



Part # 11040297 - 1958 GM "B" Body Air Suspension System

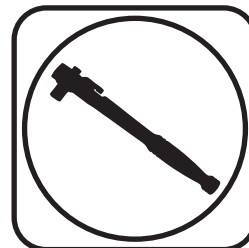
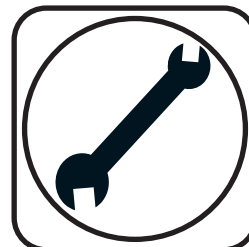
Front Components:

11050910	Front CoolRide with HQ Series Shocks
11051499	Front Lower StrongArms
11053699	Front Upper StrongArms
11059120	Front Sway Bar Instructions

Rear Components:

11054610	Rear CoolRide with HQ Series Shocks
11054499	Rear Lower StrongArms
11046699	Rear Upper StrongArm
11059102	Rear Sway Bar Instructions

Recommended Tools



1958 GM "B" Body Air Suspension Installation Instructions

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THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH THE 1959-1964 **OEM** SPINDLES.

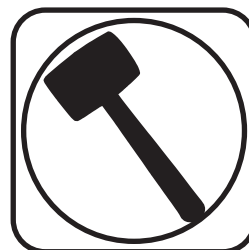
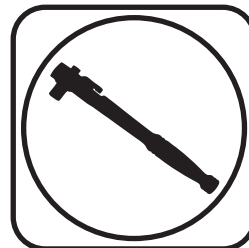
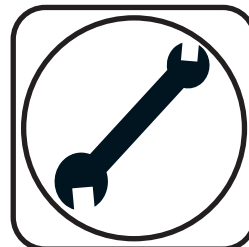




Part # 11050910

1958-1964 Full Size Chevy Car FRONT CoolRide Air Spring Kit with HQ Series Shocks

Recommended Tools



1958-1964 Full Size Chevy CoolRide Air Spring Kit

Installation Instructions

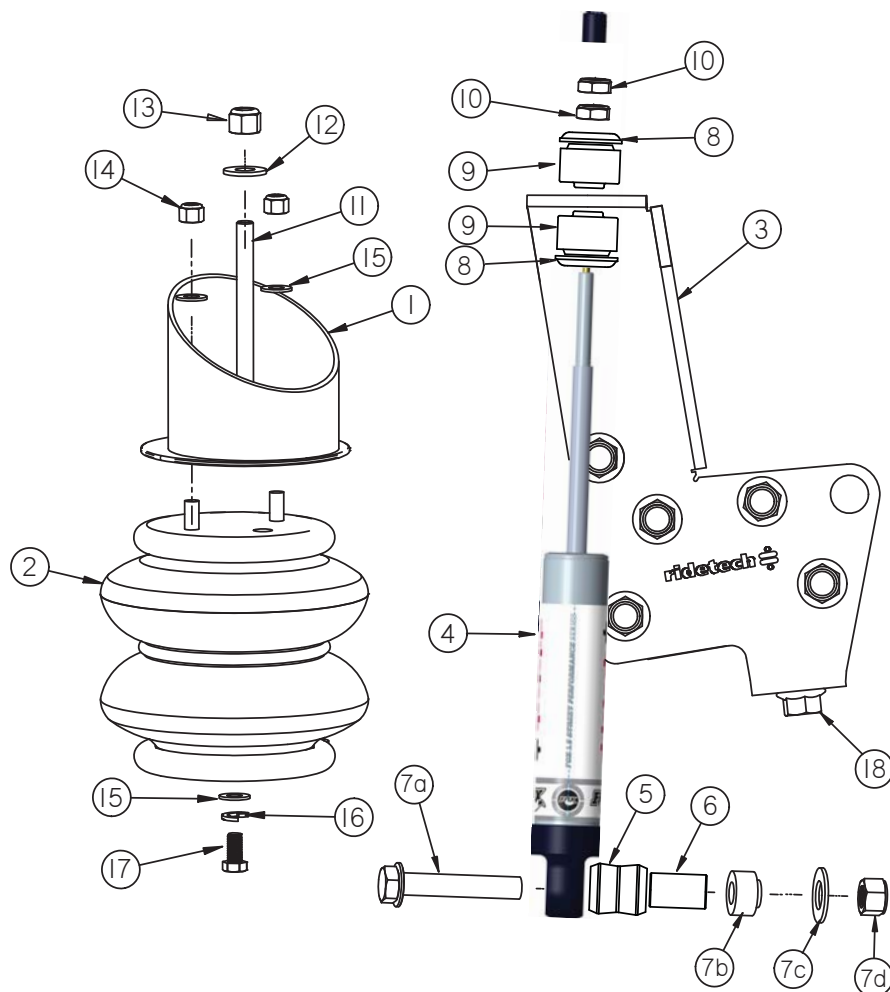
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Page 5-6.....	Installing CoolRide
Page 6-7.....	Installing Shock
Page 8.....	Shock Adjustment



CoolRide Kit ComponentsIn the box

Item #	Part Number	Description	QTY
1	90000482	Upper Air Spring Cup Bracket	2
2	90006873	8" Diameter Air Spring	2
3	90000483	Upper shock Bracket - Driver (Shown)	1
3	90000484	Upper shock Bracket - Passenger	1
4	986-10-042	4.75" Stud Top HQ Series Shock	2
5	70011138	3/4" ID Shock Bushing	2
6	90002102	1/2" ID x 1.312" Shock Sleeve	2
7	90001619	Lower Shock Bolt Kit	2
8	70011141	Stem Bushing Washer	4
9	70011140	Stem Bushing	4
	85000020	5/64" Hex Wrench - Adjuster Knob Set Screw	1





CoolRide Hardware.....In the box

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
UPPER SHOCK BUSHING NUTS				LOWER AIR SPRING MOUNTING			
10	99372006	3/8" 24 Thin Jam Nut	4	15	99373003	3/8" SAE Flat Washer	2
UPPER AIR SPRING MOUNTING				16	99373005	3/8" Split Lock Washer	2
11	99435002	7/16"-14 x 8" Stud	2	17	99371001	3/8"-16 X 3/4" Hex Bolt	2
12	99433002	7/16" Flat Washer	2	SHOCK MOUNT TO FRAME			
13	99432001	7/16"-14 Nylok Nut	2	18	99373007	3/8"-16 Thread Forming	12
14	99372002	3/8"-16 Nylok Nut	4				
15	99373003	SAE Flat Washer	4				

Getting Started.....

THIS KIT IS DESIGNED TO BE USED WITH RIDETECH LOWER STRONGARMS (#11051499). INSTALL THE STRONGARMS IN CONJUNCTION WITH THIS COOLRIDE KIT.

1. Raise and support car at a safe, comfortable working height. Let the front suspension hang freely
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.
3. Apply thread sealant to the air fitting and screw it into the top of the air spring.



4. Assemble the upper cup bracket to the air spring, using 3/8"-16 Nylok nuts and 3/8" flat washers. Torque the 3/8" nuts 15-20 ft-lbs.



Installing CoolRide

5.



5. Thread the 8" stud into the nut in the bottom of the cup.

6.



6. Install air spring assembly into the coil spring pocket with the tall side of the bracket towards the wheel. With the stud protruding through the OEM shock hole. (The airline must also be routed at this time.)

Note: Trimming the coil spring pocket is generally not necessary on this car. However, be sure to check air spring clearance through full suspension travel. Allowing the air spring to rub will result in failure and it not a warrantable situation.

7.



7. Fasten with a 7/16" Nylok nut and flat washer. Torque 25-35 ft-lbs.



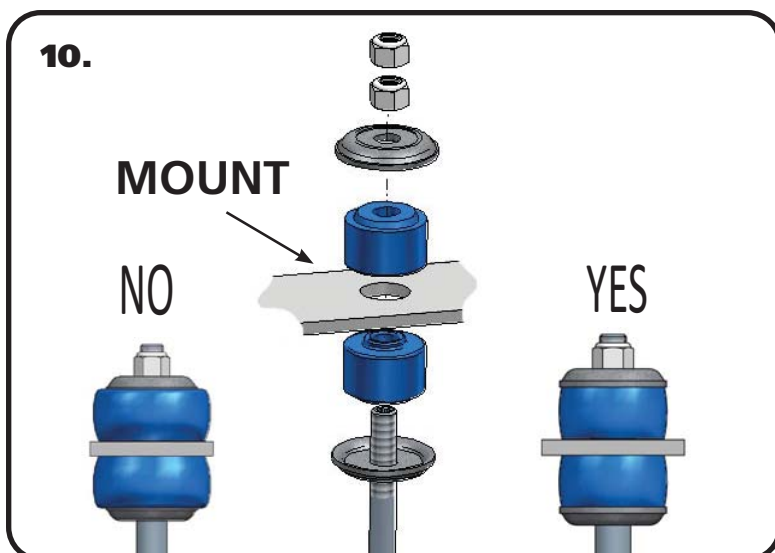
Installing CoolRide & Shock



8. The air spring will be attached to the lower arm using a 3/8" x 3/4" bolt, lock washer and flat washer. Torque the 3/8" bolt 15-20 ft-lbs.



9. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have trim the bottom of the Z-bar clutch bracket on the driver's side. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes. Torque the bolts to 16 ft-lbs.

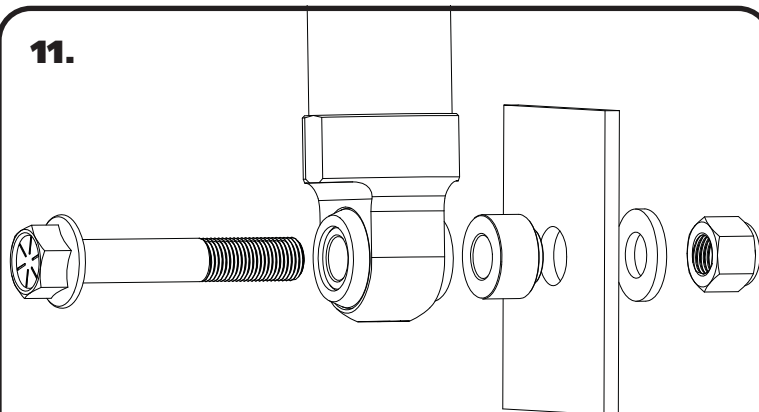


10. After the shock mounts are installed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the shock stud sticking through the frame, install a Shock Stem Bushing on to the shock stud followed with a Bushing Support Washer. Install a 3/8"-24 Thin Jam nut onto the threads and tighten to 35 in-lbs. The Bushing should be tight, but not to the point that the bushing is bulging past the Support Washer. Install the 2nd 3/8-24 Thin Jam nut and tighten it against the first nut. Reinstall the Adjuster Knob, align the set screw with the FLAT side of the adjuster shaft that is sticking out of the top of the shock shaft.



Installing Shock

11.



11. Insert the ½"-20 x 3" flanged head shock bolt through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the tab on the lower arm and secure w/ nut and washer. Torque to 75 ft-lbs.

Make sure that the air spring cannot rub on anything at anytime. This will result in air spring failure and is a not a warrantable situation.

Ride height on this air spring is approximately 5" tall, but may vary to driver preference.

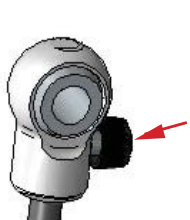
Shock Adjustment

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12 or handling setting of 8.

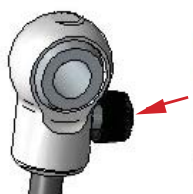


-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-Now turn the rebound adjuster knob counter clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

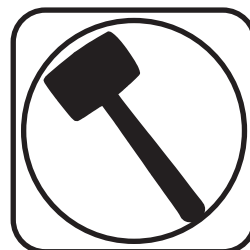
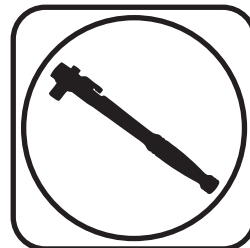
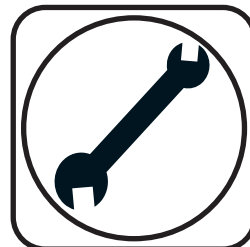
One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.



