



Part # 11325010 - 1978-1988 GM G-Body StreetGrip

Front Components	
11329590	Delrin Control Arm Bushings
90000913	Tall Upper Ball Joint
11329300	Drop Spindle
11232350/11235110	Front Dual Rate CoilSprings
22149846	Front HQ Series Shocks
11329120	Front Sway Bar
Rear Components	
11324799	Rear Dual Rate CoilSprings
22179853	Rear HQ Series Shocks
11329102	Rear Sway Bar

Recommended Tools



1978-1988 GM G-Body Street Grip Installation Instructions

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The majority of the StreetGrip components will be installed together. For example, the Front CoilSprings, Ball Joints, Drop Spindles, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The Sway Bars will, typically, be installed after the rest of the components are installed.



Major ComponentsIn the box

Part #	Description	QTY
56810109	Front CoilSprings	2
57150250	Rear CoilSprings	2
90000913	Tall Upper Ball Joint	2
90002660	Upper Control Arm Bushing Outer Shell - Upper	4
90002662	Lower Control Arm Bushing Outer Shell - Lower - Front Bushing	2
70012386	Lower Control Arm Bushing Outer Shell - Lower - Rear Bushing	2
70012819	Delrin Upper Control Arm Bushing - Upper	4
70012822	Delrin Lower Control Arm Bushing - Lower - Front Bushing	2
70012424	Delrin Lower Control Arm Bushing - Lower - Rear Bushing	2
90002661	Control Arm Bushing Inner Sleeve - Upper	4
90002663	Control Arm Bushing Inner Sleeve - Lower - Front Bushing	2
90000516	Control Arm Bushing Inner Sleeve - Lower - Rear Bushing	2
11329300	Drop Spindles	2
	Front Shocks	
986-10-042	4.75" Stroke Stud Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002069	Standard T-Bar (Installed in Shock)	2
70011140	Stud Top Bushing	4
70011141	Stud Top Bushing Washer	4
99372006	3/8"-24 Jam Nut	4
	Rear Shocks	
986-10-032	6.65" Stroke Eye Top Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002068	Wide T-Bar (Installed in Shock)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock)	2
90001619	Cantilever Pin Bolt Kit	2
11239120	Front Swaybar Kit	1
11229102	Rear Swaybar Kit	1
99121001	M12-1.75 X 90 Hex Bolt - Lower Control Arm Mounting	2
99121006	M12-1.75 X 100 Hex Bolt - Lower Control Arm Mounting	2
99122001	M12-1.75 Nylok Nut - Lower Control Arm Mounting	4



Getting Started.....

Congratulations on your purchase of the Ridetech StreetGrip Kit. This system has been designed to give your Car excellent ride and handling along with a lifetime of enjoyment. Some of the key features of this Kit: Dual Rate CoilSprings, Delrin Control Arm Bushings, Larger Sway Bars with Delrin Liners and a Taller Upper Ball Joint.

The majority of the StreetGrip Components will be installed together. For example, the Front CoilSprings, Ball Joint, Drop Spindles, Control Arm Bushings and Shocks will be installed in conjunction with each other. On the rear, the CoilSprings and Shocks will be installed in conjunction with each other. The Sway Bars will, typically, be installed after the rest of the components are installed.

Hardware Kit#99010071

The StreetGrip Kit is supplied with a hardware kit. This hardware kit contains individual bags for the different kits within the main kit. The bags are labeled to help determine the correct hardware for the installation of the specific kits. The instructions will aid you in selecting the correct hardware for each component. The bags included in this kit are:

- Front Sway Bar
- Front End Brace
- Front Shocks
- Front Control Arms
- Rear Sway Bar
- Rear Shocks

Front Suspension

The front components that will need to be installed are: Control Arm Bushings, Upper Ball Joints, Shocks, Drop Spindles and CoilSprings. The Sway Bar can be installed anytime after the rest of the front suspension is complete.

If you have never done this type of work before, we recommend getting a Factory Service Manual for proper procedures of disassembly and reassembly of the components for your car.

Rear Suspension

The rear components that will be installed are; rear Dual Rate CoilSprings, and rear HQ Series Shocks. The Swaybar can be installed after the rest of the suspension is assembled.

Alignment Specs

Anytime you change suspension components, you should have the car alignment checked.

Suggested Alignment Specs:

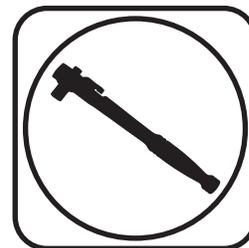
- Camber: Street: -.5 degrees
- Caster: Street: +3.0 to + 5.0 degrees
- Toe: Street: 1/16" to 1/8" toe in



Part # 11329590 - 1978-1988 GM G-Body Delrin Control Arm Bushings



Recommended Tools



1978-1988 G-Body Delrin Control Arm Bushings Installation Instructions

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Page 5..... Included components and Hardware List

