

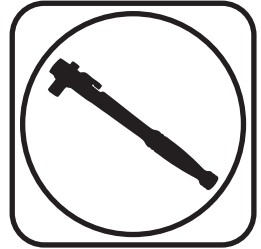


Part # 11162899

1967-1969 GM F-Body, 1968-74 GM X-Body Front Lower StrongArms



Recommended Tools



1967-1969 GM F-Body Lower StrongArms Installation Instructions

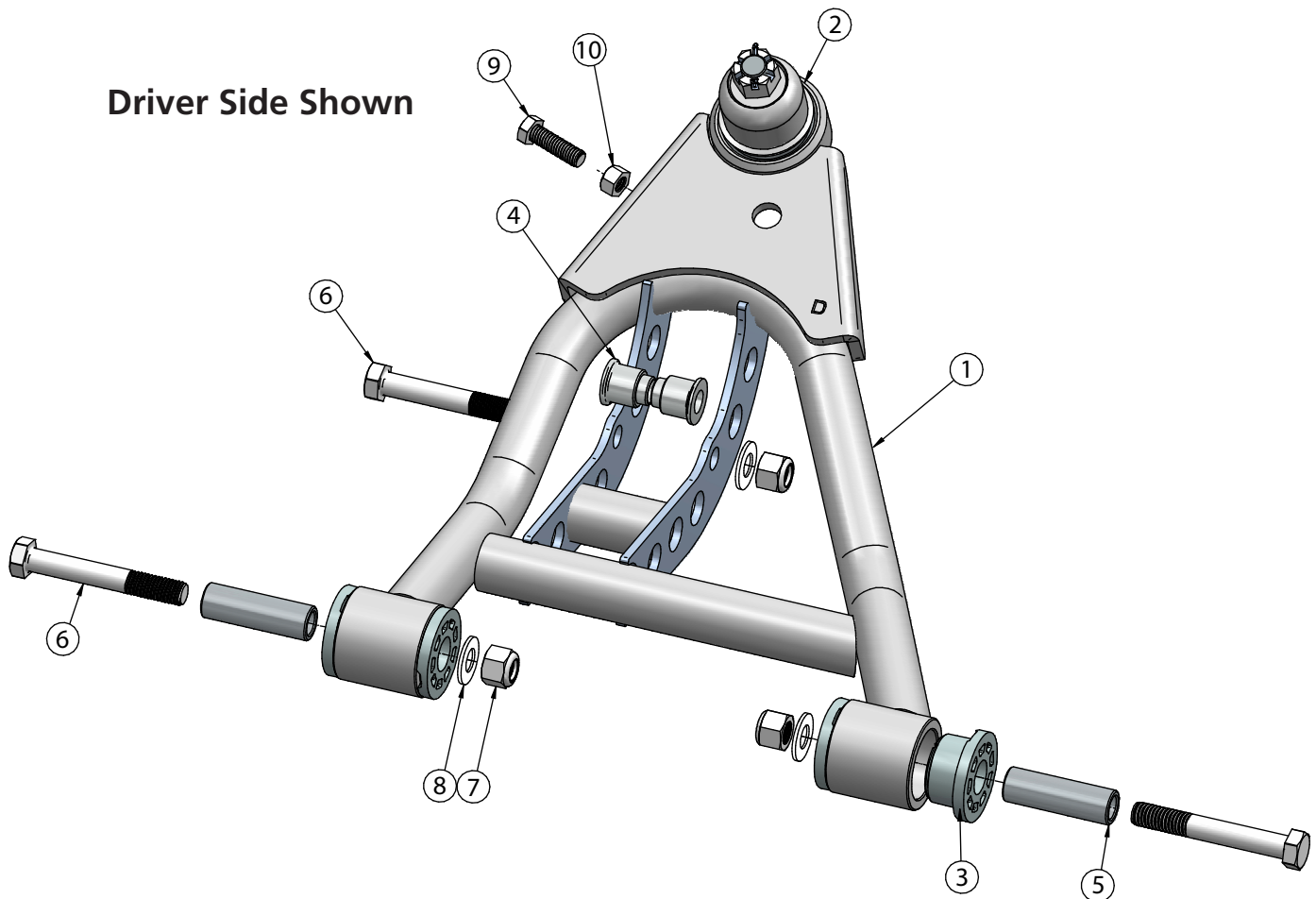
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Lower Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90000621	Driver Lower Control Arm (Shown)	1
1	90000622	Passenger Lower Control Arm	1
2	90000898	Lower Ball Joint Assembly - Proforged # 101-10013	2
3	70010759	Delrin Bushing - with 2" Diameter Ledge	8
4	90002062	CoilOver Bearing Spacers	4
5	90000516	1/2" ID Inner Sleeve	4
6	99501005	1/2"-13 x 3 1/2" Hex Bolt	6
7	99502009	1/2"-13 Nylok Nut	6
8	99503014	1/2" SAE Flat Washer	12
9	99371005	3/8"-16 x 1 1/4" Hex Bolt	2
10	99372012	3/8"-16 Hex Nut	2

