

MUSTANG DEPOT

Suspension

ULTRA SUSPENSION KIT



Maier Spring Options Include:

- 160 Low 4.5 leaf Performance 1" Lowering
- 160 High 4.5 leaf Performance Standard Height
- 165 Race 5 leaf Performance 1" Lowering
- 200 Race 5 leaf Performance 1" Lowering

Now Available with Maier Racing Leaf Springs!

Maier Leaf Springs offer the latest in performance technology. They offer a modern design and are non traditional by design. These are aggressive in performance and spring rate and are like adding traction bars by their design. These are linear in their rate per inch. They resist wrap-up and anti-squat.

This kit is all-inclusive and has everything you need to completely change out your front and rear suspension.

Each Kit Includes:

- Performance 600# Front Coil Springs 1" Lowering
- Classic 4 Leaf Standard Eye (*Upgrades Available*)
- 1" Front Sway Bar Kit
- 3/4" Rear Sway Bar Kit (*Upgrades Available*)
- KYB Front and Rear Shock Absorbers
- Polyurethane Coil Springs Insulators
- Polyurethane Sway Bar End Link Kits
- Polyurethane Sway Bar Frame Bushing Kits
- New Leaf Springs Shackles w/Rubber Bushings (*Upgrades Available*)
- Upper Control Arm Set (*Upgrades Available - Call*)
- Lower Control Arm Set (*Upgrades Available - Call*)
- Polyurethane Strut Rod Bushings
- Spring Perches

Upgrades available

- Classic 4.5 Leaf Mid Eye (1" drop) Leafs = **\$30.00**
- Classic 5 Leaf Standard Eye Leafs = **\$30.00**
- Classic 5 Leaf Mid (1" drop) or Rev Eye (2" drop) = **\$40.00**
- Maier Racing 160 High (No Drop) or 160 Low (1" drop) = **\$40.00**
- Maier Racing 165 Race (1" drop) or 200 Race (1" drop) = **\$60.00**
- Racing Shackles **\$35.00**
- 700# front coils are available for perf. big blocks \$45 upgrade
- Upgrade to Maier Racing 5/8" Adjustable Rear Sway Bar \$165
- Upgrades for reinforced upper and lower arms. (*Please Call*)

The stock ride height in the front can be accomplished by using the 1" "Insulator Option" below. Ride heights are referring to the stock, right off the assembly line heights. Most cars have sagged over the years so actual height lowering may vary from these numbers. Please Call on ALL Big Block Cars! Please specify year, model, engine size, leaf springs preferred, size of insulators preferred, and either standard or upgraded shackles.

| Part # | Description | Price |
|--------------|---|----------------------|
| SS-USRKit | 1964-70 Ultra Performance Suspension Rebuild Kit with KYB Shocks | \$879.95/kit |
| SS-USRKit-BS | 1964-70 Ultra Performance Suspension Rebuild Kit with Bilstein Shocks | \$1089.95/kit |

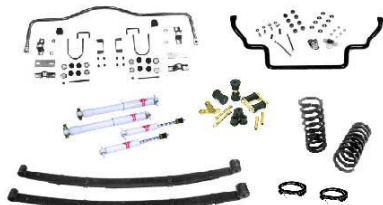
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Version 1h

STREET PERFORMANCE KIT



Now Available with Maier Racing Leaf Springs!

Maier Leaf Springs offer the latest in performance technology. They offer a modern design and are non traditional by design. These are aggressive in performance and spring rate and are like adding traction bars by their design. These are linear in their rate per inch. They resist wrap-up and anti-squat.

Maier Spring Options Include:

- 160 Low 4.5 leaf Performance 1" Lowering**
- 160 High 4.5 leaf Performance Standard Height**
- 165 Race 5 leaf Performance 1" Lowering**
- 200 Race 5 leaf Performance 1" Lowering**

This kit is all inclusive and has everything you need to completely change out your front and rear suspension.

Each Kit Includes:

- Performance 600# Front Coil Springs 1" Lowering
- Classic 4 Leaf Standard Eye Springs *(Upgrades Available)*
- 1" Front Sway Bar Kit
- 3/4" Rear Sway Bar Kit *(Upgrades Available)*
- KYB Front and Rear Shock Absorbers
- Polyurethane Coil Springs Insulators *(Options Available)*
- Polyurethane Sway Bar End Link Kits
- Polyurethane Sway Bar Frame Bushing Kits
- New Leaf Springs Shackles w/Rubber Bushings *(Upgrades Available)*

Upgrades available:

- Classic 4.5 Leaf Mid Eye (1" drop) Leafs = **\$30.00**
- Classic 5 Leaf Standard Eye Leafs = **\$30.00**
- Classic 5 Leaf Mid (1" drop) or Rev Eye (2" drop) = **\$40.00**
- Maier Racing 160 High (No Drop) or 160 Low (1" drop) = **\$40.00**
- Maier Racing 165 Race (1" drop) or 200 Race (1" drop) = **\$60.00**
- Racing Shackles **\$35.00**
- 700# front coils are available for perf. big blocks \$45 upgrade
- Upgrade to Maier Racing 5/8" Adjustable Rear Sway Bar \$165

The stock ride height in the front can be accomplished by using the 1" "Insulator Option" below. Ride heights are referring to the stock, right off the assembly line heights. Most cars have sagged over the years so actual height lowering may vary from these numbers. Please Call on ALL Big Block Cars! Please specify year, model, engine size, leaf springs preferred, size of insulators preferred, and either standard or upgraded shackles.

| Part # | Description | Price |
|----------|---|---------------------|
| SS-SPKit | 1964-70 Street Performance Suspension Rebuild Kit with KYB Shocks | \$559.95/kit |

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Version 1h

PERFORMANCE SUSPENSION REBUILD



The stock ride height can be accomplished by using the 1" "Insulator Option" below. Ride heights are referring to the stock, right off the assembly line heights. Most cars have sagged over the years so actual height lowering may vary from these numbers.

| Part # | Description | Price |
|----------|--|---------------------|
| SS-PSR01 | #1 1964-66 Performance Suspension Rebuild Kit Completely rebuilds your front suspension! Includes: new upper and lower control arms, new spring perches, and polyurethane coil spring insulators, strut rod bushings, sway bar end link and frame bushing kits! <i>Please specify the sway bar diameter on your car, and the size of insulator you would like!</i> | \$324.95/kit |
| SS-PSR02 | #2 1967 Performance Suspension Rebuild Kit Completely rebuilds your front suspension! Includes: new upper and lower control arms, new spring perches, and polyurethane coil spring insulators, strut rod bushings, sway bar end link and frame bushing kits! 4 bolt lower control arm <i>Please specify the sway bar diameter on your car, and the size of insulator you would like!</i> | \$324.95/kit |
| SS-PSR03 | #3 1968-73 Performance Suspension Rebuild Kit Completely rebuilds your front suspension! Includes: new upper and lower control arms, new spring perches, and polyurethane coil spring insulators, strut rod bushings, sway bar end link and frame bushing kits! 2 bolt lower control arm <i>Please specify the sway bar diameter on your car, and the size of insulator you would like!</i> | \$324.95/kit |

FRONT HANDLING KIT



Optional 1" front sway bar kit for only \$80

| Part # | Description | Price |
|----------------|---|---------------------|
| C5ZZ-5310-PKit | #1 1964-66 Coil Spring Kit (kit includes 2ea 1" Lowering 620 coil springs, 2ea spring perches plus 2ea poly insulator pads) | \$124.95/kit |
| C7ZZ-5310-PKit | #2 1967-68 Coil Spring Kit (kit includes 2ea 1" Lowering 720 coil springs, 2ea spring perches plus 2ea poly insulator pads) | \$124.95/kit |

