
Front Components:
- 11282899  Front Lower StrongArms
- 11283699  Front Upper StrongArms
- 11283510  Front CoilOver Instructions
- 11289100  Front SwayBar Instructions

Rear Components:
- 11286210  Rear CoilOver Kit Includes:
  - Rear Lower StrongArms
  - Rear CoilOvers
- 11306698  Rear Upper StrongArms
- 11289000  Adjustable Panhard Bar

Miscellaneous Components:
- 85000000  Spanner Wrench

Recommended Tools

1967-1970 GM “B” Body CoilOver
Installation Instructions

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- Pages 14-16........ Front SwayBar
- Pages 17-35...... Rear CoilOver Kit
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THE FRONT CONTROL ARMS ARE DESIGNED TO BE USED WITH THE OEM SPINDLES.

Some vehicles have two factory upper arms and need a second tubular arm, Kit # 11306698.
Part # 11283510 - 1965-1970 GM “B” Body HQ Front CoilOvers

1965-1970 GM “B” Body HQ Series Front CoilOvers

Installation Instructions

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ShockWave Dimensions:
Center of Bearing to Stud Mounting Surface:
Compressed: 10.48”
Ride Height: 12.55”
Extended: 14.08”
Major Components

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<td>Bearing Snap Ring (installed in shock body)</td>
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1. To Assemble the CoilOver you need to:
   a. Remove Screw (2) from center of Adjustment Knob (1) and remove Adjustment Knob.
   b. Remove Nylok Nut, Delrin Upper Cap, Delrin Upper and Lower Balls, along with the base from the Coliover stud.
   c. Thread Adjuster Nut (3) onto the CoilOver body. Once it is threaded on the shock body, lightly thread in the locking screw (4) into the Adjuster Nut.
   d. Install a Delrin Spring Washer (5) onto the Adjuster Nut.
   e. Slide the CoilSpring (6) onto the CoilOver.
   f. Install another Delrin Spring Washer (5) on top of the CoilSpring.
   g. Install the Upper CoilSpring Plate (7) onto the CoilSpring.
   h. Install the CoilSpring Retaining Ring (8) onto the Stud Top Base (9). It fits into the groove in the base.
   i. Slide the Stud Top Base onto the shock until it bottoms out on the stud. It may be necessary to thread the Adjuster Nut down the shock body (to lower the spring) if the base will not slide all the way down onto the stud.
   k. Slide the Lower Delrin Ball (10) (it has the collar sticking up around the center hole) on to the Stud Top.

Repeat on second CoilOver.
CoilOver Installation

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

2. The CoilOver 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 CoilOvers to check if any more trimming is necessary.
2. With the CoilOver(1) assembled, it is time to bolt them into the car. The factory shock hole will need to be drilled out to 3/4”, this can best be done using a Unibit. Insert to CoilOver Stud Top through the factory hole in the frame. Install the Upper Delrin Ball(2) onto the shock stud with the flat side facing the frame. Next, install the Delrin Ball cap (3) onto the shock stud with the Concave side facing the Upper Delrin ball. Install the Nylok Nut(3) onto the shock stud and lightly tighten. The needs to be some resistance on the ball but not tight enough that it will not rotate freely. Reinstall the adjuster knob(5) using the screw (6) that was removed during step 1.

**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.

3. Install a spacer on each side of the lower Coilover. Slide the shock with the spacers installed into the lower control arm. Raise the arm up to line up the holes in the bushing with the 1/2” hole in the control arm straps and hold it in place while you install the 1/2” x 3 1/2” bolt, 1/2” flat washer, and 1/2” Nylok nut. Tighten the upper and lower shock bolts.
1965-1970GM B-Body Front Lower ShockWave/CoilOver StrongArms

THESE STRONGARMS ARE DESIGNED TO BE USED WITH THE OEM SPINDLE!!

