

TECH: BOLT IN A-ARM

IFS HANDLING FOR EARLY MUSTANGS



▲ *The Bolt-in King, Jim Meyer Racing Products, has created a superior handling IFS for the early Mustang Platform that includes nine other Ford cars and bolts to factory holes for easy installation at home.*

Text and Photos by Jerry Slattery

Eliminating the tower suspension to increase handling, stopping and steering performance has been an industry standard for more than 20 years. Jim Meyer has been making bolt-in IFS A-arm handling kits to replace the old tower idea for the "other brand" for quite a few years now. The new '64-'73 Mustang IFS kit also fits Cougar '67-'73, Ranchero '60-'71, Torino '68-'71, Cyclone '64-'71, Montego '68-'71, Maverick '70-'77, Falcon '60-'70, Fairlane '60-'70, and Comet '60-'67 and '71-'77.

So what's the big deal, you may be asking yourself? This tower-suspension platform was never viewed as a great handling package. Take a look at all the parts you need to remove and notice all the connections. There is a little movement in each connection, not to mention the weak tower problems that needed supports in the engine compartment and under the car to keep it from bending and twisting with torque. The big deal is greatly improved tubular A-arm handling, optional larger disc-brake stopping, standard power rack-and-pinion steering and an additional crossmember to reinforce the stock platform. With reprogrammed suspension geometry, reduced anti-dive and adjustable stance, the new rear steer A-arm IFS offers, as standard equipment, 11-inch vented disc brakes (with loads of larger disc brake options), aluminum adjustable coilover shocks, 1-inch antisway bar, tubular A-arms

(not Mustang II) (1-inch X .156-inch wall upper-arms and 1-inch diameter X .156-inch wall lower-arms).

It features a tighter-than-stock turning radius, caster-and-camber weight is loaded onto the frame not the inner fender panel, no need for tower supports, rear steer crossmember sits above front-sump oil pans and will clear Patriot headers. The upper A-arms include a left-and-right-hand threaded adjuster for easy alignment.

This IFS installation can be done at home in a weekend with basic hand tools, only a drill motor, and jack stands. There is no cutting and only 8 holes to drill with provided templates. Their steering hook-up kit or a new steering column will be necessary to connect to the new R&P steering linkage. Here's the chance to get that tilt column when you install this kit.

After all is removed, be sure to check the frame for straightness or other damage. To start the job, the upper A-arm towers are installed first. All 8 holes (4 each side) that need to be drilled are all used to attach each upper tower. Let's go to the photos and see how easy it installs. **MT**

SOURCE:

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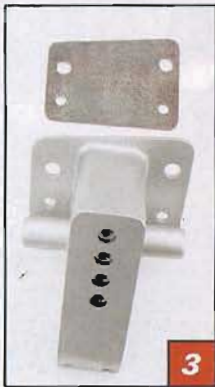
▲ *The IFS kit features the stock front track width and gives you the popular Jim Meyer adjustable stance with the 4-hole upper coilover bracket (about 3-inches).*

The fully adjustable suspension utilizes adjustable aluminum coilover-shocks that have a multi-position upper-and-lower attachment points for the easily adjustable stance you like the best! With fully adjustable upper A-arms, this new IFS unit can be tuned by any alignment shop. Standard features include a 1-inch diameter sway bar, aluminum adjustable shocks, 11-inch disc brakes with upgrade options up to 14-inch rotors and 6-piston calipers, power rack and a crossmember for greater support.



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▲ *Compare all the parts removed with the new kit. There was a lot of "play" with all that linkage you removed.*



▲ Find the template shown in the kit and using the 2 top holes bolt it on and drill the 2 lower holes 3/8-inch each side. These 2 lower holes actually go through the sheet metal inner fender panel and bolt to the inner engine-compartment crossmember.



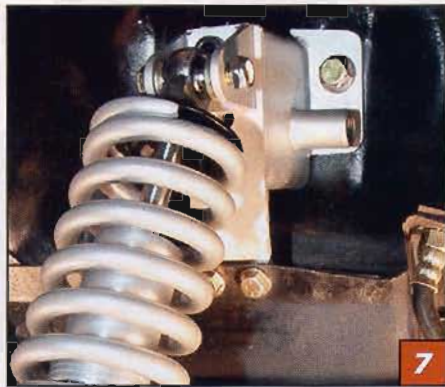
▲ When installing the upper A-arm, place the left/right adjuster to the front.



▲ After the new crossmember has been installed and secured, it's pretty simple to set on the rack on the bracket and check the fastener sizes and torque specs in the instructions.



