



350 S. St. Charles St. Jasper, In. 47546
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Part # 11040297
58 Impala Air Suspension System

Front Components:

1	11050910	Front CoolRide with HQ Series Shocks
1	11051499	Front Lower StrongArms
1	11053699	Front Upper StrongArms
1	11059120	Front MuscleBar

Rear Components:

1	11054699	Rear CoolRide Kit for StrongArms
1	11050701	HQ Series Rear Shocks
1	11054499	Rear Lower StrongArms
1	11046699	1958 Rear Upper StrongArm
1	11059102	Rear MuscleBar

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

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



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Part # 11050910
58-64 Impala Front CoolRide/Shock Kit
For Use with Lower StrongArms

AIR SPRING KIT

Components:

2	90006873	F6873- Firestone air spring (224c)
2	90000482	Upper air spring cup bracket

Hardware:

2	99371001	3/8" x 3/4" USS bolt	Air spring to lower arm
4	99372002	3/8" USS Nylok nut	Air spring mounts
6	99373003	3/8" SAE flat washer	Air spring mounts
2	99373005	3/8" lock washer	Air spring to lower arm
2	99435001	7/16" x 6" studs	Upper cup to frame
2	99433002	7/16" USS flat washer	Upper cup to frame
2	99432001	7/16" USS Nylok nut	Upper cup to frame

SHOCK KIT

Shock:

2	986-10-042	HQ Smooth Body Shock Cartridge
2	70011138	3/4" ID Shock Bushing
2	70011182	5/8" ID Inner Sleeve

Components:

4	70011140	Stem Bushings
4	70011141	Stem Washers
1	90000483	Upper shock bracket
1	90000484	Upper shock bracket
2	90000471	Aluminum shock spacer
2	90001619	Shock stud

Hardware:

12	99373007	3/8" x 1" thread forming bolt	Upper shock mounts
4	99372006	3/8"- 24 Thin Jam Nut	Upper Shock Stud



Cool Ride Kit Installation Instructions

1. Raise and support car at a safe, comfortable working height. Let the front suspension hang freely
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.



3. Insert air fitting into air spring using tread sealant. Place the upper cup onto the studs on the air spring and tighten using two 3/8" nyloc and flat washers. Thread the 6" stud into nut in bottom of air spring cup.

4. Install air spring assembly into the coil spring pocket with the tall side of the bracket towards the wheel. With the stud protruding through the OEM shock hole secure the assembly with the supplied hardware. (The airline must also be routed at this time.)



5. The air spring will be attached to the lower arm using a 3/8" x 3/4" bolt, lock washer and flat washer.

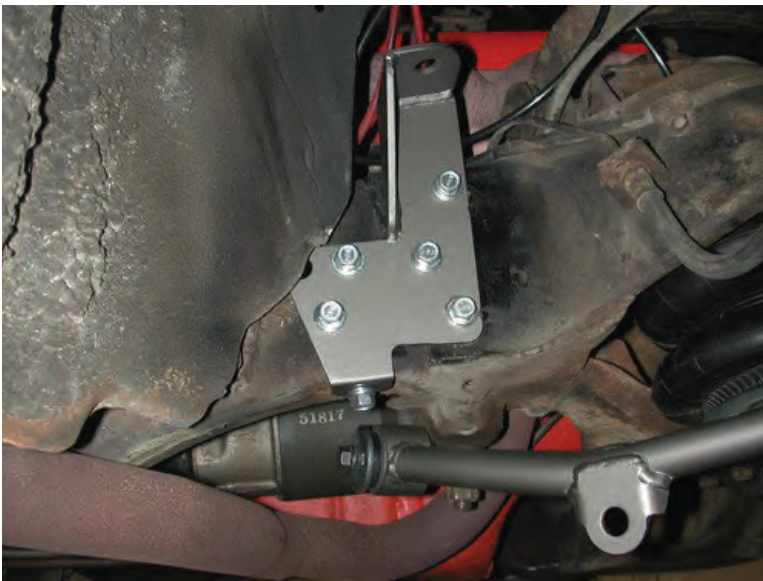


6. The sway bar end link must be shortened to 2" tall optimize clearance and alignment. Use the shorter 3/8" x 6 1/2" bolt supplied.

7. Ride height on this air spring will occur around 5" tall.

8. Trimming the coil spring pocket is generally not necessary on this car. However, be sure to check air spring clearance through full suspension travel. Allowing the air spring to rub will result in failure and it not a warrantable situation.

Shock Kit Installation Instructions



1. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have trim the bottom of the Z-bar clutch bracket on the driver's side.



2. Mark the hole in the bottom of the frame and drill with 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes.

Picture shows alignment hole on side of frame.



When using factory lower arms:

3a. Drill a 1/2" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the lower arm and secure w/ nut and washer.



When using lower StrongArms:

3b. Insert the shock stud through the lower shock eye and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the tab on the lower arm and secure w/ nut and washer.