Components:

1 90000093  Driver side lower arm
1 90000094  Passenger side lower arm
2 90002586  Ball joint (includes boot, grease fitting, castle nut & cotter pin)
2 90000928  Rubber bushing – pressed into arm
2 90001045  Control arm pivot bearing
2 90000734  Bearing housing
2 90000735  Bearing retaining plate
2 90000733  Aluminum bearing spacer
2 90000732  Bearing stud (Set to 3 1/16”)
4 90002062  Aluminum spacer – Shock to lower arm
2 99752006  ¾”-16 Jam Nut – Assembled on Strut Rod

Hardware:

2 99752001  ¾”-16 Lock nut Gr.8  Pivot bearing
2 99753002  ¾” Flat washer  Pivot bearing
6 99371018  3/8” x 1 ¼” SHCS  Pivot bearing
6 99373006  3/8” Lock washer  Pivot bearing
2 99501005  ½”-13 x 3 1/2” Gr. 5 bolt  Shockwave to lower arm
2 99502009  ½”-13 Nylok nut  Shockwave to lower arm
4 99503014  ½” SAE Flat Washer  Shockwave to lower arm
2 99371004  3/8” x 1 ¼” USS bolt  Steering stop
2 99372004  3/8” USS regular nut  Steering stop
1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.

2. Remove the coil spring, shock absorber, upper and lower control arms, sway bar and the strut rods. **The factory lower control arm bolt will be reused.**

   **Note:** This kit is designed for use with our MuscleBar sway bar. It is easier to install it before the lower arms. The factory sway bar will not fit.

3. Bolt the lower StrongArm to the frame using the factory bolt.

4. The front leg of the lower arm will attach to the frame in place of the strut rod. Refer to the diagram on the next page for assembly order.

   **Note:** The hole in the frame may need to be buffed to allow bearing assembly to slide in.

5. Using the bearing retainer as a template; drill three 3/8" holes in the frame to secure the assembly. Use three 3/8" x 1 ¼” SHCS and lock washers to secure the assembly.
6. Attach the Shockwave to the lower control arm using a ½” x 3 1/2” bolt, flat washers, and Nylok nut. An aluminum spacer must be installed on each side of the bearing. The small OD of the spacers insert into the bearing.

7. Two 3/8” x 1 ¼” bolts and nuts are supplied for the steering stop. They will bolt to the rear side of the ball joint plate. This can be adjusted to limit steering radius.

8. The Caster setting on this system has a lot of adjustment. We recommend setting it at 3-3.5 degrees.

9. Driving height pressure should be around 100psi. 10-12 clicks in the shocks will be a good starting point. This will vary to vehicle weight and driver preference.
Part # 11283699 - 1965-1970 GM B-Body Front Upper StrongArms

1965-1970 GM B-Body Upper StrongArms

Installation Instructions

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THESE CONTROL ARMS ARE DESIGNED TO BE USED WITH THE OEM SPINDLES.
### Upper Control Arm Components

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**Driver Side Shown**
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”.

Driver Side
Top View

www.ridetech.com
4. 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 "4".

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. 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
Part # 11289100 - 1965-1970 Chevrolet B-Body Front SwayBar

Components:
1 90000104  Sway bar
2 90001100  Bushing and strap kit
2 90000929  12mm end link
2 90001092  Tube of Lithium grease

Hardware Kit: 99010042
2 99122001  12mm x 1.75 Lock nut  PosiLink to lower arm
4 99433002  7/16” SAE flat washer  PosiLink to lower arm
2 99123001  12mm lock washer  PosiLink to sway bar
4 99371004  3/8” x 1 ¼” USS bolt  Frame bracket
4 99372002  3/8” USS Nylok nut  Frame bracket
8 99373003  3/8” SAE flat washer  Frame bracket
SwayBar Installation

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

1. Slide the sway bar though the same holes in the frame that the factory bar went through.

2. Install the new polyurethane bushing over the sway bar. Lubricate with the Lithium grease supplied.

3. Slide the frame bracket over the bushings and clamp the sway bar up to the frame using a couple “C” clamps. The sway bar should be centered in the hole through the frame.

4. Adjust the frame bracket so that the corner of the bracket is flush with the outside of the frame rail.

5. The factory bolt holes will not be used. Two new holes must be drilled with a 3/8” bit.

6. Secure the assembly with two 3/8” x 1 ¼” bolts, flat washers and Nylok nuts.
7. Install the lower StrongArms.

8. Screw one end of the PosiLink into the end of the sway bar. A 12mm lock washer will be used between the stud and the sway bar.

