COIL
SUSP

THERE has never been a better time to build a restomod Mustang because the aftermarket industry gives us so much to work with. Mustangs Plus has been committed to hot ponycar performance for 27 years with no end in sight. For Project Reclaim, we're installing a Total Control Products coilover front suspension, available from Mustangs Plus. We're also installing TCP's power rack-and-pinion steering system.

Founded in the 1990s to improve classic Mustang handling, TCP is now part of Chris Alston's Chassisworks.

A Total Control Products' control arms articulate with rugged Heim joints that are easy to adjust and replace. They make alignment a cinch because no shims are required. This is the last suspension system your classic Mustang will ever need thanks to a good-looking, hammered-metal powdercoat finish.

B Power rack-and-pinion steering complements TCP's coilover suspension system. Handling is light years beyond the old worm-and-sector steering.

THE BUILD

After methodical detailing and inspection, Richard Bramlett begins work installing our TCP front suspension. Heim joints have been lubricated with chassis lube and are good to go. Lower control arms go in first.

Fully articulating strut rods are next. Instead of the crude bushings Ford used, TCP has this nylon wrapped in an aluminum ball-socket arrangement. It stays adjusted and moves smoothly with the suspension, taking the "klunk" out of the bumps and keeps you on course.

OVER FRONT PENSION

PROJECT RECLAIM GETS MODERN HANDLING WITH A TOTAL CONTROL PRODUCTS' COILOVER FRONT SUSPENSION AND RACK-AND-PINION STEERING

A

B

3

Here's how the strut rod and lower control arm tie together. Richard stresses following TCP's instructions, torquing all fasteners to specifications.

4

Richard uses a torque wrench and lubrication on every fastener.

This is how the bottom billet coilover shock mount installs, fastened with strut rod bolts.

Be prepared to alter shock tower mounting holes in order to install upper coilover shock mounts.

Position the upper coilover shock mount. Be careful if you have fresh paint like Project Reclaim.

Use masking tape to hold the retaining bolts. You will need to install the retainer plate and locknuts underneath.

Install the coilover shock mount retaining plates and locknuts in each tower.

TCP upper control arms are next. Because we're using coilover shocks, there's no control arm spring perch to install.

Coilover shock assembly is easy, beginning with spring adjusters, which screw on like this. This is an adjuster and a spring seat.

The VariShock shocks are adjustable three ways. There are two dampening adjustments—one for up and one for down. Adjust your ride and handling accordingly. Just reach inside the wheel-well and make finite adjustments. Coil spring adjustment controls ride height; run spring retainers up or down to adjust it.

This is the spring retainer, which inserts on top. The bottom spring seat adjuster is modified once the Mustang is on the ground. That's when you adjust ride height using a tape measure. Don't change ride height until the vehicle is completely assembled.

The coilover VariShocks are installed next, mounted at the top of the shock tower, then tied to the lower control arm.

The top mount is secured on both sides with these nice cad-plated bolts provided by TCP.

Richard installs the spindle provided by Mustangs Plus. This is a heavy-duty, '70-and-up Mustang/Maverick/Granada spindle.

We like the fully adjustable nature of VariShocks. They don't come cheap, but they're the greatest bang for the buck.

TCP's power rack-and-pinion steering installation begins with end brackets, which attach as shown using lower control arm pivot bolts. They also attach with crossmember mount bolt holes.

Richard mounts the rack, starting each of the Allen-head bolts, then checks position.

All fasteners are torqued to specifications at this time. Here, Richard torques the lower-control-arm pivot and steering-rack mount.

Terry Simpson of The Restomod Shop installs tie-rod ends and the TCP bumpsteer kit. TCP provides two attachment points for inner tie-rod ends. For '65-'66 Mustangs, it attaches to the outermost hole on the steering rack. For '67-'70, use the innermost hole because the steering rack is wider.

This is the installed TCP power-steering rack—a clean installation designed to clear just about anything. It will dramatically improve steering and handling.

Power rack-and-pinion works the same way as worm-and-sector power steering by putting hydraulic pressure to work to assist steering efforts. Steering input runs this spool valve back and forth, which directs fluid pressure to one side of the ram or the other. The nice thing about TCP's power rack-and-pinion is how little space it consumes—and the power it provides.

TCP provides these billet sway bar bushing mounts, which give solid integrity along with good looks.

Richard secures the Mustangs Plus Grab-A-Trak hammered-metal sway bar at the same attachment points as stock.

SOURCES

Chris Alston's Chassisworks/ Total Control Products
800/722-2269
www.cachassisworks.com

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

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

Urethane stabilizer links are next, installed with generous amounts of lubrication to eliminate squeaks and other noises. You have a choice of urethane or polyurethane. Urethane is rock hard, while polyurethane is more flexible and quieter. Remember: The bolt-head goes on top, not bottom.

Our TCP/Grab-A-Trak front suspension is good to go. Reclaim gets TCP's newest suspension trick for classic Mustangs.

STREET PERFORMANCE		
	Manual Steering	Power Steering
Caster	2 to 3 degrees positive	3 to 4 degrees positive
Camber	0 to degree negative	0 to degree negative
Toe	1/16- to 1/8-inch toe-in	1/16- to 1/8-inch toe-in
ROAD COURSE		
Caster	2 to 3 degrees positive	3 to 4 degrees positive
Camber	1 to 2 degrees negative	1 to 2 degrees negative
Toe	1/16-inch toe-out to 1/16-inch toe-in	1/16-inch toe-out to 1/16-inch toe-in
DRAG RACING		
Caster	4 to 6 degrees positive	4 to 6 degrees positive
Camber	0 degrees	0 degrees
Toe	1/16- to 1/8-inch toe-in	1/16- to 1/8-inch toe-in

**Courtesy Chris Alston's Chassisworks*