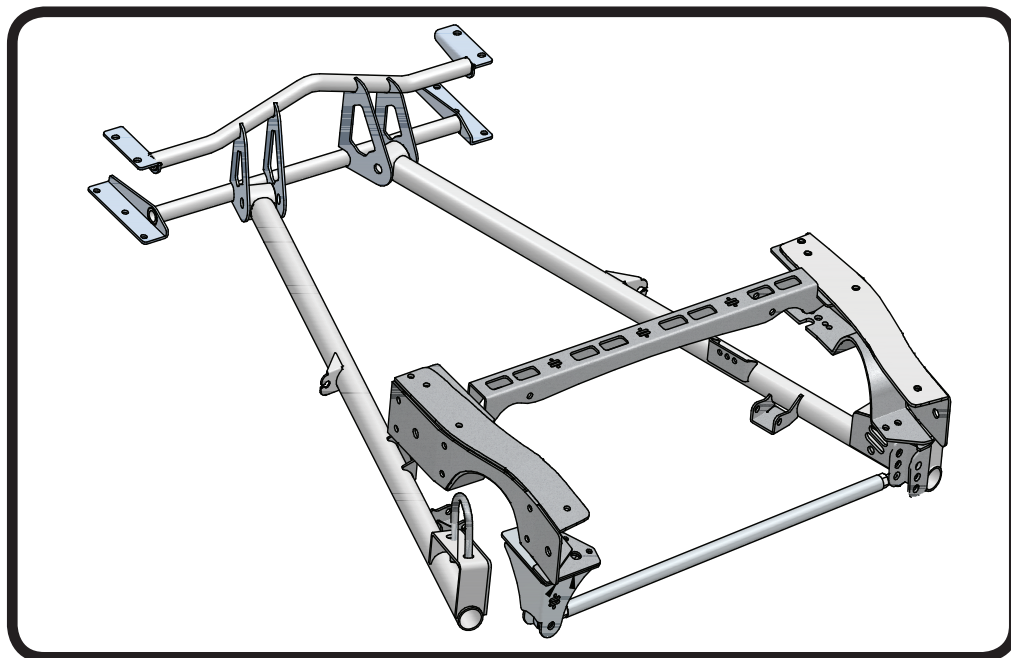
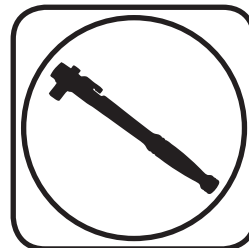
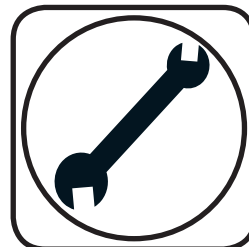




