



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

Part # 11060298
59-64 Impala Air Suspension System

Front Components:

1	11053001	HQ Series Front Shockwaves
1	11052899	Front Lower StrongArms
1	11053699	Front Upper StrongArms
1	11059100	Front MuscleBar

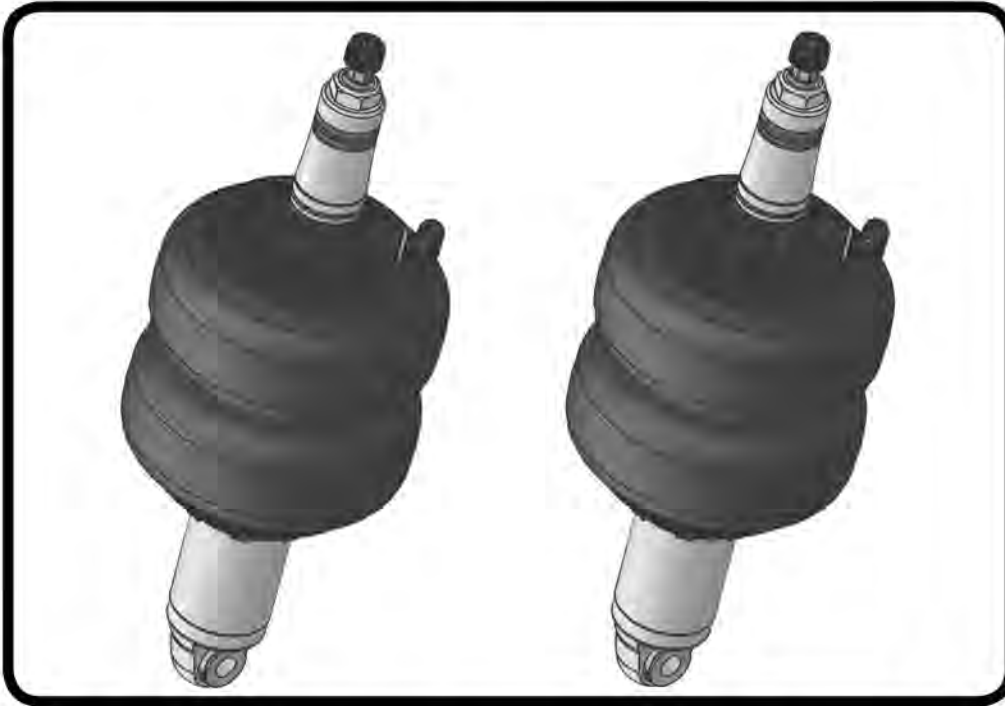
Rear Components:

1	11054699	Rear CoolRide Kit for StrongArms
1	11050701	HQ Series Rear Shocks
1	11054499	Rear Lower StrongArms
1	11066699	Rear Upper StrongArm & Panhard Bar Kit
1	11059102	Rear MuscleBar



Part # 11053001 - 58-64 GM B-Body Front HQ Series Shockwave

Recommended Tools



1000 Series Bellow, 2.75" Stud/Eye 2.9" Shock Installation Instructions

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Page 2..... Included components

Page 3..... Notes and Care of Your Shockwave

Page 4..... Shock Adjustment

ShockWave Dimensions:

Center of bearing to Center of bearing:

Compressed: 10.35"

Ride Height: 11.75"

Extended: 12.65"

THE DELRIN BALL REQUIRES A 3/4" HOLE FOR THE FLANGE TO GO THROUGH. THIS CAN BE DRILLED WITH A UNIBIT.

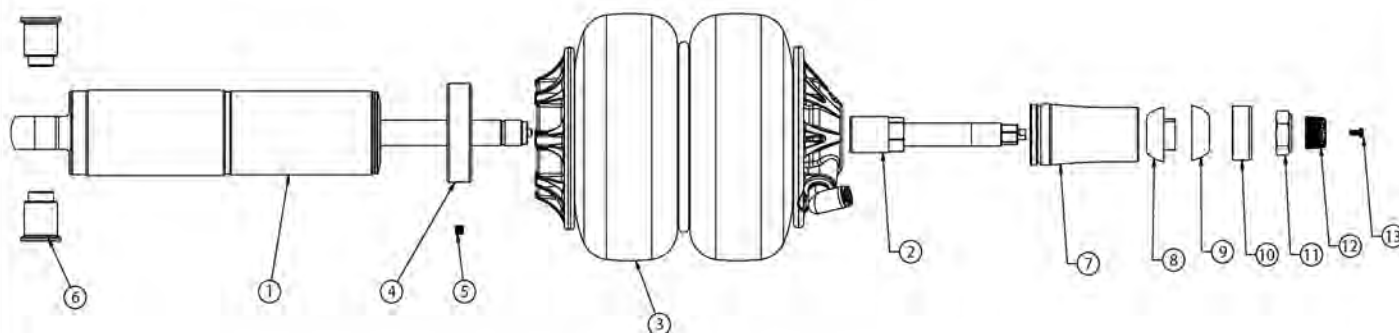
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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	24129999	2.9" Stroke HQ Series Shock	2
2	90009989	2.75" Stud Top (Installed on Shock) - Includes Adjuster Knob & Screw	2
3	24090199	1000 Series 6.5" Double Convolute AirSpring	2
4	70010893	AirSpring Locking Ring (Installed on shock)	2
5	99055000	Locking Ring Set Screw (Installed on shock)	2
6	90002067	Spacers - INCLUDED WITH STRONGARMS	4
7	90002313	2.75" Aluminum Stud Top Base	2
8	90001904	Bottom Delrin Ball	2
9	90001903	Top Delrin Ball	2
10	90001902	Delrin Ball Aluminum Top Cap	2
11	99562003	9/16"-18 Thin Nylok Nut	2
12	90009972	Adjuster Knob - (90009989 assembly)	2
13	90009969	#4-40 X 1/4" SS, 18-8 Pan Head Torx Cap - (90009989 assembly)	2
	70012161	2.75" Stud Top Metering Rod (installed in stud top)	2
	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
	90001995	Bearing Snap Ring (installed in shock and eyelet)	8



THE DELRIN BALL REQUIRES A 3/4" HOLE FOR THE FLANGE TO GO THROUGH. THIS CAN BE DRILLED WITH A UNIBIT.

WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.



ShockWave Installation



1. Drill the OEM shock hole out to 3/4". This can be done with a Unibit.



2. The Shockwave stud top will come in contact with the coil spring retainer, so it must be opened up towards the engine. **Image 2** has a white line illustrating where to cut the opening for stud top clearance. A die grinder works well here.



