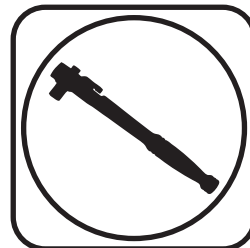
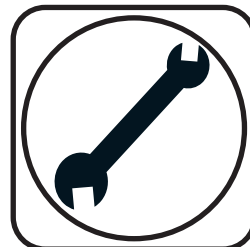




Part # 11169102 - 1967-1969 GM F-Body Rear MuscleBar



Recommended Tools



1967-1969 F-Body Rear MuscleBar Installation Instructions

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THIS MUSCLEBAR KIT IS DESIGNED TO BE USED WITH THE RIDETECH 4 LINK SYSTEM.

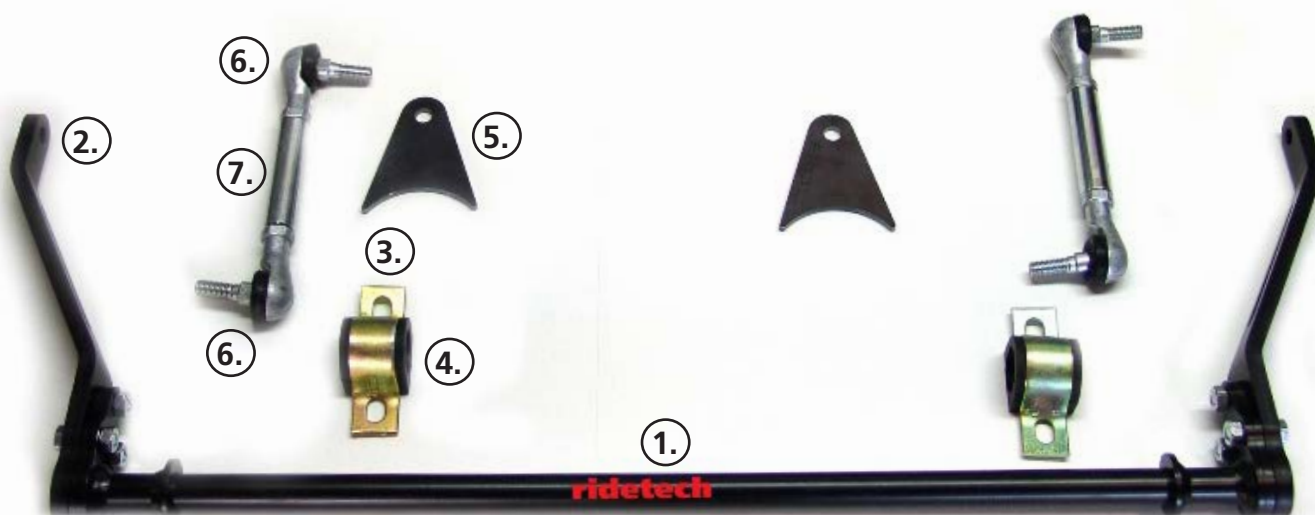
THIS KIT REQUIRES WELDING.





Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90001847	Rear MuscleBar	1
2	90001846	MuscleBar Arm	2
3	90002572	Bushing Bracket	2
4	70015011	Lined Sway Bar Bushing	2
5	90001845	MuscleBar Axle Tab	2
6	90000926	10mm 90 degree elbow (Pre assembled Posilink)	4
7	90000114	PosiLink Spacer (Pre assembled PosiLink)	2
	99115003	M10-1.5 115mm stud (Pre assembled Posilink)	2
	90002275	Crush Washer (Pre assembled Posilink)	2



Hardware Kit #99010045In the box

QTY	Part Number	Description
Sway Bar to Frame		
2	99371017	3/8"-16 x 1" Button Head
2	99371016	3/8"-16 x 1/2" Button Head
4	99373005	3/8" Split Lock Washers
4	99373003	3/8" SAE Flat Washer

QTY	Part Number	Description
Arms to Sway Bar		
6	99311006	5/16"-24 x 1 1/4" Hex Bolt
6	99312001	5/16"-24 Nylok Nut
12	99313001	5/16" SAE Flat Washer
PosiLink Hardware		
4	99112002	M10-1.5 Nylok Nut
8	99373003	3/8" SAE Flat Washer



Getting Started.....

Congratulations on your purchase of the Ridetech Rear MuscleBar. This kit has been designed to give your Camaro excellent handling along with a lifetime of enjoyment. Some of the key features of this MuscleBar: PosiLinks - The Posilink makes the reaction of the swaybar instantaneous; Lined Bushings - these allow the sway bar to move freely and quietly.

Note: This MuscleBar is designed to be used with the Ridetech Rear 4 Link kit.

