

SPOOHN

PERFORMANCE Chassis
Suspension
Drivetrain



1-888-365-6064



GM

F-Body • G-Body
A-Body • S-10 (2WD)
B-Body • H-Body
TrailBlazer • G8 •
GTO • SUV

Ford

Mustang • Galaxie
• Torino • Ranchero

Chrysler & Ram

Truck • Challenger • Charger • 300C

SPOHN

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Spohn Performance

Spohn Performance, Inc. is located in the scenic farm country of Lebanon County, Pennsylvania.

Our goal is to construct quality high performance components, and offer them to consumers at a fair price. Our entire operation revolves around that key word: Quality. We don't just say it, we practice it; all day, every day. When we do something, we do it right, or we don't do it! Our attention to detail is what has built our solid reputation, and is the reason for our continued growth and success. We realize you have many choices and sincerely appreciate your consideration of Spohn products.

Since 1999 we have committed our efforts to the design and manufacture of chassis, suspension and drivetrain systems that deliver the highest level of quality, performance and value. Our team of highly skilled craftsmen and fabricators take pride in their work.

We look forward to serving you, please feel free to contact us with any questions that you may have about our products and services.



1982-2002 GM F-Body

Suspension

Rear Lower Control Arms

All of our LCAs outperform the flexible, stamped steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
--------	-------------

- | | |
|--------|---|
| 201 | - Lower Control Arms - Tubular with Poly Bushings |
| 202 | - Lower Control Arms - Boxed with Poly Bushings |
| 204 | - Lower Control Arms - Tubular Adjustable with Poly Bushings |
| 205 | - Lower Control Arms - Tubular Adjustable with Del-Sphere Pivot Joints |
| 206 | - Lower Control Arms - Tubular Adjustable with Spherical/Poly Combo |
| 207 | - Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo |
| 203 | - Lower Control Arms - Tubular Adjustable with Spherical Rod Ends |
| 203-OS | - Lower Control Arms - Tubular Adjustable with Spherical Rod Ends- Offset Spacers |



Rear LCA Relocation Brackets

Repositions your instant center by lowering your control arm angle for increased traction and anti-squat. Lowers rear of control arm up to 3". This product is a must for lowered vehicles to correct your suspension geometry. Lowering your vehicle alters the LCA angle putting the rear of the LCA higher than the front of the LCA, this causes massive wheel hop and traction loss.

Part#	Description
-------	-------------

- | | |
|-------|---|
| 210-S | - Rear LCA Relocation Brackets - Stock, Strange, Currie Rear Ends |
| 210-M | - Rear LCA Relocation Brackets - Moser Rear Ends |

Panhard Bars

Replace the factory's weak, stamped steel, flexible panhard bar with one of our heavy duty set-ups! Greatly increases rear's lateral stability.



4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
--------	-------------

- | | |
|-----|---|
| 101 | - Panhard Bar - Tubular with Poly Bushings |
| 104 | - Panhard Bar - Tubular Adjustable with Poly Bushings |
| 106 | - Panhard Bar - Tubular Adjustable with Spherical/Poly Combo |
| 103 | - Panhard Bar - Tubular Adjustable with Spherical Rod Ends |
| 105 | - Panhard Bar - Tubular Adjustable with Del-Sphere Pivot Joints |
| 107 | - Panhard Bar - Tubular Adjustable with Del-Sphere/Poly Combo |
| 983 | - Panhard Bar Mounting Hardware Kit |



section of part # 106

1982-2002 GM F-Body

Transmission Mounted Adjustable Torque Arm

Replace your flimsy factory torque arm with a durable Spohn tubular version and put the power where it belongs - the pavement! Built from 1.25" x .120" tubing with a heavy-duty 3/8" rear mounting bracket. Bolts directly in place of factory torque arm using all factory mounting locations. Requires no welding or drilling. Equipped with an adjuster for changing pinion angle and a new, low deflection polyurethane front bushing.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but torque arm is constructed entirely from 1.25" x .095" 4130N chrome moly tubing.



Part #	Description
399	Tubular Adjustable Torque Arm - Transmission Mounted
982	Torque Arm Rear Mounting Hardware Kit
HF-34214	Angle Finder

part #399

1993-2002 GM F-Body

Crossmember Mounted Adjustable Torque Arms

If you want serious performance, handling, and traction when you're at the dragstrip, AutoX, or road racing; then you need a Spohn Performance fully adjustable torque arm, here's what it'll do:

- Attaches to the rear axle and controls rear end torque during acceleration, transferring this energy into the tires, increasing straight line traction
- Reduces nose-dive during braking
- Eliminates wheel hop
- Increases side bite during corner exit acceleration
- Bolt-on system does not require complete interior removal as with other kits
- No fabrication, welding or drilling required - 100% bolt-in installation!
- Removes the torque arm pivot point from the rear of the transmission to the supplied crossmember
- Changes the instantaneous center and leverage point from stock
- Provides adjustable pinion angle
- Poly version utilizes polyurethane front mount to keep noise at a minimum
- Rod ended version utilizes an extra high strength chrome moly spherical rod end with Teflon® self lubricating race for those who demand the best in bind-free performance and strength
- Del-Sphere front mount version utilizes a Del-Sphere pivot joint for those who demand no bushing deflection and the best in street-friendly bind-free performance and strength

We offer the option of getting your torque arm with a front and rear driveshaft safety loop. NHRA rules call for a front driveshaft safety loop to prevent catapulting of the vehicle in the event of a front u-joint or shaft failure. While a rear u-joint or shaft failure will not catapult the vehicle, it will take out anything in it's way, ie. rears, suspension components, brake lines, floor boards, etc. Protect yourself, and your investments, and play it safe by containing the front and the rear of the driveline.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but torque arm is constructed entirely from 1.25" x .095" 4130N chrome moly tubing.



part #405

Part #	Description
402	Std. Duty Spohn Torque Arm - Std. Exhaust
402-PS	Pro-Series Spohn Torque Arm - Std. Exhaust
405	Std. Duty Tubular Adjustable Torque Arm - Long Tube Headers/Y-Pipe
405-PS	Pro Series Tubular Adjustable Torque Arm - Long Tube Headers/Y-Pipe
982	Torque Arm Rear Mounting Hardware Kit
CM	Upgrade to spherical rod end
DS	Upgrade to Del-Sphere Pivot Joint
HF-34214	Angle Finder

1982-1992 GM F-Body

Transmission Crossmember Mounted Adjustable Std. Duty Torque Arms

If you want serious performance, handling, and traction when you're at the dragstrip, AutoX, or road racing; then you need a Spohn Performance fully adjustable torque arm, here's what it'll do:

- Attaches to the rear axle and controls rear end torque during acceleration, transferring this energy into the tires, increasing straight line traction
- Reduces nose-dive during braking
- Eliminates wheel hop
- Increases side bite during corner exit acceleration
- Bolt-on system does not require complete interior removal as with other kits
- No fabrication, welding or drilling required - 100% bolt-in installation!
- Removes the torque arm pivot point from the rear of the transmission to the supplied crossmember
- Changes the instantaneous center and leverage point from stock
- Provides adjustable pinion angle
- Poly version utilizes polyurethane front mount to keep noise at a minimum
- Rod ended version utilizes an extra high strength chrome moly spherical rod end with Teflon® self lubricating race for those who demand the best in bind-free performance and strength
- Del-Sphere front mount version utilizes a Del-Sphere pivot joint for those who demand no bushing deflection and the best in street-friendly bind-free performance and strength



We offer the option of getting your torque arm with a front and rear driveshaft safety loop. NHRA rules call for a front driveshaft safety loop to prevent catapulting of the vehicle in the event of a front u-joint or shaft failure. While a rear u-joint or shaft failure will not catapult the vehicle, it will take out anything in it's way, ie. rears, suspension components, brake lines, floor boards, etc. Protect yourself, and your investments, and play it safe by containing the front and the rear of the driveline.

NOTE: Do not get a rear driveshaft safety loop if your car is lowered.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but torque arm is constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
301	- Tubular Adjustable Torque Arm - 700R4/T-5 Transmission
310	- Tubular Adjustable Torque Arm - TH350 Transmission
304	- Tubular Adjustable Torque Arm - TH400 Transmission
315	- Tubular Adjustable Torque Arm - T-56 (from a 93-97 F-Body) Transmission
318	- Tubular Adjustable Torque Arm - Powerglide Transmission
307	- Tubular Adjustable Torque Arm - 200-4R Transmission
320	- Tubular Adjustable Torque Arm - Tremec 3550/TKO/500/600 Transmission
322	- Tubular Adjustable Torque Arm - Tremec Aftermarket T-56 Transmission
324	- Tubular Adjustable Torque Arm - T-10 / Muncie 4 Speed Transmission
328	- Tubular Adjustable Torque Arm - Richmond 6 Speed Transmission
330	- Tubular Adjustable Torque Arm - "LSX" Swap 4L60E Transmission
332	- Tubular Adjustable Torque Arm - "LSX" Swap T-56
982	- Torque Arm Rear Mounting Hardware Kit
974	- Transmission Crossmember Mounting Hardware Kit
CM	- Upgrade to spherical rod end
DS	- Upgrade to Del-Sphere Pivot Joint
HF-34214	- Angle Finder



1982-1992 GM F-Body

Transmission Crossmember Mounted Adjustable Pro Series Torque Arms

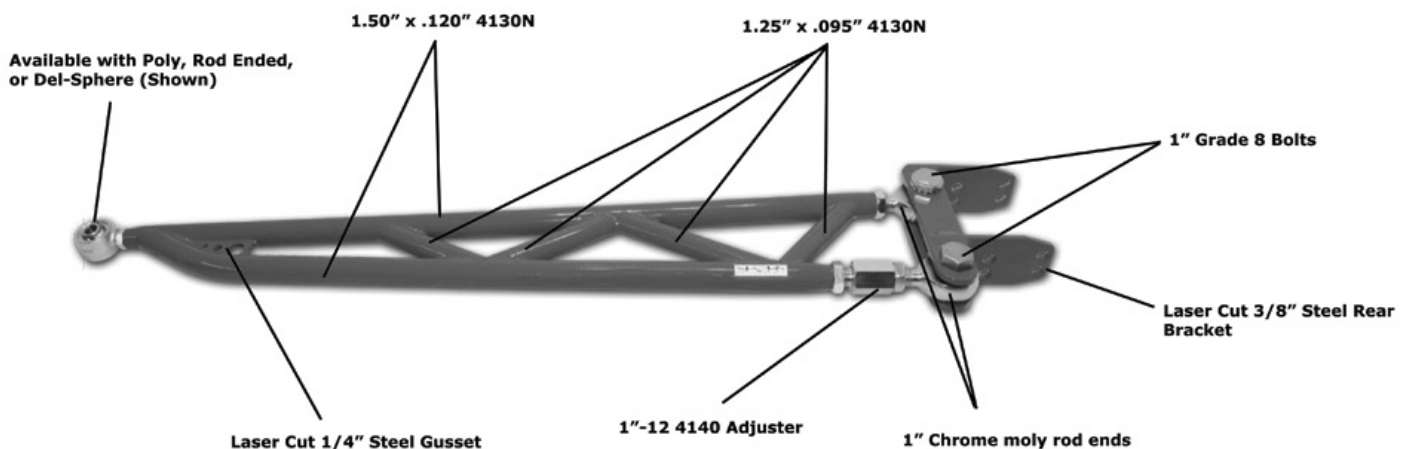
Spohn Pro-Series torque arms are the strongest and hardest hooking torque arms on the market. If you need bullet-proof strength, serious performance, improved handling, and pavement digging traction when you're at the dragstrip, AutoX, or road racing; then you need a Spohn Performance Pro-Series torque arm, here's what it'll do:

- Attaches to the rear axle and controls rear end torque during acceleration, transferring this energy into the tires, increasing straight line traction
- Reduces nose-dive during braking
- Eliminates wheel hop
- Increases side bite during corner exit acceleration
- Bolt-on system does not require complete interior removal as with other kits
- No fabrication, welding or drilling required - 100% bolt-in installation!
- Removes the torque arm pivot point from the rear of the transmission to the supplied crossmember
- Changes the instantaneous center and leverage point from stock
- Provides adjustable pinion angle

We offer the option of getting your torque arm with a front driveshaft safety loop: NHRA rules call for a front driveshaft safety loop to prevent catapulting of the vehicle in the event of a front u-joint or driveshaft failure. Protect yourself, and your investment, and play it safe by containing the front of the driveline.

Part # Description

- 301-PS** - Tubular Adjustable Torque Arm - 700R4/T-5 Transmission
- 310-PS** - Tubular Adjustable Torque Arm - TH350 Transmission
- 304-PS** - Tubular Adjustable Torque Arm - TH400 Transmission
- 315-PS** - Tubular Adjustable Torque Arm - T-56 (from a 93-97 F-Body) Transmission
- 318-PS** - Tubular Adjustable Torque Arm - Powerglide Transmission
- 307-PS** - Tubular Adjustable Torque Arm - 200-4R Transmission
- 320-PS** - Tubular Adjustable Torque Arm - Tremec 3550/TKO/500/600 Transmission
- 324-PS** - Tubular Adjustable Torque Arm - T-10 / Muncie 4 Speed Transmission
- 328-PS** - Tubular Adjustable Torque Arm - Richmond 6 Speed Transmission
- 330-PS** - Tubular Adjustable Torque Arm - "LSX" Swap 4L60E Transmission
- 332-PS** - Tubular Adjustable Torque Arm - "LSX" Swap T-56
- 982** - Torque Arm Rear Mounting Hardware Kit
- 974** - Transmission Crossmember Mounting Hardware Kit
- CM** - Upgrade to spherical rod end
- DS** - Upgrade to Del-Sphere Pivot Joint
- HF-34214** - Angle Finder



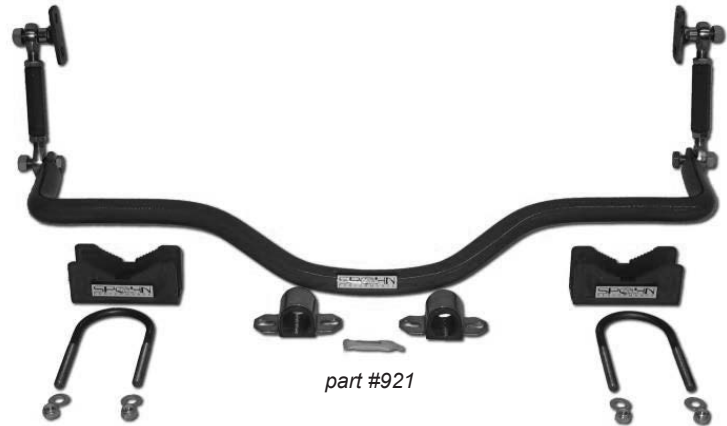
1982-2002 GM F-Body

Sway Bars

Our Pro-Series rear anti-roll bar eliminates torque steer and body roll during hard launches and will drastically improve consistency and stability going down the track.

Part #	Description
921	Spohn Pro-Series Rear Drag Sway Bar

Spohn Performance sway bars are the single biggest handling improvement you can make. Dramatically reduces body roll and increases cornering capability. Don't skimp on the foundation of your suspension!



Eliminates body roll encountered when adding lowering springs. Spohn Sway Bars are larger & stronger solid 4140 chrome moly sway bars to reduce body roll and provide predictable handling. Our bar stock is 4140 chrome moly heat treated spring grade steel. The bars are entirely heat formed and coined as one piece. We put our bars through this extensive process to insure that the final product will be the strongest, most durable bar on the market, and that it will be the most resistant to form alteration. Most aftermarket anti-sway bars are cold-bent, making them weaker at the bends, and more vulnerable to shape alteration.

Sway bar sets include polyurethane bushings and end links, everything you need for installation and maximum performance!

