

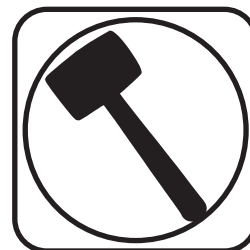
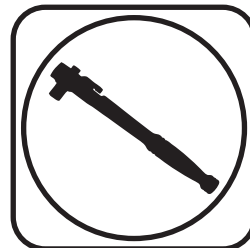
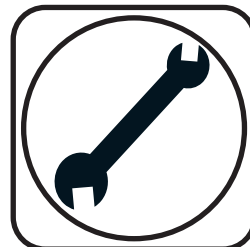


Part # 11163699

1967-1969 GM F-Body, 1968-74 GM X-Body Front Upper StrongArms



Recommended Tools



1967-1969 GM F-Body Upper StrongArms Installation Instructions

Table of contents

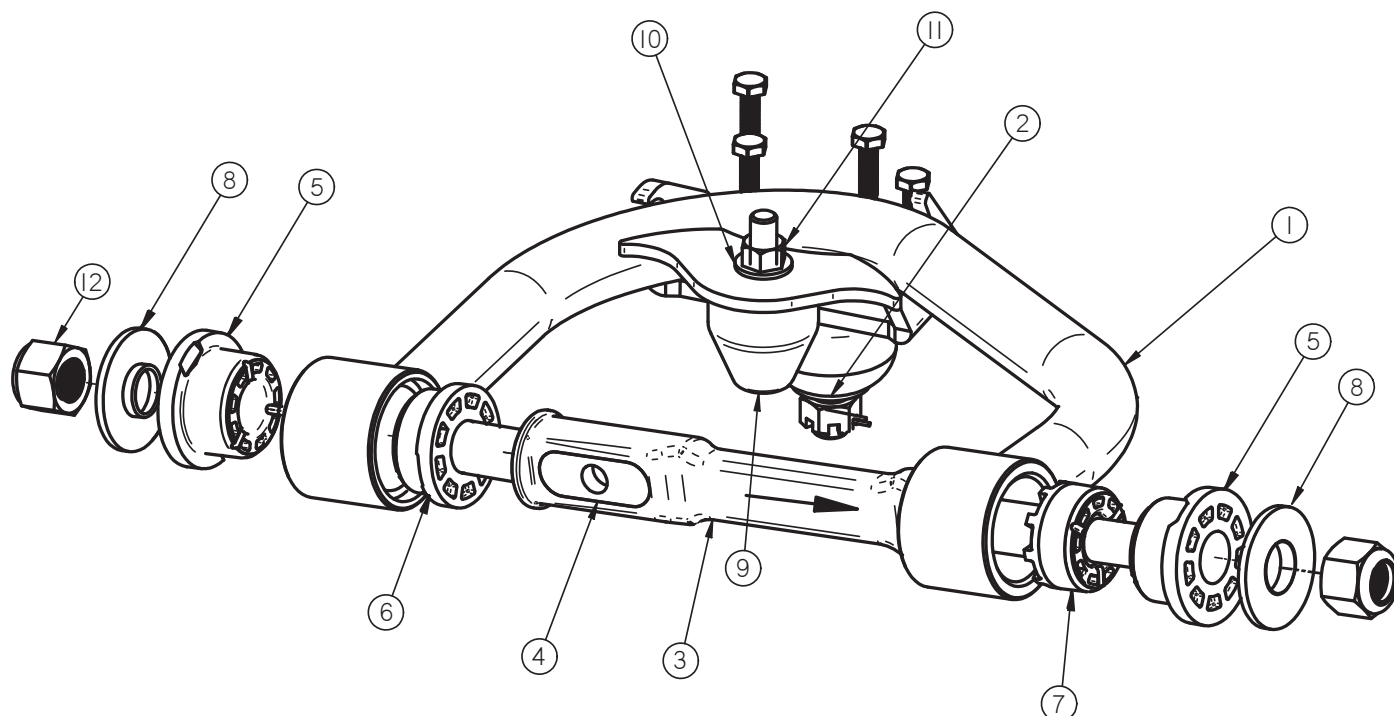
Page 2.....	Upper Control Arm Components
Page 3.....	Getting Started
Page 4.....	Caster Explained
Page 5.....	Offset Upper Control Arm Cross Shaft
Page 6.....	Installing Spindle and Alignment



Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90002390	Driver Upper Control Arm (Shown)	1
1	90002391	Passenger Upper Control Arm	1
2	90000908 kit	Upper Ball Joint Kit - Proforged # 101-10015	2
3	90000914 kit	Caster Slug Cross Shaft Kit	2
4	70010883	Caster Slug	4
5	70010759	Outer Delrin Bushing with 2" Lip	4
6	70010827	Inner Delrin Bushing with 1.75" Lip	2
7	70010826	Inner Delrin Bushing with No Lip	2
8	90002737	Aluminum T-Washer	4
9	70001323	Bumpstop	2
10	99373003	3/8" SAE Flat Washer - Bumpstop	2
11	99372002	3/8"-16 Nylok Nut - Bumpstop	2
12	99622005	5/8"-18 Jam Lock Nut - Included with 90000914 kit	4
	99433004	7/16" USS Flat Washer - Control Arm Mounting - NOT SHOWN	4

Driver Side Shown





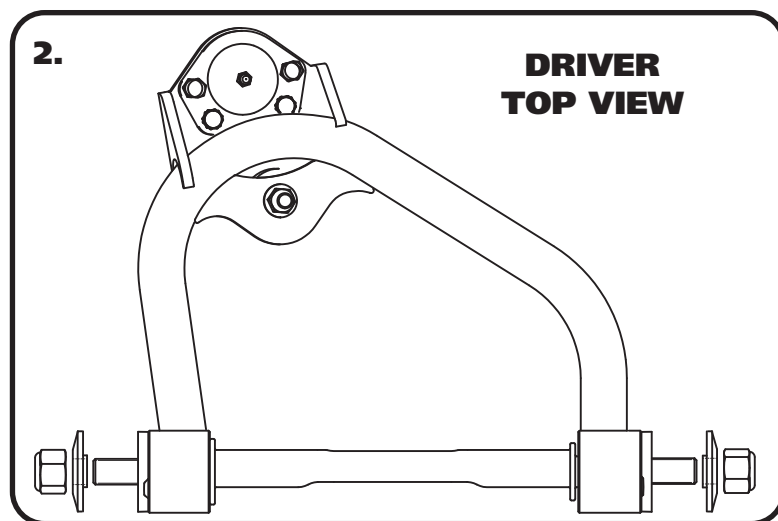
Getting Started.....

Congratulations on your purchase of the Ridetech F-Body StrongArms. These StrongArms have been designed to give your F-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 Geometry has been optimized for excellent handling and driveability. The Delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

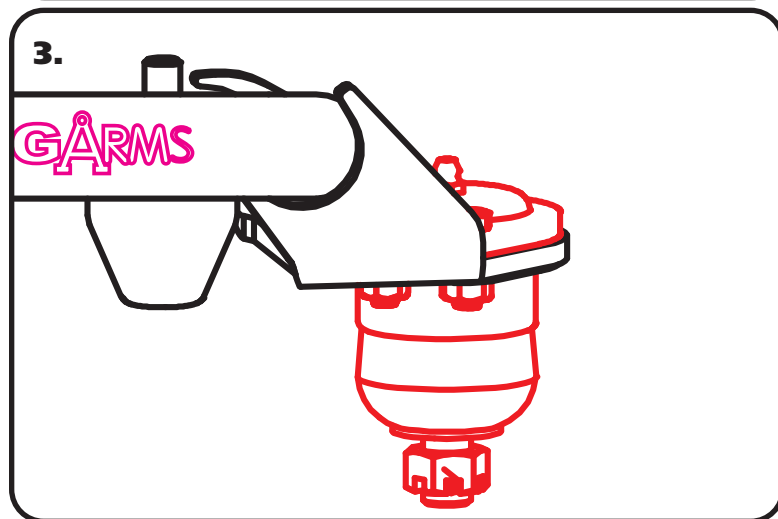
When assembling the Control Arms tighten the cross shaft nuts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