Part # 11337199 - 1963-1972 C10 Rear StrongArms



Recommended Tools



1963-1972 C-10 Rear StrongArms Installation Instructions

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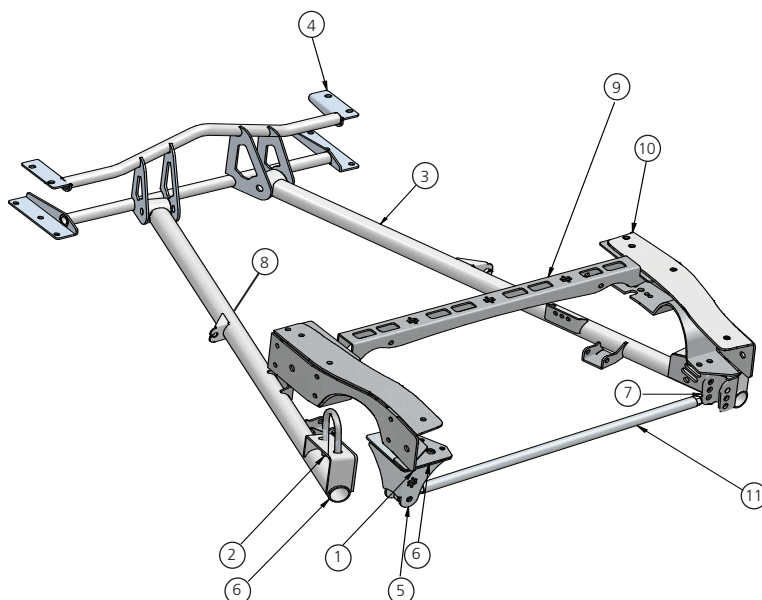
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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90002435	Panhard Mount Top Spacer	1
2	99756001	Trailing Arm U-bolt	2
3	90000626	Driver Side StrongArm	1
4	90000631	Front StrongArm Crossmember	1
5	90002436	Panhard Bar Frame Mount	1
6	90002434	Panhard Mount Bottom Spacer	1
7	90001589	Panhard Bar Heim End	2
8	90000627	Passenger Side StrongArm	1
9	90002432	Upper Shock Bridge	1
10	90000614	Passenger "C" Notch	1
10	90000613	Driver "C" Notch	1
11	90000940	Panhard Bar (34 5/8" center to center)	1
	90002062	Shockwave/Coilover Spacers (Not Shown)	8
	90001083	Medium Bumpstop - 1.5" tall (Not Shown)	2
	90001088	Poly Bushing Half (Installed in StrongArm)	4
	90000625	Inner Bushing Sleeve (Installed in StrongArm)	2
	90000552	Panhard Bar Heim Spacers (Not Shown)	4





Hardware ListIn the box (Kit# 99010052)

QTY	Part Number	Description	
2	99621003	5/8" x 2 3/4" Gr. 8 Bolt	Panhard Bar
2	99622006	5/8" SAE Nylok Jam Nut	Panhard Bar
4	99621014	5/8" x 1 1/2" Gr. 8 Bolt	"C" Notch to Frame
4	99622001	5/8" SAE Nylok Nut	"C" Notch to Frame
4	99623001	5/8" SAE Flatwasher	"C" Notch to Frame
10	99431001	7/16" x 1" USS Bolt	Front Crossmember to Frame
20	99433002	7/16" SAE Flatwasher	Front Crossmember to Frame
10	99432002	7/16" USS Nyloc Nut	Front Crossmember to Frame
6	99431012	7/16" x 1 3/4" USS Bolt	Panhard Mount to Frame
12	99431002	7/16" x 1 1/4" USS Bolt	"C" Notch & Shock Bridge
12	99431001	7/16" x 1" USS Bolt	"C" Notch & Shock Bridge
30	99432002	7/16" USS Nyloc Nut	"C" Notch & Shock Bridge & Panhard Mount
54	99433002	7/16" SAE Flatwasher	"C" Notch & Shock Bridge & Panhard Mount
2	99751004	3/4" x 4" SAE Gr. 8 Bolt	Trailing Arm to Crossmember
2	99752001	3/4" SAE Gr. 8 Nyloc Nut	Trailing Arm to Crossmember
4	99501024	1/2" x 3 1/4" USS Bolt	Shocks to Mounts
4	99502001	1/2" USS Nylok Nut	Shocks to Mounts

Getting Started.....

Congratulations on your purchase of the Ridetech Rear Strongarm System. These system has been designed to give your truck excellent handling along with a lifetime of enjoyment. Some of the key features of this system: C-notches to give your truck a lowered stance, long panhard bar to reduce the side to side movement of the differential, double tube front trailing arm crossmember allows the exhaust to be ran through it, new trailing arms to replace old deteriorated trailing arms, and the biggest feature of all, it allows the use of Shockwaves or Coilovers.

