BUYERS GUIDE

200-I

CHRIS ALSTON'S

Chassisworks

THE HOME OF HIGHER TECHNOLOGY

'62-67 Chevy II Nova

g-Machine – Pro Touring – Restomod – Pro Street – Street/Strip

The Most Complete Chevy II Subframe System!

VariShock

- Single or Double-Adjustable Shock Valving

SHOCKS Coil-Over or Air-Suspension

Inner Fenders

- Fender Supports with Hinge Mounts
- Aluminum Inner Fender Panels
- Splash Flaps

- 5-Different Kits with Various Options

BRAKES Drag-Race thru Big Brake Kits

www.CAChassisworks.com

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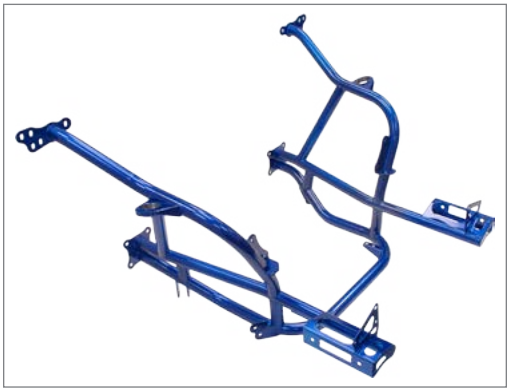
'62-67 Chevy II Bolt-On Strut Clip

Reduce front-end weight with our extremely lightweight 4130 strut suspension system (124 lb); designed as a direct bolt-on for '62-'67 Chevy II drag race vehicles. The clip attaches to the car using the factory lower-frame and firewall mounts. Our front clips are completely factory-welded and built from 1-5/8 x .083" 4130, round tubing to create additional engine-bay room for tall-deck engines, large-diameter headers, and custom plumbing. The packaged system includes the factory-welded frame clip (bare steel), double-adjustable billet VariStruts, control arms with 4130 rod ends, billet-aluminum drag-race rack, billet rack clamps, bump-steer-adjustable tie-rod ends, and complete disc-brake set with billet hubs, lightweight rotors and Wilwood 4-piston aluminum calipers.

Billet VariStruts

Billet VariStruts feature double-adjustable valving, an adjustable-height spherical-bearing top mount, and 6" of suspension travel; ideal for restricted tire-size racing classes. The dual 16-position valve-adjustment knobs allow you to precisely tune the rate of weight transfer at launch and how the chassis settles down track. The upper strut mount's threaded mechanism is exclusive to Chassisworks and allows you to fine tune vehicle ride height and balance without sacrificing front suspension travel.



Front clip ships as a complete factory-welded assembly with bare-metal finish

OPTION - High-Rebound Strut

VariShock's piggyback-style, 6" travel, drag race strut achieves significantly higher rebound forces than our single-body struts through use of a completely new valve system. The combination of finer control at higher pressures with increased fluid volume greatly improves the struts ability to control the front end's reaction during launches. This is a highly recommended upgrade for extreme horsepower, small-tire vehicles competing at the top rank of professional levels.

Coil-Spring Rate Baseline

FRONT VEHICLE WEIGHT (LB)	RATE (LB/IN)	SPRING TRAVEL (IN)	PART NUMBER
900-1025	110	7.91	VAS 21-12110
1025-1175	130	8.43	VAS 21-12130
1175-1350	150	7.61	VAS 21-12150
1350-1500	175	7.60	VAS 21-12175
1500-1825	200	7.45	VAS 21-12200
1825-2200	250	7.00	VAS 21-12250
2200-2600	300	7.07	VAS 21-12300

'62-67 Chevy II Bolt-On Strut Clip

Strut Brake Options

Standard brake options include billet aluminum single-piston floating calipers with 10-1/4" rotors for spindle-mounted wheels or dual-piston fixed calipers with 10" rotors for hub-mounted wheels. A four-piston forged-aluminum caliper with 11-3/4" rotor option is also available for heavier vehicles. Optional slotted rotors can be selected to further reduce weight. Product detail on page 5.

▶ **Spindle-mount** brakes with optional slotted rotor

▶ **Light-duty** brakes with optional slotted rotor

See page 5 for more info.

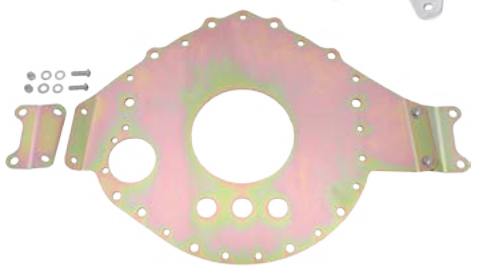
▶ **Medium-duty** brakes with optional slotted rotor

Drag-Race Billet Rack and Pinion

Our all new drag-race billet rack cures the annoyance of inadequate turning radius when maneuvering around the pits by increasing rack travel to 6-5/8". The additional travel does not disrupt the high-speed stability of the strut's slower steering geometry created by lengthening the steering arms but simply allows you to turn the strut at sharper angles when needed.

Drivetrain Mounts

Factory-welded motor- and mid-plate mounting tabs make installation of our profile-milled motor and mid plates easy and extremely clean. Small-block Chevy motor plates (1483) are a direct fit, but big-block Chevy plates (6046) require billet adapter kit (6047). The mid plate (6059) bolts directly to the lower frame mounts and fits Lakewood and other similar bellhousings.

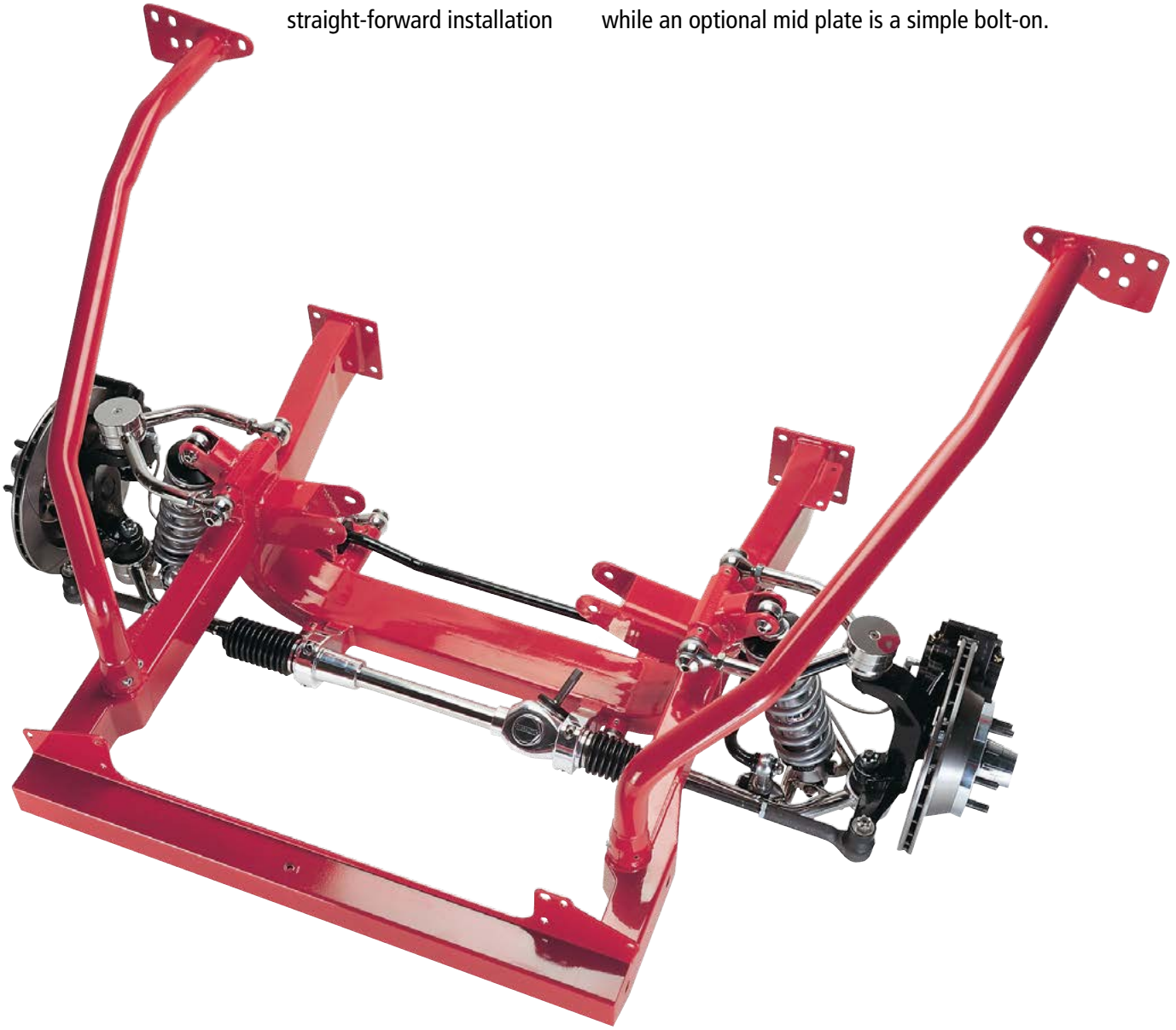


◀ Mid plate mounts to inner holes of factory main subframe joint. Frame-adapter brackets enable the mid plate to be removed and reinstalled without disrupting the main subframe joint.

7702	STRUT CLIP BOLT-ON '62-67 CHEVY II INCLUDES: 4130-STEEL ROUND-TUBE FRAME CLIP, DOUBLE-ADJUSTABLE STRUTS, CONTROL ARMS WITH 4130 ROD ENDS, BILLET SATIN-FINISH DRAG-RACE RACK WITH BUMP-STEER-ADJUSTABLE TIE-ROD ENDS, BILLET RACK CLAMPS, AND COMPLETE DISC-BRAKE SET WITH BILLET HUBS, SOLID ROTORS, AND WILWOOD CALIPERS
FRAME OPTIONS	EXTRA 4130 WELD-ON FRAME ADAPTER PLATES (TO ATTACH TO TUBE CHASSIS)
	LIGHTWEIGHT STOCK BUMPER MOUNTS, 4130
STRUT OPTIONS	DOUBLE-ADJUSTABLE 6" TRAVEL STRUTS
	HIGH-REBOUND, PIGGYBACK RESERVOIR, DOUBLE-ADJUSTABLE, 6" TRAVEL STRUTS
BRAKE OPTIONS	SPINDLE MOUNT BRAKE FOR WELD & AMERICAN WHEELS
	L/D DISC BRAKE SOLID 10" X .35" ROTORS AND BLACK CALIPERS
	L/D DISC BRAKE SLOTTED 10" X .35" ROTORS AND BLACK CALIPERS
	M/D DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND BLACK CALIPERS
	M/D DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND POLISHED CALIPERS
MOTOR-PLATE OPTIONS	SMALL-BLOCK-CHEVY MOTOR PLATE
	BIG-BLOCK-CHEVY MOTOR PLATE AND ADAPTERS
MID-PLATE OPTIONS	AUTOMATIC MID PLATE WITH 1/2" OFFSET TO PASSENGER SIDE
	LAKEWOOD CAN MID PLATE WITH 1/2" OFFSET TO PASSENGER SIDE
	1/4" THICK ALUMINUM MID PLATE NO FRAME ADAPTERS

Chevy II g-Machine Subframe System

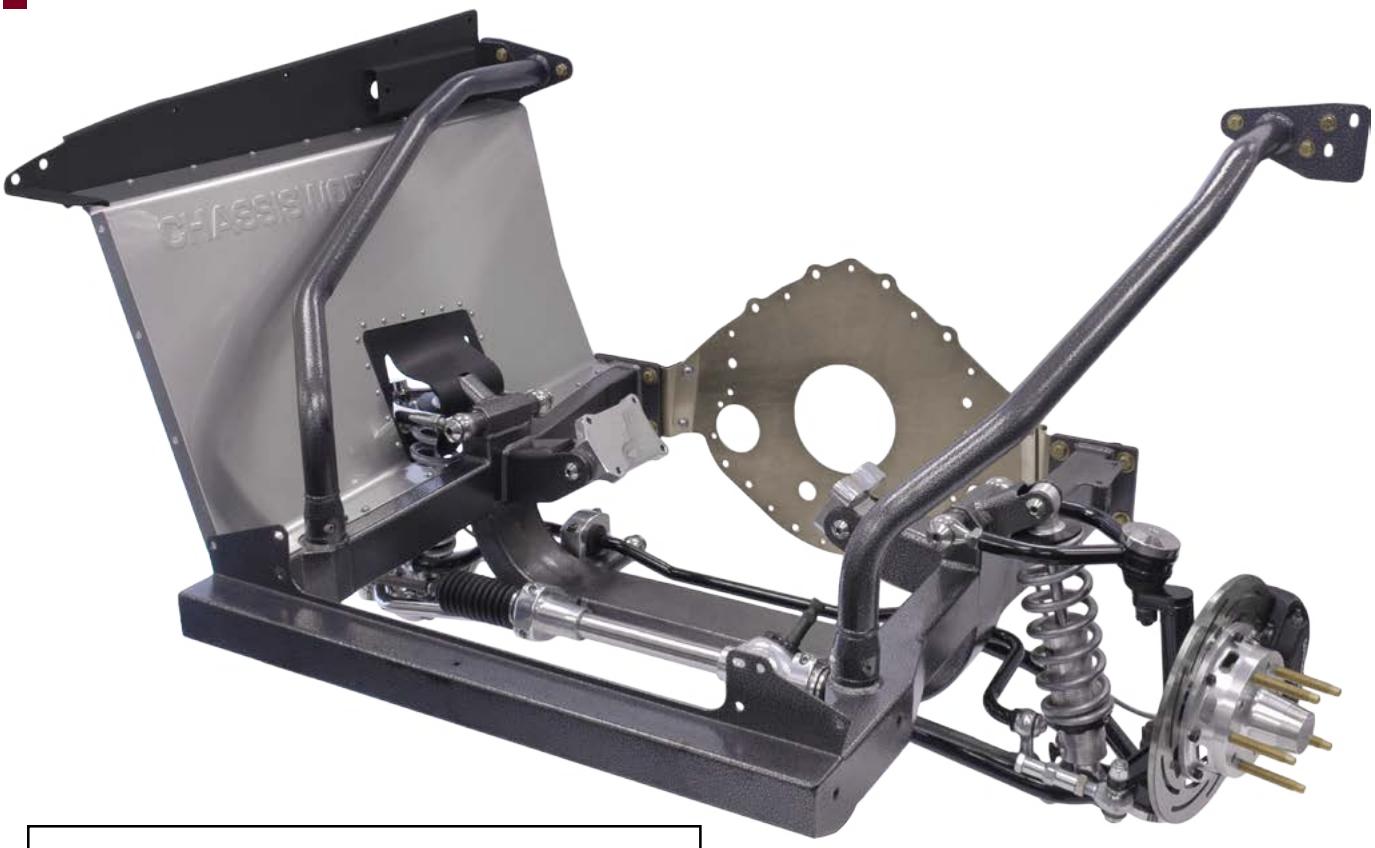
Chassisworks' muscle-car g-Machine Chevy II subframe is a direct-fit, high-performance suspension solution designed for 1962-67 Chevrolet Chevy II Novas and 1963-67 Pontiac Acadians. The system features a welded subframe with integrated g-Machine double A-arm, rack-and-pinion crossmember and two supporting struts, all secured at the factory firewall mounting locations. Our direct bolt-on design enables a time-saving, straight-forward installation that requires absolutely no custom fabrication. Unlike others, the g-Machine Chevy II subframe is completely boxed with welded radiator-core-support crossmember, high-clearance bent support struts for engine and exhaust clearance, and optional aluminum inner fender panels and steel fender supports with integrated hood-hinge mounts. As an option, factory-welded motor-plate brackets can also be added for vehicles requiring maximum chassis stiffness, while an optional mid plate is a simple bolt-on.

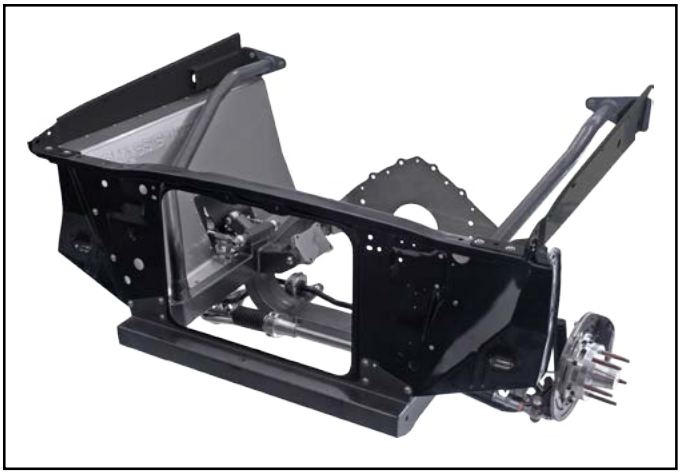


Single-Box Shipment!

The Chevy II g-Machine system components are individually packed to prevent damage during shipping and to ease part identification during assembly. All boxed components are then loaded into a heavy-duty, pallet-mounted box and truck-freighted directly to your door — avoiding confusing multiple-package paperwork and lost shipments.

Chevy II g-Machine Subframe System





Precision-Fit Quality Through Advanced Technology

One of the key pieces of advanced technical equipment used in development of our vehicle-retrofit component systems is the FaroArm portable coordinate-measuring machine. The FaroArm is an articulating, multi-segmented arm that enables precise three-dimensional digitization of vehicle surfaces and mounting points, accurate to within .003". To begin, multiple identical vehicles are extensively measured to find the OEM tolerance range we must accommodate in our final design. From these scans, an exact model of the vehicle chassis is created in our Pro/ENGINEER software. Engineers can then accurately and efficiently design systems, simulate movement or conditions, and conduct finite element analysis (FEA) testing to optimize performance and durability before physically making any parts. Manufacturing fixtures and tooling are also based on the original vehicle scans, avoiding loose tolerances of transferred prototype dimensions and ensuring the quality and ease of fit of the final product.

Chevy II g-Machine Subframe System

Clean-Sheet Design, Not Revised OEM Geometry

Chassisworks' g-Machine front end is a truly versatile high-performance system, suitable for g-Machines, muscle cars, or any project in need of optimized handling. State-of-the-art engineering workstations with Pro/ENGINEER software—combined with our advanced, automated factory—enabled Chassisworks' engineers to create a current-technology, competitively priced g-Machine front clip and suspension for first- and second-generation Chevy II Novas and Pontiac Acadians. Chassisworks' new g-Machine design is far superior in performance, reliability, and ease of installation than components made to replace 40-year-old '60s muscle-car geometry and variants of the 30-year-old Mustang II suspension. Although late-model-Corvette–based systems offer similar performance, your choice of wheels is extremely limited to flat-face, high-negative-offset wheels. Our complete suspension and steering system is factory-welded directly to the bent-tube billet-component crossmember, perfect geometry and eliminating the need to weld multiple pieces or make complicated measurements while installing the system.

The Chassisworks' Design Is Superior in These Key Areas:

- Single piece, 4 x 2 x .120" crossmember with large-radius mandrel bends to distribute loads throughout the crossmember, eliminating fatigue points at critical areas.
- By making our own billet rack-and-pinion assembly, we are able to offer perfect front-suspension geometry at the correct hub-to-hub width.
- Rack and pinion is placed forward of the axle centerline (front steer) for better oil-pan clearance and rotates to eliminate sharp universal-joint angles and improve exhaust clearance.
- With nearly zero bumpsteer in 6" of suspension travel, vehicle handling is predictable regardless of the chassis' changing pitch or roll state.
- Broad lower control arm increases load capacity and stability during braking and cornering.
- Longer lower control arm length reduces track-width change and roll-center movement during suspension travel for smoother transitions entering and exiting turns.
- Lower shock mount is located very close to the balljoint for better shock-motion ratio. A higher shock-motion ratio allows use of lighter, lower-rate springs for better suspension control without degrading ride quality.
- Our g-Machine spindle is taller than OEM spindles and therefore increases camber gain during body roll, keeping tires in better contact with road surface.
- Two-inch-dropped spindle lowers ride height and center of gravity to improve overall handling. (Optional shock mounts are available to raise car to "near stock" ride height.)
- Short/long arm (SLA) suspension layout is a compact, low-profile suspension design that leaves plenty of room around the engine.
- Traditional hub-style spindle accepts up to 14" brakes and allows more wheel choices compared to Corvette-style spindles.

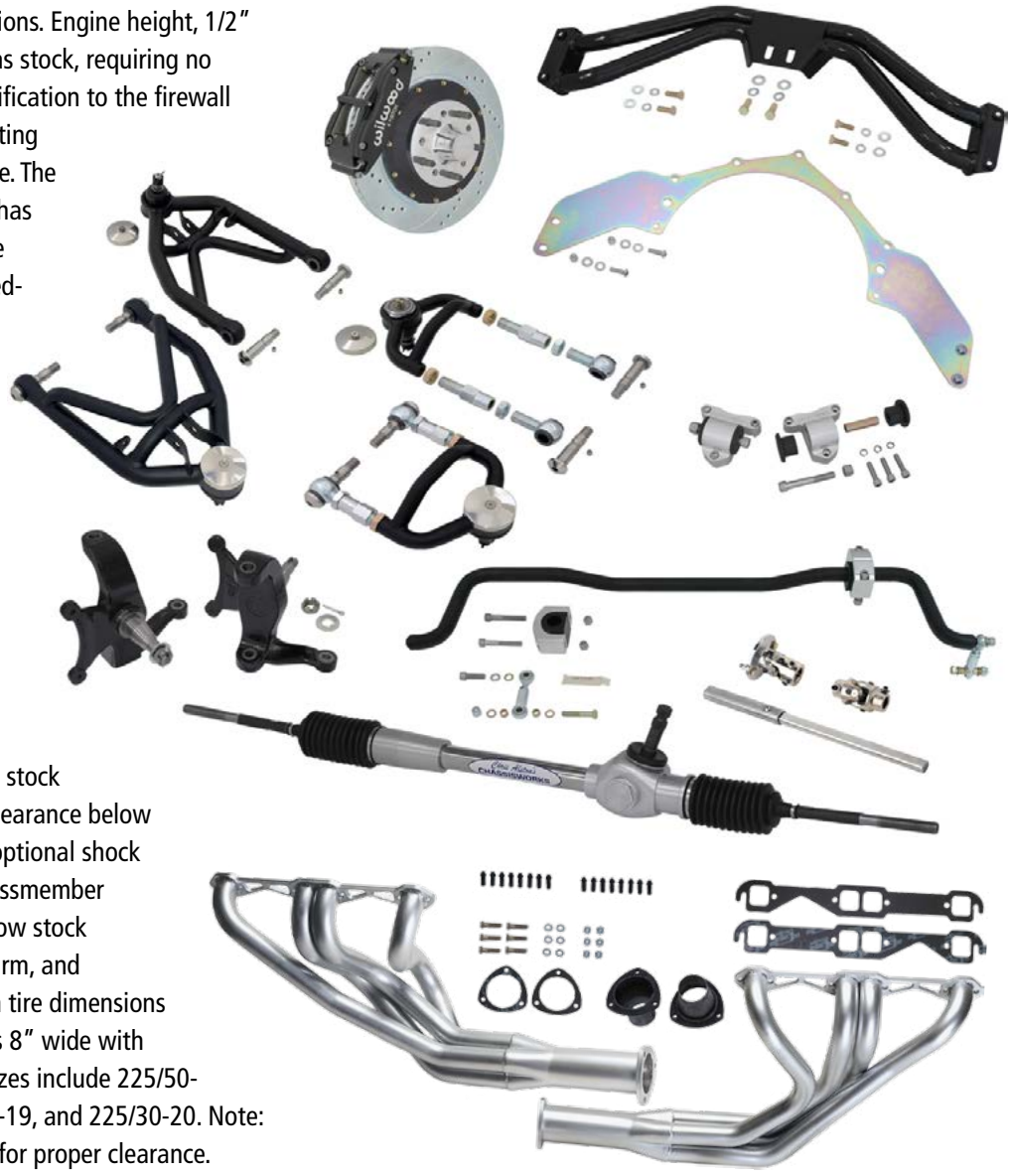
Chevy II g-Machine Subframe System

Suspension and Steering Components

A broad range of suspension and steering components enables the system to be custom-outfitted to match your performance requirements. Options include manual or power rack-and-pinion, Street- or g-Machine control arms, behind-crossmember– or forward-of-rack–mounted anti-roll bars, fabricated or sculpted spindles, and 11-3/4″-rotor street brakes or 13″- or 14″-rotor high-performance brakes. Bolt-on installation with perfect geometry and tailored performance make the g-Machine system an excellent choice for your next project.

Improved-Fit NoFab Installation

Direct-fit installation ensures that all major drivetrain components remain in their exact factory positions. Engine height, 1/2″ offset, and setback are the same as stock, requiring no additional hood clearance or modification to the firewall or transmission tunnel. Two mounting styles of anti-roll bars are available. The standard rear-mount anti-roll bar has the same forward clearance as the stock Chevy II clip. Optional splined-end, forward-mount anti-roll bar attaches under the front frame rails, forward of the rack and pinion to provide approximately two more inches of forward pan clearance. Hub-to-hub width has been narrowed to 57″, and front axle centerline has moved rearward 1/2″ to create additional clearance between the tire and fender. Ride height is lowered approximately 1-1/2″ to 2″ below stock and maintains 4-1/2″ of ground clearance below the suspension crossmember. An optional shock mount is available to raise the crossmember to 5-3/4″; approximately 1/2″ below stock height. Additional frame, control arm, and fender clearance allows maximum tire dimensions of 25″ tall by 9″ wide, and wheels 8″ wide with 4-1/2″ backspacing. Acceptable sizes include 225/50-16, 225/45-17, 225/40-18, 225/35-19, and 225/30-20. Note: Fender lips may need to be rolled for proper clearance.

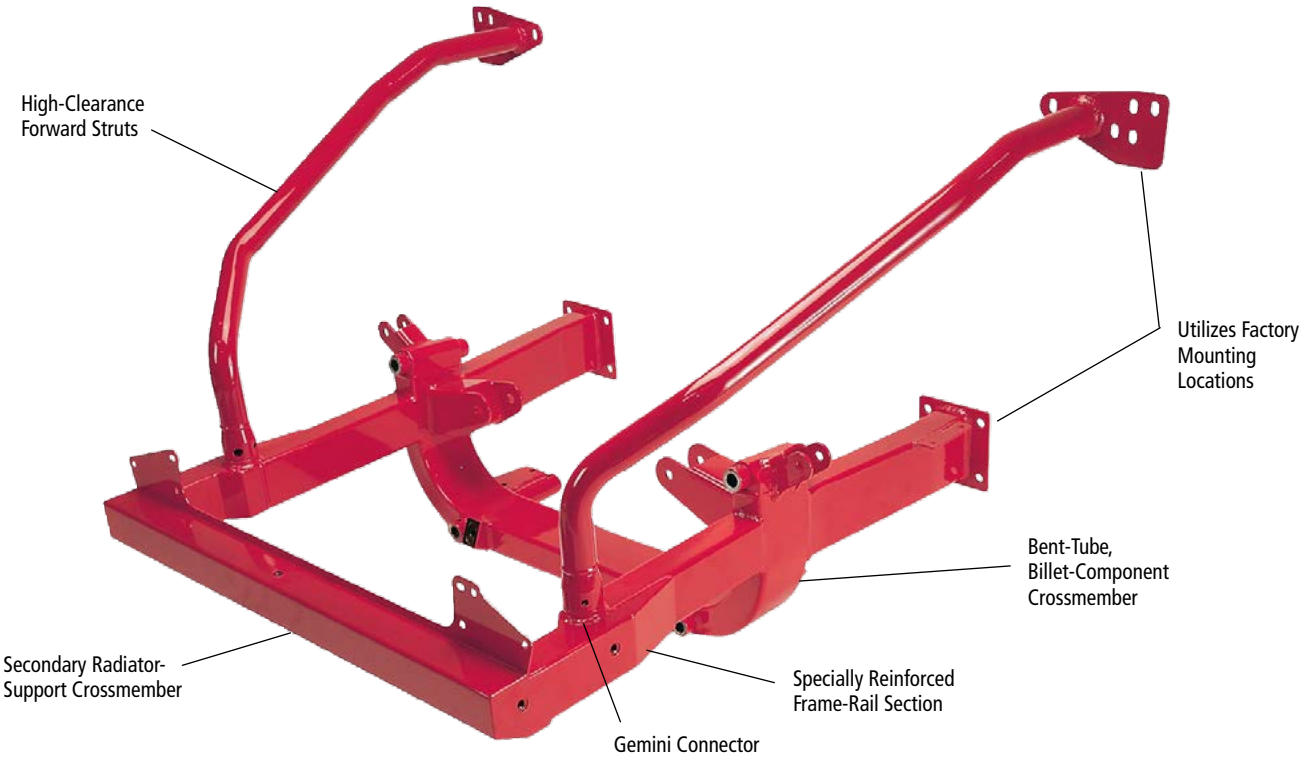


Chevy II g-Machine Subframe System

Fabricated Subframe with Integrated g-Machine Crossmember

g-Machine Subframe Welded Assembly

Our completely enclosed, welded subframe structure uses multiple sizes of mandrel-bent, boxed-steel tubing with fabricated components to optimize strength in key areas without unnecessarily adding weight or decreasing clearance for engine and exhaust components; this is a result not possible with simple straight-tube designs. Between the lower subframe mounting plate and g-Machine suspension crossmember, 4 x 2 x .120"-wall tubing is used to substantially increase stability and strength, enabling better control of engine torque and chassis flex than other 3 x 2" designs. Forward of the crossmember, 3 x 2 x .120"-wall tubing is reinforced by a fabricated frame horn, which broadens width to 3.25", provides additional walls to greatly strengthen the forward-strut Gemini connector attachment area, and houses the bumper-bracket weld nuts. Enclosing the frame horns and bridging the two rails together is the radiator-core-support crossmember. The factory core-support panel and grille center support simply bolt to the folded crossmember, improving upon the strength and quality of the OEM sheetmetal component. Subframe rails, suspension crossmember, and various mounts are positioned and welded in a fixture. The final fixture welding of the subassemblies ensures that firewall, motor, bumper, and core-support mounts are perfectly positioned for a trouble-free installation. Completed base subframe assemblies are shipped as bare steel with sanded corner welds, ready for paint or powder coating.



