

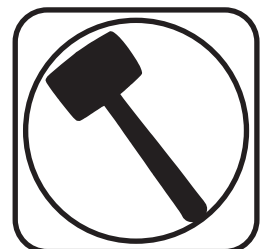


**Part # 11282899**

**1965-1970 GM B-Body Front Lower StrongArms**



Recommended Tools



## 1965-1970 GM B-Body Lower StrongArms Installation Instructions

### Table of contents

Page 2..... Lower Control Arm Components  
Page 3..... Getting Started & Installation  
Page 4-5..... Control Arm Installation

**Note:** This kit is designed for use with our MuscleBar sway bar. It is easier to install it **before** the lower arms. The factory sway bar will not fit.







### Getting Started.....

Congratulations on your purchase of the Ridetech B-Body StrongArms. These StrongArms have been designed to give your B-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. The Geometry has been optimized for excellent handling, and drive ability. The control arm is a 1-piece control arm to eliminate the strut rod and bushing.

**Note:** These control arms are designed for use with the Ridetech ShockWaves or CoilOvers and the MuscleBar swaybar. **The factory shocks and springs or the factory sway bar will not fit these arms.**

### Installation

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring, shock absorber, upper and lower control arms, sway bar and the strut rods. **The factory lower control arm bolt will be reused.**

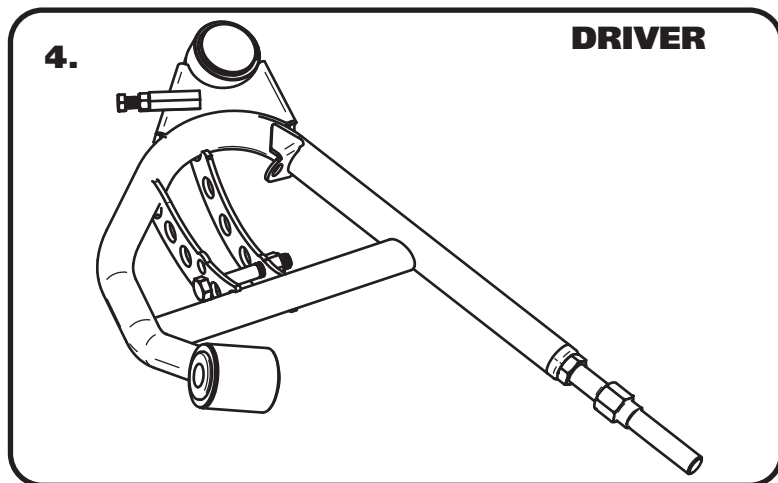
**Note:** This kit is designed for use with our MuscleBar sway bar. It is easier to install it **before** the lower arms. The factory sway bar will not fit.

3. Drill the factory upper shock mounting hole to 3/4". This can be done easily with a Unibit.

Attach the CoilOver/ShockWave to the frame before installing the lower control arm.

#### Suggested Alignment Specs:

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



4. The control arms are marked "D" for Driver and "P" for Passenger. The ball joint pin points down and the sway bar mount is on the front side of the arm.



### Control Arm Installation

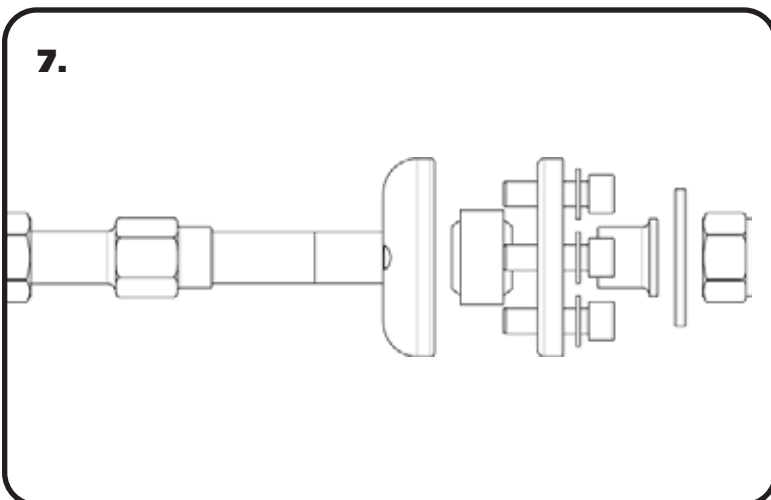


5. Using the bearing retainer as a template; drill three 3/8" holes in the frame to secure the assembly. Use three 3/8" x 1 1/4" SHCS and lock washers to secure the assembly. Torque to 30 ft-lbs.

**Note:** The hole in the frame may need to be buffed to allow bearing assembly to slide in.



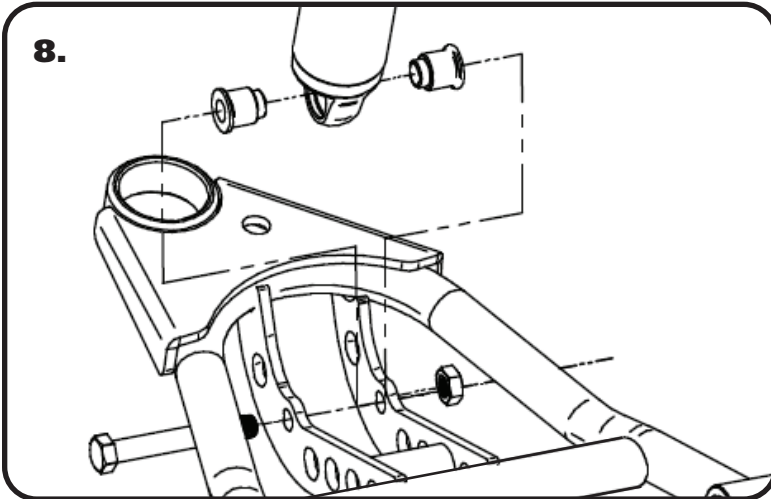
6. Insert the front leg of the control arm into the frame swivel bearing. Bolt the lower StrongArm to the frame using the factory bolt. **The lower control arm pivot bolt gets torqued to 100-125 ft-lbs when the car is sitting on the ground.**



7. The front leg of the lower arm will attach to the frame in place of the strut rod. Refer to **Diagram 7** for assembly order. Torque the 3/4"-16 nut to 75 ft-lbs.



### Control Arm Installation



8. Insert the bearing spacers into the lower shock bearing. The SMALL end goes into the bearing. 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.



9. Attach the spindle to the control arms.

#### Torque Specs:

Lower Ball joint - 70 ft-lbs and tighten to line up cotter pin.

Install the cotter pin after tightening the ball joint nut.



10. Thread the 3/8"-16 nut onto the 3/8"-16 x 1 1/4" bolt. Thread it into the front hole of the ball joint plate. You will need to adjust the steering stop to suite your needs. This setting will vary depending on wheel and tire size and other suspension components. Torque to 16 ft-lbs.