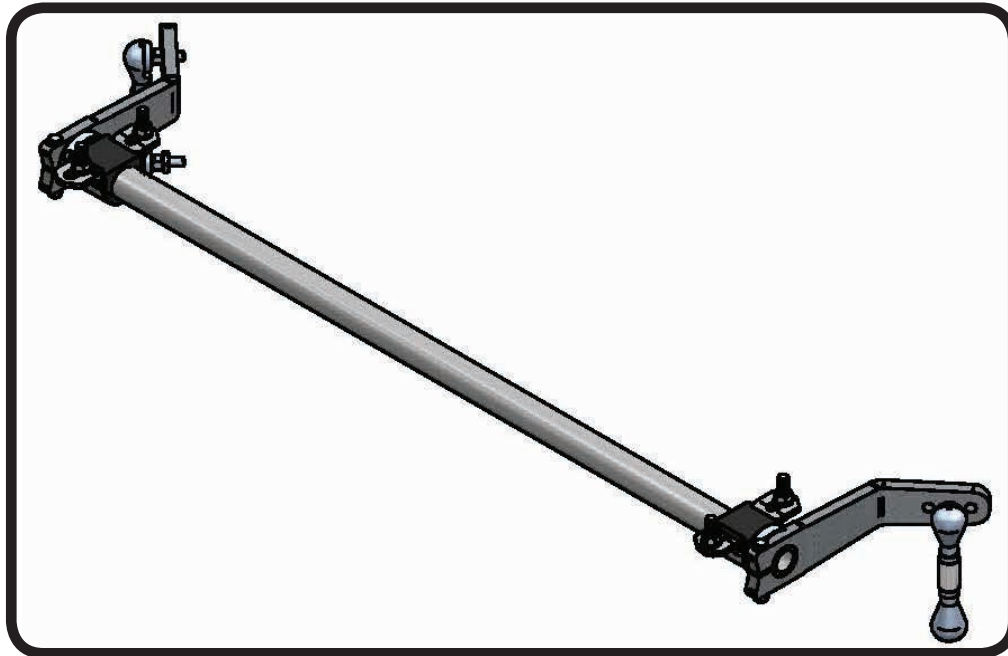
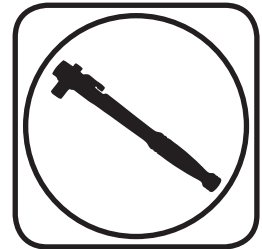




Part # 11539100 - 1968-1982 C3 Front MuscleBar



Recommended Tools



1968-1982 C3 Front MuscleBar Installation Instructions

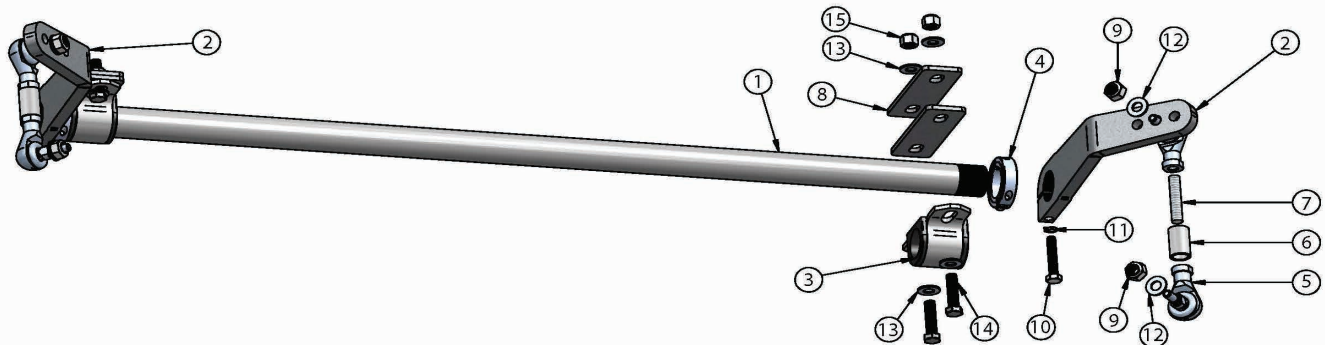
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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	70011923	1.250" Splined MuscleBar	1
2	90002180	Spline MuscleBar Arm - Driver	1
2	90002193	Spline MuscleBar Arm - Passenger	1
3	90001100	Poly Bushing and Frame Bracket	2
4	70011928	Locking Ring	2
5	90000926	10mm 90 degree elbow (Preassembled Posilink)	4
6	90002342	Posilink Spacer (Preassembled Posilink)	2
7	99115008	M10-1.5 75mm stud (Preassembled Posilink)	2
8	90002177	MuscleBar Frame Bushing Spacer (C3 Only)	4
	90001092	Tube of Lithium Grease (Not Shown)	1



