



Sitting Pretty

HERE'S HOW TO **IMPROVE THE HANDLING AND STANCE** OF YOUR AMERICAN CLASSIC IF ITS BUM IS DRAGGING ON THE GROUND

Old cars will always be cooler than new ones, no matter what gadgets make their debut at the next motor show. But by the same token it has to be admitted that some of the technology we used to get by on in past decades is markedly inferior. Suspension is a glaring example.

Of course, there have been custom solutions available for years and the four-link rear-end is one of them. There have always been, and will continue to be, businesses around that can

tailor-make and fit one to your car. These days, however, jobs like this have become so routine for particular models that kits like the one featured are now available and are actually fairly easy to fit.

Well, easy is probably the wrong word. If you try to do it yourself there's bound to be plenty of frustration and cursing, but it is do-able and will improve the launch performance of your car enormously. Unfortunately, these Total Control Products g-link kits are only available for American classics, but if that's what you have then this might

be just what you need. The Muscle Car Factory imports them and showed us how to fit one so your car can end up sitting like the one shown here.

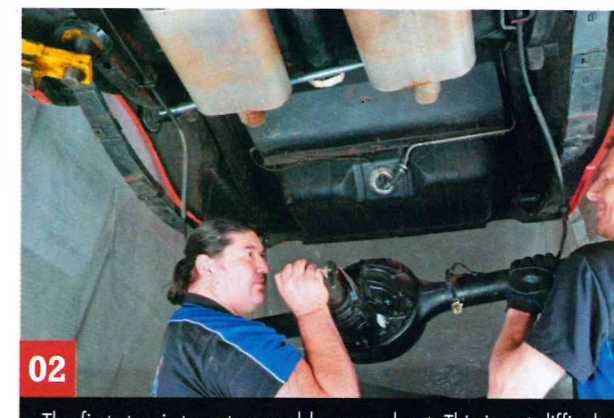
We haven't shown every step but this is a good overview of what you'd have to do if you did decide to buy and fit these kits yourself. The first thing to do is work out what ride height you want to have when the job is finished. So, before you start you must measure the distance from the centre of the axle to the top of the wheel arch and then decide what you want it to be when the job is finished. ⚠



TOP RIGHT The g-link Canted 4-bar Coil-Over Rear Suspension for '67 to '70 Mustangs
ABOVE Suspension kits improve handling and looks



01 The assembly of components comprising an underbody X-brace system that stiffens the car enough to match the extra stresses and strains that the rear-end kit will feed into the car.



02 The first step is to get your old rear-end out. This is not difficult but it is heavy and awkward, particularly if you're doing it on axle stands. Actually, doing this on stands would make it a miserable, yet not impossible, job. The best advice here, and for the whole job, is to have a helper and a hoist.



03 The bracing supplied feeds forces into the car at the points where it's bolted to the body. These must be reinforced with stitch welds but before this can be done, all paint and grime has to be removed from areas that will take welds. It doesn't matter how you do it, but you must expose clean, bare metal.



04 Mounting plates for the cradle extend up between the fuel tank and inside faces of the body rails. This area also has to be taken back to metal and a die grinder makes it easy. In addition to the paint on the body, the gal on the brackets has to be removed in the weld areas.



05 The upper shot shows all the weld areas on the body cleaned ready for stitch-welding. But how do you know exactly where the welds will be? In the lower shot you can see that the cradle is bolted in place prior to welding. Doing this shows you exactly where the welds will be.



06 When the body is stitch-welded, the rear seat and carpet should be removed lest they catch on fire from heat transmitted through the floorpan. Stitch welds rather than continuous beads of weld are essential to prevent the propagation of any cracks that might develop.

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