



DREAM BIG, IT WORKS.

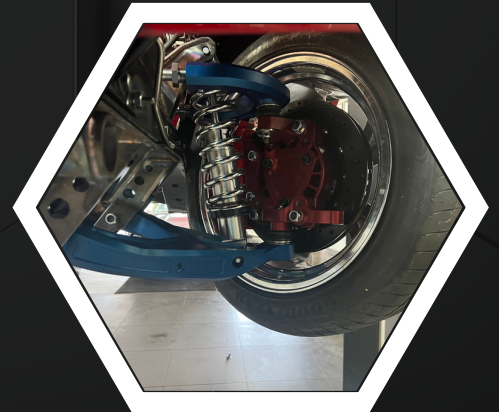
# 1964 – 1972 FORD MUSTANG PREMIUM SUSPENSION KIT

## PROUDLY DESIGN AND FABRICATED BY PG-RACING

PG-Racing company was established by a two passionate guys who's mission is to bring the driving of old classic cars to a next level. From all the kits from the markets they didn't get the quality those cars deserve.

### About the NIGHTHAWK kit

Inspiration for desing came from Stealth Fighter F-117 and its represent the power and unique lines. All materials are carefully chosen to combine the straightness, power and excellent handling.



### Kit assembly includes:

- High grade 7075 aluminum alloy upper and lower billet arms.
- VPS performance uniball bushings
- Wilwood 6 pistons calipers
- Wilwood 14" drilled disc rotors
- Bulletproof Hardox removable X member
- VPS performance ball joints
- Billet hub with 1" drop option
- Adjustable motor mounts with 1" drop option and perfect angle position.
- Aldan American Coilover Shock, single adjustable
- Aldan American Coilover Springs Chrome
- Flaming river power rack
- Patented grab/air vents billet disc mounts
- Compact cradle for easy mounting of the engine in place



# ASSEMBLY OF THE UPPER BILLET ARM



## Assembly of the upper billet arm consist of the following parts

- Aluminum billet arm (2 pieces)
- Ball-joint (2 pieces – one per side)
- Aluminum protective cap (2 pieces)
- 6 x bolts M4 x 15 for bolt the cap
- 6 x M4 protective washers
- 2 x O-ring – for apply under the cap
- 4 x Left-right handed bolts for adjusting the arm (2 per arm)
- 4 x left-hand eye-bearing M16 x 50 mm (2 per arm)
- 4 x M8 x 30mm allen key bolts to secure the left-right handed bolts (2 per arm)
- 4 x M8 safety nut for allen-key bolts
- 4 x M8 standard washers for allen-key bolts
- 2 x M12 safety nuts for ball-joints – fine thread
- 2 x M12 wide washers for ball-joints



## Instructions

- Bolt the Ball-joint into the position. Do NOT overtighten the bolt into aluminum arm!  
Recommendation: Use the sealing adhesive on first three threads on the ball joint. (loctite,..)
- Bolt the protective cap on the upper side of the ball joint. Use M4 bolts and washers
- Bolt in left-right handed bolt into the arm and put some clearances between the nut and arm (aprox. 2.5mm)
- Bolt in the eye-bearing into the left-right handed bolt and put 2-3 threads out from the nut. Careful – this is a LEFT hand thread.
- At the end put allen-key bolts into the locations next to left-right handed bolts, insert washer and a safety nut on the other side. Make sure you orientate the bolt correctly – nut and washer side into the bigger hole side on the arm.
- DO NOT overtighten none of those bolts yet.



