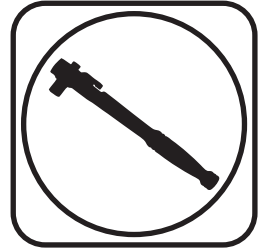




### Part # 11173699 - 1970-1981 GM F-Body Front Upper StrongArms



#### Recommended Tools



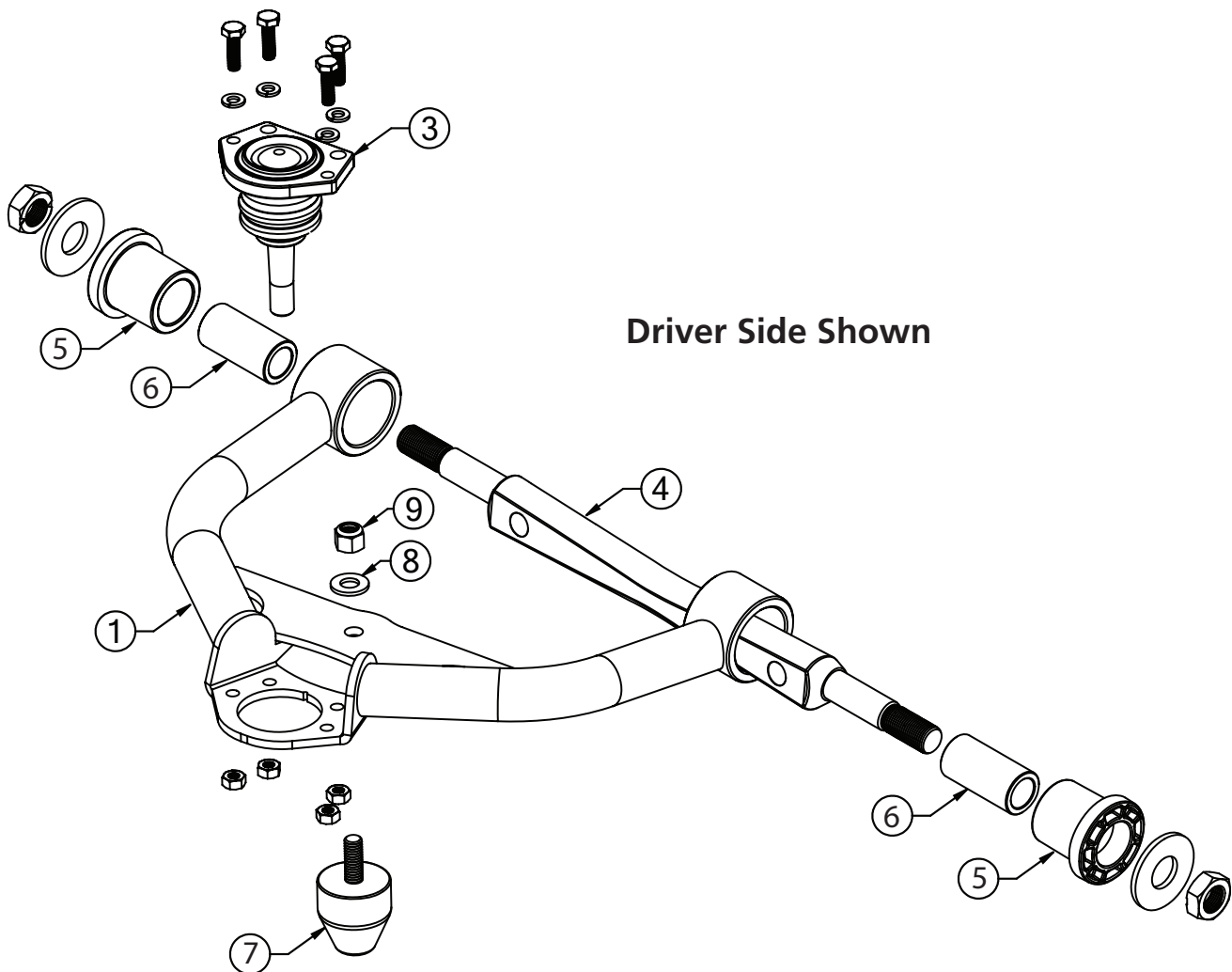
## 1970-1981 GM F-Body Upper StrongArms Installation Instructions

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### Upper Control Arm Components .....In the box

Item #	Part Number	Description	QTY
1	90003493	Driver Upper Control Arm <b>(Shown)</b>	1
2	90003494	Passenger Upper Control Arm	1
3	90000913	Tall Upper Balljoint Assembly - Proforged # 101-10020	2
4	90000917	Upper Cross Shaft Kit - includes nuts and washers	2
5	90001442	Delrin Control Arm Bushing	4
6	90003385	Delrin Bushing Inner Sleeve	4
7	70013323	Bump Stop	2
8	99373003	3/8" SAE Flat Washer	2
9	99372002	3/8" -16 Nylok Nut	2