Page 6-7..... Bushing Installation

Page 8..... Upper Control Arm Installation



Major ComponentsIn the box

Part #	Description	QTY
90002660	Upper Control Arm Bushing Outer Shell - Upper	4
90002662	Lower Control Arm Bushing Outer Shell - Lower - Front Bushing	2
70012386	Lower Control Arm Bushing Outer Shell - Lower - Rear Bushing	2
70012819	Delrin Upper Control Arm Bushing - Upper	4
70012822	Delrin Lower Control Arm Bushing - Lower - Front Bushing	2
70012424	Delrin Lower Control Arm Bushing - Lower - Rear Bushing	2
90002661	Control Arm Bushing Inner Sleeve - Upper	4
90002663	Control Arm Bushing Inner Sleeve - Lower - Front Bushing	2
90000516	Control Arm Bushing Inner Sleeve - Lower - Rear Bushing	2

Hardware Bag - Front Control Arms

Part #	Description	Usage	QTY
99121001	M12-1.75 X 90 Hex Bolt	Lower Control Arm to Frame	2
99121006	M12-1.75 X 100 Hex Bolt	Lower Control Arm to Frame	2
99122001	M12-1.75 Nylok Nut	Lower Control Arm to Frame	4

Getting Started.....

The Front Control Arms will need to be removed from the car. Refer to the Factory Service Manual for disassembly procedure.

This G-Body Bushing Kit contains: 4 Upper Control Arm Bushing Assemblies and 4 Lower Control Arm Bushing Assemblies. The Upper Bushings are all the same; there are 2 different size Lower Bushings in the kit. The Outside Diameter of the Bushing, in the area that goes into the Control Arm, is the difference between the 2. Be sure to match the correct diameters with the correct locations.

There are several different ways that the Bushings can be removed from the Control Arms. If you have an Air Chisel, a Wide Flat Bit works well. If you don't have access to an Air Chisel, they can be removed by first, Drilling out the rubber with a Hand Drill and Drill Bit. With the Rubber removed, distort the Bushing Shell with a Hammer and Chisel and Knock it out. No matter the process used, the main objective is to **NOT** distort the Control Arm.

WE RECOMMEND MARKING DRIVER AND PASSENGER CONTROL ARMS AND CROSS SHAFTS. ALSO, MARK THE ORIENTATION OF THE CROSS SHAFTS.

1. Measure the Outside Width of the Control Arms and write it down before starting Bushing Removal. You will use this Dimension to check the Control Arms after the new Delrin Bushings are installed.



Delrin Bushing Installation

The Cross Shaft must be put in place before installing the Bushing Shells in the Upper Control Arm.

Just like Bushing Removal, there are several ways the Delrin Bushing Assemblies can be installed. No matter the method used, the Control Arm needs to be **SUPPORTED** to keep from distorting the Control Arm. We recommend cutting spacers to go inside the Control Arms when using a Press to install the Bushings. We have used several different methods to install the Bushing Assemblies, we are going to cover the one that worked best for us. When installing the Bushings, the Outer Shell will be installed in the Arm by itself. Next, Press the Inner Sleeve in the Delrin Bushing and insert it into the Outer Shell. **DO NOT HIT ON THE OUTER FLANGE, DOING SO CAN BREAK THE BUSHING. WE DO NOT RECOMMEND INSTALLING THE BUSHINGS COMPLETELY ASSEMBLED.**

Note: The Delrin is self-lubricating, no lubricant is needed.



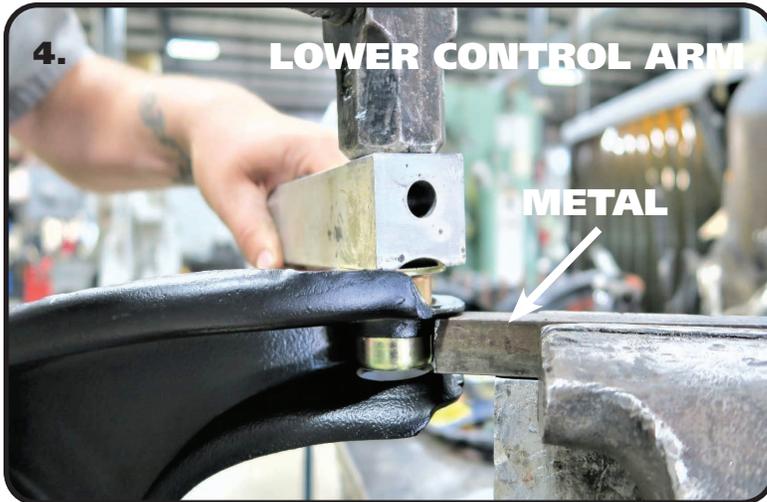
2. UPPER CONTROL ARM: The Upper Control arm has an inner washer on the cross shaft that needs to be removed before installing the Delrin Bushings. Remove each of the 4 washers from the cross shaft.



3. We recommend **LIGHTLY** sanding the bushing holes in the control arms to remove any debris that might be left in the holes after the bushings are removed. This will make the bushings easier to install.



