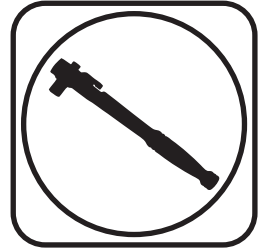




Part # 11172899 - 1970-1981 GM F-Body Lower StrongArms



Recommended Tools



1970-1981 GM F-Body Lower StrongArms Installation Instructions

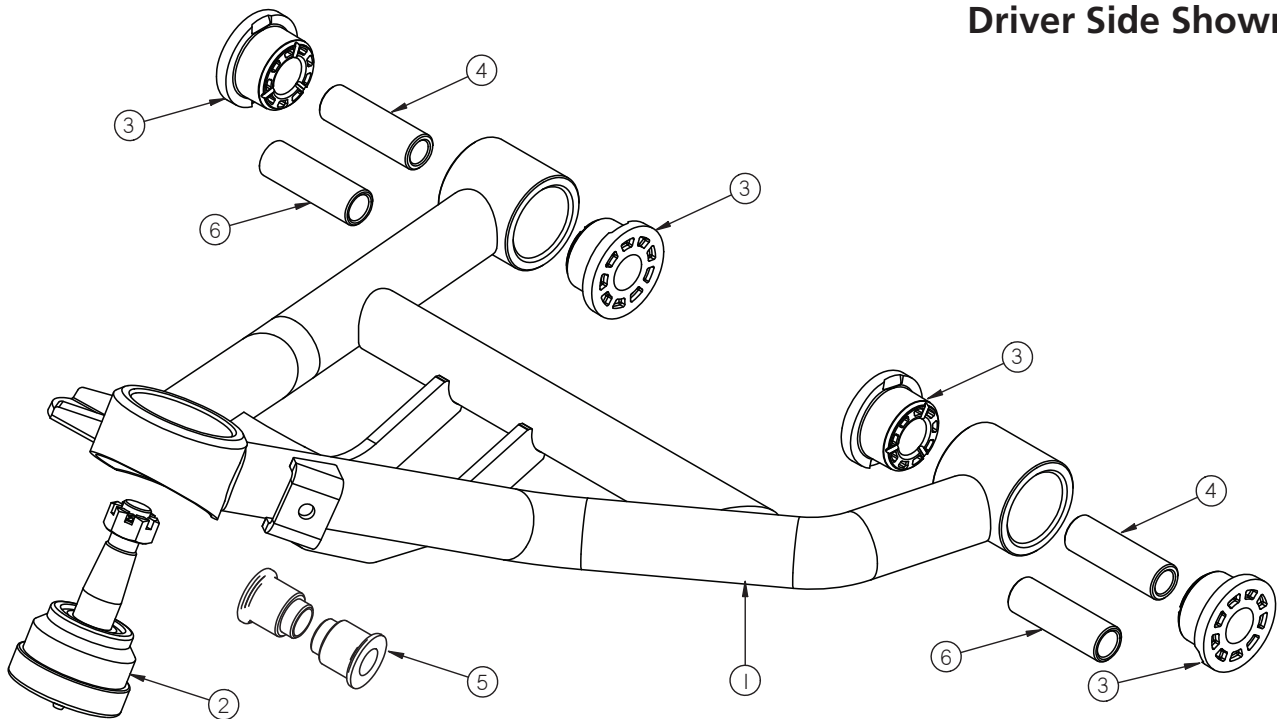
Table of contents	
Page 2.....	Included Components
Page 3.....	Getting Started & Installation
Page 4.....	The Finish



Lower Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90003495	Driver Lower Control Arm (Shown)	1
1	90003496	Passenger Lower Control Arm	1
2	90000896	Lower Ball joint Assembly - Proforged # 101-10049	2
3	70010759	Delrin Bushing - with 2" Diameter Ledge	8
4	90000516	1/2" ID Inner Sleeve - installed in control arms	4
5	90002062	CoilOver Bearing Spacers	4
6	90000517	9/16" ID Inner Sleeve	4

Driver Side Shown



Hardware Kit #99010144

Item #	Part Number	Description	QTY
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	10
6	99561010	9/16"-12 x 3 1/2" Hex Bolt	4
7	99562006	9/16"-12 Nylok Nut	4
8	99563003	9/16" SAE Flat Washer	8



