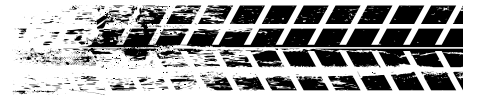




INSTALLATION INSTRUCTIONS



Part # 11222199



Front Lower Control Arms Stock Style Coil Spring 1964-1972 GM A-Body

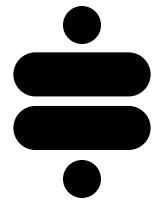


www.ridetech.com
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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



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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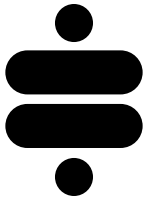
Ride Height Adjustment Guide

DROP IN RIDE HEIGHT	TOTAL SHIM THICKNESS	1/4" SHIMS PER SIDE	1/8" SHIMS PER SIDE
0"	5/8"	2	1
1/4"	1/2"	2	-
7/16"	3/8"	1	1
5/8"	1/4"	1	-
13/16"	1/8"	-	1
1"	0"	-	-

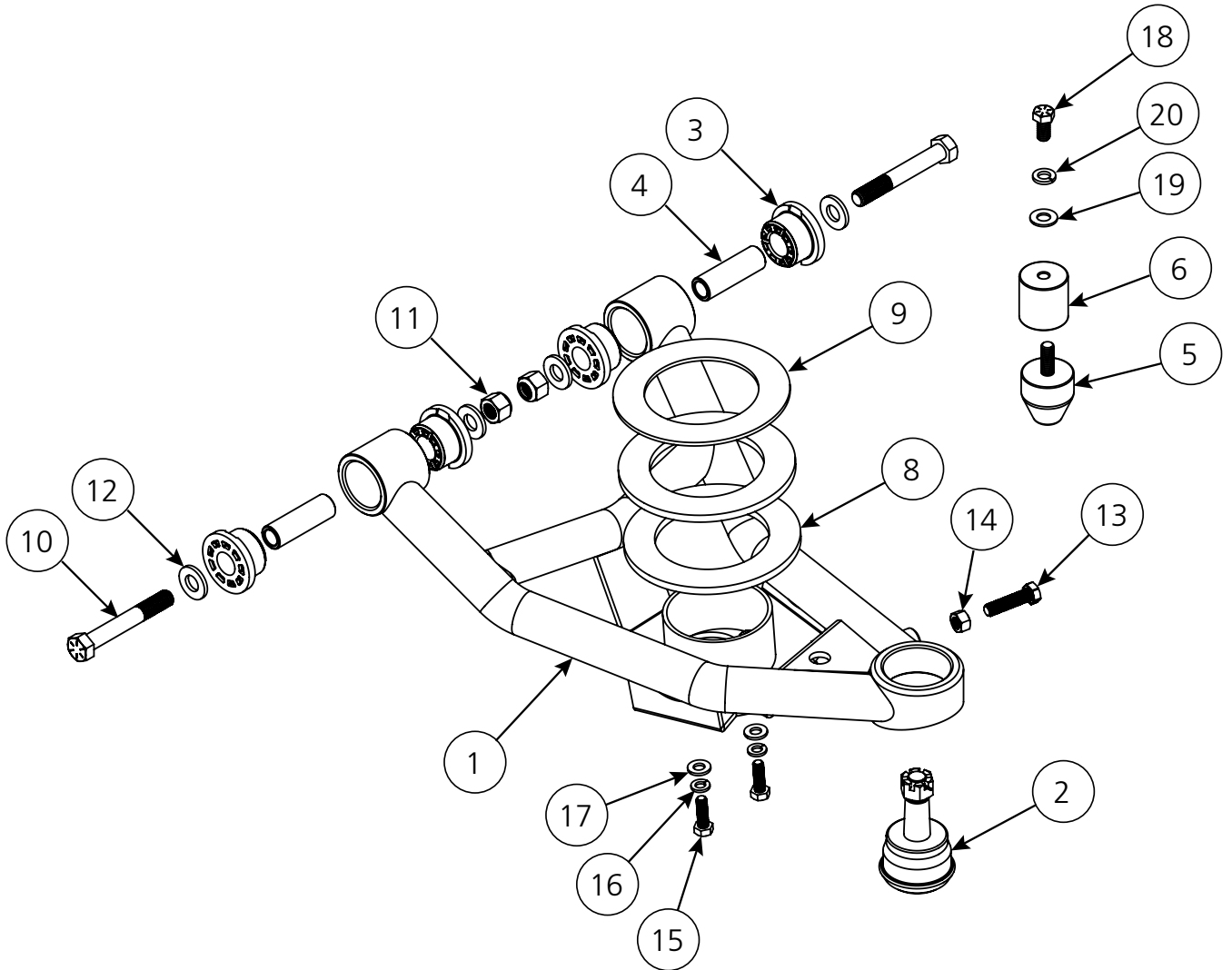
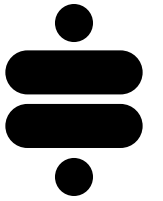
EXPLODED VIEWS AND PARTS LISTING