Driver Side Shown





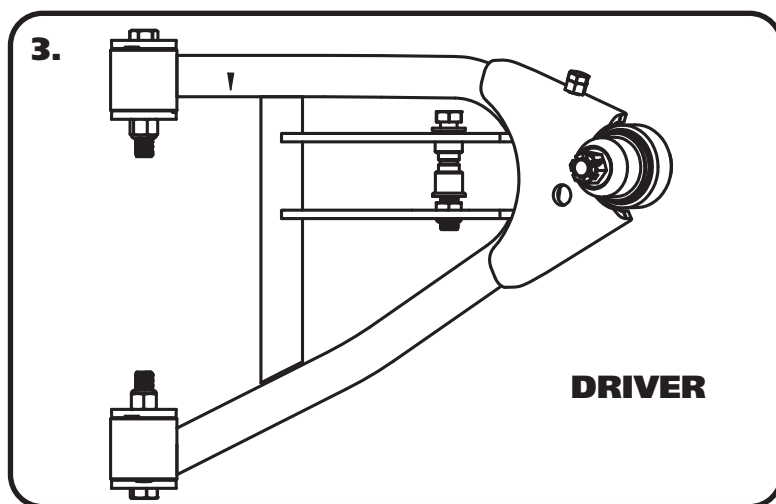
Getting Started.....

Congratulations on your purchase of the Ridetech F-Body StrongArms. These StrongArms have been designed to give your F-Body excellent handling along with a lifetime of enjoyment. Some of the key features of the StrongArms: Ball joint angles have been optimized for the lowered ride height, Delrin bushings are used to eliminate bushing deflection along with providing free suspension movement through the entire travel. The Geometry has been optimized for excellent handling, and drive ability. The Delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

Note: These control arms are designed for use with the Ridetech CoilOvers and the MuscleBar swaybar. **The factory shocks and springs or the factory sway bar will not fit these arms.**

Installation

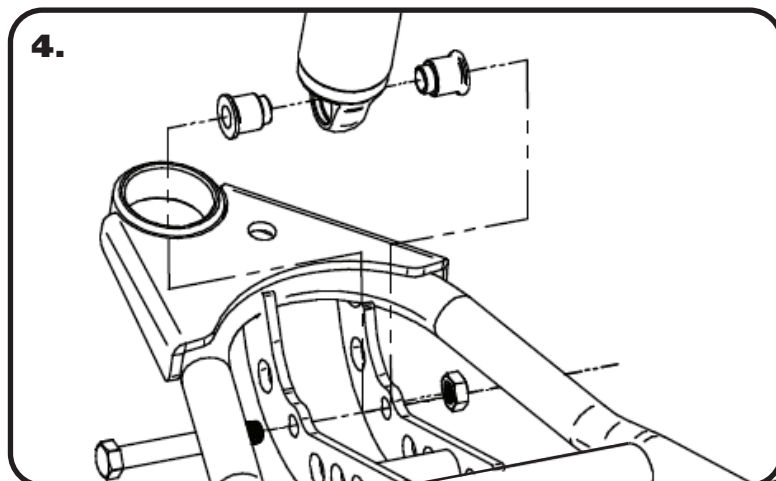
1. Remove the entire lower control arms from the car. If you are replacing the upper control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.
2. Drill the factory upper shock mounting hole to 3/4". This can be done easily with a Unibit.



