

VOLUME

23

10 DOLLARS

CHRIS ALSTON'S Chassisworks

THE HOME OF HIGHER TECHNOLOGY

Drag-Race Product Catalog

Street/Strip - Pro Street - Drag Radial - Outlaw - Pro Mod

NEW! - Bolt-On Chevy II & Camaro Strut Conversion



NEW! - Direct-Fit Struts and FAB9™ Housings



Rear Frames and Suspensions

- 4-Links
- Ladder Bars
- Pro Street
- Drag Race



www.CAChassisworks.com

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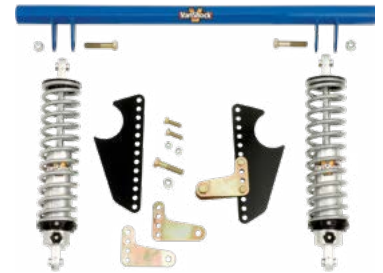
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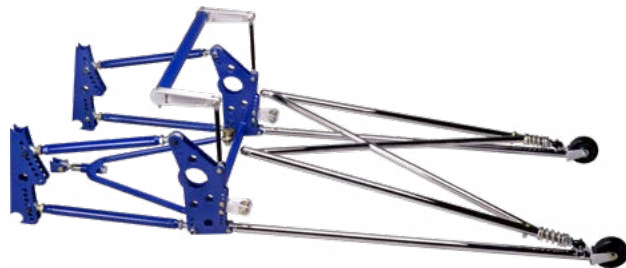


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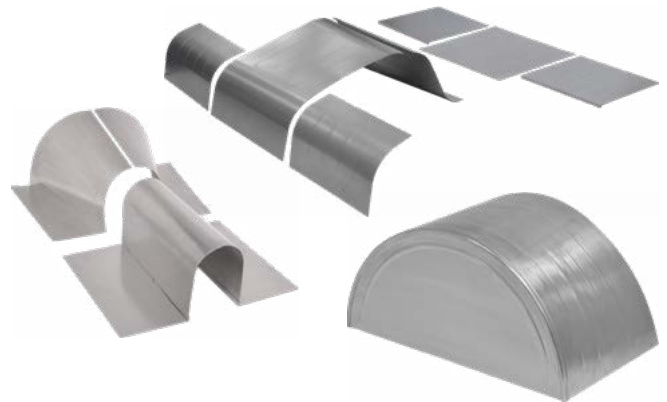


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READY TO CUSTOMIZE

The majority of our weld-assembled products may arrive partially assembled and in bare metal to streamline the process for your custom finishing.

Chassisworks Brands

Drag Race

Beginning with development of the first door slammer chassis kits in the mid 1970s, Chassisworks Drag Race continues to focus on installer-friendly kits and components to get you on track in less time.



CHRIS ALSTON'S
Chassisworks
DRAG RACE



Doorslammer Drag Race and Pro Street

Pro Touring

Choose from our vast product line of bolt-on suspension, steering, and chassis products for domestic muscle cars, as well as custom-fit frames, clips, and components for street, autocross or road course performance.



CHRIS ALSTON'S
Chassisworks
PRO TOURING



Direct-Fit GM Pro Touring and Muscle Cars

Custom Fit

Our complete chassis, tink kit, frame clip and suspension systems avoid the expense and hassle of extensive floor repairs on your custom-built car or truck.

- Pro-Touring Muscle Cars
- Custom Trucks
- Street Rods
- Pro-Street and more...



CHRIS ALSTON'S
Chassisworks
CUSTOM FIT

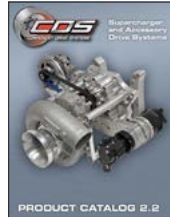


Full Frames, Clips and Crossmember Systems

Chassisworks Brands

Component Drive Systems

Extremely high-quality, direct bolt-on, gear- and belt-driven accessory systems for popular racing and street-performance engines.



Supercharger Drives and Accessories

Total Control Products

For over 25 years, Total Control Products has continued to set higher standards for suspension and steering performance.



- Mustang
- Cougar
- Falcon
- Fairlane
- Maverick



Vintage Mustang & Classic Ford (1960-1977)

KP Components

Pioneers of the cantilever system, KP Components innovative suspension systems and frame clips take sport truck suspension to a whole new realm.



Sport Truck Suspension (1960-2015)

VariShock

Chassisworks' in-house brand of shock absorbers, VariShock, has grown to include products for a broad range of performance and enthusiast markets.



Coil-Overs, Shocks and Struts

Chassisworks Shop Tour

Let's start with how we design and develop new products. Chassisworks owns five complete engineering workstations. In 1997, we upgraded our engineering-and-design department to Pro Engineer. This is the same workstation-based software utilized by the aircraft industry and Big Three automakers. It enables us to create three-dimensional, digital assemblies of a complete product — in its environment. Then, we can “fly through” the model to verify its form, fit and function. Our investment in computer-aided design goes far beyond what is commonly referred to as “CAD.” What does this mean for Chassisworks customers? It means we can design a product, model it, and check all structural aspects of size, fit and usability — before we cut even one piece of material. This exotic software enables Chassisworks to bring you a more effectively designed product — with proven performance — more quickly and less expensively than ever before. Of course, each new product will still be rigorously tested in the “real world.” However, by that point, its performance is virtually guaranteed. With these sophisticated engineering workstations, we not only design a product that kicks butt; we can calculate the force behind it! There's no other way to absolutely assure consistent quality and parts performance.

Numerous Chassisworks parts are produced entirely on our Mazak flexible manufacturing cells. These incredible machines represent a quantum leap in technology from the old-style CNC lathes used by many manufacturers. Each machine is a combination of two lathes and two mills, with automatic material loading and parts unloading. Many products, such as rod ends and clevises, require both milling and lathe work. By combining both functions within a single machine and adding automatic material loading, the cycle time necessary to produce a part is greatly reduced. This allows us to offer a higher-quality part at the same or lower price as our competitors.



◀ Many people have wondered how a component as complex as our FAB9 rearend housing can be priced so affordably. The “secret” is sophisticated manufacturing equipment such as this Amada Apellio combination of laser and hydraulic forming, complete with sheet loader.

▶ All Chassisworks bent-tube products are created on one of two computer-controlled, mandrel tube benders. These machines utilize the latest technology in pressure die boost and assist, which pushes more material into the outer radius of the bend to greatly minimize tube thinning. Our mandrel-bent rails are the finest in the industry because of these machines and the specially designed tooling that we have developed. (Chris Alston pioneered mandrel-bent frame rails for drag racing, and has made a huge investment in their successful production.)





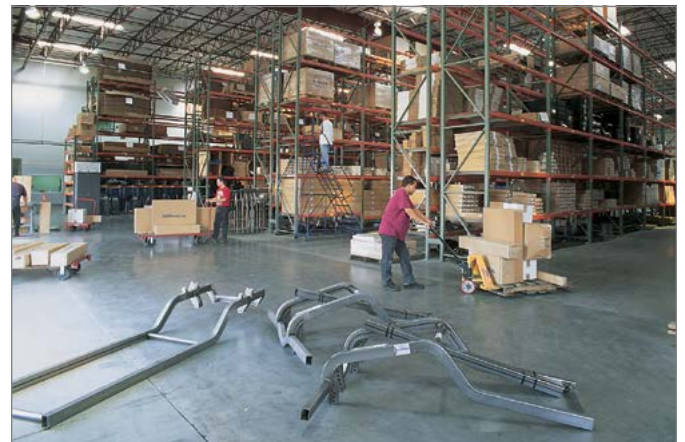
◀ This hybrid-style laser cuts accurately enough to produce quality bolt holes, unlike prior-generation machines. The laser cutter takes its drawings directly from our software and positions them on the raw sheet to utilize 95 percent of the raw material. Moreover, our vacuum loader enables this machine to be loaded and unloaded with minimal down time. Again, we pride ourselves on providing Chassisworks customers with the highest-quality parts at the lowest-possible prices.

▶ We also manufacture parts on a Mazak Pallatech machining center — the very first of these huge machines to be delivered in America. Its enormous work envelope enables us to manufacture more parts per cycle. With 12 tables and 160 different tools available, we can machine large numbers of parts with no setup time. (Its 50-horsepower, 15,000-rpm spindle really makes the chips fly!) This machine enables us to produce those high-quality, low-cost FAB9 housings.



◀ One of the best-known Chassisworks technical innovations is the FAB9 series. It accepts the same internal gears as a Ford 9-inch and provides a complete rearend housing for any vehicle. We developed this custom welding fixture, enabling us to attach all the brackets needed for your application and produce a custom rearend — in one day! Any of our rear suspensions and all of our accessories can be quickly added to the basic rearend assembly, based on the information provided in your order. At Chassisworks, we truly “make to order” — but with “off-the-shelf” pricing and delivery time.

▶ A high-density warehousing system that lets us stack finished parts 25 feet high enables Chassisworks to maintain the largest inventory in the industry. In fact, we ship 98 percent of all orders within 24 hours! Our specially designed packaging and custom-made boxes are engineered to package your order securely, in fewer containers — saving you shipping costs.



■ More detailed tour available at www.CAChassisworks.com



CDS - Component Drive Systems

■ Gear- and Belt-driven Drive Systems for Vortech, ProCharger, and Paxton Centrifugal Superchargers



CDS is a dealer for
ProCharger, Vortech, and Paxton
Call for package deals

■ Features

- Models available for most Vortech, ProCharger, and Paxton superchargers
- Broad selection of drive ratios
- Large 1-3/8" wide quick change gear set
- Timing pointer, built-in
- Crank trigger pick-up mount, built-in
- Oil level sight glass
- Aluminum blower and crankshaft hubs (Optional high-strength, heat-treated stainless steel)
- Two-piece case with alignment pins
- Scalloped gear-box and mount plates to remove excess material
- Pocket-milled in low stress areas to reduce weight
- Multiple auxiliary shafts provided to drive additional accessories (crankshaft RPM and blower RPM shafts)
- Accessory drives available (alternator, fuel pump, magneto, vacuum pump, distributors, water pump, power steering pump)

Drive Hub Bushings

The drive hubs between the crankshaft, gear drive, and supercharger use high-density urethane coupler bushings (available in multiple durometers) to dampen harmonics and extend bearing life.



■ Engine Applications

| MAKE | MODEL |
|-----------|----------------------------------|
| CHEVROLET | SMALL BLOCK |
| | BIG BLOCK |
| | LS SERIES- STOCK, LSX, WAREAGLE. |
| | RHS AND DART BILLET BLOCKS |

| FORD | SMALL BLOCK |
|------|------------------------------|
| | BIG BLOCK 429-460 |
| | MODULAR ENGINE 4.6 L & 5.4 L |

| PONTIAC | AFTERMARKET PONTIAC BLOCK |
|------------|---------------------------|
| STUDEBAKER | 289 V8 |
| BAE | HEMI |
| MOPAR | SMALL BLOCK, BIG BLOCK |
| MBR | 8.3 LITER HEMI |

■ Gear and Accessory Drives

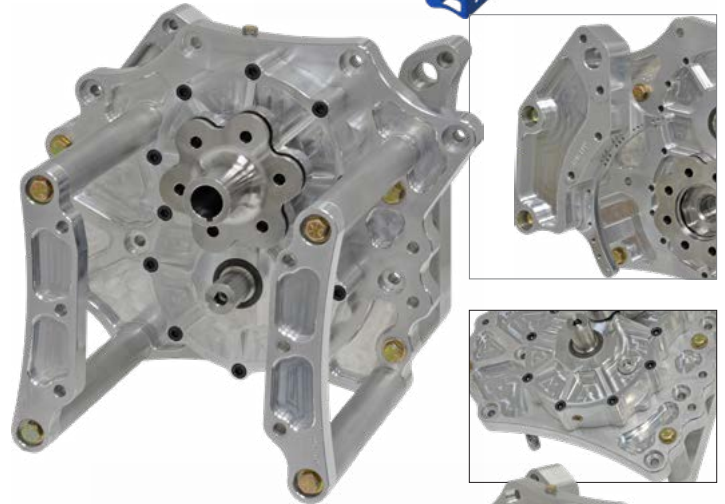
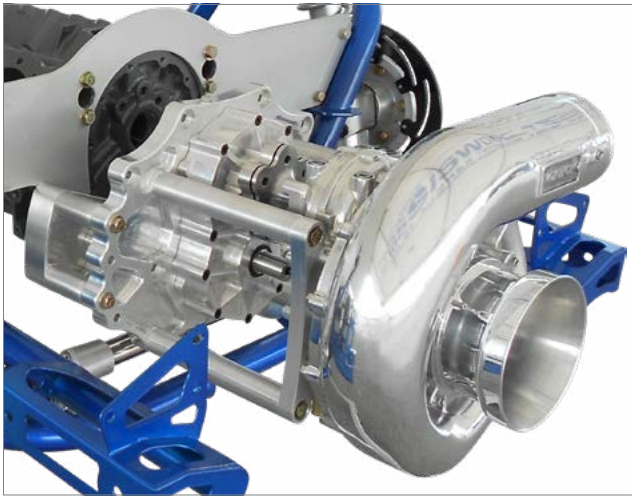
| | |
|------------------------|--|
| GEAR DRIVES | SINGLE-SUPERCHARGER GEAR DRIVE |
| | DUAL-SUPERCHARGER GEAR DRIVE |
| UPGRADE OPTIONS | HIGH-STRENGTH, STAINLESS-STEEL BLOWER HUB |
| | CRANK-TRIGGER HUB (6- OR 8-PIN) |
| | 12-PIN CRANK HUB |
| | 12-PIN CRANK HUB UPGRADE WITH TRIGGER |
| GEAR DRIVE ACCESSORIES | ALTERNATOR DRIVE (4 SPEED-UP RATIOS AVAILABLE) |
| | FUEL PUMP DRIVE (TYPE I) |

| | |
|-------------------|---------------------------------------|
| BELT DRIVES | FORWARD MOUNT SUPERCHARGER BELT DRIVE |
| ACCESSORIES | 50% ACCESSORY DRIVE REDUCTION |
| DRIVEN COMPONENTS | LINE DRIVE |
| | TRI-DRIVE |
| | DISTRIBUTOR WITH PRO CAP AND CAM SYNC |
| | ALTERNATOR ENCLOSED FLANGE DRIVE |
| | POWER STEERING PRO PUMP |
| | WATER PUMP |
| | MAGNETO DRIVE |
| | OFFSET MAGNETO DRIVE |
| | FUEL PUMPS (VARIOUS BRANDS) |
| | OIL PUMPS (VARIOUS BRANDS) |

Single-Supercharger Gear Drive (Vertical)

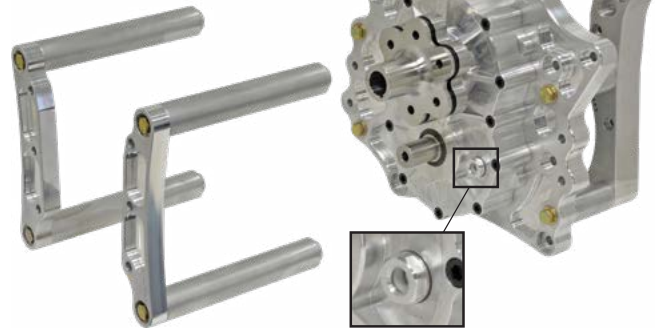


"I am the owner of the car that you guys just shipped a blower drive to Karls East Coast Speed in Rhode Island. I just want you to know I have never seen a better crafted product in my racing years. I look forward to continued business with Chris and company."



■ Features

- Gear-box and mount plates feature scalloped edges and pocket-milled faces to eliminate excess weight in low stress areas.
- Drain Plug
- Timing Pointer
- Crank Trigger Pickup Mount
- Vortech Supercharger Mount
- Oil Level Sight Glass
- Crank RPM Auxiliary Shaft
- Gear Case Vent



Single-Supercharger Gear Drive (Angled)

■ Features

- ProCharger Mounting Plate
- Option: Stainless-Steel Blower Drive Hub
- Crank RPM Auxiliary Drive Shaft
- Oil Level Sight Glass
- Timing Pointer
- Gear Case Vent



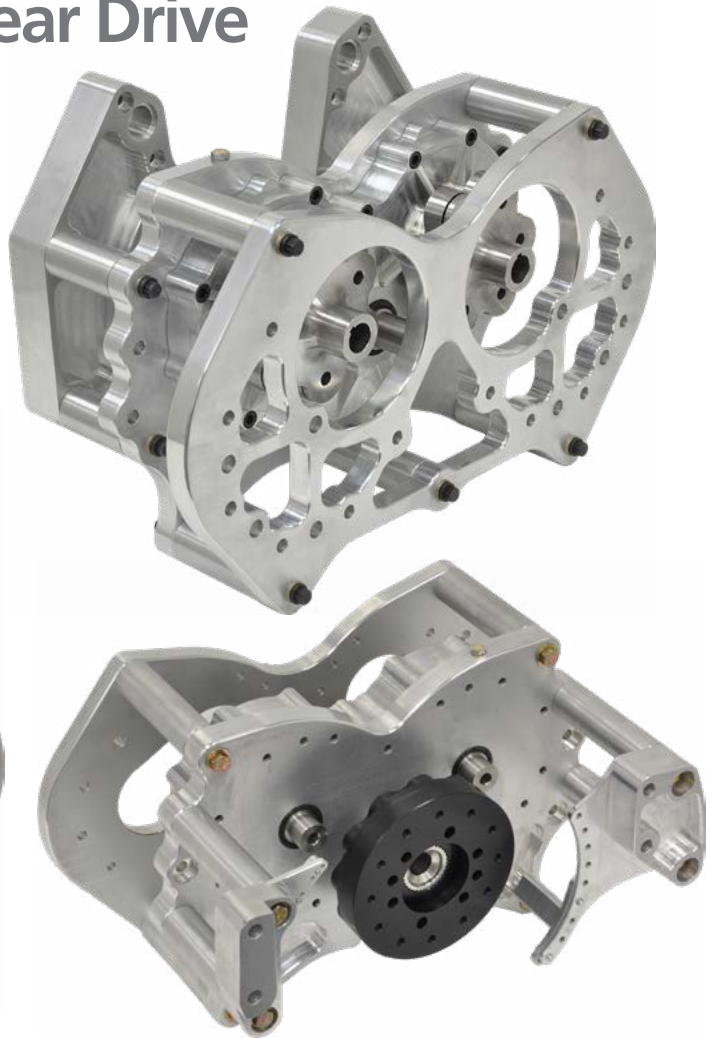
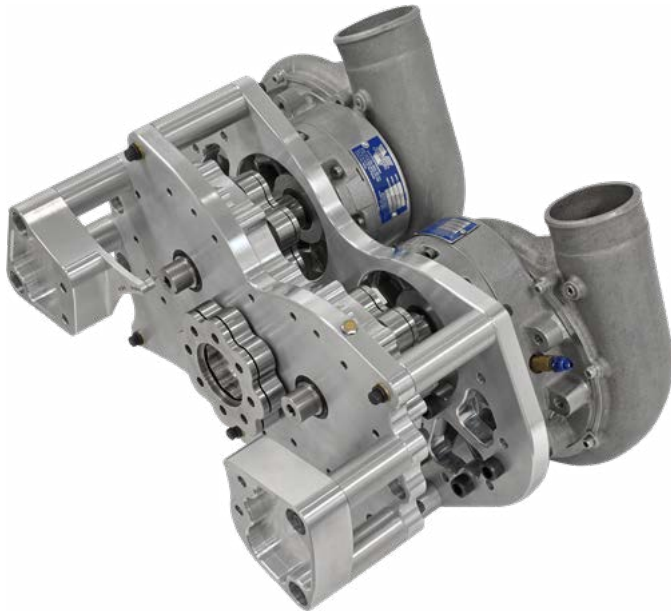
- 6-, 8- or 12-Pin Drive Hub
- Crank Trigger Pickup Mount
- Supercharger RPM Auxiliary Drive Shaft
- Pocket-milled to reduce weight



Dual-Supercharger Gear Drive

Features

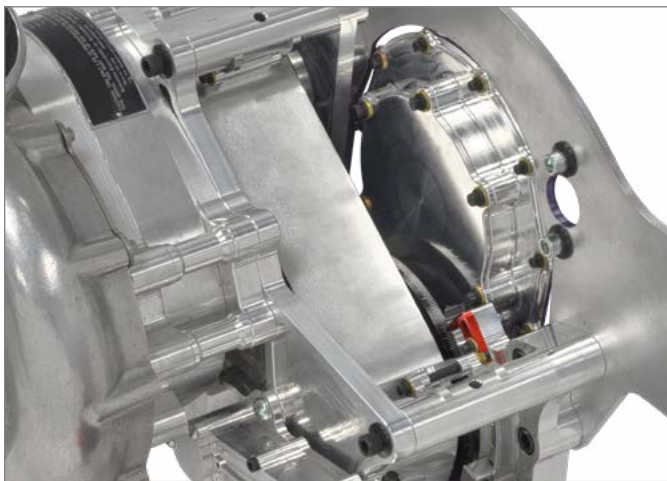
- Gear Case Vent
- Dual Supercharger Mounting Plate
- Blower RPM Auxiliary Drive Shafts
- 6-, 8- or 12-Pin Drive Hub
- Crank Trigger Pickup Mount



Single-Supercharger Belt Drive (Offset)

Features

- Optional Accessory Drive Arm (Fuel Pump, Magneto)
- Forward or Rear Mount Accessory Drive
- NOTE: Belt-drive system requires reverse rotation supercharger.



- Belt Guard Installed



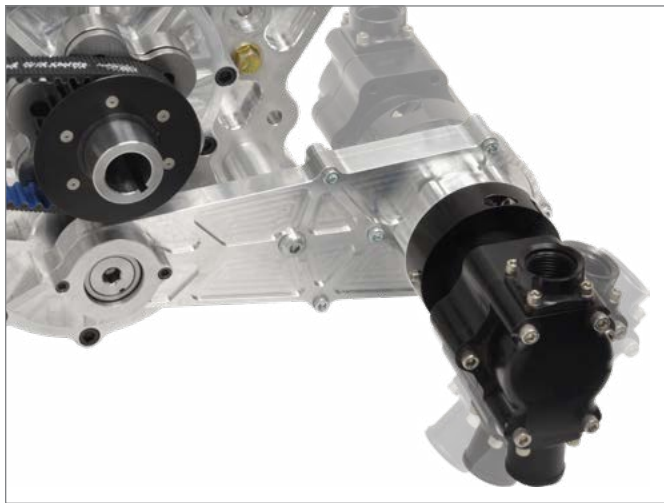
Accessory Mounts

■ Features

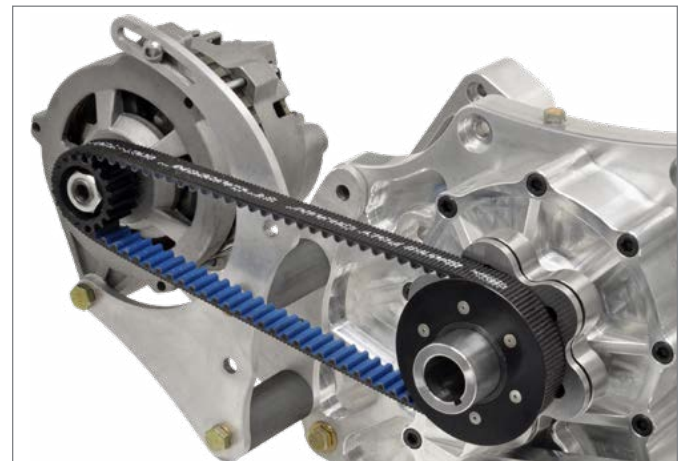
- 21mm Poly Chain GT Carbon Belt
- Alternator Mount
- Vortech Supercharger Mount
- Billet Boxed Support Arm
- Accessory mounts to front or rear of drive arm
- 12mm Poly Chain GT Carbon Belt

■ Reduction Drive

- Dual-Drive Capable
- Accessory Drive Arm
- Rotatable for Hose Clearance



■ Alternator Mount



Drive Accessories

■ Drive Cap

Cap off the unused output port to keep bearings free of debris.



■ Cable Drive Adapter

Easily drive accessories mounted remotely from the engine.



Assembly shown is for Waterman-style remote-mount fuel pump.