9. The other end of the PosiLink will attach to the tab on the StrongArm using a 12mm flat washer and locking nut.

10. Check sway bar clearance through full suspension travel.

11. Congratulations!! Your New MuscleBar installation is now complete. If you have any further questions feel free to contact us at 812-482-2932.
Part # 11286299 - 1965-1970 Full Size Chevy Rear CoilOver StrongArms

1965-1970 GM “B” Body Rear CoilOver StrongArms

Installation Instructions

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Page 23-24........ CoilOver Installation
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<td>Retaining Ring</td>
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Congratulations on your purchase of the Ridetech B-Body CoilOver 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 StrongArm System: The StrongArms are designed to utilize a CoilOver Shock setup, R-Joints are used to eliminate bushing deflection along with providing free suspension movement through the entire travel. The R-Joints are made from a material that is self lubricating so no lubrication is needed.

**Note:** These control arms are designed for use with the Ridetech CoilOvers and the MuscleBar swaybar. The factory shocks and springs will not fit these StrongArms. If you have a swaybar that attaches to the lower control arms, it will NOT work with these StrongArms.

1. Raise the vehicle up to a comfortable work height. You will need the support the car by the frame to be able to freely raise and lower the rear axle. Use a jack under the differential to support it.

2. Remove the rear shocks, coil springs, and lower control arms.
Upper Mount Installation

3. This kit contains a Upper Shock Mount setup that is designed to be mounted in a specific orientation. Image 3 illustrates the proper orientation of the upper mount, we will cover the installation in the next steps. The upper mount is installed in the OEM coilspring pocket with the TABS of the upper plate to the front of the car. The Ridetech Icon (CIRCLED) needs to be toward the wheel. See Image 3.

4. The The Upper Clamp Plate needs to be placed on the top side of the OEM coilspring pockect. It will fit down in the recessed area of the coilspring pocket. Use Images 4 & 5 as a reference to install the upper clamp plate.

5. Image 5 shows the Upper Clamp Plate in poistion as looking at it from the bottom side of the frame. Don’t worry about the orientation of the bolt holes. You will position it correctly during the intallation of the Upper Shock Mount.
6. The Upper Mount Assembly is attached to the frame using (2) 1/2”-13 x 1 1/2” Bolts. Insert the bolts through the shock mount and through the upper plate.

7. Position the Shock Mount/Plate up into the frame, holding the shock mount and hardware in place. Position the mount with the tabs to the front of the car and Ride-tech Icon toward the wheel. You will need to align the upper clamp plate with the bolts that are sticking up through the frame.

8. Install a 1/2”-13 nylok nut on each of the bolts sticking through the frame and upper clamp plate. Torque the hardware to 75 ftlbs. Repeat for the second side of the car.
9. The Lower Control Arm has the bottom CoilOver mount built in. It will need to be installed with the CoilOver mount up and to the rear of the car. Install a 5/8” ID R-joint Spacer into the front R-joint. The Small Diameter goes into the R-joint. Slide the R-joint into the OEM lower control arm mount. Align the holes in the frame with the thru-hole of the R-Joint.

10. Install a 5/8” Flat Washer on a 5/8”-18 x 4” bolt. Insert the bolt/washer into the frame/R-Joint of the lower bar. Install a 5/8” flat washer and 5/8”-15 nylok nut on the threads of the bolt sticking through the frame. Tighten the hardware to eliminate any gaps.

11. Install the R-joint spacers into the rear R-Joints. Slide the rear of the lower control arm into the axle mount. Line up the mounting holes in the axle mount with the thru-hole of the R-joint.
12. Install a 5/8” flat washer on a 5/8”-18 x 4” bolt. Insert the bolt/washer through the mounting hole. Install a 5/8” flat washer and 5/8”-15 nylok nut on the threads of the bolt sticking through the axle mount. Tighten the hardware to eliminate any gaps.

13. Refer to the CoilOver instructions that are included with the CoilOvers for proper CoilOver assembly. Insert the SHORT shock bearing t-bushings into the bearing of the shock body. The SMALL diameter of the t-bushings will insert into the shock bearing.

