



INSTALLATION INSTRUCTIONS



Part # 11342199 / 11352199



Coil Spring Front Lower StrongArms

1963-1970 C10

1971-1987 C10

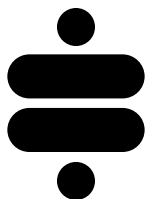
NOTE: These control arms are designed to be used with Ridetech shocks and Musclebar sway bar.

The factory shocks and sway bar are not compatible.



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



THANK YOU

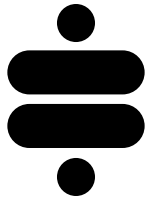
Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

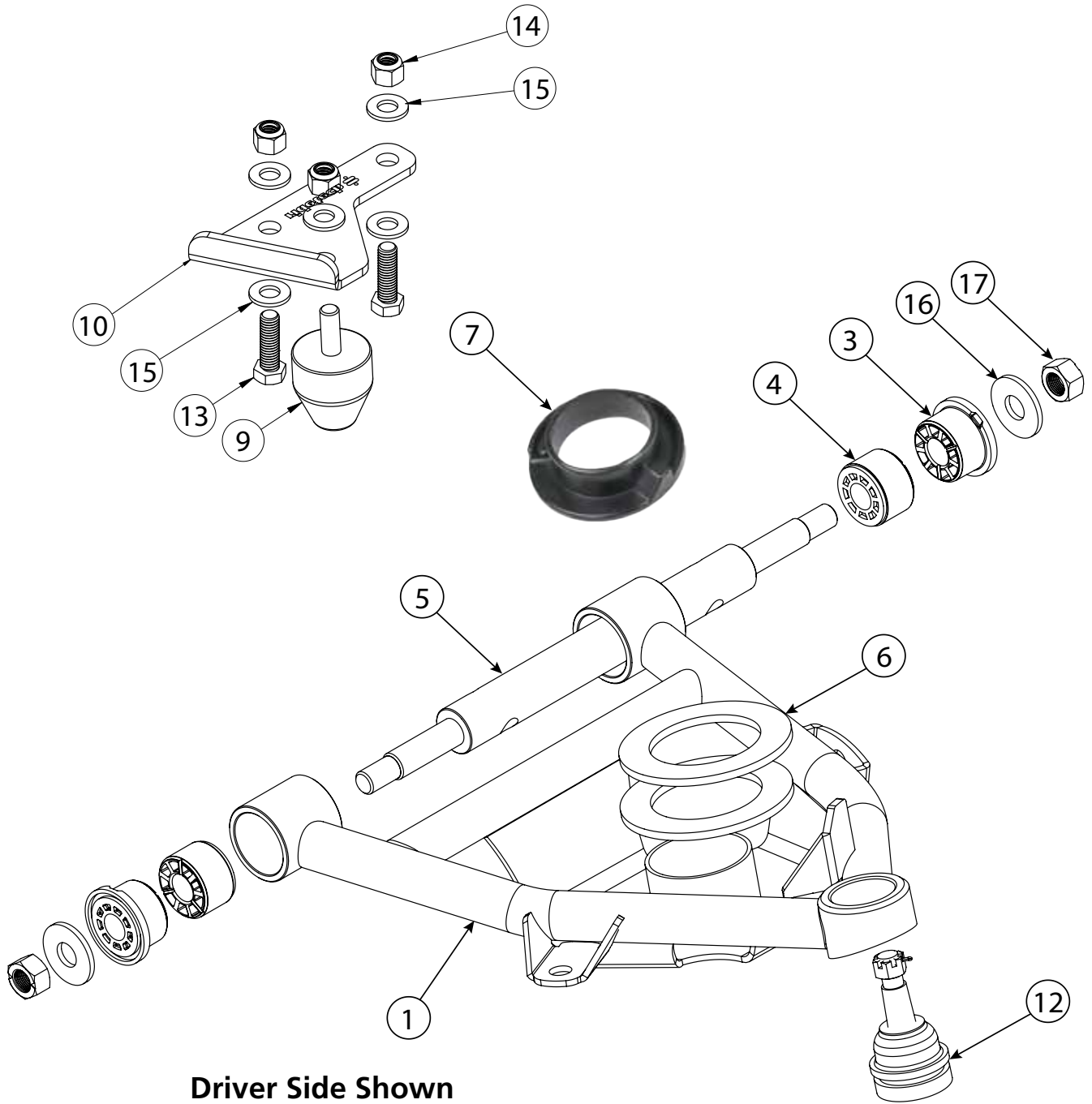
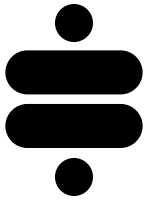
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NOTE: 63-87 C-10's have similar control arms through the year range, but with varying ball joints. See the table below for the ball joint part numbers and their corresponding year ranges. Be sure to use the correct ball joint for the year range of the spindle you are using.