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A Arm Shaft Kit



Complete kit with shaft, bushings, grease seals, bolts, and zerk fittings.

| Part # | Description | Price |
|--------------|-------------------------------|------------|
| C3DZ-3047-AR | 1964-66 Upper A Arm Shaft Kit | \$29.95/ea |

Bushing Set – Leaf Spring



Improve traction and rear axle stability with these Bushing Kits. The polyurethane bushings are graphite impregnated and resist deflection under stress and help eliminate spring binding and axle "hop" during acceleration. Order a set for your car today!

| Part # | Description | Price |
|-----------------|---|---------|
| C5ZZ-5781-BR | Rubber Leaf Spring Shackle Bushing Set of 8 (9/16" Hole) | \$15.95 |
| C6ZZ-5781-BR | Rubber Leaf Spring Shackle Bushing Set of 8 (1/2" Hole) | \$15.95 |
| C6ZZ-5781-BP | Polyurethane Leaf Spring Shackle Bushing Set of 8 (1/2" Hole) | \$22.95 |
| C5ZZ-5630-5781B | Polyurethane Leaf Spring Bushings Full Set Front and Back | \$59.95 |
| C5ZZ-5781-A | 1964-67 Front Eye Bolt Set | \$11.95 |
| C7ZZ-5781-A | 1968-73 Front Eye Bolt Set | \$11.95 |

Coil Springs



Don't forget Spring Perches! Coil Spring Insulators available at bottom of first order table...

Coil Springs Cont'

| Part # | Description | Price |
|----------------|---|-------------|
| C5ZZ-5310-A | 1964-66 O.E.M Style Stock Replacement Springs (170, 200 cid) | \$89.95/pr |
| C5ZZ-5310-B | 1964-66 OEM Style Stock Replacement Springs (260, 289 cid) | \$89.95/pr |
| C7ZZ-5310-A | 1967-70 O.E.M Style Stock Replacement Springs (200, 250 cid) | \$94.95/pr |
| C7ZZ-5310-B | 1967-70 O.E.M Style Stock Replacement Springs (289, 302 cid) | \$94.95/pr |
| C7ZZ-5310-C | 1967-70 O.E.M Style Stock Replacement Springs (390, 427, 428) | \$94.95/pr |
| C4DZ-5415-AR | Coil Spring Insulators Rubber | \$9.95/pr |
| C4DZ-5415-UR | Coil Spring Insulators Polyurethane | \$19.95/pr |
| C4DZ-5415-URT | Coil Spring Insulators Polyurethane 1" | \$21.95/pr |
| Part # | Description | Price |
| C5ZZ-5310-E | 1964-66 GT Coil Springs | \$79.95/pr |
| Part # | Description | Price |
| C5ZZ-5310-Pkit | 1964-66 Performance 620 Coil Spring Kit 1" Lowering (Includes two springs, perches and insulator pads) | \$115.95/pr |
| C7ZZ-5310-PKit | 1967-73 Performance 720 Coil Spring Kit 1" Lowering (Includes two springs, perches and insulator pads) | \$115.95/pr |
| C5ZZ-5310-P | 1964-66 Performance 620 Coil Springs 1" Lowering | \$79.95/pr |
| C7ZZ-5310-P | 1967-73 Performance 720 Coil Springs 1" Lowering | \$79.95/pr |

Coil Over Conversion – UP



Unique Performance has released their much anticipated Coilover Conversion Kit. These kits are the correct choice for improving the handling of your classic Mustang. Unique Performance is able to offer a suspension package that all drivers can benefit from. Now you can give your early Mustang the handling characteristics of a newer vehicle, without making irreversible modifications. **Includes: Upper Control Arms, Lower Control Arms, Upper Shock Mount, Strut rods/Lower Shock Mount, Coilover Shocks**

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Coil Over Conversion – UP Cont'

| Part # | Description | Price |
|---------------|--|---------------|
| UP-COLV65-66 | 1965-66 Unique Performance Coilover Spring Conversion 450lb | \$2399.00/kit |
| UP-COLV67-0SB | 1967-70 Unique Performance Conversion Small Block 450lb | \$2399.00/kit |
| UP-COLV67-0BB | 1967-70 Unique Performance Conversion Big Block 550lb | \$2399.00/kit |

Coilover Conversion – TCP



Our use of TIG welded, tubular steel control arms and Kevlar Injection Molded Rod Ends, prevent much of this deflection. The tubular control arms resist the twisting and bending that the stamped design is subject to. The state of the art rod ends create an extremely precise pivot point that ensures accurate travel throughout the suspensions range of motion. We have also made corrections to the original geometry of the suspension. Our design induces negative camber as the suspension loads, which keeps more of your tire's contact patch on the road. The upper ball-joint angle has also been corrected to prevent binding at the top of the travel arch. The lower mount of the shock is relocated to the strut rod plate at the lower control arm. This modification effectively transfers the weight of the vehicle closer to the pivot axis of the spindle, which eliminates the flex normally induced upon the upper control arm.



The Aldan Eagle shock absorber is machined from 6061 T-6 billet aluminum stock, which provides superior heat dissipation, maximum strength and quality appearance. Special features are easy eleven-position compression and six-position rebound damping adjustments, an internally vented oil chamber which protects the top seal from excess pressure and stops leakage, nitrogen gas charging for fade-free damping and consistent operation, and hydraulic anti-topping. Bottom threaded nut quickly changes spring preload to corner weight the car. **Includes: Upper Control Arms, Lower Control Arms, Upper Shock Mount, Strut rods/Lower Shock Mount, Coilover Shocks**

| Part # | Description | Price |
|----------------|--|---------------|
| TCP-COLV65-66 | 1965-66 TCP Coilover Spring Conversion 450lb | \$2199.00/kit |
| TCP-COLV67SB | 1967 TCP Coilover Conversion Big Block 550lb | \$2199.00/kit |
| TCP-COLV67BB | 1967 TCP Coilover Conversion Big Block 550lb | \$2199.00/kit |
| TCP-COLV68-0SB | 1968-70 TCP Coilover Conversion Big Block 550lb | \$2199.00/kit |
| TCP-COLV68-0BB | 1968-70 TCP Coilover Conversion Big Block 550lb | \$2199.00/kit |



Export Braces



These have been unavailable for several months while being re-designed. These are much better than the ones previously offered. Much better design includes better fit and finish than previous versions.

| Part # | Description | Price |
|---------------|--------------------------------------|-------------|
| C5ZZ-16A052-E | 1964-70 Export Brace - Black | \$59.95/ea |
| C5ZZ-16A052-C | 1964-70 Export Brace - Chrome | \$79.95/ea |
| S1MS-16A052-E | 1964-66 Shelby Export Brace - Black | \$149.95/ea |
| S1MS-16A052-C | 1964-66 Shelby Export Brace - Chrome | \$169.95/ea |

Export Brace – Maier Racing



These integrate the Monte Carlo Bar and the Export Brace into one. The can be used for EFI converted cars..

