

WE FIND A '54 CORVETTE IN A SALVAGE YARD!



AMOS
CARS & PARTS

Cars & parts

1925 Kissel Speedster

Pioneer Sports Car

HOW-TO

Install Jamco
Suspension



\$4.99
DISPLAY UNTIL 10/4/2008

OCTOBER 2008
VOLUME 51 ISSUE 10

ALSO INSIDE

1969 Mustang 600

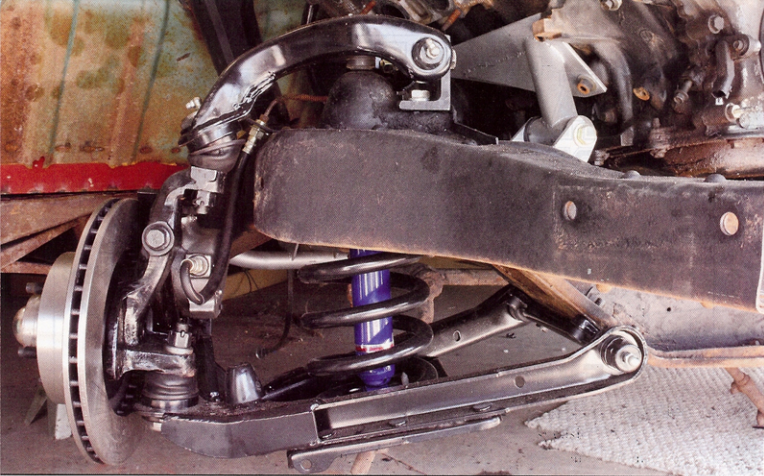
1966 Oldsmobile Toronado

1956 De Soto Firedome Seville

WE TAKE YOU TO

Freedom Road Rally
Cars & Parts Springfield
Dougherty Museum
Rt. 66 Fun Run





Changing Suspenders

A bolt-in project improves the ride in our shoebox Ford.

BY JEFFERSON BRYANT ■ THE 1949-51 "SHOEBOX" FORD HOLDS A SPECIAL PLACE IN THE HEARTS OF FORD ENTHUSIASTS. RESTORERS AND HOT RODDERS ALIKE HAVE TAKEN TO THE CAR'S CLEAN LINES — THE FIRST REAL RE-DESIGN FOR FORD SINCE THE END OF WORLD WAR II — MAKING IT THEIR OWN.

The love affair is not just skin-deep; there were several mechanical innovations accompanying the sleek styling. Independent coil-sprung front suspension was a first for Ford, resulting in a smoother ride. The suspension utilizes upper and lower control arms connected to the spindles with kingpins, which are basically large bolts that thread through the outer eyelets on the control arm, while sliding through a brass bushing. The brass bushing eventually wears out, letting the suspension get sloppy and loose. While repairing this type of suspension was common 30 to 40 years ago, replacing the bushings requires reaming and sizing, which must be done at a machine shop, pushing the cost up as experienced machinists get

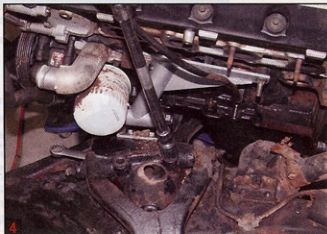
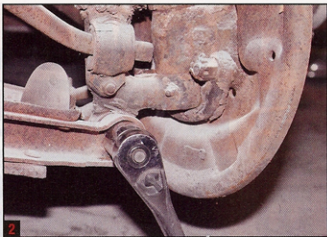
much harder to find.

There is another option for those willing to make a few changes. While the kingpin design was high-tech and capable for 1950, modern times call for modern solutions. Jamco Suspension, founded by Jim and Mary Genty, has been building ball-joint front suspensions for the shoebox Ford since 1985. The company is now run by sons J.C. and Tony Genty, who have continued to supply shoebox enthusiasts with quality suspension and braking components. Using ball joints instead of kingpins adds safety, reliability, and longer life to the suspension. Ball joints offer better articulation of the suspension, making the ride smoother. Replacement of the ball joints is much easier, too, as off-the-

shelf parts are used and no machining is required, making it an easy do-it-yourself job.

