



INSTALLATION INSTRUCTIONS



Part # 11222899



Front Lower Control Arms Coil-Over/Shockwave 1964-1972 GM A-Body

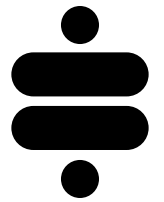


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**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



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

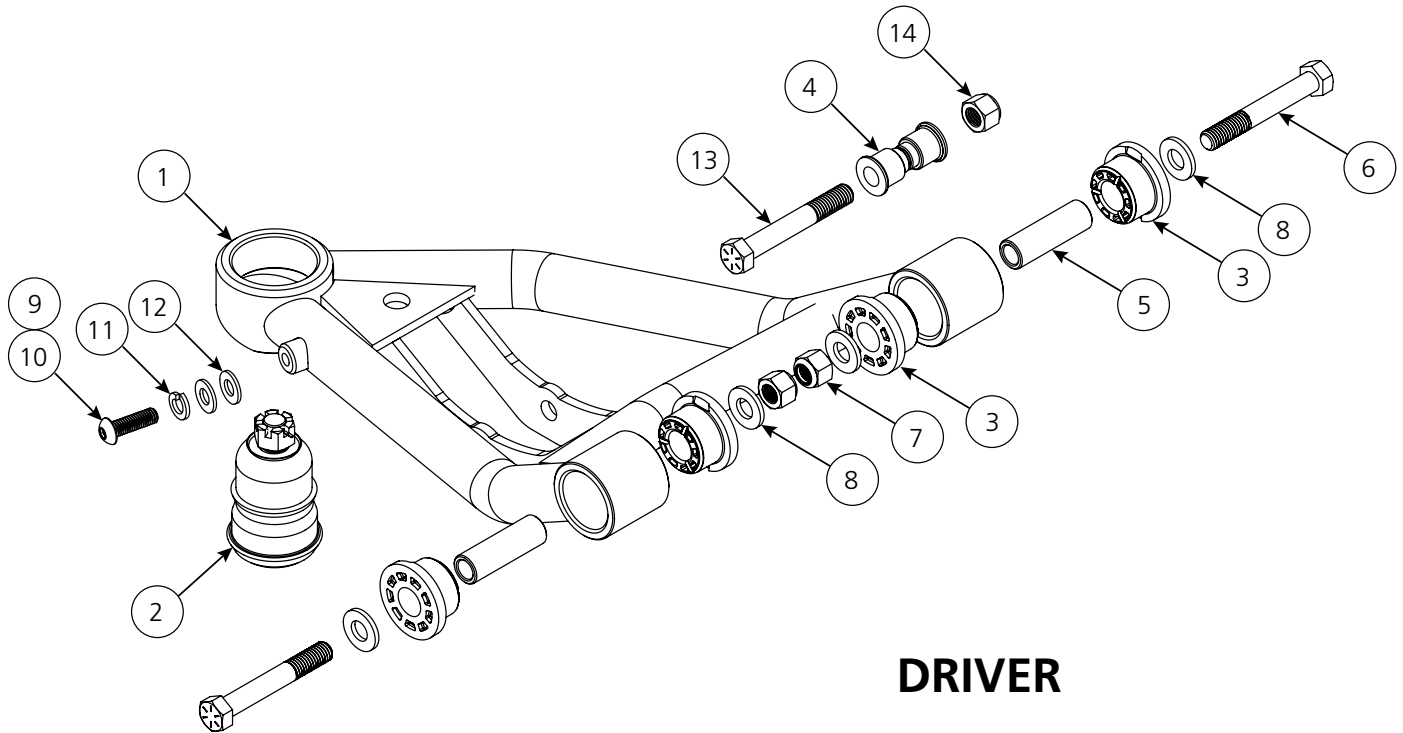
Exploded View and Parts Listing	3
Control Arm Installation	4
Spindle & Steering Stop Installation	5
Alignment Specs	5

NOTE:

These control arms are designed to only be compatible with Ridetech Coil-Overs/Shockwaves and Musclebar Sway Bar. The factory shocks, springs or sway bar will not fit these arms.

