

Spohn Performance, Inc.

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Part #251 – Tubular Rear Lower Control Arms - Poly Bushings 1965-1970 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 but do not lift.

On The Driver's Side:

2. Remove the screw retaining the brake line to the outside of the stock rear lower control arm. Discard the stock hardware, as you will not be reusing it.

3. Unbolt the shock from the rear axle, and pull it clear of the mounting stud.

4. Remove the coil spring retainer plate from the stock rear lower control arm. **USE EXTREME CAUTION!** There will be nothing holding the spring to the control arm except the weight of the vehicle. Remove the spring. Only a trained technician should attempt this. The stock springs are under a heavy stress load and can cause injury if removed improperly.

5. With the spring removed you may loosen and remove the hardware attaching the control arm to the body and axle. Use a wrench in the access hole at the front of the control arm in the frame to reach the connecting hardware. You may have to move the exhaust system to remove the bolt at the front of the arm.

6. The hardware at the rear of the control arm is easily accessed and should be removed. With all of the hardware removed the stock control arm should drop out of place.

7. Install the Spohn rear lower control arm into the mounting locations on the frame and axle. Use the stock hardware 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.

On The Passenger's Side:

Repeat Steps 2-7 on the Passenger's side.

8. Reinstall both springs. Only a trained technician should attempt this. Use the welded spring seats on the Spohn control arms to center and mount the springs.

9. On both Spohn rear lower control arms place the round spring retainer plate on top of the bottom of the spring once it is centered on the LCA's spring seat. Use the provided 1/2" hardware to hold the plate down. The bolt should be placed through the bottom of the LCA and the nut should be on top of the retainer plate. Fully tighten the hardware. The plate will deform to fit each spring individually as it is tightened down.

10. Reinstall both shocks onto the mounting studs and fully tighten.

11. Reattach the brake line to the outside of the Spohn control arm using the tapped hole on the outside of the control arm. Use the supplied 1/4"-28 x 1/2" long flanged head bolts.

12. Fully tighten the front and rear mounting hardware. Go over all hardware and make sure everything is fully tightened.

13. Use a jack to remove the jack stands and then safely lower the vehicle to the ground. Your installation is complete.

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 hydraulic pressure inside of the sleeve and they will fail.