Spohn Performance, Inc.

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Part # H-606 - Adjustable Rear Upper Control Arms
1971-1974 GM H-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 a floor jack and place under rear axle to support the rear.

3. Remove the front and rear upper control arm bolts and nuts and remove control arm. The axle may shift slightly rearward. Do one control arm at a time.

4. Install the Spohn upper control arms using the jack to help position the rear axle properly. Install the UCAs onto the car using the supplied spacers on either side of the rod end. If the spacers are a tight fit, simply sand their ends until the assembly fits inside of your mounting brackets. (The UCAs ship with the spacers wire-tied on so you know how they are to be installed) **Note:** UCAs are shipped jig set at stock length. Make the bolts hand tight only at this time. Do one side then do the other side.

5. Lower vehicle to ride height (suspension loaded) and tighten all bolts to 72 ft./lbs.

6. One end of the arm is right hand threaded. To adjust the length of your control arm loosen the jam nut and turn the end in or out to lengthen or shorten the control arm. Once set, tighten the jam nut. Jam nuts are known to work loose over time. To prevent this we recommend that after you have the arms set to your desired length you apply some REMOVABLE strength (Blue) Loctite to the threads and then tighten up the jam nuts.

7. 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 hydraulic pressure inside of the sleeve and they will fail.

Setting Pinion Angle

There are two angles to deal with:

1) Driveshaft angle
2) Pinion angle

You subtract pinion angle from driveshaft angle to get TRUE pinion angle

Here's how you do it:

Using an angle finder place it on the underside of the driveshaft and record the angle indicated.

Next, place the angle finder on the underside of the pinion yoke and record the angle indicated.

Subtract the pinion angle from the driveshaft angle. The result is "TRUE Pinion Angle". In order to apply preload you need negative TRUE pinion angle. Adjust the upper control arm so that the front of the pinion goes down; continue to check each angle until the pinion angle is more degrees down than the driveshaft angle.

We recommend -1 degrees on a mildly modified daily driven car. For high horsepower applications we have gotten the best results with -2 to -3 degrees. There is no reason to run more negative then that, it will actually hurt your performance because it will induce driveline bind. The goal here is 0 degrees pinion angle when under load.