Part # 11051499

1958-1964 GM B-Body Front Lower CoolRide StrongArms



Recommended Tools



1958-1964 GM B-Body Lower StrongArms Installation Instructions

Table of contents

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

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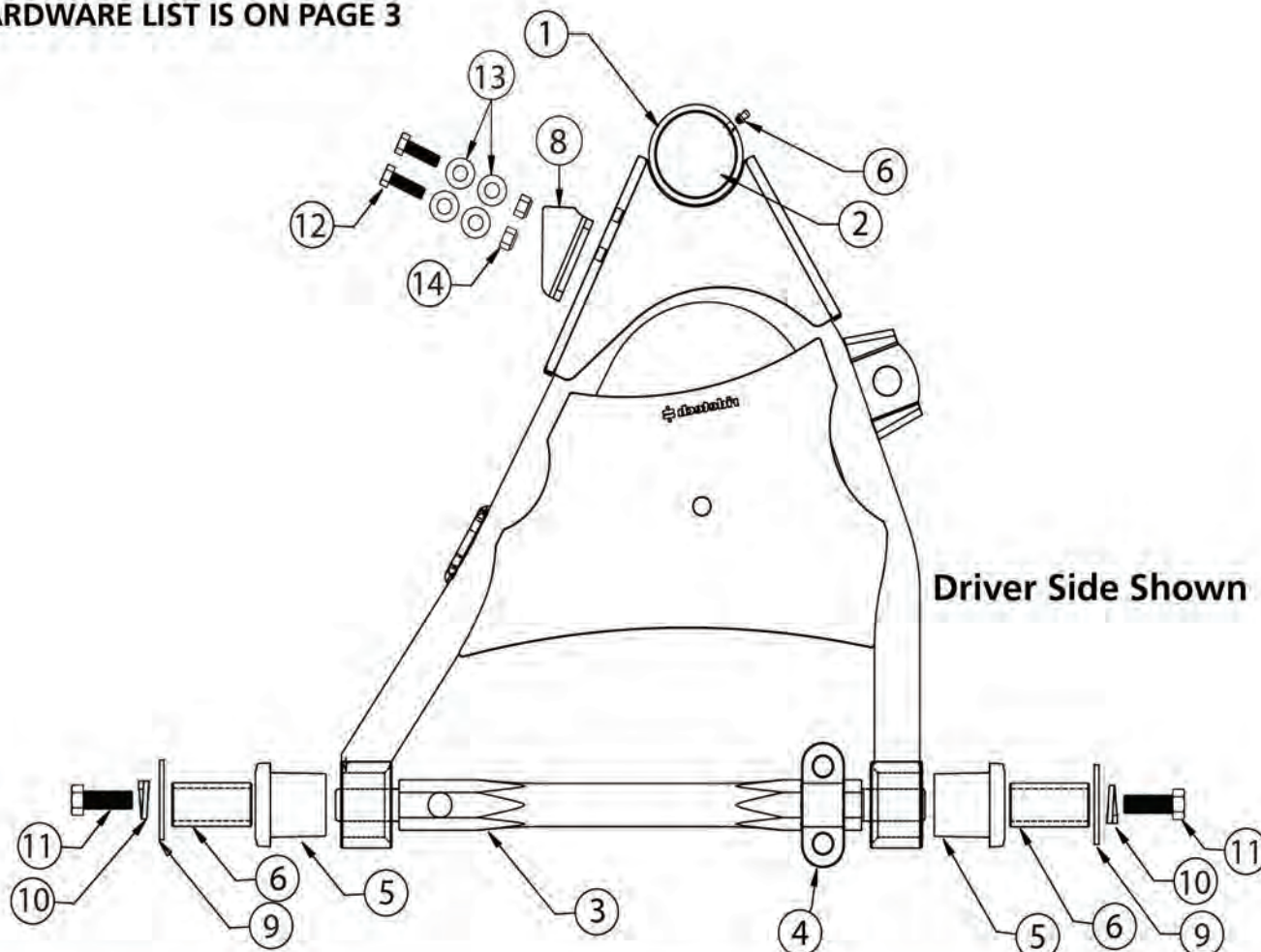
IF INSTALLING THESE STRONG ARMS ON A 1958, YOU WILL NEED SPINDLES THAT FIT 1959-1964.



Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90001302	Driver Lower Control Arm (Shown)	1
1	90001303	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	70014361	Steering Stop - Driver (Shown)	1
8	70014362	Steering Stop - Passenger	1

HARDWARE LIST IS ON PAGE 3





Hardware ListIn the box (Kit# 99010091)

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
CONTROL ARM BUSHING HARDWARE				
9	4	99433001	7/16" Flat Washer	Control Arm Bushing Hardware
10	4	99433003	7/16" Split Lock Washer	Control Arm Bushing Hardware
11	4	99431006	7/16"-20 x 1 1/4" Hex Bolt	Control Arm Bushing Hardware
STEERING STOP TO CONTROL ARM				
12	4	99311030	5/16"-18 x 1" Hex Bolt	Steering Stop to Control Arm
13	8	99313001	5/16" Flat Washer	Steering Stop to Control Arm
14	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.

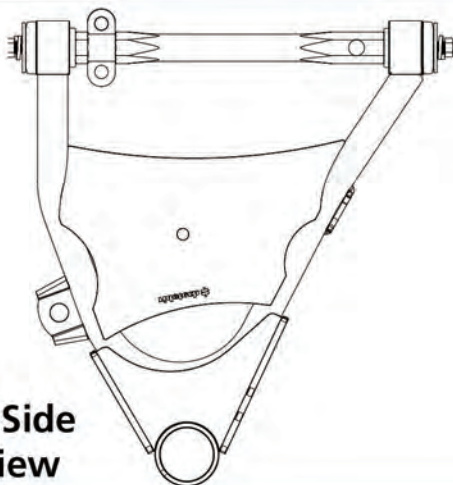
When assembling the Control Arms tighten the cross shaft bolts enough to create drag on the delrin bushings, the arm should still move through its travel by hand.

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 CoolRide & Hq Series Shock Kits at this time. Refer to each kits 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.

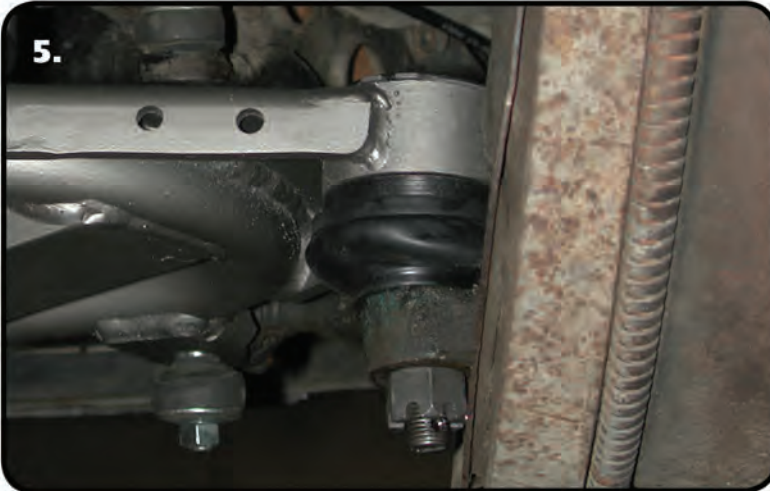
4.



