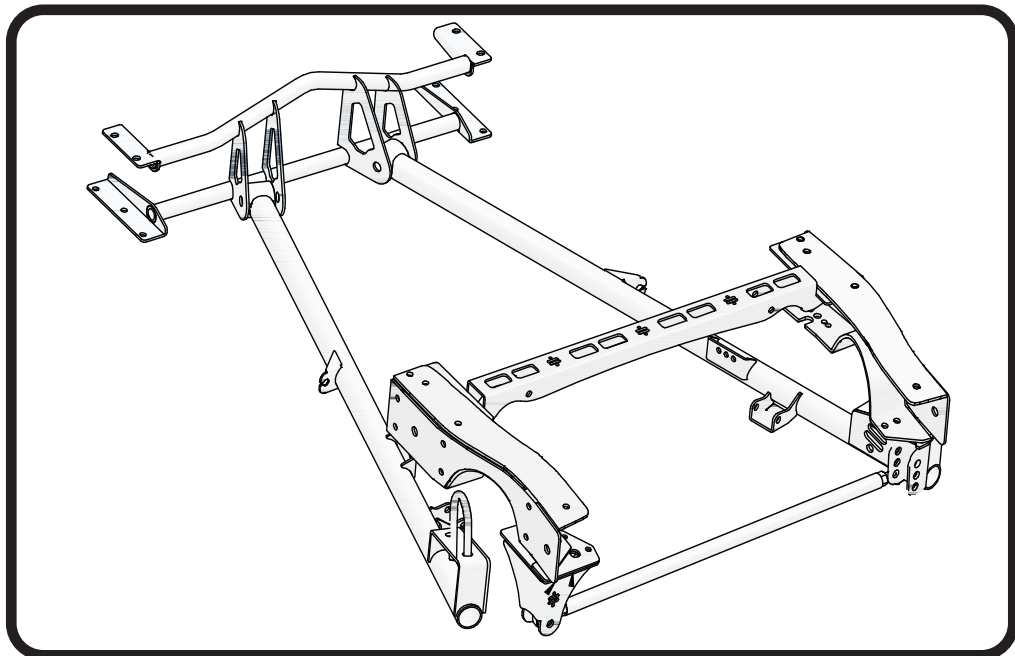
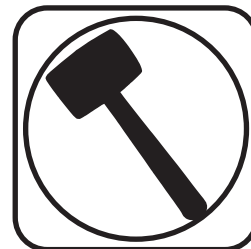
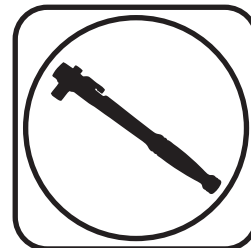
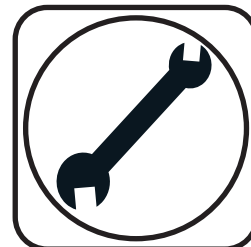




Part # 11337199 - 1963-1972 C10 Rear StrongArms



Recommended Tools



1963-1972 C-10 Rear StrongArms Installation Instructions

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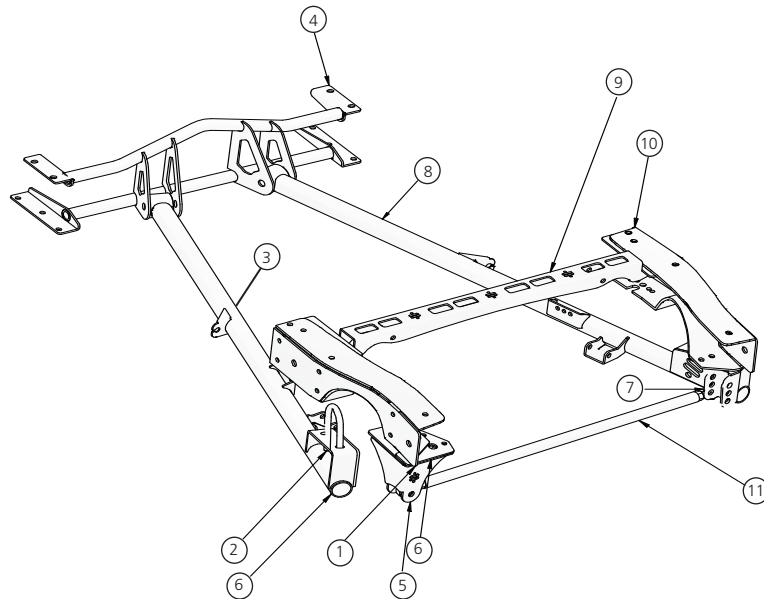
IF YOUR TRUCK HAS A WOODEN BED FLOOR, KIT #11337299 WILL BE REQUIRED FOR SHOCK CROSSMEMBER CLEARANCE.