Maier Racing implements the most triangulation possible with the least amount of structural bends for optimal strength without sacrificing weight

Maier Racing Shock Tower Braces support over large areas since unibodies are designed to spread loads. So they manufacture our brace to match and better the original unibody intensions. Maier Racing supports the problem area, chassis and suspension mounting points, not the point around or in the general vicinity of. All parts are finished with quality black powder coating. Maier Racing utilizes specific high grade metal in high load areas for maximum stress resistance

| Part # | Description | Price |
|-----------|--|-------------|
| MR-MS2200 | 1964-70 Maier Racing Export Brace – also works with EFI Conv | \$189.95/ea |

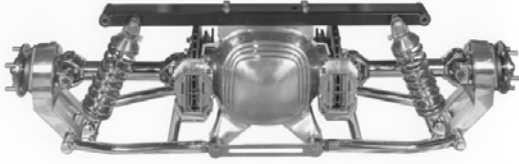
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Heidt's Independent Rear Suspension



Now you can finish your Mustang the right way with Heidt's new SUPERIDE IRS kit. It is the best riding and handling IRS to combine with your SUPERIDE IFS and will make your Mustang a first class ride. It is a complete nit, hub to hub. It begins with a cast aluminum alloy center housing, which is available fully polished. It includes a Ford 9" 3rd member, which is also available in fully polished aluminum. All popular gear ratios are standard, and positraction is available. Tread widths for all the popular applications from 55" to 62" are standard, and custom widths can be ordered. Inboard disc brakes with polished Wilwood calipers are standard. Half shafts include heavy duty 1350 U-joints, and are available chrome plated. Lower control arms are available standard in plain steel, or can be upgraded to polished stainless steel, plain or polished billet aluminum. Aldan adjustable billet coil-overs are standard, also available polished. Chrome springs are standard. Dual coil-overs are also available for heavier applications. Outer uprights are heat treated aluminum alloy and use Corvette bearing assemblies. Ford bolt pattern is standard on our kit. Front and rear tie bars, urethane brushed crossmember, pinion support with links and forward struts are included. Forward struts, pinion support links, tie bars and pinion plate are also available in polished stainless steel and plain or polished billet aluminum. Many other options are available for the best riding IRS around...SUPERIDE IRS

| Part # | Description | Price |
|-----------|---|----------------------|
| HDT-IRS01 | 1964-70 Independent Rear Suspension Package – Standard <i>Please call for added options Call 702-262-0011</i> | \$4295.95/kit |

LCA Adjusters



#1 VARIO-CENTRIC CAMBER ADJUSTER KIT for 65-66 Mustangs. Allows for easy camber adjustment without shimming. The kit includes weld-on saddle brackets similar to those found on '67 Mustangs. Square adjuster plates similar to those found on '67 Mustangs. Spare adjuster plates similar to the Adjustable Eccentric Eliminator Kit (see item #2) are used in place of a round eccentric type cam. This system will not move or slip under high suspension loads. Minor front track width adjustments are also possible with the kit. One kit required per vehicle. Welding, trimming, and grinding required - instructions included

#2 ADJUSTABLE ECCENTRIC ELIMINATOR KIT for 67-73 cars with lower control arm eccentrics. Prevents loss of camber and toe-in adjustment. A must for high performance and race applications. Makes the Boss 302 chassis book modification for camber adjustment reinforcement obsolete. Alignment is still adjustable! Bolts in, no welding, cutting, or drilling required!

| Part # | Description | Price |
|-----------|---|--------------------|
| PMS-VARIO | #1 1964-66 Vario-Centric Camber Corrector Kit | \$79.95/kit |
| PMS-EEK | #2 1967-73 Adjustable Eccentric Eliminator Kit | \$49.95/kit |

Leaf Springs



Performance Replacement Springs for '65-73 Mustangs! Now available in 4, 4 1/2 and 5 leaf, with standard, mid and reverse eyes. Ride heights are stock, 1" and 2" lower for each type of eye configuration. Don't forget your new set of Racing Shackles or Front Eye Bolt Sets. These leaf springs include anti squeak rubber front eye bushings. Sold in pairs!

| Part # | Description | Price |
|----------------|---|--------------------|
| C5ZZ-5560 | 1964-73 4 Leaf Performance Spring Set (Standard Eye) 165# | \$169.95/pr |
| C5ZZ-5560-4ME | 1964-73 4.5 Leaf Performance Spring Set (Mid Eye) 175# | \$199.95/pr |
| C5ZZ-5560-HD | *1964-73 5 Leaf High Performance Spring Set (Standard Eye) 195# | \$199.95/pr |
| C5ZZ-5560-HDME | *1964-73 5 Leaf High Performance Spring Set (Mid-Eye 1" Lowering) 195# | \$209.95/pr |

Please read the ride height statement for leaf springs...

Please note: Most cars have sagged over the years. A one-inch lowering spring could be higher than your car currently sits. These are measured from the stock ride heights of the original springs. The more leaves, the less sag. Your car will sit higher than the original springs sat stock with 5 leaf standard eye. Additional lowering can be accomplished by using a lowering kit or our racing shackles.

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Leaf Springs Maier Racing



Leaf Springs serve three different functions

They are control arms, springs and lateral control devices. Taking into consideration the above-mentioned tasks the spring designer needs to know how he wants the vehicle to feel and how he wants to create that feel throughout the leaf spring. Because of Maier Racing's vast racing history with Mustangs, we understand these needs and have designed multiple applications of leafs to appropriately address our customer's requirements.

The leaf spring is a control arm

Maier Racing ensures the wheels stay firmly planted to the ground by stacking the leafs predominantly to the front of the leaf spring. This creates a solid connecting point from the body to the suspension (rear end housing), which acts like a control arm not a leaf or two trying to contain a ground pounding V8. This added support provides enhanced throttle and braking response, which allows the deployment of more power to the ground thus eliminating the need for traction bars.

The spring in your leaf

The spring rate will set the tone for the rest of the suspension set up. This means how fast the car reacts to driver input (throttle, brake, turn in), how stiff the car is and how much squat it will experience under acceleration. Maier Racing has the spring rates to set you up in the right direction for your application.

Leaf springs can create good lateral control

Maier Racing makes their leaf springs with a thicker main leaf to help with the spring flexing side to side; this also keeps the eyelets from opening under heavy side loads. Stacking the leafs primarily to the front also provides much needed lateral support, Maier Racing has even been known to successfully run the 180 Race series leaf springs without a Panhard rod or Watts link. We are confident that Maier Racing can provide you with the support your Mustang needs.

| Part # | Description | Price |
|-----------|---|--------------------|
| MR-MS2305 | 1964-73 160 Low 4.5 Leaf Performance Spring Set (Standard Eye Approx 1.25" Lowering) | \$209.95/pr |
| MR-MS2306 | 1964-73 160 High 4.5 Leaf Performance Spring Set (Standard Eye Stock Height) | \$209.95/pr |
| MR-MS2307 | 1964-73 165 1.25 Race 5 Leaf Performance Spring Set (Mid Eye Approx 1.25" Drop) | \$269.95/pr |
| MR-MS2308 | 1964-73 200 1.25 Race 5 Leaf Performance Spring Set (Mid Eye Approx 1.25" Drop) | \$269.95/pr |

Lower Control Arms



These lower control arms are authentic reproductions. Manufactured in the USA. They feature the original riveted design, lower jacking tabs and 2 tone paint. Comes complete balljoint, pressed in bushing, grease seal, zerk fitting, washer, nut and cotter key. Painted black.

| Part # | Description | Price |
|-------------|--|-------------------|
| C4DZ-3078-A | 1964-66 Lower Control Arm <i>Mustang or 1963-65 Falcon</i> | \$49.95/ea |
| C70Z-3078-A | 1967 Lower Control Arm <i>Mustang or 1966-67 Falcon, Fairlane or Comet</i> | \$54.95/ea |
| D7DZ-3078-A | 1968-73 Lower Control Arm <i>Mustang, Cougar, Falcon, Fairlane or Comet</i> | \$44.95/ea |
| 4-3101 | Polyurethane Lower Control Arm Bushings for 1964-66 Mustang or 1963-65 Falcon | \$11.95/pr |
| 4-3102 | Polyurethane Lower Control Arm Bushings Black 1-7/16" O.D. for 1967-73 Mustangs | \$11.95/pr |
| 4-3103 | Polyurethane Lower Control Arm Bushings Black 1-9/16" O.D. | \$11.95/pr |

