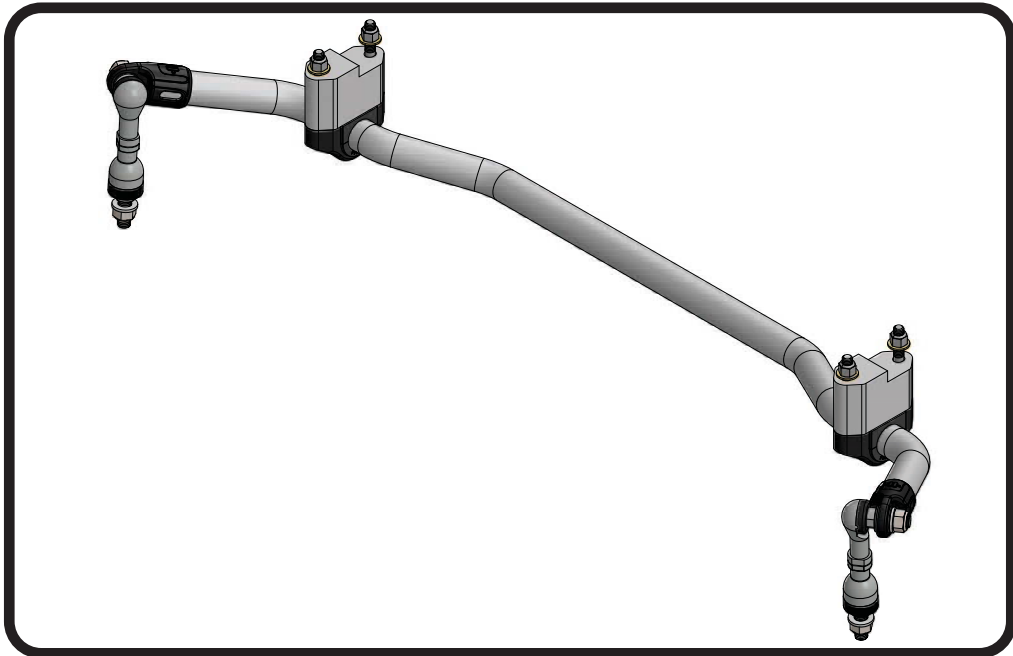




**Part # 11259100 - 1962-1967 Chevy II Front MuscleBar**



**Recommended Tools**



# 1962-1967 Chevy II Front MuscleBar Installation Instructions

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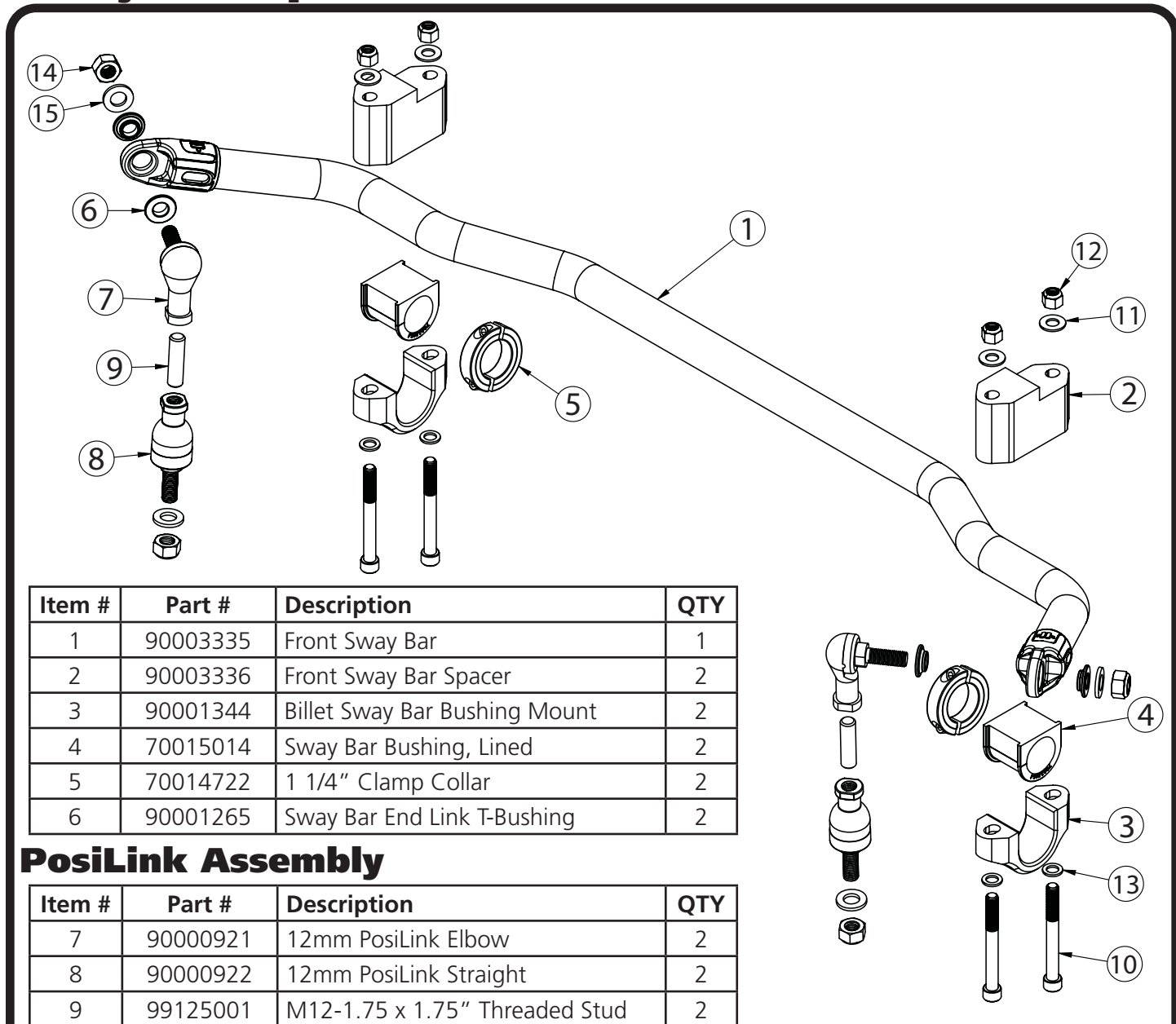
Page 2..... Included Components and Hardware List