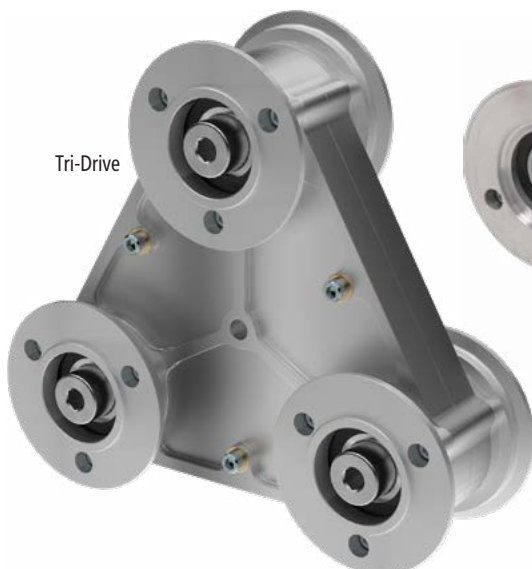
Accessory Reduction Drive

- Drives single or dual accessories with front/rear accessible output shaft
- Driven off auxiliary output shaft of supercharger gear drive
- Reduction drive operates at 50% of crankshaft speed
- Output ports accept V-band clamp (Aeromotive-style) accessory adapters
- Poly Chain® GT Carbon Belt with structural belt shroud
- Drive Cap available for unused port



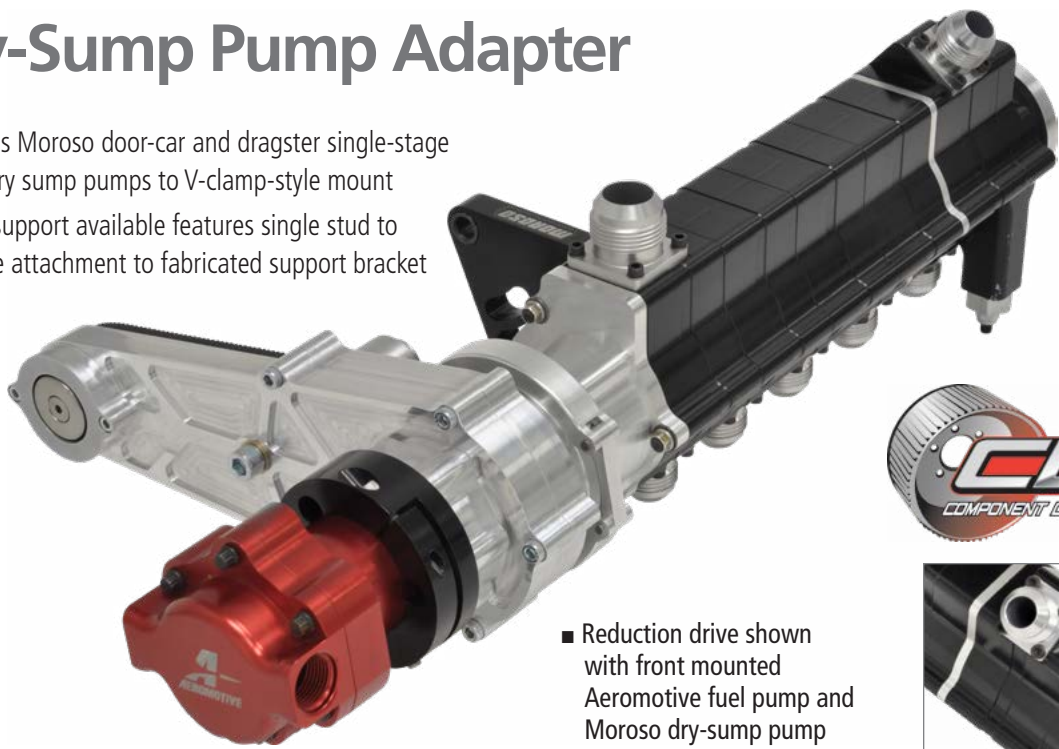
Accessory Drive Extensions

- Versatile V-clamp mount allows rotation of drive extensions to raise or lower accessory branch
- Drive additional accessories off front or rear output ports
- Driven off available output shaft of reduction drive
- Extends accessory mounting range
- Fully enclosed Poly Chain GT carbon belt



Dry-Sump Pump Adapter

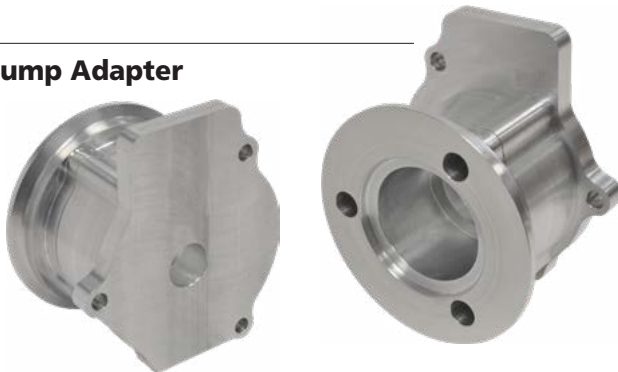
- Adapts Moroso door-car and dragster single-stage and dry sump pumps to V-clamp-style mount
- Rear support available features single stud to simple attachment to fabricated support bracket



- Reduction drive shown with front mounted Aeromotive fuel pump and Moroso dry-sump pump



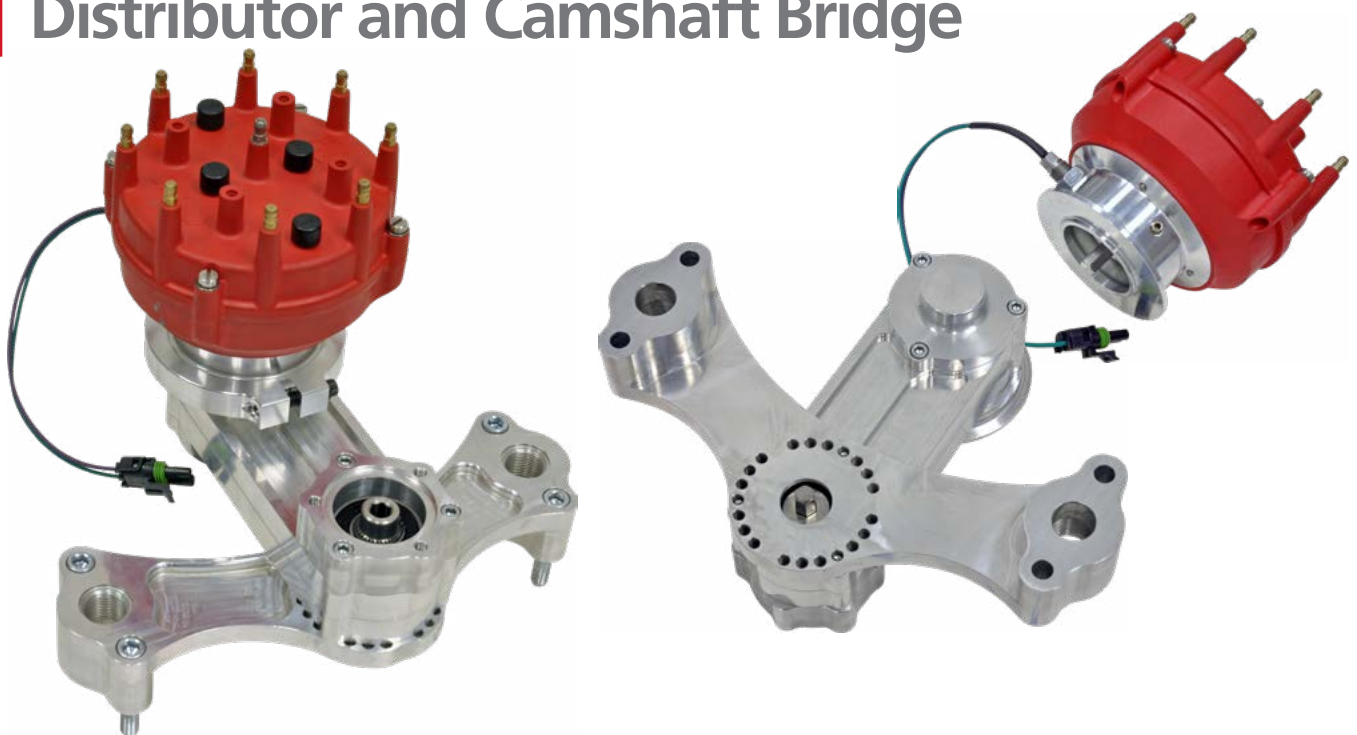
■ Pump Adapter



■ Rear Support



Distributor and Camshaft Bridge



Vacuum Pump Adapters

■ Star Mountain Motor Adapter

■ Moroso Adapter



Direct-Fit Accessories

In addition to the various mounting styles that build off the output shafts or drive extensions, accessories can also be mounted directly to the gear-drive base. This example shows

a Peterson oil-pump bolted off the driver side of our angled supercharger gear drive with belt cog running off the crank-speed shaft.



Splined Adapter

- 5/8" -bore
- 3/16" or 1/8" key way
- 3/8" hex



Bolt-On Drag Race Strut Clip (Chevy II, Camaro)

Reduce front-end weight with our extremely lightweight 4130 strut suspension system (124 to 144 lb); designed as a direct bolt-on for '62-'67 Chevy II and '67-69 Camaro drag race vehicles. The clip attaches to the car using the factory 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.



Only 124 pounds!

(As shown above)

■ **Special package price!**

■ 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.



■ Complete strut information on pages 69-72

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



■ Coil-Spring Rate Baseline

| FRONT END WEIGHT (LB) | RATE (LB/IN) | PART NUMBER |
|-----------------------|--------------|--------------|
| 900-1025 | 110 | VAS 21-12110 |
| 1025-1175 | 125 | VAS 21-12125 |
| 1175-1350 | 150 | VAS 21-12150 |
| 1350-1500 | 175 | VAS 21-12175 |
| 1500-1825 | 200 | VAS 21-12200 |
| 1825-2200 | 250 | VAS 21-12250 |
| 2200-2600 | 300 | VAS 21-12300 |

Bolt-On Drag Race Strut Clip (Chevy II, Camaro)

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 16.

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



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



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

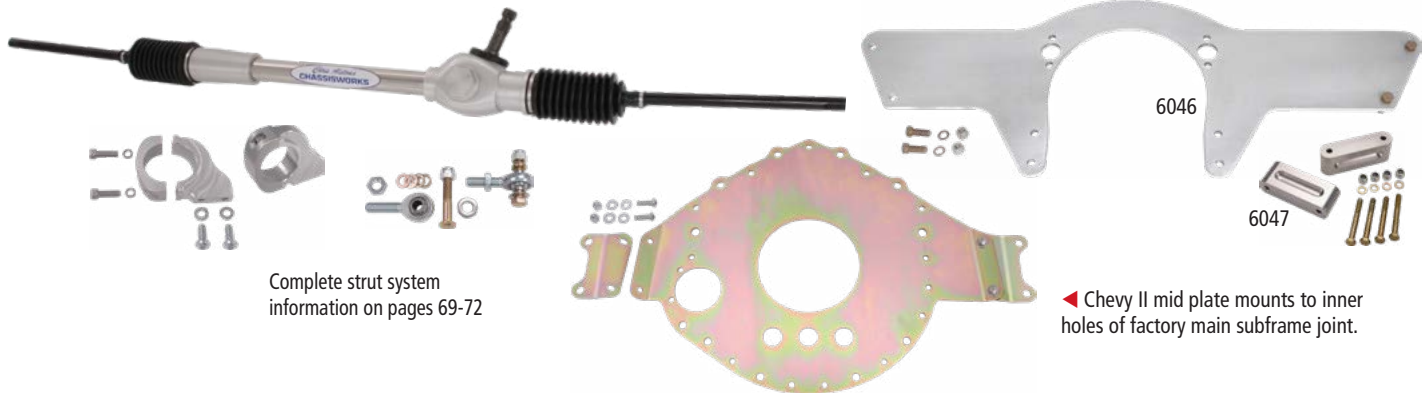


Drag-Race Billet Rack and Pinion

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.



Complete strut system information on pages 69-72

◀ Chevy II mid plate mounts to inner holes of factory main subframe joint.

| | |
|--------------------------|---|
| 7702 | 1962 CHEVY II - STRUT CLIP |
| 7705 | 1967-69 CAMARO/FIREBIRD - STRUT CLIP |
| INCLUDES | 4130 ROUND-TUBE FRAME CLIP, DOUBLE-ADJUSTABLE STRUTS, CONTROL ARMS, 4130 ROD ENDS, BILLET DRAG-RACE RACK AND PINION WITH MOUNTS, BUMP-STEER-ADJUSTABLE TIE-ROD ENDS, DISC-BRAKE KIT (BILLET HUBS, ROTORS, CALIPERS) |
| FRAME OPTIONS | MOTOR PLATE TABS (FACTORY-WELDED) BUMP MOUNTS (FACTORY WELDED) |
| STRUT OPTIONS | DOUBLE-ADJUSTABLE SINGLE 4130 STRUT BODY HIGH-REBOUND DOUBLE-ADJUSTABLE ALUMINUM PIGGYBACK-RESERVOIR WITH 4130 STRUT BODY |
| BRAKE OPTIONS | SPINDLE-MOUNT BRAKE - SLOTTED 10.25" X .25", DYNALITE 1-PISTON FLOATING CALIPERS (WHEELS: WELD, AMERICAN) LIGHT-DUTY DISC BRAKE - SLOTTED 10" X .35" ROTORS, DYNAPRO SINGLE 2-PISTON LUG-MOUNT CALIPERS MEDIUM-DUTY DISC BRAKE - SLOTTED 11.75" X .35" ROTORS, FORGED DYNALITE 4-PISTON LUG-MOUNT CALIPERS HEAVY-DUTY DISC BRAKE - VENTED 11.75" X .81" ROTORS, FORGED DYNALITE INTERNAL 4-PISTON LUG-MOUNT CALIPERS |
| DRIVETRAIN MOUNT OPTIONS | MOTOR PLATES: SMALL-BLOCK, BIG-BLOCK, LS-SERIES MID PLATES: AUTOMATIC (SB, BB, LS), LAKEWOOD (STEEL), OR ALUMINUM BLANK TRANSMISSION CROSSMEMBER: REMOVABLE WELD-IN WITH URETHANE MOUNT |
| COLUMN OPTION | LIGHTWEIGHT STEERING COLUMN WITH QUICK-RELEASE HUB (3-, 5- OR 6-BOLT PATTERN) |

Bolt-On A-Arm Subframe System

Chassisworks' bolt-on A-arm subframe is a direct-fit, high-performance suspension solution. The system features our versatile double A-arm, rack-and-pinion crossmember and broad selection of supporting suspension components and accessories. Its direct bolt-on design enables a time-saving, straight-forward installation that requires absolutely no custom fabrication. Mounting provisions for all major vehicle system components are integrated, as well as mounts for optional subframe-connector system. Optional mounts for motor-plate or mid-plate may be added for vehicles requiring maximum chassis stiffness.

- Engine swap, power adder room
- Improved strength and rigidity
- Direct-fit, simple installation
- Five different suspensions
- Right- and left-hand drive

■ Drag Race Suspension

5765

FABRICATED
SPINDLES, STREET
MACHINE ARMS



■ Street Machine Suspension

5762

SCULPTED SPINDLES,
STREET MACHINE
ARMS



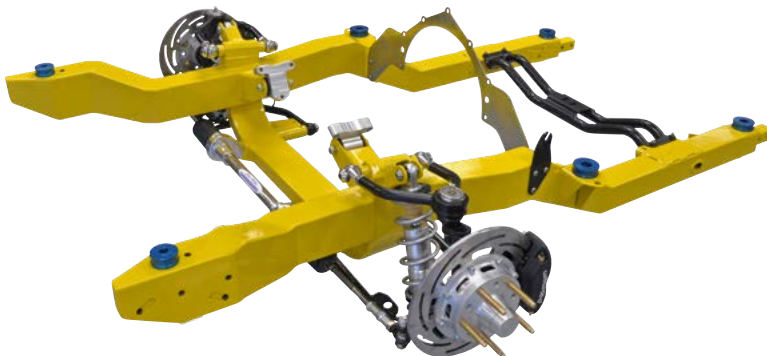
■ Chevrolet Nova (Chevy II)



| MAKE | MODEL | YEAR | SUBFRAME |
|---------|--|-------|-------------|
| CHEVY | NOVA | 62-65 | 7700 |
| | | 66-67 | 7700 |
| PONTIAC | ACADIAN | 62-65 | 7700 |
| | | 66-67 | 7700 |
| NOTES | SUSPENSION SOLD SEPARATELY CLIPS ARE PAINTABLE BARE METAL | | |



■ GM F- and X-Body

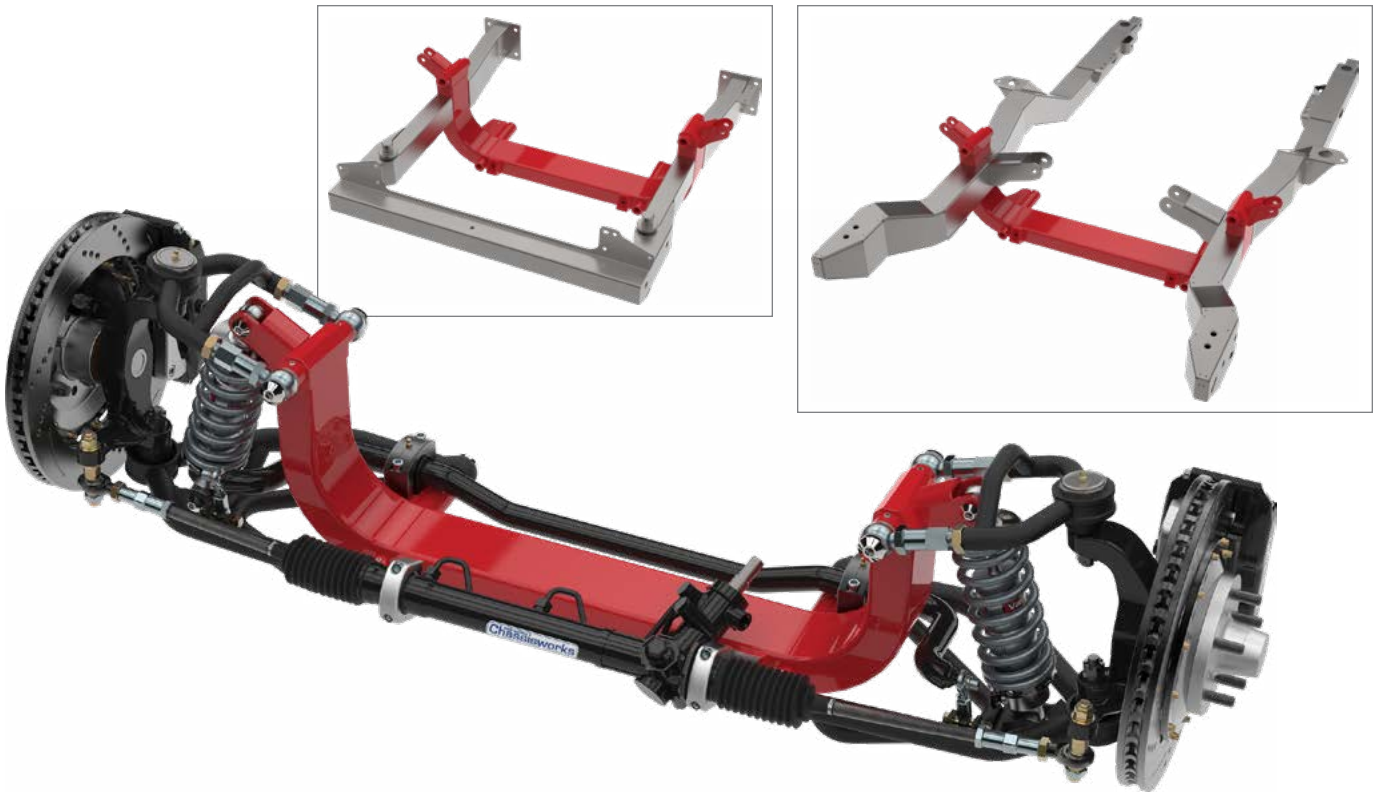


| MAKE | MODEL | YEAR | SUBFRAME |
|---------|--|-------|-------------|
| CHEVY | CAMARO | 67-69 | 7701 |
| | | 70-73 | 7703 |
| | | 74-81 | 7704 |
| PONTIAC | FIREBIRD | 68-72 | 7701 |
| | | 67-69 | 7701 |
| | | 70-73 | 7703 |
| | | 74-81 | 7704 |
| NOTES | SUSPENSION SOLD SEPARATELY CLIPS ARE PAINTABLE BARE METAL | | |



Bolt-On A-Arm Subframe System

■ COMMON CROSSMEMBER PLATFORM



■ 4 x 2" 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 that ensures the suspension moves as designed.



Locating features are machined into each crossmember to enable self-positioning of billet components.

■ Interlocking Slots and Tabs

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. Our superior spray-arc welding process produces the best weld penetration with excellent appearance.



Billet rack-and-pinion mount bases insert into the machined crossmember slot.

Bolt-On A-Arm Subframe System

CHEVY II SPECIFIC COMPONENTS

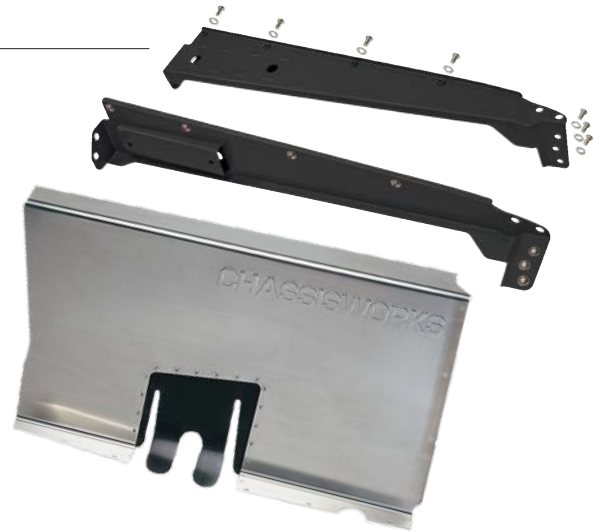


Fender Supports with Hood-Hinge Mounts

- Integrated hood-hinge mounts
- Laser-cut steel; nearly twice OEM thickness
- Multiple bends using fully automated fabrication press
- Curved top flange does not distort the fender
- Spray-arc welded and ground seams
- Bare steel finish

Aluminum Inner Fender Panels

- Bolts to g-Machine subframe, fender support and factory core-support
- Available blank or with Chassisworks embossed text
- Rubber splash flaps with stainless-steel hardware available
- Ships with protective PVC-film coating



| | | | |
|----------|--|--|------|
| CHEVY II | 62-65 | UPPER FENDER SUPPORTS WITH HINGE MOUNTS | 6650 |
| | | INNER FENDER PANELS, CHASSISWORKS EMBOSSED | 6651 |
| | | INNER FENDER PANELS, BLANK | 6654 |
| | 66-67 | UPPER FENDER SUPPORTS WITH HINGE MOUNTS | 6652 |
| | | INNER FENDER PANELS, CHASSISWORKS EMBOSSED | 6653 |
| | | INNER FENDER PANELS, BLANK | 6655 |
| NOTE | FENDER SUPPORTS AND PANELS SHIP IN PAIRS | | |

STEERING-SHAFT KITS AND COMPONENTS (COMMON)

| COLUMN | RACK | ITEM | COLUMN | RACK | ITEM | | |
|-------------------|-----------|---------------|----------|-----------|-----------|---------------|---------|
| AFTERMARKET | 3/4"-36 | 3/4"-36 | CHEVY II | 62-66 | 3/4"-36 | 6184 | |
| | | 16.8MM-DD | | | 9/16"-26 | 6184-OM | |
| | 1-DD | 3/4"-36 | | | 6144-1-DD | 16.8MM-DD | 6184-PS |
| | 1-48 | 16.8MM-DD | | 6146-1-DD | 67 | 3/4"-36 | 6185 |
| | | 3/4"-36 | | 6144-1-48 | | 9/16"-26 | 6185-OM |
| | 16.8MM-DD | 6146-1-48 | | 16.8MM-DD | | 6185-PS | |
| CAMARO / FIREBIRD | 67-81 | 3/4"-36 | NOVA | 68-72 | 3/4"-36 | 6188 | |
| | | 16.8MM-DD | | | 16.8MM-DD | 6188-PS | |
| | | 3/4"-36 (ISO) | | | 6189 | 3/4"-36 (ISO) | 6189 |



Camaro/Nova (F-, X-Body)

- Rag-joint flange adapter U-joint
- Collapsible intermediate shaft
- 6188 - with standard U-joint
- 6189 - with vibration U-joint



Chevy II

- 6184-XX
- Upper column shaft
- Upper U-joint
- Intermediate shaft
- Self-lubricating shaft bushing
- Firewall column mount
- Lower U-joint



6185-XX

- Column shaft adapter
- Upper U-joint
- Intermediate shaft
- Lower U-joint

6330

- Column Mount
- 2" to 2-1/2" ID



Bolt-On A-Arm Subframe System

VEHICLE-SPECIFIC COMPONENTS (F- AND X-BODY)



Transmission Crossmembers and Accessories



ESP 3.1108G GM-STYLE URETHANE TRANSMISSION MOUNT



OEM-Clip Adapters

5916-F10-11 CAMARO 67-69, NOVA 68-74 FOR V8

5916-F10-12 CAMARO 67-69, NOVA 68-74 FOR LS

5916-F20-13 CAMARO 70-74 (V8, LS)



5922-F10 HIGH-CLEARANCE TUNNEL CAP

NOTE USE WITH 5916-F10-05 WITH INCLUDED SPACER

| TRANSMISSION | * | DISTANCE TO BLOCK | CAMARO / FIREBIRD | | NOVA |
|----------------------------------|---|-------------------|--------------------------|-------------|-------------|
| | | | 67-69 | 70-81 | 68-74 |
| 4-SPEED / POWERGLIDE / TURBO 350 | - | 20.53" | 5916-F10-01 | 5916-F20-01 | 5916-F10-01 |
| 700R4/TREMEC/RICHMOND 5-SPD/4L60 | - | 22.30" | 5916-F10-02 | 5916-F20-02 | 5916-F10-02 |
| RICHMOND 6-SPEED ROD | - | 24.38" | 5916-F10-04 | 5916-F20-04 | 5916-F10-04 |
| TREMEC AFTERMARKET T-56 MAGNUM | 1 | 26.60" | 5916-F10-05 ³ | 5916-F20-05 | 5916-F10-05 |
| TURBO 400 / 200-4R / 4L65E | 2 | 26.85" | 5916-F10-03 | 5916-F20-03 | 5916-F10-03 |
| 4L80E/4L85E CHEVROLET AUTOMATIC | - | 30.36" | 5916-F10-06 | 5916-F20-06 | 5916-F10-06 |

*
 1 - TREMEC TUET11009 AND TUET11012
 2 - 4L65E FOR USE WITH LS-SERIES ENGINE ONLY. MOUNTS IN REARMOST SUBFRAME HOLES.
 3 - LOWERS TRANSMISSION 1" TO CLEAR OEM TUNNEL. INCLUDED SPACER CORRECTS TRANSMISSION ANGLE. REQUIRES TUNNEL CAP (5922-F10).

Subframe Body Bushings



Urethane - Performance street cars with benefit of dampened noise and vibration.

| | |
|-----------------|--------------|
| CAMARO | 67-81 |
| FIREBIRD | 67-81 |
| NOVA | 68-74 |

Billet-Aluminum - Suitable for road race or drag race vehicles for maximum rigidity.

| | |
|-------------|---|
| 6816 | BILLET-ALUMINUM BODY BUSHING SET |
| 6822 | URETHANE BODY BUSHING SET |
| 1248 | ALIGNMENT PIN TOOL (INCLUDED WITH SUBFRAME) |

Inner Fender Splash Flaps

Durable rubber splash flaps designed to fit the g-Machine suspension and OEM inner fender.



| | |
|-----------------|--------------|
| CAMARO | 67-69 |
| FIREBIRD | 67-69 |
| NOVA | 68-72 |

6656 SPLASH FLAPS FOR OEM INNER FENDER WITH G-MACHINE FRONT SUSPENSION (PAIR)

Clutch Pivot-Shaft Bracket Mount

Bracket mounts at the three threaded holes along the driver-side frame rail; same position as factory bracket.



| | |
|-----------------|--------------|
| CAMARO | 67-69 |
| FIREBIRD | 67-69 |

6331 CLUTCH LINKAGE FRAME PIVOT MOUNT FOR G-MACHINE CAMARO SUBFRAME (7701)

Bolt-On A-Arm Subframe System

■ MOTOR AND MID PLATES



■ Bolt-In Motor Plate (Optional)

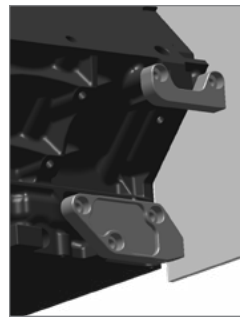


LS-Series



Chevy V8

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.



6061 - LS adapter mounts

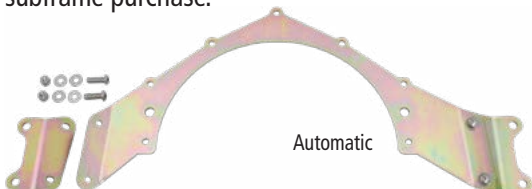
| | | | |
|-----------------|--------------|---------------------------------------|--------------|
| CAMARO | 67-81 | LS-SERIES | 6082* |
| | | SMALL-BLOCK V8 | 6063 |
| | | BIG-BLOCK V8 | 6064 |
| CHEVY II | 62-67 | LS-SERIES | 6080* |
| | | SMALL-BLOCK V8 | 6056 |
| | | BIG-BLOCK V8 | 6057 |
| NOVA | 68-72 | LS-SERIES | 6082* |
| | | SMALL-BLOCK V8 | 6063 |
| | | BIG-BLOCK V8 | 6064 |
| * | | A/C BOSS ADAPTER MOUNT FOR LS ENGINES | 6061 |

■ Bolt-In Mid Plate (Optional)

Recommended for moderate- to high-horsepower applications, mid plates easily bolt to g-Machine-subframe-equipped 1967-69 Camaro/Firebirds and 1968-72 Novas, with optional brackets, and stock or g-Machine-equipped 1962-67 Chevy II/Novas. 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.