Hardware ListIn the box (Kit # 99010060)

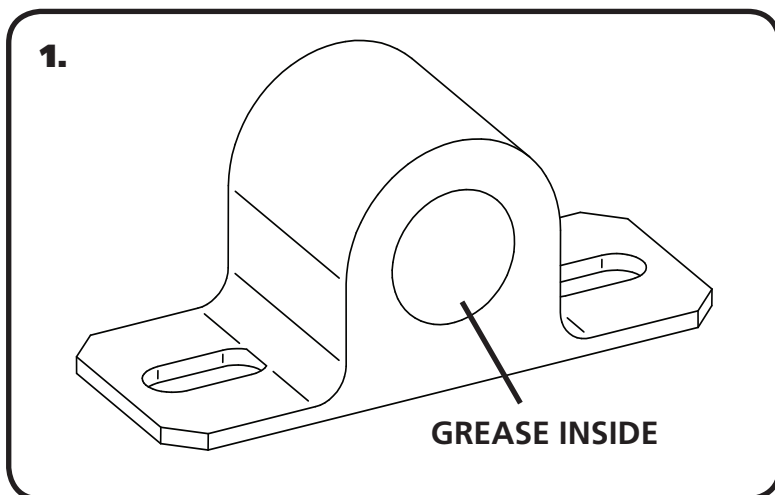
Item #	QTY	Part Number	Description	Location
9	4	99112002	M10-1.5 Nylok Nut	Posilink to Swaybar and StrongArm
10	2	99311022	5/16"-18 x 1 3/4" Hex Bolt	MuscleBar Arm Pinch Bolt
11	6	99313003	5/16" Split Lockwasher	MuscleBar Arm Pinch Bolt, Bushing to Frame (C3)
12	8	99373003	3/8" SAE Flatwasher	Posilink
13	8	99373003	3/8" SAE Flatwasher	MuscleBar Bushing to Frame (C2 Only)
13	4	99313002	5/16" SAE Flatwasher	MuscleBar Bushing to Frame (C3 Only)
14	4	99371004	3/8"-16 x 1 1/4" Hex Bolt	MuscleBar Bushing to Frame (C2 Only)
14	4	99311003	5/16"-18 x 1 1/2" Hex Bolt	MuscleBar Bushing to Frame (C3 Only)
15	4	99372002	3/8"-16 Nylok Nut	MuscleBar Bushing to Frame (C2 Only)



Getting Started.....

Congratulations on your purchase of the Ridetech Front MuscleBar. This kit has been designed to give your Corvette 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 3 positions to aid in the tuning of the handling of your Corvette.

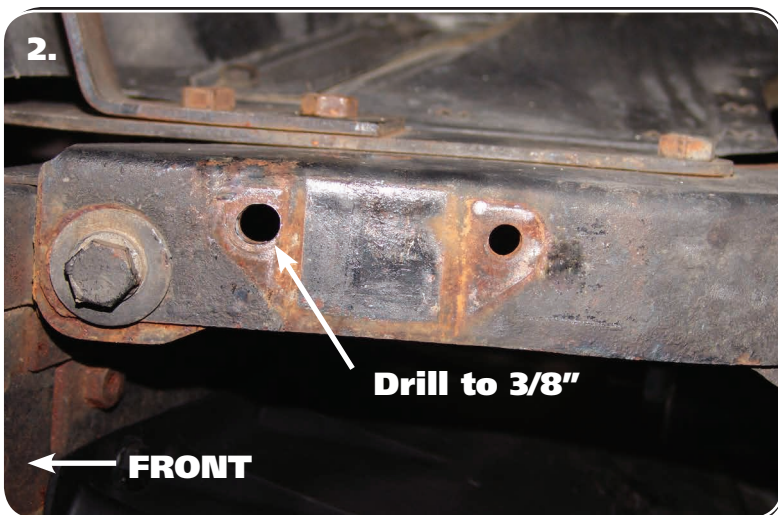
Note: This MuscleBar is designed to be used with the Ridetech StrongArms.