Part #	Description
923	Sway Bars Set - 1982-1992 F-Body - 34mm Front/25mm Rear
924	Sway Bars Set - 1993-2002 F-Body - 32mm Front/22mm Rear
923-Front	Sway Bar - 1982-1992 - 34mm Front
923-Rear	Sway Bar - 1982-2002 - 25mm Rear
924-Front	Sway Bar - 1993-2002 - 32mm Front
924-Rear	Sway Bar - 1982-2002 - 22mm Rear
901	Aftermarket Rear - Sway Bar Installation Kit - 1982-2002
989	Front Sway Bar Bushing Hardware Kit - 1982-1992



1982-1992 GM F-Body

Tubular Front Lower A-Arms

Spohn Performance's front control arms set a new, higher standard of performance and quality. When we designed our a-arms, we had two goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, the second was to provide the strength and durability required for the demands of a daily driven vehicle. We're proud to say that we have accomplished both. Spohn front control arms are a true "A" arm rather than a "V" arm. This provides maximum rigidity and equalizes forces delivered in to the k-member. Spohn control arms are gusseted in critical areas to ensure that a weld never breaks. They decrease overall weight, and more importantly - "unsprung" weight. Priced per pair -- Qty. 1 = 1 Pair (Includes ball joints)

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
731	- Tubular Front Lower A-Arms - Bushings - Coil-Over Style
732	- Tubular Front Lower A-Arms - Bushings - Spring Boxes
733	- Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Coil-Over Style
733-DS	- Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joints- Coil-Over Style
734	- Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Spring Boxes
734-DS	- Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joints - Spring Boxes
980	- Front Lower A-Arm Mounting Hardware Kit



1993-2002 GM F-Body

Tubular Front Lower A-Arms

Spohn Performance's front control arms set a new, higher standard of performance and quality. When we designed our a-arms, we had two goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, the second was to provide the strength and durability required for the demands of a daily driven vehicle. We're proud to say that we have accomplished both. Spohn front control arms are a true "A" arm rather than a "V" arm. This provides maximum rigidity and equalizes forces delivered in to the k-member. Spohn control arms are gusseted in critical areas to ensure that a weld never breaks. They decrease overall weight, and more importantly - "unsprung" weight. Priced per pair -- Qty. 1 = 1 Pair (Includes ball joints)

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
741	- Tubular Front Lower A-Arms with Spherical Rod Ends
745	- Tubular Front Lower A-Arms with Del Sphere Pivot Joints
987	- Front Lower A-Arm Mounting Hardware Kit
BS-4	- Front Bump Steer Kit



1993-2002 GM F-Body

Tubular Front Upper A-Arms

Spohn Performance's front upper control arms set a new, higher standard of performance and quality. When we designed our upper a-arms, we had two goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, the second was to provide the strength and durability required for the demands of a daily driven vehicle. We're proud to say that we have accomplished both. They decrease overall weight, and more importantly - "unsprung" weight.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Delrin - Now available with CNC machined Delrin bushings. A true heavy duty Delrin bushing CNC machined from 1.5" o.d. Delrin!

NOTE: The stock upper a-arms have ball joints installed with heavy duty rivets. You can grind off the rivets and then install the ball joints on to our upper a-arms (use our #986 hardware kit). Optionally, we can supply our tubular upper a-arms with new heavy duty ball joints installed.

Priced per pair -- Qty. 1 = 1 Pair

Part #	Description
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742	Tubular Front Upper A-Arms with Bushings
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742-DEL	Upgrade 742 to Delrin Bushings
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743	Tubular Adjustable Front Upper A-Arms with Spherical Rod Ends
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985	Front Upper A-Arm Mounting Hardware Kit
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986	Upper Ball Joint Mounting Hardware Kit
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K6462	Install Ball Joints on Upper A-Arms
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1982-2002 GM F-Body

Hardware Kits

Part #	Description
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981	Rear LCA Mounting Hardware Kit - 1982-1997
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982	Torque Arm Rear Mounting Hardware Kit - 1982-2002
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983	Panhard Bar Mounting Hardware Kit - 1982-2002
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985	Front Upper A-Arm Mounting Hardware Kit - 1993-2002
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986	Upper Ball Joint Mounting Hardware Kit - 1993-2002
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987	Front Lower A-Arm Mounting Hardware Kit - 1993-2002
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974	Transmission Crossmember Mounting Hardware Kit - 1982-1992
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989	Front Sway Bar Bushing Hardware Kit - 1982-1992
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980	Front Lower A-Arm Mounting Hardware Kit - 1982-1992
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980	Rear LCA Mounting Hardware Kit - 1998-2002
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988	Strut to Spindle Mounting Hardware Kit - 1982-1992
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970	LSX motor mount hardware kit
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1982-2002 GM F-Body

Front Suspension & Steering

Part #	Description
E-FRTKIT-8292-1	Front End Rebuild Kit
953	Fabricated Spherical Upper Strut Mounts
952	Strut Mount Retainers (87-92 Style)
984	Spohn Extreme Duty Tie Rod Adjusters
FSI-8292F	Front Upper Spring Isolators
K6145T	Heavy Duty Front Lower Ball Joint
BS-1	Front Bump Steer Kit
BS-4	Front Bump Steer Kit w/ Stock Rack
BS-4-MR	Front Bump Steer Kit w/ Pinto Rack

1982 -1992 Front Coil-Over Kits

Part #	Description
737	"Pro-Tour" Front Coil Over System
738	"Pro-Drag" Front Coil Over System
737-QS	"Pro-Tour" Front Coil Over System with QA1 SA struts.
737-QR	"Pro-Tour" Front Coil Over System with QA1 R struts.
737-QD	"Pro-Tour" Front Coil Over System with QA1 DA struts.
738-QS	"Pro-Drag" Front Coil Over System with QA1 SA struts.
738-QR	"Pro-Drag" Front Coil Over System with QA1 R struts.
738-QD	"Pro-Drag" Front Coil Over System with QA1 DA struts.



part #737

1982-2002 GM F-Body

Rear Coil-Over Kits

Part #	Description
736-QSA	Rear Coil Over Kit - QA1 Single Adjustable Shocks
736-QDA	Rear Coil Over Kit - QA1 Double Adjustable Shocks



part #EIB-93397-Pro-V8

Springs

Part #	Description
EIB-3-Pro	Eibach Pro - Performance Lowering Springs - 1982-1992
EIB-3-Sport	Eibach "Sportline" Lowering Springs - 1982-1992
EIB-9397-Pro-V8	Eibach-Pro Lowering Springs, 1993-1997 F-Body with V-8
EIB-9397-Sport-V8	Eibach "Sportline" Lowering Springs - 1993-1997 F-Body with V-8
EIB-9802-Pro-V8	Eibach-Pro Lowering Springs, 1998-2002 F-Body with V-8
EIB-9802-Sport-V8	Eibach "Sportline" Lowering Springs - 1998-2002 with V-8
60116	Camaro "SS" Style Front Spring Set - 1993-2002 with V-8
5662	"IROC-Z" Style Front Springs - 1982-1992 with V-8
5665	"Stock" Style Rear Springs - 1982-2002



part #736-QSA

1982-1992 GM F-Body

Front Struts

Part #	Description
KON-8292-Ystrut	- Koni "Yellow" Front Strut
BSN-35-125228	- Bilstein "HD" Front Strut
TOK-BB4001	- Tokico Illumina 5-Way Adjustable Front Strut
LAK-40500	- 70/30 Front Drag Strut
LAK-40510	- 90/10 Front Drag Strut
KON-SPA1-3	- Koni "SPA1" Adjustable Front Drag Strut
Q-HS607K	- QA1 18 Way Single Adjustable Front Strut
Q-HR607K	- QA1 18 Way "R" Series Front Strut
Q-HD607K	- QA1 18 Way Double Adjustable Front Strut



part # KON-8292-YStrut

1993-2002 GM F-Body

Front Shocks

Part #	Description
Q-GS502	- QA1 18 Way Single Adj. Front Shock
Q-GD502	- QA1 18 Way Double Adj. Front Shock
Q-GR502	- QA1 18 Way "R" Series Adj. Front Shock
KON-8241-1139SPT	- Koni Sport "Yellow" Front Shock
KON-8242-1005SP1	- Koni Sport "SP1" Double Adj. Front Shock
STR-S5271	- Strange Single Adjustable Front Shock
STR-S5071	- Strange Double Adjustable Front Shock



part # Q-OED7855P

1982-2002 GM F-Body

Rear Shocks

Part #	Description
Q-TS704	- QA1 18 Way Single Adj. Rear Shock
Q-TD704	- QA1 18 Way Double Adj. Rear Shock
BSN-24-024075	- Bilstein "HD" Rear Shock
KON-8241-1140SPT	- Koni Sport "Yellow" Rear Shock
KON-8242-1006SP1	- Koni Sport "SP1" Double Adj. Rear Shock
STR-S5270	- Strange Single Adjustable Rear Shock
STR-S5070	- Strange Double Adjustable Rear Shock



part # Q-TC2502P

1982-2002 GM F-Body

Polyurethane Bushings

Part #	Descriptions
902	- Polyurethane Bushing & Chassis Grease - 14 oz Tube - 1982-2002
D-7-1604	- Polyurethane Transmission Mount - GM - 1982-2002
PolyTA	- Polyurethane Torque Arm Bushing - 1982- 2002
D-7-220	- Polyurethane Front A-Arm Bushings - 1982-1992
D-7-227	- Polyurethane Front A-Arm Bushings - 1993-2002
D-19-406	- Polyurethane End Link Set - Front Sway Bar - 1982-1992
D-19-409	- Polyurethane End Link Set - Front Sway Bar - 1993-2002
D-7-1133	- 30mm Polyurethane Front Sway Bar Bushings - 1982- 1992
D-7-1134	- 32mm Polyurethane Front Sway Bar Bushings - 1982-1992
D-7-1135	- 34mm Polyurethane Front Sway Bar Bushings - 1982-1992
D-7-1136	- 30 mm Poly Front Sway Bar Bushings - 1993-2002
D-7-1137	- 32 mm Poly Front Sway Bar Bushings - 1993-2002
PolyFrtSB-36-F	- 36mm Polyurethane Front Sway Bar Bushings - 1982-1992
D-19-406	- Polyurethane End Link Set - Rear Sway Bar - 1982-2002
Poly-19	- 19 mm Poly Rear Sway Bar Bushings - 1982-2002
Poly-21	- 21 mm Poly Rear Sway Bar Bushings - 1982-2002
Poly-23	- 23 mm Poly Rear Sway Bar Bushings - 1982-2002
Poly-24	- 24 mm Poly Rear Sway Bar Bushings 1982-2002
D-7-226	- Polyurethane Rear Lower Control Arm Bushings - 1982-2002
D-7-1201	- Polyurethane Panhard Bar Bushings - 1982-2002
D-19-1712	- Polyurethane Tie Rod Boots - 1982-2002
D-19-1715	- Polyurethane Front Lower Ball Joint Boots - 1982-2002
D-7-506	- Polyurethane Motor Mounts - SBC / BBC - 1982-1992
D-7-508	- Polyurethane Motor Mounts (LT1) - 1993-1997
D-7-512	- Polyurethane Motor Mounts (LS1) - 1998-2002
D-7-2008	- Polyurethane Bushing - Total Kit - 1982-1992
D-7-2009	- Polyurethane Bushing - Total Kit -1993-2002



part #PolyEndlink-8292



part #PolyRearSB-21-F

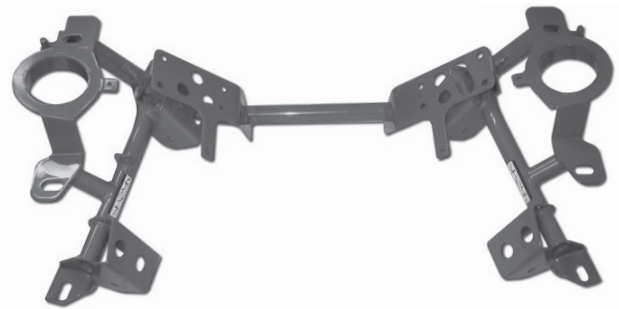


1982-2002 GM F-Body

Chassis

Tubular K-Members

Spohn Performance's tubular k-member sets a new, higher standard of performance and quality. When we designed our k-member, we had several goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, another was to provide the strength and durability required for the demands of a daily driven vehicle. Our k-member provides substantial weight savings and frees up a lot of room in the engine bay for our drag race customers, but it also provides the strength, rigidity, and durability for our road race, autocross, and daily driver customers as well..... all in one package!



part #703

Spohn's tubular k-member features boxed a-arm mounts for maximum rigidity and side load support. Our k-members are gusseted in critical areas to ensure that a weld never breaks. They decrease overall weight, and provide much more room for large tube headers, turbo systems, etc.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 4130N chrome moly tubing construction! Same as above, but constructed from 1.50" x .083" and 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
703	- Tubular K-Member - SBC / BBC / LT1 - 1982-1992
703-LSX	- Tubular K-Member - "LSX" Swap - 1982-1992
703ACO	- Tubular K-Member / A-Arms / Coil-Over Package - 1982-1992
703-MRM	- Add Pinto Manual Rack Mounts
990	- Front K-Member Braces
971	- "LSX" Swap Motor Mount Bushing Stands
704-LT1	- Tubular K-Member - LT1 - 1993-1997
704-LSX	- Tubular K-Member - "LSX" - 1998-2002
704-V6	- Tubular K-Member - V6 - 1993-2002



part #703

Manual Rack & Pinion Kit

Part #	Description
MR-9397F	- Pinto Manual Rack & Pinion Kit - 1993-1997 GM F-Body
MR-9802F	- Pinto Manual Rack & Pinion Kit - 1998-2002 GM F-Body
MR-8292F	- Pinto Manual Rack & Pinion Kit - 1982-1992 GM F-Body



part #MR-9397F

Tubular Sub-Frame Connectors

Our tubular SFCs run tight against the floor pan. There is absolutely NO ground clearance loss with our tubular SFCs. The SFCs are invisible when looking at the vehicle from the side, you have to literally lay on the ground to see them!

This design also allows for welding the mounting plates to the front and rear subframes and optionally you can weld them along the entire length of the SFC to the floor pan for optimum rigidity.

Part #	Description
502	- Tubular Sub-Frame Connectors - Convertible Cars -1982-1992
503	- Tubular Sub-Frame Connectors - T-Top & Hard Top Cars - 1982-1992
504	- Tubular Sub-Frame Connectors - Mild Steel - 1993-2002 (Except Convertible)
504-4130	- Tubular Sub-Frame Connectors - 4130N Chrome Moly - 1993-2002 (Except Convertible)

1993-2002 GM F-Body

Tubular Shock Tower Braces

Strengthen your front sub frame assembly and eliminate shock tower deflection by connecting the shock mounts together. Built with heavy duty CNC cut 1/4" mounting plates and 1.25" x .095" DOM tubing.

NOTE: Will not fit 1996-1997 Camaro SS or 1993-2002 V-6 cars

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
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964	- Tubular Shock Tower Brace
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965	- Tubular Pre-Load Adjustable Shock Tower Brace
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Driveshaft Safety Loop

This bolt in driveshaft safety loop for the 1993-2002 F-Body will keep your car legal at the track with no welding or drilling required. The loop bolts in and replaces your OEM tunnel brace. Unique design will clear aftermarket exhausts with no ground clearance loss! Loop is adjustable side to side to provide a precision fit.

Note: Will not fit convertible cars

Part #	Description
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991	- Bolt-In Driveshaft Safety Loop - 1993-2002
-----	--



Driveshaft Safety Loop

Spohn Performance does it again...you asked for it, we built it!

The other brands on the market require you to remove your interior and drill multiple holes through your floor pan to install their driveshaft safety loop...no one wants to do that! The Spohn Performance driveshaft safety loop requires the use of a polyurethane transmission mount. This provides for two mounting holes, in place of the single mounting hole on the stock mount. We supply a template to mark and drill two 7/16" holes through your stock transmission crossmember. Our loop mounts to the underside of the stock transmission crossmember. You simply place the supplied 7/16" bolts and washers through the driveshaft loop mount, through the transmission crossmember, and into the polyurethane transmission mount (required). That's all there is to it, no interior removal, and no drilling of multiple holes through the floor pan of your pride and joy. You'll have peace of mind, and you'll be drag strip legal.

To top it off, it comes with a brilliant and durable powder coated finish.

Note: Will only work with a 1984-1992 F-Body stock 700R4 or T-5 transmission crossmember. It will not work with a Spohn transmission swap crossmember or torque arm kit.

