ridetech

INSTALLATION INSTRUCTIONS

Part # 11223699

Front Upper StrongArms

1964-1972 GM A-Body

www.ridetech.com
812.482.2932

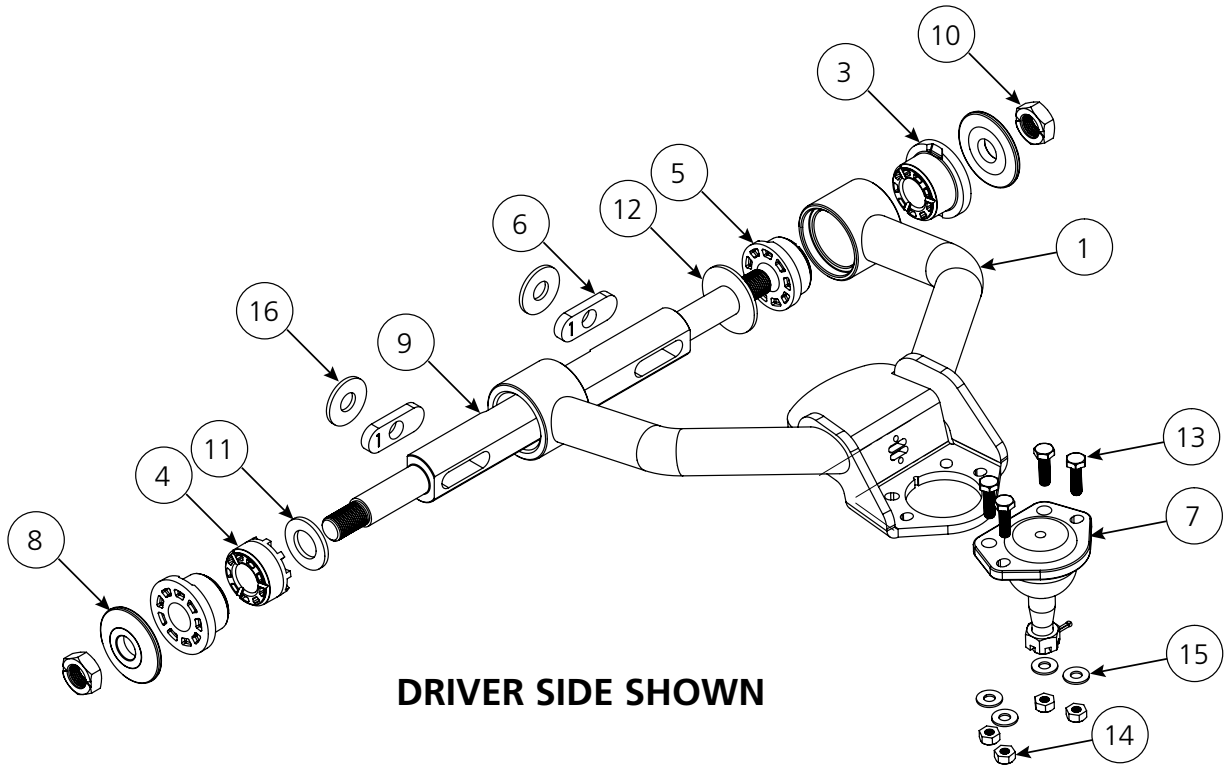
Please Read And Understand All Instructions And Warnings Prior To The Installation Of This Product.

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

TORQUE SPECIFICATIONS	
Arm Mounting Nuts	50 ft-lbs
Ball Joint Castle Nuts	50 ft-lbs
Ball Joint Mounting Bolts	9 ft-lbs

EXPLODED VIEWS AND PARTS LISTING



DRIVER SIDE SHOWN

ITEM #	PART #	DESCRIPTION	QTY
1	90002021	Upper Control Arm - Driver (SHOWN)	1
2	90002022	Upper Control Arm - Passenger	1
3	70010759	Delrin Bushing, 2.0" Large OD	4
4	70010826	Delrin Bushing, 1.5" Large OD	2
5	70010827	Delrin Bushing, 1.750" Large OD	2
6	70010883	Caster Slug	4
7	90000908	Ball Joint: Proforged 101-10015	2
8	90002737	Aluminum Washer	4
9	90003375	Caster Adjustable Cross Shaft	2
10	99622005	5/8-18 Thin Locknut	4
11	90003933	WASHER; 1.45OD	2
12	90003934	WASHER; 1.70OD	2
13	99251022	1/4-20 X 1" Hex Cap Screw, Black	8
14	99252006	1/4-20 Nyloc Nut	8
15	99253012	1/4 SAE Flat Washer	8
16	99433004	7/16-14 USS Flat Washer	4

Caster Tutorial

Caster Defined:

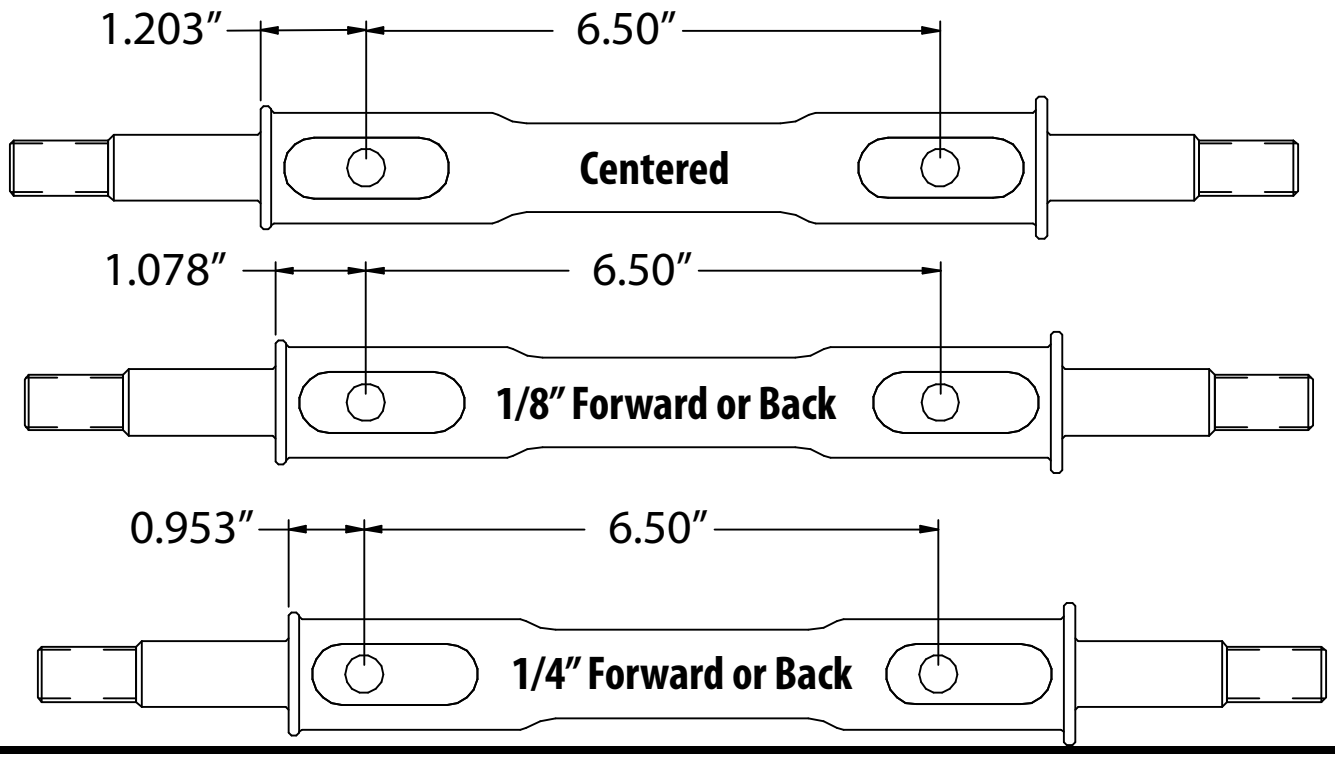
To understand caster, you need to picture an imaginary line that runs through the upper ball joint and extends through the lower ball joint. From the side view, the imaginary line will tilt forward or backward. The tilting of this imaginary line is defined as caster.

Caster is measured in degrees by using a caster gauge. If the imaginary line described above tilts towards the back of the vehicle at the top, then you have positive caster. If the imaginary line tilts forward then you have negative caster.

Positive caster provides directional stability in your vehicle. Too much positive caster will make the steering effort difficult. Power steering will allow you to run more positive caster. Negative caster requires less steering effort but will cause the vehicle to wander down the highway.

These StrongArms come equipped with a changeable caster slug setup. This allows you to add or remove caster from the front suspension. The caster slugs supplied in the kit are set up to be centered. The caster slugs allow you to add or remove caster without having to use a stack of shims. If more or less caster is desired, optional slugs listed below can be purchased from Ridetech or your Ridetech dealer.