▲ At the bottom of the tower bracket, there are also 2 more 3/8-inch holes to drill on each side in the subframe lip. The upper coilover shock bracket and the A-arm can be installed next. The four 1/2-inch bolts holding the shock bracket is where the adjustable stance adjustment is made. Installing the coilover brackets at the top of the tower will lower the car to the max. After the upper A-arm is installed it should hit the stock factory rubber bump stop above the new upper A-arm. We are the only manufacturer that offers an adjustable stance IFS or chassis. Note: The new A-arm should hit the stock factory rubber bump stop.



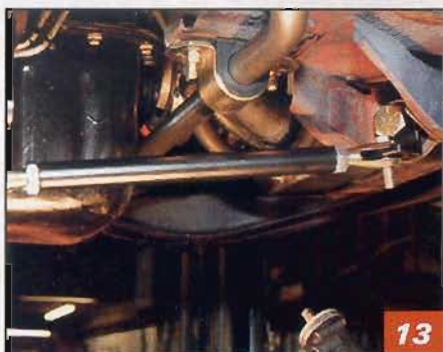
▲ After the upper tower holes have been drilled and the tower installed, you can either install the coilovers and the upper A-arms now or after the new crossmember has been installed.



▲ The new crossmember installs in the stock lower A-arm pocket provided by the Ford factory and uses the same factory bolt holes.



▲ Place the rack and pinion onto the crossmember, the power rack, as pictured, will mount with 2 bolts on the driver side and 3 on the passenger side. The manual rack, not pictured, will mount with 4 bolts, 2 per side, longer bolts on the driver side.



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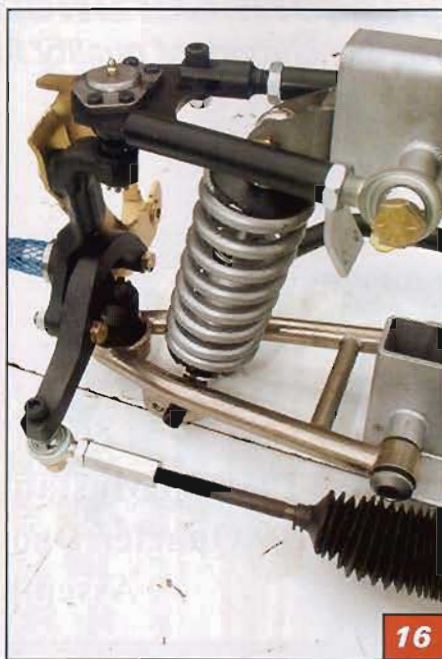
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▲ For additional crossmember support, Jim Meyer added forward adjustable support rods that use the stock front strut rod holes. These support rods are up in the frame unlike the originals that hung down below the suspension. They are below the antisway bar.



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▲ The lower arms can either be installed on the crossmember before you put it in the car or after the crossmember is installed. Our 3/4-inch diameter lower cross shafts are one of the largest in the industry. The shaft is nickel plated and installed in fitted bronze bushings so it will always come out when necessary. Be sure to place a washer between the inside urethane bushing and the crossmember. Be sure to install the aluminum end caps (4) to the ends of the lower A-arm cross shafts.



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▲ The fully installed A-arm system on the crossmember minus brakes and the Mustang body will give you a good idea how all the parts go together. Note: The lower coilover shock mount has 2 positions. The other photo show how the Jim Meyer adjustable stance IFS works. The four 1/2-inch holes gives you about 3-inches of stance adjustability and the offset upper coilover bracket can also be flipped for about another 1-inch. This can be done in the driveway at home. We recommend you start your adjustment in the middle.



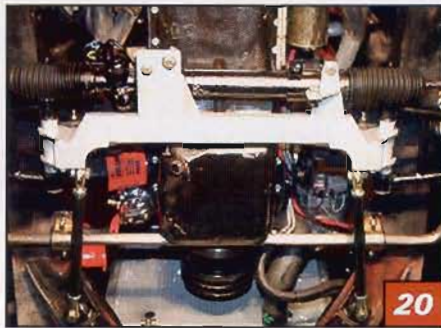
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▲ On this fully adjustable IFS, the caster and camber adjustments are all made from the top on the upper A-arm. The upper balljoint will need to be installed; however the lower balljoints come presses-in for you. They do offer optional nickel plated A-arms (like the lower arm). At the bottom of the photo, you'll see where the 1-inch diameter antisway bar connects to the lower A-arm.



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▲ Looking into the rear of the driver's side with the installation complete, you can see how everything is designed to fit in under the Mustang. The 3 holes in the subframe on the left held the stock steering box.



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▲ Looking from the rear toward the front, at the total installation, you can see that the new crossmember fits just above the oil pan just like the 1-inch antisway bar in the front of the oil pan. Notice where the support rods install between the crossmember and the stock strut rod forward holes.