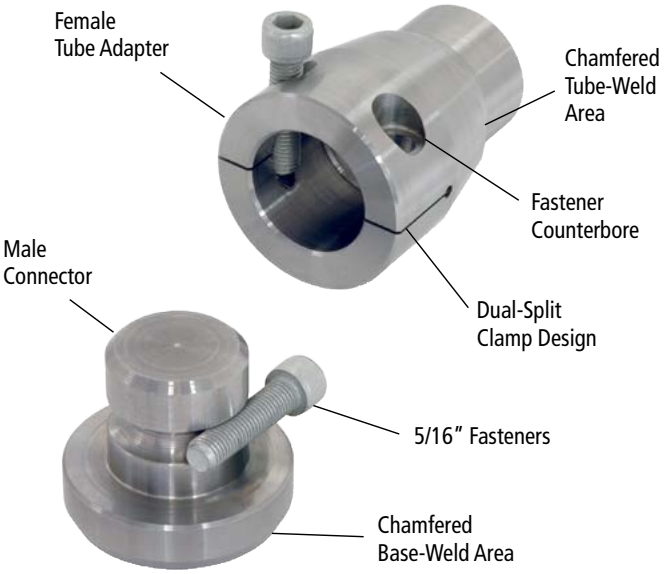
High-Clearance Forward Struts

Tubular struts between the factory upper firewall mount and welded-subframe's Gemini connector triangulate the front clip, virtually eliminating chassis deflection forward of the firewall. Firewall-mount plates can be used with both 1962-65 or 1966-67 bolt patterns, and they utilize shims to facilitate body panel alignment. Strut tubes are a stout 1-5/8 x .134"-wall and feature multiple mandrel bends to route the tubes tightly along the inner fender, providing more clearance around the engine than other designs.

Chevy II g-Machine Subframe System

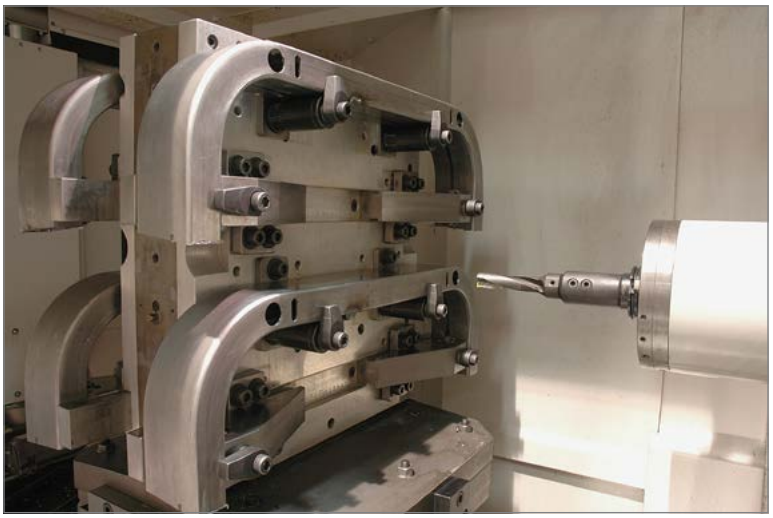
Gemini Connector System

Our in-house-engineered Gemini system is used to connect the strut to the subframe, enabling an easy-to-assemble, precision slip-fit joint that is substantially stronger than a welded joint. A broad-based, grooved, male connector is precisely positioned using slot-tab technology and then spray-arc welded to a specially reinforced area of the forward subframe rail. The female tube adapter, welded to the end of the forward struts, features a dual-split-clamp design that locks around the male stem with the aid of two 5/16" socket-head cap screws. Once assembled, the Gemini connector system exerts a 1-1/8"-wide band of clamping force completely around the male stem and firmly seats the 5/16" fasteners against the compression groove as the female adapter is drawn closed. Laboratory-conducted, destructive tests have shown that the tube itself will fail prior to damaging the Gemini connector components.



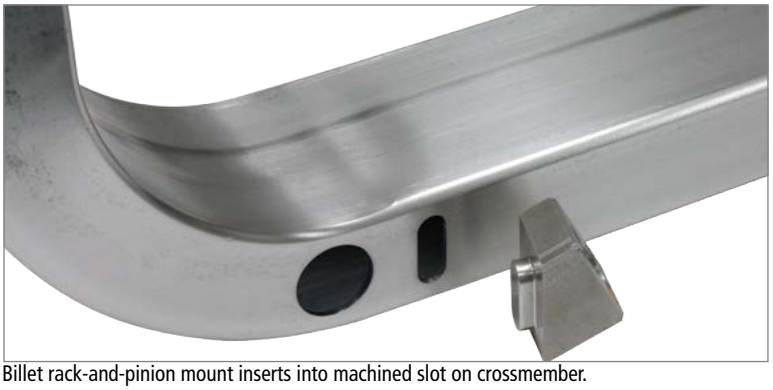
4 x 2" g-Machine Crossmember

Bent-tube, billet-component crossmembers are a completely closed, rigid structure with greater strength and resistance to bending and twisting than other designs. Formed from a single piece of 4 x 2 x .120" steel tubing, large-radius mandrel bends are placed at each end to distribute loads throughout the crossmember, eliminating fatigue points at critical areas. Slots for the billet-mount tabs are machined in a horizontal machining center with dedicated fixturing to guarantee correct component geometry, ensuring the suspension moves as designed.



Interlocking-Slot-Tab Technology

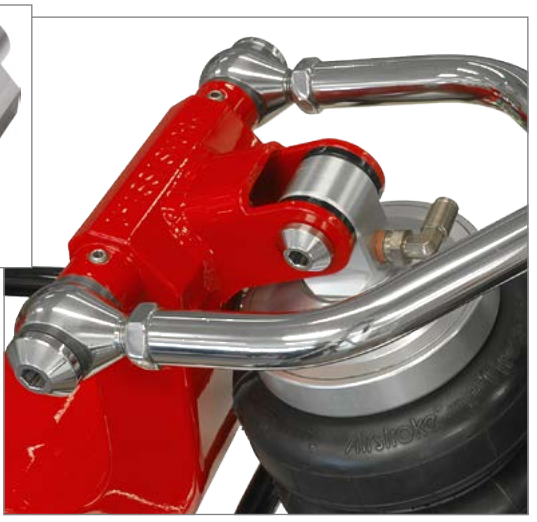
Self-fixturing female slots used with machined male tabs provide an interlocking assembly method that enables A-arm, rack and pinion, and shock mounts to be accurately positioned in all axes. This guarantees the suspension will perform as designed. Non-interlocking designs are not nearly as accurate after welding. Superior spray-arc welding process produces the best weld penetration with excellent appearance.



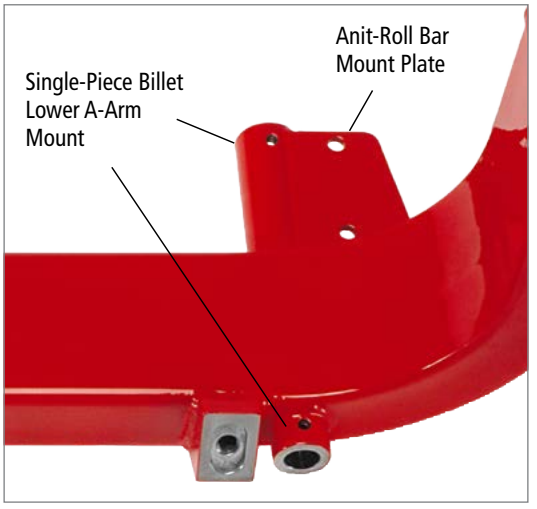
Billet rack-and-pinion mount inserts into machined slot on crossmember.

Chevy II g-Machine Subframe System

■ Billet Steel A-Arm Mounts



Billet steel, CNC machining allows us to create A-arm mounts with specific areas of increased thickness for added strength not possible with other designs. Unlike slot- or eccentric-mounted A-arms, Chassisworks' exclusive fixed-axis pivot-pin design eliminates the possibility of shifting pivot shafts, provides greater shear strength, and increases bending resistance. Threaded bosses at each end of the mount enable use of set screws to lock A-arm pivot pins into position. Using slot-tab technology, billet upper A-arm mounts snap and weld into place providing anti-dive geometry and capping the open ends of the 4 x 2" crossmember to better distribute forces, decrease flex throughout the structure, and provide a solid location for the upper shock mount. The lower A-arm mount is a single-piece component passing directly through the crossmember and supported by the anti-roll-bar mounting plate to distribute bending forces throughout the crossmember. This increases rigidity and geometric accuracy of the control arm for more predictable handling.

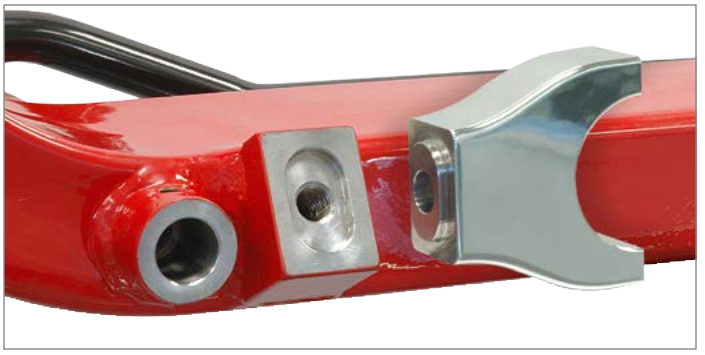


■ One-Piece Clevis Shock Mount

Our g-Machine upper shock mount has a 1-5/16"-wide formed clevis that accepts 1/2" mounting hardware and provides adequate clearance for use with VariShock coil-overs or ShockWave™ air suspension. Our one-piece design has an integrated gusset across the top and sides to bridge the billet upper A-arm mount to the 4 x 2" crossmember. This provides a larger, more stable mount base, with better appearance than welded designs, and eliminates bending fatigue possible with common sheet metal- or tubing-mounted designs of other manufacturers.

■ Billet Rack Mounts and Clamps

Billet steel rack mounts using dual slot-tab technology form an interlocking bridge between the 4 x 2" crossmember and billet aluminum rack brackets. The angled mount fixture welds to a 4 x 2" crossmember, attaching to the rack body at the widest points. This allows positioning of the rack above the bottom of the crossmember, safe from road hazards. Billet aluminum rack clamps attach into interlocking grooves in the rack gearbox, preventing flex in hard cornering unlike rubber-mounted designs. This also allows rotation of the input shaft to aid steering-shaft installation around engine obstacles and the exhaust system.



Slot-Tab Technology, Interlocking Joint

Pinion Rotated **Up**

Pinion Rotated **Down**

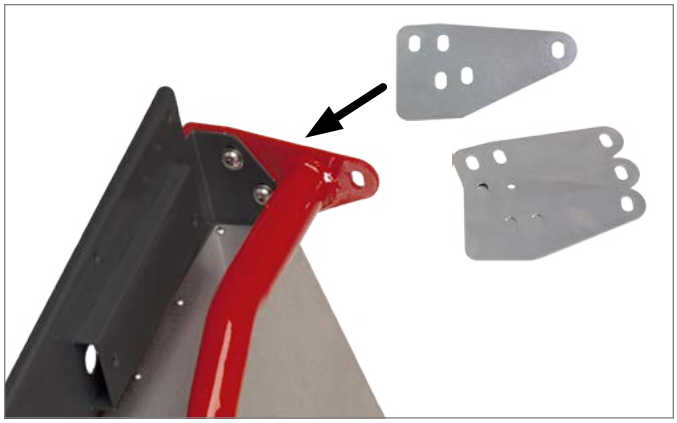
Chevy II g-Machine Subframe System

Detailed Installation Guide

Included with each g-Machine Chevy II subframe is a painstakingly detailed 126-page installation guide. The guide features over 300 individual photos completely illustrating the installation process at each and every step. Beginning with clip assembly, continuing on with removal of factory components, and ending with final installation, our comprehensive guide makes installation and setup an uncomplicated task.

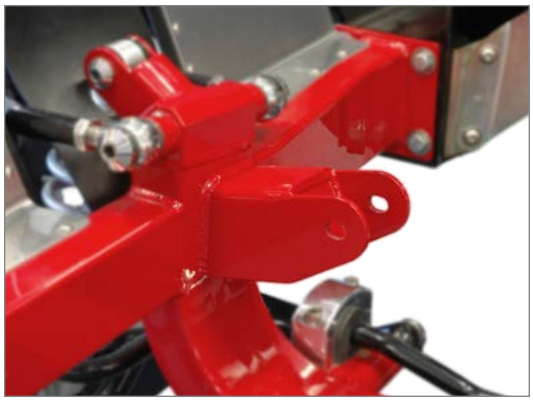
Alignment Shims

To simplify subframe alignment in relation to the body, the OEM shim alignment method is also used on the g-Machine subframe. Note that not all replacement subframes on the market have this important feature. A set of CNC-laser-cut alignment shims is supplied to make subframe installation simple and highly accurate.



Engine-Mount Options

Multiple engine-mount-bracket options enable true bolt-in installation for nearly any drivetrain. Standard side-mount brackets for small-block, big-block, and LS-style V8 engines are available, as well as small- or big-block motor plates and mid plates for more serious performance applications. To positively locate the engine, driver-side motor-plate, mid-plate, and side-mount frame brackets have correct-sized bolt holes. Passenger-side mounts use slightly oversized slots to facilitate installations with minor chassis variances. Subframes ship with all mounts factory-welded and ready for installation.

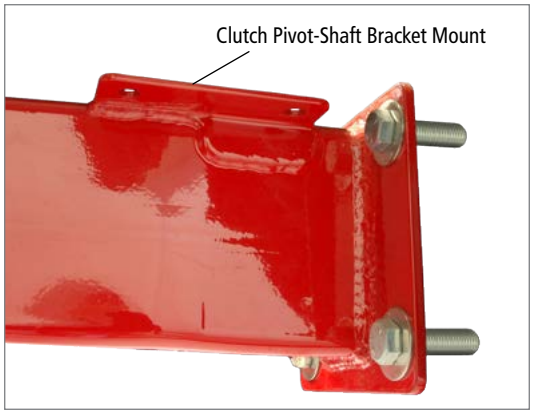


Frame Engine-Mount Options

NO ENGINE BRACKETS INSTALLED
SIDE ENGINE BRACKETS ONLY
SMALL-BLOCK MOTOR-PLATE BRACKETS ONLY
BIG-BLOCK MOTOR-PLATE BRACKETS ONLY
SIDE ENGINE BRACKETS WITH SMALL-BLOCK MOTOR PLATE
SIDE ENGINE BRACKETS WITH BIG-BLOCK MOTOR PLATE
SMALL-BLOCK MOTOR PLATE WITH BIG-BLOCK MOTOR PLATE
SPLINED ANTI-ROLL BAR PLATES WITH SIDE ENGINE MOUNTS

Clutch Pivot-Shaft Bracket Mount

A factory-welded bracket along the driver-side frame rail is used to mount the OEM outer clutch pivot-shaft bracket in the factory position.

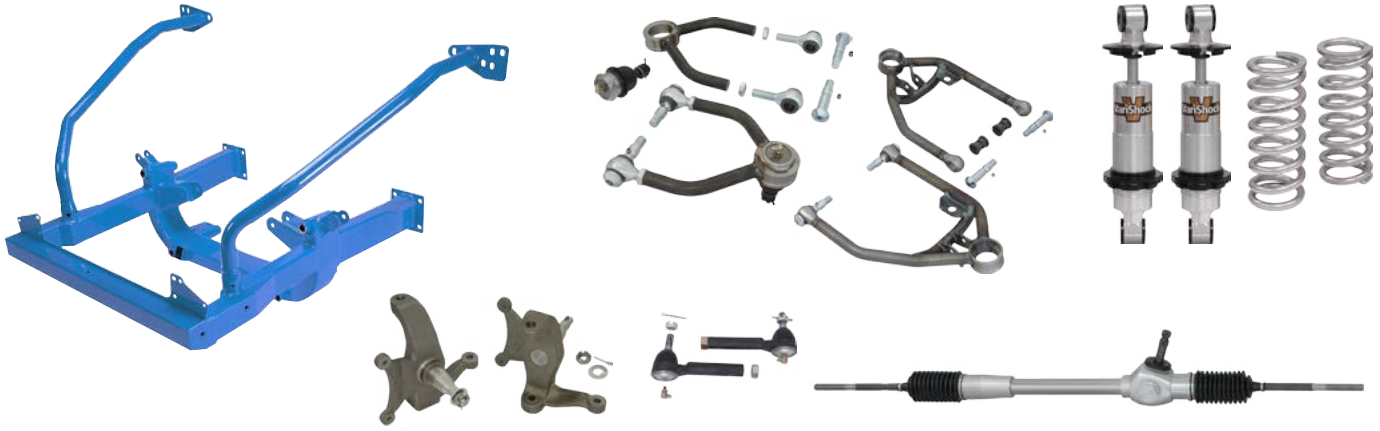


Value Subframe System Package

■ UPDATED

■ VALUE SYSTEM

Includes: subframe clip, control arms with balljoints, spindles, billet manual rack, tie rods, and billet coil-overs with springs



■ Value Systems

7700-1	**VALUE SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Value System Options

OPTIONS	HOOD HINGE MOUNTS AND INNER FENDER PANELS
	SUBFRAME G-CONNECTOR SYSTEM (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)
	SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)
	STREET-MACHINE A-ARMS AND ANTI-ROLL BAR (BARE STEEL OR BLACK POWDER COAT FINISH - ANTI-ROLL BAR)
	MANUAL RACK AND PINION, SATIN FINISH (STEERING SHAFT AND U-JOINTS)
	SHOCKS (FIXED, SINGLE-, OR DOUBLE-ADJUSTABLE VALVING)
	SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)
	BRAKES, 11-3/4" ROTORS, BLACK 4-PISTON CALIPER (BARE OR BLACK E-COATED ROTOR FINISH)

NOTE: Refer to the Custom-Fit Chassis System section of this catalog for a closer look at individual suspension and steering components.

Option Subframe System Package

■ UPDATED

■ OPTION SYSTEM

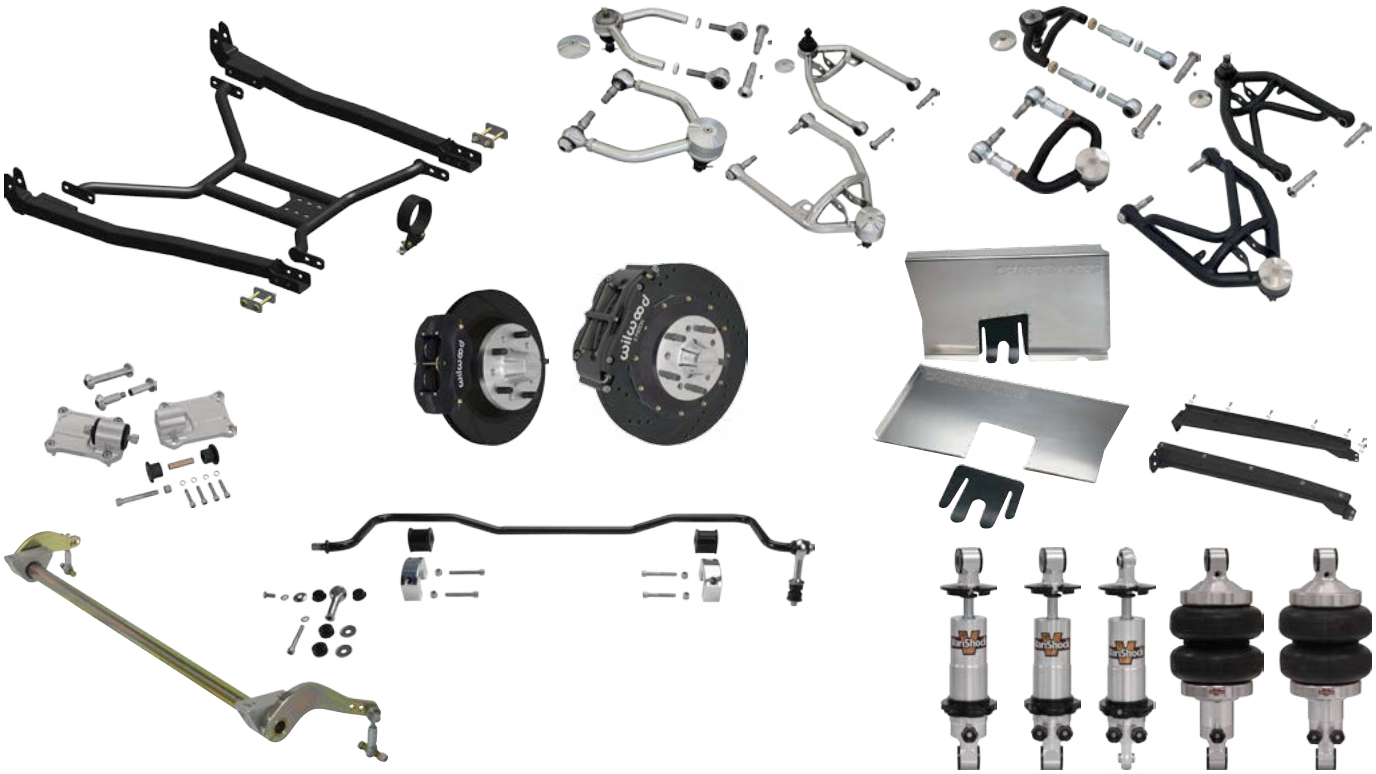
Includes: subframe clip, control arms with balljoints, spindles, rack and pinion, tie rods, and billet coil-overs with springs

■ Option Systems

7700-2	**OPTION SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Option System Options

OPTIONS	HOOD HINGE MOUNTS AND INNER FENDER PANELS
	SUBFRAME G-CONNECTOR SYSTEM (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)
	SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)
	CONTROL ARMS AND HARDWARE (STREET-MACHINE ARMS: BARE, BLACK, OR POLISHED STAINLESS; OR G-MACHINE ADJUSTABLE ARMS - STAINLESS BALLJOINT CAPS)
	RACK AND PINION (MANUAL: SATIN OR POLISHED FINISH - POWER: BLACK OR CHROME; LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS)
	SHOCKS (FIXED, SINGLE-, OR DOUBLE-ADJUSTABLE VALVING - POLY OR COM-8 EYES - COIL-OVER OR AIR-SPRING SHOCKS)
	SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)
	ANTI-ROLL BAR AND SPINDLES (3/4", 1", 1-1/4" SOLID OR 1-1/4" SPLINED GUN-DRILLED - BARE OR BLACK POWDER COATED SPINDLES)
	BRAKES AND BILLET HUB (11-3/4" BARE OR 11-3/4", 13" OR 14" BLACK ROTORS - SATIN OR POLISHED HUB)



NOTE: Refer to the Custom-Fit Chassis System section of this catalog for a closer look at individual suspension and steering components.

Pro-Touring Subframe System Package ■ UPDATED

■ ULTIMATE PRO-TOURING SYSTEM

Includes: subframe, g-Machine arms, aluminum spindles, power rack and pinion, tie rods, and billet coil-overs with springs

■ Ultimate Pro-Touring Systems

7700-3	**ULTIMATE PRO-TOURING SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Ultimate Pro-Touring System Options

OPTIONS	HOOD HINGE MOUNTS AND INNER FENDER PANELS
	SUBFRAME G-CONNECTOR SYSTEM (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)
	SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)
	STAINLESS BALLJOINT CAPS
	RACK AND PINION FINISH AND COLUMN COMPONENTS (BLACK OR CHROME - LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS FOR OEM OR IDIDIT COLUMN)
	SHOCKS AND HARDWARE (SINGLE-, DOUBLE- OR REMOTE RESERVOIR 4-WAY-ADJUSTABLE VALVING - COIL-OVER OR AIR-SPRING SHOCKS)
	SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)
	BRAKES (14" OR 15" ROTORS - BLACK OR RED 6-PISTON CALIPERS - THERMLOC 6-PISTON CALIPERS)

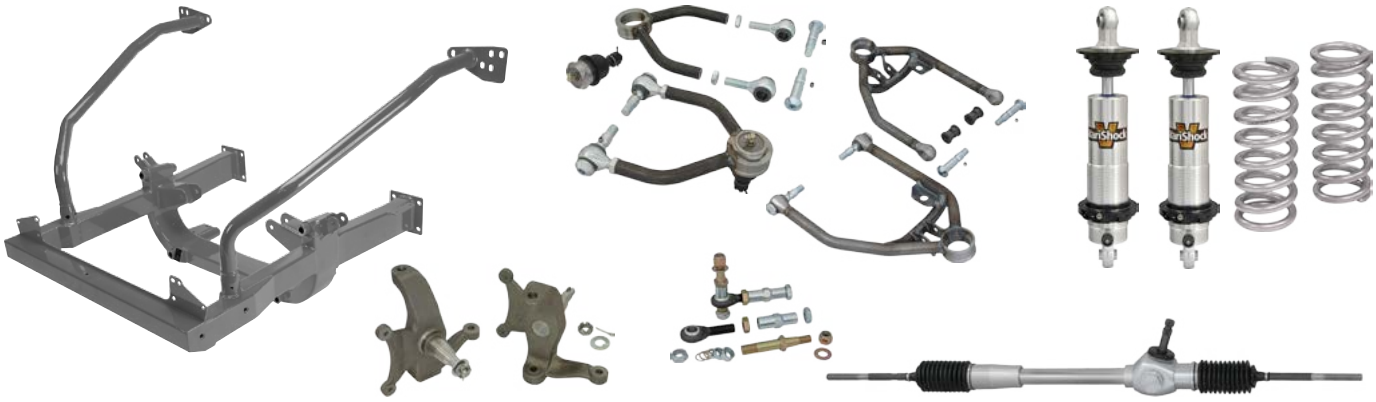
NOTE: Refer to the Custom-Fit Chassis System section of this catalog for a closer look at individual suspension and steering components.

Drag Race Subframe System Package

■ UPDATED

■ DRAG RACE SYSTEM

Includes: subframe clip, control arms with balljoints, spindles, billet manual rack, tie rods, and billet coil-overs with springs



■ Drag Race Systems

7700-4	**DRAG RACE SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Drag Race System Options

OPTIONS	ENGINE MOUNT FRAME BRACKETS (V8 OR LS SIDE MOUNTS - MOTOR PLATE)
	SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT - SANDED FRAME WELDS)
	MOTOR MOUNTS AND PLATES (V8 OR LS BILLET SIDE MOUNTS - SMALL BLOCK, BIG BLOCK, OR LS MOTOR PLATE - AUTOMATIC OR LAKEWOOD MID PLATE FOR CHEVY OR PONTIAC)
	HOOD HINGE MOUNTS AND INNER FENDER PANELS
	STREET-MACHINE A-ARMS AND SPINDLES (BARE OR BLACK POWDER COATED ARMS - DROPPED SCULPTED OR LIGHTWEIGHT FABRICATED SPINDLE)
	MANUAL RACK & PINION AND COLUMN (OEM SHAFT COMPONENTS, WELD-IN RACE COLUMN WITH QUICK-RELEASE HUB)
	EXTENDED 5" TRAVEL COIL-OVER SHOCKS (SINGLE OR DOUBLE ADJUSTABLE)
	SPRING RATES (250, 300, 350, 400, 450, OR 500 LB/IN)
	BRAKES (MEDIUM-DUTY SLOTTED OR HEAVY-DUTY DRAG-RACE BRAKES)

NOTE: Refer to the Custom-Fit Chassis System section of this catalog for a closer look at individual suspension and steering components.

Inner Fender Panels

Fender Supports with Hood-Hinge Mounts

Our exclusive steel fender supports feature built-in, weld-nut-equipped, hood-hinge mounts for ease of installation, and they have a specially curved top flange that enables bolt-on installation of factory hood hinges and fenders without distorting the fender, which is unavoidable with flat-flange designs. Chassisworks is the only company to offer fender supports at this level of quality and fit, due to the complication in designing and accurately manufacturing the component. Supports are laser-cut from steel to nearly twice the OEM thickness, receive multiple bends on our fully automated fabrication press, and are spray-arc welded, ground, and powder-coated silver, completing the engine compartment's finished appearance.

6650

6652

6651/6653

6654/6655

Aluminum Inner Fender Panels

To provide a clean, finished appearance and prevent debris from entering the engine compartment, high-quality, aluminum, inner fender panels with durable rubber splash flaps and stainless-steel hardware are available. Panels bolt directly to the g-Machine welded subframe, upper fender support, and factory core-support panel. The panel edge closest to the firewall is specially designed for a close fit and is specific to 1962-65 (P/N 6651) and 1966-67 (P/N 6653) models. Panels are available with or without embossed Chassisworks logo and ship with a protective PVC-film coating that easily peels off just prior to final installation. Rubber splash flaps use included stainless hardware to fasten to the inner fender, establishing an easily replaceable seal that fits neatly around the suspension components.