Upper Bushing & Control Arm Installation



4. Disassemble the Bushing being installed. If installing Bushings in the Upper Control Arm, insert the Cross Shaft before installing any Bushings. Support the Back Side of the Flange the Bushing is being Installed in. Use a STIFF piece of Metal clamped in a Bench Vise for the Lower Control Arms (**Image 4**). The Upper Control Arm can be supported by either the same piece of Metal or by the Bench Vise with the Jaws opened wide enough to let the Bushing Shell pass through (**Image 5**).



5. Use another Piece of Metal or Strong Wood to Drive the Outer Shell into the Control Arm until the Shell stops against the Control Arm.



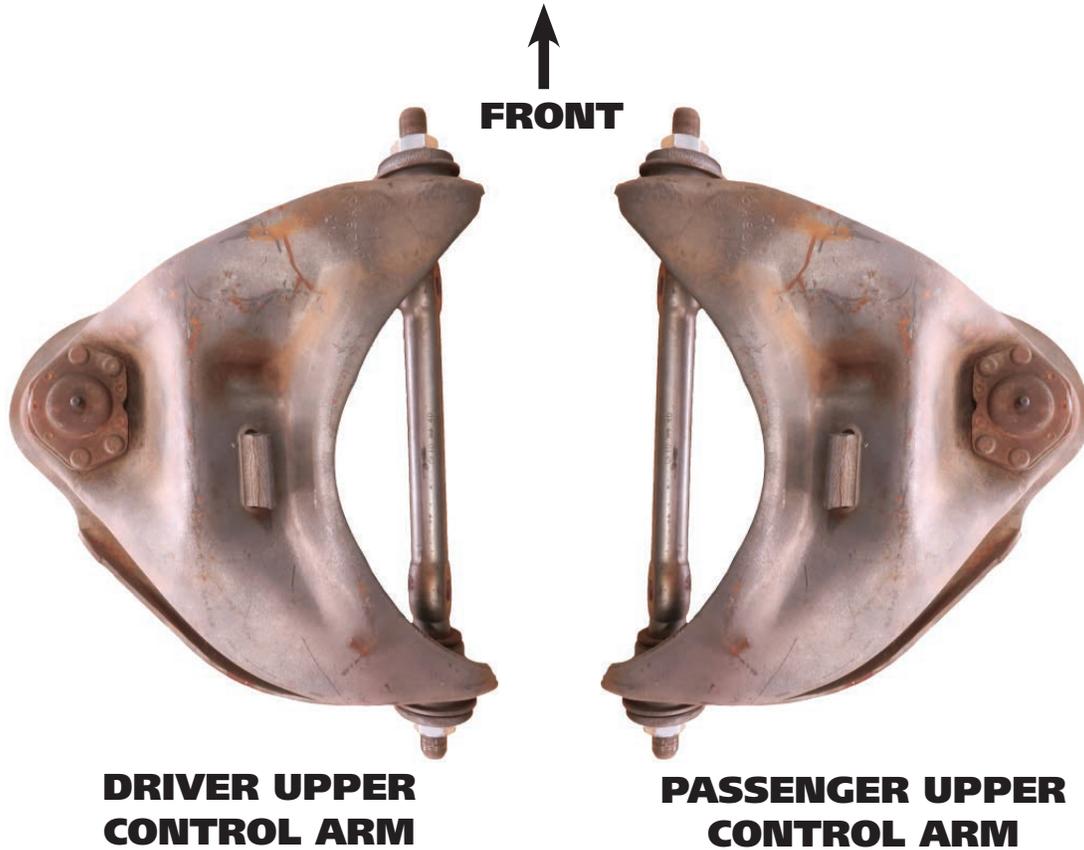
6. Press the Inner Sleeve into the Delrin Bushing and little tap them into the Shells. TAP THE CENTER OD THE BUSHING/SLEEVE, DO NOT HIT THE OUTER FLANGE.

7. **UPPER CONTROL ARM:** (**Image 6**) Push the Inner Sleeve into the Delrin Bushing. Push the Delrin Bushing/Inner Sleeve assembly into the Outer Shells. They will go in partially. Install the OEM washer and nut on each end of the cross shaft. Tighten the Hardware on each end until the Delrin Bushings are bottomed out against the lip of the Outer Shell installed in the control arm.



Control Arm Installation

7.



8. Reattach Control Arms to Car. Use the OEM Hardware to attach the Upper and the Supplied Hex Bolts and Nylok Nuts to Install the Lower Control Arms. **Image 7** is a top view of the Upper Control Arms. 78-88 G Body has the Upper Ball Joint positioned to the FRONT of the car.



Part # 90000913 - GM Tall Upper Ball Joint



Recommended Tools



GM Tall Upper Ball Joint Installation Instructions

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Page 10..... Included components & Ball Joint Installation

DUE TO THE SHANK OF THE BALL JOINT BEING LONGER, THE BALL JOINT BOOT IS DESIGNED TO SEAL ON THE BALL JOINT SHANK. IT DOES NOT SEAL AGAINST THE SPINDLE.