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

EXPLODED VIEWS AND PARTS LISTING



DRIVER

Item #	Part #	Description	Qty
1	90002914	Driver Lower Control Arm (Shown)	1
-	90002915	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	Coil-over Bearing Spacers	4
5	90000516	1/2" ID Inner Sleeve	4
Hardware Kit: 99010075			
Control Arm To Frame			
6	99501005	1/2"-13 x 3 1/2" Hex Bolt	4
7	99502009	1/2"-13 Nylok Nut	4
8	99503014	1/2" SAE Flat Washer	12
Steering Stop			
9	99371029	3/8"-16 x 3/4" Button Head Screw - Stainless	2
10	99371081	3/8"-16 x 1 1/4" Button Head Screw - Stainless	2
11	99373005	3/8" Split Lockwasher	2
12	99373003	3/8" SAE Flat Washer	16
Shock To Arm			
13	99501005	1/2"-13 x 3 1/2" Hex Bolt	2
14	99502009	1/2"-13 Nylok Nut	2

Arm Installation

1. Raise the vehicle to a safe and comfortable working height and remove the existing lower control arms. Refer to the factory service manual for the proper disassembly procedure. This is also a good time to remove the spindle and upper control arms if you are also replacing those.

2. 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 (Figure 2).

3. 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**.

This is a good time to install your Ridetech coil-overs or Shockwaves (purchased separate). Refer to the coil-over instructions for assembly.

4. Insert the bearing spacers into the lower shock bearing. The SMALL end goes into the bearing (Figure 3). 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**.

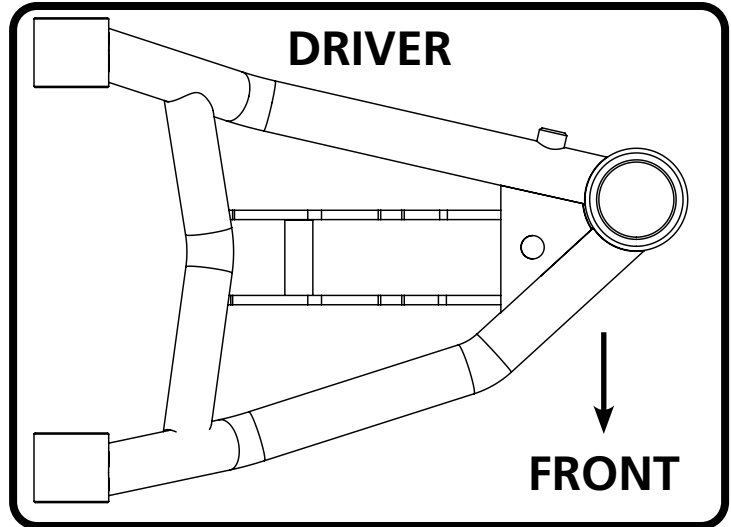


Figure 1



Figure 2

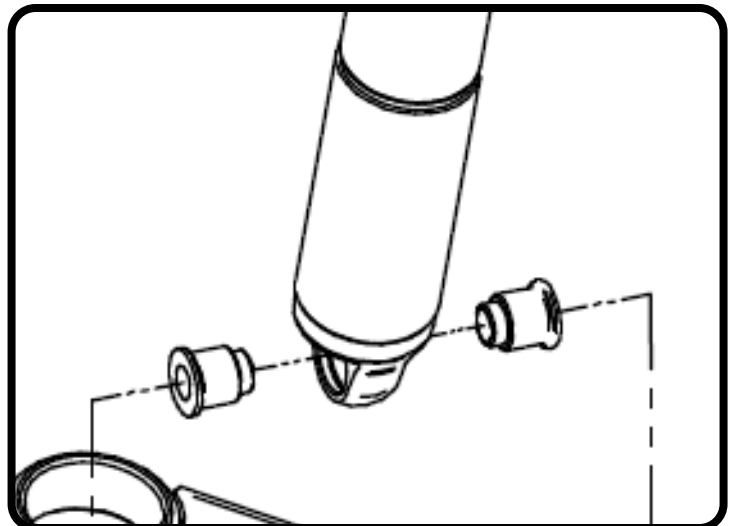


Figure 3

Spindle & Steering Stop

5. 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.

