

JEGSTER FRONT FRAME ASSEMBLY

550 41025 53" wide at hubs
550 41026 54 1/2" wide at hubs
550 41027 58" wide at hubs

GENERAL GUIDELINES

These front ends are designed for drag race applications. Use Mustang II spindles, 641 SP8734 (Pinto spindles are different.) Use a 71 - 72 Pinto rack & pinion, 950 350-2038. Use 550 41030 lower control arms, 550 41031 upper control arms, 550 40790 ball joints, (2 pair required), 122 DR-3855B-1 coil-overs, and 550 41032 tie rod adaptors. 7" springs are available in 250, 350, and 450 pounds per inch rates. These parts are all available from JEG'S. Racing brake kits are also available.

Total suspension travel is about 3 1/4". Because of this short travel it is important that ride height be planned VERY carefully before installation. The bottom surface of the suspension crossmember should be 6 1/4" from the pavement if the loaded tire radius is 12". If a shorter or taller tire is used, then the crossmember height will change the same amount as the loaded radius. A MAXIMUM tolerance of plus or minus 1/8" is allowable. The loaded tire radius must be measured. Do not depend on the tire makers specs. For example a 23" Goodyear front runner will have a loaded radius of about 11", not 11 1/2".

INSTALLATION

Decide on front tires, plan ride height, position the front suspension so that the body height will be where you want it when everything is assembled. See illustration A below.

Illustration A also shows the front to rear spindle centerline location, relative to the frame, so that there is no need to assemble the front suspension before positioning for correct wheelbase.

If this front end is being used with a Jegster frame and cage see following instruction pages now. Support the car body, or the rest of the frame, and the JEGSTER front crossmember at ride height and at correct wheelbase. Mark the car centerline on the shop floor by using a plumb bob from both ends of the car body. Use this mark to center the front crossmember, right to left, with the body. Fit the connecting frame rails and tack weld in place. Recheck everything and finish the welds. It is likely that the rails will not be level, as seen from the side of the car. If this front suspension is being used with a complete JEGSTER frame and cage kit, with a 4 link rear frame, then the connecting rail and cage braces will appear approximately as in illustration A. If it is being used with a JEGSTER kit with a ladder bar rear frame then the main rails will be more nearly level. Note the alternate frame rail angles in illustrations A and C. Do not change the location where the cage braces join the front frame. See illustrations A and D. Illustration B shows the correct appearance and control arm angles at ride height.

SPRING ADJUSTMENT & ALIGNMENT

The spring setting and the final alignment must be done after the car is complete - gas - oil - driver - everything. It also must be supported ONLY by all 4 tires. Adjust the spring seat nuts on the shocks so that the front crossmember to shop floor measurement is as planned according to the above instructions. Caster and camber are set together by loosening the lower control arm pivot bolts, changing the number of shims on the mount bolts, and retightening all bolts. Set caster at 7 degrees - camber at 0 degrees - and toe in at 1/8" total.

