

AMC

INSTRUCTIONS – EAGLE FRONT COIL OVER CONVERSION KIT

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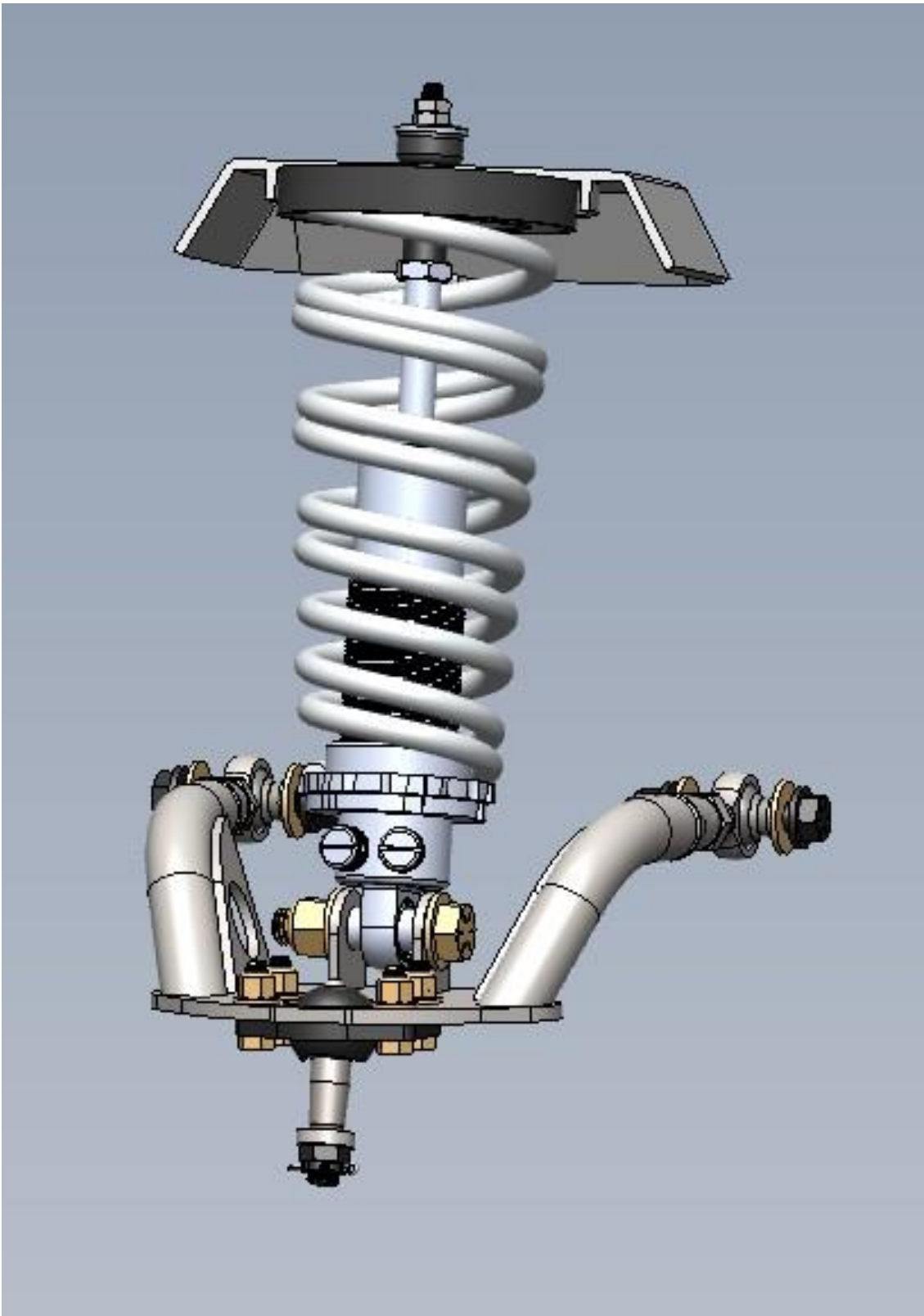
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1980-88 AMC EAGLE – CO-1330



Revised 7/19/2023



Installation Instructions

Front Coil-Over Conversion with Upper Adjustable Control Arms
Part # CO-1330 for the 1980-88 Eagle

Tubular control arm kit contents

- Assembled Control Arms
- Grade 8 Hardware
- Instructions

Coil-over kit contents

- Coil Over Shocks & Springs
- Upper Control Arm Adjustable Rod Ends
- Spring Isolators

Thank you for purchasing this performance front coil over conversion kit with adjustable tubular control arms from Control Freak Suspensions[®], manufactured entirely in the USA. We believe these arms are the best available at any price. Please note that while installation is relatively easy for those with mechanical skills and modest experience, novices should employ a professional for installation. Also, fit is guaranteed on vehicles that are unmolested...that is cars that have not suffered any front-end damage. Such damage can bend or alter the unibody chassis, making installation more difficult.