Note: This kit is designed for use with a 1-piece drive shaft. If your truck has a carrier bearing setup, it will need to be converted to a 1-piece driveshaft to eliminate the carrier bearing.



Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90002435	Panhard Mount Top Spacer	1
2	99756002	Trailing Arm U-bolt	2
3	90000626	Driver Side StrongArm	1
4	90000631	Front StrongArm Crossmember	1
5	90002436	Panhard Bar Frame Mount	1
6	90002434	Panhard Mount Bottom Spacer	1
7	70013364	Panhard Bar R-Joint End	1
8	90000627	Passenger Side StrongArm	1
9	90002432	Upper Shock Bridge	1
10	90000614	Passenger "C" Notch	1
10	90000613	Driver "C" Notch	1
11	90002867	Panhard Bar (34 5/8" center to center)	1
	90002062	Shockwave/Coilover Spacers (Not Shown)	8
	90001083	Medium Bumpstop - 1.5" tall (Not Shown)	2
	70013334	Panhard Bar R-Joint Spacers .625 ID x .620" Long (Not Shown)	4
	70016244	C10 R Joint End Spacer .625 ID x .870" Long	4
	70013279	Spirolox Retaining Ring (Trailing Arm & Panhard R Joint)	1
	70013280	Wavo Wave Spring (Trailing Arm & Panhard R Joint)	1
	70013276	Delrin Snap Over Bushing (Trailing Arm & Panhard R Joint)	1
	70013275	R Joint Center (Trailing Arm & Panhard R Joint)	1
	90001318	R-Joint Rod End - threaded in panhard bar	1





Hardware ListIn the box (Kit# 99010052)

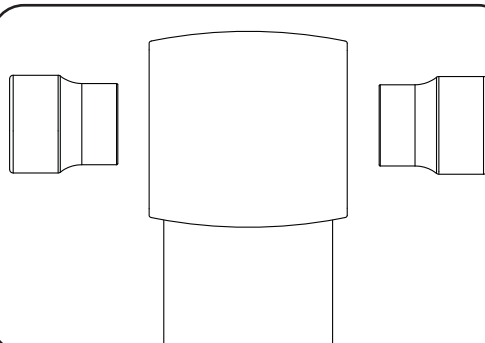
The Hardware Kit contains bags to help aid in selecting the correct hardware for the component being installed. The hardware list shows how the hardware is bagged.

QTY	Part Number	Description	QTY	Part Number	Description
PANHARD MOUNT & PANHARD BAR			"C" NOTCH MOUNTING CONTINUED		
2	99621003	5/8" x 2 3/4" Gr. 8 Bolt	12	99622001	5/8" SAE Nylok Nut
2	99622006	5/8" SAE Nylok Jam Nut	18	99623001	5/8" SAE Flat Washer
6	99431012	7/16" x 1 3/4" USS Bolt	TRAILING ARM TO CROSSMEMBER		
6	99432001	7/16" USS Nylok Nut	2	99621015	5/8" x 4 1/2" SAE Gr.8 Bolt
12	99433002	7/16" SAE Flat Washer	2	99622001	5/8" SAE Gr. 8 Nylok Nut
FRONT CROSSMEMBER MOUNTING			4	99623001	5/8" SAE Flat Washer
10	99431001	7/16" x 1" USS Bolt	SHOCK BRIDGE & SHOCK MOUNTING		
20	99433002	7/16" SAE Flat Washer	4	99501024	1/2" x 3 1/4" USS Bolt
10	99432002	7/16" USS Nylok Nut	4	99502001	1/2" USS Nylok Nut
"C" NOTCH MOUNTING			6	99431002	7/16" x 1 1/4" USS Bolt
6	99431002	7/16" x 1 1/4" USS Bolt	6	99432001	7/16" USS Nylok Nut
12	99431001	7/16" x 1" USS Bolt	12	99433002	7/16" SAE Flat Washer
18	99432001	7/16" USS Nylok Nut	TRAILING ARM U-BOLTS HARDWARE		
36	99433002	7/16" SAE Flat Washer	4	99753004	3/4" SAE Flat Washer
6	99621014	5/8" x 1 1/2" Gr. 8 Bolt	4	99752002	3/4"-16 Hex Nut

