

910-34100

MUSTANG II SUSPENSION KIT TIPS

If the customer seems to be relatively in-experienced as far as fabricating chassis and suspension stuff try to steer him toward the Heidt's crossmembers. Tell them that the Speedway units are for the builders who have more experience with this type of conversion. The Speedway unit is more "universal" and requires more fitting and fabrication. The Heidt's unit is more user friendly, comes complete with all brackets and tabs, and has better instructions.

Note that there are NOT Heidt's units for all applications, look before you leap!!

Take note if someone is going the "cheapie" route and using our ECONO crossmember and one of the STOCK CONTROL ARM kits on page 22. They are NOT compatible, there are not enough parts to complete the job. You will need to sell them 2 of the tubular strut rods (910-34322), and they will have leftover parts they cannot use. When it's all said and done for a few bucks more they could have the tubular setup (910-34202).

The standard MII front end is 56½" wide. Some vehicles require a greater track width. This is accomplished by moving the A-arms out, and we must compensate by moving the steering out a like amount. Watch for footnote (3). Whenever you see this warning to install longer tie rod ends sell the customer the new Rack Extension kit p/n 910-34345 instead of the longer tie rods.

The average MII kit will drop a cars ride height by 3½"-4" from stock height. The dropped spindles another 2", make sure your customer wants it that low.

The 4 ¾" Chevy bolt pattern increases the overall track width by 1".

The Ford Model "A" ('28-'31) poses many problems when installing a Mustang II setup. (in fact many manufacturers, like Heidt's and FatMan will NOT make a crossmember for a Model A because of the fender fit and potentially dangerous steering problems) The crossmember is wider to allow the upper A-arms to clear the inner front fenders. Thus we must sell them the Rack Extension Kit (910-34345) for proper steering. Use of stock A-arms will still often require minor fender rework or grinding A-arms. The stock strut rods and the tubular strutrods do not work well on Model A chassis. The best solution for A-arm and fender clearance is to sell them the 1" narrower kits like our P/N 91034204 or 910-34208 along with the 4½" pattern brake kit.

If the customer has a problem with this get with a tech so we can help explain the reasons