Item #	Part #	Description	Qty
1	90002108	Driver Lower Control Arm (Shown)	1
-	90002109	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	90000516	1/2" ID Inner Sleeve	4
5	70013323	Bump Stop	2
6	90000472	Bump Stop Spacer	2
7	90000247	Coil Spring Isolator (Not Shown)	2
8	90003349	1/4" Coil Spring Spacer	4
9	90003350	1/8" Coil Spring Spacer	2
Hardware Kit: 99010182			
Control Arm To Frame			
10	99501005	1/2"-13 x 3 1/2" Hex Bolt	4
11	99502009	1/2"-13 Nylok Nut	4
12	99503014	1/2" SAE Flat Washer	8
Steering Stop			
13	99371005	3/8"-16 x 1 1/4" Hex Bolt	2
14	99372012	3/8"-16 Hex Nut	2
Shock To Arm			
15	99311030	5/16"-18 X 1" HCS GR8	4
16	99313005	5/16" GR8 SPLIT LOCK WASHER	4
17	99313001	5/16" SAE FLAT WASHER GR8	4
Bump Stop			
18	99371065	3/8"-16 X 3/4" Hex Bolt GR 8	2
19	99373002	3/8" SAE FLAT WASHER GR 8	2
20	99373006	3/8" Split Lock washer GR8	2
21	90002263	Red Loctite Tube; 2ml Tube	1

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

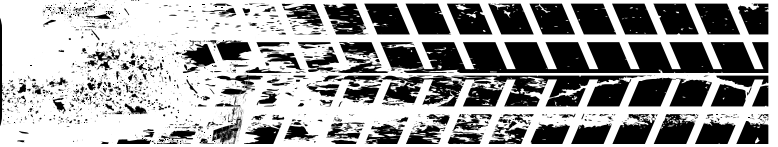


EXPLODED VIEWS AND PARTS LISTING



DRIVER SHOWN

Arm 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 2 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. Position the new lower control arm in the original mounting location. The ball joint pin should be pointing up, and the sway bar end link mounting hole should be oriented to the front of the vehicle. See Figure 1.

NOTE: On some vehicles, the mounting brackets may have been pinched and may need to be spread back apart to accept the arm.

4. Install a 1/2" flat washer on each of (2) 1/2"-13 x 3 1/2" bolts. Insert the bolt w/ washers through the mounting holes and secure with a 1/2" flat washer and 1/2"-13 nylok nut. Torque to **75 ft-lbs.**

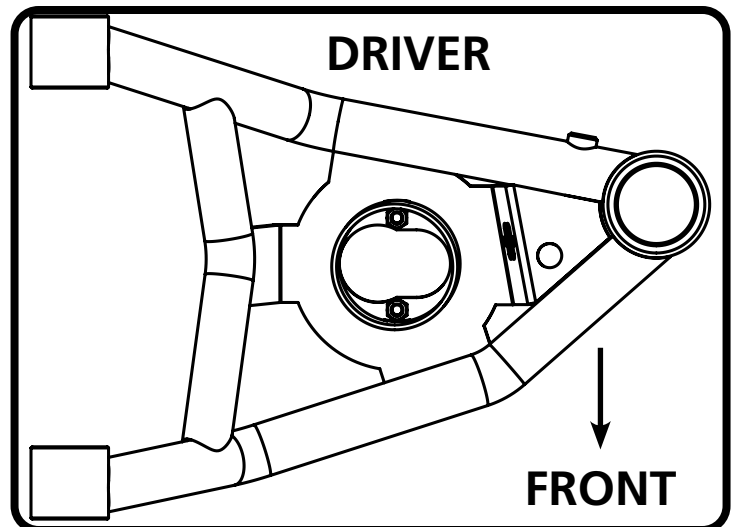


Figure 1



Figure 2

Bump Stop Installation

5. This kit includes new bump stops. The bump stop will be installed at the front inner edge of the coil spring opening as shown in Figure 3. A hole will need to be drilled to attach the bump stop to the frame.

6. Thread the bump stop into the aluminum spacer. Swing the control arm up to help determine the proper location of the bump stop (Figure 4). The bump stop needs to contact the front tube of the control arm with the aluminum spacer sitting flat against the frame. Mark the outside edges of the spacer as you will need to drill a 3/8" hole at the center of the location.

