

AMC

INSTRUCTIONS

AMX & JAVELIN ADJUSTABLE REAR SWAY BAR KITS

control freak
suspensions™

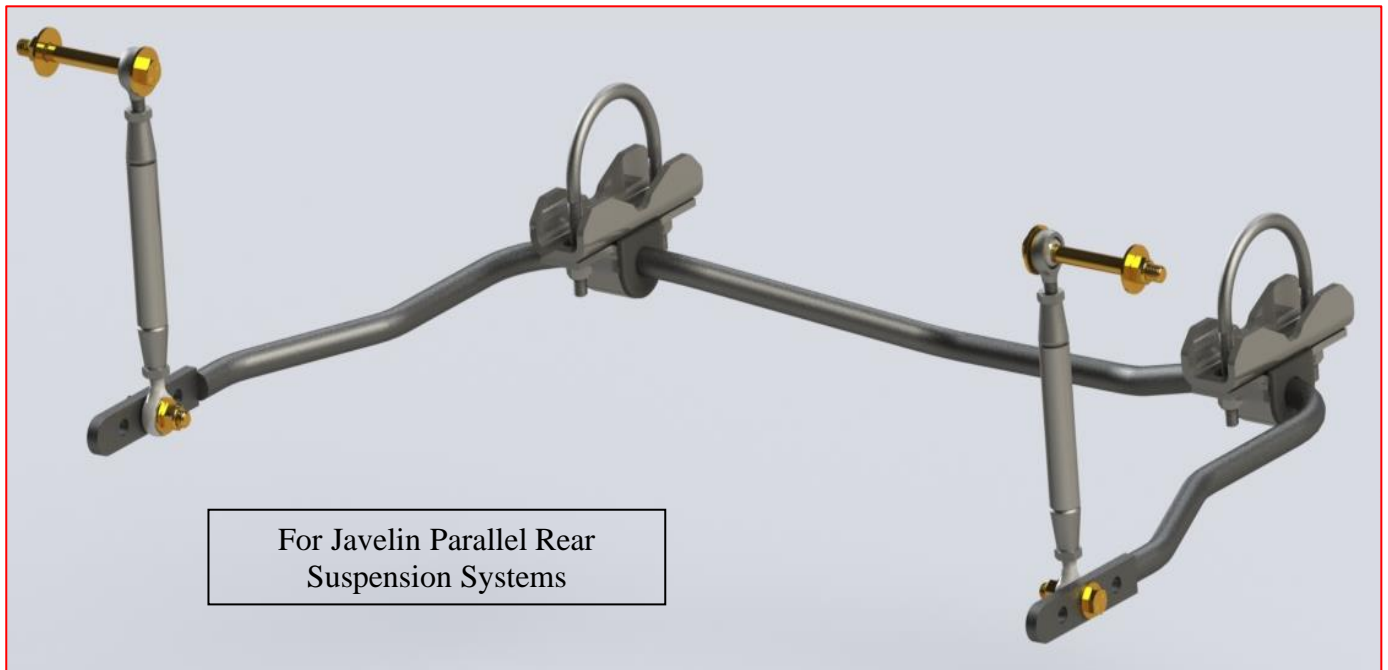