Major ComponentsIn the box

Part #	Description	QTY
90000913	GM Tall Upper Ball Joint	2

Hardware Included with Ball Joints

Getting Started.....

The Tall Upper Ball Joint is used in the StreetGrip Kit to help correct the Camber Gain. The Camber Gain on the OEM Suspension is incorrect and the Tall Ball Joint repositions the Upper Control to help improve the Camber Gain.

The Upper Ball Joint will need to be disconnected from the Spindle. Refer to the Factory Service Manual for Disassembly.



1. If your Ball Joints are Bolted to the Control Arms, simply unbolt them. If your car has the Original Ball Joints, they will be Riveted to the Control Arms. The Rivets can be removed by Grinding the Heads off and driving the out with a Hammer and Punch.

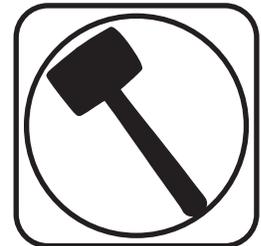


2. Insert the Ball Joint into the Control Arm from the top side of the Control Arm with the Ball Joint Pin Sticking down. Attach it to the Control Arm with the Hardware Supplied with the Ball Joint. Torque the Hardware to 14 ftlbs. Engage the Ball Joint Pin into the Spindle and install the Castle Nut Supplied. Torque the Castle Nut to 60 ftlbs and tighten to align Cotter Pin Hole. Install Cotter Pin through Hole and Bend Pins to prevent falling out.



Part # 11329300 - 1978-1988 G-Body Drop Spindles

Recommended Tools



Major ComponentsIn the box

1 11329300 Pair of 78-88 drop spindles

Installation

Ball Joint nut Torque Specs:

Upper: Torque to 60 ft lbs and then tighten nut to align cotter pin hole not exceeding 100 ft lbs.
Lower: Torque to 83 ft lbs and then tighten nut to align cotter pin hole not exceeding 120 ft lbs.

Note: These spindles are set up for 1982-1988 Outer Spindle Bearings and Rotor.





Part # 11132350 - 1978-1988 GM G-Body Front CoilSpring



Recommended Tools



1978-1988 GM G-Body Front CoilSprings Installation Instructions

CoilSpring # 56810109 Installation

Front dual-rate spring will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Front Control Arm Bushings and Upper Ball Joint should be installed before installing spring. The Front Suspension should be assembled with the Lower Ball Joint disconnected from the Spindle.

1. Compress the CoilSpring with an Internal Spring Compressor with the **CLOSE COILS TO THE BOTTOM**.
2. With the OEM Spring Removed, insert the CoilSpring into the Pocket. **SPECIAL ATTENTION NEEDS TO BE PLACED ON THE LOCATION OF THE ENDS OF THE SPRINGS TO MAKE SURE THEY ARE CLOCKED CORRECTLY** . The end of the CoilSpring will nest into the receiver area of the Control Arm. If you line up the bottom, the top will be correct.
3. While holding the Spring in place, Slowly Jack the Lower Control Arm up until the Lower Ball Joint can be Engaged into the Spindle. Install the Castle Nut and Torque to 65 ftlbs then tighten as needed to align cotter pin hole. Install Cotter Pin. Once the Ball Joint is tight, remove the Spring Compressor.
4. Remove the OEM Bumpstop from the lower control arm.





Part # 11329120 - 1978-1988 GM G-Body Front Sway Bar



Recommended Tools



1978-1988 GM G-Body Front Sway Bar Installation Instructions

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Hardware Torque Specifications	
M10-1.5.....	37 ftlbs
3/8"-16.....	30 ftlbs

Major ComponentsIn the box

Part #	Description	QTY
90001227	Front Sway Bar	1
90002936	End Link Kit	1
70012394	Delrin Sway Bar Bushing Liner	2
90002513	Bushing Strap	2
90001099	Sway Bar Bushing	2
90001254	Bushing Mount Adapter	2
70014210	Frame Brace Spacers	4

HARDWARE KIT99010085

QTY	Part Number	Description
ADAPTER PLATE		
2	99111001	M10-1.5 X 30MM Flat Head Bolt
2	99111002	M10-1.5 X 30MM Hex Head Bolt
2	99113001	M10 Split Lock Washer
2	99433002	7/16" SAE Flat Washer
1	90002263	Red Loctite

QTY	Part Number	Description
FRAME BRACE SPACERS		
4	99111004	M10-1.5 X 60MM Hex Head Bolt
2	99112002	M10-1.5 Nylok Nut
2	99113001	M10-1.5 X Split Lock Washer
6	99433002	7/16" SAE Flat Washer
BUSHING STRAP		
4	99371065	3/8"-16 x 3/4" Hex Bolt
4	99373002	3/8" Flat Washer
4	99373006	3/8" Split Lock Washer

Getting Started.....

This Sway Bar Kit utilizes a Delrin Liner in the Sway Bar Bushing. The Delrin Liner allows the Sway Bar to move freely and quietly in the Bushing. The Delrin is self-lubricating, no lubrication is required.

Note: If your car is equipped with the front frame rail brace, the supplied spacers will need to be install for the brace to clear the new Sway Bar.

