



Room for More!

Mustang II Conversion on a 1965 Mustang

Text and Photography by Jay Jacquemoud

The Ford Mustang made quite an impression when it was introduced in 1964. The design, simple! Borrowing suspension and frame components from the already economical Falcon, they just needed a body to go around it. The drawback to this was that these parts are relatively light duty in nature. As the car began to evolve with high performance applications, the shortcomings of the early Falcon suspension and brakes were realized.

Many products on the aftermarket today focus on making parts on to accommodate the Falcon shock tower design. The limitation of course is room for an engine. Although you can put a big block into a 1967-68 Mustang, try changing the plugs. If you dream of a big block or a late model 4.6 in a 1965-66 Mustang, you are doing just that. The 65-66 cars are limited to a small block.

Heidt's Hot Rod Shop has been a name in the industry for over twenty years now. They developed a crossmember to adapt the 1964-68 Mustang to use the 1974-78 Mustang II double wishbone components. It's a weld in design that includes box-in reinforcement plates to sure up the front end. The many options include manual or power rack & pinion steering, stamped, or tubular arms, standard coil or coilover shocks. Optional motor mount brackets, sway bars and more. Heidt's also offers the inner fender panels to fill in the shock tower area after removal.

Many companies including Heidt's themselves and Stainless Steel Brakes offer upgraded braking systems to increase stopping power while improving on the antiquated Falcon design. We recently installed their kit on our project 1965 Mustang Convertible.

#1



The conversion is started by removing the shock towers. A plasma cutter works the best here, but a cutting torch or saw works almost as well. Remove the lower control arm mounts as well to make room for the large crossmember supplied in the Heidt's kit.

#2



The measurements are provided in the instruction to find the spindle centerline, as well as the template for notching the frame for the spring.

#3



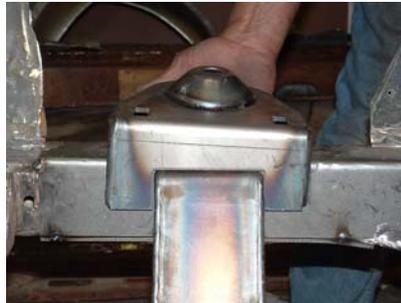
After the notching is completed, the reinforcement plates, provided in the kit, are tack welded into place.

#4



The crossmember is positioned using a jack and tacked into place.

#5



The upper spring mounts are positioned with a downward lean to the rear of the car.

#6



Weld in the lower control arm spacer and gusset. With the more modern, stronger double wishbone system, you do not need strut rods any longer.

#7



Next install the lower control arms, the upper control arms and the standard 2" drop spindle to retain stock ride height. We selected the tubular lower control arms for extra stability and a show car finish.

#8



#8 Cont'

We selected the QA1 Coilover upgrade with heavy springs to accommodate the hulky DOHC going in at a later date. Install with the hardware provided.

#9



Install the Rack and Pinion with the hardware provided.

#10



Connect the tie rod ends to the spindle, install the castle nut and cotter pin.

#11



#11 Cont'

We selected the Stainless Steel Brakes Force 10 Extreme #A148-26FS kit with polished aluminum calipers and monstrous 13" rotors. Since the spindles are included, we requested they be removed from the kit. While this brake kit is not for the budget minded enthusiast, it will put a stop to this car in a big hurry and provide the extra bling this show car will soon require.

#12



Install the caliper bracket as shown.

#13



Install the bearings and seal to the rotor. Make sure to grease the bearings and races prior to installation.

#14



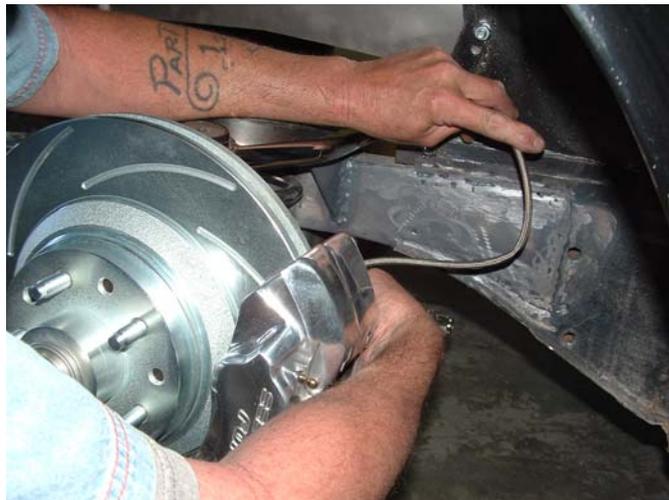
Mount the rotor, snug the nut, install the cotter pin and dust cover to complete the installation.

#15



Install the caliper,

#16



and brake lines as shown. Professional bleeding is highly recommended.

#17



The completed assembly will surely slow this car down in a hurry.

#18



We chose the Flaming River Industries, GM splined, polished stainless 30" tilt column for our 65 Mustang. Also note the 2" ball and socket firewall mount and polished aluminum 9 bolt steering wheel adaptor for a super sanitary finished look.

#19



#19 Cont'

First we install the firewall mount. A little massaging is in order since the opening where the column goes through the firewall is flanged.

#20



Line up the firewall mount, center punch the holes and drill out the holes. A pilot hole works nice then a 1/4" for finishing.

#21



Use a nickel or similar object to spread out the ball to slide onto the column. It works best to install the bottom half of the firewall mount, rest the ball on the lower half, then install the upper half. It's important to loosely tighten all hardware until everything is in place to avoid stripping the aluminum threads. A good thread locker is also in order. We used 1/4 "x20 x 1 1/4" stainless socket head allens to finish off this part of the install.

#22



In the Heidt's steering connector kit, you need to specify aftermarket or stock column to get the correct U Joints. There is plenty of rod for the various installations.

#23



Mount the U Joints to both the column and the steering rack and measure the length of rod you need. Cut to length, install, drill and tap for the set-screw. The Heidt's fender apron cover kit cleans-up the install for a nice finished look.

#23 Cont'



#24



This is the look we were going for inside!



Sources

Mustang Depot 3065 E Patrick Lane #2 Las Vegas, NV 89120 877-611-0011 www.MustangDepot.com	Flaming River Industries 800 Poertner Drive Berea, OH 44017 800-648-8022 www.FlamingRiver.com
Heidt's Hot Rod Shop 111 Kerry Lane Wauconda, IL 60084 800-841-8188 www.Heidts.com	Stainless Steel Brakes 11470 Main Street Clarence, NY 14031 800-448-7722 http://www.stainlesssteelbrakes.com