

Spohn Performance, Inc.

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Turbo 400 & 200-4R Transmission Crossmember 1982-1992 GM F-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

- Raise your vehicle on a lift. If you do not have access to a vehicle lift, we recommend the following procedure. Drive the front wheels of your car up and on to a set of ramps. Jack the rear of the car up with a jack and place jack stands under the rear end housing. You want the weight of the vehicle on the ramps and the rear end housing so the car is at ride height.
- Place a transmission jack under the transmission and put slight pressure against the transmission pan to support the transmission at its current position. If you do not have access to a transmission jack, you can use a floor jack with a block of wood. Now remove the transmission crossmember (if still installed).
- Install the Spohn transmission crossmember re-using the factory mounting bolts, make the (4) subframe mounting bolts hand tight only at this time. Once in place, line up the transmission mount bushing with the two mounting holes in our crossmember and install the supplied 7/16" x 2.5" bolts and lock washers. It is not uncommon for the transmission to pull to the left and you will need to use a pry bar to move it to the right to line up properly with the crossmember mounting holes. **Note:** If you're using a stock type replacement transmission mount bushing that has a male stud hanging out of it, you can not use this type of transmission mount with our crossmember. We recommend using a polyurethane transmission mount, or if you want to stay with rubber, get a transmission mount for a 1965 Chevelle (available from any local auto parts store), this transmission mount bushing uses two bolts just like a polyurethane transmission mount does.
- Tighten the four bolts that secure the transmission crossmember to the subframe of the car.
- Tighten both transmission mount bolts.