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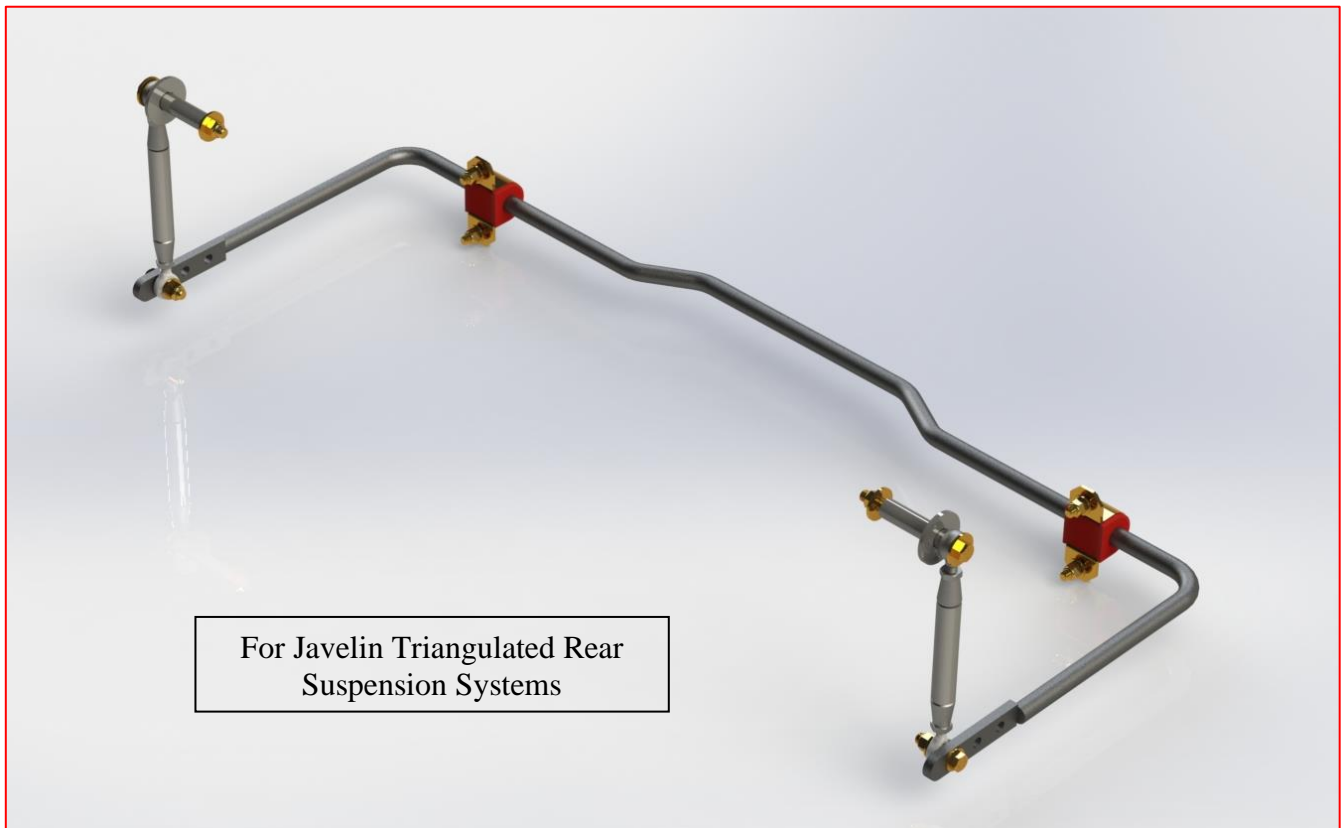
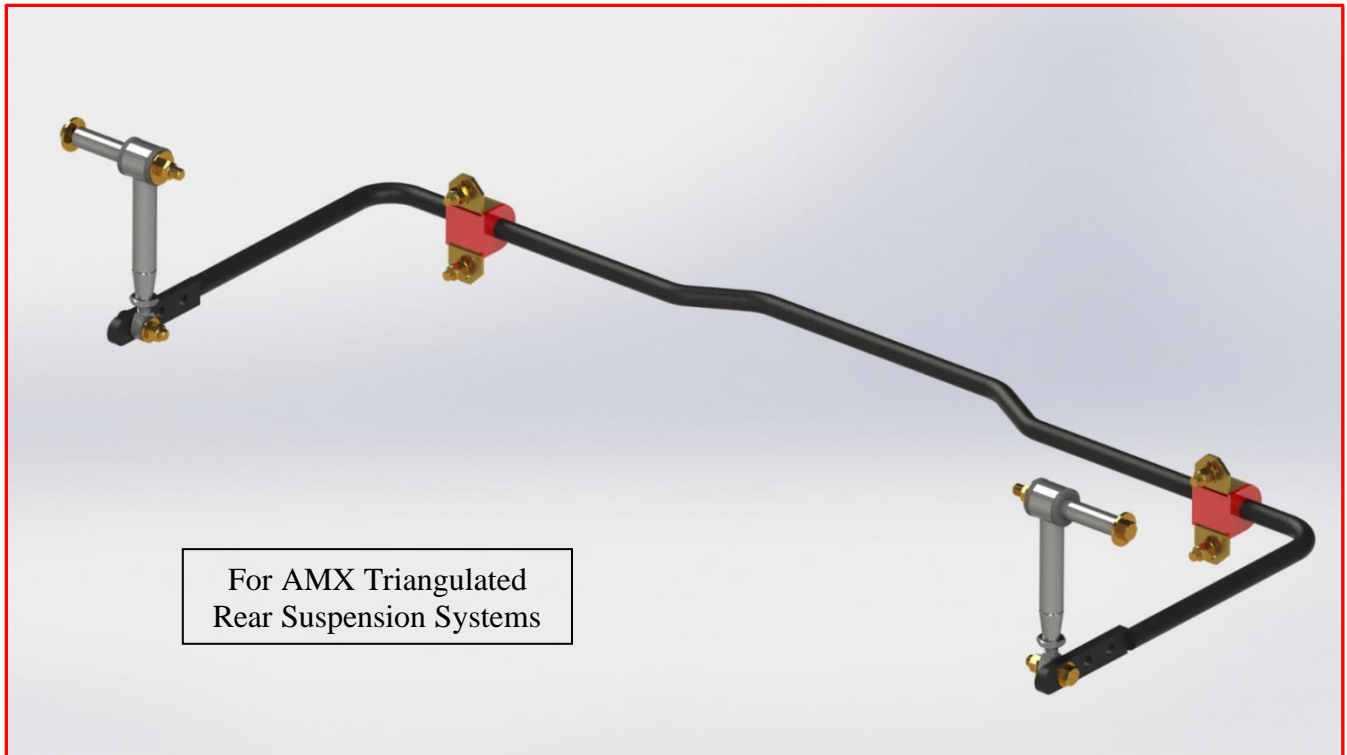