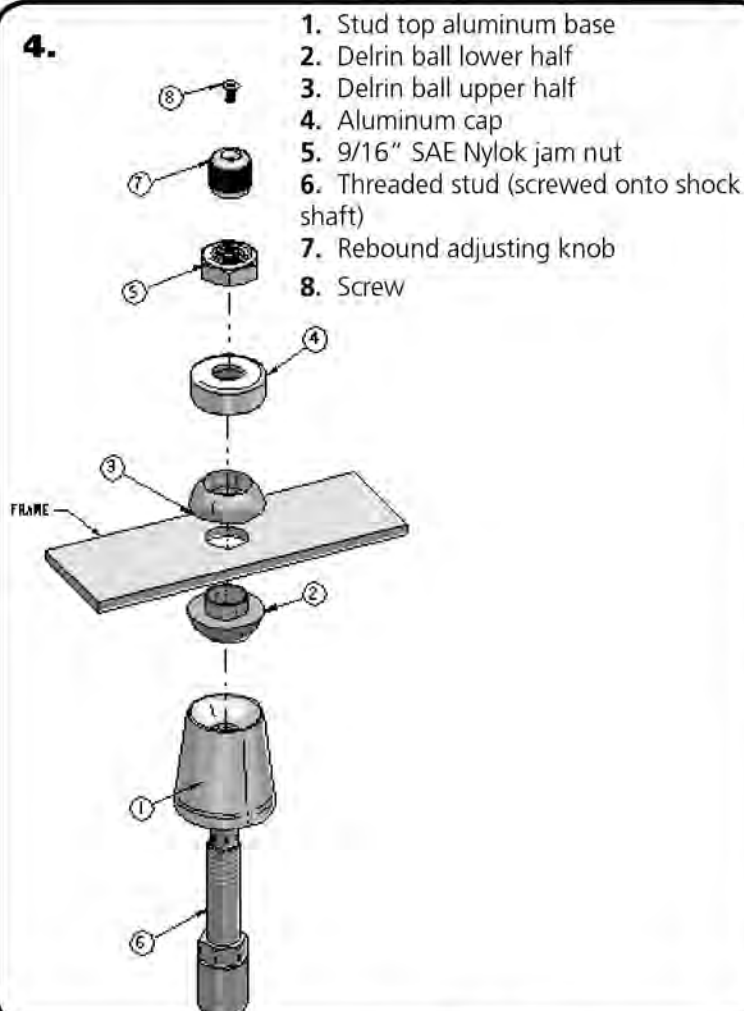
3. **Image 3** shows the spring retainer trimmed out.

Note: It may be helpful to go ahead and install the lower StrongArms and Shockwaves to check if any more trimming is necessary.



ShockWave Installation

4.

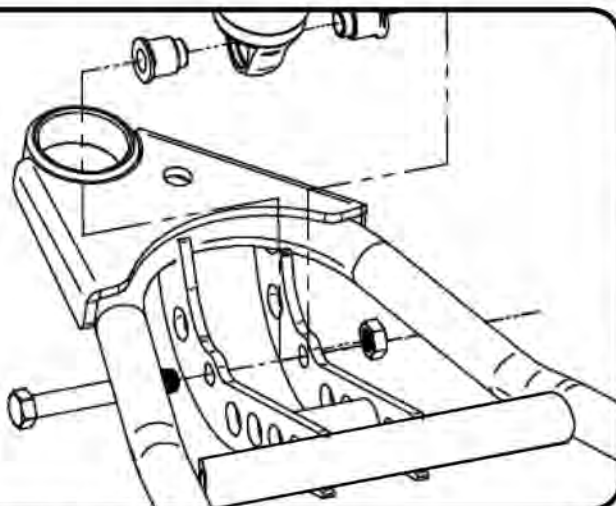


Note: The airline must also be routed at this time. It can be ran through the frame toward the rear of the vehicle.

4. The air fitting location can be rotated by twisting the bellow assembly separate of the shock. Place the Shockwave into the coil spring pocket with the stud sticking through the OEM shock hole. See assembly **Diagram 4**. OEM Shock hole **must** be drilled out to $\frac{3}{4}$ "

1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw

5.



5. Raise the lower arm up to the Shockwave and bolt them together using the $\frac{1}{2}$ " x $3\frac{1}{4}$ " bolt and Nylok supplied w/ the lower arms. An aluminum spacer will be on each side of the bearing. Torque to 75 ftbs.

6. Raise the lower control arm to full compression and double-check to make sure the Shockwave does not rub on anything at any-time. Allowing the Shockwave to rub on anything will cause failure and is not a warrantable situation.

7. The best ride quality will occur around 50-60% suspension travel; depending on vehicle weight this typically occurs around 105-110 psi.



Notes and Care of your Shockwaves

NOTES:

WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.

TIGHTENING THE TOP 9/16"-18 NUT: SNUG THE NUT DOWN AGAINST THE TOP CAP. YOU NEED TO BE ABLE TO ARTICULATE THE SHOCK BY HAND. WE TORQUE THE NUT TO 80 INLBS USING A 7/8" CROWS FOOT WRENCH ON A TORQUE WRENCH.

You can clock the airfitting location on the ShockWave by turning the AirSpring assembly of the shock. Make sure the fitting doesn't contact the frame.

When cutting the airline, use a razor blade. The cut needs to be a clean cut and square for the airline to seal properly.

The Locking ring on the shock is **NOT** adjustable. These rings are set at the factory to optimize the AirSpring stroke with the shock stroke.

The care and feeding of your new ShockWaves

1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. This is a non warrantable situation.
2. Do not drive the vehicle overinflated or "topped out". Over a period of time the shock valving will be damaged, possibly to the point of failure. This is a non warrantable situation! If you need to raise your vehicle higher than the ShockWave allows, you will need a longer unit.
3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. This is a non warrantable situation.
4. Do not let the ShockWave bellows rub on anything. Failure will result. This is a non warrantable situation.
5. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warrantied.



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. You must first begin at the ZERO rebound setting, then set the shock to a soft setting of 20.



-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 clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



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

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks. **CONTINUE ON NEXT PAGE.**

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 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.

STILL HAVE QUESTIONS?

Tech line hours

Monday - Friday

8AM - 6PM (EST) 812-482-2932



Part # 11052899

1958-1964 GM B-Body Front Lower ShockWave/CoilOver StrongArms



Recommended Tools



1958-1964 GM B-Body Lower StrongArms Installation Instructions

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Page 2..... Lower Control Arm Components
Page 3..... Getting Started & Installation
Page 4..... Installing Spindle and Alignment

THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH THE OEM SPINDLES.