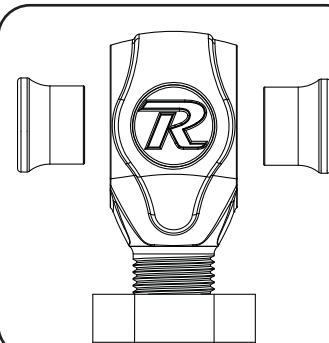
R-JOINT SPACER INSTALLATION

Install the Spacers by inserting the SMALL side of the SPACER into the Center Pivot Ball. Push them in until they bottom out and stop.

TRAILING ARM R-JOINT



PANHARD R-JOINTS



New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.



Getting Started.....

Congratulations on your purchase of the Ridetech Rear StrongArm System. This system has been designed to give your truck excellent handling along with a lifetime of enjoyment. Some of the key features of this system: C-notches to give your truck a lowered stance, long panhard bar to reduce the side to side movement of the differential, double tube front trailing arm crossmember allows the exhaust to be ran through it, new trailing arms to replace old deteriorated trailing arms, and the biggest feature of all, it allows the use of Shockwaves or Coilovers.

Note: These system is 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.**

Note: This kit is designed for trucks with the factory coilspring setup. It can be used on leaf spring trucks if a Coil spring differential is used or the trailing arm mounts are added to the leaf spring differential.

1. Raise the vehicle to a safe and comfortable working height. Let the rear suspension hang freely.
2. Remove the bed.
3. Raise the axle a couple inches and support it so that it cannot rotate. Remove the trailing arms, coil springs, shock absorbers, and panhard bar. Refer to the factory service manual for proper disassembly procedures.

Note: This kit is designed for use with a 1-piece drive shaft. If your truck has a carrier bearing setup, it will need to be converted to a 1-piece driveshaft to eliminate the carrier bearing.

Disassembly and Front Crossmember Installation



4. The factory trailing arm frame cross member will be replaced with the tubular one supplied. To remove the factory cross member, the rivets must be removed. The easiest method is to chisel them off with an air hammer. Then use a hammer and punch to drive the rivets out.

Note: On each side there is one rivet in front of the cross member and one behind that must also be removed for the new cross member.



"C" Notch Installation



5. Install the new cross member with the trailing arm flanges towards the rear. The cross member is bolted to the bottom side of the frame rails using 10 - 7/16" x 1" bolts, 10 - 7/16" Nylok nuts and 20 - 7/16" flat washers. It may be necessary to enlarge some of the holes with a 7/16" bit.



6. The factory upper shock cross member must also be removed to allow for the new upper shock cross member and "C" Notch.



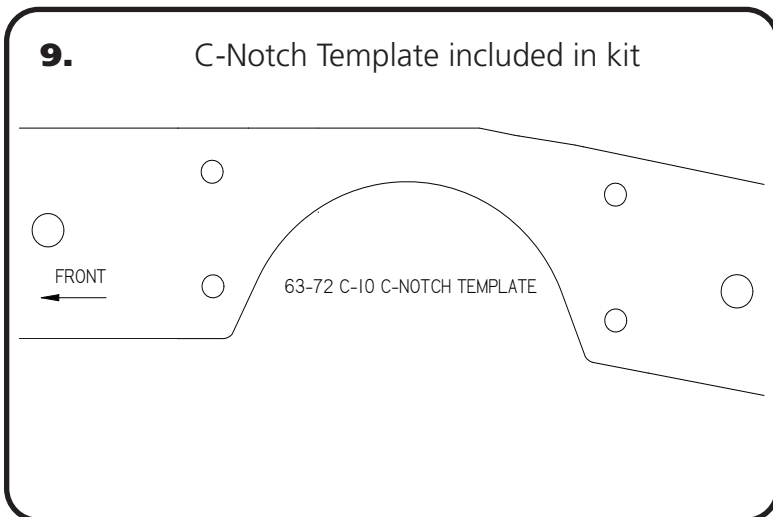
7. On the driver side of the rear frame cross member; these two rivets must be removed before installing the "C" notch. Also, remove the factory panhard mount.



