



INSTALLATION INSTRUCTIONS



Part # 11162899

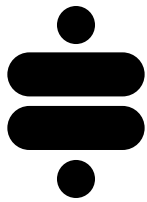


CoilOver/ShockWave Front Lower StrongArms 1967-1969 GM F-Body

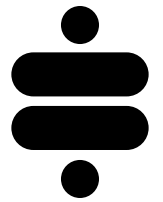


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



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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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 |
| Lower Shock Mount | 75 ft-lbs |
| Steering Stops | 12 ft-lbs |



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

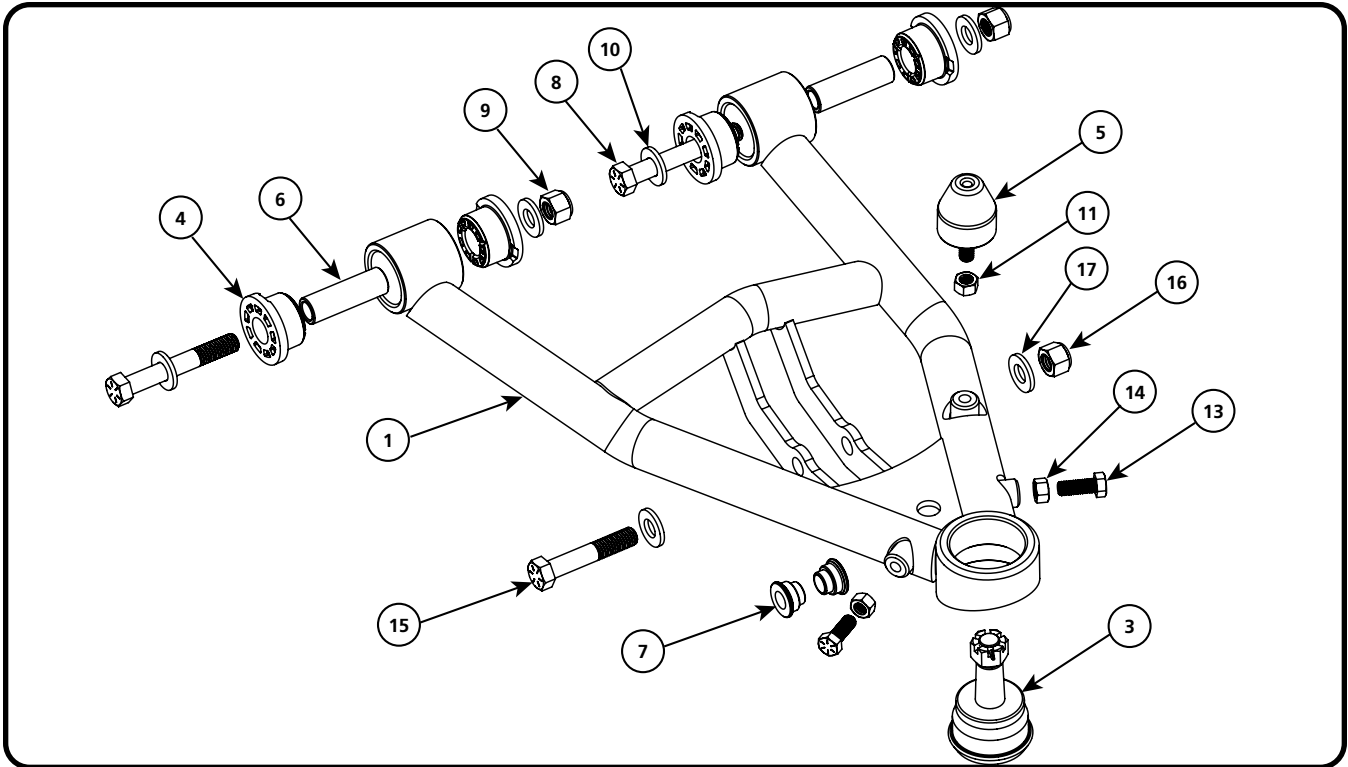


The factory shocks, springs, and sway bar are not compatible with these arms. These control arms are designed for use with Ridetech Coilovers or ShockWaves and a Ridetech Musclebar sway bar.

- 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.
- If you are going to be installing coilovers, we recommend assembling them prior to beginning this installation. Refer to the assembly instructions that were provided with your coilover shocks.

