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# HEIDTS®

## SUSPENSION SYSTEMS



1980 Pontiac Trans Am  
Brad Riehoff  
West Bend Dyno  
1967 Chevy Nova  
Amy Dayton  
ARS Promotions  
1970 Chevy Camaro  
Randy Johnson  
DSZ Customs  
1968 Chevy Camaro  
Heidts Hot Rod

Volume 28



**INSIDE:** STEP-BY-STEP INSTALL HEIDTS PRO-G® INDEPENDENT SUSPENSIONS  
**NEW:** TRI-5 CHEVY AND 47-54 CHEVY TRUCK FRAMES AVAILABLE

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# NEW HEIDTS®

# 3rd Gen F-Body



pg. 10





# NEW FROM HEIDTS FOR 2016

Part # IRC-301



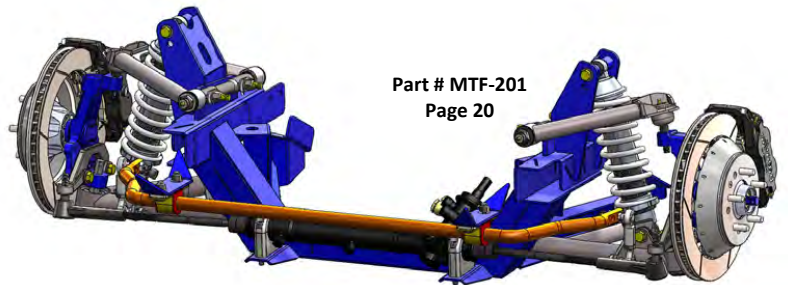
'64-'70 Mustang PRO-G IFS. All new, completely redesigned for the Coyote motor and all Ford FE and Modular motors.

1982-1992 Camaro/Firebird PRO-G IRS  
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HEIDTS full frames for Tri 5 Chevy and '47-'54 Chevy Trucks.  
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## COMPARISON GUIDE TO HEIDTS® FRONT SUSPENSION SYSTEMS

**GOOD**



**BETTER**



**BEST**



	<b>Mustang II</b>	<b>HEIDTS SuperRide® II</b>	<b>HEIDTS PRO-G®</b>
Upper Arm	T-Bolt Style	Heim-Style	Heim-Style
Shocks	Standard Spring and Shock	Adjustable Coil-Over Shocks	Adjustable Coil-Over Shocks
Type	Single Crossmember	Single Crossmember	Double Crossmember
Brakes	GM Metric Caliper and Rotor	Wilwood Caliper and Granada Rotor	11" Full Wilwood Kit
Spindles	Mustang II Spindle Stock or Drop	Mustang II Spindle Stock or Drop	Heidts PRO-G® Spindle
Control Arm Thickness	7/8"	7/8"	1 1/4"
Geometry	Standard Geometry	Improved Geometry	Advanced Geometry

**Order/Tech: 800-841-8188**



# '67-'69 CAMARO/FIREBIRD

## HEIDTS PRO-G® FRONT SUBFRAME

### LOWERS VEHICLE 2", 58 1/2" TRACK WIDTH



### BOLT A "PRO-G®" ON YOUR CAR



70-'81 CAMARO SHOWN.  
Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

\*Shown with upgrades.  
\*Air bags will not fit.

**PACKAGES SHIP UNASSEMBLED VIA TRUCK FRIEGHT.**

#### INCLUDED IN BASE KIT:

- HEIDTS PRO-G® Subframe
- HEIDTS PRO-G® 2" Dropped Spindles
- Transmission X-Member
- Tubular Upper & Lower Arms
- Power Rack & Pinion Steering
- 11" Wilwood Brakes with Black Calipers
- Billet Coil-Over, Single Adjustable Shocks with Silver Powder Coated Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*



CF-103



SP-110



DF-222-D-P



DF-223-D-B



MP-038-3-K



CB-160

TA-001

HEIDTS® now offers their bolt on front subframe. Featuring their new Pro-G® suspension package for unbelievable cornering and overall handling. Simply unbolt and remove your front sheetmetal, engine/trans, old subframe, then slide in the new complete HEIDTS® Subframe. Reinstall your engine/trans and sheetmetal. HEIDTS® makes high end handling affordable!

#### COMPLETE SUBFRAME BASE KIT

Description	Part#	Base Price
67-69 Camaro/Firebird (Includes Trans Crossmember)	CF-101-WT	5,092.00

#### CONTROL ARM OPTIONS

Description	Part#	Add
Plain Control Arms	CF-102	Included
Plain Control Arms 8" Addl. Positive Caster (optional)	CF-102-8-H	Included
Polished Stainless Steel Control Arms	CF-103	Upgrade

#### BRAKE OPTIONS

Description	Part#	Add
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFP-221-B	Included
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFP-222-D-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFP-223-D-B	Upgrade

Additional options available. Call for pricing.

#### SPINDLE OPTION

Description	Part#	Add
2" Dropped Spindles	SP-110	Included

#### POWER RACK & PINION OPTIONS

Description	Part#	Add
Power Rack	MP-038-3-K	Included
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-160	Included
400#, 450#, 500#, 550#, 600#, 700# Silver Powder Coated 10" Springs	CSV-XXX-10	Included
Adjustable Spanner Wrench	TA-001	Upgrade
Thrust Bearings For Coil Over Shocks	CQ-010	Upgrade

#### ADDITIONAL OPTIONS

Description	Part#
Upper Arm "Heim Style" Adjuster Kit	CF-104
67-69 Camaro/Firebird Pre Bent Brake Line Kit	CF-111
Steering Hookup Kit For Power Rack	SC-298
1" Swaybar	SB-110
1-1/4" Swaybar	SB-111
1-1/4" Splined Swaybar	SB-401
67-69 Camaro/Firebird Subframe Connectors, Coupe	CF-107-WT
67-69 Camaro/Firebird Subframe Connectors, Convertible	CF-110-WT
67-69 Camaro/Firebird Drive Shaft Hoop (Subframe Connectors Required)	RC-037
Body Mount Kit Urethane Bushings	CF-106
Body Mount Kit Aluminum Bushings	CF-109
Motor Mount Stands	MM-220
LS Block Adapters Mounts (Urethane Mounts w/Adapters)(Short & Wide)	MM-200
Rubber Motor Mounts for Small Block Chevy	MM-120
Low Friction Upper Ball Joint	CC-070
Low Friction Lower Ball Joint	CC-071

# '67-'69 CAMARO/FIREBIRD

## HEIDTS PRO G REAR 4-LINK



### LOWERS VEHICLE 2"

Bolt-on maximum performance for your Camaro or Firebird. Kit includes chassis and axle brackets, adjustable links, full upper coil-over crossmember, panhard bar, adjustable HEIDTS® coil-overs and all hardware. Completely bolt-on, with no cutting or floor modifications. Adjustable 4-link mounts allow suspension tuning.

#### COMPLETE 4-LINK BASE KIT

Description	Part#	Base Price
67-69 Camaro/Firebird	RC-101-WT	\$1507.00
67-69 Camaro/Firebird (Use If Ordering 9" Housing)	RC-101-WT-H	\$1507.00

#### LINKS & PANHARD BAR OPTIONS

Description	Part#	Add
Plain Links and Panhard Bar	RC-106	Included
Polished Stainless Steel Links and Panhard Bar	RC-107	Upgrade

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Coil Springs	CSV-XXX-11-C	Included
Adjustable Spanner Wrench	TA-001	Upgrade
Thrust Bearings For Coil Over Shocks	CQ-010	Upgrade

#### AXLE HOUSING AND AXLE OPTIONS

Description	Part#	Add
56" Track Width Housing With Brackets Installed	RC-040-56-H-WT	Upgrade
58" Track Width Housing With Brackets Installed	RC-040-58-H-WT	Upgrade
60" Track Width Housing With Brackets Installed	RC-040-60-H-WT	Upgrade
56" Track Width 31 Spline Axles with Chevy Bolt Pattern	RC-041-56-31	Upgrade
58" Track Width 31 Spline Axles with Chevy Bolt Pattern	RC-041-58-31	Upgrade
60" Track Width 31 Spline Axles with Chevy Bolt Pattern	RC-041-60-31	Upgrade

#### 3RD MEMBER OPTIONS

Description	Part#	Add
Positraction 31 Spline 3, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

#### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade

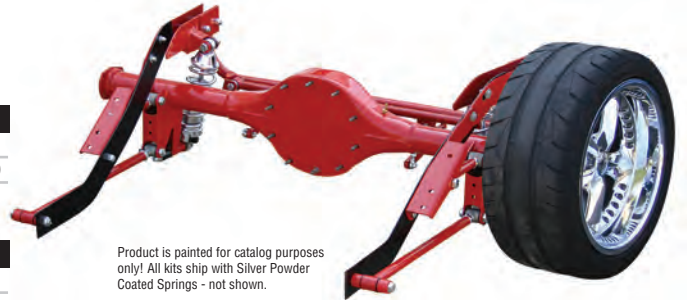
#### SUBFRAME CONNECTOR OPTIONS

Description	Part#	Add
67-69 Camaro/Firebird Subframe Connectors- Coupe	CF-107-WT	Upgrade
67-69 Camaro/Firebird Subframe Connectors- Convertible	CF-110-WT	Upgrade
67-69 Camaro/Firebird Subframe Connectors - Coupe (Factory Subframe)	RC-102	Upgrade
67-69 Camaro/Firebird Subframe Connectors - Convertible (Factory Subframe)	RC-103	Upgrade

#### ADDITIONAL OPTIONS

Description	Part#	Add
67-69 Camaro/Firebird Drive Shaft Hoop (Subframe Connectors Req.)	RC-037	Upgrade
67-69 Camaro/Firebird Rear Swaybar	SB-009	Upgrade

### BOLT-IN REAR 4-LINK KIT



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



PACKAGES SHIP UNASSEMBLED VIA TRUCK FRIEGHT.

#### INCLUDED IN BASE KIT:

- 4-Links with Spherical Bearings and Axle Brackets
- Top Crossmember
- Panhard Bar
- Standard Coil-Over Shocks, Black Body and Black Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!



Order/Tech: 800-841-8188



# '70-'81 CAMARO/FIREBIRD, HEIDTS PRO-G® FRONT SUBFRAME LOWERS VEHICLE 2", 58 1/2" TRACK WIDTH



## BOLT A "PRO-G" ON YOUR CAR



\*'70-'81 CAMARO SHOWN. Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

\*Shown with upgrades.  
\*Air bags will not fit.

PACKAGES SHIP UNASSEMBLED VIA TRUCK FREIGHT.

### INCLUDED IN BASE KIT:

- HEIDTS PRO-G® Subframe
- HEIDTS PRO-G® 2" Dropped Spindles
- Transmission X-Member
- Tubular Upper & Lower Arms
- Power Rack & Pinion Steering
- 11" Wilwood Brakes with Black Calipers
- Billet Coil-Over, Single Adjustable Shocks with Silver Powder Coated Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!



CF-103



DF-222-D-P



DF-223-D-B



SP-110



MP-038-3-K



TA-001

CB-160

HEIDTS® now offers their bolt on front subframe. Featuring their new Pro-G® suspension package for unbelievable cornering and overall handling. Simply unbolt and remove your front sheetmetal, engine/trans, old subframe, then slide in the new complete HEIDTS® Subframe. Reinstall your engine/trans and sheetmetal. HEIDTS® makes high end handling affordable!

### COMPLETE SUBFRAME BASE KIT

Description	Part#	Base Price
70-81 Camaro/Firebird (Includes Trans Crossmember)	CF-201-WT	5092.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Plain Control Arms	CF-102	Included
Plain Control Arms 8" Addl. Positive Caster (optional)	CF-102-8-H	Included
Polished Stainless Steel Control Arms	CF-103	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFP-221-B	Included
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFP-222-D-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFP-223-D-B	Upgrade

Additional options available. Call for pricing.

### SPINDLE OPTION

Description	Part#	Add
2" Dropped Spindles	SP-110	Included

### POWER RACK & PINION OPTIONS

Description	Part#	Add
Power Rack	MP-038-3-K	Included
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-160	Included
400#, 450#, 500#, 550#, 600#, 700# Silver Powder Coated 10" Springs	CSV-XXX-10	Included
Adjustable Spanner Wrench	TA-001	Upgrade
Thrust Bearings For Coil Over Shocks	CQ-010	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
Upper Arm "Heim Style" Adjuster Kit	CF-104	Upgrade
Camaro/Firebird Pre Bent Brake Line Kit - PRO-G®	CF-111	Upgrade
Steering Hookup Kit For Power Rack	SC-298	Upgrade
1" Swaybar	SB-110	Upgrade
1-1/4" Swaybar	SB-111	Upgrade
1-1/4" Splined Swaybar	SB-401	Upgrade
70-81 Camaro/Firebird Subframe Connectors	CF-202-WT	Upgrade
70-81 Camaro/Firebird Drive Shaft Hoop (Subframe Connectors Required)	RC-125	Upgrade
Body Mount Kit Urethane Bushings	CF-106	Upgrade
Body Mount Kit Aluminum Bushings	CF-109	Upgrade
Motor Mount Stands	MM-221	Included
Low Friction Upper Ball Joint	CC-070	Upgrade
Low Friction Lower Ball Joint	CC-071	Upgrade

# '70-'81 CAMARO/FIREBIRD

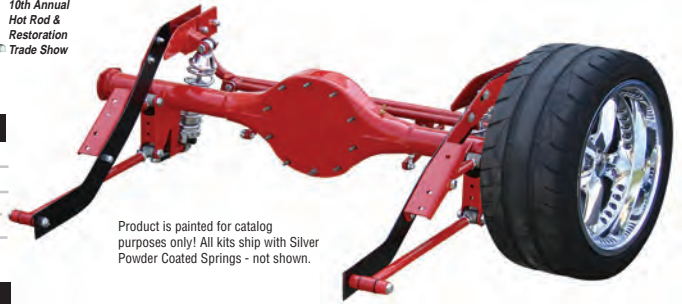
## HEIDTS PRO-G® REAR 4-LINK

### LOWERS VEHICLE 2"

Bolt-on maximum performance for your Camaro/Firebird. Kit includes chassis and axle brackets, adjustable links, full upper coil-over crossmember, panhard bar, adjustable HEIDTS® coil-overs and all hardware. Completely bolt-on, with no cutting or floor modifications. Adjustable 4-link mounts allow suspension tuning.



### BOLT-IN REAR 4-LINK KIT



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

#### INCLUDED IN BASE KIT:

- 4-Links with Spherical Bearings and Axle Brackets
- Top Crossmember
- Panhard Bar
- Standard Coil-Over Shocks, Black Body with Black Springs



Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

#### COMPLETE BASE KIT

Description	Part#	Base Price
70-81 Camaro/Firebird	RC-121	1507.00
70-81 Camaro/Firebird (Use if ordering Heidts 9" housing)	RC-121-H	1507.00
70-73 Camaro/Firebird PRO-G 4 Link	RC-121-PG	2030.00
74-81 Camaro/Firebird 4 Link	RC-126	1507.00

#### LINKS & PANHARD BAR OPTIONS

Description	Part#	Add
Plain 4 Links and Bar Kit	RC-123	Included
Polished Stainless Steel 4 Links and Bar Kit	RC-124	Upgrade

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Coil Springs	CSV-XXX-11-C	Included
Adjustable Spanner Wrench	TA-001	Upgrade
Thrust Bearings For Coil Over Shocks	CQ-010	Upgrade

#### AXLE HOUSING AND AXLE OPTIONS

Description	Part#	Add
60" Track Width Housing With Brackets Installed	RC-130-60-H	Upgrade
60" Track Width 31 Spline Axles with Chevy Bolt Pattern	RC-041-60-31	Upgrade

#### 3RD MEMBER OPTIONS

Description	Part#	Add
Positraction 31 Spline 3, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

#### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade

#### SUBFRAME CONNECTOR OPTIONS

Description	Part#	Add
70-81 Camaro/Firebird Subframe Connectors (Factory)	RC-122	Upgrade
70-81 Camaro/Firebird Subframe Connectors (PRO-G®)	CF-202-WT	Upgrade

#### ADDITIONAL OPTIONS

Description	Part#	Add
70-81 Camaro/Firebird Rear Swaybar	SB-170	Upgrade
70-81 Camaro/Firebird Drive Shaft Hoop (Subframe Connectors Req.)	RC-125	Upgrade
70-81 Camaro/Firebird Subframe Connectors-Coupe (PRO-G®)	CF-202-WT	Upgrade
70-81 Camaro/70-81 Firebird Subframe Connectors (Factory)	RC-122	Upgrade



Order/Tech: 800-841-8188



HEIDTS® MUSCLE CAR PARTS

# '67-'69, '70-'73 CAMARO/FIREBIRD



## HEIDTS PRO-G® IRS

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

58 1/2" TRACK WIDTH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



Available with cast aluminum center section or steel fabricated housing.

U.S. Patent No. D666,949 Additional Patents Pending



COMPLETE BASE KIT STARTING AT \$9,320

### WHY HEIDTS PRO-G® IRS

Do you really want to go fast and out-handle everyone else on the autocross or road race course in your first generation camaro? Full independent rear suspension is the only way to go. HEIDTS® now has a High Horsepower Independent Rear Suspension bolt-In Package that will do the job just fine.

*It is a true high horsepower package, with upper links and heavy duty CV joints. The upper link produces -.5° of camber curve at 3/4 of total travel, especially during very high cornering loads. Forward struts, attached to the sub-frame connectors insures the wheels stay in place during hard acceleration.*

**“About once every ten years, someone comes up with a breakthrough part in the aftermarket. The HEIDTS® Bolt-in Independent Rear suspension could be that part for 2011 and beyond”**

Quoted from Jim Campisano – Editor  
Super Chevy Magazine, January Issue

### WHAT YOU GET:

- Track Width 58 1/2"
- 9" Aluminum HSG.
- 3rd Member, Iron, Posi
- CV Joint Halfshafts
- Tubular Upper & Lower Arms
- Steel Outer Uprights
- Top Crossmember
- Frame Mounting Brackets
- Front Pinion Support
- Forward Struts\*
- 10.5" Wilwood Rotors
- Black Wilwood Calipers
- Billet Single Adjustable Coil-Overs with Silver Powder Coated Springs
- Posi-Traction

### OPTIONS: CALL FOR DETAILS.

- Choice of Gear Ratios
- Parking Brake Kit and Cable Kit



# '67-'69, '70-'73 CAMARO/FIREBIRD



## HEIDTS PRO-G IRS

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

#### COMPLETE BASE KIT

Description	Part#	Base Price
67-69 Camaro/Firebird High Horsepower IRS - Plain Rotors	IRC-101	9320.00
67-69 Camaro/Firebird High Horsepower IRS - Drilled & Slotted Rotors	IRC-101-S	9654.00
70-73 Camaro/Firebird High Horsepower IRS - Plain Rotors	IRC-201	9320.00
70-73 Camaro/Firebird High Horsepower IRS - Drilled & Slotted Rotors	IRC-201-S	9654.00

#### SHOCK & SPRING OPTIONS

Description	Part#	Price
Plain Billet Coil-Over Shocks	CB-106	Included
350# Silver Powder Coated Springs	CSV-350-10	Included
400# Silver Powder Coated Springs	CSV-400-10	Included
450# Silver Powder Coated Springs	CSV-450-10	Included
550# Silver Powder Coated Springs	CSV-550-10	Included

#### 3RD MEMBER OPTIONS

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included

#### SUBFRAME CONNECTORS FOR PRO-G® SUBFRAME

Description	Part#	Price
67-69 Camaro/Firebird Subframe Connectors - Coupe	CF-107-WT-RC	Included
67-69 Camaro/Firebird Subframe Connectors - Convertible	CF-110-WT-IRC	Included
70-73 Camaro/Firebird Subframe Connectors - Coupe	CF-202-WT-RC	Included

#### SUBFRAME CONNECTORS FOR FACTORY SUBFRAME

Description	Part#	Price
67-69 Camaro/Firebird Subframe Connectors - Coupe	RC-102-IRC	Included
67-69 Camaro/Firebird Subframe Connectors - Convertible	RC-103-IRC	Included
70-73 Camaro/Firebird Subframe Connectors	RC-122-IRC	Included

#### PARKING BRAKE OPTIONS

Description	Part#	Price
Parking Brake Kit & Cable Kit - Black	PB-101	Upgrade
E-Stop Actuator	BM-013	Upgrade
Parking Brake Kit - Silver	PB-101-S	Upgrade

#### HOUSING OPTIONS

Description	Part#	Price
Polished Aluminum 9" Housing	BM-001-P	Upgrade
Steel Fab 9" Housing	BT-410	Upgrade



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

**\*Subframe Connectors Included.**



PB-101



**Order/Tech: 800-841-8188**

# '82-92 CAMARO/FIREBIRD

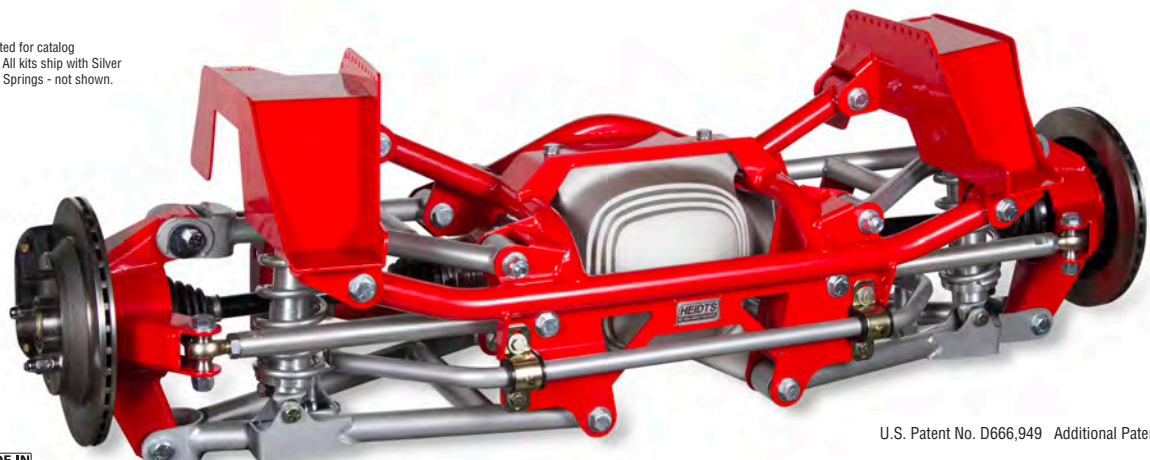


## HEIDTS PRO-G® IRS

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



U.S. Patent No. D666,949 Additional Patents Pending



**COMPLETE BASE KIT STARTING AT \$6,995**

#### WHY HEIDTS PRO-G® IRS

Do you really want to go fast and out-handle everyone else on the autocross or road race course in your 3rd generation camaro? Full independent rear suspension is the only way to go. HEIDTS® now has a High Horsepower Independent Rear Suspension bolt-In Package that will do the job.

**“About once every ten years, someone comes up with a breakthrough part in the aftermarket. The HEIDTS® Bolt-in Independent Rear suspension could be that part for 2011 and beyond”**

Quoted from Jim Campisano – Editor  
Super Chevy Magazine, January Issue

#### WHAT YOU GET:

- Track Width 62"
- 9" Housing
- 3rd Member, Iron, Posi
- CV Joint Halfshafts
- Tubular Upper & Lower Arms
- Wilwood Rotors & Calipers Standard on High Horsepower Units
- C4 Rotors & Calipers on Standard HP Units
- Billet Adjustable Coil-Overs with Silver Powder Coated Springs
- Posi-Traction Rear Steering Arm
- Rear Steering Arm

#### OPTIONS: CALL FOR DETAILS.

- Choice of Gear Ratios
- Parking Brake Kit and Cable Kit
- Wilwood Brake Upgrades

# '82-92 CAMARO/FIREBIRD



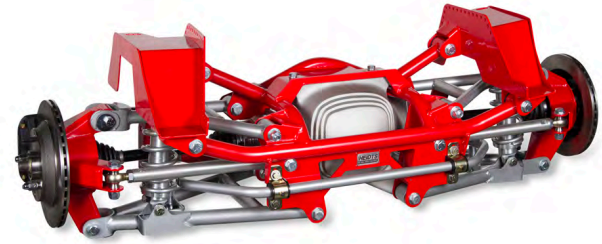
Builder: The RestoMod Store

## HEIDTS PRO G IRS

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

#### COMPLETE BASE KIT

Description	Part#	Base Price
82-92 Camaro/Firebird IRS	IRC-301	\$6,995



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

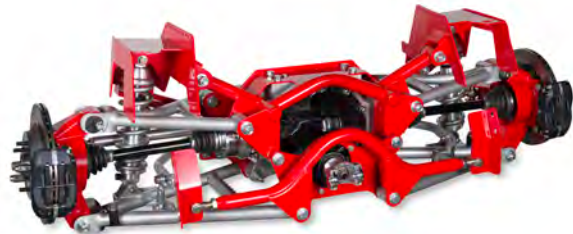


#### SHOCK & SPRING OPTIONS

Description	Part#	Price
Plain Billet Coil-Over Shocks	CB-105-G	Included
350# Silver Powder Coated Springs	CSV-350-10	Included
400# Silver Powder Coated Springs	CSV-400-10	Included
450# Silver Powder Coated Springs	CSV-450-10	Included
550# Silver Powder Coated Springs	CSV-550-10	Included

#### 3RD MEMBER OPTIONS

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included



#### CV SHAFT OPTIONS

Description	Part#	Price
Standard Horsepower CV Shafts W/27 Spline Hubs	IRC-127	Included
High Horsepower CV Shafts W/33 Spline Hubs	IRC-126	Upgrade



#### Swaybar Option

Description	Part#	Price
Sway Bar Kit, Rates 228-282-359 LB./INCH	SB-240	Upgrade

#### BRAKE OPTIONS

Description	Part#	Price
C4 Caliper with Plain Rotors		Included
C4 Calipers with Drilled and Slotted Rotors		Upgrade
4 Piston Wilwood Calipers with Plain Rotors		Upgrade
4 Piston Wilwood Calipers with Drilled & Slotted Rotors		Upgrade
4 Piston Wilwood Calipers with Plain Rotors, Parking Calipers		Upgrade
4 Piston Wilwood Calipers W/Drilled & Slotted Rotors, Parking Cal.		Upgrade



Order/Tech: 800-841-8188

HEIDTS® MUSCLE CAR PARTS



## '82-'92 CAMARO/FIREBIRD

### BOLT-ON SUBFRAME CONNECTOR

No cutting or welding to install allowing you to retain your stock exhaust, fuel and brake lines. These connectors come complete with grade 8 hardware and instructions. They are powder coated black to insure long life and beauty. (they can also be welded)

Description	Part#
82-92 Camaro/Firebird Inner Subframe Connectors	102411
82-92 Camaro/Firebird Outer Subframe Connectors	RC-536

### BOLT-ON REAR CONTROL ARMS

Genuine Energy Suspension bushings are used exclusively for a long life with low maintenance. Profile milled sway bar mounts. Powder coated gloss black for a long lasting beautiful finish.

Description	Part#
82-92 Camaro/Firebird Control Arms	401010
82-92 Camaro/Firebird Adjustable Control Arms	RC-551

### GM BOLT ON TORQUE ARM

Our BOLT ON TORQUE ARM features an 1/8" steel plate cradle that replaces the factory rubber mount. Our Torque Arm not only improves traction but significantly increases stability under deceleration. Our adjustable Torque Arm enables you to adjust the pinion angle.

Description	Part#
82-92 Camaro/Firebird Torque Arm	RC-588
82-92 Camaro/Firebird Torque Arm Axle Bracket	RC-609
82-92 F-Body Torque Arm kit (RC-588, RC-602, and RC-609)	RC-587

### GM PAN HARD BARS

Tubular design PAN HARD BARS replaces the factory u-channel style, providing more chassis stability. Energy Suspension bushings dramatically resist deflection keeping the housing centered and improving cornering ability

Description	Part#
82-02 Camaro/Firebird	401061

### STRUT TOWER BRACES

Heidts FRONT STRUT TOWER BRACES tighten up the handling and control of the 3rd Gen Camaro and Firebird.

Description	Part#
2 Point Strut Tower Brace	CF-370
3 Point Strut Tower Brace	CF-371
2 Point Strut Tower Brace- 305 motor	CF-372
3 Point Strut Tower Brace- 305 motor	CF-373
Strut Tower Upgrade Kit	CF-387
Strut Tower Upgrade Kit-305 motor	CF-388



102411



401010



RC-588



401061





**UPPER AND LOWER CONTROL ARMS**

Description	Part#
67-69 Camaro/Firebird Control Arm Kit	AL-501010
70-81 Camaro Upper Control Arm Kit	AL-501011
68-72 Nova Control Arm Kit	AL-501010
68-72 GM A Body Control Arm Kit	AL-201012
78-83 GM G-Body Control Arm Kit	AL-501013



**WILWOOD™ DISC BRAKES**

Description	Part#
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFE-221-B
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-221-D-RED
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-221-D-P
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFE-222-D-B
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-222-D-RED
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-222-D-P
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFE-223-D-B
13" Wilwood Drilled Rotors & 6 Piston Red Calipers	DFE-223-D-RED
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFE-223-D-P

For 67-69 Camaro/Firebird & 68-74 Nova only!



DF-221-B                      DF-222-D-B

**COIL OVER SHOCKS**

Description	Part#
67-69 Camaro/Firebird/68-74 Nova Coil-Over Shocks	CB-130
70-81 Camaro/Firebird Coil-Over Shocks	CB-120
67-69 Camaro 450# SBC	CQ-450-11
70-81 Camaro 450# SBC	CQ-450-10-F
67-69 Camaro/Firebird/68-74 Nova 550# 11" Silver Powder Coat Springs - Big Block	CQ-550-11
70-81 Camaro/Firebird 550# 10" Silver Powder Coat Springs - Big Block	CQ-550-10-F
Thrust Bearings For Coil-Over Shocks	CQ-010
Spanner Wrench	TA-001

Available for Small and Big Block



CB-130

**HIGH PERFORMANCE TALL 2" DROPPED STEEL SPINDLE**

It is called a TALL Spindle because the upper ball joint is raised 1-1/2". Different from the factory design, it yields a better camber change during suspension movement. Pivot points are determined by the ball joints on the spindles and bushing locations on the frame, not the control arms. These spindles are STEEL, the strongest ones in the industry.



Description	Part#
2" Dropped Spindles, Pair	SP-110

For 67-69 Camaro/Firebird & 68-74 Nova only!



SP-110

SB-069

**SWAYBARS**

Description	Part#
67-69 Camaro/Firebird/68-72 Nova 1-1/8" Diameter Swaybar	SB-069
70-81 Camaro/Firebird 1-5/16" Diameter Swaybar	SB-070

For 67-69 Camaro/Firebird & 68-74 Nova only!



# '64-'72 CHEVELLE & GM A-BODY PRE '73

## GM A-BODY CONTROL ARMS

Replace your tired control arms with **HEIDTS®** tubular upper and lower control arms for the '64-'72 Chevelle, GTO and all other GM A-body cars. These arms are state of the art in both design and fabrication. Uppers are 1-1/4" dia. tube, and the lowers are a full 1-1/2" tube. They all come powder coated and are supplied with ball joints and bushings installed. High performance urethane bushings are standard to tighten up the suspension and allow no deflection under cornering loads for absolutely solid, positive handling. Upper arms include offset cross shafts for ease of alignment and allow you to experiment with caster settings, allowing better straight line tracking as well as in the corners. All arms are completely assembled.



Description	Part#
64-72 Chevelle/GM A-Body Upper Control Arms	AL-501012-U
64-72 Chevelle/GM A-Body Lower Control Arms	AL-501012-L

**\*\*We Recommend Using Our Pro-G® Dropped Spindles (SP-110) With Our Control Arms Control Arms can be shipped unassembled for powdercoat painting.**

## WILWOOD™ DISC BRAKES



DF-221-B

DF-222-D-B

Description	Part#
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFE-221-B
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-221-D-RED
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-221-D-P
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFE-222-D-B
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-222-D-RED
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-222-D-P
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFE-223-D-B
13" Wilwood Drilled Rotors & 6 Piston Red Calipers	DFE-223-D-RED
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFE-223-D-P

**For 67-69 Camaro/Firebird & 68-72 Nova only!**

## CHEVELLE & GM A-BODY COIL OVER SHOCKS

Coil-Over Shocks make the suspension more tunable, and **HEIDTS®** has them. Billet shock bodies with powder coated springs in different spring rates are the ticket. These shocks are fully adjustable with just the turn of a knob in both compression and rebound for full performance tuning. Ride height is also tunable with adjustment rings. Springs included.



