

FORD

INSTRUCTIONS

FAIRLANE FRONT COIL OVER CONVERSION SYSTEM

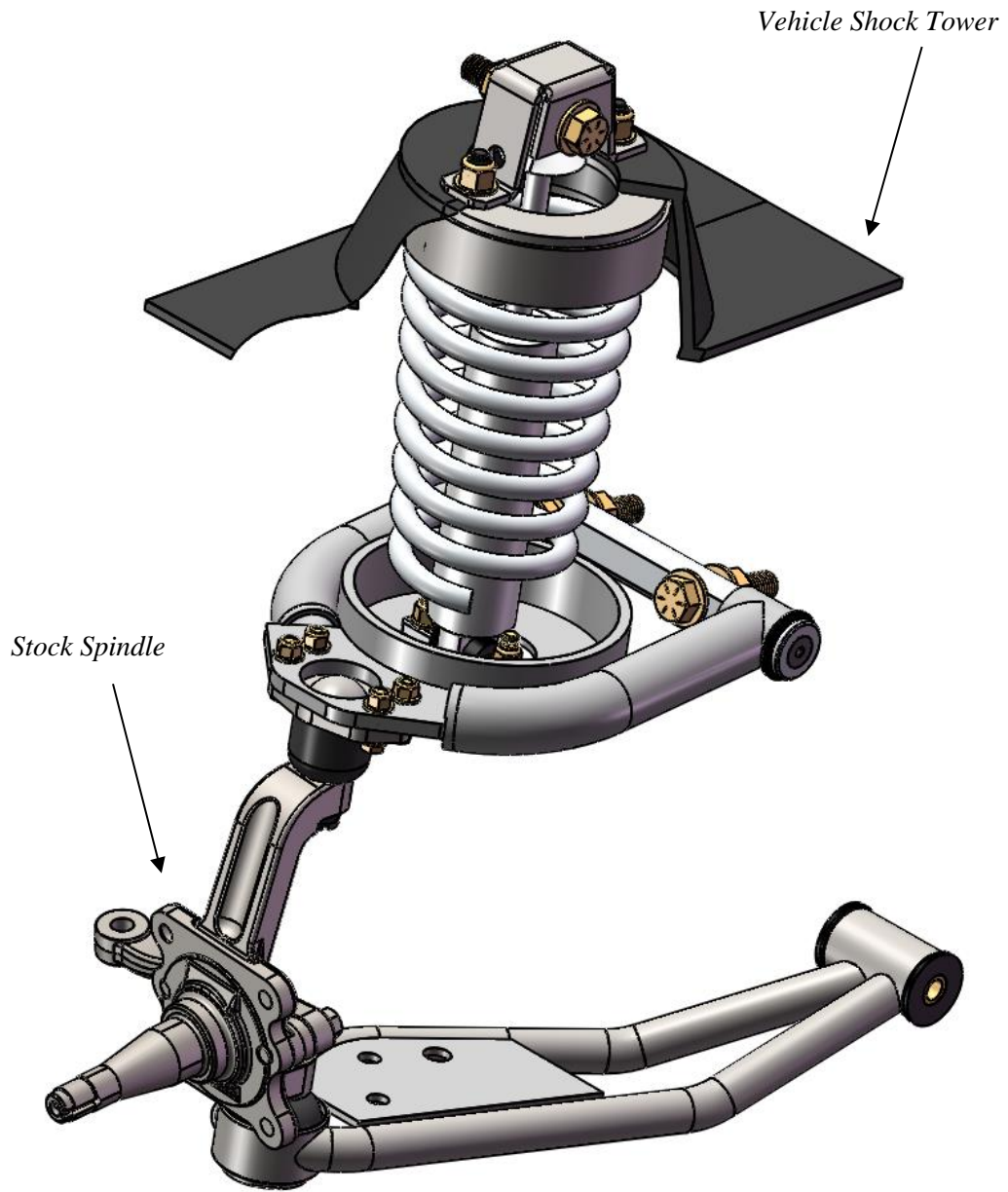
control freak
suspensions™

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1962-1965 FAIRLANE





Installation Instructions

Upper & Lower Control Arms

Coil Over Conversion Kit

1963 – 1965 Ford Fairlane

CO-2330 Small Block / CO-2335 Big Block

Tubular control arm kit contents

- Assembled control arms
- Grade 8 hardware
- Instruction sheet

Torque Specifications

- Control Arms to Frame 50-60 Pounds
- Bushing to cross-shaft 30 Pounds
- Ball Joint Bolts 35 Pounds