The Jamco kit uses your original A-arms and modifies them with ball joint plates welded in place of the original kingpin mounts. Control arms are boxed for strength, then powdercoated for a durable finish. The original spindles will no longer work with the new ball joint suspension, so Jamco includes an assembled pair of spindles with disc brakes for added safety. Since the kit uses the original control arms, the parts still mount to the frame in the original position, and the original sway bar mounts can be utilized. The best thing about this process is that it can be returned to stock (with a different set of control arms, of course) in just a few hours if the owner decides to go all stock again.

There are some caveats with the Jamco kit, however. First, the stock drum brakes are no longer used; you must convert to front discs. This means



1 With the wheels off and the car suspended on jackstands, the process starts with removing the old shocks. Because of our car's condition, this step required some serious backyard mechanic skills. We had to use Vise-Grip pliers, a wrench, and lots of JB80 (the best penetrating oil known to mankind).

2 The kingpins are removed with a ratchet, unthreading them from the control arms. Make sure you have a jack under the control arm, putting pressure on the coil spring, you DO NOT want to do this without

safety in mind; a coil spring can be deadly if the tension is released quickly.

3 The upper control arm can then be tapped loose. Almost 60 years of rust and grease keep a tight hold on the parts, so force must be used. The tension on the lower control arm can now be removed and the coil will drop out.

4 The upper control arms are a pain to get out. The bolts are fastened with nuts between the mounting pad and the frame. An open-end wrench is about all that will fit.

5 The lowers are just as bad. The nuts are accessible from the top, but the car's frame keeps you from getting a box wrench on them. Add to that the need for an impact wrench, and it can be frustrating. We eventually used the plasma cutter to get these off, as several bolt heads were stripped and rounded.

6 Once the control arms were off, they were shipped to Jamco for modification. The spindles sold on eBay to help finance our project. Now is the perfect time to do some frame clean up and painting.

SHOWCASE

MUSEUM

**Harley Earl's
GM Turbine Cars**
Don't miss it!

September 27 thru
October 12, 2008

Open Daily 9 AM - 5 PM

1 mile from HERSEYPARK, just off route 39 West

161 Museum Drive, Hershey, PA
717-566-7100
www.aacmuseum.org

**AACA
Museum**
In Association with the Smithsonian Institution

Studebaker National Museum

Great Museum Store



Museum Hours
Mon.-Sat. 10am-5pm
Sunday-Noon-5pm

201 S. Chapin Street
South Bend, IN 46602
574-235-9714

Visit our website at:
www.studebakermuseum.org

To include your museum on this page,
please contact Annette Sanders at 800-913-5901.

HYDRO-E-LECTRIC

America's Convertible Headquarters

www.hydroe.com

CONVERTIBLE TOP PARTS

for 1946 to present U.S. Cars

Window cylinder..... \$149.00

Top Cylinder.....	\$139.00
Top Motor 1955+	\$220.00
Hose Set.....	\$100.00
Bleeder.....	\$16.95

Rebuild service: We recondition firewall Pumps for most 1946-54 Cars with hydraulic Windows and top. Call 941-639-0437 for price.

CONVERTIBLE TOPS

Hygrade 38 oz. Vinyl	
w/vinyl window (1964 & older).....	\$270.00
w/vinyl window (1965 & newer).....	\$250.00
w/glass window (1965 & newer).....	\$315.00
Defrost & tint (where available).....	add \$75.00
Haartz Stayfast Canvases	
w/vinyl window.....	\$490.00
w/glass window.....	\$590.00



Call for weatherstrip, carpet, latches & 1971-76 GM scissor-top parts: 941-639-0437.