Lower Control Arms – Moog



All USA materials with Moog ball joints. One nice feature is integrating high quality stock components for easy replacement of parts.

| Part # | Description | Price |
|----------|--|--------------------|
| NB-K8035 | 1964-66 Moog Lower Control Arm w/Ball Joint Mustang or 1963-65 Falcon | \$109.95/ea |
| NB-K8123 | 1968-73 Moog Reinforced Lower Control Arm w/Ball Joint | \$109.95/ea |

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Lower Control Arms – TCP

TCP's TrueCenter pivot socket, direct replacement, lower control arms improve suspension geometry by better controlling the balljoint travel arch. A one-piece spherical bearing (80% larger in diameter than our previous rod end), and high-strength polymer races, create a deflection free, low friction pivot point. Bearing preload is maintained with a threaded retaining ring and is secured by a locking set screw. A lubrication zerk fitting is easily accessed at the bottom of the housing. The 1-1/4" shank socket housing and 1-1/8 x .156" wall steel tubes meet at an overlapping robotic spray-arc welded joint. Balljoint and mid-plates made from 1/4" steel plate eliminate deflection at the spindle and anti-roll bar attachment points.

Premium quality, screw-in balljoints are used and can be replaced as necessary. Arms are shipped fully assembled and include grade 8 mounting hardware.



Fits:

1964 1/2 - 1973 Mustang, Cougar, Falcon and Comet
 1961 - 1973 Ranchero
 1965 - 1967 Fairlane
 1968 - 1971 Torino

| Part # | Description | Price |
|------------|-----------------------------------|--------------|
| TCP-LCA-01 | 1965-66 TCP Lower Control Arm Kit | \$399.00/kit |
| TCP-LCA-02 | 1967 TCP Lower Control Arm Kit | \$399.00/kit |
| TCP-LCA-03 | 1968-70 TCP Lower Control Arm Kit | \$399.00/kit |

Lowering Kits



Don't heat your springs or remove leafs. Now it's easier and safer to lower the rear end. This kit includes cast aluminum lowering blocks, U-bolts with Nylock nuts. Not a universal kit but specifically designed for the Mustang...

| Part # | Description | Price |
|---------------|----------------------------------|-------------|
| C5ZZ-5705-LK1 | 1965-66 1" Rear End Lowering Kit | \$32.95/kit |
| C7ZZ-5705-LK1 | 1967-73 1" Rear End Lowering Kit | \$32.95/kit |

Monte Carlo Bars



The Monte Carlo bar was developed by Carroll Shelby to stop shock tower flex and maintain proper wheel alignment during cornering. This extra support helps prevent shock tower stress cracks. Copied from the original design. 1967-68 have notches on driver's side... Click on part numbers for pictures. Shipping Charges Not Included in Price!

| Part # | Description | Price |
|-----------------|---|------------|
| C5ZZ-16A052-ARB | 1964-66 Monte Carlo Bar <i>(Straight Black)</i> | \$28.95/ea |
| C7ZZ-16A052-ARB | 1967-68 Monte Carlo Bar <i>(Straight Black)</i> | \$28.95/ea |
| D1ZZ-16A052-ARB | 1971-73 Monte Carlo Bar <i>(Straight Black)</i> | \$28.95/ea |
| C5ZZ-16A052-ARC | 1964-66 Monte Carlo Bar <i>(Straight Chrome)</i> | \$36.95/ea |
| C7ZZ-16A052-ARC | 1967-68 Monte Carlo Bar <i>(Straight Chrome)</i> | \$36.95/ea |
| C5ZZ-16A052-BRB | 1964-66 Monte Carlo Bar <i>(Curved Black)</i> | \$28.95/ea |
| C7ZZ-16A052-BRB | 1967-68 Monte Carlo Bar <i>(Curved Black)</i> | \$28.95/ea |
| C5ZZ-16A052-BRC | 1964-66 Monte Carlo Bar <i>(Curved Chrome)</i> | \$36.95/ea |
| C7ZZ-16A052-BRC | 1967-68 Monte Carlo Bar <i>(Curved Chrome)</i> | \$36.95/ea |

Mustang II Conversions – Heidts



The completely assembled Mustang II Suspension Package and Crossmember Assembly is shown so that you can see how your installation will look when completed. You can see that this is a very state of the art suspension system that will give your Mustang the ride, handling and stopping you are after. Manual to Power Rack upgrade, 11 inch brakes, 2" Spindle drop all included at no extra charge. The bolt pattern will be 5 lug Ford 5 on 4.5! Please specify manual or power rack & pinion, engine size and year of vehicle upon ordering. *The Stabilizer Bar and Brackets are sold separately below.*

| Part # | Description | Price |
|-----------|--|---------------|
| HDT-M2CV1 | 1964-68 Heidt's Mustang II Front End Conversion <i>Standard Control Arms (Stamped Steel)</i> | \$1855.95/kit |
| HDT-M2CV2 | 1964-68 Heidt's Mustang II Front End Conversion <i>Deluxe Control Arms (Tubular Steel)</i> | \$1995.95/kit |
| HDT-PX325 | 1964-66 Heidt's Inner Fender Panels | \$59.95/pr |

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Mustang II Conversions – Heidts

| | | |
|------------|---|--------------|
| HDT-PX326 | 1967-68 Heidt's Inner Fender Panels | \$59.95/pr |
| HDT-DB106 | 1965-68 Heidt's Power Brake Kit and Dual Master Cylinder <i>(Disc/Drum)</i> | \$489.95/kit |
| HDT-DB106D | 1965-68 Heidt's Power Brake Kit and Dual Master Cylinder <i>(Disc/Disc)</i> | \$539.95/kit |
| HDT-DB107 | 1965-68 Heidt's Manual Brake Kit and Dual Master Cylinder w/Proportioning Valve <i>(Disc/Drum)</i> | \$269.95/kit |
| HDT-DB107D | 1965-68 Heidt's Manual Brake Kit and Dual Master Cylinder w/Proportioning Valve <i>(Disc/Disc)</i> | \$269.95/kit |
| HDT-MM130 | 1965-68 Heidt's Motor Mount Bracket Set | \$79.95/pr |
| HDT-MM135 | 1965-68 Heidt's Rubber Mounts | \$44.95/pr |
| HDT-SB-065 | 1965-68 Heidt's Stabilizer Bar | \$169.95/ea |
| HDT-SB-012 | 1965-68 Heidt's Stabilizer Bar Brackets | \$24.95/ea |

Negative Wedge Kit



NEGATIVE WEDGE CAMBER CORRECTOR KIT. Fits 65 to 73 Mustangs and Cougars. Lowers front 1-1/2". Dramatically reduces understeer, and tire roll-over. Corrects the backwards factory camber curve. **Specify model, year, and 3-bolt or 4-bolt upper ball joints.** Requires drilling, front suspension disassembly, and realignment. Installation instructions are included and a spring compressor is required. **This is one of the best mods you can do for improved handling for your car!**

| Part # | Description | Price |
|-----------|---|----------|
| PMS-NW035 | 1964-66 Negative Wedge Camber Corrector Kit 3 Bolt Upper Ball Joints | \$224.95 |
| PMS-NW045 | 1964-66 Negative Wedge Camber Corrector Kit 4 Bolt Upper Ball Joints | \$224.95 |
| PMS-NW037 | 1967-73 Negative Wedge Camber Corrector Kit 3 Bolt Upper Ball Joints | \$224.95 |
| PMS-NW047 | 1967-73 Negative Wedge Camber Corrector Kit 4 Bolt Upper Ball Joints | \$224.95 |

Pan Hard Rods

This is a similar reproduction of the Panhard Rod Kit offered in the Boss 302 Chassis modification book (1969). This kit (shown on left) is best applied to a vintage enthusiast wanting to retain original suspension component styling.



