



Part # 11012899

1955-1957 GM B-Body Front Lower ShockWave/CoilOver StrongArms



Recommended Tools



1955-1957 GM B-Body Lower StrongArms Installation Instructions

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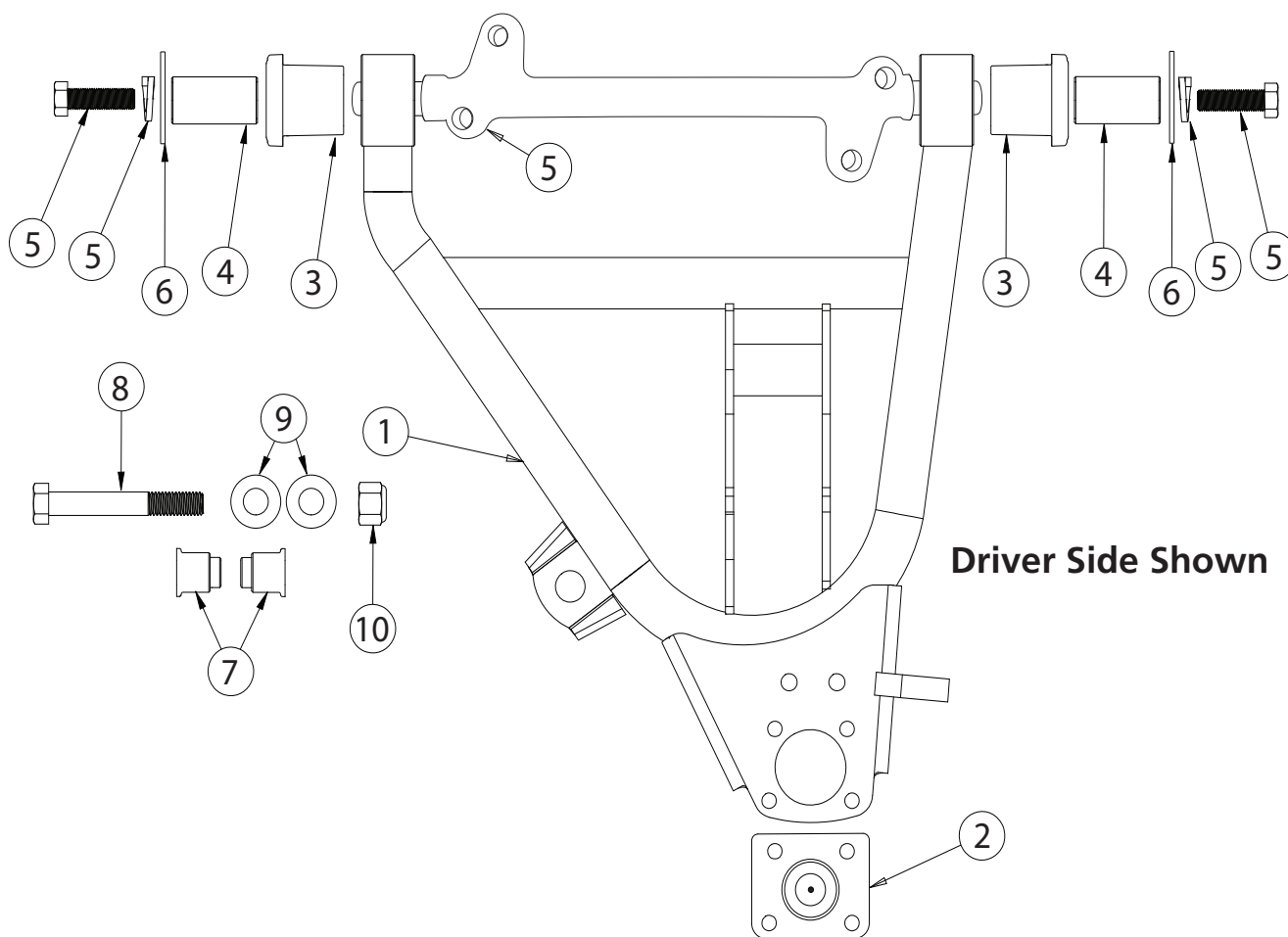
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Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90001294	Driver Lower Control Arm (Shown)	1
1	90001295	Passenger Lower Control Arm	1
2	90000916 kit	Lower Ball Joint Kit	2
3	70014457	Delrin Bushing	4
4	90001289	Delrin Bushing Inner Sleeve	4
5	90002694	Lower Cross Shaft Kit	1 pr
6	99433001	Outer Washer - Cross Shaft	4
7	90002062	Shock Bearing Spacers	4
8	99501005	1/2" -13 x 3 1/2" Hex Bolt GR8	2
9	99503014	1/2" SAE Flat Washer	4
10	99502009	1/2" -13 Nylok Nut	2