Part # 11051499

1958-1964 GM B-Body Front Lower CoolRide StrongArms

Recommended Tools



1958-1964 GM B-Body Lower StrongArms Installation Instructions

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Page 9.....	Lower Control Arm Components
Page 10.....	Getting Started & Installation
Page 11.....	Installation
Page 12.....	Installing Spindle and Alignment

THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH THE 1959-1964 **OEM SPINDLES.**

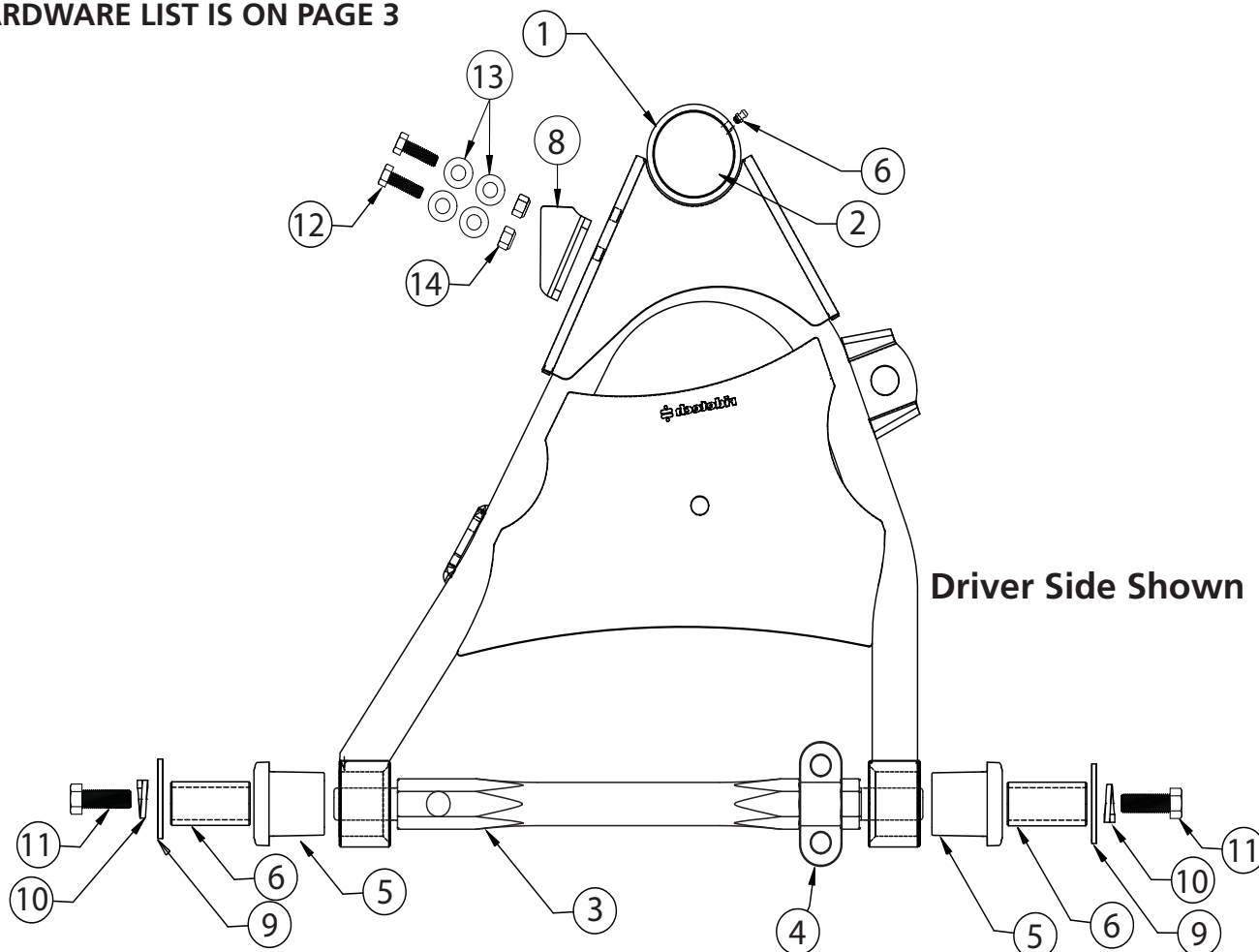




Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90001302	Driver Lower Control Arm (Shown)	1
1	90001303	Passenger Lower Control Arm	1
2	90002586	Lower Ball Joint Kit - only available through Ridetech	2
3	90000676	Lower Cross Shaft	2
4	90000677	Lower Cross Shaft Clamp	2
5	70014457	Delrin Bushings	4
6	90001289	Bushing Inner Sleeve	4
7	99250001	Grease Zerk	2
8	70014361	Steering Stop - Driver (Shown)	1
8	70014362	Steering Stop - Passenger	1

HARDWARE LIST IS ON PAGE 3





Hardware ListIn the box (Kit# 99010091)

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.

Item #	QTY	Part Number	Description	Use
CONTROL ARM BUSHING HARDWARE				
9	4	99433001	7/16" Flat Washer	Control Arm Bushing Hardware
10	4	99433003	7/16" Split Lock Washer	Control Arm Bushing Hardware
11	4	99431006	7/16"-20 x 1 1/4" Hex Bolt	Control Arm Bushing Hardware
STEERING STOP TO CONTROL ARM				
12	4	99311030	5/16"-18 x 1" Hex Bolt	Steering Stop to Control Arm
13	8	99313001	5/16" Flat Washer	Steering Stop to Control Arm
14	4	99312003	5/16"-18 Nylok Nut	Steering Stop to Control Arm
<i>THE FOLLOWING HARDWARE IS NOT SHOWN IN THE DIAGRAM</i>				
CROSS SHAFT TO FRAME				
	4	99431015	7/16"-20 x 2 1/4" Hex Bolt	Cross Shaft Clamp to Frame
	4	99433003	7/16" Split Lock Washer	Cross Shaft Clamp to Frame
	2	99561001	9/16"-18 x 2 1/2" Hex Bolt	Cross Shaft to Frame
	2	9956603	9/16" SAE Flat Washer	Cross Shaft to Frame
	2	99562001	9/16"-18 Nylok Nut	Cross Shaft to Frame

Getting Started.....

Congratulations on your purchase of the Ridetech 58-64 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, Delrin bushings are used to eliminate bushing deflection along with providing free suspension movement through the entire travel. The Delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

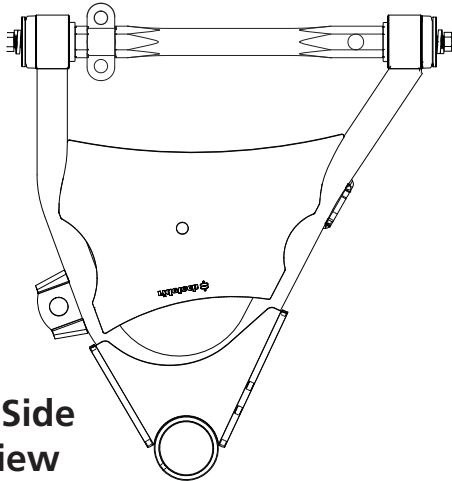
When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

1. Remove the lower control arms from the car. If you are replacing the upper control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.



Installation

2.

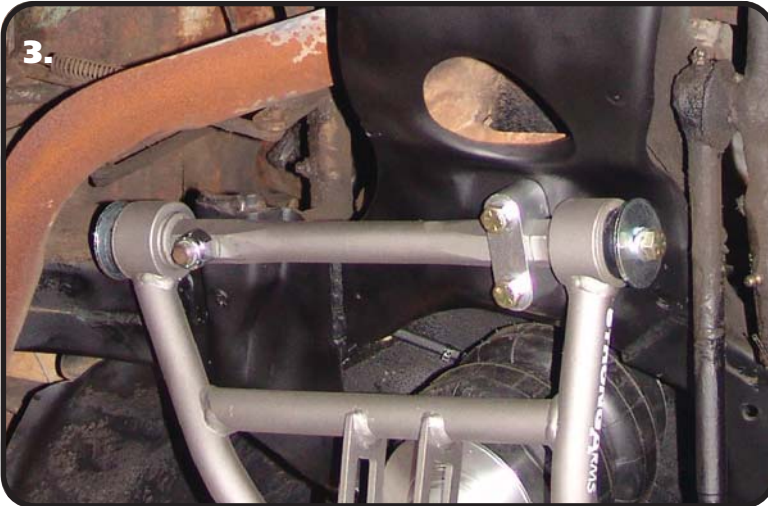


Driver Side
Top View

2. The Lower Control Arm is attaching the frame using the included hardware. The driver side arm is shown in **Figure "2"**. The sway bar mount is located to the front of the car.

Install the CoolRide & Hq Series Shock Kits at this time. Refer to each kits instructions for assembly.

3.



3. The Aluminum Clamp is installed in the notch machined in the lower cross shaft. Install a 7/16" Split Lock Washer on each of (2) 7/16"-20 x 2" Hex Bolts. Install a 9/16" Flat Washer on a 9/16"-18 x 2 1/2" Hex Bolt. Hold the control arm in-place with the holes aligned with the holes in the frame. Insert the 7/16" bolts in the holes of the cross shaft clamp and thread them into the OEM nut plate that is in the frame. Insert the 9/16" bolt/washer in the rear hole of the cross shaft and through the frame. Install a 9/16"-18 Nylok Nut on the threads of the bolt that are sticking through the frame. Torque the 7/16" hardware to 55 ftlbs. Torque the 9/16" hardware to 120 ftlbs.

4.



4. Attach the shock to the lower control arm, refer to the shock kit instructions. Also, attach the airspring to the lower control arm using the hardware supplied with the CoolRide kit.



Installing Spindle and Alignment



5. Attach the Spindle to the control arms. These control arms use a tall ball joint, the boot will NOT touch the spindle. This is normal.

Torque Specs:

Ball joint - 45 ftlbs and tighten to line up cotter pin.

Install the Cotter Pin after tightening the ball joint nut.



6. Attach the adjustable steering stop to the lower arm using (2) 5/16" x 1" bolts, (4) 5/16" flat washers, & (2) 5/16"-18 nylok nuts.. This can be adjusted to maintain tire/shock clearances. Torque the steering stop hardware to 25 ftlbs.

7. Tighten all fasteners and grease the ball joints. Connect the sway bar linkage to the new StrongArms. If you are going to install the Ridetech MuscleBar, now is a good time to do it.

