

Spohn Performance, Inc.

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Part #738 – “Pro-Drag” Front Coil Over Kit 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

1. Raise vehicle and support with stands. Remove both front wheels/tires.
2. Follow your service manual guidelines for removal of the stock front coil springs. (Working with springs is dangerous and should only be performed by an experienced mechanic).
3. With the stock front coil springs removed, support the a-arm with a jack.
4. Disconnect the top of the strut from the upper strut mount. Lower the a-arm until you are able to let the top of the strut swing out of the wheel well.
5. Remove the strut mount retainers. **Before doing this**, draw a line around your upper strut mounts. This will allow you to position your new upper strut mounts correctly when we re-install them later.

6. Installing the threaded coil over sleeve on to the strut:

We want to note a few things about this. Many struts have a small ring spot welded to the top of the strut housing, this will hinder the installation of the coil over sleeve. If your strut has this ring you will need to remove it from the strut. This is done easiest with the strut removed from the spindle. They are generally installed with three small spot welds, simply take a punch and hammer and knock the ring off of the strut housing, it will pop right off. Use a file to remove any sharp edges or weld splatter from this area.

Our research has shown that the o.d. of a thirdgen strut housing will vary from as small as 2.14" to as big as 2.20" depending on the brand of the strut. Our threaded coil over sleeves have a 2.21" i.d. to allow installation on any brand strut. If the sleeve is a little loose of a fit on your strut, you can wrap your strut housing with duct tape or racer's tape to provide for a snug fit.

Slide the coil over sleeve over the strut until it is firmly seated at the base of the strut housing. Keep the adjustable spring seat adjusted towards the bottom of the sleeve.

7. Place a thrust washer on the base of the spring adjuster seat, then place a Torrington thrust bearing on top of the washer, and finally place a thrust washer on top of the bearing (washer, bearing, washer).

8. Slide the coil over spring over the strut and down on to the washers/bearings on the seat of the spring adjuster.

9. Place the ¼" plate on to the underside of the strut tower. You will note that one edge of the plate has a small "V" cut in to it, the "V" faces the engine bay.

10. Place the strut mount retainer underneath the ¼" plate.

11. Position your new upper strut mount, then install the supplied bolts, washers, and nuts (bolt, flat washer, plate, strut mount, flat washer, nut). You want to install the bolts from the underside of the strut tower, through the plate and strut mount and install the nuts on the top of the strut mounts.

12. Re-align your upper strut mounts to the line you drew around them earlier and then tighten the three nuts.

13. Place a thrust washer, Torrington thrust bearing, and then another thrust washer on top of the spring (washer, bearing, washer). Hold in place with a piece of scotch tape wrapped around the spring.

14. Swing your strut back inside the wheel well. While guiding the top of the strut shaft and the spring, jack up the a-arm until the strut shaft is through the strut mount and re-install the top strut mounting nut. Tighten the nut. Make sure the spring, washers, and bearing are properly positioned and seated around the coil over mounting hat on the underside of the strut mount.

15. Once both sides have been installed, re-install the wheels and lower the car to the ground. With the car in neutral, roll the car front and back several times to properly seat the springs.

16. Using the supplied spanner wrench, adjust the spring seat until you have achieved the desired ride height. Whenever an adjustment has been made, roll the car as above to seat the springs properly. Once you have the setting you desire, tighten the spring seat adjuster's set screw with an allen wrench. You will note that adjustments can be made with the suspension loaded, however, if you jack the car up until the tire is off the ground and then do your adjustments, it is much easier, and can normally be turned by hand.

17. Take your car for a front end alignment.