For a complete listing of our parts, visit our web site: www.hydroe.com

HYDRO-E-LECTRIC

America's Convertible Headquarters

Toll-free: 800-343-4261

5530 Independence Ct.

www.hydroe.com

Tech: 941-639-0437

Punta Gorda, FL 33982

Fax: 941-639-0376

a different master cylinder must be installed. Jamco offers a power disc conversion that keeps the power booster and master cylinder under the floor, retaining the classic look of the car. Disc brakes are much stronger and more heat-resistant than drums anyway, so this is really a wise upgrade. The other consideration requires a little more work. The new disc brakes have a large center hub, larger than the stock steel wheels. This means that you must find a set of wheels with a larger center hub (most any car with disc brakes will work) or have the original wheels machined to fit the larger hub.

The process is really simple, and only takes a few hours of work, but it is necessary to send off the suspension components to be modified by Jamco. Depending on the company's stock, you may get a faster return if they have some completed sets on hand, but that is usually not the case. It can take a few weeks to get your parts back, so be prepared to have your car sitting on jackstands for a month or so. The kit comes with the hardware for the upper control arms, but not the lowers. Due to the car's age, we had to torch a couple of our bolts off, so they were replaced with some grade-8 bolts and lock nuts.

7 The modified arms arrived and the upper control arms came partially assembled. The control arms bolt to a new arm that repositions the upper arm for improved geometry and clearance.

8 The bracket sits on the frame as such, up against the frame lip. No frame modifications are necessary. The upper nuts and bolts are supplied and installed just as the originals were removed. Exercise some patience, because it can be tricky threading the bolts.

9 Since the stock bolts were cut off, we bought some new grade-8 bolts. The local Fastenal was out of the hex head bolts, so we used some socket head cap screws, which are actually a little harder than grade-8. We opted for the better locking nuts over lock washers.

10 The lower control arm bolts through the original locations. A second pair of hands would be really helpful because these parts are a little awkward to handle upside down under a car. The kit doesn't come with any torque specs, so we tightened everything to 60-70 lbs-ft.



... Largest Fall Ford Meet In The USA - 2 Day Swap Meet ...

22nd Annual SUPERSWAP

2008

5.0

November 29-30



www.FordSuperswap.com
All Ford Swap Meet & Car Corral



ALWAYS
Thanks-
giving
Weekend!

Columbus, Ohio - Ohio Expo Center
(formerly Ohio State Fairgrounds)
Exit I-71 at 11th or 17th Ave

2 Day Swap Meet

All Indoors!
All Heated!
1100+
Spaces!

390

All Vendors required to stay BOTH days!

Hours:
Sat 9-5
Sun 9-3

Acres & Acres of All Ford Motor Company
products & parts! New, used, aftermarket, Mustang,
5.0, 4.6, literature, NOS, trim, vintage, collectibles, &
Cars for Sale! You can't see it all in one day!

4.6

4
Big
Buildings!

\$500 →

\$500 Cash Drawings Beginning
Saturday 12noon + 1pm + 2pm + 3pm + 4pm
Sunday at 11am + 12noon + 1pm + 2pm
Must be present to win!



Need
More
Info? →

Check here first:
OR Email:
OR Call:

www.FordSuperswap.com
FordSuperswap@yahoo.com
Kevin 614 - 265 - 9095 Eves

Tee-Bird Products, Inc.

