

FORD

INSTRUCTIONS

SHOCK TOWER TRIM KIT

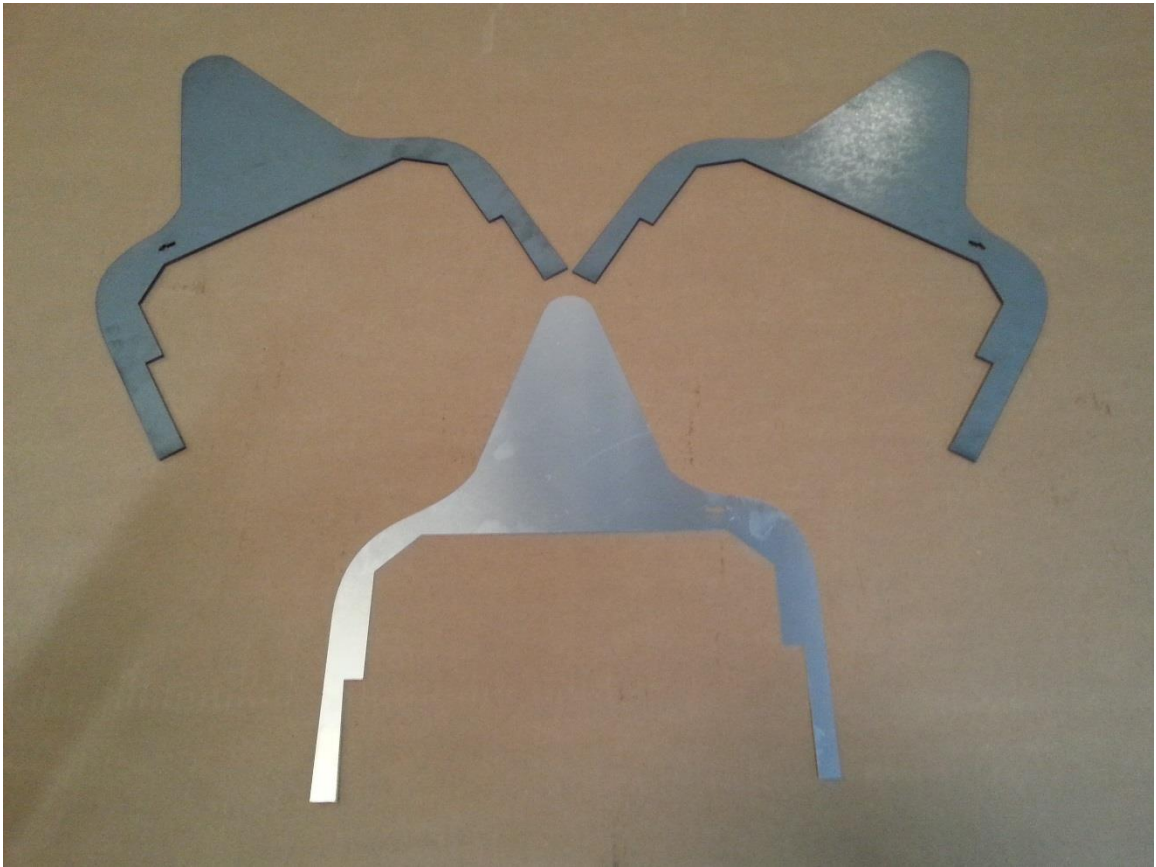
control freak
suspensions™

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1962-1965 FAIRLANE





Installation Instructions

Shock Tower Trim Kit
1963 – 1965 Ford Fairlane
ACC-2846

Shock Tower Trim Kit Contents

Aluminum Laser Cut Template (1)
1/8" Mild Steel Laser Cut Plates (2)
Instruction sheet

Thank you for purchasing this 1962-65 Fairlane shock tower trim kit from Control Freak Suspensions[®], manufactured in Winter Springs, Florida. Please note that while installation is relatively easy for those with welding skills and modest experience, novices should employ a professional for installation. Always double check prior to cutting and welding. For welding we recommend tack welding parts into place prior to making a full weld. This will ensure perfect fit.

We designed this kit to allow more room in the engine bay for larger motors and headers, but it is not designed to remove the shock towers, which are integral to the strength and integrity of the unitized body. We also recommend the use of a shock tower brace (not included) once the kit has been installed. Prior to installing we do suggest removal of the springs to relieve pressure on the shock tower as it is trimmed.

Shock Tower Preparation

Installation can only be accomplished with an empty engine bay...no engine installed. You can leave your suspension in place as it will not interfere. We designed this kit to fit with our front tubular control arm coil over kit, but it should also fit stock suspension.