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.

NOTE: Camaro g-Machine subframe installation requires selection of optional mid-plate brackets at time of subframe purchase.



Automatic



Lakewood



LS Adapter

| | | | |
|------------------|--------------|---|-------------|
| CAMARO | 67-81 | AUTOMATIC | 6065 |
| | | LAKWOOD | 6066 |
| | | LS ADAPTER | 6083 |
| CHEVY II* | 62-67 | AUTOMATIC | 6058 |
| | | LAKWOOD | 6059 |
| | | LS ADAPTER | 6081 |
| FIREBIRD | 67-81 | AUTOMATIC | 6071 |
| | | LAKWOOD | 6072 |
| | | LS ADAPTER | 6083 |
| NOVA | 68-72 | AUTOMATIC | 6065 |
| | | LAKWOOD | 6066 |
| | | LS ADAPTER | 6083 |
| NOTE | | CHEVY II MID PLATE ALSO FITS OEM SUBFRAME | |

Bolt-On A-Arm Subframe System

■ SIDE ENGINE MOUNTS

Side motor mounts enable bolt-on installation when used with our g-Machine crossmember, direct-fit subframes, or 2 x 2" mandrel-bent weld-in crossmember. Most mounts are available in steel and billet-aluminum versions. 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.



■ Aluminum Mounts

| MAKE | ENGINE | ITEM | OFFSET |
|-------|------------|------------|----------|
| CHEVY | LS SERIES | 5917-LSF-1 | FORWARD |
| | | 5917-LSR-1 | REAR |
| | SB, BB, V6 | 5917-CV8-1 | STANDARD |



■ Steel Mounts

| MAKE | ENGINE | ITEM | OFFSET |
|---------|-------------|------------|------------|
| CHEVY | LS SERIES | 5917-LSA-S | ADJUSTABLE |
| | LT4 (GEN-5) | 5917-LT4-S | REAR |
| | SS, BB, V6 | 5917-CV8-S | STANDARD |
| PONTIAC | V8 ('70-77) | 5917-PV8 | STANDARD |



■ 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.



5917-SP277 MOTOR-MOUNT SPUD HARDWARE SET, POLISHED



Bolt-On A-Arm Subframe System

■ FRONT CLIP SUSPENSION SYSTEMS

Base suspension and steering systems are offered with a variety of options from which to choose. Detailed option selectors are viewable online by adding to your shopping part.

■ Suspension Component Development

Production of our base 4x2" crossmember began roughly 20 years ago. In that time we have broadened the range of performance by developing multiple levels of each supporting suspension component.

■ Street Machine System (Coil-Over)

5762

STREET MACHINE ARMS WITH SCULPTED SPINDLE, MULTIPLE BRAKE OPTIONS



■ Street Machine System (Air)

5762

STREET MACHINE SYSTEM SHOWN WITH OPTIONAL AIR-SPRING SHOCK AND POWER RACK AND PINION



■ Drag Race System

5765

STREET MACHINE ARMS WITH FABRICATED SPINDLE, MULTIPLE BRAKE OPTIONS



Bolt-On A-Arm Subframe System

STREET-MACHINE SYSTEM

5762 STREET-MACHINE CLIP FRONT SUSPENSION

STREET-MACHINE ARMS, SCULPTED IRON SPINDLES, RACK AND PINION, TIE RODS, COIL-OVER SHOCKS, SPRINGS, SHOCK SIMULATOR, BALL-JOINT WRENCH

OPTIONS

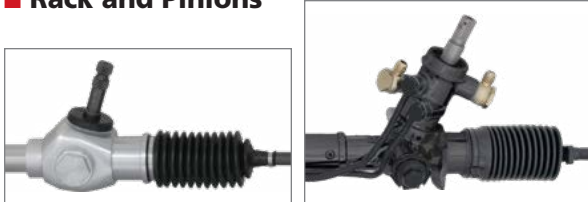
| | |
|-----------------|--|
| TIE RODS | OEM-STYLE, BUMP-STEER KIT |
| RACK AND PINION | MANUAL BILLET-ALUMINUM (LHD/USA) POWER 30, 32, 33" (LHD/USA, RHD/AUS) |
| SWAYBAR | 3/4" (POLY), 1", 1-1/4" (BEARING) |
| SHOCKS | COIL-OVER: FACTORY, SINGLE-, DOUBLE-ADJ. AIR-SPRING: SINGLE-, DOUBLE-ADJUSTABLE |
| | HARDWARE: HEX-HEAD, BEVELED-SPUD |
| SPRINGS | 500 TO 750 LB/IN RATES |
| BRAKES | 11-3/4", 13", 14" BRAKE KITS |



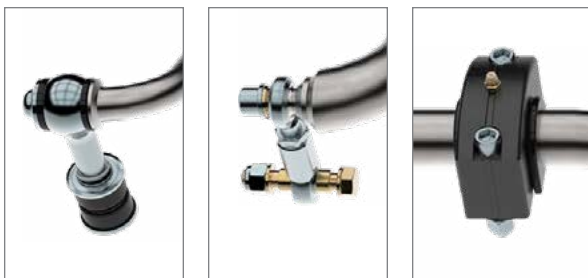
Tie Rod Sets



Rack and Pinions



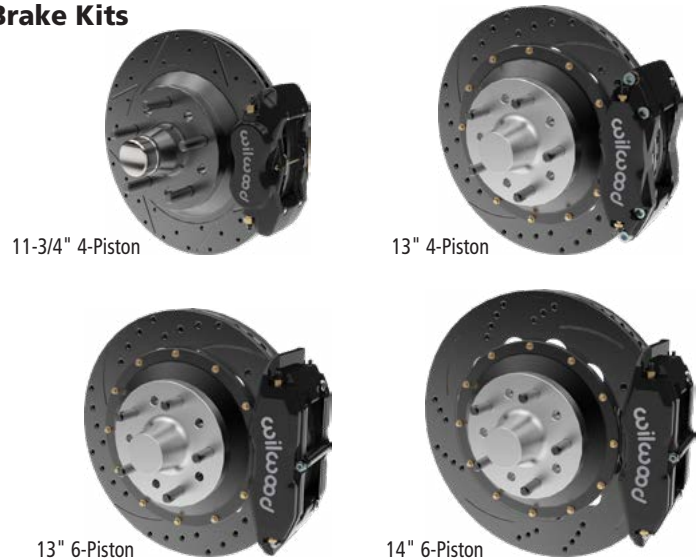
Anti-Roll Bars



Shock Options



Brake Kits



11-3/4" 4-Piston

13" 4-Piston

13" 6-Piston

14" 6-Piston

Bolt-On A-Arm Subframe System

STREET MACHINE SYSTEM (5762)

Suspension Components



| CONTROL ARMS | SPINDLES | ANTI-ROLL BARS | TOOLS |
|----------------------|----------------------|----------------------|-------------------|
| STREET MACHINE STYLE | SCULPTED STYLE | 3/4", POLY-POLY | BALL-JOINT WRENCH |
| PAINTABLE BARE METAL | PAINTABLE BARE METAL | 1", BEARING-POLY | |
| | | 1-1/4", BEARING-POLY | |

Shock Absorbers



| COIL-OVER SHOCKS | AIR-SPRING SHOCKS | SHOCK HARDWARE | TOOLS |
|-----------------------------|-------------------|--------------------------|------------------|
| PRESET OR SINGLE ADJUSTABLE | SINGLE ADJUSTABLE | GRADE 8 HEX HEAD | SHOCK SIMULATORS |
| 500 TO 750 LB/IN | DOUBLE ADJUSTABLE | STAINLESS SPUD FASTENERS | |

Steering



| MANUAL RACK | POWER RACK | TIE RODS |
|--------------|------------------------|----------------|
| SATIN FINISH | LEFT-HAND DRIVE (USA) | OEM STYLE |
| | RIGHT-HAND DRIVE (AUS) | BUMP STEER KIT |

Brakes



11.75 X .81"
1-PIECE VENTED ROTOR AND HUB
4-PISTON CALIPER

13 X 1"
VENTED ROTOR
BILLET-ALUMINUM HAT AND HUB
4-PISTON CALIPER

13 OR 14 X 1.25"
VENTED ROTOR
BILLET-ALUMINUM HAT AND HUB
6-PISTON CALIPER

Bolt-On A-Arm Subframe System

■ DRAG RACE SYSTEM

5765 DRAG RACE CLIP FRONT SUSPENSION
 STREET-MACHINE ARMS, BILLET MANUAL RACK AND PINION, BUMP-STEER TIE RODS, COIL-OVER SHOCKS, SPRINGS, SHOCK SIMULATOR, BALL-JOINT WRENCH

OPTIONS

SPINDLES FABRICATED 4130, SCULPTED IRON
 SHOCKS SINGLE-, DOUBLE-ADJUSTABLE
 SPRINGS 250 TO 500 LB/IN RATES
 BRAKES MEDIUM-DUTY, HEAVY-DUTY

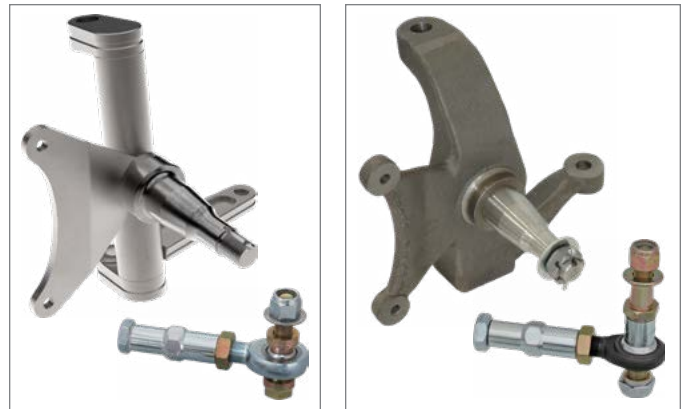
NOTES WELDED ASSEMBLIES AND SPINDLES ARE PAINTABLE BARE METAL



■ Control Arms



■ Spindles and Tie Rod Sets



■ Shock Options



■ Brake Kits



■ Rack and Pinion



Bolt-On A-Arm Subframe System

SPINDLES AND UPRIGHTS

Street-Machine Spindles

- Street-Machine or g-Machine arms
- CAD designed for max. strength



6174 SCULPTED IRON SPINDLES

Drag Race Spindles

- Lightweight 4130 construction
- Use with Street-Machine arms
- Bare metal



6165 DRAG RACE SPINDLES

CONTROL ARM STYLES

Street-Machine Arms



- Street and drag race performance
- Adjustable upper control arm
- Low-friction, polymer pivots
- Mandrel-bent DOM-steel tubing
- Paintable bare metal

6171 UPPER ARMS, BARE METAL

6172 LOWER ARMS, BARE METAL

6104 SCREW-IN BALL JOINTS (PR)

g-Machine Arms



- Street and performance-handling
- Rigid triangulated arm brace
- Upper arm adjustment couplers
- Low-friction, polymer pivots
- Heavy-duty screw-in ball joints
- Mandrel-bent DOM-steel tubing

6152 UPPER ARMS, BARE METAL

6153 LOWER ARMS, BARE METAL

STREET-MACHINE BRAKES

11.75 x .81" 1-Piece Vented Rotor-Hub with 4-Piston Caliper



8319-BK WITH BLACK CALIPERS

8319-RD WITH RED CALIPERS

1"-Wide Vented Rotor, 5-Lug Billet-Aluminum Hub with 4-Piston Caliper



8324-134 13" W/ BLACK CALIPERS

1.25"-Wide Vented Rotor, 5-Lug Billet-Aluminum Hub with 6-Piston Caliper



8324-136 13" W/ BLACK/RED CALIPERS

8324-14 14" W/ BLACK/RED CALIPERS

DRAG RACE BRAKES

11.75 Rotor, 5-Lug Hub with 4-Piston Caliper

| | | | |
|----------------|--------------------|---------------------|-------|
| 8336 | .35" -WIDE SLOTTED | BILLET-ALUMINUM HUB | BLACK |
| 8319-BK | .81" -WIDE VENTED | 1-PIECE ROTOR-HUB | BLACK |
| 8319-RD | .81" -WIDE VENTED | 1-PIECE ROTOR-HUB | RED |



Bolt-On A-Arm Subframe System

■ 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 chrome-moly 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 bump-steer 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)

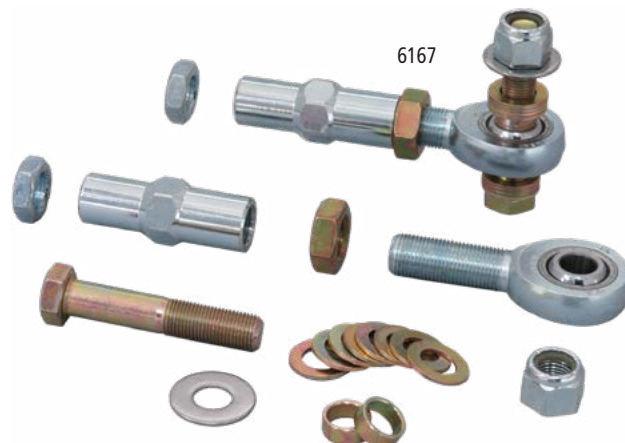
■ g-Machine Bump-Steer Sets

Chassisworks' bump-steer kit replaces 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.

6151 BUMP-STEER-OUTER TIE-ROD SET FOR SCULPTED SPINDLE

6167 BUMP-STEER-OUTER TIE-ROD SET FOR FABRICATED SPINDLE



gStreet Front Suspensions (for OE Subframe)

■ GSTREET COIL-OVER SUSPENSIONS

- Greatly improves handling over stock suspension
- Reduced deflection in arms, pivots and mounts
- Tubular upper and lower control arms
- Polymer or urethane pivot bushings
- Greasable pivot-ball top stud
- COM-8 lower shock eye

APPLICATIONS

- '64-72 Chevelle (A-Body)
- '67-81 Camaro (F-Body)
- '55-57 Chevy



| MODEL | YEAR | ITEM | OPTIONS | | | | | | | |
|-------------------|--|----------|---------|---------|-----------|---------------|------------|----------|-------------|-----------|
| | | | SHOCKS | SPRINGS | SPINDLES | BILLET SLEEVE | BUMP STEER | TIE RODS | CENTER LINK | IDLER ARM |
| CHEVELLE (A-BODY) | 64-67 | 5706-A10 | 1,2 | 1,2,3,4 | 1,2,3,4,5 | ✓ | ✓ | ✓ | - | - |
| | 68-70 | 5706-A20 | 1,2 | 1,2,3,4 | 1,2,3,4,5 | ✓ | ✓ | ✓ | ✓ | ✓ |
| | 71-72 | 5706-A30 | 1,2 | 1,2,3,4 | 1,2,3,4,5 | ✓ | ✓ | ✓ | ✓ | ✓ |
| CAMARO (F-BODY) | 67 | 5706-F10 | 1,2 | 1,2,3,4 | 1,2,3,4,5 | ✓ | ✓ | ✓ | - | - |
| | 68-69 | 5706-F11 | 1,2 | 1,2,3,4 | 1,2,3,4,5 | ✓ | ✓ | ✓ | - | ✓ |
| | 70-74 | 5706-F20 | 1,2 | 1,2,3,4 | 1 | ✓ | ✓ | ✓ | ✓ | ✓ |
| | 75-81 | 5706-F21 | 1,2 | 1,2,3,4 | 1 | ✓ | ✓ | ✓ | ✓ | ✓ |
| CHEVY | 55-57 | 5706-H10 | 1,2 | 1,2,3,4 | 1 | - | - | - | - | - |
| NOTE | INCLUDES UPPER AND LOWER CONTROL ARMS, AND VARISHOCK COIL-OVER WITH CHOICE OF SPRING RATES | | | | | | | | | |

■ OPTIONS

SHOCK OPTIONS

| | VALVING | UPPER | LOWER |
|---|---------|-----------|-------|
| 1 | SINGLE | BALL STUD | COM-8 |
| 2 | DOUBLE | BALL STUD | COM-8 |

SPRING OPTIONS

| | RATE (LB/IN) | LENGTH |
|---|--------------|--------|
| 1 | 550 | 9" |
| 2 | 600 | 9" |
| 3 | 675 | 9" |
| 4 | 750 | 9" |

SPINDLE OPTIONS

| | TYPE | RIDE | UPRIGHT |
|---|----------|---------|-----------|
| 1 | FORGED | STOCK | STOCK |
| 2 | FORGED | 2" DROP | STOCK |
| 3 | FORGED | 2" DROP | 2" TALL |
| 4 | ALUMINUM | STOCK | 1.5" TALL |
| 5 | ALUMINUM | 2" DROP | 1.5" TALL |



gStreet Front Upper A-Arms (for OE Subframe)

gStreet tubular upper control arms make an excellent upgrade to your OEM suspension. Control arm sets feature

OEM-style balljoints, for use with factory or aftermarket spindles, and durable powder-coat finish.

■ UPPER A-ARMS FOR COIL-OVER AND AIR-SPRING SUSPENSIONS

- '64-72 Chevelle (A-Body)
- '67-81 Camaro (F-Body)
- '55-57 Chevy



5706-XXX
Coil-Over Suspension



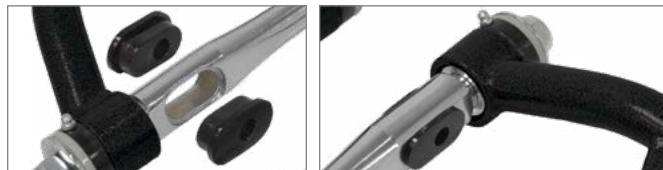
5707-XXX
Air-Spring Suspension

■ '64-72 Chevelle (A-Body) - Mark II Upper Arms



5704-A10 '64-72 CHEVELLE (A-BODY) UPPER ARMS (PAIR)

■ '67-69 Camaro (F-Body) - Mark II Upper Arms



5704-F10 '67-69 CAMARO, '68-74 NOVA UPPER ARMS (PAIR)

■ '70-81 Camaro, 1975-79 Nova - Upper Arms



5704-F20 '70-81 CAMARO, '75-79 NOVA UPPER ARMS (PAIR)

■ '55-57 Chevy (GM Full-Size) - Upper Arms



5704-H10 '55-57 CHEVY (GM FULL-SIZE) UPPER ARMS (PAIR)

gStreet Front Lower A-Arms (for OE Subframe)

gStreet lower A-arms feature rigid tubular construction with a lowered shock mount position, compared to other aftermarket arms, to accommodate a longer shock body with

increased suspension travel. Control arm sets feature OEM-style balljoints, for use with factory or aftermarket spindles, and durable powder-coat finish.

■ LOWER A-ARMS FOR COIL-OVER AND AIR-SPRING SUSPENSIONS

- '64-72 Chevelle (A-Body)
- '67-81 Camaro (F-Body)
- '55-57 Chevy



5706-XXX - Coil-Over Suspension



5707-XXX - Air-Spring Suspension

■ '64-72 Chevelle (A-Body)



5705-A10 '64-72 CHEVELLE (A-BODY) LOWER ARMS (PAIR)

■ '67-69 Camaro (F-Body)



5705-F10 '67-69 CAMARO, '68-74 NOVA LOWER ARMS (PAIR)

■ '70-81 Camaro, 1975-79 Nova



5705-F20 '70-81 CAMARO, '75-79 NOVA LOWER ARMS (PAIR)

■ '55-57 Chevy (GM Full-Size)



5705-H10 '55-57 CHEVY (GM FULL-SIZE) LOWER ARMS (PAIR)

VariShock Bolt-In Shocks

"On the street or strip, VariShock offers the ultimate direct-replacement shock absorbers for cars and trucks!"

■ Stem Mount

This stem mount is threaded (3/8" D x 2-1/2" L) and is designed to fit into the existing upper mount of many vehicles.



■ Open Crossbar

Our crossbars are produced in open and closed styles and use the urethane bushings with 350% more material, improving load distribution and extending bushing life.

■ Closed Crossbar

Our crossbars are produced in open and closed styles and use the urethane bushings with 350% more material, improving load distribution and extending bushing life.

■ Pin Mount

Our pin mount comes in sizes to match many vehicles and uses the urethane bushings, which feature up to 350% more material, improving load distribution and extending bushing life.



| SENSISET | QUICKSET 1 | QUICKSET 2 | RIDE | COMPRESS | EXTEND | TRAVEL | UPPER MOUNT | CODE | LOWER MOUNT | CODE |
|-----------|------------|------------|--------|----------|--------|--------|--------------------|------|---------------------|------|
| - | 14122-615 | 14222-615 | 15.02" | 11.94" | 18.09" | 6.15" | EYE 7/16" TO 1/2" | 501 | EYE 7/16" TO 1/2" | 501 |
| 14044-715 | 14144-715 | 14244-715 | 14.40" | 10.83" | 17.98" | 7.15" | STEM 3/8" | 201 | STEM 3/8" | 700 |
| 14045-425 | 14145-425 | 14245-425 | 10.43" | 8.30" | 12.55" | 4.25" | STEM 3/8" | 201 | CROSSBAR OPEN | 300 |
| 14045-515 | 14145-515 | 14245-515 | 11.78" | 9.20" | 14.35" | 5.15" | STEM 3/8" | 201 | CROSSBAR OPEN | 300 |
| - | 14145-615 | 14245-615 | 13.28" | 10.20" | 16.35" | 6.15" | STEM 3/8" | 201 | CROSSBAR OPEN | 300 |
| - | 14146-515 | 14246-515 | 11.78" | 9.20" | 14.35" | 5.15" | STEM 3/8" | 201 | CROSSBAR CLOSED | 301 |
| - | 14146-615 | 14246-615 | 13.28" | 10.20" | 16.35" | 6.15" | STEM 3/8" | 201 | CROSSBAR CLOSED | 301 |
| 14047-425 | 14147-425 | 14247-425 | 9.96" | 7.84" | 12.09" | 4.25" | STEM 3/8" | 201 | STUD PLATE | 600 |
| 14047-515 | 14147-515 | 14247-515 | 11.31" | 8.74" | 13.89" | 5.15" | STEM 3/8" | 201 | STUD PLATE | 600 |
| 14047-615 | 14147-615 | 14247-615 | 12.81" | 9.74" | 15.89" | 6.15" | STEM 3/8" | 201 | STUD PLATE | 600 |
| 14049-715 | 14149-715 | 14249-715 | 14.78" | 11.20" | 18.35" | 7.15" | STEM 3/8" | 201 | CANTILEVER PIN 1/2" | 400 |
| 14049-825 | 14149-825 | 14249-825 | 16.43" | 12.30" | 20.55" | 8.25" | STEM 3/8" | 201 | CANTILEVER PIN 1/2" | 400 |
| - | 1414C-515 | 1424C-515 | 13.06" | 10.49" | 15.64" | 5.15" | STEM 3/8" | 201 | CLEVIS FORK | 800 |
| 14064-715 | 14164-715 | 14264-715 | 16.14" | 12.57" | 19.72" | 7.15" | CROSSBAR CLOSED | 301 | STEM 3/8" | 700 |
| 14067-425 | 14167-425 | 14267-425 | 11.70" | 9.58" | 13.83" | 4.25" | CROSSBAR CLOSED | 301 | STUD PLATE | 600 |
| 14069-715 | 14169-715 | 14269-715 | 16.52" | 12.94" | 20.09" | 7.15" | CROSSBAR CLOSED | 301 | CANTILEVER PIN 1/2" | 400 |
| - | 14188-425 | 14288-425 | 12.17" | 10.04" | 14.29" | 4.25" | EYE 1/2" TO 11/16" | 521 | EYE 1/2" TO 11/16" | 521 |
| - | 14188-715 | 14288-715 | 16.52" | 12.94" | 20.09" | 7.15" | EYE 1/2" TO 11/16" | 521 | EYE 1/2" TO 11/16" | 521 |
| - | 14188-825 | 14288-825 | 18.17" | 14.04" | 22.29" | 8.25" | EYE 1/2" TO 11/16" | 521 | EYE 1/2" TO 11/16" | 521 |

NOTES BOLT-IN FRONT SHOCKS ARE LARGER IN DIAMETER THAN THE HOLE IN THE LOWER A-ARM. THE LOWER A-ARM MUST BE DISCONNECTED FROM THE SPINDLE TO ALLOW INSTALLATION OF THE SHOCK INTO THE FRONT COIL SPRING. SOLD ONLY IN PAIRS.

