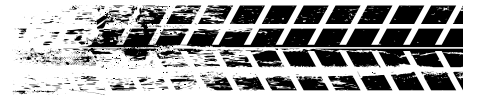




**INSTALLATION
INSTRUCTIONS**



Part # 11162199



Coil Spring Front Lower StrongArms

1967-1969 GM F-Body

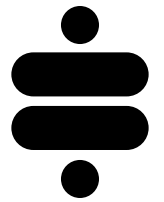


www.ridetech.com
812.482.2932





**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

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SAFETY FIRST



Always use jack stands (if not using a lift). Never rely solely on a hydraulic jack to support the vehicle.

Always raise the vehicle on a clean and level surface. Use wheel chocks when necessary.

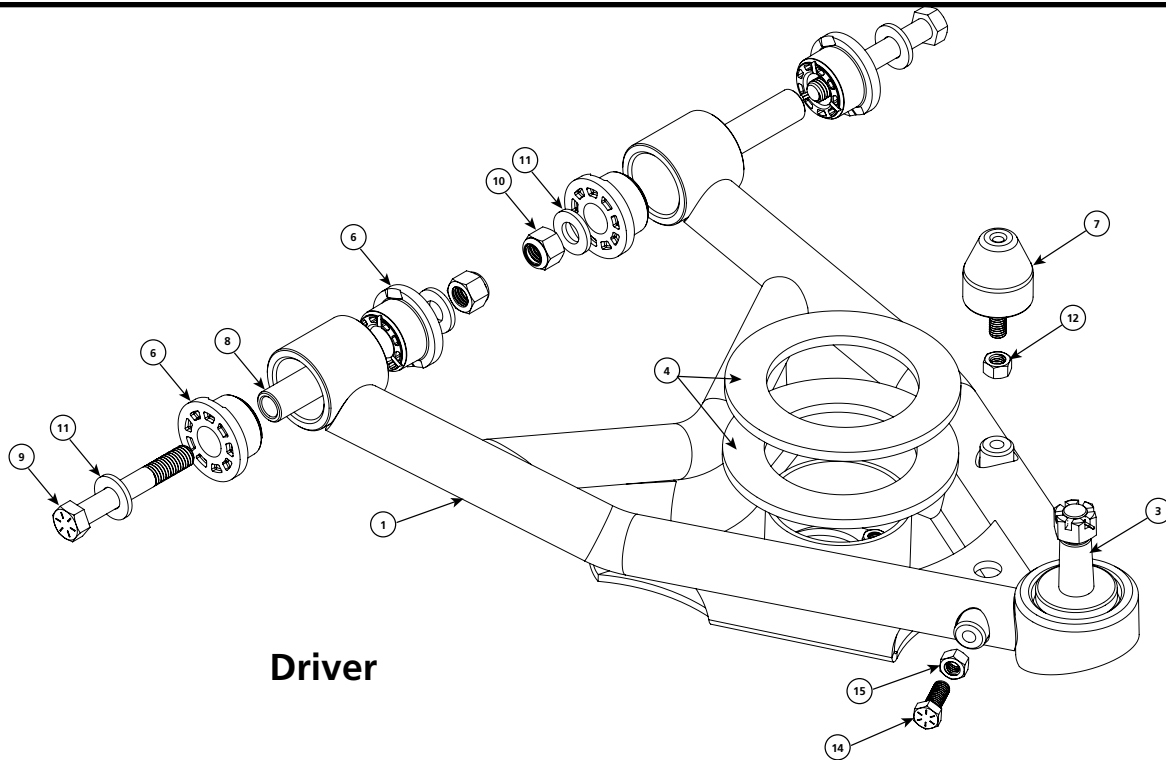
Always wear eye protection (Z87.1) when operating power tools.

PRE-INSTALLATION NOTES

- If you are going to be replacing your upper control arms, spindles, or front sway bar, now is an ideal time to tackle those as well.
- This kit includes (6) 1/4" spacers to help dial in your preferred ride height. If you do not install any spacers, these controls arms will lower the car approximately 1" at the wheel if using stock springs, or 1 1/2" if using Ridetech StreetGrip springs. Please see the guide on page 9 to determine how many spacers (if any) you might require to achieve your preferred ride height.