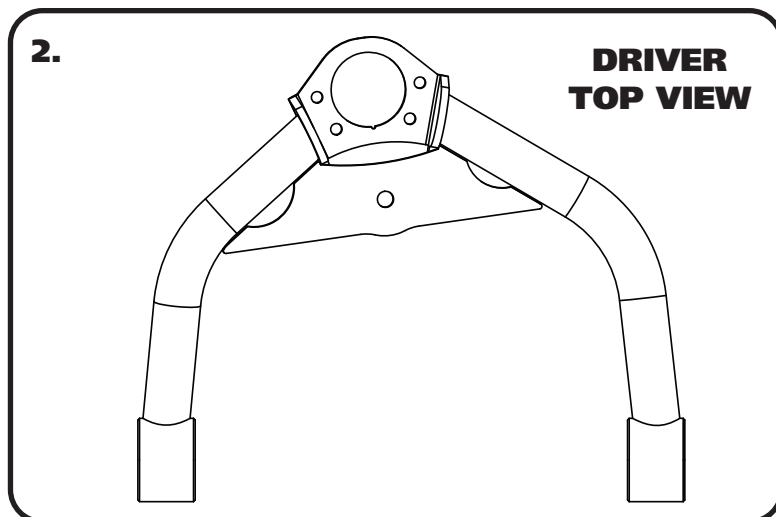
### Getting Started.....

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 driveability. The Delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

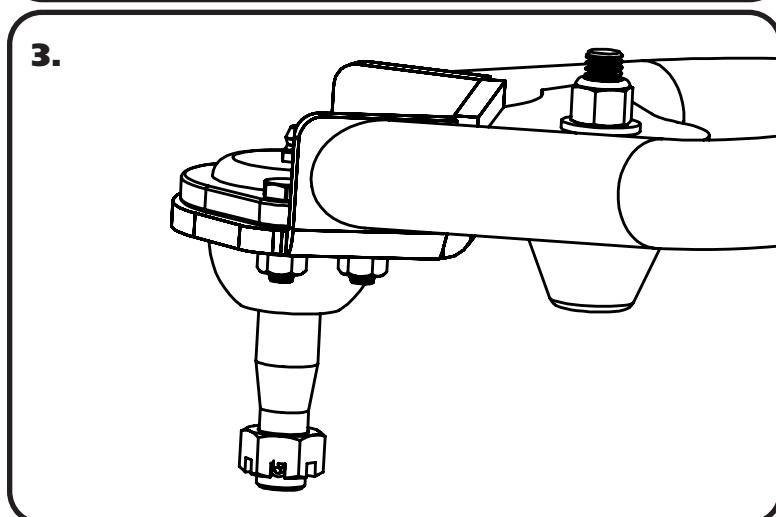
**The cross shaft washers and nuts will need to be installed on the cross shaft. When assembling the Control Arms tighten the cross shaft nuts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.**

### Installation

1. Remove the entire upper control arms from the car. If you are replacing the lower control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.