Part #	Description
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993	- Driveshaft Loop - Bolt In - 1982-1992
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D-7-1604	- Polyurethane Transmission Mount - GM
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1982-2002 GM F-Body

Motor Mounts

Part #	Description
998	Solid Motor Mounts - SBC / BBC - 1982-1992 F-Body
997	"LSX" Lightweight Motor Mount Bushing Stands - 1998-2002
GM-LSXMtrMt	GM "LSX" Motor Mount Bushing - Complete with Clamshell - 1998-2002
992	Tubular "LSX" Solid Motor Mounts - 1998-2002



Tubular Tunnel Brace

The Spohn Performance tubular tunnel brace strengthens the floor pan and reinforces the driveshaft tunnel. It replaces the existing stamped sheet metal factory brace.

Part #	Description
994	Tubular Tunnel Brace - 1993-2002



Tubular Steering Brace (Wonder Bar)

The Spohn Performance tubular steering brace is an upgraded, stronger version of the "Wonder Bar" that was standard equipment on many of the IROC and 1LE cars. No longer available through GM, we decided to design our own version of this vital piece of equipment.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.



Part #	Description
995	Tubular Steering Brace (Wonder Bar) - 1983-1992
996	Tubular Steering Brace (Wonder Bar) - Pre-Load Adjustable - 1983-1992
989	Front Sway Bar Bushing Hardware Kit - 1982-1992

1982-1992 GM F-Body

Transmission Swap Crossmembers

Transmission crossmember for the installation of one of the below transmissions into a Third Generation F-Body. Crossmember is made of sturdy mild steel construction and utilizes the OEM sub-frame mounting holes to allow for an easy direct bolt-in installation. Available with an NHRA approved driveshaft safety loop built onto the crossmember, just add -FL to the end of the part number.

This is the crossmember only for those who do not require torque arm provisions (ie. 4 link and ladder bar set-ups). We also offer a complete package that includes the crossmember and adjustable torque arm.

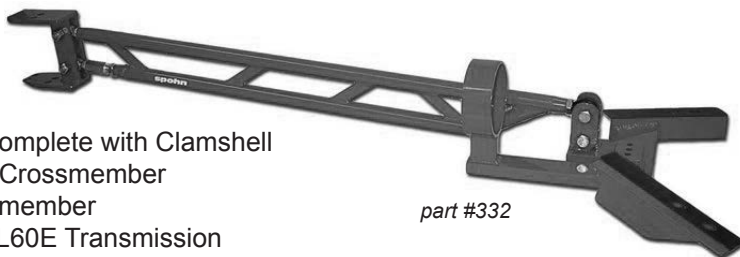
Part #	Description
974	- Transmission Crossmember Mounting Hardware Kit
T56XM	- T-56 (from a 93-97 F-Body) Transmission Crossmember
350XM	- Turbo 350 Transmission Crossmember
400XM	- Turbo 400 (Short Tail) Transmission Crossmember
PGXM	- Powerglide Transmission Crossmember
700XM	- 700R4 or T-5 Transmission Crossmember
TREM XM	- Tremec 3550/TKO/500/600 Five-Speed Transmission Crossmember
200XM	- 200-4R Transmission Crossmember
BWT56XM	- Tremec Aftermarket T-56 Transmission Crossmember
T10XM	- T-10 / Muncie Four-Speed Transmission Crossmember
Rich6XM	- Richmond Six-Speed Transmission Crossmember
LS14L60EXM	- "LSX" Swap - 4L60E - Transmission Crossmember
LSXT56XM	- "LSX" Swap - T-56 Transmission Crossmember



"LSX" Swap Parts

The following parts will make swapping a Gen III "LSX" engine and transmission an easy bolt-in installation in to your 1982-1992 GM F-Body. See our website for more details.

Part #	Description
703-LSX	- Tubular K-Member - "LSX" Swap
971	- "LSX" Swap Motor Mount Bushing Stands
GM-LSXMtrMt	- GM "LSX" Motor Mount Bushing - Complete with Clamshell
LS14L60EXM	- "LSX" Swap - 4L60E - Transmission Crossmember
LSXT56XM	- "LSX" Swap - T-56 Transmission Crossmember
330	- Tubular Adjustable Torque Arm - "LSX" Swap 4L60E Transmission
332	- Tubular Adjustable Torque Arm - "LSX" Swap T-56 Transmission
HTP-LSXH	- Stainless Steel LSX Swap Headers / Y-Pipes
970	- LSX motor mount hardware kit



part #HTP-LSXH

part #703-LSX

1982-2002 GM F-Body

Drivetrain

Rear Ends & Components

Spohn Performance distributes 12 bolt, Ford 9" and Dana 60 rear ends and accessories from Strange Engineering and Moser Engineering. These rear ends and components are available in a variety of configurations and options. We can have a rear end built for you exactly how you want it.

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it!

Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.

Build Specifications:

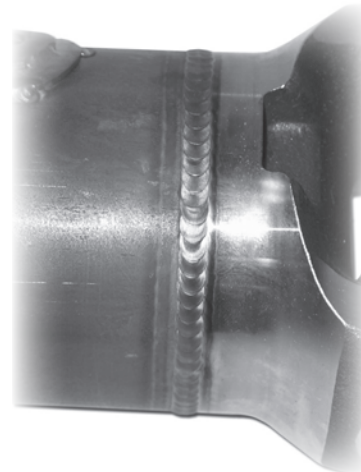
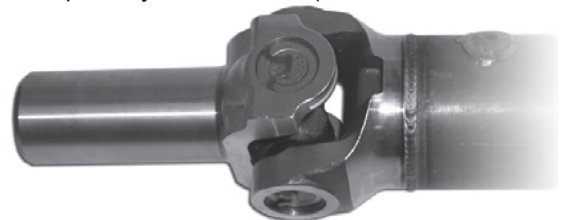
- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install

Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

***See Price Sheet For Applications**



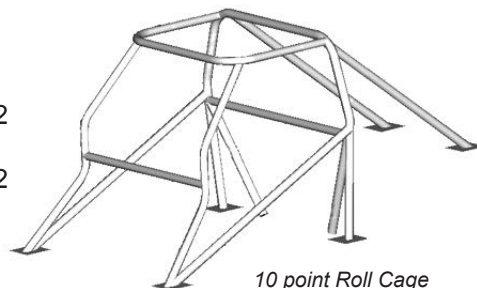
Strange Dana 60



1982-2002 GM F-Body

Roll Bars, Cages, & Accessories

Part #	Description
SW-11-1013	- 8 Point Roll Bar - Mild Steel - 1982-1992
SW-13-361	- Sidebars to Clear OEM Door Handles - 1982-1992
SW-11-1030	- 8 Point Roll Bar - Mild Steel - 1993-2002
SW-11-1013-4130	- 8 Point Roll Bar - 4130N Chrome Moly - 1982-1992
SW-13-615	- Sidebars to Clear OEM Door Handles - 1982-1992
SW-11-1030-4130	- 8 Point Roll Bar - 4130N Chrome Moly - 1993-2002
SW-11-1513	- 10 Point Roll Cage - Mild Steel - 1982-1992
SW-13-360	- Sidebars to Clear OEM Door Handles - 1982-1992
SW-11-1530	- 10 Point Roll Cage - Mild Steel - 1993-2002
SW-11-1513-4130	- 10 Point Roll Cage - 4130N Chrome Moly - 1982-1992
SW-13-614	- Sidebars to Clear OEM Door Handles - 1982-1992
SW-11-1530-4130	- 10 Point Roll Cage - 4130N Chrome Moly - 1993-2002
SW-12-1013	- 8 to 10 Pt. Conversion Kit - Mild Steel - 1982-1992
SW-12-1030	- 8 to 10 Pt. Conversion Kit - Mild Steel - 1993-2002
SW-12-1013-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1982-1992
SW-12-1030-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1993-2002
SW-13-349	- 14 Point Cage Upgrade Kit - Mild Steel - 1982-2002
SW-13-606	- 14 Point Cage Upgrade Kit - 4130N Chrome Moly - 1982-2002
SW-13-362	- Funny Car Cage Conversion Kit - Mild Steel - 1982-2002
SW-13-363	- Funny Car Cage Conversion Kit - 4130N Chrome Moly - 1982-2002
SW-13-357	- Sidebar Swing Out Kit
RJS-90906	- Window Net Mounting Kit
RJS-Net	- Window Net



10 point Roll Cage

Brakes & Accessories

1LE Front Brakes & Components

Part #	Description
1LE-007	- 1LE Complete Front Brake Package
1LE-004	- 1LE Caliper Carriers, Adapter Brackets & Hardware
1LE-003	- 1LE Caliper Carriers (pair)
1LE-005	- 1LE Carrier Adapter Brackets Only (pair)



part #1LE-007

1982-2002 GM F-Body

Hawk Brake Pads

The essence of performance is speed control. And speed control is all about confidence. The confidence is knowing that you can control your vehicle- even when you bring it to the edge. Stopping and slowing are critical aspects of race performance. It only makes sense to go with the best possible braking products for your street performance vehicle. Hawk brake pads are used by champions in every category of the racing industry...they are proven over and over with decades of R&D. Hawk's "HPS" brake pads are high performance street pads that are race worthy. They are very high torque and rotor friendly for the serious street driver. These are the same pads chosen by GM for the new Corvettes.

Part #	Description
Hawk-Frt-8292F	- Hawk HPS Brake Pads - Front - 1982-1992
Hawk-1LE-Frt	- Hawk HPS Brake Pads - 1LE - Front - 1982-1992
Hawk-Rear-8992F	- Hawk HPS Brake Pads - Rear - 1989-1992 F-Body Only
Hawk-Frt-93F	- Hawk HPS Brake Pads - Front - 1993 Only
Hawk-Frt-9497F	- Hawk HPS Brake Pads - Front - 1994-1997
Hawk-Rear-9397F	- Hawk HPS Brake Pads - Rear - 1993-1997
Hawk-Frt-9802F	- Hawk HPS Brake Pads - Front - 1998-2002
Hawk-Rear-9802F	- Hawk HPS Brake Pads - Rear - 1998-2002

Line Lock

This line lock kit is designed to fit GM F-Bodies. Here's how it works: Press the brake pedal and flip the brake-control solenoid switch. Remove your foot from the pedal, and the solenoid maintains line pressure to the front brakes until the switch is released. This makes it easy to heat the rear tires while minimizing wear and tear on your car's rear brake components. You can also use the system to prevent a manual-trans car from rolling out of the staging beams at the starting line.

This kit is custom-fitted to the F-Body chassis. It includes a waterproof electrical solenoid, an activation switch, plug-in wires, CNC-bent steel lines with correct OE fittings, mounting hardware, and detailed installation instructions.

Part #	Description
SLP-24048	- Brake-Control Package - 1987-1992 F-Body Only
SLP-24049	- Brake-Control - "Line Lock" Package - 1993-1997
SLP-25000	- Brake-Control - "Line Lock" Package - 1998-2002

Strange Engineering Lightweight Drag Brakes

Part #	Description
STR-FrtBrake-F3	- Strange Lightweight Front Drag Brakes - 1982-1992
STR-FrtBrake-F4	- Strange Lightweight Front Drag Brakes - 1993-2002
STR-RearBrake-F34	- Strange Lightweight Rear Drag Brakes - 1982-2002



part # STR-RearBrake-F34

1982-2002 GM F-Body

Wilwood Brake Kits

Part #	Description
WIL-3-FRT	- Wilwood Dynalite Pro Series Front Disc Brake Kit - 1982-1992
WIL-140-1035B	- Wilwood Drag Race Front Disc Brake Kit - 1982-1992
WIL-3-Rear	- Wilwood Dynalite Pro Series Rear Disc Brake Kit - 1982-1992
WIL-140-6743	- Wilwood Superlite 6 Front Big Brake Kit - 1993-1997
WIL-220-6746	- Wilwood Stainless Braided Front Brake Line Kit - 1993-1997
WIL-140-7148	- Wilwood Pro-Series Rear Brake Kit - 1993-2002
WIL-220-6856	- Wilwood Stainless Braided Rear Brake Line Kit - 1993-2002
WIL-140-7763	- Wilwood Superlite 6 Front Big Brake Kit - 1998-2002
WIL-220-6746	- Wilwood Stainless Braided Front Brake Line Kit - 1998-2002



1978-1987 GM G-Body

Suspension

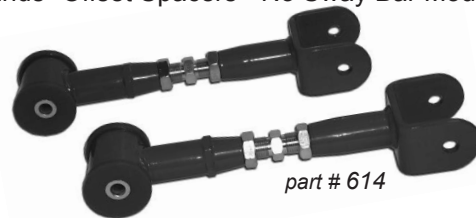
Rear Control Arms

All of our control arms outperform the flexible, stamped steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
211	- Lower Control Arms - Tubular with Poly Bushings - No Sway Bar Mounts
214	- Lower Control Arms - Tubular Adjustable with Poly Bushings - No Sway Bar Mounts
215	- Lower Control Arms - Tubular Adjustable with Del-Sphere Pivot Joints - No Sway Bar Mounts
216	- Lower Control Arms - Tubular Adjustable with Spherical/Poly Combo - No Sway Bar Mounts
217	- Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo - No Sway Bar Mounts
212	- Lower Control Arms - Boxed with Poly Bushings - With Sway Bar Mounts
213	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends - No Sway Bar Mounts
215	- Lower Control Arms - Tubular Adjustable with Del Sphere Pivot Joints - No Sway Bar Mounts
213-OS	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends- Offset Spacers - No Sway Bar Mounts
981G	- Rear Control Arms Mounting Hardware Kit
979G	- Rear Sway Bar Mounting Hardware Kit
611	- Rear Upper Control Arms - Tubular with Poly Bushings
614	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings
615	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere
610U	- Rear Upper Control Arm Housing Bushings - Polyurethane
HF-34214	- Magnetic Pinion Angle Finder



Front Suspension & Steering

Spohn Performance is known for quality parts, our front end rebuild kit is no exception.

Part #	Description
E-FRTKIT-G	- Front End Rebuild Kit
984	- Spohn Extreme Duty Tie Rod Adjusters
BS-2	- Front Bump Steer Kit



Hardware Kits

Part #	Description
981G	- Rear Control Arms Mounting Hardware Kit
973G	- Front Upper A-Arm Mounting Hardware Kit
986	- Upper Ball Joint Mounting Hardware Kit
980G	- Front Lower A-Arm Mounting Hardware Kit
978	- Front Sway Bar Bushing Hardware Kit
979G	- Rear Sway Bar Mounting Hardware Kit
970	- LSX Motor Mount Hardware Kitt



1978-1987 GM G-Body

Sway Bars

Our Pro-Series rear anti-roll bar eliminates torque steer and body roll during hard launches and will drastically improve consistency and stability going down the track.

Part #	Description
920	Spohn Pro-Series Rear Drag Sway Bar

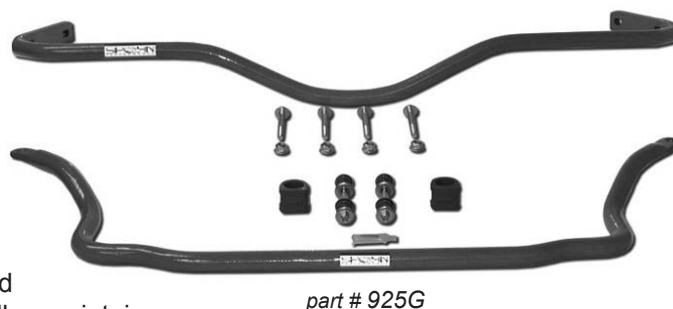
Spohn Performance sway bars are the single biggest handling improvement you can make. Dramatically reduces body roll and increases cornering capability. Don't skimp on the foundation of your suspension!



Eliminates body roll encountered when adding lowering springs. Spohn Sway Bars are larger & stronger solid 4140 chrome moly sway bars to reduce body roll and provide predictable handling. Our bar stock is 4140 chrome moly heat treated spring grade steel. The bars are entirely heat formed and coined as one piece. We put our bars through this extensive process to insure that the final product will be the strongest, most durable bar on the market, and that it will be the most resistant to form alteration. Most aftermarket anti-sway bars are cold-bent, making them weaker at the bends, and more vulnerable to shape alteration.

