

★ DYNO RUN: PROJECT GREAT CRATE HOLLEY'S NEW TRI-POWER

STREET RODDER

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TECH

STOPPING POWER

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HANDS-ON

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EVENT

**42nd Annual MSRA Back to the 50's
1 Weekend...12,000 Hot Rods!**



November 2015
CPP Article 2

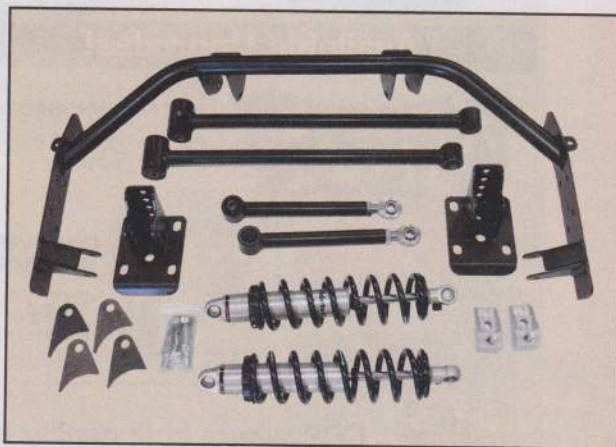


Stop 'n' Steer

Adding suspension, brakes, and steering to the Galaxie

By Kev Elliott | Photography by the Author and Brian Brennan

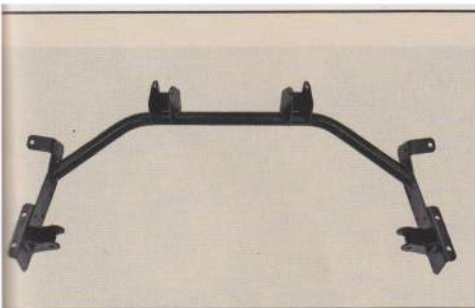
With a 5.0 Coyote engine in Dean Livermore's '64 Galaxie 500, a prudent move would be to upgrade the suspension, brakes, and steering. RideTech offers a bolt-in rear kit for these cars, for use with its ShockWave air suspension, which not only improves handling but lowers the car too. However, Livermore wanted to use coilovers, which meant slightly modifying the trunk floor for the upper mounts, but otherwise the kit was installed as designed, albeit welded in place rather than bolted. RideTech coilovers were also installed on the factory lower A-arms up front. A Borgeson Universal Company power steering box was adapted to the Galaxie's frame, and the center steering link modified for correct geometry.



1. RideTech's bolt-on four-link is usually supplied with ShockWaves (the company's cool airbag-over-shock system) but Livermore wanted to use coilovers on the Galaxie. So, while the package is normally a bolt-in deal, with the exception of four tabs that are welded to the rearend casing for the upper bars, Hot Rods By Dean had to make some relief cuts in the trunk floor for the upper coilover mounts, as you'll see.



2. The first step in the transformation was to remove the original driveshaft, rearend, and leaf springs.



3. The RideTech crossmember bolts to the framersails and locates the upper four-link bars and the coilovers.

When it came to the brakes, Wilwood six-piston calipers and large-diameter vented rotors were employed at each corner for much improved stopping power over the standard drum brakes, while a Classic Performance Products Hydroboost unit and new dual master cylinder were used. Not only does this not require vacuum for operation—ideal as the wide Coyote engine meant there wasn't room for a regular booster on the firewall—it's plumbed into the power steering, putting out 1,800 psi at the calipers. For an in-depth install on this system, check out <http://bit.ly/1K4UkOv>.

Of course, the factory wheels weren't going to fit over the Wilwood rotors and calipers, so Billet Specialties 18x9 and 20x10 G-Spec wheels were ordered, with matching Falken tires.

• Source It

• **Hot Rods By Dean**
(623) 581-1932
hotrodsbydean.com

• **RideTech**
(812) 481-4787
ridetech.com

• **Wilwood Engineering**
(805) 388-1188
wilwood.com

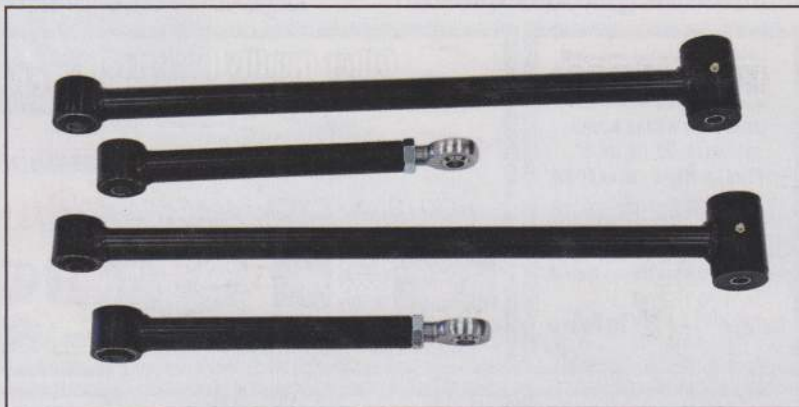
• **Currie Enterprises**
(714) 646-6311
currieenterprises.com