1968-1970 AMX
1968-1974 JAVELIN



Revised: 5-2022





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-1867

Requires Control Freak Rear Suspension Systems

RS-1400P, RS-1430, RS-1430P & 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 (2) 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 near Orlando, 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, or a sharp step bit that goes to ¾".
- 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-1430P) skip to steps on page 7 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.

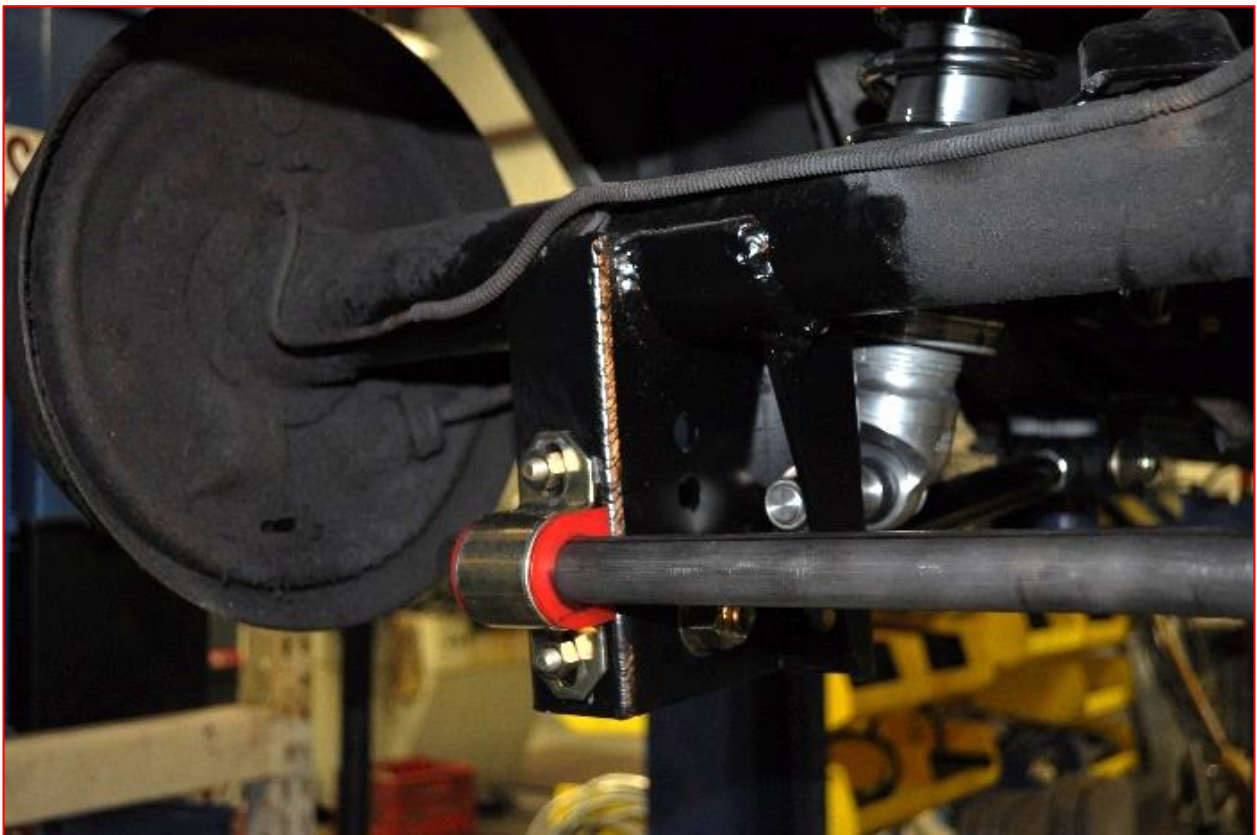