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

STEPS 2 - 4 ARE FOR C2 CORVETTE ONLY, IF INSTALLING ON C3 SKIP TO STEP 5

C2 Frame Bushing Mounting



2. Drill Out the forward ORIGINAL swaybar mounting hole to 3/8". The original rear hole will not be used. A new mounting hole for the rear bolt will be drilled in Step #4.



C2 MuscleBar Installation



3. Insert the MuscleBar into position by sliding it between the bumper support and the frame rail. With the MuscleBar slid in place, install the mount bushing onto each end of the MuscleBar followed by the mounting strap.

NOTE: Approximately 1 3/8" of the bar end will be sticking out of the bushings.



4. Insert a 3/8"-16 x 1 1/4" Bolt and Flatwasher through the front mounting strap hole and hole that was drilled out in step #3. Install a 3/8" Flatwasher and Nylok Nut on the bolt and lightly tighten making sure the bolt stays in the center of the slot. With the bolt and nut lightly tighten clamp the loose end of the strap to the frame. With the strap clamped in place, drill a 3/8" hole in the center of the slot in the mounting strap. Repeat on other side. Install 3/8" x 1 1/4" Bolt, flatwashers, and Nylok Nut in drilled hole. **DO NOT TIGHTEN.**

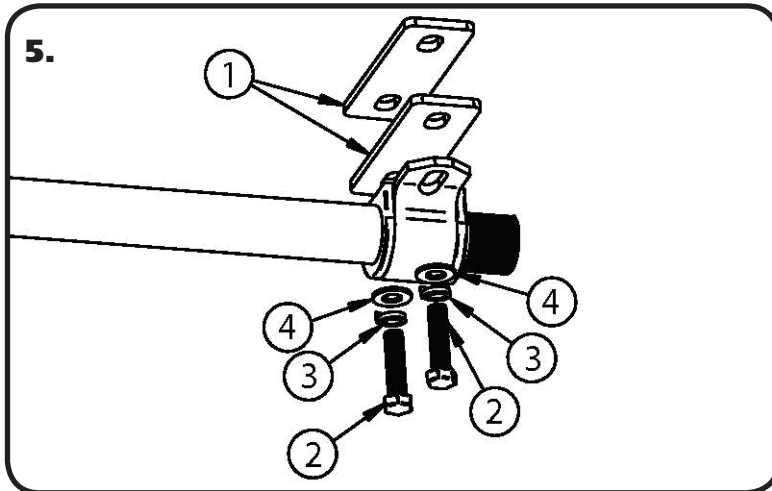
AFTER COMPLETION SKIP TO STEP 7

C3 MuscleBar Installation

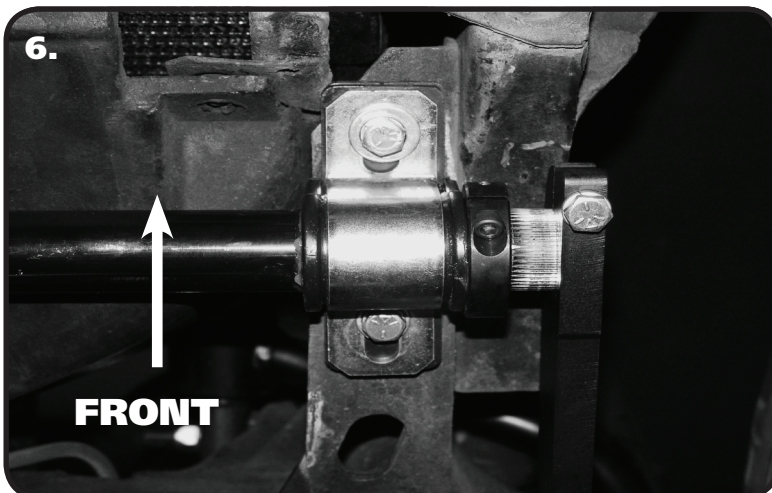
STEPS 5 - 6 ARE FOR C3 CORVETTE ONLY.