Installation

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



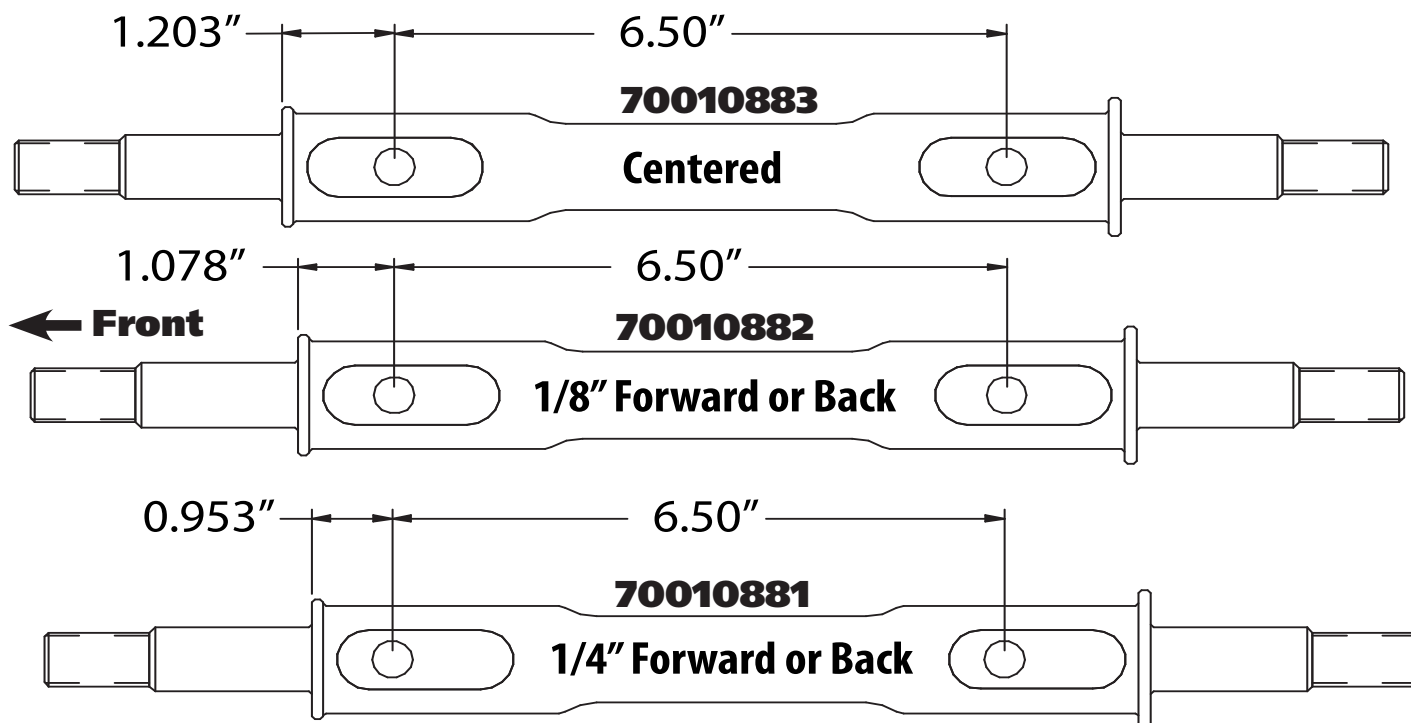
2. The upper control arm is attaching the factory mount using factory hardware. The driver side arm is shown in **Figure "2"**. The Ball Joint located on the arm to the rear of the car. Install the T-washers and 5/8"-18 lock nuts using **Figure "2"** as a reference. These can be tightened after installing the control arms on the car.



