7. Using a 13mm and a 15mm socket, remove all 3 bolts holding the alternator in place, unplug wiring harness, and remove the alternator. This is necessary in order to access the factory motor mount bolt.

8. Support the motor with a jack and a block of wood under the oil pan, or from above with a hoist.
9. Using an 18mm socket and wrench, remove the driver's side motor mount bolt.
10. Using a 13mm socket, remove the two bolts holding the starter in place. Starter may be removed completely or it may hang, suspended by the battery cable.
11. Using a 13mm socket, remove all 4 bolts holding the passenger side motor mount to the motor. This will require a combination of extensions and flexible u-joints in order to access all of the bolts.
12. Remove the cotter pins from both outer tie rod ends. Using an 18mm wrench, loosen both castle nuts until the nut is flush with the top of the stud. Using a brass hammer, tap the castle nut until the tie rod breaks loose from the spindle. This may also be accomplished by using a pickle fork, if available.
13. Using a 15mm wrench and 18mm socket, loosen both rack and pinion mounting bolts. It is not possible to remove the drivers side bolt until the k-member is lowered.
14. Using an 11mm wrench, remove the steering shaft bolt located directly above the rack and pinion.
15. Using a 10mm socket, remove all 4 brake line retaining tab bolts that attach to the side of the k-member.
16. Using a 21mm socket and wrench, remove both lower A-arm mounting bolts for both the drivers and passengers side.
17. Using an 18mm socket, remove all 6 k-member mounting bolts.
18. Lower k-member enough to remove the drivers side rack and pinion bolt. Remove rack and pinion assembly.
19. At this point it may be necessary to utilize a second person. While holding the A-arm assemblies out of the way, lower the k-member out of the car. Take care not to damage any of the brake lines or starter wiring harness when removing the k-member. It is not necessary to remove the brake lines when performing this install.
20. Remove the motor mounts from the stock k-member and install on motor.
21. Lift your Spohn k-member up into the car. This will require aligning multiple points at the same time so, again, additional help will be required. It may be necessary to use a pry-bar in order to align all of the mounting points and position the k-member into place. Install and tighten all six of the supplied mounting bolts and washers.
22. Reinstall the alternator and serpentine belt.
23. Mount the rack and pinion to k-member. Install mounting bolts and tighten.
24. Attach steering shaft to rack and pinion and tighten bolt. There is an additional 11mm bolt at the top of the steering shaft that may also be loosened to allow steering shaft length adjustment, if necessary.

25. Install both motor mount bolts and tighten. This may require using a jack or pry-bar to lift/lower the motor in order to insert the motor mount bolts.
26. Reconnect both power steering lines and tighten.
27. Insert all four a-arm mounting bolts. If vehicle must be driven to an alignment shop, roughly center all mounting points in the adjustment slots and tighten all 4 bolts. If vehicle is at an alignment shop, leave loose until installation is complete.
28. Insert tie rods into spindles and tighten both castle nuts. Insert new cotter pins.
29. Reinstall starter.
30. Re-connect all of your brake lines using the supplied ¼" mounting bolts and nuts. The front brake line (in front of the rack) will push in to the hole using the factory's plastic push tab.
31. The two brake junction boxes (where hard line goes to soft line) will mount re-using the factory bolts. Mount the junction block on the underside of the k-member's mount, the factory bolt will go through the k-member's mounting hole and then thread in to the brake junction box's mounting bracket.
32. Reinstall sway bar.
33. Lower vehicle and reconnect battery.
35. Take to an alignment shop and align the front suspension.

Note: If using factory a-arms it may be necessary to slightly sand the teeth that are on the ends of the a-arm bushings for proper fitment inside of the k-member's a-arm mounts.