Page 3-7..... Sway Bar Installation

THIS SWAYBAR KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS ONLY. IT WILL NOT FIT THE OEM CONTROL ARMS.



### Major Components .....In the box



Item #	Part #	Description	QTY
1	90003335	Front Sway Bar	1
2	90003336	Front Sway Bar Spacer	2
3	90001344	Billet Sway Bar Bushing Mount	2
4	70015014	Sway Bar Bushing, Lined	2
5	70014722	1 1/4" Clamp Collar	2
6	90001265	Sway Bar End Link T-Bushing	2

### PosiLink Assembly

Item #	Part #	Description	QTY
7	90000921	12mm PosiLink Elbow	2
8	90000922	12mm PosiLink Straight	2
9	99125001	M12-1.75 x 1.75" Threaded Stud	2

### Hardware List .....In the box (Kit# 99010185)

Item #	Part #	Description	Usage	QTY
10	99371073	3/8"-16 x 3 1/2" Socket Head	Bushing Strap to Frame Mount	4
11	99373002	3/8" Flat Washer	Bushing Strap to Frame Mount	4
12	99372001	3/8"-16 Nylok Nut	Bushing Strap to Frame Mount	4
13	99373020	3/8" x 5/8" OD Flat Washer	Bushing Strap to Frame Mount	4
14	99122001	M12-1.75 Nylok Nut	PosiLink Attaching	4
15	99123001	M12 Flat Washer	PosiLink Attaching	4