Note: These system is designed for use with the Ridetech Shockwaves or CoilOvers and the MuscleBar swaybar. **The factory shocks and springs or the factory sway bar will not fit these arms.**

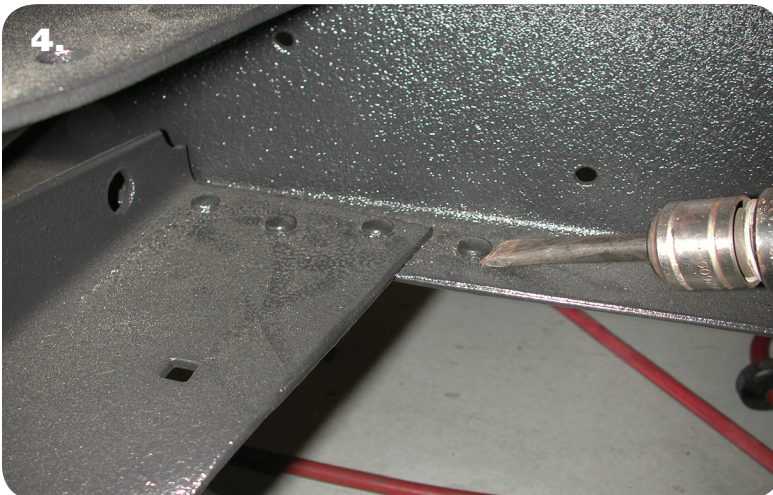
Note: This kit is designed for trucks with the factory coilspring setup. It can be used on leaf spring trucks if a Coil spring differential is used or the trailing arm mounts are added to the leafspring differential.



Disassembly and Front Crossmember Installation

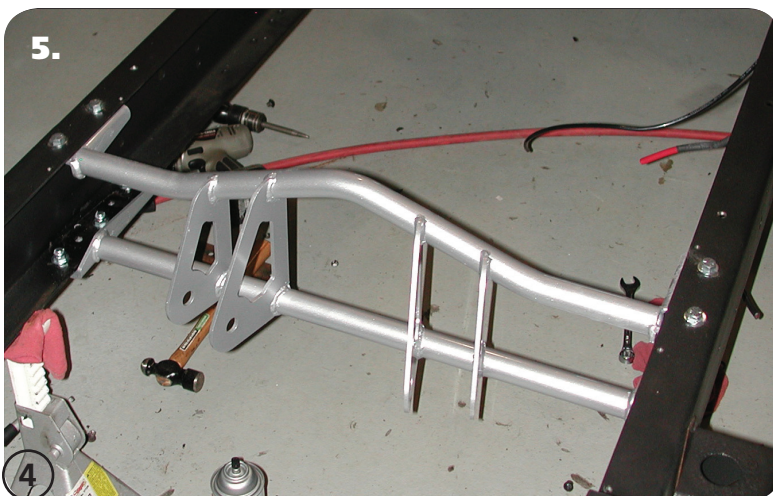
1. Raise the vehicle to a safe and comfortable working height. Let the rear suspension hang freely.
2. Remove the bed.
3. Raise the axle a couple inches and support it so that it cannot rotate. Remove the trailing arms, coil springs, shock absorbers, and panhard bar. Refer to the factory service manual for proper disassembly procedures.

Note: This kit is designed for use with a 1-piece drive shaft.



4. The factory trailing arm frame cross member will be replaced with the tubular one supplied. To remove the factory cross member, the rivets must be removed. The easiest method is to chisel them off with an air hammer. Then use a hammer and punch to drive the rivets out.

Note: On each side there is one rivet in front of the cross member and one behind that must also be removed for the new cross member.



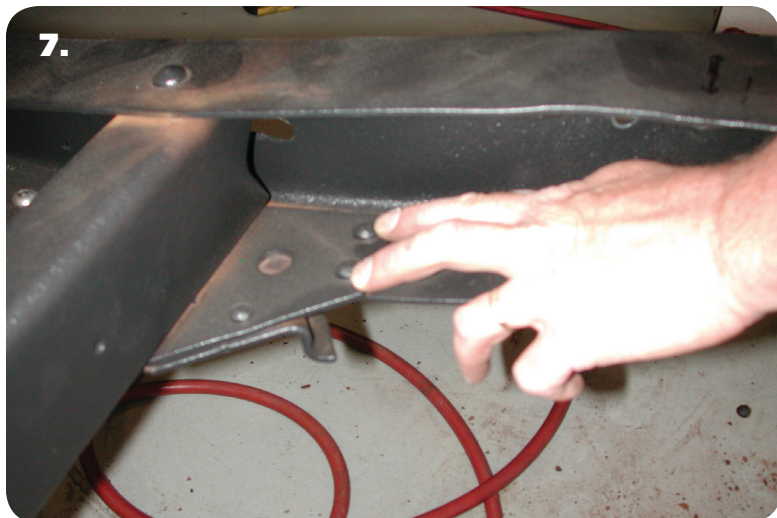
5. Install the new cross member with the trailing arm flanges towards the rear. The cross member is bolted to the bottom side of the frame rails using 10 - 7/16" x 1" bolts, 10 - 7/16" Nylok nuts and 20 - 7/16" flat washers. It may be necessary to enlarge some of the holes with a 7/16" bit.