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. After removing the stock sway bar, determine what size hardware the frame will require.



4. Open the Delrin Liner at the split and slip it over the Sway Bar. Position it in the area that the bushing will ride based on the location of the stock swaybar. Do this on both ends of the swaybar.

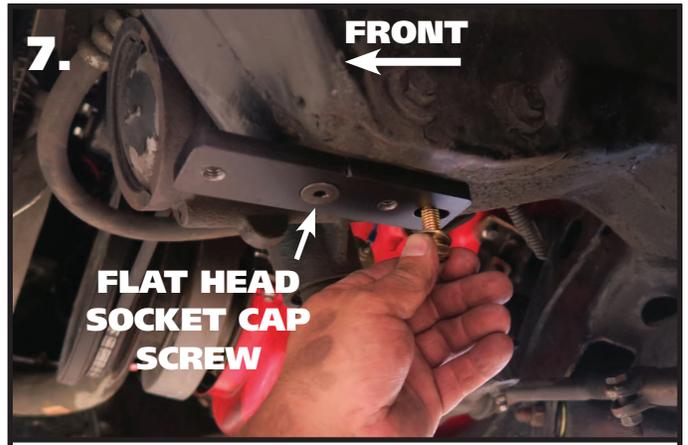


5. Open the Sway Bar Bushing at the split and slide it **OVER** the Delrin Liner. Do this on both Delrin Liners.



6.

6. Slip the Bushing Straps over the Sway Bar Bushings.



7.

FRONT
←

FLAT HEAD
SOCKET CAP
SCREW

7. Hold the Frame Plate up to the OEM holes, the Counter Sunk hole will be positioned over the front hole with the slot to the rear. Apply Red Loctite to the Flat Head Bolt. The rear 30mm long bolt uses a Split Washer and Flat Washer. Torque Hardware.



8.

8. Slide the Sway Bar into position on the car with the Sway Bar arms above the tie rods. Install a 3/8" Lock Washer & 3/8" Flat Washer on the 3/8"x 3/4" Hex Bolts. Do **NOT** Complete tighten the Hardware, it will be left partially loose until the End Links are installed.