Sway bar sets include polyurethane bushings and end links, everything you need for installation and maximum performance!

Part #	Description
925G	Sway Bars Set - 34mm Front/25mm Rear
925GFront	Sway Bar - 34mm Front
925GRear	Sway Bar - 25mm Rear
919	Pro-Touring Adj. Rear Sway Bar
978	Front Sway Bar Bushing Hardware Kit



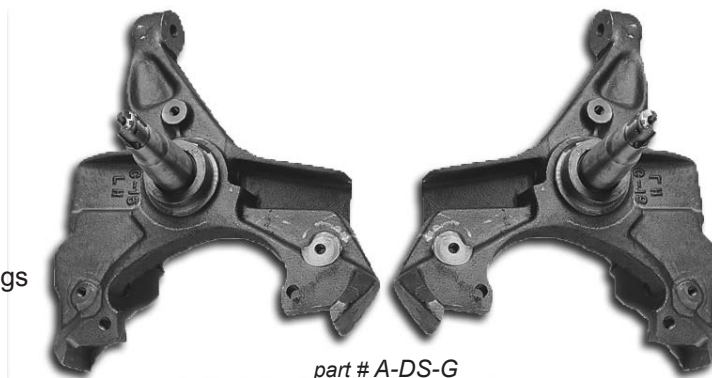
2" Drop Spindles

Made from high-strength ductile iron with heat-treated 4140 chrome moly center shafts, these 2" drop spindles maintain the factory suspension geometry. That means you get better handling and a comfortable ride, without the excessive ball joint, shock, and tire wear other lowering methods can cause.

Part #	Description
A-DS-G	2" Drop Spindles - Pair

Springs & Accessories

Part #	Description
EIB-Pro-G	Eibach Pro - Performance Lowering Springs
5662	Moog Front Springs - Pair
5379	Moog Rear Springs - Pair
FSI-8292F	Front Upper Spring Isolators



1978-1987 GM G-Body

Tubular Front A-Arms

Spohn Performance's front control arms set a new, higher standard of performance and quality. When we designed our a-arms, we had two goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, the second was to provide the strength and durability required for the demands of a daily driven vehicle. We're proud to say that we have accomplished both. Spohn front control arms are a true "A" arm rather than a "V" arm. This provides maximum rigidity and equalizes forces delivered in to the frame. Spohn control arms are gusseted in critical areas to ensure that a weld never breaks. They decrease overall weight, and more importantly - "unsprung" weight.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
751	- Tubular Front Lower A-Arms - Bushings - Coil-Over Style
752	- Tubular Front Lower A-Arms - Bushings - Spring Boxes
753	- Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Coil-Over Style
754	- Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Spring Boxes
753-DS	- Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joint - Coil-Over Style
754-DS	- Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joint - Spring Boxes
755	- Tubular Upper A-Arms - Poly Bushings - Stock Spindle
755-DEL	- Tubular Upper A-Arms - Delrin Bushings - Stock Spindle
756	- Tubular Upper A-Arms - Poly Bushings - Tall Spindle
756-DEL	- Tubular Upper A-Arms - Delrin Bushings - Tall Spindle
980G	- Front Lower A-Arm Mounting Hardware Kit
973G	- Front Upper A-Arm Mounting Hardware Kit
986	- Upper Ball Joint Mounting Hardware Kit
K5208	- Heavy Duty Upper Ball Joint
K5208ST	- SuperTravel Upper Ball Joint



Shocks & Coil-Over Kits

Part #	Description
Q-GMP-G	- QA1 Pro-Coil System - 18 Way Single Adjustable
Q-RGMP-G	- QA1 Pro-Coil System - 18 Way Adjustable "R" Series
Q-DGMP-G	- QA1 Pro-Coil System - 18 Way Double Adjustable
Q-TS505	- QA1 Stocker Star - 18 Way Single Adjustable Front Shock
Q-TR505	- QA1 Stocker Star - 18 Way "R" Series Adjustable Front Shock
Q-TD505	- QA1 Stocker Star - 18 Way Double Adjustable Front Shock
Q-TS801	- QA1 Stocker Star - 18 Way Single Adjustable Rear Shock
Q-TD801	- QA1 Stocker Star - 18 Way Double Adjustable Rear Shock
Q-7888-108	- QA1 Rear Lower Shock Mounting Bolt Kit - sold individually
Q-7888-110	- QA1 Spanner Wrench & Thrust Bearing Set
SPI-T114W	- QA1 Spanner Wrench Set
STR-S5263	- Strange Single Adjustable Front Shock
STR-S5264	- Strange Single Adjustable Rear Shock
STR-S5064	- Strange Double Adjustable Rear Shock
BSN-24-009492	- Bilstein "HD" Front Shock
BSN-24-009294	- Bilstein "HD" Rear Shock
KON-8040-1093	- Koni "Red" Rear Shock
KON-80-1958SPA1	- Koni "SPA1" Adjustable Front Drag Shock
KON-80-1661SPA1	- Koni "SPA1" Adjustable Rear Drag Shock
736-G-QSA	- Rear Coil Over Kit - QA1 18 Way Single Adjustable Shocks
736-G-QDA	- Rear Coil Over Kit - QA1 18 Way Double Adjustable Shocks



1978-1987 GM G-Body

Drivetrain

Rear Ends & Components

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Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it!

Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.

Build Specifications:

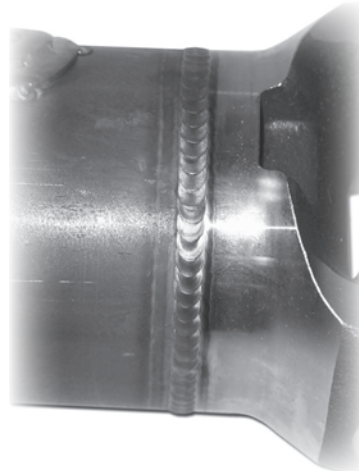
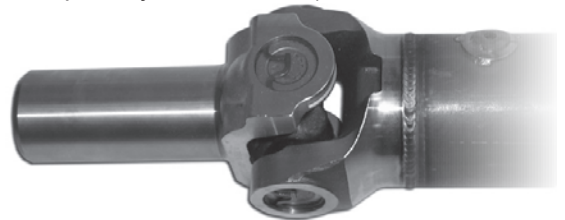
- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install

Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

***See Price Sheet For Applications**



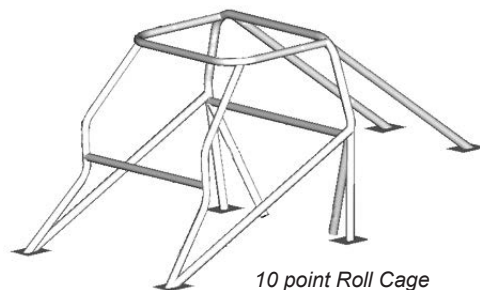
Strange Dana 60



1978-1987 GM G-Body

Roll Bars, Cages, & Accessories

Part #	Description
SW-11-1016	- 8 Point Roll Bar - Mild Steel
SW-11-1016-4130	- 8 Point Roll Bar - 4130N Chrome Moly
SW-11-1516	- 10 Point Roll Cage - Mild Steel
SW-11-1516-4130	- 10 Point Roll Cage - 4130N Chrome Moly
SW-12-1016	- 8 to 10 Pt. Conversion Kit - Mild Steel
SW-12-1016-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly
SW-13-349	- 14 Point Cage Upgrade Kit - Mild Steel
SW-13-606	- 14 Point Cage Upgrade Kit - 4130N Chrome Moly
SW-13-362	- Funny Car Cage Conversion Kit - Mild Steel
SW-13-363	- Funny Car Cage Conversion Kit - 4130N Chrome Moly
SW-13-357	- Sidebar Swing Out Kit
RJS-90906	- Window Net Mounting Kit
RJS-Net	- Window Net



10 point Roll Cage

Hawk Brake Pads

The essence of performance is speed control. And speed control is all about confidence. The confidence is knowing that you can control your vehicle- even when you bring it to the edge. Stopping and slowing are critical aspects of race performance. It only makes sense to go with the best possible braking products for your street performance vehicle. Hawk brake pads are used by champions in every category of the racing industry...they are proven over and over with decades of R&D. Hawk's "HPS" brake pads are high performance street pads that are race worthy. They are very high torque and rotor friendly for the serious street driver. These are the same pads chosen by GM for the new Corvettes.

Part #	Description
Hawk-Frt-8292F	- Hawk HPS Brake Pads - Front

Brake Kits

Part #	Description
STR-B4122WC	- Strange Lightweight Front Drag Brakes
STR-B1708WC	- Strange Lightweight Rear Drag Brakes



part # STR-B1708WC

Wilwood Brake Kits

Part #	Description
WIL-140-11009	- Wilwood Dynalite Pro Series Front Disc Brake Kit

Motor Mounts

Part #	Description
998	- Solid Motor Mounts - SBC / BBC
971	- "LSX" Swap Motor Mount Bushing Stands
GM-LSXMtrMt	- GM "LSX" Motor Mount Bushing - Complete with Clamshell
D-7-512	- Polyurethane Motor Mounts (LS1)



part # 971

1964-1977 GM A-Body

Suspension

Rear Control Arms

All of our control arms outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheelhop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing. Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
222	- Lower Control Arms - Boxed with Poly Bushings - With Sway Bar Mounts - 1964-1972
223	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends - No Sway Bar Mounts - 1964-1972
223-OS	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends- Offset Spacers - 1964-1972
225	- Lower Control Arms - Tubular Adjustable with Del Sphere Pivot Joints - No Sway Bar Mounts - 1964-1972
981A	- Rear Control Arms Mounting Hardware Kit - 1964-1977
979A	- Rear Sway Bar Mounting Hardware Kit
621	- Rear Upper Control Arms - Tubular with Poly Bushings - 1964-1967
622	- Rear Upper Control Arms - Tubular with Poly Bushings - 1968-1972
624	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings - 1964-1967
625	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings - 1968-1972
626	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere - 1964-1967
627	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere - 1968-1972
610U	- Rear Upper Control Arm Housing Bushings - Polyurethane
262	- Lower Control Arms - Boxed with Poly Bushings - With Sway Bar Mounts - 1973-1977
263	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends - No Sway Bar Mounts - 1973-1977
263-OS	- Lower Control Arms - Tubular Adjustable with Spherical Rod Ends- Offset Spacers - 1973-1977
265	- Lower Control Arms - Tubular Adjustable with Del Sphere Pivot Joints - No Sway Bar Mounts - 1973-1977
664	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings - 1973-1977
665	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere - 1973-1977
HF-34214	- Magnetic Pinion Angle Finder

Front Suspension & Steering

Spohn Performance is known for quality parts, our front end rebuild kit is no exception.

Part #	Description
772	- Tubular Lower A-Arms with Poly Bushings
772-DEL	- Tubular Lower A-Arms with Delrin Bushings
774	- Tubular Upper A-Arms with Poly Bushings
774-DEL	- Tubular Upper A-Arms with Delrin Bushings
E-FRTKIT-A	- Front End Rebuild Kit - 1964-1972
E-FRTKIT-A7374	- Front End Rebuild Kit - 1973-1974
E-FRTKIT-A7577	- Front End Rebuild Kit - 1975-1977
984	- Spohn Extreme Duty Tie Rod Adjusters
BS-1A	- Front Bump Steer Kit - 1964-1970

Hardware Kits

Part #	Description
981A	- Rear Control Arms Mounting Hardware Kit
973A	- Front Upper A-Arm Mounting Hardware Kit
986	- Upper Ball Joint Mounting Hardware Kit
980A	- Front Lower A-Arm Mounting Hardware Kit
979A	- Rear Sway Bar Mounting Hardware Kit



1964-1977 GM A-Body

Sway Bars

Our Pro-Series rear anti-roll bar eliminates torque steer and body roll during hard launches and will drastically improve consistency and stability going down the track.

Part #	Description
922	Spohn Pro-Series Rear Drag Sway Bar 1968-1972 GM A-Body
916	Spohn Pro-Series Rear Drag Sway Bar 1964-1967 GM A-Body

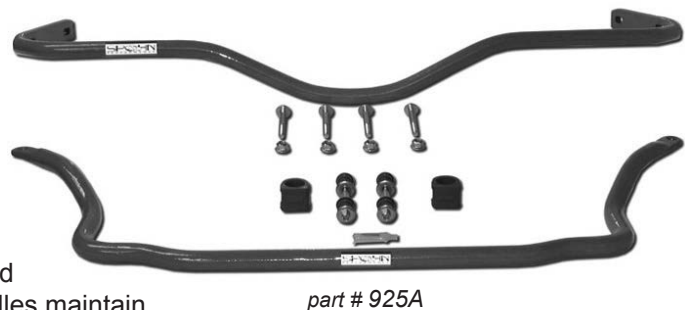
Spohn Performance sway bars are the single biggest handling improvement you can make. Dramatically reduces body roll and increases cornering capability. Don't skimp on the foundation of your suspension!



Eliminates body roll encountered when adding lowering springs. Spohn Sway Bars are larger & stronger solid 4140 chrome moly sway bars to reduce body roll and provide predictable handling. Our bar stock is 4140 chrome moly heat treated spring grade steel. The bars are entirely heat formed and coined as one piece. We put our bars through this extensive process to insure that the final product will be the strongest, most durable bar on the market, and that it will be the most resistant to form alteration. Most aftermarket anti-sway bars are cold-bent, making them weaker at the bends, and more vulnerable to shape alteration.

Sway bar sets include polyurethane bushings and end links, everything you need for installation and maximum performance!

Part #	Description
926A	Sway Bars Set - 34mm Front/25mm Rear
926AFront	Sway Bar - 34mm Front
926ARear	Sway Bar - 25mm Rear
917	Pro-Touring Adj. Rear Sway Bar (64-67)
918	Pro-Touring Adj. Rear Sway Bar (68-72)



2" Drop Spindles

Made from high-strength ductile iron with heat-treated 4140 chrome moly center shafts, these 2" drop spindles maintain the factory suspension geometry. That means you get better handling and a comfortable ride, without the excessive ball joint, shock, and tire wear other lowering methods can cause.