"C" Notch Installation



6. The factory upper shock cross member must also be removed to allow for the new upper shock cross member and "C" Notch.



7. On the driver side of the rear frame cross member; these two rivets must be removed before installing the "C" notch. Also, remove the factory panhard mount.

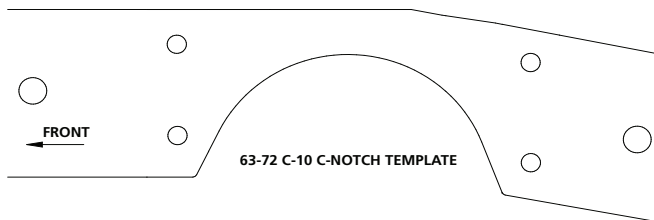


8. The lower rear rivet on this reinforcement plate must also be removed to mount the notch.



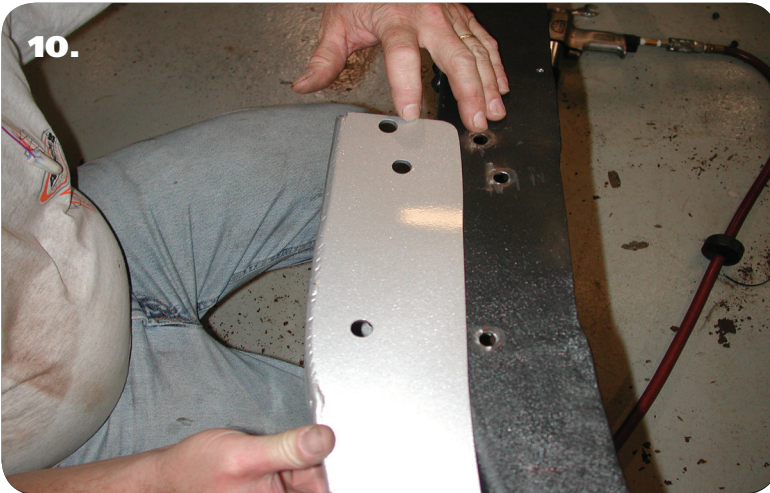
"C" Notch Installation

9. C-Notch Template included in kit



9. Use the supplied "C" Notch template to mark out the frame for cutting. Before cutting out the frame, support the frame in front of and behind the "C" Notch area. We suggest doing one side at a time. The "C" Notch has an arrow pointing to the front of the truck. Use the 5/8" holes to locate the template of the frame.

10.



10. The original crossmember holes will line up with the holes in the "C" Notch. You can use these holes to double check your Notch placement.

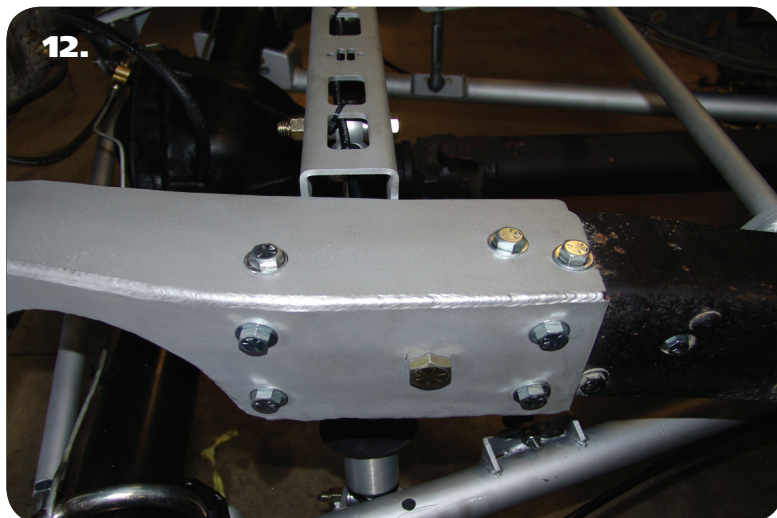
11.



