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Part # 11169100
67-69 GM "F" Body & 68-74 GM "X" Body Front MuscleBar w/ PosiLinks

Components:

1	90000116	Sway bar
1	90000121	Driver side arm
1	90000122	Passenger side arm
2	90000137	Frame bracket
2	90001099	Polyurethane frame bushing
2	90000924	10mm straight PosiLink
2	90000926	10mm 90 degree PosiLink
4	90000717	T-bushings
2	Grease Zerk fittings – ¼"-20	
2	90001092	Tube of lithium grease

Hardware:

4	99112002	10mm Nylok nut	PosiLinks
2	99373003	3/8" SAE flat washer	PosiLinks
2	99115001	10 x 1.5 x 36mm stud	PosiLinks (use Loc-tite)
4	99311001	5/16" x 1" USS SHCS	Frame bracket
4	99312003	5/16" USS Nylok nut	Frame bracket
8	99313002	5/16" SAE flat washer	Frame bracket
6	99371021	3/8"-16 x 1" FHSCS	Arm to sway bar (Use Loc-tite)
2	99502003	½" SAE Nylok jam nut	Steering arm

POSI·Link™

Installation Instructions

1. This sway bar is designed for use with our lower StrongArms. Installation on other arms may require modification.

2. Remove the end links from the factory sway bar. Then remove the bolts attaching the sway bar to the frame.



3. Apply lithium grease to the poly bushing then slide it over the sway bar.



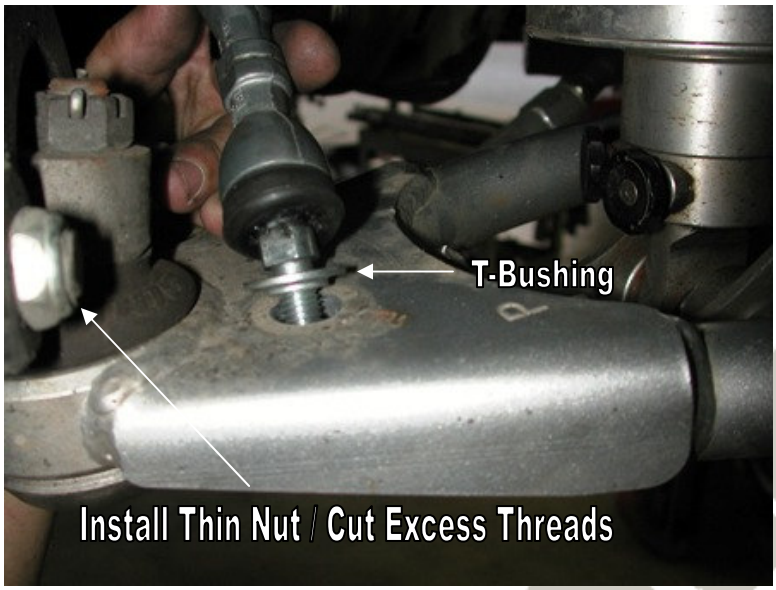
4. Secure the sway bar to the frame with two 5/16” x 1” Socket Head Cap Screws, flat washers and Nylok nuts.

Note: Due to the larger diameter bar, the front hole must be drilled with a 5/16 bit approximately 3/8” in front of the factory hole. Use the bracket as a template.

Air Ride Technologies

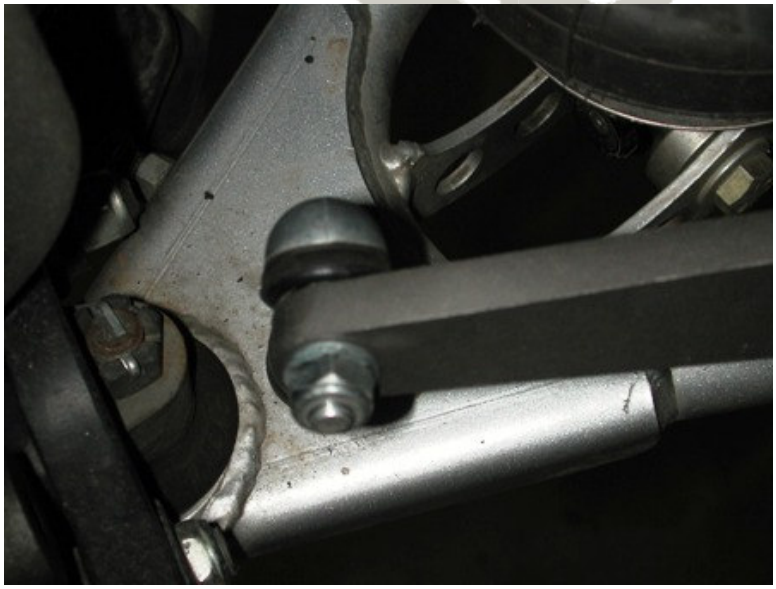


5. Attach the arm to the bar using three 3/8” x 1” Flat Head Cap Screws. **Blue or Green Loc-tite must be applied to the threads of these bolts.**



6. The straight end of the PosiLink will attach to the lower control arm. **A “T”-Bushing must be installed on each side of the control arm.** Secure the assembly with a 10mm Nylok nut.

Note: To avoid the front steering arm bolt hitting the PosiLink, a thin Nylok jam nut is installed and the excess threads must be cut off.



7. Attach the other end of the PosiLink to the sway bar arm with a 3/8” flat washer and a 10mm Nylok nut.

8. Check sway bar and PosiLink clearance through full suspension travel, turning the wheel lock to lock. Make sure that the PosiLinks do not bind.