CB-130

Description	Part#
64-72 Chevelle & GM A-Body Coil-Over Shocks	CB-130
64-72 Chevelle & GM A-Body 450# 11" Silver Powder Coat Springs (SBC)	CQ-450-11
64-72 Chevelle & GM A-Body 550# 11" Silver Powder Coat Springs (BBC)	CQ-550-11
64-72 Chevelle & GM A-Body 650# 11" Silver Powder Coat Springs (BBC)	CQ-650-11
Thrust Bearings For Coil-Over Shocks	CQ-010
Spanner Wrench	TA-001



SP-110

## HIGH PERFORMANCE TALL 2" DROPPED STEEL SPINDLE

It is called a TALL Spindle because the upper ball joint is raised 1-1/2". Different from the factory design, it yields a better camber change during suspension movement. Pivot points are determined by the ball joints on the spindles and bushing locations on the frame, not the control arms. These spindles are STEEL, the strongest ones in the industry.



Description	Part#
2" Dropped Spindles, Pair*	SP-110

**\*Must use HEIDTS® Control Arms**

# '64-'72 CHEVELLE & GM A-BODY PRE '73



## REAR 4-LINK PACKAGES

At HEIDTS® the answer to handling is their upper and lower rear Suspension Links for the '64-'72 Chevelle, GTO and all other GM A-body cars. These links are state of the art in both design and fabrication. Upper Links are adjustable, 1-1/4" dia. tube, and the lowers are full 1-1/2" x 2" square tube. They come powder coated black and are supplied with greaseable swivel and fixed bushings installed. High performance urethane bushings are used to tighten up the suspension and swivel ends allow roll deflection under cornering loads for absolutely solid, positive handling. All rear links are completely assembled, ready to install and include new hardware.

Description	Part#
64-66 Chevelle / 64-66 GM A-Body Rear 4-Link	RC-240
67-72 Chevelle / 67-72 GM A-Body Rear 4-Link	RC-250

## CHASSIS BRACE LINKS

Chassis Brace Links attach to the upper bolt of the Rear 4-Links and to the chassis crossmember. They take the added stress from the new Rear 4-Links. Sold in pairs.

Description	Part#
64-66 Chevelle/GM A-Body Rear Axle Link Braces	RC-255
67-72 Chevelle/GM A-Body Rear Axle Link Braces	RC-251

## SWAYBARS

Description	Part#
64-72 1 1/8" Chevelle Front Swaybar	SB-071
64-72 1" Chevelle Rear Swaybar**	SB-150

\*\*Must Use HEIDTS® 4-Link Package



RC-250



RC-255



SB-071

# ALSTON PERFORMANCE SUSPENSION KITS

## '64-'72 A-BODY KIT

### KIT INCLUDES:

TUBULAR FRONT UPPER CONTROL ARMS  
TUBULAR FRONT LOWER CONTROL ARMS  
ADJUSTABLE COIL OVER SHOCKS AND SPRINGS  
BOLT ON TUBULAR REAR UPPER CONTROL ARMS\*  
BOLT ON TUBULAR REAR LOWER CONTROL ARMS  
SWAY BAR MOUNTS  
REAR CONTROL ARM SUPPORT TUBES

\*OPTION: REAR UPPER ADJUSTABLE CONTROL ARM

## '70-'81 CAMARO KIT

### KIT INCLUDES:

TUBULAR FRONT UPPER CONTROL ARMS  
TUBULAR FRONT LOWER CONTROL ARMS  
ADJUSTABLE COIL OVER SHOCKS AND SPRINGS  
SUB FRAME CONNECTOR  
FIREWALL Y-BRACE

## '67-'69 CAMARO KIT

### KIT INCLUDES:

BOLT ON SUBFRAME CONNECTOR  
TUBULAR FRONT UPPER CONTROL ARMS  
TUBULAR FRONT LOWER CONTROL ARMS  
ADJUSTABLE COIL OVER SHOCKS AND SPRINGS

## '82-'02 CAMARO KIT

### KIT INCLUDES:

BOLT ON TUBULAR REAR LOWER CONTROL ARMS  
BOLT ON SUB FRAME CONNECTOR  
PANHARD BAR  
BOLT ON TORQUE BAR

\*OPTION: REAR UPPER ADJUSTABLE CONTROL ARM



Order/Tech: 800-841-8188

**`64½ - `70 MUSTANG, `67-`70 COUGAR  
`60-`65 FALCON, `64-`65 COMET**

# MUSTANG II IFS



Owner & Builder:  
Stang-Aholics

**All New Design! Heidts new Mustang II crossmember allows for better fitment and easier installation of the Ford 289, 351, 390 and 4.6L motors.**



**COMPLETE BASE KIT  
STARTING AT \$1,787**

Shown with options.  
Product is painted for catalog purposes only!

### COMPLETE BASE KIT

Description	Part#	Base Price
64 1/2 -70 Mustang/67-70 Cougar	PM-320-E-K	1,787.00
60-65 Falcon /64-65 Comet	PX-330-E-K	2,425.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	CA-112	Included
Stainless Steel Tubular Arms (Narrowed available)	CA-112-SS	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & GM Calipers	DF-201-B-G or F-G	Included
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFM-208-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFM-206-P	Upgrade

Additional options available. Call for pricing.

### SPINDLE OPTIONS

Description	Part#	Add
2" Dropped Spindles	SP-101-K	Included

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	MP-018-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Stock Springs & Shocks 275# - 375#	MP-007-XXX-K	Included
Billet Coil-Over Shocks & Springs 350# - 700#	MP-050-XXX-K	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade



MP-038-3-K



SP-101-K



\* Air bags will not fit.

\*Note: These kits all require the use of a Rear Sump Style Oil Pan  
Ford 351 Clevelands will fit using dry sump with our kits!



CA-112-SS



DF-201



DF-208



DF-206



**'64½ - '70 MUSTANG, '67-'70 COUGAR  
'60-'65 FALCON, '64-'65 COMET**



# MUSTANG II IFS

Now you can give your Mustang superior handling. **HEIDTS®** now offers Mustang II Front Suspension crossmembers and components to make it easy!

## ADDITIONAL OPTIONS

Description	Part#
Swaybar	SB-065
Polished Stainless Steel Balljoint Caps, Pair	MP-034
64-66 Mustang Inner Panels	PX-325
67-70 Mustang Inner Panels	PX-326
64-66 Mustang 36 Spline Power Rack Steering Kit For Stock Column DD Shaft	SC-290-DD
64-66 Mustang Manual Rack Steering Kit For Stock Column DD Shaft	SC-291-DD
67-68 Mustang Power Rack Steering Kit for Stock Column DD Shaft	SC-295-DD
67-68 Mustang Manual Rack Steering Kit For Stock Column DD Shaft	SC-296-DD
Motor Mount Stands for Small Block Ford, Pair	MM-130
Rubber Motor Mounts for Small Block Ford, Pair	MM-135
67-70 Mustang Brake Pedal Kit for Automatic Trans	DP-001
67-70 Mustang Brake Pedal Kit for Manual Trans	DP-002
60-65 Falcon Inner Fender Panels	PX-328

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**



MP-050



PX-325



DP-001

DP-002



MP-034



MM-130



MM-135



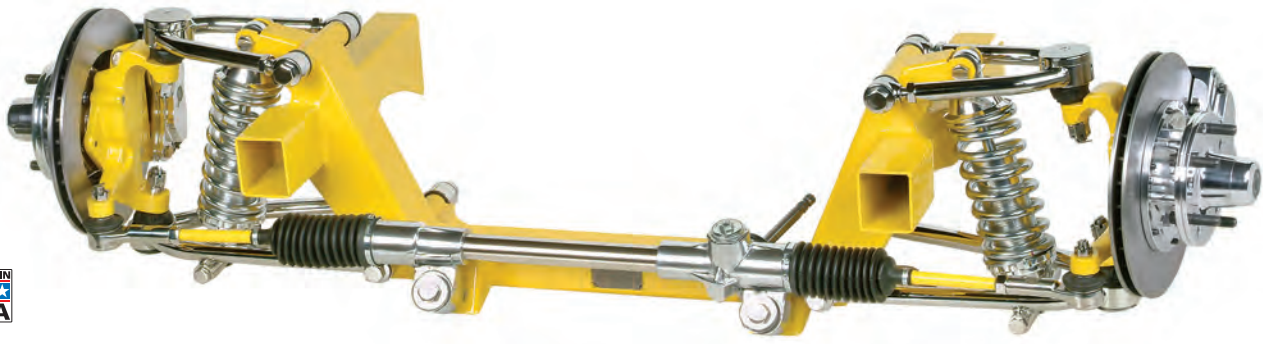
SB-065



**Order/Tech: 800-841-8188**

**HEIDTS® MUSCLE CAR PARTS**

# '64 1/2 - '70 MUSTANG FOR HEIDTS SUPERIDE® II



**\*Note:** These kits all require the use of a Rear Sump Style Oil Pan, and some Ford engines may require the use of a High-rise Hood to clear the intake system! Also, Ford 351 Clevelands will fit using dry sump with our kits! \*Air bags will not fit.

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

## COMPLETE BASE KIT STARTING AT \$3,455

### INCLUDED IN BASE KIT:

- HEIDTS® Crossmember and Boxing Plates • 2" Dropped Spindles • Tubular Upper & Lower Arms • Manual Rack & Pinion Steering • 11" Rotors with 4 Piston Wilwood Calipers • Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*



BX-340



BS-026

BS-002-XX



DF-202

DF-208-P

DF-206-B



MP-038-3-K

### COMPLETE BASE KIT

Description	Part#	Base Price
64 1/2 - 70 Mustang & 67 - 70 Cougar	BX-340	3,455.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	BS-025	Included
Stainless Steel Tubular Arms (Narrowed available)	BS-026	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & 4 Piston Black or Polished Calipers	DF-202	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFS-208-P or B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Polished Calipers	DFS-206-B	Upgrade

Additional options available. Call for pricing.

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	MP-018-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
2" Dropped Spindles	SP-101-K	Included

### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-001-XX	Included
400#, 450#, 500#, 550# Springs/Polished Billet Coil-Over Shocks	BS-002-XX	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Price
Plain Swaybar (Narrowed available)	BS-061	Upgrade
Chrome Swaybar (Narrowed available)	BS-061-C	Upgrade
Polished Stainless Steel Balljoint Caps	MP-034	Upgrade
64-66, 67-70 Mustang Inner Panels	PX-325, PX-326	Upgrade
64-66 Mustang 36 Spline Power Rack Steering Kit For Stock Column	SC-290-DD	Upgrade
64-66 Mustang Manual Rack Steering Kit For Stock Column DD Shaft	SC-291-DD	Upgrade
67-68 Mustang 36 Spline Power Rack Steering Kit For Stock Column	SC-295-DD	Upgrade
67-68 Mustang Manual Rack Steering Kit For Stock Column DD Shaft	SC-296-DD	Upgrade
Motor Mount Stands for Small Block Ford, Pair	MM-131	Upgrade
Rubber Motor Mounts for Small Block Ford, Pair	MM-135	Upgrade
67-70 Mustang Brake Pedal Kit for Automatic Trans, Manual Trans	DP-001, 002	Upgrade

# '64 1/2-'70 MUSTANG, '60-'65 FALCON

Owner & Builder:  
Stang-Aholics



## Bolt-In Rear HEIDTS PRO-G® 4-Link Kit



Bolt on maximum performance for your Mustang or Falcon. Kit includes chassis and axle brackets, adjustable links, full upper coil-over crossmember, panhard bar, adjustable HEIDTS® coil-overs and all hardware. Completely bolt-on, with no cutting or floor modifications. Adjustable 4-link mounts allow suspension tuning. Axle housing with brackets installed also available.

### COMPLETE BASE KIT STARTING AT \$1,507

**COMPLETE 4-LINK BASE KIT** \* Note: Will not fit Falcon convertible, Ranchero or Cougar.

Description	Part#	Base Price
64 1/2 - 70 Mustang	RM-101	1,507.00
64 1/2 - 70 Mustang	RM-101-PG	1,607.00
60 - 65 Falcon	RF-101	1,507.00
67-70 Cougar	RG-101-PG	1,674.00

### LINKS & HARDWARE

Description	Part#	Add
64 1/2 - 70 Mustang Plain Links and Panhard Bar	RM-104	Included
60 - 65 Falcon Plain Links and Panhard Bar	RF-104	Included
64 1/2 - 70 Mustang Polished Stainless Steel Links and Panhard Bar	RM-106	Upgrade
60 - 65 Falcon Polished Stainless Steel Links and Panhard Bar	RF-106	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Coil Springs	CSV-XXX-11-C	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### REAR AXLE HOUSING WITH BRACKETS

Description	Part#	Add
64 1/2 - 66 Mustang/60 -65 Falcon Housing - 58" Track Width	RM-040-58-H	Upgrade
67-70 Mustang Stock/Race - 59" Track Width	RM-040-59-H	Upgrade

### HEAVY DUTY AXLE OPTIONS

Description	Part#	Add
64-66 Mustang/60-65 Falcon 31 Spline Axles, 58" Track Width	RM-041-31	Upgrade
67-70 Mustang Stock/Race - 59" Track Width	RM-043-31	Upgrade

### 3RD MEMBER OPTIONS

Description	Part#	Add
Open 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I	Upgrade
Positraction 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade

### STIFFENER & CONNECTOR OPTIONS

Description	Part#	Add
Rear Sway Bar	SB-016	Upgrade
Chassis Stiffener - Coupe or Fastback	RM-023	Upgrade
Subframe Connectors - Mustang Coupe or Fastback, Cougar	RM-102	Upgrade
Subframe Connectors - Mustang Convertible, Cougar	RM-103	Upgrade
Subframe Connectors - Falcon - Coupe Only	RF-102	Upgrade
Subframe Connectors - Mustang Coupe or Fastback, weld-in, plated	KB-29005	Upgrade
Jacking Rails - Mustang Coupe or Fastback	KB-28009	Upgrade
Extreme Matrix Brace - Mustang Coupe or Fastback	KB-28039	Upgrade
Extreme Matrix Kit - Mustang Coupe or Fastback	KB-29553	Upgrade



RM-101



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



RM-101-PG

### INCLUDED IN BASE KIT:

- 4-Links and Axle Brackets • Top Crossmember • Panhard Bar • Standard Coil-Over Shocks, Black Body and Black Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel white saving you money!



RN-041-31

CO-101  
CR-XXX-11-B

BN-XXX-I

RN-054

DR-005-P

RM-102

RM-023

Gen I Extreme Matrix Kit - KB-29553  
Includes - KB-29005, KB-28009, KB-28039



Order/Tech: 800-841-8188

HEIDTS® MUSCLE CAR PARTS

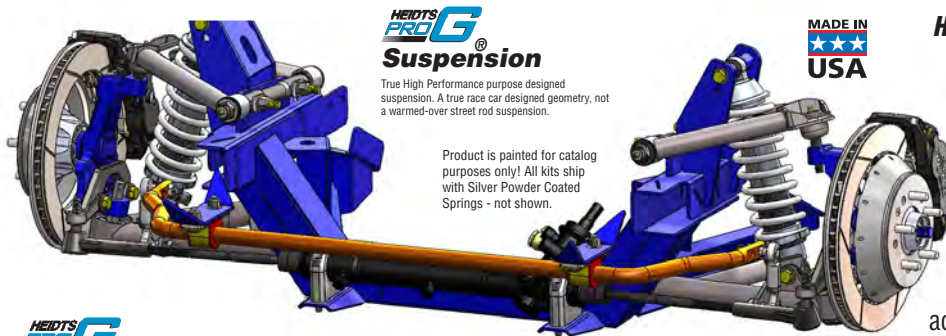
Owner & Builder:  
Stang-Aholics



# '64 1/2 - '70 MUSTANG - TRACK WIDTH 56 3/8"

## HEIDTS PRO-G FULL FRONT SUSPENSION

**All New Design! Heidts new PRO-G IFS allows for better fitment and easier installation of all Ford Motors including the Coyote.**



**HEIDTS PRO-G Suspension**

True High Performance purpose designed suspension. A true race car designed geometry, not a warmed-over street rod suspension.

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

MADE IN USA

**HEIDTS®** now offers their **HEIDTS Pro-G®** full suspension package for early Mustangs. This Pro-Touring front end will give your car unbelievable cornering and handling. This kit includes everything you need to transform your Mustang. Kit includes: fully adjustable tubular control arms, Wilwood disc brakes, power rack & pinion, and motor mounts that will accept any of the popular Ford engines.



2" Dropped Spindle

### COMPLETE BASE KIT STARTING AT \$4,642

#### COMPLETE BASE KIT

Description	Part#	Base Price
64 1/2 - 70 Mustang	MTF-201	4,642.00
67 - 70 Cougar	MTF-101	5,092.00

#### CONTROL ARM OPTIONS

Description	Part#	Add
Plain Control Arms	CA-480	Included

#### SPINDLE OPTIONS

Description	Part#	Add
2" Dropped Spindles	SP-110	Included

#### BRAKE OPTIONS

Description	Part#	Add
11" Wilwood Rotors & 4 Piston Black Calipers	DFP-221-B	Included
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFP-222-D-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Polished Calipers	DFP-223-D-B	Upgrade

Additional options available. Call for pricing.

#### RACK & PINION OPTIONS

Description	Part#	Add
Power Rack with 17mm "DD" Input Shaft	OPR-1-D-K	Included

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Steel Coilover Shock- Black	CO-102	Included
Single Adjustable Coilover- Billet	CB-105-G	Upgrade
Double Adjustable Coilover-Billet	CB-105-D-G	Upgrade
400#, 450#, 500#, 550# Silver Powder Coated Springs	CSV-XXX-10	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

#### ADDITIONAL OPTIONS

Description	Part#	Add
64-66 Mustang Steel Inner Fender Panels	PX-325	Upgrade
67-70 Mustang Steel Inner Fender Panels	PX-326	Upgrade
Swaybar 1 1/4 Splined	SB-403	Upgrade
1" Swaybar	SB-112-K	Upgrade
Upper Arm "Heim Style" Adjuster Kit	CF-104	Upgrade



DF-222-D-P



DF-223-D-B



SP-110

MADE IN USA



CB-160

SP-110

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!



PX-325

# '64 1/2 - '70 MUSTANG



Owner & Builder:  
Stang-Aholics

## HEIDTS PRO-G<sup>®</sup> IRS

Now with Silver Powder Coated Springs! Powder coating does not rust or peel white saving you money!

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

U.S. Patent No. D666,949  
Additional Patents Pending

#### WHY HEIDTS PRO-G<sup>®</sup> IRS



Do you really want to go fast and out-handle everyone else on the autocross or road race course in your Mustang? Full independent rear suspension is the only way to go. HEIDTS<sup>®</sup> now has a High Horsepower Independent Rear Suspension bolt-In Package that will do the job just fine.



Available with cast aluminum center section or steel fabricated housing.

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

*It is a true high horsepower package, with upper links and heavy duty CV joints. The upper link produces -.5° of camber curve at 3/4 of total travel during very high cornering loads. Forward struts, attached to the sub-frame connectors insures the wheels stay in place during hard acceleration.*

#### COMPLETE BASE KIT

Description	Part#	Base Price
64 1/2 - 70 Mustang High Horsepower IRS - Plain Rotors	IRM-101	9,320.00
64 1/2 - 70 Mustang High Horsepower IRS - Drilled & Slotted Rotors	IRM-101-S	9,654.00

#### SHOCK & SPRING OPTIONS

Description	Part#	Price
Plain Billet Coil-Over Shocks	CB-106	Included
350# Silver Powder Coated Springs w/CB-106	CR-350-11-C	Included
400# Silver Powder Coated Springs w/CB-106	CR-400-11-C	Included
450# Silver Powder Coated Springs w/CB-106	CR-450-11-C	Included
550# Silver Powder Coated Springs w/CB-106	CR-450-11-C	Included

#### 3RD MEMBER OPTIONS

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included

#### SUBFRAME CONNECTOR

Description	Part#	Price
64 1/2 - 70 Mustang Subframe Connectors - Coupe	RM-102-IRM	Included
64 1/2 - 70 Mustang Subframe Connectors - Convertible	RM-103-IRM	Included

#### PARKING BRAKE OPTIONS

Description	Part#	
Parking Brake Kit & Cable Kit- Black	PB-101	Upgrade
E-Stop Actuator	BM-013	Upgrade
Parking Brake Kit- Silver	PB-101-S	Upgrade

#### HOUSING OPTIONS

Description	Part#	Add
Polished Aluminum 9" Housing	BM-001-P	Upgrade
Steel Fab 9" Housing	BT-410	Upgrade

#### COMPLETE BASE KIT STARTING AT \$9,320



\*Subframe Connectors Included.



#### WHAT YOU GET:

- Track Width 56 1/2"
- 9" Aluminum HSG.
- 3rd Member, Iron, Posi
- CV Joint Halfshafts
- Tubular Upper & Lower Arms
- Steel Outer Uprights
- Top Crossmember
- Frame Mounting Brackets
- Front Pinion Support
- Forward Struts\*
- 10.5" Wilwood Rotors
- Black Wilwood Calipers
- Billet Single Adjustable Coil-Overs with Silver Powder Coated Springs
- Posi-Traction

#### OPTIONS: CALL FOR DETAILS.

- Choice of Gear Ratios
- Parking Brake Kit and Cable Kit



"About once every ten years, someone comes up with a breakthrough part in the aftermarket. The HEIDTS<sup>®</sup> Bolt-in Independent Rear suspension could be that part for 2011 and beyond!"

Quoted from Jim Campisano - Editor Super Chevy Magazine, January Issue



Order/Tech: 800-841-8188

HEIDTS<sup>®</sup> MUSCLE CAR PARTS



# 2005-2014 MUSTANG

## Advanced Geometry Suspension System 4.0

### AGS 4.0 "SUPER-GRIP" FRONT LOWER CONTROL ARM MODULE

Description	Part#
2005 -2009 Mustang and GT500. Patent Pending.	KB-49721
2010-2014 Mustang and GT500 Patent Pending.	KB-49731

The Kenny Brown AGS 4.0 "Super Grip" Front Lower Control Arm Module completely transforms the handling and driving dynamics of your S197 Mustang or Shelby GT500. A critical element to the AGS 4.0 Front Suspension System is the computer designed "Super Grip" Front Lower Control Arms. They give you precision and performance in an easy-to-install, street friendly package.

### ANTI-SQUAT TRACTION BRACKETS

Description	Part#
2005-2014 Mustang and GT500	KB-28601

Another critical element in the Kenny Brown AGS Suspension System, the Anti-Squat Traction Brackets let you put the power to the ground with more control, traction, grip and braking for serious high-performance driving. For maximum performance Kenny Brown recommends adding Adjustable Rear Lower Control Arms (KB-28661 or KB-28660) and AGS 4.0 Upper Control Arm Module (KB-28665).

### AGS 4.0 LIGHT-WEIGHT TUBULAR FRONT K-MEMBER

Description	Part#
2005-2014 Mustang and GT500	KB-49710

Strongest, Best Engineered, Bolt-In K-Member Available.

- Designed to work with our exclusive Super-Grip AGS 4.0 control arms
- Reduces front weight for better vehicle balance
- Rugged Tubular Design

### ADJUSTABLE REAR CONTROL ARMS

Description	Part#
Street/Sport (Single adjustable Rod-End and urethane)	KB-28661
Track/Sport (Double adjustable Rod-Ends)	KB-28660

A Kenny Brown exclusive - offsets spacers straighten control arms bringing them parallel to center line, correcting rear roll axis.

- Fits 2005-2014 Mustang and GT500
- Improves grip, handling, and control
- Less deflection and more grip
- Light-weight, heavy-duty design
- Low-friction bushings and competition-grade rod ends

NOTE: We recommend you pair the Adjustable Rear Lower Control Arms with the AGS 4.0 Anti-Squat Traction Brackets (KB-28601) to maximize performance, grip and braking.

# AGS 4.0 - The Best Complete Late-Model Suspension Solution

### ROLL CENTER RELOCATION KIT WITH HEAVY-DUTY DOUBLE ADJUSTABLE PANHARD BAR

Description	Part#
2005-2014 Mustang and GT500	KB-28620

A lower rear roll center has been part of Kenny's AGS suspension systems since the early '90's and further refined for the new 2005-2014 Mustangs and GT500's.

- Dramatically improves handling
- Adjustable mounting brackets for lower ride height
- Double-Adjustable Panhard Bar with competition-grade rod ends
- "MUST HAVE" for street performance

### U-LINK REAR UPPER CONTROL ARM MODULE - STREET/COMP

Description	Part#
2005-2009 Mustang and GT500	KB-28665
2010-2014 Mustang and GT500	KB-28675

- Improves critical aspects of the rear suspension geometry
- Critical part of the AGS 4.0 Suspension System
- Improves anti-squat/ anti-lift
- Lightweight, heavy-duty design for increased strength
- A "MUST-HAVE" for all lowered Mustangs and street performance driving
- Kenny Brown lengthened the upper control arm to reduce side-view swing arm instant center migration for more predictable handling, grip and braking.

### HEAVY DUTY REAR ADJUSTABLE PANHARD BAR - STREET SPORT

Description	Part#
2005-2013 Mustang and GT500	
Street/Sport – adjustable with urethane/rod end	KB-28630
2005-2013 Mustang and GT500	
GT4 Track/Sport – double adjustable with double rod ends	KB-28631

- Keep Your Axle Centered for Improved Handling.
- Designed to replace the OEM panhard bar
  - Heavy Duty Design
  - Low-friction bushings and competition-grade rod-ends
  - Track/Sport is double adjustable with two HD rod-ends

Lowering Mustangs with the "fixed length" factory Panhard Bar tends to shift the axle to one side.





# The Ultimate in Under Car Chassis Support

## EXTREME MATRIX KIT

Description	Part#
1994-2004 Mustang GT, V6 & Cobra* (kit includes KB-29004, KB-28010, KB-28019)	KB-29550
1979-1993 Fox Mustang GT, V6 & Cobra (kit includes KB-29004, KB-28009, KB-28019)	KB-29551
2005-2014 Mustang, GT500 (kit includes KB-28009, KB-28029 – note: does not include 29004)	KB-29552**

\* 96-98 Cobra - Subframe Connectors must be modified by shortening slightly.  
 \*\*2005-2014 Mustangs, GT500 do not need subs to install Extreme Matrix Brace.

The Kenny Brown Extreme Matrix Kit improves the ride quality and handling of your Mustang by maximizing the strength of the car's center pan section, with minimum additional weight and no loss in ground clearance. The Extreme brace "bridges" the Subframe Connectors\*\* and Jacking Rails to form a triangulated 12" wide frame on each side of your Mustang. Finished in OE-quality, silver zinc chromate for rust protection.

## JACKING RAILS

Description	Part#
2005-2014 Mustang, GT500*; 1979-1993 Mustang GT, V6 and Cobra	KB-28009
1994-2004 Mustang GT, V6 and Cobra	KB-28010

\* Requires modification.

Kenny Brown Jacking Rails lets you safely and quickly jack up your Mustang any place along the rocker panel under the doors. Prevents deformation of the front subframe rails and floor pan commonly experienced with jack use. Adds additional rigidity and structural integrity to the chassis. A must for all lowered Mustangs. It's quick, easy, and simple to install. Finished in OE-quality, silver zinc chromate for rust protection.

## DOUBLE-CROSS SUBFRAME CONNECTORS

Description	Part#
1979-2004 Mustang GT, V6 and Cobras*	KB-29004

96-98 Cobra - Subframe Connectors must modify by shortening slightly.

The Kenny Brown industry leading Double-Cross Subframe Connectors dramatically reduce power-robbing chassis flex by uniting the front and rear subframes. The double-cross design reduces the twisting action of the floor pan by cutting the free span of the car in half by attaching the cross section of the Subframe Connectors to the Mustang's mid-pan. Improves handling, feel, and weight transfer; strengthens the unibody and extends the life of your Mustang. Finished in OE-quality, silver zinc chromate for rust protection.

## EXTREME MATRIX BRACE

Description	Part#
1979-2004 Mustangs and Cobras	KB-28019
2005-2014 Mustangs, GT500	KB-28029**

Note: The Extreme Matrix Brace cannot be installed independently. Needs Kenny Brown Super Subs and Jacking Rails for proper attachment.

\*\*2005-2014 Mustangs, GT500 do not need subs to install Extreme Matrix Brace. Will not fit convertibles.

The Kenny Brown Extreme Matrix Brace improves the ride quality and handling of your Mustang by maximizing the strength of the car's center pan section, with minimum additional weight and no loss in ground clearance. The brace works in conjunction with the the Subframe Connectors\*\* and Jacking Rails to form a triangulated 12" wide frame on each side of your Mustang! Finished in OE-quality, silver zinc chromate for rust protection.

# Number One in Mustang Chassis Support

## 3-PT HEAVY-DUTY STRUT TOWER BRACE

Description	Part#
1999-2004 Mustang GT / '99-'01 Cobra / '99-'04 V-6	KB-29302
2003-2004 Mach 1 Mustang	KB-29403
2003-2004 Cobra	KB-29501

The Kenny Brown 3-pt Heavy-Duty Strut Tower Brace increases the strength and rigidity of the upper portion of the engine bay and front suspension by reinforcing the strut towers to the firewall giving ride quality and handling a huge boost. This extra rigidity manages chassis loads from engine torque for better handling and performance under hard cornering, sudden starts, sudden stops and abrupt directional changes.

## 2-PT LOWER CHASSIS BRACE

Description	Part#
2005 -2014 Mustang and Shelby GT500	KB-29405

The Kenny Brown 2-Point Lower Chassis Brace substantially increases the strength and rigidity of the frame and K-member mounting points. The brace allows the chassis to better manage the loads generated from hard cornering and from twisting under hard launch. A much needed addition for road racing applications where alignment accuracy and consistency are critical to optimal performance.

## 2-PT HEAVY-DUTY STRUT TOWER BRACE

Description	Part#
Fits 2005 -2014 Mustang GT & V-6	KB-29601

Note: Will not fit GT500 w/supercharger

The Kenny Brown 2-Point Heavy-Duty Strut Tower Brace substantially increases the strength and rigidity of the engine bay and front suspension by reinforcing the shock towers, giving ride-quality and handling a huge boost. The heavy-duty design allows the front suspension to better manage the stress loads generated from hard cornering, while also allowing the chassis to better manage the loads from twisting under hard launch.

## REAR SHOCK TOWER BRACE

Description	Part#
1994-2004 Mustang GT, V6 and Cobra	KB-29901
2005-2014 Mustang, Shelby GT500	KB-29902

Note: May fit 1979-1993 Mustang w some adjustments.

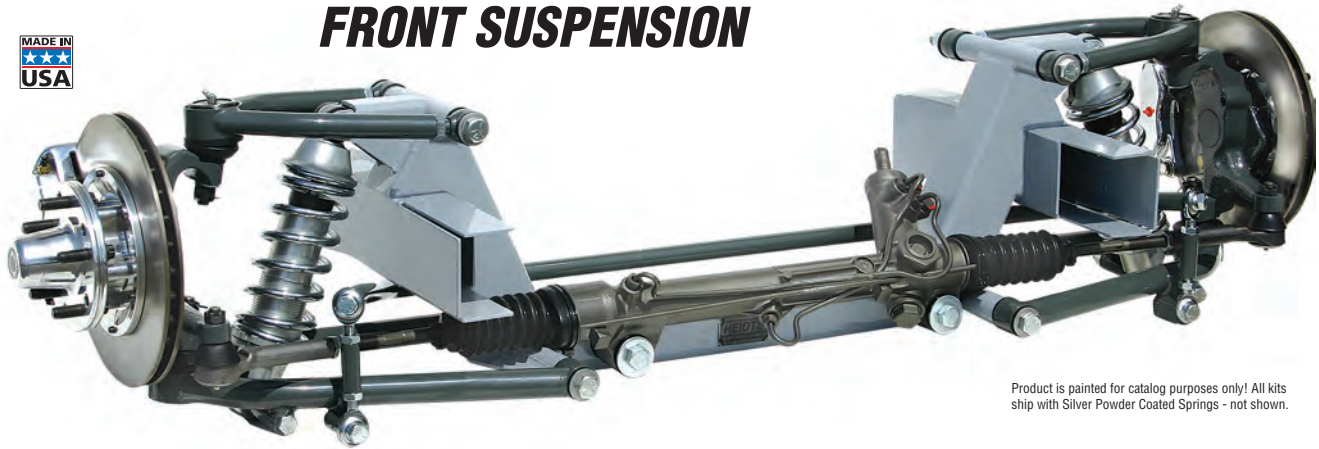
The Kenny Brown Heavy-Duty Rear Shock Tower Brace adds rigidity and strength to the rear shock tower through triangulated reinforcement of the shock tower, capturing torsional loads directly over the rear axle for improved handling weight transfer and grip. Improve handling and performance under hard cornering and abrupt directional changes.