11. Slide the "C" Notch over the frame rail. On some trucks there is just one 5/8" hole, on others there are two holes. Insert 5/8" x 1 1/2" bolt, Nylok nut and flat washer in each hole to secure the notch. The factory rivet holes will need to be drilled out with a 7/16" drill bit. Use the "C" Notch as a template to drill the remaining holes. 7/16" x 1" bolts Nylok nuts and flatwashers. Leave the front (3) bolts out of the top of both notches and the (2) bottom rear bolts of the drivers side out for the moment.

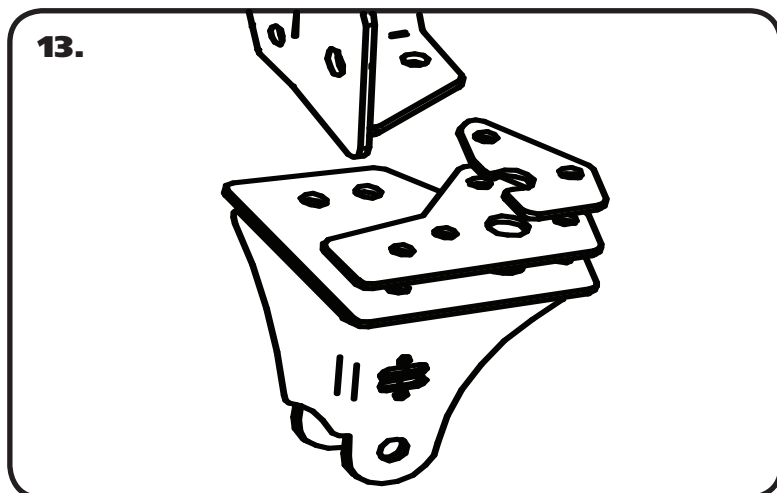


Installing "C" Notches and Shock Bridge

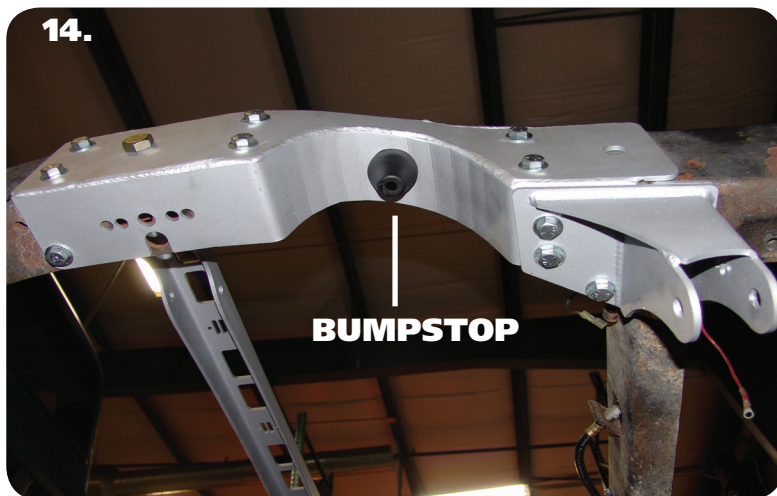


12. Once both "C" Notches are in place bolt in the upper shock bridge. The new upper shock bridge uses the (3) holes in the top of the "C" Notch. The bridge is offset to the rear of the truck, it goes from "C" Notch to "C" notch under neath the top lip of the frame sandwiching the frame between it and the "C" Notch. It is bolted in place using (6) 7/16" x 1 1/4 bolts, Nylok nuts and flat washers.