"C" Notch Installation



8. The lower rear rivet on this reinforcement plate must also be removed to mount the notch.



9. Use the supplied "C" Notch template to mark out the frame for cutting. Before cutting out the frame, support the frame in front of and behind the "C" Notch area. We suggest doing one side at a time. The "C" Notch template has an arrow pointing to the front of the truck. Use the 5/8" holes to locate the template of the frame.

Note: We have see trucks with only (1) 5/8" hole. If your truck only has one hole, line it up and then, line up the other edge of the template with the frame rail.



10. The original shock crossmember holes will line up with the holes in the "C" Notch. You can use these holes to double check your Notch placement.

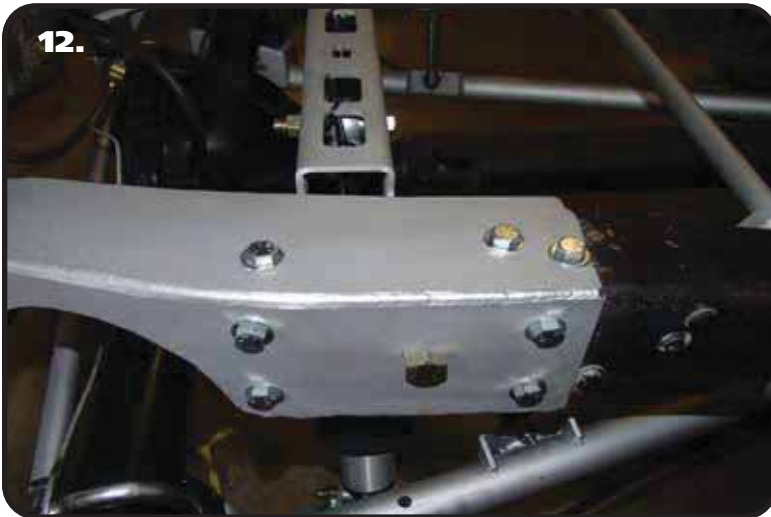


Installing "C" Notches and Shock Bridge



11.

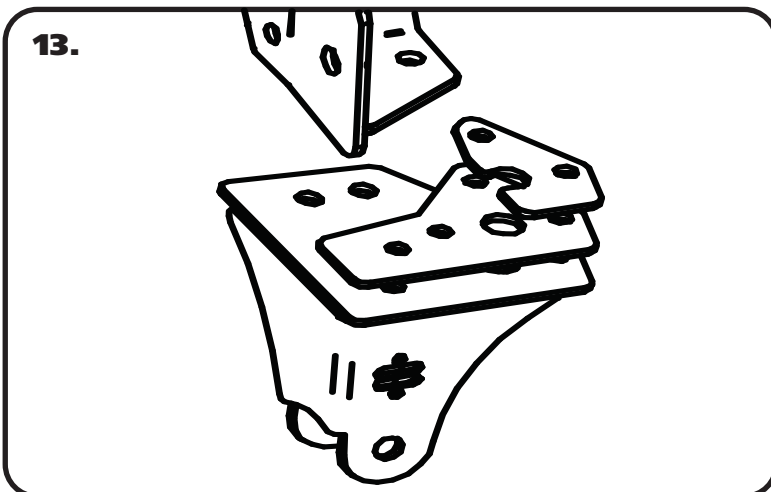
11. Slide the "C" Notch over the frame rail. On some trucks there is just one 5/8" hole, on others there are two holes. Insert 5/8" x 1 1/2" bolt, Nylok nut and flat washer in each hole to secure the notch. The factory rivet holes will need to be drilled out with a 7/16" drill bit. Use the "C" Notch as a template to drill the remaining holes. Attach the c-notch using 7/16" x 1" bolts, Nylok nuts, and flat washers. Leave the front (3) bolts out of the top of both notches and the (2) bottom rear bolts of the drivers side out for the moment.



