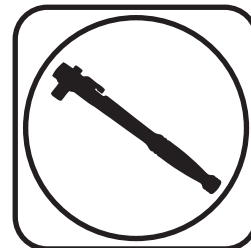
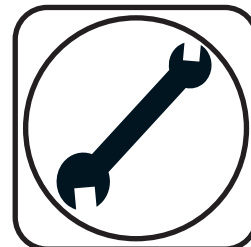
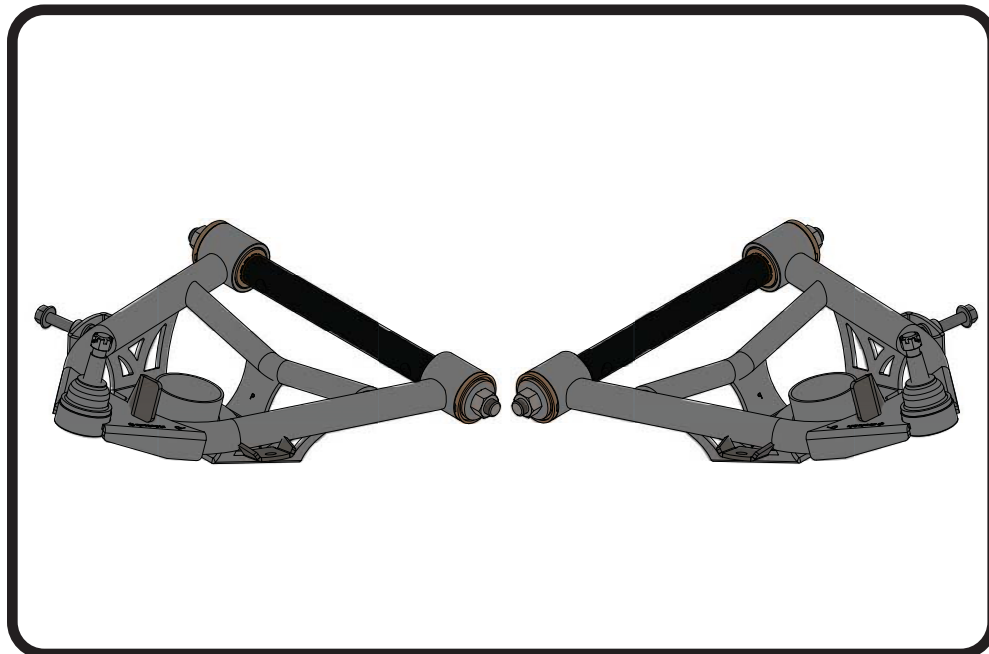




C10 Coil Spring StrongArms

Part # **11342199**(63-70)/**11352199**(71-87)