14. Insert the shock into the upper mount, lining up the holes of the mount and shock bearing/spacers. Install a 1/2” flat washer on a 1/2”-13 x 2 1/2” bolt. Insert the bolt/washer into the upper mount/shock. Install a 1/2” flat washer and 1/2”-13 nylok nut and Torque to 50 ftlbs.

Note: For ease of adjustment, the shock needs to be mounted with the shock body up.
15. Insert the LONG shock bearing t-bushings into the bearing of the shock eyelet. The SMALL diameter of the t-bushings will insert into the shock bearing.

16. Insert the shock into the lower control arm with the adjuster knob to the front of the car. Line up the holes of the mount and shock. Install a 1/2" flat washer on a 1/2"-13 x 2 3/4" bolt. Insert the bolt/washer into the upper mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut and Torque to 50 ftlbs.

Note: If the shock knob is not facing the correct direction, you can turn it as needed.

Installation Instructions

Some vehicles have two factory upper arms and need a second tubular arm, Kit # 11306698.
Install the Spacers by inserting the SMALL side of the SPACER into the Center Pivot Ball. Push them in until they bottom out and stop.

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.
Upper Bar Installation

1. Insert the small diameter of the R-Joint Spacers into the center ball of the R-Joint. Insert the R-Joint/Spacers into the OEM mount of the differential.

2. Install a 5/8” flat washer on a 5/8”-18 x 4” hex bolt through the mount and control arm R-Joint. Install a 5/8” flat washer, followed by a 5/8”-18 nylok jam nut onto the threads of the bolt. Tighten the hardware enough to eliminate any gaps.

REPEAT THE ABOVE STEPS FOR THE FRAME SIDE OF THE UPPER STRONG ARM.
Part # 11289000 - 1965-1970 Full Size Chevy Adjustable Panhard Kit

1965-1970 GM “B” Body Adjustable Panhard Kit

Installation Instructions

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R-Joint Components - (Installed in bar ends)

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Hardware List .....In the box (Kit# 99010123)

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<td>14</td>
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<td>99562001</td>
<td>9/16”-18 Nylok Nut</td>
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<td>PANHARD BAR FRAME MOUNT</td>
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<td>16</td>
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<td>99562003</td>
<td>9/16”-18 Nylok Jam Nut</td>
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</table>
R-Joint Spacer Installation

1. Bolt the new panhard bar stud into the OEM location of the axle using the 9/16” flat washer and 9/16”-18 Nylok nut supplied in the kit. Torque to 95 ftlbs.

UPPER R-JOINTS

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.

Panhard Bar Installation

The Panhard bar can be removed from the car with it sitting at any height, but the car will need to be at ride height when checking the sided to side dimensions. It may be necessary to adjust the panhard bar to center the differential in the car at ride height.

1. Remove the OEM panhard bar from the car.

2. Remove the panhard bar stud from the rear differential.
## Panhard Bar Installation

2. Install a Narrow 5/8” ID R-joint Spacers into each side of the R-joint of either end of the Panhard Bar. 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 5/8”-18 thin jam nylok nut. Torque to 95 ftlbs.

3. Install the ¾” jam nut onto the end of the R-Joint end, then screw R-Joint end into the end of the panhard bar. Set the Panhard Bar to 35.750”. You may need to readjust it after getting the car set at ride height, but this is a good starting point. Press the SMALL diameter of the 9/16“I.D. R-Joint spacers into each side of the center ball of the remianing R-Joint. Push the spacers in until they bottom out in the center ball.

4. Insert the R-Joint Housing end of the panhard bar into the OEM frame mount. Align the align hole in the heim end with the holes in the OEM mount. Install a 9/16” flat washer on a 9/16”-18 x 3” hex bolt and insert in into the aligned holes. Install a 2nd 9/16” washer followed by a 9/16”-18 nylok nut on the threads of the bolt sticking through the frame. Torque to 95 ftlbs.