■ Mount Codes

These codes define the style and range of mountings that attach the individual model numbers.

| | | | |
|------------|---|------------|---|
| 201 | UPPER 3/8" -THREAD STEM X 2-1/8" LONG | 501 | 7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH |
| 300 | OPEN CROSSBARS FOR 2-1/8 TO 2-1/2" BOLT CENTERS | | 12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH |
| | 7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH | | 1/2" BOLT X 1-5/16, 1-3/8, OR 1-5/8" SLEEVE WIDTH |
| | 12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH | 521 | 12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH |
| | 1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH | | 1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH |
| 301 | CLOSED CROSSBARS FOR 2-3/8 TO 3" BOLT CENTERS | | 9/16" BOLT WITH 1-5/8" SLEEVE WIDTH |
| | 5/8" BOLT X 1-1/4" SLEEVE WIDTH | | 5/8" BOLT WITH 1-5/16" SLEEVE WIDTH |
| 400 | CANTILEVER PIN 1/2" THREAD WITH 1-5/16" OFFSET | | 11/16" BOLT WITH 1-9/16" SLEEVE WIDTH |
| | 7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH | 600 | 5/16" STUD PLATES ON 2-1/8" CENTERS |
| | 12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH | 700 | LOWER 3/8" -THREAD STEM X 2-1/8" LONG |
| | 1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH | 800 | CLEVIS FORK WITH 5/8" BORE X 2-3/4" WIDE |

VariShock Bolt-In Shocks

Replace the "X" in the part number with a 1 when purchasing QuickSet 1 or a 2 for QuickSet 2 style shocks. Consult the factory for applications not shown.

| ■ BUICK | | FRONT | REAR |
|----------------------|------------|---------------|---------------|
| APOLLO | 73-75 | VAS 14X45-425 | VAS 14X69-715 |
| REGAL | 73-87 | VAS 14X45-425 | VAS 14X69-715 |
| SKYLARK | 64-67 | VAS 14X45-515 | VAS 14X69-715 |
| | 68-79 | VAS 14X45-425 | VAS 14X69-715 |
| ■ CHEVY | | FRONT | REAR |
| BEL AIR | 53-54 | - | VAS 14X49-825 |
| | 55-57 | VAS 14X45-515 | VAS 14X49-825 |
| | 65-81 | VAS 14X45-515 | VAS 14X69-715 |
| CAMARO | 67-69 | VAS 14X45-425 | VAS 14X49-715 |
| | 70-81 | VAS 14X45-515 | VAS 14X64-715 |
| | 82-02 | SEE STRUTS | VAS 14X49-715 |
| CHEVELLE | 64-67 | VAS 14X45-515 | VAS 14X69-715 |
| | 68-77 | VAS 14X45-425 | VAS 14X69-715 |
| CORVETTE | 53-62 | - | VAS 14X49-715 |
| | 63-82 | VAS 14X45-515 | VAS 14X28-425 |
| | 84-87 | VAS 14X46-515 | VAS 14X28-425 |
| | 89-96 | VAS 14X46-515 | VAS 14X46-515 |
| IMPALA | 58-64 | VAS BIH20-FX | VAS BIH20-RX |
| | 65-85 | VAS 14X45-515 | VAS 14X69-715 |
| MONTE CARLO | 70-88 | VAS 14X45-425 | VAS 14X69-715 |
| NOVA, CHEVY II | 62-67 | VAS 14X47-615 | VAS 14X49-715 |
| NOVA | 68-79 | VAS 14X45-425 | VAS 14X69-715 |
| C-10, C-1500 | 50-55 | - | VAS 14X49-825 |
| | 55-59 | VAS 14X88-715 | - |
| | 63-66 | VAS 14X88-425 | VAS 14X88-715 |
| | 67-72 COIL | VAS 14X88-425 | VAS 14X22-615 |
| | 67-72 LEAF | VAS 14X88-425 | VAS 14X88-715 |
| | 73-87 | VAS 14X88-425 | VAS 14X88-825 |
| | 87-99 | VAS 14X45-515 | - |
| S-10, 2WD | 82-93 | VAS 14X45-425 | - |
| | 94-01 | VAS 14X45-425 | - |
| ■ DODGE | | FRONT | REAR |
| CHALLENGER | 70-74 | VAS 14X45-615 | VAS 14X88-825 |
| CHARGER | 66-72 | VAS 14X45-615 | VAS 14X88-825 |
| | 73-76 | - | VAS 14X88-825 |
| CORONET | 55-61 | - | VAS 14X88-825 |
| | 62-72 | VAS 14X45-615 | VAS 14X88-825 |
| | 73-76 | - | VAS 14X88-825 |
| DART, DEMON, SWINGER | 60-61 | - | VAS 14X88-825 |
| | 62-76 | VAS 14X45-615 | VAS 14X88-825 |
| DAKOTA 2 WD | 87-01 | VAS 14X45-425 | - |
| ■ FORD/MERCURY | | FRONT | REAR |
| COUGAR | 67-70 | VAS 14X67-425 | VAS 14X44-715 |
| | 71-73 | VAS 14X47-425 | VAS 14X44-715 |
| CYCLONE | 64-67 | VAS 14X45-515 | VAS 14X49-825 |
| | 68-71 | VAS 14X47-515 | VAS 14X44-715 |

| ■ FORD/MERCURY | | FRONT | REAR |
|--------------------------|------------------------|---------------|---------------|
| F-150 | 48-52 | VAS 14X88-715 | - |
| | 55 | - | VAS 14X88-715 |
| | 56-60 | - | VAS 14X49-715 |
| | 61-64 | - | VAS 14X88-715 |
| | 80-96 | VAS 14X45-515 | - |
| | 97-01 | VAS 14X45-615 | - |
| | FAIRLANE, FAIRLANE 500 | 57-58 | VAS 14X45-515 |
| 59-62 | | VAS 14X45-515 | - |
| 62-65 | | - | VAS 14X44-715 |
| 66-70 | | VAS 14X47-515 | VAS 14X44-715 |
| FALCON, COMET | 60-70 | VAS 14X47-515 | VAS 14X44-715 |
| MAVERICK, COMET | 69-77 | VAS 14X67-425 | VAS 14X49-715 |
| MUSTANG | 65-70 | VAS 14X67-425 | VAS 14X44-715 |
| | 71-73 | VAS 14X47-425 | VAS 14X44-715 |
| | 74-78 | VAS 14X45-425 | VAS 14X45-615 |
| | 79-02 | SEE STRUTS | VAS 14X49-825 |
| TORINO, MONTEGO | 68-71 | VAS 14X47-515 | VAS 14X44-715 |
| | 72-76 | VAS 14X45-515 | VAS 14X49-715 |
| ■ OLDSMOBILE | | FRONT | REAR |
| CUTLASS, CUTLASS SUPREME | 64-67 | VAS 14X45-515 | VAS 14X69-715 |
| | 68-88 | VAS 14X45-425 | VAS 14X69-715 |
| OMEGA | 73-79 | VAS 14X45-425 | VAS 14X69-715 |
| ■ PLYMOUTH | | FRONT | REAR |
| BARRACUDA | 64-69 | VAS 14X45-615 | VAS 14X88-825 |
| | 70-74 | VAS 14X45-615 | VAS 14X88-825 |
| BELVEDERE, SATELLITE | 55-61 | - | VAS 14X88-825 |
| | 62-72 | VAS 14X45-615 | VAS 14X88-825 |
| | 73-74 | - | VAS 14X88-825 |
| DUSTER, SCAMP, VALIANT | 60-76 | VAS 14X45-615 | VAS 14X88-825 |
| FURY | 59-61 | - | VAS 14X88-825 |
| | 62-64 | VAS 14X45-615 | VAS 14X88-825 |
| | 65-70 | - | VAS 14X88-825 |
| | 75-76 | - | VAS 14X88-825 |
| FURY GRAN | 74-77 | - | VAS 14X88-825 |
| ■ PONTIAC | | FRONT | REAR |
| FIREBIRD | 67-69 | VAS 14X45-425 | VAS 14X49-715 |
| | 70-81 | VAS 14X45-515 | VAS 14X64-715 |
| | 82-02 | - | VAS 14X49-715 |
| GRAND PRIX | 65-68 | VAS 14X45-515 | - |
| | 69-87 | VAS 14X45-425 | VAS 14X69-715 |
| GTO | 64-67 | VAS 14X45-515 | VAS 14X69-715 |
| | 68-74 | VAS 14X45-425 | VAS 14X69-715 |
| LE MANS, TEMPEST | 64-67 | VAS 14X45-515 | VAS 14X69-715 |
| | 68-83 | VAS 14X45-425 | VAS 14X69-715 |
| VENTURA & II | 71-72 | VAS 14X45-425 | VAS 14X69-715 |

Due to deviations in ride height, you must verify that the application chart's suggested shock will actually fit your vehicle. Consult the dimensional chart on opposite page to determine that the selected shock's compressed length, extended length, and upper and lower mounts are correct for your vehicle.

VariShock Bolt-In Shocks

■ VAS 14X22



Upper Mount:
Eye 7/16" to 1/2"

Lower Mount:
Eye 7/16" to 1/2"

Travel Lengths:
6.15"

■ VAS 14X44



Upper Mount:
Stem 3/8"

Lower Mount:
Stem 3/8"

Travel Lengths:
7.15"

■ VAS 14X45



Upper Mount:
Stem 3/8"

Lower Mount:
Crossbar Open

Travel Lengths:
4.25", 5.15", 6.15"

■ VAS 14X46



Upper Mount:
Stem 3/8"

Lower Mount:
Crossbar Closed

Travel Lengths:
5.15", 6.15"

■ VAS 14X47



Upper Mount:
Stem 3/8"

Lower Mount:
Stud Plate

Travel Lengths:
4.25", 5.15", 6.15"

■ VAS 14X49



Upper Mount:
Stem 3/8"

Lower Mount:
Cantilever Pin 1/2"

Travel Lengths:
7.15", 8.25"

■ VAS 14X4C



Upper Mount:
Stem 3/8"

Lower Mount:
Clevis Fork

Travel Lengths:
5.15"

■ VAS 14X64



Upper Mount:
Crossbar Closed

Lower Mount:
Stem 3/8"

Travel Lengths:
7.15"

■ VAS 14X67



Upper Mount:
Crossbar Closed

Lower Mount:
Stud Plate

Travel Lengths:
4.25"

■ VAS 14X69



Upper Mount:
Crossbar Closed

Lower Mount:
Cantilever Pin 1/2"

Travel Lengths:
7.15"

■ VAS 14X88



Upper Mount:
Eye 1/2" to 11/16"

Lower Mount:
Eye 1/2" to 11/16"

Travel Lengths:
4.25", 7.15", 8.25"

Front Coil-Over Conversions (Chevy II '62-67)

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, raised 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 handling and drag race 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
- Greasable spherical-stem upper shock mount
- Heavy-duty urethane-bushed lower crossbar
- Available in 16-position single-adjustable or 256-combination double-adjustable versions

■ Air-Spring Conversion

VAS 13X10-F1 SINGLE-ADJUSTABLE, AIR-SPRING CONVERSION

VAS 13X10-F2 DOUBLE-ADJUSTABLE, AIR-SPRING CONVERSION

OPTIONS

RIDE HEIGHT 2" LOWERED TO STOCK RIDE HEIGHT
STOCK TO 2" RAISED RIDE HEIGHT

TOWER CAP SHOCK TOWER CAP, POLISHED STAINLESS STEEL



■ Coil-Over Conversion

VAS 86X10F0 FACTORY-VALVED, COIL-OVER CONVERSION

VAS 86X10F1 SINGLE-ADJUSTABLE, COIL-OVER CONVERSION

VAS 86X10F2 DOUBLE-ADJUSTABLE, COIL-OVER CONVERSION

OPTIONS

RIDE HEIGHT 2" LOWERED TO STOCK RIDE HEIGHT
STOCK TO 2" RAISED RIDE HEIGHT

TOWER CAP SHOCK TOWER CAP, POLISHED STAINLESS STEEL

SPRING RATE 450, 500, 550, 600, OR 675 LB/IN SPRINGS

ACCESSORIES SPRING SEAT THRUST BEARINGS

COIL-SPRING COMPRESSOR

SPANNER WRENCH



Front Coil-Over Conversions (Mustang, Camaro)

MUSTANG '79-04, CAMARO '82-92

- Directly replaces OEM strut
- 4130 strut body with double-adjustable valving
- Suitable for street or drag strip
- Coil-over conversion or OE-style coil spring

| STYLE | HEIGHT | ITEM | TOTAL TRAVEL | EXTENDED LENGTH | RIDE-HEIGHT | | |
|----------------------|---|----------------------|--------------|-----------------|-------------|-------|--|
| | | | | | MIN | MAX | |
| MUSTANG 79-04 | | | | | | | |
| OEM SPRING | STOCK | VAS 172DL-156 | 7.0" | 22.0" | 17.8" | 19.2" | |
| COIL-OVER | STOCK | VAS 872DL-156 | 7.0" | 22.0" | 17.8" | 19.2" | |
| OEM SPRING | LOWERED | VAS 172DL-952 | 6.5" | 20.0" | 16.1" | 17.4" | |
| COIL-OVER | LOWERED | VAS 872DL-952 | 6.5" | 20.0" | 16.1" | 17.4" | |
| CAMARO 82-92 | | | | | | | |
| OEM SPRING | LOWERED | VAS 172DP-952 | 6.5" | 20.0" | 16.1" | 17.4" | |
| COIL-OVER | LOWERED | VAS 872DP-952 | 6.5" | 20.0" | 16.1" | 17.4" | |
| NOTES | INCLUDES: STRUTS, SPRINGS, SPRING-SEATS, SPANNER WRENCH SOLD ONLY IN PAIRS | | | | | | |

12" Spring Rates



| FRONT END WEIGHT | SPRING RATE |
|------------------|-------------|
| 1175-1350 LB | 150 LB/IN |
| 1350-1500 LB | 175 LB/IN |
| 1500-1825 LB | 200 LB/IN |
| 1825-2200 LB | 250 LB/IN |

Caster-camber plate not included.



CAMARO '93-02

| STYLE | VALVING | ITEM | TOTAL TRAVEL | EXTENDED LENGTH | RIDE-HEIGHT | | |
|---------------------|---|----------------------|--------------|-----------------|-------------|-------|--|
| | | | | | MIN | MAX | |
| CAMARO 93-02 | | | | | | | |
| OEM SPRING | SINGLE | VAS 8612F-834 | 4.25" | 18.3" | 15.5" | 17.0" | |
| COIL-OVER | DOUBLE | VAS 8622F-834 | 4.25" | 18.3" | 15.5" | 17.0" | |
| OPTIONS | SPRING RATE, SECOND SPRING SET, SPRING SEAT THRUST BEARINGS | | | | | | |
| INCLUDES | SHOCKS, UPPER MOUNTS, SPRINGS, SPRING-SEATS, SPANNER WRENCH SOLD ONLY IN PAIRS | | | | | | |



12" Spring Rates

| FRONT END WEIGHT | SPRING RATE |
|------------------|-------------|
| 1400-1550 LB | 350 LB/IN |
| 1550-1700 LB | 400 LB/IN |
| 1700-1850 LB | 450 LB/IN |



OEM FAB9 Housings (Leaf Spring)

FAB9 LEAF-SPRING HOUSINGS



Paintable bare metal



General Motors Housings

| MODEL | YEAR | STEEL | ENDS | WIDTH | MIN. | ITEM |
|------------------------|--|-------|------|--------|--------|------------------|
| CAMARO (F-BODY) | 67-69 | MILD | SGM | 59.50" | 58.00" | 84F10-106 |
| | | MILD | LBFS | 59.50" | 54.50" | 84F10-101 |
| | 70-81 | MILD | SGM | 60.50" | 59.50" | 84F20-106 |
| | | MILD | LBFS | 60.50" | 57.00" | 84F20-101 |
| CHEVY | 55-57 | MILD | SGM | 59.50" | 58.50" | 84H10-106 |
| | | MILD | LBFS | 59.50" | 56.50" | 84H10-101 |
| NOVA (CHEVY II) | 62-67 | MILD | SGM | 57.50" | 57.00" | 84X10-106 |
| | | MILD | LBFS | 57.50" | 54.50" | 84X10-101 |
| NOVA (X-BODY) | 68-74 | MILD | SGM | 59.50" | 58.00" | 84F10-106 |
| | | MILD | LBFS | 59.50" | 54.50" | 84F10-101 |
| OPTIONS | FOLDED BACK BRACE (SHOWN ABOVE) | | | | | |
| | NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH | | | | | |

Ford-Mercury Housings

| MODEL | YEAR | STEEL | ENDS | WIDTH | MIN. | ITEM |
|----------------|---|-------|------|--------|--------|------------------|
| MUSTANG | 64-66 | MILD | LBFS | 56.75" | 54.75" | 84M10-101 |
| | | 4130 | LBFS | 56.75" | 54.75" | 84M10-111 |
| | 67-70 | MILD | LBFS | 58.75" | 56.75" | 84M20-101 |
| | | 4130 | LBFS | 58.75" | 56.75" | 84M20-111 |
| | 71-73 | MILD | LBFS | 60.25" | 58.25" | 84M30-101 |
| | | 4130 | LBFS | 60.25" | 58.25" | 84M30-111 |
| COUGAR | 67-70 | MILD | LBFS | 58.75" | 56.75" | 84M20-101 |
| | | 4130 | LBFS | 58.75" | 56.75" | 84M20-111 |
| OPTIONS | TORQUE ARM MOUNTS (FITS TCP TA2F9-33, TCP TA2F9-36) | | | | | |
| | FOLDED BACK BRACE | | | | | |
| | NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH | | | | | |

FAB9 CONSTRUCTION



OEM FAB9 Housings (Mustang '79-04)

Street / Strip FAB9s

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 79-93 | POLY | MILD | Lbfd | 58.50" | 54.00" | 84M40-207 |
| | | 4130 | Lbfd | 58.50" | 54.00" | 84M40-217 |
| | COM-8 | MILD | Lbfd | 58.50" | 54.00" | 84M40-307 |
| | | 4130 | Lbfd | 58.50" | 54.00" | 84M40-317 |
| 94-98 | POLY | MILD | Lbfd | 60.00" | 58.50" | 84M50-207 |
| | | 4130 | Lbfd | 60.00" | 58.50" | 84M50-217 |
| | COM-8 | MILD | Lbfd | 60.00" | 58.50" | 84M50-307 |
| | | 4130 | Lbfd | 60.00" | 58.50" | 84M50-317 |

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 99-04 | POLY | MILD | Lbfd | 61.50" | 60.00" | 84M60-207 |
| | | 4130 | Lbfd | 61.50" | 60.00" | 84M60-217 |
| | COM-8 | MILD | Lbfd | 61.50" | 60.00" | 84M60-307 |
| | | 4130 | Lbfd | 61.50" | 60.00" | 84M60-317 |

OPTIONS LIST (COVERS 79-04)

12MM OR 14MM LOWER ARM BOLT SIZE

FOLDED BACK BRACE

NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

APPLICATIONS

- '79-93 Mustang (Fox)
- '94-04 Mustang (SN-95)



Paintable bare metal

Drag Race / Pro Street FAB9s (with Anti-Roll Bar Mount)

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 79-93 | POLY | MILD | Lbfd | 58.50" | 54.00" | 84M40-407 |
| | | 4130 | Lbfd | 58.50" | 54.00" | 84M40-417 |
| | COM-8 | MILD | Lbfd | 58.50" | 54.00" | 84M40-507 |
| | | 4130 | Lbfd | 58.50" | 54.00" | 84M40-517 |
| 94-98 | POLY | MILD | Lbfd | 60.00" | 58.50" | 84M50-407 |
| | | 4130 | Lbfd | 60.00" | 58.50" | 84M50-417 |
| | COM-8 | MILD | Lbfd | 60.00" | 58.50" | 84M50-507 |
| | | 4130 | Lbfd | 60.00" | 58.50" | 84M50-517 |

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 99-04 | POLY | MILD | Lbfd | 61.50" | 60.00" | 84M60-407 |
| | | 4130 | Lbfd | 61.50" | 60.00" | 84M60-417 |
| | COM-8 | MILD | Lbfd | 61.50" | 60.00" | 84M60-507 |
| | | 4130 | Lbfd | 61.50" | 60.00" | 84M60-517 |

OPTIONS LIST (COVERS 79-04)

BILLET SHOCK MOUNTS FOR ANTI-ROLL BAR BRACKETS

12MM OR 14MM LOWER ARM BOLT SIZE

NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH



Paintable bare metal



Anti-Roll Bar

5806-M40 ANTI-ROLL BAR, 79-04 MUSTANG (FOX BODY)

INCLUDES 1-1/4" SPLINED-END BAR, BILLET-ALUMIUM ARMS, POLYMER BEARINGS, ADJUSTABLE ENDLINKS, CHASSIS MOUNTS

NOTE AVAILABLE WITH MOUNTS FOR NON-FAB9 INSTALL

OEM FAB9 Housings (GM G-Body '78-88)

Street / Pro Touring FAB9s

'78-88 Monte Carlo (G-Body)



Paintable bare metal

Improved Axle Bracket

The FAB9 axle bracket relocates the shock mount to allow use of wider tires, enable the housing to be narrowed more, and to gusset the control arm mount.



OEM-Style



FAB9



| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 78-88 | POLY | MILD | SGM | 57.25" | 56.75" | 84G10-206 |
| | | | LBFS | 57.25" | 56.25" | 84G10-201 |
| | 4130 | MILD | SGM | 57.25" | 56.75" | 84G10-216 |
| | | | LBFS | 57.25" | 56.25" | 84G10-211 |

OPTIONS LIST

FOLDED BACK BRACE

NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 78-88 | COM-8 | MILD | SGM | 57.25" | 56.75" | 84G10-306 |
| | | | LBFS | 57.25" | 56.25" | 84G10-301 |
| | 4130 | MILD | SGM | 57.25" | 56.75" | 84G10-316 |
| | | | LBFS | 57.25" | 56.25" | 84G10-311 |

OPTIONS LIST

FOLDED BACK BRACE

NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

Drag Race / Pro Street FAB9s (with Anti-Roll Bar Mount)

| MODEL | YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|----------------------|-------|-------|-------|------|--------|--------|------------------|
| MONTE CARLO (G-BODY) | 78-88 | POLY | MILD | LBFD | 57.75" | 55.25" | 84G10-407 |
| | | COM-8 | MILD | LBFD | 57.75" | 55.25" | 84G10-507 |
| | | POLY | 4130 | LBFD | 57.75" | 55.25" | 84G10-417 |
| | | COM-8 | 4130 | LBFD | 57.75" | 55.25" | 84G10-517 |

OPTIONS

BILLET SHOCK MOUNTS FOR ANTI-ROLL BAR BRACKETS

FOLDED BACK BRACE

NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH



Paintable bare metal

Anti-Roll Bar

| | |
|-----------------|--|
| 5806-G10 | ANTI-ROLL BAR, 78-87 MONTE CARLO (G-BODY) |
| INCLUDES | 1-1/4" SPLINED-END BAR, BILLET-ALUMIUM ARMS, POLYMER BEARINGS, ADJUSTABLE ENDLINKS, CHASSIS MOUNTS |
| NOTE | AVAILABLE WITH MOUNTS FOR NON-FAB9 INSTALL |



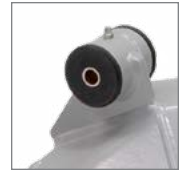
OEM FAB9 Housings (GM A-Body '64-72)

Street / Pro Touring FAB9s

'64-72 Chevelle (A-Body)



Paintable bare metal



| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 64-67 | POLY | MILD | SGM | 59.50" | 57.00" | 84A10-206 |
| | | | LBFS | 59.50" | 54.50" | 84A10-201 |
| | | 4130 | SGM | 59.50" | 57.00" | 84A10-216 |
| | | | LBFS | 59.50" | 54.50" | 84A10-211 |
| | COM-8 | MILD | SGM | 59.50" | 57.00" | 84A10-306 |
| | | | LBFS | 59.50" | 54.50" | 84A10-301 |
| | | 4130 | SGM | 59.50" | 57.00" | 84A10-316 |
| | | | LBFS | 59.50" | 54.50" | 84A10-311 |

OPTIONS LIST

- FOLDED BACK BRACE
- NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 68-72 | POLY | MILD | SGM | 60.50" | 57.50" | 84A20-206 |
| | | | LBFS | 60.50" | 56.50" | 84A20-201 |
| | | 4130 | SGM | 60.50" | 57.50" | 84A20-216 |
| | | | LBFS | 60.50" | 56.50" | 84A20-211 |
| | COM-8 | MILD | SGM | 60.50" | 57.50" | 84A20-306 |
| | | | LBFS | 60.50" | 56.50" | 84A20-301 |
| | | 4130 | SGM | 60.50" | 57.50" | 84A20-316 |
| | | | LBFS | 60.50" | 56.50" | 84A20-311 |

OPTIONS LIST

- FOLDED BACK BRACE
- NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

Drag Race / Pro Street FAB9s (with Anti-Roll Bar Mount)

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 64-67 | POLY | MILD | LBFD | 59.50" | 54.50" | 84A10-407 |
| | | 4130 | LBFD | 59.50" | 54.50" | 84A10-417 |
| | COM-8 | MILD | LBFD | 59.50" | 54.50" | 84A10-507 |
| | | 4130 | LBFD | 59.50" | 54.50" | 84A10-517 |

OPTIONS LIST

- BILLET SHOCK MOUNTS FOR ANTI-ROLL BAR BRACKETS
- FOLDED BACK BRACE
- NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 68-72 | POLY | MILD | LBFD | 60.50" | 56.50" | 84A20-407 |
| | | 4130 | LBFD | 60.50" | 56.50" | 84A20-417 |
| | COM-8 | MILD | LBFD | 60.50" | 56.50" | 84A20-507 |
| | | 4130 | LBFD | 60.50" | 56.50" | 84A20-517 |

OPTIONS LIST

- BILLET SHOCK MOUNTS FOR ANTI-ROLL BAR BRACKETS
- FOLDED BACK BRACE
- NARROWED IN 1/2" INCREMENTS TO MINIMUM WIDTH



Paintable bare metal



Anti-Roll Bar

| | |
|-----------------|--------------------------|
| 5806-A10 | '64-67 CHEVELLE (A-BODY) |
| 5806-A20 | '68-72 CHEVELLE (A-BODY) |

| | |
|----------|--|
| INCLUDES | 1-1/4" SPLINED-END BAR, BILLET-ALUMIUM ARMS, POLYMER BEARINGS, ADJUSTABLE ENDLINKS, CHASSIS MOUNTS |
| NOTE | AVAILABLE WITH MOUNTS FOR NON-FAB9 INSTALL |

OEM Coil-Over FAB9s (GM A-Body '64-72)

■ Pro-Touring / Street FAB9s (with Adjustable-Rate Anti-Roll Bar Option)

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 64-67 | POLY | MILD | LBFS | 59.50" | 54.50" | 84A10-A01 |
| | | | SGM | 59.50" | 56.00" | 84A10-A06 |
| | COM-8 | MILD | LBFS | 59.50" | 54.50" | 84A10-B01 |
| | | | 4130 | LBFS | 59.50" | 54.50" |

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 68-72 | POLY | MILD | LBFS | 60.50" | 56.50" | 84A20-A01 |
| | | | SGM | 60.50" | 57.50" | 84A10-A06 |
| | COM-8 | MILD | LBFS | 60.50" | 56.50" | 84A20-B01 |
| | | | 4130 | LBFS | 60.50" | 56.50" |

INCLUDES HOUSING HARDWARE, BILLET LOWER SHOCK MOUNTS

OPTIONS FOLDED BACK BRACE (INSTALLED)

TUBULAR ANTI-ROLL BAR MOUNTS

BOLT-IN UPPER SHOCK MOUNTS



Paintable bare metal

■ '64-72 Chevelle (A-Body)



■ Pro-Touring / Street Anti-Roll Bar

5825-A10-18-AF 64-67 CHEVELLE (A-BODY) PRO-TOURING ANTI-ROLL BAR

5825-A20-18-AF 68-72 CHEVELLE (A-BODY) PRO-TOURING ANTI-ROLL BAR

INCLUDES 1-1/8" TUBULAR ADJUSTABLE-RATE BAR, ADJUSTABLE ENDLINKS, BILLET-MOUNTS, URETHANE BUSHINGS

NOTE AVAILABLE WITH MOUNTS FOR NON-FAB9 INSTALL



■ Pro Street / Drag Race FAB9s (with Billet Anti-Roll Bar Option)

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 64-67 | POLY | MILD | LBFD | 59.50" | 54.50" | 84A10-C07 |
| | | | 4130 | LBFD | 59.50" | 54.50" |
| | COM-8 | MILD | LBFS | 59.50" | 54.50" | 84A10-D01 |
| | | | 4130 | LBFD | 59.50" | 54.50" |

| YEAR | MOUNT | STEEL | ENDS | WIDTH | MIN. | ITEM |
|-------|-------|-------|------|--------|--------|------------------|
| 68-72 | POLY | MILD | LBFD | 60.50" | 56.50" | 84A20-C07 |
| | | | 4130 | LBFD | 60.50" | 56.50" |
| | COM-8 | MILD | LBFS | 60.50" | 56.50" | 84A20-D01 |
| | | | 4130 | LBFD | 60.50" | 56.50" |