Note: There are four holes on each side of the bridge; only 3 will be used.



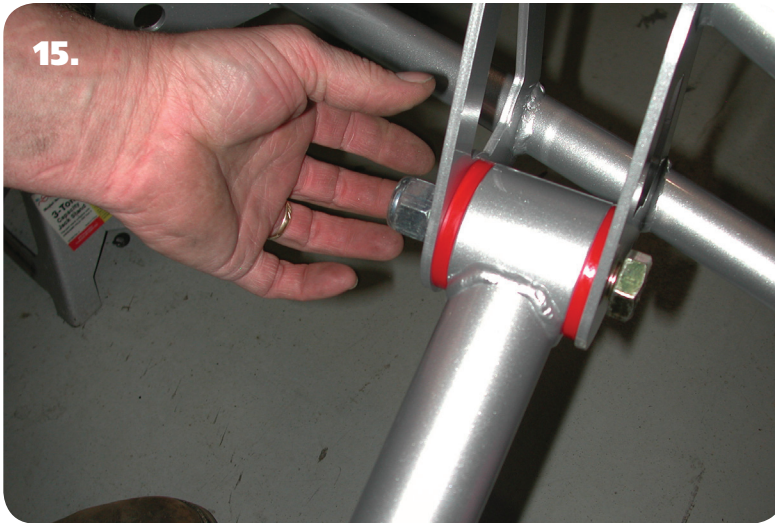
13. Bolt the new panhard mount to the bottom side of the frame on the drivers side. The panhard mount uses (2) spacers to mount it properly (See diagram #13 for reference). The new panhard mount is bolted in place using (6) 7/16" x 1 3/4" bolts, Nylok nuts and flat washers.