'62-65 Chevy II

6650	UPPER FENDER SUPPORTS WITH HINGE MOUNTS (PAIR)
6651	INNER FENDER PANELS, "CHASSISWORKS" EMBOSSED (PAIR)
6654	INNER FENDER PANELS, BLANK (PAIR)

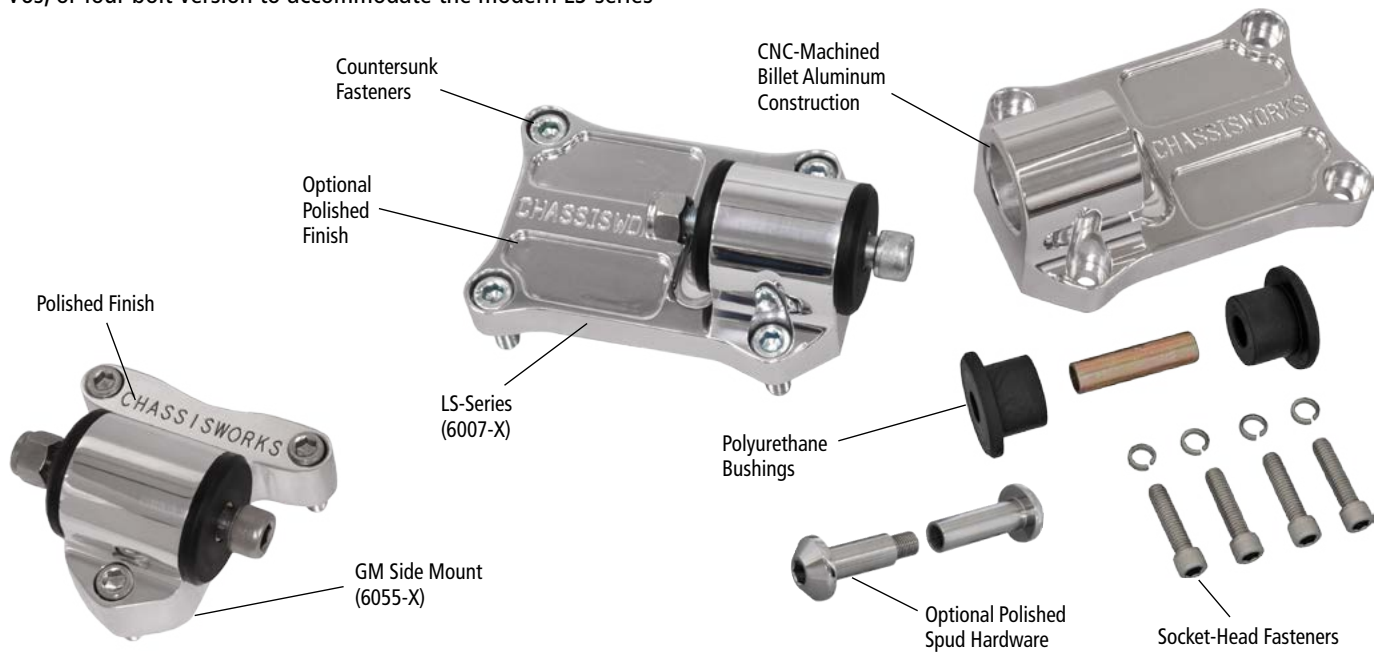
'66-67 Chevy II

6652	UPPER FENDER SUPPORTS WITH HINGE MOUNTS (PAIR)
6653	INNER FENDER PANELS, "CHASSISWORKS" EMBOSSED (PAIR)
6655	INNER FENDER PANELS, BLANK (PAIR)

NOTE: PACKAGE PRICING AVAILABLE AT TIME OF INITIAL (7700) SYSTEM PURCHASE.

Billet Side Motor Mounts

CNC-machined, billet aluminum side motor mounts enable bolt-on installation when used with our g-Machine crossmember, direct-fit subframes, or 2 x 2" mandrel-bent crossmember. Mounts are available with standard three-bolt pattern for Chevrolet V8 small-blocks and big-blocks and 4.3L V6s; or four-bolt version to accommodate the modern LS-series of GM engines. The steel-sleeved, urethane bushing with 1/2" through-bolt design creates an inseparable mount with significant vibration reduction compared to solid mounts. Mount kits include all hardware and are available with matte-anodized or polished finish.




6007-1


6007-2

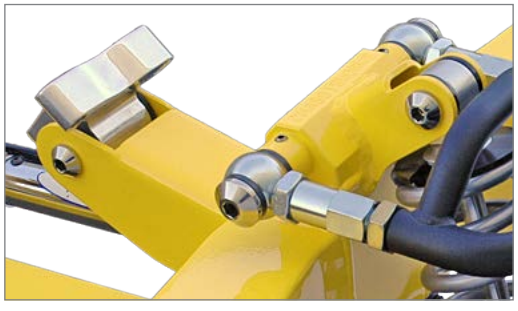

6055-1

6007-0	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, BARE FINISH
6007-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, MATTE FINISH
6007-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, POLISHED FINISH
6055-0	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, BARE FINISH
6055-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, MATTE FINISH
6055-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, POLISHED FINISH


6055-2

Motor-Mount Spud Hardware (Optional)

Specially designed, CNC-machined, polished-stainless-steel mounting hardware is optionally available for use with our billet aluminum side motor mounts. Male and female fasteners feature matching Allen-drive, beveled heads for simple installation and excellent appearance. Once tightened against each other, fasteners form a full-length shank with no external threads, providing higher shear strength than standard bolts and correct bushing preload.

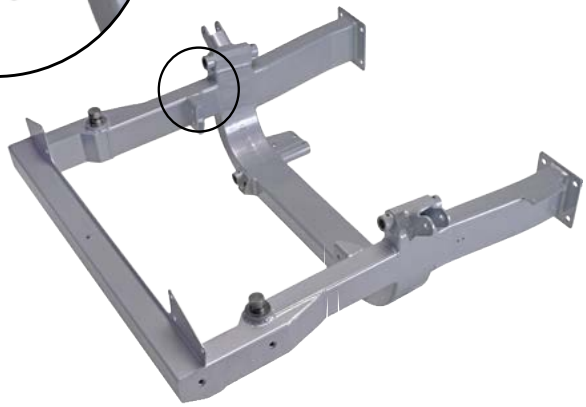


3046	SPUD HARDWARE SET, CHEVROLET SIDE MOUNT, POLISHED

Bolt-In Motor Plates

Recommended for high-horsepower applications, small- or big-block Chevy V8 motor plates bolt onto optionally installed Camaro or Chevy II g-Machine subframe brackets to position the engine in the factory location and provide additional clearance directly underneath the exhaust ports. Motor plates are .250"-thick 6061-T6 aluminum and feature CNC-profile-machined mounting holes, water passages, and outside edges with no trimming or notching required. Driver-side mounting holes positively locate the engine, while passenger-side slots facilitate installation with minor chassis variances. By directly coupling the front block face to the chassis, acceleration response and torque capacity are greatly increased without over-stressing the sidewalls of the engine block. When used with our optional mid plate, the motor plate also improves chassis rigidity by utilizing the engine block as a stress member. Motor plates are .250"-thick, profile-milled, 6061-T6 aluminum and ship with mounting hardware.

Motor-plate brackets are factory fixture-welded during subframe assembly, ensuring consistent and accurate engine placement.

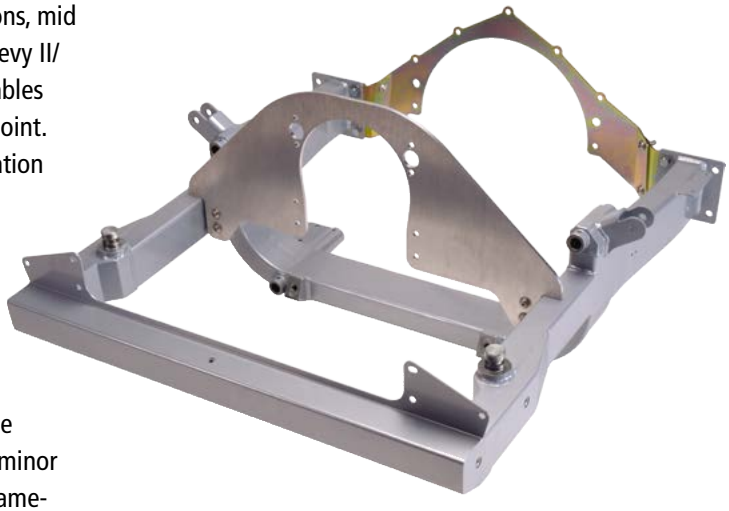


- Improves acceleration response and torque capacity
- Direct bolt-on installation
- Lightweight, .250"-thick, 6061-T6 aluminum
- Precision CNC profile-machined features

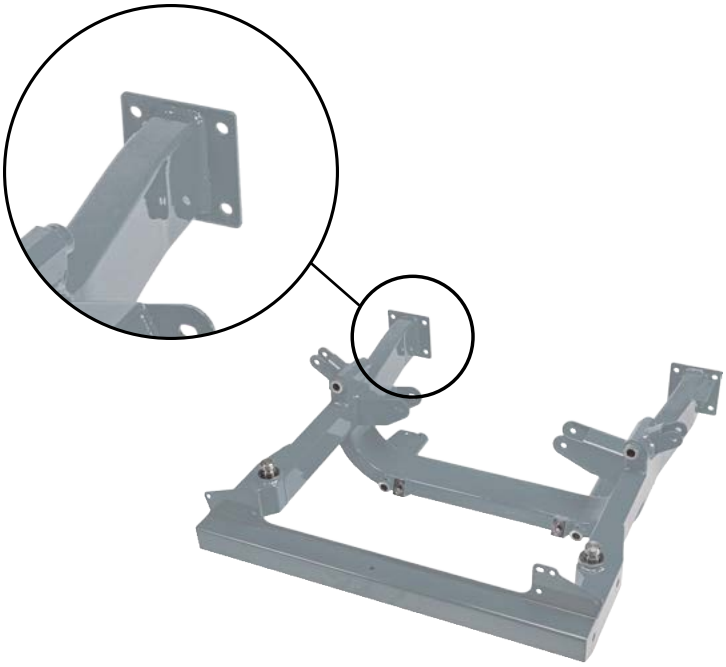
6056	BOLT-IN MOTOR PLATE, SMALL-BLOCK V8, '62-67 CHEVY II
6080	BOLT-IN MOTOR PLATE, LS-BLOCK V8, '62-67 CHEVY II
6061	LS ENGINE A/C BOSS ADAPTER MOUNTS FOR MOTOR PLATE
6057	BOLT-IN MOTOR PLATE, BIG-BLOCK V8, '62-67 CHEVY II

Bolt-In Mid Plates

Recommended for moderate- to high-horsepower applications, mid plates easily bolt to stock or g-Machine-equipped 1962-67 Chevy II/Novas. Once installed, our unique Chevy II adapter system enables mid-plate removal without disassembling the main subframe joint. By directly coupling the rear block face to the chassis, acceleration response and torque capacity are greatly increased without over-stressing the sidewalls of the engine block. When used with our optional motor plate, the mid plate also improves chassis rigidity by utilizing the engine block as a stress member. Mid plates are CNC-laser-cut, .134"-thick, zinc-plated steel with no trimming or notching required for installation. Driver-side mounting holes positively locate the engine, while passenger-side slots facilitate installations with minor chassis variances. Hardware required to mount mid plate to frame-adapter brackets is included.

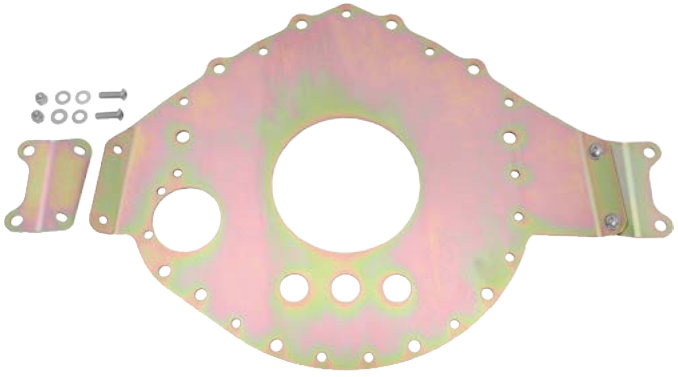


Note: Chevy II mid plates mount to inner holes of factory main subframe joint. Kits include frame-adapter brackets, enabling the mid plate to be removed and reinstalled without disrupting the main subframe joint.



- Improves acceleration response and torque capacity
- Direct bolt-on installation
- Sturdy, .134"-thick, zinc-plated steel
- Precision CNC laser-cut features
- Versions for automatic transmissions and clutch-equipped vehicles with Lakewood scattershield

6058	BOLT-IN MID PLATE, AUTOMATIC, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)



6059	BOLT-IN MID PLATE, LAKEWOOD, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)

6081	MID-PLATE V8 TO LS ADAPTER (G-MACHINE SUBFRAME ONLY)

Shock-System Options

VARISHOCK COIL-OVER SHOCKS

VariShock coil-overs provide an advanced level of tuning for both performance and street vehicles. Variable shock valving gives you up to 256 different combinations of "instant adjustment" by simply turning the adjustment knobs to one of 16 detents. The threaded lower spring enables fine tuning of ride height, shock-travel balance, and corner weighting without affecting spring rate.

Poly-Eye Coil-Over Shocks, 4.25" Travel (Street, Pro-Touring)

VAS 11022-425	VARISHOCK POLY-EYE COIL-OVER, SENSISET FACTORY-VALVED, 4.25" TRAVEL (PAIR)
VAS 11122-425	VARISHOCK POLY-EYE COIL-OVER, QUICKSET 1 SINGLE-ADJUSTABLE, 4.25" TRAVEL (PAIR)
VAS 11222-425	VARISHOCK POLY-EYE COIL-OVER, QUICKSET 2 DOUBLE-ADJUSTABLE, 4.25" TRAVEL (PAIR)
NOTE	USES 9" COIL SPRINGS

Bearing-Eye Coil-Over Shocks, 4.25" Travel (Street, Pro-Touring, Open Track)

VAS 11011-425	VARISHOCK BEARING-EYE COIL-OVER, SENSISET FACTORY-VALVED, 4.25" TRAVEL (PAIR)
VAS 11111-425	VARISHOCK BEARING-EYE COIL-OVER, QUICKSET 1 SINGLE-ADJUSTABLE, 4.25" TRAVEL (PAIR)
VAS 11211-425	VARISHOCK BEARING-EYE COIL-OVER, QUICKSET 2 DOUBLE-ADJUSTABLE, 4.25" TRAVEL (PAIR)
VAS 11411-43	VARISHOCK BEARING-EYE REMOTE-RESERVOIR COIL-OVER, QUICKSET 4 4-WAY-ADJUSTABLE, 4.25" TRAVEL (PAIR)
NOTE	USES 9" COIL SPRINGS

Bearing-Eye Coil-Over Shocks, 5.15" Travel (Street/Strip, Drag Race)

VAS 1111R-52	VARISHOCK BEARING-EYE COIL-OVER (DRAG RACE) QUICKSET 1 SINGLE-ADJUSTABLE, 5.15" TRAVEL (PAIR)
VAS 1121R-52	VARISHOCK BEARING-EYE COIL-OVER (DRAG RACE) QUICKSET 1 SINGLE-ADJUSTABLE, 5.15" TRAVEL (PAIR)
NOTE	USES 12" COIL SPRINGS

Shock-System Options

VARISPRING COIL-SPRINGS

VariSprings are manufactured using a new high-tensile wire, which is stronger than the chrome-silicon wire used by other manufacturers. Since this wire can flex more than conventional chrome-silicon wire, we can wind VariSprings with a coarser pitch that reduces weight and increases the spring's travel.

9" Coil-Springs

VAS 21-09200	9" LENGTH, 200 LB/IN
VAS 21-09240	9" LENGTH, 240 LB/IN
VAS 21-09275	9" LENGTH, 275 LB/IN
VAS 21-09300	9" LENGTH, 300 LB/IN
VAS 21-09350	9" LENGTH, 350 LB/IN
VAS 21-09400	9" LENGTH, 400 LB/IN
VAS 21-09450	9" LENGTH, 450 LB/IN
VAS 21-09500	9" LENGTH, 500 LB/IN
VAS 21-09550	9" LENGTH, 550 LB/IN
VAS 21-09600	9" LENGTH, 600 LB/IN
VAS 21-09675	9" LENGTH, 675 LB/IN
VAS 21-09750	9" LENGTH, 750 LB/IN

12" Coil-Springs

VAS 21-12080	12" LENGTH, 80 LB/IN
VAS 21-12095	12" LENGTH, 80 LB/IN
VAS 21-12110	12" LENGTH, 110 LB/IN
VAS 21-12130	12" LENGTH, 130 LB/IN
VAS 21-12150	12" LENGTH, 150 LB/IN
VAS 21-12175	12" LENGTH, 175 LB/IN
VAS 21-12200	12" LENGTH, 200 LB/IN
VAS 21-12250	12" LENGTH, 250 LB/IN
VAS 21-12300	12" LENGTH, 300 LB/IN
VAS 21-12350	12" LENGTH, 350 LB/IN
VAS 21-12400	12" LENGTH, 400 LB/IN
VAS 21-12450	12" LENGTH, 450 LB/IN
VAS 21-12500	12" LENGTH, 500 LB/IN
VAS 21-12550	12" LENGTH, 550 LB/IN
VAS 21-12600	12" LENGTH, 600 LB/IN
VAS 21-12650	12" LENGTH, 650 LB/IN

VARISHOCK AIR-SPRING SHOCKS

The VariShock air-spring suspension enables rapid changes in ride height when used with one of the various compressor control systems — perfect for street rods. Air suspension provides smooth, comfortable ride quality, but the VariShock's built-in adjustable valving allows the system to be tuned for enhanced performance.

VAS 131H2-425	VARISHOCK AIR SPRING, QUICKSET 1 SINGLE-ADJUSTABLE, POLY EYES (PAIR)
VAS 132H2-425	VARISHOCK AIR SPRING, QUICKSET 2 DOUBLE-ADJUSTABLE, POLY EYES (PAIR)
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION

VariShock Accessories

Spring-Seat Thrust Bearings

Thrust bearings are used at the lower spring seat to reduce friction when adjusting ride height. New stainless "cap-style" seats, a VariShock exclusive, enclose the thrust bearing to keep dirt out.

VAS 513-101	SPRING SEAT THRUST BEARING SET, ORIGINAL STYLE
VAS 513-100	SPRING SEAT THRUST BEARING SET, DUST-SHIELD STYLE

Spanner Wrench

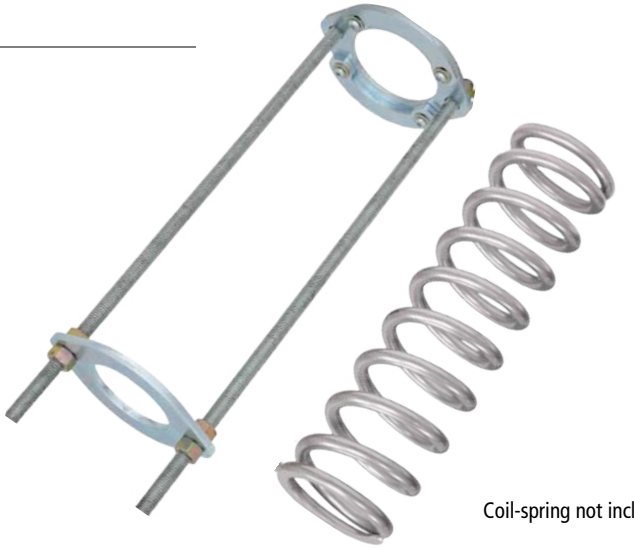
VariShock's exclusive spanner wrench, incorporates four tangs, which engage the lower spring seat in four places, preventing accidental slips.

899-012-201	VARISHOCK SPANNER WRENCH, PLATED STEEL

Coil-Over Spring Compressor

The VariShock coil-over-spring compressor greatly eases lower-spring-collar adjustment on high-preload or high-rate applications. Heavy-duty plates at each end fit 2-1/2" inside-diameter coil springs of 130 lb., rate or greater, with a maximum spring height of 14".

VAS 200	COIL-OVER SPRING COMPRESSOR FOR 2-1/2" SPRINGS



Coil-spring not included

Shock Extended Eye

Increasing vehicle ride height without disrupting the correct balance of shock travel has never been simpler. Our direct-replacement, billet-aluminum shock mounts feature a 1" extended body, and reuse your existing VariShock polyurethane bushings. Mounts simply screw onto the top of the shock's piston rod and are secured by a jam nut. Extended eyes can be used with any VariShock coil-over shock to raise ride height. Proper suspension travel and clearance must be verified prior to installation. Poly bushings and sleeves not included.

VAS 512-1-2	1"-EXTENDED TOP SHOCK EYE, COM-8 (PAIR)
VAS 512-2-2	1"-EXTENDED TOP SHOCK EYE, POLY (PAIR)

VariShock Air-Spring Shocks

VariShock air-spring shocks are a unique product line that combines VariShock adjustable-valve shocks with air-springs. Our double-adjustable shock unit gives you complete ride control as well as adjustable ground clearance. There are two styles of inlet port: the original style is in the spring cap; the new style is in the upper mounting eye. For the ultimate in driving performance and ride-height adjustability, we recommend the VariShock air-spring shocks.

We even designed-in trouble-free installation! We made the diameter of the upper-air-bellows mount significantly smaller. We also extended the mounting eyes and machined them both to increase clearance and to incorporate the air-inlet fitting. A full range of travel lengths covers front- and rear-suspension applications. Choose from single-adjustable QuickSet 1 or double-adjustable QuickSet 2 models. Urethane bushings are standard, top and bottom.

Adjustable QuickSet Series

The VariShock QuickSet series allows you to easily tune your suspension for improved cornering and acceleration traction, or to quickly adapt to current track conditions. Adjustment takes only a few seconds and is made with the VariShock installed on the vehicle. Readily accessible, 16-position adjustment knobs can be operated by hand or with the aid of a common allen wrench.

The QuickSet 1 valve system features a single adjustment knob that controls overall damping stiffness of the shock. Knobs are clearly etched indicating the correct direction of rotation to decrease (-), or increase (+) damping stiffness. There are a total of 16 specific adjustment positions.

The QuickSet 2 valve system features dual adjustment knobs that independently control bump- and rebound-damping stiffness of the shock. Dual-arrow symbols engraved into the shock body demonstrate the function of each knob. Arrows pointing toward each other designate bump (compression) adjustment; the shock collapsing. Arrows pointing away from each other represent rebound (extension) adjustment; the shock extending. There are 16 specific adjustment positions for each knob, with a total of 256 unique combinations possible. Each adjustment position is indicated by a detent that can be felt when turning the knob, and an audible click as the knob gently locks into position. Only very light force is necessary to rotate the knob past each detent.

Front - Dual Poly-Eye, 6-1/2" Double-Convoluted with Eye Port

- **Upper Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Lower Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Heavy Capacity:** Recommended to support engine weight

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM
VAS 131H2-425	SINGLE	4.10"	10.45"	14.55"	11.27"	13.73"
VAS 132H2-425	DOUBLE	4.10"	10.45"	14.55"	11.27"	13.73"

Air Management

AirPod™ Self-Contained Compressor Systems

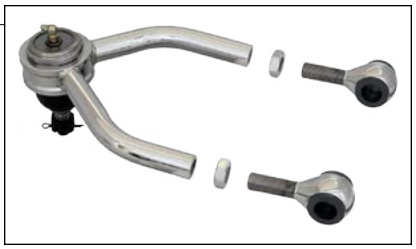
A completely self-contained compressor system, AirPod™ by Air Ride Technologies, conveniently mounts the tank, compressor(s), and valve set on one easily installed plate, eliminating tedious wiring and plumbing. AirPods™ are available in single-compressor 3-gallon-tank, or dual-compressor 5-gallon-tank versions with RidePro or LevelPro control systems.

- Factory wired, plumbed, and tested
- Four simple air-line connections
- Three electrical connections
- Saves 10 – 15 hours of installation time
- Compact size for easy installation
- Light weight aluminum tank
- Entire unit mounts with only four bolts

CALL FOR INFO

Street-Machine A-Arms

Street-Machine Upper A-Arms



Chassisworks' Street-Machine upper A-arms are constructed from mandrel-bent 7/8 x .156"-wall steel tubing that is TIG-welded to form an open design, allowing clearance for VariShock coil-overs or larger-bodied ShockWave™ air suspension. Our designed suspension system geometry provides positive caster upon installation by offsetting the balljoint rearward, but it can also be further adjusted to compensate for body rake or driver preference. Bearing eyebolts, CNC-machined from steel billets, feature a 5/8" shank to thread directly into the A-arm welded assembly and are secured by jam nuts. This enables highly accurate caster and camber adjustment (approx. 1/8-degree increments) without shims and eliminates the possibility of shifting alignments, which is common with slot- and eccentric-adjusted arms.

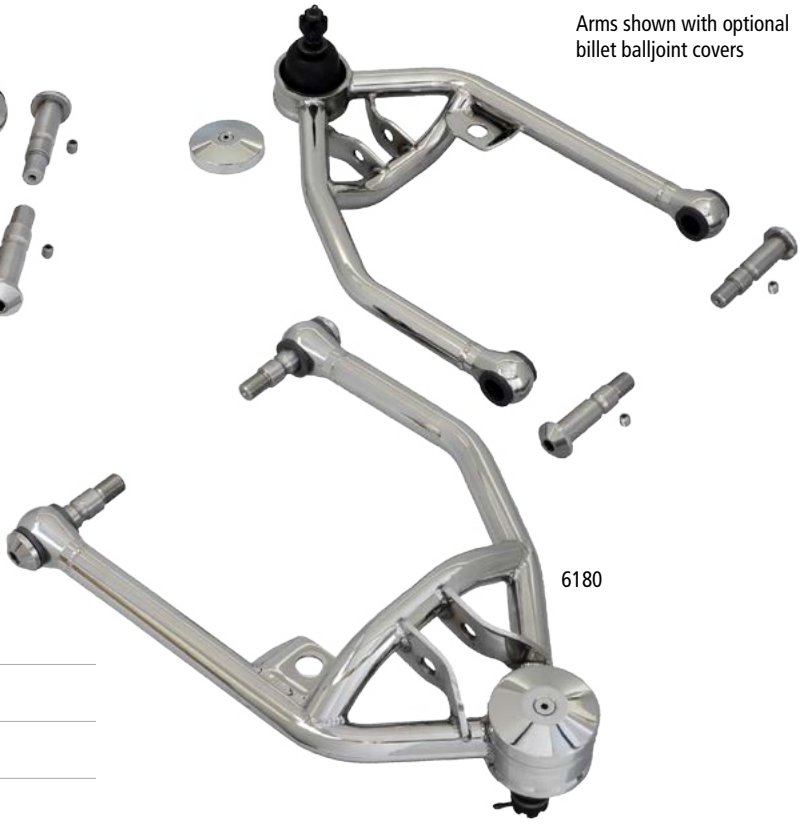
Street-Machine Lower A-Arms

Chassisworks' Street-Machine lower A-arms are efficiently designed so that each component contributes to the arm's overall strength and stability. The arms feature 1 x .156"-wall steel tubing, TIG-welded construction and a bracing cross-tube and multiple triangulating gussets consisting of two shock-mount plates and the anti-roll-bar urethane-bushing end-link mount. CNC-machined weld eyes create a stable bushing housing that inserts into each arm tube and gradually tapers to match the outer tubing diameter. This design eliminates fatigue points normally found in other "T"-style tubular bushing-housing joints. Our designed suspension geometry offsets the balljoint forward to improve static positive caster. It also places the shock very close to the spindle in a dropped position for better control with lighter-rate springs and decreased space requirements at the top end of the shock. Lower A-arms pivot points are spread broadly apart, greatly increasing performance while eliminating the need for secondary strut rods.

Polished Stainless-Steel A-Arms

6179

Arms shown with optional billet balljoint covers



6180

6179	POLISHED-STAINLESS UPPER ARMS WITH POLISHED-STAINLESS HARDWARE (BALLJOINTS INCLUDED)
6180	POLISHED-STAINLESS LOWER ARMS WITH POLISHED STAINLESS HARDWARE (BALLJOINTS INCLUDED)

Street-Machine A-Arms

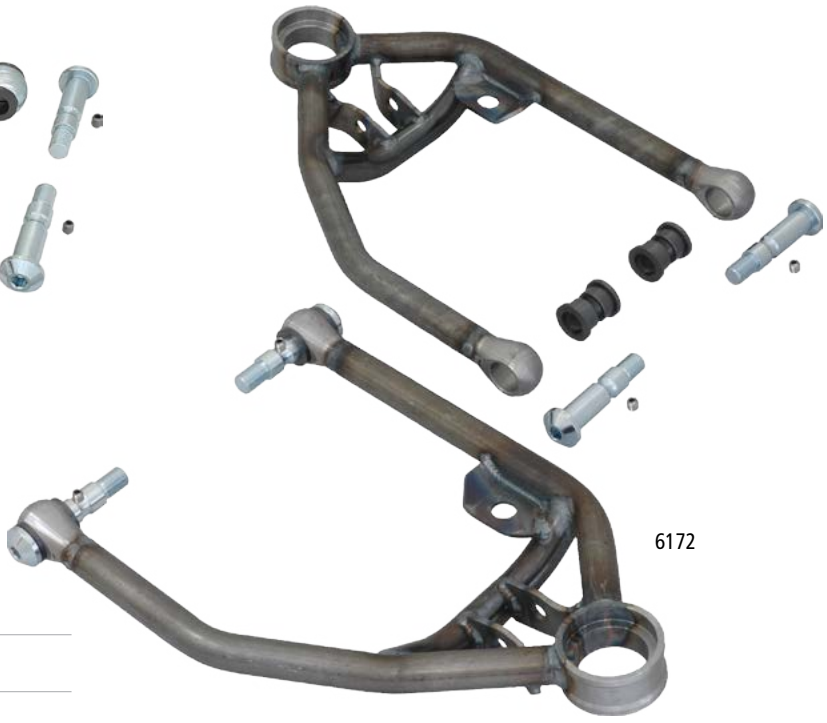
Black Powder-Coated Steel A-Arms

Arms shown with optional billet balljoint covers

6181	BLACK MILD-STEEL UPPER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)
6181-SS	BLACK MILD-STEEL UPPER ARMS, POLISHED-STAINLESS HARDWARE (BALLJOINTS SEPARATE)
6182	BLACK MILD-STEEL LOWER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)
6182-SS	BLACK MILD-STEEL LOWER ARMS, POLISHED STAINLESS HARDWARE (BALLJOINTS SEPARATE)

Bare-Finish Steel A-Arms

6171



6172

6171	BARE MILD-STEEL UPPER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)
6172	BARE MILD-STEEL LOWER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)

g-Machine A-Arms

g-Machine Upper A-Arms

Chassisworks' g-Machine upper A-arms feature billet eyebolts and double-adjustment couplers with large 3/4" male and female threads. This mechanism enables rapid and infinitely precise alignment adjustment without using shims or unbolting the A-arm from its mount. Once properly adjusted, two jam nuts lock the adjustment coupler into position and place the threads under load, securely stabilizing the joint and eliminating the possibility of shifting alignments, which is common with slot- and eccentric-adjusted arms. A-arms are constructed from mandrel-bent, 1 x .156"-wall steel tubing, with 7/8 x .156"-wall cross braces, and are TIG-welded to form a rigid, triangulated design that allows clearance for VariShock coil-overs or larger-bodied ShockWave™ air suspension. Our designed suspension system geometry provides positive caster upon installation by offsetting the balljoint rearward, but it can also be further adjusted to compensate for body rake or driver preference.