HEIDTS® LATE MODEL PERFORMANCE PARTS

# HEIDTS SUPERIDE® II IFS

**\*LOWERS VEHICLE 2"**

## '66 - '67 FAIRLANE/COMET HEIDTS SUPERIDE® II FRONT SUSPENSION



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

### INCLUDED IN BASE KIT:

- HEIDTS® Crossmember and Boxing Plates • Spindles
- Tubular Upper & Lower Arms • Power Rack & Pinion Steering • 11" Rotors with 4 Piston Wilwood Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**



DF-202

DF-208

DF-206-B-K



MP-038-3-K-CT



BS-022-RS

TA-001



PX-327

### COMPLETE BASE KIT

Description	Part#	Base Price
66-67 Fairlane / 66-67 Comet	BX-601	3,575.00

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & 4 Piston Black or Polished Calipers	DFS-202-C-B or C-P	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFS-208-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFS-206-B	Upgrade

Additional options available. Call for pricing.

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	BS-021-RS	Included
Stainless Steel Tubular Arms (Narrowed available)	BS-022-RS	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles Recommended	MP-028	Included
2" Dropped Spindles	SP-101-K	Included

### POWER RACK & PINION OPTIONS

Description	Part#	Add
Power Rack	MP-038-3-K-CT	Included
Chrome Power Rack	MP-038-C-K-CT	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-001-XX	Included
400#, 450#, 500#, 550# Springs/Polished Billet Coil-Over Shocks	BS-002-XX	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
Plain Sway Bar	SB-190	Upgrade
Small Block Ford Motor Mounts	MM-140	Upgrade
Steel Inner Fender Panels	PX-327	Upgrade



# '66 - '67 FAIRLANE 66 - '67 COMET



## LOWERS VEHICLE 2"

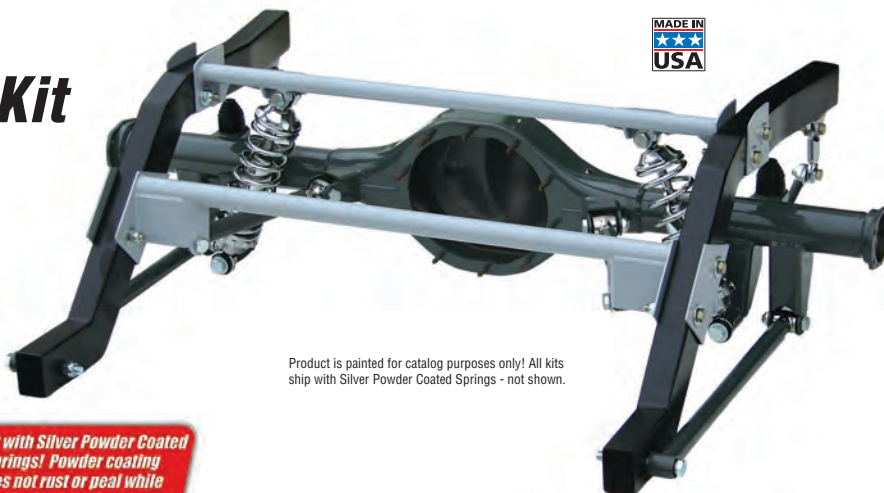
### Bolt-In Rear 4-Link Kit

**HEIDTS PRO-G®** Rear 4-Link offers maximum performance for your Fairlane. Completely bolt-on, with no cutting or floor modifications. Adjustable 4-link mounts allow suspension tuning. Axle housing with brackets installed also available.

#### INCLUDED IN BASE KIT:

- Adjustable Links with Frame and Axle Brackets
- Full Upper Coil-Over Crossmember • Standard Coil-Over Shocks, Black Body and Black Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel white saving you money!*



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

#### COMPLETE BASE KIT

Description	Part#	Base Price
66-67 Fairlane/Comet	RF-110	1,507.00

#### LINKS & HARDWARE

Description	Part#	Add
66-67 Fairlane/Comet Plain Links	RF-111	Included
66-67 Fairlane/Comet Polished Stainless Steel Links	RF-112	Upgrade

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Coil Springs	CSV-XXX-10-C	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade
Rear Sway Bar	SB-195	Upgrade

#### REAR AXLE HOUSING

Description	Part#	Add
66-67 Fairlane/Comet Rear 9" Housing with Brackets	RF-115	Upgrade

#### HEAVY DUTY AXLE

Description	Part#	Add
31 Spline Axle -Ford Bolt Pattern - 60" Track Width	RM-042-31	Upgrade

#### 3RD MEMBER OPTIONS

Description	Part#	Add
Open 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I	Upgrade
Positraction 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

#### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade



# '62-'67 NOVA SUBFRAME

## '62-'67 NOVA SUBFRAME / CROSSMEMBER SUSPENSION PACKAGE AND ASSEMBLY



Now you can give your '62-67 Chevy Nova the lowered look and superior handling the street rods have enjoyed for years. HEIDTS® now offers their Front Suspension crossmembers and components for '62-'67 Novas to make it easy!

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



\* Air bags will not fit.

CA-112-SS



DF-202



DF-208



DF-206-B-K



MP-038-3-K



MP-050



SP-101-K



CX-325

### INCLUDED IN BASE KIT:

- HEIDTS® Front Subframe • Tubular Upper & Lower Arms • Stock Spindles • 11" Rotors with Single Piston Calipers • Manual Rack & Pinion Steering • Stock Shocks and Springs

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

## COMPLETE BASE KIT STARTING AT \$2,862

### COMPLETE BASE KIT

Description	Part#	Base Price
62-67 Nova	CX-320-S-K	2,862.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	CA-112	Included
Stainless Steel Tubular Arms (Narrowed available)	CA-112-SS	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles	MP-028	Included
2" Dropped Spindles	SP-101-K	Included

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & GM Metric Calipers	DF-201-B-G or F-G	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFM-208-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Black Calipers	DFM-206-B	Upgrade

Additional options available. Call for pricing.

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	MP-018-1-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
275# - 375# Springs & Stock Shocks	MP-007-XXX-K	Included
275# - 375# Springs & Coil-Over Shocks	MP-050-XXX-K	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
62-67 Nova Swaybar	SB-060	Upgrade
Polished Stainless Steel Balljoint Caps, Pair	MP-034	Upgrade
62-65 Nova Steel Inner Fender Panels	CX-325	Upgrade
66-67 Nova Steel Inner Fender Panels	CX-326	Upgrade
62-66 Nova Stock Column to Power Rack	SC-246-DD	Upgrade
67 Nova Stock Column to Power Rack	SC-249-DD	Upgrade
62-66 Nova Stock Column to Manual Rack	SC-236-DD	Upgrade
67 Nova Stock Column to Manual Rack	SC-239-DD	Upgrade

# '62-'67 NOVA HEIDTS SUPERIDE® II FOR SUBFRAME



## INCLUDED IN BASE KIT:

- HEIDTS® Front Subframe • Tubular Upper & Lower Arms • Stock Spindles • 11" Rotors with 4 Piston Wilwood Calipers
- Manual Rack & Pinion Steering • Billet Single Adjustable Coil-Over Shocks

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!



## COMPLETE BASE KIT STARTING AT \$3,796

### COMPLETE BASE KIT

Description	Part#	Base Price
62-67 Nova	BX-320	3,796.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	BS-025	Included
Stainless Steel Tubular Arms (Narrowed available)	BS-026	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & 4 Piston Wilwood Black or Polished Calipers	DFS-202-C-B or C-P	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFS-208-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Black Calipers	DFS-206-B	Upgrade

Additional options available. Call for pricing.

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles	MP-028	Included
2" Dropped Spindles	SP-101-K	Included

### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-001-XX	Included
400#, 450#, 500#, 550# Springs/Polished Billet Coil-Over Shocks	BS-002-XX	Upgrade

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	MP-018-1-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SUPPORT TUBE OPTIONS

Description	Part#	Add
Support Tubes With Shims	BX-321	Included
Adjustable Support Tubes	BX-322	Upgrade

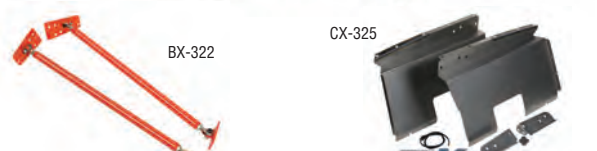
### ADDITIONAL OPTIONS

Description	Part#	Add
Plain Swaybar	BS-061	Upgrade
Chrome Swaybar	BS-061-C	Upgrade
62-65 Nova Inner Fender Panels	CX-325	Upgrade
66-67 Nova Steel Inner Fender Panels	CX-326	Upgrade
Polished Stainless Steel Balljoint Caps, Pair	MP-035	Upgrade
Rubber Motor Mounts for Small Block Chevy, Pair	MM-120	Upgrade
62-66 Nova Stock Column to Power Rack	SC-246-DD	Upgrade
67 Nova Stock Column to Power Rack	SC-249-DD	Upgrade
62-66 Nova Stock Column to Manual Rack	SC-236-DD	Upgrade
67 Nova Stock Column to Manual Rack	SC-239-DD	Upgrade



\* Air bags will not fit.

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



HEIDTS® MUSCLE CAR PARTS

Order/Tech: 800-841-8188

# '62-'67 NOVA

## TRACK WIDTH 56 3/8"



Owner/Builder:  
Bill Jelinek  
Route 66 Motorsports

# HEIDTS PRO-G® '62-'67 BOLT-ON SUBFRAME

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**



**HEIDTS PRO-G® 2" Dropped Spindle**  
Part of this high performance suspension package. Make your Nova handle like a 600 HP Go-Kart!

**HEIDTS PRO-G® Suspension**  
True High Performance purpose designed suspension. A true race car designed geometry, not a warmed-over street rod suspension.



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

Bolt on the best suspension possible for your '62-'67 Nova. **HEIDTS®** now offers their true bolt on Pro Touring full front subframe. Featuring their new **HEIDTS Pro-G®** Suspension package for unbelievable cornering and overall handling. Simply unbolt and remove your front sheetmetal, engine and trans, your old subframe, then slide in the new complete **HEIDTS®** Subframe. Reinstall your fresh engine, reinstall your sheetmetal and you are set to tear up the streets!

## COMPLETE BASE KIT STARTING AT \$5,092

### COMPLETE BASE KIT

Description	Part#	Base Price
62-67 Nova	NVF-320	5,092.00

### CONTROL ARM OPTIONS

Description	Part#	Add
Plain Control Arms	CF-102	Included
Plain Control Arms 8° Addl. Positive Caster (optional)	CF-102-8-H	Included
Polished Stainless Steel Control Arms	CF-103	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
2" Dropped Spindles	SP-110	Included

### BRAKE OPTIONS

Description	Part#	Add
11" Wilwood Rotors & 4 Piston Black Calipers	DFP-221-B	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFP-222-D-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Polished Calipers		Upgrade

Additional options available. Call for pricing.

### RACK & PINION OPTIONS

Description	Part#	Add
Power Rack with 17mm "DD" Input Shaft	OPR-1-D-K	Included

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-160-K	Included
400#, 450#, 500#, 550# Silver Powder Coated Springs	CSV-XXX-10	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
62-65 Nova Steel Inner Fender Panels	CX-327	Upgrade
66-67 Nova Steel Inner Fender Panels	CX-328	Upgrade
62-67 Nova Swaybar 1 1/4 Spline	SB-403	Upgrade
Steering Hookup Kit	SC-307	Upgrade



DF-222-D-P

DF-223-D-B

SP-110



TA-001

CB-160

CX-327

# '62-'67 NOVA

## 4-LINK KIT FOR NOVA REAR



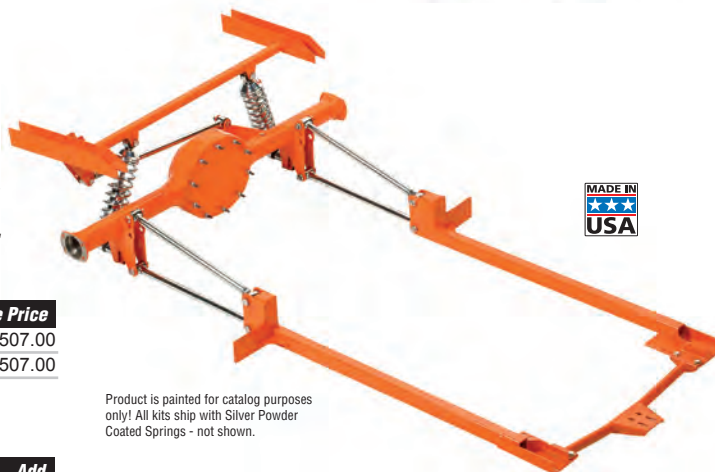
Owner/Builder:  
Bill Jelinek  
Route 66 Motorsports

### INCLUDED IN BASE KIT:

- 4-Link Chassis and Axle Brackets •
- Top Crossmember • Panhard Bar •
- Subframe Connectors • Standard Black Coil-Over Shocks and Black Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

**COMPLETE BASE KIT  
STARTING AT \$1,507**



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

### COMPLETE BASE KIT

Description	Part#	Base Price
62-67 Nova Weld-In	RN-101	1,507.00
62-67 Nova Bolt-In	RN-101-B	1,507.00

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105-K	Upgrade
250#, 300#, 350# Silver Powder Coated Springs w/CB-105	CSV-XXX-11-C	Included

### LINKS & PANHARD BAR OPTIONS

Description	Part#	Add
Plain 4 Links and Bar Kit	RN-051	Included
Polished Stainless Steel 4 Links and Bar Kit	RN-052	Upgrade



RN-052

### SUBFRAME CONNECTORS

Description	Part#	Included
Subframe Connectors	RN-050	Included

### AXLE HOUSING AND AXLE OPTIONS

Description	Part#	
Housing With Brackets Installed	RN-013-55-H	Upgrade
31 Spline Axles - Chevy Bolt Pattern - 55" Track Width	RN-014-55-31	Upgrade
31 Spline Axles - Ford Bolt Pattern - 55# Track Width	RN-014-55-31-F	Upgrade



CB-105

BN-XXX-I

RN-014-55-31

### 3RD MEMBER OPTIONS

Description	Part#	
Open 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I	Upgrade
Positraction 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

### BRAKE OPTIONS

Description	Part#	
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DRE-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade



RN-054

DR-XXX-P

RN-053

### ADDITIONAL OPTIONS

Description	Part#	
62-67 Nova Trans Crossmember	RN-053	Upgrade
62-67 Nova Drive Shaft Hoop	RN-057	Upgrade
62-67 Nova Rear Swaybar (For Use With HEIDTS® 4-Link Kit Only)	SB-130	Upgrade



Order/Tech: 800-841-8188

HEIDTS® MUSCLE CAR PARTS

# '62-'67 & '68-74 NOVA



## HEIDTS PRO-G IRS

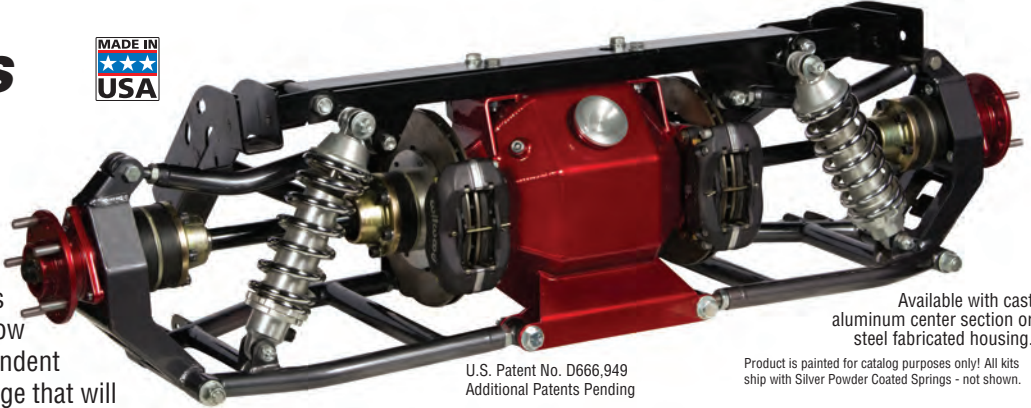
Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

#### WHY HEIDTS PRO-G® IRS



Do you really want to go fast and out-handle everyone else on the autocross or road race course in your Nova? Full independent rear suspension is the only way to go. HEIDTS® now has a High Horsepower Independent Rear Suspension bolt-In Package that will do the job just fine.



Available with cast aluminum center section or steel fabricated housing.

U.S. Patent No. D666,949  
Additional Patents Pending

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

#### COMPLETE BASE KIT STARTING AT \$9,320

*It is a true high horsepower package, with upper links and heavy duty CV joints. The upper link produces -.5° of camber curve at 3/4 of total travel, during very high cornering loads. Forward struts, attached to the sub-frame connectors insures the wheels stay in place during hard acceleration.*



\*Subframe Connectors Included.



#### WHAT YOU GET:

- Track Width 56 1/2"
- 9" Aluminum HSG.
- 3rd Member, Iron, Posi
- CV Joint Halfshafts
- Tubular Upper & Lower Arms
- Steel Outer Uprights
- Top Crossmember
- Frame Mounting Brackets
- Front Pinion Support
- Forward Struts\*
- 10.5" Wilwood Rotors
- Black Wilwood Calipers
- Billet Single Adjustable Coil-Overs with Silver Powder Coated Springs
- Posi-Traction

#### OPTIONS: CALL FOR DETAILS.

- Choice of Gear Ratios
- Parking Brake Kit and Cable Kit

*"About once every ten years, someone comes up with a breakthrough part in the aftermarket. The HEIDTS® Bolt-in Independent Rear suspension could be that part for 2011 and beyond"*

Quoted from Jim Campisano - Editor Super Chevy Magazine, January Issue



#### COMPLETE BASE KIT

Description	Part#	Base Price
62-67 Nova High Horsepower IRS	NVR-101	9,320.00
68-74 Nova High Horsepower IRS	NVR-301	9,320.00

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-106	Included
350# Silver Powder Coated Springs w/CB-106	CR-350-11-C	Included
400# Silver Powder Coated Springs w/CB-106	CR-400-11-C	Included
450# Silver Powder Coated Springs w/CB-106	CR-450-11-C	Included
550# Silver Powder Coated Springs w/CB-106	CR-450-11-C	Included

#### 3RD MEMBER OPTIONS

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included

#### SUBFRAME CONNECTOR

Description	Part#	Price
62-67 Nova Subframe Connectors - Coupe	NVR-140	Included

#### PARKING BRAKE OPTIONS

Description	Part#	
Parking Brake Kit & Cable Kit	PB-101	Upgrade
E-Stop Actuator	BM-013	Upgrade

#### HOUSING OPTIONS

Description	Part#	Add
Polished Aluminum 9" Housing	BM-001-P	Upgrade
Steel Fab 9" Housing	BT-410	Upgrade

# '68-'74 NOVA FRONT SUBFRAME WIDE TIRE SERIES

Builder:  
Performance  
Restorations



## INCLUDED IN BASE KIT:

- HEIDTS PRO-G® Subframe
- HEIDTS PRO-G® 2" Dropped Spindles
- Transmission X-Member
- Tubular Upper & Lower Arms
- Power Rack & Pinion Steering
- 11" Wilwood Brakes with Black Calipers
- Billet Coil-Over, Single Adjustable Shocks with Silver Powder Coated Springs



Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

HEIDTS® now offers their bolt on front subframe. Featuring their new HEIDTS Pro-G® suspension package for unbelievable cornering and overall handling. Simply unbolt and remove your front sheetmetal, engine/trans, old subframe, then slide in the new complete HEIDTS® Subframe. Reinstall your engine/trans and sheetmetal. HEIDTS® makes high end handling affordable!

## BOLT A "PRO-G®" ON YOUR CAR



'70-'81 CAMARO SHOWN. Product is painted for catalog purposes only!



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.  
\*Airbags will not fit.

PACKAGES SHIP UNASSEMBLED VIA TRUCK FRIEGHT.

## COMPLETE SUBFRAME BASE KIT

Description	Part#	Base Price
68-74 Nova (Includes Trans Crossmember)	CF-101-WT	5,092.00

## CONTROL ARM OPTIONS

Description	Part#	Add
Plain Control Arms	CF-102	Included
Plain Control Arms 8" Addl. Positive Caster (optional)	CF-102-8-H	Included
Polished Stainless Steel Control Arms	CF-103	Upgrade

## BRAKE OPTIONS

Description	Part#	Add
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFP-221-B	Included
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFP-222-D-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFP-223-D-B	Upgrade

Additional options available. Call for pricing.

## SPINDLE OPTION

Description	Part#	Add
2" Dropped Spindles	SP-110	Included

## POWER RACK & PINION OPTIONS

Description	Part#	Add
Power Rack	MP-038-3-K	Included
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

## SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-160	Included
400#, 450#, 500#, 550#, 600#, 700# Silver Powder Coated 10" Springs	CS-XXX-10	Included
Thrust Bearings For Coil Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

## ADDITIONAL OPTIONS

Description	Part#	Add
Upper Arm "Heim Style" Adjuster Kit	CF-104	Upgrade
68-72 Nova Pre Bent Brake Line Kit	CF-111	Upgrade
Steering Hookup Kit For Power Rack DD	SC-298	Upgrade
1" Swaybar	SB-110	Upgrade
1-1/4" Swaybar	SB-111	Upgrade
1-1/4" Splined Swaybar	SB-401	Upgrade
68-74 Nova Subframe Connectors	RN-056-WT	Upgrade
68-74 Nova Drive Shaft Hoop (Subframe Connectors Required)	RC-037	Upgrade
Body Mount Kit Urethane Bushings	CF-106	Upgrade
Body Mount Kit Aluminum Bushings	CF-109	Upgrade
Motor Mount Stands	MM-220	Included



CF-103



SP-110



DF-202



DF-208



DF-206-B-K



MP-038-3-K



CB-160



Order/Tech: 800-841-8188

HEIDTS® MUSCLE CAR PARTS

# '68-'72 NOVA

## HEIDTS PRO G 4-LINK KIT FOR NOVA REAR

Builder:  
Performance  
Restorations

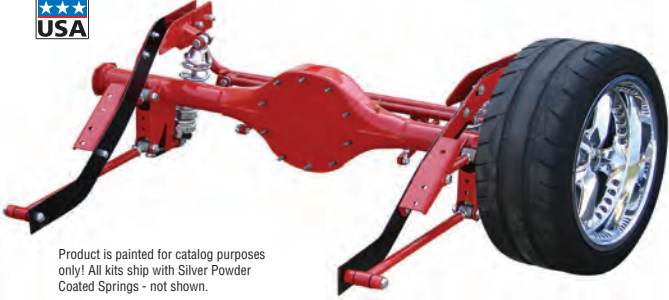


**PACKAGES SHIP UNASSEMBLED  
VIA TRUCK FRIEGHT.**

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

Bolt-on maxium performance for your Nova. Kit includes chassis and axle brackets, adjustable links, full upper coil-over crossmember, panhard bar, adjustable HEIDTS® coil-overs and all hardware. Completely bolt-on, with no cutting or floor modifications. Adjustable 4-link mounts allow suspension tuning.

### BOLT-IN REAR 4-LINK KIT



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



### INCLUDED IN BASE KIT:

- 4-Links with Spherical Bearings and Axle Brackets
- Top Crossmember
- Panhard Bar
- Standard Coil-Over Shocks, Black Body and Black Springs

### COMPLETE 4-LINK BASE KIT

Description	Part#	Base Price
68-72 Nova	RC-131-WT	\$1,507.00
68-72 Nova (Use If Ordering 9" Housing)	RC-131-WT-H	\$1,507.00

### LINKS & PANHARD BAR OPTIONS

Description	Part#	Add
Plain Links and Panhard Bar	RC-106	Included
Polished Stainless Steel Links and Panhard Bar	RC-107	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CR-XXX-11-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Springs	CR-XXX-11-C	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### AXLE HOUSING AND AXLE OPTIONS

Description	Part#	Add
60" Track Width Housing With Brackets Installed	RC-040-60-H-WT	Upgrade
60" Track Width 31 Spline Axles with Chevy Bolt Pattern	RC-041-60-31	Upgrade

### 3RD MEMBER OPTIONS

Description	Part#	Add
Open 31 Spline 3, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I	Upgrade
Positraction 31 Spline 3, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade

### SUBFRAME CONNECTOR OPTIONS

Description	Part#	Add
68-72 Nova Subframe Connectors - Factory Subframe	RN-055	Upgrade
68-72 Nova Subframe Connectors (Use with Pro-G®)	RN-056-WT	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
Rear Sway Bar	SB-009	Upgrade
Drive Shaft Hoop	RC-037	Upgrade



# '55-'57 CHEVY

## TUBULAR UPPER & LOWER CONTROL ARMS

Description	Part#
<b>UPPER</b>	
Plain Control Arms	CA-201
Plain Control Arms With 6 Degrees of Additional Caster	CA-201-6
Polished Stainless Steel Control Arms	CA-201-SS
Polished Stainless Steel Control Arms With 6 Degrees of Additional Caster	CA-201-SS-6
Plain Control Arms- Narrowed	CA-201-N
Stainless Steel Narrowed Control Arms	CA-201-SS-N
<b>LOWER</b>	
*Plain Control Arms, Standard Shocks and Springs	CA-203
*Plain Control Arms For Coil-Over Shocks	CA-203-M
*Polished Stainless Steel Control Arms	CA-203-SS
*Polished Stainless Steel Control Arms For Coil-Over Shocks	CA-203-SS-M

\* Control Arm work with HEIDTS Spindle Only. Must use Coil Overs with Narrow Arms. Control Arms can be shipped unassembled for powdercoat painting.

## BUSHING & BALL JOINT CAPS

Upper & Lower Control Arm Bushing Caps. Fully polished aluminum, with polished stainless bolts, will fit Tubular Control Arms or stock control arms.

The finishing touch to your suspension. Cover those upper ball joints with our Ball Joint Caps. They are polished stainless steel, including polished screws.

Description	Part#
Stainless Steel Ball Joint Caps (1 Pair)	CA-210
Polished Aluminum Bushing Caps (Complete Set)	CA-211

## COIL-OVERS & 1" DROPPED COIL SPRINGS

HEIDTS® Billet aluminum coil-over shocks are fully adjustable for ride height and dampening. Specifically designed full length conical springs are powder coated bright silver. Two progressive spring rates for big blocks or small blocks. Fits coil-over arms or stock applications.

To give your 'Shoobox' an even lower look, add these HEIDTS® 1" Dropped Coil Springs. They are 1" shorter than New factory springs. Combined with our 2" Dropped Spindles, they will put your cruiser a full 3" in the weeds safely and easily.

Description	Part#
55-57 Chevy Coil-Over Shocks	CB-120
450# 11" Silver Powder Coat Coil-Over Springs - Small Block	CQ-450-11
550# 11" Silver Powder Coat Coil-Over Springs - Big Block	CQ-550-11
1" Dropped Coil Springs (Factory Style) - Small Block	CS-060
Thrust Bearings For Coil-Over Shocks	CQ-010
Spanner Wrench	TA-001

## STABILIZER BAR KITS

Stabilizer bars, or sway bars, are used to control body roll and sway. HEIDTS® Stabilizer Bars for '55-'57 Chevs are made of heat treated steel. They are available in either 7/8" or 1" bar, with urethane bushings.

Description	Part#
7/8" Front Swaybar With Urethane Bushings	SB-050-U
1" Front Swaybar With Urethane Bushings	SB-051-U
7/8" Rear Swaybar With Urethane Bushings	SB-052



CA-203-SS



CS-060



CA-210

Note: CA-211 is a set of 8 caps!



CQ-450-11

CA-203-SS-M

TA-001



Front Stabilizer Bar Kit

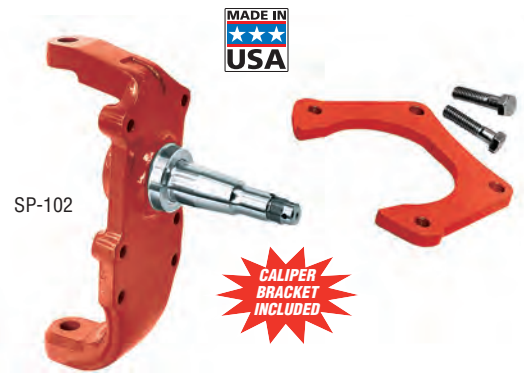


SB-052



# '55-'57 CHEVY

HEIDTS® front suspension components are perfect for lowering, stopping and just flat out making your Tri-Five handle. With our components you will get the look, the stopping power and the handling you deserve.



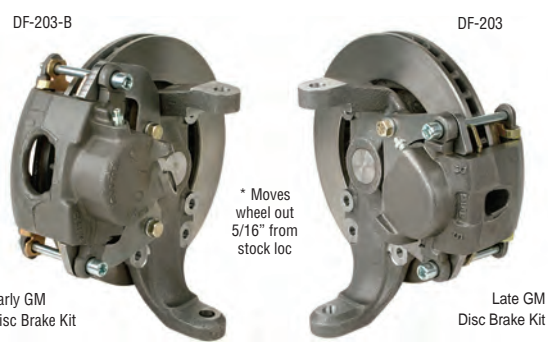
SP-102



### HEIDTS 2" DROPPED STEEL SPINDLE

Our 2" Dropped Spindles are full steel spindles, just like factory spindles. This is much stronger than cast iron. They use your stock steering arms, with no loss of turning radius. No realignment required. The caliper brackets bolt on like mid-70's Chevys, allowing many brake options shown.

Description	Part#
2" Dropped Spindles - Late GM Brackets	SP-102
2" Dropped Spindles (69-72 Calipers) - Early GM Brackets	SP-102-B
2" Dropped Spindles - Use with Wilwood Brake Kits (Each)	SP-002-A



DF-203-B

DF-203

\* Moves wheel out 5/16" from stock loc

Early GM Disc Brake Kit

Late GM Disc Brake Kit

### DISC BRAKE KITS

All the components needed to complete your 2" Dropped Spindle installation for either Late GM or Early GM calipers. Includes rotors, Calipers with Pads, Bearings and Seals, Spindle Nuts, Dust Caps, Hoses and Banjo Bolts. The "Conversion Kit" updates early stock spindle disc brake kits to our 2" spindles. Spindles not included.

Description	Part#
10.5" Rotors, Malibu Single Piston Calipers for HEIDTS® Spindle	DF-203
10.5" Rotors, A-Body Single Piston Calipers for HEIDTS® Spindle	DF-203-B
11" Rotors, A-Body Single Piston Calipers for Stock Spindle	DF-204
11" Wilwood Rotors, 4 Piston Calipers- Forged Dynalite Pro	140-12305
12" Wilwood Drilled Rotors, 4 Piston Calipers- Forged Dynalite Big Front Brake Kit*	140-12306
13" Wilwood Drilled Rotors 6 Piston Calipers- Forged Narrow 6R Big Brake Kit*	140-12307

\*For Heidts® 2" Dropped Spindles



DF-205-D

\* Moves wheel out 7/16" from stock location

### MISC. BRAKE PARTS

Description	Part#
10.5" Malibu Rotors (79-81)	DF-019
11" Chevelle Rotors (69-72)	DF-046
Malibu Caliper Set (78-84)	DF-009
Caliper Bracket Kit For Stock Spindles	DF-104
11" Caliper Bracket Kit For Wilwood Calipers	DF-105
12" Caliper Bracket Kit For Wilwood Calipers	DF-106

# '55-'57 CHEVY

## TRIANGULAR 4-LINK

HEIDTS® '55-'57 Chevy Triangulated 4-Link Kit is a very popular kit as it does not require a Panhard Rod. Bars are fully adjustable, 1-1/4" X .156 tube with 3/4" stainless adjusters and urethane bushings, angled and straight chassis brackets, tabs and hardware.