4. Attach the shock to the lower control arm, refer to the shock kit instructions. Also, attach the airspring to the lower control arm using the hardware supplied with the CoolRide kit.



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

Table of contents

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

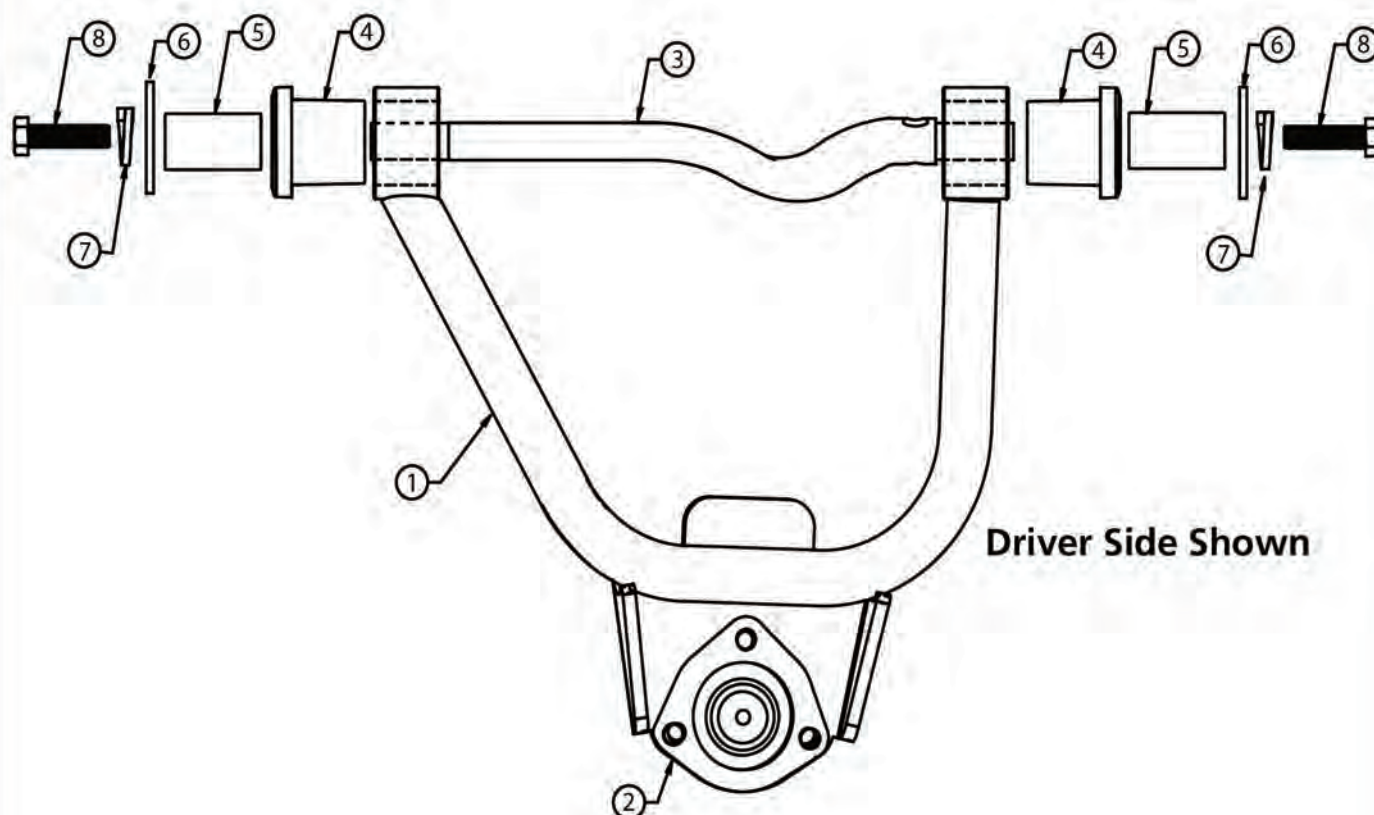
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Upper Control Arm ComponentsIn the box

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.....

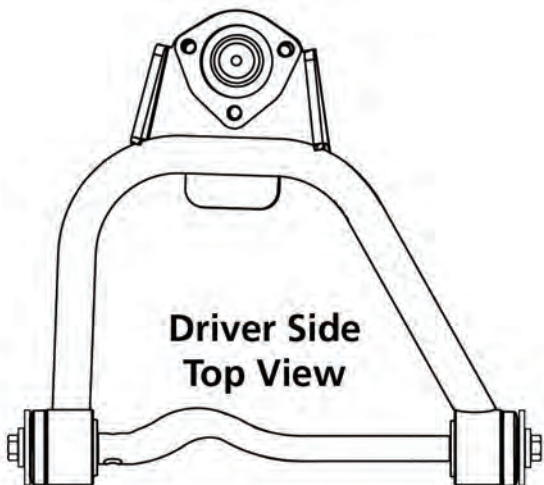
Congratulations on your purchase of the Ridetech StrongArms. These StrongArms have been designed to give your car excellent handling along with a lifetime of enjoyment. Some of the key features of the StrongArms: Ball joint angles have been optimized for the lowered ride height, Delrin bushings are used 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.



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.

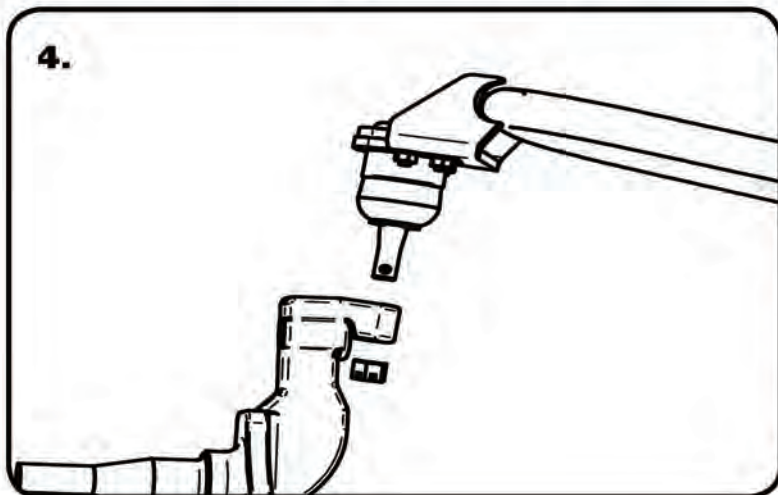
3.