Coil Over Kit

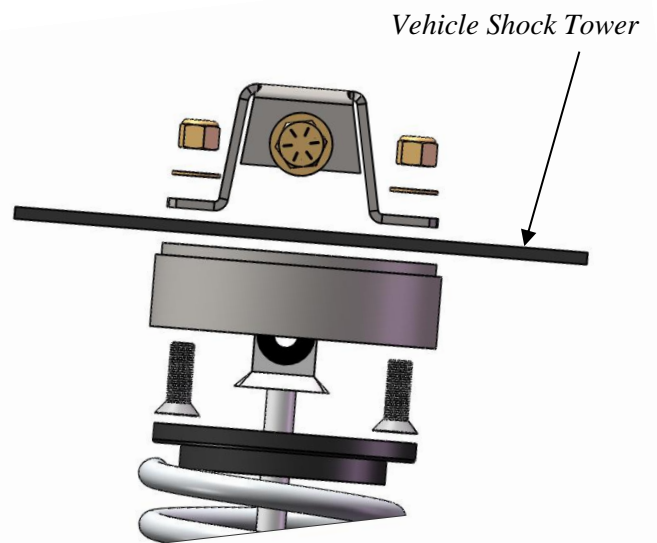
- Two (2) Viking Double Adjustable Coil Over Shocks
- Two (2) Conical High Tensile Springs
- Two (2) Spring Isolators
- Two (2) Upper Spring Retainers
- Two (2) Shock Tower Replacements
- All Grade 8 Hardware

Thank you for purchasing performance tubular control arms from Control Freak Suspensions®, manufactured in Winter Springs, Florida. We believe these arms are the best available at any price. Please note that while installation is relatively easy for those with mechanical skills and modest experience, novices should employ a professional for installation. Also, fit is guaranteed on vehicles that are unmolested...that is cars that have not suffered any front end damage. Such damage can bend or alter the unibody chassis, making installation and alignment more difficult.

Installation Of Tubular Upper Control Arms

1. Measure your vehicle ride height before you begin. Take the measurements with the car at rest on a level surface, measuring the ride height from the front of the rocker panels to the ground and from the rear of the rocker panels to the ground. Write these measurements down as they will be needed later on.
2. The first step is to remove the stock control arms. Please consult a shop manual specific to your vehicle in order to properly dismantle and remove the necessary suspension components. Chilton's, Mitchell or others may be appropriate for your vehicle. A spring compressor is needed to remove and install the front coil springs. **A COIL SPRING COMPRESSOR COMPRESSES THE SPRING. A COMPRESSED SPRING IS EXTREMELY DANGEROUS AND SHOULD BE DONE WITH EXTREME CARE.**

3. Upon removing the upper control arms, make note of the location of any alignment shims, as they will be reinstalled exactly as they were removed. Once you have removed the front shocks, springs and upper control arms, the front spindles will still be attached to the lower control arms. If lower control arms are also being installed, the stock lower control arm must be removed and the spindle carefully set aside. It is not necessary to remove the lower control arms or spindle if only upper control arms are being replaced.
4. Fasten the bolts on both upper and lower control arms. Attach snugly but do not torque them down yet. Make certain you reinstall any alignment shims exactly as they were removed when dismantling the front suspension. This is a good starting point for alignment with the new control arms installed. Since the ball joints are already installed for you, no additional assembly is required for ball joints.
5. **If you are installing our coil over conversion kit now is the time to install the coil over parts which include a pair of new shock tower brackets, two (2) circular upper spring retainers and a pair of spring isolators. If you do not have the coil-over kit, skip to step 13.**
6. Remove the stock shock tower mounting bracket on each shock tower. Remove the stamped spring retainer on the underside of each fender. Each shock mounting bracket and spring retainer is attached with two (2) bolts. Install a new bracket on each side with the new flat head bolts. The brackets will only fit one way. Feed the bolts through the spring retainer on the underside of the fender and capture the shock mount on top of the fender. Tighten the bolts using the supplied Nylock nuts and add blue thread locker to each bolt..
7. The coil over shocks have been prepared for you. Remove each shock body from its package. Screw the spring retaining nut onto the shock body. Apply some anti-seize lubricant on the bottom 1" of threads. Once the nut is all the way down you are ready to proceed and the coil over shocks are ready for installation.