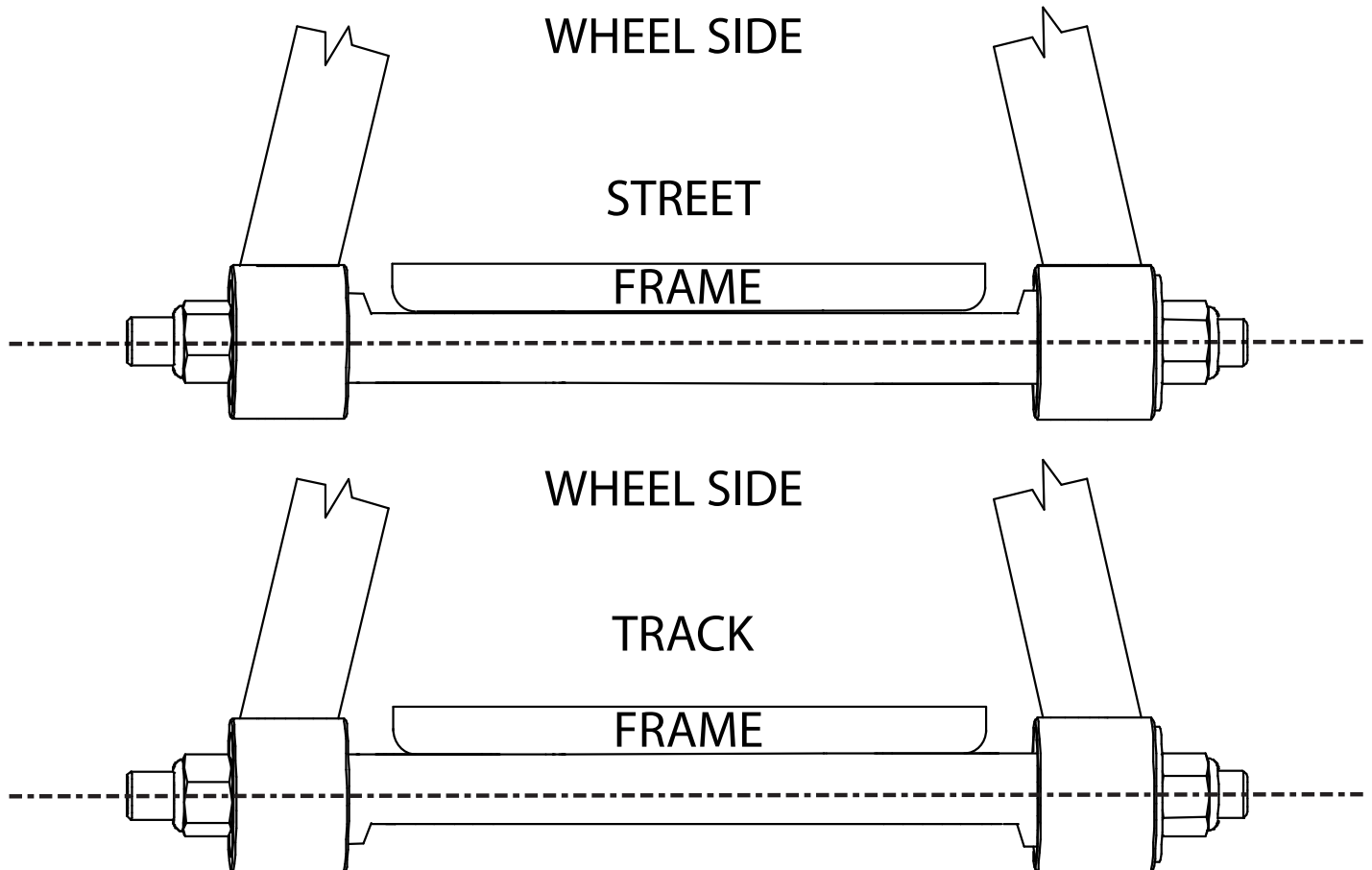
2. The Upper Control Arm is attached to the factory mount using factory hardware. Torque the nuts to 50 ft-lbs. The driver side arm is shown in **Figure "2"**. The ball joint located on the arm to the rear of the car.



3. Install the Ball Joints in the control arms using **Figure "3"** as a reference. Torque the hardware to 10 ftlbs



### Offset Upper Control Arm Shaft



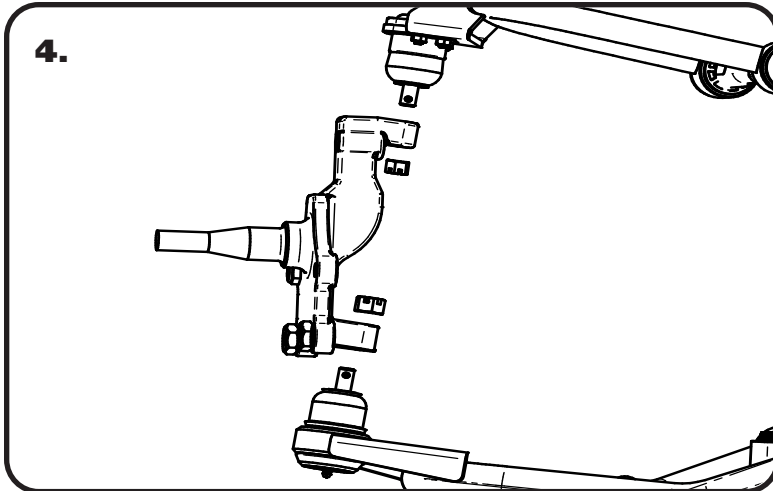
The cross shaft that is used in the upper control arms is offset. The offset allows you to achieve the alignment setting you desire with minimal shims. To change the direction of the offset, simply spin the cross shaft in the control arm.

If you are after a **Street Alignment** bolt the upper control arm to the frame mount with the arm offset to the outside of the car.

If a more aggressive **Track or Autocross** alignment is desired, bolt the control arm to the frame bracket with the arm offset to the inside of the car.



### Installing Upper Control Arms



4. 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.

### The Finish

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

**When assembling the Control Arms tighten the cross shaft nuts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.**

#### Suggested Alignment Specs:

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