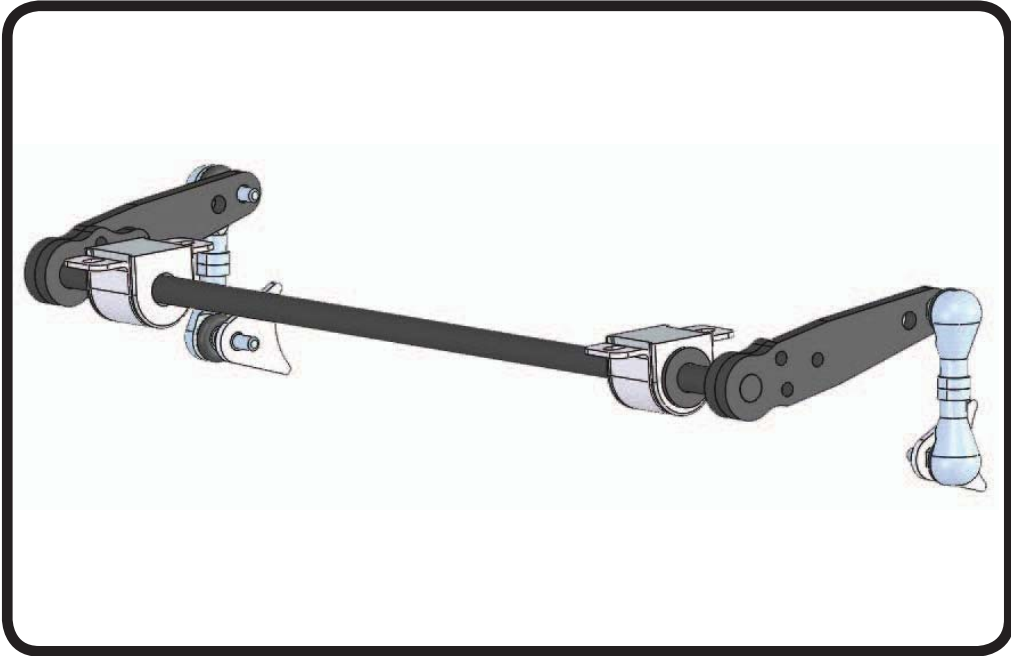




Part # 11179102 - 1970-1981 GM F-Body Rear MuscleBar



Recommended Tools



1970-1981 F-Body Rear MuscleBar Installation Instructions

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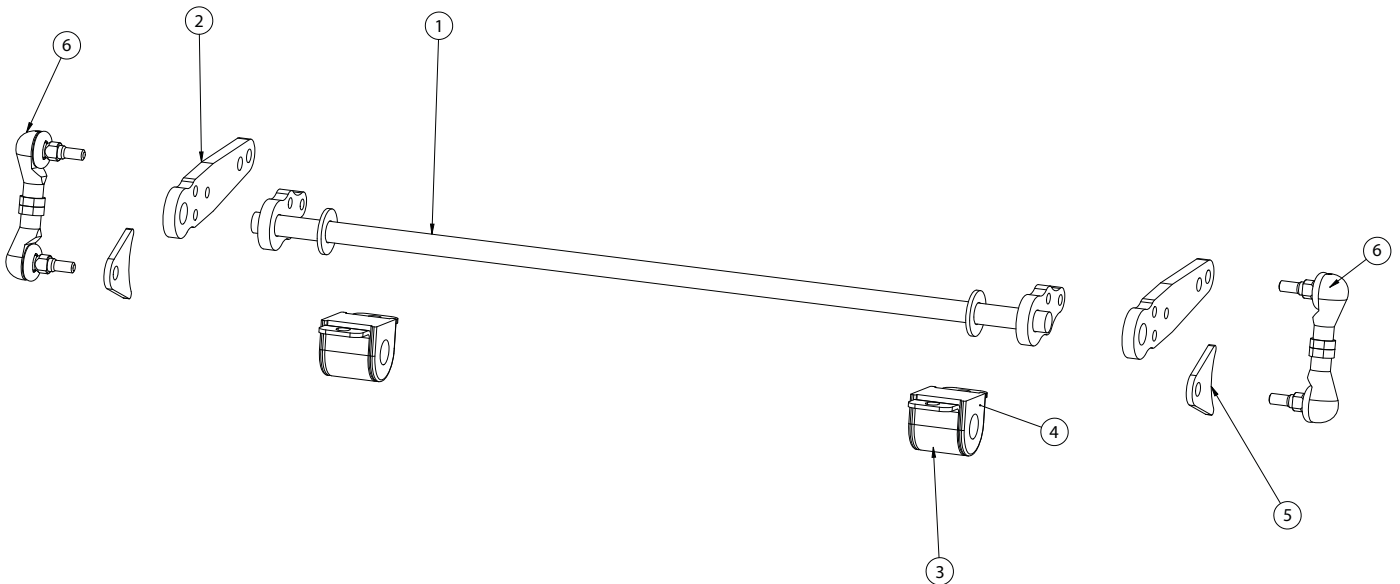
THIS MUSCLEBAR KIT IS DESIGNED TO BE USED WITH THE RIDETECH 4 LINK SYSTEM.