The Maier Racing Panhard Rod Kit will center and prevent the rear end from moving laterally during hard cornering. This provides the driver with more confidence in the car throughout the duration of the corner.

Kit comes complete with right and left hand threaded rod ends for easy set up.

Chassis bracket has three holes to allow the bar to be leveled at ride height. Panhard Rod kit is powder coated black for a sleek professional finish.



The new adjustable version (pictured just above) is for the serious enthusiast or race track car. It is fully adjustable adds strength to the rear chassis while eliminating any lateral movement of the rear end.

Installation Requires:

- Some minor Welding
- Slight movement of brake lines
- Possible exhaust modification

Note:

Due to the condition of the aging chassis on some of the early model Mustangs, some extra gusseting to the floor pan area may be required. For those with rear sway bars that mount to the springs, these will have to be removed. These work exclusively with the Maier Racing **Adjustable Rear Sway Bars**. If you are running exhaust all the way out the back, the adjustable "Racing" version below can cause exhaust clearance problems, especially if you have a Fuel Cell. The exhaust clearance on the driver's side is limited either way.

| Part # | Description | Price |
|-----------|--|--------------|
| MR-MS2202 | 1964-70 MR Boss 302 Pan Hard Rod Kit Non Adjustable Vintage Correct | \$229.50/kit |
| MR-MS2203 | 1964-70 MR Pan Hard Rod Kit Fully Adjustable Racing Version | \$339.95/kit |

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Version 1h

Leaf Spring Shackles



| Part # | Description | Price |
|---------------------------------|--|-------------|
| C5ZZ-5776-K | 1964-65 Shackle Kit | \$19.95/kit |
| C5ZZ-5776-SS | 1964-65 Shackle Kit <i>Stainless Steel</i> | \$22.95/kit |
| C5ZZ-5776-GT | 1964-65 Shackle Kit <i>GT Dual Exhaust</i> | \$19.95/kit |
| C5ZZ-5776-GTSS | 1964-65 Shackle Kit <i>GT Dual Exhaust Stainless Steel</i> | \$22.95/kit |
| C5ZZ-5776-GTL | 1964-65 Shackle Kit <i>GT Dual Exhaust 1" Longer</i> | \$19.95/kit |
| C5ZZ-5776-GTSSL | 1964-65 Shackle Kit <i>GT Dual Exhaust 1" Longer Stainless Steel</i> | \$22.95/kit |
| C6ZZ-5776-K | 1966-73 Shackle Kit | \$19.95/kit |
| C6ZZ-5776-GT | 1966-73 Shackle Kit <i>GT Dual Exhaust</i> | \$19.95/kit |
| C6ZZ-5776-GTSS | 1966-73 Shackle Kit <i>GT Dual Exhaust Stainless Steel</i> | \$22.95/kit |

Racing Shackles

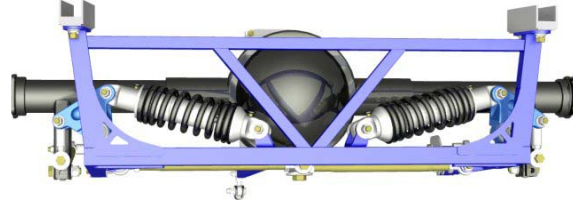


Includes: Shackles, Bolts, Polyurethane Bushings and Hardware
 *These extreme shackles feature heavy duty 1/4" thick plates and polyurethane bushings with special grooves which allow for lubrication.

Racing Shackles Cont'

| Part # | Description | Price |
|--------------|------------------------|------------|
| PT-6-1054-BL | Heavy Duty Shackle Set | \$78.95/pr |

Rear Coilover Conversion – TCP



1964-70 Mustang & Cougars

Our Rear Coilover System is the most technologically advanced rear suspension system available for vintage Mustangs. We have put together elements from various racing series in a package that fits neatly into your vehicle with only minor modifications to the existing chassis. Quick access for maintenance was also taken into account during the design process. The entire rearend system can be removed from the vehicle in a matter of minutes. If you want razor sharp handling for your Mustang then this is the system for you. The positioning of the shocks is the most eye-catching feature of the system. Pushrods are used to actuate the shocks. Removing the shocks from the axle housing greatly reduces the amount of unsprung weight and allows the shocks to work more efficiently. Placing the shocks below the axle lowers the center of gravity to improve handling.

| Part # | Description | Price |
|---------------|--------------------------------------|-------|
| TCP-RCOV64-66 | 1964-66 TCP Rear Coilover Conversion | TBA |
| TCP-RCOV67-70 | 1967-70 TCP Rear Coilover Conversion | TBA |

Rear Sway Bar – Adjustable



Continued on next page...

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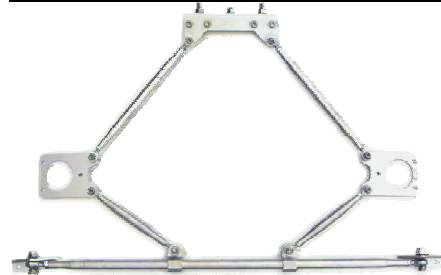
Version 1h

Rear Sway Bar – Adjustable

Kit includes either a 1/2" or a 5/8" diameter sway bar, greaseable urethane bushings, mounting brackets with all nuts and bolts. This is a reproduction rear sway bar similar to the one offered in Ford's Boss 302 suspension modification book. It features three tension adjustments, which allow for a much broader tuning range than that offered by a standard sway bar. This sway bar requires some minor weld on brackets only. No finer bar can be attained. Fits all Mustangs 1965-70. We recommend 1/2" bar on all Street Applications!

| Part # | Description | Price |
|-----------|--|--------------|
| MR-MS2315 | 1965-70 Maier Racing 1/2" Three Way Adjustable Rear Sway Bar | \$229.95/kit |
| MR-MS2316 | 1965-70 Maier Racing 5/8" Three Way Adjustable Rear Sway Bar | \$249.95/kit |

Shock Tower Braces – TCP



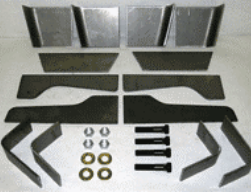
During cornering your car's chassis has a tendency to flex a great deal, allowing unwanted changes in its overall handling performance. Our Shock Tower Brace is designed to help eliminate unwanted flex, keeping your car's chassis properly aligned. By stiffening the shock towers to the firewall and shock tower to shock tower, your vehicle stays tight and goes where you point it. Left & Right Rod Ends offer complete adjustability to help you dial-in desired handling characteristics.

| Part # | Description | Price |
|--------------|--|--------------|
| TCP-TWRB-01 | 1964-70 Mustang Tower Brace Kit 1 (<i>Export Brace Portion</i>) | \$160.00/kit |
| TCP-TWRB-02 | 1964-70 Mustang Tower Brace Kit 2 (<i>Monte Carlo Bar Portion</i>) | \$120.00/kit |
| TCP-TWRB-03 | 1964-70 Mustang Tower Brace Kit 3 (<i>Tie's in Kit #1 to Kit #2</i>) | \$115.00/kit |
| TCP-TWRB-123 | Mustang Tower Brace Kit Set 1,2 & 3 | \$395.00/kit |
| TCP-TWRB-04 | Falcon Tower Brace Kit 1 | \$181.00/kit |
| TCP-TWRB-05 | Falcon Tower Brace Kit 2 | \$120.00/kit |

Shock Tower Reinforcement Kit

Two separate kits. One for 65-66 Mustangs and another for 67-70 Mustangs/Cougars. These kits repair cracked, corroded, and broken shock towers "for use on street or competition."