When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

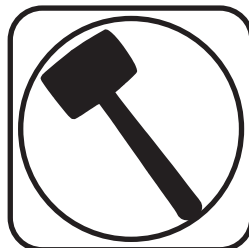
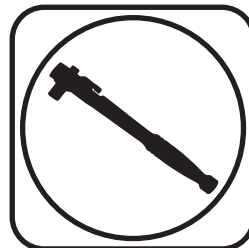
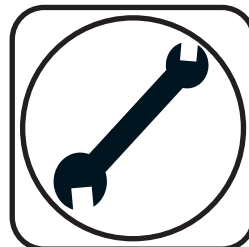
Suggested Alignment Specs:

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



Part # 11053699 - 1958-1964 GM B-Body Front Upper StrongArms

Recommended Tools



1958-1964 GM B-Body Upper StrongArms Installation Instructions

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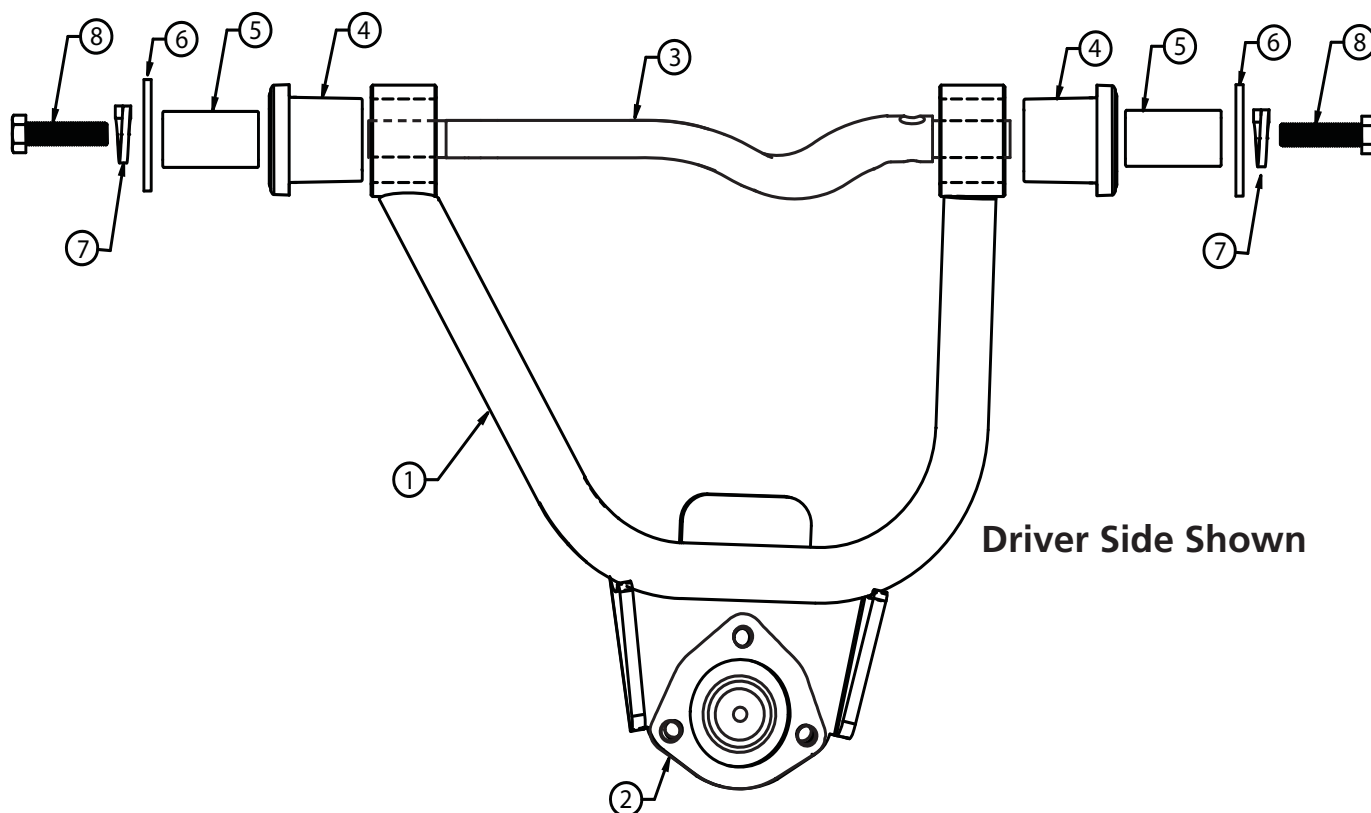
Page 14..... Upper Control Arm Components
Page 15..... Getting Started & Installation
Page 16..... Installing Spindle and Alignment

THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH THE 1959-1964 **OEM** SPINDLES.



Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90001296	Driver Upper Control Arm (Shown)	1
1	90001297	Passenger Upper Control Arm	1
2	90000905 kit	Upper Ball Joint Kit - Proforged # 101-10038	2
3	90000927	Cross Shaft Kit - contains 2 cross shafts	2
4	70014457	Delrin Bushing	4
5	90001290	Delrin Bushing Inner Sleeve	4
6	99373001	Outer Washer - Cross Shaft	4
7	99373005	3/8" Split Lock Washer -Cross Shaft	4
8	99371014	3/8"-24 x 1 1/4" Hex Bolt - Cross Shaft	4





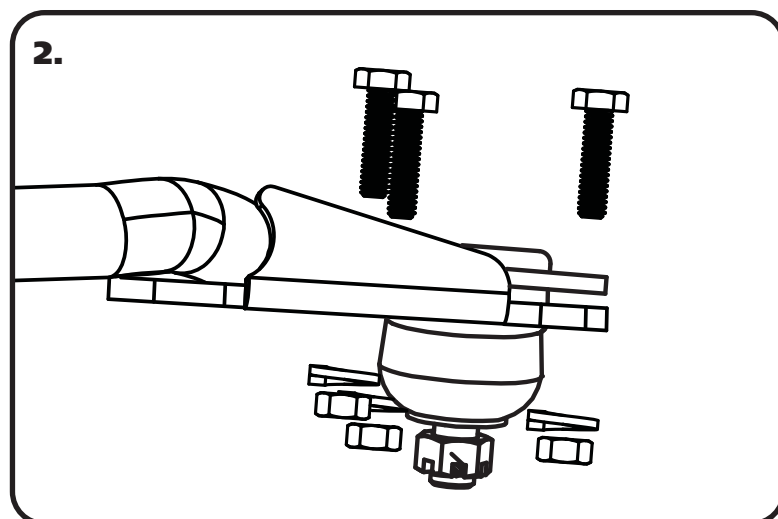
Getting Started.....

Congratulations on your purchase of the Ridetech StrongArms. These StrongArms have been designed to give your car 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, Delrin bushings are used to eliminate bushing deflection along with providing free suspension movement through the entire travel. The Delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

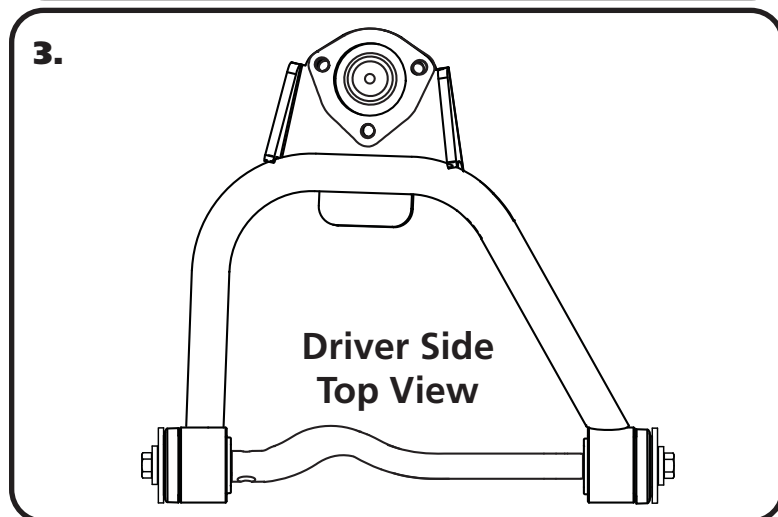
When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

Installation

1. Remove the upper control arms from the car. Keep the shims separate so that you can put them back in the location they were removed from. If you are replacing the lower control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.



2. Insert the Ball Joint into the Control Arm from the TOP side with the Stud pointing downward. Insert the supplied Bolts from the top side. Install a Lock Washer and Hex Nut on the threads of each bolt. Torque the hardware to 25 ftlbs.



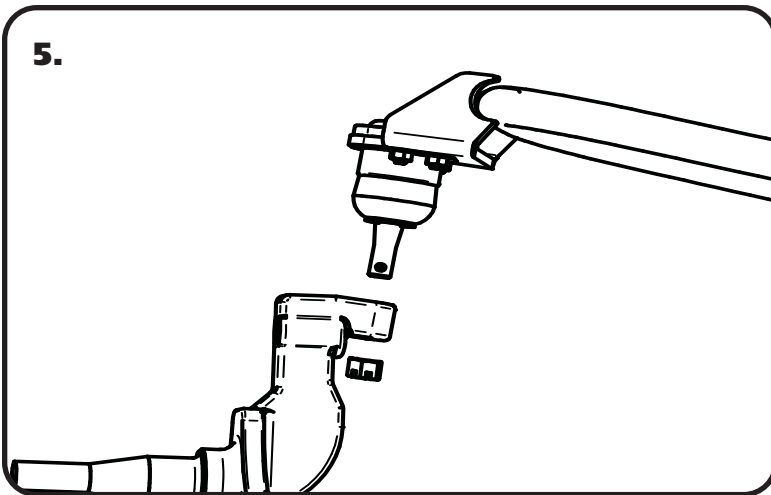
3. The Upper Control Arm is attached to the factory frame using factory hardware. The driver side arm is shown in **Figure "3"**. The Ball joint is located on the arm to the REAR of the car.



Installing Spindle and Alignment



4. The Upper Control Arm is attaching the factory mount using factory hardware. Reinstall the shims in the location they were removed from. The passenger side arm is shown in **Figure "4"**. Torque the OEM nuts to 50 ft-lbs.



5. Attach the Spindle to the control arms. These control arms use a tall ball joint, the boot will NOT touch the spindle. This is normal.

Torque Specs:

Ball joint - 45 ftlbs and tighten to line up cotter pin.

Install the Cotter Pin after tightening the ball joint nut.

6. Tighten all fasteners.

When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

Suggested Alignment Specs:

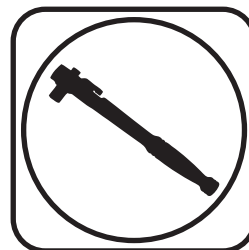
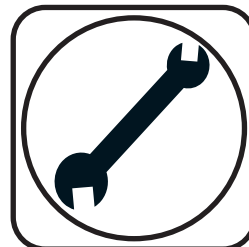
Camber: Street: -.5 degrees
Caster: Street: +3.0 to + 5.0 degrees
Toe: Street: 1/16" to 1/8" toe in



Part # 11059120 - 1958-1964 Chevrolet B-Body Front SwayBar



Recommended Tools



1958-1964 Chevrolet B-Body Front SwayBar Installation Instructions

Table of contents

Page 18..... Included Components and Hardware List
Page 19-20..... SwayBar Installation

IF YOUR CAR HAS THE FACTORY POWER STEERING SLAVE CYLINDER, KIT 11059121 WILL BE NEEDED TO INSTALL THE STREETGRIP SWAYBAR

Hardware Torque Specifications

5/16"-16..... 17 ftlbs
3/8"-16..... 30 ftlbs

www.ridetech.com



REV1 4/5/22

Major ComponentsIn the box

Part #	Description	QTY
90001352	Front Sway Bar	1
90002937	End Link Kit	1
90002533	Bushing Strap	2
70015013	Lined Sway Bar Bushing	2
90002534	Bushing and Strap Spacer	4

HARDWARE

QTY	Part Number	Description
4	99311002	5/16"-18 x 1 1/4" Hex Bolt
4	99311003	5/16"-18 x 1 1/2" Hex Bolt
8	99313002	5/16" Flat Washer
4	99372003	5/16"-18 Nylok Nut

Getting Started.....

Note: This sway bar kit utilizes a anti-friction lining in the sway bar bushing. The lining allows the sway bar to move freely and quietly in the bushing. No lubrication is required.

1. Jack the vehicle up to a safe working height and support with jack stands. Make sure the jack stands are stable before working under the car.
2. Remove the stock sway bar.
3. Due to the larger diameter of your new swaybar, the Idler Arm will need to be disconnected from the frame to install the new sway bar.