14. Install the bumpstops into the "C" Notch using a 3/8" nut and flatwasher.

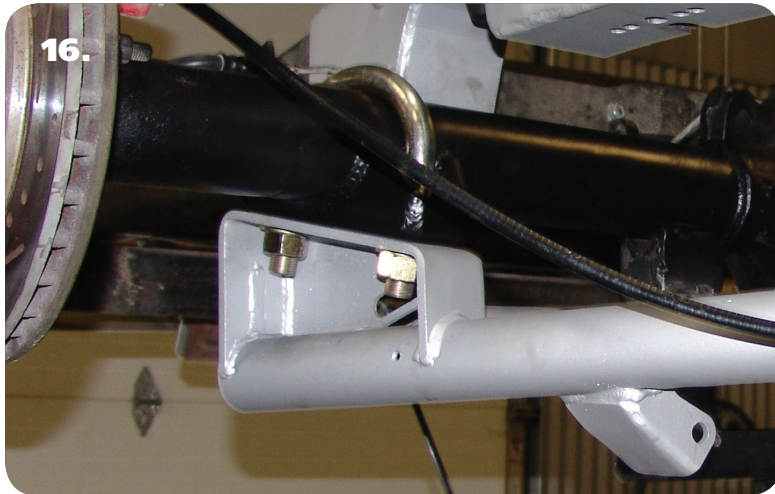


Installing StrongArms and Panhard Bar

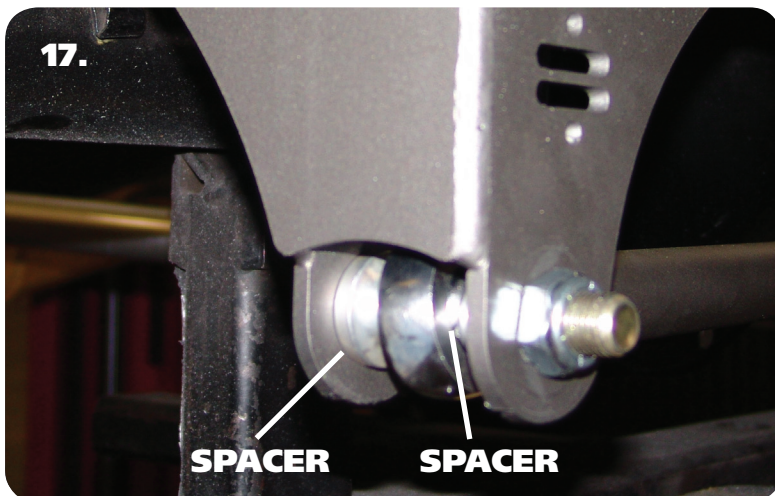


15. The StrongArms are a direct replacement of the factory trailing arms and will bolt to the new tubular cross member using two 3/4" x 4" bolts, Nylok nuts and flat washers. These bushings are polyurethane and are already lubricated with lithium grease. Future lubrication can be done with any non-petroleum based lubricant.

Note: There is a driver and passenger side arm. The shock mount will point towards the center of the vehicle. The Panhard mount is on the Passenger StrongArm.



16. Bolt the other end of the StrongArm to the axle using the new U-bolts supplied.

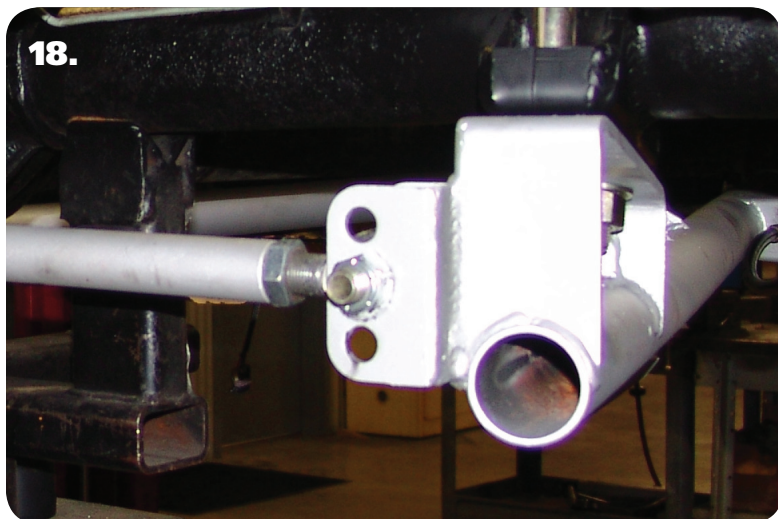


17. Install the Panhard bar into the frame bracket using a 90000552 Spacer on each side of the heim end. The Panhard bar is attached using 5/8" x 2 3/4" bolt and a jam Nylok nut.

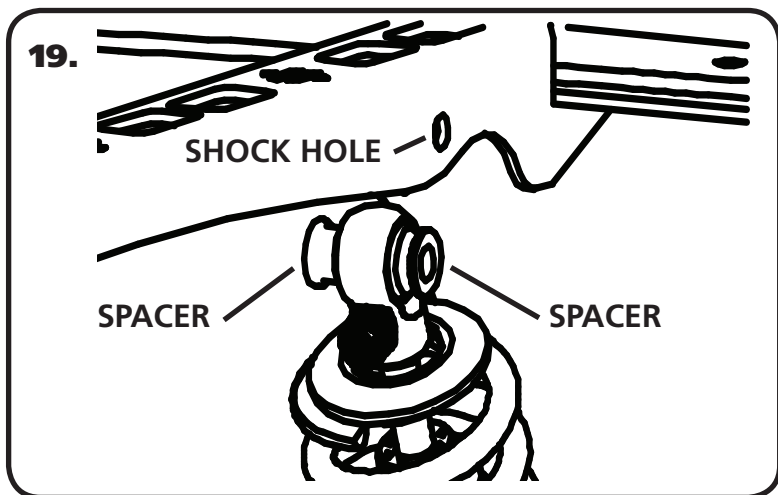
Note: The panhard bar is set at 34 5/8" before it is shipped.