6152	G-MACHINE UPPER A-ARMS, BLACK MILD-STEEL ARM, PLATED MILD-STEEL AND STAINLESS-STEEL HARDWARE

g-Machine upper A-arms ship with zinc-plated adjuster hardware, stainless-steel pivot pins and balljoints.

g-Machine Lower A-Arms

Chassisworks' g-Machine lower A-arms are the strongest, most rigid aftermarket crossmember arms available and offer rock-solid performance for even the most aggressive, wide-tired performance applications. The TIG-welded arm features massive 1-1/4 x .156"-wall steel tubing and 1 x .156"-wall, multi-plane, triangulated cross braces with integrated lower shock mount and anti-roll-bar spherical bearing end-link mount. CNC-machined weld eyes create a stable bushing housing that inserts into each arm tube and gradually tapers to match the outer tubing diameter. This design eliminates fatigue points normally found in other "T"-style tubular bushing-housing joints. Our designed suspension geometry offsets the balljoint forward to improve static positive caster. It also places the shock very close to the spindle in a dropped position for better control with lighter-rate springs and decreased space requirements at the top end of the shock. Lower A-arm pivot points are spread broadly apart, greatly increasing performance while eliminating the need for secondary strut rods.

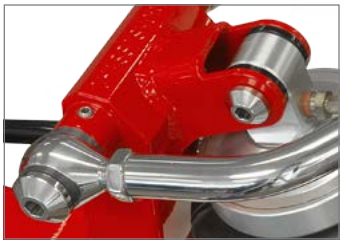
6153	G-MACHINE LOWER A-ARMS, BLACK MILD-STEEL ARM, STAINLESS-STEEL HARDWARE

g-Machine Suspension Accessories

Shock-Mount Fasteners

We have three styles of shock-mount fasteners for our street-machine front suspension. The shock spuds are CNC-machined from stainless-steel billet. The male-and-female design allows the two halves to be tightened completely, providing the correct amount of crush on the shock's urethane bushings and sleeves. The internal hex machined into the end makes tightening easy. Polished finish assures a great, long-lasting appearance. Also available are stainless-steel Allen bolts or Grade-8 hex bolts.

3043	SHOCK MOUNTING HARDWARE, GRADE 8 HEX-HEAD CAP SCREWS, YELLOW ZINC
3044	SHOCK MOUNTING HARDWARE, SOCKET-HEAD CAP SCREWS, STAINLESS STEEL
3045	SHOCK MOUNTING HARDWARE, BEVELED-HEAD SPUD SET, POLISHED STAINLESS STEEL



Shock Simulators

Chassisworks' shock simulators take the guesswork out of aligning your g-Machine front suspension system. The laser-cut steel links bolt in place of the VariShock coil-over or air spring. Simulators feature holes spaced at three different lengths to quickly secure the suspension at full compression, at ride height, and at full extension. This tool is not designed to carry the weight of the vehicle.

6712-12	12" RIDE-HEIGHT SHOCK SIMULATORS, STEEL (PAIR)

Billet Balljoint Covers

Polished, stainless-steel balljoint covers are available to add a show-quality finished look to any of our Street-Machine or g-Machine A-arms. Covers mount in place of the zerk fitting using flat-head stainless hardware and meet seamlessly with the A-arms' machined balljoint housing.

6173	BILLET BALLJOINT COVERS, POLISHED STAINLESS STEEL (PAIR)

Heavy-Duty Screw-In Balljoints

Sold in pairs, these premium screw-in balljoints are compatible with all Chassisworks upper and lower A-arms. Kit includes balljoints, rubber dust boots, and hardware.

6104	SCREW-IN BALLJOINTS WITH BOOTS AND HARDWARE (PAIR)

Fits Street-Machine and g-Machine arms

Balljoint Wrench

Our zinc-plated, laser-cut steel balljoint wrench takes the hassle out of dealing with the uncommon OEM square-drive feature of screw-in balljoints.

6711	SCREW-IN BALLJOINT WRENCH, ZINC-PLATED STEEL

g-Machine Sculpted Spindles

Designed for Chassisworks' g-Machine crossmember system, our sculpted, two-piece spindle provides reliable and predictable performance for everyday street or road-handling use. Spindles feature a 2"-dropped ride height and are taller than commonly used OEM spindles, providing a lower center of gravity and a quicker camber curve for improved cornering traction. High-strength ductile iron, cast exclusively for Chassisworks by a foundry with over 50 years of spindle-making experience, enables excellent strength-to-weight ratio through design flexibility and efficiency not possible with machined or welded designs. Specifically curved surface transitions throughout the integrated steering arm, caliper mount, and upright body were designed using state-of-the-art finite element analysis (FEA) software to eliminate stress concentrations while significantly improving strength and durability. Mounting bosses and tapered bores are machined into the raw spindle castings using our fully automated, CNC horizontal machining center to ensure spindle geometry is absolutely correct. Spindle axles are machined from special high-strength alloy steel (Tensile 150,000 psi), then inserted into the machined upright forming an inseparable shrink-fit pressed assembly. Recommended brakes for use with sculpted spindles are the unvented 11-3/4" medium-duty (8336), vented 11-3/4" heavy-duty (8337), and g-Street 13" (8322) or g-Street 14" (8323) directional-vane-rotor brake kits. Spindles accept large 1.378"-inner and 0.866"-outer wheel bearings and ship with bare or black-powder-coat finish and necessary hardware.

6174	SCULPTED SPINDLES, G-MACHINE CROSSMEMBER SYSTEM, PLAIN FINISH (PAIR)
6186	SCULPTED SPINDLES, G-MACHINE CROSSMEMBER SYSTEM, BLACK-POWDER-COAT FINISH (PAIR)

Fabricated Drag-Race Spindles

Chassisworks offers an extremely lightweight (6.56 lb), fabricated, chrome-moly spindle for weight-sensitive, drag race g-Machines with a crossmember and skinny tires (not recommended for street use). The use of finite element analysis (FEA) software enabled selective removal of excess material to reduce weight without decreasing strength or reliability. Our final design was first computer stress-tested for durability, then thoroughly physically tested prior to production. Components are CNC-machined with interlocking features, then fixture TIG-welded to ensure broad stable contact surfaces, consistent quality welds, and correct spindle geometry. Spindle uprights are 1-1/2" x .250"-wall chromemoly tubing and provide an extremely rigid and lightweight structural base for the remaining components. Balljoint-boss material thickness is increased at the overhanging end to establish a deeper bore with a larger taper contact area. Steering arms are a stout 1/2" thick with large machined pockets and 1/2" threaded outer-tie-rod hole for use with our threaded-stud bumpsteer kit (6167). The brake caliper mount is integrated into the welded spindle assembly, simplifying installation and eliminating any additional weight from adapter brackets or hardware. Geometry is borrowed from our performance-bred g-Machine sculpted spindle for proven, responsive, and predictable steering characteristics. Recommended brakes for use with fabricated spindles are unvented 11-3/4" medium-duty (8336) or vented 11-3/4" heavy-duty (8337) kits. Spindles accept large 1.378"-inner and 0.866"-outer wheel bearings and ship with black-powder-coat finish and necessary hardware.

6166	FABRICATED DRAG-RACE SPINDLES, G-MACHINE CROSSMEMBER SYSTEM, BLACK-POWDER-COAT FINISH (PAIR)

Drag-Race Front Brakes

All the hubs, rotors and brackets in our brake kits are manufactured by Chassisworks and will fit most 15" wheels. Silver-anodized, billet-aluminum hubs are machined to accept the 1/2 x 3" wheel studs in both 4-1/2" and 4-3/4" bolt circles. Screw-on dust caps are included. For vehicles under 2400 lb., our light-duty brakes feature billet, two-piston Wilwood calipers with solid, 10"-diameter, 3/8"-thick rotors. Medium-duty brakes, for vehicles up to 2900 lb., use four-piston Wilwood calipers and solid rotors measuring 11-3/4 x 3/8". Rotors are available with optional slots, which lighten the rotor and wipe the pads, for improved braking.

Light-Duty

8335	LIGHT-DUTY BRAKES (PAIR) FOR FABRICATED SPINDLE
8325	LIGHT-DUTY BRAKES (PAIR), '71-80 PINTO/MUSTANG II
OPTION	SLOTTED ROTORS

- DynaPro billet aluminum, two-piston calipers with billet mounting bracket and pads
- Unvented solid or slotted rotors, .35 x 10" diameter with bare finish
- Billet aluminum hub, 5 on 4-1/2" and 5 on 4-3/4" bolt circles with billet dust cap, wheel bearings, and 1/2 x 3" wheel studs

Medium-Duty

8336	MEDIUM-DUTY BRAKES (PAIR) FOR FABRICATED SPINDLE
8326	MEDIUM-DUTY BRAKES (PAIR), '71-80 PINTO/MUSTANG II
8331	MEDIUM-DUTY BRAKES (PAIR), CAMARO/CHEVELLE/NOVA
8361	MEDIUM-DUTY BRAKES (PAIR), '65-66 IMPALA SPINDLE
OPTIONS	SLOTTED ROTORS
	POLISHED CALIPERS

- Dynalite forged aluminum, four-piston calipers with billet mounting bracket and pads
- Unvented solid or slotted rotors, .35 x 11.75" diameter with bare finish
- Billet aluminum hub, 5 on 4-1/2" and 5 on 4-3/4" bolt circles with billet dust cap, wheel bearings, and 1/2 x 3" wheel studs

g-Street™ - 11-3/4" - 4-Piston

Chassisworks' designed and manufactured front disc brake kit features fixed, four-piston, forged-aluminum Wilwood calipers and 11.75 x .81" vented rotors with integrated hats and billet aluminum hubs. The bolt-together hub and rotor assembly allows worn or damaged components to be replaced easily and economically. Rotors are uncoated and feature a slot-grooved abrasion surface to wipe the pads free of debris, reduce pad float if overheated, and enhance appearance. Our enhanced-friction ceramic-formula brake pads provide smooth engagement and long service life, with low noise and brake-dust levels for performance driving applications. The kit is designed for use with g-Machine fabricated or sculpted spindles, or applications listed below and requires 15" or larger wheels.

■ Forged Dynalite Caliper

Wilwood's Forged Dynalite (FDL) four-piston, aluminum, lug-mount caliper is used for its light weight (4.06 lb), superior rigidity, and enhanced braking performance and pedal feel. The calipers use a closed-end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Stress flow forging and smooth surface transitions help eliminate stress points and reduce overall caliper deflection. FDL calipers use one-piece, 1.75"-diameter, stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the system's resistance to heat-induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications. The Dynalite calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge-plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at each corner of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the retaining pin and sliding the pads out.

■ High-Performance Rotors

The kit comes standard with vented, slot-grooved-surface rotors measuring 11.75 x .81". Rotors are available bare uncoated or with black E-coat finish and feature an integrated raised hat, increasing heat capacity to withstand extreme operating temperatures for extended periods of time; ideal for highperformance applications. To maximize cooling surface area, 32 individual air passages are cast internally into each rotor. Air passages or vents offer increased airflow and cooling capability over standard unvented rotor designs. The slotted surface grooves improve pad-torotor contact by wiping the pad clean of debris and allowing brake dust and gases to be easily exhausted if the pads are overheated.

■ Billet Aluminum Hub

Billet aluminum hubs reduce unnecessary weight and allow components to be easily replaced if damaged or worn. Hubs are silver-anodized machine finished with matching screw-on, O-ringed cap to prevent oxidation and resist scratching. Assemblies include both 4-1/2" and 4-3/4" five-lug bolt patterns with 1/2 x 2-1/4" wheel studs or optional 1/2 x 3" studs. Wheel bearings and seals also included.

8320	11-3/4" FRONT BRAKES FOR G-MACHINE SCULPTED SPINDLES
8327	11-3/4" FRONT BRAKES FOR '71-80 PINTO/MUSTANG II SPINDLES
8332[1,2]	11-3/4" FRONT BRAKES FOR '67-69 CAMARO, '64-72 CHEVELLE, AND '64-72 CHEVY II/NOVA
8337	11-3/4" FRONT BRAKES FOR FABRICATED SPINDLES
8362[2]	11-3/4" FRONT BRAKES FOR '65-66 IMPALA/BISCAYNE SPINDLES
OPTIONS	BLACK E-COAT FINISHED ROTORS
	RED-FINISH CALIPERS
	POLISHED-FINISH CALIPERS
	POLISHED-FINISH HUBS
	3"-LONG WHEEL STUDS
WW 150-8850K	REPLACEMENT PAD SET, STREET/STRIP STANDARD, BP-10 COMPOUND, 100-1000 F°
NOTES	INCLUDES BARE ROTOR, MATTE-BLACK CALIPERS, AND CLEAR-ANODIZED HUBS
	1 - 1964 SPINDLE REQUIRES SIMPLE MODIFICATION.
	2 - HUB INCREASES TRACK WIDTH 3/4" PER SIDE.

g-Machine 13" - 4-Piston

g-Street™ 13 features rear-mounted, fixed, four-piston calipers and 13" directional vaned, slotted, cross-drilled, black e-coated rotors with billet aluminum hats and hubs. The bolt-together hat/hub-rotor assembly allows worn or damaged components to be replaced easily and economically. Our enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, and low noise and light brake dust levels for performance driving applications. The kit is designed for use with Chassisworks' exclusive Street-Machine spindles and is an excellent upgrade for vehicles equipped with 17" or larger wheels.

■ Billet DynaPro Radial-Mount Caliper

g-Street™ 13 uses Wilwood's DynaPro four-piston, billet aluminum, radial-mount caliper for its superior rigidity, and enhanced braking performance and pedal feel. These calipers use a closed end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Smooth surface transitions help eliminate stress points and reduce overall caliper deflection. The DynaPro caliper uses lightweight, coated aluminum pistons and high-temperature rubber boots to seal out debris from the piston bores. The total seal design reduces unnecessary wear, increasing the service life of the pistons. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications. The DynaPro calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at the top of each side of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the center bridge bolt and sliding the pads out.

■ SRP Drilled Performance Rotors

g-Street™ 13 features a directional-vaned, cross-drilled, slotted, black e-coated rotor measuring 12.90 x 1". To maximize cooling surface area, forty-eight individual air passages are cast internally into the rotor. Air passages or vanes are directional and curved for increased airflow over standard straight vented rotor designs. The slotted surface and cross-drilled holes improve pad-to-rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted. Rotors are coated to prevent rust on internal and external rotor surfaces.

■ Billet Aluminum Hat and Hub

Separate billet aluminum hats and hubs reduce unnecessary weight and allow components to be easily replaced if damaged or worn. Hats use a solid-wall, concave design to improve rotor stability. Their black-anodized finish prevents oxidation and resists scratching. Rotors and hats are secured by aircraft-quality twelve-point flanged bolts and locking nuts in a twelve-bolt configuration. Hubs are available in silver anodized matte or polished finishes with matching screw-on cap with O-ring seal. Assemblies include both 4-1/2" and 4-3/4" five-lug bolt patterns with 1/2 x 2-1/4" wheel studs or optional 1/2 x 3" studs. Timken® tapered wheel bearings also included.

8322	G-STREET 13 (COMPLETE KIT)
OPTIONS	POLISHED HUBS
	WITHOUT HUBS (UPGRADE KIT)
	RED POWDER-COATED CALIPERS

g-Machine 14" - 6-Piston

g-Street™ 14 features rear-mounted, fixed, six-piston calipers and 14" directional-vaned, slotted, cross-drilled, black e-coated rotors with billet aluminum hats and hubs. The bolt-together hat/hub-rotor assembly allows worn or damaged components to be replaced easily and economically. Our enhanced-friction ceramic formula brake pads provide smooth engagement, long service life, and low noise and light brake-dust levels for performance driving applications. The kit is designed for use with Chassisworks' exclusive Street-Machine spindles and is an excellent upgrade for vehicles equipped with 18" or larger wheels.

■ Billet SL6R Radial-Mount Caliper

g-Street™ 14 uses Wilwood's SL6R six-piston, billet aluminum, radial-mount caliper for its superior rigidity and enhanced braking performance and pedal feel. These calipers use a closed-end design that is further strengthened by five steel bridge bolts extending through the caliper body and directly across the brake pads. Smooth surface transitions help eliminate stress points and reduce overall caliper deflection. The SL6R caliper uses one-piece stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the system's resistance to heat-induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The six individual pistons apply even pressure against both sides of the rotor when in motion. Trailing-edge piston bores are larger in diameter, correcting uneven pad wear. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications. The SL6R calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge-plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Dampened external fluid tubes are routed through recessed pockets to keep clear of debris and reduce the potential of vibration induced wear at the fittings.

Two-piece bleed screws are easily accessed at the top of each side of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also changed easily by simply removing the center bridge bolt and sliding the pads out.

■ SRP Drilled Performance Rotors

g-Street™ 14 features a directional-vaned, cross-drilled, slotted, black e-coat rotor measuring 14 x 1.25". To create more surface area and maximize cooling, thirty-six individual 'I'-shaped passages are cast internally into the rotor. Air passages or vanes are directional and curved for increased airflow over standard straight vented rotor designs. The slotted surface and cross-drilled holes improve pad-to-rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted. Rotors are coated to prevent rust on internal and external rotor surfaces.

■ Billet Aluminum Hat and Hub

Separate billet aluminum hats and hubs reduce unnecessary weight and allow components to be easily replaced if damaged or worn. Hats use a solid-wall, concave design to improve rotor stability. Their black-anodized finish prevents oxidation and resists scratching. Rotors and hats are secured by aircraft-quality twelve-point flanged bolts and locking nuts in a twelve-bolt configuration. Hubs are available in silver-anodized matte or polished finishes with matching screw-on cap with O-ring seal. Assemblies include both 4-1/2" and 4-3/4" five-lug bolt patterns with 1/2 x 2-1/4" wheel studs or optional 1/2 x 3" studs. Timken® tapered wheel bearings also included.

8323	G-STREET 14 (COMPLETE KIT)
OPTIONS	POLISHED HUBS
	WITHOUT HUBS (UPGRADE KIT)
	RED-POWDER-COATED CALIPERS

gStreet Billet Upright and Brake Kit

■ NEW PRODUCT

■ BILLET-ALUMINUM UNIT-BEARING UPRIGHT WITH GSTREET LARGE-ROTOR DISC BRAKE KIT

■ Billet-Aluminum Upright

Engineered to work with Chassisworks bolt-on clips and 4x2" weld-in suspension crossmembers, the billet-aluminum unit-bearing upright again raises the pro-touring bar. The lightweight upright features a heavy-duty, sealed unit bearing that is both larger in diameter and considerably more reliable than the commonly used and frequently replaced Corvette components.

■ Bump-Steer Kit

The latest innovation from the mind of Chris Alston is our infinitely adjustable bump-steer kit with Teflon®-lined 4130 rod end. Utilizing a unique 3/4" threaded stud with locknut, the height of the pivot point can be quickly adjusted without disassembly or hasseling with shim stacks. No other adjustment mechanism is this precise.

■ Disc Brake Kit

Continuing down the path of bigger wheels and tires leading to better performance, Chassisworks offers a specially developed brake kit, featuring 14" or massive 15" x 1.25" rotors with radial-mount, Wilwood or Baer, 6-piston calipers in a variety of finishes and optional pad compounds.

Features/Benefits:

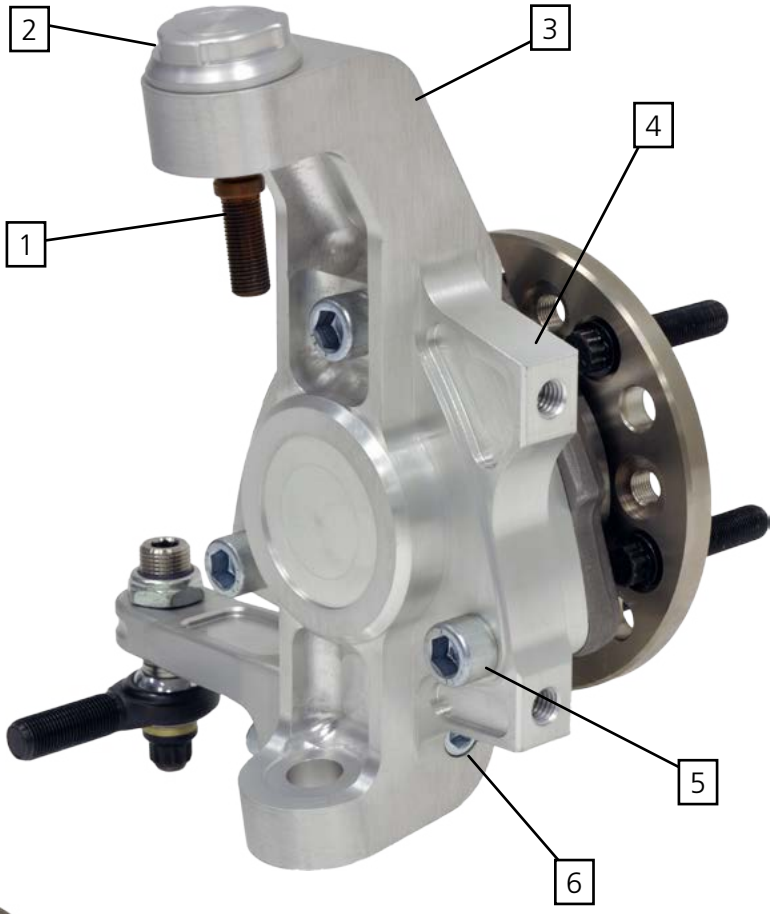
- Lightweight billet-aluminum upright with stainless-steel tapered balljoint inserts
- Maintenance friendly, heavy-duty unit-bearing; larger and more reliable than Corvette bearing
- Unique threaded bump-steer adjustment stud with Teflon®-lined 4130 rod end
- Massive 14" and 15" x 1-1/4"-wide vented brake rotors
- Radial-mount 6-piston Wilwood calipers with optional Thermlock™ heat-barrier pistons
- Lightweight billet-aluminum hat

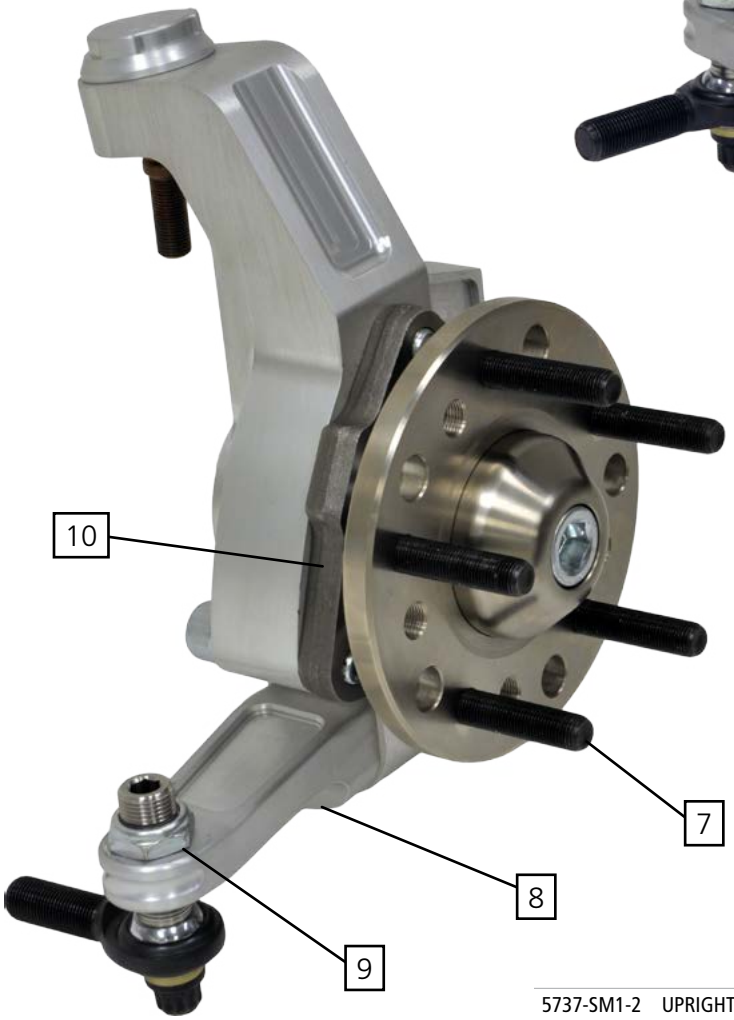
gStreet Billet-Aluminum Upright

■ NEW PRODUCT

■ BILLET-ALUMINUM UNIT-BEARING UPRIGHT

1. Heat-treated, corrosion resistant pivot stud
2. Aluminum cap permits access to joint tension adjustment
3. Lightweight billet-aluminum upright
4. Integrated caliper bracket mounts
5. Unit-bearing hub mounting hardware
6. Steering arm cross bolt





7. Bolt Circles: 5 on 4-3/4", 5 on 4-1/2" with 1/2-20 x 2-1/4"-long wheel studs
8. Cross-bolted steering arm with locating pin feature
9. Infinitely adjustable bumpsteer outer tie-rod
10. Heavy-duty, sealed, tapered roller bearing hub assembly with precision bearings

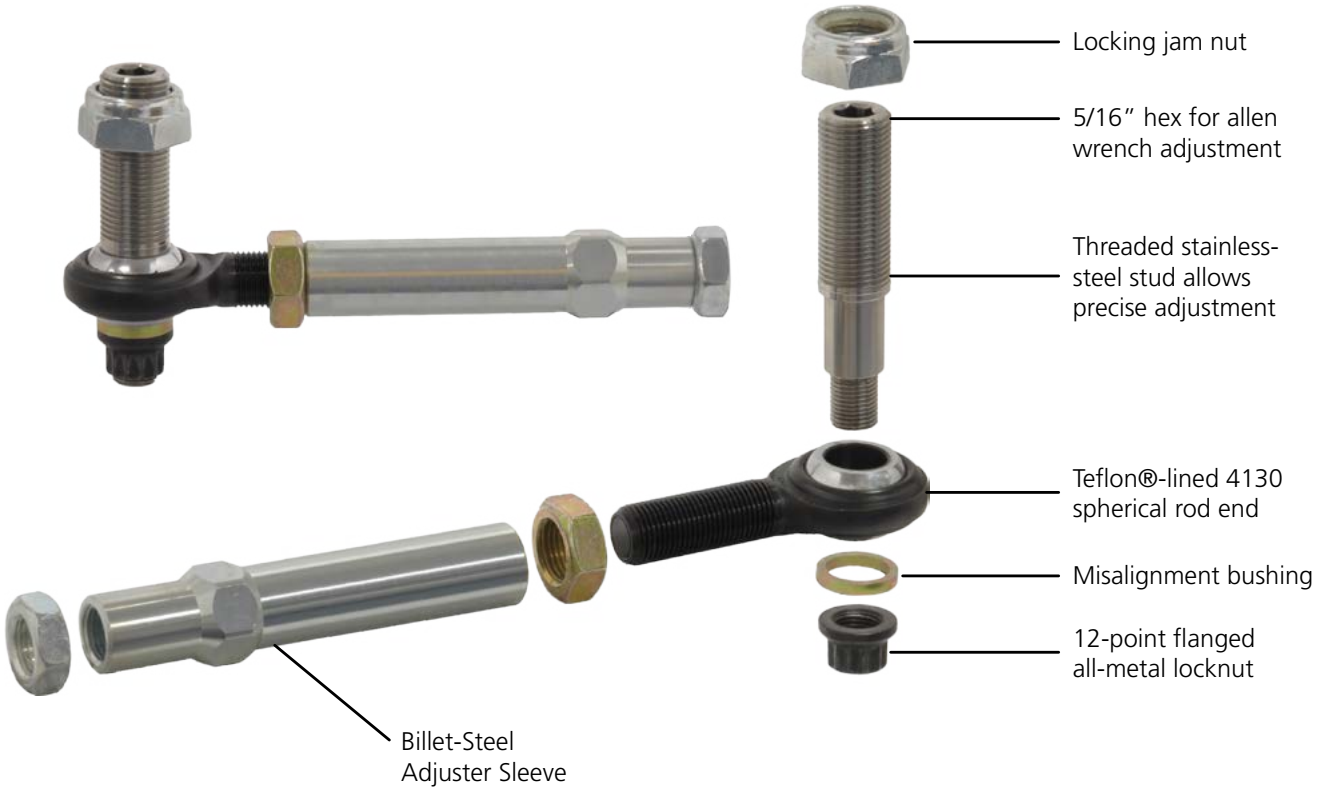
5737-SM1-2	UPRIGHT RODEND ARM GM CHASSISWORKS CLIPS, ALUMINUM BODY WITH UNIT-BEARING SPINDLE INCLUDES STEERING ARM WITH THREADED BORE FOR 5/8" RODEND-STYLE TIEROD END
NOTE	MINIMUM RIM SIZE 18" DIAMETER, DEPENDING ON WIDTH, TO ACCOMMODATE BRAKE ROTOR.

gStreet Threaded Bump-Steer Kit

■ NEW PRODUCT

■ INFINITE ADJUST BUMP-STEER KIT

Threaded adjuster allows infinite adustment without disassembly or the hassle of shim stacks.



5736-75-56	THREADED BUMPSTEER ADJUSTER AND ROD END TIEROD WITH BILLET ADJUSTING SLEEVE. FOR USE WITH CHASSISWORKS BILLET UPRIGHTS WITH 3/4-16 THREAD STEERING ARMS

gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

gStreet brake kits for Chassisworks billet upright feature rear-mounted, radial mount, six-piston calipers and 14" or 15" directional-vaned rotors with billet aluminum hats. The bolt-together hat-rotor assembly allows worn or damaged components to be replaced easily and economically. Enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, low noise, and light brake-dust levels for performance driving applications; performance specific pads also available for autocross and road race applications. The kit is designed for use with Chassisworks' exclusive gStreet billet-aluminum uprights for vehicles equipped with Chassisworks' bolt-on front clips or weld-in 4 x 2" crossmembers, clips, and frames. Fourteen- and fifteen-inch rotors require 18" and 19" wheels respectively. Includes SRP drilled (black e-coated) rotors, Wilwood calipers (black, red or nickle finish) with optional Thermlock™ heat-barrier pistons, or Baer one-piece calipers.

Features/Benefits:

- 14" and 15" cross-drilled and vented rotors with black e-coat finish
- Wilwood Aero6 6-piston, radial-mount calipers; black, red or nickel finish with Thermlock® pistons
- Optional Wilwood brake pad compounds
- Baer 6S 6-piston, radial-mount calipers

8377	GSTREET 14" SRP ROTORS, 6-PISTON W6A CALIPERS (BLACK OR RED)
8378	GSTREET 15" SRP ROTORS, 6-PISTON W6A CALIPERS (BLACK OR RED)
OPTIONS	BLACK OR RED POWDER-COAT FINISH CALIPERS
	NICKEL-COATED CALIPERS WITH THERMLOCK™ HEAT-BARRIER PISTONS
	STREET AND PERFORMANCE SMART PAD (LOW NOISE, LIGHT DUST)
	AUTOCROSS SPECIFIC PAD COMPOUND
	ROAD RACE SPECIFIC PAD COMPOUND
NOTES	FITS gSTREET BILLET-ALUMINUM UPRIGHT FOR CHASSISWORKS CROSSMEMBER SYSTEMS ONLY.

gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

■ WILWOOD AERO6 6-PISTON CALIPERS

The Aero6 six-piston caliper delivers heavy duty stopping power for the road or track. The caliper incorporates race technology into a body design with widespread adaptability. Radial mounting and a rotor diameter range from 14.00" to 15.00" give this caliper the versatility necessary to suit all types of heavy weight braking requirements. Available in black or red powder coat finish, or optional nickel finish with Thermlock™ heat-barrier pistons.

