

	Front Segment	Rear Segment
Mustang A-Body	20	35
Mustang F-M-J-Body	24	34
Mustang G-Body	22	35
Mustang H-Body	22	36
Mustang I-Body	21	35
Mustang J-Body	20	35
Mustang K-Body	25-27	36
Mustang L-Body	22	35

Front Spring Hangers

Front spring hangers are very simple devices which have one function to perform — to hold the front spring rigidly in the proper position. Even given this straightforward task, there are several special hangers that have been developed for the highly specialized drag racing applications. There are special offset inboard front hangers for the "A" and "F" body cars that move the spring closer to the rear longitudinal for added tire clearance. See Figure 9-4. There are longer front hangers (straight inboard) that enable the shorter front segment Super Stock springs to be bolted into "B", "E" and "F-J" hangers. See Figure 9-5. The special hangers also have eye holes for the front eye bolt which allows for adjustment in the rear suspension geometry and rear car height. Longer front hangers aren't used on an "A" body car because the front segment of the production spring is the same length as the shorter segment of the Super Stock spring. Offset hangers are not available for the "B" Body cars because the standard hanger is already so close to the rear longitudinal that there is no additional room for movement without modifying the longitudinal rod. Modifying the longitudinal for maximum tire clearance will be discussed in a later section.

Rear Shackles

The rear shackle is nearly as simple as the front spring hanger and performs a very similar job, i.e., holding the rear spring eye in its proper position.

Rear shackles must be offset or their attaching points on the body must be changed when the front springs are offset. Offset shackles are available for "F" and "F-J" Body cars. See Figure 9-7. In a race car, the springs should be installed parallel to the centerline of the car. This gives the maximum amount of tire clearance for any given front spring position.

Longer rear spring hangers are available in most race shops and are used primarily to raise the rear ride height. If the shackles become too long, the car's handling and, in many cases, its maximum acceleration deteriorate to the point of becoming unacceptable. In the interests of preserving good han-

dling and acceleration, the maximum shackle length should not exceed 8 1/2". The best car performance is obtained with a shackle no more than one inch longer than stock.

For rear shackles the most important consideration is their installed position with the car sitting at static, ready-to-race height. See Figures 9-8 & 9-9. The angle of the shackle should be to the rear or vertical, but never to the front. This means that the rear eye should be directly below or to the rear (slightly) of the shackle pivot in the body. If this isn't the case, move the pivot hole in the body forward.

D. Spring Seats

The spring seats are simple steel brackets welded to each tube of the axle housing. Their function is to locate the axle on the main leaves of the springs. The

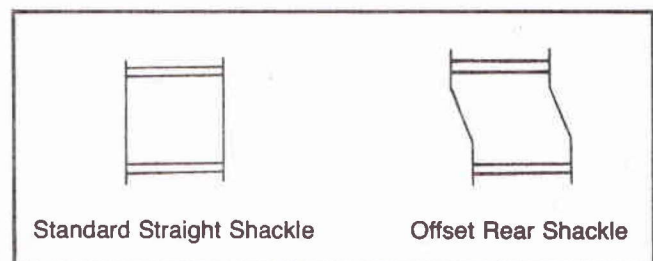


FIGURE 9-7

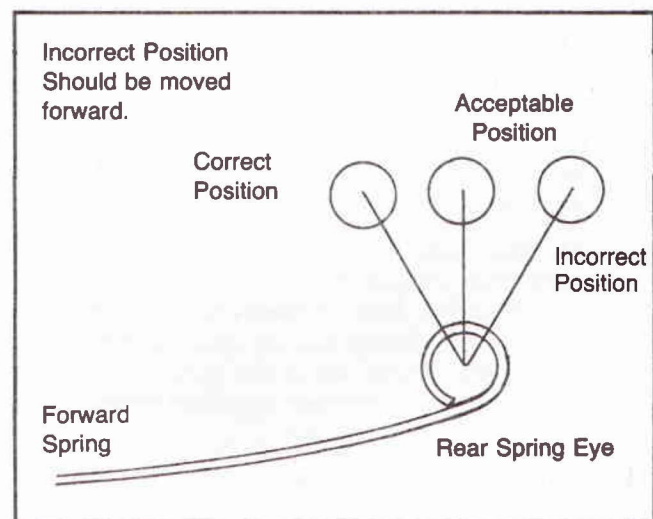


FIGURE 9-8
REAR SHACKLE ANGLE

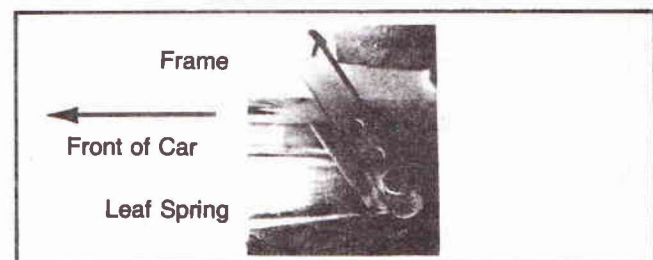


FIGURE 9-9
REAR SHACKLE ANGLE