Centered:	**70010883** (supplied with control arms)
1/8":	**70010882**
1/4":	**70010881**

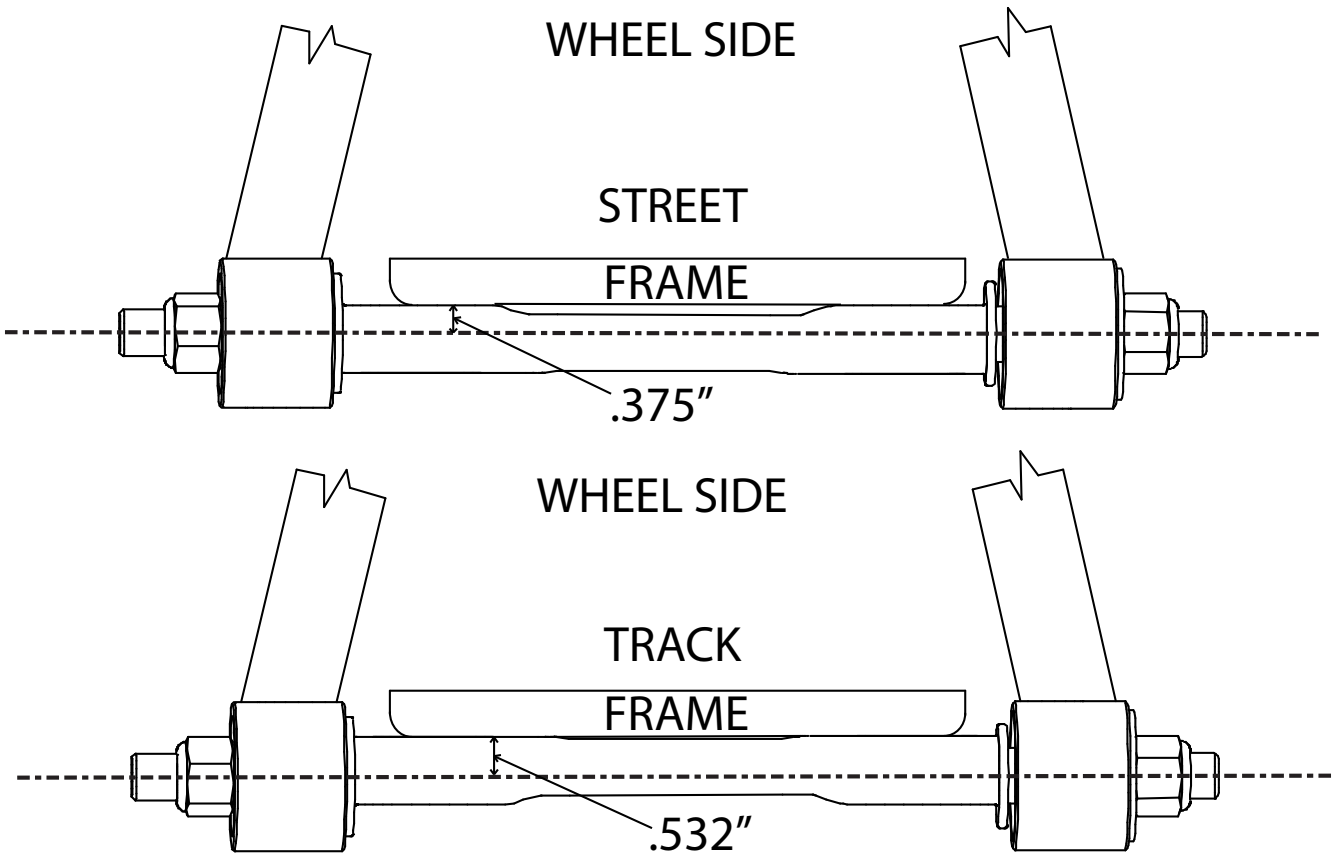


Cross Shaft Positioning

The cross shaft that is used in the upper control arms is offset. The offset combined with the caster slug option allows you to achieve the alignment setting you desire with minimal shims. To change the direction the Icon faces, 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. The Ridetech Icon and Caster Slugs will be facing the wheel.

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. The Ridetech Icon and Caster Slugs will be facing the engine.



Arm Installation

1. Raise the vehicle to a safe and comfortable working height. Remove the existing upper control arms. Refer to the Factory Service Manual for detailed disassembly instructions.

Retain the factory mounting hardware. It will be reused.

NOTE: If you will be replacing the lower control arms and spindles, this is a good time to remove them also.

2. Install a T-Washer and 5/8"-18 Locknut on each end of the cross shaft (Figure 1).

Note: You may leave the 5/8" nuts hand tight for now. They will be easier to tighten once the arm is mounted on the car.

3. Rotate the cross shaft to the alignment position that best accommodates your driving style as outlined in "Cross Shaft Positioning" on page 5.

4. Insert the caster slugs into the recessed openings in the cross shaft (Figure 2).

NOTE: If you are using the optional offset caster slugs (purchased separately), they will be stamped with either "2" or "3". When installing in the cross shaft, make sure the stamped numbers are oriented in the same direction. Orientation does not matter with the slugs stamped with a "1" since the holes are centered.