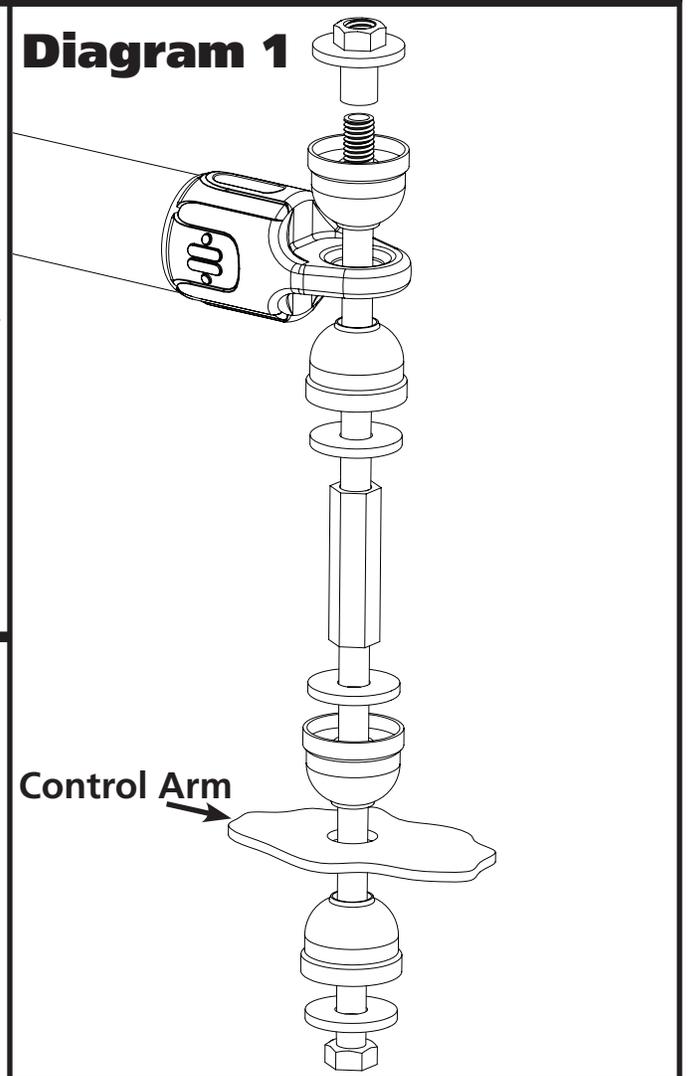


Diagram 1

Control Arm



9

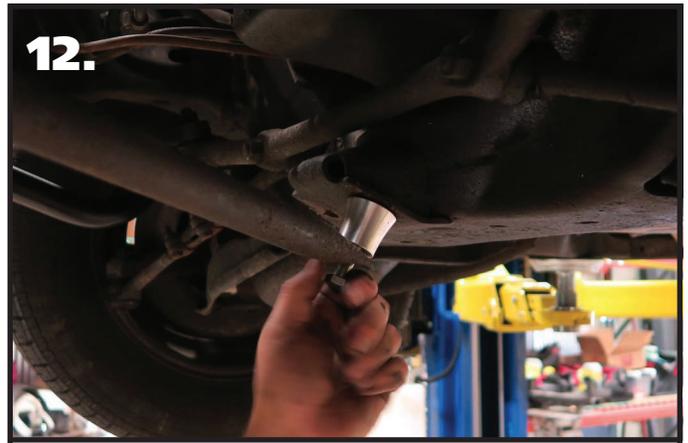
9. Install the End Links using **Diagram 1** as a reference. Install both end links before tightening the end link hardware. Tighten the end link barrel nut until it is flush with the end of the bolt, and then tighten it 2 more complete rounds.

10. Torque the Sway Bar mounting hardware.



11.

11. This swaybar requires the frame brace to be spaced down for clearance. Starting with the rear, install a flat washer, and lock washer on each of (2)M10-1.5 x 60mm bolts and insert them into the holes of the frame brace. Slide the Spacer onto the bolt with the SMALL diameter against the brace.



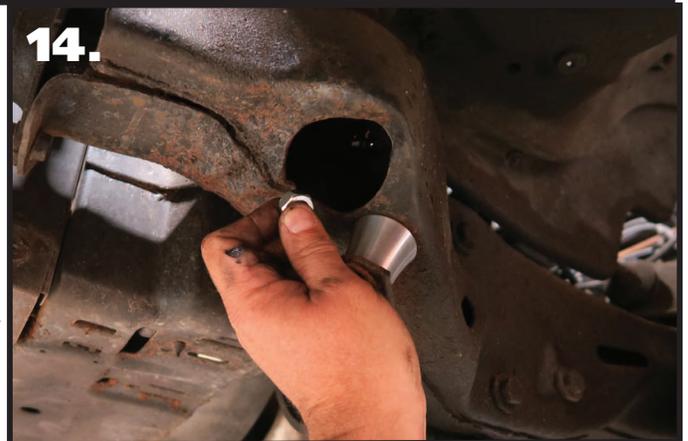
12.

12. Hold the Frame Brace up in position and thread the bolts into the OEM threaded holes. Leave them loose for now.



13.

13. Install a Flat Washer onto each of the (2) remaining M10-1.5 x 60mm bolts and insert them into the holes of the frame brace. Slide the Spacer onto the bolt with the SMALL diameter against the brace.



14.

14. Push the Brace up and line up the bolt with the OEM mounting holes. While holding the bolt in position, install a Flat Washer & M10-1.5 Nylok Nut on the bolt. You will have to insert them through the large hole in the bottom of the frame. Torque the frame brace hardware.



Part # 11234799 - 1964-1967 A-Body Rear CoilSpring



Recommended Tools



1964-1967 A-Body Rear Dual Rate CoilSprings

Installation Instructions

CoilSpring # 57140260 Installation

Rear dual-rate spring will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

The Rear Shocks should be installed at the same time as the Rear CoilSprings.

1. Refer to the Factory Service Manual for CoilSpring Removal.
2. With the OEM Spring Removed and the Top of the StreetGrip Rear Shocks Bolted to the Frame, **Position the Spring in the Rear CoilSpring Pocket with the Large Diameter up in the Pocket.**
3. While holding the Spring in place, Slowly Jack the Differential up until the bottom Shock Mounting can be attached. Refer to Shock Instructions for proper Shock Assembly.





Front & Rear HQ Series Shocks



Recommended Tools



Front & Rear HQ Series Installation Instructions

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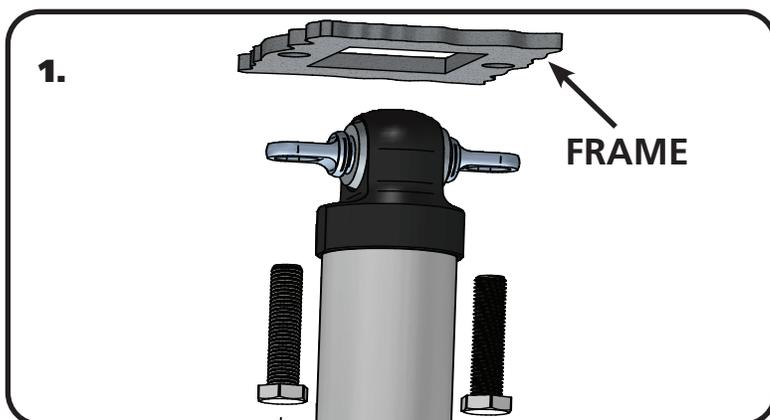
Rear - Part # 22179853 - 6.65" HQ Series Shocks