• **Borgeson Universal Company**
(860) 482-8283
borgeson.com

• **Classic Performance Products**
(800) 760-8536
classicperform.com

• **Falken Tire**
falkentire.com

• **Billet Specialties**
(866) 317-5937
billetspecialties.com



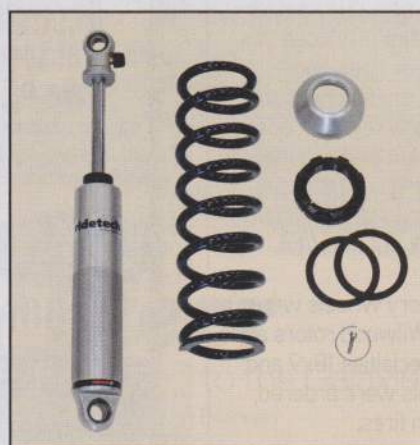
4. The lower bars for the four-link are fixed length, the wider front bushings locating in the stock leaf spring front brackets. The upper bars are adjustable, allowing the pinion angle to be set.



5. A new Currie Enterprises 9-inch rearend was used. Note the saddles are not welded to the axle yet, in order to set the pinion angle once installed. The lower four-link bars locate at the axle end on brackets that bolt to the underside of the saddles, also mounting the coilovers.



6. The upper bars attach to the axle housing using these brackets, the only parts that require welding with the RideTech kit.



7. The coilovers are also from RideTech, and are supplied un-assembled. Spring rate will depend on the vehicle's weight for each application.



8. Assembling the coilovers is a simple job done on the bench.



9. As mentioned above, the floor required a clearance hole for the upper coilover mounts. This was done with a cutoff wheel once the location was determined with the crossmember in place.



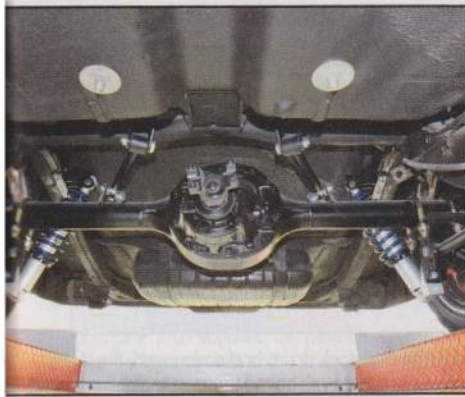
10. The upper coilover mount and notched floor. Note also, Hot Rods By Dean welded the crossmember to the frame rather than bolting it in.



11. The lower coilover mounts were fabricated by Hot Rods by Dean, allowing for several mounting positions, and hence vehicle height adjustment, in addition to fine adjustment at the spring base. Wilwood six-piston calipers and vented rotors were used all round.

12. The forward end of the upper bars mount to the crossmember like so. Note the factory bumpstop was retained.





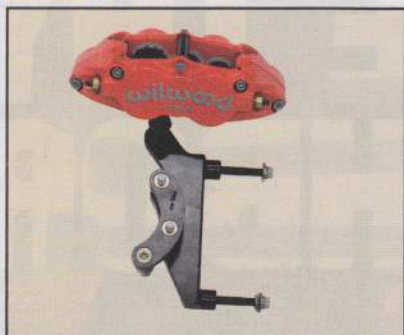
13. The completed rearend, prior to driveshaft and brake hose installation.



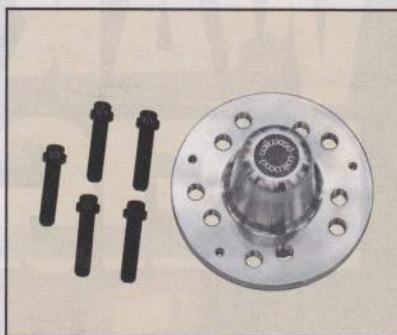
14. With the stock power steering unusable owing to space restrictions, a Borgeson Universal Company power steering box was adapted to the framerail.



15. The Wilwood rotors and hats are supplied as shown and require assembly.



16. This bracket mounts the six-piston caliper to the spindle.



17. New aluminum hubs are supplied with the Wilwood brakes, and require the wheel studs be pressed in.



18. With the stock drum brake removed, the caliper bracket was bolted to the spindle.



19. Thread locker was applied to all bolts during assembly ...



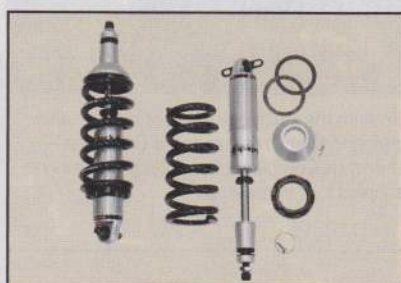
20. ... before torquing each bolt to Wilwood's recommended setting.



21. The bolts were then safety wired to prevent the possibility of them backing out.



22. With the new hub in place and the bearings greased, the rotor was installed on the wheel studs.



23. The front coilovers also required assembly. The spring pockets on the lower arms required clearancing for the coilovers to fit.



24. With the caliper bolted in place, the Billet Specialties G-Spec 18x9 front wheels were installed.



25. CPP's Hydroboost is a hydraulic brake-assist unit that is powered by the power steering pump. The dual master cylinder bolts directly to it, the whole assembly bolting to the firewall in the stock location.