

AMC

1968-74 AMX / JAVELIN ADJUSTABLE REAR SWAY BAR

control freak

suspensions™

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INSTRUCTIONS

**FOR AMC MUSCLE CARS:
1968-1970 AMX
1968-74 JAVELIN**

**Requires Control Freak Rear Suspension Systems
RS-1400T, RS-1400P Parallel Systems
RS-1430 Or RS-1440 Triangulated Systems**

Revised: 9-1-2011



Installation Instructions

Vehicle: 1968-74 Javelin & 1968 – 1970 AMX

Adjustable Rear Sway Bar Kit

Triangulated System: AMX Part ACC-1860 - Javelin Part ACC-1865

Parallel System: AMX Part ACC-1875 - Javelin Part ACC-1880

**Requires Control Freak Rear Suspension Systems
RS-1400T, RS-1400P, RS-1430 & RS-1440**

Sub-Frame System Contents

- ¾” Thick Solid Sway Bar in Epoxy Finish
- Two (2) Assembled Drop Tubes With Bushings and/or Rod Ends
- Two Sway Bar Steel B-Brackets with ¾” Red Polyurethane Bushings
Triangulated Systems Only
- Two Sway Bar Black Steel B-Brackets with ¾” Black Polyurethane Bushings, differential brackets and U-Bolts. *Parallel Systems Only*
- New Hardware & Instructions

Thank you for purchasing a world-class Control Freak Suspensions® AMC Javelin/AMX rear adjustable sway bar kit manufactured in Winter Springs, Florida. We believe this system is the best available at any price. As with any aftermarket performance product, this system 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 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. Installation of the rear adjustable sway bar kit is easy but drilling is required.
2. Use caution in jacking and stabilizing the vehicle. A lift is highly recommended.

What Else Do I Need?

- Drill with sharp ¾” and 7/16” bits
- Everything else you need is included in the kit

Installation

- Now is the perfect time to clean up the vehicle underside of debris, oil or other unsightly elements.
- Put the car securely on large jack stands or on a lift. A lift is preferred for ease of installation and safety. Do not compromise safety for expedience. Remove the rear wheels.

If you have a triangulated rear suspension system (RS-1430 or RS-1440), follow steps below labeled Triangulated System Sway Bar Installation.

For parallel rear suspension systems (RS-1400P OR RS-1400T) skip to steps on the next page labeled Parallel System Sway Bar Installation

Triangulated System Sway Bar Installation - (RS-1430 or RS-1440)

1. On the outside of the rails on the upper arch above the differential, locate a 5/8" hole with threads. You will find one of these on each side. With the aid of a sharp 3/4" drill bit, drill out the threads in each of these holes. For triangulated rear suspension systems (RS-1430 or RS-1440) do not drill all the way through the chassis rail...simply drill out the threads.
2. Once the threads are drilled out, remove the sleeve from the assembled rods and slide one into each hole from the outside of the rail. Holding the sleeve firmly, place the 7/16" bit into a drill and drill all the way through the chassis rail using the center hole in the sleeve as a guide. Do this on both sides.



3. You can now attach the rods to the chassis with the supplied long bolts, washers and nuts. AMX vehicles will have a black rod with a fixed bushing on one end and an adjustable rod end on the other. Javelin vehicles will have a gold anodized tube with adjustable rod ends on both ends.

Triangulated systems require the rod ends and/or bushing ends be bolted to the OUTSIDE of the chassis rails.

4. Lubricate the center hole on each of the poly bushings with the supplied lubrication.

For triangulated systems, hold the sway bar up to the rear trailing arm brackets to mark the location of the brackets. Now install the red bushing onto the sway bar.

5. Place the sway bar into position on the rear trailing arm brackets and install the steel brackets over the red bushings and into the two lowest holes on the trailing arm brackets.

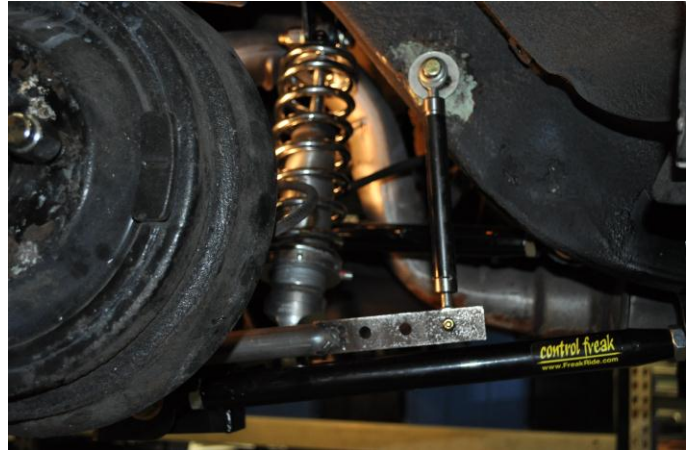


6. Attach the sway bar ends to the rod ends on the tubes already attached to the chassis rails.

AMX vehicles will use the middle hole on the sway bar end as a neutral position.

Javelin vehicles will use the front hole on the sway bar end as a neutral position.

