

Spohn Performance, Inc.
494 E Lincoln Ave Myerstown, PA 17067
1-888-365-6064 www.spohn.net

Part # D00-09-209 – Adjustable Length Front Lower Control Arms
2000-2001 Dodge Ram 1500 & 2000-2009 Dodge Ram 2500 & 3500

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

Adjustment Notes: These Spohn adjustable front lower control arms ship jig set at the factory length of 18.50" center-center. If you are lifted, you will need to lengthen the control arms. This can be done on the truck using our double adjuster, but it will be easier to get them set close to the proper length before installing them. If you are lifted 1"-3" we recommend setting them to 19.00" center-center and if you are lifted 4"-6" we recommend setting them to 19.50" center-center.

One end of the adjuster is left hand threaded and the other end is right hand threaded. To adjust the length of your control arms loosen both jam nuts and put a wrench on the adjuster's center hex and turn it clockwise or counter-clockwise to lengthen or shorten the control arm. Once set, tighten the jam nuts.

Jam nuts are known to work loose over time. To prevent this, we recommend that after you have the control arms installed on the truck and set to your desired length you apply some REMOVABLE strength (Blue) Loctite® to the threads and then tighten up the jam nuts on each end of the adjuster.

1. Lift the front of the vehicle and place jack stands under the frame and remove the front wheels.
2. It is best to remove and re-install one control arm at a time.
3. The front position control arm bolt is an adjustable cam bolt and cam washer. Make a mark on the truck so that you can line up the cam washer when re-installing.
4. Remove the bolts from each end of the control arm and remove the control arm. It is VERY common that the front position cam bolt will be rusted fast to the bolt sleeve inside the of the bushing in the control arm. In most cases the front bolt will need to be cut or burned off for removal.
5. Clean the inside of the truck's control arm mounting brackets. Some lightly applied grease will aid in re-assembly.
6. Install the Spohn control arm, offset to the inside of the truck (for more tire clearance at full steering lock). Use the factory bolt and nut in the rear position and the supplied cam bolt, cam washer, and lock nut in the front position. Install the Spohn cam bolts with the nut on the outside of the control arm mount as shown in **Image 1** below. Make the bolts hand tight only at this time.
7. Repeat on the other side of the truck to install the other control arm.
8. Safely lower the truck to the ground – at ride height - suspension fully loaded. This is VERY important since these Spohn control arms use factory style rubber bushings. Do NOT tighten the bolts with the suspension hanging or the bushings will be pre-loaded and fail prematurely.
9. Tighten all bolts to 210 ft./lbs.
10. You should get a front end alignment as soon as possible.

Image 1



Driver's side shown. The nut goes on the outside.

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Part # D03-13-604 – Adjustable Length Front Upper Control Arms
2003-2013 Dodge Ram 2500 & 2003-2012 Dodge Ram 3500

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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

Adjustment Notes: These Spohn adjustable front upper control arms ship jig set at the factory length of 16.625" center-center. If you are lifted, you will need to lengthen the control arms. This can be done on the truck using our double adjuster, but it will be easier to get them set close to the proper length before installing them. If you are lifted 1"-3" we recommend setting them to 17.125" center-center and if you are lifted 4"-6" we recommend setting them to 17.625" center-center.

One end of the adjuster is left hand threaded and the other end is right hand threaded. To adjust the length of your control arms loosen both jam nuts and put a wrench on the adjuster's center hex and turn it clockwise or counter-clockwise to lengthen or shorten the control arm. Once set, tighten the jam nuts.

Jam nuts are known to work loose over time. To prevent this, we recommend that after you have the control arms installed on the truck and set to your desired length you apply some REMOVABLE strength (Blue) Loctite® to the threads and then tighten up the jam nuts on each end of the adjuster.

1. Lift the front of the vehicle and place jack stands under the frame and remove the front wheels.
2. It is best to remove and re-install one control arm at a time.
3. Remove the bolts from each end of the control arm and remove the control arm.
4. Clean the inside of the truck's control arm mounting brackets. Some lightly applied grease will aid in re-assembly.
5. Grease the outside face of the polyurethane bushings on the Spohn control arm. Install the Spohn control arm re-using the factory bolts and nuts. Make the bolts hand tight only at this time. See **Image 1** below.
6. Repeat on the other side of the truck to install the other control arm.
7. Safely lower the truck to the ground – at ride height - suspension fully loaded.
8. Tighten all bolts to 136 ft./lbs.
9. You should get a front end alignment as soon as possible.

Note: The polyurethane bushings come pre-lubed. DO NOT use petroleum-based grease on your poly bushings! Poly bushings must be lubricated with synthetic silicone based waterproof grease. These are the manufacturer's recommendations to prevent pre-mature bushing wear, and will keep things "squeak-free". You can order this grease from Spohn Performance using our SKU 902.

Do not over grease the bushings! You only need a couple pumps of grease. Over greasing will cause the bushings to balloon from the hydraulic pressure inside of the sleeve and they will fail.

Image 1



Driver's side shown. The nut goes on the outside.