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



Part # 11059120 - 1958-1964 Chevrolet B-Body Front SwayBar

Recommended Tools



1958-1964 Chevrolet B-Body Front SwayBar Installation Instructions

Table of contents

Page 2..... Included Components and Hardware List

Page 2-4..... SwayBar Installation

IF YOUR CAR HAS THE FACTORY POWER STEERING SLAVE CYLINDER, KIT 11059121 WILL BE NEEDED TO INSTALL THE STREETGRIP SWAYBAR

Hardware Torque Specifications

5/16"-16..... 17 ftlbs

3/8"-16..... 30 ftlbs

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Major ComponentsIn the box

Part #	Description	QTY
90001352	Front SwayBar	1
90002937	End Link Kit	1
70012402	Delrin Sway Bar Bushing Liner	2
90002533	Bushing Strap	2
90002539	SwayBar Bushing	2
90002534	Bushing and Strap Spacer	4

HARDWARE

QTY	Part Number	Description
4	99311002	5/16"-18 x 1 1/4" Hex Bolt
4	99311003	5/16"-18 x 1 1/2" Hex Bolt
8	99313002	5/16" Flat Washer
4	99372003	5/16"-18 Nylok Nut

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.

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. Due to the larger diameter of your new swaybar, the Idler Arm will need to be disconnected from the frame to install the new sway bar.



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



6. Disconnect the idler arms from the frame.



7. Insert the new swaybar from the passenger side. position it above the idler arm and steering arm. the center of the bar should hang down towards the ground.



8. Install a 5/16" flat washer on each of (2) 5/16"-18 x 1 1/4" bolts and insert them into the OEM sway bar holes by inserting them in through the access holes in the side of the frame. Install the spacer plate with the wide side positioned to the inside. Hold it in place.



9. Install the bushing strap over the swaybar bushing with the wide side of the strap to the inside on the car. We found some steering box conversions hang down further than others. If yours happens to hit the sway bar, add a 2nd spacer under the bushing. a 2nd set of spacers along with longer hardware is supplied in this kit.



10. Lift the bar in position, the bolts sticking through the frame and spacer will go in the slots of the bushing strap. Hold the bar in place & install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of each bolt sticking through the slots of the bushing strap. Repeat steps 8-10 on the opposite side, but do not tighten the hardware at this time.



11. Reattach the idler arm to the frame using the OEM hardware. Torque the hardware.



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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.

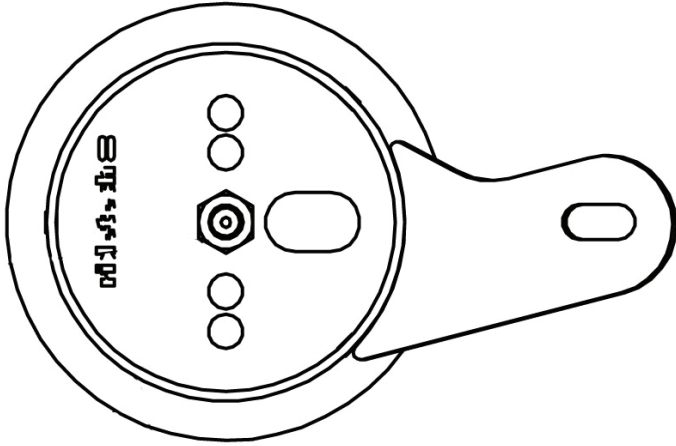
9. Screw the bump stop into the spacer.



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	986-10-020	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 Trunion

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

STRONGARMS

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.

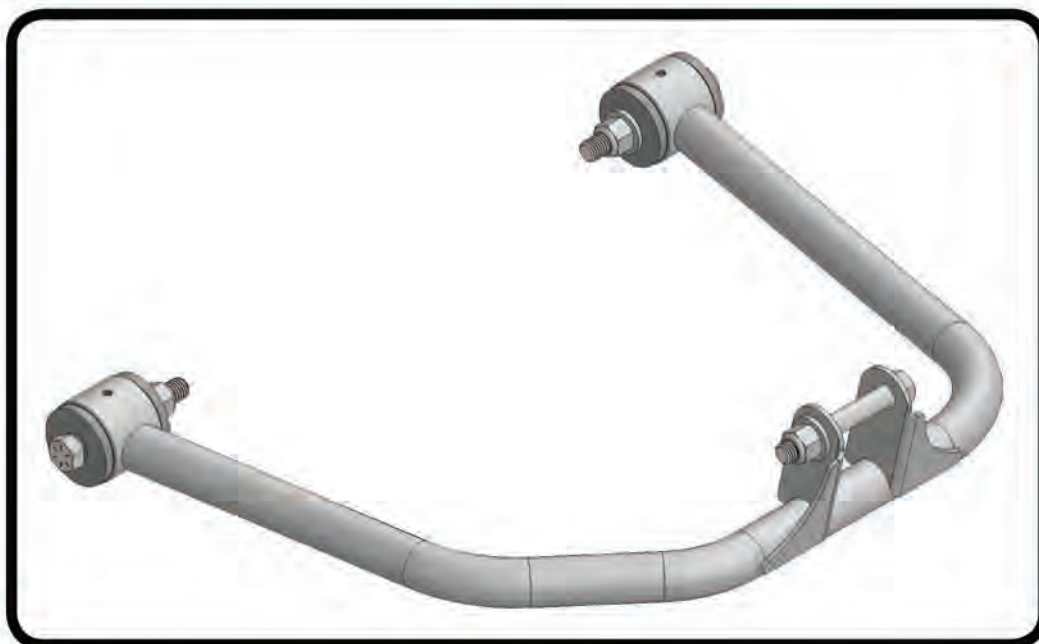
3. Thread the 3/8" x 3/4" bolt with washer and lock washer about half way into the air spring. Slide bolt into slot on lower arm and tighten.