# ASSEMBLY OF THE HUB

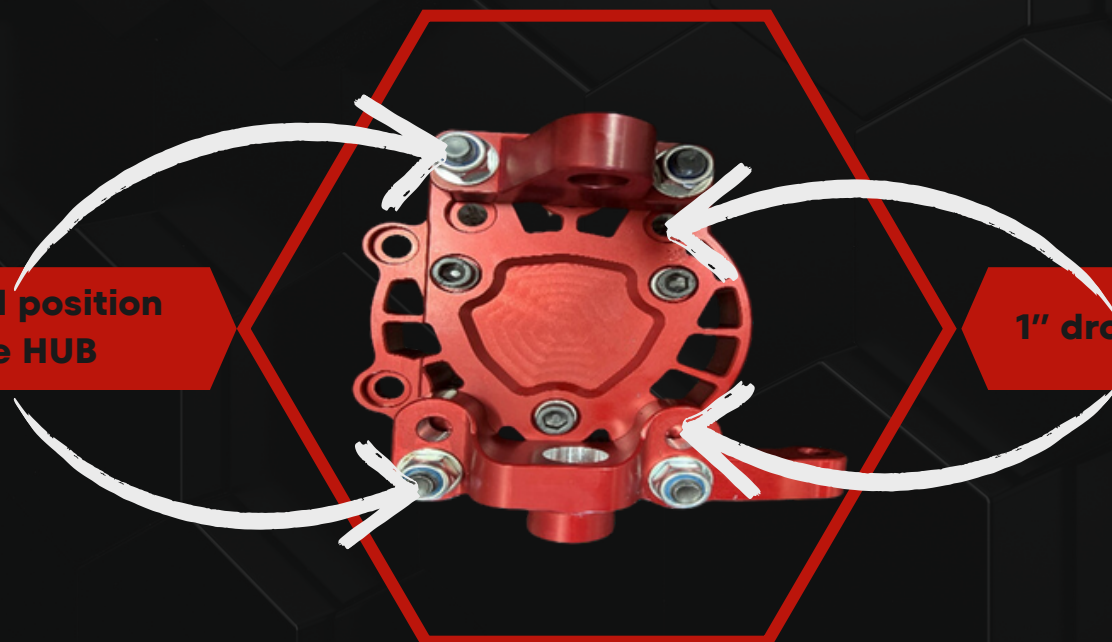
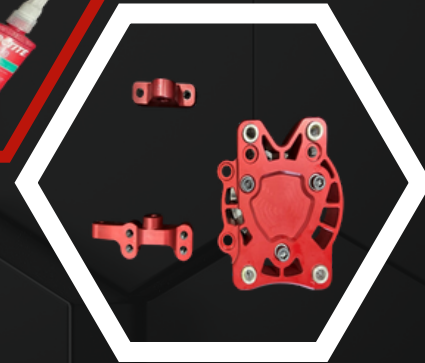
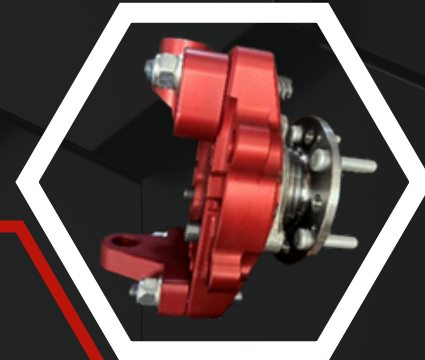


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## Assembly of the HUB consist of the following parts:

- Aluminum billet Bracket for HUB (L+R)
- Universal HUB with stud bolts pattern 5 x 114,3mm (2 pieces)
- Upper bracket for ball-joint (L+R)
- Lower bracket for ball-joint (L+R)
- 6 x bolts M12 x 50 mm for bolt the hub into aluminum bracket
- 6 x Nord-lock washers
- 8 x bolts M12 x 60mm for bolt the ball joint brackets
- 8 x washers for brackets
- 8 x safety nuts for brackets



**Standard position  
of the HUB**

**1" drop of the HUB**

# ASSEMBLY OF THE LOWER BILLET ARM



**Assembly of the lower billet arm consist of the following parts:**

- Aluminum lower arm (L + R)
- 4 x VPS uni-ball bushing – preassembly
- 2 x ball-joints
- 4 x M14 x 110mm alen key bolts
- 4 x M14 standard washers
- 4 x M14 Nord lock washers
- 4 x M14 safety nuts
- 2 x bolts for spring mount
- 2 x safety nuts
- 4 x spacer for springs



## Instructions

- Bolt the Ball-joint into the position. Do NOT overtighten the bolt into aluminum arm!

Recommendation: Use the sealing adhesive on first three threads on the ball joint. (loctite,..)

- Uniballs are already pressed in
- Your lower arm is ready to go

