

BUILD A MUSTANG RESTOMOD FRONT SUSPENSION



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Total Control Products' 5804-M10 (PN 13764) g-Link canted four-bar coil-over rear suspension system for '65-'70 Mustangs doesn't come cheap, but it is ready for action. You get a sophisticated suspension system that enables you to toss those worn-out leaf springs in the recycle bin. It comes with a bolt-on subframe with four-link system, VariShock coil-over adjustable shocks with 16-position valve adjustment, G-Bar Street Performance System, and premium urethane bushings. Options include airbags, 812-M10 g-Bar sliding link anti-roll bar, and FAB9 axle housing.



The first step for the g-Link system installation is chassis prep, which isn't saying much. Chase bolt-hole threads to ensure smooth engagement. Here, we have removed the rebound bumper, which is one of the attachment points.



Once the g-Link subframe is assembled as a subassembly, we're ready for a mock-up fit. Use your Mustang's attachment points and a tape measure to ensure a perfect fit.



With the subframe positioned and C-clamped in place, get your measurements. There should be exactly 10 inches from the trailing edge of the subframe bracket to the leading edge of the rebound bumper bracket. If measuring from the leading edge of the rebound bumper bracket to the leading edge of the subframe bracket, it should be 4-1/4 inches.

I LOVER REAR SPENSION

PROJECT RECLAIM '65 FASTBACK GETS A G-LINK COILOVER SYSTEM FROM TOTAL CONTROL PRODUCTS

WHEN Total Control Products was founded a decade ago to improve Mustang handling, it got off to a good start with outstanding suspension/handling products that have become more refined with time. Ron Bramlett decided to install TCP's

g-Link canted four-bar coil-over rear suspension, complete with a FAB-9 rearend, to complement the TCP front underpinnings, which includes a coil-over suspension coupled with a power rack-and-pinion steering for superb handling, ride, and control.



When you have committed to a location and are positive about measurements, scribe the holes and edges as shown. Be absolutely certain about location before drilling and welding.



Remove the paint and undercoat where you intend to weld. The Restomod Shop suggests welding in addition to bolting for a secure installation.



Richard drills two 1/2-inch holes for the TCP 1/2-20x5x3-inch U-bolt that will secure each side. He has scribed each hole location and drilled 1/8-inch pilot holes.



This is how to install the 1/2-20x5x3-inch U-bolt, which attaches the subframe to the frame rail. Richard uses a magnet to guide the U-bolt. Once in place, we're ready for subframe installation. Be careful never to lose this U-bolt inside the frame rail. Position the subframe and install flat washers and locknuts. Locknuts are torqued to 30 lb-ft.



With the subframe positioned and clamped, Richard strikes an arc and welds a smooth bead along the bracket.



The subframe also attaches at the original shock mounts and rebound bumper location. Shock location fasteners are torqued to 40 lb-ft. Rebound bumper fasteners are torqued to 20 lb-ft. The rebound bumper is also known as a pinion snubber.



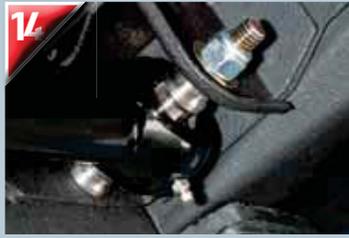
Trailing arms are next, which begins with simple tightening followed by the use of a torque wrench. You can install these trailing arms either way, but we suggest locating the Heim joint where access is easiest at the axle housing. This enables you to adjust the pinion angle and rearend alignment.



Next, lower the trailing arms (also known as control arms). Again, locate Heim joint adjustments where you can get to them. Lower control arms maintain alignment, while upper control arms preserve pinion angle.



Control arm (trailing arm) fasteners are torqued to 60 lb-ft. Make sure the grease jerks are accessible before tightening.



This is how your control arm attachments should look at the factory leaf spring mounting point. Note the bolt and spacer positioning.



Coil-over shock assembly is next. The lower spring mounts are screwed on before positioning the springs, followed by the spring locks. Richard will have to adjust spring pressure (which affects ride height) before adjusting the Quick Set Two-Valve system.



Coil-over VariShocks are installed next, top first. This is a tight spot, so expect it to be challenging.



Upper control arms should be adjusted to 9 1/2 inches center to center. However, not all Mustangs are the same. Expect some variation. Upper control arms control pinion angle.



Lower control arms should be 21 inches center to center. Again, expect some variation. Position the lower arms as close to the vehicle ride height location as possible. TCP provides three hole positions in the axle mount. The lower arms control alignment.



Chris Alston's FAB-9 housing is attached at the shocks and lower control arms. The FAB-9 makes our TCP package complete and ready for anything.



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VariShocks should look like this once they're installed. Bolt hole positioning at the lower mount determines ride height.



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The adjustable 5812-M10 g-Bar sliding-link anti-roll bar dramatically reduces body roll. Secure the mounts as shown using $\frac{3}{16}$ -16x2 $\frac{1}{2}$ -inch bolts and lock washers. Torque for these fasteners is 30 lb-ft. Use poly-lube on the urethane bushings during installation.



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Assemble the bar ends as shown, slipping each end into the adjustable link. Leave five to seven threads showing between the jam nut and link end.

SOURCES

Mustangs Plus
800/999-4289
www.mustangsplus.com

The Restomod Shop
209/942-3013
www.therestomodshop.com

Total Control Products
800/722-2289
www.totalcontrolproducts.com

ADJUSTING VARISHOCKS

When adjusting VariShocks for the street, you want more shock compression (bump) to take up road shock. At the baseline ride height, the shock and spring should give (collapse) 40 percent from the installed height.

If you intend to go road racing, you want a 50/50 mix of bump and rebound. It's not too stiff, but there's not too much give either. Drag racers want it looser, with a 40 percent bump and a lot of rebound for good weight transfer.

Adjusting VariShocks is a matter of knowing how to work the two QuickSet Two-Valves at the bottom of each shock. Turn the valve clockwise to increase stiffness and counterclockwise to decrease stiffness. The valve on the left controls bump (compression); the valve on the right controls rebound (extension). The first position is the softest setting.

Street baseline is 60 percent bump, 40 percent rebound. Handling baseline is 50 percent bump, 50 percent rebound. Drag race baseline is 40 percent bump, 60 percent rebound.

LOW-BUCK HANDLING



For some, it may be difficult to afford a high-end TCP four-link rear suspension system. However, it's easier to afford better handling in a five-leaf Grab-A-Trak suspension system from Mustangs Plus.

Grab-A-Trak is another name for handling with quality products you can bolt right onto an old Mustang. If we were going this route with Project Reclaim, we'd fit a five-leaf, mid-eye Grab-A-Trak suspension from Mustangs Plus. Grab-A-Trak gas shocks provide a smooth ride, while KYB shocks deliver better handling with a firmer ride.



As shown in a previous article, Currie's good-looking 9-Plus housing, filled with 9-Plus 3.89:1 limited-slip locking gears and 28-spline axles, is centered on the Grab-A-Trak five-leaf, mid-eye springs.



Our budget Grab-A-Trak/Curie Enterprises installation is complete. Improve handling and traction with upgrades such as Under Rider traction bars (\$99 a pair) or heavy-duty shocks for a few bucks more. KYB Gas-Adjust shocks are the best value going at \$139.95 for four.