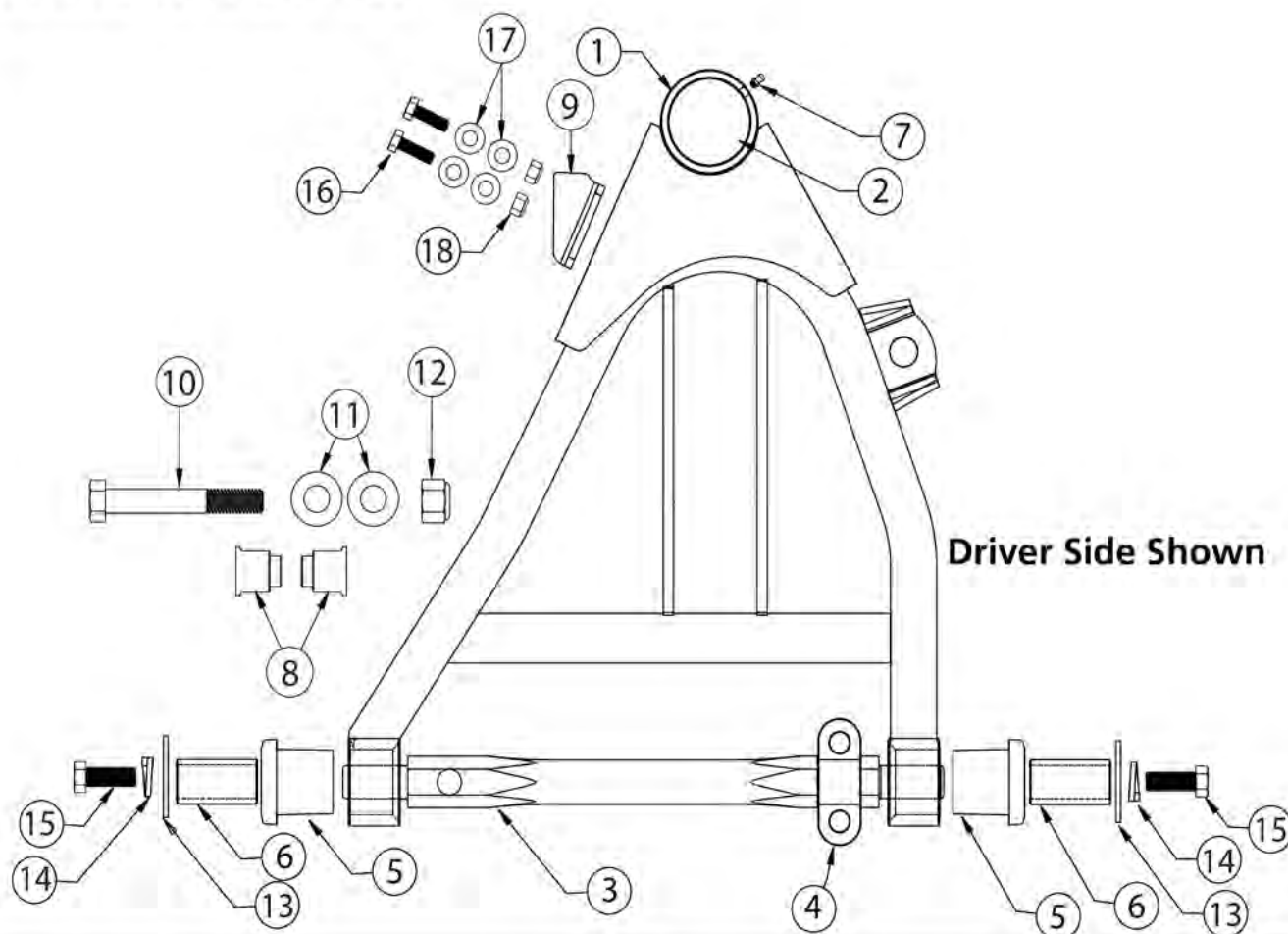
IF INSTALLING THESE STRONG ARMS ON A 1958, YOU WILL NEED SPINDLES THAT FIT 1959-1964.



Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90001298	Driver Lower Control Arm (Shown)	1
1	90001299	Passenger Lower Control Arm	1
2	90002586	Lower Ball Joint Kit	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	90002062	Shock Bearing Spacers	4
9	70014361	Steering Stop - Driver (Shown)	1
9	70014362	Steering Stop - Passenger	1

HARDWARE LIST IS ON PAGE 3





Hardware ListIn the box (Kit# 99010078)

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
SHOCK TO CONTROL ARM				
10	2	99501005	1/2"-13 x 3 1/2" Hex Bolt	Shock to Control Arm
11	4	99503014	1/2" SAE Flat Washer	Shock to Control Arm
12	2	99502009	1/2"-13 Nylok Nut	Shock to Control Arm
CONTROL ARM BUSHING HARDWARE				
13	4	99433001	7/16" Flat Washer	Control Arm Bushing Hardware
14	4	99433003	7/16" Split Lock Washer	Control Arm Bushing Hardware
15	4	99431006	7/16"-20 x 1 1/4" Hex Bolt	Control Arm Bushing Hardware
STEERING STOP TO CONTROL ARM				
16	4	99311030	5/16"-18 x 1" Hex Bolt	Steering Stop to Control Arm
17	8	99313001	5/16" Flat Washer	Steering Stop to Control Arm
18	4	99312003	5/16"-18 Nylok Nut	Steering Stop to Control Arm
THE FOLLOWING HARDWARE IS NOT SHOWN IN THE DIAGRAM				
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.

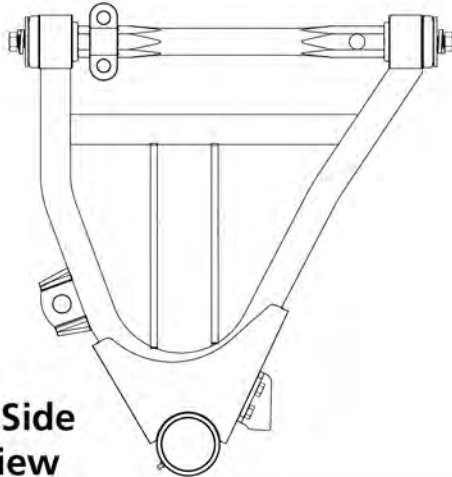
When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

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.

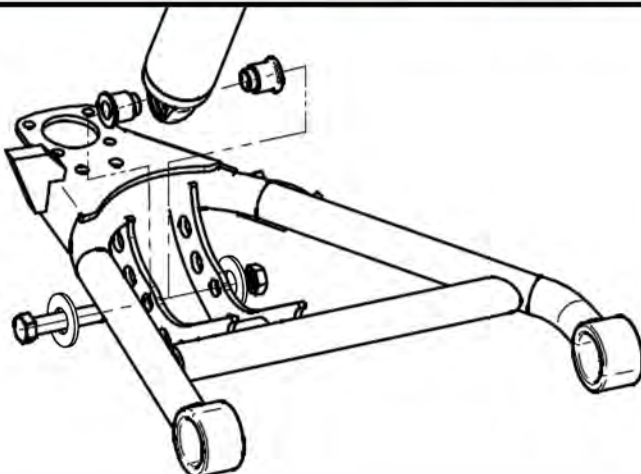
Install the ShockWaves/CoilOvers at this time. Refer to the ShockWaves/CoilOvers instructions for Assembly.

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. Bolt the Shockwave or CoilOver to the lower arm using the supplied 1/2" x 3 1/2" bolt, 1/2" flat washers, and 1/2" nylok nut. Insert the supplied aluminum spacers in each side of the shock bearing and slip it into the control arm. Line the spacers/bearing up with the 1/2" hole in the shock straps of the control arm and install hardware. Torque the 1/2" hardware to 75 ftlbs.



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 2..... Upper Control Arm Components
Page 3..... Getting Started & Installation
Page 4..... Installing Spindle and Alignment