■ Wilwood ThermLock® Pistons (Nickel-coated caliper only)

Thermlock® pistons block heat transfer from the pads and reduce temperatures in the caliper, fluid, and seals by up to 25% over standard stainless steel pistons. These are the go-to calipers for all types sustained hard braking on a wide range of autocross, rally and road course applications.

■ Brake Pad Compounds

The standard street and performance pads included with the gStreet brake kits are suitable for everyday use and occassional performance driving. We recommend upgrading pad compounds for regular autocross and road race use.

Brake Pad Compounds

STREET/PERFORMANCE	LOW NOISE AND DUST LEVELS
AUTOCROSS	AGGRESSIVE GRIP AT AMBIENT TEMPERATURE
ROAD RACE	AGGRESSIVE GRIP WITH HIGHER TEMPERATURE RANGE

■ BAER 6S 6-PISTON FORGED-MONOBLOCK CALIPERS

The Baer 6S is a forged-monoblock 6-piston caliper for pro-touring projects that need race car performance. To maximize strength the 6S caliper is machined from a single aluminum-alloy forging and utilizes an external crossover tube. Calipers feature stainless steel pistons, noise suppression springs, and staggered piston sizes to minimize pad wear. Available in red, black or silver powder-coat finish.

gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

■ SRP DRILLED PERFORMANCE ROTORS

gStreet brake kits feature directional-vaned, cross-drilled rotors measuring 14" or 15" x 1.25"-wide. To create more surface area and maximize cooling, individual passages are cast internally into the rotor. Air passages or vanes are directional and curved for increased airflow over standard straight vented rotor designs. The slotted surface and cross-drilled holes improve pad-to-rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted. Rotors are black e-coated to prevent rust on internal and external rotor surfaces.

■ 14" and 15" rotors for big-tire, high-performance Pro-Touring builds

■ gStreet 15"

15 x 1.25"

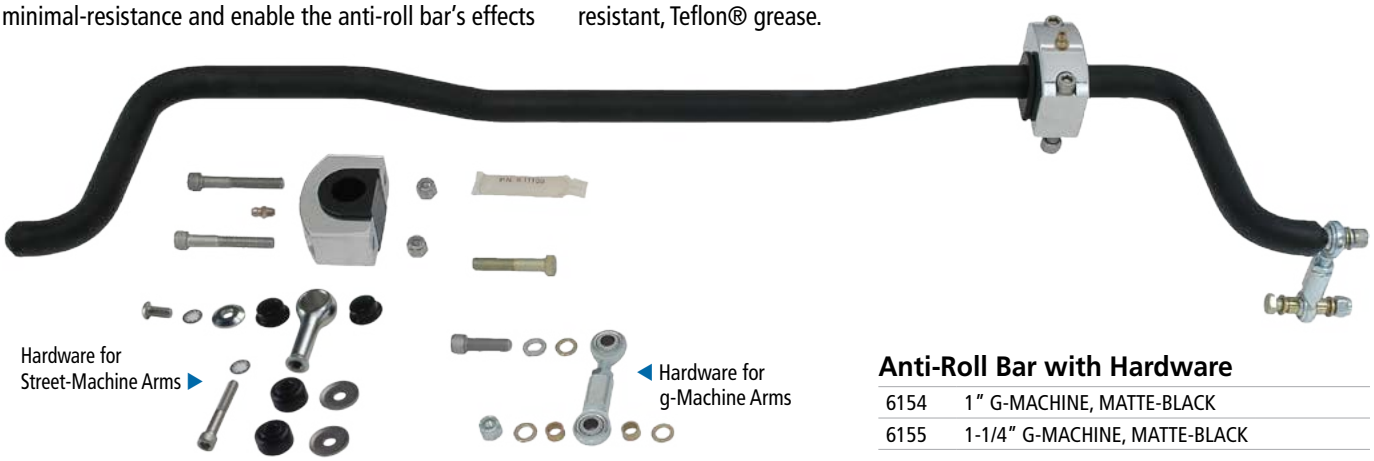
■ gStreet 14"

14 x 1.25"

g-Machine Anti-Roll Bars

Anti-Roll Bars for g-Machine A-Arms

Our street/track performance g-Machine anti-roll bar offers substantially increased stiffness and flatter cornering over our standard Street-Machine component. Kits are designed for Chassisworks direct-fit Camaro and Chevy II or custom 30" and 33" g-Machine crossmember systems equipped with g-Machine A-arms. Anti-roll bars are 24 to 38 x 1 x .188"-wall, 4130 chrome-moly tubing with relatively short lever arms to achieve comparable performance to solid 1-1/8" to 1-1/4" factory replacement bars at a fraction of the weight. Teflon® race, spherical-bearing, end-link assemblies create deflection-free pivot points with minimal-resistance and enable the anti-roll bar's effects to be immediate, more linear, and predictable. End-link length is also adjustable to eliminate static preload and ensure balanced handling. Polished, billet aluminum clamps mount the anti-roll bar to the factory-welded crossmember mounts and are securely held by 3/8" socket-head bolts. Graphite-impregnated, black-urethane chassis bushings improve lubrication and isolate the anti-roll bar at the frame mounts. g-Machine anti-roll bars ship as complete kits with matte-black, powder-coat finish; alloy-steel zinc-plated hardware; and temperature-stable, chemical-resistant, Teflon® grease.



Anti-Roll Bar with Hardware

6154	1" G-MACHINE, MATTE-BLACK
6155	1-1/4" G-MACHINE, MATTE-BLACK

Anti-Roll Bars for Street-Machine A-Arms

Suitable for street/strip performance vehicles, our tubular anti-roll bars for g-Machine crossmember systems equipped with Street-Machine A-arms offer increased stiffness with less body roll than standard OEM suspensions. Anti-roll bars are constructed from 0.120"-wall, 4130 chrome-moly tubing with relatively short lever arms to provide large-diameter stiffness and performance in a much smaller, lighter-weight component. Threaded adapters are welded at each end to provide a positive stop for 3/8" button-head bolts and ensure bushings are correctly preloaded. Polished, billet aluminum clamps mount the anti-roll bar to the factory-welded crossmember mounts and are securely held by 3/8" socket-head bolts. End links are a unique, billet steel component with an eye-style upper mount to allow unrestricted bar rotation and a stem-style lower end to better dampen vibration. Graphite-impregnated, black urethane bushings are used throughout to improve lubrication and isolate the anti-roll bar at the frame mounts and end links. Street-Machine anti-roll bars ship as complete kits with gloss-black powder-coat finish; stainless-steel hardware; and temperature-stable, chemical-resistant, Teflon® grease.

6178	ANTI-ROLL BAR WITH HARDWARE, 3/4" STREET-MACHINE, GLOSS-BLACK POWDER-COAT FINISH

Billet Gun-Drilled Anti-Roll Bar

■ NEW PRODUCT

■ Gun-Drilled Splined-End Anti-Roll

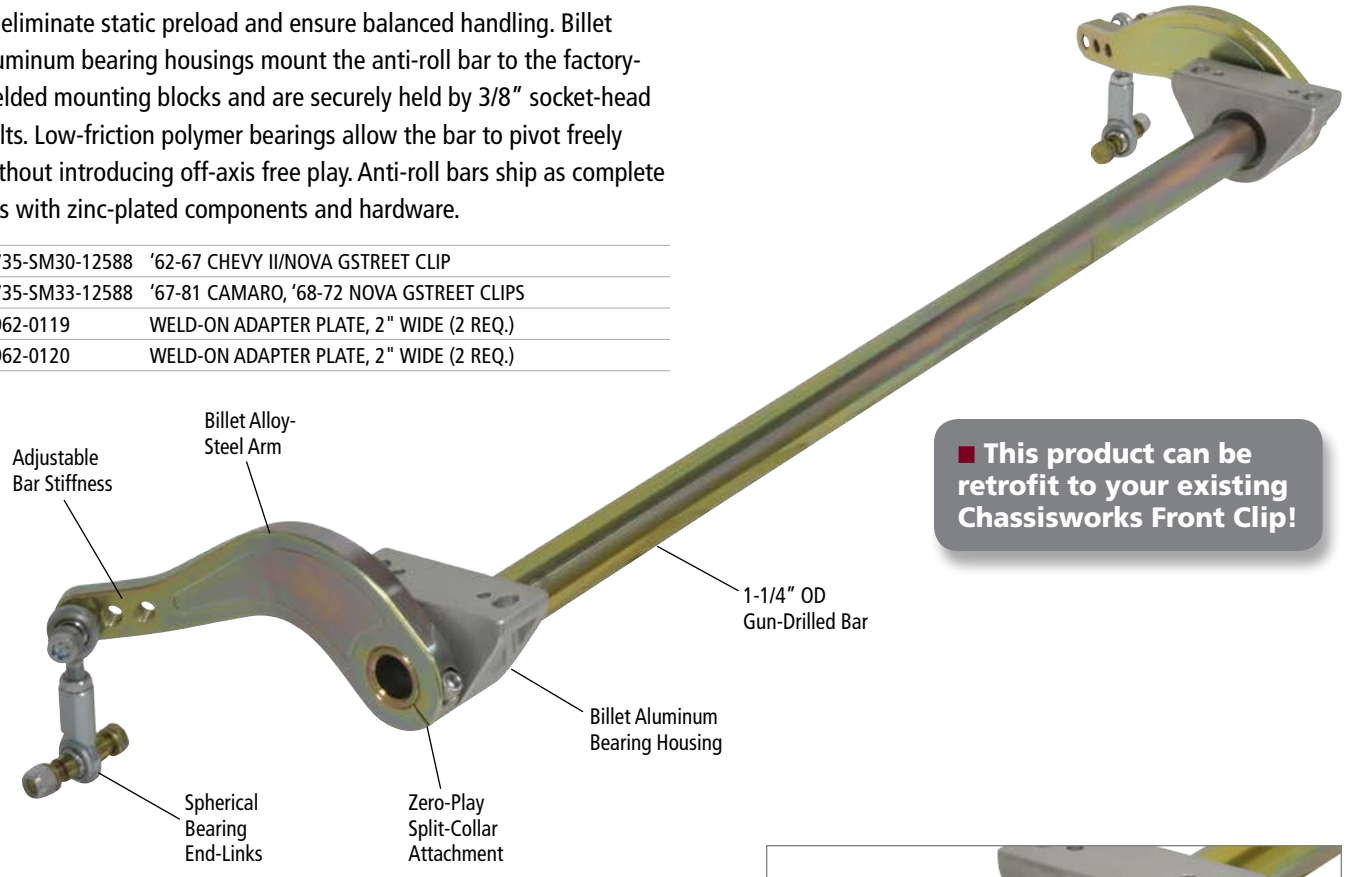
Our street/track performance gStreet anti-roll bar offers substantially increased stiffness and flatter cornering over our standard Street-Machine component. Kits are designed for Chassisworks direct-fit Camaro and Chevy II or custom 30" and 33" g-Machine crossmember systems equipped with g-Machine A-arms. Anti-roll bar manufacturing begins with 1.25"OD alloy steel bar, which is then gun-drilled to significantly reduce weight. The billet lever arms feature multiple endlink mounting holes for a total of six different spring rates and are secured by a single-split splined collar clamp integrated into the arm. Teflon® race, spherical-bearing, end-link assemblies create deflection-free pivot points with minimal-resistance and enable the anti-roll bar's effects to be immediate, more linear, and predictable. End-link length is also adjustable to eliminate static preload and ensure balanced handling. Billet aluminum bearing housings mount the anti-roll bar to the factory-welded mounting blocks and are securely held by 3/8" socket-head bolts. Low-friction polymer bearings allow the bar to pivot freely without introducing off-axis free play. Anti-roll bars ship as complete kits with zinc-plated components and hardware.

5735-SM30-12588	'62-67 CHEVY II/NOVA GSTREET CLIP
5735-SM33-12588	'67-81 CAMARO, '68-72 NOVA GSTREET CLIPS
7962-0119	WELD-ON ADAPTER PLATE, 2" WIDE (2 REQ.)
7962-0120	WELD-ON ADAPTER PLATE, 2" WIDE (2 REQ.)

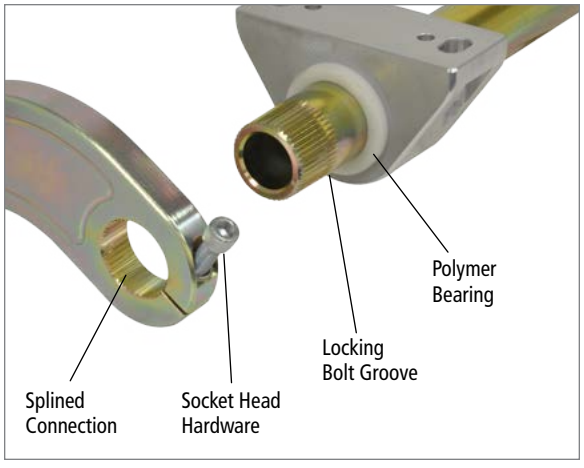
■ **Fits 1967-81 Camaro and 1962-72 Nova with Chassisworks g-Machine Clips**

Features/Benefits:

- 1-1/4"-OD heat treated, alloy steel bar
- Billet-steel splined arms with multiple endlink positions
- Six-different stiffness settings
- Spherical bearing end links with Teflon lined races
- Billet-aluminum bearing housings
- Low-friction polymer bearings
- Zinc-plate or anodize finish



■ **This product can be retrofit to your existing Chassisworks Front Clip!**



Steering Columns and Accessories

g-Machine Steering Columns

Aftermarket straight and eight-position tilt steering columns are available for a broad range of retrofit and universal vehicle applications. Retrofit columns, in most cases, match the factory steering wheel taper and spline, wiring harness, and general dimensions, providing a relatively simple installation project with excellent results and quality you can really feel. A variety of finishes are available including paintable steel, black powder coat, brushed and clear coated, and chrome. Columns specific to our g-Machine suspension system conversions are listed, but other columns can be purchased at custom lengths.

- **Column shift versions**
- **Keyed ignitions available**
- **Universal lengths from 12" to 35"**
- **Available in left- and right-hand-drive versions**

- **Universal lengths from 12" to 35"**

- **Call for Applications not listed**

Retrofit Steering Columns

MAKE	MODEL	YEAR
CHRYSLER	E-BODY	1970-74
	JEEP	1976-86
FORD	MUSTANG	1965-69
	TRUCK	1953-56
		1965-79
GM	A-BODY	1964-72
	CAMARO	1967-69
	CORVETTE	1953-68
	EL CAMINO	1959-60
	IMPALA	1958-67
	NOVA	1962-73
	CHEVY	1955-57
	TRUCK	1947-54
		1960-78

IDT 1120648020	62-67 CHEVY II/NOVA - CHROME TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1120648010	62-67 CHEVY II/NOVA - PAINTABLE TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1120688051	67-68 CAMARO - BLACK TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1250680051	67-68 CAMARO - BLACK TILT COLUMN (RIGHT-HAND DRIVE - AUSTRALIA) FOR OEM CLIP
IDT 1120688020	67-68 CAMARO - CHROME TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1250680020	67-68 CAMARO - CHROME TILT COLUMN (RIGHT-HAND DRIVE - AUSTRALIA) FOR OEM CLIP
IDT 1120688010	67-68 CAMARO - PAINTABLE TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1250680010	67-68 CAMARO - PAINTABLE TILT COLUMN (RIGHT-HAND DRIVE - AUSTRALIA) FOR OEM CLIP
IDT 1520798051	69 CAMARO - BLACK TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1520798020	69 CAMARO - CHROME TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP
IDT 1520798010	69 CAMARO - PAINTABLE TILT COLUMN (LEFT-HAND DRIVE - USA) FOR CHASSISWORKS CLIP

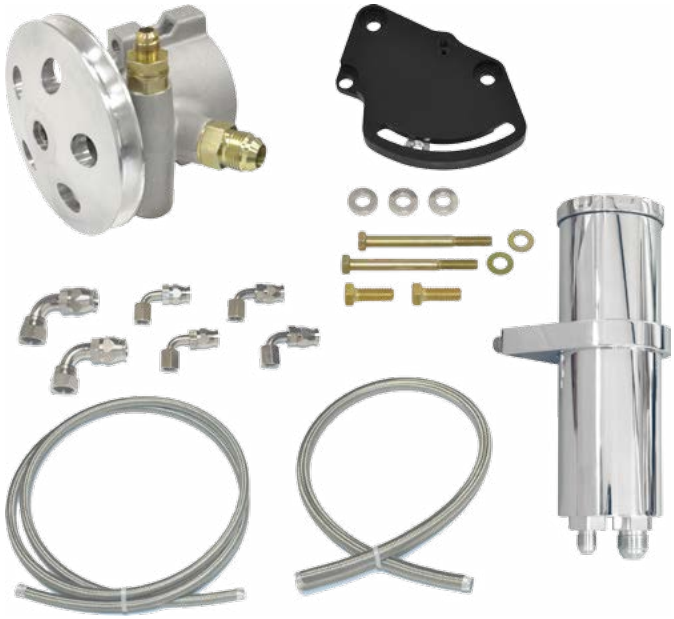
g-Machine-System Power Steering Pump

Built upon a lightweight, aluminum-bodied power-steering pump, Chassisworks g-Machine system offers versatility in a variety of engine and performance applciations. The GM-style pump is a direct bolt-on for LS-series engines and can be easily installed on small-block or big-block Chevy engines using the included billet mounting bracket and spacers. Pumps are avaialble with a compact integrated plastic reservoir or with a remote-mounted, polished billet-aluminum reservoir. V-belt or serpentine polished pulleys can also be selected with either pump style.

Remote-Reservoir Power-Steering Pump Kit

6138	REMOTE-RESERVIOR POWER STEERING PUMP - INCLUDES PUMP WITH PULLEY, ENGINE MOUNTING BRACKET AND BILLET REMOTE RESERVIOR
OPTIONS	LS1 MOUNTING OPTION
	SMALL-BLOCK CHEVY OR BIG-BLOCK CHEVY MOUNT
	6 X 6" UNIVERSAL MOUNTING BRACKET BLANK (REQUIRES MACHINING)
	5" V-BELT PULLEY
	4-7/8" SERPENTINE PULLEY
	STAINLESS-TEFLON® HOSE KIT
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN

5720-001 - O-ring to -6 AN adaters for use with steering boxes



Integrated-Reservoir Power-Steering Pump Kit

6137	INTEGRATED-RESERVOIR POWER STEERING PUMP - INCLUDES INTEGRAL PLASTIC RESERVIOR PUMP WITH PULLEY AND ENGINE MOUNTING BRACKET.
OPTIONS	LS1 MOUNTING OPTION
	SMALL-BLOCK CHEVY OR BIG-BLOCK CHEVY MOUNT
	6 X 6" UNIVERSAL MOUNTING BRACKET BLANK (REQUIRES MACHINING)
	5" V-BELT PULLEY
	4-7/8" SERPENTINE PULLEY
	STAINLESS-TEFLON® HOSE KIT
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN

5720-001 - O-ring to -6 AN adaters for use with steering boxes

g-Machine Power Rack and Pinion

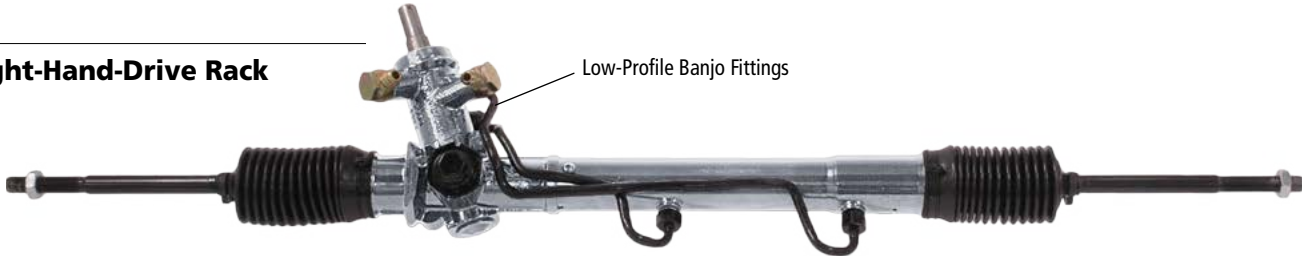
The g-Machine front-steer power rack and pinion provides responsive steering with excellent driver feedback as a direct bolt-on for Chassisworks g-Machine Chevy II crossmember systems. To increase durability, performance, and reduce deflection, the rack body, control servo, and hard lines are constructed from steel. Hard lines are routed tightly against the rack body and low-profile, rotatable banjo fittings are used exclusively at the control servo to better package the rack for installation.

6140-215-1	G-MACHINE POWER RACK, 21.5" LEFT-HAND-DRIVE, BLACK
6140-215-2	G-MACHINE POWER RACK, 21.5" LEFT-HAND-DRIVE, CHROME
6140-215-1RIGHT	G-MACHINE POWER RACK, 21.5" RIGHT-HAND-DRIVE, BLACK
6140-215-2RIGHT	G-MACHINE POWER RACK, 21.5" RIGHT-HAND-DRIVE, CHROME

Left-Hand-Drive Rack

Racks shown as viewed from front of vehicle

Right-Hand-Drive Rack



Rack Specifications

Feature	Specification/Dimension
Rack Travel	3 turns lock to lock, 1.8" per turn, 5.375" total travel
Inner-Tie-Rod Thread	9/16-18 RH Male
Inner-Tie-Rod Length[1]	10.135"
Tie-Rod Assembly Length[2]	13.283"
Input Shaft	16.8-mm DD
Hydraulic Fittings	-6 AN (pressure and return)
Recommended Pump Flow Rate	1.0 - 1.5 gpm (3.8 - 5.7 lpm)

Notes:

1	Measured from tie-rod pivot center to end of threaded shaft.
2	Measured from center of inner- and outer-tie-rod pivots.

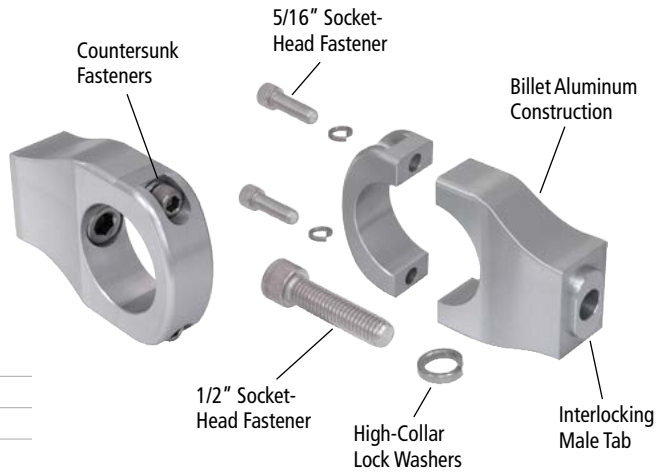
Internal Components

For smooth gear engagement and extended service life, helical-cut rack-and-pinion gears are guided by a combination of low-friction, polymer bushings and roller bearings. A gear-lash mechanism enables precise and predictable "zero-play" steering with no need for future adjustment. Tie-rods are screwed directly into the rack gear and locked using crush tabs to prevent loosening. During final assembly all internal components are thoroughly lubricated and durable rubber boots attached to completely seal the rack and prevent contaminants from entering. Connecting the rack and pinion requires a 16.8-mm DD universal joint, 9/16"-18 female-thread tie-rods or bumpsteer adjusting sleeves, and -6 AN high-pressure hose ends. Kits are available with black-powder-coat-finished rack and anodized-satin-finished mounts or chrome-plated rack with polished mounts.

g-Machine Power Rack and Pinion

Power Rack Clamp Mounts

Our unique clamping installation method enables the rack to be rotated within its mounts to adjust steering-shaft clearance and universal-joint angles. The solid billet aluminum base-and-clamp assembly uses our slot-tab positioning method for perfect alignment with the factory-welded g-Machine crossmember. Once tightened into mating grooves at the widest portion of the rack body, the deflection-free mount completely prevents the rack from shifting.



6139-215-1	BILLET CLAMP SET FOR 21.5" RACK, SATIN FINISH
6139-215-2	BILLET CLAMP SET FOR 21.5" RACK, POLISHED FINISH

Slot-Tab Technology, Interlocking Joint

Pinion Rotated **Up**

Pinion Rotated **Down**

Billet Manual Rack and Pinion

A common issue with many custom steering and suspension conversions is achieving correct steering geometry using the limited selection of OEM and aftermarket rack and pinions. To solve this problem the g-Machine front-steer, manual rack and pinion can be sized from 15.5" to 29.5" (measured from inner tie-rod pivots), in one-inch increments, without affecting rack travel, steering effort, or reliability. This enables correct steering geometry for vehicles ranging from compacts to full-size pickups and allows the assembly to serve as a direct-replacement upgrade for 24.5" Mustang II racks.

6175-215-1	BILLET MANUAL RACK AND PINION, 21.5", SATIN FINISH
6175-215-2	BILLET MANUAL RACK AND PINION, 21.5", POLISHED FINISH

Racks shown as viewed from front of vehicle

■ Satin-Finish Rack

■ Polished-Finish Rack

■ Rack-and-Pinion Body

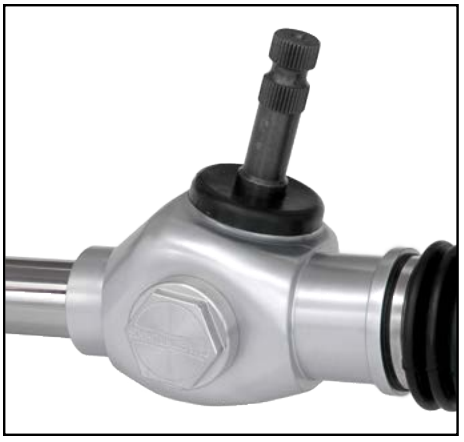
The rack-and-pinion main body is made up of three components threaded together at O-ring–sealed joints to create a rigid, lightweight structure. A sturdy, polished, stainless-steel center tube connects the gear box to the outer body and features a smaller diameter for additional harmonic-balancer clearance. The gear box and opposite-end rack body are CNC-machined from aluminum to increase wall thickness for added strength directly under the rack mounting clamps without excessive weight.

■ Unique Sculpted Gear Box

A sculpted-surface gear box shape was developed through the use of finite element analysis (FEA) software to eliminate fatigue points, minimize gear box deflection, and provide an attractive modernized appearance. Due to the complexity in engineering and machining this component, most manufacturers are limited to inferior cast or simple geometric designs. To attach the protective rubber boots at each end of the rack assembly, external grooves are present for slip-proof installation and easy replacement if ever necessary.

Rack-and-Pinion Specific Dimensions

Feature	Specification/Dimension
Rack Travel	4 turns lock to lock, 1.31" per turn, 5.25" total travel
Inner-Tie-Rod Thread	9/16"-18 RH Male
Inner-Tie-Rod Length[1]	10.135"
Tie-Rod Assembly Length[2]	13.283"
Input Shaft	3/4"-36 Spline
Notes:	
1	Measured from tie-rod pivot center to end of threaded shaft.
2	Measured from center of inner- and outer-tie-rod pivots.

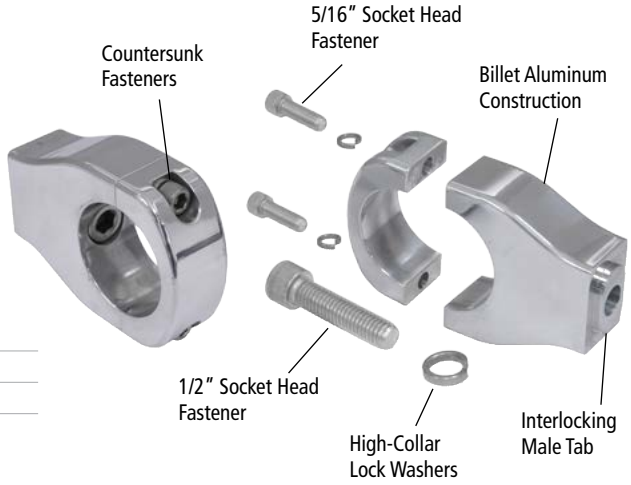


Billet Manual Rack and Pinion

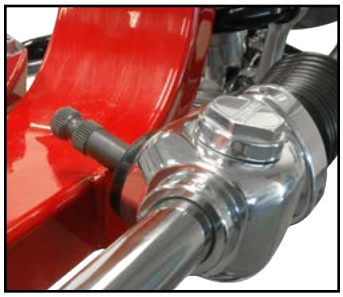
Manual Rack Clamp Mounts

Installation is a simple bolt-on for Chassisworks g-Machine crossmember systems, with minimal fabrication required for custom installations. Our unique clamping installation method and short pinion shaft move the lower U-joint farther below the exhaust and enable the rack to be rotated within its mounts to adjust steering-shaft clearance and universal-joint angles. Note: Custom installation requires knowledge of steering and suspension geometry.