3. Install the ball joints in the control arms using **Figure "3"** as a reference. Torque the hardware to 15 ftlbs



Caster Explained



These StrongArms come equipped with a changeable caster slug setup. This allows you to add or remove caster from the front suspension, if desired. The caster slugs that come supplied in the kit are setup to be centered. The caster slugs allow you to add or remove caster without having to use a stack of shims. If more or less caster is desired, optional slugs can be purchased from Ridetech or your Ridetech dealer.

1/8" = 70010882

1/4" = 70010881

Caster Explained:

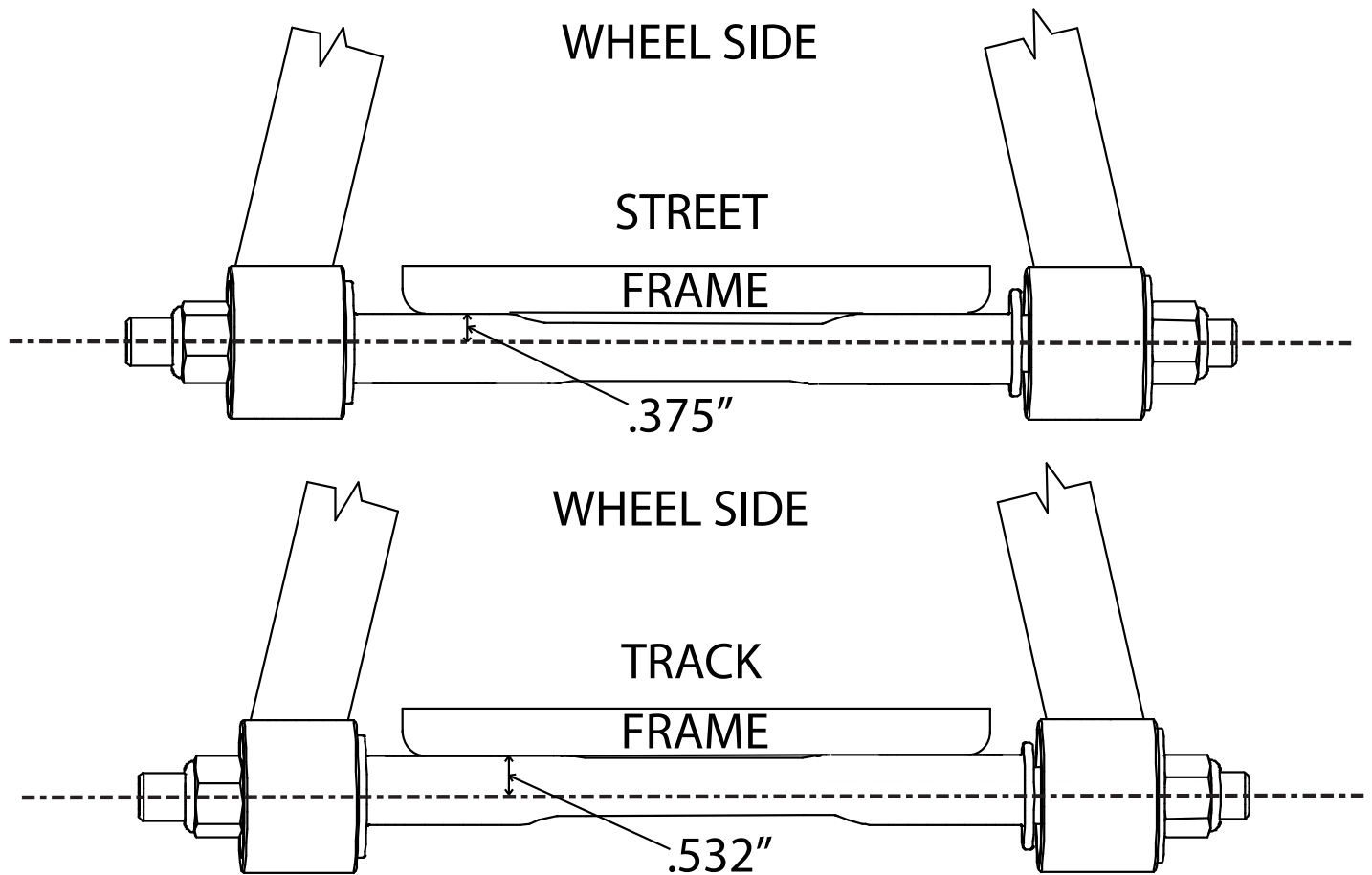
To understand caster you need to picture an imaginary line that runs through the upper balljoint and extends through the lower balljoint. From the side view the imaginary line will tilt forward or backward. The tilting of this imaginary line is defined as caster.