Major ComponentsIn the box

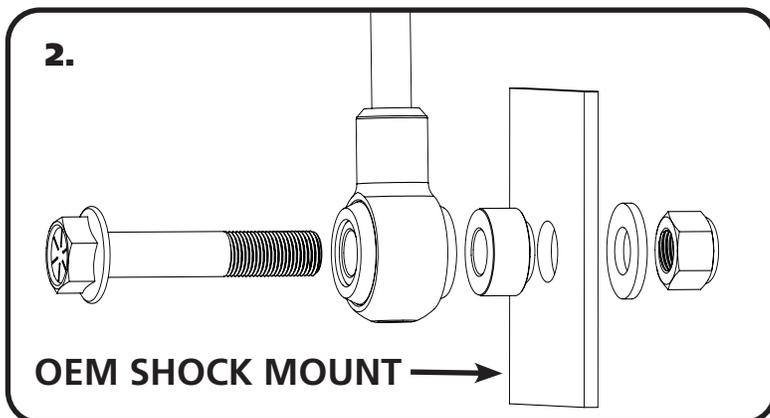
Part #	Description	QTY
986-10-032	6.65" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002068	Wide Trunnion (Installed in Shock)	2
70011138	3/4" ID Shock Bushing (Installed in Shock)	2
90002102	1/2" ID Shock Sleeve (Installed in Shock)	2
90001619	Cantilever Pin Bolt Kit	2

Shock Installation

The Rear Shocks will be installed in conjunction with the Rear CoilSprings.



1. With the OEM Shock removed, install the Ridetech shock. Attach the Top of the Shock in the OEM Location using the OEM Hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.



2. The Lower Shock is Bolted to the Lower OEM Mount using the supplied Cantilever Bolt Kit. Insert the Cantilever Bolt into the Shock Bushing. Next, Slide the Aluminum Spacer onto the Threads of the Cantilever Bolt. With the CoilSprings in place, Jack the Rear Differential up until the Shocks can be Bolted in place. Insert the Assembly into the OEM Shock Hole. Install the supplied Flat Washer and Nylok Nut onto the Threads and tighten.



Front- Part #22149846 - 5.25" Stroke HQ Series Shocks

Major ComponentsIn the box

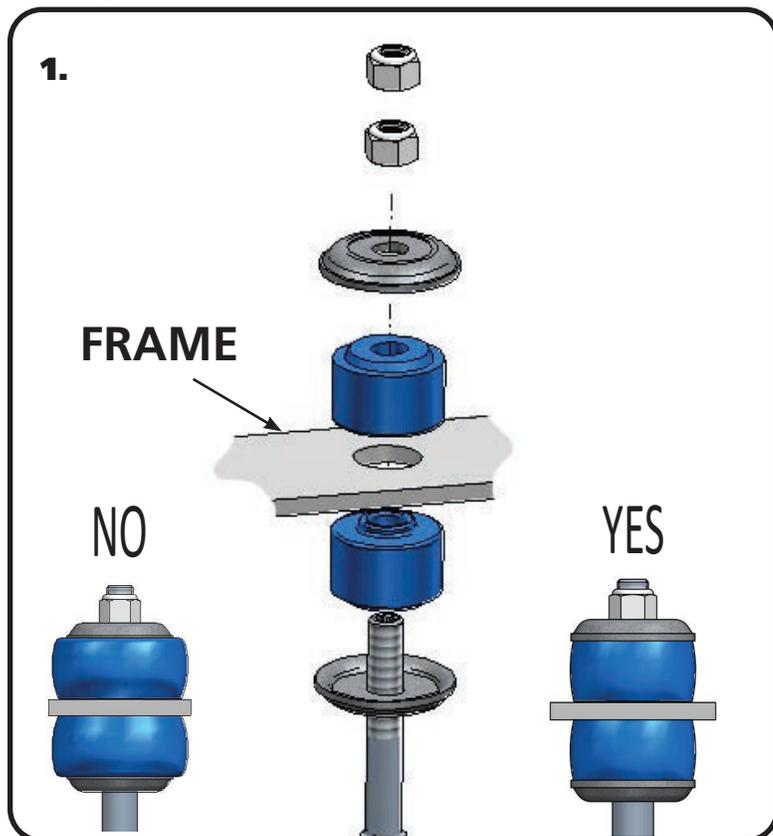
Part #	Description	QTY
986-10-042	4.75" Stroke Shock	2
70011139	5/8" ID Shock Bushing (Installed in Shock)	2
90002069	Standard Trunnion (Installed in Shock)	2
70011141	Bushing Support Washer	4
70011140	Stem Bushing	4
99372006	3/8"-24 Thin Jam Nut	4

Hardware Bag - Front Shocks

Due to manufacturing tolerances it may be necessary to clearance the Control Arm to get the Shock through the Control Arm opening.

Shock Installation

Before installing the Shocks, the Control Arm Bushings, Upper Ball Joint, and Coil-Springs should be installed.