Shock Tower Reinforcement Kit Cont'



| Part # | Description | Price |
|----------|---|--------------|
| PMSST001 | '65-66 Shock Tower Repair/Reinforcement Kit | \$239.95/set |
| PMSST002 | '67-70 Shock Tower Repair/Reinforcement Kit | \$169.95/set |

SHOCK TOWER CAPS

These precision crafted, steel stamped reproductions are perfect replacements for broken, bent or ugly originals. Each cap contains both front shock nuts pressed into place. Painted black to prevent rust.



| Part # | Description | Price |
|---------------|-----------------------------------|------------|
| C5ZZ-18A017-A | 1964-66 Shock Tower Caps - Black | \$22.95/ea |
| C5ZZ-18A017-C | 1964-66 Shock Tower Caps - Chrome | \$29.95/ea |
| C7ZZ-18A017-A | 1967-70 Shock Tower Caps - Black | \$22.95/ea |
| C7ZZ-18A017-C | 1967-70 Shock Tower Caps - Chrome | \$29.95/ea |
| D1ZZ-18A017-B | 1971-73 Shock Tower Caps - Black | \$49.95/pr |
| 33923-SK | 1964-66 Shock Tower Cap Nuts 6pc | \$2.95/kit |
| 355471-SK | 1964-66 Shock Tower Cap Bolts 6pc | \$7.45/kit |
| 378353-SK | 1967-73 Shock Tower Cap Bolts 6pc | \$7.95/kit |

Shock Tower Support for TCP Coilovers



These are designed to help improve the strength of the upper shock towers for people using the TCP Coilover Suspension Systems. As it turns out, under high stress, the potential exists for

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Shock Tower Support for TCP Coilovers Cont'

the carriage bolts to push through the aging metal of shock towers from the bottom. The possibility of hitting a large pothole, or the like, and pushing these carriage bolts through could cause you to loose control of your car. These are recommended for all customers who have purchased TCP Coilovers prior to Chassisworks' acquisition 08/01/04. These are made out of 1/4" thick steel and will solve this problem without having to re-align your car. Paint or Powder coat to match your system... Simply jack up the car, remove the upper shock bolt, remove the nuts on the underside of the upper shock mount, place the ring in place and re-assemble. There may be some trouble putting the ring in place due to the angles and position of the bolts, however try not to open up the holes unless absolutely necessary to prevent any weakening of the ring. There are extra steps on the 67-70 cars that are specified when you receive the kit.

| Part # | Description | Price |
|--------|---|------------|
| JV-ST5 | 1964-70 Shock Tower Support Set for TCP Coilovers | \$14.99/pr |

Shocks KYB



Give your car the handling advantages of new high performance "Gas-A-Just KYB" shock absorbers. The Gas-A-Just design features higher gas pressure which helps hold the tire to road surface during severe driving conditions. N2 Gas helps eliminate shock fading due to aeration and foaming. This shock is the perfect choice for the performance oriented Mustang. They may be the best performance suspension investment you'll ever make! Order a complete set today. The KYB GR-2 Gas Shocks improve handling without sacrificing ride comfort. A very good choice for the daily driver wanting a smooth ride with the response of a good gas shock...

| Part # | Description | Price |
|-----------|--|--------------|
| KG-4517 | 1964-70 KYB Gas-A-Just Shocks (Front) | \$45.95/ea |
| KG-4517S | 1964-70 KYB Gas-A-Just Shock Set All Four Shocks | \$179.95/set |
| KG-4504 | 1971-73 KYB Gas-A-Just Shocks (Front) | \$45.95/ea |
| KG-4504S | 1971-73 KYB Gas-A-Just Shock Set All Four Shocks | \$179.95/set |
| KG-5517 | 1964-73 KYB Gas-A-Just Shocks (Rear) | \$45.95/ea |
| Part # | Description | Price |
| KYB343146 | 1964-70 KYB GR-2 Gas Shocks (Front) | \$28.95/ea |
| KYB343156 | 1971-73 KYB GR-2 Gas Shocks (Front) | \$28.95/ea |
| KYB343219 | 1964-73 KYB GR-2 Gas Shocks (Rear) | \$28.95/ea |

Spring Perches



This part almost always needs replacing. Features quality stamped steel construction, bushings and nuts. Plus anti-squeak coil protector pads.

| Part # | Description | Price |
|--------------|---|-------------|
| C4DZ-3388-RI | 1964-73 Spring Perches | \$18.95/ea |
| C4DZ-3388-PB | 1964-73 Polyurethane Spring Perch Bushing Set converts both sides Bushings Only | \$19.95/set |

Spring Plates – TCP



Fits all 1965-73 Mustangs
Fits GVM Conversions
Tie-down incorporated into plate design
TIG welded
Zinc Plated
Stronger than original
Re-positioned shock mount accommodates larger diameter rear ends

| Part # | Description | Price |
|------------|--------------------------|--------------|
| TCP-LSP-01 | 1965-73 TCP Spring Plate | \$129.00/set |

Strut Rod Bushings



| Part # | Description | Price |
|---------------|---|-------------|
| C4DZ-3A187-AR | 1964-66 Strut Rod Bushings Heavy Duty Rubber (pictured above) | \$25.95/set |
| C4DZ-3A187-A | 1964-66 Strut Rod Bushings OEM Rubber w/o washers | \$19.95/set |
| C6OZ-3A187-AR | 1967-73 Strut Rod Bushings Heavy Duty Rubber w/Sleeves | \$39.95/set |
| C6OZ-3A187-A | 1967-73 Strut Rod Bushings OEM Rubber w/o washers or sleeves | \$19.95/set |
| 4-7111 | 1964-66 Strut Rod Bushings Polyurethane "Bushings Only" | \$19.95/set |
| 4-7112 | 1967-73 Strut Rod Bushings Polyurethane "Bushings Only" | \$20.95/set |

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Strut Rod Kit – TCP



The TCP Strut Rod Kit for 1965-70 Mustangs and Cougars virtually eliminates the deflection and binding commonly found in typical rubber and polyurethane-bushed strut rods. The superior strength and handling performance of the TCP Strut Rod comes from the tubular steel shaft design and track-tested Kevlar rod ends, a combination that provides the control you need for all driving conditions. Also works with 1964 - 1966 Falcons and Comets

| Part # | Description | Price |
|-------------|--------------------------|--------------|
| TCP-STRD-01 | '65-66 TCP Strut Rod Kit | \$339.00/set |
| TCP-STRD-02 | '67 TCP Strut Rod Kit | \$339.00/set |
| TCP-STRD-03 | '68-70 TCP Strut Rod Kit | \$339.00/set |

Subframe Connectors



These connectors join front and rear frame rails to make the uni-body much more rigid. This greatly improves handling by reducing body flex allowing the suspension to react quicker. Black powder coated.

| Part # | Description | Price |
|-------------|---|----------|
| C5ZZ-5479-A | 1964-66 Sub-frame Connectors <i>Coupe/Fastback</i> | \$139.95 |
| C5ZZ-5479-B | 1964-66 Sub-frame Connectors <i>Convertible</i> | \$139.95 |
| C7ZZ-5479-A | 1967-70 Sub-frame Connectors <i>Coupe/Fastback</i> | \$139.95 |
| C7ZZ-5479-B | 1967-70 Sub-frame Connectors <i>Convertible</i> | \$139.95 |

Subframe Connectors – Maier



Subframe connectors have a ceiling of work capacities, in other words they can only do so much! Maier saw Subframe connectors that replace sections of floor and Subframe connectors that are just large enough to hold themselves up to the car let alone support the chassis in any kind of realistic manner. So we took a step back and analyzed what we Wanted

Subframe Connectors – Maier

our Subframe connectors to do and what is a realistic solution.