NOTE:

NOTE: IF YOUR CAR HAS THE FACTORY POWER STEERING SLAVE CYLINDER, KIT 11059121 WILL BE NEEDED TO INSTALL THE STREETGRIP SWAYBAR

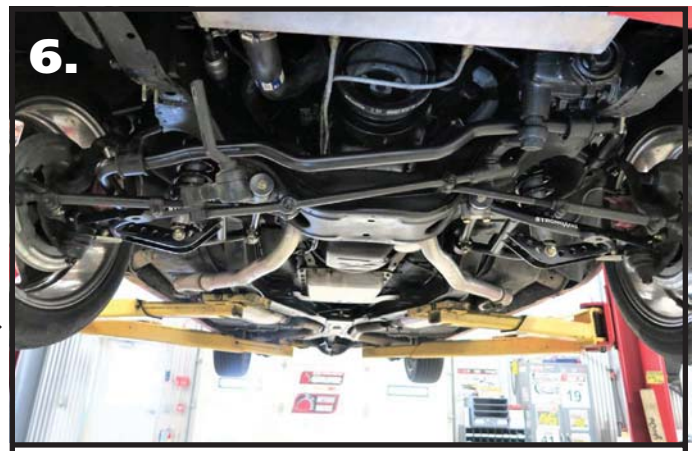


4.

4. Open the sway bar bushing at the split and slip it **OVER** the sway bar. Do this for both bushings



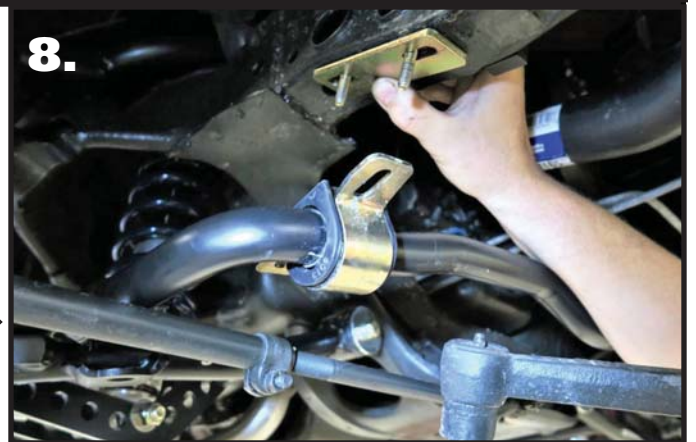
5. Disconnect the idler arms from the frame.



6. Insert the new swaybar from the passenger side. position it above the idler arm and steering arm. the center of the bar should hang down towards the ground.



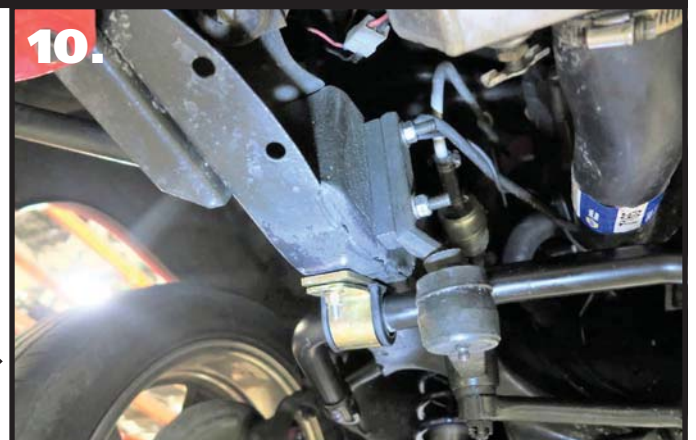
7. Install a 5/16" flat washer on each of (2) 5/16"-18 x 1 1/4" bolts and insert them into the OEM sway bar holes by inserting them in through the access holes in the side of the frame. Install the spacer plate with the wide side positioned to the inside. Hold it in place.



8. Install the bushing strap over the swaybar bushing with the wide side of the strap to the inside on the car. We found some steering box conversions hang down further than others. If yours happens to hit the sway bar, add a 2nd spacer under the bushing. a 2nd set of spacers along with longer hardware is supplied in this kit.

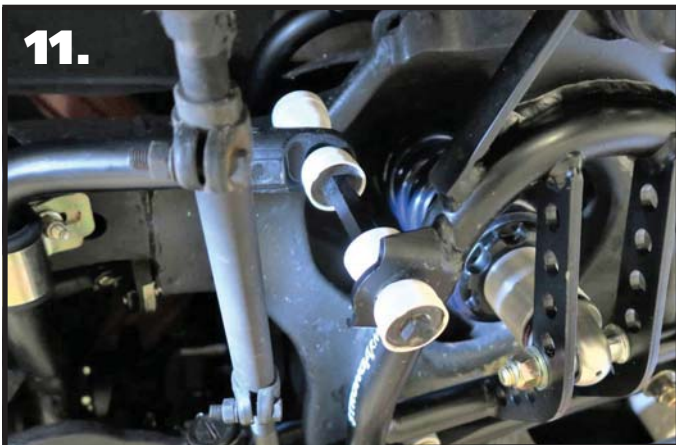


9. Lift the bar in position, the bolts sticking through the frame and spacer will go in the slots of the bushing strap. Hold the bar in place & install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of each bolt sticking through the slots of the bushing strap. Repeat steps 8-10 on the opposite side, but do not tighten the hardware at this time.



10. Reattach the idler arm to the frame using the OEM hardware. Torque the hardware.

11.

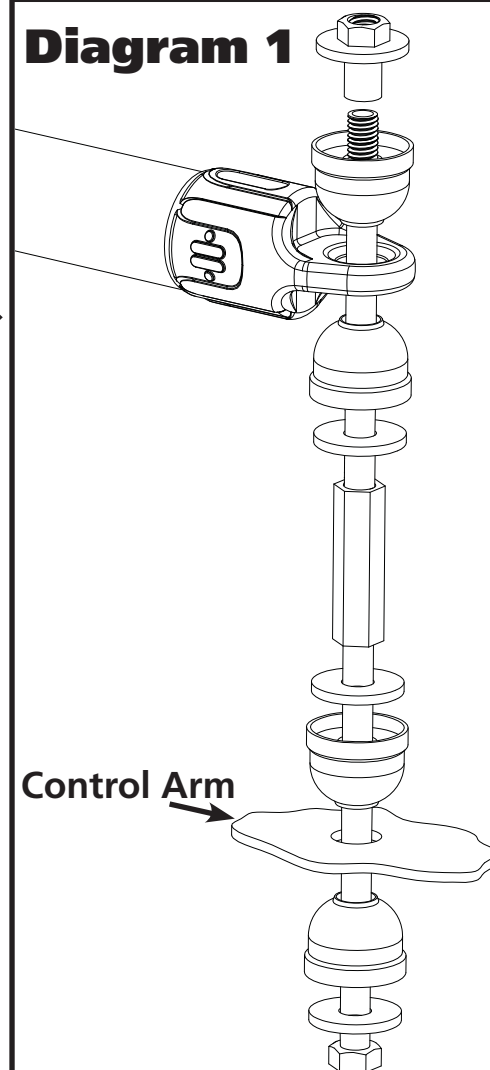


11. Install the End Links using **Diagram 1** as a reference. Install both end links before tightening the end link hardware. Tighten the end link barrel nut until it is flush with the end of the bolt, and then tighten it 2 more complete rounds.

12. Torque the SwayBar mounting hardware to 17 ftlbs.



Diagram 1

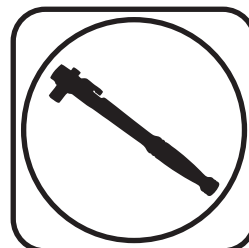
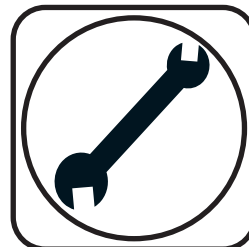




Part # 11054610

1958-1964 Full Size Chevy Car REAR CoolRide Air Spring Kit with HQ Series Shocks

Recommended Tools



1958-1964 Full Size Chevy CoolRide Air Spring Kit

Installation Instructions

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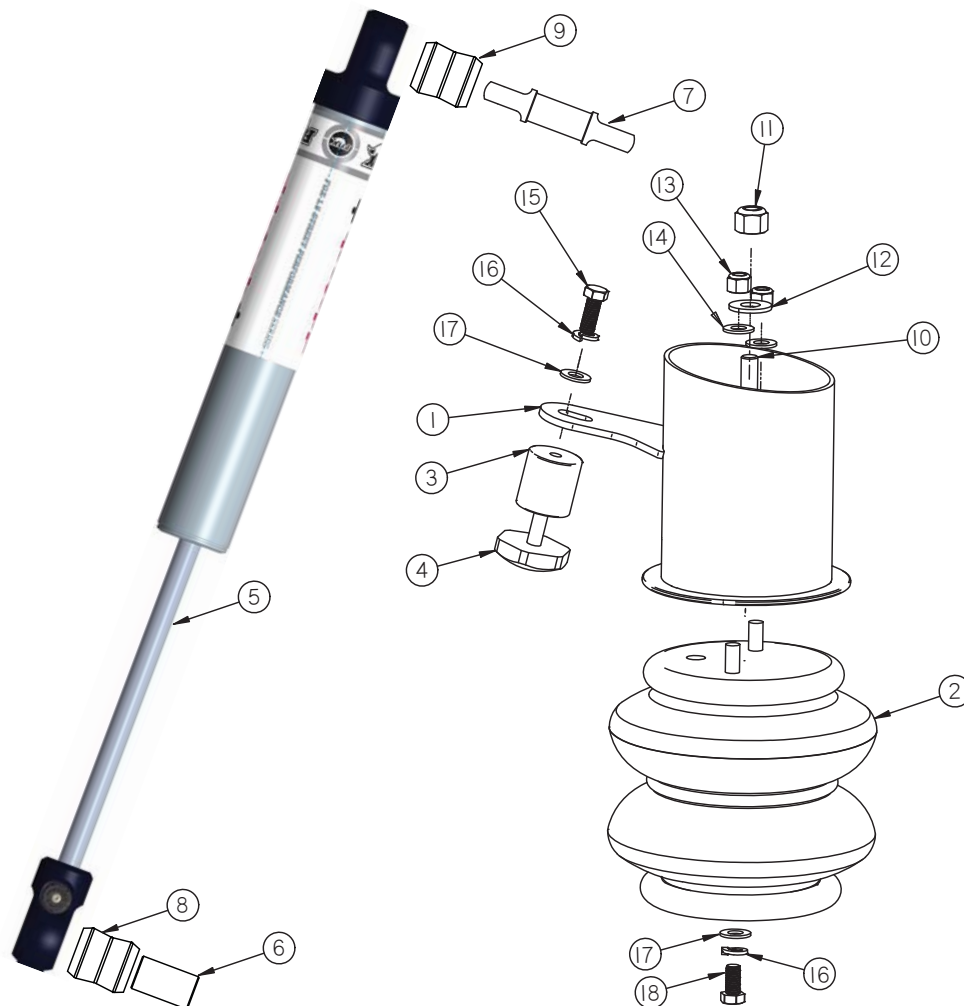
Page 22.....	CoolRide Kit Components
Page 23.....	Hardware List & Getting Started
Page 24-26.....	Installing CoolRide
Page 26.....	Shock Adjustment

THIS COOLRIDE KIT IS DESIGNED TO BE USED WITH RIDETECH STRONGARMS.