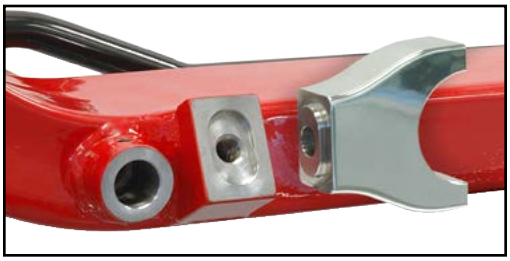
6176-1	BILLET CLAMP SET FOR 21.5" MANUAL RACK, SATIN FINISH
6176-2	BILLET CLAMP SET FOR 21.5" MANUAL RACK, POLISHED FINISH



Pinion Rotated **Up**



Pinion Rotated **Down**



Slot-Tab Technology, Interlocking Joint

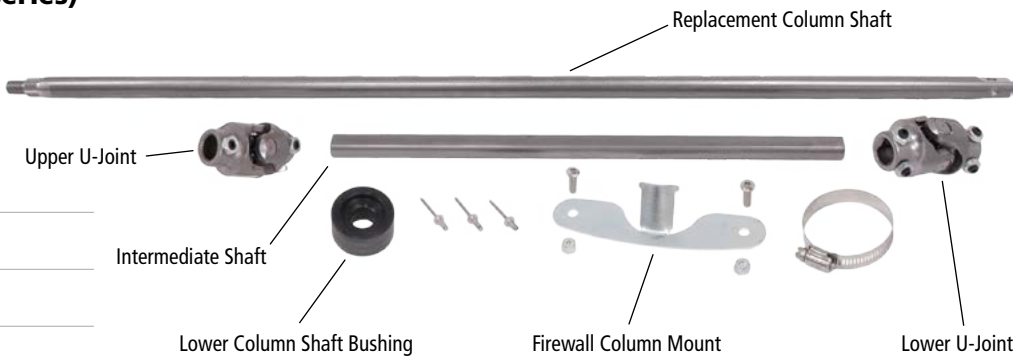
Steering Columns and Components

OEM-Column Steering-Shaft Kits

Vehicle-specific steering column kits enable simple bolt-in installation and are available for use on factory or aftermarket columns with Chassisworks power or billet aluminum manual rack and pinions. Supplied hardware includes, OEM steering-column adapters or shafts; upper and lower 35-degree-misalignment, needle-bearing universal joints; 3/4" DD intermediate steering shaft; column mounts (if applicable); and necessary hardware.

Chevy II 1962-66 (6184 series)

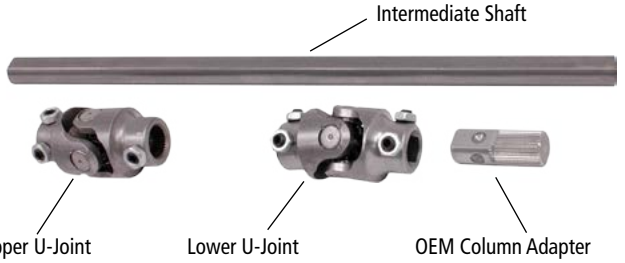
Includes upper steering column and intermediate shafts, U-joints, self-lubricating shaft bushing, firewall column mount, and necessary hardware.



6184	FOR OEM COLUMN AND MANUAL RACK
6184-PS	FOR OEM COLUMN AND POWER RACK
6184-13	FOR OEM COLUMN AND MUSTANG II RACK

Chevy II 1967 (6185 series)

Includes steering column lower-shaft adapter, intermediate shaft, U-joints, and necessary hardware.



6185	FOR OEM COLUMN AND MANUAL RACK
6185-PS	FOR OEM COLUMN AND POWER RACK
6185-13	FOR OEM COLUMN AND MUSTANG II RACK

Aftermarket-Columns and Steering-Shaft Kits

Aftermarket eight-position tilt steering columns are available in paintable steel, chrome plated, black power coated, brushed aluminum and polished aluminum. Steering shafts accepts factory or aftermarket steering wheel and 3/4"-36, 1"-48 splined or 1"-DD universal joints. Wiring connection for the turn signal and horn uses a GM-style harness plug. Columns specific to our g-Machine suspension system conversions are available as well as custom length columns. Fits '62-67 Chevy II

CALL TO ORDER	DIRECT-FIT TILT STEERING COLUMNS - LEFT OR RIGHT HAND DRIVE VERSIONS AVAILABLE - PAINTABLE STEEL, CHROME, BLACK PAINTED, BRUSHED ALUMINUM, AND POLISHED ALUMINUM

6144-1-48	U-JOINTS AND SHAFT FOR 1"-48, MANUAL RACK
6144-1-DD	U-JOINTS AND SHAFT FOR 1"-DD, MANUAL RACK
6144-75-36	U-JOINTS AND SHAFT FOR 3/4"-36, MANUAL RACK
6146-1-48	U-JOINTS AND SHAFT FOR 1"-48, POWER RACK
6146-1-DD	U-JOINTS AND SHAFT FOR 1"-DD, POWER RACK
6146-75-36	U-JOINTS AND SHAFT FOR 3/4"-36, POWER RACK
6330	FIREWALL MOUNT, 2" TO 2-1/2" AFTERMARKET COLUMNS

Bump-Steer Tie-Rod Sets

Chassisworks' bumpsteer kits replace the standard outer tie-rod with an adjustable billet steel sleeve and a high-strength, Teflon®-lined, 4130-body rod end. The tapered or 1/2" Grade 8 stud, along with a selection of shims, enables vertical adjustment of the outer pivot point at the steering arm. This lets you correct unwanted toe-in changes during suspension travel when working with performance alignment settings, while maintaining steering predictability. The seamless sleeve features a 7/8" hex to facilitate precise toe adjustment and tightening of the zinc-plated jam nuts. Kits are for use with Chassisworks' billet manual or power rack and pinions with g-Machine sculpted or fabricated dropped spindles, and they ship with necessary hardware.

What is Bumpsteer?

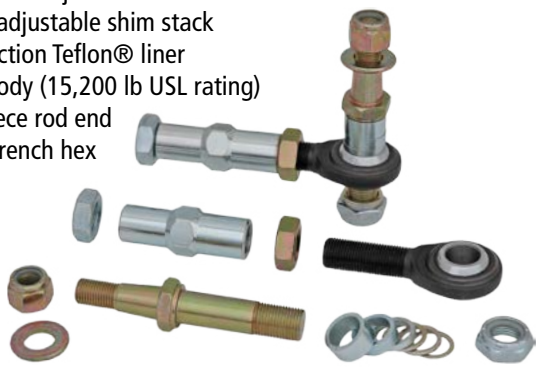
Bumpsteer is the change in "toe," or left to right angle, as the suspension moves through its range of motion. Bumpsteer is most evident on rough road surfaces, during hard cornering, or under heavy braking. With proper installation and settings, the bumpsteer kit can minimize and in most cases virtually eliminate the bumpsteer effect, making handling more consistent and predictable.

Installation and Setup

Installation of this kit requires the suspension to be moved through its range of travel and the toe measured at the extremes of the range and at ride height. This can be accomplished at home using a bumpsteer gauge, but we recommend taking your vehicle to a qualified alignment shop.

6151 – For g-Machine Sculpted Spindle

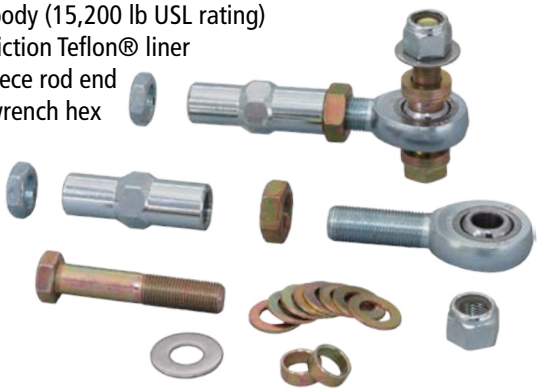
- Tapered stud with 5/8"-18 shank
- Billet steel adjustment sleeve
- Highly adjustable shim stack
- Low-friction Teflon® liner
- 4130 body (15,200 lb USL rating)
- Two-piece rod end
- 7/8"-wrench hex



6151	BUMPSTEER OUTER TIE-ROD SET FOR CHASSISWORKS SCULPTED SPINDLE

6167 – For Drag Race Fabricated Spindle

- 1/2" Grade 8 bolt (stud)
- 4130 body (15,200 lb USL rating)
- Low-friction Teflon® liner
- Two-piece rod end
- 7/8"-wrench hex



6167	BUMPSTEER OUTER TIE-ROD SET FOR CHASSISWORKS FABRICATED SPINDLE

Standard Tie-Rod Set

OEM-quality, outer tie-rod set connects the Chassisworks billet manual or power rack and pinion to the g-Machine sculpted or Mustang II-style spindles. The fixed-height pivot position is optimized for non-aggressive alignment settings of street-driven vehicles. Toe adjustments require detaching the tie-rod from the spindle's steering arm. Final setting is locked by a single, zinc-plated jam nut at each tie-rod. Tie-rods feature a paintable, bare-metal finish and ship with durable rubber boots, grease zerk fittings, and necessary hardware.

6177	OUTER TIE-ROD SET FOR CHASSISWORKS' SCULPTED SPINDLE, 5" LENGTH

6177 – Street-Machine Tie-Rod Set

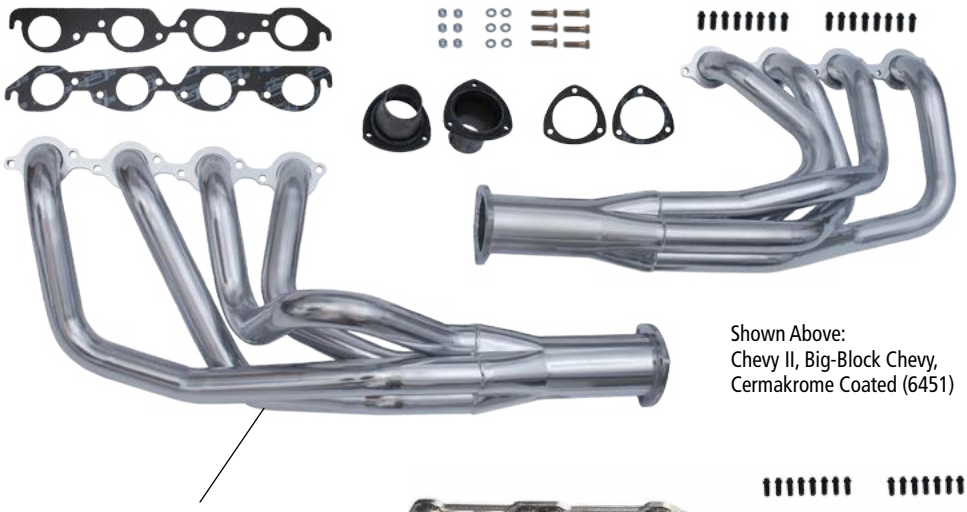
(Chassisworks' billet manual or power rack and pinion)

- Inner: 9/16"-18 RH thread
  Spindle: Chassisworks' sculpted spindle
- Stud: 1/2"-20
- Length: 5.0"
- Taper Minor: .554"
- Taper Major: .626"
- Taper Length: .576"

Headers, g-Machine System

Available for both small-block and big-block Chevy engines with standard exhaust-port locations, Chassisworks' thermal-barrier-coated, long-tube headers ensure a perfect-fit exhaust solution for our direct bolt-on g-Machine suspension systems. Header and welding fixtures were created from a complete-chassis computer model to ensure precise tube placement with ample clearance provided for steering shaft, clutch linkage, motor mounts, and frame rails, without negatively affecting ground clearance. Primary tubes are lightweight yet sturdy, 16-gauge, CNC-mandrel-bent, steel tubing, free from obstructive butt welds and sized for high-horsepower levels easily achieved with modern engine combinations.

Tube sizes: 1-3/4" primaries with 3" collectors and 2-1/4" reducers for small blocks; 2" primaries with 3-1/2" collectors and 2-1/2" reducers for big blocks. Header and collector flanges are single-piece, 3/8"-thick plate steel for improved sealing, with individually laser-cut mounting holes and weight-reduction features to avoid unsightly and warp-prone lead-in cuts to each hole. Headers can be ordered as bare steel or with a special chemical-resistant, thermal-barrier, metallic-ceramic coating applied inside and out to reduce radiated heat and improve exhaust-flow velocity. The dual-process internal coating is boost- and nitrous-safe with a maximum temperature limit of 2000° Fahrenheit. Factory finish is a bright metallic but can be easily polished for a more chrome-like appearance. Kits include ARP 12-point header bolts, graphite-impregnated expanded-metal core gaskets, and trim-to-fit collector reducers and hardware.

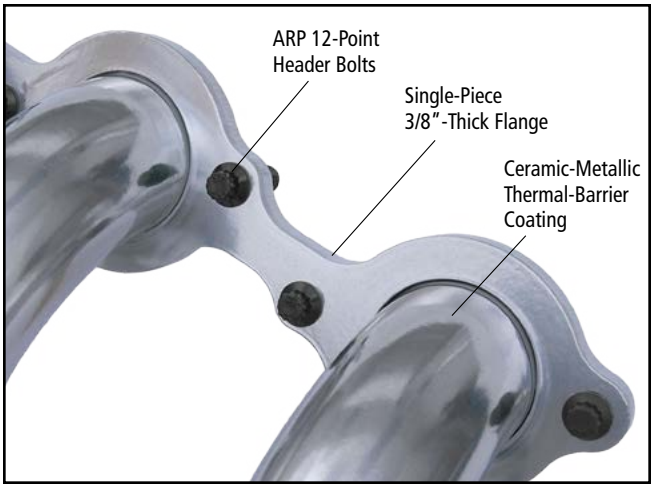


Shown Above:
Chevy II, Big-Block Chevy,
Cermakrome Coated (6451)

Cermakrome Coated

Shown Below:
Chevy II, Small-Block Chevy,
Bare Steel (6452)

Bare Steel



6450	CHEVY II, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, CERMAKROME COATED
6451	CHEVY II, BIG-BLOCK CHEVY, 2" PRIMARIES, CERMAKROME COATED
6452	CHEVY II, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, BARE STEEL
6453	CHEVY II, BIG-BLOCK CHEVY, 2" PRIMARIES, BARE STEEL
3642	REPLACEMENT 3" COLLECTOR GASKET, SMALL-BLOCK CHEVY (PAIR)
3643	REPLACEMENT 3-1/2" COLLECTOR GASKET, BIG-BLOCK CHEVY (PAIR)
3644	REPLACEMENT HEADER GASKET, SMALL-BLOCK CHEVY, SQUARE PORT (PAIR)
3645	REPLACEMENT HEADER GASKET, BIG-BLOCK CHEVY, ROUND PORT (PAIR)

'62-67 Chevy II Front Coil-Over Conversion

Converting the stock front suspension of your 1962-67 Chevy II Nova or 1963-67 Pontiac Acadian to coil-over shocks is now a simple bolt-on procedure. Our exclusive modular shock-tower-adapter system and spherical-stem assembly gives you a choice of stock or lowered ride heights and can be used for a broad variety of performance applications. The tower adapter and lower crossbar replace the factory shock mount and lower spring perch respectively. Lightweight billet-aluminum VariShock coil-overs are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 7-1/2" of suspension travel. Choice of spring rates range from 350 to 750 lb/in., suitable for street-friendly ride quality to pro-touring and competitive handling performance. A second set of different rate springs can also be selected as an option for tuning purposes. Kits include shocks, springs, tower adapters with reinforcement plates, and mounting hardware.

- Bolt-in installation with OEM-style upper control arms
- Modular shock-tower adapters with choice of stock or lowered ride height
- Spring-rate specific to vehicle weight and performance application
- Greaseable spherical-stem upper shock mount
- Heavy-duty urethane-bushed lower crossbar
- Available in 16-position single-adjustable or 256-combination double-adjustable versions

'62-67 Chevy II Front Coil-Over Conversion

Spherical Stem Mount

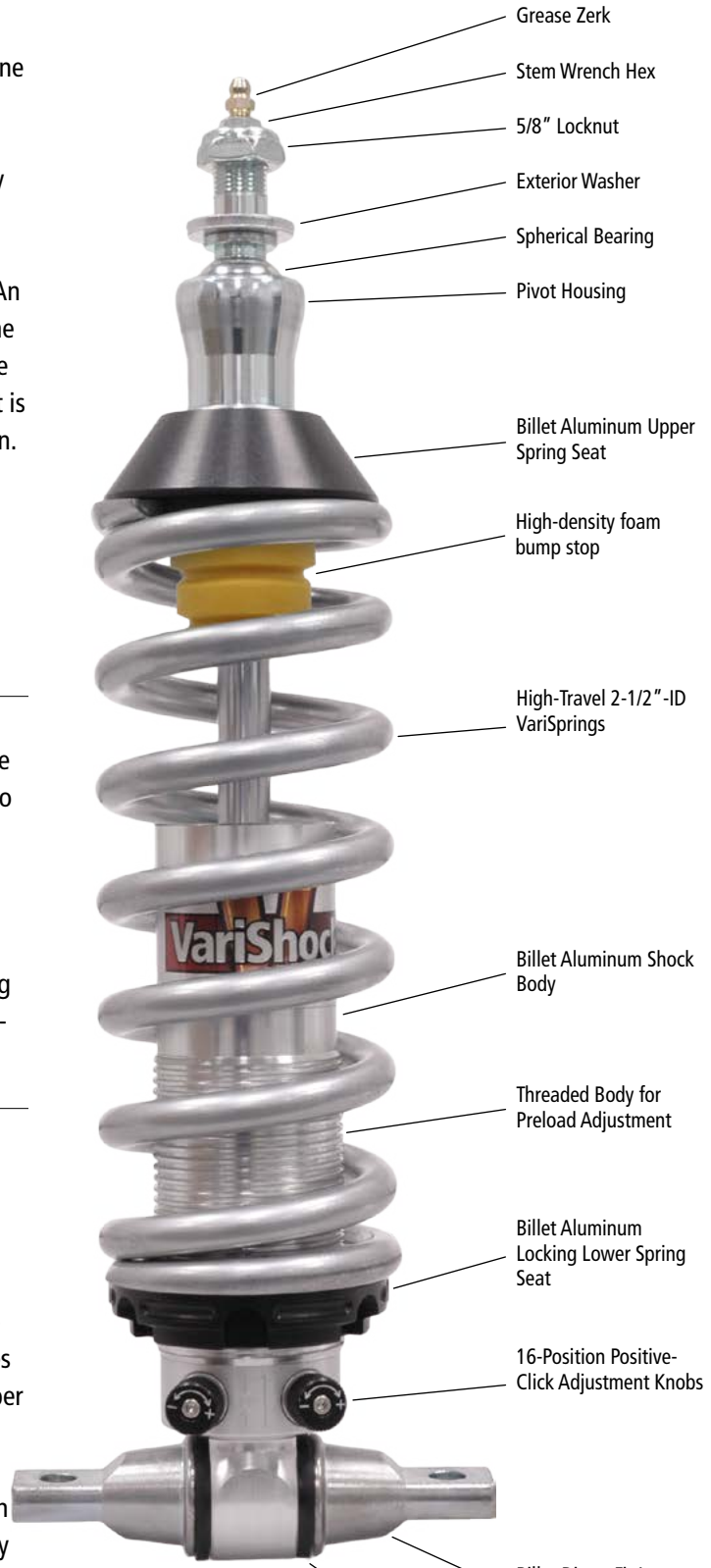
Our free-pivoting, deflection-free mount allows precise suspension tuning by eliminating compliant rubber or urethane bushings. The VariShock exclusive, spherical-stem assembly attaches the coil-over shock to the chassis at the factory mounting location. The swedged-steel mount base effectively captures and houses the spherical bearing of the stem. The stem mounts directly to the shock-tower adapter and is secured by a 5/8" locknut. An integral hex at the top of the stem enables the stem to be securely held as the locknut is tightened during installation. An easily accessible zerk fitting mounted at the tip of the stem injects grease directly onto the bearing contact surfaces.

Locking Lower Spring Seat

A redesigned, one-piece lower spring seat does not require a locknut; it's locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock for adjustment with an Allen wrench. Spring seats accept 2-1/2"-ID coil springs.

Billet Lower Crossbar

The lower cross-bar assembly replaces the factory spring perch and mounts directly to the factory upper control arm. A 1/2" stud and crush washer are used to thread the two billet crossbar halves together and apply the proper amount of bushing preload. The lower cross-bar bushings have up to 350% more urethane material than common 1/2" shock eyes offered by other brands. To improve spring and shock absorber performance we chose a premium urethane with much higher load capacity and longer service life.



'62-67 Chevy II Front Coil-Over Conversion

Shock Tower Adapter System

Our exclusive shock tower adapter system is used to position the shock at the correct height for your specific vehicle and performance application. Two different adapters enable us to offer a stock-to-raised or stock-to-lowered ride-height option, covering the full range of performance applications and vehicle styles.

The upper mount utilizes the factory shock tower mounting holes and is a direct bolt-on for most applications. Some installations may require minor trimming of sheetmetal seams to ensure a solid mount. Adapter plates mount on top of the shock tower with a steel reinforcement backup ring to sandwich the shock-tower sheet metal, helping to evenly distribute loads.

Adapter mounts are black powder coated and can be fit with optional polished-stainless-steel caps for an extremely clean and finished appearance.

Polished-Billet- Stainless Cap (optional)

Zero Offset Adapter
Stock to 2" raised ride height

1" Offset Adapter
Stock to 2" lowered ride height

Shock Tower Back-up Plate

Mounting Hardware

'62-67 Chevy II Front Coil-Over Conversion

Spring Selection Guidelines

A good spring rate baseline for a Chevy II with an iron small block is 450 lb./in.

Differences that alter desired spring rate:

Weight Reduction -50 lbs
Big Block +100 lbs
Road Race +50 lbs (better handling)
Drag Race -50 lbs (more stored energy)

Spring rate affects ride quality, ride height and roll rate characteristics. Differences in vehicles such as aluminum engine components, fiberglass body parts and chassis stiffening should be taken into consideration. Additional springs can be purchased for tuning purposes.

9" VariSprings

Rate (lb/in)	Part Number
350	VAS 21-09350
400	VAS 21-09400
450	VAS 21-09450
500	VAS 21-09500
550	VAS 21-09550
600	VAS 21-09600
675	VAS 21-09675
750	VAS 21-09750

VAS 86X10F1	FRONT COIL-OVER CONVERSION, SINGLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
VAS 86X10F2	FRONT COIL-OVER CONVERSION, DOUBLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
RIDE HEIGHT	2" LOWERED TO STOCK RIDE HEIGHT
	STOCK TO 2" RAISED RIDE HEIGHT
TOWER CAP	SHOCK TOWER CAP, POLISHED STAINLESS STEEL
SPRING RATE	350, 400, 450, 500, 550, 600, 675, OR 750 LB/IN SPRINGS
2ND SPRING SET	SECOND SET OF SPRINGS FOR TUNING
ACCESSORIES	SPRING SEAT THRUST BEARINGS
	COIL-SPRING COMPRESSOR
	SPANNER WRENCH

'62-67 Chevy II Front Air-Spring Conversion

Our exclusive modular shock-tower-adapter system and spherical-stem assembly can give you a choice of stock or lowered ride-height range and can be used for a broad variety of vehicles and performance applications. The tower adapter and lower crossbar replaces the factory shock mount and lower spring perch respectively. Lightweight billet-aluminum VariShock air-spring shock are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 6" of suspension travel. Kits include VariShock Air-Spring shocks, 90-degree air fitting, tower adapters with reinforcement plate, mounting hardware, and spot weld removal tool.

VAS 13X10-F1	FRONT COIL-OVER CONVERSION, SINGLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
VAS 13X10-F2	FRONT COIL-OVER CONVERSION, DOUBLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
RIDE HEIGHT	2" LOWERED TO STOCK RIDE HEIGHT
	STOCK TO 2" RAISED RIDE HEIGHT
TOWER CAP	SHOCK TOWER CAP, POLISHED STAINLESS STEEL

g-Bar and g-Link Suspension Conversions

The g-Bar and g-Link are bolt-in, canted 4-bar suspension systems directly replace the OEM leaf springs and shocks for remarkably improved handling and performance. Each can be used with our vehicle-specific bolt-in FAB9 housing or the vehicle's existing housing. Additional welding is required for installation with all housings other than our bolt-in FAB9. Chassisworks' second-generation g-Bar and g-Link suspension systems represent the current state-of-the-art in canted 4-bar design.

Available for 1967-81 Camaros, 1962-67 Chevy IIs, 1968-72 Novas, 1964-70 Mustangs, and 1967-70 Cougars. The g-Bar system consists of three different combinations of upper and lower link bars with your choice of VariShock coil-overs or air springs. These options create six different variations to better suit your particular performance application. See the following pages for individual photos of each system.

- **Applications:**
- **'67-69 Camaro**
- **'70-81 Camaro**
- **'62-67 Chevy II**
- **'68-72 Nova**
- **'64-70 Mustang**
- **'67-70 Cougar**

Newly Updated! g-Bar and g-Link Coil-Over Suspension

- **Also available equipped with VariShock air springs**

58XX-XXX	CANTED-4-BAR SUSPENSION CONVERSIONS
OPTIONS	FAB9 DIRECT-FIT REAREND HOUSING
	ANTI-ROLL BAR, SLIDING LINK STYLE, CHASSIS MOUNTED
	ANTI-ROLL BAR, SPLINE END STYLE, HOUSING MOUNTED
	QUICKSET 2, DOUBLE-ADJUSTABLE SHOCK UPGRADE

g-Bar & g-Link Street & Performance Systems

g-Bar and its variant, g-Link, dramatically improve ride quality and performance over the stock leaf-spring suspension. The canted 4-bar design is a proven suspension system commonly used in later model American muscle cars of all makes. Four individual arms precisely position the rear axle, better defining the correct suspension travel path. A panhard bar is not required with this style of suspension. This enables spring rates to be easily changed without altering suspension geometry or allowing changes in pinion angle and lateral movement. Lighter spring rates can be used for better ride quality without allowing leaf-spring wrap-up, a common source of wheel hop. Our links are available with premium urethane or, pivot-ball ends to create controlled ride quality that inspires more confident performance driving.

g-Bar and g-Link includes VariShock QuickSet 1 single-adjustable coil-over shocks (DA pictured) with spring rates

g-Bar and g-Link Suspension Conversions

(per your vehicle's rear weight) ranging from 110-350 lbs/in. VariShock features 16-position valving adjustment within our specifically designed range. The VariShock QuickSet 2 double-adjustable shock (shown) is also available to truly unlock the tuning potential of the g-Bar. QuickSet 2s are available at a substantial discount when purchased with g-Bar.

Air-Spring g-Bar suspension with OEM housing and sliding link anti-roll bar

g-Link suspension with FAB9 housing and splined-end anti-roll bar

Self-Positioning Installation

Installation requires no fabrication, with only minimal welding and trimming required for certain applications. The g-Bar chassis cradle uses a "self-positioning" system utilizing existing factory-mounting features for direct location of the cradle or as an accurate reference point. Our multi-piece cradle design allows for variations in OEM chassis component locations. It is then welded to structural components of the vehicle, such as frame rails or reinforced sections of sheet metal. Multiple attachment points and tubular construction successfully create an effective chassis-stiffening cradle as well as a stable suspension-mounting crossmember. The cradle has a black-powder-coat finish and the frame adapters are clear-zinc plated to prevent rust and to make them easier to stitch weld into the chassis. They are easily painted after installation.

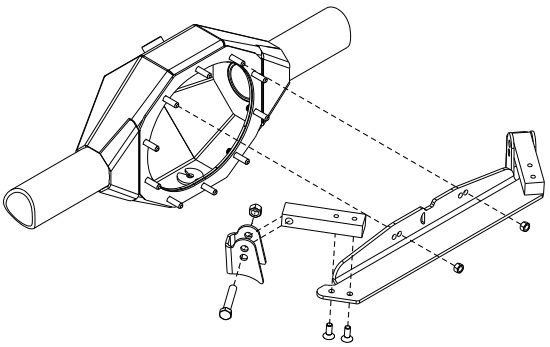
"Self-positioning" system utilizes existing pinion snubber and top shock mount factory bolt holes.

Chassis-attachment points for upper link bars and shocks are provided on the g-Bar cradle. The front of the lower link bars utilizes the factory front-leaf-spring mounting brackets. When using the stock rearend housing, our lower link bars and shocks fasten to our bracket assembly and are securely u-bolted directly to the existing leaf-spring pads. The rear of the upper-link-bar attachment points require mounting tabs be welded to the housing. An easy-to-use weld fixture is available to facilitate this task. Anti-roll bars are also available. A preassembled, fabricated 9" housing (FAB9) complete with welded bracket assemblies is also available, streamlining installation and saving time. The FAB9 housing accepts standard 9" Ford components.

Lower links mount at OEM leaf-spring brackets

g-Bar axle bracket assembly

Simple to use upper bracket weld fixture



Accurate weld-fixture placement

g-Bar and g-Link Suspension Conversions

Adjustable Suspension Geometry

Upper and lower control arm attachment points have multiple mounting holes to adjust chassis anti-squat to optimize your vehicle's handling characteristics. Both upper bars are length adjustable to set pinion angle and preload. g-Link lower arms are also adjustable for wheelbase variations. Some vehicles are worn enough that the wheelbase will not be correct without using a wheelbase adjustable lower link.

4-position FAB9 lower arm bracket

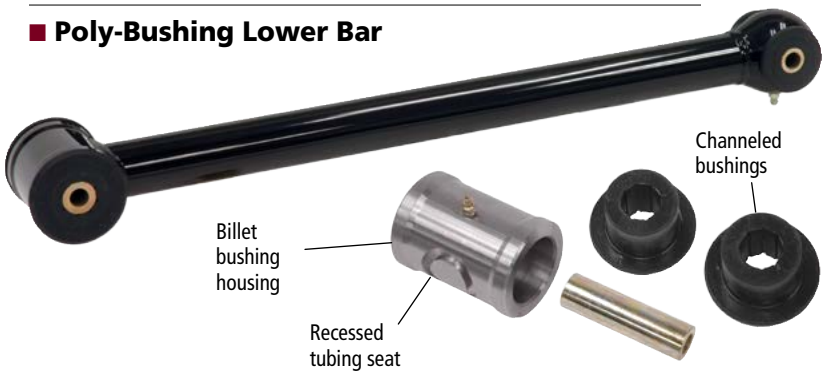
2-position chassis and housing arm brackets

Multiple Lower-Link-Bar Styles

There are three lower link styles and two upper link styles. Their proper selection depends on the intended use of your vehicle.

Poly-Bushing Lower Bar

Included in the g-Bar system is the lower fixed-length-tubular link with poly bushings in each end. It is best for vehicles seeing mostly street use because it provides a quiet ride and improved handling.