C-10 BALL JOINTS		
Year Range	Upper	Lower
63-70	90000911	90000912
71-72	90000902	90000909
73-87	90000910	90000909



EXPLODED VIEWS AND PARTS LISTING



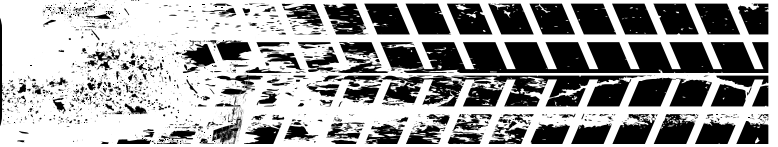
EXPLODED VIEWS AND PARTS LISTING

ITEM #	PART #	DESCRIPTION	QTY
1	90003645	63-87 C10 COILSPRING LCA DRIVER (SHOWN)	1
2	90003646	63-87 C10 COILSPRING LCA PASSENGER	1
3	70010755	Delrin Bushing, 2.5" Large OD	4
4	70011465	Delrin Bushing, 2.05" OD	4
5	90002430	Cross Shaft	2
6	90003349	Coil Spring Arm Spring Plate	4
7	90000247	Coil Spring Isolator	2
8	90001619	Cantilever Pin Kit (Not Shown)	2
9	70013323	DAY2061 Medium Bumpstop	2
10	90000726	63-87 C-10 Bump Stop Plate, Driver (Shown)	1
11	90000727	63-87 C-10 Bump Stop Plate, Passenger	1
12	90000912	63-70 Lower Ball Joint Assembly	2
	90000909	71-87 Lower Ball Joint Assembly	

HARDWARE KIT: 99010274

ITEM #	PART #	DESCRIPTION	QTY
BUMPSTOP			
13	99371004	3/8-16 X 1 1/4 HCS GR5	4
14	99372002	3/8-16 GR 5 NYLON INSERT	6
15	99373003	3/8 SAE FLAT WASHER GR 5	10
CROSS SHAFT			
16	99753001	3/4 Fender Washer; 2 1/2 OD	4
17	99752005	3/4 -16 TOP LCKNUT	4

Control Arm Installation



NOTE: We recommend measuring your ride height before beginning this install. Measuring from the fender lip to the ground works well. This measurement along with the guide on page 10 will help you determine if you need to add spacers under the coil spring isolator to achieve your preferred ride height.

1. Raise the vehicle to a safe and comfortable working height.
2. Remove the existing lower control arms. Retain the existing U-bolts and nuts for reassembly.

If you are also going to be replacing the upper control arms, this is a good time to remove those as well. Refer to the factory service manual for the proper disassembly procedure.

3. Ensure you are installing the arm in the correct orientation. The ball joint pin should pointing up and the sway bar tab should be to the front of the truck. See Figure 1.

4. The lower control arm is installed using the factory u-bolts and nuts. The lower control arm is located with a pin that is in the center of the front u-bolt cradle (Figure 2). This pin will go into the hole in the control arm cross shaft to help locate the control arm.

NOTE: We have encountered some trucks where the locator pin is in the rear U-bolt cradle. It will still locate the control arm correctly.