Part #	Description
A-MMC-6472	2" Drop Spindles - Pair
A-MMC-63205	Front Disc Brake Kit (Required with Drop Spindles)

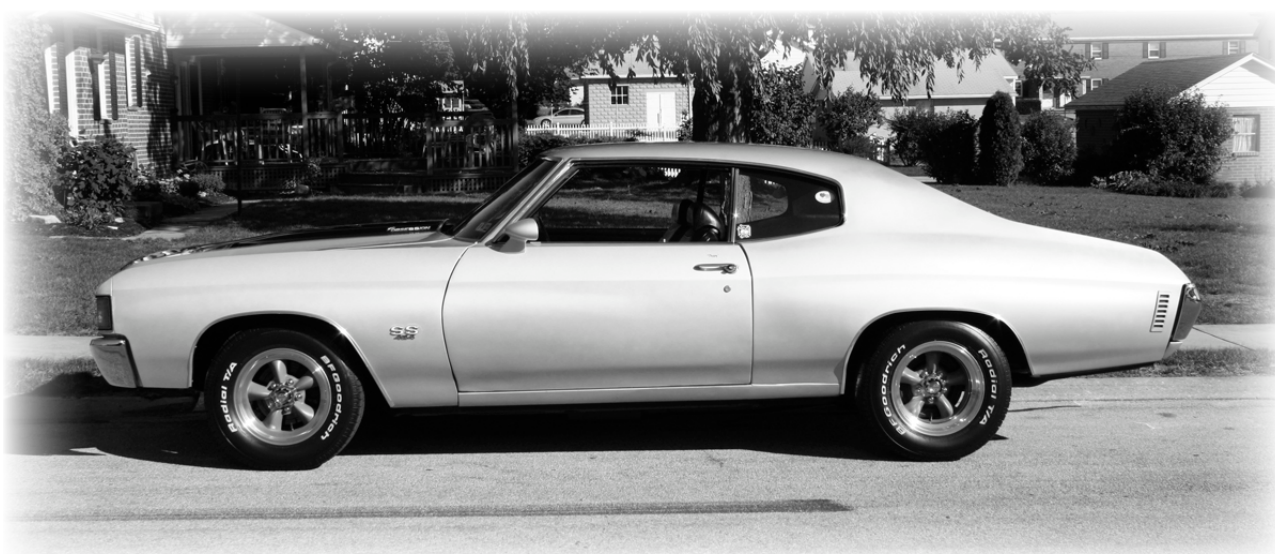
Springs & Accessories

Part #	Description
EIB-Pro-A6467	Eibach Pro Performance Lowering Springs - 1964-1967
EIB-Pro-A6872	Eibach Pro Performance Lowering Springs - 1968-1972

1964-1977 GM A-Body

Shocks & Coil-Over Kits

Part #	Description
Q-GMP-A6467	- QA1 Pro-Coil System - 18 Way Single Adjustable - 1964-1967
Q-GMP-A6872	- QA1 Pro-Coil System - 18 Way Single Adjustable - 1968-1972
Q-RGMP-A6467	- QA1 Pro-Coil System - 18 Way Adjustable "R" Series - 1964-1967
Q-RGMP-A6872	- QA1 Pro-Coil System - 18 Way Adjustable "R" Series - 1968-1972
Q-DGMP-A6467	- QA1 Pro-Coil System - 18 Way Double Adjustable - 1964-1967
Q-DGMP-A6872	- QA1 Pro-Coil System - 18 Way Double Adjustable - 1968-1972
Q-TS507	- QA1 Stocker Star - 18 Way Single Adjustable Front Shock - 1964-1967
Q-TS505	- QA1 Stocker Star - 18 Way Single Adjustable Front Shock - 1968-1972
Q-TR507	- QA1 Stocker Star - 18 Way "R" Series Adjustable Front Shock - 1964-1967
Q-TR505	- QA1 Stocker Star - 18 Way "R" Series Adjustable Front Shock - 1968-1972
Q-TD507	- QA1 Stocker Star - 18 Way Double Adjustable Front Shock - 1964-1967
Q-TD505	- QA1 Stocker Star - 18 Way Double Adjustable Front Shock - 1968-1972
Q-TS801	- QA1 Stocker Star - 18 Way Single Adjustable Rear Shock - 1964-1972
Q-TD801	- QA1 Stocker Star - 18 Way Double Adjustable Rear Shock - 1964-1972
Q-7888-108	- QA1 Rear Lower Shock Mounting Bolt Kit - sold individually
Q-7888-110	- QA1 Spanner Wrench & Thrust Bearing Set
SPI-T114W	- QA1 Spanner Wrench Set
STR-S5267	- Strange Single Adjustable Front Shock - 1964-1967
STR-S5263	- Strange Single Adjustable Front Shock - 1968-1972
STR-S5264	- Strange Single Adjustable Rear Shock - 1964-1972
STR-S5064	- Strange Double Adjustable Rear Shock - 1964-1972
BSN-24-029728	- Bilstein "HD" Front Shock - 1964-1967
BSN-AK2080	- Bilstein "HD" Rear Shock - 1964-1967
BSN-24-131506	- Bilstein "HD" Front Shock - 1968-1972
BSN-24-009294	- Bilstein "HD" Rear Shock - 1968-1972
KON-8040-1087	- Koni "Red" Front Shock - 1964-1972
KON-8040-1088	- Koni "Red" Rear Shock - 1964-1972
KON-80-1958SPA1	- Koni "SPA1" Adjustable Front Drag Shock - 1964-1972
KON-80-1661SPA1	- Koni "SPA1" Adjustable Rear Drag Shock - 1964-1972
736-A-QSA	- Rear Coil Over Kit - QA1 18 Way Single Adjustable Shocks - 1964-1972
736-A-QDA	- Rear Coil Over Kit - QA1 18 Way Double Adjustable Shocks - 1964-1972



1964-1977 GM A-Body

Drivetrain

Rear Ends & Components

Spohn Performance distributes 12 bolt, Ford 9" and Dana 60 rear ends and accessories from Strange Engineering and Moser Engineering. These rear ends and components are available in a variety of configurations and options. We can have a rear end built for you exactly how you want it.

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it!

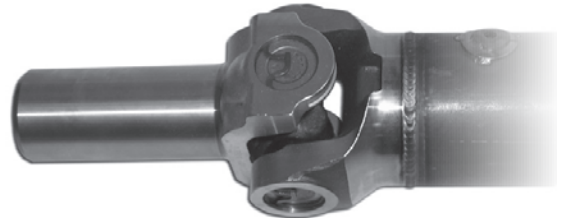
Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.



Strange Dana 60

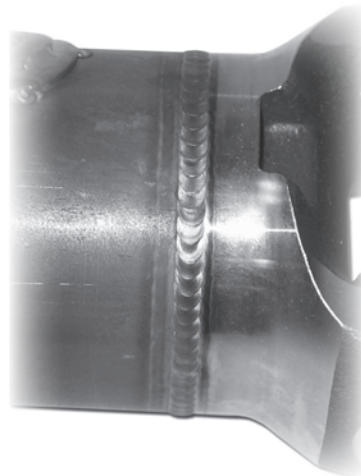
Build Specifications:

- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install



Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

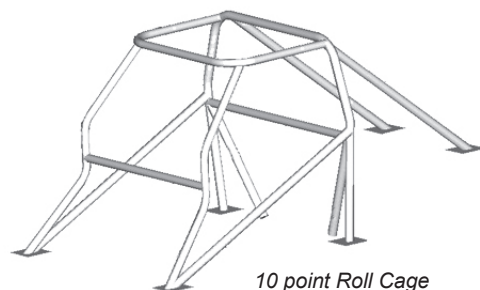
***See Price Sheet For Applications**



1964-1977 GM A-Body

Roll Bars, Cages, & Accessories

Part #	Description
SW-11-1002	8 Point Roll Bar - Mild Steel - 1964-1967
SW-11-1002-4130	8 Point Roll Bar - 4130N Chrome Moly - 1964-1967
SW-11-1003	8 Point Roll Bar - Mild Steel - 1968-1972
SW-11-1003-4130	8 Point Roll Bar - 4130N Chrome Moly - 1968-1972
SW-11-1502	10 Point Roll Cage - Mild Steel - 1964-1967
SW-11-1502-4130	10 Point Roll Cage - 4130N Chrome Moly -1964-1967
SW-11-1503	10 Point Roll Cage - Mild Steel - 1968-1972
SW-11-1503-4130	10 Point Roll Cage - 4130N Chrome Moly - 1968-1972
SW-11-1089	8 Point Roll Bar - Mild Steel - 1973-1977
SW-11-1089-4130	8 Point Roll Bar - 4130N Chrome Moly - 1973-1977
SW-11-1589	10 Point Roll Cage - Mild Steel - 1973-1977
SW-11-1589-4130	10 Point Roll Cage - 4130N Chrome Moly -1973-1977
SW-12-1002	8 to 10 Pt. Conversion Kit - Mild Steel - 1964-1967
SW-12-1002-4130	8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1964-1967
SW-12-1003	8 to 10 Pt. Conversion Kit - Mild Steel - 1968-1972
SW-12-1003-4130	8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1968-1972
SW-12-1089	8 to 10 Pt. Conversion Kit - Mild Steel - 1973-1977
SW-12-1089-4130	8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1973-1977
SW-13-349	14 Point Cage Upgrade Kit - Mild Steel
SW-13-606	14 Point Cage Upgrade Kit - 4130N Chrome Moly
SW-13-362	Funny Car Cage Conversion Kit - Mild Steel
SW-13-363	Funny Car Cage Conversion Kit - 4130N Chrome Moly
SW-13-357	Sidebar Swing Out Kit
RJS-90906	Window Net Mounting Kit
RJS-Net	Window Net



Strange Engineering Lightweight Drag Brakes

Part #	Description
STR-B4110WC	Strange Lightweight Front Drag Brakes
STR-B1708WC	Strange Lightweight Rear Drag Brakes



part # STR-B1708WC



1959-1970 Chevrolet B-Body

Suspension

Rear Control Arms

All of our control arms outperform the flexible, stamped steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

Part #	Description
241	- Lower Control Arms - Tubular with Poly Bushings (1959-1964)
251	- Lower Control Arms - Tubular with Poly Bushings (1965-1970)
641	- Rear Upper Control Arm - Tubular with Poly Bushings (1959-1964)
651-6566	- Rear Upper Control Arm - Tubular with Poly Bushings (1965-1966)
651-6770	- Rear Upper Control Arm - Tubular with Poly Bushings (1967-1970)
644	- Adjustable Rear Upper Control Arm - Tubular with Poly Bushings (1959-1964)
654-6566	- Adjustable Rear Upper Control Arm - Tubular with Poly Bushings (1965-1966)
654-6770	- Adjustable Rear Upper Control Arm - Tubular with Poly Bushings (1967-1970)
640	- Rear Upper Control Arm Frame Mount (1959-1964)
650-6566	- Rear Upper Control Arm Frame Mount (1965-1966)
650-6770	- Rear Upper Control Arm Frame Mount (1967-1970)
B-980-LCA	- Rear Lower Control Arms Mounting Hardware Kit (1959-1964)
B-980	- Rear Upper Control Arm Mounting Hardware Kit (1959-1970)
B-981	- Rear Lower Control Arms Mounting Hardware Kit (1965-1970)

Panhard Bars

Replace the factory's weak, flexible rubber bushed panhard bar with one of our heavy duty set-ups! Greatly increases rear's lateral stability.

Part #	Description
141	- Panhard Bar - Tubular with Poly Bushings (1959-1964)
144	- Panhard Bar - Adjustable with Poly Bushings (1959-1964)
151	- Panhard Bar - Tubular with Poly Bushings (1965-1970)
154	- Panhard Bar - Adjustable with Poly Bushings (1965-1970)
FG-983	- Panhard Bar Mounting Hardware Kit (1959-1970)

1971-1976 GM B-Body

Suspension

Rear Control Arms

All of our control arms outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

Part #	Description
272	- Lower Control Arms - Boxed with Poly Bushings
671	- Rear Upper Control Arm - Tubular with Poly Bushings
674	- Adjustable Rear Upper Control Arm - Tubular with Poly Bushings
675	- Adjustable Rear Upper Control Arm - Tubular with Del-Sphere Pivot Joints
977	- Rear Lower Control Arms Mounting Hardware Kit
975	- Rear Upper Control Arms Mounting Hardware Kit

1977-1996 GM B-Body

Suspension

Rear Control Arms

All of our control arms outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
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232	- Lower Control Arms - Boxed with Poly Bushings - With Sway Bar Mounts
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232-EL	- Lower Control Arms - Boxed with Poly Bushings - With Sway Bar Mounts*
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977	- Rear Lower Control Arms Mounting Hardware Kit
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975	- Rear Upper Control Arms Mounting Hardware Kit
-----	---

976	- Rear Sway Bar Mounting Hardware Kit
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631	- Rear Upper Control Arms - Tubular with Poly Bushings
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634	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings
-----	---

634-EL	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings*
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635	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere Pivot Joints
-----	---

635-EL	- Adjustable Rear Upper Control Arms - Tubular with Del Sphere Pivot Joints*
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610U	- Rear Upper Control Arm Housing Bushings - Polyurethane
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HF-34214	- Magnetic Pinion Angle Finder
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*-EL = 3/4" extended length



Front Suspension & Steering

Spohn Performance is known for quality parts, our front end rebuild kit is no exception.

Part #	Description
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E-FRTKIT-B	- Front End Rebuild Kit
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part # E-FRTKIT-B

Sway Bars

Spohn Performance sway bars are the single biggest handling improvement you can make. Dramatically reduces body roll and increases cornering capability. Don't skimp on the foundation of your suspension!

Eliminates body roll encountered when adding lowering springs. Spohn Sway Bars are larger & stronger solid 4140 chrome moly sway bars to reduce body roll and provide predictable handling. Our bar stock is 4140 chrome moly heat treated spring grade steel. The bars are entirely heat formed and coined as one piece. We put our bars through this extensive process to insure that the final product will be the strongest, most durable bar on the market, and that it will be the most resistant to form alteration. Most aftermarket anti-sway bars are cold-bent, making them weaker at the bends, and more vulnerable to shape alteration.

Sway bar sets include polyurethane bushings and end links, everything you need for installation and maximum performance!

Part #	Description
--------	-------------

927B	- Sway Bars Set - 1-5/16" Front/1.5" Rear
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927BFront	- Sway Bar - 1-5/16" Front
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927BRear	- Sway Bar - 1.5" Rear
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1977-1996 GM B-Body

Shocks & Springs

Part #	Description
Q-TS507	- QA1 Stocker Star - 18 Way Single Adjustable Front Shock
Q-TR507	- QA1 Stocker Star - 18 Way "R" Series Adjustable Front Shock
Q-TD507	- QA1 Stocker Star - 18 Way Double Adjustable Front Shock
Q-TS801	- QA1 Stocker Star - 18 Way Single Adjustable Rear Shock
Q-TD801	- QA1 Stocker Star - 18 Way Double Adjustable Rear Shock
Q-7888-108	- QA1 Rear Lower Shock Mounting Bolt Kit - sold individually
STR-S5267	- Strange Single Adjustable Front Shock
STR-S5264	- Strange Single Adjustable Rear Shock
STR-S5064	- Strange Double Adjustable Rear Shock



part # STR-S5267

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it! Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.

Build Specifications:

- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install



Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

***See Price Sheet For Applications**



1982-2003 GM S-10 (2WD)

Tubular Front A-Arms

Spohn Performance's front control arms set a new, higher standard of performance and quality. When we designed our a-arms, we had two goals in mind. One was to provide the performance capabilities needed for the toughest race tracks, the second was to provide the strength and durability required for the demands of a daily driven vehicle. We're proud to say that we have accomplished both. Spohn front control arms are a true "A" arm rather than a "V" arm. This provides maximum rigidity and equalizes forces delivered in to the frame. Spohn control arms are gusseted in critical areas to ensure that a weld never breaks. They decrease overall weight, and more importantly - "unsprung" weight.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 1.25" x .095" 4130N chrome moly tubing.

Part #	Description
--------	-------------

- | | |
|---------|---|
| 761 | - Tubular Front Lower A-Arms - Bushings - Coil-Over Style |
| 762 | - Tubular Front Lower A-Arms - Bushings - Spring Boxes |
| 763 | - Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Coil-Over Style |
| 764 | - Tubular Front Lower A-Arms - Adjustable Spherical Rod Ended - Spring Boxes |
| 763-DS | - Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joints - Coil-Over Style |
| 764-DS | - Tubular Front Lower A-Arms - Adjustable Del Sphere Pivot Joints - Spring Boxes |
| 765 | - Tubular Upper A-Arms - Poly Bushings - Stock Spindle |
| 765-DEL | - Tubular Upper A-Arms - Delrin Bushings - Stock Spindle |
| 766 | - Tubular Upper A-Arms - Poly Bushings - Tall Spindle |
| 766-DEL | - Tubular Upper A-Arms - Delrin Bushings - Tall Spindle |
| 980S | - Front Lower A-Arm Mounting Hardware Kit |
| 973S | - Front Upper A-Arm Mounting Hardware Kit |
| 986 | - Upper Ball Joint Mounting Hardware Kit |
| K5208 | - Heavy Duty Upper Ball Joints |
| K5208ST | - SuperTravel Upper Ball Joints |



Shocks & Coil-Over Kits

Part #	Description
--------	-------------

- | | |
|---------------|---|
| Q-GMP-S | - QA1 Pro-Coil System - 18 Way Single Adjustable |
| Q-RGMP-S | - QA1 Pro-Coil System - 18 Way Adjustable "R" Series |
| Q-DGMP-S | - QA1 Pro-Coil System - 18 Way Double Adjustable |
| Q-TS505 | - QA1 Stocker Star - 18 Way Single Adjustable Front Shock |
| Q-TR505 | - QA1 Stocker Star - 18 Way "R" Series Adjustable Front Shock |
| Q-TD505 | - QA1 Stocker Star - 18 Way Double Adjustable Front Shock |
| Q-TS901 | - QA1 Stocker Star - 18 Way Single Adjustable Rear Shock |
| Q-TD901 | - QA1 Stocker Star - 18 Way Double Adjustable Rear Shock |
| Q-7888-108 | - QA1 Rear Lower Shock Mounting Bolt Kit - sold individually |
| Q-7888-110 | - QA1 Spanner Wrench & Thrust Bearing Set |
| SPI-T114W | - QA1 Spanner Wrench Set |
| BSN-24-187428 | - Bilstein "HD" Front Shock |
| BSN-24-016810 | - Bilstein "HD" Rear Shock |



part # Q-GMP-S

Front Suspension & Steering

Spohn Performance is known for quality parts, our front end rebuild kit is no exception.

