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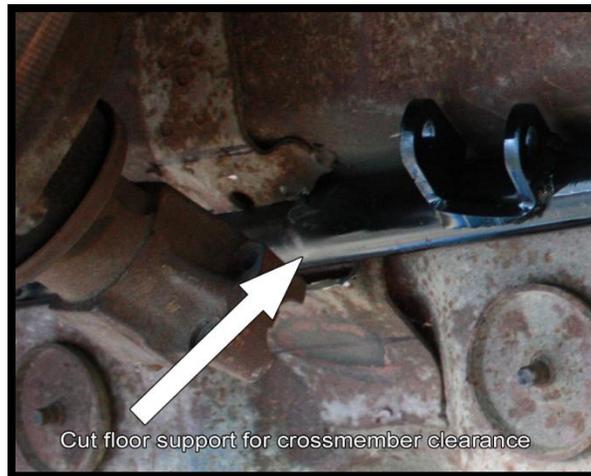
PART # FB378
1964-1969 Lincoln Continental 4 Link Kit

Components:

- Qty. 1 Upper Crossmember
- Qty. 2 Upper Link Bar
- Qty. 2 Lower Link Bar
- Qty. 2 Lower Axle Link Mount
- Qty. 2 Lower Frame Link Mount
- Qty. 4 Upper Axle Link Tab
- Qty. 4 ¾-16 Heim Joint w/ Jam Nut & Misalignment Spacers
- Qty. 2 1.25" Threaded Rod End w/ Jam Nut
- Qty. 8 Urethane Bushing Half
- Qty. 4 Inner Bushing Sleeve
- Qty. 6 3/8" ID Frame Sleeve
- Qty. 1 Hardware Bag

Installation:

1. With the vehicle supported on a lift or tall jack stands, support the axle with additional stands, and remove the wheels.
2. Unbolt the leaf springs from the axle and the frame- you can remove the mounting brackets from the frame front and rear, as they will not be re-used. Unbolt the driveshaft from the axle and move it out of the way.
3. Cut the brake line bracket from the floor, and move it out of the way.
4. The center bump stop bracket (above the driveshaft) will need to be trimmed for clearance for the upper crossmember. Cut this section across its width and 1.5" in length for clearance, as pictured.



5. You should be able to slide the upper crossmember into position now. Slide it up until the 1/4" holes in the side plates line up with the existing holes in the frame rails, as pictured.



6. Mark the three additional holes to be drilled through the frame rails on each side, then remove the crossmember again. Drill these holes through the inside and outside of the frame rails with a 3/8" drill bit. Then drill JUST THE INSIDE frame rail with a 9/16" drill bit. Slide the frame sleeves inside these holes.
7. Place the crossmember back against the frame, and bolt it through the frame (and sleeves) with the included 3/8" x 2.5" bolts. Secure them with the included washers and locking nuts.
8. With the crossmember bolted in place, weld it at the center point where it meets the cut bump stop mount.

9. Bolt the new front lower link mounts into place where the front spring hangers were, using the original hardware. We recommend using anti-seize on these bolts to prevent galling.
10. Assemble the lower link bars. Grease the bushings and inner bushing sleeves and slide them into the bar ends, then thread the rod end into the bar until the overall bar length is 25.5", measured from center of bolt hole to center of bolt hole. Tighten the jam nut against the bar to set the length.
11. Bolt the fixed end of the link bars to the front hanger using the included 9/16" bolts, washers, and lock nuts. Bolt the lower axle brackets to the threaded end of the bar using the included hardware, with the bracket facing as pictured.



12. Swing the lower link bars up to meet the leaf spring mounting pads on the axle, and clamp the axle brackets to them. Check that the axle is centered and lined up, then tack weld the brackets to the axle to set their position.
13. Remove the lower bar from the axle mount to prevent heat damage to the bushings, then fully weld the bracket to the axle.
14. Bolt the lower bars back to the axle mounts.
15. Assemble the upper link bars. Thread the heim joints into the bars until the overall bar length is 13.5", measured from center of bolt hole to center of bolt hole. Tighten the jam nuts against the bar to set the length.
16. Bolt the bars to the upper crossmember using the included hardware. Bolt the upper axle tabs to the other end of each bar, and rest them on top of the axle housing. Locate the tabs onto the housing just outside of in-line with the gas tank straps, so that they won't contact as the axle travels upward. Tack the tabs into place, then unbolt the link bars and fully weld the tabs to the axle housing.
17. Bolt the upper bars back to the mounts. At this point, the link is installed- jack the axle up and move it through its range of motion to check for any contact with the gas tank, brake lines, etc. and make any necessary adjustments.
18. With everything set, mount the airbags to the upper and lower mounts, and connect your air lines to them.
19. Secure the emergency brake cables to the lower link bars with cable ties. The upper brake line bracket can be re-welded away from the airbags. Bolt the driveshaft back to the axle.
20. Double-check all bolts for tightness, and put the wheels back on. You're all set!

NOTES:

-The floor under the seat may need to be cut for driveshaft clearance, depending upon wheel size and overall drop desired!

-Check all bolts and connections after a few miles of driving- things may settle after a couple of trips and need to be snugged back down.

-Shorter shocks are recommended, with a measurement of 19.25" from center to center.

-Bar length measurements are a great starting point, but you may need to adjust them to set pinion angle at your ride height.