Recommended Tools



C-10 Coil Spring Lower StrongArms Installation Instructions

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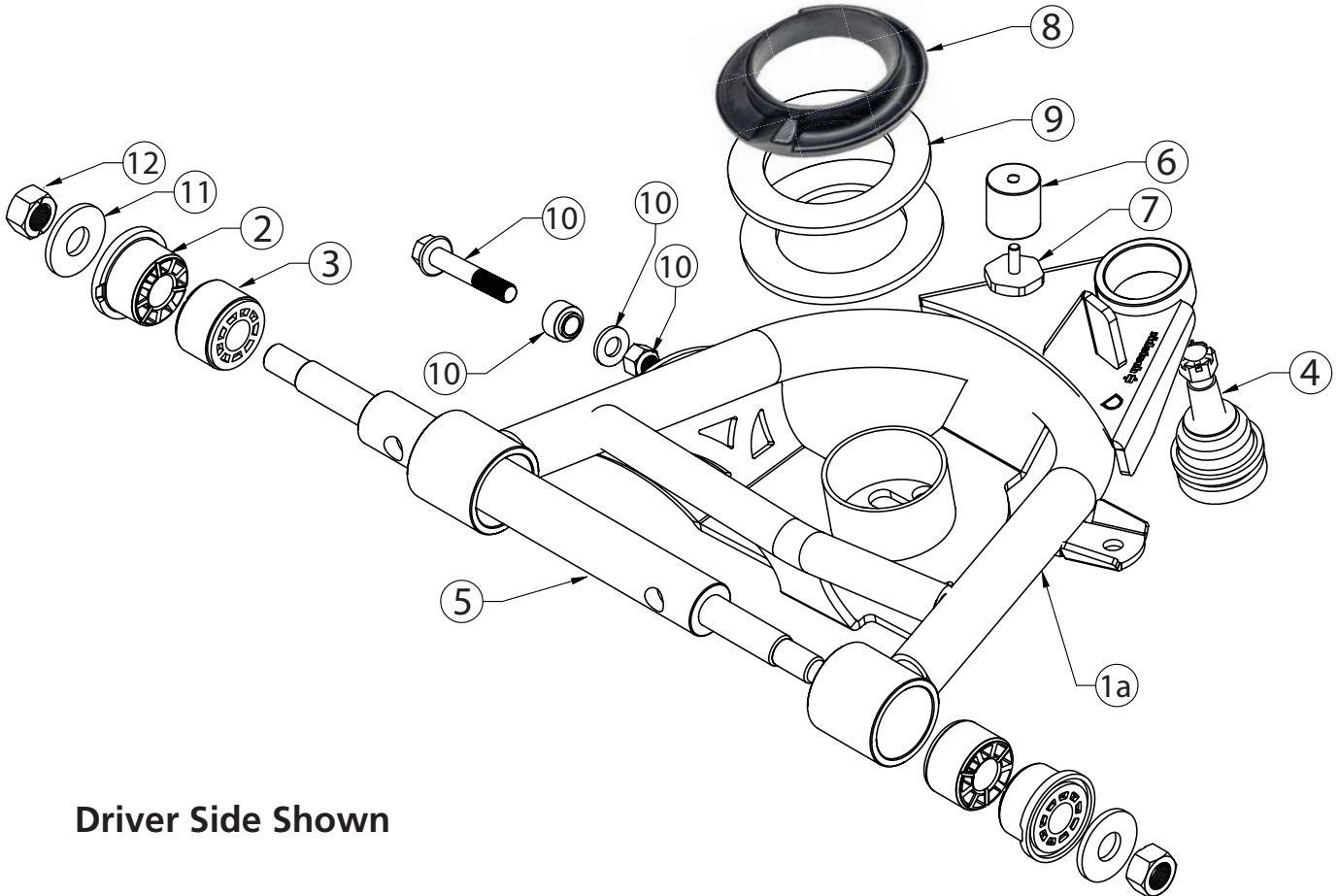
Note: These control arms were designed for use with the Ridetech bolt-on shock kit & MuscleBar swaybar. The factory shocks and sway bar will not work.





Upper Control Arm ComponentsIn the box

Item #	Part Number	Description	QTY
1	90003368	Driver Lower Control Arm (Shown)	1
1	90003369	Passenger Lower Control Arm	1
2	70010755	Control Arm Bushing - 2.5" OD Ledge	4
3	70011465	Control Arm Bushing - No Ledge	4
4	90000912/90000909	(63-70/71-87) - Lower Ball joint Assembly	2
5	90002430	Lower Control Arm Shaft	2
6	90000472	Bumpstop Spacer	2
7	70013322	Short Bumpstop	2
8	90000247	Coil Spring Isolator	2
9	90003349	1/4" Coil Spring Spacer	4
10	90001619	Shock Cantilever Pin Kit	2



Driver Side Shown



Hardware Kit# 99010196

Part #	Description	QTY	Part #	Description	QTY
CROSS SHAFT			BUMP STOPS		
99753001	3/4" USS Flat Washer	4	99371065	3/8"-16 x 3/4" Hex Bolt	2
99752005	3/4"-16 Top Lock Nut	4	99373002	3/8" Split Lock Washer	2
			99373002	3/8" SAE Flat Washer	2
			90002263	Red Loctite	1

Ball Joint Info

Note: The 63-87 C-10's have similar control arms through the years, but the ball joints used were different. The year breaks are as follows: 63-70, 71-72, 73-87. Be sure to use the correct ball joint for the year of spindle you are using.

Ball joints:

- 63-70:** Upper-90000911 Lower-90000912
- 71-72:** Upper-90000902 Lower-90000909
- 73-87:** Upper-90000910 Lower-90000909

Getting Started.....

Congratulations on your purchase of the Ridetech C10 StrongArms. These StrongArms have been designed to give your C10 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 geometry has been optimized for excellent handling and driveability. The ride height can be adjusted using supplied shims. The delrin bushings are made from a material that is self lubricating so no grease zerks are needed.

Ride Height Adjustment

We recommend measuring the truck before starting the install. Measuring from the fender lip to the floor works well. This measurement along with the guide below will help determine if you need to shim the coil spring isolator.

These controls arms come with shims to help dial in the ride height to your liking. The kit contains (4) 1/4" spacers. By not running any spacers, these controls arms will lower the car approximately 1" at the wheel. The guide below will assist you in determining what shim or shims to run to get the desired height.