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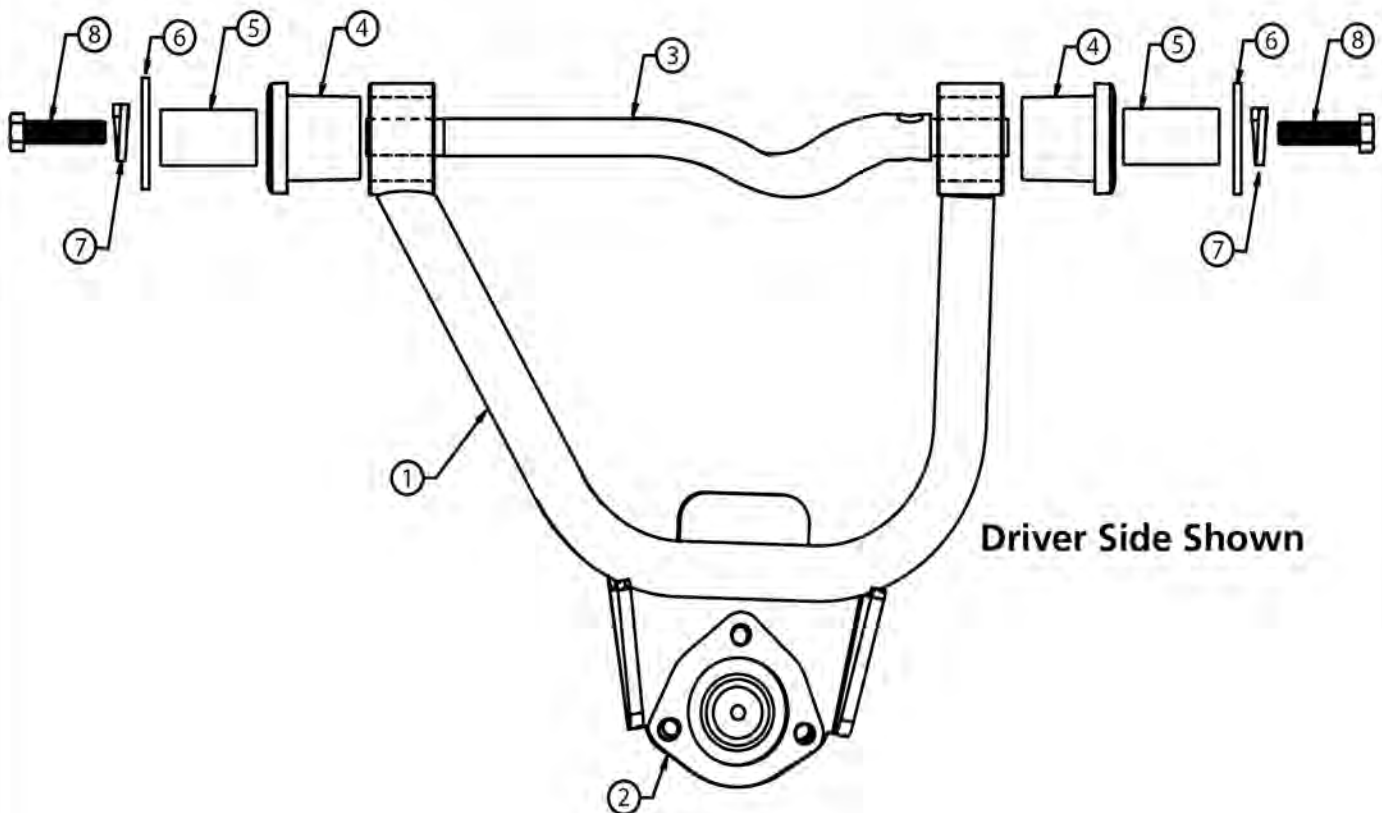
IF INSTALLING THESE STRONG ARMS ON A 1958, YOU WILL NEED SPINDLES THAT FIT 1959-1964.





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	Tall Upper Ball Joint Kit	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





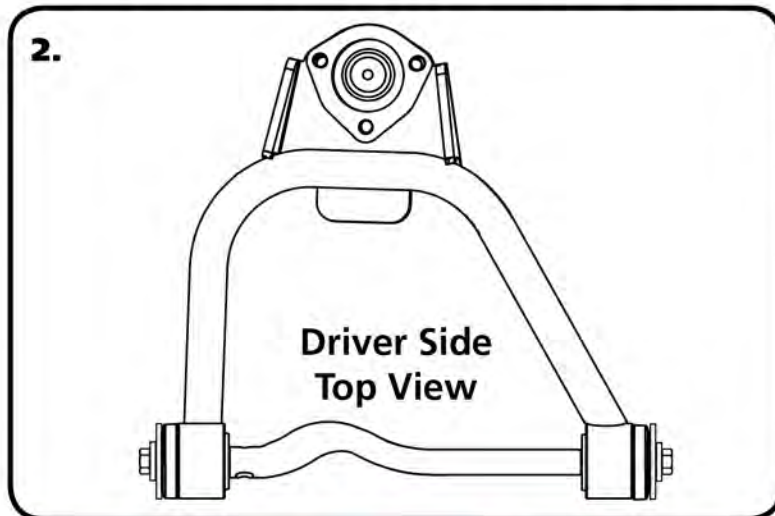
Getting Started.....

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.



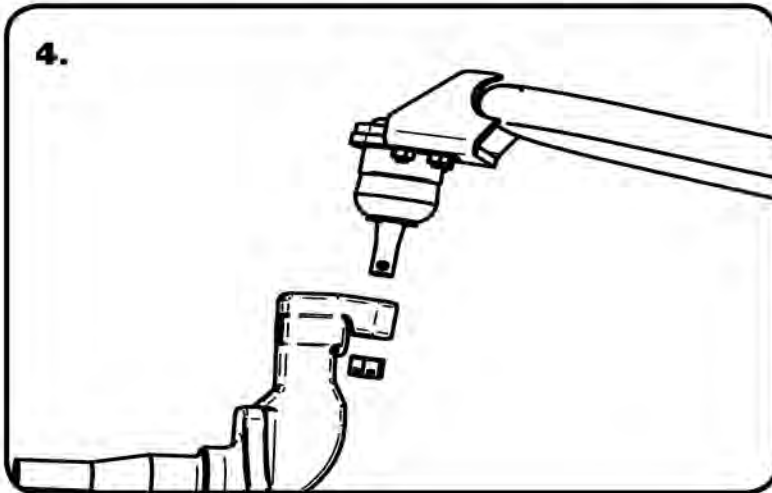
2. The Upper Control Arm is attached to the factory frame using factory hardware. The driver side arm is shown in **Figure "2"**. The Ball joint is located on the arm to the REAR of the car.



3. 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 "3"**.



Installing Spindle and Alignment



4. 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.

5. 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



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Part # 11059100
58-64 Impala Front MuscleBar
w/ PosiLinks

Components:

1	90000127	1 ¼" Diameter sway bar	
2	90000124	Sway bar arm	
1	90000736	Driver side frame bracket	
1	90000737	Passenger side frame bracket	
2	90001098	1 ¼" I.D. Polyurethane bushing	
2	90000922	12mm straight PosiLink	
2	90000921	12mm 90 degree PosiLink	
2	90000089	T-bushing for lower control arm	
1	90001092	Tube of lithium grease	
2	99250001	¼" – 28 straight grease fitting	
2	99125001	12 x 1.75 x 45mm stud	In PosiLink (use Loctite)

Hardware Kit: 99010039

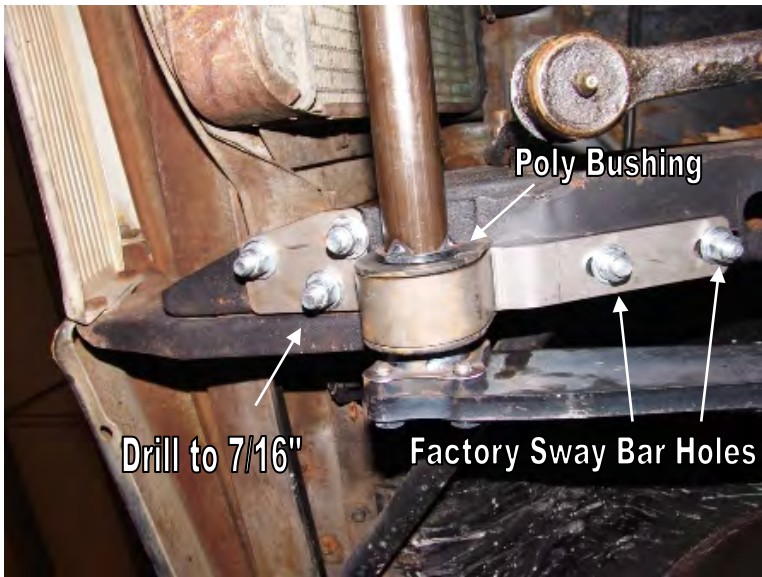
4	99122001	12mm Nylok nut	PosiLink
2	99433002	7/16" SAE flat washer	PosiLink to lower arm
6	99431001	7/16" x 1" USS bolt	Frame bracket to frame
6	99432001	7/16" USS Nylok nut	Frame bracket to frame
12	99433002	7/16 SAE flat washer	Frame bracket to frame
4	99371003	3/8" x 1" USS bolt	Frame bracket to frame
4	99372002	3/8" USS Nylok nut	Frame bracket to frame
8	99373003	3/8" SAE flat washer	Frame bracket to frame
8	99371017	3/8" x 1" USS button head	Attaches sway bar arm to bar
8	99373005	3/8" lock washer	Attaches sway bar arm to bar