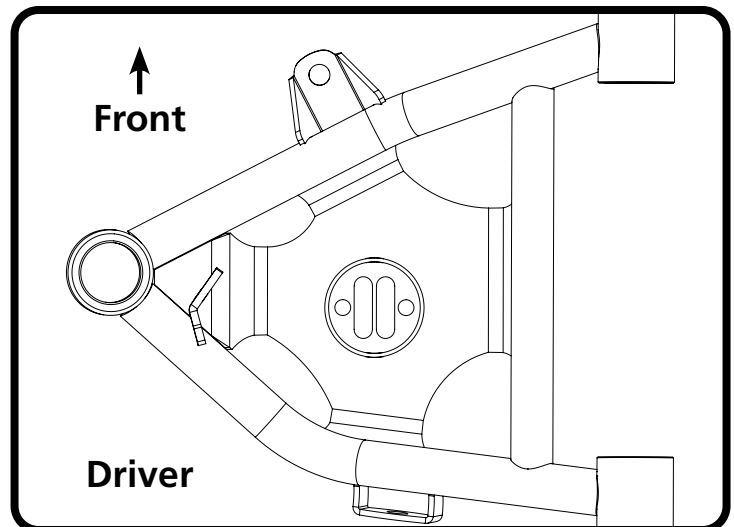


Figure 1



Figure 2

Control Arm Installation

5. The lower control arm cross shaft has 2 different locating-hole patterns. The arms in this particular kit use the 8.706" center-to-center locating holes (Figure 3).

The pin shown in Figure 2 will locate into these holes.

6. Use the OEM hardware to attach the lower control arm as shown in Figure 4. Ensure the locating pin is in the 8.706" center-to-center holes.

Torque the U-bolt nuts to **45 ft-lbs.**

7. Install a 3/4" flat washer and 3/4"-16 Nylok nut on each end of the cross shaft (Figure 5).

Torque to **90 ft-lbs.**

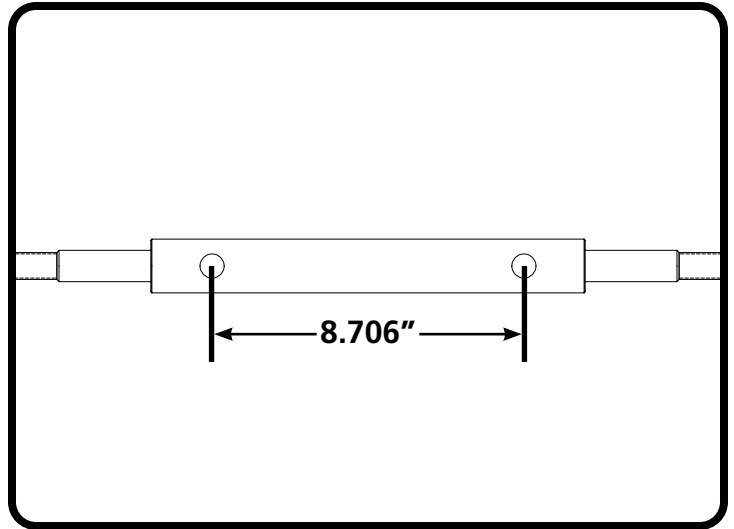


Figure 3



Figure 4



Figure 5

Bump Stop Installation

8. Use the bump stop plate as a template to mark and drill the mounting holes in the crossmember. The bent tab of the plate should be pointing up and positioned to the front of the vehicle. The flat edge of the plate should be aligned with the outside edge of the crossmember.

See Figure 6.

9. Mount the bump stop plate to the crossmember with $\frac{3}{8}$ "-16 x 1.25" bolts and $\frac{3}{8}$ " washers and nuts. Use a washer under the head of the bolt and under the nut.