INCLUDES FOLDED BACK BRACE (INSTALLED), ANTI-ROLL BAR BRACKET WITH WHEELIE BAR MOUNTS, HOUSING HARDWARE, BILLET LOWER SHOCK MOUNTS

OPTIONS BOLT-IN UPPER SHOCK MOUNTS



Paintable bare metal

■ '64-72 Chevelle (A-Body)

■ Anti-Roll Bar

5806-A10 '64-67 CHEVELLE (A-BODY)

5806-A20 '68-72 CHEVELLE (A-BODY)

INCLUDES 1-1/4" SPLINED-END BAR, BILLET-ALUMINIUM ARMS, POLYMER BEARINGS, ADJUSTABLE ENDLINKS, CHASSIS MOUNTS

NOTE AVAILABLE WITH MOUNTS FOR NON-FAB9 INSTALL

Rear Coil-Over Conversions (A-Body, Mustang)

■ CHEVELLE (A-BODY) '64-72

- Versatile options: street, strip or track
- VariShock coil-overs or air; 5" travel
- Pivot-stem and COM-8 shock ends
- Ride height adjustable lower mount
- Fits OEM, FAB9 housings and more

5824-A10 CHEVELLE (A-BODY) '64-72,
COIL-OVER REAR SHOCK CONVERSION

| | | |
|--------------|---|---------------------|
| UPPER MOUNTS | WELD-IN CROSSMEMBER | |
| | BOLT-IN MOUNTS | |
| LOWER MOUNTS | AXLE BRACKETS | SHOCK CLEVIS |
| | MILD STEEL (WELD-ON) | BILLET-ALUMINUM |
| | 4130 (WELD-ON) | |
| | OEM HOUSING (BOLT-ON) | STEEL TAB |
| | | BILLET-ALUMINUM |
| SHOCKS | ADJUSTMENT | EYES |
| | FIXED (SS) | COM-8 |
| | SINGLE (QS1) | COM-8 |
| | | PIVOT-BALL |
| | DOUBLE (QS2) | COM-8 |
| | PIVOT-BALL | |
| | 4-WAY (Q4R) | COM-8 |
| SPRINGS | 100, 125, 150, 175, 200, 250, 300, 350, 400 | |

5851-A10 CHEVELLE (A-BODY) '64-72,
AIR-SPRING REAR SHOCK CONVERSION



■ FAB9 Housing available for this product



■ MUSTANG (FOX-BODY) '79-04

- Simple bolt-on installation
- Fits Ford 8.8" or FAB9 housing
- VariShock coil-overs; 5" travel
- Pivot-stem and COM-8 shock ends
- Lower mount ride height adjustment

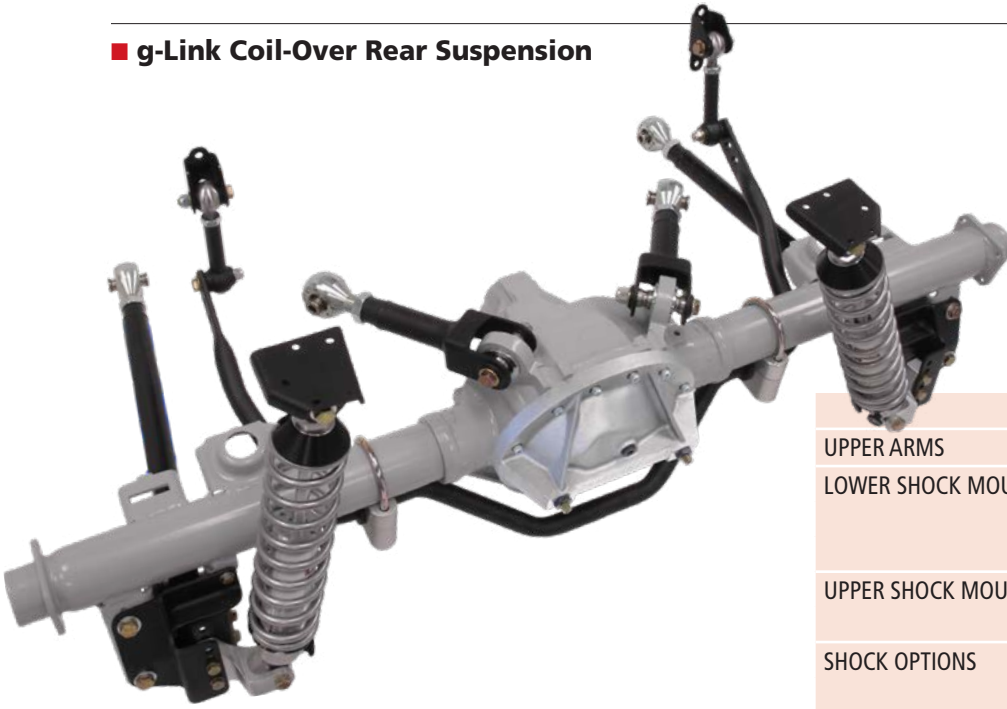
5824-M40 MUSTANG (FOX-BODY) '79-04,
COIL-OVER REAR SHOCK CONVERSION

| | | |
|--------------|--|-------------|
| SHOCKS | ADJUSTMENT | EYES |
| | SINGLE (QS1) | COM-8 |
| | DOUBLE (QS2) | COM-8 |
| SPRINGS | 110, 125, 150, 175, 200, 250, 300, 350 | |
| LOWER MOUNTS | OEM HOUSING | |
| | FAB9 HOUSING | |



OEM 4-Link Suspensions (GM A-Body '64-72)

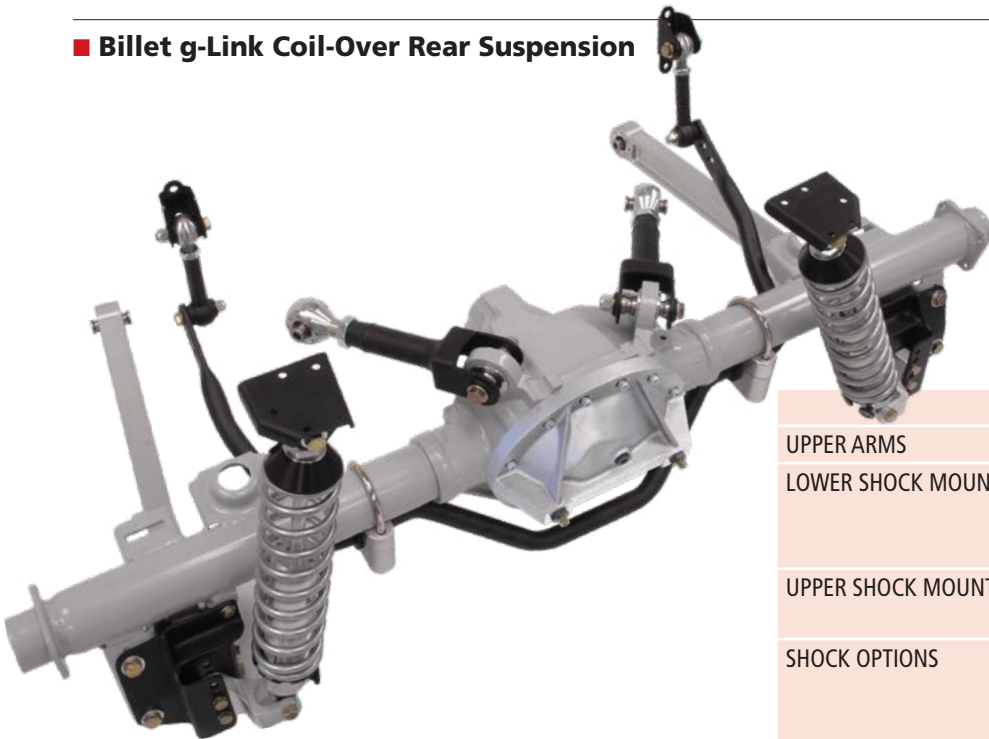
■ g-Link Coil-Over Rear Suspension



| | |
|-----------------|--|
| 5828-A10 | 64-67 A-BODY G-LINK SUSPENSION |
| 5828-A20 | 64-67 A-BODY G-LINK SUSPENSION |
| INCLUDES | G-LINK TUBULAR-STEEL LOWER ARMS, UPPER ARMS, SHOCK MOUNTS, VARISHOCK COIL-OVERS, SPRINGS |

| OPTIONS LIST | |
|-------------------|--|
| UPPER ARMS | SINGLE- OR DOUBLE-ADJUSTABLE |
| LOWER SHOCK MOUNT | BOLT-ON FOR OEM LOWER ARM BRACKET WELD-ON FOR 3" AXLE (MILD STEEL OR 4130) FACTORY-WELDED FAB9 REAREND HOUSING |
| UPPER SHOCK MOUNT | BOLT-ON FOR OEM CHASSIS WELD-IN CROSSMEMBER WITH TABS |
| SHOCK OPTIONS | SINGLE- OR DOUBLE-ADJUSTABLE (COM-8) 4-WAY ADJUST REMOTE RESERVOIR (COM-8) SPANNER WRENCH |
| SPRING RATE | 110 TO 400 LBS/IN |
| ANTI-ROLL BAR | 1-1/8 TUBULAR BAR, ADJUSTABLE RATE U-BOLT, WELD-ON OR FAB9 MOUNTS |
| HOUSING BUSHINGS | 1964 POLY UPPER ARM BUSHINGS '65-72 POLY BUSHINGS OR SPHERICAL BEARING |

■ Billet g-Link Coil-Over Rear Suspension



| | |
|-----------------|--|
| 5849-A10 | 64-67 A-BODY BILLET G-LINK SUSPENSION |
| 5849-A20 | 64-67 A-BODY BILLET G-LINK SUSPENSION |
| INCLUDES | G-LINK BILLET-ALUMINUM LOWER ARMS, UPPER ARMS, SHOCK MOUNTS, VARISHOCK COIL-OVERS, SPRINGS |

| OPTIONS LIST | |
|-------------------|--|
| UPPER ARMS | SINGLE- OR DOUBLE-ADJUSTABLE |
| LOWER SHOCK MOUNT | BOLT-ON FOR OEM LOWER ARM BRACKET WELD-ON FOR 3" AXLE (MILD STEEL OR 4130) FACTORY-WELDED FAB9 REAREND HOUSING |
| UPPER SHOCK MOUNT | BOLT-ON FOR OEM CHASSIS WELD-IN CROSSMEMBER WITH TABS |
| SHOCK OPTIONS | SINGLE- OR DOUBLE-ADJUSTABLE (COM-8) 4-WAY ADJUST REMOTE RESERVOIR (COM-8) SPANNER WRENCH |
| SPRING RATE | 110 TO 400 LBS/IN |
| ANTI-ROLL BAR | 1-1/8 TUBULAR BAR, ADJUSTABLE RATE U-BOLT, WELD-ON OR FAB9 MOUNTS |
| HOUSING BUSHINGS | 1964 POLY UPPER ARM BUSHINGS '65-72 POLY BUSHINGS OR SPHERICAL BEARING |

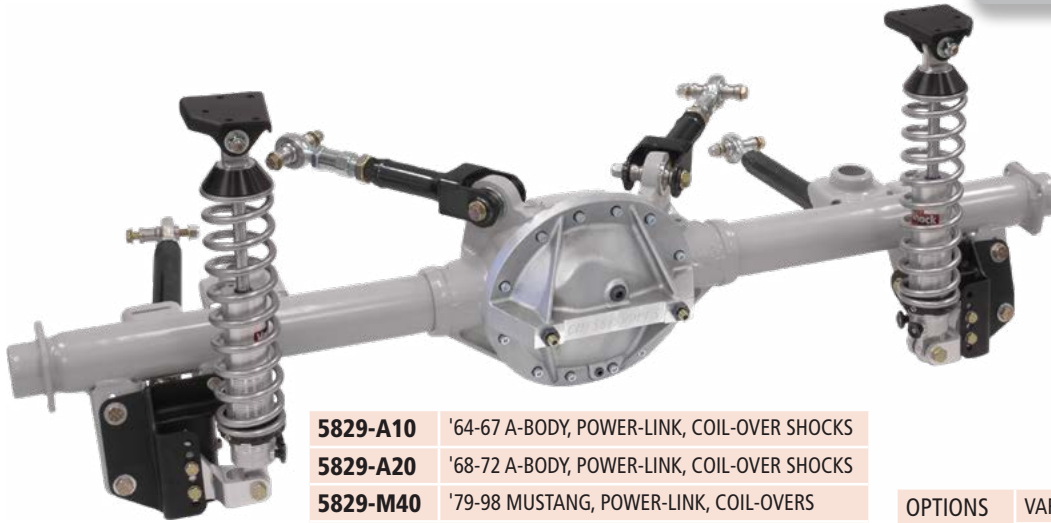
OEM 4-Link Suspensions (A- & G-Body, Mustang)

■ Power-Link Coil-Over Rear Suspension

Purchase as a simple bolt-on or with weld-on lower shock mounts and upper shock crossmember for additional tire clearance.

APPLICATIONS

- '64-72 Chevelle (A-Body)
- '79-04 Mustang (Fox)



| | |
|-----------------|---|
| 5829-A10 | '64-67 A-BODY, POWER-LINK, COIL-OVER SHOCKS |
| 5829-A20 | '68-72 A-BODY, POWER-LINK, COIL-OVER SHOCKS |
| 5829-M40 | '79-98 MUSTANG, POWER-LINK, COIL-OVERS |
| 5829-M60 | '99-04 MUSTANG, POWER-LINK, COIL-OVERS |
| INCLUDES | PRO-POWER UPPER AND LOWER CONTROL ARMS LOWER SHOCK MOUNT (BOLT-ON OR WELD-ON) UPPER SHOCK MOUNT (BOLT-ON OR WELD-ON) COIL-OVER SHOCKS (SINGLE ADJUSTABLE) COIL SPRINGS (SELECT SPRING RATE) |

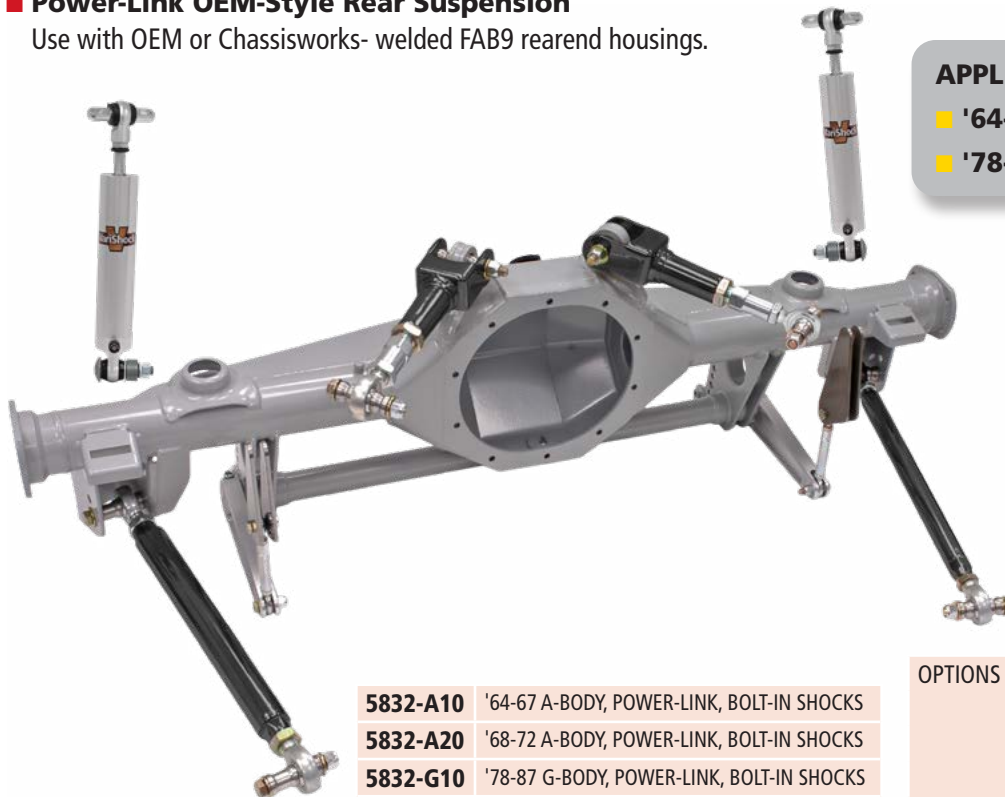
| | |
|----------------|---|
| OPTIONS | VARISHOCK SPANNER WRENCH COIL-OVER SHOCKS (DOUBLE ADJ.) DRAG-RACE ANTI-ROLL BAR ALUMINUM REAREND GIRDLE HOUSING UPPER ARM BUSHINGS HOUSING UPPER ARM BEARINGS CONTROL ARM SUPPORT BRACE |
|----------------|---|

■ Power-Link OEM-Style Rear Suspension

Use with OEM or Chassisworks- welded FAB9 rearend housings.

APPLICATIONS

- '64-72 Chevelle (A-Body)
- '78-87 Monte Carlo (G-Body)



| | |
|-----------------|--|
| 5832-A10 | '64-67 A-BODY, POWER-LINK, BOLT-IN SHOCKS |
| 5832-A20 | '68-72 A-BODY, POWER-LINK, BOLT-IN SHOCKS |
| 5832-G10 | '78-87 G-BODY, POWER-LINK, BOLT-IN SHOCKS |
| INCLUDES | PRO-POWER UPPER AND LOWER ARMS BOLT-IN SHOCKS (SINGLE ADJUSTABLE) |

| | |
|----------------|---|
| OPTIONS | BOLT-IN SHOCKS (DOUBLE ADJUSTABLE) DRAG-RACE ANTI-ROLL BAR ALUMINUM REAREND GIRDLE HOUSING UPPER ARM BUSHINGS HOUSING UPPER ARM BEARINGS CONTROL ARM SUPPORT BRACE |
|----------------|---|

OEM 4-Link Suspensions (GM A-Body)

■ g-Link OEM-Style Rear Suspension

| | |
|-------------------------|---|
| 5831-A10 | '64-67 A-BODY G-LINK SUSPENSION |
| 5831-A20 | '68-72 A-BODY G-LINK SUSPENSION |
| INCLUDES | G-LINK TUBULAR-STEEL LOWER ARMS, UPPER ARMS, VARISHOCK BOLT-INS |
| OPTIONS | |
| UPPER ARMS | SINGLE- OR DOUBLE-ADJUSTABLE |
| SHOCK OPTIONS | FACTORY-VALVED, SINGLE- OR DOUBLE-ADJUSTABLE |
| ANTI-ROLL BAR | 1-1/8" TUBULAR BAR, ADJUSTABLE RATE |
| | U-BOLT, WELD-ON OR FAB9 MOUNTS |
| HOUSING BUSHINGS | 1964 POLY UPPER ARM BUSHINGS |
| | 1965-72 POLY BUSINGS OR SPHERICAL BEARING |



■ Billet g-Link OEM-Style Rear Suspension

| | |
|-------------------------|--|
| 5848-A10 | '64-67 A-BODY BILLET G-LINK SUSPENSION |
| 5848-A20 | '64-67 A-BODY BILLET G-LINK SUSPENSION |
| INCLUDES | G-LINK BILLET-ALUMIUM LOWER ARMS, UPPER ARMS, VARISHOCK BOLT-INS |
| OPTIONS | |
| UPPER ARMS | SINGLE- OR DOUBLE-ADJUSTABLE |
| SHOCK OPTIONS | FACTORY-VALVED, SINGLE- OR DOUBLE-ADJUSTABLE |
| ANTI-ROLL BAR | 1-1/8" TUBULAR BAR, ADJUSTABLE RATE |
| | U-BOLT, WELD-ON OR FAB9 MOUNTS |
| HOUSING BUSHINGS | 1964 POLY UPPER ARM BUSHINGS |
| | 1965-72 POLY BUSINGS OR SPHERICAL BEARING |



■ OEM Control-Arm Bushing Set



Made from urethane. Replaces soft upper and lower bushings in stock control arms. Fits '65-87 A- and G-body GM cars. Set of eight.

| | |
|--------------------|---|
| 5834-A10-SU | CONTROL-ARM BUSHINGS, '65-87 GM A- & G-BODIES (8) |
|--------------------|---|

■ OEM Axle-Housing Bushings

Urethane bushing set replaces the soft rubber bushings when using a stock rearend housing with Chassisworks upper and lower control arms. Use Number 8043 or 8044 with 5820-XXX control arms when installing with a stock-GM axle housing.



| | |
|--------------------|--|
| 5834-A11-HU | AXLE-HOUSING BUSHINGS, '65-87 GM A- & G-BODIES (2) |
| 5834-A10-HU | AXLE-HOUSING BUSHINGS, '64 GM A-BODY (2) |

■ OEM Axle-Housing Bearings

Directly replace softer rubber or urethane bushings on most 1965-72 GM A-body and 1978-87 G-body vehicles. Precise control of rearend housing movement and increased torque capacity due to the heavy-wall, billet-steel bearing housing. The 3/4" -bore, Teflon-lined, stainless, spherical bearings are rated at 37,000 lbs. (radial load), and allow up to 20-degrees of misalignment.



| | |
|--------------------|--|
| 5834-A10-HB | SPHERICAL BEARINGS, '65-72 GM A- & '78-87 G-BODIES (2) |
|--------------------|--|

Rear Control Arms, g-Link (A-, G-Body)

■ Single-Adjustable Upper g-Link Arms

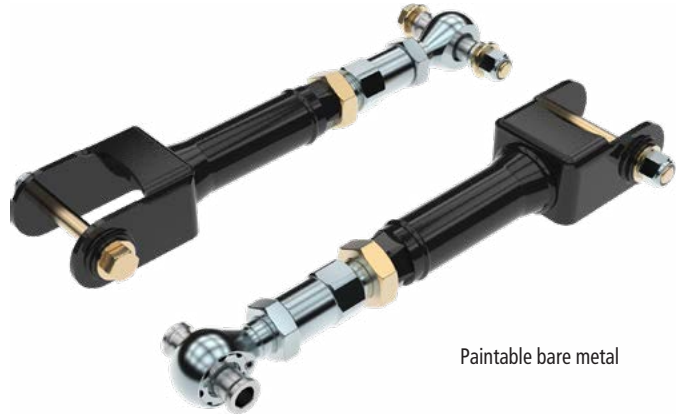
These g-Link upper control arms feature a tubular steel arm body and folded clevis end with reinforced mounting holes. Arm length is adjustable via the pivot-ball end, but does require unbolting the arm. Pivot-ball ends are low-friction joints with zero free play and can be easily tightened to account for wear.



Paintable bare metal

■ Double-Adjustable Upper g-Link Arms

An added adjustment coupler is utilized to increase the overall length-adjustment range of the arm, allowing correct pinion angle adjustment at extremely low ride heights. A smaller diameter pivot-ball end is used to further increase adjustment range.



Paintable bare metal

| | |
|-----------------|--------------------------------|
| 5823-A10 | '64-67 CHEVELLE (GM A-BODY) |
| 5823-A20 | '68-72 CHEVELLE (GM A-BODY) |
| 5823-G10 | '78-87 MONTE CARLO (GM G-BODY) |

| | |
|-----------------|--------------------------------|
| 5822-A10 | '64-67 CHEVELLE (GM A-BODY) |
| 5822-A20 | '68-72 CHEVELLE (GM A-BODY) |
| 5822-G10 | '78-87 MONTE CARLO (GM G-BODY) |

■ g-Link Pivot-Ball Lower Control Arms

Tubular steel welded assembly with built-in and threaded pivot-ball ends allow length adjustment for wheelbase variations and precise housing alignment. Pivot-ball ends are low-friction joints with zero free play and can be easily tightened to account for wear.



Paintable bare metal

■ Billet-Aluminum Lower Control Arms

Billet-aluminum lower arms utilize TrueCenter™ pivot-socket technology, for bind-free movement and greater strength compared to urethane bushings. The TrueCenter™ sockets provide extremely precise control of rearend housing movement, resulting in stable and predictable vehicle handling.



| | |
|-----------------|---------------------------------|
| 5826-A10 | '64-72 CHEVELLE (GM A-BODY) |
| 5826-G10 | '78-87 MONTE CARLOG (GM G-BODY) |

| | |
|-----------------|----------------------------------|
| 5816-A10 | '64-72 CHEVELLE (GM A-BODY) |
| 5816-G10 | '78C-87 MONTE CARLOG (GM G-BODY) |

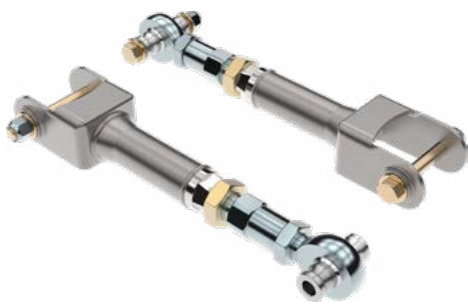
Rear Control Arms, ProPower (A- and G-Body)

Chassisworks offers two levels of race-ready, adjustable-length, upper and lower control arms for 1964 to 87 A-body and G-body, GM vehicles. Both sets feature quality spherical-bearing rod ends and 4130 chrome-moly lower arms for absolute control of rearend-housing movement in high-horsepower, high-traction performance applications. The ProPower series arms feature three-piece, steel-alloy bodies with Teflon®-lined, heat-treated bearing

aces. These are rated at 55,696 lb USL and are designed for the extreme duty of professional-level drag racing. The Competition Moly series features two-piece, steel-alloy, 3/4"-shank rod ends rated at 25,000 lb Ultimate Static Load (USL). We recommend the Competition Moly series for vehicles with less than 800 hp. All components are gold-iridite- or zinc-plated for corrosion resistance and quality appearance.