Ridetech recommends this system be installed by a professional technician or experienced, reputable mechanic. Modification or improper installation of this product may result in loss of warranty. Proper installation and setup of your suspension is critical to the safe and enjoyable operation of your vehicle. Failure to follow the guidelines and specifications provided in these instructions may result in damage to your vehicle and/or death or serious injury to you, your passengers, or other motorists. Ridetech will not be held liable for any damage, loss or injury occurring from the use of this product outside of its intended application and design parameters.

EXPLODED VIEWS AND PARTS LISTING

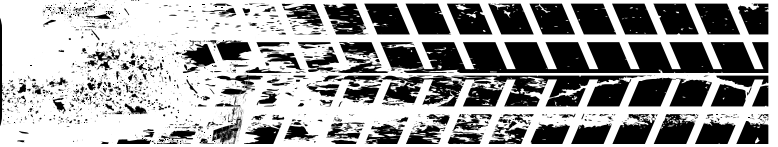


Item #	Part #	Description	QTY
1	90003632	Driver Lower Control Arm (SHOWN)	1
2	90003633	Passenger Lower Control Arm	1
3	90000898	101-10013 Lower Ball Joint	2
4	90003349	Coil Spring Arm Spring Plate Spacer 1/4"	6
5	90000247	Coil Spring Seat (Not Shown)	2
6	70010759	Delrin Bushing, 2.0" Large OD	8
7	70013323	DAY2061 Medium Bumpstop	2
8	90000516	SLEEVE; .750" OD X .500 ID X 2	4

HARDWARE KIT: 99010263

Item #	Part #	Description	QTY
LOWER CONTROL ARM TO CAR			
9	99501005	1/2-13 X 3 1/2 Hex Bolt Gr. 8	4
10	99502009	1/2-13 USS Gr. 8 NYLOK NUT	4
11	99503014	1/2 SAE FLAT WASHER GR8 YZ	8
BUMPSTOPS			
12	99372012	3/8-16 HEX FINISH NUT GR 8 Zin	2
13	90002263	Red Loctite Tube; 1ml Tube;	1
STEERING STOPS			
14	99371025	3/8-16 x 1" Hex Cap Screw Gr.8	4
15	99372012	3/8-16 HEX FINISH NUT GR 8 Zin	4
SHOCK TO LOWER CONTROL ARM			
16	99311030	5/16-18 X 1" HCS GR 8 yellow z	4
17	99313005	5/16 GR8 SPLIT LOCKWASHER ZINC	4
18	99313001	5/16 SAE FLAT WASHER ZINC/YELL	4

Installation



NOTE: We recommend measuring your ride height before beginning this install. Measuring from the fender lip to the floor works well. This measurement along with the guide on page 9 will help you determine if you need to add spacers under the coil spring isolator to achieve your preferred ride height.

1. Raise the vehicle to a safe and comfortable working height.
2. Remove the existing lower control arm. If you are also going to be replacing the upper control arms and spindles, this is a good time to remove those as well. We suggest referring to the factory service manual for the proper disassembly procedure.

3. Install the bump stop into the threaded mounting boss (Figure 1).

NOTE: 3/8"-16 jam nuts and a small tube of red Loctite are included in the hardware kit if you encounter a clearance issue and need to adjust the height of the bump stop.



Figure 1

4. Position the control arm in the frame brackets. The ball joint stem should be pointing up. The tube with the bump stop mounting boss and more pronounced bend should be toward the rear of the car. Driver side shown in Figure 2.

NOTE: On some cars the frame brackets may have been pinched and will need to be spread back apart to allow the control arm bushings to slide in.



Figure 2

Installation

5. Install a 1/2" flat washer on each of (2) 1/2"-13 x 3 1/2" bolts. Insert the bolts through each of the mounting holes (threaded end facing inboard).

6. Install a 1/2" flat washer and 1/2"-13 nylok nut on each bolt.

Torque to 75 ft-lbs.