Torque Specifications – Upper Control Arm

- Upper Ball Joint Bolts to Control Arm35-40 ft-lbs
- Upper Control Arm to Chassis:70-75 ft-lbs
- Lower Shock to Lower Control Arm:30-35 ft-lbs
- Sway Bar Bolts:15-18 ft-lbs
- Stock Strut Rod to Chassis:50-60 ft-lbs
- Stock Strut Rod to Control Arm:55-60 ft-lbs

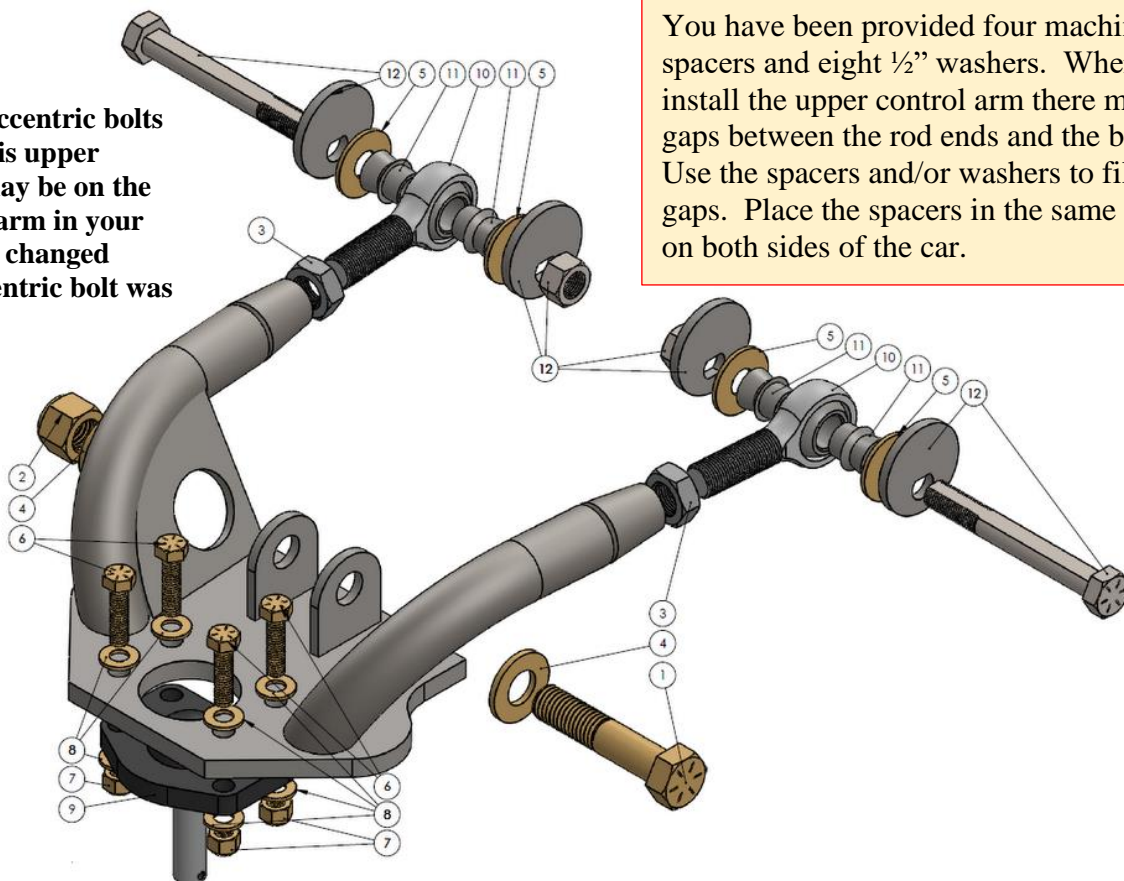
Installation of Tubular Upper Control Arms

1. Measure your vehicles ride height before you begin. Take the measurements with the car at rest on a level surface, measuring the ride height from the front of the rocker panels to the ground and from the rear of the rocker panels to the ground. Write these measurements down as they will be needed later on.
2. The first step is to remove the stock control arms. Please consult a shop manual specific to your vehicle in order to properly dismantle and remove the necessary suspension components. 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.**

- Once you have removed the front shocks, springs and upper control arms, the front knuckle will still be attached to the lower control arms. You won't need to take it apart. Leave the strut rods connected.
- To install the new tubular control arms, you will first have to finish assembly of the upper control arm by installing the four (4) rod ends with jam nuts. See the picture on the next page. Be sure to use anti-seize solution on the threads to prevent cross-threading or galling. Once that is done, with about three threads showing beyond the jam nut, attach the control arms to the chassis with the factory bolts.