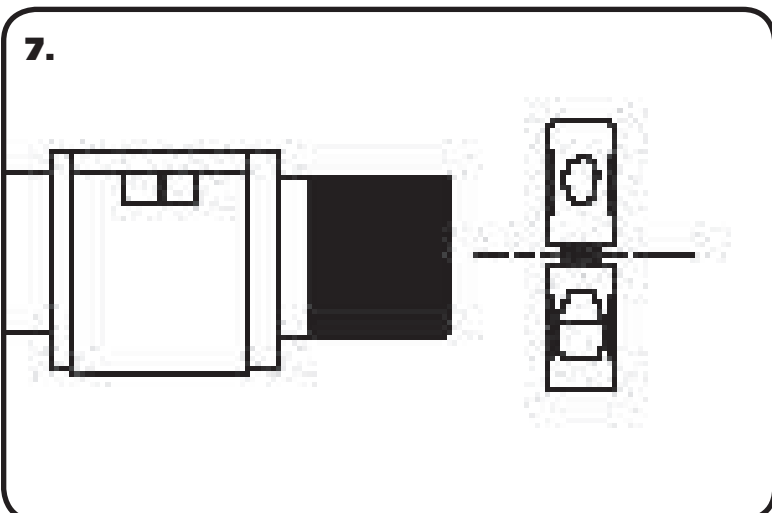
C3 MuscleBar Installation



5. The Musclebar on the C3 is bolted into the OEM swaybar position. The C3 uses Spacers(1) to position the bar correctly on the chassis. These spacers are installed in between the Bushing Assembly and the frame. Insert a 5/16" x 1 1/2" Bolt(2), 9/16" Lockwasher(3), and 5/16" Flatwasher(4) through each slot in the Bushing Mount. Install the 2 Spacers(1) on the bolt before threading it into the factory swaybar mounting hole in the frame. **DO NOT TIGHTEN.**



6. The MuscleBar will be slid to the rear of the car when doing final tightening of the Bushing Mounts.

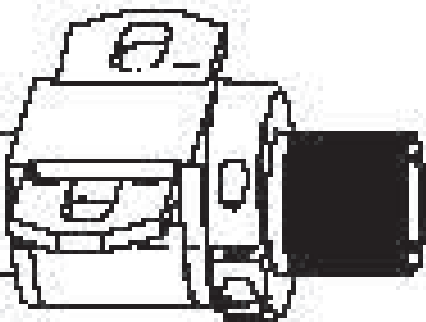


7. Install locking ring onto MuscleBar. **DO NOT TIGHTEN.**



MuscleBar Installation

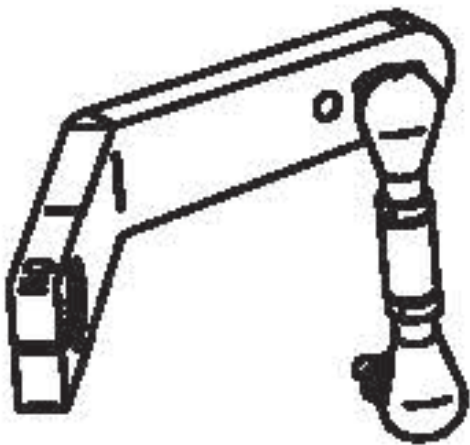
8.



Against Bushing

8. With all 4 bolts installed, center the MuscleBar in the bushings. There should be approximately (1 3/8" C2) (1 9/16" C3) sticking out of the bushing on each side. With the MuscleBar center, slide the locking rings up against the bushings and tighten them down. Tighten the Bushings Mounting hardware.

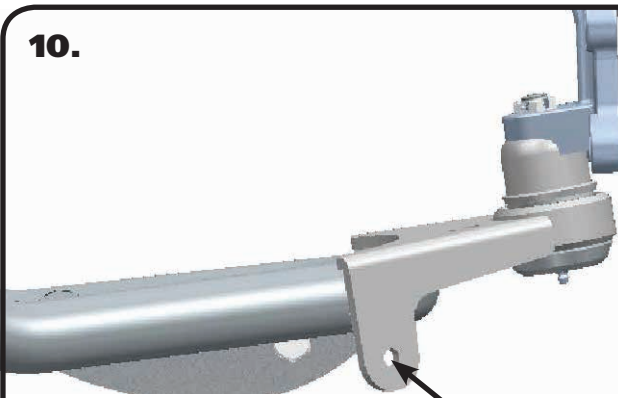
9.