Part #	Description
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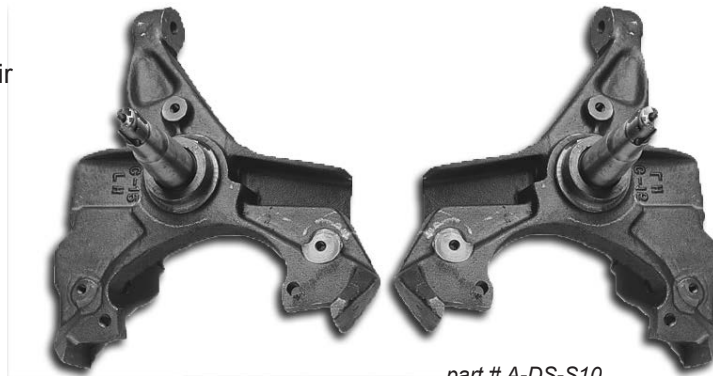
- | | |
|-------------------|-------------------------------------|
| E-FRTKIT-S10-8295 | - Front End Rebuild Kit - 1982-1995 |
| E-FRTKIT-S10-9603 | - Front End Rebuild Kit - 1996-2003 |
| BS-2S | - Front Bump Steer Kit - 1982-1995 |

1982-2003 GM S-10 (2WD)

2" Drop Spindles

Made from high-strength ductile iron with heat-treated 4140 chrome moly center shafts, these 2" drop spindles maintain the factory suspension geometry. That means you get better handling and a comfortable ride, without the excessive ball joint, shock, and tire wear other lowering methods can cause.

Part #	Description
A-DS-S10	2" Drop Spindles - Pair



part # A-DS-S10

3" Rear Lowering Block Kit

Kiss the pavement....

Unlike universal lowering blocks, these heavy duty cast iron 3" lowering blocks are designed specifically for the Chevy S-10 and GMC S-15 trucks. All u-bolts and hardware are included.

Lowering Amount: 3.0"

Part #	Description
A-RDK-S10	3" Rear Lowering Block Kit



part # A-RDK-S10

Brake Kits

Part #	Description
STR-B4122WC	Strange Lightweight Front Drag Brakes
STR-B1708WC	Strange Lightweight Rear Drag Brakes



part # STR-B1708WC

1982-2003 GM S-10 (2WD)

Drivetrain

Rear Ends & Components

Spohn Performance distributes 12 bolt, Ford 9" and Dana 60 rear ends and accessories from Strange Engineering and Moser Engineering. These rear ends and components are available in a variety of configurations and options. We can have a rear end built for you exactly how you want it.

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it!

Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.



Strange Dana 60

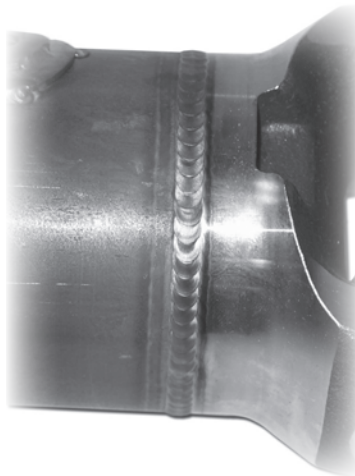
Build Specifications:

- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install



Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

***See Price Sheet For Applications**

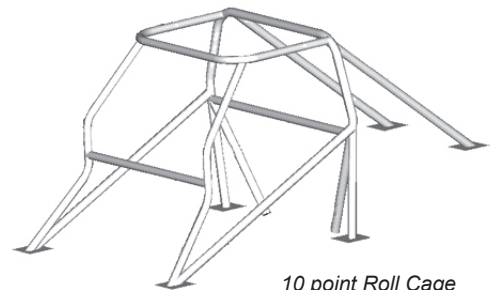


1982-2003 GM S-10 (2WD)

Roll Bars, Cages, & Accessories

Part #	Description
SW-11-1017	- 8 Point Roll Bar - Mild Steel - 1982-1993 GM S-10 Std. Cab Truck & Blazer
SW-11-1017-4130	- 8 Point Roll Bar - 4130N Chrome Moly - 1982-1993 GM S-10 Std. Cab Truck & Blazer
SW-11-1080	- 8 Point Roll Bar - Mild Steel - 1994-2003 GM S-10 Std. & Ext. Cab Truck (No Blazer)
SW-11-1080-4130	- 8 Point Roll Bar - 4130N Chrome Moly - 1994-2003 GM S-10 Std. & Ext. Cab Truck (No Blazer)
SW-11-1517	- 10 Point Roll Cage - Mild Steel - 1982-1993 GM S-10 Truck & Blazer
SW-11-1517-4130	- 10 Point Roll Cage - 4130N Chrome Moly - 1982-1993 GM S-10 Truck & Blazer
SW-11-1580	- 10 Point Roll Cage - Mild Steel - 1994-2003 GM S-10 Truck
SW-11-1580-4130	- 10 Point Roll Cage - 4130N Chrome Moly - 1994-2003 GM S-10 Truck
SW-12-1017	- 8 to 10 Pt. Conversion Kit - Mild Steel - 1982-1993 GM S-10
SW-12-1017-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1982-1993 GM S-10
SW-12-1080	- 8 to 10 Pt. Conversion Kit - Mild Steel - 1994-2003 GM S-10
SW-12-1080-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly - 1994-2003 GM S-10
SW-13-349	- 14 Point Cage Upgrade Kit - Mild Steel
SW-13-606	- 14 Point Cage Upgrade Kit - 4130N Chrome Moly
SW-13-362	- Funny Car Cage Conversion Kit - Mild Steel
SW-13-363	- Funny Car Cage Conversion Kit - 4130N Chrome Moly
SW-13-357	- Sidebar Swing Out Kit
RJS-90906	- Window Net Mounting Kit
RJS-Net	- Window Net

* When ordering specify standard cab or extended cab.



10 point Roll Cage



2005-2012 Chrysler LX, LC & LD Challenger, Charger, Magnum & 300C

Suspension

Rear Control Arms

Our 4130N Chrome moly control arms outperform the cast arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the Delrin bushings.

Priced per Pair -- Qty. 1 = 1 Pair

LX-201 - Tubular Rear Trailing Arms (Track Bars)

LX-204 - Adjustable Rear Trailing Arms (Track Bars)

LX-601 - Tubular Rear Upper Lateral Control Arms (Rear Position)

LX-604 - Adjustable Rear Upper Lateral Control Arms (Rear Position)

LX-611 - Tubular Rear Upper Lateral Control Arms (Front Position)

LX-614 - Adjustable Rear Upper Lateral Control Arms (Front Position)

LX-REL - Tubular Rear Sway Bar End Links



1979-2004 Ford Mustang

Suspension

Rear Control Arms

All of our control arms outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
M4-201-7998	- Lower Control Arms - Tubular with Poly Bushings (1979-1998)
M4-201-9904	- Lower Control Arms - Tubular with Poly Bushings (1999-2004)
M4-207-7998	- Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo (1979-1998)
M4-207-9904	- Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo (1999-2004)
M4-601	- Rear Upper Control Arms - Tubular with Poly Bushings (1979-2004)
M4-605	- Rear Upper Control Arms - Adjustable with Del-Sphere Pivot Joints (1979-2004)
M4-600	- Rear Upper Control Arms - Polyurethane Rear Housing Bushings (1979-2004)
M4-980-7998	- Rear Lower Control Arms Mounting Hardware Kit (1979-1998)
M4-980-9904	- Rear Lower Control Arms Mounting Hardware Kit (1999-2004)
M4-981	- Rear Upper Control Arms Mounting Hardware Kit (1979-2004)

2005+ Ford Mustang

Suspension

Rear Lower Control Arms

All of our LCAs outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheel hop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
--------	-------------

- | | |
|--------|--|
| M5-201 | - Lower Control Arms - Tubular with Poly Bushings |
| M5-204 | - Lower Control Arms - Tubular Adjustable with Poly Bushings |
| M5-206 | - Lower Control Arms - Tubular Adjustable with Spherical/Poly Combo |
| M5-203 | - Lower Control Arms - Tubular Adjustable with Spherical Rod Ends |
| M5-205 | - Lower Control Arms - Tubular Adjustable with Del-Sphere Pivot Joints |
| M5-207 | - Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo |
| M5-210 | - Lower Control Arm Relocation Brackets (Bolt in or weld in) |



part # M5-203

Rear Upper Control Arm

Our adjustable rear upper control arm outperforms the flexible, stamped-steel arm and soft rubber bushing that comes from the factory. Eliminate wheelhop, improve handling, and increase traction with an easy bolt on installation. Adjustability feature allows for setting the pinion angle. Our right hand and left hand threaded CNC machined double adjuster allows for easy on-car adjustments, no need to unmount the control arm to make adjustments!

Part#	Description
-------	-------------

- | | |
|-----------|--|
| M5-603 | - Adjustable Rear Upper Control Arm w/ Spherical Rod End - 2005-2010 |
| M5-603-11 | - Adjustable Rear Upper Control Arm w/ Spherical Rod End - 2011+ |
| M5-605 | - Adjustable Rear Upper Control Arm w/ Del Sphere - 2005-2010 |
| M5-605-11 | - Adjustable Rear Upper Control Arm w/ Del Sphere - 2011+ |
| M5-600 | - Polyurethane Rear Upper Control Arm Housing Bushing Kit |
| HF-34214 | - Magnetic Pinion Angle Finder |



part # M5-603

Panhard Bars

Replace the factory's weak, stamped steel, flexible panhard bar with one of our heavy duty set-ups! Greatly increases rear's lateral stability.



part # M5-101

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
--------	-------------

- | | |
|--------|---|
| M5-101 | - Panhard Bar - Tubular with Poly Bushings |
| M5-104 | - Panhard Bar - Tubular Adjustable with Poly Bushings |
| M5-106 | - Panhard Bar - Tubular Adjustable with Spherical/Poly Combo |
| M5-107 | - Panhard Bar - Tubular Adjustable with Del Sphere/Poly Combo |
| M5-103 | - Panhard Bar - Tubular Adjustable with Spherical Rod Ends |
| M5-105 | - Panhard Bar - Tubular Adjustable with Del Sphere Pivot Joints |



section of part # M5-105

Lowering Springs

Part #	Description
--------	-------------

- | | |
|--------------|---|
| EIB-M5-Pro | - Eibach Pro - Performance Lowering Springs |
| EIB-M5-Sport | - Eibach "Sportline" Lowering Springs |

2005+ Ford Mustang

Sway Bars

Spohn Performance sway bars are the single biggest handling improvement you can make. Dramatically reduces body roll and increases cornering capability. Don't skimp on the foundation of your suspension!

Eliminate body roll encountered when adding lowering springs. Spohn Sway Bars are larger & stronger solid 4140 chrome moly sway bars to reduce body roll and provide predictable handling. Our bar stock is 4140 chrome moly heat treated spring grade steel. The bars are entirely heat formed and coined as one piece. We put our bars through this extensive process to insure that the final product will be the strongest, most durable bar on the market, and that it will be the most resistant to form alteration. Most aftermarket anti-sway bars are cold-bent, making them weaker at the bends, and more vulnerable to shape alteration. Sway bars feature multiple end link mounting holes for adjustability and tuning. Sway bar sets include polyurethane bushings and end links, everything you need for installation and maximum performance! Sway bars are powder coated silver vein for a durable and attractive finish.

Part #	Description
M5-SBF	- Front Sway Bar - Solid 1-3/8" 4140 Chrome Moly
M5-SBR	- Rear Sway Bar - Solid 1" 4140 Chrome Moly

Shocks/Coil-Overs & Accessories

Part #	Description
A-IEC-35420	- Adjustable Camber Bolt Kit
Q-FCOK-M5	- QA1 Complete Front Struts / Coil-Over System
Q-TS708	- QA1 18 Way Single Adjustable Rear Shock
Q-TD708	- QA1 18 Way Double Adjustable Rear Shock
Q-CC105MU	- QA1 Caster/Camber Plates
TOK-DSP-12	- Tokico D-Spec Complete Front & Rear Struts & Shocks Package
KON-8741-1494SPT	- Koni Sport "Yellow" Front Strut
KON-8241-1240SPT	- Koni Sport "Yellow" Rear Shock
BSN-VE3-C871-H0	- Bilstein "HD" Front Strut
BSN-24-122245	- Bilstein "HD" Rear Shocks
EIB-35101-711	- Eibach Complete Front & Rear Coil-Over System
EIB-35101-840	- Eibach Complete Front & Rear Struts & Shocks Package



part # M5-SBF

Drivetrain

Rear Ends & Components

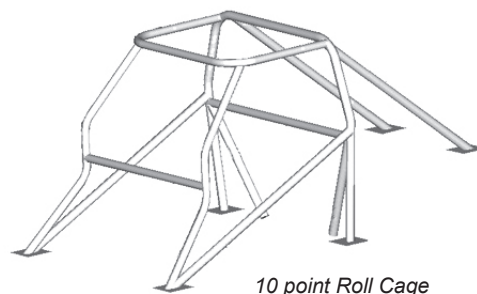
Spohn Performance distributes Ford 9" rear ends and 8.8" rear end accessories from Strange Engineering and Moser Engineering. These rear ends and components are available in a variety of configurations and options. We can have a rear end built for you exactly how you want it.



2005+ Ford Mustang

Roll Bars, Cages, & Accessories

Part #	Description
SW-11-3074	- 8 Point Roll Bar - Mild Steel
SW-11-3074-4130	- 8 Point Roll Bar - 4130N Chrome Moly
SW-11-3574	- 10 Point Roll Cage - Mild Steel
SW-11-3574-4130	- 10 Point Roll Cage - 4130N Chrome Moly
SW-12-3074	- 8 to 10 Pt. Conversion Kit - Mild Steel
SW-12-3074-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly
SW-13-349	- 14 Point Cage Upgrade Kit - Mild Steel
SW-13-606	- 14 Point Cage Upgrade Kit - 4130N Chrome Moly
SW-13-362	- Funny Car Cage Conversion Kit - Mild Steel
SW-13-363	- Funny Car Cage Conversion Kit - 4130N Chrome Moly
SW-13-357	- Sidebar Swing Out Kit
RJS-90906	- Window Net Mounting Kit
RJS-Net	- Window Net



10 point Roll Cage

Strange Engineering Lightweight Drag Brakes

Part #	Description
STR-FrtBrake-M5	- Strange Lightweight Front Drag Brakes



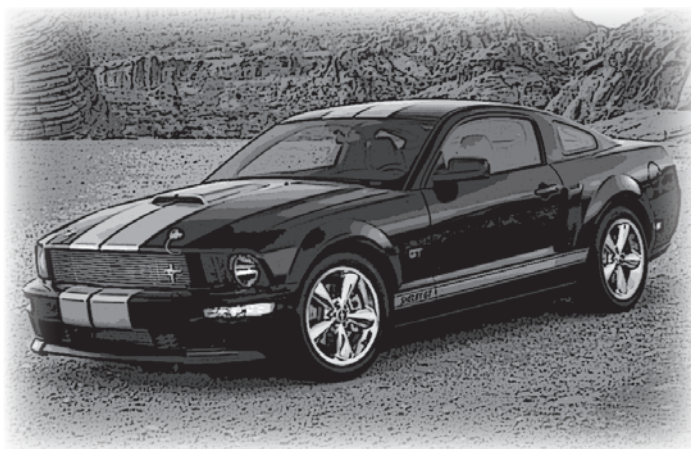
part # STR-FrtBrake-M5

Hawk Brake Pads

The essence of performance is speed control. And speed control is all about confidence. The confidence is knowing that you can control your vehicle- even when you bring it to the edge. Stopping and slowing are critical aspects of race performance.