12.

12. Once both "C" Notches are in place bolt in the upper shock bridge. The new upper shock bridge uses the (3) holes in the top of the "C" Notch. The bridge is offset to the rear of the truck, it goes from "C" Notch to "C" notch under neath the top lip of the frame sandwiching the frame between it and the "C" Notch. It is bolted in place using (6) 7/16" x 1 1/4 bolts, Nylok nuts and flat washers.

IF YOU HAVE A WOODEN BED FLOOR, YOU WILL NEED KIT 11337299 TO SPACE THE SHOCK CROSSMEMBER DOWN. THE SPACERS WILL NEED TO BE BOLTED IN BETWEEN THE CROSSMEMBER AND FRAME.



13.

Note: There are four holes on each side of the bridge; only 3 will be used.

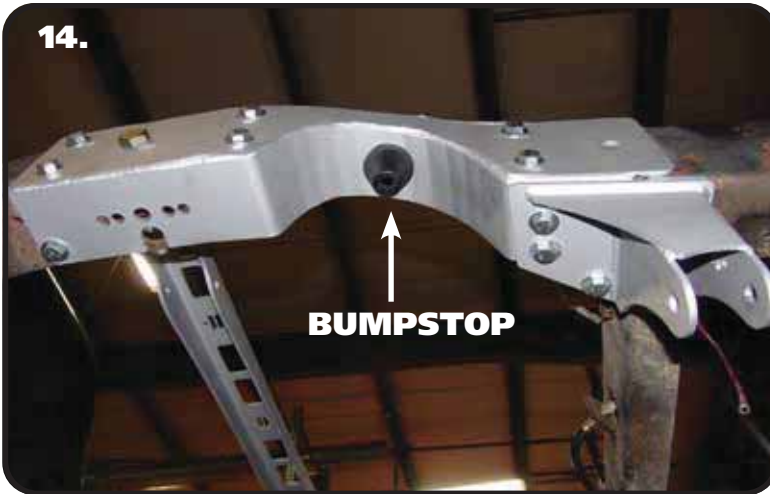
13. Bolt the new panhard mount to the bottom side of the frame on the drivers side. The panhard mount uses (2) spacers to mount it properly (See diagram #13 for reference). The new panhard mount is bolted in place using (6) 7/16" x 1 3/4" bolts, Nylok nuts and flat washers.

Torque the 7/16" hardware to 50 ft-lbs.



Installing StrongArms and Panhard Bar

14.



14. Install the bumpstops into the "C" Notch using a 3/8" nut and flat washer.

15.



15. The StrongArms are a direct replacement of the factory trailing arms and will bolt to the new tubular cross member using two 5/8" x 4 1/2" Bolts, 4 Flat Washers, & 2 Nylok nuts. Insert the R Joint Spacers into each side of the R Joint. These bushings are Delrin and do NOT need lubricating. Torque to 115 ft-lbs.

Note: There is a driver and passenger side arm. The shock mount will point towards the center of the vehicle. The Panhard mount is on the Passenger StrongArm.

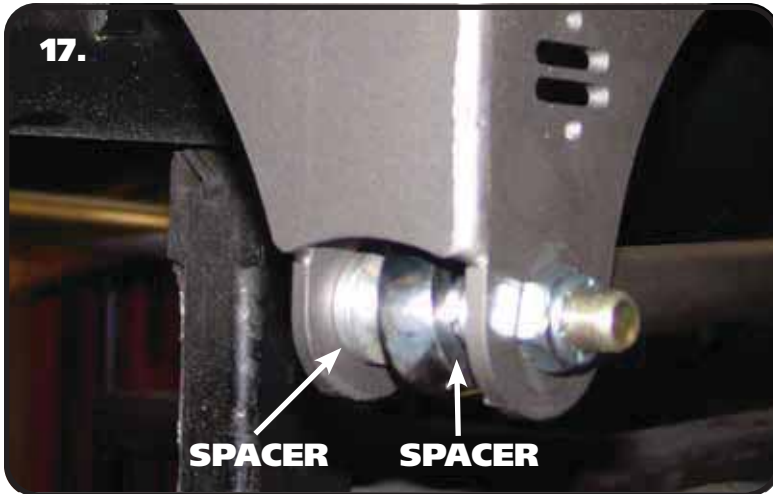
16.