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



Part # 11046699 - 1958 Full Size Chevy Rear Upper StrongArm Kit

Recommended Tools



1958 GM "B" Body Rear Upper StrongArm Installation Instructions

Table of contents

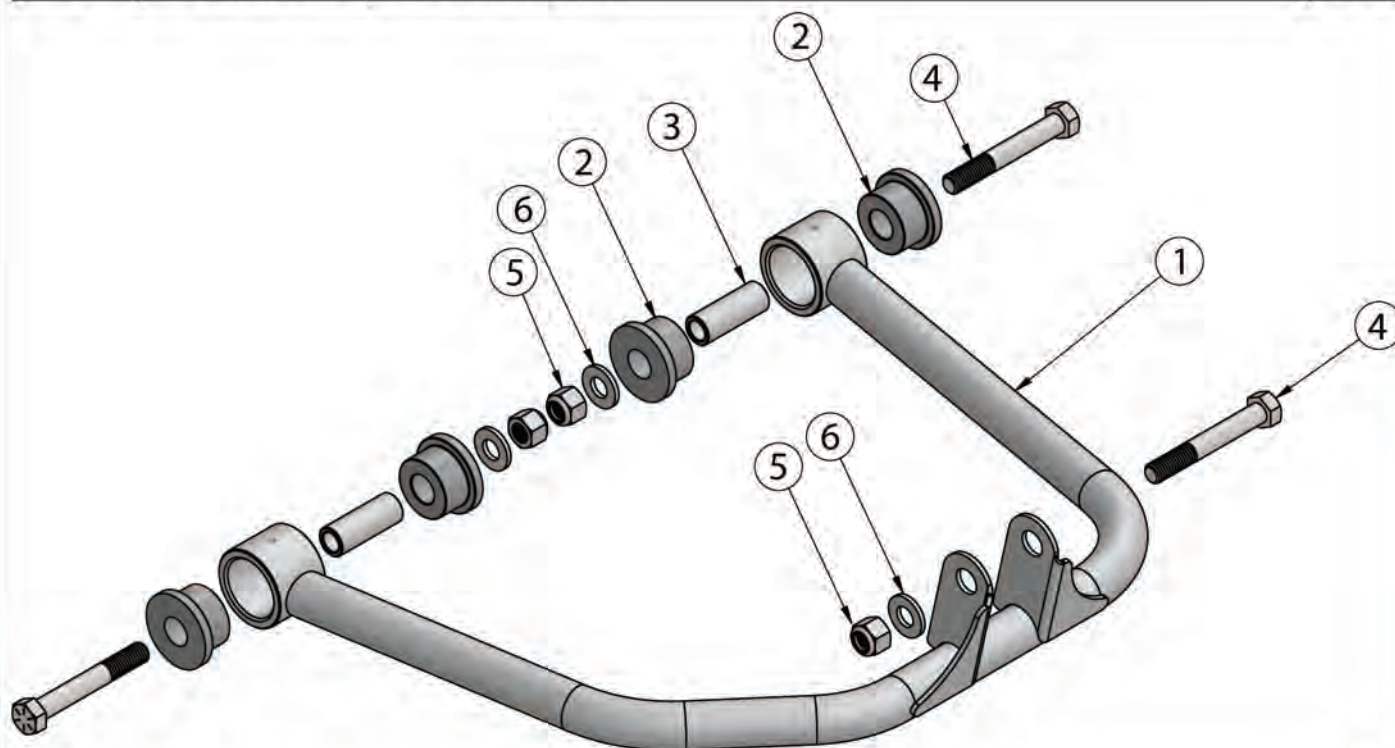
Page 2..... Included Components
Page 3..... Installation





Included ComponentsIn the box

Item #	Part #	Description	QTY
1	90000505	Rear Upper Control Arm	1
2	70010759	Bushing Half	4
3	90000549	Inner Bushing Sleeve	2
4	99501005	1/2"-13 x 3 1/2" Bolt	3
5	99502009	1/2"-13 Nylok Nut	3
6	99503014	1/2" SAE Flat Washer	3



Getting Started.....

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. It is best to put the jack toward the pinion, you may need to raise or lower the pinion to attach the control arm to the differential.

