

Spohn Performance, Inc.

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Part #504 – Subframe Connectors 1993-2002 GM F-Body (Will not fit convertibles)

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.

Notice: Disconnect the vehicle's battery before performing any welding!

INSTRUCTIONS

1. Your car must be at "ride height" before installing the SFCs. You can accomplish this by using a drive on lift. If a drive on lift is not available, then do the following. 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).
2. 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 has the smaller front mounting plate. 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. Place the LCA mounting bolt through the SFC and the LCA mount to hold the SFC in place. (Do not put the front of the LCA back in the mount, when you weld this area it will melt the LCA bushing!)
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.

93-97 LT1 Cars: On LT1 cars only you will need to pull the black plastic fuel line holding clip out of the subframe and then remove the clip from the fuel lines. Let the fuel lines hang down and out of the way of the SFC mounting plate. When performing welding be sure to shield the plastic fuel lines from any welding sparks. After SFC installation hold the fuel lines back in to their original mounting place and secure them to the SFC with a wire tie run through the small hole in the front left corner of the SFC's front mounting plate.

4. Using a marker, mark the SFC and the areas on the car that will be welded. Remove the SFC and sand the powder coating off the SFC at the areas to be welded, and sand the paint off the areas on the car where it will be welded. You want to weld around the front and rear mounting plates wherever possible. Optionally, you may weld the SFC tube along its length to the floor pan. If you choose to do this, you must lift the carpet or the welding to the floor pan will burn it.

5. **Passenger's side.** Repeat #2, #3, and #4 instructions on the passenger's side.

You can see pictures of the SFCs installed at www.spohn.net

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