

## Crown Victoria Front sub frame bolt-in installation instructions

Begin by unpacking all components and making sure no parts are missing. If any parts are missing, please contact [sales@range-industries.com](mailto:sales@range-industries.com) and we will remedy the situation ASAP. See list of all parts below:

- 1X pair Inside Brackets
  - Braces inside of frame rails

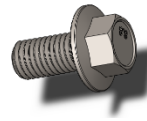


- 2x pairs outer brackets
  - Attaches Crown Vic coil buckets to frame.

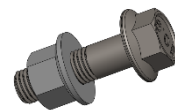


- 1x pair billet LCA rear mounts

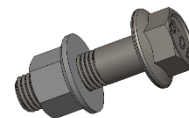
- 4X M12 bolts and Nuts
  - For LCA mounts.



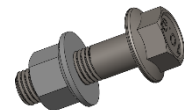
- 4X M16 Bolts and nuts
  - Bolts crossmember to bottom of frame.



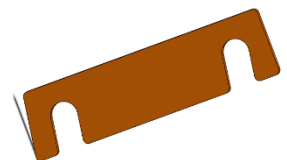
- 4X M12 Bolts
  - Bolts Outer brackets to crown Vic Coil bucket



- 8X M10 Bolts and nuts
  - Bolts through frame connecting inner and outer brackets.



- 4X Caster shims
  - Can be slipped between LCA mount and frame to adjust caster.



### Install Notes:

- This kit fits trucks with a 34" wide frame (outside to outside) and a reasonably flat area for the Crown Victoria crossmember to mount.
- Use blue (medium) Loctite or equivalent thread locker on the 4X M12 Bolts that thread into the Crown Vic coil bucket
- Drill bits required: 1/2" and 11/16" (hole saw type recommended)



### Frame Prep

Strip any crossmembers, steering, bracketry, etc from the frame where the new suspension will mount.

If the lower rail of the frame is flared downward, it may need to be flattened in places to avoid interference.

### Positioning the suspension

Rules of thumb and position data can be found online by searching, but in our experience the best approach is to c-clamp the suspension in place and put the fenders on to check wheel placement in the wheel arch. Personal preference will affect this as well. We recommend removing the coil-overs from the crown vic suspension and using a dummy shock to set it at ride height. We use a threaded rod, but a 2x4 with a hole for the lower bolt would work just as well. Aim for about 2" shorter than the coilover that you removed.

Double check your positioning and squareness of the suspension!



### Mounting

1. Drill through the bottom of the frame with 11/16" drill bit to match the 4 holes in the Crown vic crossmember, and loosely install the M16 Bolts. If your holes are too tight to the inside of the frame rail, you may need to cut a flat on the side of the nut.
2. Slide on the inside brackets, and snug the M16 bolts, making sure the brackets are tight to the inside of the frame rails.



- a. Make sure you have the brackets on the correct sides. Mock up the outer brackets to check that the bolt holes will line up after drilling.
3. Use a ½” drill bit to drill through the frame from the inside out, using the inner brackets as a template
4. Loosely bolt in the outer brackets using the M12 and M10 bolts, then snug up and make sure everything fits properly.
5. Move on to the Lower control arm mounts. Bolt the billet mounts to the control arm using the factory nut and facing the bushing hat side towards the nut.
6. Check that the bracket will sit against the frame properly. If the frame rail is flared in that area, it may be necessary to flatten it with a large crescent wrench. It may also be useful to hold the mount against the frame by using a floor jack.
7. Drill through the holes in the bracket through the frame rail.
8. Bolt the brackets on using the M12 bolts and nuts. After loosely installing the bolts, shims can be slipped between the frame and mount.
  - a. 2 shims per side will set the suspension to the factory caster value.
9. Drill holes and bolt the swaybar mounts to the frame.
  - a. If installing the mustang electric steering rack, install it first to ensure clearance.
  - b. Otherwise, just set the end links (at the knuckle) approximately vertical and drill the holes.
10. Tighten all bolts and you are done.







### **Related products**

Now you have modern suspension on the front of your truck, why not look at some of our related offerings?

- We make a kit to bolt the mustang electric steering rack to the Crown Vic suspension- get a better steering ratio while eliminating hoses, pumps, and leaks forever.
- We make a kit to mount mustang s-550 rear suspension, which is a great match to the Crown Vic front.
- Also, if you are running a Chevy engine, we make engine mounts that use the factory Corvette isolators, and bolt directly to the Crown Vic crossmember.

Thank you for your purchase!

Range Industries