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Part # 11169500
67-69 Camaro & 68-74 Nova TruTurn System
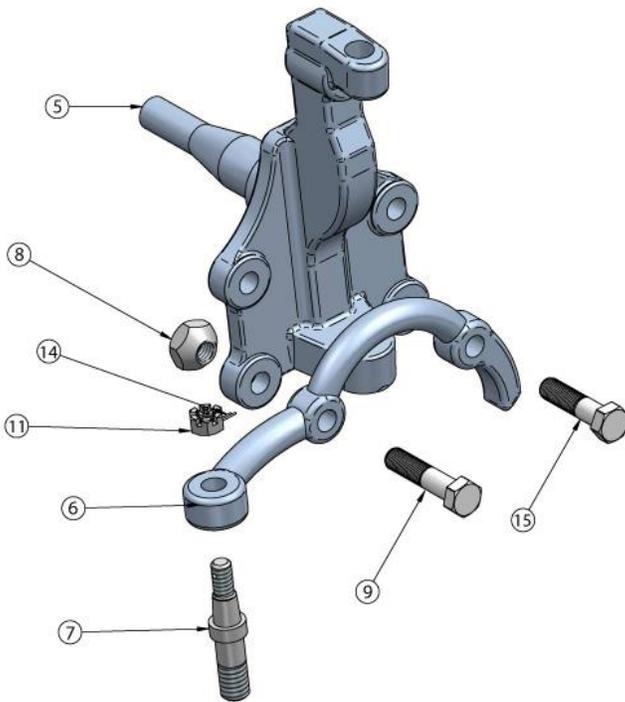
Item #	Part #	Description-Torque Specification	Qty.
1.	70012409	Forged Draglink	1
2.	90003027	Driver inner tie rod	1
2.	90003002	Pass. Inner tie rod (bent)	1
3.	90007500	Adjusting sleeve	2
4.	90001590	Heim end	2
5.		Spindle (Not Included)	
6.	90003000	Steering arm	1 pr.
7.	90009931	Large stud – tie rod	2
8.	90009932	1/2"-20 Tapered nut	4
9.	99501010	1/2"-20 x 2 ¼" bolt-75 ft lbs	2
10.	99622003	5/8"-18 Lock Nut-100 ft lbs	2
11.	99432005	7/16"-20 castle nut-35 ft lbs	2
12.	99800003	5/8"-18 LH jam nut	2
13.	99800002	5/8"-18 RH jam nut	2
14.	99952002	3/32" cotter pin	4
15.	99502005	1/2"-20 x2" bolt -75 ft lbs	2
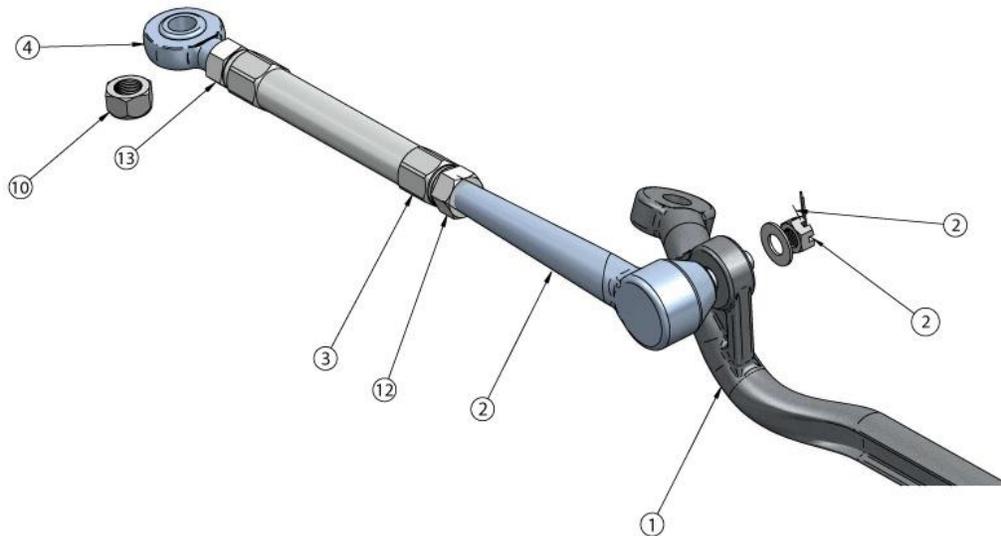
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Installation instructions

1. Raise and safely support the front of your vehicle at a comfortable working level

2. Remove existing spindles and steering linkage, leaving only the control arms, steering box, and pitman arm in place.

3. Install the new Draglink in place of the OEM draglink.   New Cotter Pins are included for the idler arm and pitman arm castle nuts.

4. Attach the Steering Arms to your spindles. The Steering Arms are positioned with the tie rod provision to the rear of the car, angled toward the frame. If you are using a stock spindle, the steering arms bolt in place of the OEM steering arms. If attaching to drop spindles, the steering arms will bolt into the BOTTOM set of holes. The steering arms are attached with ½" bolts and the Tapered Nuts. A ½" x 2 ¼" bolt is used in the rear hole. ½" x 2" bolt is used in the front hole. Apply the supplied Red Loctite to the threads of the bolt before threading the bolts into the tapered nuts. Torque the ½" Bolts to 75 ftlbs.

5. Install the remainder of the Tru Turn steering linkage as shown in the attached drawings. The PASSENGER TIE ROD IS BENT DOWNWARD TO CLEAR THE IDLER ARM. MAKE SURE that ALL cotter pins are used in the appropriate places and that there is no binding or interference throughout the entire suspension travel.