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 | 90003630 | Driver Lower Control Arm (SHOWN) | 1 |
| 2 | 90003631 | Passenger Lower Control Arm | 1 |
| 3 | 90000898 | Lower Ball Joint Proforged 101-10013 | 2 |
| 4 | 70010759 | Delrin Bushing, 2.0" | 8 |
| 5 | 70013323 | Bump Stop | 2 |
| 6 | 90000516 | SLEEVE; .750" OD X .500 ID | 4 |
| 7 | 90002043 | Aluminum Spacer, .500" ID | 4 |

HARDWARE KIT: 99010262

| Item # | Part # | Description | QTY |
|----------------------------|----------|--------------------------------|-----|
| LOWER CONTROL ARM TO CAR | | | |
| 8 | 99501005 | 1/2-13 X 3 1/2 Hex Bolt Gr. 8 | 4 |
| 9 | 99502009 | 1/2-13 USS Gr. 8 NYLOK NUT | 4 |
| 10 | 99503014 | 1/2 SAE FLAT WASHER GR8 | 8 |
| BUMP STOPS | | | |
| 11 | 99372012 | 3/8-16 HEX FINISH NUT GR 8 | 2 |
| 12 | 90002263 | Red Loctite Tube; 1ml Tube | 1 |
| STEERING STOPS | | | |
| 13 | 99371025 | 3/8-16 x 1" Hex Cap Screw Gr.8 | 4 |
| 14 | 99372012 | 3/8-16 HEX FINISH NUT GR 8 | 4 |
| SHOCK TO LOWER CONTROL ARM | | | |
| 15 | 99501064 | 1/2-13 X 2 3/4 Hex Bolt Gr. 8 | 2 |
| 16 | 99502009 | 1/2-13 USS Gr. 8 NYLOK NUT | 2 |
| 17 | 99503014 | 1/2 SAE FLAT WASHER GR8 | 4 |

Installation

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. The factory shock-mounting hole will need to be drilled out to 3/4". A uni-bit works well for this. This is easier to accomplish prior to mounting the lower control arms. For additional details, please refer to the install instructions included with your Coilover (11163510) or ShockWave (11163001) kit.

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 1.

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.

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).



Figure 1



Figure 2

Installation

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

Torque to 75 ft-lbs.

Once the lower arm is mounted and torqued, you may install your Coilover or Shockwave. For details on the upper shock mount, please refer to the install instructions included with your Coilover (11163510) or ShockWave (11163001) kit. The lower shock mount is covered in the steps below.

7. Insert the bearing spacers into the lower shock bearing. The SMALL end of the spacer goes into the bearing (Figure 4).

8. Swing the control arm up and align the 1/2" holes in the mounting straps with the bearing spacers in the shock (Figure 5).



Figure 3



Figure 4



Figure 5

Installation

9. Install a 1/2" flat washer on a 1/2"-13 x 2 3/4" bolt. Insert the bolt through the lower shock bearing and install a 1/2" washer and nylock nut (Figure 6).

Torque to 75 ft-lbs.

10. Install the bump stop into the threaded mounting boss (Figure 7).

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.

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. 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 9).

If you are using the **Ridetech TruTurn** system, you will use the location on the **front** side of the arm (See Figure 9).

13. Once you have determined the correct steering stop location, install a 3/8"-16 x 1" bolt into the threaded boss (Figure 10).

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.

14. Check to ensure all fasteners have been torqued.

15. Repeat on the opposite side.

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

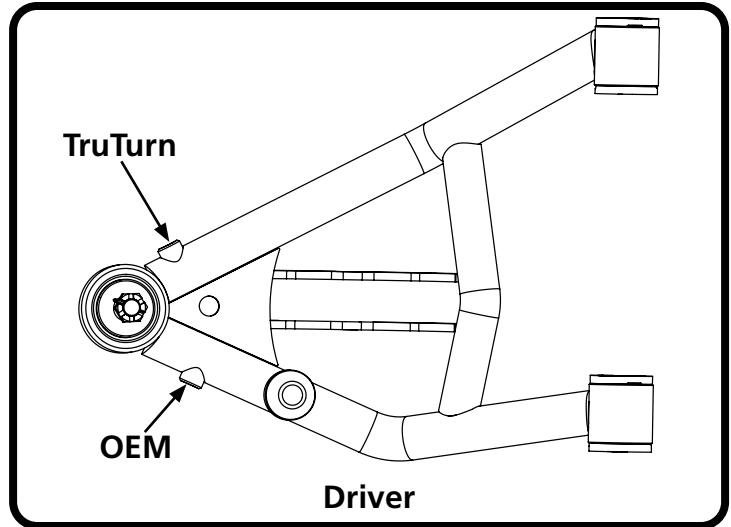


Figure 9



Figure 10