5. Check the side to side dimension between the tire and quarter panel with the car at ride height. You may need to adjust the panhard bar to center the axle at ride height.
Part # 11286210 - 1965-1970 B-Body Rear CoilOvers

1965-1970 B-Body HQ Series Rear Coilovers

Installation Instructions

Table of contents
Page  33........ Included components
Page  34........ Assembly and Adjusting
Page  35........ Final Adjusting and Preloading the Spring

ShockWave Dimensions:
Center of bearing to Center of bearing:
Compressed: 9.43”
Ride Height: 11.50”
Extended: 13.03”
## Major Components

#### In the box

<table>
<thead>
<tr>
<th>Item #</th>
<th>Part #</th>
<th>Description</th>
<th>QTY</th>
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<tr>
<td>1</td>
<td>982-10-803</td>
<td>3.6” Stroke HQ Series Shock</td>
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<td>2</td>
<td>815-05-022</td>
<td>Shock Eyelet</td>
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<td>4</td>
<td>59080575</td>
<td>Coilspring 8” 575lb</td>
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<td>5</td>
<td>70010828</td>
<td>Delrin Spring Washer</td>
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<td>6</td>
<td>803-00-199(kit)</td>
<td>Lower Spring Adjuster Nut (803-00-199 kit)</td>
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<td>7</td>
<td>803-00-199(kit)</td>
<td>Adjuster Nut Locking Screw (803-00-199 kit)</td>
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<td>8</td>
<td>803-00-199(kit)</td>
<td>Retaining Ring (803-00-199 kit)</td>
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<td>9</td>
<td>90002043</td>
<td>Shock Bearing Spacers -.605” long</td>
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<td>90001994</td>
<td>5/8” ID Bearing (installed in shock and eyelet)</td>
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<td>90001995</td>
<td>Bearing Snap Ring (installed in shock and eyelet)</td>
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</table>
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 setting, then set the shock to a medium setting of 12.

- 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. (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 clockwise 3 clicks.

Take the vehicle for another test drive.

- 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 clockwise 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.
Final Tightening and Adjusting

Ride Height
We have designed most cars to have a ride height of about 2” lower than factory. To achieve the best ride quality & handling, the shock absorber needs to be at 40-60% overall travel when the car is at ride height. This will ensure that the shock will not bottom out or top out over even the largest bumps. Measuring the shock can be difficult, especially on some front suspensions. Measuring overall wheel travel is just as effective and can be much easier. Most cars will have 4-6” of overall wheel travel. One easy way to determine where you are at in wheel travel is to take a measurement from the fender lip (center of the wheel) to the ground. Then lift the car by the frame until the wheel is just touching the ground, re-measure. This will indicate how far you are from full extension of the shock. A minimum of 1.5” of extension travel (at the wheel) is needed to ensure that the shock does not top out. If you are more than 3” from full extension of the shock then you are in danger of bottoming out the shock absorber.

Adjusting Spring Height
When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). After entire weight of car is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind.
• If the car is too high w/ 0 preload then a smaller rate spring is required. Although threading the spring retainer down would lower the car, this could allow the spring to fall out of its seat when lifting the car by the frame.
• If the car is too low w/ 0 preload, then preload can then be added by threading the spring retainer up to achieve ride height. On 2.6” - 4” stroke shocks, up to 1.5” of preload is acceptable. On 5-7” stroke shocks, up to 2.5” of preload is acceptable. If more preload is needed to achieve ride height a stiffer spring rate is required. Too much preload may lead to coil bind, causing ride quality to suffer.
1965-1970 GM B-Body Rear SwayBar
Installation Instructions

Table of contents
Page  37......... Included Components and Hardware List
Page  38-39..... SwayBar Installation
Page  40......... SwayBar Installation and Adjustment

Hardware Torque Specifications
3/8”-16............... 30 ftlbs
7/16”-20.............. 55 ftlbs
M10-1.5.............. 37 ftlbs
**Major Components**  .....In the box

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<td>Axle Bracket, 3” Axle Tube</td>
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<td>70012496</td>
<td>Delrin Sway Bar Bushing Liner</td>
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<td>90001250</td>
<td>Bushing Strap</td>
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<td>1967-1970 Frame Tab, Driver</td>
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<td>1967-1970 Frame Tab, Passenger</td>
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**HARDWARE KIT**  .....99010084

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<td>3/8”-16 x 1 1/4” Hex Bolt</td>
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<td>3/8” Flat Washer</td>
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**Getting Started**

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

The kit contains 2 different sets of frame brackets to accommodate the different frame variations. One set of frame brackets fit 1965-1966, the 2nd set of frame brackets fits 1967-1970. Steps 11a & 11b illustrate the differences between the brackets.