Now torque all the bolts and you are done with the installation of the sway bar on triangulated rear suspensions systems.

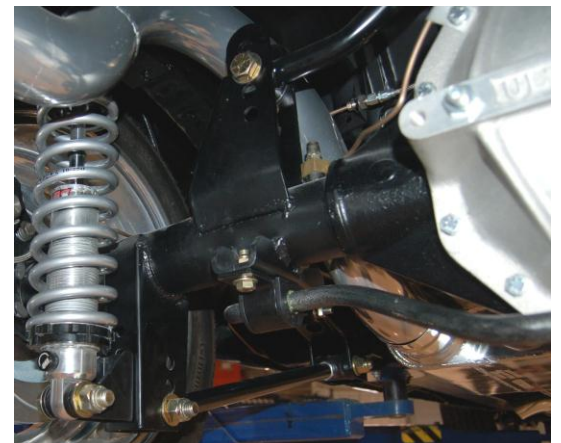
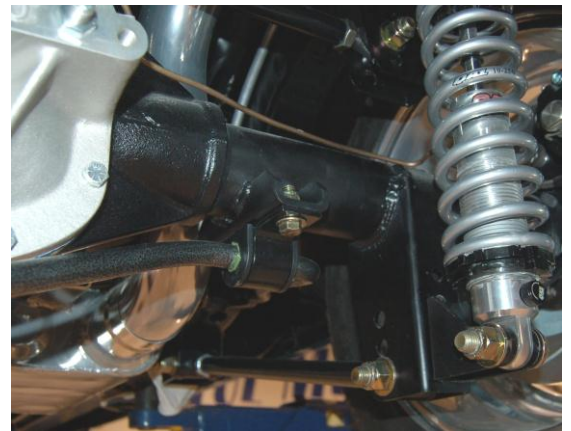


Parallel System Sway Bar Installation - (RS-1400P OR RS-1400T)

1. On the outside of the rails on the upper arch above the differential, locate a 5/8" hole with threads. You will find one of these on each side. With the aid of a sharp 3/4" drill bit, drill out the threads in each of these holes. Drill all the way through the chassis rail. Once the threads are drilled out, take the assembled rods and slide the sleeve into the hole from the **INSIDE** of the rail. Repeat on the other side.
2. You can now attach the rods to the chassis with the supplied long bolts, washers and nuts. AMX vehicles will have a black rod with a fixed bushing on one end and an adjustable rod end on the other. Javelin vehicles will have a gold anodized tube with adjustable rod ends on both ends.

Parallel systems require the rod ends and/or bushing ends to be bolted to the **INSIDE** of the chassis rails.

3. Lubricate the center hole on each of the poly bushings with the supplied lubrication.
4. For parallel systems, attach the enclosed black spring perch brackets to the differential tube with the supplied U-bolts. Slide the sway bar bushings and brackets onto the end of the U-bolts. If you have a panhard bar, you will have to weld this bracket to the differential tube. The panhard bar bracket is in the way of the U-Bolt on the left side of the car.
5. Place the sway bar into position on the brackets you just secured to the differential axle tubes. Install the steel brackets over the black bushings and bolt to the brackets.
6. Attach the sway bar ends to the rod ends on the tubes already attached to the chassis rails.



AMX vehicles will use the middle hole on the sway bar end as a neutral position.

Javelin vehicles will use the front hole on the sway bar end as a neutral position.

Now torque all the bolts and you are done with the installation of the sway bar on triangulated rear suspension systems.

Congratulations...you are finished!!



Rear Sway Bar on Triangulated Rear Suspension System



Rear Sway Bar on Parallel Rear Suspension System



*Specialty Brackets for Parallel
Systems Only*

Disclaimer of Warranty

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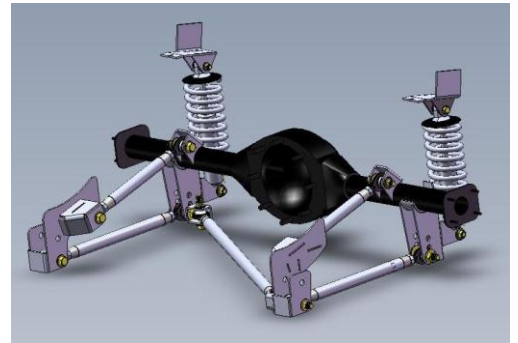


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AMX, Javelin, Spirit, Hornet, Gremlin & Concord

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AMX, Javelin, Rebel, Ambassador, American, Spirit, Hornet, Gremlin & Concord

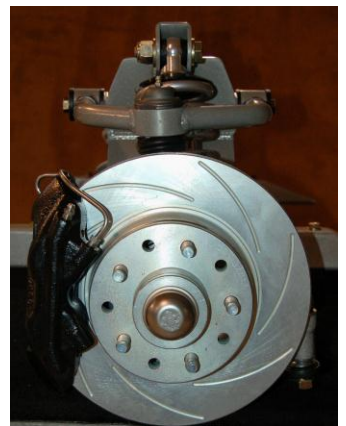


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