9. Install the Posilink into the center hole on the MuscleBar arm using Diagram #7 as a reference. Tighten using a 3/8" Flatwasher on each side of the arm and a 10mm Nylok nut.

NOTE: Driver and Passenger are installed in the same orientation. For the Passenger side, you will simply spin the Posilink over 180 degrees. There is a Driver and Passenger Arm, the arms are installed with the Pinch Bolt installing from the bottom of the arm.

10.

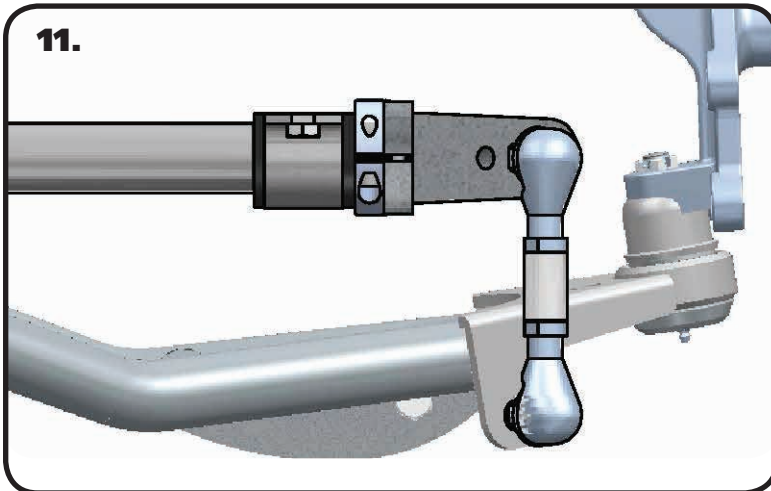


PosiLink Mounting Hole

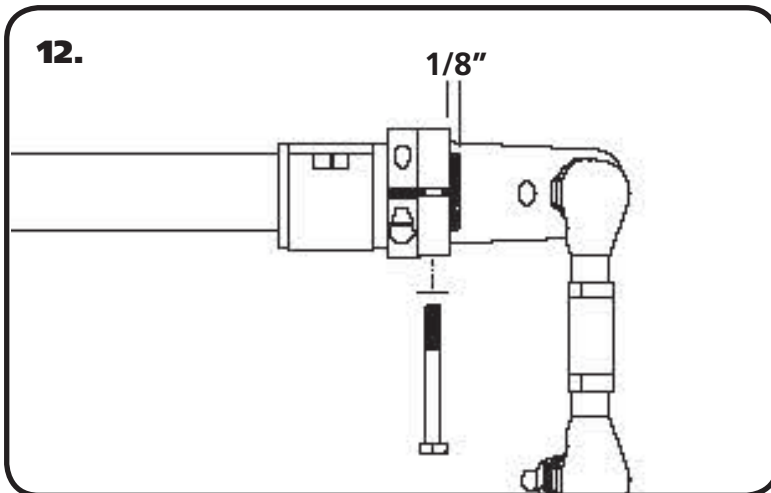
10. **This step needs to be done with the complete front suspension installed on the car.** It is critical to get the arms clocked on the MuscleBar the same, we found a simple way to do it. With the StrongArms hanging at full extension, slide the MuscleBar arms onto the bar. Try to insert the loose end of the Posilink into the mounting hole on the Strong-Arm. If it will not slide into the hole, remove the Swaybar arm from the bar and reposition it until the Posilink will slide into the mounting hole with little effort. Repeat the procedure on the other side. The arms are now clocked the same.



Final Installation



11. With the arms installed on the MuscleBar, install a 3/8" Flatwasher on each side of the tab along with a 10mm Nylok Nut onto the Posilink and Tighten.



12. Position the Arm so that it is inset 1/8" from the ends of the splines. Install 5/16"x 1 3/4" bolt, along with a 5/16" Lockwasher in from the bottom of the MuscleBar arm. **Torque the bolt to 35 ftlbs.**

13. Double check all hardware to make sure its tight.

The MuscleBar has 3 positions to aid in the tuning of your Corvette's handling. We start in the center position and tune from there. The Position to the front of the car shortens the arm and will make the Musclebar stiffer. The position to the rear of the car lengthens the arm and 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.**

AFTER PUTTING SOME MILES ON THE CAR, RETORQUE THE SWAYBAR ARM CLAMPING BOLTS.