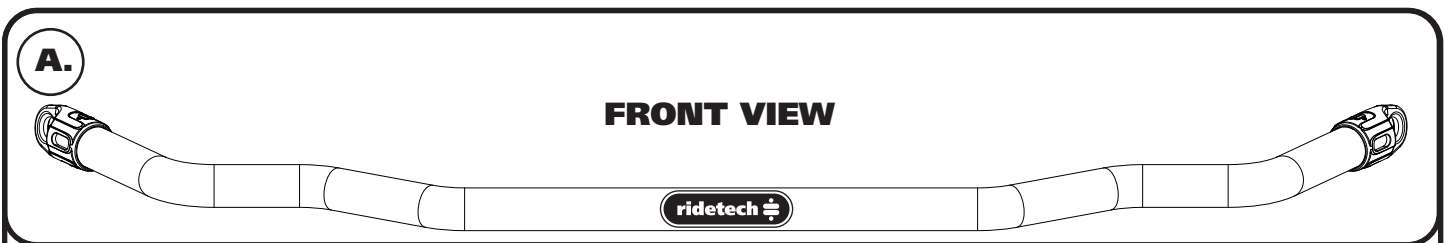


### Getting Started.....

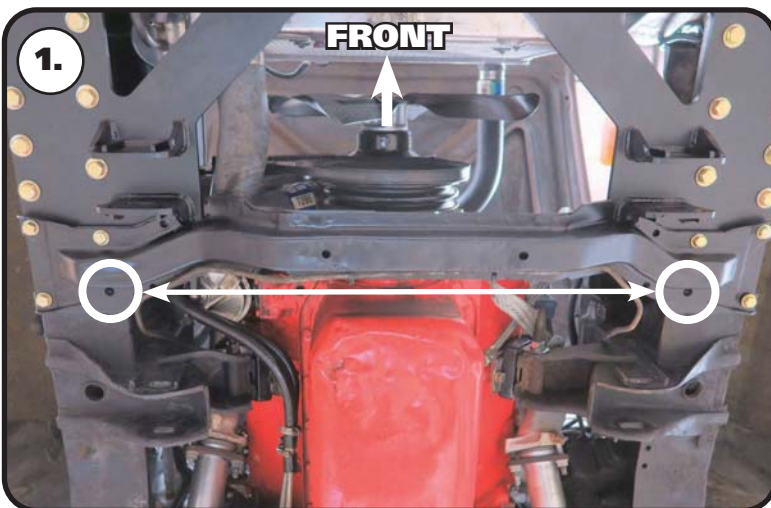
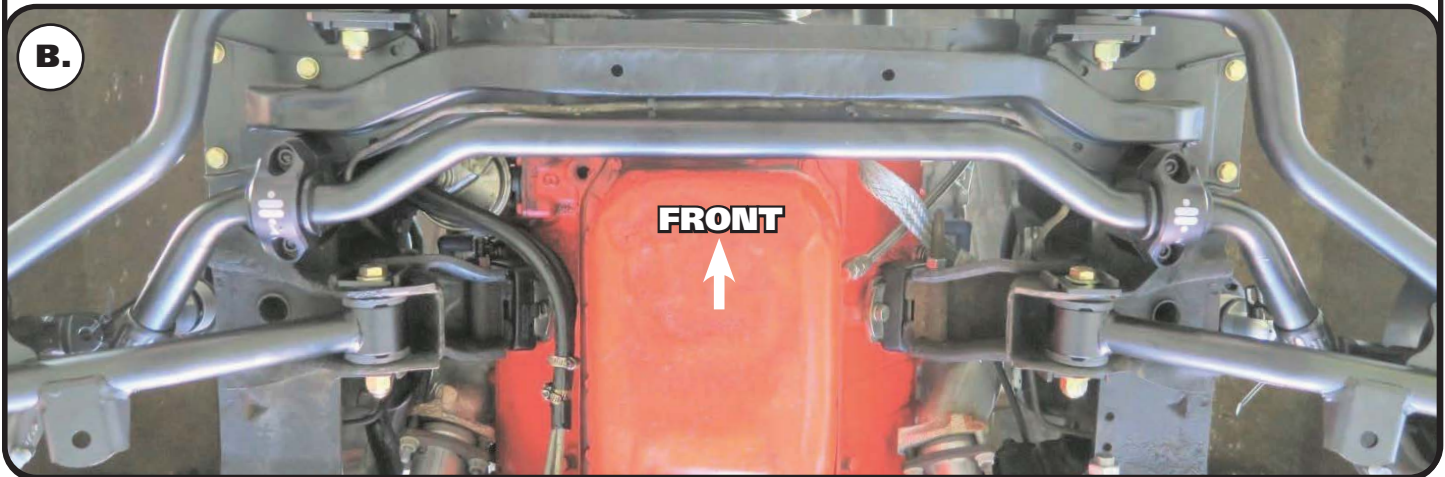
THIS SWAYBAR KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS ONLY. IT WILL NOT FIT THE OEM CONTROL ARMS.

Install all Front suspension components before installing the MuscleBar.

If you haven't done so already, remove the OEM sway bar to prepare for the MuscleBar installation.



**IMAGE A** SHOWS THE SWAY BAR AS VIEW FROM THE FRONT. **IMAGE B** SHOWS THE SWAY BAR INSTALLED IN THE CAR.



**1.** Remove the rear inner crossmember bolts if they are installed.



### Sway Bar Installation



3. Open up the poly sway bar bushings and install them on the sway bar.



4. Install bushing straps over the poly sway bar bushings.



5. Insert the sway bar into position. The front bolt of the sway bar bushing/spacer will align with the rear inner bolt of the crossmember.