CoolRide Kit ComponentsIn the box

Item #	Part Number	Description	QTY
1	90000463	Upper Air Spring Cup Bracket - Driver (Shown)	1
1	90000464	Upper Air Spring Cup Bracket - Passenger	1
2	90006873	8" Diameter Air Spring	2
3	90000472	Bump Stop Spacer	2
4	70013322	Short Bump Stop	2
5	986-10-020	7.55" HQ Series Shock Assembly	2
6	90002103	5/8" ID x 1.312" Shock Sleeve	2
7	90002068	Extended Trunnion	2
8	70011138	3/4" ID Shock Bushing	2
9	70011139	5/8" ID Shock Bushing	2





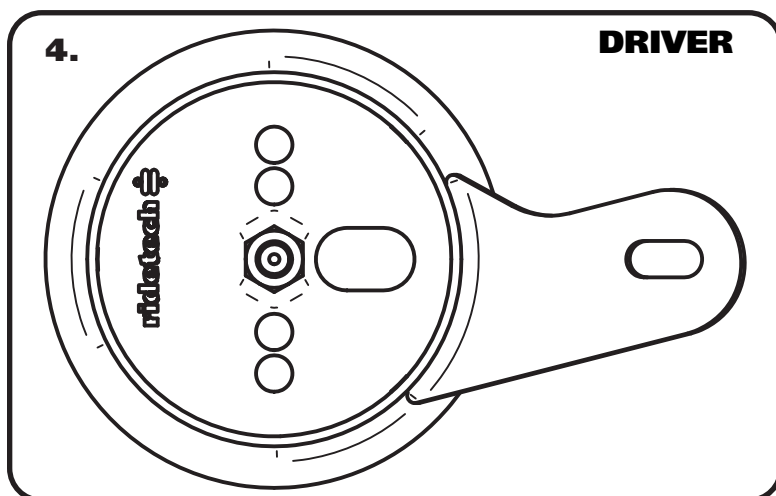
CoolRide Hardware Kit #99010105.....In the box

Item #	Part Number	Description	QTY	Item #	Part Number	Description	QTY
UPPER AIR SPRING MOUNTING				LOWER AIR SPRING MOUNTING			
10	99435001	7/16"-14 x 6" Stud	2	16	99373005	3/8" Split Lock Washer	2
11	99432001	7/16"-14 Nylok Nut	2	17	99373003	3/8" SAE Flat Washer	2
12	99433002	7/16" Flat Washer	2	18	99371001	3/8"-16 X 3/4" Hex Bolt	2
13	99372002	3/8"-16 Nylok Nut	4	SHOCK HARDWARE			
14	99373003	SAE Flat Washer	4		99311001	5/16"-18 X 1" Hex Bolt	4
BUMP STOP MOUNTING					99312003	5/16"-18 Nylok Nut	4
15	99371003	3/8"-16 X 1" Hex Bolt	2		99313002	5/16" SAE Flat Washer	8
16	99373005	3/8" Split Lock Washer	2		99502002	1/2"-20 Nylok Nut	2
17	99373003	3/8" SAE Flat Washer	2		99503001	1/2" SAE Flat Washer	2

Getting Started.....

THIS KIT IS DESIGNED TO BE USED WITH RIDETECH LOWER STRONGARMS (#11054499). INSTALL THE STRONGARMS BEFORE INSTALLING THIS COOLRIDE KIT.

1. Raise and support vehicle at a safe and comfortable working height.
2. Support axle then remove coil spring, shock, and bump stop. Refer to service manual for proper disassembly procedure.
3. Apply thread sealant to the air fitting and screw it into the top of the air spring.



4. This is the driver bracket looking down at the top of it.

The tab goes to the rear of the car.



Installing CoolRide



3. Apply thread sealant to the air fitting and screw it into the air spring. Assemble the upper cup bracket to the air spring, using 3/8" - 16 Nylok nuts and 3/8" flat washers. Torque the 3/8" nuts 15-20 ft-lbs.



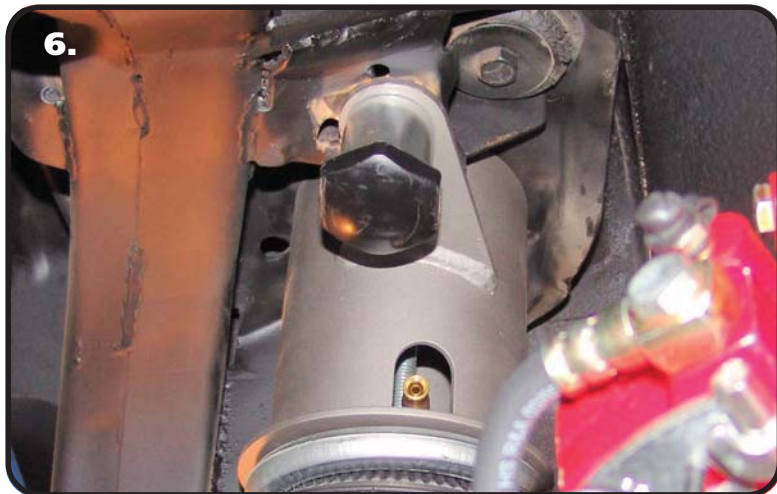
4. Thread the 6" stud into the nut in the bottom of the cup.



5. Place the air spring assembly into the coil spring pocket with the tab on the side of the cup aligning with the factory bump stop mount. The stud should poke through the hole in the upper coil spring pocket. Some cars may not have this hole and it must be drilled with a 7/16" drill bit. Fasten with a 7/16" Nylok nut and flat washer.



Installing CoolRide



6. Fasten the aluminum bump stop spacer to the frame using a 3/8" x 1" bolt, flat washer and lock washer. Torque to 15 ft-lbs. Screw the bump stop into the spacer.



7. Fasten the air spring to the lower StrongArm using a 3/8" x 3/4" bolt, lock washer and flat washer. Torque 15-20 ft-lbs.



8. Attach shock T-Bar to frame using 5/16" x 1" bolts, Nylok nuts and flat washers. Torque to 17 ft-lbs.



Installing CoolRide

9.



9. Attach the bottom of the shock to factory shock stud using the 1/2" Nylok nut & flat washer supplied. Torque to 45 ft-lbs.

Make sure that the air spring cannot rub on anything at anytime. This will result in air spring failure and is a not a warrantable situation.

Ride height on this air spring is approximately 5" tall, but may vary to driver preference.

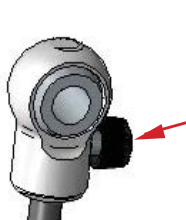
Shock Adjustment

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound position, then set the shock to a street setting of 12 or handling setting of 8.

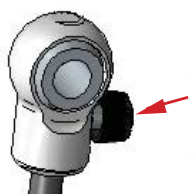


-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-Now turn the rebound adjuster knob counter clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 3 additional clicks.



-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

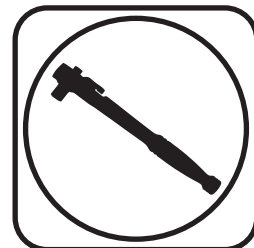
One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.



Part # 11054499 - 1958-1964 Full Size Chevy Rear Lower StrongArm Kit



Recommended Tools



1958-1964 GM "B" Body Rear Lower StrongArms Installation Instructions

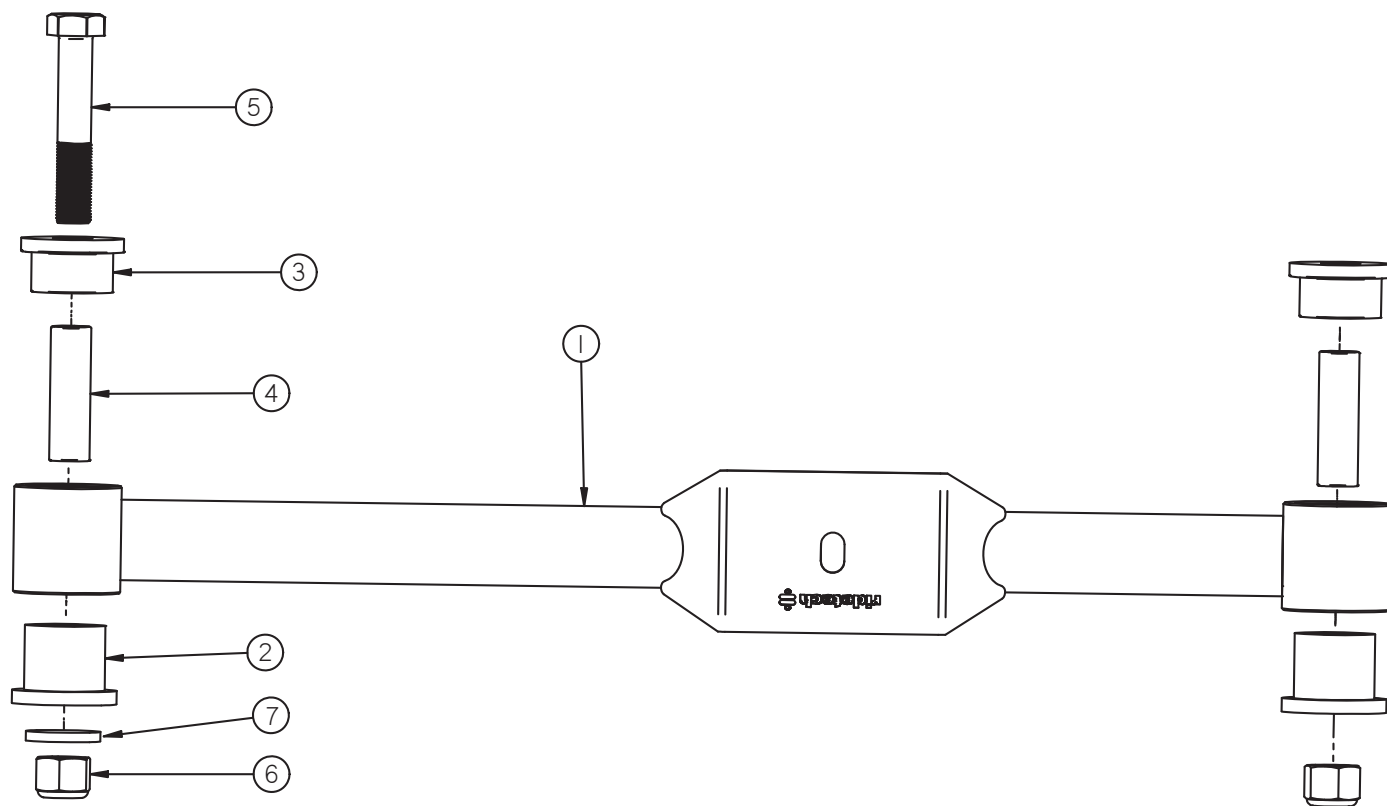
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Page 28..... Included Components
Page 29..... Installation



Included ComponentsIn the box

Item #	Part #	Description	QTY
1	90001119	Lower Control Arm	2
2	90001085	Poly Bushing Half - 1.5" Long	4
3	90001086	Poly Bushing Half - 1" Long	4
4	90000467	Inner Bushing Sleeve - 2.5" Long	4



Hardware ListIn the box (Kit# 99010092)

Item #	QTY	Part Number	Description
5	2	99621006	5/8"-18 x 3 3/4" Bolt
6	4	99622006	5/8"-18 Nylok Nut
7	6	99623001	5/8" SAE Flat Washer

Getting Started

1. Raise the vehicle up to a comfortable work height. You will need the support the car by the frame to be able to freely raise and lower the rear axle. Use a jack under the differential to support it.
2. Remove the rear shocks, coil springs, and lower control arms. The lower shock mounts are lightly pressed into the lower control arm mount and will not turn. You will need to drive these out with a hammer. Put something over the end of the threads to keep from damaging them.



Lower Bar Installation



3. Fasten the front of the lower StrongArms to the frame using the 5/8" x 3 3/4" bolts, flat washers, and nylok nuts supplied. The OEM rear bolt will be reused in conjunction with the supplied flat washer and Nylok nut. Tighten the bolts/nuts enough to eliminate any gaps.

Note: The StrongArm needs to be installed with the long side to the front of the car and the air spring mount on top.



4. The OEM rear bolt will be reused in conjunction with the supplied flat washer and nylok nut. Tighten the bolts/nuts enough to eliminate any gaps.