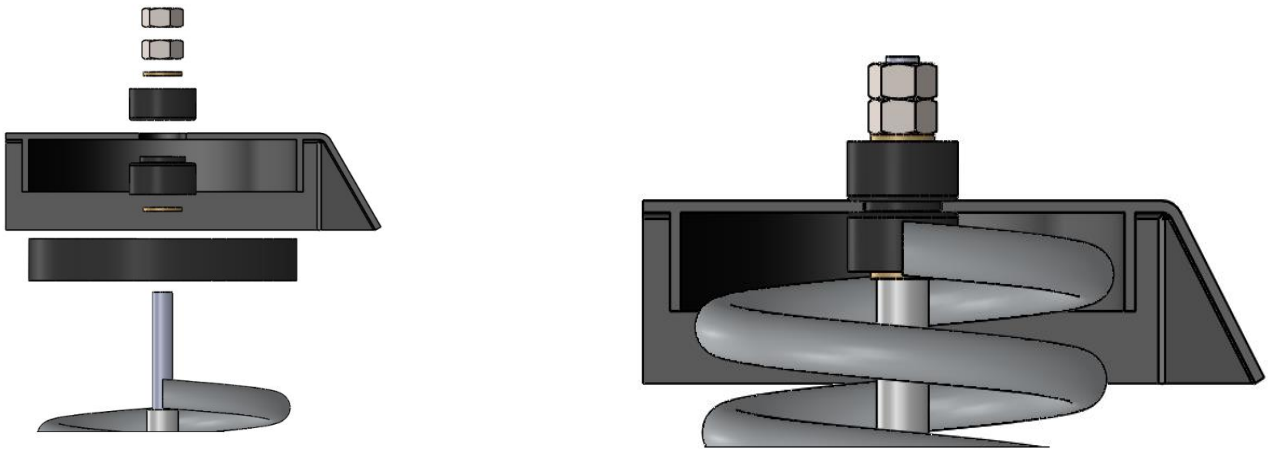
CO-1330 UCA BOLT KIT			
ITEM	PART NUMBER	DESCRIPTION	QUANTITY
1	62C300HCS8Z	5/8" - 11 X 3.00" HEX HEAD BOLT GR8 YZ	1
2	62CNN8Z	5/8" - 11 NYLOCK NUT GRADE 8	1
3	62FNFJ5Z	5/8" - 16 JAM NUT GRADE 8 RH THREAD	2
4	62NWSHZ	5/8" SAE FLAT WASHER	2
5	43NWSHZ	7/16" USS FLAT WASHER	4
6	31C125HCS8Z	5/16" - 18 X 1.25" HEX HEAD BOLT GR8 YZ	4
7	31CNN8Z	5/16" - 16 NYLOCK NUT GRADE 8	4
8	31NWSHZ	5/16" SAE FLAT WASHER	8
9	K3082	BALL JOINT	1
10	XMR-10	5/8" CHROMEOLY ROD END 5/8"-18 RH THREAD	2
11	HMS 08/10	HIGH MISALIGNMENT SPACER	4
12	-	STOCK CAM BOLTS	2

NOTE: The eccentric bolts pictured on this upper control arm may be on the lower control arm in your vehicle. AMC changed where the eccentric bolt was located.



You have been provided four machined spacers and eight 1/2" washers. When you install the upper control arm there may be gaps between the rod ends and the brackets. Use the spacers and/or washers to fill the gaps. Place the spacers in the same location on both sides of the car.

5. Remove the coil over body and the springs from their cartons. The coil over shocks must be assembled. Apply anti-seize to the lower threads of the coil over body to prevent galling. Screw the coil over lock nut and spring seat onto the coil over body. Don't forget the flat disc washer. It goes between the nut and the spring. Slip the spring over the top of the coil over, narrow diameter facing down.
6. Once the spring and coil over body are mated, put the new spring isolator on the top of the spring. Now place the inner bushings and washer over the top coil over stud and slip it through the original shock hole and slip the lower coil over mount into the tabs welded to the upper control arm. Use the supplied Grade 8 bolt to secure the lower coil over to the mount and tighten to ~40 Foot Pounds of torque. On the upper coil over mount, go into the engine bay and slip the outer bushing and washer for the upper coil over mount over the stud. Then install the first of two nuts. Tighten to 14 ft-lbs. of torque and add the second nut. Tighten both nuts together to lock them.



7. Go back to the spindle nuts and the ball joint nuts and tighten everything down to the supplied specifications.
8. Adjust the coil over nut by hand until the spring can no longer be compressed by hand. That is considered neutral or zero pre-load. You should screw the coil over nut up about three turns using the supplied spanner wrench. This is a good starting point to set your ride height.

