

AMC

INSTRUCTIONS

REBEL, AMBASSADOR, MATADOR
4-LINK SYSTEMS

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1967-69 Rebel (RS-1500)
1967-73 Ambassador (RS-1510)
1970 Rebel / Rebel Machine (RS-1530)
1972-78 MATADOR (RS-1540)



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Rebel, Ambo, Matador 4-Link Rear Suspension System (RS-1500-1540)



Installation Instructions

**Vehicle: 1967-71 Rebel, Rebel Machine – 1967-73 Ambassador
1972-78 Matador**

4-Link Triangulated Rear Suspension System

Sub-Frame System Contents

- Two (2) Lower Differential Brackets – Raw Steel
- Two (2) Upper Coil Over Mount Brackets – Raw Steel
- Two (2) Lower Coil over Mount Machined Studs
- Two (2) Powder Coated Upper Trailing Arms with Rod Ends
- Two (2) Powder Coated Adjustable Lower Trailing Arms with Rod Ends & Sway Bar Mount
- Two (2) Rear Upper Trailing Arm Fabrication Brackets (For 9” Ford - Optional)
- Two (2) Each: Viking Double Adjustable Coil Over Shocks & High Tensile Springs
- All Necessary Grade 8 Hardware

Thank you for purchasing a world-class Control Freak Suspensions® AMC Rebel / Rebel Machine 4-Link Triangulated Rear Suspension kit, manufactured in DeBary, 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 the 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?

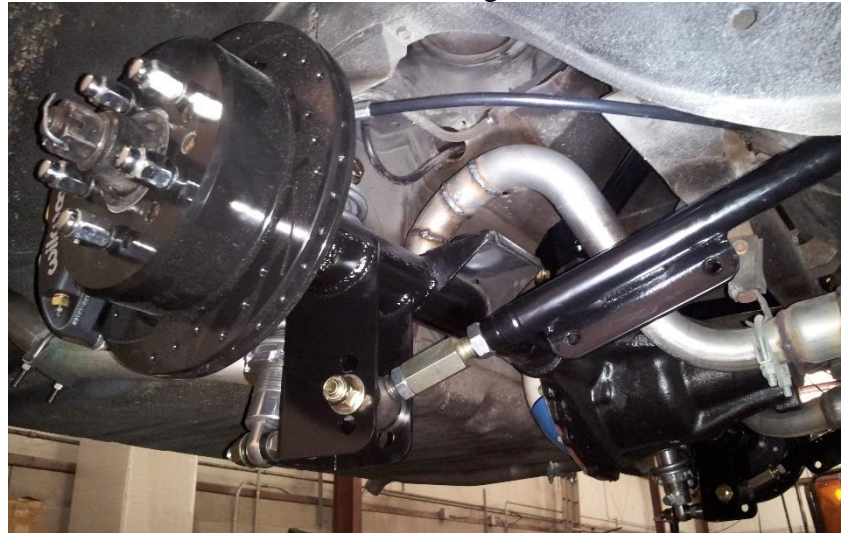
Everything you need is included in the purchase price. Installation requires welding. Disconnect your battery BEFORE welding. If you don't, you run the risk of ruining electronic ignition and entertainment components in the car.

Installation

1. Remove the differential from the vehicle.
2. Remove shocks, leaf springs, leaf spring brackets and bushings.
3. On the differential, remove the spring perches and the lower trailing arm mounts. Clean the metal of debris, rust, undercoating, paint or other elements in the so shiny metal shows through. This provides a clean surface to weld to.
4. Install the upper and lower trailing arms into the stock front mounts for each. Be certain to grease the outside of the bushings making it easier to slide the arms into position. Hand tighten the bolts. On the lower arms, make certain you have 2-3 threads showing once both jam nuts are hand tightened.
5. Place the differential back in position under the car, taking care to ensure it is jacked correctly into position and safely in place.
6. Attach the upper trailing arms to the original upper trailing arm mounts on the differential axle tube. Again, grease the outside of the bushings to make installation easier. Hand tighten the bolts. **Skip to Step 8 if you are using the original differential you removed from the vehicle in Step 1.**
7. If you are using a differential housing that DID NOT come out of your vehicle in Step 1, now is the time to fabricate the upper trailing arm mounts with the supplied replacements. Please note that the replacements will need to be trimmed to fit. Once they have been trimmed and welded into position, attach the upper trailing arms to the brackets with hand tightened bolts. Be sure to center the housing in the vehicle and set the pinion angle perpendicular to the ground, or zero degrees. Place the upper trailing arm rear brackets into position on the differential and tack weld into position when you are satisfied they are correctly aligned. Go to Step 9.
8. Be certain the differential is set **at ride height and the face is perpendicular to the ground**. Get the two lower trailing arm brackets. One is left and the other is right and are placed with the angles facing towards the center of the car. Attach the lower trailing arm brackets to the rear of the lower trailing arms and hand tighten the bolts, making certain only three threads are showing on the adjusters and the jam nuts. Raise the brackets to the differential so the rear of the bracket is perpendicular to the ground and tack weld into position. Check the differential to ensure it is still square in position as shown in the photo.
9. Snug the lower coil over mount machined studs onto the rear of the lower trailing arm brackets. Use the second hole from the bottom as a starting point. You can always change the position later on.