16. Bolt the other end of the StrongArm to the axle using the new U-bolts supplied. Torque the u-bolts hardware 220-320 ft-lbs.

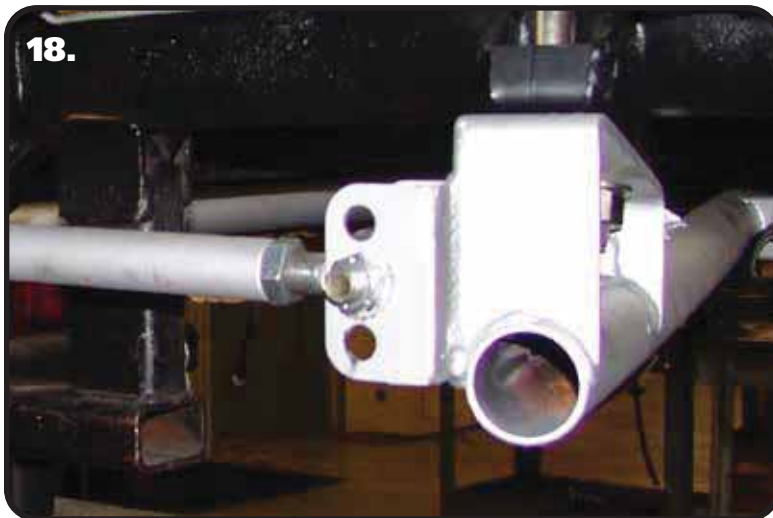


Installing Panhard Bar and Shockwaves/Coilovers

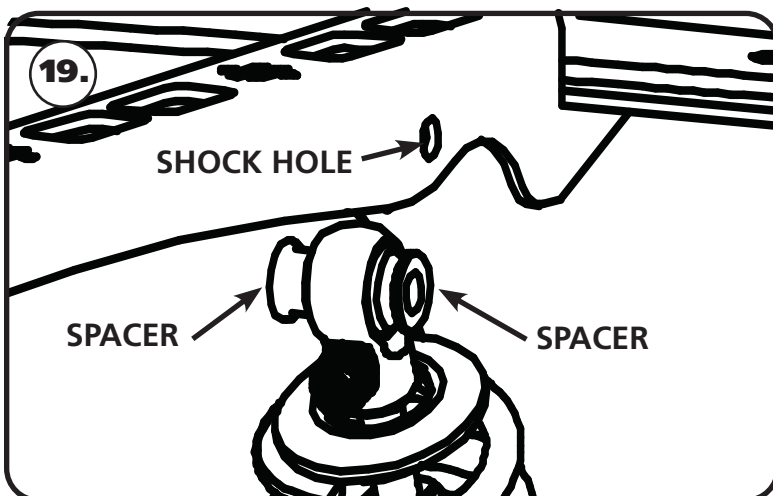


17. Install the Panhard bar into the frame bracket using a 70013334 Spacer in each side of the R-Joint end. The Panhard bar is attached using 5/8" x 2 3/4" bolt and a jam Nylok nut.

Note: The panhard bar is set at 34 5/8" before it is shipped.



18. Install the other end of the Panhard bar into the bracket on the Passenger StrongArm using a 70013334 Spacer in each side of the R-Joint end. The **center** hole is the standard hole. The goal is to keep the panhard bar level as possible at **ride** height. If you decide to run the system higher or lower than the designed ride height the other 2 holes can be used to help keep the panhard bar level at **ride** height. Torque the 5/8" hardware to 45 ft-lbs.

