



Lincoln Complete Bag Kit - Installation Instructions 1964-1969



Congratulations!

You just purchased the best kit on the market
for your Lincoln Continental.

Follow the step-by-step instructions for easy installation.

PARTS LIST

Bags - x4
Crossmember - x1
Shocks - x4
Shock Mounts - x2
Front Bag Cups - x2
Brackets - x4

Hardware:

- 4x 5/8-11 x 2 1/2" Bolt, Washer, Lock Nut
- 10x 3/8-16 x 3 1/2" Bolt, Washer, Lock Nut
- 2x 5/8-11 x 4 1/2" Bolt, Washer, Lock Nut
- 2x 9/16-12 x 4" Bolt, Washer, Lock Nut
- 2x 3/8 x 4 1/2" Bolt, Washer, Lock Nut
- 8x 3/8-16 x 1/2" Bag Bolts
- 2x 1/2 x 2 1/2 Bolts, Washer, Lock Nut
- 2x Shock Mount Bolts

If you are missing any hardware, please send
an email for replacements.
michael@deviouscustoms.com

1. Place car on lift of jack stand and remove the wheels.
2. Starting in the front, remove the springs, sway bar, and stock shocks.
3. Trim rear end of the frame for shock and airbag clearance.



4. Bolt bags to cups. Don't forget the fitting. Place airline on and run through the upper shock mount hole and slide the bag in the shock coil location.

5. Install shock mount on frame per image. Factory steering bolt will line up. Drill the other two. Mount shock and collapse (We use zip ties to hold shock collapsed).



6. Now, jack the control arm up into slammed height. Mark the lower arm for lower shock mount and drill. The measurement will vary per car.



7. Congrats, your front is done!



8. Moving to the rear remove leaf springs, and leaf spring hangers.

9. Bolt new hangers back on using stock bolts. Hang lower 4-links by the front bolts and bolt the rear DC mounts on the rear link. Note: they will only fit one way.

10. Next, remove bump stops, brake line and bracket. The brake line will be reattached later.

11. Cut through bump stop mount and remove outer bracket. Careful not to cut through the floor.



12. Next, test-fit the crossmember. It will only fit one way and sometimes tricky to get in. The lower outside hole should line up for reference. Make sure it's as high as it can go. Then mark and drill all six holes. We make a template of the side of the crossmember and use it to drill from the inside of the wheel well.



13. Bolt in the crossmember.

14. Now trim off lower axle perches from the rear axle. Grind axle clean.

15. This next step is VERY IMPORTANT. Align axle square in the center of wheel well in slammed stance which will be the axle touching the frame - now measure right to left. Set pinion angle to the driveshaft 3/8 inches off trans tunnel.

16. Now swivel up the lower links and the axle saddles will sit firmly in place of the rear axle. Tack weld in place.

17. Next, bolt the upper link into the crossmember and bolt the tabs on the other end. Note: there are two different tabs. This allows for the angle of the upper links. Align and tack weld. From this point, you can cycle the suspension up and down to make sure everything works properly and the drive-shaft does not bottom out. If this occurs, you have too much pinion angle and need to adjust the upper bars or possibly need to move the rear axle back and re-do steps 15-17.

18. Once cycle looks great, bolt the lower bag plate to the bag and bolt bag in the crossmember.

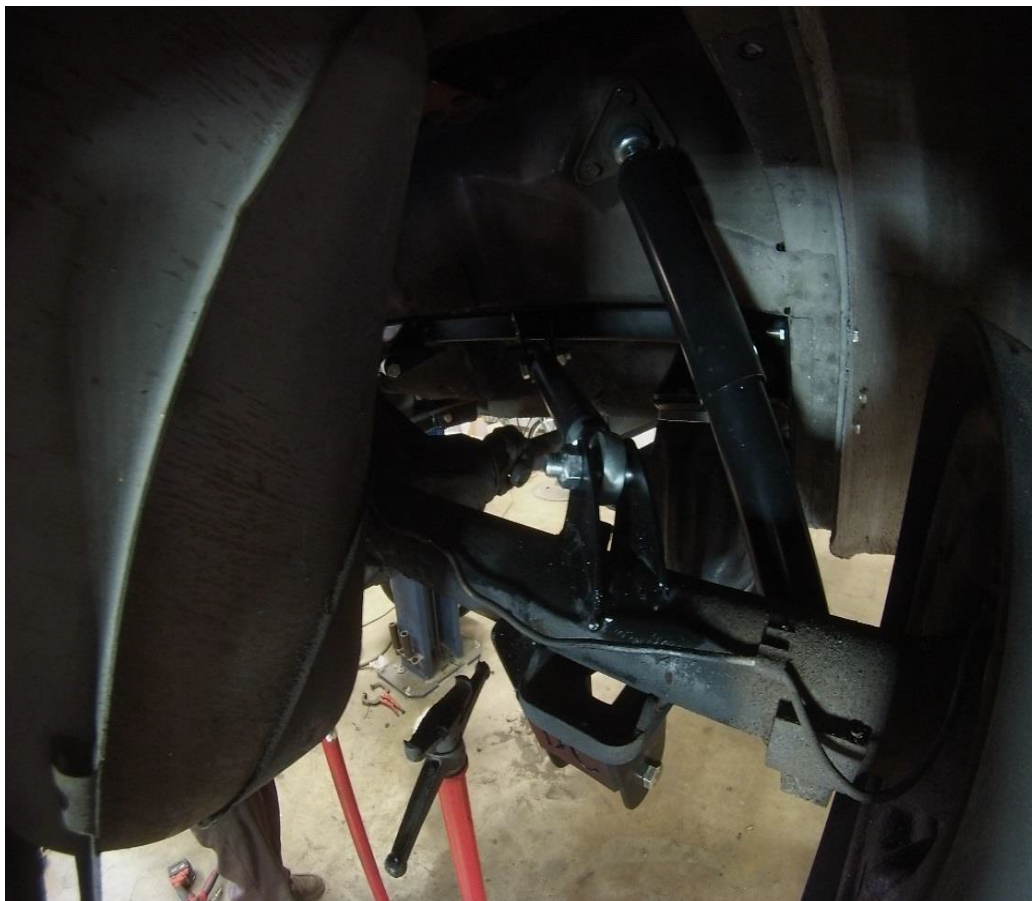
19. Set again at ride height and tack weld lower mount on link bar.

20. This should be what your setup looks like:



21. We recommend cycling, disassemble and weld complete, then paint and re-assemble.

22. Now replace rear shocks and your rear link kit is finished.



Thank you for your purchase! We are always here to help,
if you have any questions, please call.



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