It only makes sense to go with the best possible braking products for your street performance vehicle. Hawk brake pads are used by champions in every category of the racing industry...they are proven over and over with decades of R&D. Hawk's "HPS" brake pads are high performance street pads that are race worthy. They are very high torque and rotor friendly for the serious street driver. These are the same pads chosen by GM for the new Corvettes.

Part #	Description
Hawk-Frt-M5	- Hawk HPS Brake Pads - Front
Hawk-Rear-M5	- Hawk HPS Brake Pads - Rear



1971-1980 GM H-Body

Suspension

Rear Lower Control Arms

All of our LCAs outperform the flexible, stamped-steel arms and soft rubber bushings that come from the factory. Eliminate wheelhop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
--------	-------------

- | | |
|-------|--|
| H-201 | - Lower Control Arms - Tubular with Poly Bushings |
| H-204 | - Lower Control Arms - Tubular Adjustable with Poly Bushings |
| H-206 | - Lower Control Arms - Tubular Adjustable with Spherical/Poly Combo |
| H-205 | - Lower Control Arms - Tubular Adjustable with Del-Sphere Pivot Joints |
| H-207 | - Lower Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo |

Rear Upper Control Arms

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
--------	-------------

- | | |
|----------|--|
| H-604 | - Adjustable Rear Upper Control Arms - Tubular Adjustable with Poly Bushings |
| H-605 | - Adjustable Rear Upper Control Arms - Tubular Adjustable with Del-Sphere/Poly Combo |
| H-606 | - Adjustable Rear Upper Control Arms - Tubular Adjustable with Spherical/Poly Combo |
| HF-34214 | - Angle Finder for Setting Pinion Angle |

Panhard Bars

Replace the factory's weak, stamped steel, flexible panhard bar with one of our heavy duty set-ups! Greatly increases rear's lateral stability.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
--------	-------------

- | | |
|----------|--|
| H-104 | - Panhard Bar - Tubular Adjustable with Poly Bushings (1976-1980) |
| H-106 | - Panhard Bar - Tubular Adjustable with Spherical/Poly Combo (1976-1980) |
| H-104-75 | - Panhard Bar - Tubular Adjustable with Poly Bushings (Fits 1975 only) |

Front Suspension

- H-735 - Tubular Front Lower A-Arms with Del-Sphere Pivot Joints for Coil-Over (S-10 Spindles Only)
- H-742 - Tubular Front Upper A-Arms with Poly Bushings (S-10 Spindles Only)
- H-742-DEL - Tubular Front Upper A-Arms with Delrin Bushings (S-10 Spindles Only)
- H-737 - Adjustable Front Coil-Over System with QA1 Shocks and Springs (Factory or Spohn A-Arms)
- SPIN-SG - S-10 Style Spindles

1971-1980 GM H-Body

Roll Bars, Cages, & Accessories

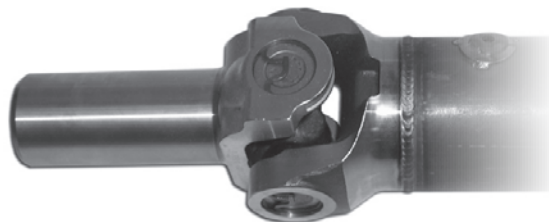
Part #	Description
SW-11-1011	- 8 Point Roll Bar - Mild Steel
SW-11-1011-4130	- 8 Point Roll Bar - 4130N Chrome Moly
SW-11-1511	- 10 Point Roll Cage - Mild Steel
SW-11-1511-4130	- 10 Point Roll Cage - 4130N Chrome Moly
SW-12-1011	- 8 to 10 Pt. Conversion Kit - Mild Steel
SW-12-1011-4130	- 8 to 10 Pt. Conversion Kit - 4130N Chrome Moly
SW-13-349	- 14 Point Cage Upgrade Kit - Mild Steel
SW-13-606	- 14 Point Cage Upgrade Kit - 4130N Chrome Moly
SW-13-362	- Funny Car Cage Conversion Kit - Mild Steel
SW-13-363	- Funny Car Cage Conversion Kit - 4130N Chrome Moly
SW-13-357	- Sidebar Swing Out Kit
RJS-90906	- Window Net Mounting Kit
RJS-Net	- Window Net

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it! Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.

Build Specifications:

- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install



Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

**See Price Sheet For Applications*



Front Suspension & Steering

- BS-6 - Front Bump Steer Kit (For Use with S-10 Spindles)
- E-FRTKIT-H - Complete Front End Rebuild Kit

Suspension

Rear Lower Control Arms

Our tubular rear lower control arms are lighter, stiffer and outperform the flexible and soft rubber bushings that come from the factory. Eliminate wheelhop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings. Adjustability feature allows for setting your pinion angle and/or pushing the rear back to correct rear end location after lowering (if used in conjunction with our Part #TB-604 adjustable rear upper control arms).

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Priced per Pair -- Qty. 1 = 1 Pair

Part #	Description
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TB-201	- Lower Control Arms - Tubular with Poly Bushings
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TB-204	- Lower Control Arms - Tubular Adjustable with Poly Bushings
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Rear Upper Control Arms

Our tubular rear upper control arms are lighter, stiffer and outperform the flexible and soft rubber bushings that come from the factory. Eliminate wheelhop and increase traction with an easy bolt on installation. All ends are fitted with grease fittings for easy lubrication of the fluted polyurethane bushings. Adjustability feature allows for setting your pinion angle and/or pushing the rear back to correct rear end location after lowering (if used in conjunction with our Part #TB-204 adjustable rear lower control arms). Note: Our adjustable tubular rear upper control arms include the air ride sensor mount required for the TrailBlazerSS!

Priced per Pair -- Qty. 1 = 1 Pair

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
--------	-------------

TB-601	- Rear Upper Control Arms - Tubular Adjustable with Poly Bushings
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TB-604	- Adjustable Rear Upper Control Arms - Tubular with Poly Bushings
---------------	---

HF-34214	- Angle Finder for Setting Pinion Angle
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Panhard Bars

Replace the factory's weak, stamped steel, flexible panhard bar with one of our heavy duty set-ups! Greatly increases rear's lateral stability.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
--------	-------------

TB-104	- Panhard Bar - Tubular Adjustable with Poly Bushings
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Suspension

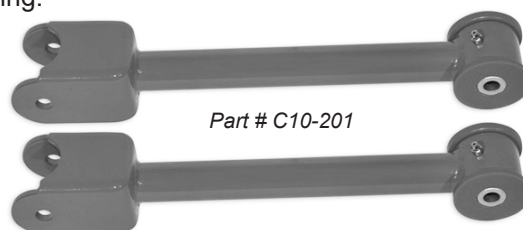
Rear Trailing Arms

Our tubular rear trailing arms will lock in your caster settings, minimize wheel hop and increase traction. Our tubular rear trailing arms are much stronger than the factory's stamped steel arms, these tubular rear trailing arms are constructed from 1.25" x .095" wall DOM tubing and 1/4" CNC laser cut and formed steel mounting brackets that are fully gusseted to eliminate flex and provide for maximum strength and durability. These tubular rear trailing arms are equipped with fluted and greaseable polyurethane bushings rather than the soft rubber bushings that come from the factory.

They are a 100% bolt-in installation using factory hardware. These tubular rear trailing arms weigh in at only 6.30#/pair. Available powder coated in your choice of bright red or gloss black.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
C10-201	- Tubular Rear Trailing Arms w/ Poly Bushings
C10-201-DEL	- Tubular Rear Trailing Arms w/ Delrin Bushings
C10-203	- Tubular Rear Trailing Arms w/ Spherical Rod Ends
C10-205	- Tubular Rear Trailing Arms w/ Del-Sphere Pivot Joints



Rear Toe Links

Lock in your toe settings, minimize wheel hop and increase traction with a set of our tubular rear toe links. Our tubular rear toe links are much stronger than the factory's stamped steel toe links, these tubular rear toe links are constructed from 1.25" x .095" wall DOM tubing to eliminate flex and are 100% TIG welded to provide for maximum strength and durability. These tubular rear toe links are equipped with fluted and greaseable polyurethane bushings rather than the soft rubber bushings from the factory. They are a 100% bolt-in installation using factory hardware and include the ABS line mounts just like the factory toe links. These tubular rear toe links weigh in at only 4.70#/pair. Available powder coated in your choice of bright red or gloss black.

4130N Upgrade: The ultimate in bullet-proof lightweight strength, 100% TIG welded 4130N chrome moly construction! Same as above, but constructed entirely from 4130N chrome moly tubing.

Part #	Description
C10-601	- Tubular Rear Toe Links w/ Poly Bushings
C10-603	- Tubular Rear Toe Links w/ Spherical Rod Ends
C10-605	- Tubular Rear Toe Links w/ Del-Sphere Pivot Joints



Rear Lower Control Arms

Our Extreme Duty fabricated rear lower control arms will lock in your IRS, minimize wheel hop and increase traction. Our Extreme Duty rear lower control arms are much stronger than the factory's stamped steel arms, these Extreme Duty rear lower control arms are fabricated from 3/16" CNC laser cut and formed steel and are fully boxed and internally gusseted to eliminate flex and provide for maximum strength and durability.

These Extreme Duty rear lower control arms are equipped with fluted and greaseable polyurethane bushings rather than the soft rubber bushings that come from the factory. They are a 100% bolt-in installation using factory hardware and are available powder coated in your choice of bright red or gloss black.

Part #	Description
C10-221	- Pro-Touring Rear Lower Control Arms w/ Poly Bushings
C10-221-DEL	- Pro-Touring Rear Lower Control Arms w/ Delrin Bushings
C10-222	- Pro-Drag Rear Lower Control Arms w/ Poly Bushings
C10-222-DEL	- Pro-Drag Rear Lower Control Arms w/ Delrin Bushings

2010+ Camaro & 2008-2009 G8

Sway Bars & Accessories

The 2010+ Chevrolet Camaro suffers from significant understeer and body roll. Spohn Performance sway bars are the single biggest handling improvement you can make to your Camaro. Our sway bars dramatically reduce body roll and wheel hop while increasing cornering capability and steering response. Don't skimp on the foundation of your suspension!

Our sway bar set includes fluted polyurethane bushings with silver zinc plated bushing shells. The sway bars also include shaft collars that lock in the bar's lateral position to prevent any side to side movement. The entire assembly is a 100% bolt-in installation. Sway bars are available powder coated in your choice of bright red or gloss black.

Part #	Description
--------	-------------

- | | |
|-------------|--|
| C10-SBK1 | Pro-Touring Front & Rear Tubular Sway Bar Set - 2010+ Camaro |
| C10-SBK2 | Competition Front & Rear Sway Bar Set - 2010+ Camaro |
| C10-FSB-125 | Tubular Front Sway Bar - 2010+ Camaro |
| C10-RSB-100 | Pro-Touring Tubular Rear Sway Bar - 2010+ Camaro |
| C10-RSB-125 | Competition Rear Sway Bar - 2010+ Camaro |
| C10-921 | Pro-Series Rear Drag Bar - 2010+ Camaro |
| C10-FEL | Extreme Duty Front End Link Set - 2010+ Camaro |
| C10-REL | Extreme Duty Rear End Link Set - 2010+ Camaro |
| G8-FEL | Extreme Duty Front End Link Set - 2008-2009 G8 |
| C10-REL | Extreme Duty Rear End Link Set - 2008-2009 G8 |

Polyurethane Bushings

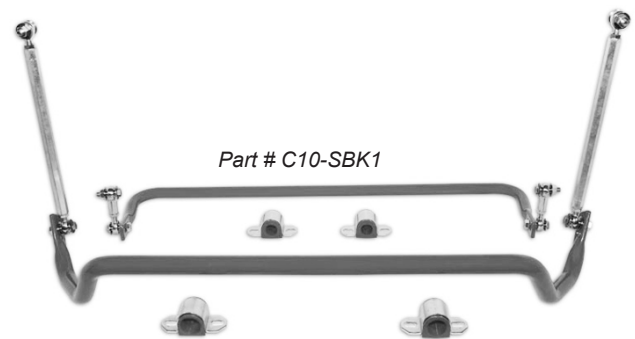
Part #	Description
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- | | |
|------------|--|
| C10-POLY-1 | Rear Differential to Rear Cradle Bushing Kit |
|------------|--|

Lowering Springs

Part #	Description
--------	-------------

- | | |
|---------------|--------------------------------------|
| C10-LSV8 | SRE Lowering Springs (V8) |
| C10-LSV6 | SRE Lowering Springs (V6) |
| EIB-38144-140 | Eibach Pro-Kit Lowering Springs (V8) |
| EIB-38143-140 | Eibach Pro-Kit Lowering Springs (V6) |



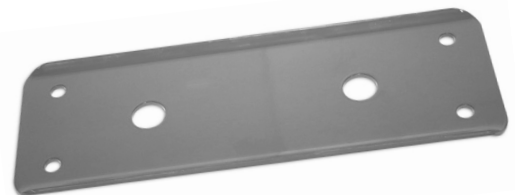
Chassis

Extreme Duty Tunnel Brace & Chassis Bracing

Greatly strengthen your floor pan and driveshaft tunnel with our Extreme Duty tunnel brace. One piece CNC laser cut and formed from 3/16" steel, our Extreme Duty tunnel brace replaces the flimsy factory sheet metal brace. A 100% bolt-in installation, our brace uses the factory mounting points and hardware while greatly increasing the rigidity of the tunnel where the driveshaft carrier bearing is mounted. Our brace also provides for no ground clearance loss compared to the factory installed brace which is great for lowered cars. Available powder coated in your choice of bright red or gloss black.

Part #	Description
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|---------|--|
| C10-994 | Extreme Duty Tunnel Brace (2010+ Camaro & 08-09 G8) |
| C10-964 | Lightweight Aluminum Strut Tower Brace - 2011+ Camaro |
| C10-995 | Front Subframe Chassis Brace - 2010+ Camaro |
| C10-996 | Adjustable Front Subframe Chassis Brace - 2010+ Camaro |



Part # C10-994

2010+ Camaro & 2008-2009 G8

Drivetrain

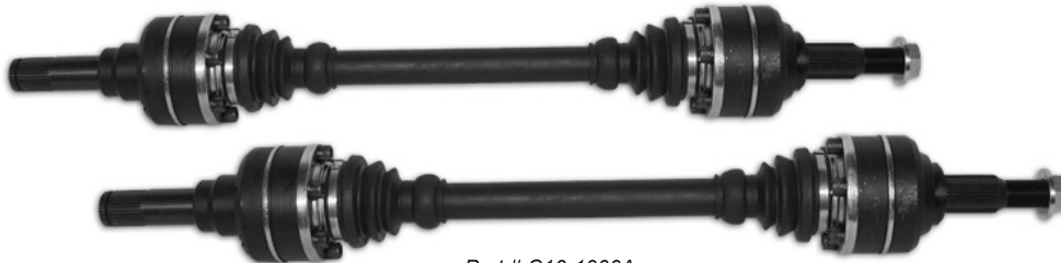
Extreme Duty Rear Axles and CV Joints Package

These Extreme-Duty axles are designed to handle up to 1,400 HP! Using chrome moly center bars, 108mm Porsche style CV's and bolt on chrome moly inner and outer stubs, these are a direct bolt on that fit the stock hubs and come complete with all the necessary hardware. Not only will these axles handle the horsepower, they use different diameter chrome moly axle bars on each side which will eliminate wheel hop. Wheel hop at launch can be extremely damaging to the drivetrain and makes getting traction very difficult. By allowing the axle bars to torsionally twist at different rates the result is traction, not wheel hop!

The factory axles are made with different diameter axle bars, but the spline diameter is the same on both sides and the large diameter axle bar tapers down to a spline that is half the diameter. This transition creates a weak point on the axle bar that cannot withstand increased horsepower. Our axles are made with 1-1/8" & 1-3/8" diameter bars that are splined on the full diameter of the bar, without being tapered down so drastically and creating a weak point

These axles and CV joints are priced as a complete set and have a 1 year warranty.