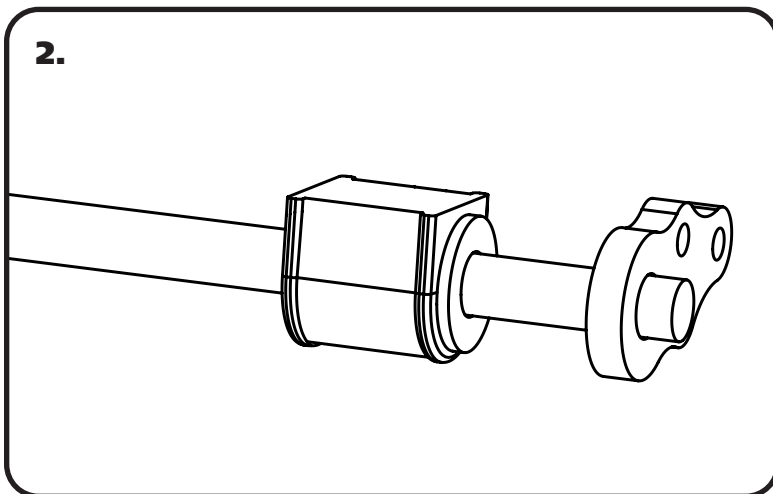
Note: This sway bar was designed for use with our AirBar 4 link system. Installation with other suspension systems will require modification. Newer AirBars will already have the mounting brackets welded to the cradle. If installing on an older system the mounting brackets (Part # 11169192) will need to be purchased and welded on.

THE REAR 4 LINK NEEDS TO BE INSTALLED BEFORE INSTALLING THE REAR MUSCLEBAR. REMOVING THE REAR SHOCKWAVES/COILOVERS WILL SIMPLIFY THE INSTALLATION.

Note: This sway bar kit utilizes a anti-friction lining in the sway bar bushing. No lubrication is required.



1. One helpful trick to help maintain ride height while setting up the rear MuscleBar is to put a spacer between the axle and the outside of the frame as shown in **Image 1**. This spacer should be 8 1/2" tall giving the Shock an eye-to-eye measurement of approximately 14 1/2".

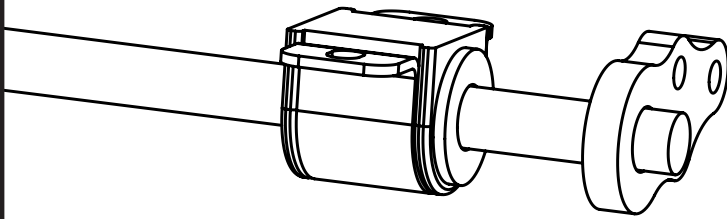


2. Install the bushings by opening them up at the split and sliding them over the bar. They are positioned on the inside of the stop ring.



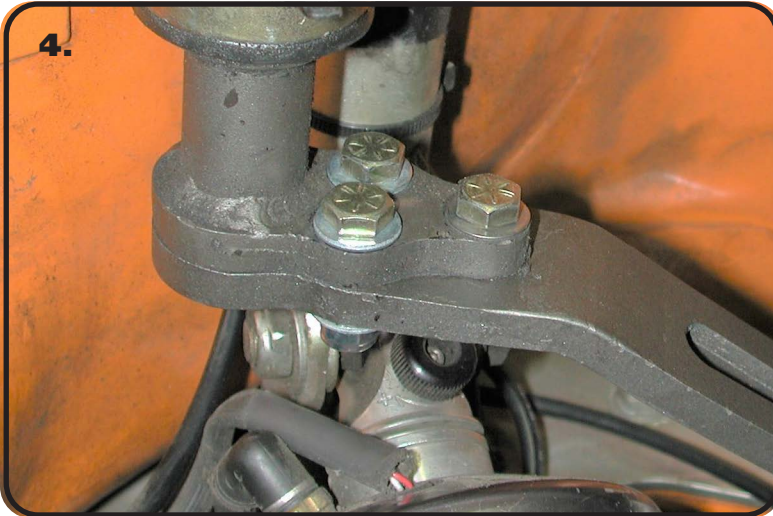
MuscleBar Installation

3.



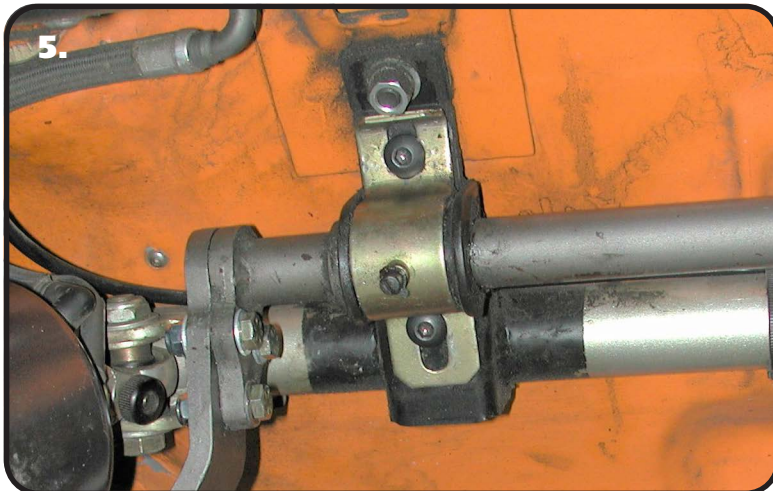
3. Slip the bushing strap over the bushing. Position them similar to **Image 3**.