■ ProPower Upper Control Arms

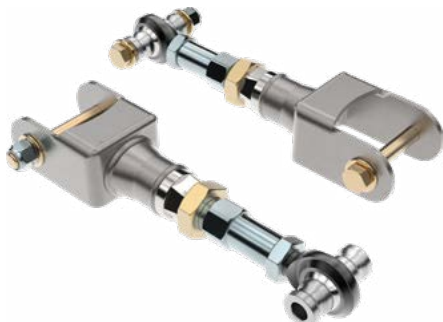
The ProPower upper arms are designed for professional drag-race applications. The heavy-duty arm clevis features 3/16"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung. A sturdy, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. The three-piece rod ends feature oversized 7/8" shanks, which nearly double the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,000 lb (Ultimate Static Load). A special Teflon® fiber race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life.



| | |
|-----------------|--|
| 5808-A10 | PRO POWER UPPER ARMS, '64-67 A-BODY |
| 5808-A20 | PRO POWER UPPER ARMS, '68-72 A-BODY |
| 5808-G10 | PRO POWER UPPER ARMS, '78-87 A- & G-BODY |

■ Competition Moly Upper Arms (up to 800 hp)

The heavy-duty arm clevis features 3/16"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung. A sturdy, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing (rated at 25,000 lb USL).



| | |
|-----------------|---|
| 5810-A10 | COMPETITION MOLY UPPER ARMS, '64-67 A-BODY |
| 5810-A20 | COMPETITION MOLY UPPER ARMS, '68-72 A-BODY |
| 5810-G10 | COMPETITION MOLY UPPER ARMS, '78-87 A- & G-BODY |

■ ProPower Lower Control Arms

The ProPower lower arms are designed for professional drag-race applications. Link tubes are constructed of large-diameter, 1-5/8 x .083" 4130 steel tubing. The three-piece rod ends feature oversized 7/8" shanks, which nearly double the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,000 lb (Ultimate Static Load). A special Teflon® fiber race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life. An additional 1" of tire clearance is also created by offsetting the arm's position.



| | |
|-----------------|---|
| 5807-A10 | PRO POWER LOWER ARMS, '64-72 A-BODY |
| 5807-G10 | PRO POWER LOWER ARMS, '78-87 A- & G-BODY, '82-02 F-BODY |

■ Competition Moly Lower Arms (up to 800 hp)

Link tubes are constructed of 1-1/4 x .083" 4130 steel tubing with 4130 CNC-machined tube adapters. Specialized stainless-steel reduction spacers allow the use of factory-sized, Grade 8 mounting hardware while increasing shear strength at the bearing. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing (rated at 25,000 lb USL).



| | |
|-----------------|--|
| 5809-A10 | COMPETITION MOLY LOWER ARMS, '64-72 A-BODY |
| 5809-G10 | COMPETITION MOLY LOWER ARMS, '78-87 A- & G-BODY, '82-02 F-BODY |

g-Connector Subframe System

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.

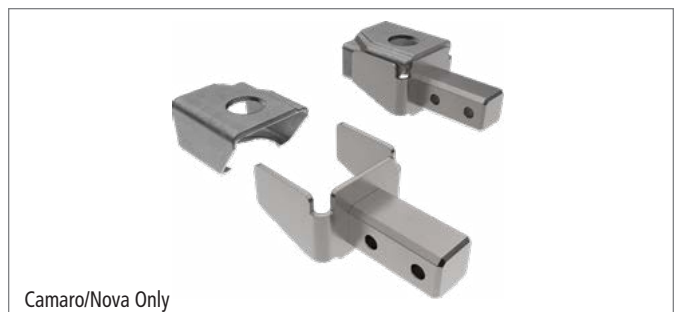


■ Subframe Connection

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

g-Connector Subframe System

■ Driveshaft Safety Loop

Our bolt-on driveshaft safety loop features a 5-1/2" ID x 2" wide x 1/4" thick tubing loop. Both the mounting tab and bracket are 1/4" 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.



■ PACKAGES FOR LEAF SPRING AND G-LINK SUSPENSIONS

| | | CAC FRONT FRAME | OEM FRONT FRAME |
|-------------------|-------|-----------------|-----------------|
| CAMARO / FIREBIRD | 67-69 | 5901-F10 | 5900-F10 |
| | 70-74 | 5901-F21 | 5900-F21 |
| | 75-81 | 5901-F22 | 5900-F22 |
| NOVA | 62-67 | 5900-X20 | 5900-X10 |
| | 68-72 | 5901-X20 | 5900-X20 |



■ PACKAGES - TORQUE ARM SUSPENSIONS

| | | CAC FRONT FRAME | OEM FRONT FRAME |
|-------------------|-------|-----------------|-----------------|
| CAMARO / FIREBIRD | 67-69 | 5926-F10 | 5925-F10 |
| | 70-74 | 5926-F21 | 5925-F21 |
| | 75-81 | 5926-F22 | 5925-F22 |
| NOVA | 62-67 | - | 5925-X10 |
| | 68-72 | 5926-X20 | 5925-X20 |



■ INDIVIDUAL COMPONENTS

| | | SUBFRAME CONNECTORS | | | CENTER SUPPORT | | DRIVESHAFT LOOP |
|-------------------|-------|---------------------|----------------|---------------|----------------|------------|-----------------|
| | | OEM REAR RAILS | CAC REAR RAILS | FRONT ADAPTER | LEAF / 4-LINK | TORQUE ARM | |
| CAMARO / FIREBIRD | 67-69 | 5903-F10 | - | 5903-F10-OEM | 5904-F10 | 5858-U01 | TCP DSL-01 |
| | 70-74 | 5903-F21 | 5903-F21-NF | 5903-F10-OEM | 5904-F20 | 5906-F20 | 5905-F20 |
| | 75-81 | 5903-F22 | 5903-F22-NF | 5903-F10-OEM | 5904-F20 | 5906-F20 | 5905-F20 |
| NOVA | 62-67 | 5903-X10 | - | - | 5904-X10 | 5858-U01 | 5905-X10 |
| | 68-72 | 5903-X20 | - | 5903-F10-OEM | 5904-X20 | 5858-U01 | TCP DSL-01 |

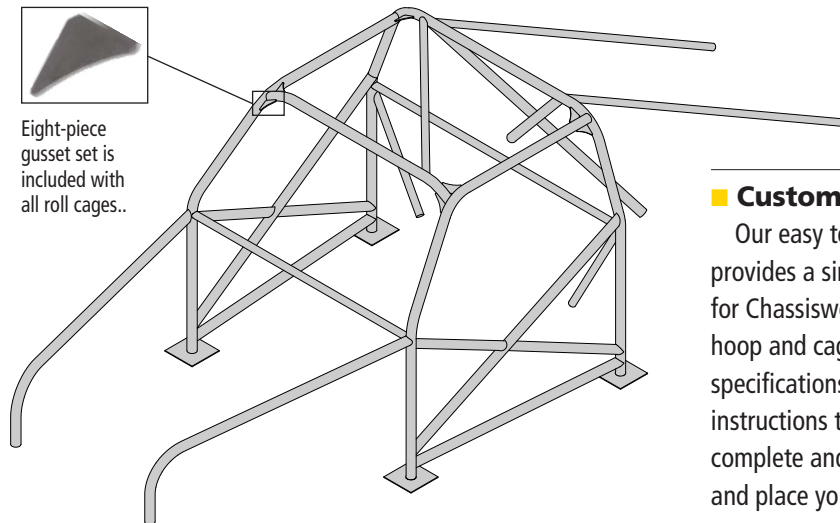
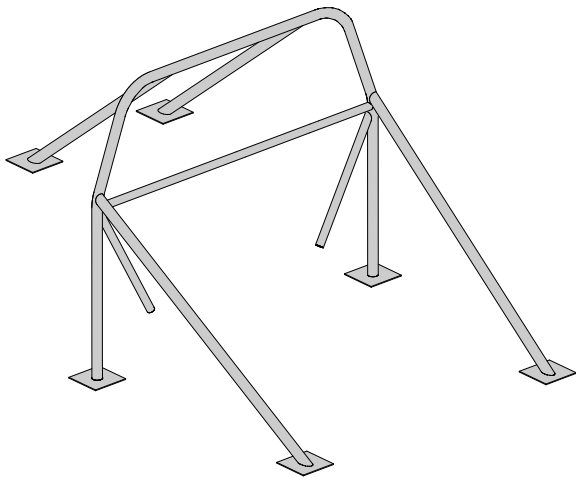


APPLICATIONS

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

Roll Bars and Cages

Chassisworks offers a complete line of roll bars and cages ranging from 4-point "street" roll bars to NHRA/IHRA-accepted 14-point roll cages. For 35 years Chris Alston and Chassisworks have been building a growing selection of application-specific bars and cages for popular domestic and foreign cars and trucks. For vehicles not listed, custom roll bars and cages can be built to your specifications with our easy to use custom roll cage worksheet and instructions. Bent components such as the main hoop, cage sides, and forward struts are manufactured using our computer-controlled, 3-axis, mandrel bender. This machine enables rapid and low-cost production of individual custom orders as well as large-run stock orders. To make test fitting and measurement easier during installation, all side bars and full-size straight rear struts are notched at one end. Trimming and notching of each component is required to achieve the best possible fit and strongest joints. Chassisworks tubing notchers can be used to trim and fit tubes with minimal effort (See page 50).



Eight-piece gusset set is included with all roll cages..

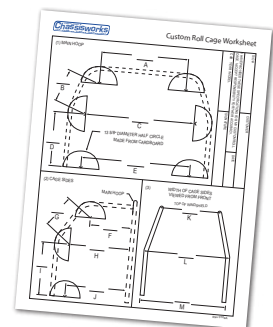
Applications

| MAKE | MODEL |
|-----------|-----------------|
| AMC | GREMLIN |
| | JAVELIN |
| | RAMBLER |
| BUICK | APOLLO |
| | REGAL |
| | SKYLARK |
| | |
| CHEVROLET | BEL AIR |
| | BERETTA |
| | BISCAYNE |
| | CAMARO |
| | CAPRICE |
| | CHEVELLE |
| | CHEVY II |
| | CORVETTE |
| | COUPE |
| | IMPALA |
| | LUV |
| | MALIBU |
| | MONTE CARLO |
| | MONZA |
| | NOVA |
| | OMEGA |
| | S10 |
| | TRUCK |
| | TRUCK (CHOPPED) |
| VEGA | |
| DATSUN | TRUCK |
| | Z-CAR |
| DODGE | ASPEN |
| | CHALLENGER |
| | CHARGER |
| | COLT |
| | DART |
| | DEMON |
| | MIRADA |

| MAKE | MODEL |
|-------------|-----------------|
| FORD | ANGLIA |
| | COUPE |
| | CROWN VICTORIA |
| | FAIRLANE |
| | FAIRMONT |
| | FALCON |
| | MAVERICK |
| | MUSTANG |
| | PINTO |
| | RANCHERO |
| | RANGER |
| THUNDERBIRD | |
| TORINO | |
| HENRY J | HENRY J |
| HONDA | CIVIC |
| MERCURY | BOBCAT |
| | CAPRI |
| | COMET |
| | CYCLONE |
| | COUGAR |
| | MONTEGO |
| | |
| OLDSMOBILE | 442 |
| | CUTLASS |
| PLYMOUTH | ARROW |
| | BARRACUDA |
| | DUSTER |
| | FURY |
| | ROAD RUNNER |
| | VOLARE |
| POLI-FORM | FORD |
| PONTIAC | FIREBIRD |
| | GTO |
| | LEMANS |
| | TRANS AM |
| | VENTURA |
| TOYOTA | PICKUP |
| VOLKSWAGEN | BETLE |
| WILLYS | COUPE |
| | COUPE (CHOPPED) |

Custom Roll Cage Worksheet

Our easy to use roll cage worksheet provides a simple and accurate way for Chassisworks to bend your main hoop and cage sides to your exact specifications. Just follow the detailed instructions to measure your vehicle, complete and submit the worksheet, and place your order.



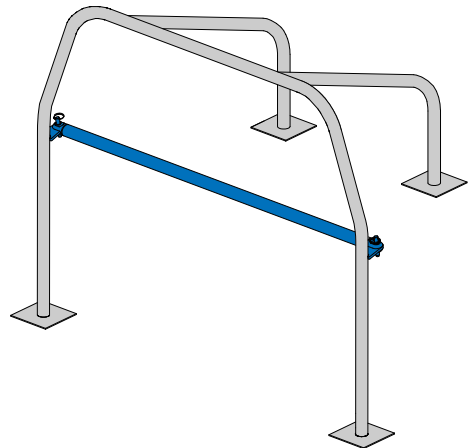
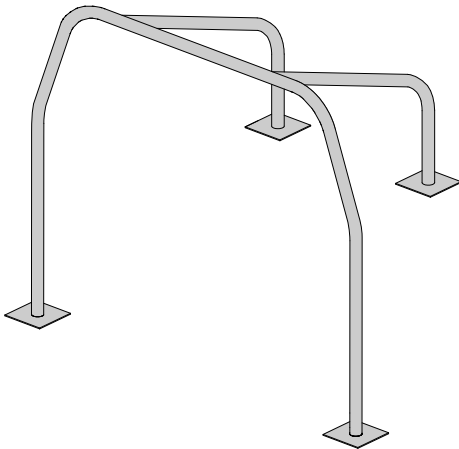
Roll Bars and Cages

■ ROLL BARS

Four-point and eight-point roll bars are manufactured from 1-3/4 x .134" HREW mild steel, and can be upgraded to 1-3/4 x .120" or 2 x .120" DOM mild steel or 4130 (special order) to meet the requirements of various open-track and road-racing organizations. You must check with your particular sanctioning body for specific requirements or guidelines. Four-point roll

bars include the main hoop, bent rear struts, and floor plates, with an option for a removable back brace. The eight-point configuration additionally includes side bars, rear subframe supports, and a welded back brace, with options for bent rear struts and removable side bars and back brace.

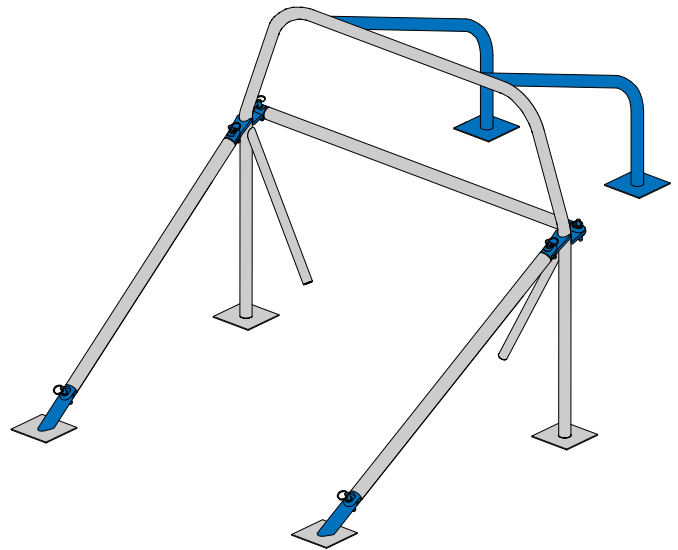
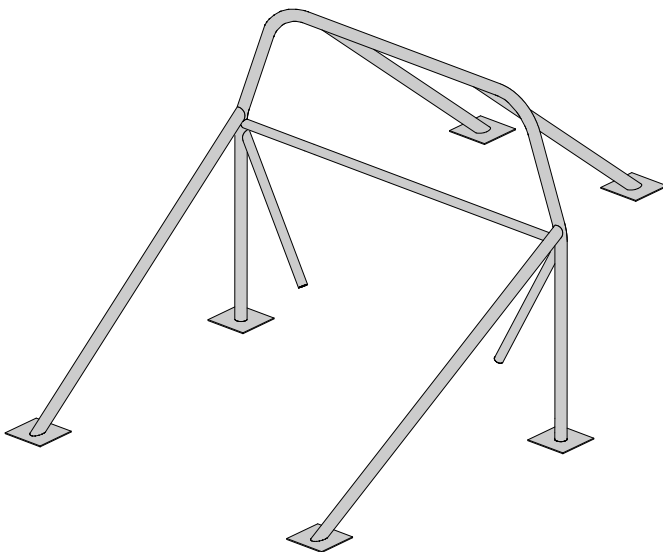
■ 4-Point Roll Bar



7000 4-POINT ROLL BAR, 1-3/4 X .134", MILD STEEL
CUSTOM APPLICATION

OPTION REMOVABLE BACK BRACE

■ 8-Point Roll Bar



7001 8-POINT ROLL BAR, 1-3/4X.134", MILD STEEL
CUSTOM APPLICATION

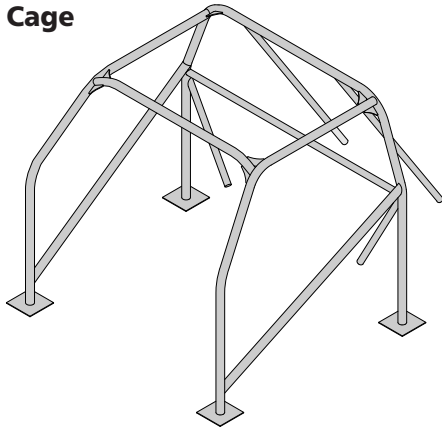
OPTIONS
BENT REAR STRUTS
SWING-OUT DRIVER SIDE DOOR BAR
DUAL SWING-OUT DOOR BARS
REMOVABLE BACK BRACE

Roll Bars and Cages

■ ROLL CAGES

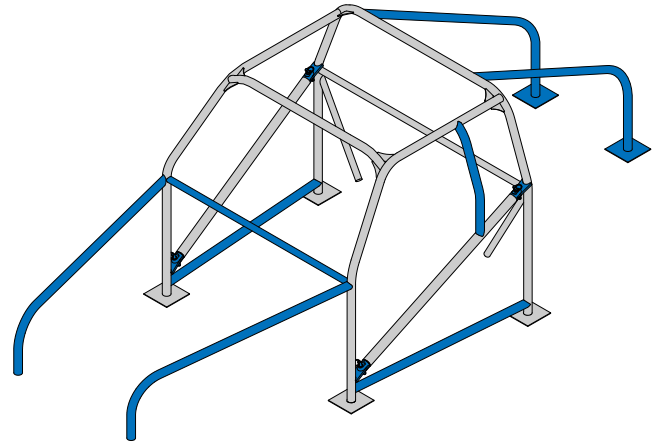
Roll cages are available in 8-, 10-, 12-, and 14-point configurations built from 1-5/8 x .134" HREW mild-steel to meet NHRA/IHRA safety requirements. Cages can be upgraded to 1-3/4 x .120" or 2 x .120" DOM mild steel or 4130 (special order) to meet the requirements of various open-track and road-racing organizations. You must check with your particular sanctioning body for specific requirements or guidelines.

■ 8-Point Roll Cage



Cage Conversion Kits

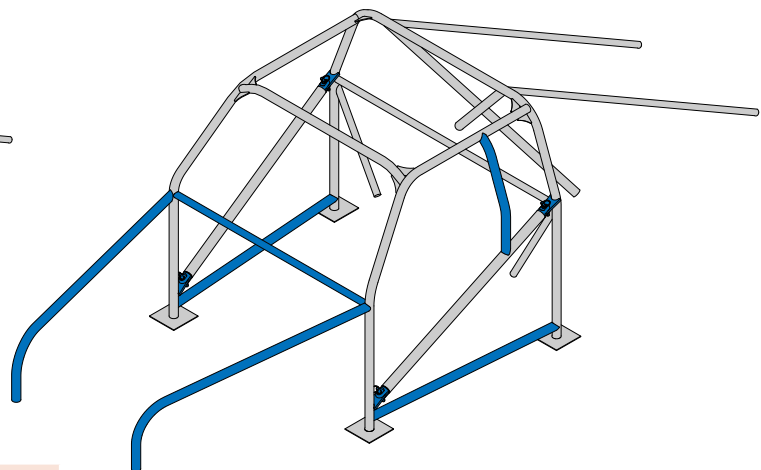
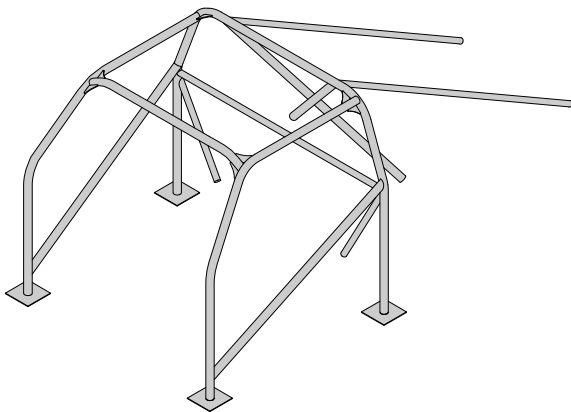
Once installed, all Chassisworks bars and cages can be retro-fitted to create a full 14-point roll cage by purchasing a 1-5/8" or 1-3/4" cage conversion kit. The base conversion includes cage sides and a windshield brace, with the remaining struts and support tubes offered as options.



| | |
|-------------|--|
| 7002 | 8-POINT ROLL CAGE, 1-5/8 X .134", MILD STEEL |
| 7020 | 8-POINT ROLL CAGE, 1-5/8 X .083", 4130 |
| 7042 | 8-POINT ROLL CAGE, 1-3/4 X .125", DOM |
| 7040 | 8-POINT Gastreet ROLL CAGE, 1-5/8 X .134, MILD STEEL, SWING-OUT DOOR BARS, BENT REAR STRUTS, REMOVABLE BACK BRACE OPTIONAL |
| OPTIONS | CUSTOM APPLICATION |
| | WINDOW NET AND MOUNTS |
| | ROCKER SUPPORT TUBE1 (EACH) |

| | |
|------------------|--|
| OPTIONS CON'T | DASH SUPPORT, 1-1/4" |
| | HELMET BAR1 (EACH) |
| | FORWARD STRUTS (PAIR) |
| | FUNNY CAR CAGE OPTION: DRIVER SIDE OR BOTH |
| | BENT REAR STRUTS |
| | SWING-OUT DRIVER SIDE DOOR BAR |
| | DUAL SWING-OUT DOOR BARS |
| NOTE | 1 - AVAILABLE FOR DRIVER AND PASSENGER SIDES |

■ 7003 — 10-Point Roll Cage, X-Brace Style

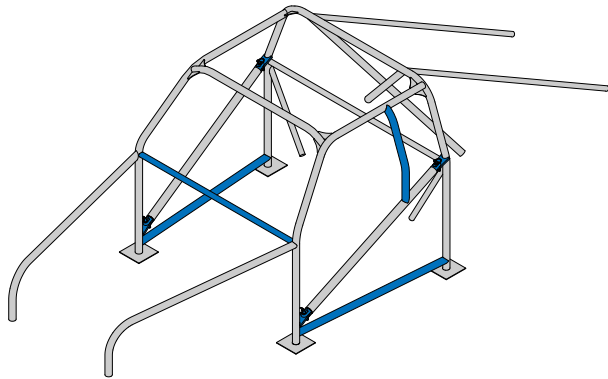


| | |
|-------------|---|
| 7003 | 10-POINT ROLL CAGE, 1-5/8 X .134", MILD STEEL |
| 7021 | 10-POINT ROLL CAGE, 1-5/8 X .083", 4130 |
| OPTIONS | CUSTOM APPLICATION |
| | WINDOW NET AND MOUNTS |
| | ROCKER SUPPORT TUBE1 (EACH) |
| | DASH SUPPORT, 1-1/4" |
| | HELMET BAR1 (EACH) |

| | |
|------------------|--|
| OPTIONS CON'T | FORWARD STRUTS (PAIR) |
| | FUNNY CAR CAGE OPTION, DRIVER SIDE |
| | FUNNY CAR CAGE OPTION, BOTH SIDES |
| | SWING-OUT DRIVER SIDE DOOR BAR |
| | DUAL SWING-OUT DOOR BARS |
| NOTE | 1 - AVAILABLE FOR DRIVER AND PASSENGER SIDES |

Roll Bars and Cages

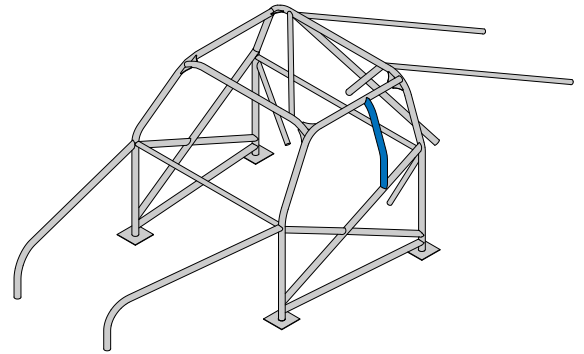
12-Point Roll Cage, X-Brace Style



| | |
|----------------|---|
| 7004 | 12-POINT ROLL CAGE, 1-5/8 X .134", MILD STEEL |
| 7022 | 12-POINT ROLL CAGE, 1-5/8 X .083", 4130 |
| | CUSTOM APPLICATION |
| OPTIONS | WINDOW NET AND MOUNTS ROCKER SUPPORT TUBE ¹ (EACH) DASH SUPPORT, 1-1/4" HELMET BAR ¹ (EACH) FORWARD STRUTS FOR STRUT SUSPENSION (PAIR) FUNNY CAR CAGE OPTION, DRIVER SIDE FUNNY CAR CAGE OPTION, BOTH SIDES SWING-OUT DRIVER SIDE DOOR BAR DUAL SWING-OUT DOOR BARS |
| NOTE | 1 - AVAILABLE FOR DRIVER AND PASSENGER SIDES |

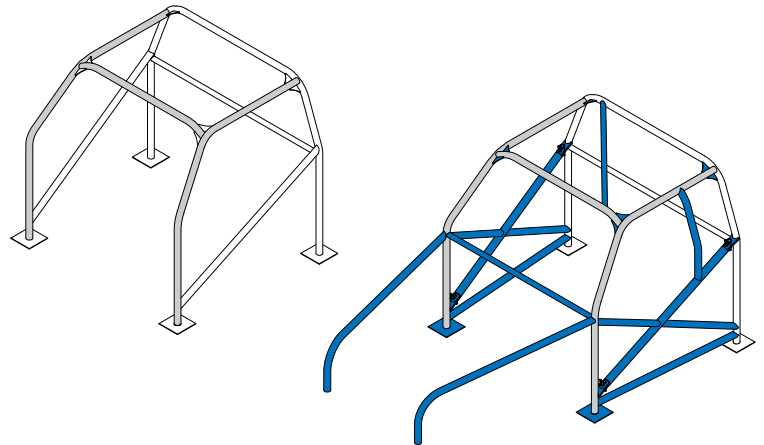
14-Point Roll Cage

| | |
|----------------|--|
| 7015 | 14-POINT ROLL CAGE, 1-5/8 X .134", MILD STEEL |
| 7023 | 14-POINT ROLL CAGE, 1-5/8 X .083", 4130 |
| | CUSTOM APPLICATION |
| OPTIONS | WINDOW NET AND MOUNTS HELMET BAR ¹ (EACH) FORWARD STRUTS FOR STRUT SUSPENSION (PAIR) FUNNY CAR CAGE OPTION, DRIVER SIDE FUNNY CAR CAGE OPTION, BOTH SIDES |
| NOTE | 1 - AVAILABLE FOR DRIVER AND PASSENGER SIDES |