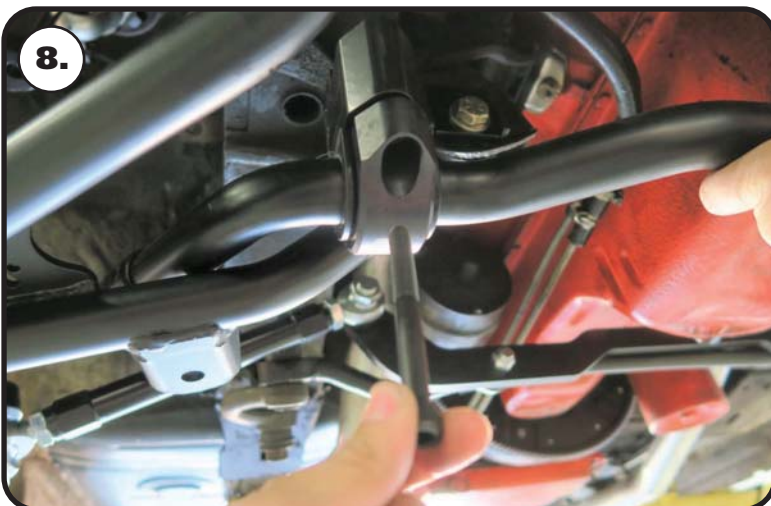
### Sway Bar Installation



**6.** The supplied spacer needs to be installed between the bushing/strap and frame. The spacer is stepped on the frame side. The notch will be to the front of the car.



**7.** Line up the bushing mount a spacer with the rear inner hole of the crossmember.



**8.** With the sway bar lined up with the front mounting hole. Install a 3/8" x 5/8" OD flat washer on (2) 3/8"-16 x 3 1/2" socket head cap screw. Insert the bolt/washer in the front hole of the bushing strap and spacer. .



### Sway Bar Installation



9. Install a 3/8" SAE flat washer & 3/8"-16 nylok nut on the threads of the bolt. Snug the hardware down to hold the sway bar in place.



10. Use the bushing mount as a guide to drill a 3/8" hole in the frame for the rear hole.



11. Insert the straight end of the PosiLink into the sway bar tab of the lower control arm. Install a 12mm flat washer and M12-1.75 nylok nut on the threads of the PosiLink.

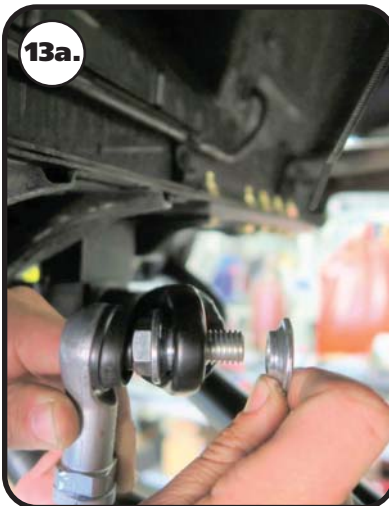




### Sway Bar Installation

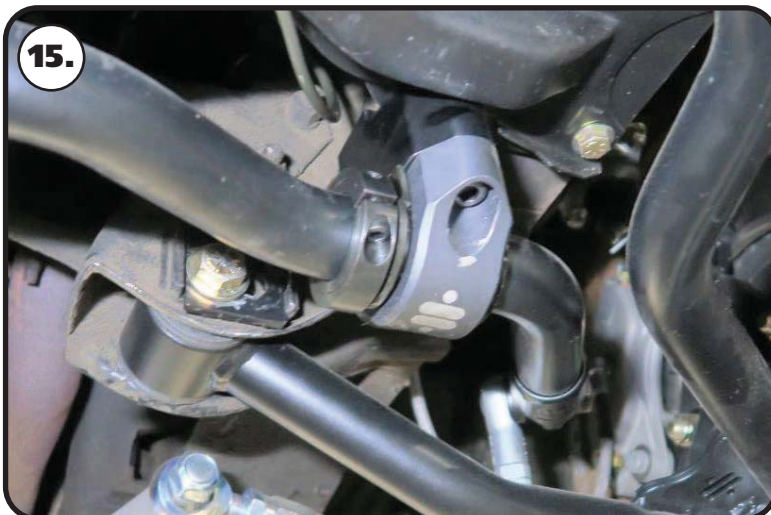


**12.** Install a t-bushing on the lower 90 degree end link. The t-bushings are installed with the large diameter against the shoulder of the end link. Insert the 90 degree end link/t-bushing into the swaybar end with the threads pointing toward the spindle.



**13a & 13b.** Install a 2nd t-bushing with the small diameter into the swaybar. Install a M12 flat washer & M12-1.75 nylok nut. Torque the top and bottom nuts to 50 ftlbs. Do this for both sides.

**14.** The bushing strap hardware can now be tightened. Torque to 30 ftlbs.



**15.** Install the locking rings on the inside of each bushing assembly. Use a hex key to take the locking ring apart. Reassemble it on the bar positioned next to the inside of the bushing assembly. Push the locking ring up against the bushing assembly and tighten.

**16.** Check sway bar and end link clearance through full suspension travel.

**17.** Ensure that the end links do not bind through full suspension travel.