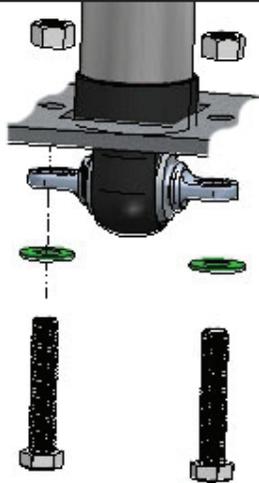
1. With the OEM shock removed, install the Ridetech shock. Remove the adjuster knob by loosening the set screw using the supplied Hex Key. Install a Bushing Support Washer on to the shock shaft followed by a Shock Stem Bushing. Insert the assembly through the factory shock hole in the frame. With the 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 inlbs. 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.

NOTE: It may be necessary to remove the OEM Speed Nuts from the Control Arm to allow room for the Shock to slide through the opening in the Control Arm. The Speed Nuts can be reinstalled after the Shock is in position.



Shock Installation and Adjustment

2.



2. Attach the Trunnion to the OEM Control arm using the Supplied hardware. It may be necessary to rotate the Trunnion to get it in the correct position. This can be done by sticking a screwdriver in one of the slots and spinning the trunnion in the shock bushing.

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 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 # 11329102 - 1978-1988 GM G-Body Rear Sway



Recommended Tools



1978-1988 GM G-Body Rear Sway Bar Installation Instructions

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Major Components & HardwareIn the box

Part #	Description	QTY
90002659	Rear Sway Bar	1
90002501	Control Arm Spacer	4

Hardware Bag - Rear Sway Bar

Part #	Description	Usage	QTY
99111006	M10-1.5 X 70 Hex Bolt	Sway Bar to Control Arm	4
99112002	M10-1.5 Nylok Nut	Sway Bar to Control Arm	4
99373003	3/8" Flat Washer	Sway Bar to Control Arm	8

Getting Started.....

If your Car is Equipped with an OEM Sway Bar or has provisions for a Sway Bar, skip to Step #3

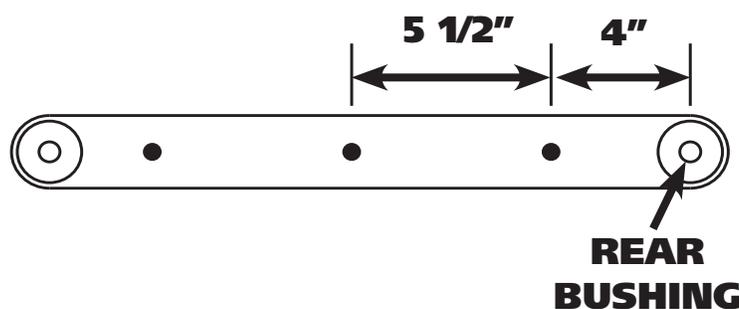
If your Car wasn't equipped with a Sway Bar, you will need to Drill Holes in the Lower Control Arms to attach the supplied Sway Bar.

Most cars will have the holes in the control arm.

If your Car has Aftermarket Arms that have a Provision for a Sway Bar, this Sway Bar will fit them.

Sway Bar Installation

3.



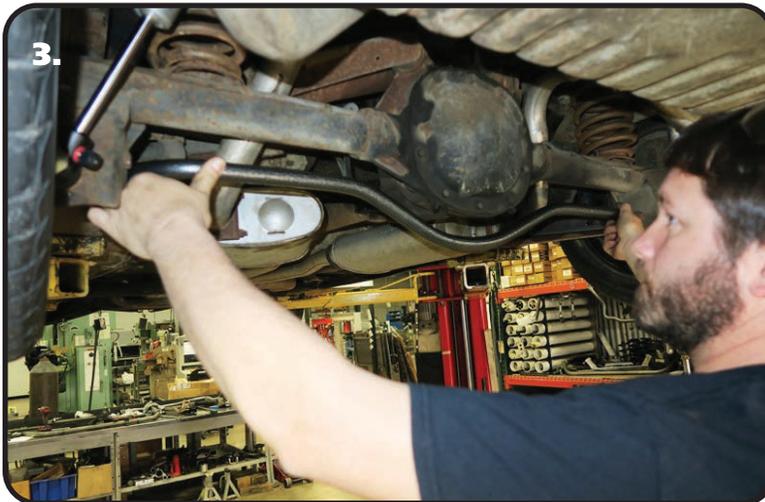
1. Every car we have worked with had the holes for a swaybar. They had 3 holes, but the front hole isn't used to mount the swaybar. If your Car has no holes, measure forward 4" from the center of the Rear Bushing and make a mark centered top to bottom. Next measure forward 5 1/2" from your first mark and mark the second hole centered top to bottom. Drill the locations with a 7/16" Drill Bit going through both sides of the Arm. Repeat for both Arms.



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2. If your lower arm doesn't have any internal support at the mounting holes, insert the Supplied Spacer into the inside of the Control Arm at the Hole Locations. These Spacers will get Clamped in place by the Mounting Hardware after the Sway Bar is installed. These can be welded in place if desired.



3. Slide the bar in Place with the LOW part of the bar down. Install a 3/8" washer on one of the M10-1.5 x 70mm Bolts and install one in each Front Hole to help hold it in place. Swing the Sway Bar into position and insert the Rear Bolt/Washer. Tighten Hardware.



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