4.



4. The arms are ambidextrous, but should be mounted point outward toward the frame rail. It is easier to install the MuscleBar arms before installing it in the car. The arm has a large hole that slips over the end of the MuscleBar. Slip the arm on the end and line up the (3) bolt holes in the arm with the (3) bolt holes in the MuscleBar. Install a 5/16" flat washer on each of (3) 5/16"-24 x 1 1/4" hex bolts and insert them into the holes. Install a 5/16" flat washer and 5/16"-24 nylok nut onto the threads of the bolts. Repeat on the 2nd arm and torque the hardware to 29 ftlbs.

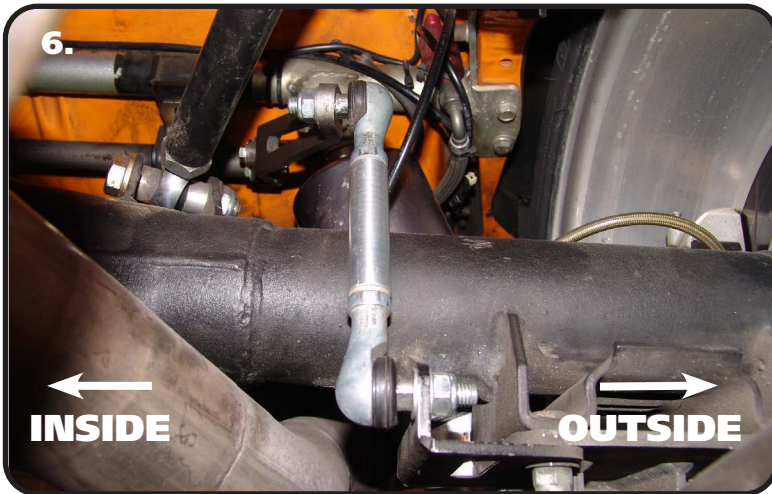
5.



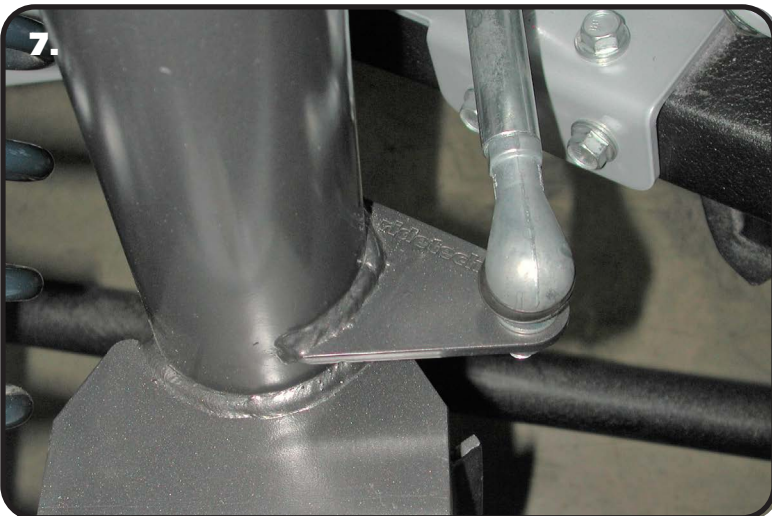
5. Bolt the sway bar to the AirBar bridge. Use 3/8" x 1" button heads on the front and 3/8" x 1/2" button heads on the rear mounting holes with lock washers. Torque to 16 ft-lbs



MuscleBar Installation



6. Install a 3/8" flat washer on the threads of one end of the PosiLinks. Insert the PosiLink into the hole of the musclebar arm with the threads pointing to the inside of the car. Refer to **Image 6**. Install a 2nd 3/8" flat washer on the inside of the arm followed by a M10-1.5 nylok nut. Repeat on the other arm with the threads pointing to the inside of the car. Torque the nuts to 37 ft-lbs.



7. Attach an axle tab to the other end of the PosiLink. Use a 3/8" flat washer on each side of the tab. Install a M10-1.5 nylok nut and tighten enough to hold it in place. You will want to detach the PosiLink from the tab for final welding. With the axle at ride height, put the arms of the MuscleBar level. Swing the axle tab up against the axle tube. Mark the area and clean off any paint or rust in the area that the tab will be welded. When positioning the tab, make sure it is vertical and square with the axle. With the tabs in place, tack weld them to the axle tube. After the tabs have been tack welded on both sides, disconnect the PosiLinks

from the tabs. Let the axle drop down for better access to the tabs. Lay 1" welds on the inside and outside of the tabs. Skip around from one side to the other to avoid overheating the tube.

8. After the tabs have cooled down, paint or touch up the tabs and area around them. Reconnect the PosiLinks. Torque the nuts to 37 ft-lbs.

Note: The sway bar bushing used in this kit is a lined bushing, it does NOT require any type of lubrication.