

# TECH

## A Firm Grip

UPGRADING OUR GALAXIE PROJECT WITH SPOHN SUSPENSION



We contacted Spohn Performance for the rear suspension for our Galaxie project, since we knew the flimsy factory pieces were not going to cut it with a monster FE engine soon-to-be under the hood.



### Totally Tubular

Because big cars like Galaxies are so heavy, a stiffer, tubular-type suspension setup is really effective in improving their grip on the road. Under load, especially in a drag racing situation, the stamped steel pieces flex and move, which causes wheelhop and slow performances. These pieces from Spohn will help the "Snakebarge" launch, and allow us to adjust the alignment of the rearend.

Written by Jake Amatisto  
Behind the Lens:  
The Author & Aaron Hahn

### the 411

► Here you can see the panhard bar/upper control arm mount of the **3-link**. We unbolted the Galaxie's 9-inch axle and sent it to Currie enterprises shortly after this photo was taken.

► The **air shocks** were also shot, one more reason to redo this project's suspension. We ended up going with some bitchin' double adjustable VariShocks from Chris Alston's Chassisworks that you can check out in this issue.

► Here's a shot of the twisted **lower control arm**, thanks mystery smoker.

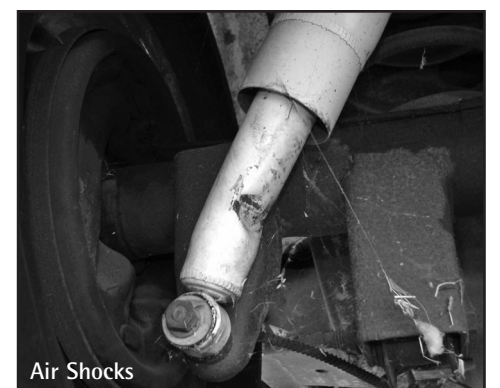
**I**n this installment of our 1966 Ford Galaxie project car, we delve into the rear suspension. With a newly rebuilt and braced 9-inch rearend from Currie ready to be hoisted in place and bolted in, we wanted to do so using something better than stock control arms and suspension pieces. The stock bushings were very worn, the terrible, ancient air shocks that were in place were wrecked, and one of the lower control arms on the passenger side was tweaked due to an inexperienced owner who decided to jack up this 3,600+ pound behemoth by a

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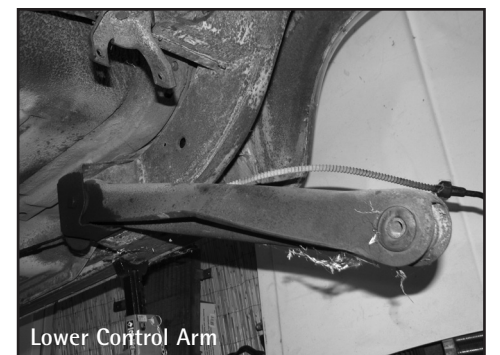
suspension part. That is when we started researching who makes rear suspension parts for this somewhat obscure body style and came across a company called, Spohn Performance.



3-Link



Air Shocks



Lower Control Arm

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We make the panhard bar adjustable so you can square up the rearend side-to-side, this is really important when you change the ride height.

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411

► With the rearend out, we coated everything a **satin black finish** before bolting up the rearend.

► A few issues ago, Currie Enterprise built us a killer 9-inch using the Galaxie's stock housing. With the Spohn components we were able to finally bolt it all up. Here is how the single upper **control arm** bolts in place.

► An adjustable **panhard bar** is very important when lowering a car, because you need to be able to shorten the length, otherwise the rearend won't be square under the car.

► Here's a shot with all the **Spohn pieces** bolted up and the Currie 9-inch in place. Next on the agenda is getting some front brakes so we can make her a roller once again. We'll keep you posted here in FSC.

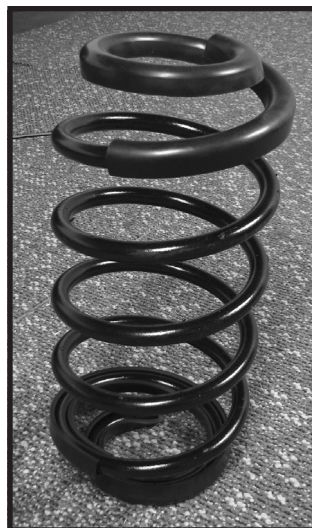
Spohn Performance, Inc. is located in the farm country of Lebanon County, Pennsylvania. The company was started by a father-son team—Gordon and Steve Spohn— and over the past ten years, they have become really well known in the GM F-body community, but Camaro parts aren't all that Spohn makes. A quick look on spohn.net and you can find suspension kits for GM a-bodies, 2010 Mustangs, and they even had a setup for our 1966 Galaxie. "We actually just completed this setup literally three days before you contacted me," Steve Spohn said. "A customer had one and they called me about doing something for the Galaxies, I told them to send me stock parts and we put something together for him. I actually thought that would be the only set we'd sell, but we're actually selling more than we expected, I just sent a set to Austria." It seems these big-body Galaxies are a fairly uncommon car to hot rod, judging by the lack of this body style at the famous Fabulous Fords Knotts Berry Farm Car Show we recently



Satin Black Finish



Spohn Pieces



### Jamco Springs

To match the front springs, we called up J.C. Genty at Jamco Suspension and ordered a set lowering springs, which will sink our Galaxie about 1-inch lower than stock.

"We actually offer the perfect spring setup for these cars. The Galaxie will have a much meaner stance and ride better than it will on the factory coils."

—JC Genty, Jamco Suspensions

attended, but maybe when this project is done it will inspire more people to build them and in turn, develop a bigger aftermarket, these suspension pieces are a good start.

The 1965-1974 Ford Galaxies are suspended in the rear using a 3-link rear suspension design that



Control Arm



Panhard Bar

has a single upper control arm, two lower control arms, and a panhard rod to keep the rear located squarely under the car. The panhard rod and upper control arm share a mount, which we thought was interesting. We asked what Spohn thought of the Galaxie's 3-link suspension design. "A lot of the older cars had odd rear suspension setups. The panhard bar on the Galaxie for example is pretty short, about a third the length of a late model Camaro. I would think it would need a longer one due to the car's size, but it obviously works. I can say this tubular setup is a lot better than the factory pieces—I've had customers tell me it's a night-and-day difference. We make the panhard bar adjustable so you can square up the rearend side-to-side, this is really important when you change the ride height of these cars because when you lower them, it will push the rear to one side, so you have to be able to shorten the bar for it to look right and track straight."

The parts that are available from Spohn for the Galaxie include the adjustable panhard bar, an adjustable rear upper control arm, and adjustable lower control arms. The panhard bar comes in steel, but you can get the control arms in chrome moly for the weight conscious. ■

### S O U R C E

Jamco Suspension  
951.549.1441  
jamcosuspension.com

Spohn Performance  
888.265.6064  
spohn.net

Currie Enterprises  
714.528.6957  
currieenterprises.com