**THIS SWAYBAR ATTACHES TO THE AXLE AND FRAME.**

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 if the car is equipped with one.
3. Open the Delrin Liner at the split and slip it over the SwayBar. Position it in the center of the straight area that it will ride in. Do this on both ends of the swaybar.

4. Open the SwayBar Bushing at the split and slip it **OVER** the Delrin Liner. Do this on both Delrin Liners.

5. Install the Bushing Straps over the SwayBar Bushings.

6. Install the U-bolts onto the axle tube with the threads pointing down. You may need to raise the brake lines in the area of the u-bolts. The u-bolts will be approximately 23 1/2” apart and equal distance on each side from the brake backing plates.

7. Install an Axle bracket onto each u-bolt with the flat side toward the ground.

8. **Diagram 8** illustrates the correct installation of the sway bar. Again, the axle brackets will be approximately 23 1/2” from center to center. The mounts should be spaced equal amounts from the brake backing plates, centering the sway bar on the axle.
9. Hold the SwayBar in position on the car with the center bend toward the ground. Install a 7/16" Flat Washer & 7/16"-20 Nylok Nut on the threads of the u-bolts. Snug the hardware down and verify the swaybar is centered and the axle mounts are level. Torque the u-bolt hardware.

10. Apply Antisieze to (4) 3/8"-16 x 7/8" Socket Head Cap Screws and thread them into the Clamp-On Ends. Install a clamp-on end on each end of the bar. The End Link mounting hole should be mounted to the outside of the bar and pointing down. Start with the mount flush with the end of the bar.

11a & 11b. Diagrams 11a & 11b are to help you determine the correct frame brackets for your car. The brackets in 11a fit, 1965-1966. The mounting holes are perpendicular to the sway bar linkage tab. The brackets in 11b, fit 1967-1970. The mounting holes in the 1967-1970 brackets are angled. Both sets of brackets are viewed from the rear as they would be installed on the car. Each bracket has a RIDETECH logo stamped in the front side.

12. Assembly the end links. Thread the jam nut up the shank of the 90° end link. Thread and end link end each end of the center adjuster until they reach the jam nuts. Thread the end links out evenly until you have a measurement of 6" from center to center of the 90° ends. The studs of the 90° ends need to be pointing in the same direction. Snug the jam nuts against the center adjuster.

13. Determine the correct frame bracket for your year of car. Attach the SwayBar Linkage to the Clamp-On Mount using the hardware on the linkage. Attach the correct tab to the top of the linkage with the gusset to the front. Use Diagram 12 as a reference. Attach the linkages and tab to both sides.
14. Swing the tab up to the frame, keeping the linkage straight from side to side. Use the tab to mark the location of the holes that will need to be drilled. Drill the holes with a 3/8” drill bit. Install a 3/8” flat washer on each of (2) 3/8”-16 x 1 1/4” hex bolts and install them through the bracket and drilled holes. Install a 3/8” flat washer & 3/8”-16 nylok nut on each bolts sticking through the frame. Torque the hardware and repeat on the other side.

15. Install the locking rings on the inside of each bushing assembly. Use a hex key to take the locking ring apart. Reassemble it on the bar positioned next to the outside of the bushing assembly. Push the locking ring up against the bushing assembly and tighten.

MINIMUM RATE 177 LB/INCH

HIGH RATE 255 LB/INCH

16. We recommend getting the swaybar as level as possible at ride height and with no preload. Both of these steps are done by adjusting the end links. These end links can be adjusted from 6” to 6 3/4”. Disconnect the end links from the swaybar and adjust one side to get the swaybar level. Reattach the end link to the swaybar and adjust the 2nd end link so that it goes in and out of the clamp-on mount with ease. This will be zero preload. The rate of this sway bar is also adjustable. This is possible by changing the position of the clamp-on ends on the bar. The standard setting is with the clamp-on mounts even with the end of the bar, stiffest is with the clamp-on end positioned 2” from the end of the swaybar. The Diagram below shows the clamp-on mount in the softest and stiffest settings. The position of the mounts will be determined by several factors; spring rate, front bar size, and even tire size. We recommend running this rear sway bar with Ridetech’s front sway bar (11289120) for the best performance.