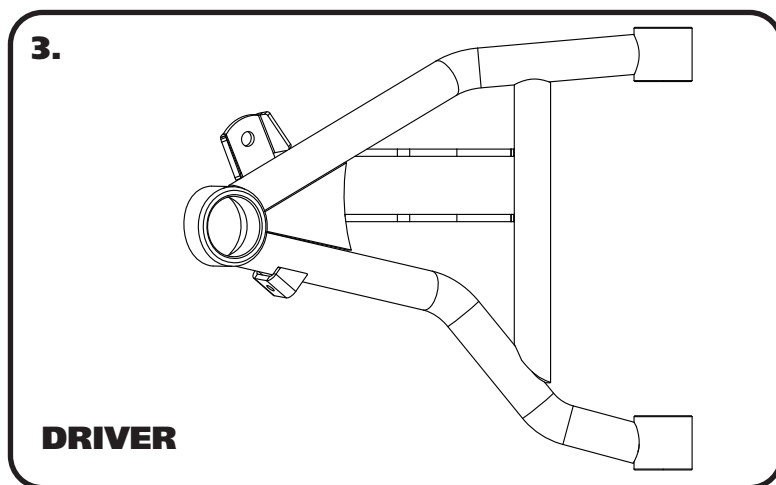
Getting Started.....

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 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 or ShockWaves. **The factory shocks and springs will not fit these arms.**

Installation

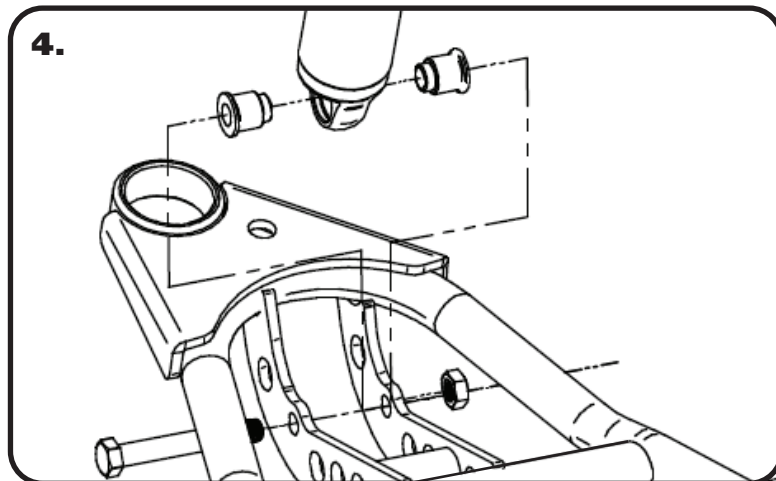
1. Remove the entire lower control arms from the car. If you are replacing the upper control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.
2. Drill the factory upper shock mounting hole to 3/4". This can be done easily with a Unibit.



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 ball joint pin points up and the Sway bar mount is on the front side of the arm. Fasten the lower arm to the frame with the hardware supplied. There are two different size bushing sleeves supplied 1/2" and 9/16". '71-'74 model years will use 1/2". '75-'81 will use 9/16". 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.

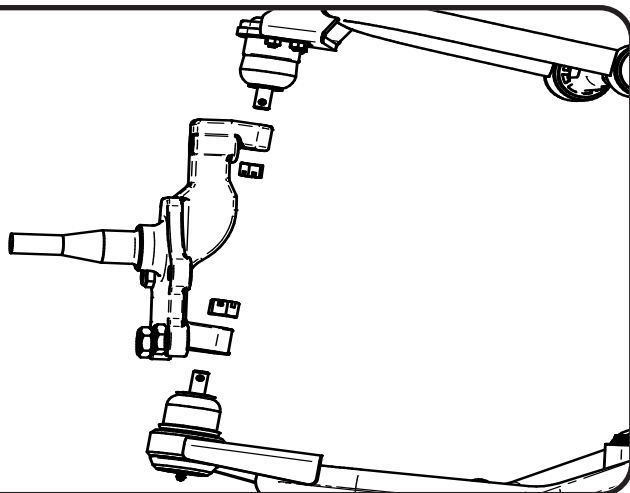


4. Insert the bearing spacers into the lower shock bearing. The SMALL end goes into the bearing. Swing the control arm up, line up the 1/2" holes with the bearing spacers, insert 1/2"-20 x 3 1/2" bolt. Install a 1/2" flat washer and nylok nut. Torque to 75 ft-lbs.



Installation

5.



5. Attach the spindle to the control arms. The steering arm of the spindle will go to the front of the car.

Torque Specs:

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

Upper Balljoint - 50 ftlbs and tighten to line up cotter pin.

Finishing

6. 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