7. Use a 3/8" drill bit to drill a hole at the center of the bump stop spacer mounting location (Figure 5).

8. Install a 3/8" split lock washer & 3/8" flat washer on a 3/8"-16 x 3/4" bolt. Apply red loctite to the threads of the bolt. Insert the bolt in the drilled hole by reaching into the coil spring hole (Figure 6). Align the bump stop spacer with the bolt and thread it into the spacer. Torque the bolt to **12 ft-lbs.**

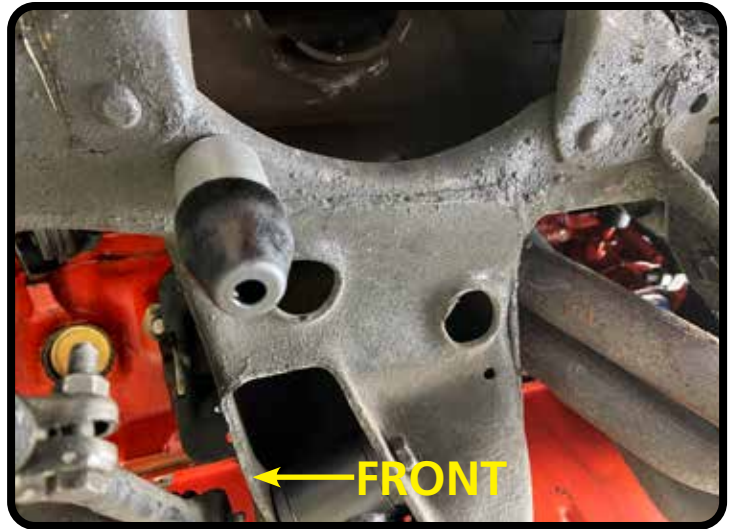


Figure 3

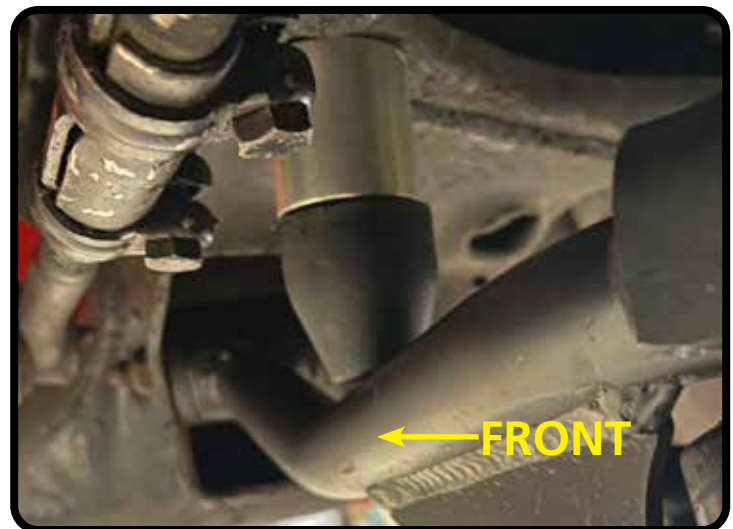


Figure 4



Figure 6



Figure 5

Coil Spring Installation

9. Use the guide on Page 2 to determine the number of shims, if any, to use to achieve the desired ride height. Place the shims over the center ring on the control arm. They will sit flat against the “floor” of the control arm (Figure 7).

If you have determined that no shims are required, proceed to step 10.

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

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

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

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



Figure 7



Figure 8



Figure 10



Figure 9

Spindle & Steering Stop

13. Attach the spindle to the control arm.

Torque the lower ball joint castle nut to **65 ft-lbs**. The nut may require additional tightening to line up cotter pin.

Install and bend the cotter pin.

14. Thread the 3/8"-16 nut onto the 3/8"-16 x 1 1/4" bolt. Thread it into the bung on the rear tube of the control arm (Figure 12). You will need to adjust the steering stop for your particular application. This setting will vary depending on wheel and tire size and other suspension components. Torque to **12 ft-lbs**.

15. Reinstall the shocks using the supplied 5/16" hardware to attach them to the new control arms. Torque to **17 ft-lbs**.

16. Repeat on the opposite side.

17. Have the vehicle aligned.

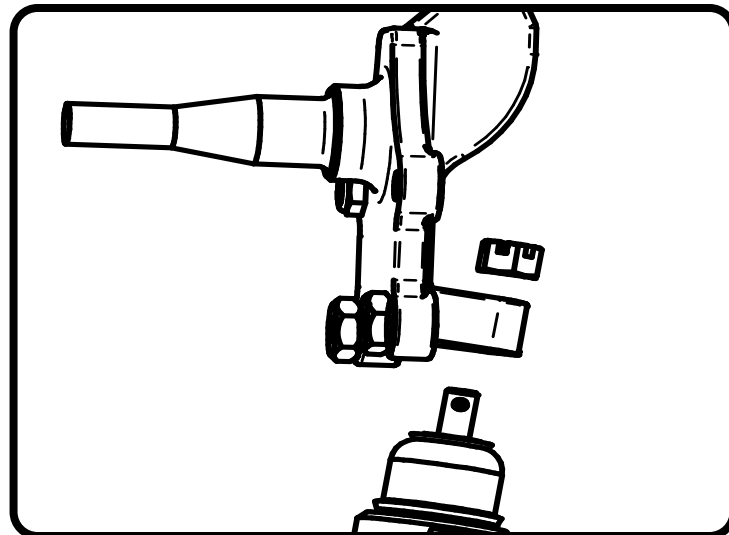


Figure 11



Figure 12

Suggested Alignment Specs For Street Driving

Camber: -.5 Degrees

Caster: +3.0 to +5.0 Degrees

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