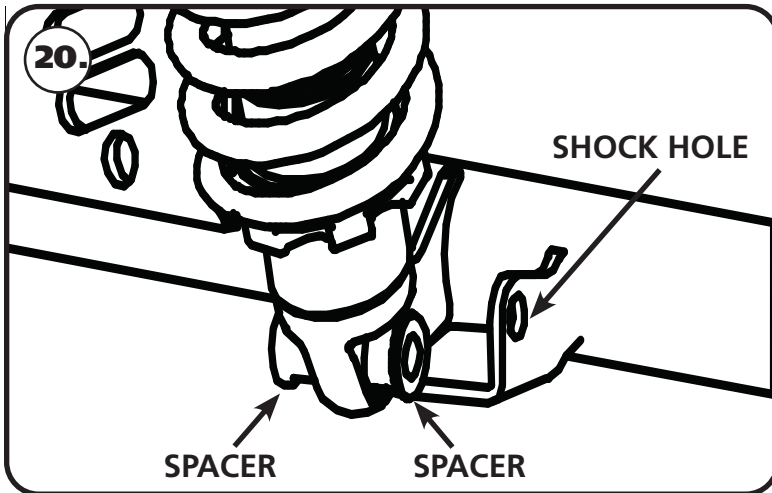


19. Install a spacer on each side of the upper Shockwave/Coilover. Slide the assembly into the upper bridge from the bottom side. If your shock has an adjuster knob position it so that the knob points toward the center of the truck. Line up the hole in the spacers with the hole in the upper shock bridge and insert 1/2" x 3 1/4" bolt and install 1/2" Nylok nut.

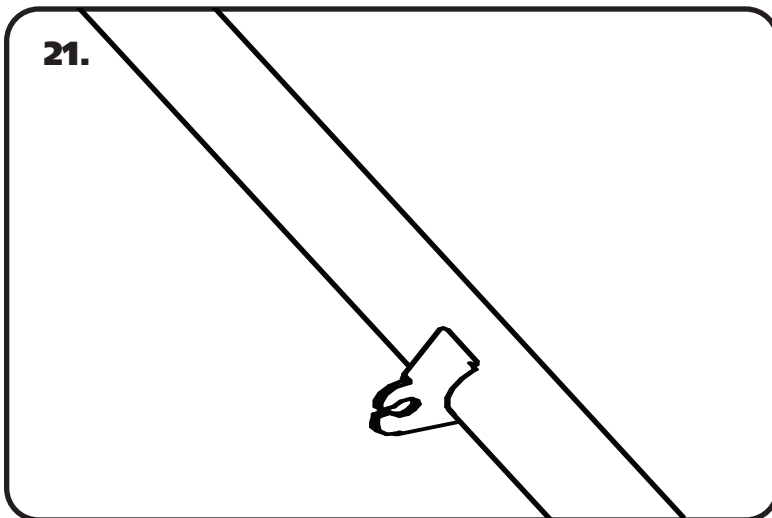
Note: If installing Shockwaves and you want to locate the air fitting in a different location, the air spring assembly can be rotated on the shock by grabbing the shock and air spring assembly by hand and spinning the shock in the air spring assembly.



Finishing



20. Install a spacer on each side of the lower Shockwave/Coilover. Slide the shock with the spacers installed into the mount on the lower StrongArm. You may need to jack the rearend up to line up the holes in the bushing with the 1/2" hole in the shock mounts and hold it in place while you install the 1/2" x 3 1/4" bolt and 1/2" Nylok nut. Tighten the upper and lower shock bolts to 75 ft-lbs.



21. The StrongArms have a tab for the emergency brake cable. Install the cable into the tabs and hook the cables back up.

22. Tighten all fasteners. If you are going to install the Ridetech MuscleBar, now is a good time to do it. Reinstall the bed and set the truck back on the ground.

23. Set ride height on the truck. The ride height of the Shockwave/Coilover is approximately 14 1/2". If you are using Shockwaves, this is done by changing the air pressure in the Shockwaves. If you are using Coilovers, the ride height is done by using the adjuster nut for the coil spring. The coil spring on the Coilover will have some preload in the spring to get ride height, this is normal.