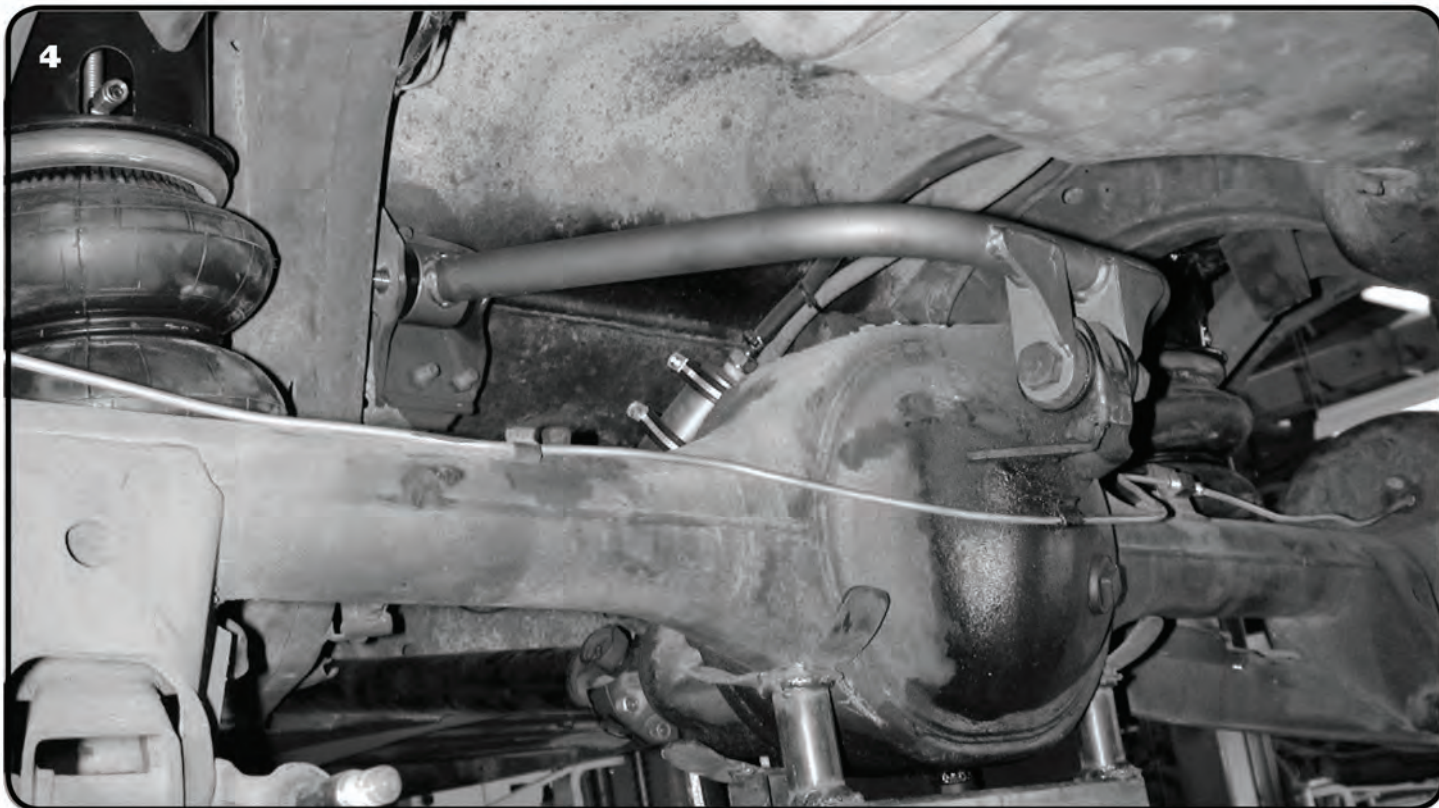
Note: Install the lower control arms before installing the upper control arm.

2. Remove the OEM upper control arm from the car.

3. Inspect the bushings in the differential, replace if necessary.



Upper StrongArm Installation

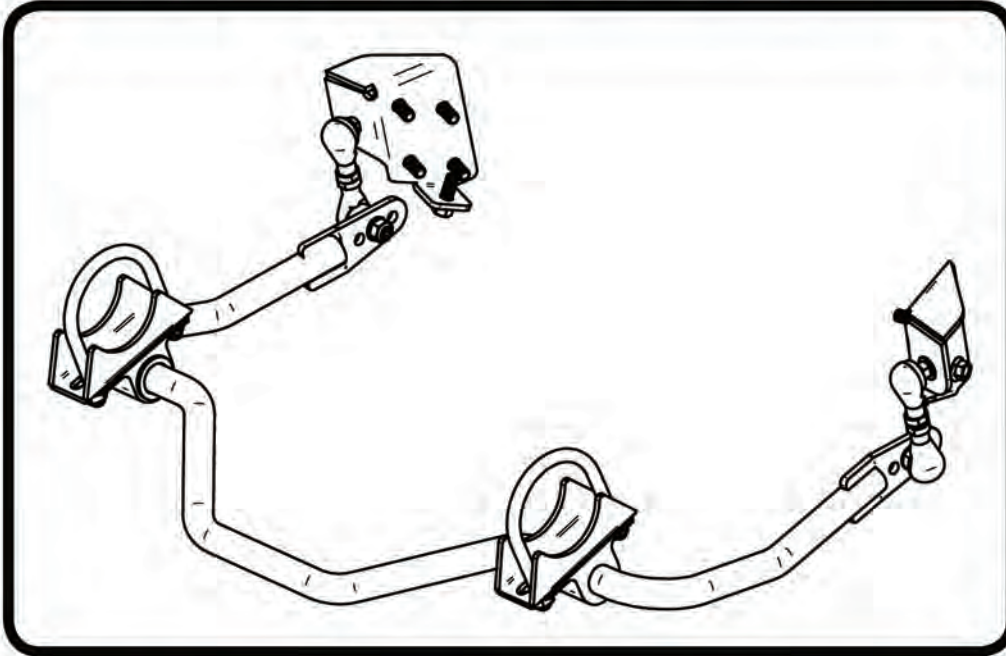


4. Bolt the new upper control arm in the OEM location using the hardware supplied in the kit. The control arm is attached to the car using (3) 1/2"-13 x 3 1/2" bolts, 1/2" flat washers, and 1/2"-13 nylok nuts. Tighten the hardware enough to eliminate any gaps.



