

Spohn Performance, Inc.

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Part# LX-614 – Adjustable Rear Upper Lateral Arms (Front Position) 2005+ Chrysler LX, LC & LD

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, but do not lift.
2. On the driver's side, remove the wheel and then loosen and remove the bolts from the knuckle and the cradle securing the stock rear upper lateral arm (front position).
3. On the driver's side, remove the stock rear upper lateral arm (front position).
4. On the driver's side, install the Spohn rear upper lateral arm (front position) on to the car. Use the factory bolt and nut at the cradle connection and make hand tight only at this time. At the spindle connection use the factory bolt and the supplied flat washer and flanged locking nut and make hand tight only at this time. You may need to use your jack to get proper alignment.

Very Important: Do NOT re-use the factory washer and nut at the spindle connection. You MUST use the flat washer and flanged locking nut that we supplied.

5. Repeat Steps 2-4 on the passenger's side.
6. Re-install both rear wheels and then safely lower the vehicle to the ground.

With the vehicle at ride height – suspension loaded:

7. Tighten the mounting bolts at the spindle connection to 72 ft./lbs.
8. Tighten the mounting bolts at the cradle connection to 63 ft./lbs.
9. Our rear upper lateral arms (front position) shipped jig set at factory length. To make adjustments you'll note that one end of the adjuster is left hand threaded and the other end is right hand threaded. To adjust the length of your rear upper lateral arms (front position) loosen both jam nuts and put a wrench on the hex in the center of the adjuster and turn the adjuster clockwise or counter-clockwise to lengthen or shorten the arm.

10. After you have made any adjustments, tighten the jam nuts. 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 the jam nuts on each end of the adjuster.

11. The bushings come pre-lubed. DO NOT use petroleum-based grease on your bushings! The bushings must be lubricated with synthetic silicone based waterproof grease. These are the manufacturer's recommendations to prevent premature 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.