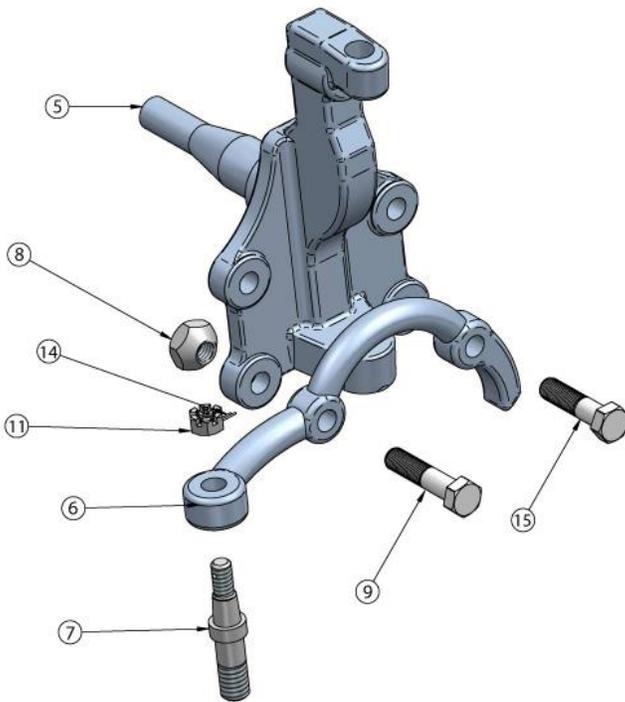


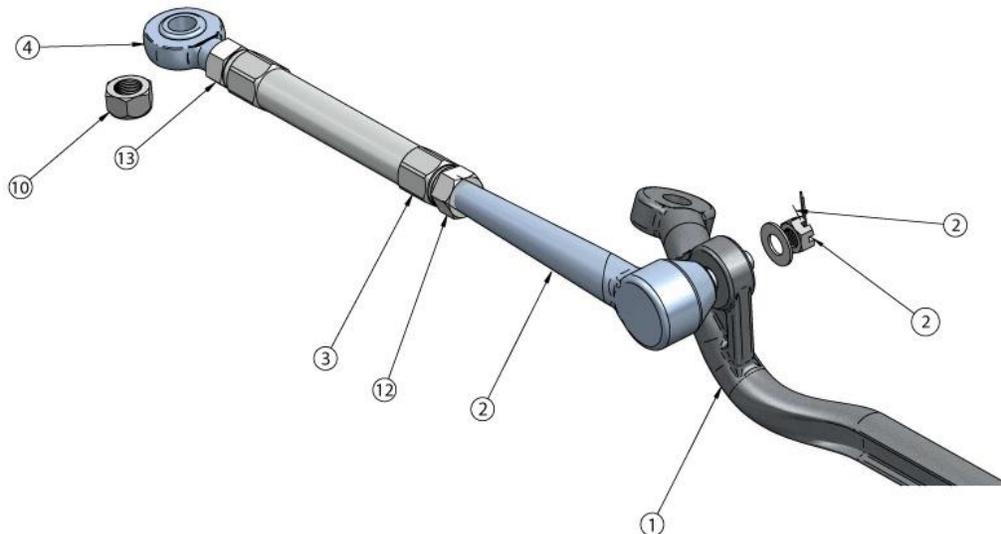
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350 S. St. Charles St. Jasper, In. 47546
 Ph. 812.482.2932 Fax 812.634.6632
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Part # 11169500 67-69 Camaro & 68-74 Nova TruTurn System



Item #	Part #	Description-Torque Specification	Qty.
1.	70012409	Forged Draglink	1
2.	90003027	Driver inner tie rod	1
2.	90003002	Pass. Inner tie rod (bent)	1
3.	90007500	Adjusting sleeve	2
4.	90001590	Heim end	2
5.	11009300	RideTech spindle	1 pr.
6.	90003000	Steering arm	1 pr.
7.	90009931	Large stud – tie rod	2
8.	90009932	1/2"-20 Tapered nut	4
9.	99501010	1/2"-20 x 2 1/4" bolt-75 ft lbs	2
10.	99622003	5/8"-18 Lock Nut-100 ft lbs	2
11.	99432005	7/16"-20 castle nut-35 ft lbs	2
12.	99800003	5/8"-18 LH jam nut	2
13.	99800002	5/8"-18 RH jam nut	2
14.	99952002	3/32" cotter pin	4
15.	99502005	1/2"-20 x2" bolt -75 ft lbs	2





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Installation instructions

1. Raise and safely support the front of your vehicle at a comfortable working level
2. Remove existing spindles and steering linkage, leaving only the control arms, steering box, and pitman arm in place.
3. Install the new Draglink in place of the OEM draglink. New Cotter Pins are included for the idler arm and pitman arm castle nuts.
4. Install the new Ridetech spindles onto the control arms per the enclosed drawings. NOTE: The Ridetech spindle has been fitted with the Ridetech control arms. IF you are using another brand of control arms, or OEM control arm...MAKE SURE to run the suspension through its travel to ensure there is no ball joint bind and that proper alignment can be achieved. Ball joint nut torque = 83 ft lbs
5. Install the remainder of the TruTurn steering linkage as shown in the attached drawings. The PASSENGER TIE ROD IS BENT DOWNWARD TO CLEAR THE IDLER ARM. MAKE SURE that ALL cotter pins are used in the appropriate places and that there is no binding or interference throughout the entire suspension travel.
6. Adjust the camber and toe roughly until you can get the vehicle to a proper alignment shop. The recommended alignment settings are:

Camber - -.5 to -1.5 [within .3 from side to side]

Caster – 4 to 7 degrees positive

Toe - 1/8 to 1/4 toe in

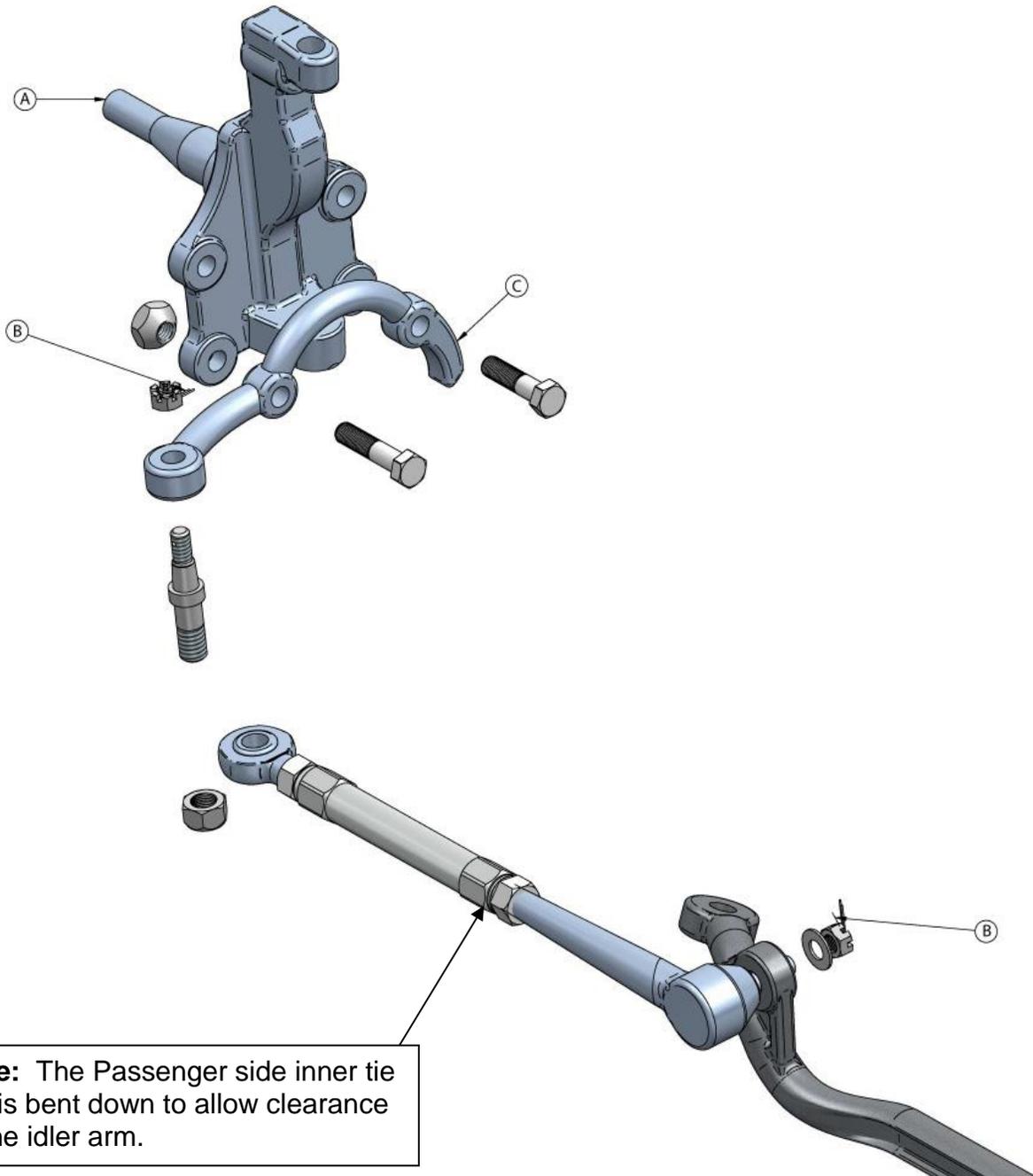
Feel free to experiment with alternative alignment settings that may be more appropriate for your particular driving style.

Installation notes:

- A. Ridetech has successfully fitted a Baer disc brake system to this spindle. Other brands of disc brake brackets MAY need clearancing or adjustment for proper installation. The Ridetech spindle duplicates the GM A body and F body bolt pattern [B] for brake bracket installation.
- B. MAKE SURE that the cotter pins are properly installed in all appropriate places [C] to ensure that the castle nuts do not become loose and fail. These are VERY important connections!
- C. If you are using the Ridetech lower control arms the steering stop bolt in the rear of the control arm will no longer be used.

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Note: The Passenger side inner tie rod is bent down to allow clearance of the idler arm.

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Note: If using a factory style stamped caliper bracket, the bracket may need to be trimmed. The dust shield may also need to be modified.

NOTE: ON OUR CAR WE RUN A 275/40R18 ON AN 18 X 10 WHEEL WITH A 5.750" BACKSPACING, HOWEVER DO TO DIFFERENT BRAKE PACKAGES; YOU NEED TO MEASURE YOUR CAR TO VERIFY WHEEL FITMENT.