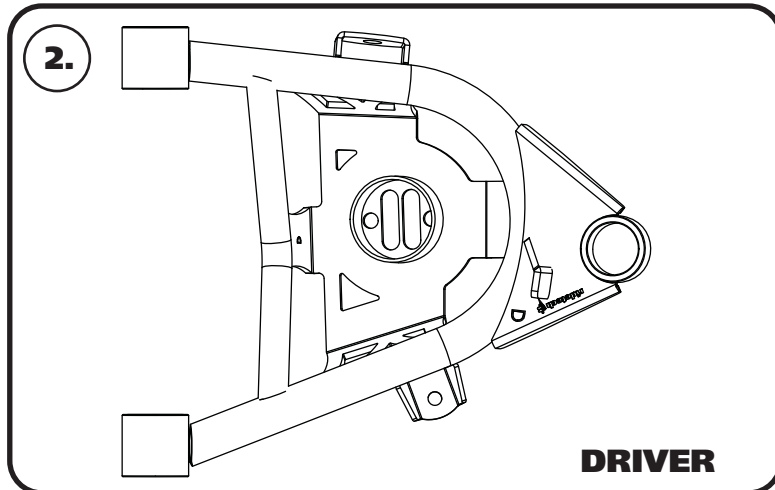
DROP	TOTAL SHIM THICKNESS	THICKNESS AND NUMBER OF SHIMS PER SIDE
0"	1/2"	(2) 1/4"
1/2"	1/4"	(1) 1/4"
1"	0	0 SHIMS

The shims install UNDER the coil spring isolator!!



Installing Lower Control Arm

1. Remove the entire lower control arms from the truck. If you are replacing the upper control arms, remove them too. Refer to a factory service manual for the proper method.

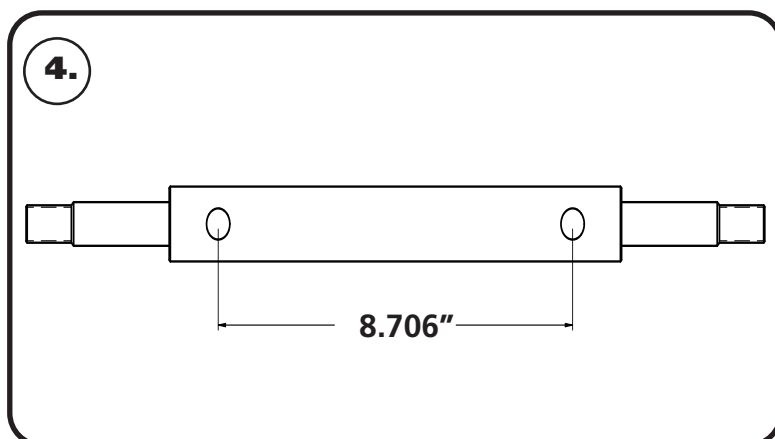


2. The control arms are marked "D" for Driver and "P" for Passenger. The ball joint pin points up and the sway bar mount is on the front side of the arm. **Image 2** shows a top view of the driver side control arm.



3. The lower control arm is installed using the factory U-bolts and nuts. The lower control arm is located by a pin that is in the center of the front u-bolt cradle. This pin will go into the hole in the control arm shaft to help locate the control arm. Torque the u-bolt hardware down evenly to 85 ft-lbs.

NOTE: We have ran across some trucks where the rear pin is the locator pin. It will locate the control arm correctly too.



4. The lower cross shaft has 2 different locating hole patterns. These StrongArms use the 8.706" center to center locating holes. The pin in the cross shaft saddle that was pointed out in **Image 3**, will locate into these holes. Use the OEM hardware to attach the lower making sure the locating pin is in the 8.706" center to center holes.



Installing Lower Control Arm



5. **Image 5** is an example of the lower bolted to the crossmember. Install 3/4" ID washer on to each end of the cross shaft against the bushing. Then install the 3/4"-16 lock nut. Snug the nut up against the washer. You want the suspension move freely through its travel.



6. The kit includes new bump stops. **Steps 6-9** will help guide you in the installation of the bump stops. The bump stop will be installed at the rear inner edge of the coil spring opening. **Image 7** shows the bump stop installed as a reference. A hole will need to be drilled to attach the bump stop to the frame.



7. Swing the control arm up to help determine the proper location of the bump stop. The bump stop needs to contact the front tube of the control arm with the aluminum spacer sitting flat against the frame. Mark the outside edges of the spacer as you will need to drill a 3/8" hole at the center of the location.