You can only do so much in a single plane (Mustang floor pan) or an extreme equivalent an eighteen-wheeler's flatbed trailer. Here large I beams run down the center but the propensity for flex still exists. In order to eliminate the majority of flex out of the chassis you need to build strength in unison with the roofline to create more of a truss type of platform, hence a Roll Cage. So what we will realistically look for in a Subframe connector is locating the suspension pick up points in relation to each other. This will greatly sharpen up the feel through the seat of the pants in high-speed driving, cornering and changing road conditions. Now we need to build it correctly. This begs the question: What is the most applicable design? A square design is great for directional loads in most applications, however Maier Racing knows that when utilizing material with this design, round tubing will retain more structural strength over a square type design, even after it has been contoured to the floor pan. So, with this in mind we chose a cylindrical design for our Subframe connectors. Our design will endure everyday road conditions such as speed bumps, steep driveways and the likes without compromising the component's structural integrity.

The last thing is how will we connect this design to the chassis. The most important part is mounting in multiple places. Many companies mount their Subframe connectors in two places on each side; this is not a desirable situation since it creates 2 pivot points on either end. If it is mounted in multiple points this will add to the truss concept spreading loads out over a greater area, thus reducing pivot points. This is the Maier Racing solution, and why we build our Subframe Connectors the way we do, and why Maier Racing is the most logical choice for your vehicle.

| Part # | Description | Price |
|-----------|---|--------------|
| MR-MS2201 | 1964-70 Sub-frame Connectors <i>Coupe/Fastback</i> | \$239.95/set |

Sway Bars



Our high quality sway bars are made from high carbon steel with hot forged ends and cadmium plating. Kit contains black polyurethane mount bushings and links with polyurethane grommets. Available in front sizes of 1" and 1 1/8" diameter. *These ship UPS oversize freight with a billable weight of 30#s.*

| Part # | Description | Price |
|-------------|--|-------------|
| S1MS-5482-A | 1965-66 GAT 1" Front Sway Bar Kit Polyurethane Bushings and End Links Included | \$94.95/kit |
| C7ZZ-5482-A | 1967-70 GAT 1" Front Sway Bar Kit Polyurethane Bushings and End Links Included | \$94.95/kit |
| D1ZZ-5482-A | 1971-73 GAT 1" Front Sway Bar Kit Polyurethane Bushings and End Links Included | \$94.95/kit |
| Part # | Description | Price |
| C5ZZ-5486 | 1965-66 3/4" Rear Sway Bar Kit Polyurethane Bushings and End Links Included May require modification of your exhaust... | \$94.95/kit |
| C7ZZ-5486 | 1967-70 3/4" Rear Sway Bar Ki Polyurethane Bushings and End Links Included May require modification of your exhaust... | \$94.95/kit |

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Torque Arm – TCP



If you're having trouble getting the horsepower to the ground our new Torque Arm Kit may be just what you need. Torque robbing "spring wrap-up" is eliminated by securely holding the rear end housing, making accelerating and braking more effective. The Torque Arm bolts directly to a standard nine inch housing and is anchored at TCP's Subframe Connector Kit 2T or 2C for convertibles. An adjustable end link lets you fine tune the pinion angle for your particular application.

| Part # | Description | Price |
|--------------|---|--------------|
| TCP-TA190-33 | TCP Torque Arm Kit <i>Bolts to 9" Ford Housing 33"</i> | \$499.00/kit |
| TCP-TA190-36 | TCP Torque Arm Kit <i>Bolts to 9" Ford Housing 36"</i> | \$499.00/kit |
| TCP-TA190-48 | TCP Torque Arm Kit <i>Bolts to 9" Ford Housing 48"</i> | \$549.00/kit |
| TCP-TA190-51 | TCP Torque Arm Kit <i>Bolts to 9" Ford Housing 51"</i> | \$549.00/kit |
| TCP-TA2F9-33 | TCP Torque Arm Kit <i>Bolts to Fab9 Housing Brackets 33"</i> | \$499.00/kit |
| TCP-TA2F9-36 | TCP Torque Arm Kit <i>Bolts to Fab9 Housing Brackets 36"</i> | \$499.00/kit |
| TCP-TA2F9-48 | TCP Torque Arm Kit <i>Bolts to Fab9 Housing Brackets 48"</i> | \$549.00/kit |
| TCP-TA2F9-51 | TCP Torque Arm Kit <i>Bolts to Fab9 Housing Brackets 51"</i> | \$549.00/kit |
| TCP-TQA-018 | TCP Torque Bracket Set for SF#2 <i>This is for our customers who already have the SF-Kit#2 and are purchasing the Torque Arm.</i> | \$18.95/set |

Traction Bars – Traction Master



These were original equipment on 1966 Shelby GT350's. They greatly reduce wheel hop and improve acceleration. They also keep the rear springs from "unwrapping" during decelerating. Made by the original supplier "Traction Master" and feature the correct M-1 casting markings, powder-coated and polyurethane bushings.

| Part # | Description | Price |
|----------|--|--------------|
| TM-1068 | 1964-66 Traction Master Underride Bars | \$104.95/set |
| TM-1068R | 1964-66 Reproduction Underride Traction Bars | \$84.95/set |
| TM-1069 | 1967-70 Traction Master Underride Bars | \$104.95/set |
| TM-1069R | 1967-70 Reproduction Underride Traction Bars | \$84.95/set |

U-Bolts



Each means one U-Bolt and two nuts.

| Part # | Description | Price |
|-------------|---|-----------|
| C5ZZ-5705-K | 1964-66 6 or 8 Cylinder U bolt 2 5/8"x5"x7/16" | \$6.95/ea |
| C7ZZ-5705-K | 1967-73 6 or 8 Cylinder U bolt exc. 428 ~ 2 3/4"x5"x7/16" | \$6.95/ea |
| C8ZZ-5705-K | 1968-69 428 | \$6.95/ea |

Upper Control Arms



These upper control arms are the finest reproductions available. Not rebuilt, all new. Painted black and ready to install. Riveted ball joint as original. They come complete with shaft, bushing, ball joint, nut with cotter key, 90 degree zerks, washers and locking nuts...

| Part # | Description | Price |
|--------------|-------------------------------------|---------|
| C4DZ-3082-RI | 1964-66 Upper Control Arm Assembly | \$84.95 |
| C7DZ-3082-RI | 1967-73 Upper Control Arms Assembly | \$94.95 |

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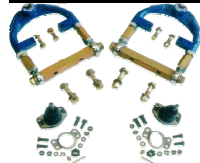
Upper Control Arms – Maier



All USA materials with Moog ball joints. These are box welded reinforced and come powder coated black! Available with optional re-angling of upper ball joint for increased camber capabilities and elimination of ball joint binding when incorporating the *Shelby 1" Drop*. One nice feature is integrating high quality stock components for easy replacement of parts.

| Part # | Description | Price |
|-----------|---|-------------|
| MR-MS2100 | 1964-66 Maier Racing Reinforced and Realigned Upper Control Arm Kit (Adjusted ball joint angle for increased camber capabilities) | \$459.95/pr |
| MR-MS2101 | 1964-66 Maier Racing Reinforced Upper Control Arm Kit | \$395.95/pr |
| MR-MS2102 | 1967-73 Maier Racing Reinforced and Realigned Upper Control Arm Kit (Adjusted ball joint angle for increased camber capabilities) | \$459.95/pr |
| MR-MS2103 | 1967-73 Maier Racing Reinforced Upper Control Arm Kit | \$395.95/pr |