Part #	Description
C10-1400A	- 1,400 HP Extreme Duty Rear Axles and CV Joints Package (2010+ Camaro)
G8-1000A	- 1,000 HP Extreme Duty Rear Axles and CV Joints Package (2008-09 Pontiac G8)



Part # C10-1000A

2010+ Camaro Ring and Pinion Gears

Part #	Description
RMG-4901871	- 3.73 Ratio
RMG-6904921	- 4.11 Ratio
RMG-8310771	- Ring and Pinion Gear Installation Kit

1965-1974 Ford Galaxie

Rear Suspension

Part #	Description
FG-104-6566	- Tubular Adjustable Panhard Bar with Poly Bushings 1965-1966
FG-104-6774	- Tubular Adjustable Panhard Bar with Poly Bushings 1967-1974
FG-204	- Tubular Adjustable Rear Lower Control Arms with Poly Bushings
FG-604	- Tubular Adjustable Rear Upper Control Arm with Poly Bushings
FG-981	- Rear Lower Control Arms Mounting Hardware Kit
FG-975	- Rear Upper Control Arm Mounting Hardware Kit
FG-983	- Panhard Bar Mounting Hardware Kit

1972-1976 Ford Torino & Ranchero

Rear Suspension

Part #	Description
FT-205	- Adjustable Rear Lower Control Arms with Del-Sphere Pivot Joints
FT-607	- Tubular Rear Upper Control Arms with Poly and Del-Sphere Pivot Joints
FT-981	- Rear Lower Control Arms Mounting Hardware Kit
FT-975	- Rear Upper Control Arms Mounting Hardware Kit

2000-2013 GM SUV

Rear Suspension

Part #	Description
2000-2006	
GMSUV-00-06-104	- Tubular Adjustable Panhard Bar with Poly Bushings
GMSUV-00-06-105	- Tubular Adjustable Panhard Bar with Del-Sphere Pivot Joints
GMSUV-00-06-202	- Boxed Rear Lower Control Arms with Poly Bushings
GMSUV-00-06-205	- Adjustable Rear Lower Control Arms with Del-Sphere Pivot Joints
GMSUV-00-06-605	- Adjustable Rear Upper Control Arms with Del-Sphere Pivot Joints
GMSUV-00-06-607	- Adjustable Rear Upper Control Arms with Del-Sphere Pivot Joints/ Poly Bushings
GMSUV-00-06-980	- Mounting Hardware Kit for Rear Upper Control Arms
GMSUV-00-06-981	- Mounting Hardware Kit for Rear Lower Control Arms
GMSUV-00-06-983	- Mounting Hardware Kit for Panhard Bar
2007-2013	
GMSUV-07-104	- Tubular Adjustable Panhard Bar with Poly Bushings
GMSUV-07-105	- Tubular Adjustable Panhard Bar with Del-Sphere Pivot Joints
GMSUV-07-202	- Boxed Rear Lower Control Arms with Poly Bushings
GMSUV-07-205	- Adjustable Rear Lower Control Arms with Del-Sphere Pivot Joints
GMSUV-07-605	- Adjustable Rear Upper Control Arms with Del-Sphere Pivot Joints
GMSUV-07-607	- Adjustable Rear Upper Control Arms with Del-Sphere Pivot Joints/ Poly Bushings
GMSUV-07-980	- Mounting Hardware Kit for Rear Upper Control Arms
GMSUV-07-981	- Mounting Hardware Kit for Rear Lower Control Arms
GMSUV-07-983	- Mounting Hardware Kit for Panhard Bar

1961-1964 Oldsmobile "88"

Rear Suspension

Part #	Description
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6164FSO-201	- Tubular Rear Lower Control Arms with Poly Bushings
6164FSO-604	- Adjustable Rear Upper Control Arms with Poly Bushings
6164FSO-981	- Rear Control Arms Mounting Hardware Kit

1994-2002 Dodge Ram

Part #	Description
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1994-2001 Dodge Ram 1500 & 1994-2002 Dodge Ram 2500 & 3500

D94-02-TB	- Adjustable Front Track Bar - 1994-2002 Dodge Ram 4x4 (0"-4" lift)
D94-02-TBL	- Adjustable Front Track Bar - 1994-2002 Dodge Ram 4x4 (4"-8" lift)
D94-99-202	- Front Lower Control Arms - 1994-1999 Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
D00-02-202	- Front Lower Control Arms - 2000-2002 Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
D94-99-CAM	- Front Lower Control Arms Cam Bolts Package - 1994-1999 Dodge Ram 4x4
D94-99-981	- Front Lower Control Arms Mounting Hardware Kit - 1994-1999 Dodge Ram 4x4
D00-02-CAM	- Front Lower Control Arms Cam Bolts Package - 2000-2002 Dodge Ram 4x4
D00-02-981	- Front Lower Control Arms Mounting Hardware Kit - 2000-2002 Dodge Ram 4x4
D94-99-602	- Front Upper Control Arms - 1994-1999 Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
D94-99-980	- Front Upper Control Arms Mounting Hardware Kit - 1994-1999 Dodge Ram 4x4
D00-02-602	- Front Upper Control Arms - 2000-2002 Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
D00-02-980	- Front Upper Control Arms Mounting Hardware Kit - 2000-2002 Dodge Ram 4x4
D94-99-FK	- Adjustable Front Track Bar and Front Control Arms Package - 1994-1999 Dodge Ram 4x4
D00-02-FK	- Adjustable Front Track Bar and Front Control Arms Package - 2000-2002 Dodge Ram 4x4
D94-02-FEL	- Extreme Duty Front Sway Bar End Links - 1994-2002 Dodge Ram 4x4 (Stock Ride Height)
D94-02-FEL-2	- Extreme Duty Front Sway Bar End Links - 1994-2002 Dodge Ram 4x4 (With 2" Leveling Kit)
D94-02-SB	- Steering Box Stabilizer Brace - 1994-2002 Dodge Ram 4x4 (With Stock Steering Box)
D94-02-SB-2WD	- Steering Box Stabilizer Brace - 1994-2002 Dodge Ram 4x2 (With Stock Steering Box)
D94-02-SB-BORG	- Steering Box Stabilizer Brace - 1994-2002 Dodge Ram 4x4 (w/ Borgeson 800112 Steering Box)
D94-02-SB-BORG-2WD	- Steering Box Stabilizer Brace - 1994-2002 Dodge Ram 4x2 (w/ Borgeson Steering Box)
D94-02-RTB-QCSB	- Extreme Duty Rear Traction Bars - 1994-2002 Dodge Ram 4x4 (Quad Cab Short Bed)
D94-02-RTB-QCSB-G1500	- Extreme Duty Rear Traction Bars - 1994-2001 Dodge Ram 4x4 1500 w/9.25" Rear
D94-99-DFSK1	- Dual Front Shock Mounting Kit - 1994-1999 Dodge Ram 4x4 (Stock Ride Height)
D94-99-DFSK2	- Dual Front Shock Mounting Kit - 1994-1999 Dodge Ram 4x4 (Lifted Ride Height)
D00-02-DFSK1	- Dual Front Shock Mounting Kit - 2000-2002 Dodge Ram 4x4 (Stock Ride Height)
D00-02-DFSK2	- Dual Front Shock Mounting Kit - 2000-2002 Dodge Ram 4x4 (Lifted Ride Height)
D94-02-SP1	- Extreme Duty Transfer Case Skid Plate - 1994-2002 Dodge Ram 4x4
D94-11-SP2	- Front Lower Control Arms Skid Plates - 1994-2012 Dodge Ram 4x4
A-BRG-800112	- Borgeson Power Steering Box - 1994-2002 Dodge Ram 4x2 and 4x4
A-BRG-000945	- Borgeson Steering Shaft - 1994 Dodge Ram 4x2 and 4x4
A-BRG-000950	- Borgeson Steering Shaft - 1995-2002 Dodge Ram 4x2 and 4x4

2003-2012 Dodge Ram

2003-2012 Dodge Ram

- D03-TB** - Adjustable Front Track Bar - 2003+ Dodge Ram 4x4
- D03-202** - Front Lower Control Arms - 2003-2009 Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
- D10-202** - Front Lower Control Arms - 2010+ Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
- D03-981** - Front Lower Control Arms Mounting Hardware Kit - 2003+ Dodge Ram 4x4
- D03-09-CAM** - Front Lower Control Arms Cam Bolts Package - 2003-2009 Dodge Ram 4x4
- D10-CAM** - Front Lower Control Arms Cam Bolts Package - 2010+ Dodge Ram 4x4
- D03-602** - Front Upper Control Arms - 2003+ Dodge Ram 4x4 (Stock, 1"-3" lift or 4"-6" lift)
- D03-980** - Front Upper Control Arms Mounting Hardware Kit - 2003+ Dodge Ram 4x4
- D03-FK** - Adjustable Front Track Bar and Front Control Arms Package - 2003+ Dodge Ram 4x4
- D94-11-FLK** - 2" Front Leveling Kit (*Fits 2003-2012 2500 & 3500 4x4*)
- D06-1500-FLK** - 2" Front Leveling Kit (*Fits 2006-2012 1500 4x4*)
- D03-FEL** - Extreme Duty Front Sway Bar End Links - 2003+ Dodge Ram 4x4 (Stock Ride Height)
- D03-FEL-2** - Extreme Duty Front Sway Bar End Links - 2003+ Dodge Ram 4x4 (With 2" Leveling Kit)
- D03-08-SB** - Steering Box Stabilizer Brace - 2003-2008 Dodge Ram 4x4 (With Stock Steering Box)
- D09-SB** - Steering Box Stabilizer Brace - 2009+ Dodge Ram 4x4 (With Stock Steering Box)
- D09-1500-101** - Tubular Rear Panhard Bar with Polyurethane Bushings - 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-104** - Adjustable Rear Panhard Bar with Polyurethane Bushings - 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-201** - Tubular Rear Lower Control Arms w/ Polyurethane Bushings 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-204** - Adjustable Rear Lower Control Arms w/ Poly Bushings 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-601** - Tubular Rear Upper Control Arms w/ Polyurethane Bushings 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-604** - Adjustable Rear Upper Control Arms w/ Poly Bushings 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D09-1500-RBS1** - Extended Length Poly Rear Bump Stops 2009-2012 Dodge Ram 1500 4x2 & 4x4
- D03-DFSK1** - Dual Front Shock Mounting Kit - 2003-2012 Dodge Ram 2500 & 3500 4x4 (Stock Ride Height)
- D03-DFSK2** - Dual Front Shock Mounting Kit - 2003-2012 Dodge Ram 2500 & 3500 4x4 (Lifted Ride Height)

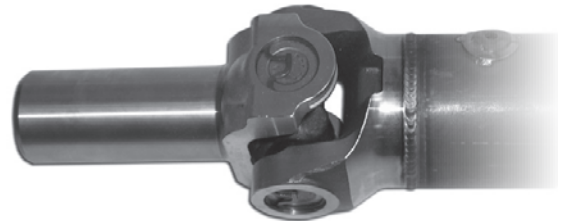
Custom Chrome Moly Driveshafts

Driveshafts

Don't over look the weak link in your drivetrain...the driveshaft. Everyone knows the stock rear doesn't hold up to much, the driveshaft won't either. When a driveshaft goes it will take expensive parts with it! Don't gamble with your safety, replace the weak link in your drivetrain with one of our driveshaft assemblies. For neck snapping launch performance, stay away from an aluminum driveshaft. While the lighter weight may give you a few more horses, the lack of durability isn't worth the gamble. Our shaft is designed to hold up to very high horsepower abuse, yet remains vibration-free at high speeds, you get the best of both worlds. We precision electronically balance each unit fully assembled. This allows balancing of the shaft just as it will be spinning in your car.

Build Specifications:

- Constructed of 3" o.d. x .083" wall DOM 4130N chrome moly tubing
- Extreme Duty Spicer 1350 weld yokes, properly phased and installed in specially built fixtures (total indicated run-out of less than .008")
- Extreme Duty Spicer self lubricating u-joints
- Extreme-Duty Spicer 1350 series transmission slip yoke
- Meticulously welded for maximum strength
- Fully assembled and then precision electronically balanced
- Ships fully assembled - ready to install



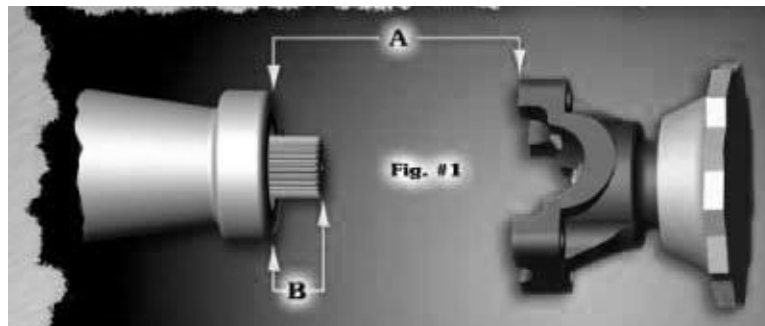
Option: Now available with Extreme-Duty Spicer transmission slip yoke or with Strange Engineering 17-4 heat treated stainless steel transmission slip yoke for the ultimate in strength! Extreme-Duty driveshafts are rated to 800 HP. Top Gun driveshafts feature seamless chrome moly tubing, TIG welded and forged chrome moly yokes to withstand 1800+ HP.

Measurements: Follow these instructions to provide us with the information needed to build your drive-shaft:

1. Enter your transmission type (ie. TH350, TH400, Powerglide, 700R4, Muncie, etc.)
2. Enter your rear end type
3. Enlarge and print out Picture #2 - Measurement Directions
4. With your car at ride height - suspension loaded (weight of vehicle on the rear), measure and then enter Measurement "A". Also record Measurement "B".

Note: On Measurement "A" you are measuring the distance from the center of the rear u-joint to the rear edge of the transmission tailshaft seal. Measurement "B" is the distance from the rear edge of the tailshaft to the rear edge of the output shaft.

Maximum Length: Measurement "A" maximum length = 63.00"

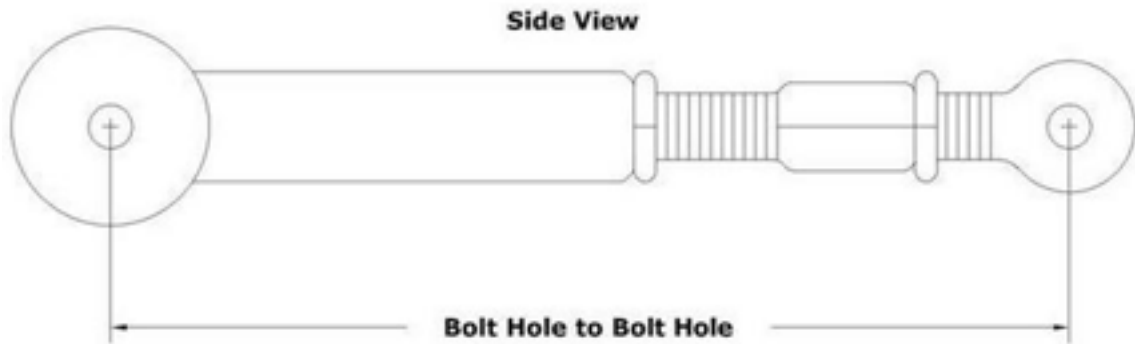


Custom Suspension Parts

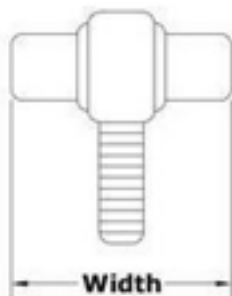
Custom Fabrication

Spohn Performance offers a variety of custom parts and services, including:

- *Custom Panhards Bars*
- *Custom Control Arms*
- *Custom Torque Arms*



Rod End Top View



Poly End Top View



Mounting Options

Greasable fluted polyurethane bushings.

Poly Bushing



XM series teflon lined chrome moly rod end.

Spherical Rod End



Del-Sphere pivot joint.

Del-Sphere