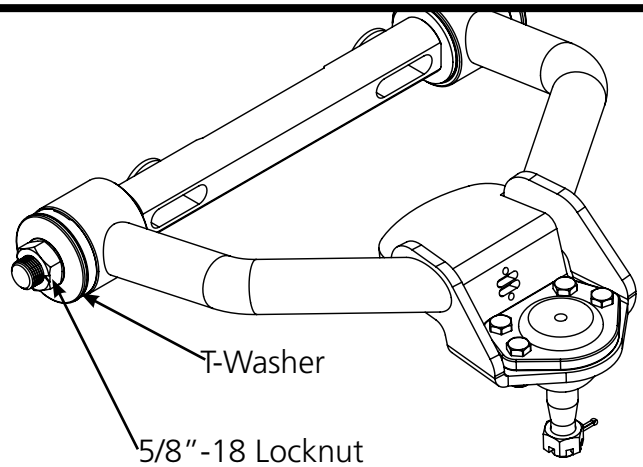


Figure 1

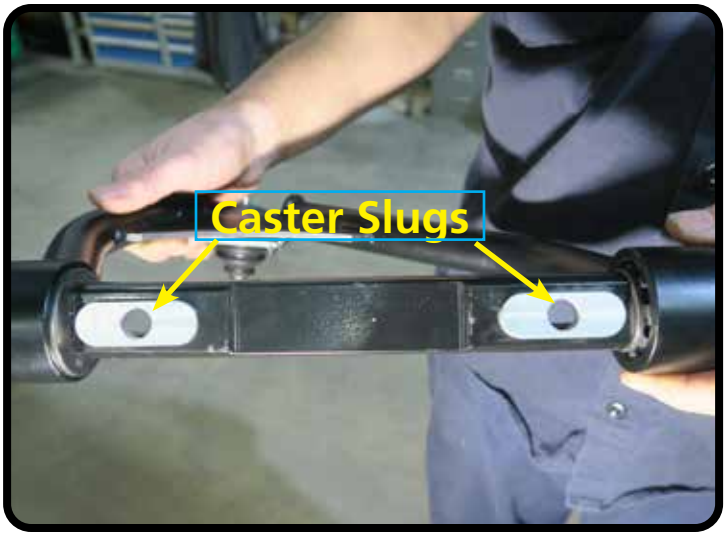


Figure 2

Arm Installation

5. Install the arm onto the factory frame mount bolts. The offset position of the ball joint should be oriented toward the front of the car (Figure 3). The arms should also be labeled with a "D" or "P" sticker.

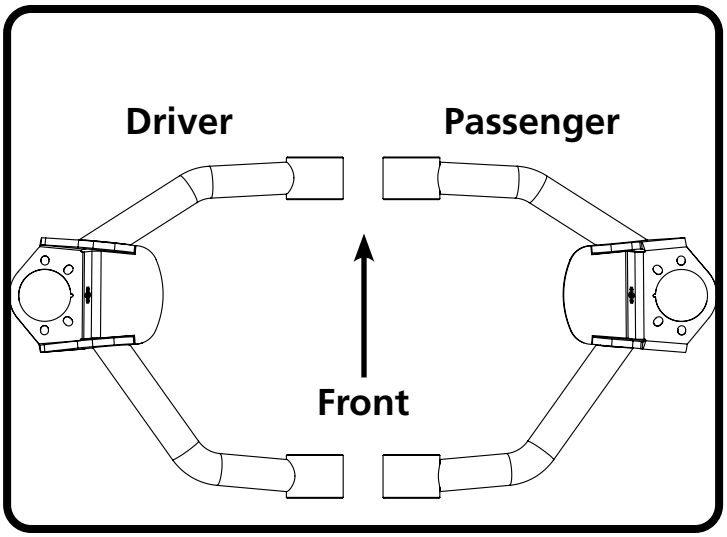


Figure 3

6. Install a 7/16" USS Flat Washer on each mounting bolt, followed by the OEM mounting nut (Figure 4).

Torque the mounting nuts to 50 ft-lbs.

Figure 4

7. After torquing the arm-mounting nuts, tighten the 5/8" nut on each end of the cross shaft (Figure 5).

NOTE: You only need to tighten the cross shaft nuts enough to create drag on the delrin bushings. The arm should still move through its travel by hand.

Figure 5

Spindle Installation

8. Attach the spindle to the control arm.

Torque the castle nut on the upper ball joint to 50 ft-lbs.

NOTE: You may have to tighten slightly over the torque spec to get a hole to line up for the cotter pin.

Figure 6

9. Install and bend the cotter pin (Figure 7).

10. Check to ensure all fasteners are tight and repeat on the opposite side.

11. Have the vehicle aligned.

Figure 7

Suggested Alignment Specs For Street Driving

Camber:	**-.5 Degrees**
Caster:	**+3.0 to +5.0 Degrees**
Toe:	**1/16” - 1/8” Toe In**