

Spohn Performance, Inc.

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Part #971 – LSX Swap Motor Mount Bushing Stands

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 – 1982-1992 GM F-Body

The mounts are marked on the bottom side LEFT (driver's side) and RIGHT (passenger's side). If installing on the factory frame line the front two holes on the mount with the rear two holes in the frame. The third hole must be drilled in to the frame. One brake line may have to be slightly bent out of the way.

If installing in a 1982-1992 GM F-Body with a Spohn Part #703 tubular k-member with Part #703-LSX motor mount pads installed you will line the four holes in the mount up with the four holes in the k-member's motor mount pads.

INSTRUCTIONS – 1970-1981 GM F-Body & 1978-1987 GM G-Body

The mounts are marked on the bottom side LEFT (driver's side) and RIGHT (passenger's side). Connect your transmission mount to the transmission crossmember. Then connect the motor mounts to the engine and mark and drill the holes required in the frame.

Note: These are designed to be used with the motor mount bushings from a 1998-2002 GM F-Body. These are available from Spohn Performance, Part #GM-LSXMTRMT

If using a different transmission than OEM you will need to use a transmission swap crossmember that properly locates the transmission.