

## 1961-1969 Lincoln Continental Rear Link Installation

As with every installation, support the vehicle on jack stands or lift securely.

Remove rear wheels, remove leaf springs, shocks, and exhaust system.

Remove front leaf spring mounts, but keep the bolts- we'll be re-using those.



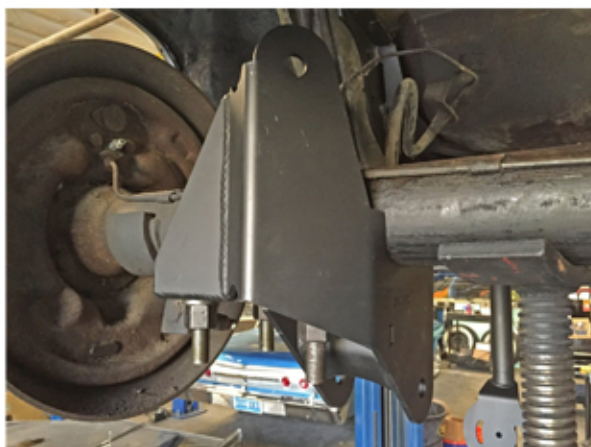
Bolt new frame brackets onto car as shown. Use the original leaf hanger mounting bolts to secure them, then use self-tapping bolts through the remaining holes into body structure.

The lower link bars can be assembled and bolted to the frame brackets at this time. Adjustable ends will mount to the axle.



The upper crossmember can now be bolted in. It will bolt to the side brackets, then to the floor of the car. To access the inside of the panel, some years will require holes to be drilled through an inner panel. There are body plugs included with the kit to cover those up.

The airbags can be bolted to the upper bracket at this time. Use 90° fittings for clearance to the floor.



Axle brackets bolt directly where the leaf springs used to go as shown. Use the U-bolts included in the kit. Be sure to move brake lines so they don't get pinched.

With this bracket bolted down, the upper and lower link bars can be bolted to the frame and axle mounts. We typically start with the adjustable ends about halfway in, then fine-tune once everything is back together.

Lower bolts for airbags bolt to the lower link mounts.

Shocks can be bolted to upper mount and lower link bars.



Double-check all nuts and bolts. Reinstall wheels.

Cycle suspension with a jack to check for clearance through the whole range of travel. Set axle position in wheel well with lower bars, then adjust uppers to set pinion angle at ride height. If the axle isn't centered left-to-right, upper bars can be adjusted to correct its position.

Connect air lines, triple-check nuts and bolts.

Quadruple-check nuts and bolts after driving 50-100 miles.