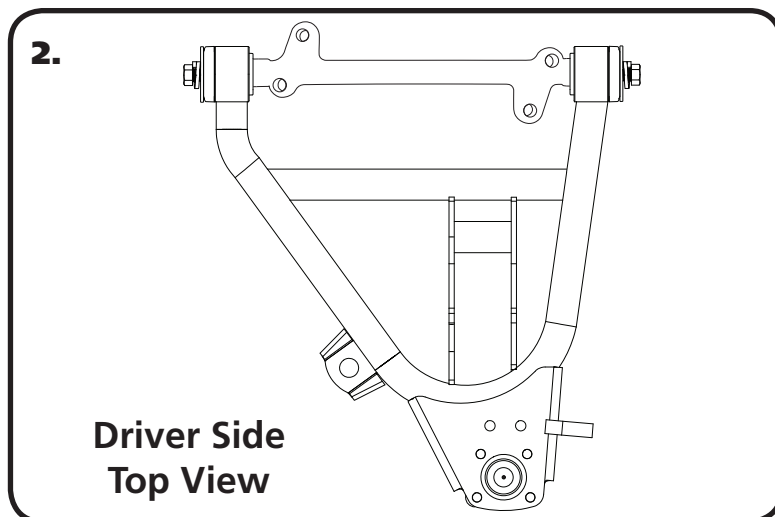
Getting Started.....

Congratulations on your purchase of the Ridetech Tri5 StrongArms. These StrongArms have been designed to give your Tri5 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.

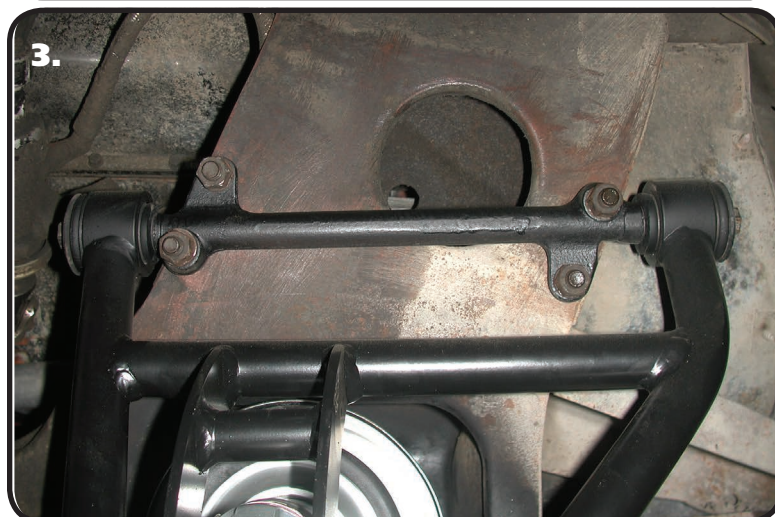
Installation

1. Remove the 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.



2. The Lower Control Arm is attaching the frame using factory hardware. The driver side arm is shown in **Figure "2"**. The sway bar mount is located to the front of the car.

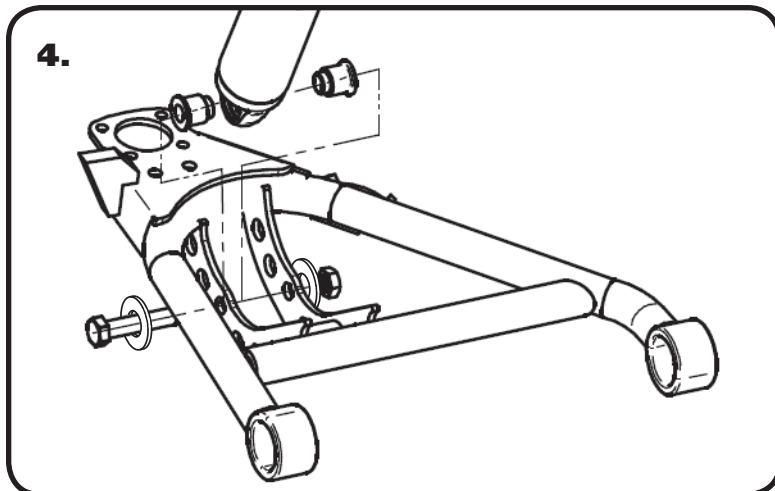
Install the ShockWaves/CoilOvers at this time. Refer to the ShockWaves/CoilOvers instructions for Assembly.



3. The Lower Control Arm is attaching the frame using factory hardware. The driver side arm is shown in **Figure "3"**.



Installing Spindle and Alignment



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 hardware to 75 ftlbs.



5. Attach the Spindle to the control arms.

Torque Specs:

Ball joint - 45 ftlbs and tighten to line up cotter pin.

Install the Cotter Pin after tightening the ball joint nut.

INSTALL THE GREASE ZERK IN THE BALL JOINT AND GREASE THE BALL JOINT AFTER ASSEMBLY.

6. Tighten all fasteners. 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