These kits are available in plain steel or polished stainless steel tubes.  
NOTE: Intended for stock or aftermarket frames.

### INCLUDED IN BASE KIT:

- 4-Link Chassis and Axle Brackets
- Top Crossmember
- Standard Black Coil-Over Shocks and Black Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*

**COMPLETE BASE KIT STARTING AT \$1,507**

### COMPLETE BASE KIT

Description	Part#	Base Price
55-57 Chevy	RC-151	1,507.00
55-57 Chevy (Use if Ordering 9" Housing)	RC-151-H	1,507.00

### LINKS & PANHARD BAR OPTIONS

Description	Part#	Add
Plain 4 Links and Bar Kit	RC-152	Included
Polished Stainless Steel 4 Links and Bar Kit	RC-153	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Black Coil-Over Shocks	CO-101	Included
250#, 300#, 350# Black Coil Springs	CS-XXX-10-B	Included
Billet Coil-Over Shocks/Silver Powder Coated Springs	CB-105	Upgrade
250#, 300#, 350# Silver Powder Coated Coil Springs	CSV-XXX-10-C	Included

### AXLE HOUSING AND AXLE OPTIONS

Description	Part#	Add
Housing With Brackets Installed - 58" Track Width	RC-140-58-H	Upgrade
Housing With Brackets Installed - 60" Track Width	RC-140-60-H	Upgrade
55" Track Width 31 Spline Axle with Chevy Bolt Pattern	RC-041-55-31	Upgrade
56" Track Width 31 Spline Axle with Chevy Bolt Pattern	RC-041-56-31	Upgrade
58" Track Width 31 Spline Axle with Chevy Bolt Pattern	RC-041-58-31	Upgrade
59" Track Width 31 Spline Axle with Chevy Bolt Pattern	RC-041-59-31	Upgrade
60" Track Width 31 Spline Axle with Chevy Bolt Pattern	RC-041-60-31	Upgrade

### 3RD MEMBER OPTIONS

Description	Part#	Add
Open 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I	Upgrade
Positraction 31 Spline 3.00, 3.25, 3.50, 3.70, 3.90, 4.11 Ratio	BN-XXX-I-L	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers W/Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/Parking Brake	DRE-005-P-D	Upgrade

### SWAYBAR OPTIONS

Description	Part#	Add
Plain Swaybar	SB-180	Upgrade
Chrome Swaybar	SB-180-C	Upgrade



**\*MUST USE FORD 9" HOUSING\***



Shown with options. Product is painted for catalog purposes only!



RC-140-60-H



BN-XXX-I



CO-101

CR-XXX-11-B



RC-041-60-31



RN-054

DR-005-P



**Order/Tech: 800-841-8188**

# '55-'57 CHEVY

## HEIDTS PRO-G® IRS

### BOLT-IN INDEPENDENT REAR SUSPENSION



Patent Pending



**COMPLETE BASE KIT STARTING AT \$9,320**

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



The Tri-Five **HEIDTS Pro-G®** IRS is a true bolt-in, high horsepower Independent Rear Suspension System for 1955 through 1957 Chevy cars. This industry-leading design is based off the proven and award-winning **HEIDTS Pro-G®** IRS geometry, while the bolt-in design means it can be installed on cars that are already complete or easily added to builds already underway. The Tri-Five **HEIDTS Pro-G®** IRS also features several design enhancements to make exhaust routing easier.

**INCLUDED IN BASE KIT:**

- Top Crossmembers • Upper & Lower Arms
- Aluminum Uprights • CV Joint Halfshafts
- 9" Aluminum Housing • 3rd Member, Iron, Posi
- 10.5" Wilwood Rotors with 4 Piston Polished Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

Also available in fully polished version as shown. Call for details.

**COMPLETE BASE KIT**

Description	Part#	Base Price
55-57 CHEVY High Horsepower IRS - Plain Rotors	IRS-151	9,320.00
55-57 CHEVY High Horsepower IRS - Drilled Rotors	IRS-151-S	9,655.00
55-57 CHEVY High Horsepower IRS - Polished Pkg. - Smooth Rotors	IRS-151-P	15,325.00
55-57 CHEVY High Horsepower IRS - Polished Pkg. - Drilled Rotors	IRS-151-S-P	15,660.00

**SHOCK & SPRING OPTIONS**

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-106	Included
350# Silver Powder Coated Springs w/CB-106	CSV-350-09	Included
400# Silver Powder Coated Springs w/CB-106	CSV-400-09	Included
450# Silver Powder Coated Springs w/CB-106	CSV-450-09	Included
550# Silver Powder Coated Springs w/CB-106	CSV-550-09	Included

**3RD MEMBER OPTIONS**

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included

**HOUSING OPTIONS**

Description	Part#	Add
Polished Aluminum 9" Housing	BM-001-P	Upgrade
Steel Fab 9" Housing	BT-410	Upgrade

# HEIDTS PRO-G IRS

## UNIVERSAL HIGH HORSEPOWER INDEPENDENT REAR SUSPENSION

### WHY HEIDTS PRO-G<sup>®</sup> IRS

HEIDTS<sup>®</sup> now has a High Horsepower Independent Rear Suspension bolt-In Package for almost any car. For those of you who want ultra modern handling in your classic car can now have it with this fully independent suspension. This full independent rear suspension is the only way to go.

*It is a true high horsepower package, with upper links and heavy duty CV joints. The upper link produces  $- .5^{\circ}$  of camber curve at 3/4 of total travel, especially during very high cornering loads. Forward struts, attached to the sub-frame connectors insures the wheels stay in place during hard acceleration.*



U.S. Patent No. D666,949  
Additional Patents Pending

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

**COMPLETE BASE KIT STARTING AT \$9,114**

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

#### COMPLETE BASE KIT

Description	Part#	Base Price
Universal High Horsepower IRS 56" or 58" Track- Plain Rotors	IRU-58, IRU-58	9,114.00
Universal High Horsepower IRS - Drilled & Slotted Rotors	IRU-58-D	9,654.00

#### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-106	Included
350# Silver Powder Coated Springs w/CB-106	CSV-350-09	Included
400# Silver Powder Coated Springs w/CB-106	CSV-400-09	Included
450# Silver Powder Coated Springs w/CB-106	CSV-450-09	Included
550# Silver Powder Coated Springs w/CB-106	CSV-550-09	Included

#### 3RD MEMBER OPTIONS

Description	Part#	Price
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Included
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Included
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Included
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Included
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Included
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Included

#### PARKING BRAKE OPTIONS

Description	Part#	
Parking Brake Kit & Cable Kit - Black	PB-101	Upgrade
Parking Brake Kit & Cable Kit - Silver	PB-101-S	Upgrade
E-Stop Actuator	BM-013	Upgrade

#### HOUSING OPTIONS

Description	Part#	Add
Polished Aluminum 9" Housing	BM-001-P	Upgrade
Steel Fab 9" Housing	BT-410	Upgrade

### WHAT YOU GET:

- Track Width 56 1/2" or 58 1/2"
- 9" Aluminum HSG.
- 3rd Member, Iron, Posi
- CV Joint Halfshafts
- Tubular Upper & Lower Arms
- Steel Outer Uprights
- Top Crossmember
- Frame Mounting
- Brackets
- Front Pinion Support
- Forward Struts\*
- 10.5" Wilwood Rotors
- Black Wilwood Calipers
- Billet Single Adjustable Coil-Overs with Silver Powder Coated Springs
- Posi-Traction
- Step-By-Step Instructions

### OPTIONS: CALL FOR DETAILS.

- Choice of Gear Ratios
- Parking Brake Kit and Cable Kit



**"About once every ten years, someone comes up with a breakthrough part in the aftermarket. The HEIDTS<sup>®</sup> Bolt-in Independent Rear suspension could be that part for 2011 and beyond"**

Quoted from Jim Campisano - Editor Super Chevy Magazine, January Issue



**Order/Tech: 800-841-8188**

HEIDTS<sup>®</sup> MUSCLE CAR PARTS

# RIGHT HAND DRIVE MUSCLE CAR SUSPENSION KITS



## DRIVE RIGHT - DRIVE HEIDTS!



**HEIDTS®** Right Hand Suspension Systems will give your Muscle Car the ride, handling and stopping power you are after (Comes standard with dropped spindles). Assembled package is shown so you can see what your completed front end will look like.

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

CF-101-WT-RH



### 67-81 CAMARO PRO-G® RIGHT HAND DRIVE, POWER ONLY

Description	Part#
67-69 Camaro	CF-101-WT-RH
70-81 Camaro	CF-201-WT-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

CX-320-S-K-RH



### 62-73 NOVA RIGHT HAND DRIVE FRONT SUBFRAMES, POWER ONLY

Description	Part#
62-67 Nova Mustang II RH	CX-320-S-K-RH
62-67 Nova Superide II RH	BX-320-RH
62-67 Nova Pro-G® RH	NVF-320-RH
68-73 Nova Pro-G® RH	CF-101-WT-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

MTF-101-RH



### 64-1/2 - 70 MUSTANG RIGHT HAND DRIVE POWER ONLY

Description	Part#
64-1/2 - 70 Mustang, Mustang II	PX-320-E-K-RH
64-1/2 - 70 Mustang Superide II	BX-340-RH
64-1/2 - 70 Mustang Pro-G®	MTF-101-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

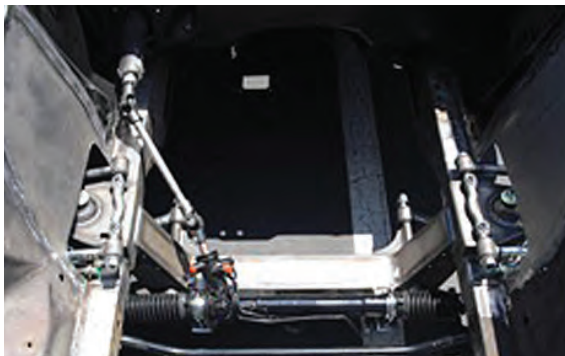
BX-601-RH



### FALCON, COMET, AND FAIRLANE RIGHT HAND DRIVE, POWER ONLY

Description	Part#
62-65 Falcon Mustang II	PX-330-E-K
66-67 Fairlane/Comet Superide II	BX-601-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



# RIGHT HAND DRIVE STREET ROD SUSPENSION KITS



## INCLUDED IN BASE KITS:

- HEIDTS® Crossmember
- Tubular Upper & Lower Arms
- Stock Mustang II Spindles
- Manual Rack & Pinion Steering
- 11" Rotors with 4 Piston Wilwood Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

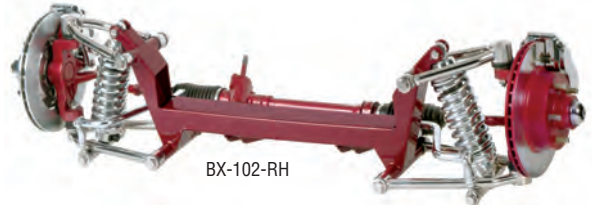
Now with Silver Powder Coated Springs! Powder coating does not rust or peel white saving you money!



## SUPERIDE RIGHT HAND DRIVE REAR STEER MANUAL ONLY

Description	Part#
Superide Openwheel for pinched rails	BX-105-RH
28-31 Ford Superide	BX-101-RH
32 Ford Superide	BX-102-RH
33-34 Ford Superide	BX-103-RH
28-35 Chevy Superide	BX-114-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



BX-102-RH

## STREET ROD SUPERIDE II RIGHT HAND DRIVE FRONT STEER POWER ONLY

Description	Part#
35-40 Ford Superide II	BX-202-RH
41-48 Ford Superide II	BX-203-RH
37-41 Willys Superide II	BX-211-RH
37-39 Chevy Superide II	BX-212-RH
40-48 Chevy Superide II	BX-213-RH
40-46 Chevy Pick up Superide II	BX-305-RH
47-54 Chevy Pick up Superide II	BX-306-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



BX-202-RH

## CLASSIC TRUCK SUPERIDE II RIGHT HAND DRIVE FRONT STEER, 60" TRACK POWER ONLY

Description	Part#
55-59 Chevy Pick up	BX-307-RH
48-52 Ford F-1	BX-310-RH
53-63 Ford F-1	BX-316-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



BX-307-RH

## STREET ROD MUSTANG II RIGHT HAND DRIVE FRONT STEER POWER ONLY

Description	Part#
34-35 Chevy standard	CX-101-E-K-RH
37-39 Chevy	CX-102-E-K-RH
40-48 Chevy	CX-103-E-K-RH
49-54 Chevy	CX-104-E-K-RH
34-36 Chevy Master	CX-111-E-K-RH
37-39 Chevy Pick Up	CX-305-E-K-RH
40-46 Chevy Pick Up	CX-306-E-K-RH
47-54 Chevy Pick Up	CX-307-E-K-RH
55-59 Chevy Pick Up 60" track	CX-308-E-K-RH
Universal 56-1/2" track	KX-101-E-K-RH
Universal 60" track	KX-102-E-K-RH
33-34 Ford	PX-101-E-K-RH
35-40 Ford	PX-102-E-K-RH
41-48 Ford	PX-103-E-K-RH
48-52 Ford F-1, 60" track	PX-104-E-K-RH
53-63 Ford F-1, 60" track	PX-105-E-K-RH

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



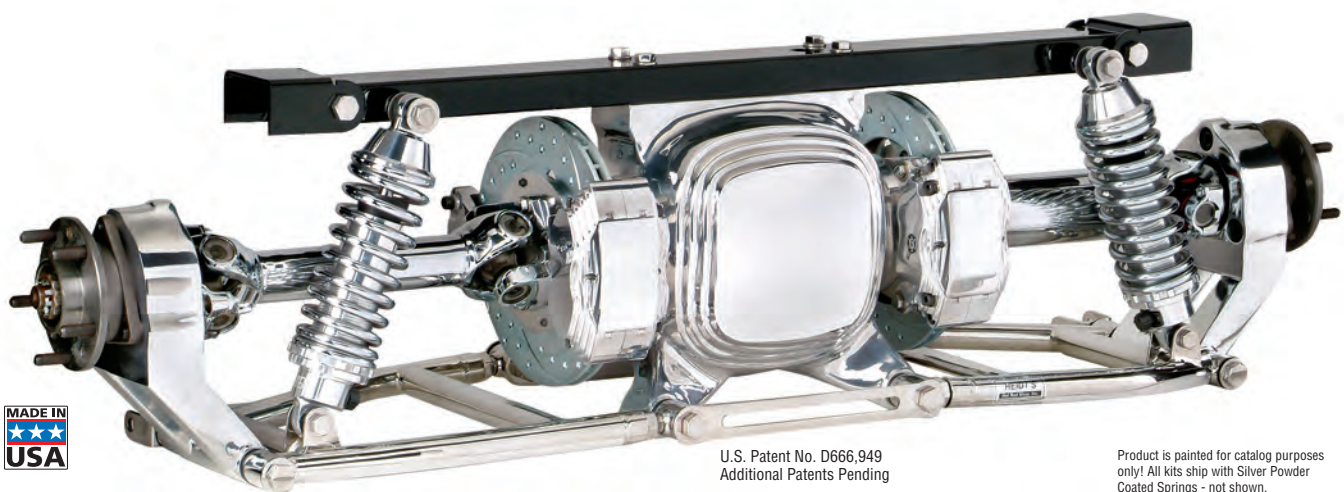
BX-101-E-K-RH

Order/Tech: 800-841-8188



# HEIDTS SUPERIDE® IRS

MADE FOR BOTH HOT ROD & MUSCLE CAR APPLICATIONS!



U.S. Patent No. D666,949  
Additional Patents Pending

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

Get the best handling for your Street Rod or Muscle Car with **HEIDTS SUPERIDE®** Independent rear suspension kit. The best riding and handling IRS to combine with your SUPERIDE® IFS to make your Street Rod or Muscle Car a first class ride. The geometry is designed to be compatible with all of our independent front suspensions, as well as most other independent front suspension kits. It is a complete kit, hub to hub and with added options your Street Rod or Muscle Car will be the hottest ride in town.

**INCLUDED IN BASE KIT:**

- Top Crossmembers • Lower Arms
- Aluminum Uprights • 2" Half Shafts
- 9" Aluminum Housing • 3rd Member, Iron, Open
- 10.5" Wilwood Rotors with 4 Piston Polished Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*



**COMPLETE BASE KIT**

Available Track Widths: 55", 56", 58", 60", 62"

Description	Part#	Base Price
Plain Rotors	BR-101	7,974.00
Drilled Rotors	BR-101-D	8,316.00

**HOUSING OPTIONS**

Description	Part#	Add
Plain Housing	BM-001	Included
Polished Housing	BM-001-P	Upgrade

**UPRIGHTS OPTIONS**

Description	Part#	Add
Plain Uprights, Plain Bearings, 4.75 Bolt Pattern	BM-002	Included
Plain Uprights, Chrome Bearings, 4.75 Bolt Pattern	BM-002-C	Upgrade
Plain Uprights, Plain Bearings, 4.50 Bolt Pattern	BM-002-F	Upgrade
Plain Uprights, Chrome Bearings, 4.50 Bolt Pattern	BM-002-F-C	Upgrade
Polished Uprights, Plain Bearings, 4.75 Bolt Pattern	BM-002-P	Upgrade
Polished Uprights, Chrome Bearings, 4.75 Bolt Pattern	BM-002-P-C	Upgrade
Polished Uprights, Plain Bearings, 4.50 Bolt Pattern	BM-002-F-P	Upgrade
Polished Uprights, Chrome Bearings, 4.50 Bolt Pattern	BM-002-F-P-C	Upgrade

**PINION SUPPORT & STRUTS OPTIONS**

Description	Part#	Add
Plain Pinion Support & Struts	BM-003	Included
Polished Pinion Support & Struts	BM-003-P	Upgrade

**CONTROL ARM OPTIONS**

Description	Part#	Add
Plain Lower Arms	BM-004-XX	Included
Polished Lower Arms	BM-004-XX-P	Upgrade
Plain Lower Arms, Dual Shocks	BM-004-XX-D	Upgrade
Polished Lower Arms, Dual Shocks	BM-004-XXP-D	Upgrade

XX = Track Width Available: 55", 56", 58", 60", 62"



# OPTIONS

## HEIDTS SUPERIDE® IRS

Owner: Don Barnes, The Performance Center



### CROSSMEMBER OPTIONS

Description	Part#	Add
28", 32", 36", 40" Crossmember & Plain Forward Struts	BM-005-XX	Included
28", 32", 36", 40" Crossmember & Polished Forward Struts	BM-005-XX-P	Upgrade
Crossmember, Model A, Plain Forward Struts	BM-005-28	Upgrade
Crossmember, Model A, Stainless Steel Forward Struts	BM-005-28-P	Upgrade
32" Crossmember for 56" Track Width & Plain Struts	BM-005-32	Upgrade
32" Crossmember for 56" Track Width & Polished Struts	BM-005-32-P	Upgrade
Special Crossmember	BM-005-SPEC	Upgrade

XX = Crossmember Width

### HALF SHAFT OPTIONS

Description	Part#	Add
2" Plain Half Shafts	BM-006-XX	Included
2" Chrome Half Shafts	BM-006-XX-C	Upgrade
2" Chrome Half Shafts W/Chrome U-joints	BM-006-XX-C-X	Upgrade
3" Heavy Duty Plain Half Shafts	BM-006-XX-3	Upgrade
3" Heavy Duty Chrome Half Shafts	BM-006-XX-3-C	Upgrade

Chrome U-joint not available with 3" chrome half shafts.  
XX = Track Width Available: 55", 56", 58", 60", 62"

### COIL-OVER SHOCK OPTIONS

Description	Part#	Add
Plain Billet Coil-Over Shocks	CB-101	Included
Polished Billet Coil-Over Shocks	CB-101-P	Upgrade

### COIL-OVER SPRING OPTIONS

Description	Part#	Add
450#, 500#, 550#, 600#, 700# Silver Powder Coated 9" Springs	CSV-XXX-09	Included

### 3RD MEMBER OPTIONS

Description	Part#	Add
Open 31 Spline Any Ratio	BN-XXX-I	Included
Positraction 31 Spline Any Ratio	BN-XXX-I-L	Upgrade
Open 31 Spline Any Ratio, Aluminum Case	BN-XXX-P	Upgrade
Positraction 31 Spline Any Ratio, Aluminum Case	BN-XXX-P-L	Upgrade
3rd Member Case - Use w/ Polished Aluminum Case	BN-001	Upgrade

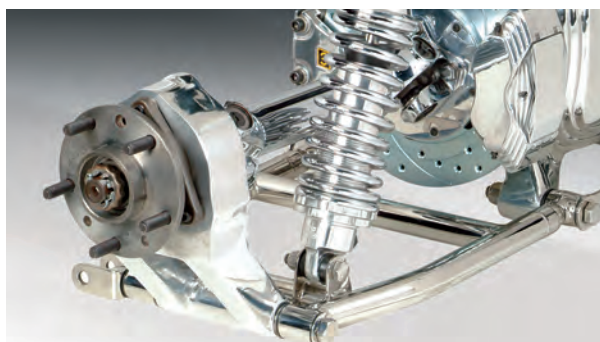
Now you can complete your parking brake cable hook-up with HEIDTS® new E-Brake Bracket and Cable Kit. The complete kit consists of Lokar's 10' Universal Black Parking Brake Cable set and HEIDTS® bolt-on Brackets. They bolt right on to the parking calipers, and the cables complete the installation easily. The brackets are available separately.

### PARKING BRAKE OPTIONS

Description	Part#	Add
Polished Pinion Yoke With Chrome U-Bolts	BT-063-P	Upgrade
Parking Brake Kit & Cable Kit - Black	PB-101	Upgrade
Parking Brake Kit & Cable Kit - Silver	PB-101-S	Upgrade
E-Stop Actuator	BM-013	Upgrade



Polished Stainless Lower Arms with Polished Adjusters and Polished Stainless Tie Bars, Polished Center Housing, Polished Outer Uprights



### HIGH HORSEPOWER HALF SHAFTS

Designed for muscle car and heavy car applications. 3" dia. tubes will take extra torque loads.

HEIDTS® STREET ROD PARTS



Order/Tech: 800-841-8188

# '55-'57 Chevy Frames



New from Heidts, full custom frames for the '55-'57 Chevy. Heidts Tri 5 frames come fully assembled with our PRO-G front suspension and either 4 link rear suspension or PRO-G IRS. Frame comes standard with adjustable coilover shocks, Wilwood brakes, power steering, 2" drop spindles and 3rd member. We also offer brake lines, motor mounts and gas tanks already installed. For more information and pricing, please call 800-841-8188

### COMPLETE BASE KIT

Description	Part#
'55-'57 Chevy Frame	Tri5

### SPINDLE OPTION

Description	Part#	
Drop Spindle	SP-101	Included

### FRONT SHOCK & SPRING OPTIONS

Description	Part#	
Plain Billet Coil-Over Shocks (400#, 450#, 500#, 550#)	CB-160	Included

### BRAKE OPTIONS

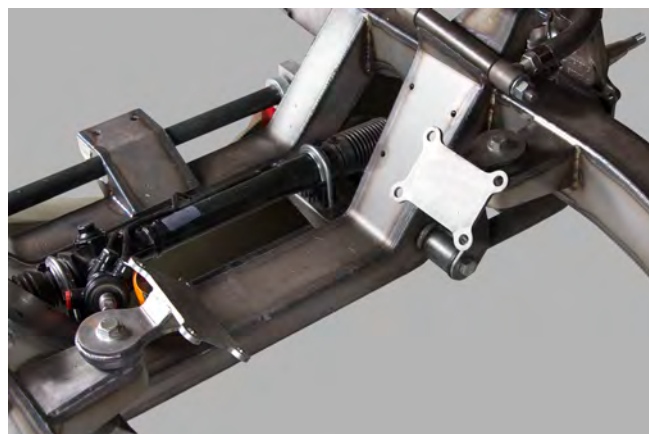
Description	Part #	
Wilwood 11" Rotor with 4 Piston Black Caliper	DFP-221-B	Included
Wilwood 11" Drilled Rotor with 4 Piston Caliper (choose color)	DF-221-D	Upgrade
Wilwood 12" Drilled Rotors, 4 Piston Calipers (choose color)	DF-222-D	Upgrade
Wilwood 13" Drilled Rotors, 6 Piston Calipers (choose color)	DF-223-D	Upgrade

### REAR SHOCKS & SPRINGS

Description	Part #	
Plain Billet Coil-Over Shocks (350#, 400#, 450#, 550#)	CB-106	Included

### 3rd MEMBER OPTIONS

Description	Part #	
Positraction 31 Spline 9" Gear (choose gearing)	BN-XXX-I-L	Included



# '47-54 Chevy Truck Frames



New from Heidts, full custom frames for your 47-54 Chevy Truck. Heidts truck frames come to you fully assembled with our Mustang II independent front suspension and 4 link rear suspension. Choose the shocks, brakes, steering and 3rd member that fit your build. We also offer brake lines, motor mounts and gas tanks installed in our factory. For more information and pricing, please call 800-841-8188

## COMPLETE BASE KIT

Description	Part#
47-54 Chevy Truck Frame	ADTRK

## SPINDLE OPTION

Description	Part#	
Stock Spindle	MP-028	Included
Drop Spindle	SP-101	Included

## FRONT SHOCK & SPRING OPTIONS

Description	Part#	
Plain Billet Coil-Over Shocks (400#, 450#, 500#, 550#)	BS-001	Upgrade
Polished Billet Coil-Over Shocks (400#, 450#, 500#, 550#)	MP-007-K	Included

## RACK AND PINION OPTION

Description	Part #	
Manual Rack and Pinion	MP-018-K	Included
Power Rack and Pinion	MP-038-3-K	Upgrade

## BRAKE OPTIONS

Description	Part #	
11" Iron Rotor with 4 Piston Black Caliper	DF-202-C-B	Included
11" Iron Rotor with 4 Piston Polished Caliper	DF-202-C-P	Upgrade
Wilwood 12" Drilled Rotors, 4 Piston Calipers (choose color)	DF-208-P	Upgrade
Wilwood 13" Drilled Rotors, 6 Piston Calipers (choose color)	DF-206-P	Upgrade

## 4 LINK BARS

Description		
Plain Bar	RB-108	Included
Polished Stainless Steel	RB-108-SS	Upgrade

## COILOVER SHOCKS

Description	Part #	
Plain Billet Rear Coilover Shocks	CB-105	Upgrade
Black Coilover Shocks	CO-101	Included



**OUR KITS ARE PRE-FITTED, READY TO INSTALL!  
NO MISTAKES, EVERYTHING'S PRE-CUT.**



**MUSTANG II  
CROSSMEMBERS**



- One-Piece Shock Cups are T.I.G welded in place. First class, for your car.
- Built-in Anti-Dive is all fitted to your frame... No Grinding Required! Nothing to measure or trim...It's All Done!
- Vertical Inner Uprights. This is the strongest design available, with twice the weld area. This will keep your frame from twisting!
- Main Crossmember made from only 2 Formed Pieces for maximum strength and Accurate Fit. This is VERY important!
- Crossmember and Spring Towers precut and pre-welded to fit your frame... Nothing to Measure!



**UNIVERSAL MUSTANG II CROSSMEMBERS**

**UNIVERSAL MUSTANG II CROSSMEMBERS FOR 56 1/2" OR 60" TRACK WIDTH VEHICLES**

This kit fits larger vehicles that have a 60" track width. It is intended for use with our 4" Rack Extension Kit to keep the geometry straight.

56 1/2" track width crossmembers fit frame rail from 24" to 30"  
60" track width crossmembers fit frame rail from 27 1/2" to 33 1/2"  
(Outside to outside frame dimensions)

Description	Part#
56-1/2" Track Width Crossmember	KX-101-E
60" Track Width Crossmember *Rack Extension Kit Required	KX-102-E
56-1/2" Track Width Crossmember for Full A-Frame Lower	KX-101-E-K
60" Track Width Crossmember for Full A-Frame Lower	KX-102-E-K

**MUSTANG II CROSSMEMBERS**

These crossmembers are individually designed for the '64 1/2 to '70 Mustang, '67 to '70 Cougar and '60 to '65 Falcon. They include full front section boxing plates that weld into place. The correct geometry and anti-dive is all designed in for superior handling and ease of operation. **HEIDTS® 2" Dropped Spindle** recommended to retain stock ride height.

Description	Part#
64 1/2 - 70 Mustang / 67 - 70 Cougar	PX-320-E-K
60 - 65 Falcon	PX-330-E-K

**SUBFRAME / CROSSMEMBER ASSEMBLY - ONLY**

Description	Part#
Subframe/Crossmember Assembly	CX-320-S
Crossmember Only	CX-320-E



# THE FORD GEOMETRY IS ALREADY BUILT IN. NOTHING TO CUT, JUST WELD IN PLACE!

## FORD IFS

Our Mustang IFS kits for Fords are natural conversions for the Ford frames. We retain all the factory dimensions and locations, so you get all the benefit of Ford engineering in your front end. There's absolutely no reason to widen or otherwise modify the Ford design or use long tie rod ends!

These kits fit the frames easily and yield a 3"-4" suspension drop.

Included in most kits are all the special, hard-to-make brackets and mounts you will need to complete the installation, plus HEIDTS® own illustrated installation booklet.

We don't make a Mustang conversion kit for the Model A or '32 Ford. See our Superide IFS kits for these cars. These cars, because of their direct mounting low fenders, require modifying the Ford IFS design by relocating the upper control arm inner pivot to clear the fender, causing a very noticeable amount of bumpsteer! Turn to the Tech info on page 75 for more detailed information on this subject.

## UNIVERSAL MUSTANG II CROSSMEMBERS

Put a HEIDTS® Mustang II crossmember in your car! Using our Multi-fit Mustang II Crossmember Kit you can now adapt the very popular Mustang II suspension with HEIDTS® correct geometry into almost any application. The crossmember and spring towers are made oversized to allow trimming and fitting to your particular frame size. Templates and instructions, designed for a home builder to install, walk you through the entire installation to insure that you get correct anti-dive and geometry.

## CHEVY IFS

The Chevy models shown here also have frames and fenders which lend themselves nicely to Mustang front end conversion, without changing the critical geometry. Chevy IFS kits also come complete with the hard-to-make special brackets, such as radiator perch on certain models, to quickly and easily complete the installation. And naturally, like our Ford kits, Chevy kits do not bumpsteer at all. See our Tech info on page 75 of this catalog for a more detailed explanation of the hazards of bumpsteer

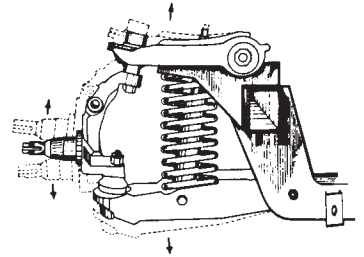
## OUR IFS KITS RETAIN ALL THE ORIGINAL SUSPENSION FEATURES!

- Longer tie rod ends aren't used – ever!
- Mounting points of all control arms match the original ford design.
- Factory anti-dive built right in.

Chevy kits also come with a step-by-step, fully-illustrated instruction booklet to ensure that your installation goes as easily as it should!

## INSTALLATION BOOKLET

Included in most kits are all the special, hard-to-make brackets and mounts you will need to complete the installation, and all have a step-by-step illustrated installation booklet.