Specializing in parts for 1955-1956-1957
Thunderbirds and 1955-1956 Ford cars
since 1973. Catalog \$5.00

www.tee-bird.com

Phone: 610-363-1725 Fax: 610-363-2691
1460 Pottstown Pike, Suite 400-CP, West Chester, PA 19380

DISCOUNT TIRES AND WIRE WHEELS

Truespoke and Roadster brand wires
Hand-made in California - Wheel & Tire Packages
The finest wire wheels that money can buy
American Classic, BFG, Firestone & Coker Tires

Fast & friendly service is
only a phone call away

Motorspot, Inc.
760-731-8303

Orange, California
M-F 9-6 PST

www.hobbycar.com





ARIZONA RUST-FREE PARTS

OVER 5000 CARS & TRUCKS
FROM THE 1940'S
TO THE 1980'S

RUST-FREE VEHICLES FOR
PARTS OR RESTORATION
WORLDWIDE SHIPPING
AVAILABLE

CUT OUT THE MIDDLEMAN
& BUY DIRECT FROM THE
SOURCE.

MAKE YOUR
RESTORATION A
PLEASANT ONE.

Desert Valley Auto Parts

23811 N. 7th Ave.

Phoenix, AZ 85085

Toll-Free (800) 905-8024

Local (623) 780-8024

Fax (623) 582-9141

Visit us on the web at www.dvap.com



LUTTY'S *Chevy* WAREHOUSE

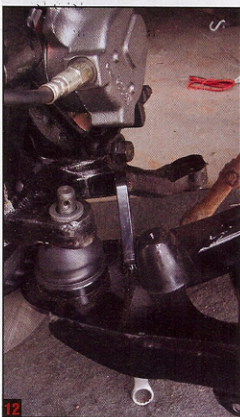
Serving you
for over
25 years!

2385 Saxonburg Blvd. • Cheswick, PA 15024
(20 minutes North of Pittsburgh)

Phone: 724-265-2988 • Fax: 724-265-4773

E-mail: luttys@nauticom.net • Web: www.luttyschevy.com

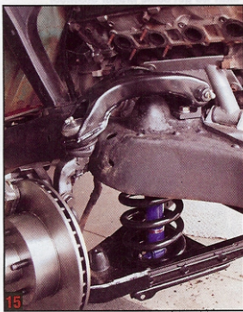
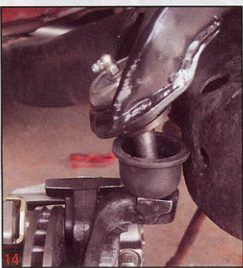
To get a free catalog,
call 724-265-2988
or download from
our website:
www.luttyschevy.com



11 The flat side of the spring goes to the frame (top) side and is covered with the included isolator rubber.

12 With the lower arm supported, the spindle assembly was placed in the ball joint. Note the upright bar against the steering arm - this should lean toward the rear of the car. This is the passenger side.

13 The castle nut was secured with a cotter pin.



14 The upper ball joint was installed the same way. The protective boot simply pops over the ball joint.

15 The supplied new shocks were slid up into the spring and bolted in using the original bolts. Make sure to grease all the fittings BEFORE driving the car. The parts are shipped dry; there is no grease in them at all.

THE #1 CHOICE OF COLLECTORS, RESTORERS AND CONCOURS JUDGES

1964-1972 GTO/LeMans, Cutlass/442, Skylark/GS, Chevelle/El Camino
1957-79 Chrysler/Dodge/Plymouth & 1968-74 AMC Javelin/AMX

Legendary
AUTO INTERIORS LTD.

LARGE IN-STOCK SELECTION WITH NEXT DAY SHIPPING!
Made-to-Order Items in 2 Weeks or Less!



NEW LIFETIME WARRANTY
FOR AS LONG AS YOU OWN YOUR CAR!

121 West Shore Blvd., Newark, NY 14513
order online @ www.legendaryautointeriors.com

Call for a **FREE** catalog!
800-363-8804
Fax: 800-732-8874

LOOKS GOOD.
NOW...WILL IT START?

Batteries lose 1% of their charge per day. Deltran Battery Tender® keeps your vehicle battery fresh, ready to surge to life no matter how long it sits.



Quick Connect Harness

Available at all Pep Boys, Batteries Plus and other select retailers 877-456-7901 Check www.batterytender.com for more information and Battery Tender's complete line of products.