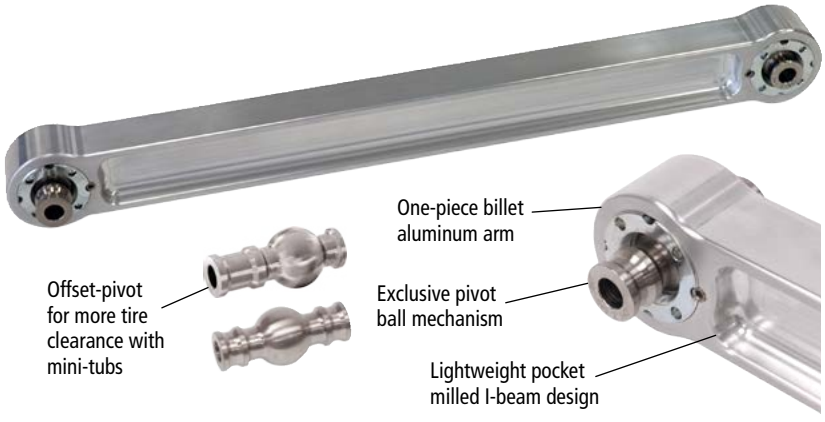


Pivot Ball Lower Link

Included in g-Link system is the lower adjustable-length-tubular link with pivot ball mechanisms in each end. This is our ultimate performance link for use on performance driven street or track applications. Available with centered or offset pivots for additional tire clearance with mini-tubs.

Billet Pivot Ball Lower Link

Included in the billet g-Link system is the lower fixed-length billet I-beam link with pivot ball mechanism in each end. The billet link features all radius corners for reduction of stress risers and a pocket area for lower weight. This ultimate link is for those who want to set their g-Machine apart from the crowd. It combines the characteristics of our fixed-length link (which is easier install) with the best performance links and, adds a custom built g-Machine look. All link bars are externally greasable at each end. Pivot ball mechanism can be rebuilt and tightened to remove play as they wear. Lower link bar fronts attach to the front leaf-spring eye in the chassis. Available with centered or offset pivots for additional tire clearance with mini-tubs.



g-Bar and g-Link Suspension Conversions

Upper Link Bars

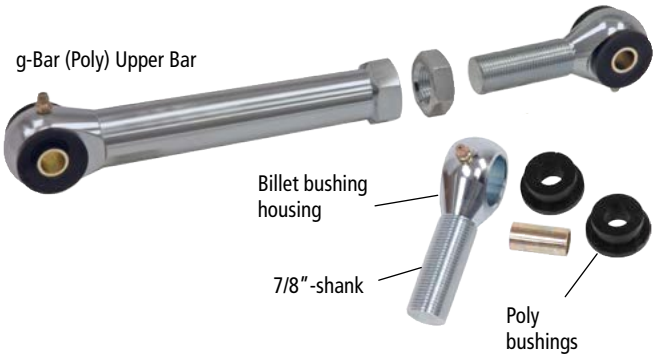
Both styles of upper links are constructed of billet alloy steel and clear zinc finished for corrosion resistance. They are length adjustable, and feature a Chassisworks exclusive - massive 7/8"-shank billet alloy steel rod ends.

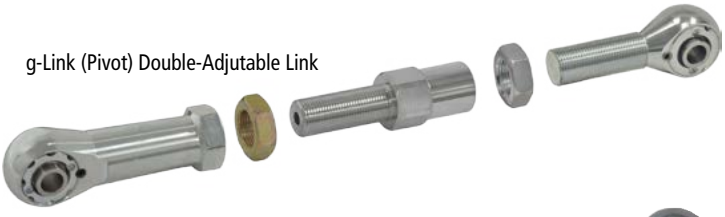
Poly-Bushing Upper Bar

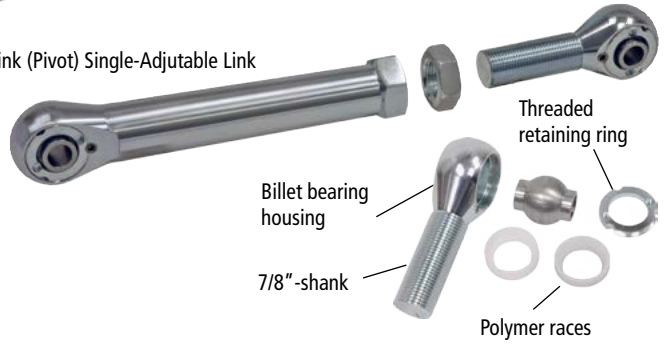
Poly links use urethane bushings in both ends for a stiffer-than-stock ride. They are included in the g-Bar system.

Pivot Ball Upper Link

Pivot ball links are included with g-Link and billet g-Link systems and are used when no-compromise handling is required. The high misalignment and non-compressible nature of these links will guarantee your vehicle goes where you point it. Available in single- and double-adjustable versions.

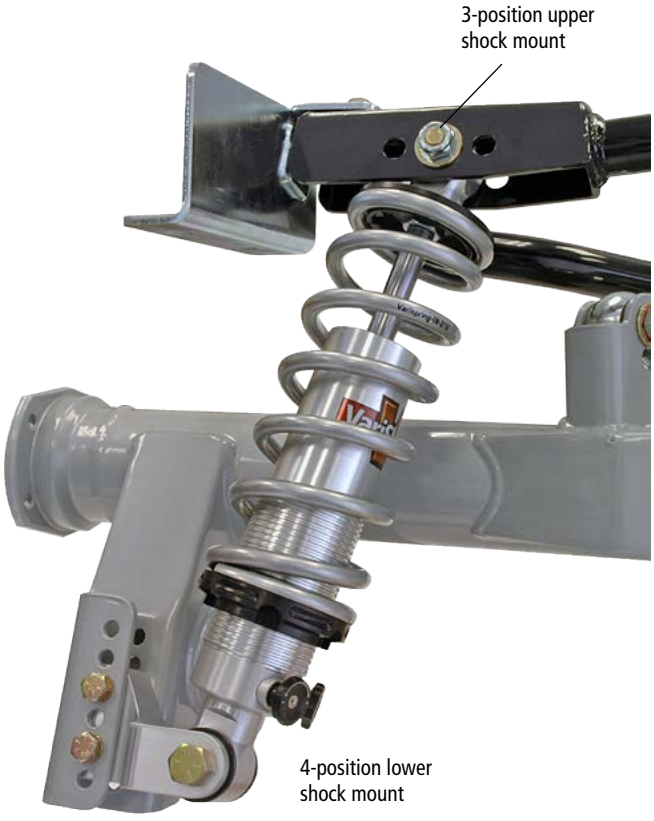






Adjustable Shock Mounts

Billet aluminum double shear lower shock mounts bolt directly to the back of the lower control arm bracket and provide 4-1/2 inches of ride height adjustments. The upper shock mount has three positions to allow additional ride height and shock angle adjustment. You can adjust the shock angle in at the top to provide increased stability during hard cornering.



Stock Rearend Housing

System is compatible with stock axle housings with at least a 2-13/16" diameter axle tubes. The 1-piece formed UCA axle mount is easier to install than 2-piece styles. Upper control arm brackets weld on and lower control arm brackets attach to the housing on the leaf spring pad using included fasteners.

Exhaust Clearance

The rear section of the factory exhaust is not compatible with g-Bar. Although space is limited, there is room to run a custom built exhaust system over the housing. Easier solutions include turn-downs before the housing or routing the exhaust underneath the housing.

g-Bar Coil-Over Suspension Systems

To take full advantage of the outboard mounting position, a complete custom shock absorber was developed by our sister company, VariShock. A revolutionary adjustment mechanism, smaller than any previous design, allows our billet-aluminum body to be both shorter and lighter. The urethane eyes have up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity (for improved life) than the poly bushings from other manufacturers. Urethane ends are 1-1/4" wide and accept 1/2" bolts. Installed height, travel, valving range, and mounting configuration are built to our exact specifications, whereas other manufactures are forced compromise with "off-the-shelf" products.

High-Travel VariSprings

The new VariSpring line of springs was designed to complement the VariShock family. Once again, we used higher technology to resolve application limitations. These springs are manufactured using a new chrome-silicon, ultra-high-tensile wire. This allows the springs to "set solid." The springs can compress until the coils touch without damaging the spring or causing it to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional wire, these springs have greater travel than our competitors' springs of the same rate. These springs will allow your shocks to travel their full range of motion without going solid. This gives you greater traction and control at full bump, plus additional suspension travel for tuning. VariSprings have a silver-powder-coat finish.

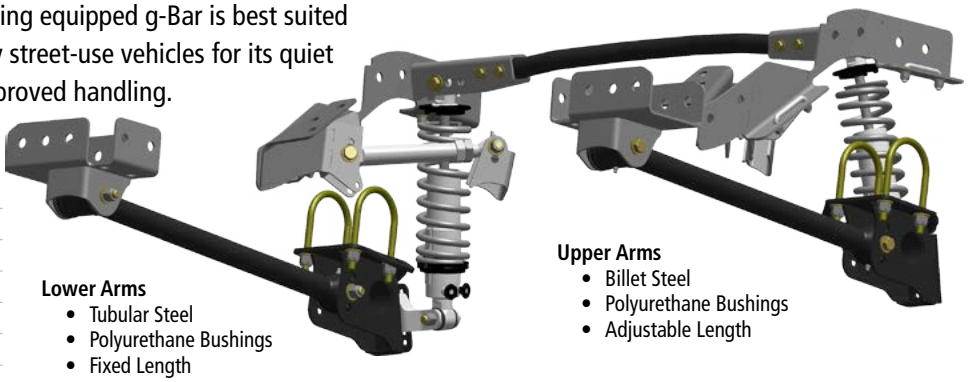
Spring Rate Selection

Spring rate affects ride quality, ride height, roll rate, and performance handling characteristics. Differences in vehicles such as aluminum engine components, vehicle weight distribution, fiberglass body parts, chassis stiffening as well as wheel-size and offset and the specific performance application, should be taken into consideration. Additional tuning springs are available at a discount when purchased with a system. A good spring-rate baseline for vehicles with rear g-Bar or g-Link, and with a small-block engine seeing regular street use would be 175-200 lbs/in., depending upon desired ride quality. A good baseline is for every 100-lb. change in rear vehicle weight, the spring rate needs to change by 25 lb/in.

g-Bar Coil-Over - Chevy II / Nova 62-67

G-BAR (POLY EYE)

Poly-bushing equipped g-Bar is best suited for primarily street-use vehicles for its quiet ride and improved handling.



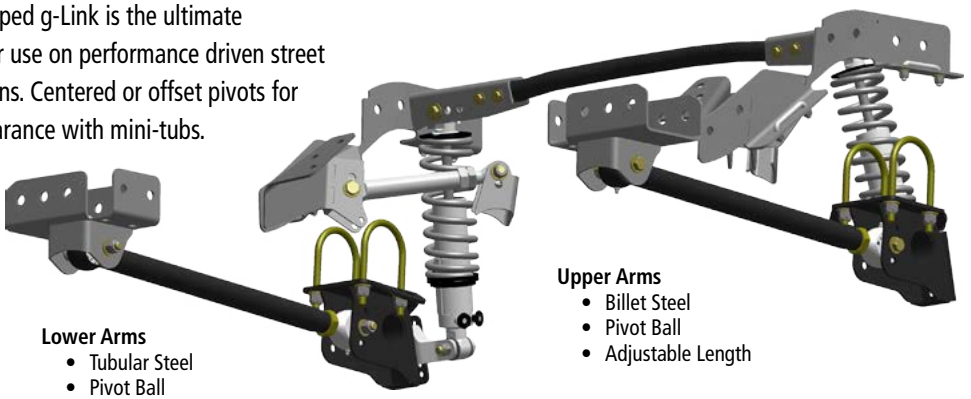
Lower Arms
- Tubular Steel
- Polyurethane Bushings
- Fixed Length

Upper Arms
- Billet Steel
- Polyurethane Bushings
- Adjustable Length

5800-X10	1962-67 CHEVY II
SHOCKS	SENSISET
	QUICKSET 1
	QUICKSET 2
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

G-LINK (PIVOT BALL)

Pivot-ball equipped g-Link is the ultimate suspension link for use on performance driven street or track applications. Centered or offset pivots for additional tire clearance with mini-tubs.

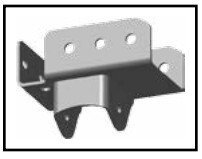


Lower Arms
- Tubular Steel
- Pivot Ball
- Adjustable Length

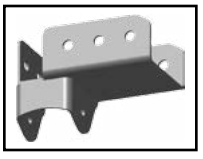
Upper Arms
- Billet Steel
- Pivot Ball
- Adjustable Length

5804-X10	1962-67 CHEVY II
5854-X10	1962-67 CHEVY II (MINI-TUB)
SHOCKS	QUICKSET 1
	QUICKSET 2
	QUICKSET 4 REMOTE
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

Compatible with Mini-Tubs



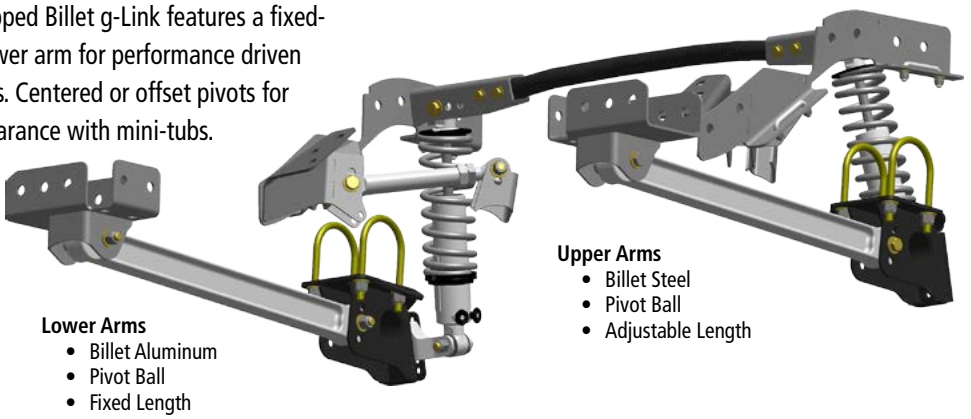
Centered Position
Weld-on bracket replaces factory leaf-spring mount, maintains same centerline as original spring.



Mini-Tub Position
Weld-on bracket moves lower control arms inboard, below frame rail, for greatly increased tire clearance.

BILLET G-LINK (PIVOT BALL)

Pivot-ball equipped Billet g-Link features a fixed-length, I-beam lower arm for performance driven street applications. Centered or offset pivots for additional tire clearance with mini-tubs.

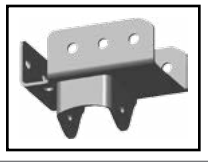


Lower Arms
- Billet Aluminum
- Pivot Ball
- Fixed Length

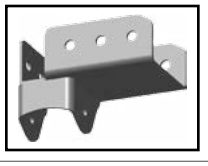
Upper Arms
- Billet Steel
- Pivot Ball
- Adjustable Length

5813-X10	1962-67 NOVA
5854-X10	1962-67 CHEVY II (MINI-TUB)
SHOCKS	QUICKSET 1
	QUICKSET 2
	QUICKSET 4 REMOTE
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

Compatible with Mini-Tubs



Centered Position
Weld-on bracket replaces factory leaf-spring mount, maintains same centerline as original spring.



Mini-Tub Position
Weld-on bracket moves lower control arms inboard, below frame rail, for greatly increased tire clearance.

g-Bar Air-Spring Suspension Systems

VariShock air-spring systems enable instant ride-height and ride-quality adjustment. Air springs incorporate VariShock valve technology and are available in single- or double-adjustable versions. When fully deflated, the vehicle rests 5 to 6 inches below stock ride height and can be raised to driving height at the push of a button. A compressor system (available separately) is required for operation.

■ VariShock Air Springs

VariShock air springs are a unique product line that combines VariShock valve technology with air springs. Air spring units feature the same revolutionary adjustment mechanism found in our VariShock coil-overs, but revalved to meet the special requirements of an air spring configuration. This combination of technologies gives you complete ride control as well as adjustable ground clearance. For the ultimate in driving performance and ride height adjustability, we recommend VariShock air springs.

■ Compressor Systems

To enable care-free operation of your air spring suspension, we offer a variety of complete air management systems as well as indiviual components to configure a custom solution.

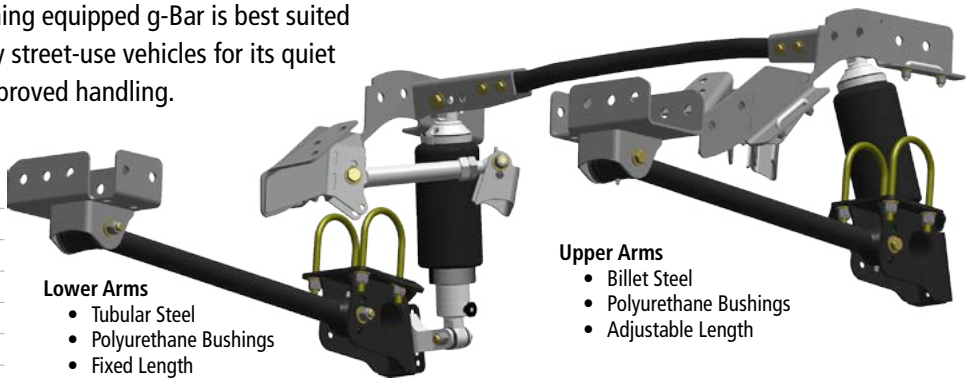
■ AirPod™ System

AirPod™ systems conveniently mount the tank, compressor(s), and valve set on one easily installed plate, eliminating tedious wiring and plumbing.

g-Bar Air-Spring - Chevy II / Nova 62-67

G-BAR (POLY EYE)

Poly-bushing equipped g-Bar is best suited for primarily street-use vehicles for its quiet ride and improved handling.



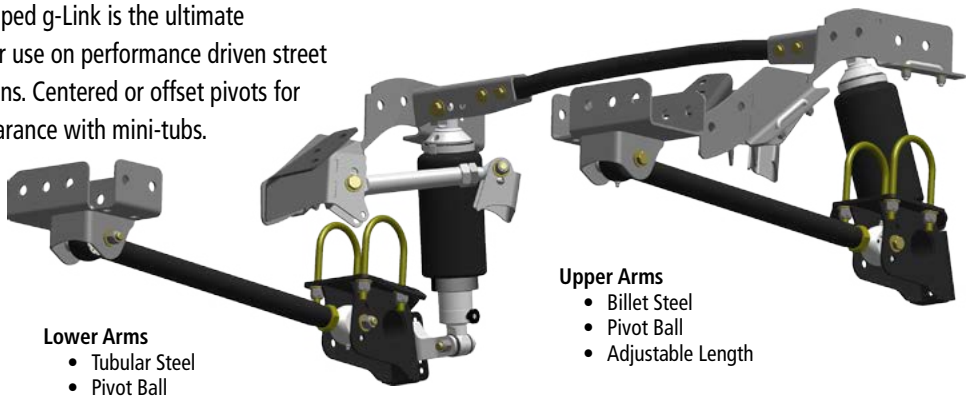
Lower Arms
- Tubular Steel
- Polyurethane Bushings
- Fixed Length

Upper Arms
- Billet Steel
- Polyurethane Bushings
- Adjustable Length

5801-X10	1962-67 CHEVY II
SHOCKS	SENSISET
	QUICKSET 1
	QUICKSET 2
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

G-LINK (PIVOT BALL)

Pivot-ball equipped g-Link is the ultimate suspension link for use on performance driven street or track applications. Centered or offset pivots for additional tire clearance with mini-tubs.

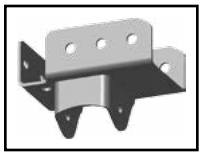


Lower Arms
- Tubular Steel
- Pivot Ball
- Adjustable Length

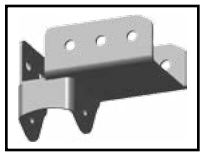
Upper Arms
- Billet Steel
- Pivot Ball
- Adjustable Length

5805-X10	1962-67 CHEVY II
5854-X10	1962-67 CHEVY II (MINI-TUB)
SHOCKS	QUICKSET 1
	QUICKSET 2
	QUICKSET 4 REMOTE
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

Compatible with Mini-Tubs



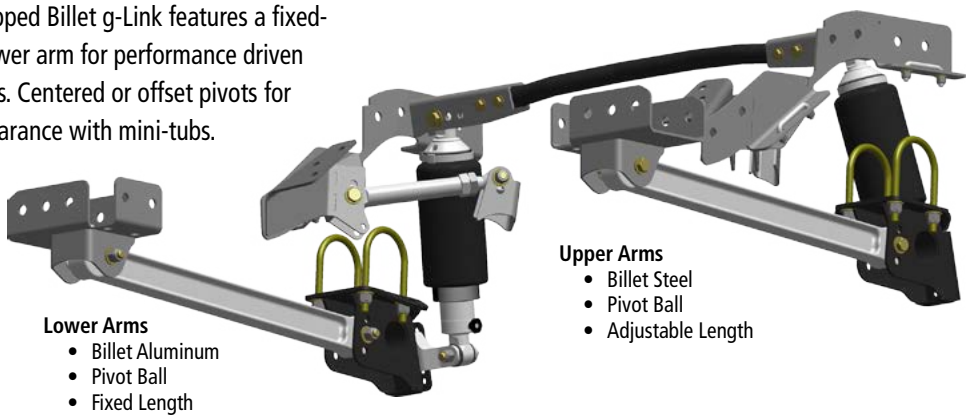
Centered Position
Weld-on bracket replaces factory leaf-spring mount, maintains same centerline as original spring.



Mini-Tub Position
Weld-on bracket moves lower control arms inboard, below frame rail, for greatly increased tire clearance.

BILLET G-LINK (PIVOT BALL)

Pivot-ball equipped Billet g-Link features a fixed-length, I-beam lower arm for performance driven street applications. Centered or offset pivots for additional tire clearance with mini-tubs.

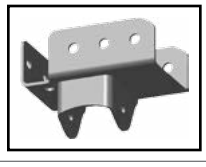


Lower Arms
- Billet Aluminum
- Pivot Ball
- Fixed Length

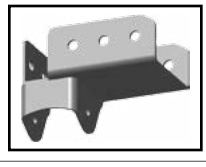
Upper Arms
- Billet Steel
- Pivot Ball
- Adjustable Length

5814-X10	1962-67 NOVA
5854-X10	1962-67 CHEVY II (MINI-TUB)
SHOCKS	QUICKSET 1
	QUICKSET 2
	QUICKSET 4 REMOTE
OPTIONS	WELD-ON BRACKETS
	WELD FIXTURE

Compatible with Mini-Tubs



Centered Position
Weld-on bracket replaces factory leaf-spring mount, maintains same centerline as original spring.



Mini-Tub Position
Weld-on bracket moves lower control arms inboard, below frame rail, for greatly increased tire clearance.

g-Bar Rear Anti-Roll Bars

Chassisworks developed two styles of rear anti-roll bars for use with our g-Bar and g-Link canted-rear-suspension systems. The first, a solid, adjustable rate, bar mounted to the frame rearward of the rearend housing. The second, a splined-end, tubular bar mounted to the rearend housing, below the axle.

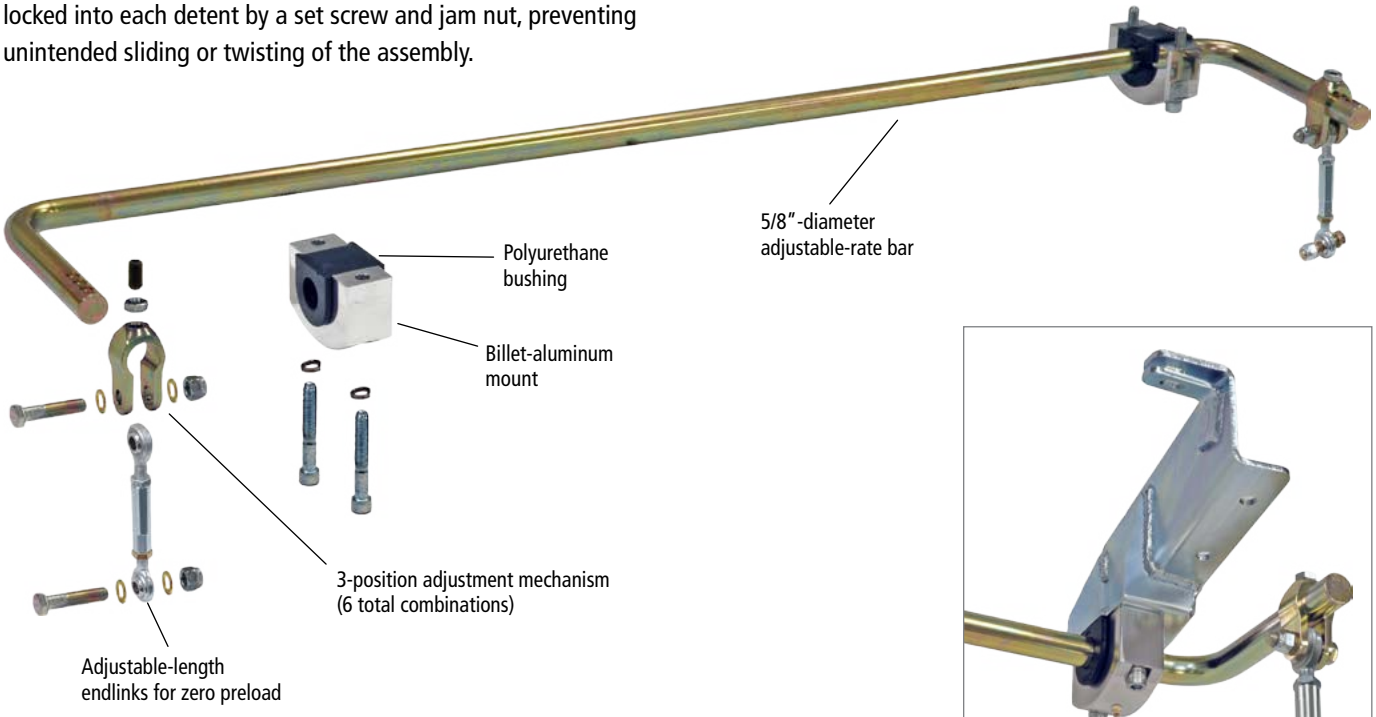
Do I really need a rear anti-roll bar?

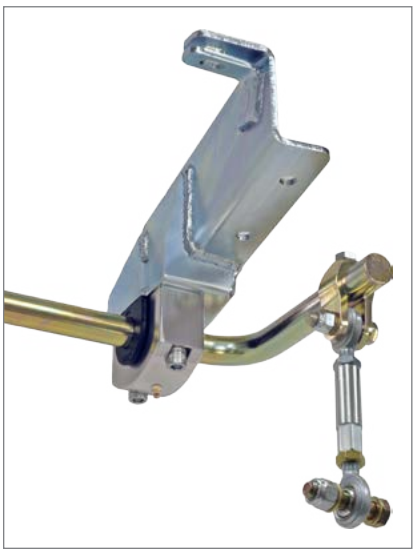
In an effort to correct excessive body roll on a muscle car, the common approach is to add a large front anti-roll bar. This may initially appear to correct the issue, but with the unintended result of increased understeer on an already nose-heavy vehicle. To regain vehicle cornering balance a rear anti-roll bar may be needed. For mild street-performance vehicles a rear anti-roll bar will provide a noticeable improvement to the "tightness" of the handling. However, on high-performance vehicles operating at or near the vehicle's traction limits, careful testing is required. First, to determine need of a rear bar, and then to properly setup the vehicle to optimize cornering balance. Testing your vehicle with different springs, shock settings and anti-roll bars will definitely yield increased handling. If it is a specific look you are after then that's a good enough reason to put one on your car. Nothing is better looking than our billet g-Bar, with splined-end anti-roll bar with billet aluminum arms.

Sliding-Link Adjustable Anti-Roll Bar

The sliding-link anti-roll bar system features a 5/8"-diameter, solid bar mounted to the same frame adapter brackets as the g-Bar suspension cradle for a complete bolt-on installation. Billet-aluminum bushing housings securely hold the bar and feature a grease-zerk fitting, and black-polyurethane bushings with internal grease passages. Our unique sliding-link mechanism, utilizes three distinct indents at each end of the anti-roll-bar lever to create six incremental adjustments. The CNC-machined clevis is locked into each detent by a set screw and jam nut, preventing unintended sliding or twisting of the assembly. Links consist of 3/8" rod-ends, allowing the anti-roll bar to be precisely set to a neutral, non-preload condition, by adjusting the assembly length. The sliding-link anti-roll bar system can be used on the entire family of g-Bar suspensions.

Note: Required g-Bar frame-adapter bracket with integrated anti-roll bar mounting flange is packaged with g-Bar system and must be selected at time of g-Bar purchase.





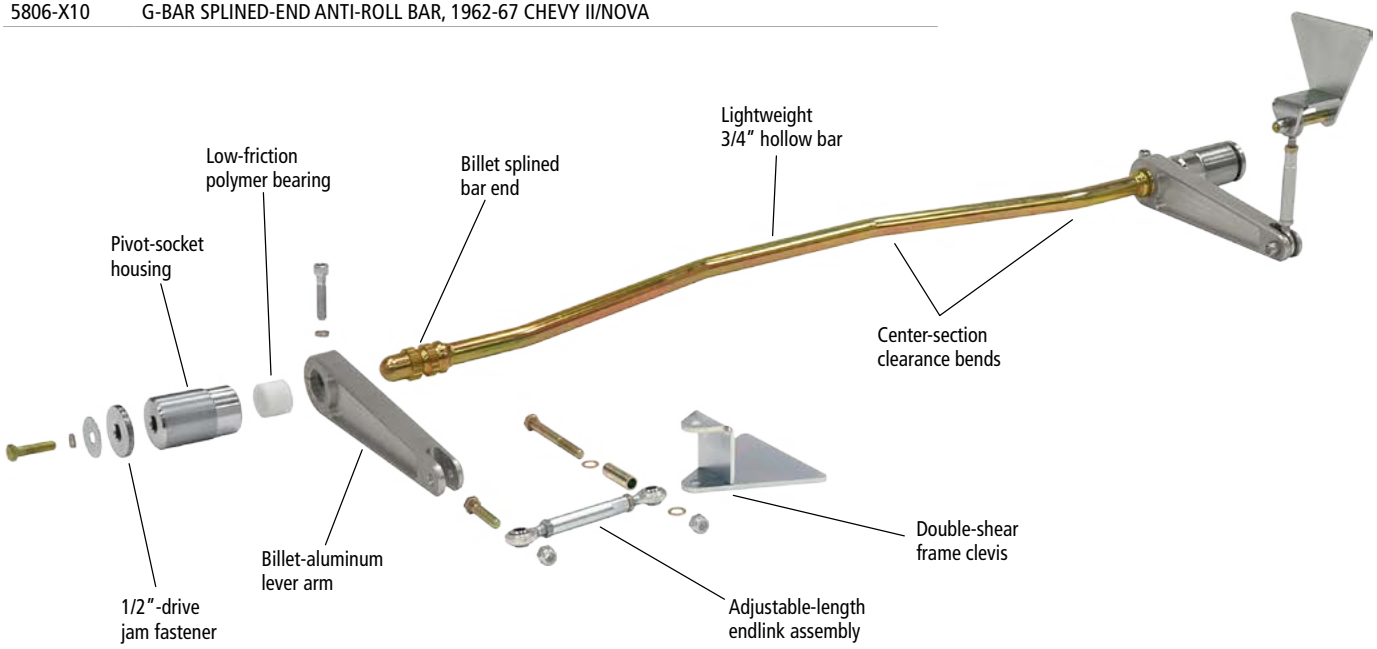
5812-F10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1967-69 CAMARO
5812-F20	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1970-81 CAMARO
5812-M10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1964-70 MUSTANG, 1967-70 COUGAR
5812-X10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1962-67 CHEVY II
5812-X20	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1968-72 NOVA

g-Bar Rear Anti-Roll Bars

Splined-End Tubular Anti-Roll Bar

Our splined-end anti-roll bar system features a 3/4"-diameter, bent-tube design, that mounts below the rearend-housing. The bar adequately clears FAB9 and OEM center sections, without decreasing ground clearance. An adjustable, billet-pivot-socket mechanism threads into the g-Bar lower axle-bracket sleeve, and allows the bar to rotate smoothly in a play-free joint. Bars are available in stock and narrowed widths for use with mini-tubbed vehicles. Billet-aluminum arms extend forward, and are connected to the chassis through links consisting of adjustable-length, 3/8" rod-end assemblies. This allows the anti-roll bar to be precisely set in a neutral, non-preloaded state. Double-shear, steel mounts are welded along the stronger, outside corner and across the bottom of the stock frame rail. The combination of Chassisworks' exclusive pivot mechanism, splined bar ends, spherical-bearing links, and rigid chassis attachment eliminates delayed resistance in the anti-roll bar system, common with rubber-, or urethane-mounted systems. The splined-end anti-roll bar system can be used on the entire family of g-Bar suspensions. Note: Required g-Bar axle bracket with integrated anti-roll-bar socket boss is packaged with g-Bar system and must be selected at time of g-Bar purchase.