Torque to **30 ft-lbs.**

10. Attach the bump stop to the plate using a $\frac{3}{8}$ " washer and nut (Figure 8).

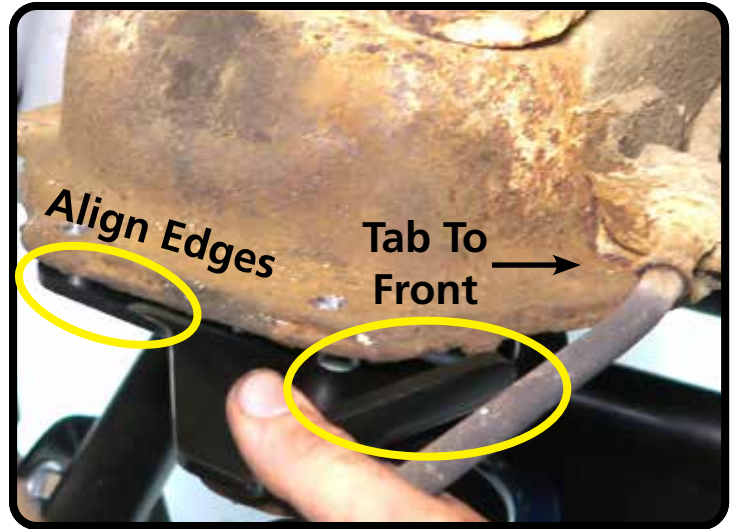


Figure 6



Figure 7



Figure 8

Coil Spring Installation

11. Use the guide on Page 10 to determine the number of shims, if any, to use to achieve your desired ride height. Place the shims over the center ring. They will sit flat against the center plate of the control arm (Figure 9).

If you have determined that no shims are required, proceed to step 12.

12. Place the coil spring isolator over the center ring of the control arm (Figure 10).

NOTE: If any shims are installed, they must be placed **under** the spring isolator.

13. Reinstall the coil spring, making sure the top of the coil spring is nested in the pocket in the frame. Rotate the coil spring isolator to align the step on the isolator with the bottom edge of the coil spring.



Figure 9



Figure 10



Figure 11

Shock Installation

13. Slide the lower ball joint pin into the spindle and install the castle nut. Torque the ball joint nut to **90 ft-lbs** and install the cotter pin.

If necessary, tighten the nut to align the cotter pin hole, not to exceed 130 ftlbs.

14. See Figure 13. Attach the shock to the lower control arm using the components in the included 90001619 kit. Insert the 1/2"-20 x 3" flanged head bolt (C) through the shock bushing (A). Install the aluminum t-spacer (D) on the threads of the shock bolt with the SMALL OD toward the control arm. Insert the shock bolt through the hole in the control arm shock mount (B). Install the flat washer (E) on the threaded end of the bolt, followed by the 1/2"-20 nylok nut (F). Torque to **75 ftlbs**.

15. Attach the Ridetech sway bar to the lower control arm.

Repeat on the opposite side.



Figure 12

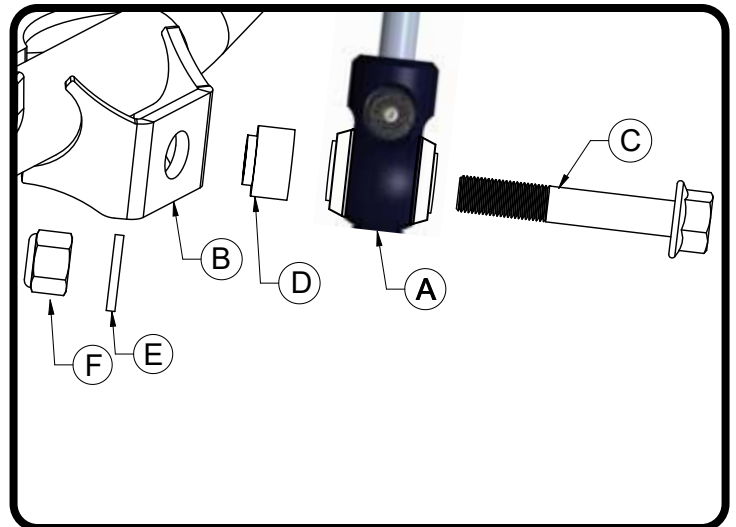


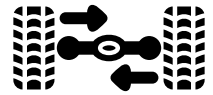
Figure 13



Figure 14



NOTES AND ADJUSTMENTS



Ride Height Adjustment Guide

STOCK SPRINGS height change @ fender lip	STREETGRIP SPRINGS height change @ fender lip	TOTAL SHIM THICKNESS	# OF SHIMS PER SIDE
0	-1 1/2"	1/2"	2
-1/2"	-2"	1/4"	1
-1"	-2 1/2"	0	0

Suggested Alignment Specs For Street Driving

Camber: -.5 Degrees

Caster: +3.0 to +5.0 Degrees

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

Torque Specifications

Control Arm Cross Shaft	90 ft-lbs
Control Arm U-Bolts	45 ft-lbs
Bump Stop Plate	35 ft-lbs
Ball Joint Nut	90 ft-lbs
Shock Mount	75 ft-lbs