

# Spohn Performance, Inc.

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## Part #503 – Sub-Frame Connectors 1982-1992 GM F-Body – T-Top/Hard Top cars Only

### **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. Your car must be at "ride height" before installing the SFCs. Place your front tires up on ramps. Then jack up the rear of the car and place jack stands under the rear housing (not the frame). Your car is now at ride height (suspension loaded). If using a drive on lift, you are at ride height. If using a frame lift, do the following. Place the front lift arms under the front a-arms beneath the ball joint. Keep the rear lift arms under the frame of the car. When vehicle is raised to desired height, place screw jacks underneath the rear housing. Lower the lift just enough to place the vehicle weight onto the rear housing = ride height.
2. We'll start with the easier side - **the driver's side**. Unbolt the front of the rear lower control arm and let it hang down. (Install one SFC at a time to avoid headaches!) The SFC for the driver's side is the SFC that is one straight piece of tubing with no bends in it. Hold the SFC up under the rocker panel and line up the rear of the SFC's mounting hole with the LCA's front mount hole.
3. Now swing up the front of the SFC so it is flush against the floor of the car. Place a jack under the front of the SFC and put enough pressure against the SFC so that it is pressed firmly against the underside of the car.
4. We recommend placing a 1" long MIG weld every 4"-6" the entire length of the SFC along the outer rocker panel lip. If you have the powder coated version, you may want to mark where each weld will be with a marker, and then remove the SFC and sand the powder coating off of the SFC where the welds will be. Fully weld around the rear mounting plate and around the front end of the SFC to the subframe.
5. Installing the "Y" piece on the driver's side. The driver's side Y piece is the shorter of the two short pieces you have received. Place the notched (fish eye) end against the main SFC shaft and the angle cut end against the side of the front subframe in the area of the transmission crossmember. The Y-piece should be tight against the floor on the underside of the car. Weld the Y-piece into place.

6. **The passenger's side.** Repeat #2, #3, and #4 instructions on the passenger's side. Use the slotted hole in the rear mounting plate to position the SFC fore/aft until the front end of the SFC is butted tight against the front subframe hump (just behind the front wheel well area).

7. It may be necessary to adjust your exhaust system to allow proper clearance between your y-pipe and the SFC's main shaft. To do this, loosen all the connections from the y-pipe to your manifolds/headers, and to your CAT. Then position the y-pipe to a point where there is adequate clearance between your exhaust and the SFC. Brace the exhaust in that position (or have someone hold it there) and re-tighten all of your exhaust connections.

8. Installing the "Y" piece on the passenger's side. The "Y" piece for the passenger's side is the longer of the two short pieces you received. The reason we keep the Y pieces loose is to allow for an easier install, and to allow you to position the passenger's side Y piece with adequate clearance from your CAT and exhaust. Every car and exhaust is different, so keeping these loose allows you to position them in the best way for your set-up. On the passenger's side you want to **lay the Y piece on TOP** of the main SFC shaft (not butted against the side like the driver's side Y piece was). Position the end of the Y piece so it is butted flush against side of the subframe in the area of the transmission crossmember. The Y piece should be as close to the floor pan as possible to allow maximum CAT clearance. (On some cars it may be necessary to remove the CAT heat shield).

Installation pictures can be viewed at [www.spohn.net](http://www.spohn.net), type 503 in to the search field.