2. Once the threads are drilled out, remove the sleeve from the assembled rods and slide one into each hole from the outside of the rail. Holding the sleeve firmly, place the 7/16" bit into a drill and drill all the way through the chassis rail using the center hole in the sleeve as a guide. Do this 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.

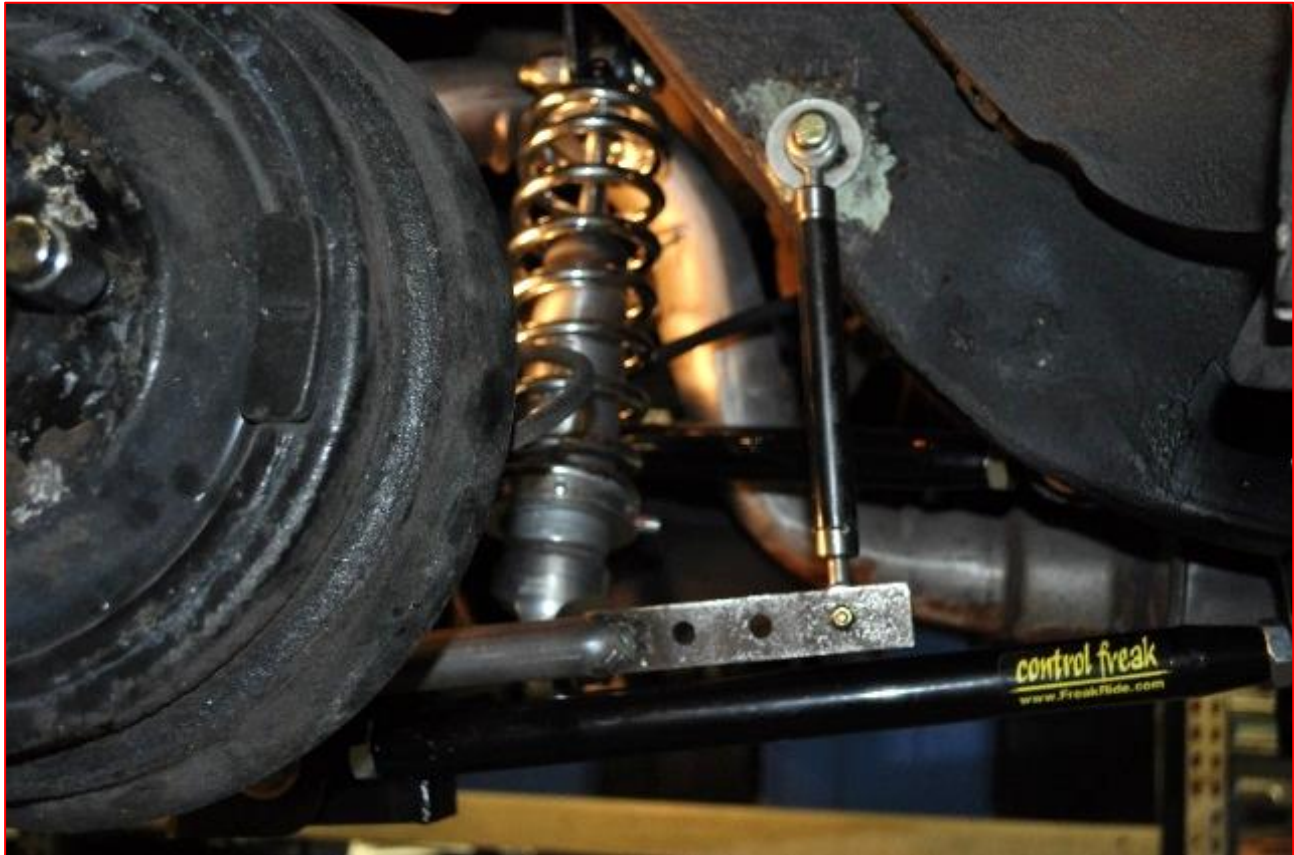


5. Place the sway bar into position on the rear trailing arm brackets and install the steel brackets over the red bushings and into the two lowest holes on the trailing arm brackets.