It is best to remove the stock spring to relieve pressure on the shock tower as it is trimmed and re-welded with your new trim kit. Please consult a shop manual specific to your vehicle in order to properly remove the springs. 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.**

Tracing the Template

1. You will notice that both 1/8" steel replacement panels and the aluminum template have an arrow laser cut into them. The arrow should always face to the front of the car. Place the template on the shock tower with the arrow facing the front of the car. Carefully mark the outline of the template onto the shock tower with a new Sharpie that gives a clear and distinct line. The template will not lay perfectly flat on the contoured shock tower, so be careful not to make the outline wider than the template. You can always remove metal but it's very hard to add it back on if you over cut.

NOTE: On the lower forward and rear parts of the shock tower, in the area of the upper control arm, the side walls flatten out, and do not require trimming. You will see the actual steel plates overhand this area so they can be welded securely.

2. Once the line is marked on one side, repeat this on the other side of the car, again making certain the arrow points to the front of the car.
3. When you are certain the outline is correct, you can begin the careful and slow process of cutting the tower on the INSIDE of the traced line. This leaves a little additional metal in place, just for welding purposes. The longer edges can be cut with a cutting disc or reciprocating saw. The curves need to be cut with a thin blade jig saw or small air saw. Take your time and stay inside the marked lines. Again, you can always remove metal but it's very hard to add it back on if you over cut.



Passenger Side

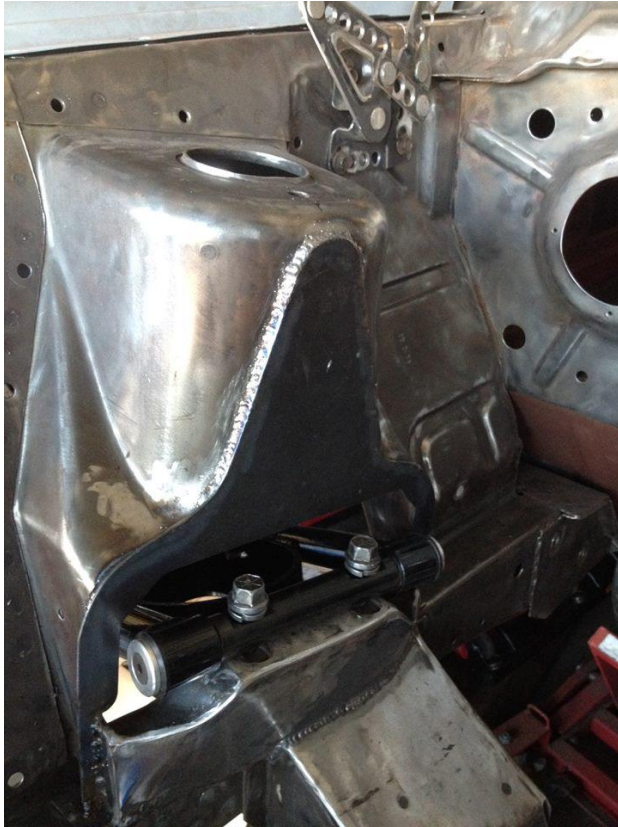


Driver Side

4. Once all the cutting is done, place the steel panels over each of the cut out areas with the arrow facing the front of the car. The plate is larger than the cut out area by design. It should now lay flat against the cut area. If both sides are correct, you can deburr all of the cut edges with a sander or sanding disc. You will also need to clean the area around the cut out so welding will be on clean metal.
5. We recommend the use of a weld through primer that can be sprayed over all areas to be welded. This primer can be welded and it also serves to protect welded sheet metal during and after the welding process. The primer is available through most auto parts or auto paint stores and is sold in rattle cans. 3M is the best.
6. You can now position each panel in place with a small tack weld at the top and one in each corner. This will hold the plate securely. Check everything one more time for alignment and fit. Once you're satisfied the plates can be welded into position.

NOTE: Take your time welding, alternating from side-to-side so you don't overheat an area and warp the sheet metal.

7. On the lower parts you will weld behind the overhanging plate and either leave the excess material or grind it off once the welding is completed. Just be careful not to grind welds so as not to compromise their strength.



Passenger Side



Driver Side

PAYMENT

We accept VISA, MasterCard, Discover, American Express, PayPal, Wire Transfer, Certified Check and Money Order.

DELIVERY

Orders for small systems and components usually ship within three (3) business days. IFS Systems typically ship within six (6) business days, depending on options. Air and other expedited options are available upon request and are subject to special handling charges.

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CUSTOM PRODUCTS

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Orders can be placed by calling our toll free number: 888-325-6462, or our toll number: 407-696-2772. You may also Email to: sales@FreakRide.com

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