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**Part # 11439099**  
**73-91 GM C-30 Panhard Kit**

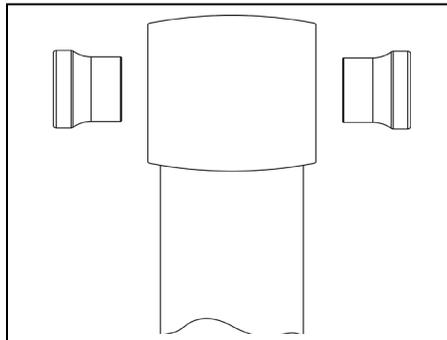
**Components:**

- 1 90002905 Panhard bar – TW18.625" (20.5" C-C)
  - 1 90002878 Panhard bar frame bracket
  - 1 90000226 Panhard bar axle bracket
  - 2 70013364 R-Joint Rod End housing
  - 4 70013334 Axle Stud R-Joint Spacer – 5/8" ID
- R-Joint Components** (installed in bar ends)
- 70013279 Retaining Ring
  - 70012380 Wavo Wave Spring
  - 70013275 R-Joint Center Ball
  - 70013276 R-Joint Composite Center Ball Cage



**Hardware:**

- 2 99752004 3/4" SAE jam nut – installed on Heim end
- 2 99621004 5/8"-18 x 3" Hex Head
- 1 99622006 5/8"-18 Thin Nylok
- 2 99623001 5/8" Flat Washer
- 1 99623002 5/8" Split Lock Washer
- 5 99371003 3/8"-16 x 1 Hex Head
- 5 99373003 3/8" SAE Flatwasher
- 5 99373005 3/8" Split Lockwasher
- 4 99501019 1/2" x 1 1/4" Hex Head
- 4 99502001 1/2"-13 Nylok
- 8 99503001 1/2" SAE Flatwasher



Insert the SMALL end of the spacer INTO each side of the center pivot ball. Push the spacer in until it bottoms out in the center pivot.

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**Insert the Spacers into each side of the R-joint.**

1. (fig1)The Panhard bar axle cover is ready to be installed, just unbolt the top 5 bolts from the rearend and replace with the supplied 3/8x1" bolts, washers and lock washers.



2. (fig2) Use the panhard bar as a guide to locate the panhard frame mount. The Panhard bar should be level at ride height. The bar gets bolted to the bracket using a 5/8" x 3" bolt, flat washer, and a split lock washer.



3. On the truck we done a preexisting hole captured the middle hole(fig3) in panhard bracket. This bracket can be welded or bolted to the frame using the supplied 1/2" hardware. Insert the R-Joint Spacers and bolt the bar to the bracket using 5/8" x 3" bolt, flat washers, & 5/8" nylok nut.

***New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self-lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.***