Part # 11059102 - 58-64 Chevy Fullsize Rear MuscleBar

Recommended Tools



58-64 Chevy Fullsize MuscleBar Installation Instructions

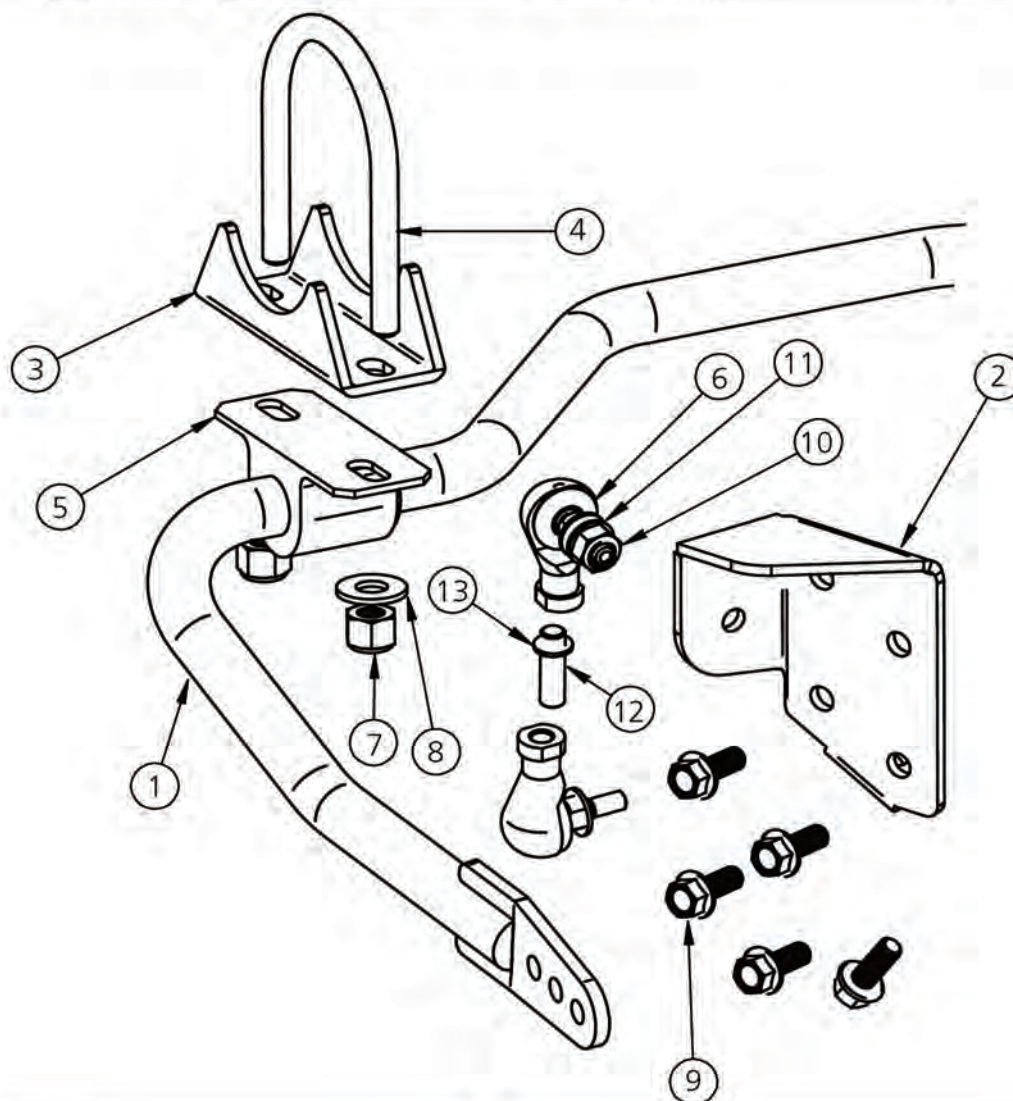
Table of contents

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

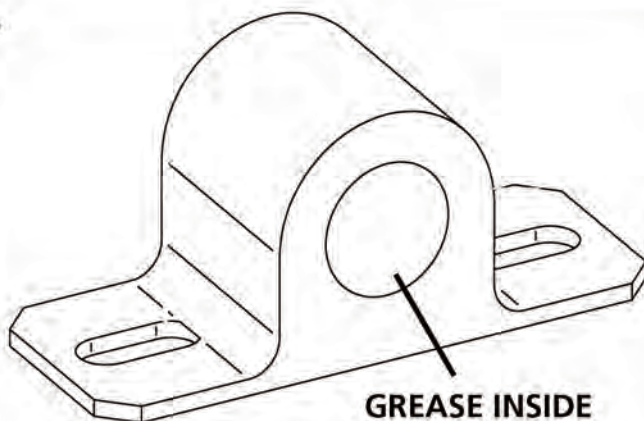
Item #	QTY	Part Number	Description	Location
7	4	99432001	7/16"-14 Nylok Nut	Axle Mount U-bolt
8	4	99433002	7/16" SAE Flatwasher	Axle Mount U-bolt
9	10	99373007	3/8"-16 x 1 Thread Forming Bolt	Frame Bracket to Frame
10	4	99112002	10mm-1.5 Nylok Nut	PosiLink to Bracket and MuscleBar
11	8	99373003	3/8" 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.

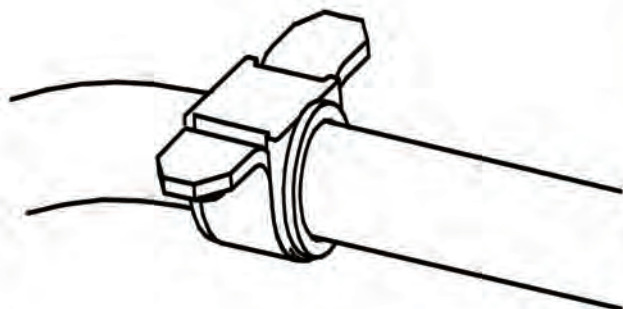


1. Apply Lithium grease to the inside of the sway bar bushings using the tube of grease supplied in the kit.



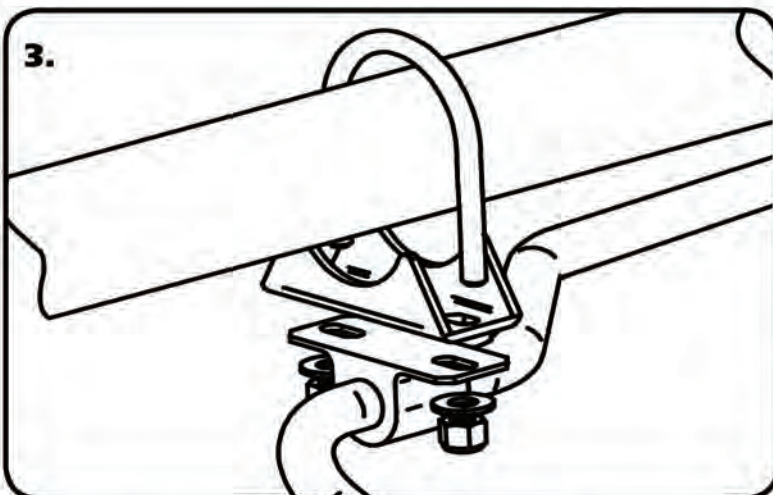
MuscleBar Installation

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.