Caster is measured in degrees by using a caster gauge. If the imaginary line described above tilts towards the back of the vehicle at the top, then you have positive caster. If the imaginary line tilts forward then you have negative caster.

Positive caster provides the directional stability in your vehicle. Too much positive caster will make the steering effort difficult. Power steering will allow you to run more positive caster. Negative caster requires less steering effort but will cause the vehicle to wander down the highway.



Offset Upper Control Arm Shaft



The cross shaft that is used in the upper control arms is offset. The offset combined with the caster slug option allows you to achieve the alignment setting you desire with minimal shims. To change the direction the Icon faces simply spin the cross shaft in the control arm.

If you are after a **Street Alignment** bolt the upper control arm to the frame mount with the arm offset to the outside of the car. The Ridetech Icon and Caster Slugs will be facing the wheel.

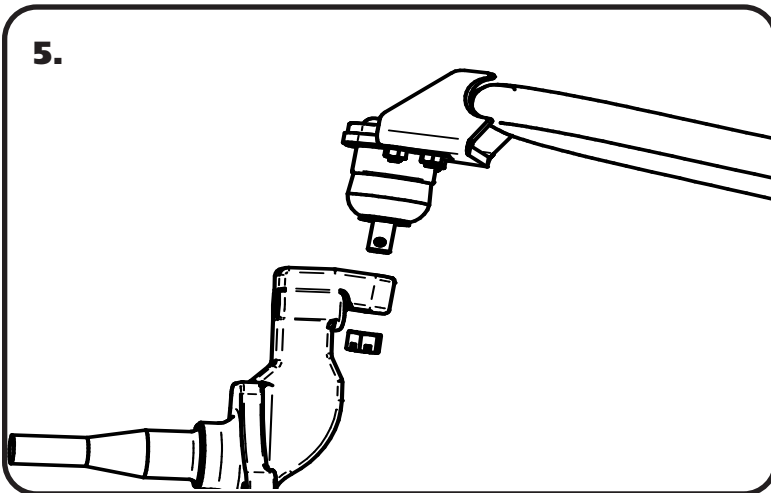
If a more aggressive **Track or Autocross** alignment is desired, bolt the control arm to the frame bracket with the arm offset to the inside of the car. The Ridetech Icon and Caster Slugs will be facing the engine.



Installing Spindle and Alignment



4. The Upper Control Arm is attaching the factory mount using factory hardware with the supplied 7/16" Flat Washer under the OEM Nut. Torque the nuts to 50 ft-lbs. The driver side arm is shown in **Figure "2"**. The Arrow on the Cross shaft points to the front of the car. **Page 4 & 5** has information about Caster and the Caster Slugs.



5. Attach the Spindle to the control arms.

Torque Specs:

Upper Ball Joint - 50 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 nuts 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