THIS KIT REQUIRES WELDING.



Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90002799	Rear MuscleBar	1
2	90002800	MuscleBar Arm	2
3	90002572	Bushing Bracket	2
4	90001979	MuscleBar Bushing	2
5	70013443	MuscleBar Axle Tab	2
6	90000926	10mm 90 degree elbow (Pre assembled Posilink)	4
	99115001	M10-1.5 65mm stud (Pre assembled Posilink)	2
	90002275	Crush Washer (Pre assembled Posilink)	2
	70013574	Delrin Bushing Liner (Not Shown)	2



Hardware ListIn the box

QTY	Part Number	Description	Location
4	99112002	M10-1.5 Nylok Nut	Posilink to Swaybar Arm and Axle Tab
6	99311006	5/16"-24 x 1 1/4" Hex Bolt	MuscleBar Arm to Bar
6	99312001	5/16"-24 Nylok Nut	MuscleBar Arm to Bar
12	99313001	5/16" SAE Flat Washer	MuscleBar Arm to Bar
4	99371005	3/8"-16 x 1 1/4" Hex Bolt	MuscleBar Mount & Bushing to Frame
8	99373002	3/8" SAE Flat Washer	MuscleBar Mount & Bushing to Frame
4	99372001	3/8"-16 Nylok Nut	MuscleBar Bushing to Mount (Not Shown)



Getting Started.....

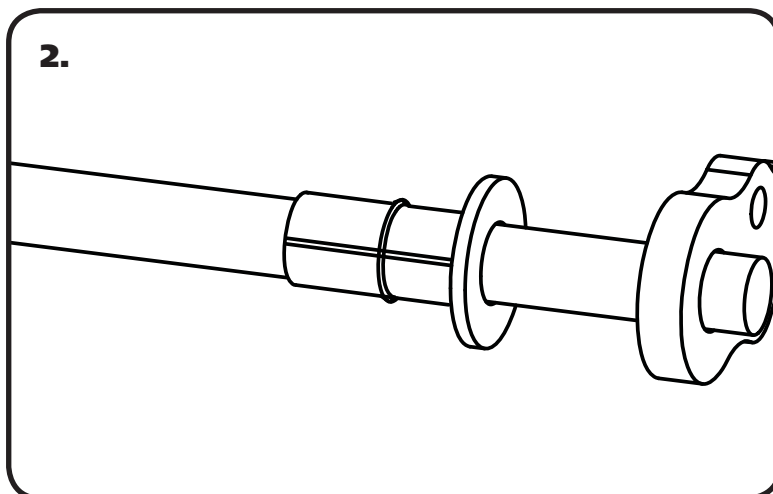
Congratulations on your purchase of the Ridetech Rear MuscleBar. This kit has been designed to give your Camaro excellent handling along with a lifetime of enjoyment. Some of the key features of this MuscleBar: PosiLinks - The Posilink makes the reaction of the swaybar instantaneous; Tunability - this Musclebar has 2 positions to aid in the tuning of the handling of your Camaro.

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

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



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 5 1/4" tall giving the Shock an eye-to-eye measurement of approximately 14 1/2".

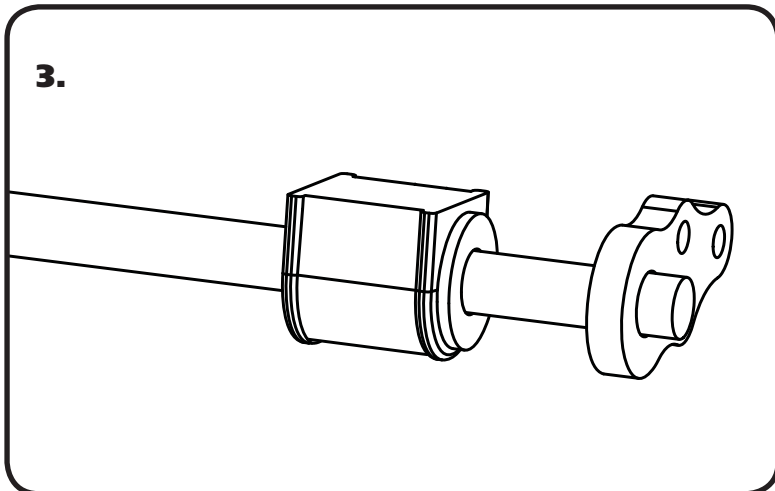


2. Install the Delrin Bushing Liner by opening it up at the split and slipping it onto the MuscleBar. The Liner need to be on the inside of the bushing stop rings.