7. Use the guide on Page 9 to determine the number of shims, if any, to use to achieve the desired ride height. Place the shims over the center ring. They will sit flat against the "floor" of the control arm (Figure 4).

If you have determined that no shims are required, proceed to step 8.

8. Place the coil spring isolator over the center ring of the control arm (Figure 5).

NOTE: If any shims are installed, they must be placed **under** the spring isolator.



Figure 3



Figure 4



Figure 5

Installation

9. Reinstall the coil spring. Make sure the end of the coil spring is nested in the provision in the frame (Figure 6).

10. Rotate the coil spring isolator to align it with the bottom of the coil spring (Figure 7).

11. Install the spindle onto the lower control arm ball joint (Figure 8).

Torque the castle nut to 65 ft-lbs.

You may need to tighten the nut a bit more to get the cotter pin holes to line up.

Install and bend the cotter pin.



Figure 6



Figure 7



Figure 8

Installation

12. Reinstall the shocks using the supplied 5/16" hardware to attach them to the new control arms.

Torque to 17 ft-lbs.

13. There are 2 different steering stop locations on the control arm. The location you use is determined by the steering setup you have.

If you are using the **OEM** steering arm, you will use the location on the **rear** side of the arm (See Figure 10).

If you are using the **Ridetech TruTurn** system, you will use the location on the **front** side of the arm (See Figure 10).

14. Once you have determined the correct steering stop location, install a 3/8"-16 x 1" bolt into the threaded boss (Figure 11).

Torque to 12 ft-lbs.

NOTE: 3/8"-16 jam nuts are included in the hardware kit if you need to add some adjustment range to the steering stop. There are also two extra 3/8" bolts included if you would like to "plug" the unused hole on each arm.

15. Check to ensure all fasteners have been torqued.

16. Repeat on the opposite side.

NOTE: Now is an ideal time to install the Ridetech Musclebar front sway bar.



Figure 9

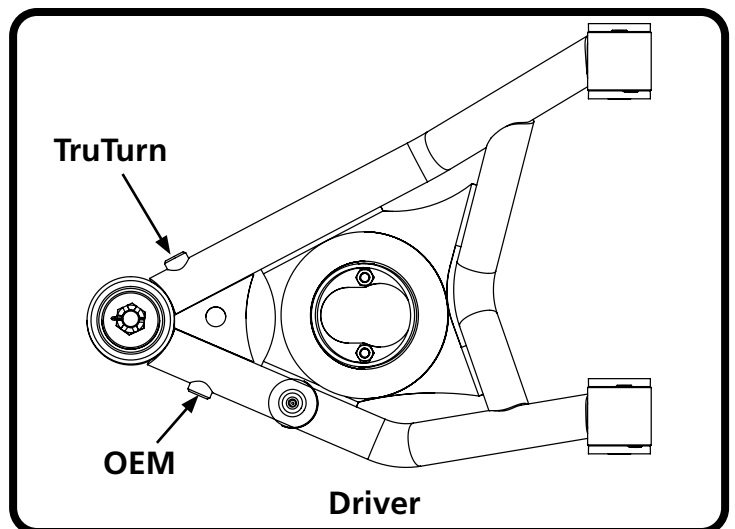


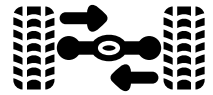
Figure 10



Figure 11



NOTES AND ADJUSTMENTS



Ride Height Adjustment Guide

STOCK SPRING height change @ fender lip	STREETGRIP SPRINGS height change @ fender lip	TOTAL SHIM THICKNESS	# OF SHIMS PER SIDE
+ 1/2"	0"	3/4"	3
0	-1/2"	1/2"	2
-1/2"	-1"	1/4"	1
-1"	-1 1/2"	0	0

Suggested Alignment Specs For Street Driving

Camber: -.5 Degrees

Caster: +3.0 to +5.0 Degrees

Toe: 1/16" - 1/8" Toe In

Torque Specifications

Arm Mounting Bolts	75 ft-lbs
Ball Joint Nuts	65 ft-lbs
Shock Mounting Bolts	17 ft-lbs
Steering Stops	12 ft-lbs