

AMC

HORNET-SPIRIT-CONCORD TRIANGULATED 4-LINK SYSTEM

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suspensions™

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INSTRUCTIONS

Triangulated 4-Link Coil Over Rear Suspension System

For AMC Muscle Cars:

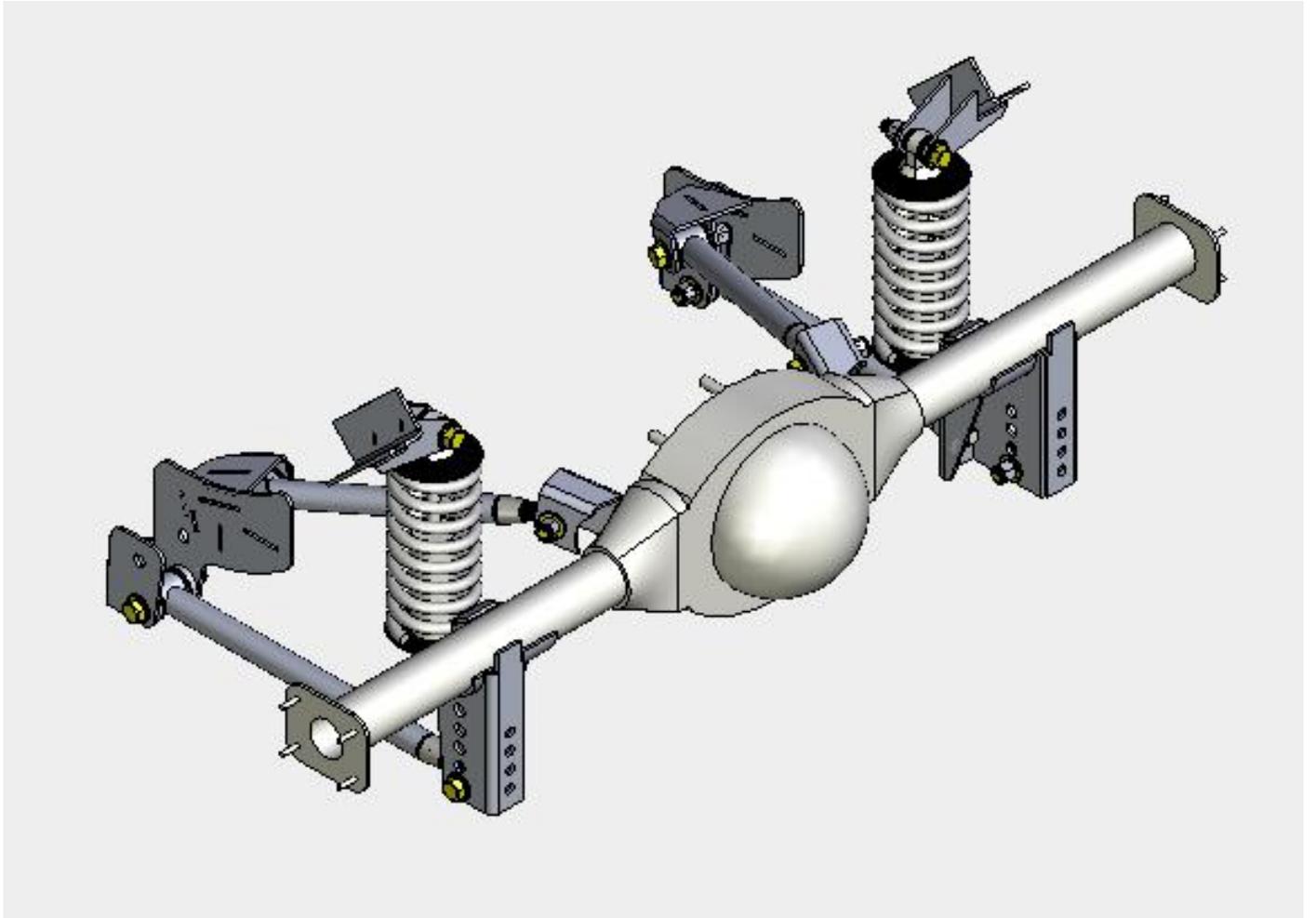
**1970-1977 HORNET (RS-1475)
1979-1983 SPIRIT (RS-1480)
1978-1983 CONCORD (RS-1485)**

Revised: 4-1-2011



Tech Line: 888-325-6462

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Installation Instructions

Vehicles: 1970-1977 HORNET (RS-1475)
1979-1983 SPIRIT (RS-1480)
1978-1983 CONCORD (RS-1485)
4-Link Triangulated Rear Suspension

Sub-Frame System Contents

- Two (2) Forward Frame Brackets – Raw Steel
- Two (2) Lower Differential Brackets – Raw Steel
- Two (2) Small Upper Trailing Arm Differential Brackets – Raw Steel
- Two (2) Upper Coil Over Mount Brackets – Raw Steel
- Two (2) Upper Trailing Arms with Rod Ends
- Two (2) Lower Trailing Arms with Rod Ends
- All Necessary Grade 8 Hardware

Thank you for purchasing a world-class Control Freak Suspensions® AMC Hornet, Spirit & Concord 4-Link Triangulated Rear Suspension kit, manufactured in Winter Springs, Florida. We believe this system is the best available at any price. As with any aftermarket performance product, this product is recommended for off road use only. This system is typically subjected to uses that exceed its mechanical limits, so there is no warranty, expressed or implied. Blue Moon Services LLC and its Control Freak Suspensions brand cannot control how this product is installed or used. By purchasing this product you are assuming all risks associated with its installation and use and agree to possess appropriate skills for its installation and use. Blue Moon Services LLC and its Control Freak Suspensions brand, our vendors and suppliers will not be held responsible, liable or accountable for any injury, damage, loss, penalties or fines that occur, directly or indirectly, from the installation and use of this product..