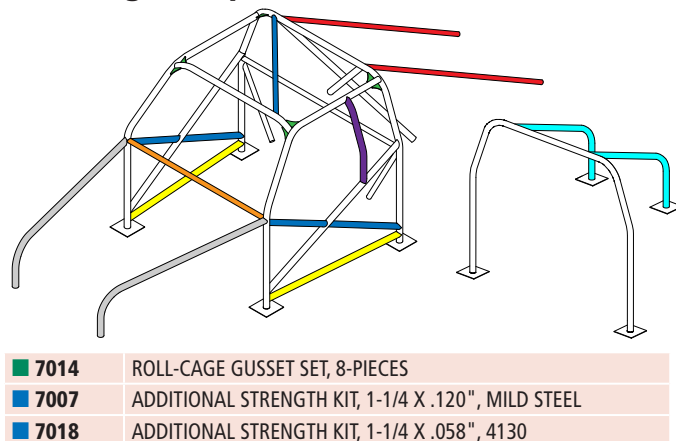


Roll Cage Conversion

| | |
|----------------|--|
| 7005 | ROLL BAR TO ROLL CAGE CONVERSION, 1-5/8 X .134", MILD STEEL 1-3/4 X .134", MILD STEEL CUSTOM APPLICATION |
| OPTIONS | WINDOW NET AND MOUNTS ROCKER SUPPORT TUBE ¹ (EACH) DASH SUPPORT, 1-1/4" HELMET BAR ¹ (EACH) FORWARD STRUTS (PAIR) FUNNY CAR CAGE OPTION SWING-OUT DRIVER SIDE DOOR BAR DUAL SWING-OUT DOOR BARS FLOOR PLATES AND GUSSETS |
| NOTE | 1 - AVAILABLE FOR DRIVER AND PASSENGER SIDES |



Roll Cage Components



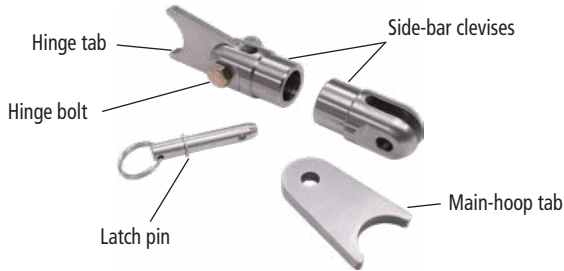
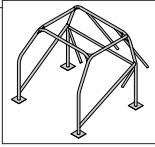
| | |
|-------------|---|
| 7006 | LONG REAR X-BRACE STRUTS, 1-1/4 X .120", MILD STEEL |
| 7009 | EXTRA LONG REAR STRUTS, 1-1/4 X .120", MILD STEEL |
| 7017 | LONG REAR STRUTS, 1-1/4 X .058", 4130 |
| 7029 | EXTRA LONG REAR STRUTS, 1-1/4 X .058", 4130 |
| 7010 | FORWARD STRUTS (PAIR), 1-5/8 X .134", MILD STEEL |
| 7019 | FORWARD STRUTS (PAIR), 1-5/8 X .065", 4130 |
| 7011 | BENT REAR STRUTS, 1-5/8 X .134", MILD STEEL |
| 7028 | BENT REAR STRUTS, 1-3/4 X .134", MILD STEEL |
| 7039 | BENT REAR STRUTS, 1-5/8 X .083", 4130 |
| 7012 | DASHBOARD SUPPORT, 1-1/4 X .120", MILD STEEL |
| 7013 | DASHBOARD SUPPORT, 1-1/4 X .058", 4130 |
| 7024 | ROCKER SUPPORT (EACH), 1-5/8 X .134, MILD STEEL |
| 7025 | ROCKER SUPPORT (EACH), 1-5/8 X .083, 4130 |
| 7026 | HELMET BAR (EACH), 1-5/8 X .134, MILD STEEL |
| 7027 | HELMET BAR (EACH), 1-5/8 X .083, 4130 |

| | |
|-------------|--|
| 7014 | ROLL-CAGE GUSSET SET, 8-PIECES |
| 7007 | ADDITIONAL STRENGTH KIT, 1-1/4 X .120", MILD STEEL |
| 7018 | ADDITIONAL STRENGTH KIT, 1-1/4 X .058", 4130 |

Roll Bars and Cages (Accessories)

Standard Roll-Cage Swing-Out Kit

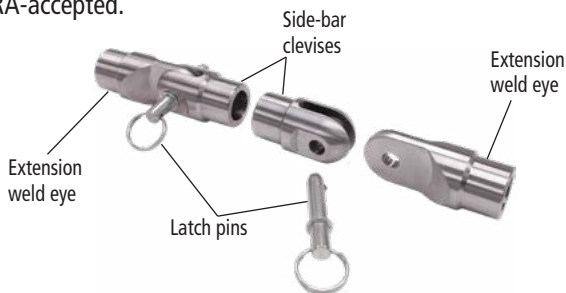
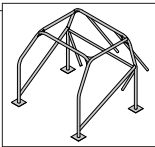
Our standard roll-cage swing-out kit consists of weld-on upper-latch and lower-hinge tabs, and weld-in billet clevis. A quick-release pin is used for the upper latch for easy entry. NHRA-accepted.



| | |
|-------------|--|
| 7008 | ROLL-CAGE STANDARD SWING-OUT KIT, 1-5/8 X .134" |
| 7038 | ROLL-CAGE STANDARD SWING-OUT KIT, 1-5/8 X .083"1 |
| 7031 | ROLL-CAGE STANDARD SWING-OUT KIT, 1-3/4 X .134" |
| NOTE | 1 - FOR USE WITH 4130 ROLL CAGES |

Swing-Out Dual-Extension Kit

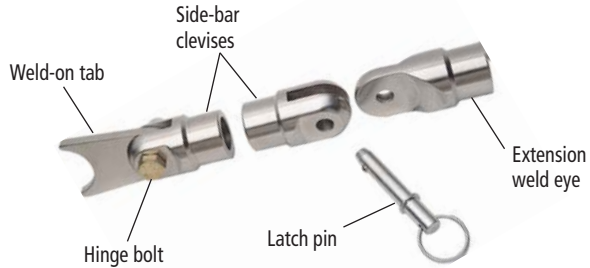
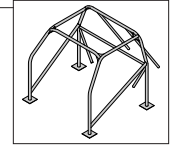
Roll cages with the cage-side upright positioned forward of the A-pillar and the main hoop installed rearward of the B-pillar, require the latch and hinge to be extended for proper operation of the swing-out side bar. Two short lengths of the side-bar tube, packaged with your roll cage, weld to the cage and receive the billet weld eyes. Two weld-in clevises are included for the side bar. NHRA-accepted.



| | |
|-------------|--|
| 7036 | SWING-OUT DUAL-EXTENSION KIT, 1-5/8 X .134" |
| 7047 | SWING-OUT DUAL-EXTENSION KIT, 1-5/8 X .083"1 |
| 7037 | SWING-OUT DUAL-EXTENSION KIT, 1-3/4 X .134" |
| NOTE | 1 - FOR USE WITH 4130 ROLL CAGES |

Swing-Out Single-Extension Kit

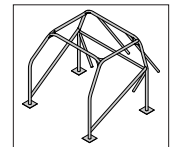
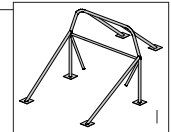
Roll cages with the cage-side upright positioned forward of the A-pillar or main hoop installed rearward of the B-pillar, require the latch or hinge to be extended for proper operation of the swing-out side bar. A short length of the side-bar tube, packaged with your roll cage, welds to the cage and receives the billet weld eye. Two weld-in clevises are included for the side bar and the lower tab welds to the opposing cage structure. NHRA-accepted.



| | |
|-------------|--|
| 7030 | SWING-OUT SINGLE-EXTENSION KIT, 1-5/8 X .134" |
| 7046 | SWING-OUT SINGLE-EXTENSION KIT, 1-5/8 X .083"1 |
| 7032 | SWING-OUT SINGLE-EXTENSION KIT, 1-3/4 X .134" |
| NOTE | 1 - FOR USE WITH 4130 ROLL CAGES |

Removable Back-Brace Kit

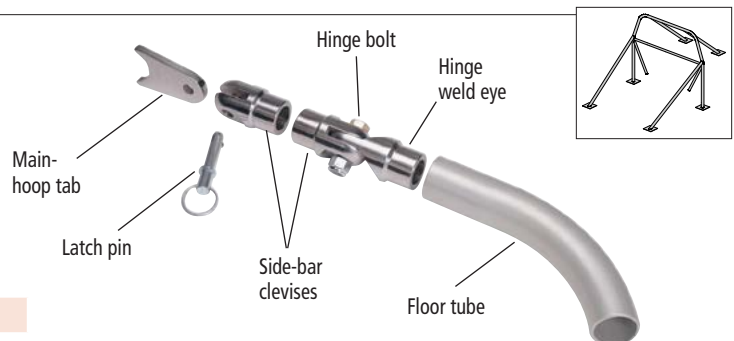
To gain easier access to the rear passenger area, our removable back-brace kit includes two weld-on, main-hoop tabs and two weld-in, billet clevis. Quick-release pins are used for simple, no-tool removal of the back brace.



| | |
|-------------|---|
| 7034 | REMOVABLE-BACK-BRACE KIT, 1-5/8 X .134" |
| 7035 | REMOVABLE-BACK-BRACE KIT, 1-3/4 X .134" |
| 7041 | REMOVABLE-BACK-BRACE KIT, 1-5/8 X .083" |

Roll-Bar Swing-Out Kit with Tube

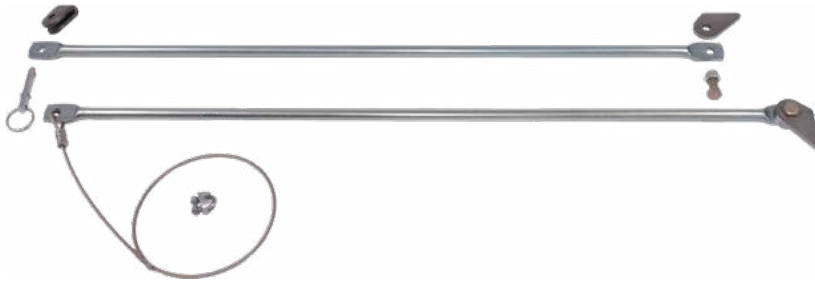
These components convert the standard roll-bar side bar to a swing-out side bar. The bent tube welds to the floor plate, packaged with your roll bar, and receives the hinge weld eye. Two weld-in clevises are included for the side bar and the tab welds to the main hoop, serving as a pin-secured latch. NHRA-accepted.



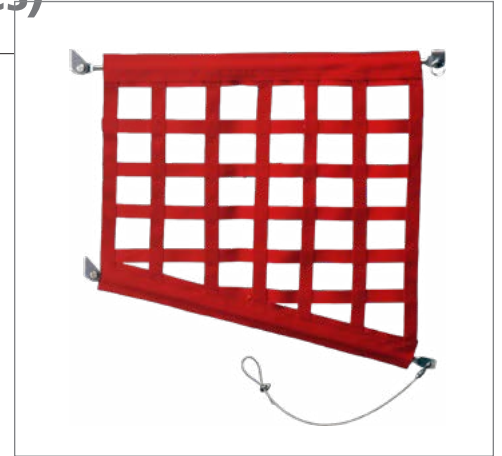
| | |
|-------------|---|
| 7033 | ROLL-BAR SWING-OUT KIT WITH TUBE, 1-3/4 X .134" |
|-------------|---|

Roll Bars and Cages (Accessories)

■ Window Net Mount

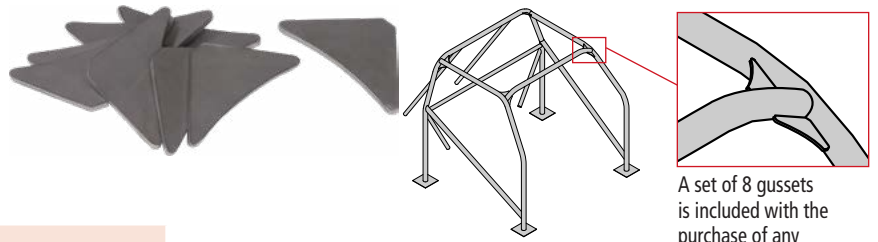


6307 WINDOW-NET MOUNT



■ Roll-Bar Gusset Set

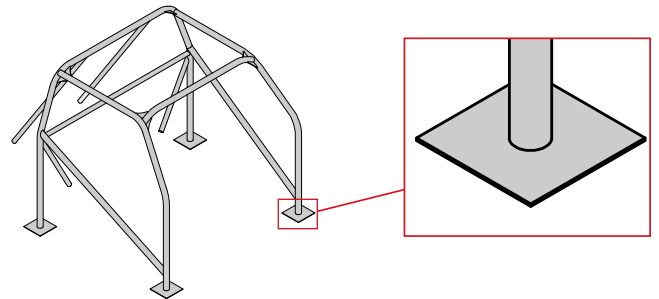
Our solid, triangular gusset design is far stronger than gussets with holes. Made of 10-gauge steel, these gussets add considerable strength to key areas of your roll cage.



A set of 8 gussets is included with the purchase of any Chassisworks roll cage.

7014 ROLL-BAR GUSSET (SET OF 8)

■ Roll-Cage Floor Plates



2006 FLOOR PLATES, 4-PIECES, 6" X 6"

2027 FLOOR PLATES, 6-PIECES, 6" X 6"

■ Subframe Connectors

Our weld-in subframe connectors are designed to substantially reduce chassis flex by tying into key structural points of your vehicle. Connectors are built from .083" wall boxed tubing to better visually blend with the factory subframes. Installation retains the factory suspension mounting points and requires welding for maximum strength and ground clearance.



7111 '71-81 VEGA, '75-80 MONZA, 2 X 3 X .083" CONNECTORS

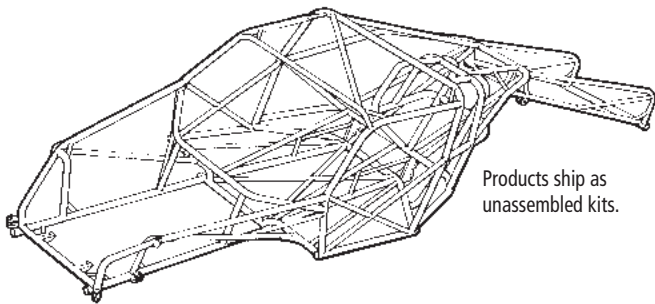
Tube-Frame Chassis Kits

Chris Alston developed the first doorslammer chassis kits in the late 1970s, making Chassisworks the most experienced chassis manufacturer in the industry. In that time, Chassisworks has refined the process of manufacturing and distributing tube-frame, drag-race chassis kits, to minimize the amount of time and effort required by the builder. On numerous occasions, the NHRA has recognized our chassis-kit designs, by awarding cars featuring chassis designed or built by Chris Alston the Best Engineered award at various events throughout the years. This level of expertise and recognized quality is designed into every Chassisworks' chassis kit and can be delivered right to your door.

Chassisworks offers a broad selection of chassis designs to accommodate various sizes and styles of vehicles. Each chassis can be packaged with several suspension and frame options, adding a degree of flexibility unmatched by other manufacturers. All kits are designed to conform to NHRA requirements and include detailed blueprints and instruction manuals. To determine which chassis you need, call us; we will be glad to help.

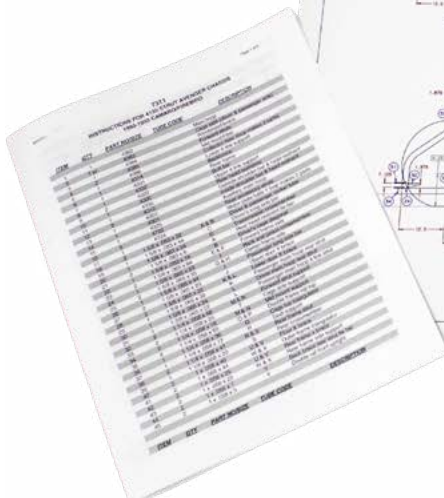
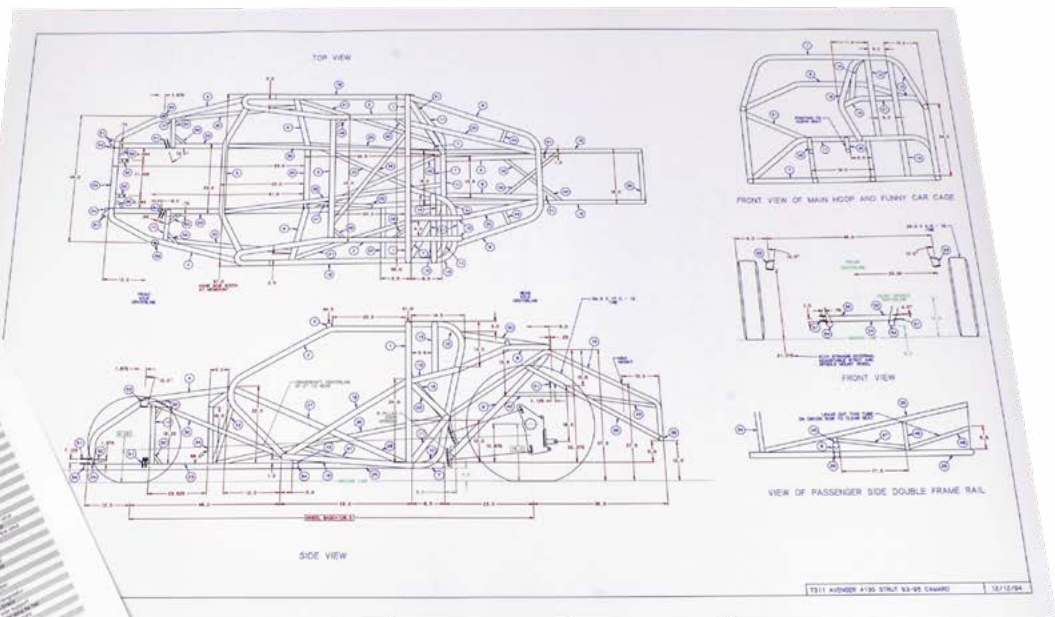


Chris Alston's Chassisworks has won numerous NHRA Best Engineered awards.

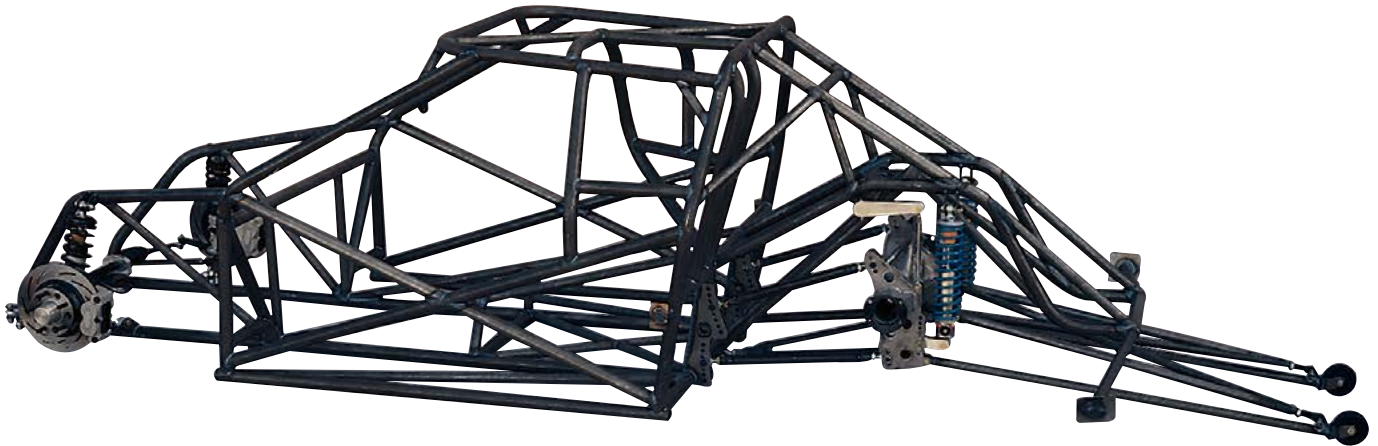


Products ship as unassembled kits.

All kits are designed to conform to NHRA requirements and include detailed blueprints and instruction manuals.



Tube-Frame Chassis Kits (Roller Packages)



Chris Alston is the most-experienced builder of chassis kits. Chassisworks offers more models for every doorslammer class. Our chassis are individually designed from the ground up, as engineered systems, using the latest computer technology. (We do not take a front clip and a rear clip, add a cage, and call it a "chassis," as some of our competitors do.) Unlike other mail-order suppliers, we build everything from Pro Modifieds to bracket cars in our in-house chassis shop. This continuous, "hands-on" involvement assures you of receiving higher technology – and products that fit!

Our rolling-chassis packages are the industry's most comprehensive, at the best prices. You get the chassis of your choice – Eliminator I; Eliminator II (pictured); Nostalgia; Roadster or Avenger – with the matched components you need to assemble a winning race car.

Additionally, every package includes a motor plate; mid-plate; transmission-mount bracket; two driveshaft loops; gas and brake pedals; master-cylinder mount; dual battery boxes; multicolored blueprints and detailed directions.

Any rolling-chassis package can be optionally configured to fit your exact requirements. Options include your choice of front and rear suspensions, plus upgrades to higher-performance parts. Products ship as unassembled kits. Please call for complete details and prices.

| | |
|--------------|-----------------------|
| PKG O | A-ARM, 4-LINK PACKAGE |
| PKG Q | STRUT, 4-LINK PACKAGE |

■ A-Arm Chassis

Includes upper and lower arms; balljoints; spindles; shock absorbers; shock mounts; coil springs; new rack and pinion; rack clamp; tie rods and ends; tie-rod adapter; steering column with quick-release hub and splined U-joint.



■ Ladder-Bar Chassis

Includes ladder bars; locator; adjustable shock mount; coil springs and shocks; X-strut wheelie bars; adapter bushings.



■ Strut Chassis

Includes struts; brakes; control arm; new rack and pinion; rack clamp; tie rods and ends; steering column with quick-release hub and splined U-joint.



■ Four-Link Chassis

Includes 4-link with rod ends and locator; adjustable shock mount; coil springs and shocks; X-strut wheelie bars.

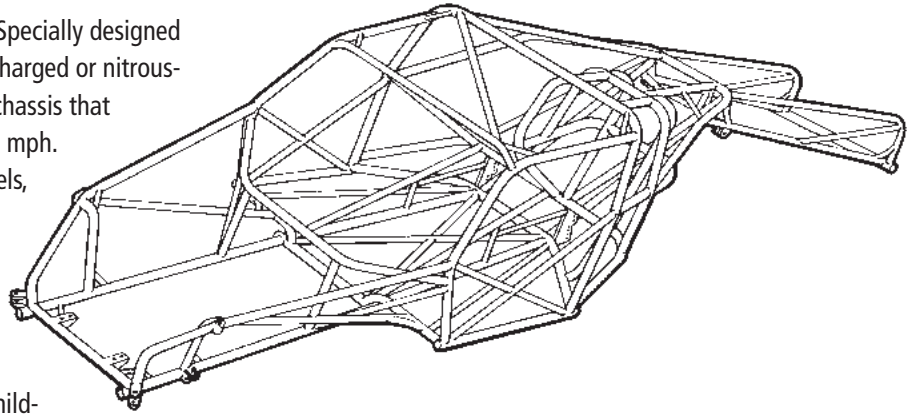


Tube-Frame Chassis Kits (Avenger)

Avenger chassis are available in kit form. Specially designed to optimize the high horsepower of a supercharged or nitrous-injected engine, these are the Pro Modified chassis that consistently run in the sixes at well over 200 mph.

Three styles are offered: Two mild-steel models, with either strut or A-arm front suspension; plus a 4130-chrome-moly chassis for struts that meets SFI 25-1 Pro Stock and Advanced ET requirements. All three models use our late-design 4-links (Number-6246 Eliminator II 4-link in either mild-steel chassis; Number-6206 Avenger 4-link in the 4130 model). Each chassis is shipped complete with all bent and straight tubes; Funny Car cage; double frame rails; front-suspension brackets; multicolored blueprints and complete instructions. Avenger chassis can be purchased in any stage of completion desired.

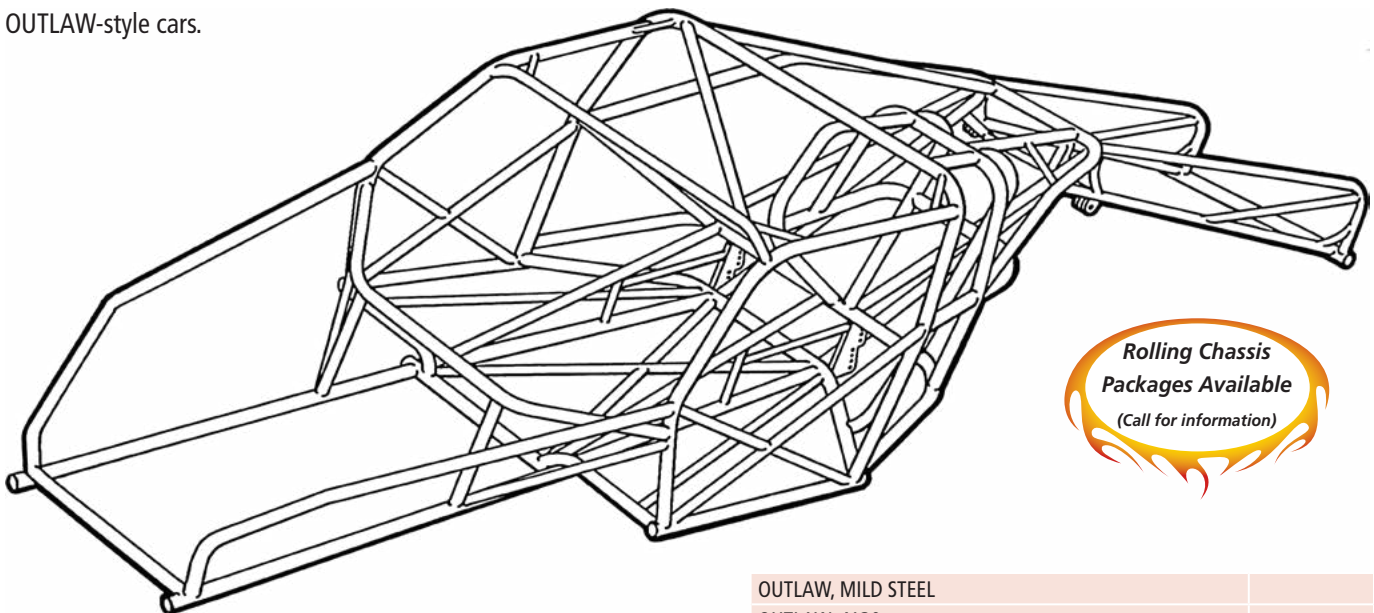
This style of chassis will not fit every body style. However, we offer models for popular vehicles (e.g., Camaro, Firebird, Beretta, 1955-57 Chevy, Lumina, Grand Prix, Cutlass, etc.). More are being added, so call about availability for your car.



| | |
|------------------------------------|----------------------------------|
| AVENGER, MILD STEEL, A-ARM, 4-LINK | |
| AVENGER, MILD STEEL, STRUT, 4-LINK | |
| AVENGER, 4130, STRUT, 4-LINK | |
| 7016 | BLUEPRINTS AND INSTRUCTIONS ONLY |

Tube-Frame Chassis Kits (Outlaw)

Outlaw chassis are designed for classes requiring use of stock-type front suspension. Chassis can be ordered in either mild steel or 4130 round tubing. Same design as our Avenger chassis with rear frame modifications to accommodate OUTLAW-style cars.