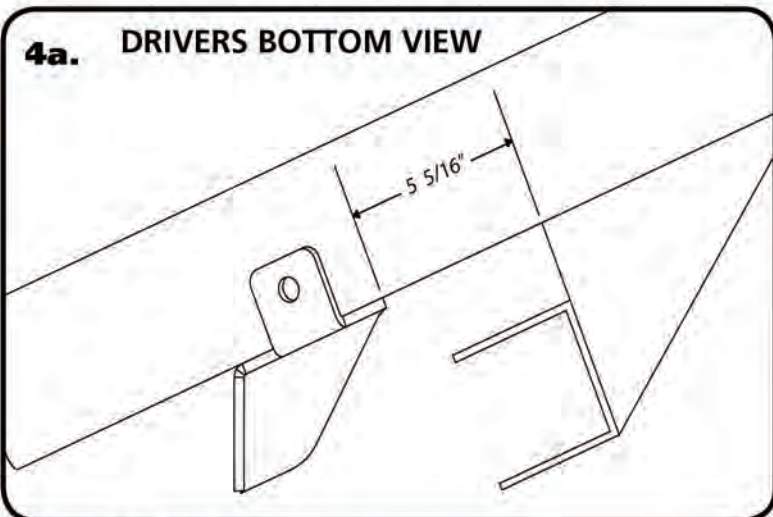


3. Install the U-bolts over the axle, slide the saddles onto the ubolts along with the MuscleBar. The MuscleBar should be centered on the rearend. Install the 7/16" washer and Nylok nut loosely for now. **DO NOT TIGHTEN NUTS YET.**

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

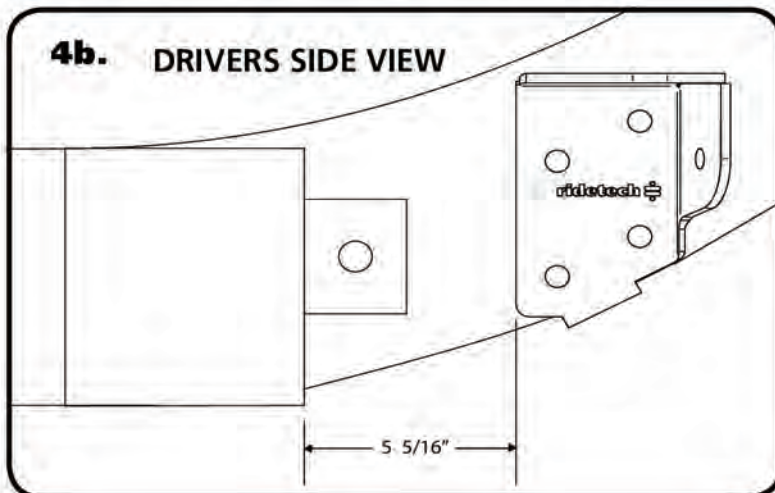


4a . There is a Driver and Passenger frame bracket. In illustrations 4a & 4b, the drivers side is shown. The bracket gets located by measuring from the lower control arm frame bracket. The frame bracket is located 5 5/16" (measuring towards the rear of the car) from the factory control arm bracket. This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



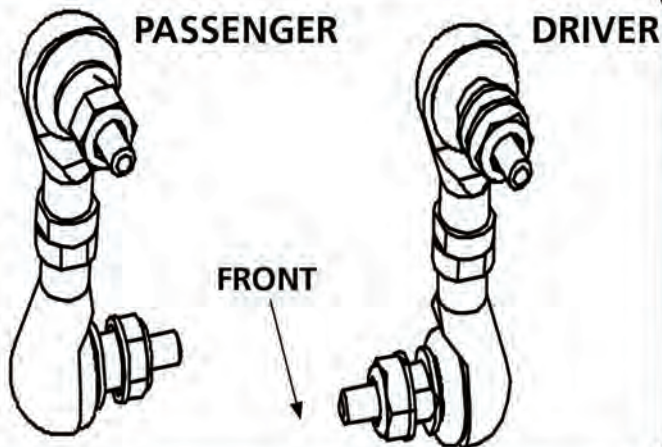
MuscleBar Installation

4b. DRIVERS SIDE VIEW



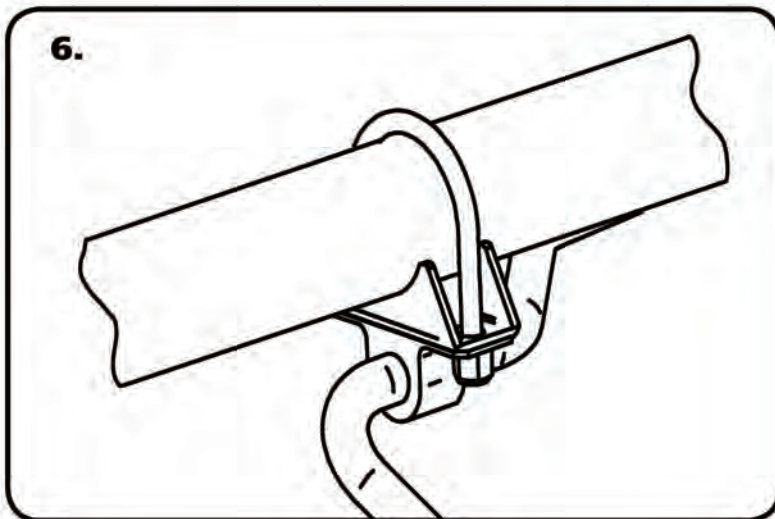
4b. This illustration shows the frame bracket as looking from the side. With the frame bracket held in place mark the (5) mounting holes. Drill these holes with a 5/16" drill bit. Attach each bracket with (5) 3/8-16" thread forming bolts.

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 Posilnk 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

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 rebound setting, then set the shock to a street 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 clock wise 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 clock wise 3 clicks.

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.