6. Adjust the camber and toe roughly until you can get the vehicle to a proper alignment shop. The recommended alignment settings are:

Camber - -.5 to -1.5 [within .3 from side to side]
Caster – 4 to 7 degrees positive
Toe - 1/8 to ¼ toe in
Feel free to experiment with alternative alignment settings that may be more appropriate for your particular driving style.

Installation notes:

A. Ridetech has successfully fitted a Baer disc brake system to this spindle. Other brands of disc brake brackets MAY need clearancing or adjustment for proper installation. The RideTech spindle duplicates the 64-72 GM A body and 67-69 GM F body bolt pattern [B] for brake bracket installation.

B. MAKE SURE that the cotter pins are properly installed in all appropriate places [C] to ensure that the castle nuts do not become loose and fail. These are VERY important connections!

C. If you are using the Ridetech lower control arms the steering stop bolt in the rear of the control arm will no longer be used.

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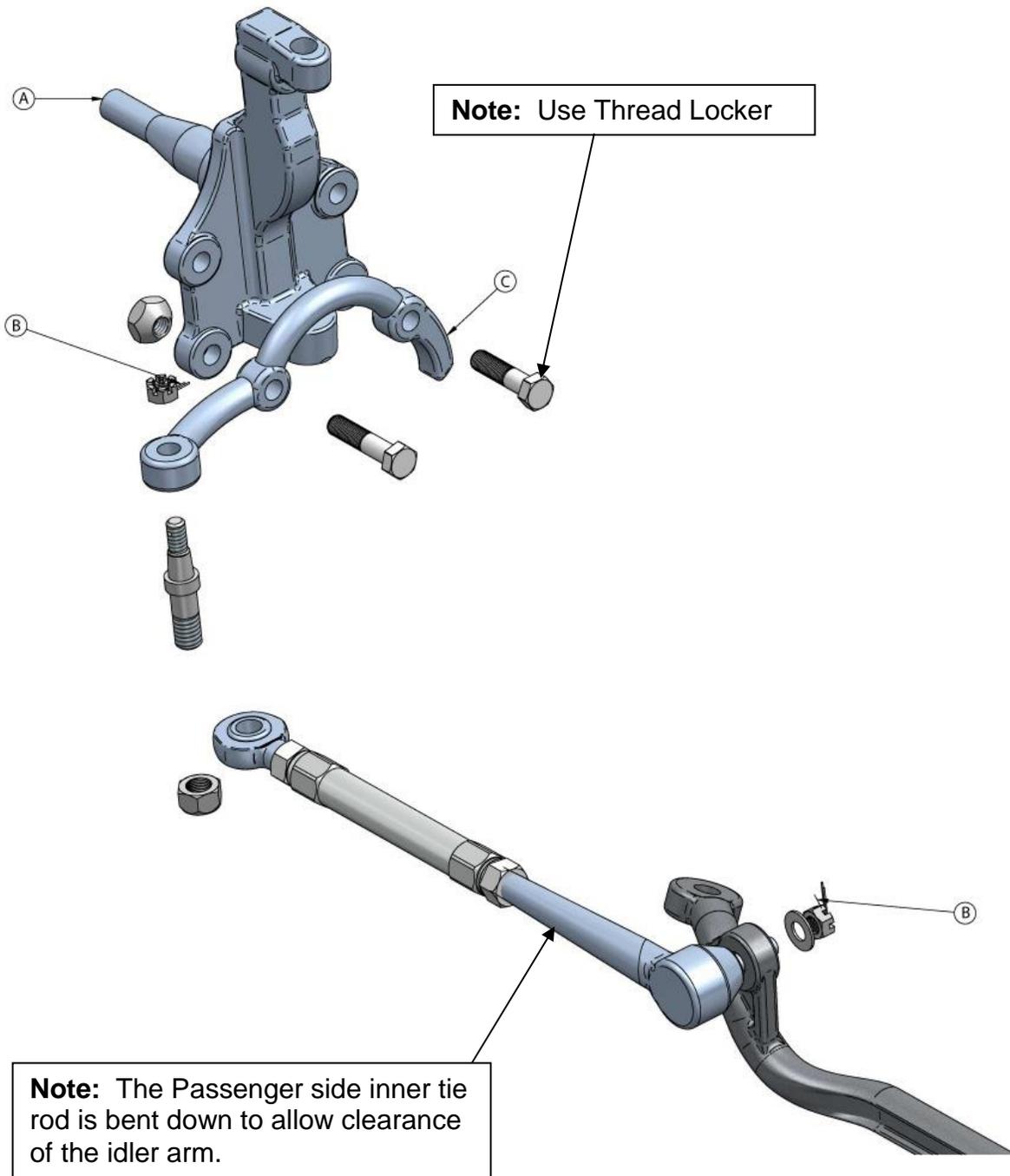
Note: Use Thread Locker

Note: The Passenger side inner tie rod is bent down to allow clearance of the idler arm.

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> **Note:** If using a factory style stamped caliper bracket, the bracket may need to be trimmed. The dust shield may also need to be modified.

**NOTE: ON OUR CAR WE RUN A 275/40R18 ON AN 18 X 10 WHEEL WITH A 5.750"
BACKSPACING, HOWEVER DO TO DIFFERENT BRAKE PACKAGES; YOU NEED TO
MEASURE YOUR CAR TO VARIFY WHEEL FITMENT.**