MUSCLEbar™

POSI•Link™

11059100 Installation Instructions

*****This sway bar is designed for use with our StrongArms*****



1. Apply lithium grease to the polyurethane bushing and slide it over the sway bar.

Note: Do not use petroleum based lubricants on polyurethane.

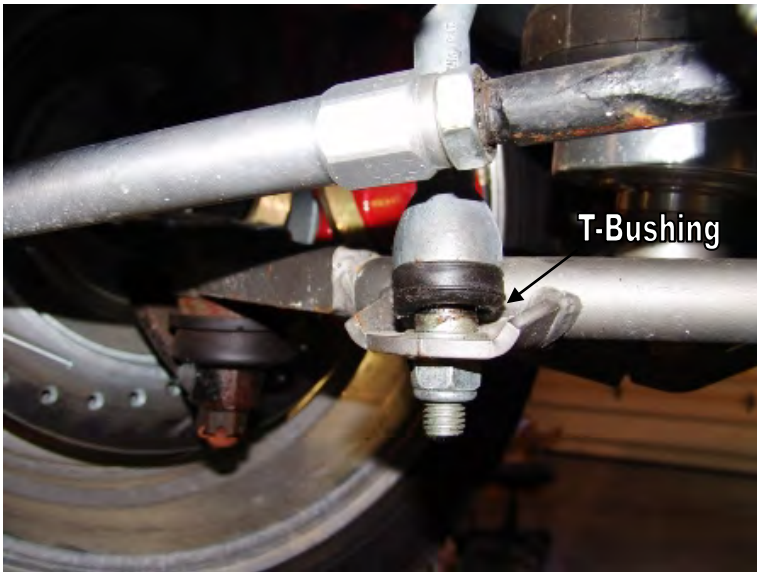
2. Place the frame bracket over the poly bushing. Bolt the assembly to the frame, the rear two holes in the bracket will align with the factory sway bar mounting holes.



3. Two of the three holes on the front of the bracket will align with existing holes. The outer hole must be drilled to 7/16".

4. Bolt the sway bar arm to the bar using four 3/8" x 1" button head bolts and lock washers. The holes in the frame may need to be drilled out slightly.

5. Attach the 90 degree end of the PosiLink to the arm using a 12mm Nylok nut.



6. Attach the straight end to the lower control arm. A T-bushing is required between the PosiLink and the lower control arm. A 12mm Nylok nut and flat washer will secure the PosiLink to the lower arm.

Check clearance though full suspension travel and turn the wheel lock to lock. Ensure that the PosiLinks do not bind. Check PosiLink clearance with tie rods.





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Part # 11054699
58-64 Impala Rear CoolRide Kit
For Use w/ Lower StrongArms

Components:

2	90006873	Rear air spring
1	90000463	Driver side upper air spring bracket
1	90000464	Passenger side upper air spring bracket
2	90000472	1.5" O.D x 1.5" long aluminum bump stop spacer
2	90001082	Short bump stop

Hardware:

2	99435001	7/16" x 6" stud	Upper air spring bracket to frame
2	99433002	7/16" SAE flat washer	Upper air spring bracket to frame
2	99432001	7/16" USS Nylok nut	Upper air spring bracket to frame
4	99372002	3/8" USS Nylok nut	Upper air spring bracket
8	99373003	3/8" flat washer	Air spring mounting / Bump stop
2	99371003	3/8" x 1" USS bolt	Bump stop
2	99371001	3/8" x 3/4" USS bolt	Air spring to lower arm
4	99373005	3/8" lock washer	Air spring to lower arm / Bump stop



Installation Instructions

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. Place the upper cup bracket on top of the air spring and secure with two 3/8" Nylok nuts and flat washers.

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

6. 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.



7. 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. Fasten with a 7/16" Nylok nut and flat washer.

8. Fasten the aluminum bump stop spacer to the frame using a 3/8" x 1" bolt, flat washer and lock washer.

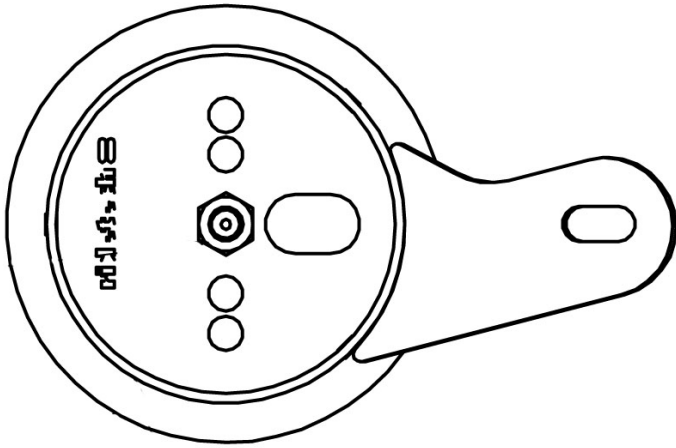
9. Screw the bump stop into the spacer.



10. Fasten the air spring to the lower StrongArm using a 3/8" x 3/4" bolt, lock washer and flat washer.

11. 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.

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



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

The tab goes to the rear of the car.



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Part # 11050701

58-64 Chevy Impala Rear HQ Series Shock Kit

Shock:

2	22989999	HQ Smooth Body Shock Cartridge
2	70011139	5/8" ID Shock Bushing
2	70011138	3/4" ID Shock Bushing
2	90002103	5/8" ID Shock Sleeve
2	90002068	Wide Trunnion

Hardware:

4	99311001	5/16" x 1" USS bolt	Shock to frame
4	99312003	5/16" USS Nylok nut	Shock to frame
8	99313002	5/16" SAE flat washer	Shocks to frame
2	99502002	½" SAE Nylok Nut	Shock to lower stud
2	99503001	½" SAE flat washer	Shock to lower stud

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1. Attach shock T-Bar to frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers.



2. Attach the bottom of the shock to factory shock stud using the 1/2" Nylok nut & flat washer supplied. Install one aluminum spacer on each side of the bearing.