Free CATALOG

Quality Parts at Competitive prices
1932 to 1972 car
1932 to 1979 PU



760-740-2400

www.cgfordparts.com

1941 COMMERCIAL ST., DEPT CP, ESCONDIDO CA 92029-1233

TP Restoration is Easy with TP Tools!

Tools & Equipment

Skat Blast Cabinets make restoration EASY!

Clean rust, paint, and scale from wheels, springs, air cleaners, oil pans, and more!



- * Built to Last!
- * American-Made for over 25 Years!
- * FREE Technical Help!
- * Parts and Accessories In Stock!
- * Models from \$229 & up to 8ft wide!

Do your own sandblasting - no waiting, no lost parts!

Model 960-T



960-T PRO TRIG-BLAST SPECS

- HUGE 46" w, 28" d, 28" h work area
- FULLY ASSEMBLED - Made in USA!
- Strong 11-20 gauge steel construction
- Powerful Vac-35 Vacuum • 12"x24" lens
- Trigger power gun • 3 nozzles
- Adjustable floodlight • 28" gloves
- 50 lbs abrasive • Recycles automatically
- Metal grid holds up to 200 lb objects
- 90-Day Shop Trial • 5-Year Lim Warranty
- Requires 10-15 cfm air @ 80 psi

SALE!

Model 960-T

\$1099

\$899

Limited Time!
In Stock-Fast Ship!

Add for ppd frt: \$130 East,
\$180 to Rockies, \$240 West. Direct Points Only.

FREE 164-Pg Catalog!

Abrasive Cabinets from \$229 & up to 8 ft wide, HVLP Paint Spray Systems and Guns, Air Compressors, Air Tools, Buffers, Wax/Detailing, Welders, Metalworking, Body Shop Supplies, more!



See us at these Fall Shows!

Carlisle - Oct 1-4, Spaces: Row "Q" 1-7

Hershey - Oct 8-11, Spaces: RNG 56-61

TP Tools & Equipment

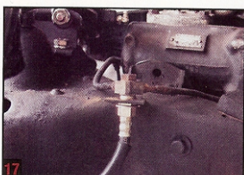
Code CP-P, 7075 Rt 446, Canfield OH 44406

1-800-321-9260

www.tptools.com



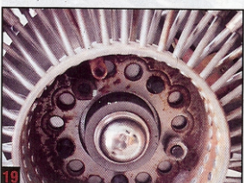
16



17



18



19

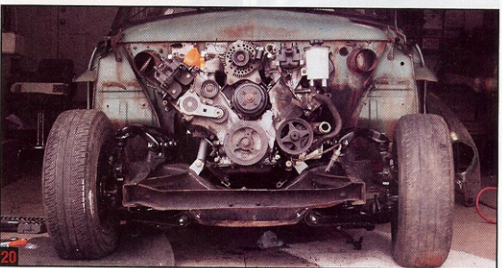
16 The new brake hose threads into the stock hard line. The fitting is too large to fit through the stock retaining clip, though.

17 The driver-side hose threads into the stock splitter. This piece is very important; it is the only path for fluid to go the passenger-side front brake.

18 We are using the old tie-rods to demonstrate reinstalling them, because the new ones had not been delivered at the time we took these photos. Don't forget to inspect yours. We are replacing all of the steering system joints before we drive the car.

19 This is an unfortunate issue we did not know about until we were in the middle of the project. The center hubs on the new rotors are huge, and the stock wheels won't fit. We had to fit these wire wheels for temporary use until we get some proper steelies.

20 The new ball joint suspension makes for a better ride and adds safety to this classic Ford. We opted for the three-inch-drop springs, and the spindles add two inches of drop, so once everything breaks in, we should have the perfect stance.



20

SOURCE

JAMCO SUSPENSION

PO Box 903

Corona, CA 92679

(951) 549-1441

www.JamcoSuspension.com