Installing Panhard Bar and Shockwaves/Coilovers

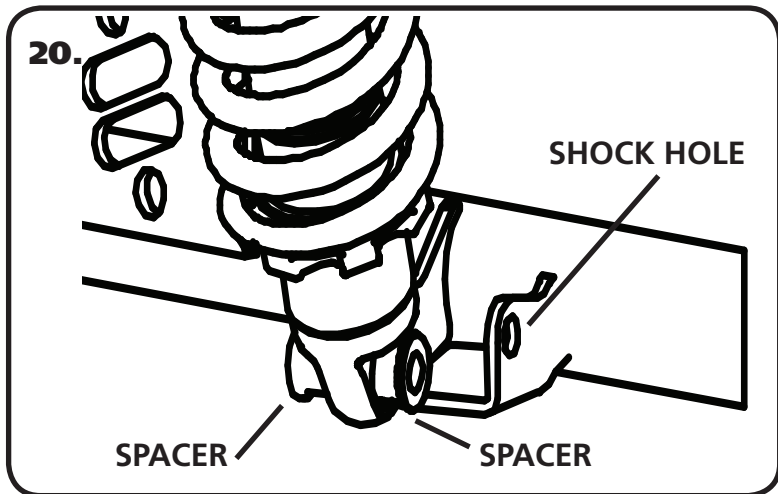


18. Install the other end of the Panhard bar into the bracket on the Passenger StrongArm using a 90000552 spacer on each side of the heim end. The center hole is the standard hole. The other 2 holes are used



19. Install a spacer on each side of the upper Shockwave/Coilover. Slide the assembly into the upper bridge from the bottom side. If your shock has an adjuster knob position it so that the knob points toward the center of the truck. Line up the hole in the spacers with the hole in the upper shock bridge and insert 1/2" x 3 1/4" bolt and install 1/2" Nylok nut.

Note: If installing Shockwaves and you want to locate the air fitting in a different location, the air spring assembly can be rotated on the shock by grabbing the shock and air spring assembly by hand and spinning the shock in the air spring assembly.

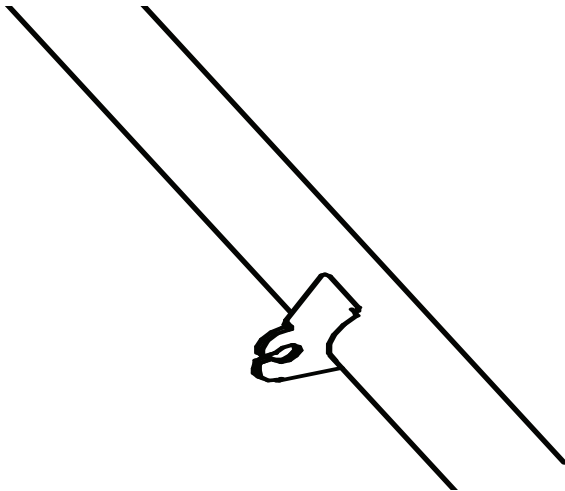


20. Install a spacer on each side of the lower Shockwave/Coilover. Slide the shock with the spacers installed into the mount on the lower StrongArm. You may need to jack the rearend up to line up the holes in the bushing with the 1/2" hole in the shock mounts and hold it in place while you install the 1/2" x 3 1/4" bolt and 1/2" Nylok nut. Tighten the upper and lower shock bolts.



Finishing

21.



21. The StrongArms have a tab for the emergency brake cable. Install the cable into the tabs and hook the cables back up.

22. Tighten all fasteners. If you are going to install the Ridetech MuscleBar, now is a good time to do it. Reinstall the bed and set the truck back on the ground.

23. Set ride height on the truck. The ride height of the Shockwave/Coilover is approximately 14 1/2". If you are using Shockwaves, this is done by changing the air pressure in the Shockwaves. If you are using Coilovers, the ride height is done by using the adjuster nut for the coil spring. The coil spring on the Coilover will have some preload in the spring to get ride height, this is normal.

STILL HAVE QUESTIONS?

Tech line hours

Monday - Friday

8AM - 6PM (EST) 812-482-2932

www.ridetech.com
812-482-2932