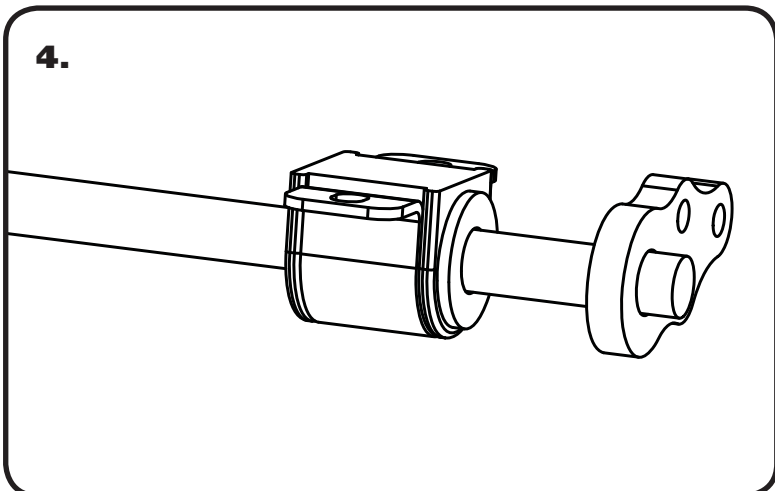
MuscleBar Installation

3.



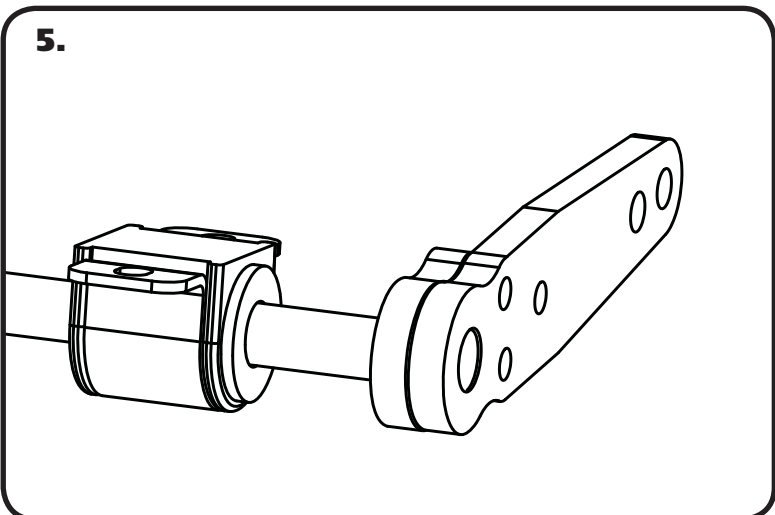
3. Install the Bushings by opening them up at the split and sliding them over the bar. They are positioned on the inside of the stop ring.

4.



4. Slip the Bushing Strap over the bushing. Position them similar to **Image 4**.

5.



5. 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.



MuscleBar Installation



6. Install a 3/8" Flat Washer on each of (4) 3/8"-16 x 1 1/4" Bolts. Install (2) in each MuscleBar mount that is built into the rear shock crossmember. They will be installed with the threads pointing down to help simplify the MuscleBar installation.



7. Insert the MuscleBar up into the car with the Arms pointing forward. Line up the holes in the Bushing Straps with the Bolts sticking down out of the mounts on the crossmember. While holding the bar in place, install a 3/8" Flat Washer and 3/8"-16 Nylok Nut on each of the (4) bolts sticking through the bushing straps. Torque the hardware to 45 ftlbs.



8. Install a 3/8" Flat Washer on the threads of one end of the PosiLinks. Insert the PosiLink into the OUTER hole of the musclebar arm with the threads pointing to the inside of the car. Refer to **Image 8**. 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 ftlbs.



Axle Tab Installation



9. 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.



10. 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.

11. After the Tabs have cooled down, paint or touch up the tabs and area around them. Reconnect the PosiLinks. Torque the Nuts to 37 ftlbs.

The MuscleBar has 2 positions to aid in the tuning of your Camaro's handling. We start in the outer position and tune from there. The Position to the rear of the car will make the Musclebar stiffer. The position to the front of the car will make the MuscleBar softer.

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