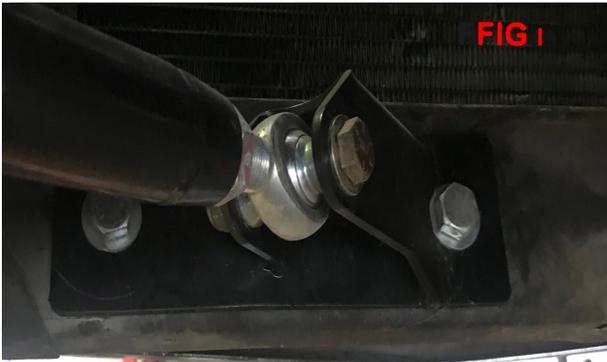


CB Chassis #CB-1006 61-69 Lincoln Continental Front Control Arm Installation

1) As with any installation, begin by supporting the vehicle securely on your lift or jack stands. Remove the front wheels.



2) Remove the lower control arms and tension rods, along with the stock coil springs. The spindle can remain attached to the upper arm for support.

3) Remove the bracket for the front of the tension rod, and replace with the included bracket as shown. (fig 1)

4) Bolt new lower control arm/ tension rod assembly in place of the factory parts.

5) The lower control arm will bolt in using factory hardware. Tension rod uses a heim joint- adjust so that it bolts to the bracket without binding the lower control arm bushing. Note the inner crush sleeve is not to full length of the collar. The factory lower bolt must be used. (fig2)

6) When everything is bolted to the car, install the lower ball joint onto the spindle and install cotter pin.

7) Upper control arms can be removed and replaced with the new ones. They bolt right into place using. (fig 3)

Be sure to grease all bushings before you hit the road!



9) Upper shock towers using to factory holes. You will need to drill 3 addition holes to install. Use supplied 3/8" nut insert to install. Use drill size 17/32" (.531"). See (fig 5)

10) Lower shock mounts using supplied machine shock stud. Install shock stud to lower control arm and tighten then install shock on stud. See (fig 5)



8) Upper air bag cup will need to be center into the upper coil pocket teeth. You will then use the supply flat laser tab to secure it in place. It maybe require to eliminate both upper L shape shock tabs. You can install 7" Dia air bad with no trimming. See (fig 3 & fig 4)