Correct design results in correct camber action – and no bumpsteer

 <p><b>'33-'34 Ford Car</b> PX-101-E</p> <ul style="list-style-type: none"> <li>• Upper fender adapter brackets included! Radiator tabs included!</li> <li>• Manual Steering &amp; Tube Arms Only</li> </ul>	  <p><b>'35-'40 Ford Car</b> <b>'35-'41 Ford Pick-Up</b> PX-102-E</p> <ul style="list-style-type: none"> <li>• Boxing Plates Included</li> <li>• Narrowed Arms Recommended</li> </ul>	   <p><b>'41-'48 Ford Car</b> PX-103-E <b>'48-'52 Ford F-1</b> <i>Rack Extension Required</i> PX-104-E <b>'53-'64 Ford F-100</b> <i>Rack Extension Required</i> PX-105-E</p> <p>MP-037-1-4 Manual Rack Extension MP-039-4 Power Rack Extension</p>	  <p><b>'34-'35 Chevy Standard Car</b> CX-101-E <b>'34-'36 Chevy Master Car</b> CX-111-E Cars Only!</p> <ul style="list-style-type: none"> <li>• Radiator Mount included.</li> <li>• Manual Steering &amp; Tube Arms Only</li> </ul>	   <p><b>'37-'39 Chevy Car</b> CX-102-E <b>'40-'48 Chevy Car</b> CX-103-E <b>'49-'54 Chevy Car</b> CX-104-E</p>	    <p><b>'37-'39 Chevy Pick-Up</b> CX-305-E <b>'40-'46 Chevy Pick-Up</b> CX-306-E <b>'47-'54 Chevy Pick-Up</b> CX-307-E <b>'55-'59 Chevy Pick-Up*</b> <i>Rack Extension Required</i> CX-308-E</p> <p><b>Trucks Only!</b> • C-notched Plates included.</p>
<p>Strut Plates and Gussets for stock control arms available separately (Specify Application)</p> <p>MP-003 \$25</p> 		<p><b>Air Ride Available For Most Applications Call For Details.</b></p>			

Order/Tech: 800-841-8188

**HEIDTS®**  
SUSPENSION SYSTEMS

# HEIDTS® MUSTANG II



Product is painted for catalog purposes only!

**INCLUDED IN BASE KIT:**

- HEIDTS® Crossmember • Stock Height Spindles • Tubular Upper & Lower Arms
- 11" Rotors with Single Piston Calipers
- Stock Shocks and Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*

**COMPLETE BASE KIT STARTING AT \$1,750**

**COMPLETE BASE KIT \$1,750**

Description	Part#	Description	Part#
34-35 Chevy	CX-101-E-K	Multi-Fit 56" Track Width	KX-101-E-K
37-39 Chevy Car	CX-102-E-K	Multi-Fit 60" Track Width****	KX-102-E-K
40-48 Chevy Car	CX-103-E-K	33-34 Ford Car ###	PX-101-E-K
49-54 Chevy Car	CX-104-E-K	35-40 Ford Car/35-41	
34-36 Chevy Master	CX-111-E-K	Ford Pick-Up <<<	PX-102-E-K
37-39 Chevy Pick-Up	CX-305-E-K	41-48 Ford Car	PX-103-E-K
40-46 Chevy Pick-Up	CX-306-E-K	48-52 Ford Pick-Up****	PX-104-E-K
47-54 Chevy Pick-Up	CX-307-E-K	53-56 Ford F100****	PX-105-E-K
55-59 Chevy Pick-Up****	CX-308-E-K		

\*\*\*\*Rack Extension Required, ### Tube Arms & Manual Rack Only, <<< Narrowed Arms Recommended

**CONTROL ARM OPTIONS**

Description	Part#	Add
Tubular Arms (Narrowed available)	CA-112	Included
Stainless Steel Tubular Arms (Narrowed available)	CA-112-SS	Upgrade

**BRAKE OPTIONS**

Description	Part#	Add
11" Iron Rotors & GM Calipers	DF-201-B-G or F-G	Included
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFM-208-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFM-206-P	Upgrade

Additional options available. Call for pricing.

**SPINDLE OPTIONS**

Description	Part#	Add
Stock Spindles	MP-028	Included
2" Dropped Spindles	SP-101-K	Included

**RACK & PINION OPTIONS**

Description	Part#	Add
Manual Rack & Pinion	MP-018-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

**SHOCK & SPRING OPTIONS**

Description	Part#	Add
275# - 375# Springs & Stock Shocks	MP-007-XXX-K	Included
275# - 375# Springs & Coil-Over Shocks	MP-050-XXX-K	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

**ADDITIONAL OPTIONS**

Description	Part#	Add
Polished Stainless Steel Ball Joint Caps, Pair	MP-035	Upgrade
Polished Stainless Steel Ball Joint Caps, TALL, Pair	MP-034	Upgrade
Polished Stainless Steel Tie Rod Ends, Pair	MP-017-SS	Upgrade
Aluminum Caliper Covers, Pair	DF-056	Upgrade

CA-101-E-K



CA-112-SS



MP-050



DF-201-F-G



DF-208



DF-206



MP-038-3-K



TA-001



SP-101-K



MP-035

MP-017-SS



# OPTIONS

## HEIDTS® MUSTANG II

Owner: Scott Diedrich,  
Builder: Custom Classics  
Island Lake, Illinois



### DELUXE SUSPENSION PACKAGE WITHOUT CROSSMEMBER

All packages include tubular upper & lower control arms, 11" five lug rotors, bearings, seals, springs, shocks, stock spindles, GM calipers with brackets and pads, manual rack with tie rod ends and bushings, rubber spring cushions, spindle nut kit, and all mounting hardware.

Description	Part#
Plain Tubular Arms	MP-101-B1
Plain Tubular Arms For Coil-Overs	MP-101-B2
Narrowed Plain Tubular Arms	MP-101-B3
Narrowed Plain Tubular Arms For Coil-Overs	MP-101-B4
Stainless Steel Tubular Arms	MP-101-B5
Stainless Steel Tubular Arms For Coil-Overs	MP-101-B6
Narrowed Stainless Steel Tubular Arms	MP-101-B7
Narrowed Stainless Steel Tubular Arms For Coil-Overs	MP-101-B8



## MUSTANG II

11" Billet Brake Kit includes Wilwood 4 Piston Calipers and Plain or Crossdrilled & Slotted Rotors. 12" Big Brake Kit with Wilwood 4 Piston Calipers, Polished Aluminum Hubs with Crossdrilled & Slotted Rotors.

### 11" & 12" 4 PISTON MUSTANG II BRAKES

Description	Part#
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFM-202-B
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers	DFM-202-P
11" Wilwood Smooth Rotors & 4 Piston Red Calipers	DFM-202-RED
11" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFM-202-D-B
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFM-202-D-P
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFM-202-D-RED
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFM-208-B
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFM-208-P
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFM-208-RED



### MUSTANG II 2" DROPPED STEEL SPINDLES

Description	Part#
Stock Spindles	MP-028
2" Dropped Spindles	SP-101-K



### TUBULAR STRUT ROD KIT

HEIDTS® offers a universal kit for factory style lower arms. You only have to notch the strut mount plates to meet your frame rail. Kit comes complete with bushings and mounting hardware.

Description	Part#
Plain Tubular Strut Rod Kit	SR-101
Polished Stainless Steel Tubular Strut Rod Kit	SR-101-SS
44 Degree Tubular Replacement Rod Kit (Pinto)	SR-020
52 Degree Tubular Replacement Rod Kit (Mustang II)	SR-021

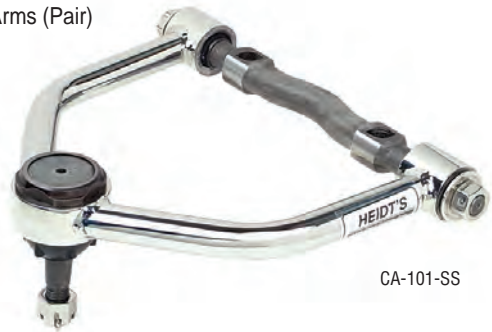


Order/Tech: 800-841-8188

HEIDTS® STREET ROD PARTS

# HEIDTS® MUSTANG II

Upper A-Arms (Pair)



CA-101-SS

### TUBULAR UPPER A-ARMS

Tubular Upper A-Arms are the ultimate in looks. Direct replacement for stock upper-A-arms, providing more clearance for stock sheet metal. All welds are TIG welded for maximum strength and appearance. Fits HEIDTS® and most other IFS kits. Arms arrive fully assembled, ready to install, including ball joints, bushings and cross shafts.

Description	Part#
Plain Tubular A-Arms	CA-101
Polished Stainless Steel Tubular A-Arms	CA-101-SS



CA-103-SS-N-S

### NARROWED UPPER & LOWER ARMS

Narrowed Upper and Lower Full A-Arms. More tire to fender clearance for deep offset wheels, as they are narrowed 5/8" per side. Must be used in sets of uppers and lowers.

Description	Part#
Narrowed Plain Upper A-Arms	CA-101-N
Narrowed Polished Stainless Steel Upper A-Arms	CA-101-SS-N
Narrowed Plain Lower A-Arms With Swaybar Mounts	CA-103-N-S
Narrowed Polished Stainless Steel Lower A-Arms With Swaybar Mounts	CA-103-SS-N-S
Narrowed Plain Lower Coil-Over A-Arms With Swaybar Mounts	CA-103-N-M-S
Narrowed Polished Stainless Steel Lower Coil-Over A-Arms With Swaybar Mounts	CA-103-SS-N-M-S

CA-102-SS



### TUBULAR LOWER CONTROL ARMS

These Tubular Lower Control Arms are direct replacement for factory lower control arms. Uses stock Mustang II, springs and strut rods. Arms arrive fully assembled ready to install, with lower shock bolts and nuts. Ball joints and bushings installed. All TIG welded for maximum strength and appearance. Fits all HEIDTS® Mustang II IFS kits as well as most other after market Mustang II kits.

Description	Part#
Plain Arms	CA-102
Polished Stainless Steel Arms	CA-102-SS



CA-240

### MUSTANG II REPLACEMENT PARTS

Description	Part#
Bushing Assembly, Upper	CA-240
Bushing Assembly, Lower	CA-241
Heidts Mustang II Tubular Control Arm Ball Joint Boots	CA-029
Heidts Superide / Superide II Control Arm Replacement Urethane Bushings	BX-017



Lower A-Arms (Pair)

CA-103-SS-S

### TUBULAR LOWER A-ARMS

Full A-Arm Lower Control Arm uses no strut rod! Triangulated A-Arm design, similar to factory G.M. control arms, provides stability and strength within the arm itself. All welds are TIG welded for ultimate strength and appearance. Comes complete, ready to install with mounting bolts, spacers, shock bolts, nuts, installed ball joints and bushings.

Description	Part#
Plain Tubular A-Arms With Swaybar Mounts	CA-103-S
Polished Stainless Steel Tubular A-Arms With Swaybar Mounts	CA-103-SS-S



# HEIDTS® MUSTANG II

## COIL-OVER LOWER ARMS

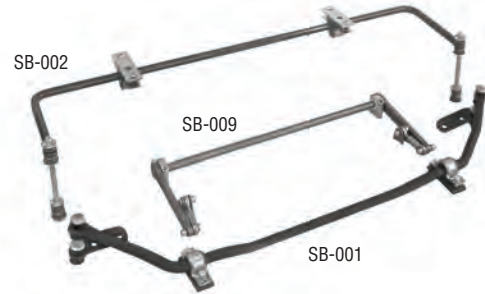
Now available – Lower Tubular Control Arms designed exclusively for coil-overs. These arms will accept any standard aftermarket coil-over shock. Available in steel or polished stainless steel for the ultimate in appearance.

Description	Part#
Plain Coil-Over Arms With Swaybar Mounts	CA-103-M-S
Polished Stainless Steel Coil-Over Arms With Swaybar Mounts	CA-103-SS-M-S
Plain Coil-Over A-Arms	CA-102-M
Polished Stainless Steel Coil-Over A-Arms	CA-102-SS-M



## STABILIZER BARS

Description	Part#
<b>Front</b>	
35-40 Ford*	SB-001
37-39 Chevy	SB-003
40-48 Chevy	SB-004
49-54 Chevy	SB-005
47-54 Chevy Pick-Up	SB-054
41-48 Ford	SB-006
48-54 Ford Pick-Up & 53-56 Ford F100	SB-007
<b>Rear</b>	
35-40 Ford (Twin Leaf)	SB-002
Universal Rear	SB-009



\*SB-001 fits '33-'34 Ford with relocation of mounting holes in frame.  
Note: These bars can fit numerous applications with modifications to mounts.

## HEIDTS® SUPERIDE BILLET MUSTANG II COIL-OVERS

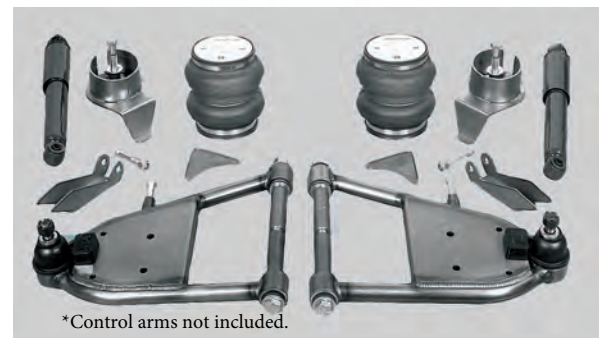
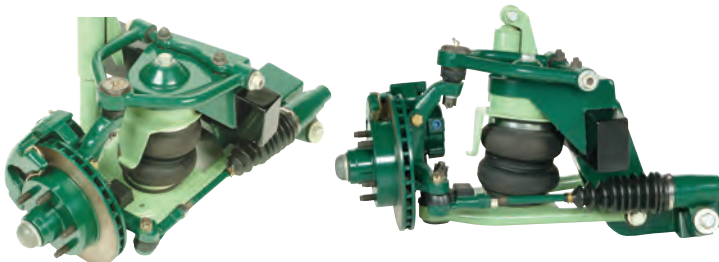
Description	Part#
HEIDTS® Mustang II Coil-Over Shocks Pr.	MP-050
HEIDTS® Mustang II Coil-Over Shocks Pr. Polished	MP-050-P
375# Silver Powder Coated Coil Springs, Pair	MP-041
500# Silver Powder Coated Coil Springs, Pair	MP-042
600# Silver Powder Coated Coil Springs, Pair	MP-043
700# Silver Powder Coated Coil Springs, Pair	MP-044



## HEIDTS® AIR SHOCK SUSPENSION SYSTEM

Now add air ride comfort and the ultimate in coolness to your muscle car or street rod with HEIDTS® Air Shock Suspension System. You can cruise in the smoothest ride around to your rod run, and with just a touch of a button drop your street rod 2"-3". When it is time to go home, just pump up the suspension and float on home. HEIDTS® Air Shock Suspension System does it all. Kit includes shocks, upper shock mounts, upper air spring adapters, and air springs.

Description	Part#
HEIDTS® Air Shock Upgrade Kit	AS-110



\*Control arms not included.



Order/Tech: 800-841-8188

HEIDTS® STREET ROD PARTS

# HEIDTS SUPERIDE®



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

**COMPLETE BASE KIT STARTING AT \$3,369.00**

**INCLUDED IN BASE KIT:**

- HEIDTS® Crossmember
- Superide Spindles
- Tubular Upper & Lower Arms, Standard or Narrowed
- 11" Rotors with 4 Piston Wilwood Calipers
- Manual Rack & Pinion Steering
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

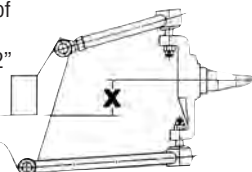
*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*



**ALL NEW SUPERIDE-NOT A MUSTANG CONVERSION KIT!**

Because this Independent Front Suspension was designed as a complete system, the individual components are not interchangeable with any other stock pieces. Every piece was designed specifically by HEIDTS® for the SUPERIDE systems. It's your assurance of the right geometry, the right fit, and of course — a super ride!

Final ride height from spindle to bottom of frame: `28-`35 Chevy = 1-1/2" `32 Ford = 2-1/2", `33-`34 & "A" Ford = 2"



**HEIDTS® IFS IS BETTER**

Independent Front Suspension gives you twice the ride of a new 4-link dropped axle at a comparable cost. It adds more cash value to your car than any other type of suspension. With HEIDTS® engineering you get an unmatched, correct, safe ride. HEIDTS® SUPERIDE complete system is perfect for the ultimate stance! Shipped by UPS, our SUPERIDE arrives complete hub to hub with no other parts to buy.

**SMOOTH SAILING**

"Smooth" describes the ride: very low and highly steerable with no bumpsteer and built-in anti-dive. Installing the one piece crossmember is an easy one-step operation. The upper control arms are designed to clear the fenders. The 56" hub to hub tread width gives you the narrow look without any tire to fender clearance problems.

**HEIDTS® EXCLUSIVE SUPERIDE SPINDLE**

This is not a Mustang dropped spindle. HEIDTS® has designed its own one piece spindle specifically for the SUPERIDE. So, now you can get the lowest ride available that's tops in looks and safety! It's clean and trim adding to the high tech appearance you want for your front end. For peace of mind we've made it out of 1045 heat treated alloy steel.

**COMPLETE BASE KIT**

Description	Part#	Base Price
27-31 Model A Ford	BX-101	3,369.00
32 Ford	BX-102	3,369.00
33-34 Ford	BX-103	3,369.00
28-35 Chevy - Use W/ Narrowed Control Arms	BX-114	3,369.00

# OPTIONS

## HEIDTS SUPERIDE®

Owner: Claire Ball  
Falcon Hot Rods



HEIDTS® STREET ROD PARTS

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	BS-005	Included
Stainless Steel Tubular Arms (Narrowed available)	BS-006	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Chevy Bolt Pattern	BSS-008-K	Included
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Ford Bolt Pattern	BSS-009-K	Included
11" Iron Rotors, GM Calipers, 5" Bolt Pattern	BSS-009-5-K	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/ Polished Hubs	BSS-020	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/ Polished Hubs	BSS-020-D	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/ Polished Hubs**	DFS-209	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers W/ Black Hubs**	DFS-207-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers W/ Black Hubs**	DFS-207-P	Upgrade

\*\*12" or 13" Optional Brake Packages Require Optional Stainless Steel Spindles

### SPINDLE OPTIONS

Description	Part#	Add
Superide Chromoly Alloy Steel Spindles	BS-007	Included
Polished Stainless Steel Spindles For 12" & 13" Brake Kits	BS-012	Upgrade
Polished Stainless Steel Spindles W/Aluminum Brackets For 11" Brake Kits	BS-0125-S	Upgrade

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	BS-004	Included
Manual Rack & Pinion W / Stainless Steel Tie Rod Ends	BS-004-SS	Upgrade
Billet Manual Rack & Pinion	BS-004-B-K	Upgrade
Power Rack & Pinion	BS-004-NPS	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-001-XX	Included
400#, 450#, 500#, 550# Springs/Polished Billet Coil-Over Shocks	BS-002-XX	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
Power Steering Valve	PS-101	Upgrade
11" Polished Rotor Covers for Stainless Steel Spindles - Must Use BS-012 Spindles, Pair	BS-010	Upgrade
12" Polished Rotor Covers for Stainless Steel Spindles - Must Use BS-012 Spindles, Pair	BS-018	Upgrade
Swaybar	BS-055	Upgrade
Chrome Swaybar	BS-055-C	Upgrade
Polished Caliper Covers, Pair	DF-056	Upgrade
14" Braided Stainless Steel Brake Line Kit	BX-055	Upgrade
Polished Stainless Steel Ball Joint Caps, Pair	BS-029	Upgrade
Power Steering Hose Kit for Superide Integral Reservoir	PS-116	Upgrade
Power Steering Hose Kit for Superide Remote Reservoir	PS-117	Upgrade

BS-006



Order/Tech: 800-841-8188

**HEIDTS®**  
SUSPENSION SYSTEMS

# HEIDTS SUPERIDE® OPEN WHEEL

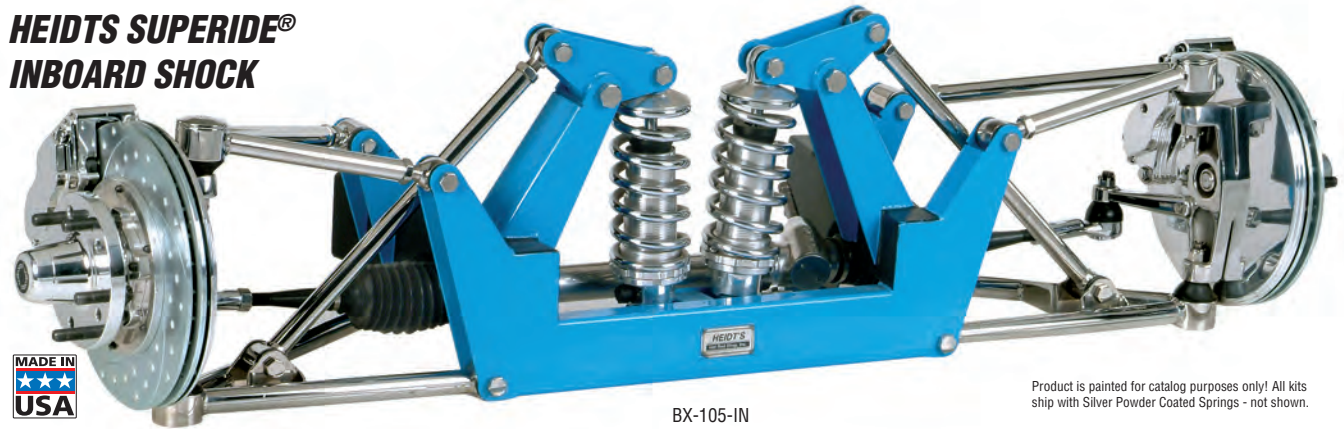
## HEIDTS SUPERIDE® OPEN WHEEL



BX-105

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

## HEIDTS SUPERIDE® INBOARD SHOCK



BX-105-IN

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

### HEIDTS® IFS IS BETTER

Our HEIDTS SUPERIDE® Open Wheel is designed for fenderless cars with pinched rails. The swept back style control arms, with the front tubes in line with the axle center are longer to meet up closer to the frame rails. The kit is designed for rails pinched to approximately 20" wide at axle center line, which is what a '32 Ford grill shell is. Ride height will be 1.25" lower than regular Superide to have that nice lowrider look so popular with fenderless cars. Control arms are available in mild steel and polished stainless steel. Shocks are available in plain or polished. Springs are chrome on all models. All kits come with Wilwood polished aluminum 4-piston calipers. Also available is our polished aluminum hub option, the finishing touch for a front suspension of this caliber. Hub to hub track width is 56" flange to flange. Both Ford and Chevy bolt patterns are available in both outboard and inboard shock configurations.

These kits are designed for the experienced home builder or shop installation, as frame modifications are required. Rails must be pinched in and c-notching of the rails for the rack boots is required. A radiator with custom lower tank will also be required.

## COMPLETE BASE KIT STARTING AT \$3,812

### INCLUDED IN BASE KIT:

- HEIDTS® Crossmember • Superide Spindles • Tubular Upper & Lower Arms, Standard or Narrowed
- Manual Rack & Pinion Steering • 11" Rotors with 4 Piston Wilwood Calipers • Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### HEIDTS® EXCLUSIVE SUPERIDE DROPPED SPINDLE

This is not a Mustang dropped spindle. HEIDTS® has designed its own one piece spindle specifically for the HEIDTS SUPERIDE®. So, now you can get the lowest ride available that's tops in looks and safety! It's clean and trim adding to the high tech appearance you want for your front end. For peace of mind we've made it out of 1045 heat treated alloy steel. Also available is our New HEIDTS® Stainless Steel Spindle for the ultimate finishing touch.

### COMPLETE BASE KIT

Description	Part#	Base Price
32 Ford Pinched Rails	BX-105	3,812.00
32 Ford Pinched Rails & Inboard Shocks	BX-105-IN	4,039.00
32 Ford Pinched Rails & Inboard Shocks With Stainless Steel Push Rods	BX-105-IN-SS	4,309.00

# OPTIONS

## HEIDTS SUPERIDE® OPEN WHEEL



Owner: Pete Schmid  
Builder: Louvers Unlimited

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms	BS-030	Included
Stainless Steel Tubular Arms	BS-031	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Chevy Bolt Pattern	BS-008-K	Included
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Ford Bolt Pattern	BS-009-K	Included
11" Iron Rotors, GM Calipers, 5" Bolt Pattern	BS-009-K-5	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers W/ Polished Hubs	BSS-020	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/ Polished Hubs	BSS-020-D	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers W/ Polished Hubs**	DFS-209	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers W/ Black Hubs**	DFS-207-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers W/ Black Hubs**	DFS-207-P	Upgrade

\*\*12" or 13" Optional Brake Packages Require Optional Stainless Steel Spindles

### SHOCK & SPRING OPTIONS

Description	Part#	Add
350# Springs/Plain Billet Coil-Over Shocks	BS-027-35	Included
400# Springs/Plain Billet Coil-Over Shocks	BS-027-40	Included
450# Springs/Plain Billet Coil-Over Shocks	BS-027-45	Included
500# Springs/Plain Billet Coil-Over Shocks	BS-027-50	Included
600# Springs/Plain Billet Coil-Over Shocks	BS-027-60	Included
350# Springs/Polished Billet Coil-Over Shocks	BS-028-35	Upgrade
400# Springs/Polished Billet Coil-Over Shocks	BS-028-40	Upgrade
450# Springs/Polished Billet Coil-Over Shocks	BS-028-45	Upgrade
500# Springs/Polished Billet Coil-Over Shocks	BS-028-50	Upgrade
600# Springs/Polished Billet Coil-Over Shocks	BS-028-60	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
Plain Spindles	BS-007	Included
Polished Stainless Steel Spindles For 12" & 13" Brake Kits	BS-012	Upgrade
Polished Stainless Steel Spindles W/Aluminum Brackets For 11" Brake Kits	BS-012-S	Upgrade

### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	BS-004	Included
Manual Rack & Pinion W/Stainless Steel Tie Rod Ends	BS-004-SS	Upgrade
Billet Manual Rack & Pinion	BS-004-B	Upgrade
Billet Manual Rack & Pinion W/Stainless Steel Tie Rod Ends	BS-004-B-SS	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
11" Polished Rotor Covers for Stainless Steel Spindles - Must Use BS-012 Spindles	BS-010	Upgrade
12" Polished Rotor Covers for Stainless Steel Spindles - Must Use BS-012 Spindles	BS-018	Upgrade
Polished Stainless Steel Tie Rod Ends, Pair	MP-017-SS	Upgrade
Swaybar	BS-053	Upgrade
Chrome Swaybar	BS-053-C	Upgrade
Aluminum Caliper Covers, Pair	DF-056	Upgrade
16" Braided Stainless Steel Brake Line Kit	BX-055-1	Upgrade
Polished Stainless Steel Ball Joint Caps, Pair	BS-029	Upgrade



BS-020



BS-020-D



DF-209-P



BS-010, BS-018



BS-004-B



BS-029



MP-017-SS



Order/Tech: 800-841-8188

# HEIDTS SUPERIDE® II



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

**INCLUDED IN BASE KIT:**

- HEIDTS® Crossmember
- Tubular Upper & Lower Arms, Standard or Narrowed
- Stock Mustang II Spindles
- Manual Rack & Pinion Steering
- 11" Rotors with 4 Piston Wilwood Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

**COMPLETE BASE KIT STARTING AT \$3,369**

**HEIDTS® IFS IS BETTER**

Our HEIDTS SUPERIDE® II IFS System is the ultimate front suspension system for fat fendered Ford fans, '35-'40 Ford and '41-48 Fords. Enjoy driving your fat fendered cruiser with the smooth ride and good handling of independent suspension. Add to the value of your car with a HEIDTS® independent suspension system, the most popular suspension system in use today. Why? Because they are engineered right to work right.



**ALL NEW! NOT A MUSTANG CONVERSION KIT!**

Our HEIDTS SUPERIDE® II IFS System uses a Mustang II spindle to allow for a front mount rack & pinion unit, this allows for easy engine installation. The upper control arms use threaded adjusters for the wheel alignment. These threaded adjusters, unlike eccentric adjusters, will never "slip" and lose alignment no matter how big a bump you hit. "Smooth" describes the ride: very low and highly steerable with no bumpsteer and built-in anti-dive. Installing the 3-piece cross member is an easy operation. Combined with detailed instructions your installation will be as smooth as your ride with your new HEIDTS SUPERIDE® II from HEIDTS®.

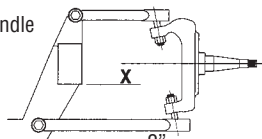


BX-202 '35-'40 Ford Car BX-202 '35-'41 Ford Pick-up BX-203 '41-'48 Ford BX-212 '37-'39 Chevy



BX-213 '40-'48 Chevy BX-305 '40-'46 Chevy Pick-up BX-306 '47-'54 Chevy Pick-up BX-211 '37-'41 Willy's

Final ride height from spindle to bottom of frame:



- '35-'48 Ford 2"
- '37-'41 Willy's 2"
- '37-'48 Chevy 2"
- '40-'46 Chevy Pick-up 2-13/16"
- '47-'54 Chevy Pick-up 2-13/16"

\* (Stock spindles may be substituted to raise vehicle 2".)

**COMPLETE BASE KIT**

Description	Part#	Base Price
35-40 Ford + 35-41 Ford Pick-Up	BX-202	3,369.00
41-48 Ford	BX-203	3,369.00
37-41 Willys	BX-211	3,369.00
37-41 Willys IDA or Outlaw Chassis	BX-211-N	3,369.00
37-39 Chevy	BX-212	3,369.00
40-48 Chevy	BX-213	3,369.00
40-46 Chevy Pick-Up	BX-305	3,369.00
47-54 Chevy Pick-Up	BX-306	3,369.00

# OPTIONS

## HEIDTS SUPERIDE® II



Owner: Lonnie & Sharon Keith  
Builder: Street Rods by Michael

**HEIDTS® STREET ROD PARTS**

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms	BS-025	Included
Stainless Steel Tubular Arms	BS-026	Upgrade

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & 4 Piston Black or Polished Calipers	DF-202-C-B or C-P	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Polished Calipers	DFS-208	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Polished Calipers	DFS-206	Upgrade

Additional options available. Call for pricing.

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles	MP-028	Included
2" Dropped Spindles	SP-101-K	Included

### RACK & PINION OPTIONS

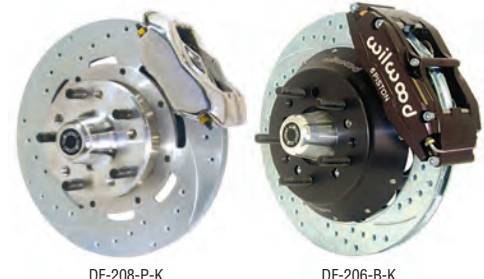
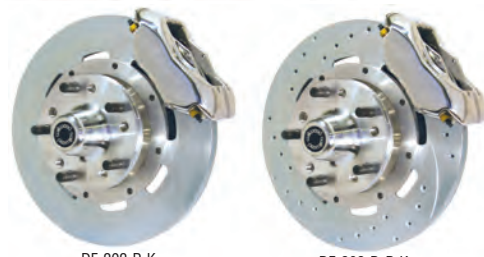
Description	Part#	Add
Manual Rack & Pinion	MP-018-I-K	Included
Power Rack & Pinion	MP-038-3-K	Upgrade
Power Rack W/ Stainless Steel Tie Rod Ends	MP-038-SS-K	Upgrade

### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-001-XX	Included
400#, 450#, 500#, 550# Springs/Polished Billet Coil-Over Shocks	BS-002-XX	Upgrade
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade

### ADDITIONAL OPTIONS

Description	Part#	Add
Swaybar	BS-056	Upgrade
Narrowed Swaybar	BS-056-N	Upgrade
Chrome Swaybar	BS-056-C	Upgrade
Narrowed Chrome Swaybar	BS-056-C-N	Upgrade
Polished Stainless Steel Ball Joint Caps, Pair	MP-034	Upgrade
14" Braided Stainless Steel Brake Line Kit	BX-055	Upgrade



**Order/Tech: 800-841-8188**

# CLASSIC TRUCKS

## HEIDTS SUPERIDE® II



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

**THE BEST RIDE IN TOWN FOR CLASSIC TRUCKS - AVAILABLE FOR: '55-'59 CHEVY, '53-'64 FORD**

**INCLUDED IN BASE KIT:**

- HEIDTS® Crossmember
- Stock or Dropped Mustang II Spindles
- Tubular Upper & Lower Arms, Standard or Narrowed
- Manual Rack & Pinion Steering
- 11" Rotors with 4 Piston Wilwood Calipers
- Billet Single Adjustable Coil-Over Shocks with Silver Powder Coated Springs

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*

**COMPLETE BASE KIT STARTING AT \$3,440**

**HEIDTS® IFS IS BETTER**

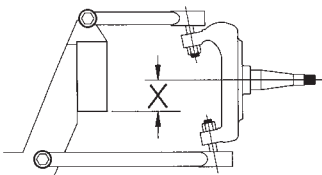
Our HEIDTS SUPERIDE® II IFS System is the ultimate front suspension system. Enjoy driving with the smooth ride and good handling of independent suspension, and add to the value of your classic truck with a HEIDTS® independent suspension system, the most popular suspension system in use today. Why? Because they are engineered right to work right!