NOTE: COIL OVER SHOCKS WILL SETTLE ABOUT 5/8" AFTER DRIVING ABOUT TEN TO FIFTEEN MILES. Set your starting ride height accordingly.

9. You are now ready to measure the ride height again. Take the vehicle off the jack stands and roll it a full car length back and forth two times to allow the suspension to settle

- correctly. Take the same measurements you took in Step 1, from the rocker panels to the ground, both at the front and the rear of the rocker panels.
- 10.** When the correct ride height is reached, have the vehicle aligned by a professional. Once the car is aligned. Torque the 9/16” bolts holding the control arms to the chassis to the torque specs on Page 4.

Recommended Alignment Specifications

For street vehicles, adjust to the following recommended alignment settings:

Caster Left: +2.5 Degrees Caster Right: +2.5 to 3 Degrees
Camber Left & Right: 0 Degrees Negative
Toe In Left & Right: 0 TO 1/16”

**For technical support, please call 407-878-0697
or via e-mail at tech@FreakRide.com**

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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 and Pack Lists. 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 and/or Pack List 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.

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, Control Freak will determine the validity of the claim. If you have any questions please contact customer service.

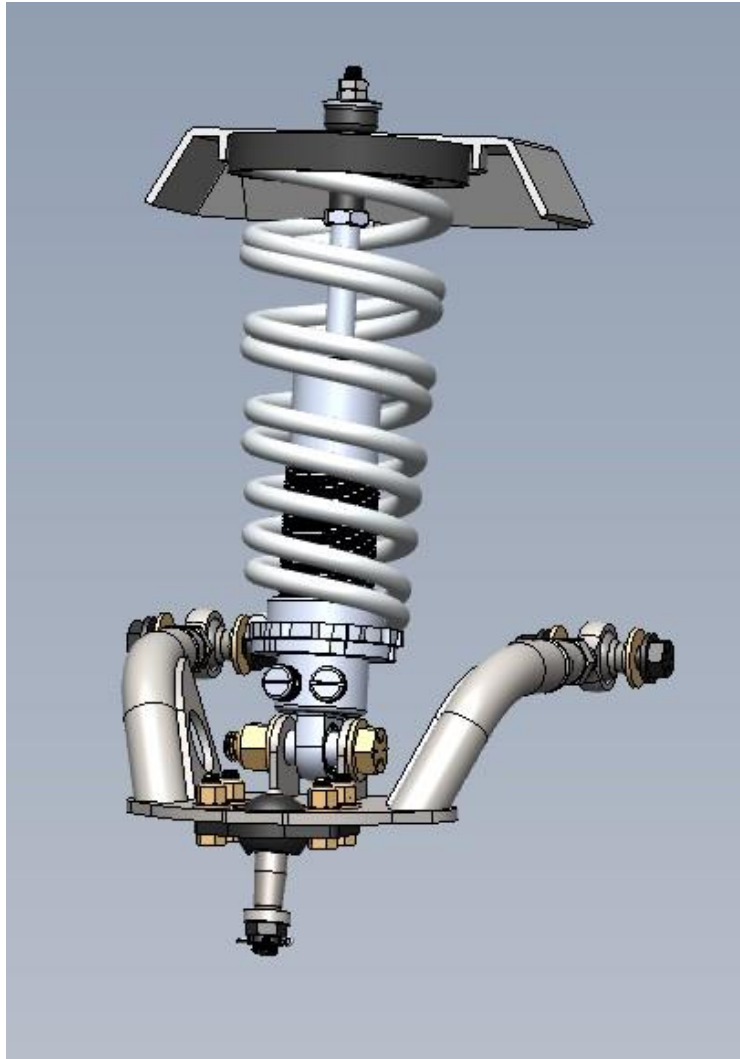
RETURNS Our return policy applies to all suspension systems *except* Independent Front Suspension (IFS) systems. Control Freak wants you to be satisfied with your purchase. If within five (5) days after you receive your shipment you are not satisfied, you may return the item for refund, exchange or credit. **This does not apply to any IFS systems.** All exchanged or returned merchandise must be in original factory condition with no modifications or alterations. Returned merchandise must include all original packaging materials, warranty cards, manuals, and accessories. If the items being returned need to be repackaged there will be a re-packing charge of 15%. Pack the item in a sturdy box and include a copy of your invoice and notify us of the return. 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 5 days are subject to 15% restocking charges. **Absolutely no returns on custom built suspension systems or other special order merchandise. All IFS systems are considered custom builds. All exchange and/or repair is at the discretion of Control Freak Suspensions.**

Some items may not be street legal in some countries. Such items may be legal for racing vehicles only which may not be used upon a highway

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