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Part # 11054499
58-64 Impala Rear Lower StrongArms
For Use with CoolRide

Components:

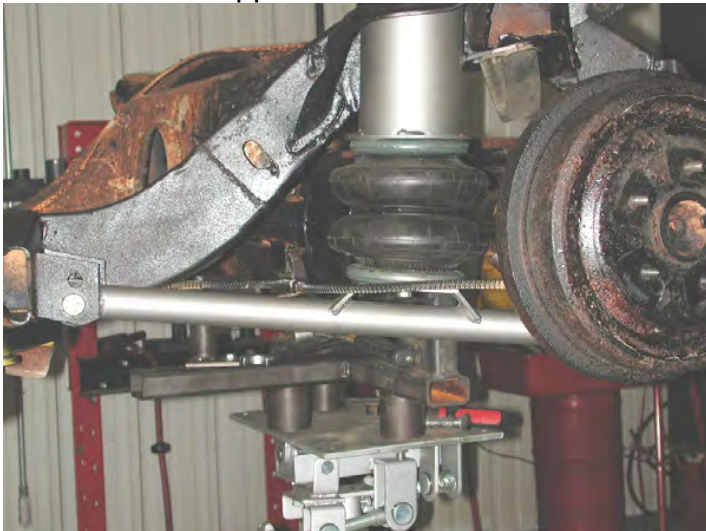
2	90000466	Lower control arm w/ air spring mount
4	90001085	Poly bushing half – 1.5" O.D x 1.5" long
4	90001086	Poly bushing half – 1.5" O.D. x 1" long
4	90000467	Bushing sleeve – 2.5" long

Hardware:

2	99621006	5/8" x 3 3/4" SAE Gr.8 bolt	Lower arm
4	99622006	5/8" SAE Nylok jam nut	Lower arm
6	99623001	5/8" SAE Flat Washer	Lower arm

Installation Instruction

1. Raise and support vehicle at a safe and comfortable working height.



2. Fasten the lower StrongArms to the frame and axle using the 5/8" x 3 3/4" bolt, flat washers, and Nylok nuts supplied on the front. The OEM rear bolt will be reused in conjunction with the supplied flat washer and Nylok nut.

3. Thread the 3/8" 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.

Note: Do one side at a time to keep axle from rotating.



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Part # 11066699

59-64 Chevy Impala Rear Upper Strong Arm & Panhard Bar Kit

Components:

1	90001119	Upper control arm – (set at 13.75")
1	70013364	R-Joint threaded rod end housing
2	70013858	R-Joint Spacers
1	90001085	Poly bushing half – 1.5" O.D. x 1.5" long
1	90001086	Poly bushing half – 1.5" O.D. x 1" long
1	90000467	Bushing sleeve – 2.5" long

Panhard:

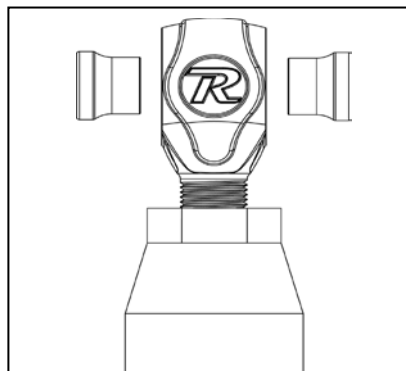
1	90002849	Panhard bar (Set at 31.500")
1	90001946	Panhard Kevlar lined Heim end – 3/4" I.D.
2	90000460	Aluminum T bushing – for heim end
2	70013334	R-Joint Spacers
1	90000461	Panhard bar stud

R-Joint Components

70013279	Retaining Ring
70013280	Wavo Wave Spring
70013276	R-Joint Composite Center Ball Cage
70013275	R-Joint Stainless Center Ball

Hardware:

2	99603003	5/8" USS flat washer	Panhard bar stud
1	99563001	9/16" USS flat washer	Panhard bar stud
1	99561001	9/16" x 2 1/2" SAE Gr.8 bolt	Panhard bar to frame
2	99562001	9/16" SAE Nylok nut	Panhard bar
2	99752004	3/4"-16 Jam nut	Heim end & R-Joint
2	99621005	5/8" x 3 1/2" SAE Gr.8 bolt	Upper arm
3	99622006	5/8" SAE Nylok jam nut	Upper arm / Panhard bar stud



Insert the SMALL end of the spacer INTO each side of the center pivot ball. Push the spacer in until it bottoms out in the center pivot.

STRONGARMS

Installation Instructions



1. Insert the LONG R-joint Spacers into the R-joint. The Small Diameter goes into the R-joint. Bolt the upper StrongArm to the frame using the 5/8" x 3 1/2" bolts and Nylok nuts supplied.

2. Using a 5/8" x 3 1/2" bolt fasten the poly bushing end of the upper bar to the axle bracket.

Note: Some vehicles have two factory upper arms and need a second tubular arm.



3. Install the 3/4" jam nut onto the end of the Heim end, then screw Heim end into the end of the panhard bar.

4. Press the aluminum T-bushings into the Heim end. Fasten the Heim end to the frame bracket using the 9/16" x 2 1/2" bolt and Nylok nut supplied.



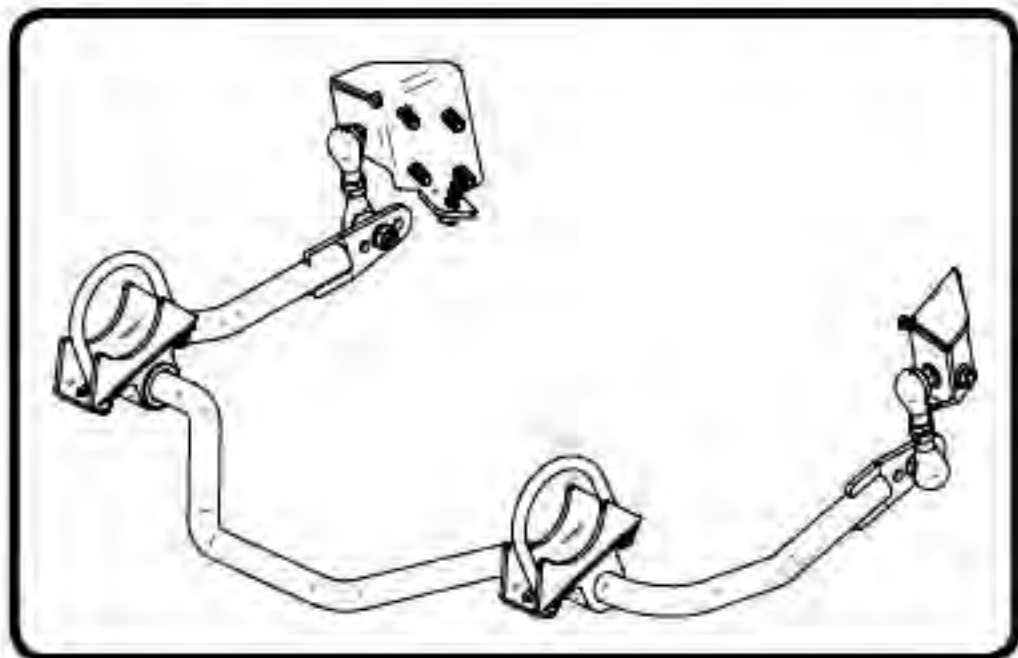
5. Bolt the new panhard bar stud onto the axle in factory stud location using the 9/16" Nylok nut and flat washer supplied.

6. Install a Narrow R-joint Spacer into the R-joint. The Small Diameter goes into the R-joint. Slide the R-joint onto the stud and fasten in place with a 5/8" flat washer and nylok nut.

New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self-lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.