10. Unwrap both coil over shocks and attach the coil over shocks, without springs, to the lower coil over mount stud and snug the nut and washer. Attach the upper coil over mount brackets to the upper coil over mounts and hand tighten the bolts. Put the upper coil over mounts into position on the underside of the frame rail as shown. Make certain the coil over is perpendicular to the stud. When satisfied, tack weld the brackets into position.
11. Unbolt the coil overs from the upper brackets and the lower studs and remove. Unbolt the trailing arms from the upper and lower differential mounts and remove the differential from under the vehicle.
12. Weld the upper coil over brackets into position as shown.
13. Weld the differential housing brackets into place. Before welding, we recommend removing the axles from the housing, so the welding heat does not cause any damage. When the brackets are welded into place, bend the rear top tab on the bracket towards the differential and weld into place.
14. Allow all welds to cool thoroughly before priming and painting the welded areas.
15. Once cooled, reassemble the system, making certain all bolts are tight. Re-grease all bushings prior to installing. Check and re-check all bolts for correct tightness.
16. Reattach the stock sway bar to the mounts on the lower trailing arms. It may be necessary to ship the bar for an exact fit. If shims are needed, simply use washers to the appropriate thickness.
17. 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. Set the ride height $\frac{3}{4}$ " higher than the height you want. Coil over shocks settle about $\frac{3}{4}$ " over 10-15 miles of driving.
18. 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.
19. Check your pinion angle and make certain it is not more that negative $\frac{1}{2}$ degree. Make necessary adjustments using the adjusters on the lower trailing arm.
20. Congratulations...your system is installed.



Disclaimer of Warranty & Return Policy

THE PURCHASER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF ANY AND ALL PRODUCTS MANUFACTURED BY BLUE MOON SERVICES LLC

Purchaser understands and recognizes that racing parts equipment and services provided by, manufactured and/or sold by Blue Moon Services LLC d/b/a Control Freak Suspensions, are subject to varied conditions due to the way they are installed and used. Purchaser further recognizes and agrees that suitability of any part sold or manufactured by Blue Moon Services LLC d/b/a Control Freak Suspensions for a particular application is the purchasers decision and that the purchaser is not relying on the skill or judgment of Blue Moon Services LLC d/b/a Control Freak Suspensions regarding suitability of any product or service. Blue Moon Services LLC d/b/a Control Freak Suspensions makes no warranties whatsoever, expressed or implied, oral or written to purchasers. There is no warranty of merchantability made to purchasers with regard to off road, racing and racing equipment. All systems are custom products and made to order, and cannot be returned or exchanged, nor will any refunds be granted. All deposits are forfeited once the product is in production.

Liability is limited to repair or replacement of defective parts to original purchaser. Blue Moon Services LLC d/b/a Control Freak Suspensions is not liable for any consequential damages, expenses or injury arising from the use, misuse, or improper installation of any product manufactured or sold by Blue Moon Services LLC d/b/a Control Freak Suspensions. Blue Moon Services LLC d/b/a Control Freak Suspensions reserves the right to make changes in design or add to or improve its product without incurring any obligation to install the same on any products previously manufactured. This warranty shall not apply to any product which has been repaired or altered in any way so as in our judgment to affect its performance; nor which has been subject to misuse, abuse, negligence or any other occurrence beyond the control of Blue Moon Services LLC d/b/a Control Freak Suspensions.

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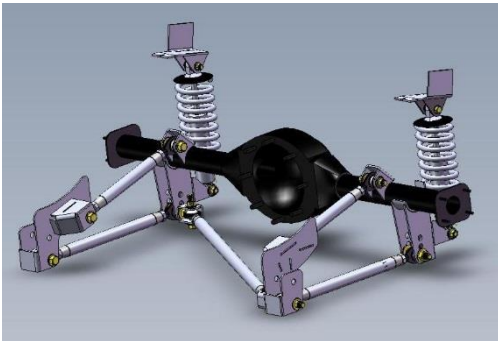
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