



by

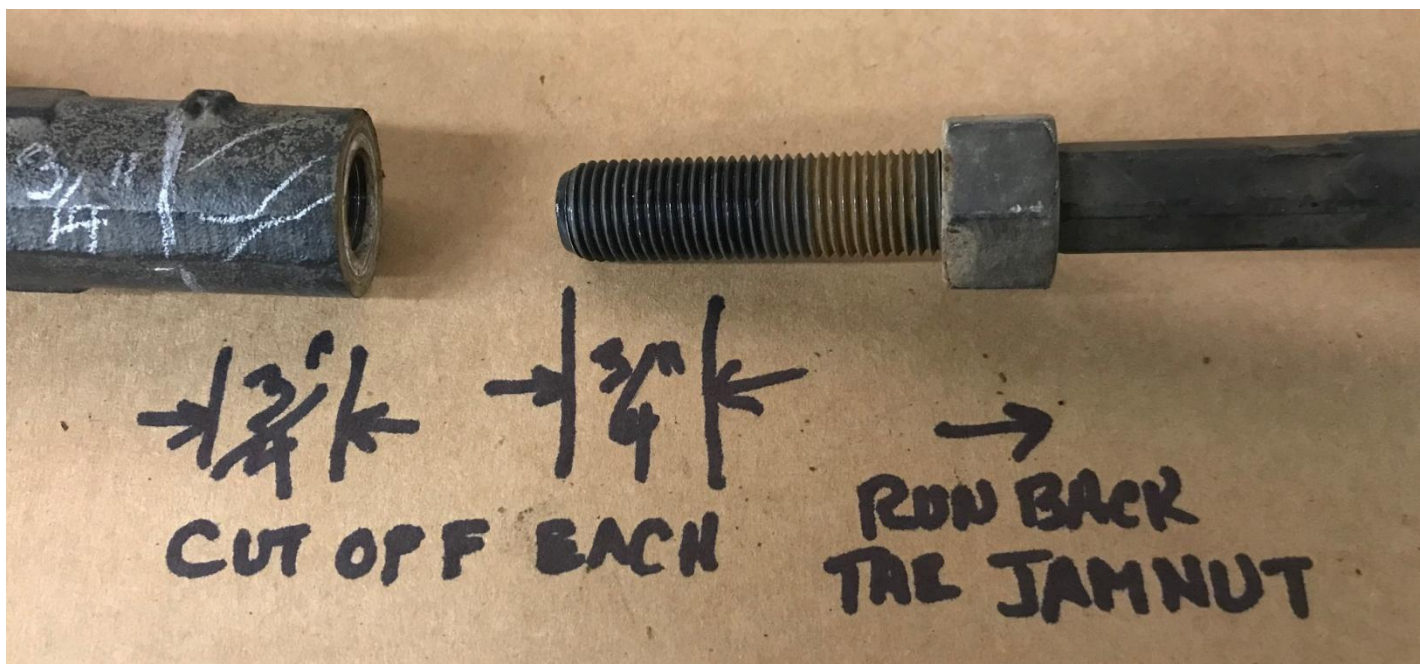


Instructions for 2003-2011 FORD CROWN VICTORIA narrowed front control arms

We saw that this IFS was an economical, good handling system that installs easily on frames measuring 34" outside width. However, at 68" hub to hub they are 7" wider than the 61" original suspensions on 1953-79 Ford pickup and 1955-59 Chevy pickup. Attempts to narrow this suspension by cutting and re-welding the crossmember (often changing to a different rack and pinion) will lead to a greatly complicated installation as well as bumpsteer problems. Although the factory Crown Vic wheels have a very heavy backspace (as do the 1994-2018 Mustang wheels often used with this suspension) tire to fender clearance remains limited. To allow better clearance we have developed these control arms which are narrowed 1" per side.

Warning: These arms will not accept the OE police interceptor coilover/ shock. They are too large to fit within the large diameter/ heavy wall tubing we use on the lower arms.

- 1) To prepare to install these arms, remove the original arms along with the coilover shock/spring package and the steering gear. To allow for the narrowed arms to work with the original rack and pinion steering we will be shortening the outer and inner tie rods per the photo below. Removing $\frac{3}{4}$ " from each allows the shorter length needed while maintaining plenty of thread engagement. It is helpful to measure the tie rod length prior to the cutting, and then roughly set the adjustment 1" shorter.





- 2) With the steering ready you can now reinstall the new control arms reusing all the original fasteners. On some applications the sway bar link will still connect although at a slightly different angle. On other non-police interceptor vehicles, you can cold bend the sway bar inward to decrease the angle of the end links. In extreme cases like a police interceptor you may have to modify the sway bar end links by cutting the end link in half, spinning the upper mount 180 degrees and welding the link back together. There are a few YouTube videos showing this modification for reference. We also have these modified end links available as an option.

3) The lower coilover shock mount holes closest to the tubing will duplicate the stock mounting. The $\frac{3}{4}$ " lower hole is provided to allow the option of lowering the shock the same $\frac{3}{4}$ " which will provide a 1 $\frac{1}{2}$ " drop while maintaining full suspension function. Be sure to check your tire to fender clearance before that test drive! If you wish to further upgrade this IFS system, we offer Ridetech coilovers to allow a variable ride height. Other companies have recently developed replacement coilovers for these front suspensions. We have not checked them all for fitment yet. Some of these aftermarket coilovers will not allow the use of the lower hole on the mounting tabs.

3) The upper control arms are so similar left and right that it is easy to get them on the wrong side. Referring back to the removed original arms will show you that the proper upper ball joint position will be behind the control arm center. If you are getting very high positive caster settings you likely have the upper arms on the wrong sides.



4) Have the vehicle realigned using stock specs for the 2003-11 Crown Victoria, then enjoy a test ride with that tire-scrubbing-fender sound gone!

For Questions & Tech Support Call:
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