5806-F10	G-BAR SPLINED-END ANTI-ROLL BAR, 1967-69 CAMARO, 1968-72 NOVA
5806-F20	G-BAR SPLINED-END ANTI-ROLL BAR, 1970-81 CAMARO
5821-F10	G-BAR MINI-TUB SPLINED-END ANTI-ROLL BAR, 1967-69 CAMARO, 1968-72 NOVA
5821-F20	G-BAR MINI-TUB SPLINED-END ANTI-ROLL BAR, 1970-81 CAMARO
5806-M10	G-BAR SPLINED-END ANTI-ROLL BAR, 1964-70 MUSTANG, 1967-70 COUGAR
5806-X10	G-BAR SPLINED-END ANTI-ROLL BAR, 1962-67 CHEVY II/NOVA



Shown installed on
g-Bar FAB9 housing

g-Bar FAB9 Rearend Housings

Engineered to accept all 9", Ford-style differentials, each FAB9 includes a fully-welded center section with internal gussets, 3" axle tubes, and Ford big-bearing late-model Torino or small-GM ends (with 3.15" bearing) housing ends. All housings are manufactured in-house utilizing our state-of-the-art robotic spray-arc welder. Weld penetration, and quality are absolutely outstanding, guaranteeing consistent, reliable performance. Center sections are fully CNC-machined after welding to provide an excellent third-member-seal surface and extremely tight tolerances on the remaining housing features.

Optionally, a folded back brace assembly can be factory welded to your FAB9 housing, substantially strengthening the housing without adding significant weight. Standard housings are constructed from mild steel, but can be upgraded to 4130 chromemoly; recommended for vehicles weighing over 3500 lbs., and/or developing 650-plus horsepower. Housing hardware includes: billet-aluminum, o-ringed filler/inspection cap; axle-tube vent; magnetic drain plug; and alloy-steel, 12-point, mounting studs with locknuts.

g-Bar Direct-Fit FAB9 Housings

Chassisworks' g-Bar FAB9 offers exceptional performance, reliability, and adjustability in a bolt-on, factory-welded housing, complete with all suspension brackets. Housings are engineered for proper clearance using either VariShock coil-overs or air-spring suspension; with or without a back brace. Anti-roll-bar bracket options include chassis-mounted (sliding-link bar), axle-housing mounted (splined-end bar), or no anti-roll-bar brackets installed.

Narrowed Housings

The versatility of the FAB9 housing allows you to choose from standard stock widths or specialty housings that enable use of extremely wide tire and wheel combinations.

Mini-Tub FAB9 - Lower axle brackets and control arms are moved inward to allow more room for deeper backspaced wheels on mini-tub equipped vehicles.

Narrowed Widths - End-to-end housing widths can be narrowed in 1/4" increments to allow deeper outside wheel lips and adequate fender clearance.

Complete correct length axle packages and third members are also available. Ask our sales representatives for details.

- Available for mini-tub equipped vehicles
- Accurate, factory-welded construction
- Available in mild-steel and 4130 versions
- Accepts all 9" Ford-style differentials
- Saves hours of installation time

g-Bar FAB9 Rearend Housings

Sliding-link anti-roll bar

g-Bar FAB9 for Chassis-Mounted Anti-Roll Bar

84F10-601*	MILD-STEEL FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-611*	4130 FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F20-601*	MILD-STEEL FAB9 HOUSING, '70-81 CAMARO
84F20-611*	4130 FAB9 HOUSING, '70-81 CAMARO
84M10-601	MILD-STEEL FAB9 HOUSING, '64-66 MUSTANG
84M10-611	4130 FAB9 HOUSING, '64-66 MUSTANG
84M20-601	MILD-STEEL FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84M20-611	4130 FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84X10-601*	MILD-STEEL FAB9 HOUSING, '67-67 CHEVY II/NOVA
84X10-611*	4130 FAB9 HOUSING, '67-67 CHEVY II/NOVA
OPTIONS	FOLDED BACK BRACE, MILD STEEL, FACTORY INSTALLED
	FOLDED BACK BRACE, 4130, FACTORY INSTALLED
NOTE	* AVAILABLE WITH LATE-BIG-FORD OR SMALL-GM HOUSING ENDS
	PRODUCTS LISTED ARE FOR USE WITH CHASSIS-MOUNTED SLIDING-LINK ANTI-ROLL BAR (5812-XXX)

Splined-end anti-roll bar

g-Bar FAB9 for Housing-Mounted, Splined Anti-Roll Bar

84F10-701*	MILD-STEEL FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-711*	4130 FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-801*	MILD-STEEL FAB9 FOR MINI-TUB, '67-69 CAMARO, '68-72 NOVA
84F10-811*	4130 FAB9 FOR MINI-TUB, '67-69 CAMARO, '68-72 NOVA
84F20-701*	MILD-STEEL FAB9 HOUSING, '70-81 CAMARO
84F20-711*	4130 FAB9 HOUSING, '70-81 CAMARO
84F20-801*	MILD-STEEL FAB9 FOR MINI-TUB, '70-81 CAMARO
84F20-811*	4130 FAB9 FOR MINI-TUB, '70-81 CAMARO
84M10-701	MILD-STEEL FAB9 HOUSING, '64-66 MUSTANG
84M10-711	4130 FAB9 HOUSING, '64-66 MUSTANG
84M20-701	MILD-STEEL FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84M20-711	4130 FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84X10-701*	MILD-STEEL FAB9 HOUSING, '67-67 CHEVY II/NOVA
84X10-711*	4130 FAB9 HOUSING, '67-67 CHEVY II/NOVA
OPTIONS	FOLDED BACK BRACE, MILD STEEL, FACTORY INSTALLED
	FOLDED BACK BRACE, 4130, FACTORY INSTALLED
NOTE	* AVAILABLE WITH LATE-BIG-FORD OR SMALL-GM HOUSING ENDS
	PRODUCTS LISTED ARE FOR USE WITH HOUSING-MOUNTED SPLINED-END ANTI-ROLL BAR (5806-XXX)

OEM-Replacement FAB9 Housings

Chassisworks' application-specific housings are engineered to accept stock or aftermarket suspension components to facilitate replacement of your vehicle's original rearend with a FAB9 Ford 9" conversion housing. Housings can be built to standard widths for OEM wheel offsets or narrowed to accommodate wider tire and wheel combinations. Widths can be narrowed in 1/4" increments. All housings include a fully welded center section; housing-filler assembly; vent; drain plug; and a choice of CNC-machined housing ends. Housing options include custom widths, mild steel or 4130 construction, and folded back brace. Complete correct length axle packages and third members are also available. Ask our sales representatives for details.

■ Direct-Fit Leaf-Spring Housings

84F10-101	LEAF-SPRING FAB9, MILD STEEL, '67-69 CAMARO
84F20-101	LEAF-SPRING FAB9, MILD STEEL, '70-81 CAMARO
84H10-101	LEAF-SPRING FAB9, MILD STEEL, '55-57 CHEVY
84M10-101	LEAF-SPRING FAB9, MILD STEEL, '65-66 MUSTANG
84M20-101	LEAF-SPRING FAB9, MILD STEEL, '67-70 MUSTANG
84M30-101	LEAF-SPRING FAB9, MILD STEEL, '71-73 MUSTANG
84X10-101	LEAF-SPRING FAB9, MILD STEEL, '62-67 CHEVY II
OPTIONS	LATE-BIG-FORD OR SMALL-GM SEAL-STYLE ENDS

■ '79-04 Mustang Housings

FAB9 Housing for OEM-Style Mounts

84MX0-207	URETHANE BUSHING, MILD STEEL HOUSING
84MX0-217	URETHANE BUSHING, 4130 HOUSING
84MX0-307	SPHERICAL BEARING, MILD STEEL HOUSING
84MX0-317	SPHERICAL BEARING, 4130 HOUSING
OPTIONS	MILD STEEL BACK BRACE, INSTALLED
	4130 BACK BRACE, INSTALLED

FAB9 Housing with Anti-Roll-Bar Mounts

84MX0-407	URETHANE BUSHING, MILD STEEL HOUSING
84MX0-417	URETHANE BUSHING, 4130 HOUSING
84MX0-507	SPHERICAL BEARING, MILD STEEL HOUSING
84MX0-517	SPHERICAL BEARING, 4130 HOUSING
OPTIONS	MILD STEEL BACK BRACE, INSTALLED
	4130 BACK BRACE, INSTALLED

■ A- and G-Body Housings

FAB9 Housing for OEM-Style Anti-Roll Bar

84A10-201	URETHANE BUSHING, MILD STEEL, '64-67 A-BODY
84A10-211	URETHANE BUSHING, 4130, '64-67 A-BODY
84A10-301	SPHERICAL BEARING, MILD STEEL, '64-67 A-BODY
84A10-311	SPHERICAL BEARING, 4130, '64-67 A-BODY
84A20-201	URETHANE BUSHING, MILD STEEL, '68-72 A-BODY
84A20-211	URETHANE BUSHING, 4130, '68-72 A-BODY
84A20-301	SPHERICAL BEARING, MILD STEEL, '68-72 A-BODY
84A20-311	SPHERICAL BEARING, 4130, '68-72 A-BODY
84G10-201	URETHANE BUSHING, MILD STEEL, '78-87 G-BODY
84G10-211	URETHANE BUSHING, 4130, '78-87 G-BODY
84G10-301	SPHERICAL BEARING, MILD STEEL, '78-87 G-BODY
84G10-311	SPHERICAL BEARING, 4130, '78-87 G-BODY
OPTIONS	MILD-STEEL BACK BRACE, INSTALLED
	4130 BACK BRACE, INSTALLED
	LATE-BIG-FORD OR SMALL-GM SEAL-STYLE ENDS
	NARROWED HOUSING WIDTH

FAB9 Housing with Anti-Roll-Bar Mounts

84A10-407	URETHANE-BUSHING, MILD-STEEL, '64-67 A-BODY
84A10-417	URETHANE-BUSHING, 4130, '64-67 A-BODY
84A10-507	SPHERICAL-BEARING, MILD-STEEL, '64-67 A-BODY
84A10-517	SPHERICAL-BEARING, 4130, '64-67 A-BODY
84A20-407	URETHANE-BUSHING, MILD-STEEL, '68-72 A-BODY
84A20-417	URETHANE-BUSHING, 4130, '68-72 A-BODY
84A20-507	SPHERICAL-BEARING, MILD-STEEL, '68-72 A-BODY
84A20-517	SPHERICAL-BEARING, 4130, '68-72 A-BODY
84G10-407	URETHANE-BUSHING, MILD-STEEL, '78-87 G-BODY
84G10-417	URETHANE-BUSHING, 4130, '78-87 G-BODY
84G10-507	SPHERICAL-BEARING, MILD-STEEL, '78-87 G-BODY
84G10-517	SPHERICAL-BEARING, 4130, '78-87 G-BODY
ADJUSTABLE BILLET-SHOCK-MOUNT SYSTEM	

'62-67 Chevy II Mini-Tubs

■ NEW PRODUCT

Our new mini-tubs will save you hours of work and effort when making room for larger rear tires under your '67-81 Camaro/Firebird or '68-74 Nova. The wheel tubs replace the inner half of your factory wheel tubs with a newly stamped, 18-gauge steel tub. Additional clearance is 2" to 2-3/4", depending upon application, and will accommodate up to 315- or 335-section-width tires. Installation requires removal of the factory tubs, fabrication of frame-rail close outs (not included), and welding. Templates are included and spot-weld removal tools optionally available to facilitate installation and fabrication.

■ **Applications:**
- '67-69 Camaro
- '70-81 Camaro
- '62-67 Chevy II
- '68-74 Nova

5913-F10

Spot-weld removal bits sold separately

■ '67-69 Camaro/Firebird

■ '70-81 Camaro/Firebird

5913-F20

■ '62-67 Chevy II/Nova

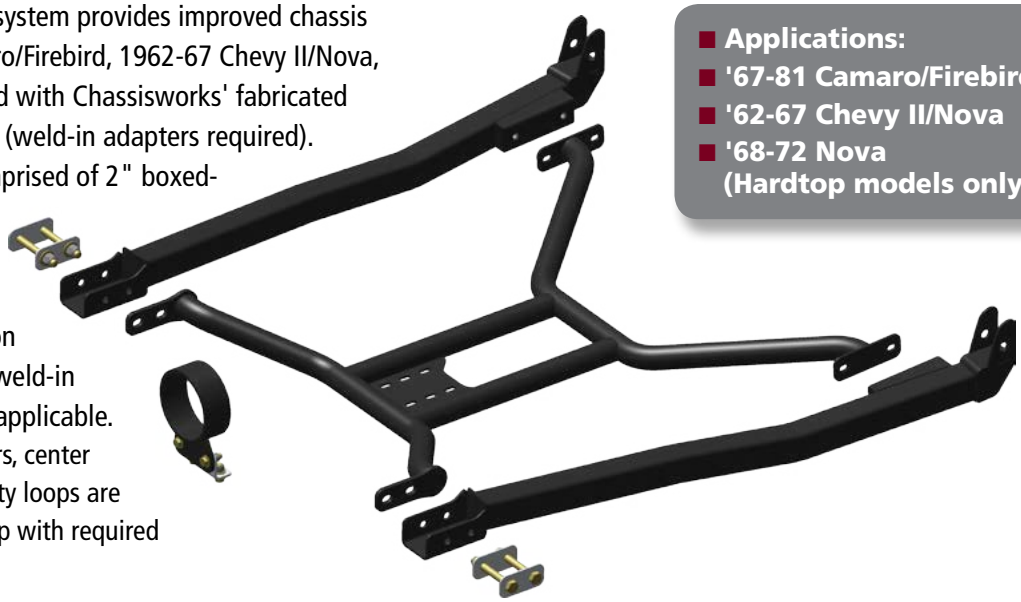
5913-X10

5913-F10	'67-69 CAMARO, MINI HALF TUB (PAIR) WITH CLOSEOUT KIT, 2-3/4" WIDER, '67-68 MAX. 315 ON 11" WHEEL, '69 MAX. 335 ON 12" WHEEL
5913-F10-CAP	'67-69 CAMARO, SHEET METAL CLOSEOUT SET ONLY
5913-F20	'70-81 CAMARO, MINI HALF TUB (PAIR), 2" WIDER, MAX. 335 ON 12" WHEEL
5913-M10	'64-70 MUSTANG, MINI HALF TUB (PAIR), 2" WIDER
5913-M10-CAP	'64-70 MUSTANG, FRAME RAIL INSERT AND GUSSET SET
5913-X10	'62-67 CHEVYII/NOVA, MINI HALF TUB (PAIR), 2-1/2" WIDER, '62-65 MAX. 295, '66-67 MAX. 315
5913-X20	'68-74 NOVA, MINI HALF TUB (PAIR), 2-1/2" WIDER, MAX. 315 ON 11" WHEEL
6721	SPOT-WELD REMOVAL BITS (PAIR)
NOTES	PRODUCT REPLACES THE FACTORY INNER WHEEL TUBS ONLY
	INSTALLATION REQUIRES NOTCHING OF THE FRAME RAIL, FABRICATION OF FRAME CLOSE OUTS, AND WELDING

'62-67 Chevy II g-Connector System

■ NEW PRODUCT

The bolt-on g-Connector system provides improved chassis stiffness for 1967-81 Camaro/Firebird, 1962-67 Chevy II/Nova, and 1968-72 Nova equipped with Chassisworks' fabricated subframe or OEM subframe (weld-in adapters required). The complete system is comprised of 2" boxed-tubing outside frame connectors, 1-5/8" round-tube center connector assembly, adjustable position driveshaft safety loop, and weld-in OEM subframe adapters, if applicable. g-Connector frame connectors, center supports, and driveshaft safety loops are powder-coated black and ship with required mounting hardware.



■ **Applications:**
- '67-81 Camaro/Firebird
- '62-67 Chevy II/Nova
- '68-72 Nova (Hardtop models only)

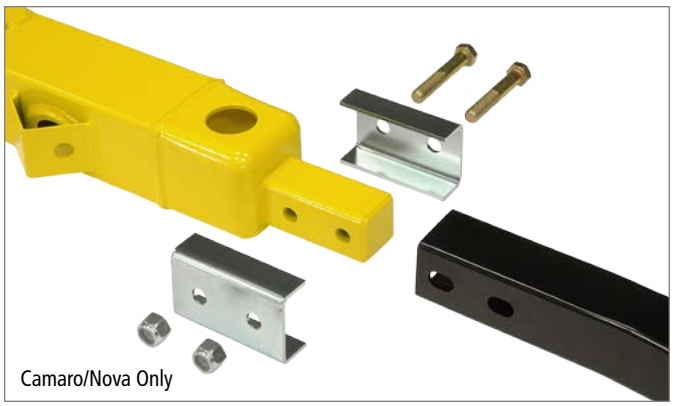
■ Complete System

Once installed the connector system provides a direct structural bridge between the rear subframe at the spring mount and the front suspension subframe. A noticeable improvement in chassis rigidity yields more responsive handling and sharper acceleration while relying less on the flexible sheet metal for chassis stiffness.

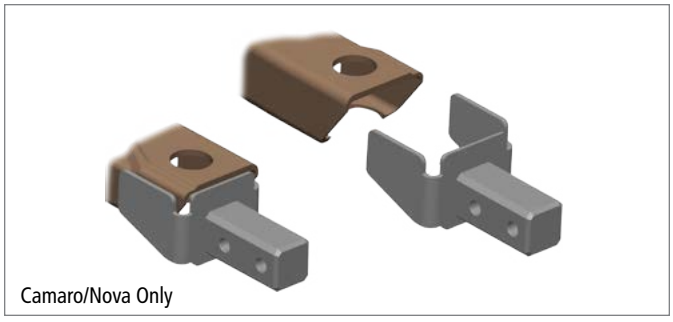
Camaro application shown

■ Subframe Connection

The g-Machine subframe's profile-milled, billet steel connector mount enables a non-flexible, precision fit for the subframe connector. The tubular connector fits snugly over the mount, flush along the lower face, and is securely held in place by doubling plates to more evenly distribute the clamping force from two 1/2" Grade 8 bolts for a slip-free joint. The 2 x 2 x .120"-wall connector tube features multiple, subtle mandrel bends to tightly follow the undercarriage for maximum ground clearance and perfect alignment with the rear factory subframe. To provide the most direct support and increase stability, the OEM leaf-spring mount sandwiches two of the three gusseted connector mounting tabs against the body, while the third tab attaches using a drilled hole at a stronger, contoured area of the undercarriage. This product ships with a black powder-coat finish, complete with Grade 8 hardware and detailed instructions.



Camaro/Nova Only



Camaro/Nova Only

'62-67 Chevy II g-Connector System

■ NEW PRODUCT

■ Driveshaft Safety Loop

Our bolt-on driveshaft safety loop features a 5-1/2" ID x 2" wide x ¼" thick tubing loop. Both the mounting tab and bracket are ¼" thick mild steel and are secured with grade 8 fasteners. Slotted holes at each of the attachment points allow the loop position to be adjusted for various transmission lengths and driveshaft angles (1/2" vertical, 3/8" horizontal, 3-5/16" fore/aft). Components are powder-coated and zinc plated for corrosion resistance. Installation of our connector support for hardtops is required.

■ Exploded View

■ Prices and Options

5900-F10	G-CONNECTOR SYSTEM FOR '67-69 CAMARO/FIREBIRD, OEM CLIP
5900-F21	G-CONNECTOR SYSTEM FOR '70-73 CAMARO/FIREBIRD, OEM CLIP
5900-F22	G-CONNECTOR SYSTEM FOR '74-81 CAMARO/FIREBIRD, OEM CLIP
5900-X10	G-CONNECTOR SYSTEM FOR '62-67 CHEVY II/NOVA, OEM OR CHASSISWORKS CLIP
5900-X20	G-CONNECTOR SYSTEM FOR '68-72 NOVA, OEM CLIP
5901-F10	G-CONNECTOR SYSTEM FOR '67-69 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-F21	G-CONNECTOR SYSTEM FOR '70-73 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-F22	G-CONNECTOR SYSTEM FOR '74-81 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-X20	G-CONNECTOR SYSTEM FOR '68-72 NOVA, CHASSISWORKS CLIP
INCLUDES	OUTSIDE FRAME CONNECTORS (SUBFRAME TO REAR SUSPENSION)
	G-CONNECTOR CENTER SUPPORT
	DRIVESHAFT SAFETY LOOP
	OEM FRAME RAIL ADAPTER (IF APPLICABLE)
NOTE	AVAILABLE TO PURCHASE IN STAGES - FRAME CONNECTORS > CENTER SUPPORT > DRIVESHAFT LOOP

Customer Cars

Smoky Crosman - 1966 Nova

I just finished a redo on my '66 Pro Street Nova. I purchased Chassisworks' complete bolt-on front end for it. When I received it, I was expecting to have some problems, as with anything in the aftermarket. As I was putting the frame on the car and following the detailed instructions, I was amazed that, as I proceeded with the project, everything fit — everything. I couldn't believe it. I've been in the performance business for 30-some-odd years. I've assembled and sold performance items, and I've always had some sort of hassle with the install. I was so amazed that I called Chassisworks and told them that something was wrong with the kit. There was a long pause on the other end of the line, 'til I said that I couldn't believe that everything fit, and that I wanted to compliment the workmanship and the homework that went into putting this kit together. Job well done!

Thanks again,
Smoky Crosman

"I couldn't believe that everything fit..."

Bob Payne - 1966 Nova

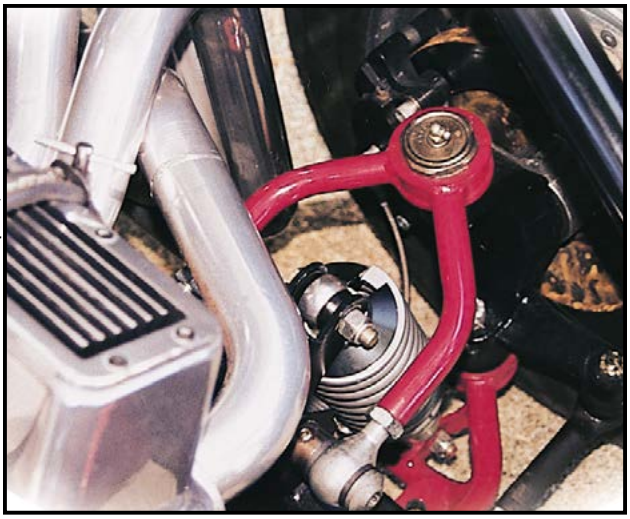
Earlier this year, I ran into a major chassis problem with my 1966 Nova. I finally made the decision to replace the front clip. I figured that if I was going to go through all of the trouble, I might as well go all-out and replace the suspension, brakes, shocks, etc. I have never done anything like that myself, so I had several questions to ask. I called your shop and, boy, was I lucky that it was [technical representative] Mr. Mike Weddle who answered the telephone. Mike not only answered all of my questions; he made several recommendations. He did not try to sell me anything I did not need, but he made sure I got everything that I needed.

I was still apprehensive. When I received the shipment, two things immediately caught my attention: the quality of the parts and how thorough, detailed and simple the installation book was. I immediately realized that even I could do this!

Once I got back to the track, my fellow racers were absolutely amazed at how everything fit so well. They could not believe how "clean" it all looked, and how my stock fenders, grille and bumper were right where they needed to be. As far as performance, my 60-foot times have never been quicker, nor has my e.t. My steering is tighter than ever because of your rack and pinion, and the adjustable shocks are great.

I want you to know that Mike deserves a pat on the back. Because of his assistance, you have a very happy and satisfied customer. Also, every chance I get, I will recommend your business to everyone.

Sincerely,
Bob Payne



Notes

Terms and Conditions

■ ORDERING

Business Hours: We are open from 7:00 a.m. to 5:30 p.m. , Pacific Time, Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturday. Call (800) 722-2269 for ordering only; tech support by email only: tech@CAChassisworks.com. Our 24-hour fax number is (916) 388-0295.

Mail Orders: When submitting your order by mail, please provide the following information: name, billing address, shipping address, phone numbers, e-mail address, complete part numbers, quantities, and any special instructions.

Credit Card Orders: We accept Visa, MasterCard, Discover Card and American Express. Please have your credit card and the billing address available. In order to protect you and us from credit-card fraud, all credit-card orders must be shipped to the credit-card billing address or creditor authorized shipping address. Many credit card companies allow multiple shipping addresses. If necessary, you may need to call your Issuing Bank and establish your "ship-to" address. All freight charges will be added to your shipment (except for truck shipments). Customer is responsible for all costs due to refused or missed shipments.

Foreign Orders: All foreign orders must be fully prepaid (including freight) in U.S. funds. Required duties and taxes are not the responsibility of Chassisworks and must be paid by the customer to the appropriate parties.

■ SHIPPING

All of our roll bars, roll cages, chassis, and welded clips are shipped by LTL truck, freight collect. Most other shipments can be sent by a small-package carrier — ground service. Available air-delivery options include: next-day service, 2-day service, 3-day service, or deferred air service to Alaska , Hawaii & Puerto Rico (combination of air and ground). You must inform us if you want your shipment by air service. Additional shipping fees will be applied to your order.

Truck: All truck shipments must be 100-percent prepaid. The shipment will go collect for the freight charges only. When receiving freight via truck, it is the customer's responsibility to verify that he/she is receiving all parts listed on the bill of lading and that all parts received are in good condition. If you sign for something you do not receive, neither the freight company nor Chassisworks/KP Components/Total Control Products/VariShock will be responsible for replacing the item.

■ RETURNS AND CLAIMS

No claims or returns accepted after 30 days from date of invoice. We will only accept a return on a part that has not been modified, is still in its original package, and is in like-new condition. You will be charged a 25-percent restocking fee on any returned goods. And you will be issued a credit with us for the balance of the price you paid for the returned part. Before returning a part, you must call us. You will be given a "Return Authorization Number" (RA#), which you must write on the outside of the box being returned. A copy of the original invoice must be included. All shipping charges on return packages must be prepaid; we will not accept a C.O.D. If, upon examination, all parts are returned and all parts are in a like-new condition, a credit will be issued less the 25-percent restocking fee. No returns on special-order parts (including, but not limited to, axles, FAB9 housings, fiberglass, chassis, welded frames, any part made or ordered to customer specs, etc.). Springs are a tuning item and cannot be returned unless defective.

Back Orders: If any parts are back-ordered, they will be so noted on the invoice. Unless notified otherwise, we will ship the back-ordered parts as soon as they become available.

■ FREIGHT CLAIMS

All claims for damages, shortage, or loss must be made immediately with the carrier (i.e., UPS or the freight line). You must note any substantial damage to a package upon receipt of the shipment with the carrier. You may reorder any missing pieces from us. We will send you an invoice for the reordered parts, and you can use this invoice as proof to the carrier of replacement costs. Unfortunately, we cannot make these freight claims for you; however, if we can be of any assistance, please feel free to give us a call.

Missing Pieces: Although every effort is made to ensure that each part is packaged complete, inevitably, a component may be missing. You must check each kit as soon as you receive it against the parts list which is enclosed with each part. Any shortage must be reported immediately upon receipt of the product. Claims made after 10 days will not be honored.

■ WARRANTY NOTICE

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, either direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes NO GUARANTEE in reference to any specific class legality of any component. ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.

■ PRODUCT COLORS

Many of the items herein are colored for display purposes only. Your merchandise may arrive as bare metal, or in some finish other than that displayed in this catalog. Please read individual product descriptions for specifics on available finishes and/or discuss with your sales representative.

ALL PRICES ARE SUBJECT TO CHANGE.

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The most current version of our terms can be viewed at the Chassisworks website — www.CAChassisworks.com/cac_terms.html.

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Sacramento, CA 95828

Chassis-Builder Discounts!

Yes, your shop could qualify for special Builder-Program pricing on popular Chassisworks, KP Components, Total Control, and VariShock products!
For details and price quotes, please contact
Carl Robinson at **(888) 388-0201, Ext. 7612** or **crobinson@cachassisworks.com**

- Toll-Free Order Line: (800) 722-2269
- Customer Service and International: (916) 388-0288
- 24-Hour Fax: (916) 388-0295
- Tech Support: tech@cachassisworks.com
- Website: www.CAChassisworks.com

Product information for each of the Chris Alston's Chassisworks brands is available through its respective Website:

www.CAChassisworks.com
www.KPcomponents.com
www.TotalControlProducts.com
www.VariShock.com

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