6. Slide a 3/8" lockwasher and 3/8" flat washer(s) onto one of the 3/8"-16 button head screws. Two different button head screw lengths and extra washers have been provided to accommodate various tire widths. Thread it into the bung on the rear tube of the control arm (Figure 5). You will need to adjust the steering stop for your particular application. Torque to **12 ft-lbs**.

7. Repeat steps 2-6 on the opposite side.

8. Have the vehicle aligned.

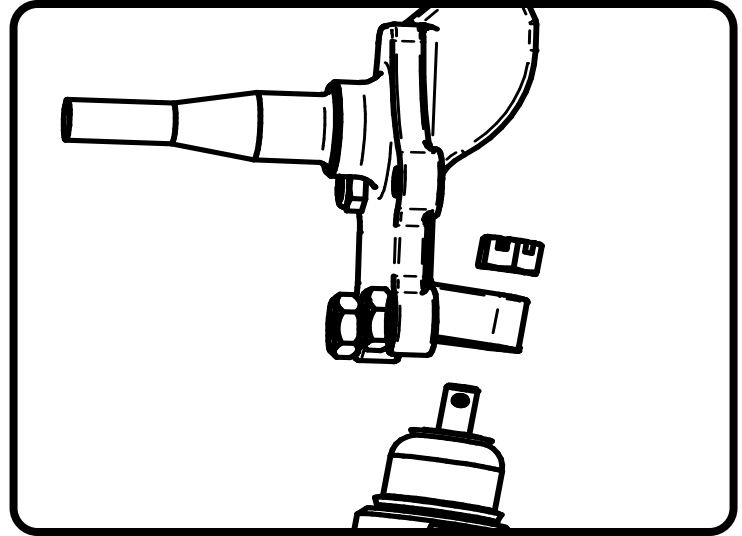


Figure 4

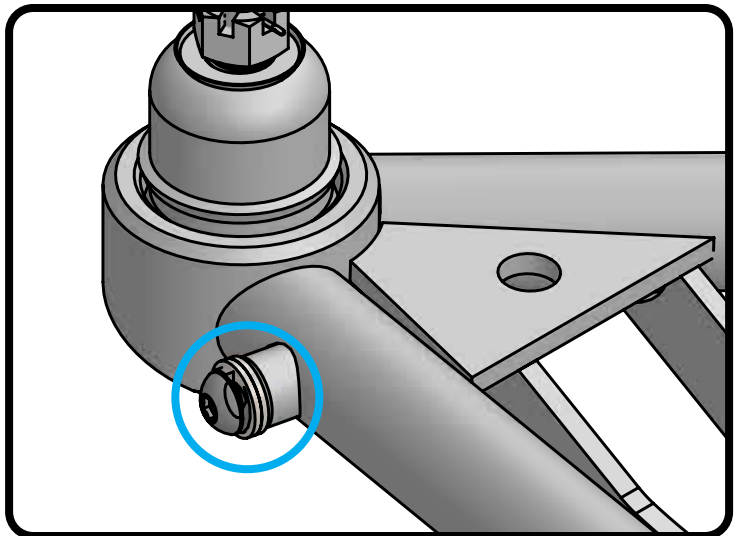


Figure 5

Suggested Alignment Specs For Street Driving

Camber: -.5 Degrees

Caster: +3.0 to +5.0 Degrees

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