3. After removing the factory lower control arm, clean the bushing mounting surfaces on the frame. The Control Arms are marked "D" for Driver and "P" for Passenger. The Ballpoint Pin points up and the Sway bar mount is on the front side of the arm. Install a 1/2" flat washer on each of (2) 1/2"-13 x 3 1/2" bolts. Insert the bolt/washers through the mounting holes. Install a 1/2" flat washer and 1/2"-13 nylok nut. Torque to 75 ft-lbs.

Note: On some cars the frame brackets may be pinched and will need to be spread back apart to allow the bushing to slide in.

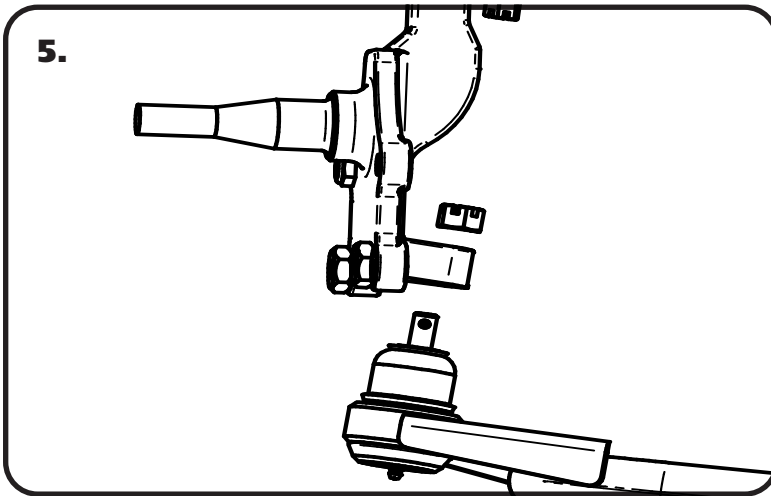
Install the CoilOvers at this time. Refer to the CoilOver instructions for Assembly.



4. Insert the Bearing Spacers into the lower shock bearing. The SMALL end goes into the bearing. Swing the Control Arm up, line up the 1/2" holes with the bearing spacers, insert 1/2"-13 x 3 1/2" bolt. Install a 1/2" flat washer and nylok nut. Torque to 75 ft-lbs. **Note:** The shock bolt will need to be installed from the rear with the threads pointing to the front of the car.



Installing Spindle & Setting Steering Stop



5. Attach the Spindle to the control arms.

Torque Specs:

Lower Ball joint - 65 ftlbs and tighten to line up cotter pin.

Install the Cotter Pin after tightening the ball joint nut.



6. Thread the 3/8"-16 nut onto the 3/8"-16 x 1 1/4" bolt. Thread it into the front hole of the ball joint plate. You will need to adjust the steering stop to suite your needs. This setting will vary depending on wheel and tire size and other suspension components. Torque to 12 ft-lbs.

NOTE: If you are running the TruTurn setup, this steering stop bolt will not be used.

7. Tighten all fasteners. If you are going to install the Ridetech MuscleBar, now is a good time to do it.

Suggested Alignment Specs:

Camber: Street: -.5 degrees
Caster: Street: +3.0 to + 5.0 degrees
Toe: Street: 1/16" to 1/8" toe in