**ALL NEW! NOT A MUSTANG CONVERSION KIT!**

Our HEIDTS SUPERIDE® II IFS System uses a Mustang II spindle to allow for a front mount rack & pinion unit, this allows for easy engine installation. The upper control arms use threaded adjusters for the wheel alignment. These threaded adjusters, unlike eccentric adjusters, will never "slip" and lose alignment no matter how big a bump you hit. "Smooth" describes the ride: very low and highly steerable with no bumpsteer and built-in anti-dive. Installing the 3-piece cross member is an easy operation. Combined with detailed instructions your installation will be as smooth as your ride with your new HEIDTS SUPERIDE® II from HEIDTS®.



Final ride height from spindle to bottom of frame:



'55-'59 Chevy Pick-Up 2-1/2" \*  
'53-'56 Ford Pick-Up 0

\*Stock spindles may be substituted to raise vehicle 2".

**COMPLETE BASE KIT**

Description	Part#	Base Price
55-59 Chevy Pick-Up	BX-307	3,440.00
48-52 Ford Pick-Up	BX-310	3,440.00
53-64 Ford Pick-Up	BX-316	3,440.00



BX-316 '53-'56 Ford F-100



BX-307 '55-'59 Chevy Pick-Up



# OPTIONS

## HEIDTS SUPERIDE® II

Custom Classics  
Island Lake, Illinois



HEIDTS® STREET ROD PARTS

### CONTROL ARM OPTIONS

Description	Part#	Add
Tubular Arms (Narrowed available)	BS-021-RS	Included
Stainless Steel Tubular Arms (NA)	BS-022-RS	Upgrade

BS-022-RS



### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors & 4 Piston Black or Polished Calipers	DF-202-C-B or C-PI	Included
12" Wilwood Drilled Rotors & 4 Piston Black, Calipers	DFS-208-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black, Calipers	DFS-206-B	Upgrade

Additional options available. Call for pricing.

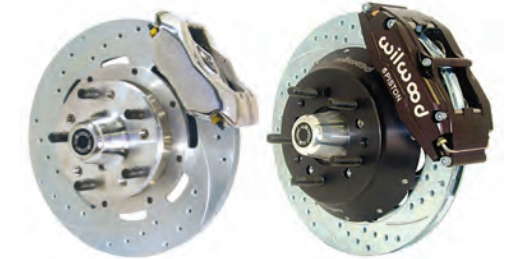
### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles (Standard on BX-316, Option on BX-307)	MP-028	Included
2" Dropped Spindles (Standard on BX-307, Option on BX-316)	SP-101-K	Included



### RACK & PINION OPTIONS

Description	Part#	Add
Manual Rack & Pinion	MP-018-1-K-CT	Included
Chrome Manual Rack	MP-018-C-K-CT	Upgrade
Power Rack	MP-038-3-K-CT	Upgrade
Chrome Power Rack	MP-038-C-K-CT	Upgrade



### SHOCK & SPRING OPTIONS

Description	Part#	Add
400#, 450#, 500#, 550# Springs/Plain Billet Coil-Over Shocks	BS-003-XX	Included
Thrust Bearings For Coil-Over Shocks	CQ-010	Upgrade
Spanner Wrench	TA-001	Upgrade



BS-054-C

### ADDITIONAL OPTIONS

Description	Part#	Add
Swaybar	BS-054-RS	Upgrade
Chrome Swaybar	BS-054-C-RS	Upgrade
Polished Stainless Steel Ball Joint Caps, Pair	MP-035	Upgrade
14" Braided Stainless Steel Brake Line Kit	BX-055	Upgrade



MP-035



Order/Tech: 800-841-8188

# '65-'72 FORD F-100 HEAVY DUTY FRONT SUBFRAME

## NEW! BOLT-IN FULL FRONT SUSPENSION



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

### INCLUDED IN BASE KIT:

- 1-1/4" Upper Tubular Control Arms & 1-1/2" Lower Tubular Control Arms
- 11" Disc Brakes with Wilwood 4-Piston Calipers
- Choice of Stock or Dropped Mustang II Spindles
- Power Rack & Pinion
- Bolt-On 3x4 Crossmember made out of 7GA with an Internal Gusset for added strength
- Adjustable Billet Shocks and Silver Powder Coated Springs

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

**COMPLETE BASE KIT  
STARTING AT \$3,672**

### COMPLETE BASE KIT

Description	Part#	Base Price
65-72 F100 Superide II	BX-640	3,672.00

### CONTROL ARM OPTIONS

Description	Part#	Add
1-1/4" Upper and 1-1/2" Lower Tubular Arm Kit	BS-081	Included

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors, Wilwood 4 Piston Black Calipers, Chevy Bolt	DF-202-C-B-K	Included
11" Iron Rotors, Wilwood 4 Piston Pol. Calipers, Chevy Bolt	DF-202-C-P-K	Included
11" Iron Rotors, Wilwood 4 Piston Red Calipers, Chevy Bolt	DF-202-C-RED-K	Included
11" Iron Rotors, Wilwood 4 Piston Black Calipers, Ford Bolt	DF-202-F-B-K	Included
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Ford Bolt	DF-202-F-P-K	Included
11" Iron Rotors, Wilwood 4 Piston Red Calipers, Ford Bolt	DF-202-F-RED-K	Included
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFS-202-B	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers	DFS-202-P	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Red Calipers	DFS-202-RED	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFS-202-D-B	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFS-202-D-P	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFS-202-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFS-208-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFS-208-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFS-208-RED	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFS-206-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFS-206-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Red Calipers	DFS-206-RED	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles	MP-028-K	Included
2" Dropped Spindles	SP-101-K	Included

### RACK & PINION OPTIONS

Description	Part#	Add
Power Rack & Pinion 20:1 ratio, 3 turn lock to lock	ST-002-K	Included

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet single adj. shock 15-3/8" ext - 11-1/2" comp.	CB-105-G	Included
350# Silver Powder Coated 10" Spring	CS-350-10-K	Included
400# Silver Powder Coated 10" Spring	CS-400-10-K	Included
450# Silver Powder Coated 10" Spring	CS-450-10-K	Included
500# Silver Powder Coated 10" Spring	CS-500-10-K	Included
550# Silver Powder Coated 10" Spring	CS-550-10-K	Included
600# Silver Powder Coated 10" Spring	CS-600-10-K	Included

### ADDITIONAL OPTIONS

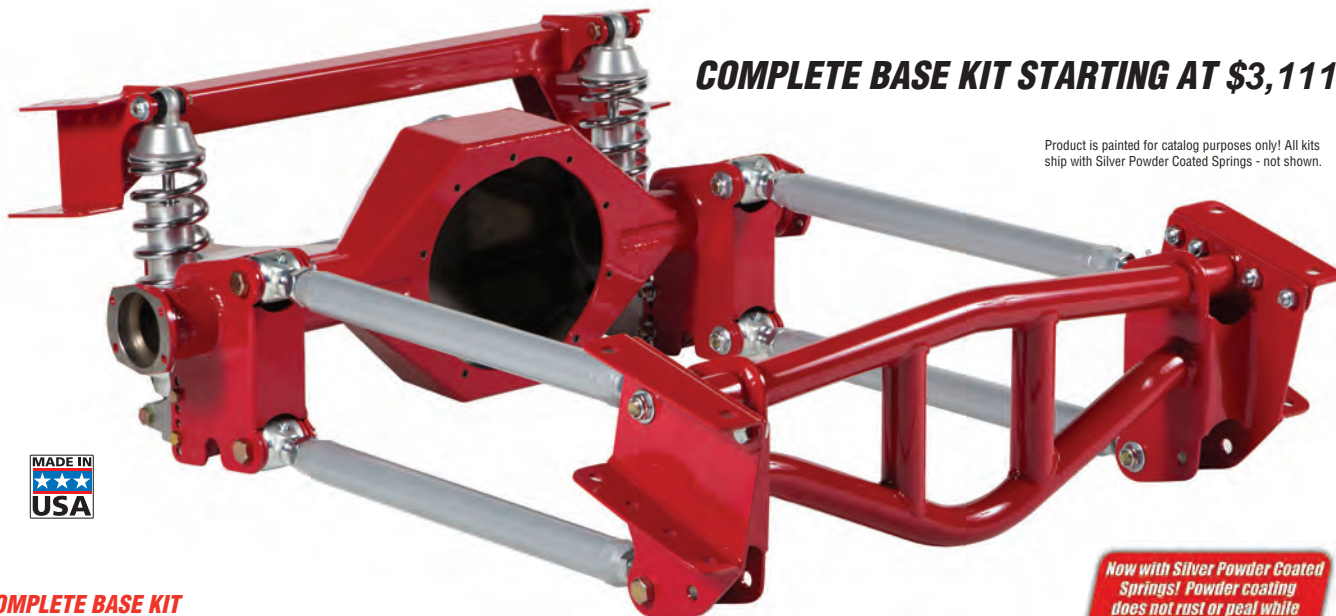
Description	Part#	Add
Motor Mount Stands- Please Call For Your Application		
Urethane LS adapter Kit	MM-200	Upgrade
1" Solid Front Sway Bar with hardware	SB-213	Upgrade
Universal Transmission Cross Member	BX-603	Upgrade
Steering hook up kit for power rack to IDIDIT Column	SC-311	Upgrade
IDIDIT Paintable, Tilt, Floor shift w/ 3/4"-36 spline shaft	1120657010	Upgrade
IDIDIT Black Powder coat, Tilt, Floor shift w/ 3/4"-36 spline shaft	1120657051	Upgrade
IDIDIT Paintable, Tilt, Floor shift w/ 3/4"-36 spline shaft	1120657020	Upgrade
IDIDIT Paintable, Tilt, Column shift w/ 3/4"-36 spline shaft	1140657010	Upgrade
IDIDIT Black Powder coat, Tilt, Column shift w/ 3/4"-36 spline shaft	1140657051	Upgrade
IDIDIT Chrome, Tilt, Column shift w/ 3/4"-36 spline shaft	1140657020	Upgrade

# '65-'72 FORD F-100 HEAVY DUTY REAR 4-LINK

## **NEW!** BOLT-IN HEAVY DUTY 4-LINK

**COMPLETE BASE KIT STARTING AT \$3,111**

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



### COMPLETE BASE KIT

Description	Part#	Base Price
66-72 F-100 Rear 4-Link with Axle Brackets	RB-113	3,111.00
66-72 F-100 Rear 4-Link less Axle Brackets (use if ordering our housing)	RB-113-H	3,111.00

### SHOCK OPTION

Description	Part#	Add
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CB-105-G	Included

### SPRING OPTIONS

Description	Part#	Add
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-180-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-200-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-250-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-300-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-350-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-400-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-180-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-200-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-250-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-300-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-350-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-400-11-C	Included

### 3RD MEMBER OPTIONS

Description	Part#	
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Upgrade
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Upgrade
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Upgrade
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Upgrade
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Upgrade
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Upgrade

### 4-LINK FEATURES:

- 64 inch track width
  - Double adjustable link Tubes (1.75 inch 120 DOM)\*
  - Rods Ends are 1 Inch (largest in Industry)\*
  - Optional Fabricated (Star Wars) housing\*
  - Adjustable ride Height\*
  - Adjustable 3 position Pan Hard Bar\*
  - Billet Aluminium Shock Mounts\*
  - Built in Drive shaft Loop
- \* Industry Exclusive

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### REAR AXLE HOUSING W/ BRACKETS INSTALLED

Description	Part#	
64" Track Housing with brackets welded on	RF-040-64-H	Upgrade
64" Track Fab. Housing with brackets welded on	FH-064-113	Upgrade

### REAR AXLES 31 SPLINE

Description	Part#	
64" Track 31 Spline Axles, pr.	RC-041-64-31	Upgrade

### BRAKE OPTIONS

Description	Part#	
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers With Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Pol. Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Pol. Calipers W/Parking Brake	DRE-005-P-D	Upgrade



**Order/Tech: 800-841-8188**

# '67-'87 CHEVY C-10 HEAVY DUTY FRONT SUBFRAME



## **NEW!** BOLT-IN FULL FRONT SUSPENSION



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

### INCLUDED IN BASE KIT:

- 1-1/4" Upper Tubular Control Arms & 1-1/2" Lower Tubular Control Arms
- 11" Disc Brakes with Wilwood 4-Piston Calipers
- Choice of Stock or Dropped Mustang II Spindles
- Power Rack & Pinion
- Bolt-On 3x4 Crossmember made out of 7GA with an Internal Gusset for added strength
- Adjustable Billet Shocks and Silver Powder Coated Springs

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

**COMPLETE BASE KIT  
STARTING AT \$3,672**

### COMPLETE BASE KIT

Description	Part#	Base Price
67-72 C-10 Heavy Duty Front	BX-603	3,672.00
73-87 C-10 Heavy Duty Front	BX-660	3,672.00

### CONTROL ARM OPTIONS

Description	Part#	Add
1-1/4" Upper and 1-1/2" Lower Tubular Arm Kit	BS-081	Included

### BRAKE OPTIONS

Description	Part#	Add
11" Iron Rotors, Wilwood 4 Piston Black Calipers, Chevy Bolt	DF-202-C-B-K	Included
11" Iron Rotors, Wilwood 4 Piston Pol. Calipers, Chevy Bolt	DF-202-C-P-K	Included
11" Iron Rotors, Wilwood 4 Piston Red Calipers, Chevy Bolt	DF-202-C-RED-K	Included
11" Iron Rotors, Wilwood 4 Piston Black Calipers, Ford Bolt	DF-202-F-B-K	Included
11" Iron Rotors, Wilwood 4 Piston Polished Calipers, Ford Bolt	DF-202-F-P-K	Included
11" Iron Rotors, Wilwood 4 Piston Red Calipers, Ford Bolt	DF-202-F-RED-K	Included
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFS-202-B	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers	DFS-202-P	Upgrade
11" Wilwood Smooth Rotors & 4 Piston Red Calipers	DFS-202-RED	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFS-202-D-B	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFS-202-D-P	Upgrade
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFS-202-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFS-208-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFS-208-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFS-208-RED	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFS-206-B	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFS-206-P	Upgrade
13" Wilwood Drilled Rotors & 6 Piston Red Calipers	DFS-206-RED	Upgrade

### SPINDLE OPTIONS

Description	Part#	Add
Stock Spindles	MP-028-K	Included
2" Dropped Spindles	SP-101-K	Included

### RACK & PINION OPTIONS

Description	Part#	Add
Power Rack & Pinion 20:1 ratio, 3 turn lock to lock	ST-002-K	Included

### SHOCK & SPRING OPTIONS

Description	Part#	Add
Plain Billet single adj. shock 15-3/8" ext - 11-1/2" comp.	CB-105-G	Included
350# Silver Powder Coated 10" Spring	CS-350-10-K	Included
400# Silver Powder Coated 10" Spring	CS-400-10-K	Included
450# Silver Powder Coated 10" Spring	CS-450-10-K	Included
500# Silver Powder Coated 10" Spring	CS-500-10-K	Included
550# Silver Powder Coated 10" Spring	CS-550-10-K	Included
600# Silver Powder Coated 10" Spring	CS-600-10-K	Included

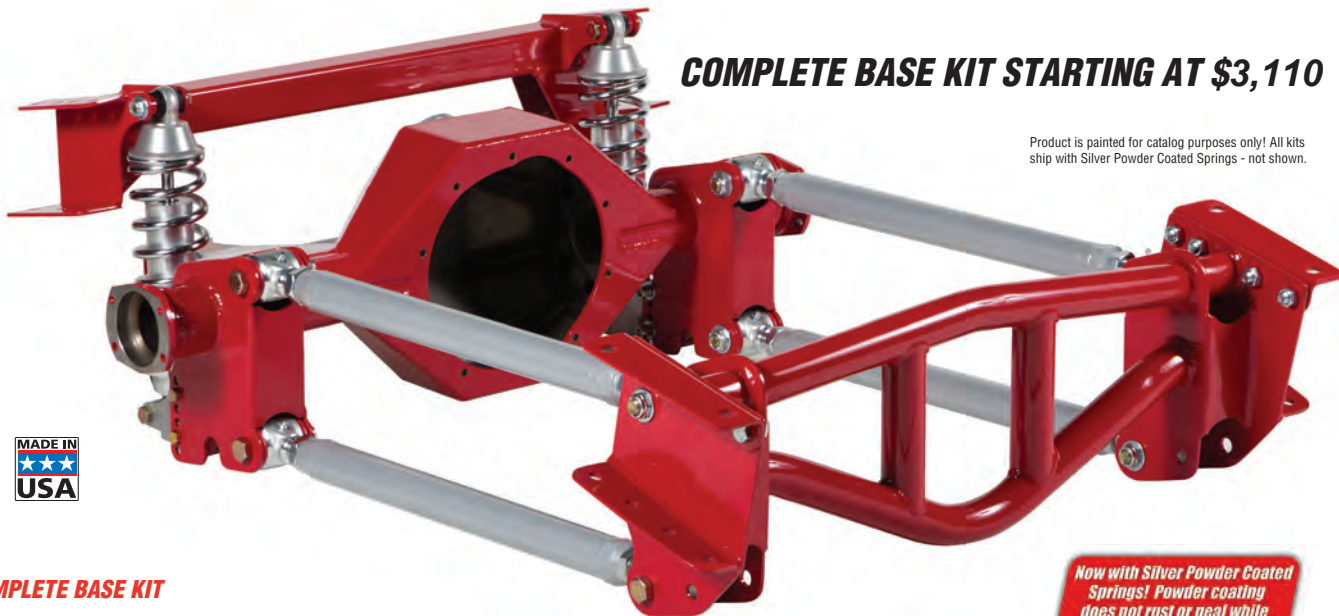
### ADDITIONAL OPTIONS

Description	Part#	Add
Motor Mount Stands for SBC, BBC, and LS.	MM-070	Upgrade
Urethane LS adapter Kit	MM-200	Upgrade
1" Solid Front Sway Bar with hardware	SB-213	Upgrade
Universal Transmission Cross Member	BX-603	Upgrade
Steering hook up kit for power rack to IDIDIT Column	SC-311	Upgrade

# '67-'87 CHEVY C-10 HEAVY DUTY REAR 4-LINK



## NEW! BOLT-IN HEAVY DUTY 4-LINK



**COMPLETE BASE KIT STARTING AT \$3,110**

Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.



### COMPLETE BASE KIT

Description	Part#	Base Price
67-72 C-10 Rear 4-Link with Axle Brackets	RB-112	3,110.00
67-72 C-10 Rear 4-Link less Axle Brackets (use if ordering our housing)	RB-112-H	3,110.00
73-87 Chevy C-10 Heavy Duty Rear	RB-114	3,110.00

### SHOCK OPTION

Description	Part#	Add
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CB-105-G	Included

### SPRING OPTIONS

Description	Part#	Add
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-180-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-200-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-250-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-300-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-350-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-400-11-B	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-180-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-200-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-250-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-300-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-350-11-C	Included
Billet Adjustable Shock - 15-3/8" ext. 10-3/8" comp.	CR-400-11-C	Included

### 3RD MEMBER OPTIONS

Description	Part#	
Positraction 31 Spline 3.00 Ratio	BN-300-I-L	Upgrade
Positraction 31 Spline 3.25 Ratio	BN-325-I-L	Upgrade
Positraction 31 Spline 3.50 Ratio	BN-350-I-L	Upgrade
Positraction 31 Spline 3.70 Ratio	BN-370-I-L	Upgrade
Positraction 31 Spline 3.90 Ratio	BN-390-I-L	Upgrade
Positraction 31 Spline 4.11 Ratio	BN-411-I-L	Upgrade

### 4-LINK FEATURES:

- 64 inch track width
- Double adjustable link Tubes (1.75 inch 120 DOM)\*
- Rods Ends are 1 Inch (largest in Industry)\*
- Optional Fabricated (Star Wars) housing\*
- Adjustable ride Height\*
- Adjustable 3 position Pan Hard Bar\*
- Billet Aluminium Shock Mounts \*
- Built in Drive shaft Loop
- \* Industry Exclusive

Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!

### REAR AXLE HOUSING W/ BRACKETS INSTALLED

Description	Part#	
64" Track Housing with brackets welded on	RC-040-64-H	Upgrade
64" Track Fab. Housing with brackets welded on	FH-064-112	Upgrade

### REAR AXLES 31 SPLINE

Description	Part#	
64" Track 31 Spline Axles, pr.	RC-041-64-31	Upgrade

### BRAKE OPTIONS

Description	Part#	
11" Heavy Duty Drum Brake	RN-054	Upgrade
12" Iron Rotors, GM Single Piston Calipers With Parking Brake	DR-005-E-P	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-B	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-RED	Upgrade
12" Wilwood Smooth Rotors & 4 Piston Pol. Calipers W/Parking Brake	DRE-005-P	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Black Calipers W/Parking Brake	DRE-005-P-D-B	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Red Calipers W/Parking Brake	DRE-005-P-D-RED	Upgrade
12" Wilwood Drilled Rotors & 4 Piston Pol. Calipers W/Parking Brake	DRE-005-P-D	Upgrade



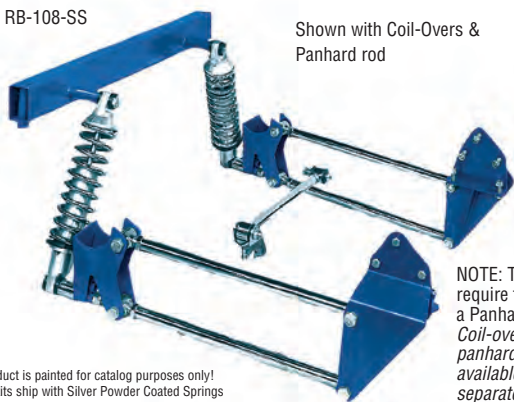
**Order/Tech: 800-841-8188**

HEIDT'S® STREET ROD PARTS

# REAR 4-LINK KITS

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

RB-108-SS



Shown with Coil-Overs & Panhard rod

NOTE: These kits require the use of a Panhard Rod. Coil-overs and panhard rod are available separately.

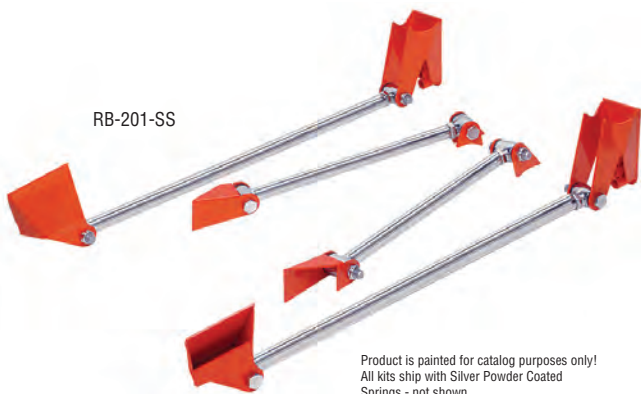
Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

## CLASSIC TRUCK 4-LINK KITS

Coil-over, 4-Link rear suspension provides the best ride for any classic truck. These kits attach directly to the stock frame rails. The adjustable axle brackets let you set ride height in one of three positions. A bolt-in upper crossmember for coil-overs is included. Kits available in plain steel or with polished stainless steel.

Description	Part#
47-53 Chevy Pick-Up - Plain Bars	RB-108
47-53 Chevy Pick-Up - Polished Stainless Steel Bars	RB-108-SS
54-55 Chevy Pick-Up (1st Series) - Plain Bars	RB-109
54-55 Chevy Pick-Up (1st Series) - Polished Stainless Steel Bars	RB-109-SS
55-59 Chevy Pick-Up (2nd Series) - Plain Bars	RB-110
55-59 Chevy Pick-Up (2nd Series) - Polished Stainless Steel Bars	RB-110-SS
53-54 Ford F100 - Plain Bars (1st series only)	RB-120
53-54 Ford F100 - Polished Stainless Steel Bars (1st series only)	RB-120-SS
55-56 Ford F100 - Plain Bars	RB-121
55-56 Ford F100 - Polished Stainless Steel Bars	RB-121-SS

RB-201-SS



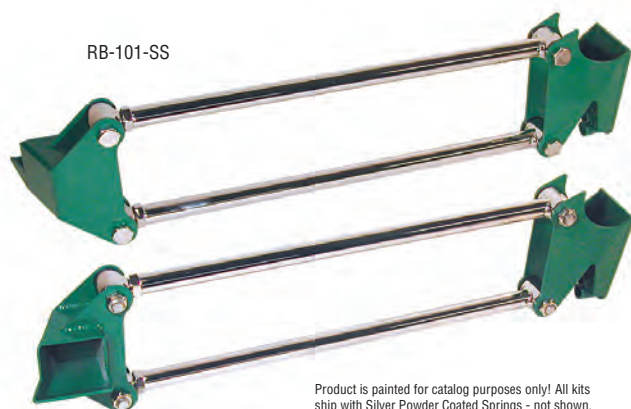
Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

## STREET ROD TRIANGULATED 4-LINK KITS

Triangulated 4-Link Kits are very popular as they do not require a Panhard Rod. This design is also similar to many GM installations. Bars are fully adjustable, 1" X .156 tube with 3/4" stainless adjusters and urethane bushings, angled and straight chassis brackets, multi-position coil-over axle brackets, tabs and hardware. These kits are available in plain steel or polished stainless steel tubes.

Description	Part#
Model A - Plain	RB-201
Model A - Polished Stainless Steel	RB-201-SS
32 Ford - Plain	RB-202
32 Ford - Polished Stainless Steel	RB-202-SS
33-34 Ford - Plain	RB-203
33-34 Ford - Polished Stainless Steel	RB-203-SS
Universal Triangulated 4-Link Kit	RB-201-U

RB-101-SS



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

## STREET ROD PARALLEL 4-LINK KITS

The Parallel 4-Link Kit is very easy to install and is a good choice for many installations. It uses 1" X .156 tube bars with 3/4" stainless adjusters and urethane bushings, chassis mounting brackets, multi-position coil-over axle brackets and hardware. NOTE: These kits require the use of a Panhard Rod. Intended for fully boxed or aftermarket frames.

Description	Part#
Model A - Plain	RB-101
Model A - Polished Stainless Steel	RB-101-SS
32-34 Ford - Plain	RB-102
32-34 Ford - Polished Stainless Steel	RB-102-SS

# REAR 4-LINK KITS

Owner: Scott Diedrich  
Builder: Custom Classics



## STREET ROD PANHARD RODS

Description	Part#
Universal Plain Weld-On	RP-101
Universal Polished Stainless Steel Weld-On	RP-101-SS
Universal Plain Bolt-On**	RP-102
Universal Polished Stainless Steel Bolt-On**	RP-102-SS
Model A - Plain	RP-111
Model A - Polished Stainless Steel	RP-111-SS
Model A - Plain Uncentered Housing	RP-111-UN
Model A - Polished Stainless Steel Uncentered Housing	RP-111-SS-UN
32 Ford - Plain	RP-112
32 Ford - Polished Stainless Steel	RP-112-SS
32 Ford - Plain Uncentered Housing	RP-112-UN
32 Ford - Polished Stainless Steel Uncentered Housing	RP-112-SS-UN
33-40 Ford - Plain	RP-113
33-40 Ford - Polished Stainless Steel	RP-113-SS
33-40 Ford - Plain Uncentered Housing	RP-113-UN
33-40 Ford - Polished Stainless Steel Uncentered Housing	RP-113-SS-UN

\*\*Bolt-On Kits For 8" and 9" Ford Housings Only

## CLASSIC TRUCK PANHARD RODS

Description	Part#
All Classic Trucks EXCEPT 47-54 Chevy Pick-Up	
Bolt-On Plain Panhard Bar Package**	RP-103
Bolt-On Polished Stainless Steel Panhard Bar Package**	RP-103-SS
Weld-On Plain Panhard Bar Package	RP-104
Weld-On Polished Stainless Steel Panhard Bar Package	RP-104-SS
47-54 Chevy Pick-Up ONLY	
Bolt-On Plain Panhard Bar Package**	RP-105
Bolt-On Polished Stainless Steel Panhard Bar Package**	RP-105-SS
Weld-On Plain Panhard Bar Package	RP-106
Weld-On Polished Stainless Steel Panhard Bar Package	RP-106-SS

\*\*Bolt-On Kits For 8" and 9" Ford Housings Only.

## COIL-OVER HARDWARE KITS

Use these hardware kits to install your Coil-Overs properly. Kit contains upper bolts, lower bolts, washers, nylon lock nuts and spacers. Available in both plain and polished stainless finish.

Description	Part#
Model A - Plain	HK-048
Model A - Polished Stainless Steel	HK-048-P
32-40 Ford - Plain	HK-049
32-40 Ford - Polished Stainless Steel	HK-049-P

## COIL-OVER CROSSMEMBERS

HEIDTS® also offers Coil-Over Upper Mounts and Coil-Over Crossmembers. The Upper Mounts are for Model A chassis, and Crossmembers are available for '32, '33-'34 and '35-'40 Fords.

Description	Part#
Model A Upper Mounts	RB-051
'32 to '40 Ford Crossmembers	RB-052

## COIL-OVER SHOCKS

Description	Part#
Plain Billet Rear Coil-Over Shocks	CB-105
Polished Billet Rear Coil-Over Shocks	CB-105-P

## SPRINGS

Description	Part#
250# Silver Powder Coated 11" Coil Springs	CR-250-11-C
300# Silver Powder Coated 11" Coil Springs	CR-300-11-C
350# Silver Powder Coated 11" Coil Springs	CR-350-11-C

A rear Panhard Rod is used to control lateral movement of the rear axle. It must be used when using a parallel 4-Link suspension kit. Bolt-on and weld-on models are available. Bolt-on models for Ford 8" & 9" rears only. Includes axle bracket, bar with stainless adjuster, urethane bushings and frame bracket. These are available with bar in plain steel tube, or polished stainless steel tube. Specify stock or centered housing for bolt-on kit.



# HEIDTS SUPERIDE® COIL-OVER SHOCKS



CO-101

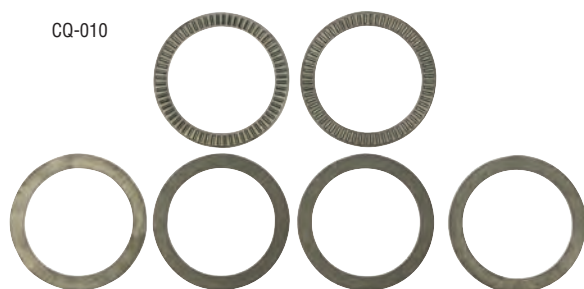
## HEIDTS SUPERIDE® REAR COIL-OVER SHOCKS

HEIDTS SUPERIDE® Rear Coil-over Shocks include urethane bushings, threaded lower spring seats, polished top cones and are available painted or Silver Powder Coated. Shocks are 10" compressed and 14-1/2" extended. Black Powder Coated or Silver Powder Coated plated springs in an assortment of progressive spring rates.

**Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!**

- Adjustable Ride Height Spring Seats
- Available Painted and Powder Coated
- 5/8" Hard Chrome Shafts
- Urethane Bushings
- Progressive Rate Springs
- Silver Powder Coated Springs & Shock Bodies are also Available

Description	Part#
Black Coil-Over Shocks	CO-101
250# Black Coil Springs, Pair	CR-250-11-B
300# Black Coil Springs, Pair	CR-300-11-B
350# Black Coil Springs, Pair	CR-350-11-B
250# Silver Powder Coated Coil Springs, Pair	CR-250-11-C
300# Silver Powder Coated Coil Springs, Pair	CR-300-11-C
350# Silver Powder Coated Coil Springs, Pair	CR-350-11-C



CQ-010

## COIL-OVER SHOCK BEARINGS

Make changing the ride height on your vehicle simple with a set of our thrust bearings.