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.

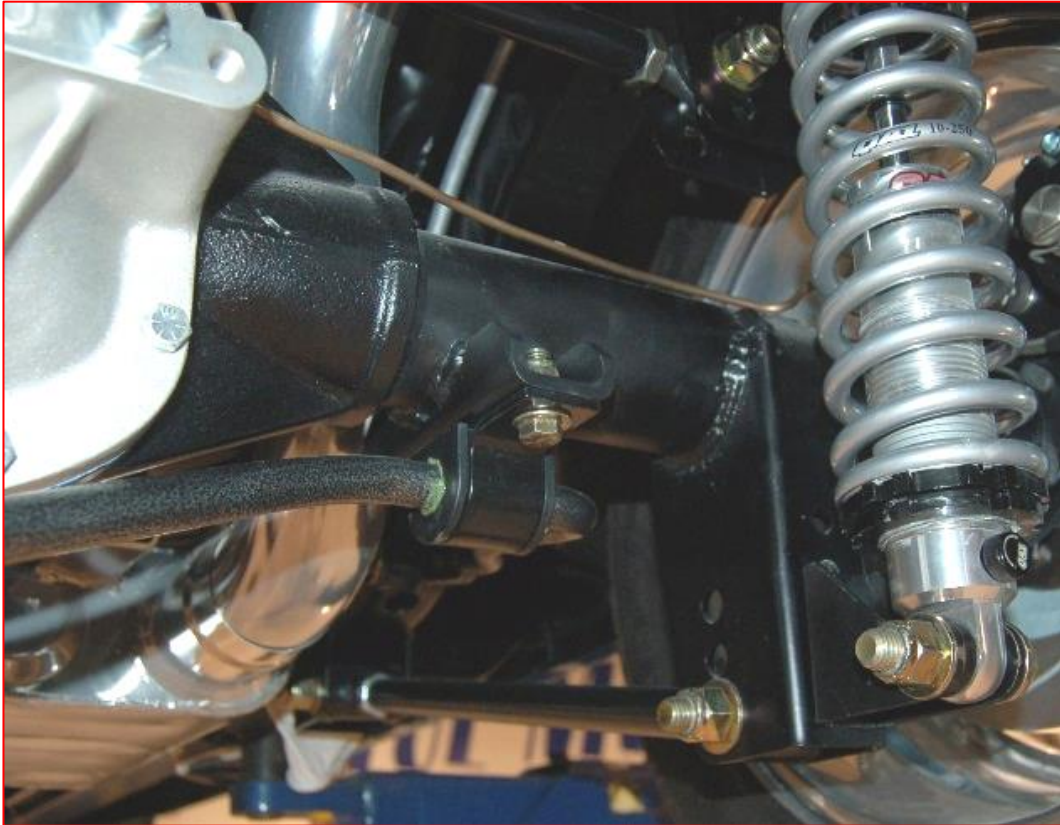


Now torque all the bolts and you are done with the installation of the sway bar on triangulated rear suspensions systems.

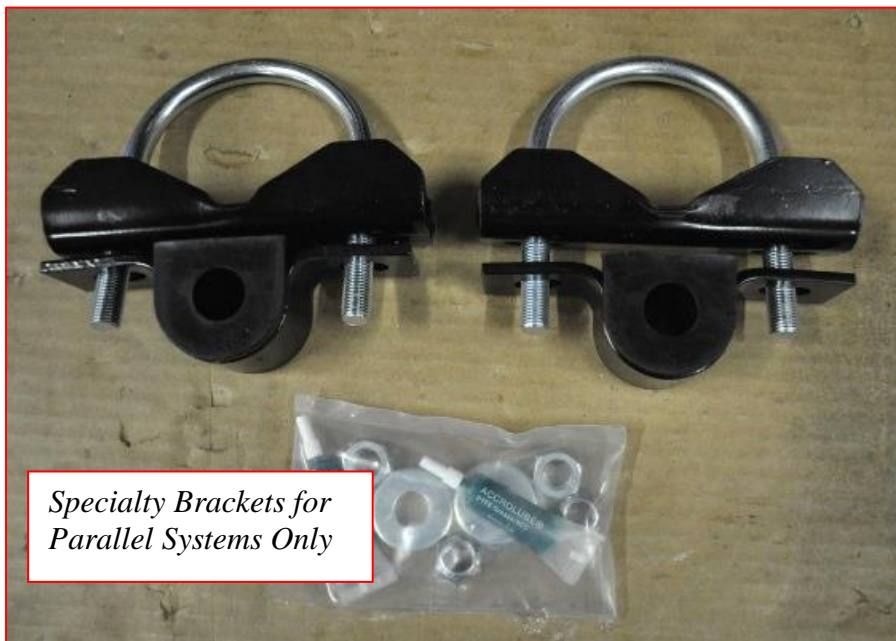
Parallel System Sway Bar Installation - (RS-1400P OR RS-1400T)

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 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.