Part # 11059102 - 58-64 Chevy Fullsize Rear MuscleBar



Recommended Tools



58-64 Chevy Fullsize MuscleBar Installation Instructions

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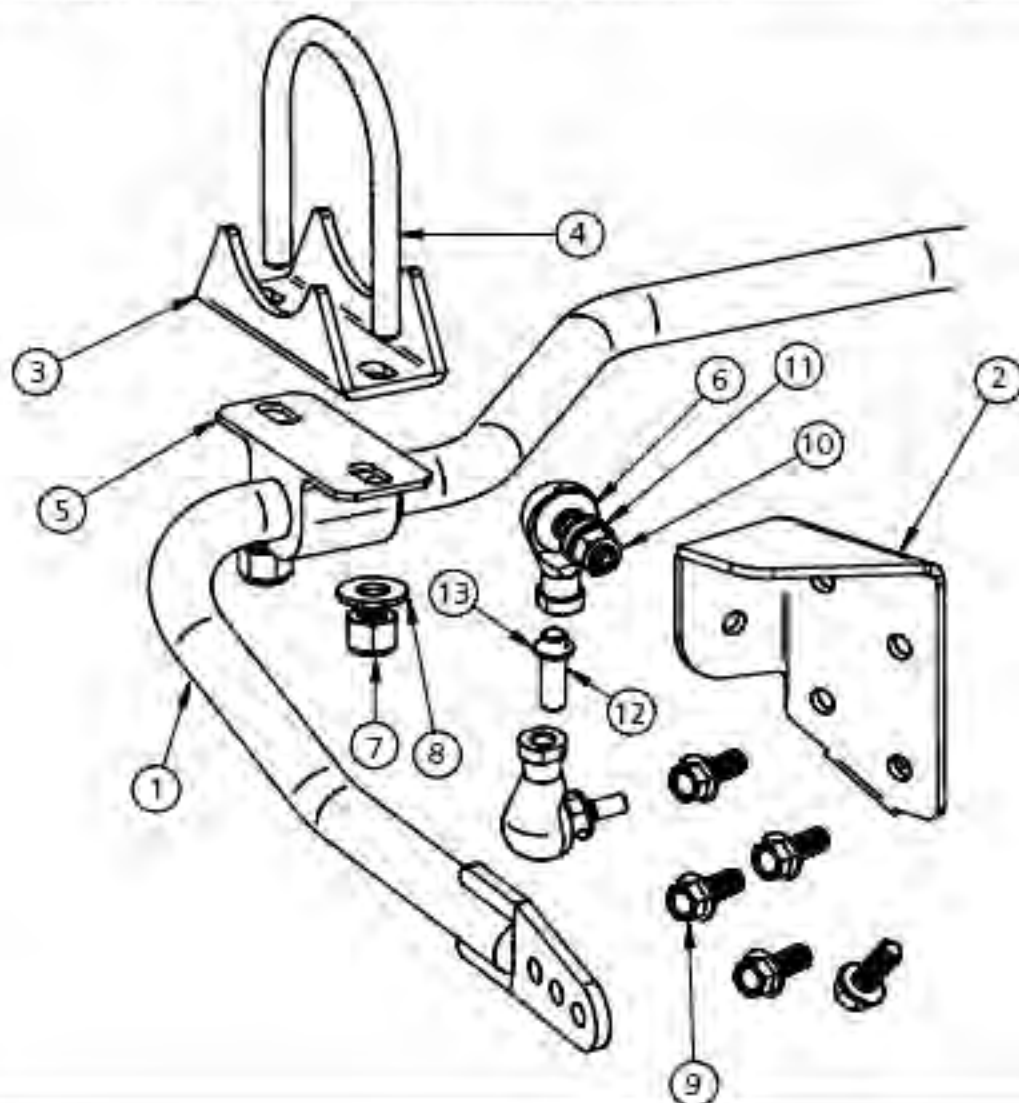
Page 2.....	Included components and Hardware List
Page 3.....	Getting Started
Page 4.....	MuscleBar Installation
Page 5.....	MuscleBar Installation
Page 6.....	Final Tightening and Adjusting





Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90002444	58-64 Rear MuscleBar Assembly	1
2	90002445	Driver Frame Bracket	1
2	90002446	Passenger Frame Bracket	1
3	90000740	Axle Saddle Bracket	2
4	90000088	7/16" U bolt	2
5	99800004	Poly Bushing and Bracket	2
6	90000926	10mm 90 degree PosiLink end	4
	90001092	Tube of Lithium Grease (Not Shown)	





Hardware ListIn the box

Item #	QTY	Part Number	Description	Location
7	4	99432001	7/16"-14 Nylok Nut	Axle Mount U-bolt
8	4	99433002	7/16" SAE Flatwasher	Axle Mount U-bolt
9	10	99373007	3/8"-16 x 1 Thread Forming Bolt	Frame Bracket to Frame
10	4	99112002	10mm-1.5 Nylok Nut	PosiLink to Bracket and MuscleBar
11	8	99373003	3/8" SAE FlatWasher	PosiLink to Bracket and MuscleBar
12	2	99115001	10mm-1.5 x 40mm Stud	Preassembled in PosiLink Assembly
13	4	90002275	Aluminum Crush Washer	Preassembled in PosiLink Assembly

Getting Started.....

Congratulations on your purchase of the Ridetech Rear Muscle Bar. These 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, tuneability - this Musclebar has 3 postions to aid in the tuning of the handling of your car.

The MuscleBar has 3 postions to aid in the tuning of your cars handling. We start in the center position and tune from there. The Postion to to the front of the car will make the Musclebar softer. The position to the rear of the car will make the MuscleBar stiffer.

1.

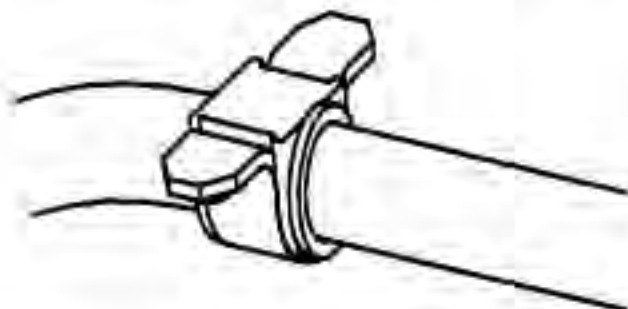


1. Apply Lithium grease to the inside of the sway bar bushings using the tube of grease supplied in the kit.



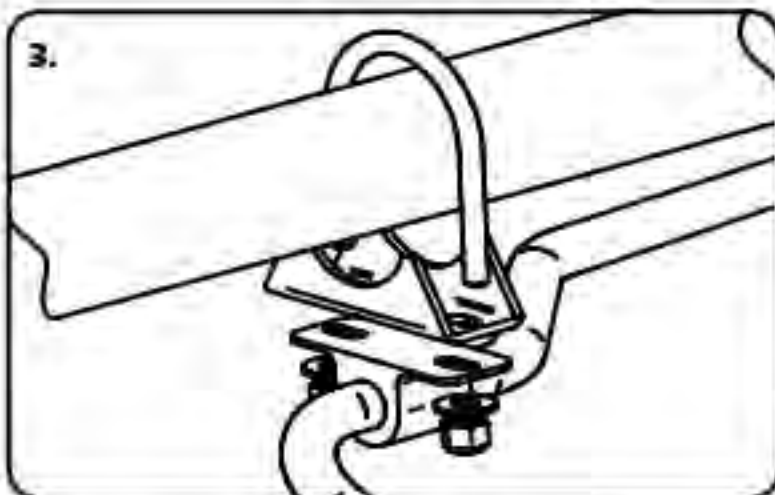
MuscleBar Installation

2.