Description	Part#
Thrust Bearing for C/O Shocks	CQ-010

## SPANNER WRENCH

Description	Part#
Adjustable Spanner Wrench	TA-001
Fitted Spanner Wrench	TA-002



TA-002



TA-001



# HEIDTS SUPERIDE® BILLET COIL-OVER SHOCKS

## HEIDTS SUPERIDE® BILLET COIL-OVERS

**HEIDTS SUPERIDE®** Billet Coil-Over Shock Assemblies are available with plain or polished shock bodies. Springs are Silver Powder Coated on all coil-overs. Spring height adjustment is by a threaded spring seat and locking ring. Shock rate is adjustable using 10 position adjustment knob. Front shocks are 12-3/4" extended, 9-1/2" compressed. Rear shocks are 15-3/8" extended, 10-3/4" compressed. Open wheel shocks are 8-3/4" compressed, 11-3/8" extended.

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*

Description	Part#
<b>FRONT</b>	
Plain Front Coil-Over Shocks	CB-101
Polished Front Coil-Over Shocks	CB-101-P
400# Silver Powder Coated Coil Springs	CS-400-09
450# Silver Powder Coated Coil Springs	CS-450-09
500# Silver Powder Coated Coil Springs	CS-500-09
550# Silver Powder Coated Coil Springs	CS-550-09
600# Silver Powder Coated Coil Springs	CS-600-09
700# Silver Powder Coated Coil Springs	CS-700-09
<b>REAR</b>	
Plain Rear Coil-Over Shocks	CB-105
Polished Rear Coil-Over Shocks	CB-105-P
250# Silver Powder Coated 11" Coil Springs	CR-250-11-C
300# Silver Powder Coated 11" Coil Springs	CR-300-11-C
350# Silver Powder Coated 11" Coil Springs	CR-350-11-C



CB-101

## HEIDTS SUPERIDE® BILLET MUSTANG II COIL-OVERS

**HEIDTS Superide®** Billet Coil-Over Shocks for Mustang II IFS. These shocks provide the highest quality ride characteristics for your Mustang II front end. They are designed for high performance comfort, with increased travel for better ride characteristics. Aluminum body have a bright anodized finish. 5/8" centerless ground solid piston rod, 10 position rebound valving adjuster. Spring height adjustment is by threaded spring seat and locking ring.

*Now with Silver Powder Coated Springs! Powder coating does not rust or peel while saving you money!*

Description	Part#
HEIDTS® Mustang II Coil-Over Shocks Pr.	MP-050
HEIDTS® Mustang II Coil-Over Shocks Pr. Polished	MP-050-P
375# Silver Powder Coated Coil Springs, Pair	MP-041
500# Silver Powder Coated Coil Springs, Pair	MP-042
600# Silver Powder Coated Coil Springs, Pair	MP-043
700# Silver Powder Coated Coil Springs, Pair	MP-044

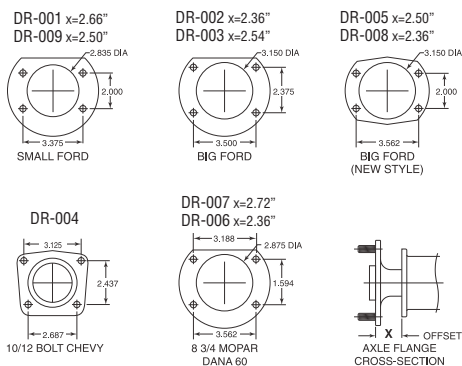


MP-050

## SPANNER WRENCH

Description	Part#
Adjustable Spanner Wrench	TA-001
Fitted Spanner Wrench	TA-002

# DISC BRAKES & BRAKE PARTS



## REAR DISC BRAKE KITS

For the ultimate in stopping power and appearance matching the performance of your front brakes. Our deluxe kit includes 12" smooth face .812 thick vented rotors. Also available slotted and crossdrilled. They come complete with four piston calipers, pads, mounting brackets, rotor assemblies, and all hardware. Our economy kits include plain rotors and single piston calipers. All kits include internal drum parking brake.

\*\*\*OTHER MANUFACTURER BRAKE KITS AVAILABLE. CALL FOR INFO.

## KITS WITH INTERNAL PARKING BRAKE

Description	Part#
12" Wilwood Smooth Rotors & 4 Piston Polished Calipers With Parking Brake	DRE-005-P
12" Wilwood Smooth Rotors & 4 Piston Black Calipers With Parking Brake	DRE-005-P-B
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers With Parking Brake	DRE-005-P-D
12" Wilwood Drilled Rotors & 4 Piston Black Calipers With Parking Brake	DRE-005-P-D-B
12" Iron Rotors & GM Single Piston Calipers With Parking Brake	DRE-005-E-P
12" Wilwood Smooth Rotors & 4 Piston Red Calipers With Parking Brake	DRE-005-P-RED
12" Wilwood Drilled Rotors & 4 Piston Red Calipers With Parking Brake	DRE-005-P-D-RED



11" Disc Brake Conversion Kit

DF-201-C  
DF-201-F

These kits use the 11" rotors with a variety of caliper combinations. Kits are available as a bracket kit only or as a complete kit including calipers and rotors.

## MUSTANG II DISC BRAKE CONVERSION KITS

Description	Part#
Chevy Bolt Pattern Complete 11" Disc Brake Kit	DF-201-B-G
Ford Bolt Pattern Caliper Bracket Kit	DF-101-F
Ford Bolt Pattern Complete 11" Disc Brake Kit	DF-201-F-G
5 Bolt Circle Complete Disc Brake Kit	DF-201-5
5 1/2 Bolt Circle Complete Disc Brake Kit (must be sold with DF-5.5A)	DF-201-5.5
4 Piston Caliper Bracket Kit	DF-102
4 Piston Caliper Complete Disc Brake Kit*	DF-202

\*Please specify bolt pattern.



9 1/4" 5 Lug Rotors

MP-010

MP-008  
MP-009

## 9 1/4 MUSTANG II ROTORS - 5 LUG

Convert your rod to 5-bolt pattern wheels the safe and easy way. For '74-'78 Mustang II factory suspensions.

- Direct replacement – no adapters required
- Uses standard Mustang II bearings and seals

Description	Part#
Chevy Bolt Pattern Rotors	MP-008
Ford Bolt Pattern Rotors	MP-009
Bearing and Seal Kit	MP-010

**HEIDTS® CARRIES A FULL LINE OF REPLACEMENT BRAKE PADS.**

# DISC BRAKES & BRAKE PARTS

## 11" 4 PISTON MUSTANG II BRAKES

11" Billet Brake Kit includes Wilwood 4 Piston Calipers and Plain or Crossdrilled & Slotted Rotors.

Description	Part#
11" Wilwood Smooth Rotors & 4 Piston Black Calipers	DFE-202-B
11" Wilwood Smooth Rotors & 4 Piston Polished Calipers	DFE-202-P
11" Wilwood Smooth Rotors & 4 Piston Red Calipers	DFE-202-R
11" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFE-202-D-B
11" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-202-D-P
11" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-202-D-R



DF-202-P



DF-202-D-P

## 12" 4 PISTON MUSTANG II BIG BRAKES

12" Big Brake Kit with Wilwood Billet 4 Piston Calipers, Polished Aluminum Hubs with Crossdrilled & Slotted Rotors.

Description	Part#
12" Wilwood Drilled Rotors & 4 Piston Black Calipers	DFE-208-B
12" Wilwood Drilled Rotors & 4 Piston Polished Calipers	DFE-208-P
12" Wilwood Drilled Rotors & 4 Piston Red Calipers	DFE-208-R



12" 4 Piston Big Brake Kit  
DF-208-P



13" 6 Piston Big Brake Kit  
DF-206

## 13" 6 PISTON MUSTANG II BIG BRAKES

Have the biggest brakes in town! HEIDTS® offers the Wilwood 6 piston calipers installed on huge 13" directional vented rotors.

Description	Part#
13" Wilwood Drilled Rotors & 6 Piston Black Calipers	DFE-206-B
13" Wilwood Drilled Rotors & 6 Piston Polished Calipers	DFE-206-P
13" Wilwood Drilled Rotors & 6 Piston Red Calipers	DFE-206-RED

## BRAKE CALIPERS

Billet Aluminum Calipers are available separately. Calipers are four piston type, for .875 thick rotors. They come complete with pads and are ready to install.

Description	Part#
Black Caliper With Pads, Each	DF-049-B
Red Caliper With Pads, Each	DF-049-R
Smooth Polished Caliper With Pads, Each	DF-049-SM
Wilwood Caliper Brake Pads (Box of 4)	DF-051
Caliper Cover Kit For Wilwood Calipers Only, Pair	DF-056
Single Piston Caliper Set With Pads, Pair	DF-009



DF-049-SM



DF-049-B



DF-049-R



DF-009

## TANDEM MASTERCYLINDER

WILWOOD™ Tandem Master Cylinders have ports on both sides for easy brake line plumbing, with 7/8" and 1-1/8" bore size. Available in both plain or polished finish.

Description	Part#
Plain 7/8" Bore Tandem Master Cylinder	DB-132
Polished 7/8" Bore Tandem Master Cylinder	DB-132-P
Plain 1" Bore Tandem Master Cylinder	DB-130
Polished 1" Bore Tandem Master Cylinder	DB-130-P
Plain 1-1/8" Bore Tandem Master Cylinder	DB-131
Polished 1-1/8" Bore Tandem Master Cylinder	DB-131-P



DB-132

## WHEEL FIT™ PROFESSIONAL 45 KIT

The Wheel Fit™ Professional 45 will fit most all 4- and 5- lug vehicles including bolt circles ranging from 4-100mm up to 4-130mm and 5-100mm up to 5-135mm. This kit will extend from 14" – 20" in tire bead diameter. It will also extend from 6.5" – 16" in width.

Description	Part#
Wheel Fit™ Professional 45 Kit	AS-111



AS-111

# BRAKE PARTS



DR-020

DR-021  
2 LB

DR-022  
10 LB



MP-030



DR-023

## THRU FRAME BRAKE LINE FITTINGS

Thru Frame Brake Line Fittings are available in stainless steel to complete your brake line hook-up. Short fittings are for frame thickness 1-1/8" to 2". Long Fittings are for frame thickness 1-1/2" to 2-3/8". Fittings have 1/8" NPT female thread on inside frame end and -3AN male fitting on outside. Weld-in fittings are plain steel with 1/8" NPT female threads on both ends, 2-1/4" long. Bulkhead fittings also available for single thickness frames with -3AN male fittings on both ends. Other adapter fittings available.



(Note: Adapter fittings sold as pairs)

## PROPORTIONING VALVE AND CHECK VALVES

An adjustable brake proportioning valve is used to balance front and rear brake pressures, especially in disc/drum combinations. One is also required in disc/disc applications, considering that 60% of the braking force transfers to the front wheels, and most street rods run big and little tires. 10 lb. residual pressure valve is used to maintain pressure in rear drum brake lines. 2 lb. is used in some factory caliper applications, such as 'Vette calipers.

Description	Part#
Proportioning Valve	DR-020
Adjustable Proportioning Valve	DR-023
2# Residual Pressure Valve	DR-021
10# Residual Pressure Valve	DR-022

## STAINLESS STEEL BRAIDED BRAKE LINE KITS

- Made of braided stainless steel (-3 hose size) many times stronger and more abrasion resistant than factory rubber hoses. Uses -3AN fitting on frame side of brake line.
- Adds to the high tech look.
- Includes caliper adapters and seal washers.

Description	Part#
Stainless Steel Brake Line Kit - Mustang II Calipers (16" Long)	MP-030
Stainless Steel Brake Line Kit - GM Calipers, Metric (14" Long)	DF-020
Stainless Steel Brake Line Kit - Wilwood Calipers (14" Long)	BX-055
Stainless Steel Brake Line Kit - Wilwood Calipers (16" Long)	BX-055-1

## ADJUSTABLE PROPORTIONING VALVE

Adjustable proportioning valve regulates rear brake pressure, helping to maintain correct brake bias between front and rear brakes.

Description	Part#
Adjustable Proportioning Valve	DR-023

Description	Part#
90 Degree Fitting, -3AN to 1/8" NPT	LF-004
Weld-on Tab, Each	LF-011
Fitting, -3 An To 3/16 Inverted Flair, Each	LF-012
Tab Fitting Clip, Each	LF-013
Banjo Fitting, 10mm to -3", Each	LF-014
10mm Banjo Fitting Bolt, Each	LF-015-A
10mm Banjo Fitting Washer, Each	LF-015-W
Thru Frame Fitting Weld-In Kit 1/8" NPT to 1/8" NPT (2-1/8" Long)	LF-018-1
Thru Frame Fitting Weld-In Kit 1/8" NPT to 1/8" NPT (2-1/4" Long)	LF-018-2
Thru Frame Fitting Weld-In Kit 1/8" NPT to 1/8" NPT (2-1/2" Long)	LF-018-3
Thru Frame Fitting Weld-In Kit 1/8" NPT to 1/8" NPT (3-1/4" Long)	LF-018-4
Inverted Flare T-Fittings (3/16)	LF-020
Thru Frame Kit, Short -3 AN to 1/8" NPT	LK-001
Thru Frame Kit, Long -3 AN to 1/8" NPT	LK-002
Thru Frame Bulkhead Kit, -3 AN to -3AN"	LK-005
Weld-On Tab Fitting Kit, -3AN To 3/16 Inverted Flair Fittings With Tabs & Clips	LK-007
Banjo Bolt Kit - Bolts & Washers (10mm)	LK-008
Banjo Fittings, 10MM to -3AN	LK-009
Banjo Bolt Kit, 7/16-20 to -3AN	LK-010
Banjo Fittings, 7/16 to -3AN	LK-011
Adapters, -4 Male to 45 Swivel	LK-012
Adapters, -3AN to 1/8" NPT Male	LK-013
Adapters, -4AN to 1/8" NPT Male	LK-014

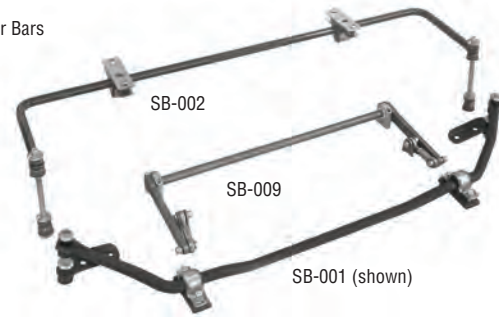
# MOTOR MOUNTS, STABILIZER BARS & MUSTANG PARTS

Stabilizer bars are used to control body roll. **HEIDTS®** has an assortment of front and rear bars for your particular application. Made of heat treated steel, these bars will help make your car more stable.

## STABILIZER BARS

Description	Part#
<b>Front SWAY BARS</b>	
<b>Camaro Pro-G® Subframe Only</b>	
67-81 Camaro/68-72 Nova (1" Diameter)	SB-110
67-81 Camaro/Firebird/68-72 Nova (1-1/4" Diameter)	SB-111
67-81 Camaro/Firebird/68-72 Nova (1-1/4" Diameter-Splined)	SB-401
<b>Camaro Stock Subframe Only</b>	
67-69 Camaro/Firebird/68-72 Nova (1-1/8" Diameter)	SB-069
70-81 Camaro/Firebird (1-5/16" Diameter)	SB-070
<b>Chevelle &amp; GM A-Body</b>	
64-72 Chevelle/A-Body	SB-071
<b>Classic Truck Superide II Only</b>	
53-56 Ford/55-59 Chevy	BS-054-RS
53-56 Ford/55-59 Chevy (Chrome)	BS-054-C-RS
<b>Fairlane/Comet Superide II Only</b>	
66-67 Fairlane/66-67 Comet	SB-190
<b>Mustang/Cougar with HEIDTS® Mustang II Only</b>	
64 1/2-70 Mustang/67-70 Cougar	SB-065
<b>Mustang Superide II &amp; Nova Superide II Only</b>	
64 1/2-70 Mustang/62-67 Nova	BS-061
64 1/2-70 Mustang/62-67 Nova (Narrowed)	BS-061-N
64 1/2-70 Mustang/62-67 Nova (Chrome)	BS-061-C
64 1/2-70 Mustang/62-67 Nova (Chrome Narrowed)	BS-061-C-N
<b>Nova Mustang II Subframe Only</b>	
62-67 Nova	SB-060
<b>Street Rod Openwheel Superide Only</b>	
32 Ford	BS-053
32 Ford (Chrome)	BS-053-C
<b>Street Rod Mustang II Only</b>	
35-40 Ford*	SB-001
37-39 Chevy	SB-003
40-48 Chevy	SB-004
49-54 Chevy	SB-005
47-54 Chevy Pick-Up	SB-054
41-48 Ford	SB-006
48-54 Ford Pick-Up, 53-56 Ford F100	SB-007
*SB-001 Fits 33-34 Fords ONLY with a relocation of mounting holes in frame	
<b>Street Rod Superide Only</b>	
32 Ford/33-34 Ford/34-35 Chevy/Model A	BS-055
32 Ford/33-34 Ford/34-35 Chevy/Model A (Chrome)	BS-055-C
<b>Street Rod Superide II Only</b>	
35-40 Ford/41-48 Ford/40-48/Chevy/40-46 Chevy Pick-Up/47-54 Chevy Pick-Up	
Plain Sway Bar	BS-056
Narrowed Sway Bar	BS-056-N
Chrome Sway Bar	BS-056-C
Chrome Narrowed Sway Bar	BS-056-C-N
37-41 Willys Must Use Narrowed Swaybar Only AND Are For Outlaw And IDA Chassis Only	
<b>55 - 57 Chevy Only</b>	
55-57 Chevy (7/8" Diameter With Urethane Bushings)	SB-050-U
55-57 Chevy (1" Diameter With Urethane Bushings)	SB-051-U

Stabilizer Bars



Description	Part#
<b>Rear SWAY BARS</b>	
<b>Camaro 4-Link Only</b>	
67-69 Camaro/Firebird & 68-72 Nova Rear Swaybar (For Use With HEIDTS® 4-Link Kit Only)	SB-009
70-81 Camaro/Firebird Rear Swaybar (For Use With HEIDTS® 4-Link Kit Only)	SB-170
<b>Chevelle &amp; GM A-Body</b>	
64-72 Chevelle/GM A-Body Rear Swaybar (For Use With HEIDTS® 4-Link Kit Only)	SB-150
<b>55 - 57 Chevy (Stock Suspension) Only</b>	
55-57 Chevy (7/8" Diameter With Urethane Bushings)	SB-052
<b>55 - 57 Chevy Triangular 4-Link Only</b>	
55-57 Chevy (For Use With HEIDTS® 4-Link Kit Only)	SB-180
55-57 Chevy (Chrome) (For Use With HEIDTS® 4-Link Kit Only)	SB-180-C
<b>Nova Rear 4-Link</b>	
62-67 Nova (For Use With HEIDTS® 4-Link Kit Only)	SB-130
<b>Street Rod</b>	
35-40 Ford (Twin Leaf)	SB-002
Universal Rear	SB-009

**NOTE:** These bars can fit numerous applications with modifications to mounts

Now you can add a stabilizer bar to your Mustang II IFS. This simple bracket kit bolts onto control arms. Available in plain, or polished stainless steel.

## STABILIZER BAR BRACKET KIT

Description	Part#
Bracket Kit For Stock Lower Control Arms	SB-010
Bracket Kit For HEIDTS® Tubular Full Lower A-Arms	SB-012
Polished Stainless Steel Bracket Kit For HEIDTS®	
Tubular Full Lower A-Arms	SB-012-SS
Left Weld-On Bracket Only	CA-230-L
Right Weld-On Bracket Only	CA-230-R



Stabilizer Bar Bracket Kit, SB-012 SS



MM-110

## MOTOR MOUNTS

Description	Part#
Universal Motor Mount Kit	MM-110
Nova Subframe Motor Mounts Only, Pair	MM-120
64-1/2-67 Mustang Motor Mount Stands, Pair	MM-130
Superide II Motor Mount Stands For Small Block Ford, Pair	MM-131
Motor Mounts For Ford Small Block, Pair	MM-135
Motor Mount Kit Ford	MM-140

# STEERING KITS & COMPONENTS

HEIDTS® steering column hook-up kit is the perfect companion for your independent front end. In fact, it's the strongest, highest quality kit on the market.

## WHY IT'S BETTER

- Automotive grade U-joints, w/needle bearing construction, the safest ones available.
- Designed for the automobile environment, they will last the life of your car.
- U-Joints double pinned at each connection for safer, stronger assembly.
- Correct two-piece shaft design allows for ample engine clearance.
- No welding or machining required-column can stay in car during installation.



## IDIDIT STEERING COLUMNS

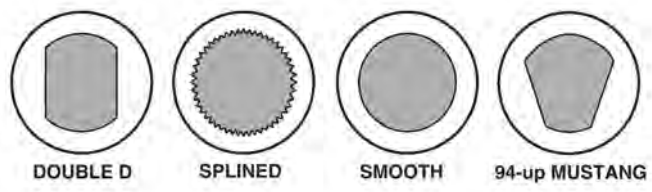
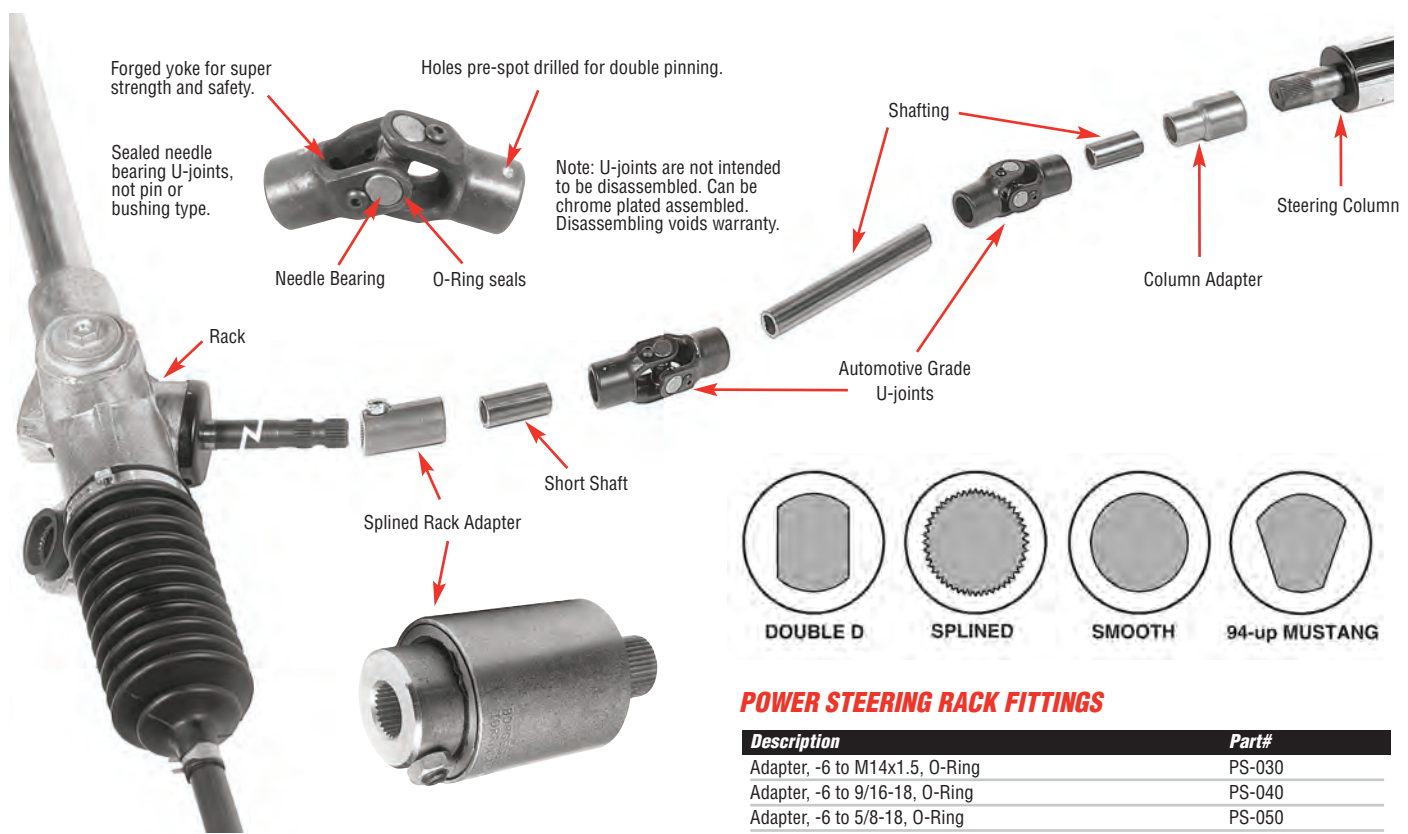
Description
Mustang Tilt Floor Shift Collapsible
68-69 Mustang - Paintable Steel
68-69 Mustang - Black Powder Coated
68-69 Mustang - Chrome
Nova Tilt Floor Shift
62-66 Nova - Paintable Steel
67 Nova - Paintable Steel
62-66 Nova - Black Powder Coated
67 Nova - Black Powder Coated
62-66 Nova - Chrome
67 Nova - Chrome
Nova Tilt Floor Shift With Ignition
69-73 Nova - Paintable Steel
69-73 Nova - Chrome
69-73 Nova - Black Powder Coated
Camaro Tilt Floor Shift
67-68 Camaro - Paintable Steel
67-68 Camaro - Black Powder Coated
67-68 Camaro - Chrome
Camaro Tilt Floor Shift With Ignition
69 Camaro - Paintable Steel
69 Camaro - Black Powder Coated
69 Camaro - Chrome
Chevy Tilt Floor Shift
55-56 Chevy - Paintable Steel
57 Chevy - Paintable Steel
55-56 Chevy - Black Powder Coated
57 Chevy - Black Powder Coated
55-56 Chevy - Chrome
57 Chevy - Chrome
Chevy Truck Tilt Floor Shift
47-54 Chevy Truck - Paintable Steel
47-54 Chevy Truck - Black Powder Coated
47-54 Chevy Truck - Chrome
Ford Truck Tilt Floor Shift
53-56 Ford Truck - Paintable Steel
53-56 Ford Truck - Black Powder Coated
53-56 Ford Truck-Chrome
32" Universal Tilt Floor Shift Steel
Black Powder Coated
Chrome

## COMPLETE RACK & PINION KIT INCLUDES:

- Splined adapter for the rack end. Specify manual or power steering.
- Two lengths of high quality shafting.
- Two needle bearing automotive type universal joints.
- Machined adapter for steering column (1" column standard. Splined adapter available for other sizes).
- Roll pins supplied in correct lengths. Two pins per connection provided for extra safety.
- Step-by-step instructions.

## INDIVIDUAL COMPONENTS

Description	Part#
<b>Bearings</b>	
3/4" Rod End Bearing	SC-020
<b>U-Joints</b>	
3/4" DD to 3/4" 36 Spline	SC-040
3/4" DD to 3/4" V Notch	SC-050
3/4" DD to Manual Rack	SC-060
3/4" DD to 1" DD	SC-070
3/4" to 3/4"	SC-210
3/4" to 1" 48 Spline	SC-211
1" DD to 3/4"	SC-212
3/4" DD to 3/4" Bore	SC-213
17mm DD to 3/4"	SC-217
3/4" to 5/8" 38 (Vega) Spline	SC-310
3/4" to 9/16" 26 Mustang Manual Spline	SC-410
3/4" to 3/4" 36 Mustang Power Spline	SC-510
3/4" DD to 17mm DD	SC-306
3/4" DD to 1" 48 Spline	SC-980
3/4" to 3/4" 30 Spline	SC-610
3/4" to 13/16" 36 Spline	SC-710
3/4" 36 Spline to 3/4" 36 Spline	SC-810
3/4" to 3/4" V Notch	SC-950
3/4" 36 Spline to 3/4" V Notch	SC-960
3/4" DD to 3/4" DD	SC-970
<b>Adapters</b>	
1" Spline to 3/4" Smooth	SC-101
1" DD to 3/4" DD	SC-102
9/16" 26 to 3/4" Manual Rack	SC-201
3/4" 36 to 3/4" Power Rack	SC-202
3/4" to 3/4"	SC-206
3/4" to 13/16" 36 Spline	SC-207
3/4" to 5/8" 38 (Vega) Spline	SC-208
3/4" to 3/4" DD	SC-214
3/4" to 17mm DD	SC-215
3/4" to 1" DD	SC-216
67 Nova (Splined Adapter)	SC-218
<b>Shafts</b>	
6" Short 3/4" Smooth Shaft (Mustang/Pinto)	SC-203
6" Short 3/4" DD Shaft	SC-203-DD
32" Long 3/4" Smooth Shaft (Mustang/Pinto)	SC-204
32" Long 3/4" DD Shaft	SC-204-DD
16" Shaft 3/4" DD	SC-209-DD
24" Long Shaft (Vega)	SC-303



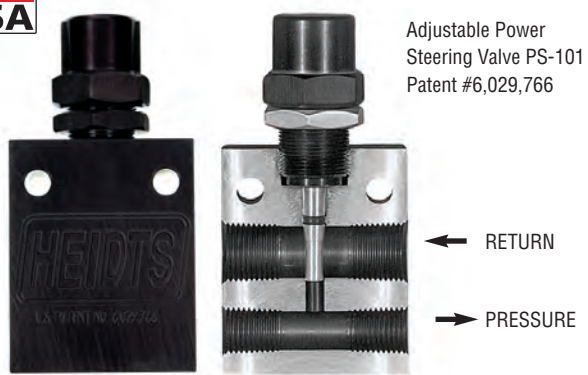
**POWER STEERING RACK FITTINGS**

Description	Part#
Adapter, -6 to M14x1.5, O-Ring	PS-030
Adapter, -6 to 9/16-18, O-Ring	PS-040
Adapter, -6 to 5/8-18, O-Ring	PS-050
Adapter, -6 to 1/2-20, O-Ring	PS-060
Adapter, -6 to M18x1.5, O-Ring	PS-065

**ADJUSTABLE POWER STEERING VALVE**

Tune your power steering with our Adjustable Power Steering Valve. It allows you to set, or "tune", the "feel" of your power steering with just the turn of a knob. The high pressure steering fluid goes thru the lower high pressure passage to the rack and back thru the upper low pressure line to the reservoir. As the knob is turned counter - clockwise, the needle valve is raised up which allows the high pressure fluid to bleed off into the return line, which reduces pressure to the rack and pinion to tighten the feel of the steering.

Description	Part#
Adjustable Power Steering Valve	PS-101
Installation/fittings Kit (included in hose kits)	PS-114



PS-101

**POWER STEERING HOSE KITS**

Description	Part#
GM Integral Reservoir Pumps for use without valve	PS-110
GM Remote Reservoir Pump for use without valve	PS-111
GM Integral Reservoir Pumps for use with valve	PS-112
GM Remote Reservoir Pumps for use with valve	PS-113
Installation/fittings Kit (included in hose kits)	PS-114



**MUSTANG II REPLACEMENT PARTS FOR ORIGINAL FACTORY ARMS**



MP-049 Complete Kit

COMPLETE KIT INCLUDES:  
MP-011, MP-014, MP-012, MP-015 (2), MP-013, MP-016 (2)

**MUSTANG II REPLACEMENT PARTS - INDIVIDUAL COMPONENTS**



MP-011  
Strut Rod Bushing Kit



MP-012-P  
Urethane Steering Rack  
Bushings (Pair)



MP-014  
Lower Arm Bushings (Pair)



MP-013  
Upper Arm Bushings (Pair)



MP-015 Upper Ball Joint (Ea.)



MP-016 Lower Ball Joint (Ea.)



**COIL SPRINGS**

Description	Part#	Price
Coil Springs, Pr. (300#)	MP-007-300	
Coil Springs, Pr. (350#)	MP-007-350	
Coil Springs, Pr. (375#)	MP-007-375	



**UPPER SPRING CUSHIONS**

Description	Part#
Upper Spring Cushions, Pr.	MP-006



**SHOCK ABSORBERS**

Description	Part#
Plain Shocks, Pr.	MP-005

**HARDWARE KITS**



MP-001 Basic Bolt Kit  
(Includes, MP-001-A)



MP-001-A Upper Arm Kit Only



MP-002 Caliper Bolt Kit



Spindle Nut Kit  
HK-006



Tie Rod Ends Stainless Steel  
MP-017-SS 64.00 Each Plain  
MP-017



**SPRING SPACERS**

Cut too much off your Mustang II springs, or have your springs settled just a little too much? HEIDTS® Spring Spacers will get you back in shape. Use these 3/4" thick spacers in place of your upper spring cushions to add just a little ride height back in your ride. Sold in pairs.