Specialty Brackets for Parallel Systems Only

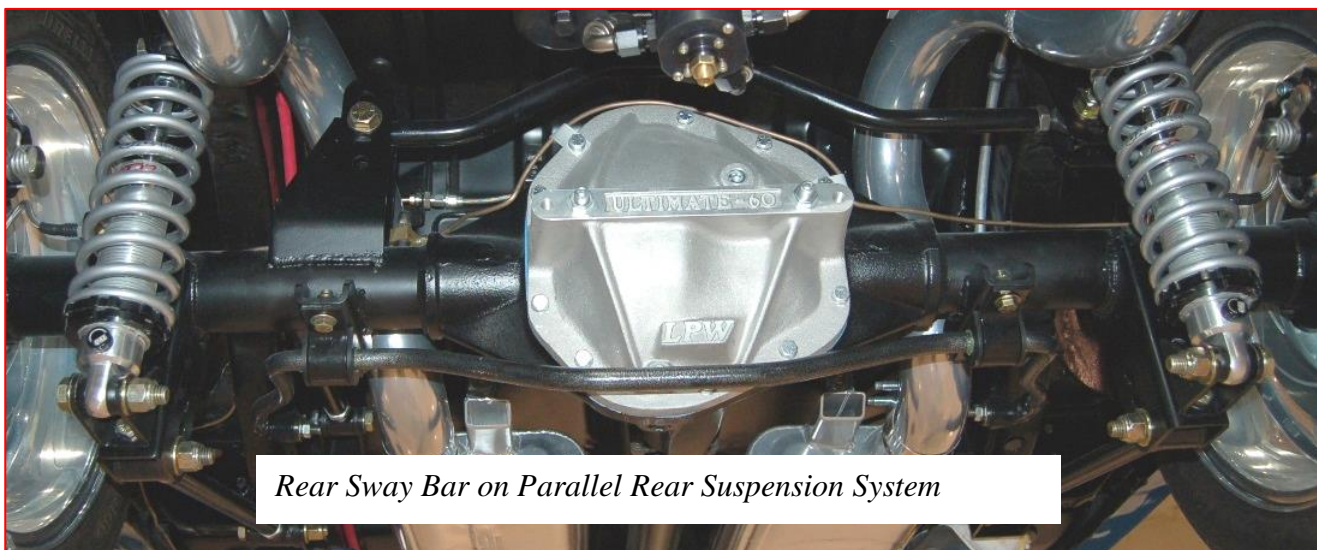
5. Place the sway bar into position on the brackets you just secured to the differential axle tubes. Install the steel brackets over the black bushings and bolt to the brackets.
6. Attach the sway bar ends to the rod ends on the tubes already attached to the chassis rails.

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!!



Tech Line: 407-696-2772



NOTES:

IMPORTANT

DISCLAIMER In an effort to offer our customers the 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 express 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 after this period.

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. 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 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.

REFUSALS All refused COD customers will be billed a 15% restocking charge plus freight to and from the destination! If you have questions please contact Control Freak.

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, this may take up to 30 days as warranty work is done in-house by Control Freak. If you have any questions please contact customer service.

RETURNS Control Freak wants you to be satisfied with your purchase. If within 30 days after you receive your shipment you are not satisfied, you may return the item for refund or exchange. All exchanged or returned merchandise must be in original factory condition with no modifications or alterations. Returned merchandise must include all packaging materials, warranty cards, manuals, and accessories. If the items being returned need to be repackaged there will be a re-packing charge. Re-pack the item in a sturdy box and include a copy of your invoice and complete the form on the back of the invoice. 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 30 days are subject to 15% restocking charges. Absolutely no returns on custom built suspension systems or other special order merchandise.

**Some items may not be street legal in some countries. Such items may be legal for racing vehicles only which may never be used upon a highway

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