Upper Control Arms –TCP



Our use of TIG welded, tubular steel control arms and Kevlar Injection Molded Rod Ends, create a suspension platform durable enough for the racetrack but simple enough to use on your daily driver. The tubular control arms resist the twisting and bending that the stamped factory design is subject to. The state of the art rod ends create an extremely precise pivot point that ensures accurate travel throughout the suspension's range of motion. Tubular A-Arm design with tig welding construction. Ball joint geometry correction to eliminate binding when a-arms are lowered. Simple camber/caster adjustments without using shims which enables you to have full contact of pivot shaft to shock tower and allows absolute precision in adjustments. Kevlar rod ends for strength, that are self cleaning and self lubricating. Precision construction for extremely smooth and precise operation with no binding.

| Part # | Description | Price |
|------------|---|--------------|
| TCP-UCA-01 | '65-66 TCP Upper Control Arm Kit with tabs for spring perches | \$599.00/kit |
| TCP-UCA-03 | '65-66 TCP Upper Control Arm Kit without tabs for spring perches (for coilover conversions) | \$599.00/kit |
| TCP-UCA-02 | '67-73 TCP Upper Control Arm Kit with tabs for spring perches | \$599.00/kit |
| TCP-UCA-04 | '67-73 TCP Upper Control Arm Kit without tabs for spring perches (for coilover conversions) | \$599.00/kit |

Upper Ball Joints

| Part # | Description | Price |
|--------------|------------------------------|------------|
| C7OZ-3049-AR | 1964-73 Mustang 4 Bolt Style | \$26.95/ea |
| D0OZ-3049-AR | 1964-73 Mustang 3 Bolt Style | \$26.95/ea |
| C7OZ-3049-MG | 1964-73 Moog 4 Bolt Style | \$39.95/ea |
| D0OZ-3049-MG | 1964-73 Moog 3 Bolt Style | \$39.95/ea |

Street Performance Kit



Each Kit Includes:

- 620 Front Coil Springs 1" Lowering
- Performance 4 Leaf Standard Eye Leaf Springs
- 1" Front Sway Bar Kit
- 3/4" Rear Sway Bar Kit
- KYB Front and Rear Shock Absorbers
- Polyurethane Coil Springs Insulators
- Polyurethane Sway Bar End Link Kits
- Polyurethane Sway Bar Frame Bushing Kits
- New Leaf Springs Shackles w/Rubber Bushings

Upgrades available:

- Rear Springs to 5 Leaf = \$30.00
- Rear Leaf Springs 5 Leaf Mid Eye approx. 1" Lowering = \$50.00
- Rear Leaf Springs 5 Leaf Reverse Eye approx. 2" Lowering = \$50.00
- Racing Shackles \$35.00

Please specify year, make, model, leaf spring and sway bar size upon ordering.

| Part # | Description | Price |
|----------|---|--------------|
| SS-SPKit | Street Performance Suspension Kit with KYB Shocks | \$549.95/kit |

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Shipping Terms

Mustang Depot will process all orders received the day after the order is received. We do not guarantee stock. If the item is currently available, the product will ship the day following the order date, with respect to the type of delivery service requested by the customer. (For example; If you order something on Monday selecting the Next Day Air Option, if the product is available, your order will be processed and shipped on Tuesday and you should receive it by Wednesday) This does not include weekends and holidays. We are not liable for shipping charges, for items that are not currently in stock. We will ship the item the manner in which it was ordered (i.e. Next Day, 2nd Day) whenever the product is or becomes available... There are no refunds given for shipping charges! We will do our best to fill orders that we don't have currently in stock. We have a network of affiliates, which allows us the ability to pursue the product from other sources. However, it is not too uncommon for nationwide backorders to be in effect due to manufacturer hold-ups on certain items. The term used herein as "**Free Shipping**" only applies to "Ship To" addresses within the continental USA only. When a product is deemed "**Free Shipping**," other shipping options including 3 Day, 2nd or Next Day Air, will have to be paid separately. On large items deemed "**Truck Freight Collect**" the bill for freight will be due upon arrival of the parts. Shipping charges are, in all cases, the complete responsibility of the customer and *Mustang Depot* will not be liable in any case for shipping charges incurred by the customer. This includes both from the origin to the customer and from the customer to the origin. We do not currently accept international orders...

Other Policies

Special Order Items - Some items listed in this catalog are made to order by the manufacturer. These **Special Order** items require pre-payment by debit card, credit card, or wire transfer and are not returnable. **Back Orders** - Items temporarily out of stock will be placed on back-order unless you indicate that a refund should be made. All shipping charges on regular domestic orders are charged on the initial order, so back orders are shipped at no additional charge. Back ordered items usually are shipped within 30 days, however, availability can change and Mustang Depot reserves the right to cancel any back order and issue a refund. **Refused Shipments** - The customer is responsible for freight both ways on any shipment for which delivery is refused. **Sale Items** - At no time are refunds given on items that may go on sale after purchase.

Warranty Disclaimer; Limitation of Liability

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Return Policy

Within **30 days** of your purchase, items can be returned to Mustang Depot via UPS for a refund. There is a **20% restocking fee** imposed on **all** goods returned for a refund! In-Store Credits can be issued in the full amount of the product, less shipping charges! Shipping charges are always non-refundable! **Either way, it's necessary to obtain a Return Goods Authorization (RGA) number from Mustang Depot.** Obtaining an RGA number ensures that the return process is handled efficiently and that credits are issued in a timely manner. Within 30 days of receipt of items purchased from Mustang Depot customers may choose to return:

- Any new item in original packaging and original/unused condition
- If you install the item(s), it will be deemed un-returnable.
- Any used Core, as long as it is shipped in the box that contained the new product
- Any item received in a damaged or defective condition
- Any item received in a damaged or defective condition.
- Any item received in error.

Goods Not Accepted for a Return

- If you purchase a product and find it doesn't fit due to any modification to the car from stock (ie. Engine Swap, Transmission Swap)
- No return on electrical parts, books, special order items, or items we disclaim in advance...

Obtaining a Return Goods Authorization Number When you plan to return items via UPS to Mustang Depot, **it's necessary to obtain a Return Goods Authorization (RGA) number.** RGA numbers help us process returns quickly and efficiently. Please Call (702) 262-0011 or email customerservice@mustangdepot.com for your RGA number request. Please include the reason for the return, date the order was placed, your order number, name, phone number, and shipping address.

Returning Items to MustangDepot.com Simply take your package to any location that has regularly scheduled UPS pick-ups. You may want to check with your place of employment to see if they have regular UPS pick-ups. Or, you can call 1-800-PICK-UPS (1-800-742-5877) or visit the UPS Web site at www.ups.com/using/services/locate/locate.html. As long as your return address label is attached and the RGA number is included, it will insure the prompt and efficient handling of your return. **Please note: you must insure the item with the carrier for the total amount of the sale!**

Credit and Return Shipping Costs Within 15 business days of receipt of your returned item, you will be issued credit for the original purchase price, plus applicable sales taxes, and less applicable re-stocking charges. Core credits will also be processed within 15 business days.

If the reason for your return was caused by Mustang Depot, or one of our business partners (i.e., damaged or defective items, wrong part shipped), we will cover the freight charges on the replacement items. All other returns (i.e., didn't want, doesn't like) will be limited to the invoiced price less a 20% restocking fee, and less the shipping charges. In-store credits can be issued for the full purchase price of the goods, less shipping charges.

Thank you for choosing Mustang Depot!

Call 702-262-0011

Direct 702-262-0011 Fax 702-262-0099

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