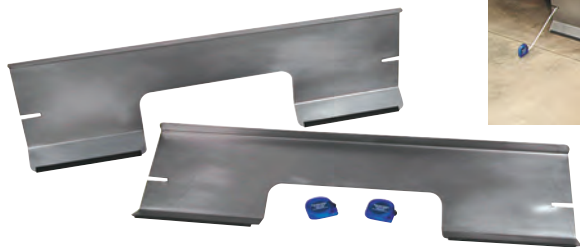
Description	Part#
Spring Spacers, Pr.	MP-060



**TOE-IN ALIGNMENT PLATES**

Toe alignment Plates allow you to set your toe-in correctly and quickly, by yourself. No more bending under your car and measuring across the tire treads with your buddies! It is all done outside the tires. They come with two plates and two tape measurers, to accurately check your toe-in.

Description	Part#
Toe -In Alignment Plates, Set	TA-003



MP-018



MP-038-2



**4" RACK AND PINION EXTENSION KIT**



MP-037-4

For use with PX-104, 104-E, 105, 105-E, CX-308, 308-E, KX-102, 102-E IFS Kits

Description	Part#
Manual	MP-037-4
Power	MP-039-4

**REPLACEMENT RACK AND PINIONS**

Description	Part#
Mustang II Rack and Pinion, Manual	MP-018
Power Rack	MP-038-2
Heidts Superide® Rear Steer Manual Rack	BS-004
Heidts Superide® Rear Steer Power Rack	BS-004-NPS

**INDEPENDENT FRONT SUSPENSION.**

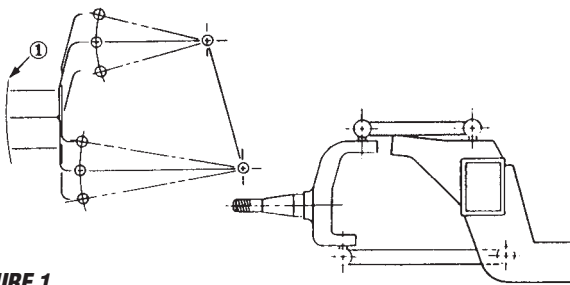
Independent suspension can be very simple and very complicated at the same time. Success in making it simple is learning the rules. **And it has it's own set of rules.** Important, **Rule#1.** Unlearn everything (almost) you know about steering and suspending a car with a solid axle and 4-link suspension. That would be like trying to play football using baseball rules.

The first thing to relearn is the action of the front axle and spindle during suspension travel. There are three things to control in the front wheel: camber, caster and toe angle.

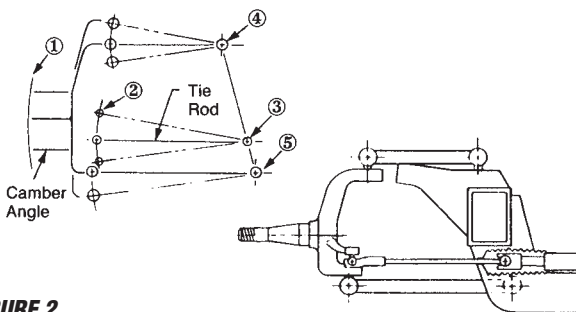
**CAMBER AND CASTER**

In a solid axle design the camber is built into the axle and the caster built into the 4-Link design. Both are constant (they don't change during suspension travel). A solid axle moves basically straight up and down therefore, so does the spindle.

On an IFS System, the upper and lower control arms, as well as the spindle and car chassis, form an uneven parallelogram, as viewed from the front (see fig. 1 & 2). The spindle moves up and down in an arc-or radius-which is determined by the length and placement of the two control arms. Their placement also determines the amount of caster and camber change.

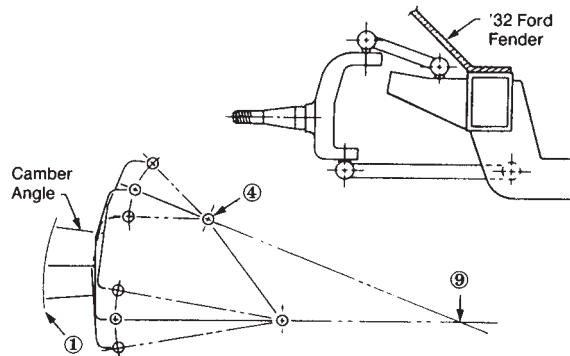


**FIGURE 1**  
This is a correct Mustang II front suspension in a street rod, when the stock Mustang II suspension locations are used. Notice the parallel upper and lower arms. Also notice there is minimal camber change and almost flat radius (1) in the movement of the spindle during suspension travel.



**FIGURE 2**  
Now we have added the stock Mustang II steering rack in the stock Mustang II location using the stock Mustang II tie rod ends. Notice the radius of the rod ends (2) matches the radius of the spindle. Also, more importantly, see that the inner tie rod pivot (3) is IN LINE with the inner pivots (4) & (5) of the upper and lower arms. This is absolutely necessary. Ford Motor Co. did their homework.

Important **Rule #2.** If any of the four pivot points are moved in any direction, for any reasons, the spindle swings in a new, unique arc which is different from the old radius. Usually at the inner pivot of the upper arm on the Mustang suspension is the one to be moved. The control arm is usually shortened and the pivot shaft lowered to clear fenders on some cars (see Fig. #3). As you can see, the spindle will now swing in a new tighter radius. That in itself is not a problem. But, Please read on, as it is about to get real interesting.



**FIGURE 3**  
This is a typical "modified" Mustang II installation in a '32 Ford type car. The first change is to shorten and drop the upper arm pivot (4) to clear the fender. This causes the much sharper radius (1) of the spindle and resulting increased camber change. Also notice that the two arms now intersect at a theoretical point (9). But this alone is not the bad part. The next step will show you why.

**TOE ANGLE**

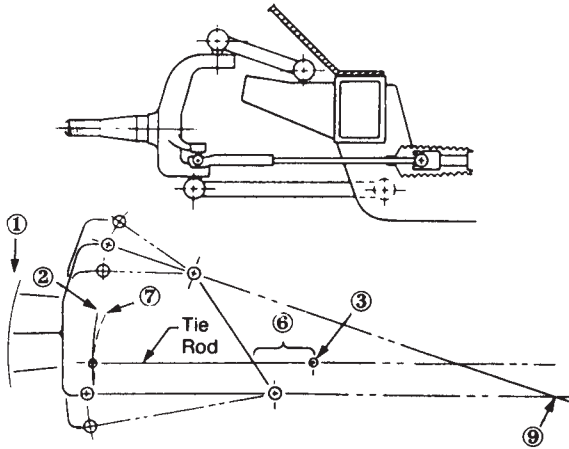
The paragraphs that follow explain why **HEIDTS®** does not make Mustang Kits for certain cars.

As we mentioned, there are three things to control in the front wheel. Camber and caster we've already covered. The third is the toe, or steering angle at which the wheel is pointed, which determines where your car goes.

You can see that this means the spindle must always remain in the direction you have pointed no matter where the spindle is in the suspension travel. This is the job of the "Tie Rod". As you can see, the exact length and location of the inner pivot of the tie rod must be very carefully selected so the outer ends of the rod, which are attached to the spindles, swing in a radius which matches the spindle radius exactly. When designing a brand new suspension system on the drawing board this determination is very easy to make, since the tie rods on the rack are actually designed to match the control arm and spindle radius. But on your conversion, this is where the problems start. So this is the next thing to unlearn.

When mounting a steering box in a solid axle installation, motor mounts, etc. usually dictate the location of the box and the pitman arm is modified to align the drag link with the tie rod. Selecting and installing a rack-and-pinion is nowhere near that simple or forgiving. **When adapting an existing suspension design, such as the Mustang design, it is very important to keep every single mounting location and pivot point, including the rack, in their original designed places.** As you have just seen, the Mustang rack, with a specific tie rod length, was designed by Ford to match the swing radius of the Mustang spindle using stock length Mustang control arms **in the locations which were selected when the Mustang was originally designed.**

If you shorten or lower the inner pivot of the upper arm, the spindle will now swing in a new, different radius which no longer matches the current tie rod radius. If you raise or lower the rack location, or change the tie rod length for any reason by using a longer tie rod end, the tie rod will swing in a new radius which does not match the current swing radius of the spindle (see Fig. #4).



**FIGURE 4**

...it's all over by now. The other common modification/mistake is to widen the crossmember and use a long tie rod end. Ugh, as you can see, by adding the longer (incorrect) tie rod end, the inner pivot of the tie rod (3) now has been shifted way out of line by the dimension (6). Disaster! The flatter radius of the outer tie rod end (2) no longer matches the sharper spindle steering arm radius (7). This causes the spindle steering arm to follow the incorrect radius (2) and change steering angle, or "steer" as the suspension travels up and down over "bumps": more commonly known as "Bumpsteer". You can also see that the projected line from the tie rod does not intersect the intersection point (9) of the control arms. It should. This is why the only the Mustang II system works correctly is the way Ford designed it, using all stock Mustang II parts, in the stock Mustang II locations.

### EXPLAINING BUMPSTEER

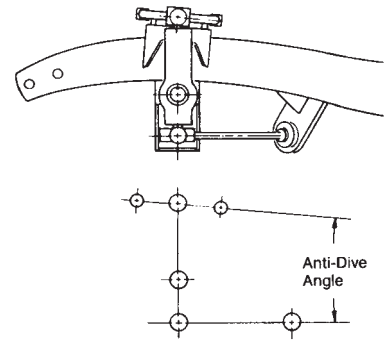
The bottom line of all this radius explanation stuff is this: Since the tie rod ends attach to the spindle steering arm, the tie rod controls the steering angle of the front wheels. If your car goes over a "bump" the spindle goes up and down in its swing radius, determined by the upper and lower arms (remember?). If the tie rod swings in a different radius than the spindle during this suspension travel; it will push or pull on the steering arm of the spindle, changing the direction of the front wheel, "steering" the car. And that is how the term and the monster "BUMP-STEER" were created, where 95% of the problems with incorrect suspension design are found. It is from people not really understanding **this most important relationship between the tie rod length** (not the overall rack length) **and the spindle swing radius.** They feel that if they are able somehow with enough modifications to the parts, to "physically assemble all the parts" that it must be OK. Then they pull down the driveway, over that first curb and low and behold: BUMPSTEER. When you drive a car with BUMPSTEER, the car tends to wander or hop around as you drive down the road over bumps and dips. You have to constantly steer the car to keep it in the lane. Not what you would call an enjoyable ride.

### BUILT-IN ANTI-DIVE

Anti dive is another characteristic required in an independent front suspension system. Anti-Dive helps prevent the car from "nose diving" under hard braking conditions, hence the name. It is something which is found in every factory car manufactured, including the Mustang and Pinto, visible in the suspension design in the upper control arm. It is mounted on an angle, with the FRONT pivot higher than the rear, not level (see fig. #5).

**FIGURE 5**

This is the side view of a correct Mustang IFS kit. Note the angle of the upper control arm, that is higher in front. This angle, through a lot of geometric forces in the spindle when braking, generates a lifting force on the frame at the inner A-arm mounts. This is the same angle as the Pinto, which gives the same amount of anti-dive force as the Pinto. Simply put, factory designs work the way they are supposed to in every respect, so why throw out their engineering and testing out the window?



This is the only way to incorporate this important feature, no matter what else you have heard. If you cannot see the angle in the upper arm, then the anti-dive is simply not there. Period.

The actual description of how anti-dive works involves extensive vector force diagrams and is much too lengthy to describe here. Let's just trust the big three auto manufacturers on this one, because they all use it. The Pinto uses a 3° angle for their anti-dive in the upper arm. It may look funny only because you are not used to seeing it on a street rod. Look at your family car. Do things look more normal now?

Don't bother looking for it on somebody else's street rod, especially one with other Mustang kits on it. They don't always know why the upper arms are "crooked" and fix(?) them. But how funny would your car look with the bottom of the grille ground away from bumping the street?

Now for the real point of this whole technical explanation. If you drive a Mustang or Pinto, you know that they don't bumpsteer. If you drive a car using a **HEIDTS®** Mustang conversion kit you will happily find that it doesn't bumpsteer either. Why? Because we don't give you longer tie rod ends which would MISMATCH the tie rod length and it's swing radius with the spindle radius. Because we do not alter the track width which would require longer tie rod ends. Because we don't move the location of the upper control arm pivot or shorten the upper arm (to clear fenders-that is why we limit our applications) which would change the spindle swing radius.

**Because HEIDTS® duplicates the design of the Mustang suspension system as Ford Motor Company designed it, you know it will work just as smoothly and effortlessly as it does in the Mustang, which is something no one else can claim.** Study the diagrams and you will see for yourself why **HEIDTS®** manufactures the finest Mustang Conversion Kit available. The only one which will truly make your car a pleasure to drive. The **ONLY ONE** that **REALLY WORKS!**

Now that you have examined this technical book, wouldn't you rather purchase one of the most important parts of your car-the front suspension and steering system-from someone who genuinely knows and is able to tell and show you how and why it is supposed to work correctly?

It is important to us that you understand why we build the kits the way we do and have become the leader in Mustang front end conversion kits.

#### FOR MORE INFORMATION

For more technical information and even more detailed explanation of all the facts presented here, we recommend these books.

#### CHEVROLET POWER

Fifth edition  
Published in 1984 by  
General Motors

#### ADVANCED RACE CAR SUSPENSION DEVELOPMENT

By Steve Smith  
Published By Steve Smith  
Autosports Publication

### TAP DRILL SIZES

Tap Size	Threads Per In.	Drill Size	Tap Size	Threads Per In.	Drill Size
1/4	20	#7	1/4	28	#3
5/16	18	F	5/16	24	I
3/8	16	5/16	3/8	24	Q
7/16	14	U	7/16	20	25/64
1/2	13	27/64	1/2	20	29/64
9/16	12	31/64	9/16	18	33/64
5/8	11	17/32	5/8	18	37/64
11/16	11	19/32	11/16	16	5/8
3/4	10	21/32	3/4	16	11/16
13/16	10	23/32	7/8	14	13/16
7/8	9	49/64	1	14	15/16
15/16	9	53/64			
1	8	7/8			

### TORQUE SPECIFICATIONS

Normal Torque for Tightening Stud Nuts and Bolts  
Stud or Bolt Tightening Torque

DIAMETER	IN. LBS	FT. LBS
1/4	55-85	4.5-7
5/16	110-165	9-14
3/8	190-285	16-24
7/16	295-445	25-37
1/2	450-680	38-57
9/16	640-970	53-81
5/8	880-1300	73-110

### ENGINE SIZE

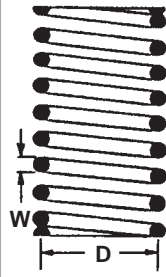
Engine size is measured by piston displacement. This is the total volume inches "swept" by all cylinders of the engine.

To determine the cubic inch displacement of an engine.

$$CID = \text{Bore} \times \text{Bore} \times \text{Stroke} \times \text{Number of Cylinders} \times 0.7854$$

### STIFFNESS OF COIL SPRING

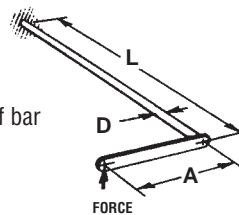
$$K = \frac{W^4G}{8ND^3}$$



K-Spring rate (lb/in)  
W-Diameter of spring wire (in.)  
G-12,000,000 (for steel springs)  
N-Number of "free" coils + 0.5  
D- Diameter of spring coil (in.)  
Note how sensitive the stiffness of the spring is to the diameter of the spring wire.

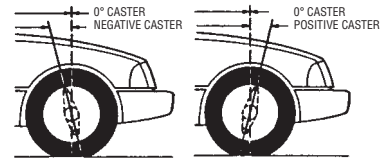
### STIFFNESS OF TORSION BAR

$$K = 1,178,000 \frac{D^4}{LA^2}$$

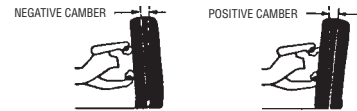


K - Spring rate (lb/in.)  
D - Diameter of bar (in.)  
L - Length of bar (in.)  
A - Length of lever arm (in.)

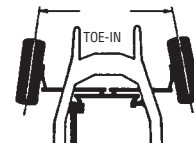
### WHEEL ALIGNMENT



**CASTER** – the number of degrees of forward or backward tilt of the spindle at the top. Forward tilt of the spindle is negative caster. Backward tilt of the spindle at the top from true vertical is positive caster.



**CAMBER** – The number of degrees the top of the wheel is tilted inward or outward from true vertical. Inward tilt at the top of the wheel is negative camber. Outward tilt is positive camber.



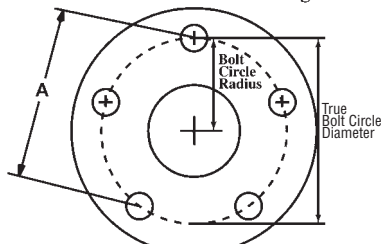
**TOE-IN** – The distance in inches the leading edge of the front tires are closer than the trailing edge.

### SPEED CALCULATION

Many high-performance vehicles are capable of higher speed than their speedometer can register. If the vehicle is equipped with a tachometer, its speed can be estimated with the following formula.

$$MPH = \frac{\text{Overall Tire Diameter} \times \text{Achieved Engine RPM}}{\text{Differential Ratio} \times \text{Achieved Top Gear Ratio} \times 336}$$

### Bolt Pattern Dimensions for 5-lug Wheels



If Measurement A is:	Then your Bolt Circle is:
4 1/4 inches	4 1/2 inches
4 1/2 inches	4 3/4 inches
4 3/4 inches	5 inches
5 1/4 inches	5 1/2 inches

### HANDY FORMULAS

- Circumference of a circle: Multiply the diameter by 3.1416
- Area of a circle: Multiply the diameter by itself and then by .7854
- Volume of a cylinder: Find the area of the end then multiply by length
- Area of the surface of a sphere: Multiply the diameter by itself and then by 3.1416
- Volume of sphere: Multiply the diameter by itself and multiply this product by the diameter again. Then multiply this product (diameter cubed) by .5236
- Area of a triangle: Multiply the base by the height and divide by 2.

### CALCULATING PISTON DISPLACEMENT

The area of head of the piston in square inches, times the number of inches in the stroke, times the number of cylinders, is the engine displacement in cubic inches. The formula is  $d^2 \times .7854 \times L \times N = \text{Displacement in Cubic Inches}$ . N is the number of cylinders.

# “PRO TOURING”

## EASY TO INSTALL!



Here is how the **HEIDTS PRO-G® Subframe** installs on one of our shop cars. This bolt-in install takes little time and provides fantastic “Riding on Rails” performance. We completed the car after installing a GM “383” crate, 5sp Tremec transmission, 13” Wilwood disc brakes, NT01 Tires by NITTO and 18” x 9” Foosie Rims. Look for this car at Autocross events near you as **HEIDTS®** proves you can drive it to the event - race it - then drive it home!



1. Unbolt and roll out your old front subframe.



2. The new **HEIDTS®** Front Subframe and only four bolts, completes the installation to the body.



3. **HEIDTS®** 2” Drop Spindle and Upper and Lower Arms mount to **HEIDTS®** subframe.



4. **HEIDTS®** Front Subframe with Subframe Connectors joins to **HEIDTS®** Rear 4-Link Kit.



### BOLT A HEIDTS PRO-G® ON YOUR CAMARO/FIREBIRD OR NOVA

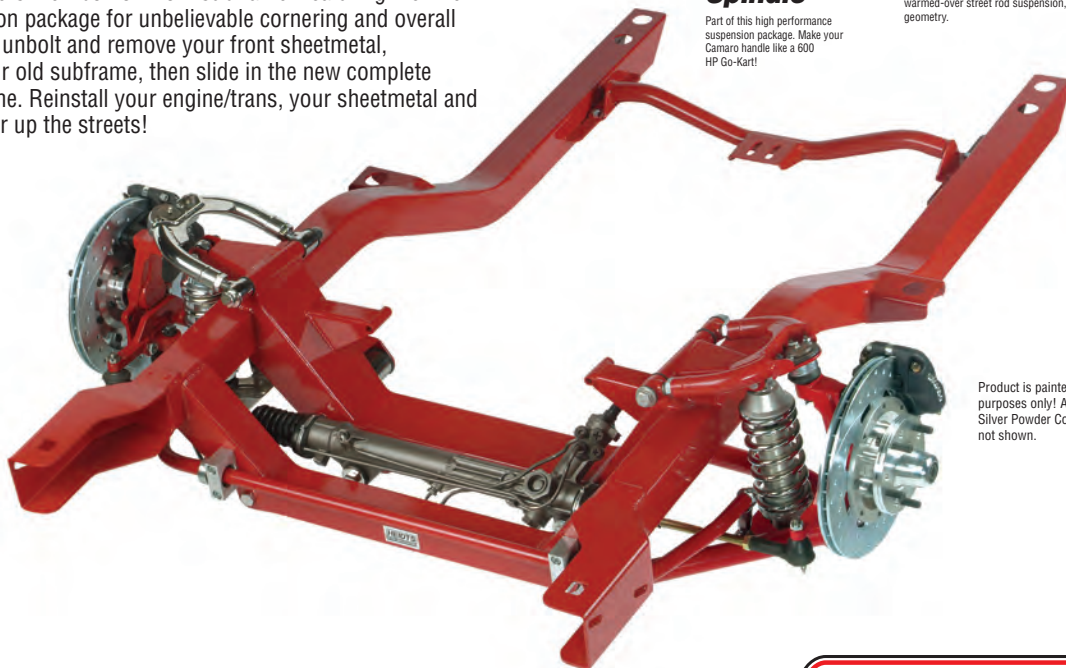
**HEIDTS®** now offers their bolt on front subframe. Featuring their new Pro-G® suspension package for unbelievable cornering and overall handling. Simply unbolt and remove your front sheetmetal, engine/trans, your old subframe, then slide in the new complete **HEIDTS®** Subframe. Reinstall your engine/trans, your sheetmetal and you are set to tear up the streets!

#### **HEIDTS PRO-G®** 2” Dropped Spindle

Part of this high performance suspension package. Make your Camaro handle like a 600 HP Go-Kart!

#### **HEIDTS PRO-G®** Suspension

True High Performance purpose designed suspension. Not warmed-over street rod suspension, but true race car designed geometry.



Product is painted for catalog purposes only! All kits ship with Silver Powder Coated Springs - not shown.

Order/Tech: 800-841-8188



# “SMOOTH RIDE!”

## INSTALLING A HEIDTS® FRONT SUSPENSION IN A '35-'40 CHASSIS

Reprinted By Permission From Buckaroo Communications - Photography: Jeff Tann Words: Jeff Tann

We were talking to fellow street rodder Bob O'Bryant the other day and he told us that he just purchased a '40 coupe that he knew about since the early '60s. The car changed hands a few times, but none of the owners did anything with it. Since the '40 spent most of its time garaged, the body was straight and the chassis was in great condition. The minute the car was on the market, O'Bryant jumped at the chance to buy it.

We asked him what his plans were and he replied, “The usual.” In the old days, that would have been a dropped front axle and a hot Flathead, but today it's quite a different story. “The usual” is actually an independent front suspension with a parallel-leaf spring rear suspension and a small-block Chevy engine backed by a Turbo 350 transmission. That's the econo approach.

O'Bryant said he ordered a HEIDTS® front suspension because he was happy with the one under his Model A Ford. We asked him if we could photograph the installation and he was more than happy to let us do a step-by-step story. The front and rear suspension system is exactly what we have on a '40 coupe, so we told him that he would be pleased with his decision.

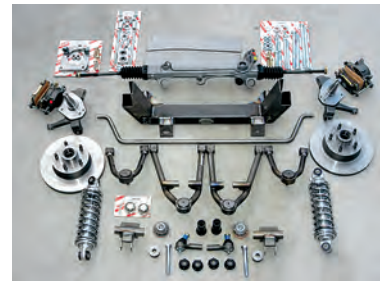
Ford used the same chassis from 1935 to 1940 on passenger cars and until 1941 on pickup trucks, so the installation is universal for anyone with a car that falls into that category. The install is pretty straightforward if you can follow directions, but it does require welding skill and a few special tools. You will need a MIG welder, 5-inch hand

grinder, large 1/2-inch-chuck drill motor, large hand grinder, tape measure and a variety of normal hand tools. The installation took about a day and a half to finish and it was fairly easy to accomplish.

O'Bryant knew that the suspension would be almost impossible to see under the '40, so he ordered a kit that could be painted or powdercoated. Chromeplating or polished stainless would never be seen. He also ordered the kit with GM-style front brakes because he is familiar with how well they work.

If you have been planning an independent front suspension conversion on your Ford, this story will show you how it's done. The body has been removed from the frame and it was sandblasted, making the conversion clean and easy, but if you have a running car, it could be done by removing the front clip and engine. SRB

*The HEIDTS® independent front suspension came with the special crossmember, upper and lower A-arms, a power rack-and-pinion steering unit with ball joints, coilover shocks, spindles, brackets, calipers, rotors and all of the hardware needed to finish the installation. When you consider what you get, the price for this kit is very reasonable.*



1) A heavy-wall-thickness square tube was tack-welded to the chassis to hold it in place when the stock crossmember is removed.



2) Using a 3/8-inch drill, the rivets were drilled to remove the shanks.



3) The crossmember was easy to remove when it was moved back to the wider part of the frame. Since these crossmembers are worth money to nostalgia rodders, owner Bob O'Bryant wanted to keep it in good condition. The radiator mounts are still attached to the crossmember and will have to be removed and used after the new front suspension is installed.



4) According to the instructions, the centerline for the HEIDTS® suspension will be 1/2 inch back from the straight-axle centerline.



5) The HEIDTS® centerline was drawn on top of the frame to make it easy to spot.



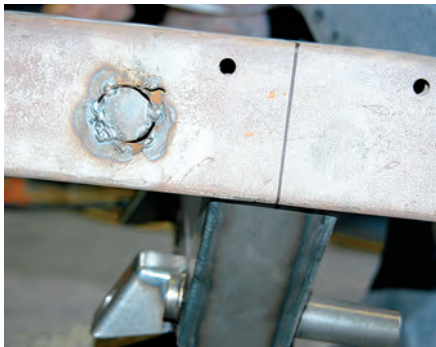
6) O'Bryant decided that it would be better to use a pair of hand clamps to secure the boxing plate before the welding was done. He started by tack-welding the section to the frame at the front and rear.



**7)** Here's what the framerrail looked like after it was boxed. This strengthens the frame at the point where the crossmember will be installed. Without this, the frame could tear from stress over time.



**8)** The crossmember was installed and it was a tight fit. A few hammer whacks were necessary to get the centerlines to match up.



**9)** Here's the centerline on the frame lined up with the centerline on the crossmember.



**10)** After all of the measurements were made and the crossmember was located correctly, it was tack-welded to the frame.



**11)** The upper A-arm mount or tower had to be installed next. It was placed on the frame and extends upward from the lower crossmember.



**12)** After the towers lined up perfectly, they were tack-welded to the frame. All of the measurements were made again to be certain they were correct. When O'Bryant was satisfied, the towers and crossmember were finish-welded to the frame.



**13)** The Swaybar block was bolted to the crossmember on the bottom, and when it was in place, the upper bolt hole was drilled and tapped. Doing it this way ensures that the bolt holes will line up perfectly.



**14)** Bolting the coilover shock to the upper tower started the installation. At this point the bolt was finger-tight just in case it would have to be removed.



**15)** The lower A-arm was installed using the long bolt supplied in the kit. Washers are supplied to rest against the urethane bushings.



**16)** The coilover shock was connected to the lower A-arm. This is a long bolt because it is also used to secure the Swaybar connector. The bolt is installed from the front and O'Bryant made sure the Swaybar connector was installed first.



**17)** The spindle was connected to the lower A-arm. The lower ball joint is long, so spacers are used to make sure the castle nut aligns with the cotter keyhole.



**18)** Using the other long bolt supplied in the kit, the upper A-arm was installed. This connection also uses the large washers supplied in the kit. The upper bolt is secured with a Nylok locknut.



19) Now the upper A-arm can be connected to the spindle. HEIDTS® recommended using one of its narrow front suspension kits to keep the tires inside the fenderwell so the tires don't hit on turns.



23) After all the front suspension parts are installed, the bolts can be tightened. The upper A-arm bolts were secured with a pair of 15/16-inch wrenches.



25) Before the rack-and-pinion can be installed, you have to install the bolts with a pair of spacers and washers.



20) The caliper bracket is designed with one bolt on the top traveling upward into the spindle and another bolt on the bottom with a bolt that travels sideways into the spindle.



24) The lower A-arm bolt and Nylok locknut was secured with a pair of 15/16-inch wrenches.



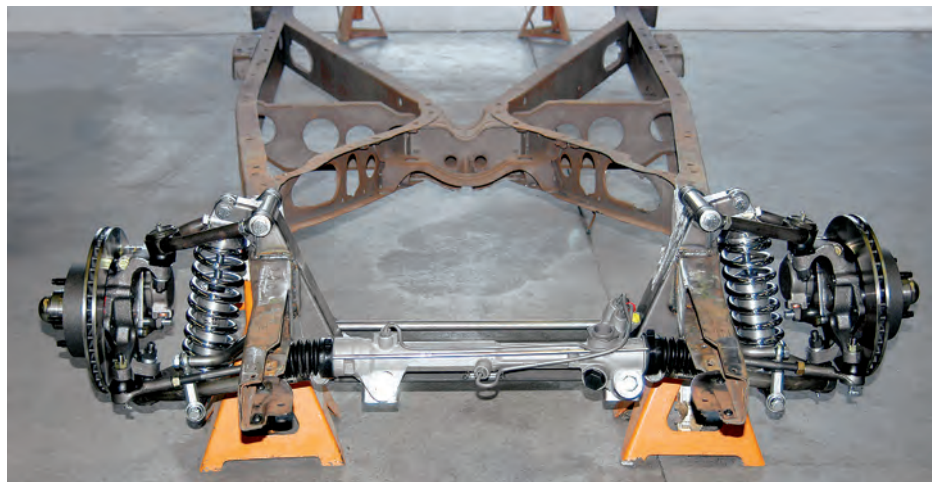
26) The rack-and-pinion unit was reinstalled and then it was tightened with a pair of 15/16-inch wrenches.



21) The rotor was installed on the spindle and then the small spindle bearing was installed. It was also packed with high-heat disc-brake bearing grease.



22) After the rotor was installed, O'Bryant tightened the Allen bolts with a 3/8-inch Allen wrench. At this time, you should make sure that the rotors are centered between the calipers.



27) The chassis is finished and the HEIDTS® suspension looks great and works terrific. The '40 will have positive power steering, should handle like a sports car and will stop quickly with the large brakes. The best part is this kit is priced right.



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## QUESTIONS & ANSWERS

**Q. Are independent suspension kits hard to install?**

**A.** No, not if you purchase the correct type. All of HEIDTS® kits are designed to fit specific model cars exactly. You only need to know the type of car you have, not the frame dimensions.

**Q. Do the HEIDTS® Kits work as good as a factory car?**

**A.** Yes, because HEIDTS® does not alter the factory designs. They recognize the fact that the factory spent millions of dollars developing their designs and they are not improved by moving pivot points or changing tie rod ends or other components.

**Q. How do the HEIDTS® conversion kits compare to the front subframe swaps?**

**A.** A properly designed suspension conversion kit will ride and handle every bit as good as a subframe swap. The difference in the conversion kit is about one tenth the amount of work. When you cut off your frame rails for a subframe swap, you no longer have a place to mount the fenders or radiator. Besides all that, you have to relocate the motor mounts and often times narrow the subframe, along with the steering linkage. On quality conversion kit, be it a Mustang type or a tubular control arm type, you simply install the crossmember, which should be designed for your particular frame, bolt on the suspension components, then bolt your car back together. The difference is a job that took only a couple of days rather than two or three weeks.

**Q. Do you keep your kits in stock or do I need to supply dimensions of my frame so you can build one when I order?**

**A.** The designs of the cars for which we make conversion kits has not changed since those cars were built 40-50 years ago. So, there is no reason to special order a standard kit. All our products are built for stock and are on the shelf ready for shipment, since we already know what your frame looks like, You need only to tell us what type of car you have.

**Q. How do you ship your products?**

**A.** All our products except truck freight items, are packaged to ship U.P.S. This is the most economical method. Of course, if you are in a hurry, next day and second day service is available.

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# NOTES

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