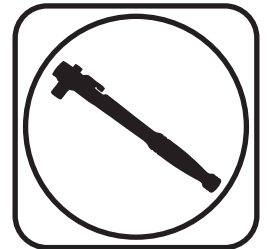
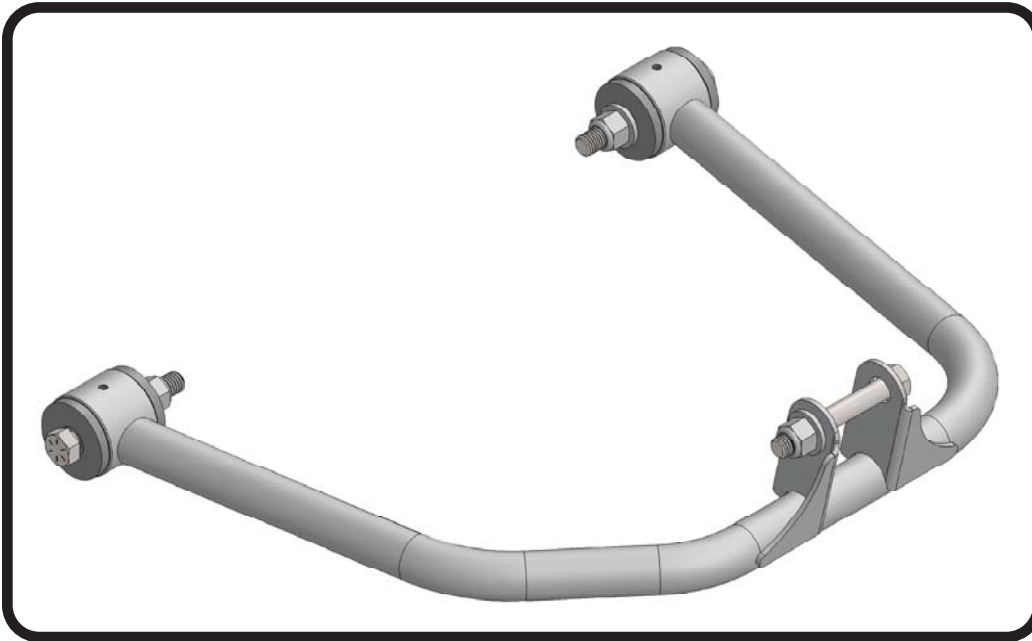


5. Thread the 3/8"-16 x 3/4" bolt with washer and lock washer about half way into the air spring. Slide bolt into slot on lower arm and tighten 15-20 ft-lbs.



Part # 11046699 - 1958 Full Size Chevy Rear Upper StrongArm Kit

Recommended Tools



1958 GM "B" Body Rear Upper StrongArm Installation Instructions

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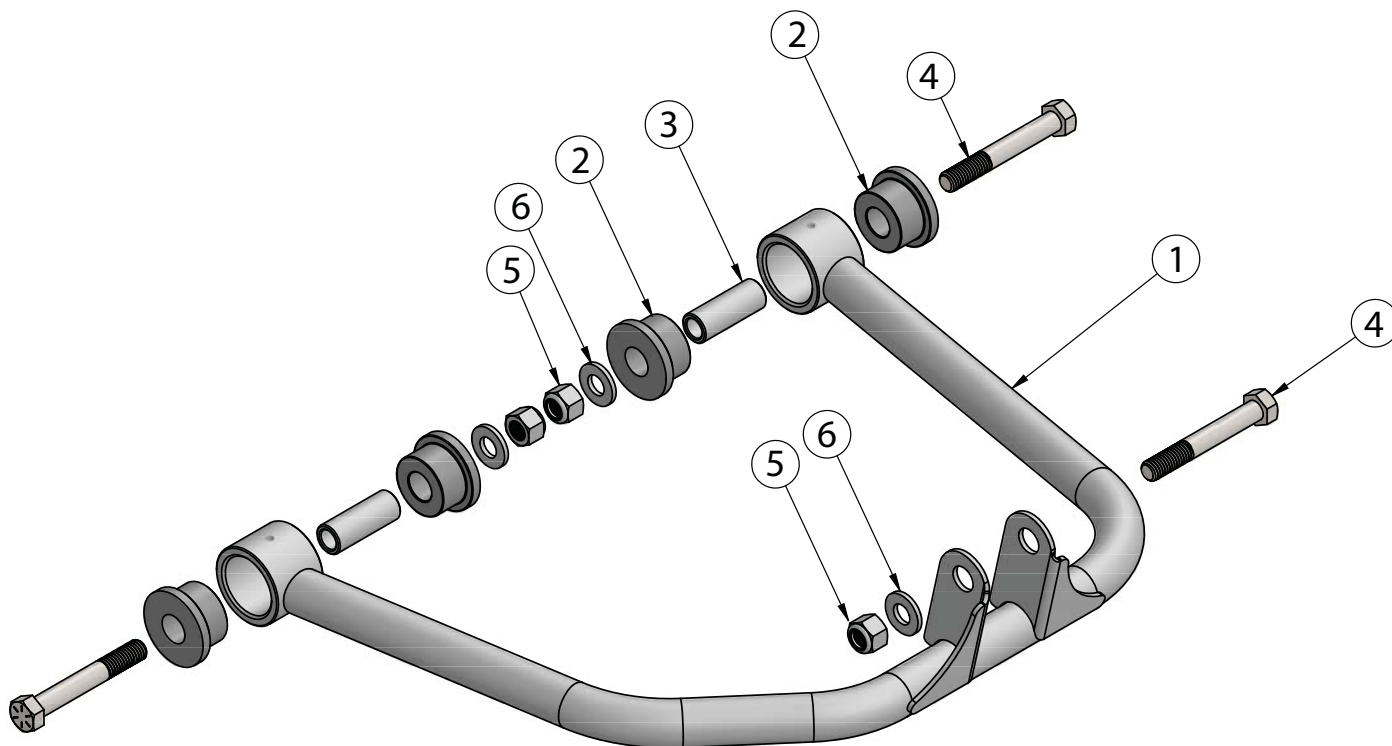
Page 31..... Included Components
Page 32..... Installation





Included ComponentsIn the box

Item #	Part #	Description	QTY
1	90000505	Rear Upper Control Arm	1
2	70010759	Bushing Half	4
3	90000549	Inner Bushing Sleeve	2
4	99501005	1/2"-13 x 3 1/2" Bolt	3
5	99502009	1/2"-13 Nylok Nut	3
6	99503014	1/2" SAE Flat Washer	3



Getting Started.....

1. Raise the vehicle up to a comfortable work height. You will need the support the car by the frame to be able to freely raise and lower the rear axle. Use a jack under the differential to support it. It is best to put the jack toward the pinion, you may need to raise or lower the pinion to attach the control arm to the differential.

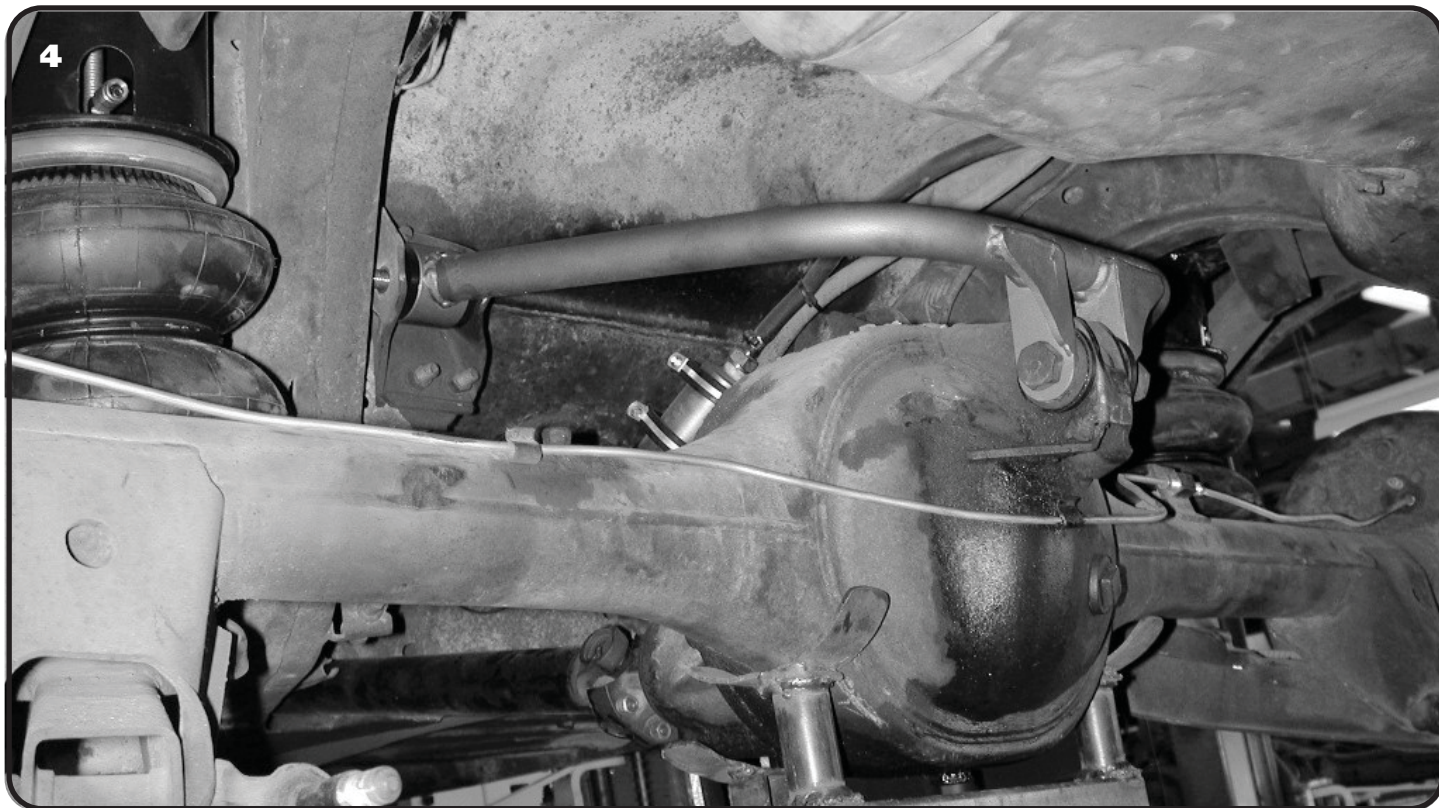
Note: Install the lower control arms before installing the upper control arm.

2. Remove the OEM upper control arm from the car.

3. Inspect the bushings in the differential, replace if necessary.



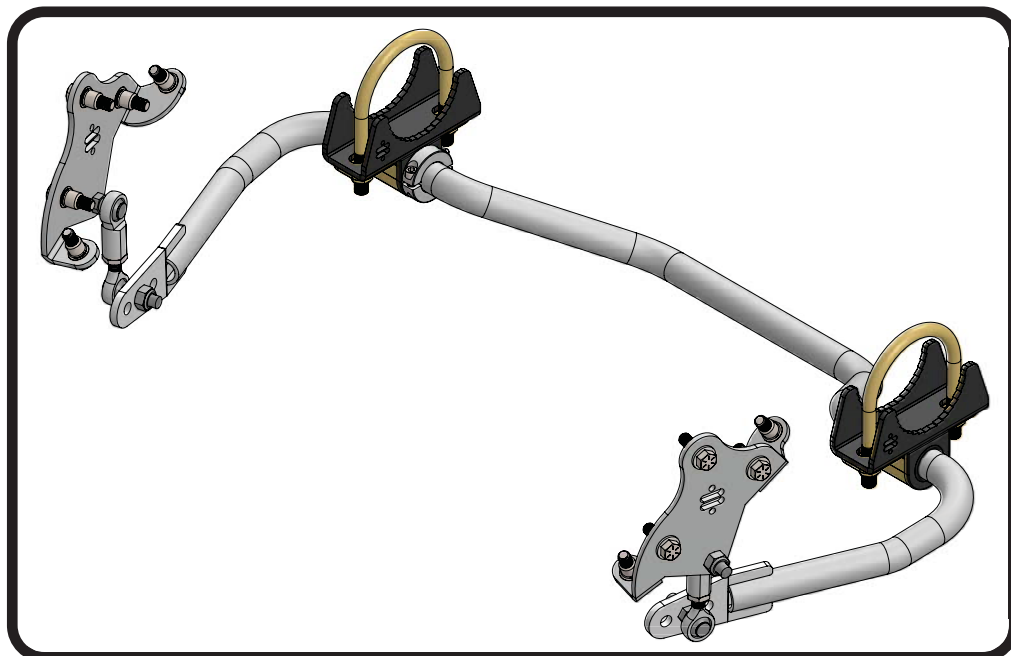
Upper StrongArm Installation



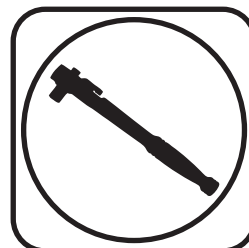
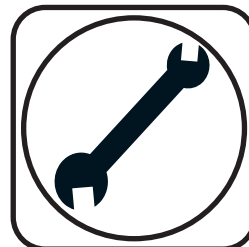
4. Bolt the new upper control arm in the OEM location using the hardware supplied in the kit. The control arm is attached to the car using (3) 1/2"-13 x 3 1/2" bolts, 1/2" flat washers, and 1/2"-13 nylok nuts. Tighten the hardware enough to eliminate any gaps.