Installing Lower Control Arm



8. Use a 3/8" drill bit to drill a hole at the center of the bump stop spacer location.



9. Install a 3/8" split lock washer & 3/8" flat washer on a 3/8"-16 x 3/4" bolt. Apply red loctite to the threads of the bolt. Insert the bolt in the drilled hole by reaching into the coil spring hole. Align the bump stop spacer with the bolt and thread it into the spacer. Tighten the bolt to 12 ft-lbs.



10. Use the guide on **Page 3** to determine what shims, if any, to use to achieve the desired ride height. Place the shims over the center ring. They will sit flat against the floor of the control arm.



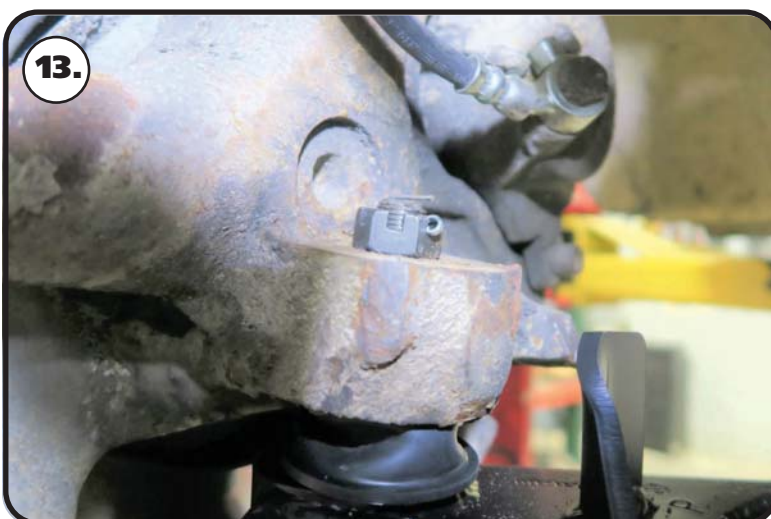
Installing Lower Control Arm



11. Place the coil spring isolator over the ring of the control arm.



12. Reinstall the coil spring, making sure the end of the coil spring is nested in the provision in the frame. Rotate the coil spring isolator to align it with the bottom of the coil spring.



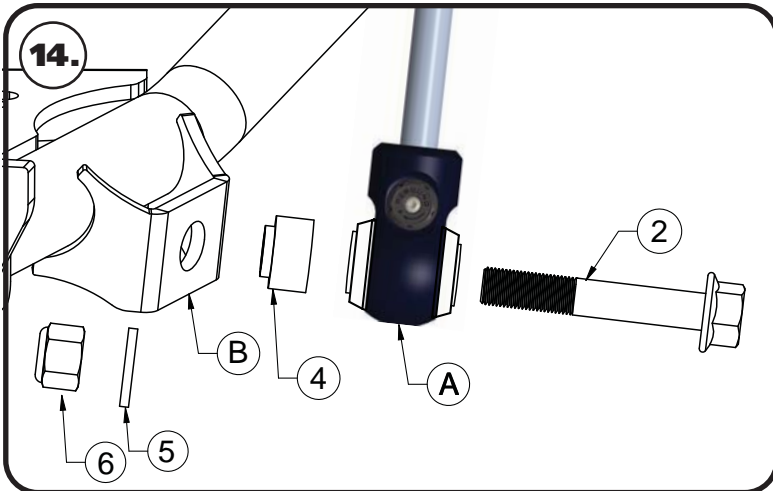
13. Slide the ball joint pin into the spindle and install the castle nut. Torque the ball joint nut and install cotter pin.

Ball Joint Nut Torque Specs:

Torque to 90 ftlbs and then tighten nut to align cotter pin hole not to exceeding 130 ftlbs.



Installing Lower Control Arm



14. Attach the shock(A) to the lower control arm(B). Insert the 1/2"-20 x 3" flanged head bolt(2) through the bushing sleeve. Install the aluminum t-spacer(4) on the threads of the shock bolt with the SMALL OD toward the control arm. Insert the shock bolt/shock through the holes in the control arm shock mount. Install the flat washer(5) on the threads, followed by the 1/2"-20 nylok nut(6). Torque the nut to 75 ftlbs.



15. Attach the Ridetech sway bar to the lower control arm.

Suggested Alignment Specs:

Camber: Street: -.5 degrees
 Caster: Street: +3.0 to + 5.0 degrees
 Toe: Street: 1/16" to 1/8" toe in

Torque Specifications

COMPONENTS	TORQUE
LOWER CONTROL ARM U-BOLT HARDWARE	85 FT-LBS
LOWER BALL JOINT (tighten to align cotter pin hole after torquing)	90 FT-LBS
BUMPSTOP SPACER TO FRAME	12 FT-LBS
SHOCK BOLT TO CONTROL ARM	75 FT-LBS