2. Install the swaybar bushings and straps onto the MuscleBar. The bushings and straps get installed on the outer ends of the MuscleBar against the stop rings.

3.

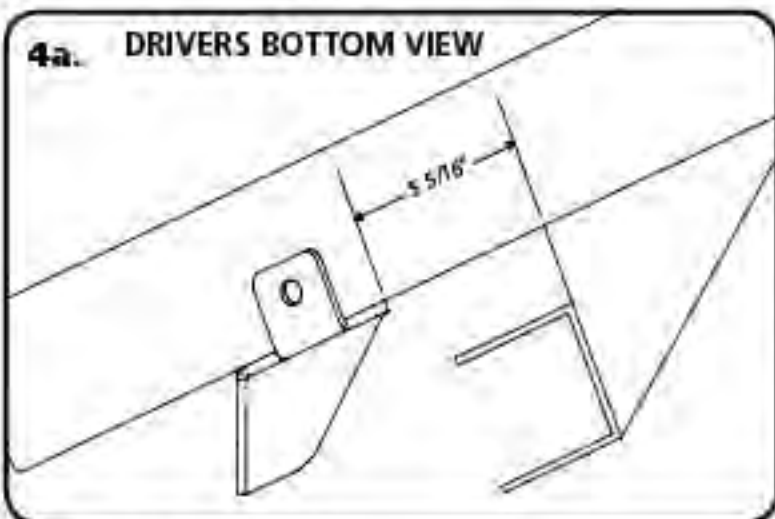


3. Install the U-bolts over the axle, slide the saddles onto the ubolts along with the MuscleBar. The MuscleBar should be centered on the rearend. Install the 7/16" washer and Nylok nut loosely for now. **DO NOT TIGHTEN NUTS YET.**

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.

4a. DRIVERS BOTTOM VIEW

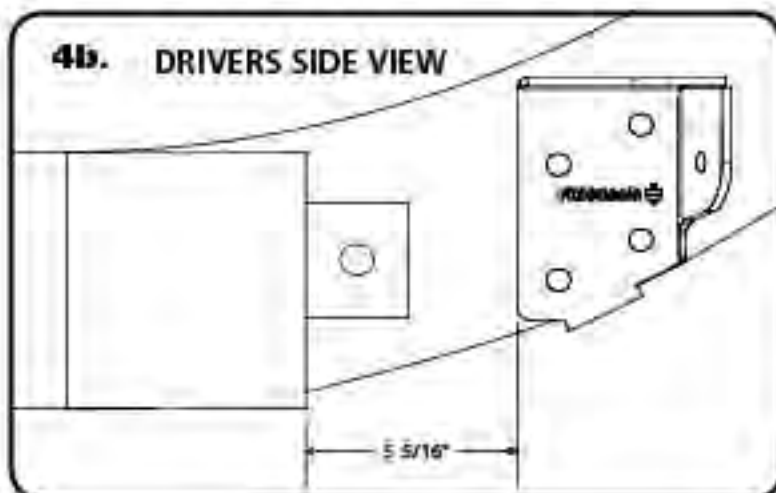


4a . There is a Driver and Passenger frame bracket. In illustrations 4a & 4b, the drivers side is shown. The bracket gets located by measuring from the lower control arm frame bracket. The frame bracket is located 5 5/16" (measuring towards the rear of the car) from the factory control arm bracket. This measurment is taken right where the factory bracket attaches to the frame.



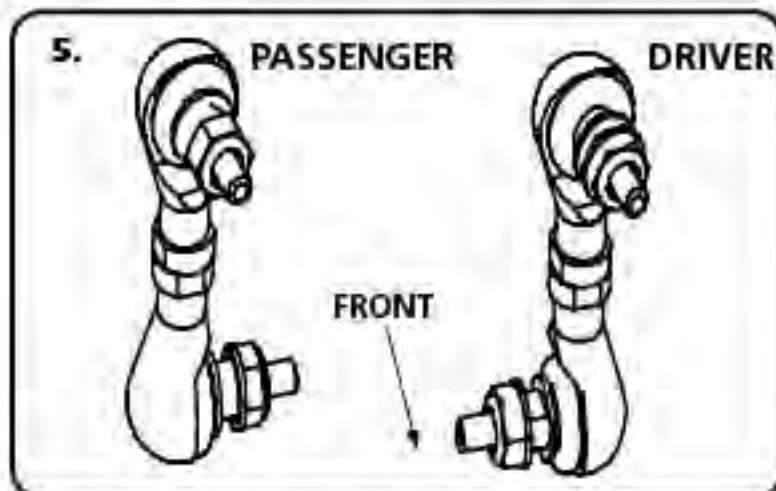
MuscleBar Installation

4b. DRIVERS SIDE VIEW



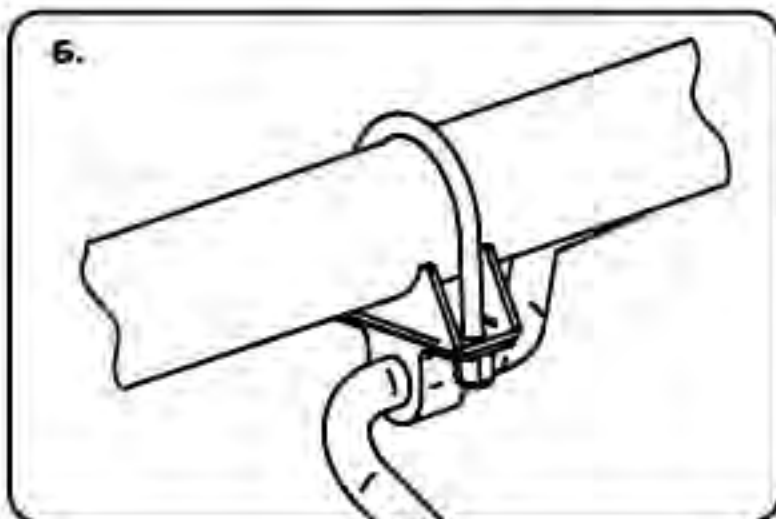
4b. This illustration shows the frame bracket as looking from the side. With the frame bracket held in place mark the (5) mounting holes. Drill these holes with a 5/16" drill bit. Attach each bracket with (5) 3/8-16" thread forming bolts.

5. PASSENGER DRIVER



5. Install the PosiLinks in the frame brackets and in the CENTER hole in the MuscleBar using a 3/8" SAE Flatwasher on each side of the bracket and on each side of the mount on the MuscleBar. The PosiLinks are installed with the stud on the upper PosiLink pointing forward and the stud on the lower PosiLink pointing to the inside of the car. Install the 10mm Nylok on PosiLink and tighten nut.

6.



6. Tighten the 7/16" Nylok nuts on the U-bolts making sure the Musclebar is centered on the rearend.



Final Tightening and Adjusting

5. The MuscleBar has (3) holes in the arms for adjustment. The center hole is the standard hole. You can stiffen the bar by moving the Posilink in to the hole closest to the differential, or soften it by moving it to the hole at the end of the bar.

Note: If any grease is needed after installation use a lithium based grease. **DO NOT USE A PETROLEUM BASED GREASE**

STILL HAVE QUESTIONS?

Tech line hours

Monday - Friday

8AM - 6PM (EST) 812-482-2932