Part # 11059102 - 58-64 Chevy Fullsize Rear MuscleBar



Recommended Tools



58-64 Chevy Fullsize MuscleBar Installation Instructions

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Page 37.....	MuscleBar Installation
Page 38.....	Final Tightening and Adjusting
Page 39.....	Rivnut Installation

Hardware Torque Specifications

3/8"-16.....	30 ftlbs
7/16"-20.....	55 ftlbs
M10-1.5.....	37 ftlbs

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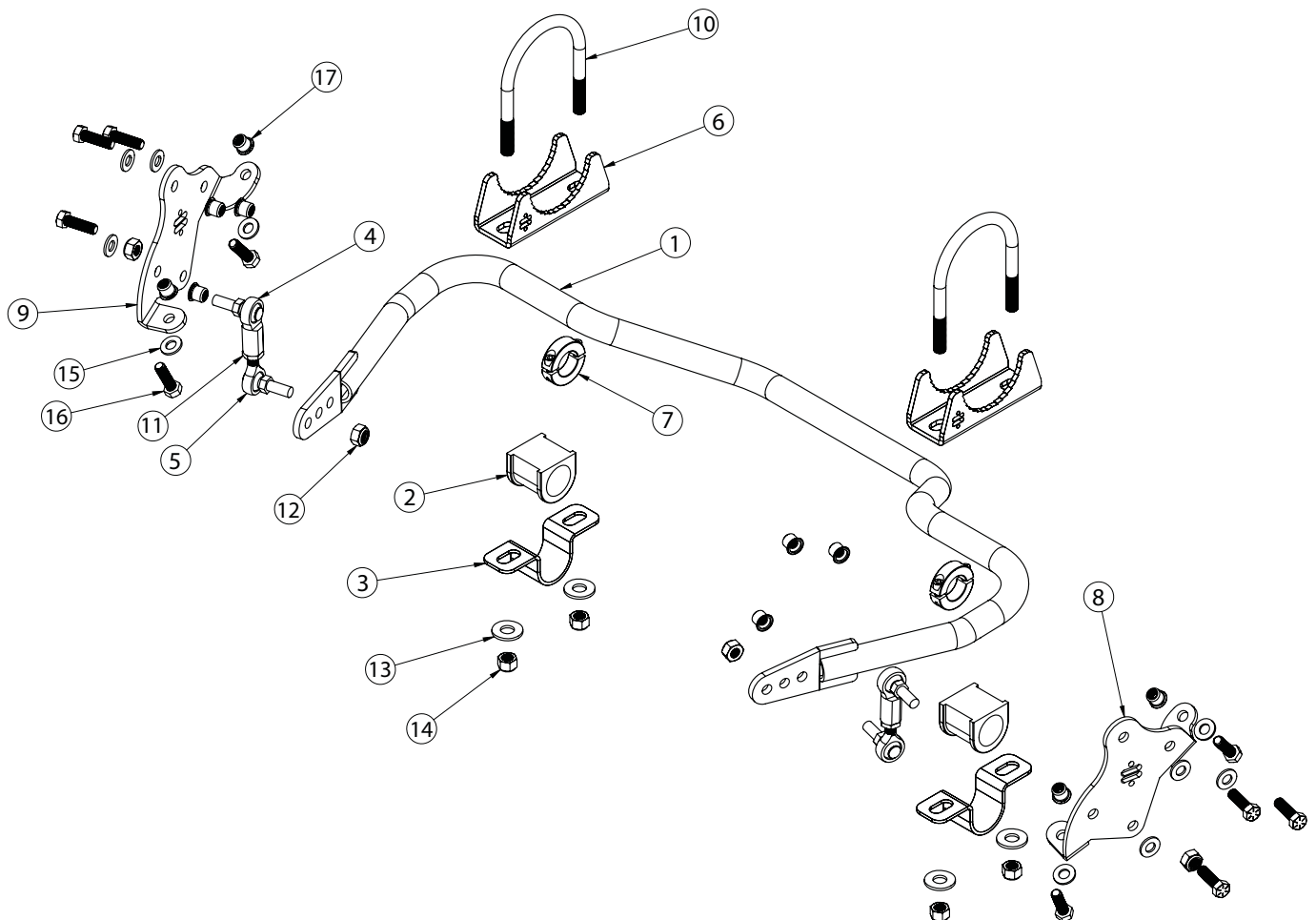


REV5 4/5/22



Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90001353	Rear Sway Bar	1
2	70015012	Lined Sway Bar Bushing	2
3	90001250	Sway Bar Bushing Strap	2
4	70014735	10mm Female with Stud	2
5	70014736	10mm Male with Stud	2
6	90001249	Axle Bracket	2
7	70014301	Locking Rings	2
8	90001355	Linkage Frame Bracket - Driver	1
9	90001356	Linkage Frame Bracket - Passenger	1
10	90000088	7/16"-20 U-Bolt	2
	85000008	3/8" Rivnut Installation Tool - not shown	1





Hardware ListIn the box (KIT # 99010133)

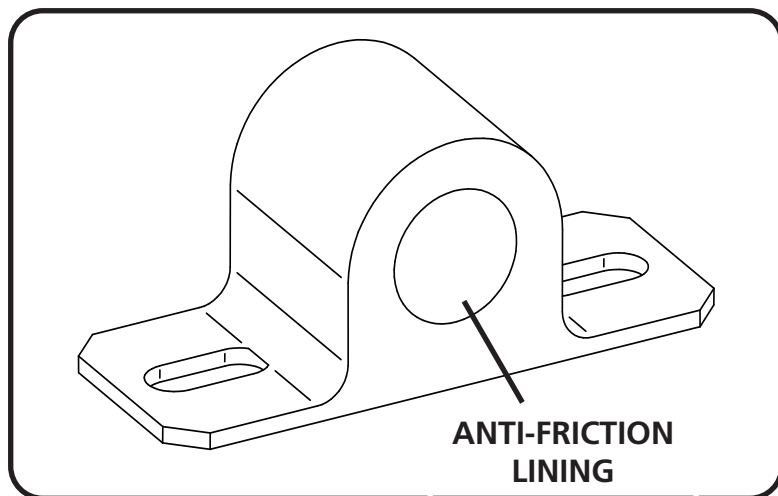
Item #	QTY	Part Number	Description
POSILINK			
11	2	99112001	M10-1.5 Hex Jam Nut
12	4	99112002	M10-1.5 Nylok Nut
AXLE MOUNT U-BOLT			
13	4	99433002	7/16" Flat Washer
14	4	99432002	7/16"-20 Nylok Nut
FRAME BRACKET TO FRAME			
15	10	99373002	3/8" SAE Flat Washer
16	10	99371005	3/8"-16 x 1 1/4" Hex Bolt
17	10	99372007	3/8"-16 Rivnut
	1	85000007	17/32" Drill Bit

Getting Started.....

Congratulations on your purchase of the Ridetech Rear Muscle Bar. This system has been designed to give your car excellent handling along with a lifetime of enjoyment. One of the key features of this MuscleBar: Posilinks - The Posilink makes the reaction of the swaybar instantaneous, tune ability - this Musclebar has 3 positions to aid in the tuning of the handling of your car.

The MuscleBar has 3 positions to aid in the tuning of your car's handling. We start in the front position and tune from there. The positions to the rear of the car will make the MuscleBar stiffer.

Note: This sway bar kit utilizes an anti-friction lining in the sway bar bushing. The lining allows the sway bar to move freely and quietly in the bushing. No lubrication is required.

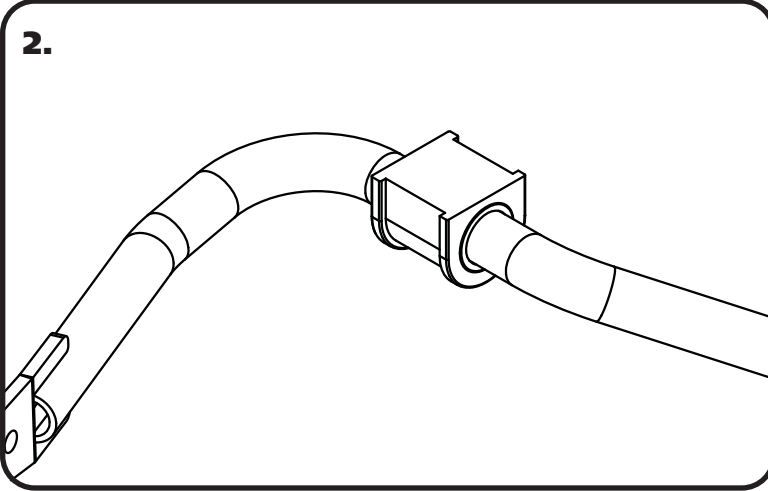


1. This sway bar kit utilizes an anti-friction lining in the sway bar bushing. The lining allows the sway bar to move freely and quietly in the bushing. No lubrication is required.



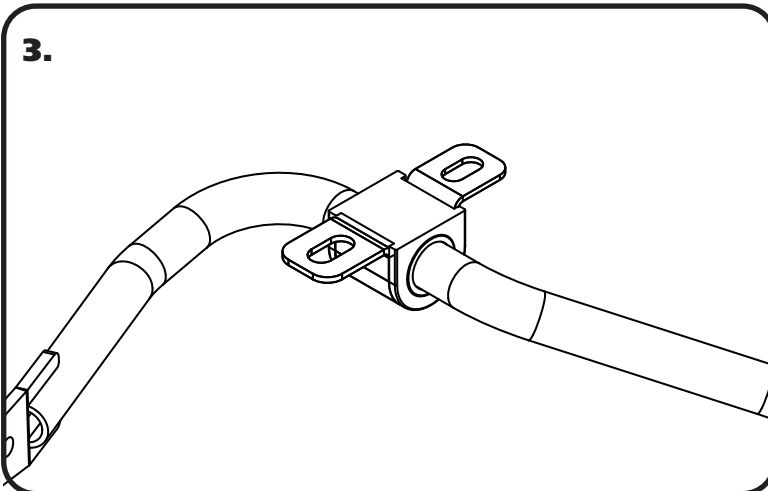
MuscleBar Installation

2.