Please note that while installation is relatively easy for those with welding skills and moderate experience, novices should employ a professional for installation. Fit is guaranteed on vehicles that are unmolested...that is cars that have not suffered any chassis or significant sub-frame damage. Such damage can bend or alter the unitized body or chassis, making installation more difficult and may require chassis adjustment.

Read all of the instructions before starting installation.

IMPORTANT NOTES:

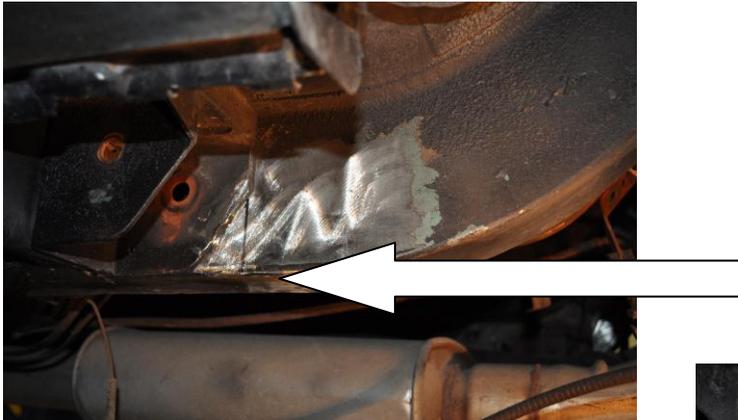
1. All brackets in this kit must be welded into place.
2. Use extra caution in jacking and stabilizing the vehicle for this installation. A lift is highly recommended.
3. Be certain to remove carpeting, insulation or other flammables from the area being welded or subjected to welding heat.

What Else Do I Need?

Everything you need is included in the purchase price. Installation requires welding. Disconnect your battery BEFORE welding. If you don't, you run the risk of ruining electronic ignition and entertainment components in the car.

Installation

1. Clean the metal or debris, rust, undercoating, paint or other elements in the bracket areas so shiny metal shows through. This provides a clean surface to weld to. On the differential, remove the spring perches and grind the welds smooth.



2. The most critical step is locating the forward frame brackets. On the outside of the rail, draw a vertical line from the existing sheet metal seam to the bottom of the rear rail as shown in the

picture. This locates the forward frame brackets on each side of the vehicle.

3. Tack the forward frame brackets into place as shown in the picture to the right.
4. Attach the upper and lower trailing arms to the forward frame brackets and hand tighten the nuts onto the bolts. Make certain the upper trailing arms are adjusted to the same length, with about three threads showing behind the jam nut. Do the same for the lower trailing arms.
5. You are now ready to put the differential into position. Place the differential **at ride height and center it** into the vehicle, making certain the housing flanges are the same distance from the frame rails on both sides of the car.
6. Measure the angle of the transmission tail shaft. You will transfer this same angle to the pinion, making certain the angle from the tail shaft is the same on the pinion of the differential unit. Once done, place a degree gauge on the driveshaft and determine the angle. You can now determine what the pinion angle is vs. where it should be. Adjust the differential by rotating it so it is between zero and minus one-half degree for street use **at ride height**. For track use you will need to determine the pinion angle based upon power, launch capability and other factors. Once the brackets are installed you will be able to make other adjustments. For now it is important to have a correct pinion angle and to have the housing centered in the vehicle.



7. Place the assembled trailing arms, with brackets attached, onto the differential. This dictates where the brackets should be. Once again, check the centering of the differential unit and the pinion angle. When it is all correct, tack weld all of the brackets into position.
8. Attach the coil over machined studs to the lower trailing arm brackets on the differential using the bottom hole. Now attach the coil over upper mount bracket loosely to each coil over. Bolt the coil over to the lower stud. Extend the coil over shock so the upper bracket is now touching the upper frame rail. Looking from the side, make certain the coil over shock is parallel with the face of the lower trailing arm bracket. When it is parallel, tack weld the upper coil over bracket to the upper frame rail. Repeat on the other side.
9. Check once again to make certain that the differential housing is at ride height, is centered in the vehicle and that the pinion angle is still zero degrees. When confirmed, remove the trailing arms and loosen the axles from the differential housing. When welding the differential brackets, do a little at a time, making certain not to melt any seals on the axle tubes.
10. Once cooled, reassemble the system, making certain all bolts are tight. Check and re-check all bolts for correct tightness.
11. You can now adjust the coil over shocks leaving about 1" of threads showing below the height adjustment. Turn the valve all the way counterclockwise and then count ten turns clockwise. This will provide a preliminary setting for the coil over adjustments.
12. Do not worry if the vehicle is sitting higher than you expected. Set the coil overs to sit about $\frac{3}{4}$ " higher than where you want it because the shocks will settle by that amount after 15-20 miles of driving.
13. Check your pinion angle and make certain it is not more that negative $\frac{1}{2}$ degree. Make necessary adjustments.
14. Congratulations...your system is installed.
15. If you purchased the adjustable rear sway bar, now is the time to install it. Refer to the directions included with the sway bar.



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