8. Slide the spring (narrow side down) over the coil over body. Place the new spring isolator over the top of the spring. Attach the lower coil over shock body to the upper control arm spring pocket with the supplied Grade 8 Hardware. Make it snug but do not torque it. With the shock mounted to the upper control arm, slip the top of the coil over shock through the spring retainer and into the shock tower bracket. Install the ½” supplied bolts with washers and Nylock nuts and torque to 40 ft/pounds.

9. Tighten the lower coil over T-Bar to the upper control arm and torque to 34-38 ft/pounds.

10. Go back to the spindle nuts and the ball joint nuts and tighten everything down to the supplied specifications.

11. You should screw the coil over body nut until about 1” of threads are showing. This is a good starting point to set your ride height.

NOTE: COIL OVER SHOCKS WILL SETTLE UP TO ¾” AFTER DRIVING ABOUT TEN TO FIFTEEN MILES.
Set your starting ride height accordingly.

12. You are now ready to measure the ride height again. Take the vehicle off the jack stands and roll it a full car length back and forth two times to allow the suspension to settle correctly. Take the same measurements you took in Step 1, from the rocker panels to the ground, both at the front and the rear of the rocker panels. Please remember that tubular control arms will lower your car’s front end ride height by about one inch from the stock ride height. If your rear springs are tired or worn, the front end may ride higher.
13. When the correct ride height is reached, have the vehicle aligned by a professional. Once the car is aligned. Torque the bolts holding the control arms to the chassis to 50-60 ft/pounds.

Recommended Alignment Specifications

For street vehicles, adjust to the following recommended alignment settings:

Caster Left: +1 Degrees Caster Right: +1.5 Degrees

Camber Left & Right: 0 to 1/4 Degrees Negative

Toe In Left & Right: 0 to 1/16"

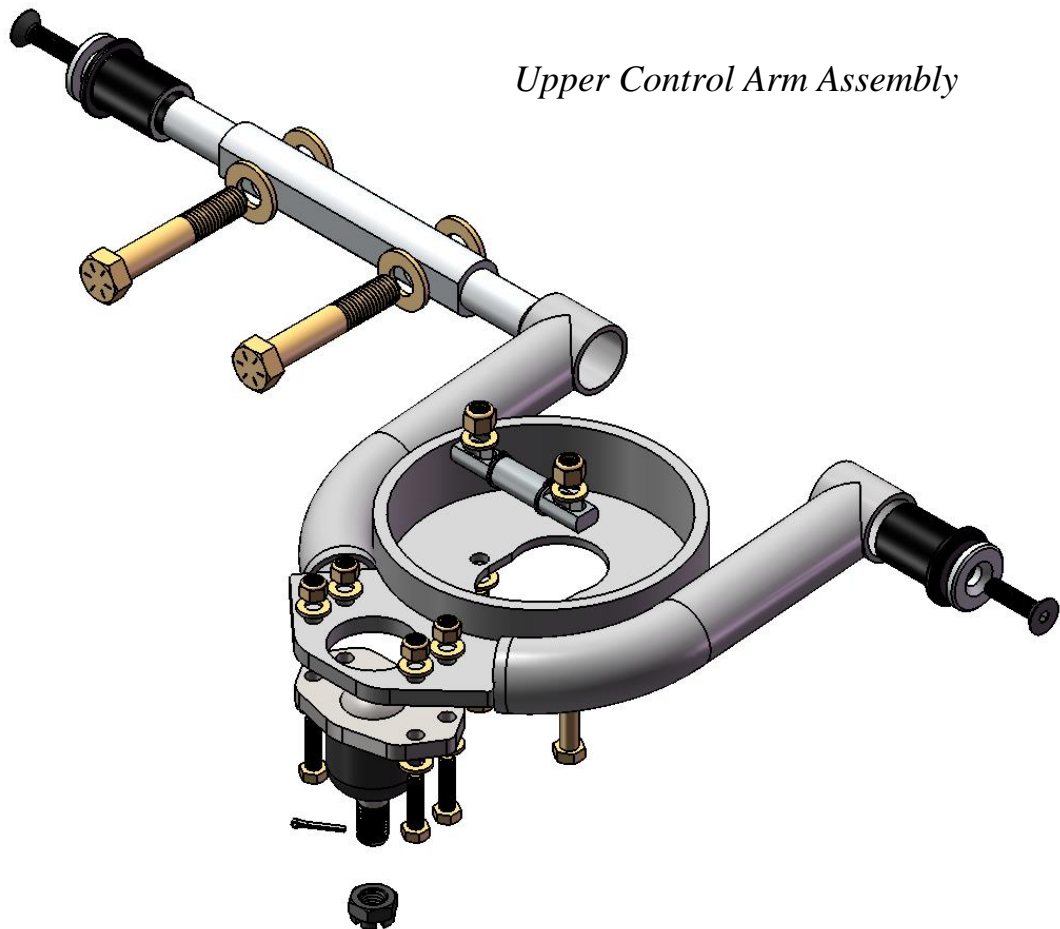
For racing, adjust to the following recommended alignment settings:

Caster Left: +2 Degrees Caster Right: +2.5 Degrees

Camber Left & Right: 1 to 2 Degrees Negative

Toe In Left & Right: 1/32" to 1/8"

Note: Race settings vary upon the type of racing done



Upper Control Arm Assembly

DISCLAIMER In an effort to offer our customers value and service, Blue Moon Services LLC d/b/a Control Freak Suspensions (herein referred to as Control Freak) reserves the right to change suppliers, specifications, colors, prices, materials. Each of the previous items is subject to change without notice. Control Freak is not responsible for any typographical errors or misinterpretations. Quantities are limited on some items.

WARRANTY DISCLAIMER The purchaser understands and recognizes that racing parts, specialized high performance equipment, and all parts and services sold by Control Freak, are exposed to many and varied conditions due to the manner in which they are installed and used. Control Freak makes no warranties, either expressed or implied, including any warranty of merchantability or fitness for a particular purpose other than those contained in its current catalog with respect to the goods identified on the face of the invoice. There is no warranty expressed or implied as to whether the goods sold hereby will protect purchaser or ultimate user of such goods from injury or death. Control Freak assumes no liability for these suspension products.

DAMAGE CLAIMS Always inspect your package upon delivery. Inspect all packages in the presence of the delivery driver. The driver must note any damage. Ask the driver the Carrier's procedures for handling damage claims. You must hold the original box, packing material and damaged merchandise for inspection or the carrier will not honor the claim. Notify Control Freak for instructions on returning damaged goods. Control Freak is not responsible if no notification is given within two (2) days of receipt.

SHORTAGES Always check the contents of your delivery to insure all the parts that you ordered were received. Please read the invoice and Pack Lists. Double check all packing materials, small items may be wrapped inside with these products. Shortages may occur from damage to the box, so save all packing materials. Inspect the box for holes that would allow parts to fall out. If you are missing any item(s) be sure to check your invoice and/or Pack List for back orders or canceled items before calling the customer service department. If Control Freak has to split a shipment into multiple boxes, packages may be delivered on different days. You need to contact the customer service department within 5 days of delivery to assure the prompt replacement. Control Freak assumes no liability after this period.

WARRANTY CLAIMS If an item has a manufacturer's warranty as being free from defects we will exchange that item. If the item has been used and you are requesting warranty work, Control Freak will determine the validity of the claim. If you have any questions please contact customer service.

RETURNS Our return policy applies to all suspension systems *except* Independent Front Suspension (IFS) systems. Control Freak wants you to be satisfied with your purchase. If within five (5) days after you receive your shipment you are not satisfied, you may return the item for refund, exchange or credit. **This does not apply to any IFS systems.** All exchanged or returned merchandise must be in original factory condition with no modifications or alterations. Returned merchandise must include all original packaging materials, warranty cards, manuals, and accessories. If the items being returned need to be repackaged there will be a re-packing charge of 15%. Pack the item in a sturdy box and include a copy of your invoice and notify us of the return. You must ship orders back **PRE-PAID. WE DO NOT ACCEPT COD SHIPMENTS.** All exchanges need to have reshipping charges included. Items that are returned after 5 days are subject to 15% restocking charges. **Absolutely no returns on custom built suspension systems or other special order merchandise. All IFS systems are considered custom builds. All exchange and/or repair is at the discretion of Control Freak Suspensions.**

Some items may not be street legal in some countries. Such items may be legal for racing vehicles only which may not be used upon a highway

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