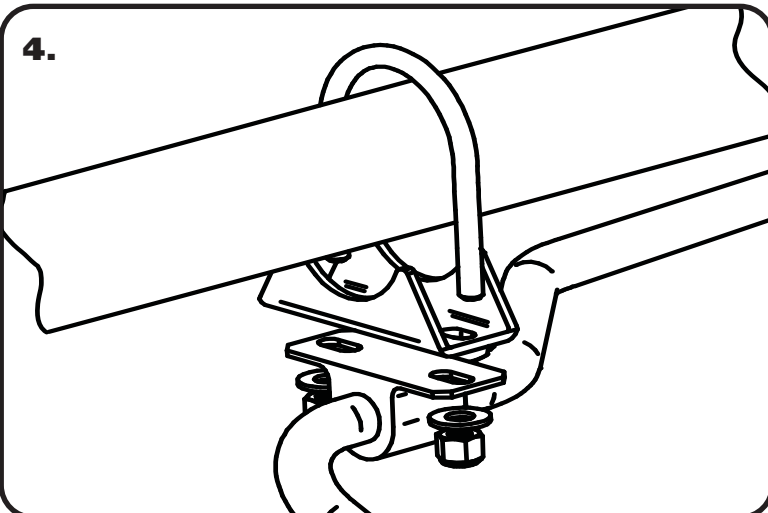
2. Open the sway bar bushing at the split and slip it **OVER** the sway bar. Do this for both bushings.

3.



3. Install the Bushing Straps over the SwayBar Bushings.

4.



4. Install the U-bolts over the axle, slide the saddles onto the u-bolts along with the MuscleBar. The MuscleBar should be centered on the rear end. Install the 7/16" washer and Nylok nut loosely for now. **DO NOT TIGHTEN THE NUTS AT THIS TIME.**

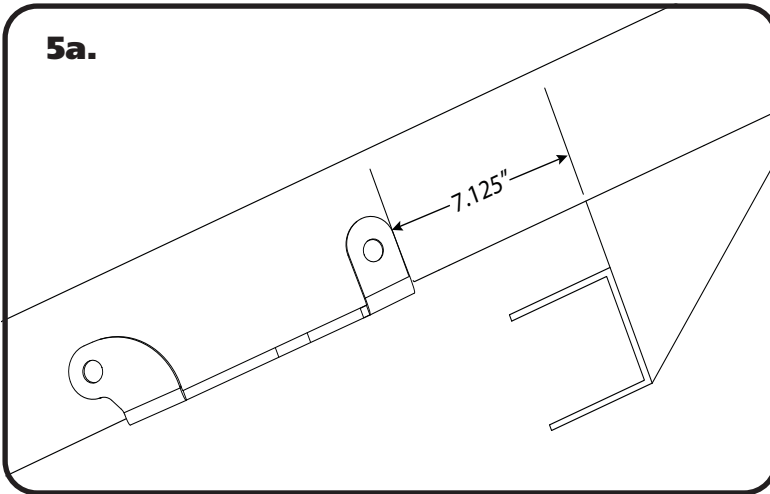
Note: It may be necessary to trim the panhard mount to get the saddle to sit in place properly on the axle tube. The saddle should be level with the ground.

Note: With the arms parallel with the ground the rear of the Muscle bar should be angle down towards the ground.



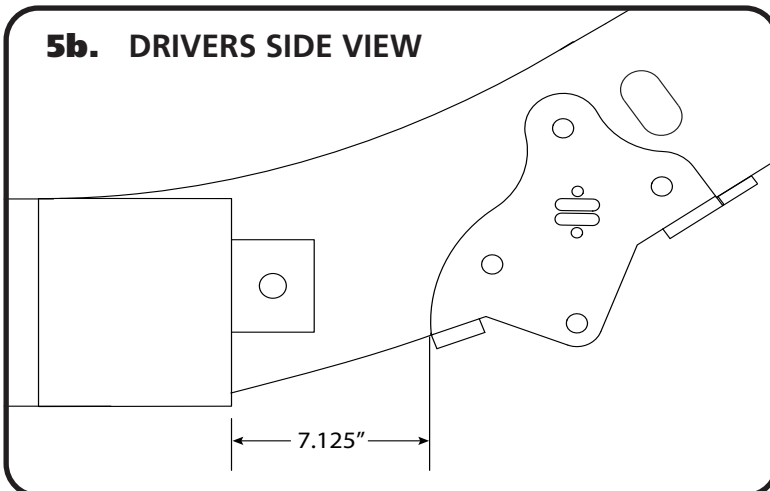
MuscleBar Installation

5a.



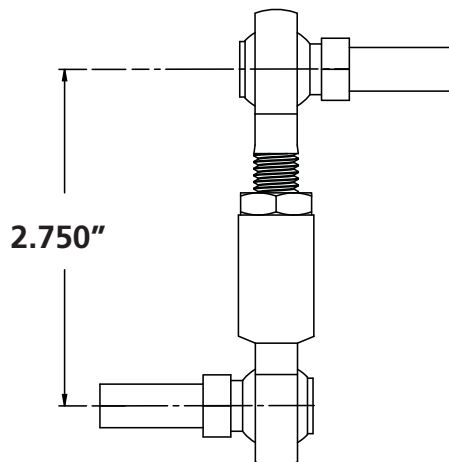
5a. There is a Driver and Passenger frame bracket. In **Illustrations 5a & 5b**, the drivers side is shown. The bracket gets located by measuring from the lower control arm frame bracket. The front lower corner of the frame bracket is located **7 1/8"** (measuring towards the rear of the car) from the factory control arm bracket. This measurement is taken right where the factory bracket attaches to the frame.

5b. DRIVERS SIDE VIEW



5b. This illustration shows the frame bracket as looking from the side. With the frame bracket held in place mark the (5) mounting holes. Drill these holes with the supplied 17/32" drill bit. Install the supplied (5) 3/8"-16 Rivnuts using the tool supplied in the kit. **Refer to the Rivnut installation instructions on PAGE 7 for proper Rivnut installation.** Install a 3/8" Flat Washer one each of (5) 3/8"-16 x 1 1/4" Hex Bolts. Attach the bracket to the frame with the bolts/washers.

6.



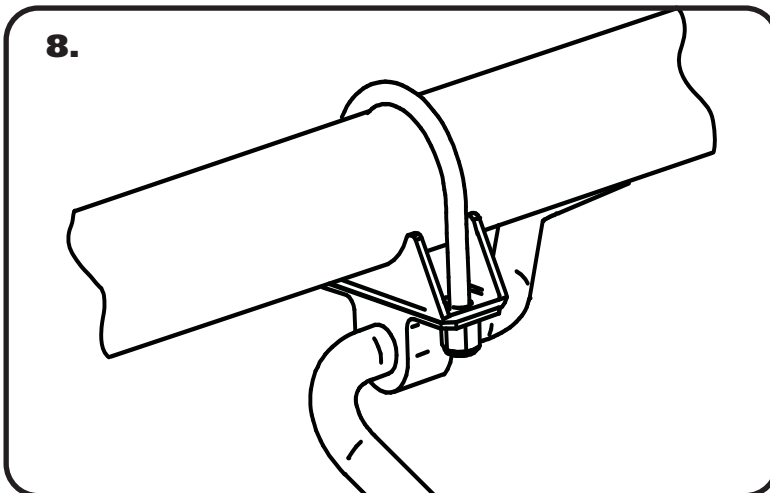
6. Assemble the end links. First, thread a M10-1.5 Jam Nut onto the threads of the male end link body. Next, thread the male end link body into the female end link body. Set them to 2 3/4" center to center of the end links. Keep the studs of the end links 180° of each other and tighten the jam nut against the female end link.



Final Tightening and Adjusting



7. Install the PosiLinks in the frame brackets and in the FRONT hole in the MuscleBar. **The Posilinks are installed with the stud on the upper PosiLink pointing outward and the stud on the lower Posilink pointing to the inside of the car.** Install the 10mm Nylok on Posilink and tighten nut.



8. Tighten the 7/16" Nylok nuts on the U-bolts making sure the Musclebar is centered on the rear end.



9. Install the locking rings on the outside 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.

10. The MuscleBar has (3) holes in the arms for adjustment. The front hole is the standard hole. You can stiffen the bar by moving the Posilink in to the holes closer to the differential. We recommend going one set of holes at a time when tuning. Going too stiff could make the car oversteer.



Rivnut® Installation & Specs

1. Drill Hole in Frame using the SUPPLIED DRILL BIT keeping the Drill square with the metal.

2. We recommend installing (2) 3/8" Flat Washers between the bolt head and the lower anvil of the installation tool. Thread a Rivnut® onto the supplied Tool. Thread the Rivnut all the way onto the Tool until it stops.

3. Insert the Tool and Rivnut® into the drilled hole 90° to the Frame Rail.

4. The Tool requires (2) 9/16" Wrenches to use. A Ratchet can be used on the top of the Tool.

KEEP THE TOOL AND RIVNUT 90° TO THE SURFACE WHILE TIGHTENING

5. Put a 9/16" Wrench on the Lower Hex of the tool. Use a Wrench or Ratchet on the Top hex to Tighten.

6. Hold the Wrench in one position and turn the TOP HEX CLOCKWISE to engage the Rivnut®. Keep Turning the TOP WRENCH until you feel a positive stop and you can't turn the TOP WRENCH anymore.

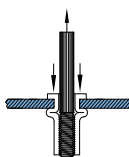
7. Break the Tool loose by turning the TOP HEX counterclockwise and thread the Tool out of the Rivnut®

THE DATA BELOW ILLUSTRATES THE STRENGTH OF THE RIVNUT®

RIVNUT® Fastener Engineering Data

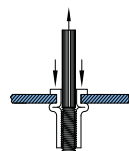
Upset Load (lbs.)		
RIVNUT * Size	Steel	
	Min. Grip	Max. Grip
3/8-16	4965	5325

Fig. 1



Ultimate thread strength (lbs.)		
RIVNUT * Size	Steel	
	Min. Grip	Max. Grip
3/8-16	11500	10450

Fig.2



Ultimate tensile strength (lbs.)	
RIVNUT * Size	Steel
3/8-16	3900

Fig. 3

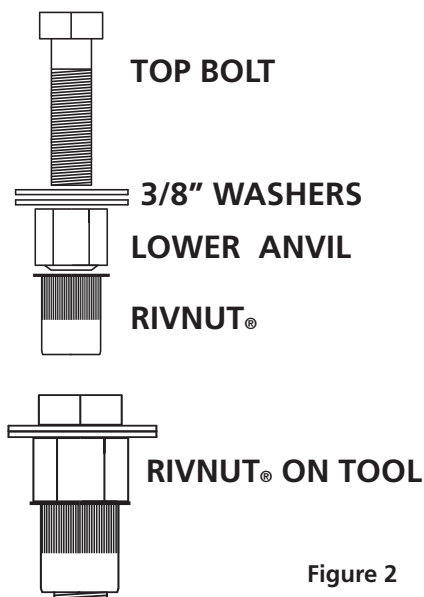
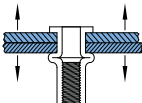


Figure 2

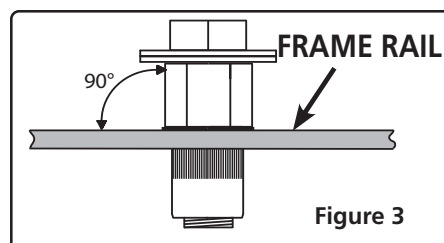


Figure 3

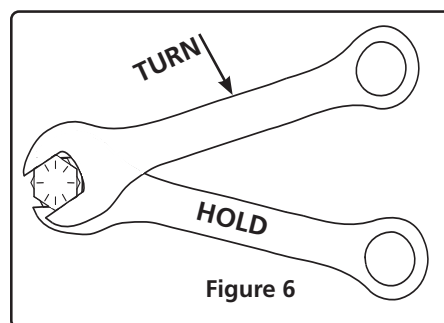


Figure 6

**Single Shear Strength 3/8" Grade 5 Bolt
3,975.8 lbs**

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812-482-2932**