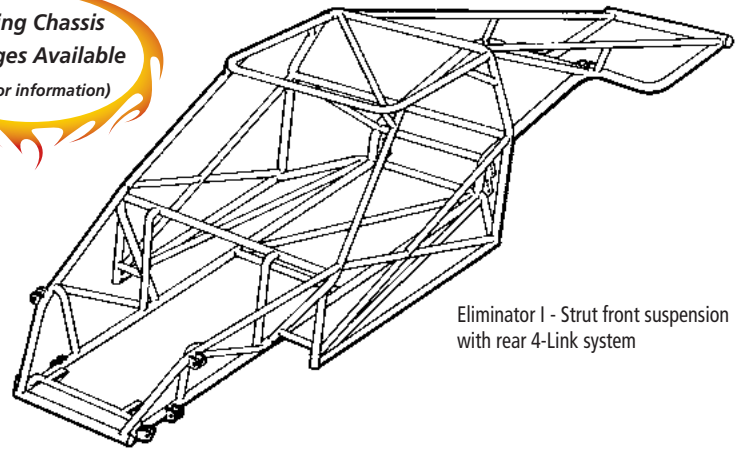


| | |
|--------------------|--|
| OUTLAW, MILD STEEL | |
| OUTLAW, 4130 | |

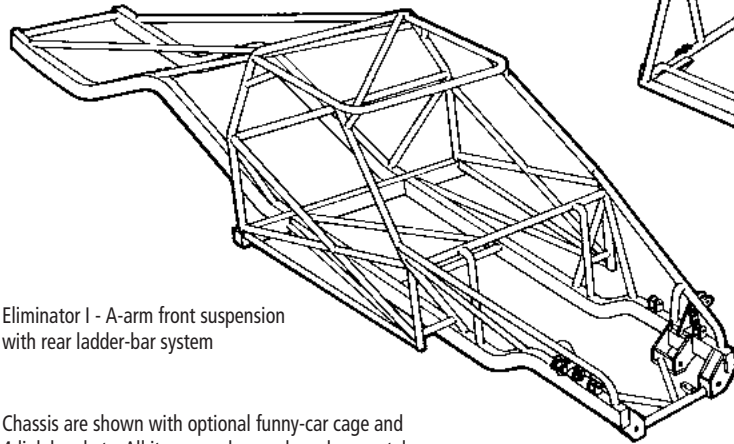
Tube-Frame Chassis Kits (Eliminator I and II)

■ Eliminator I

This popular design has been completely updated. It is extremely easy to assemble correctly. It is available in A-arm or strut front suspension; ladder-bar or 4-link rear suspension; 3x2" -boxed or 1-5/8" -round frame; mild steel or 4130 chrome-moly. It is an excellent choice for 9.90 and 8.90 classes. Double frame rails are optional.



Eliminator I - Strut front suspension with rear 4-Link system



Eliminator I - A-arm front suspension with rear ladder-bar system

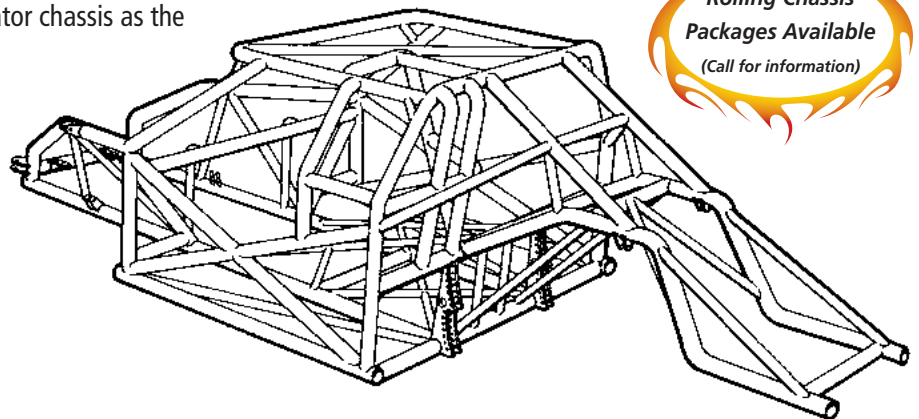
Chassis are shown with optional funny-car cage and 4-link brackets. All items can be purchased separately.

| | |
|--|--|
| ELIMINATOR I: MILD STEEL, A-ARM, LADDER-BAR OR 4-LINK, 3X2" FRAME | |
| ELIMINATOR I: MILD STEEL, A-ARM OR STRUT, LADDER-BAR OR 4-LINK, 1-5/8" FRAME | |
| ELIMINATOR I: 4130, STRUT, 4-LINK, 1-5/8" FRAME | |
| 7237 | DOUBLE-FRAME-RAIL OPTION, ELIMINATOR I |
| 7226 | FUNNY CAR CAGE, MILD STEEL |
| 7227 | FUNNY CAR CAGE, 4130 |
| 7016 | BLUEPRINTS FOR ANY CHASSIS |

■ Eliminator II

Shares many features with the Eliminator I. The difference is that the rear half uses our Eliminator II 4-link system. This chassis is offered in A-arm or strut front suspension, with round rails of either mild steel or 4130 chrome-moly. This is an excellent choice for 8.90 to 7.50 classes. Eliminator II chassis also come with double rear frame rails. Funny Car cages for both the driver and passenger sides are optional for Eliminator I and II. Many customers have built Eliminator chassis as the ultimate Pro Street foundation.

| | |
|---|--|
| ELIMINATOR II: MILD STEEL, A-ARM OR STRUT, 4-LINK, 1-5/8" FRAME | |
| ELIMINATOR II: 4130, STRUT, 4-LINK, 1-5/8" FRAME | |
| 7237 | DOUBLE-FRAME-RAIL OPTION, ELIMINATOR I |
| 7226 | FUNNY CAR CAGE, MILD STEEL |
| 7227 | FUNNY CAR CAGE, 4130 |
| 7016 | BLUEPRINTS FOR ANY CHASSIS |



Eliminator II - Strut front suspension with rear 4-Link system

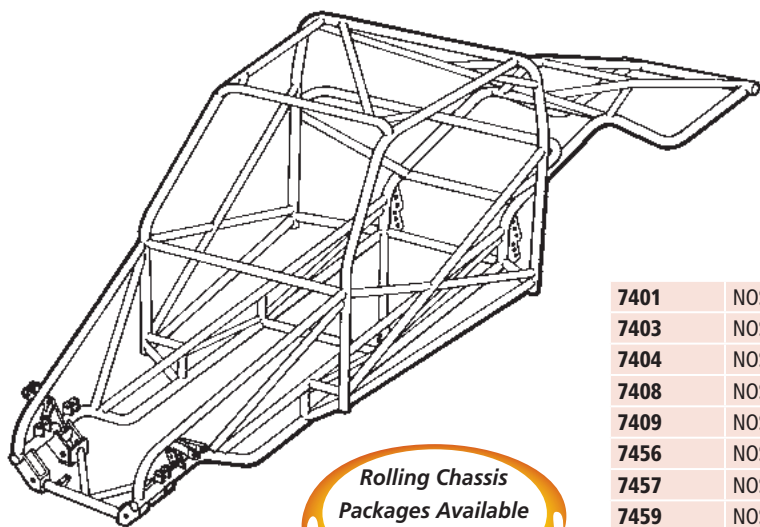


Tube-Frame Chassis Kits (Nostalgia and Roadster)

■ Nostalgia

Engineered to run 9.90 to 7.70 for customers with older body styles (e.g., '41 Willys) who want a late-model, high-tech chassis. Also ideal for Super Gas, Super Comp and brackets, our nostalgia chassis fits the 1937-41 Willys coupe and other popular bodies. (Its adjustable wheelbase adapts to a variety of "fat-fendered" nostalgia cars.) Double-rail construction ensures ultimate strength. Offered with 4-link rear suspension

and either Mustang II A-arm or strut front suspension, these chassis kits include suspension brackets, mild-steel double frame rails and roll cage. (A 4130-chrome-moly version is offered on special order.) All Chassisworks chassis can accommodate NHRA-required mufflers with little modification. Multi-colored assembly drawings and instructions are included with every chassis, or can be purchased separately.



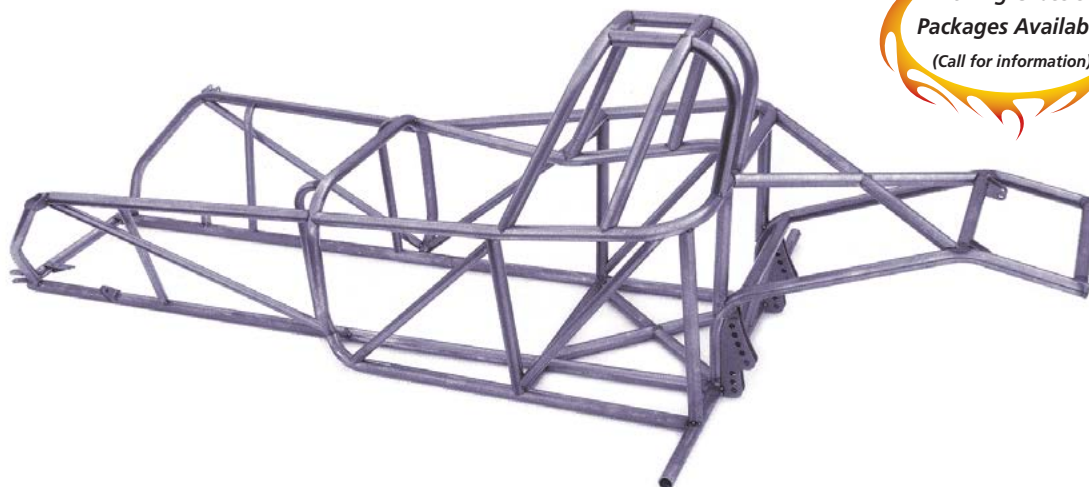
Steve Castelli

| | |
|------|---|
| 7401 | NOSTALGIA: 1937-41 WILLYS, A-ARM, 4-LINK, MILD STEEL |
| 7403 | NOSTALGIA: 1937-41 WILLYS, STRUT, 4-LINK, MILD STEEL |
| 7404 | NOSTALGIA: 1937-41 WILLYS, STRUT, 4-LINK, 4130 |
| 7408 | NOSTALGIA: 1932-34 WILLYS, A-ARM, 4-LINK, MILD STEEL |
| 7409 | NOSTALGIA: 1933 WILLYS, ELIMINATOR II, A-ARM, 4-LINK, SCALE |
| 7456 | NOSTALGIA ELIM. II: 1937-41 WILLYS, A-ARM, 4-LINK, MILD STEEL |
| 7457 | NOSTALGIA ELIM. II: 1937-41 WILLYS, STRUT, 4-LINK, MILD STEEL |
| 7459 | NOSTALGIA ELIM. II: 1937-39 CHEVY, A-ARM, 4-LINK, MILD STEEL |

■ Roadster

An ideal, inexpensive foundation for 9.90 and 8.90 classes or e.t. brackets. Our Roadster chassis is engineered to fit most body styles in the 1927-32 range. This high-tech roadster chassis is available with 4-link rear suspension and your choice of A-arm or strut front suspension. It features an all-round-tube design with left-hand Funny Car cage for ultimate function and safety.

| | |
|------|---|
| 7405 | ROADSTER: 1927-32 FORD, A-ARM, 4-LINK, MILD STEEL |
| 7406 | ROADSTER: 1927-32 FORD, STRUT, 4-LINK, MILD STEEL |
| 7407 | ROADSTER: 1927-32 FORD, STRUT, 4-LINK, 4130 |



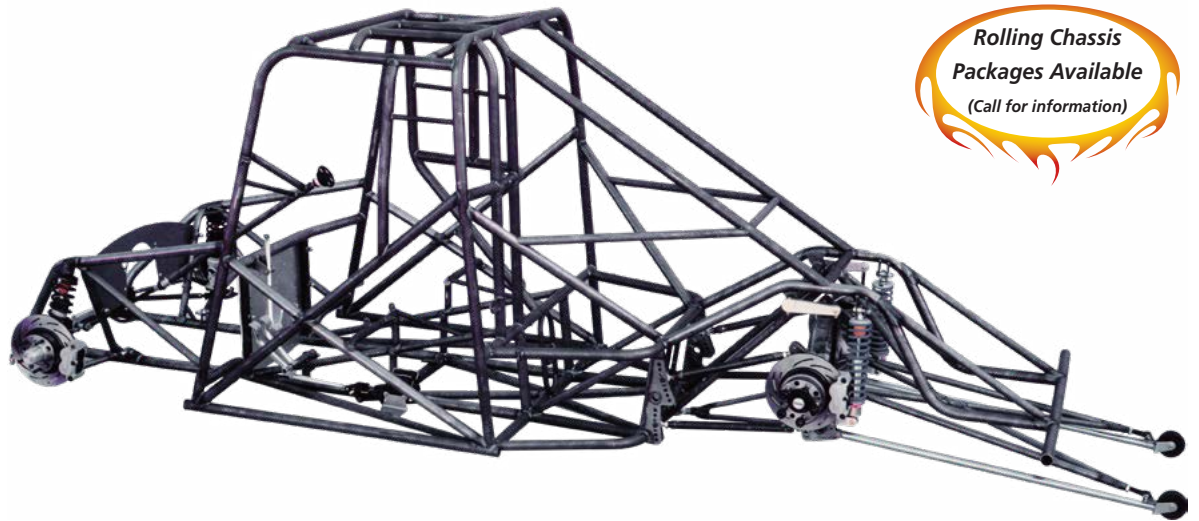
Tube-Frame Chassis Kits (Eliminator II Truck)

This model was designed from the start as a truck chassis, assuring the best possible fit and performance. (Our test vehicle for this chassis has achieved consistent mid-7-second times – at 3130 pounds!) Available with either A-arm or strut front suspension and our proven Eliminator II 4-link rear suspension, models are currently offered for full-size Chevy/GMC trucks, 1955-87; and S-10 Chevy/GMC trucks, 1982-95.

The basic, unwelded kit includes a frame and cage, most suspension brackets, blueprints and detailed instructions. This chassis can also be purchased with numerous options (some of which appear in the photo). Please call for complete information.

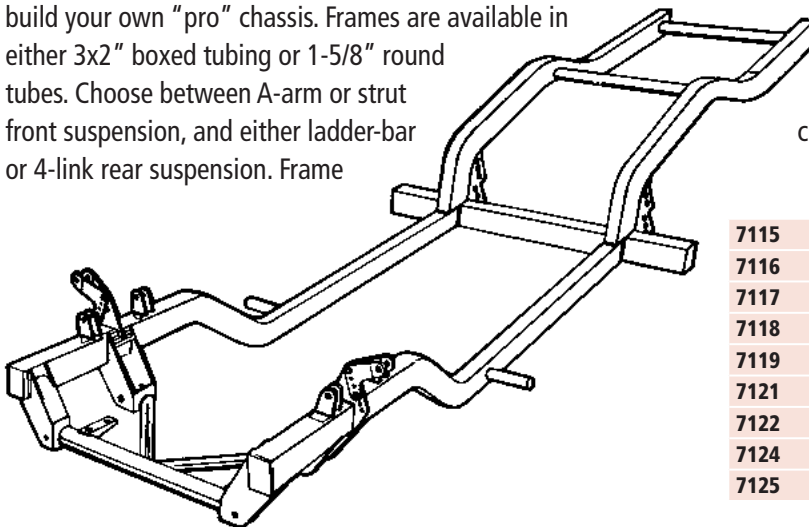
| | |
|-------------|---|
| 7450 | ELIMINATOR II, '55-59 CHEVY, A-ARM, 4-LINK |
| 7451 | ELIMINATOR II, '55-59 CHEVY, STRUT, 4-LINK |
| 7452 | ELIMINATOR II, '55-59 CHEVY, STRUT, 4-LINK, 4130 |
| 7453 | ELIMINATOR II, '60-95 CHEVY, A-ARM, 4-LINK |
| 7454 | ELIMINATOR II, '60-95 CHEVY, STRUT, 4-LINK |
| 7455 | ELIMINATOR II, '60-95 CHEVY, STRUT, 4-LINK, 4130 |
| 7462 | ELIMINATOR II, '82-95 CHEVY S-10, A-ARM, 4-LINK |
| 7463 | ELIMINATOR II, '82-95 CHEVY S-10, STRUT, 4-LINK |
| 7464 | ELIMINATOR II, '82-95 CHEVY S-10, STRUT, 4-LINK, 4130 |

Optional funny car cage shown



Full Frames (A-Arms and Strut)

Mandrel-formed Chassisworks frames help you custom-build your own "pro" chassis. Frames are available in either 3x2" boxed tubing or 1-5/8" round tubes. Choose between A-arm or strut front suspension, and either ladder-bar or 4-link rear suspension. Frame



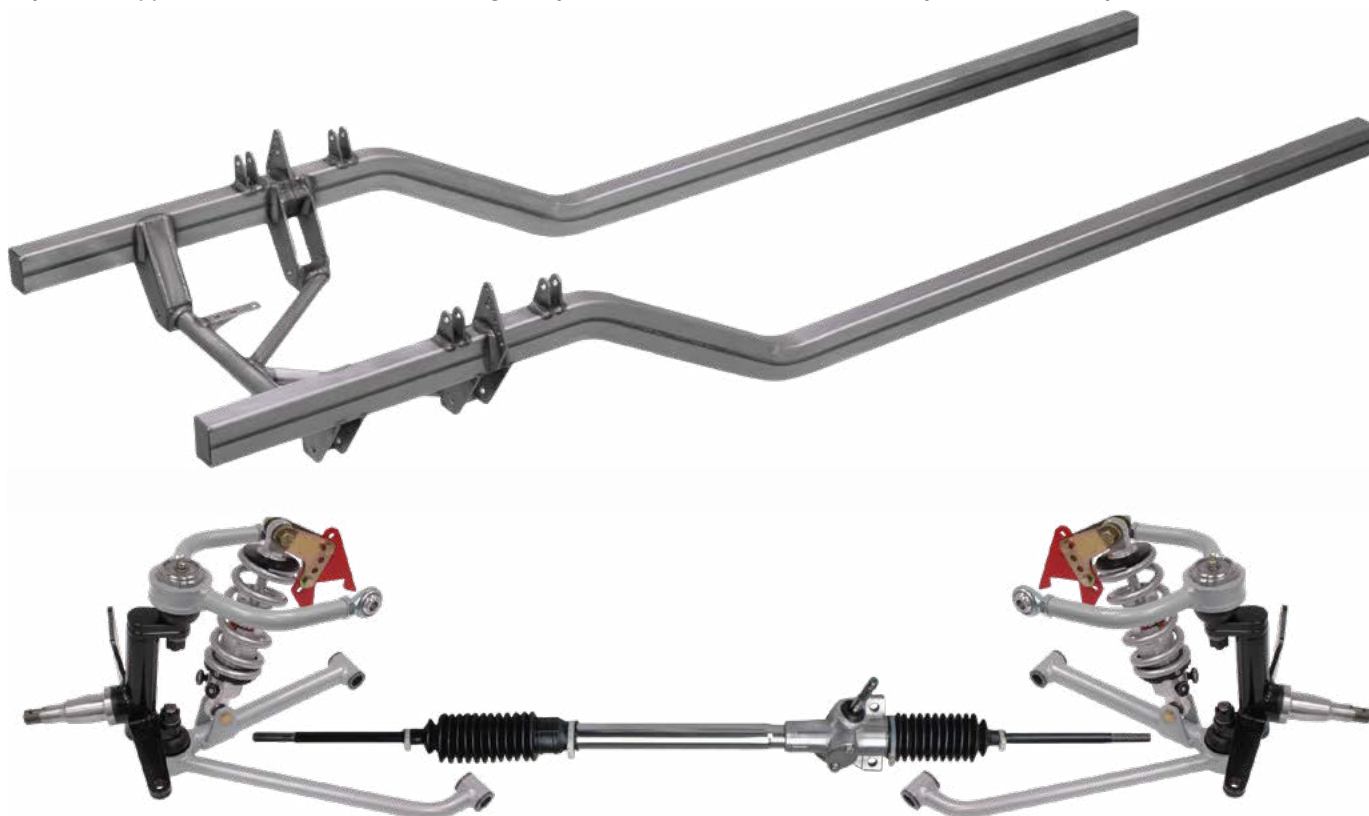
package includes front and rear frame rails, all front and rear-suspension brackets, all crossmembers, blueprints and detailed instructions. Purchase a frame with our 14-point roll cage to create an Eliminator-style chassis for unusual vehicles.

| | |
|-------------|--|
| 7115 | 3X2" FRAME, A-ARM, LADDER-BAR |
| 7116 | 1-5/8" FRAME, A-ARM, LADDER-BAR |
| 7117 | 3X2" FRAME, A-ARM, 4-LINK |
| 7118 | 1-5/8" FRAME, A-ARM, 4-LINK |
| 7119 | 3X2" FRAME, STRUT, LADDER-BAR |
| 7121 | 3X2" FRAME, STRUT, 4-LINK |
| 7122 | 1-5/8" FRAME, STRUT, 4-LINK |
| 7124 | HEAVY-DUTY 3X2" FRAME, A-ARM, LADDER-BAR |
| 7125 | HEAVY-DUTY 3X2" FRAME, A-ARM, 4-LINK |

Front Frame Systems, A-Arm

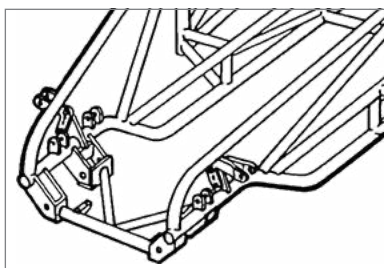
A Chassisworks frame will remove up to 300 pounds of excess weight from your car or truck. Frame clips are available in 3 x 2" boxed- or 1-5/8" round-tube versions. Rails are long enough to reach the main-hoop crossmember, completely replacing the stock front suspension and frame. Since these unique designs use a straight front crossmember, the hub width is infinitely adjustable. Now you can position your wheels at whatever width you need (minimum of 50") to maintain the correct track for your vehicle. Our exclusive adjustable upper mounts allow 3" of ride-height adjustment.

These frames use Chassisworks forged-Mustang II or fabricated spindles, along with our tubular drag-race upper and lower A-arms. Lightweight Pinto, or stronger Mustang II rack and pinions are available. Frame clips can be shipped as unassembled kits for lower freight costs, or factory-welded to your specifications. All frames come complete with mandrel-bent frame rails; a rack-and-pinion crossmember with mounts; upper and lower A-arm brackets with detailed directions and assembly drawing. To make at-home installation even simpler, we also offer an easy-to-use assembly fixture.

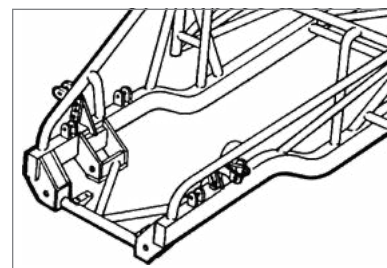


■ OPTION - Frame Rails

Frame rails are mandrel bent 3 x 2" boxed (.120"-wall) or 1-5/8" (.134"-wall) round tubing, with a selection of bend depths available depending upon the strength and ground-clearance requirements of your project. Typically round tubing is strictly used on dedicated race cars. Boxed or rectangular tubing is generally more suitable for Pro Street projects due to the taller and stronger outside dimensions.



1-5/8" round rails



3 x 2" boxed rails

Front Frame Systems, A-Arm (1-5/8")



Suspension includes control arms, VariShock coil-over shocks, and Pinto-style rack and pinion with tie rods.



Includes Mustang II spindles



Light-Duty Brakes (left) feature billet-aluminum 2-piston caliper with 10" x .350" slotted rotor.
Medium-Duty Brakes (center) feature forged 4-piston caliper with 11-3/4" x .350" slotted rotor.
Heavy-Duty Brakes (right) feature forged 4-piston caliper with 11-3/4" x .810" vented rotor.

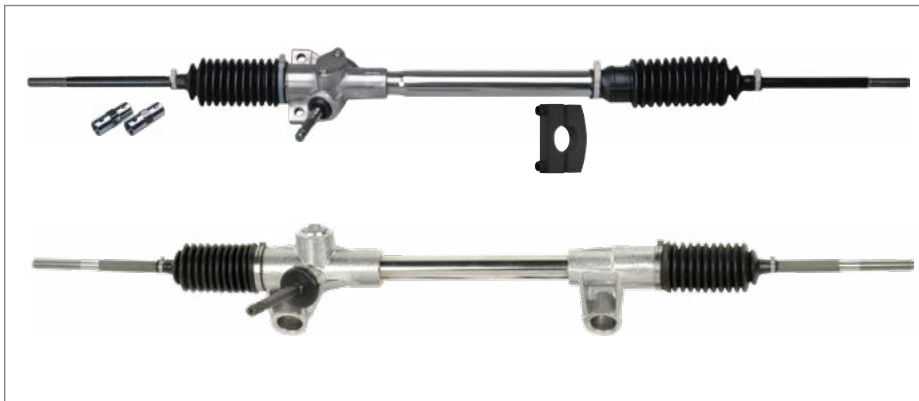


Single-adjustable 3.5" travel or double-adjustable 2.8" travel VariShock coil-overs with 7" coil springs.

| | |
|--------------------|---|
| 78R903 | DRAG RACE A-ARM 1-5/8" FRONT FRAME SYSTEM - CONTAINS 1-5/8" ROUND-TUBE A-ARM FRAME, UPPER AND LOWER CONTROL ARMS WITH BALLJOINTS, SHOCKS AND SPRINGS, SPINDLES, PINTO-STYLE RACK AND PINION (1/2-20 TIE ROD THREAD) WITH BILLET CLAMP AND TIE RODS (UNASSEMBLED KITS INCLUDE ASSEMBLY DRAWING AND CONTROL ARM WELD FIXTURE) |
| FRAME | UNASSEMBLED 1-5/8 - .134" A-ARM FRONT CLIP WITH 3" FRAME CLEARANCE |
| OPTIONS | UNASSEMBLED 1-5/8 - .134" A-ARM FRONT CLIP WITH 5" FRAME CLEARANCE |
| SHOCKS/ SPRINGS | SINGLE-ADJUSTABLE 3.5"-TRAVEL COIL-OVERS (400, 450, 500, 575, OR 650 LB/IN) DOUBLE-ADJUSTABLE 2.8"-TRAVEL COIL-OVERS (400, 450, 500, 575, OR 650 LB/IN) |
| SPINDLE OPTIONS | FORGED OEM SPINDLES FOR MUSTANG II DISC BRAKES (FOR .120"-WALL FRAMES) LIGHT-DUTY FABRICATED SPINDLES HEAVY-DUTY FABRICATED SPINDLES |
| BRAKE OPTIONS | LIGHT-DUTY 2-PISTON CALIPERS , SLOTTED ROTORS FOR FABRICATED SPINDLES MEDIUM-DUTY 4-PISTON CALIPERS, SLOTTED ROTORS FOR FABRICATED SPINDLES HEAVY-DUTY 4-PISTON CALIPERS, BARE VENTED ROTORS FOR FABRICATED SPINDLES LIGHT-DUTY 2-PISTON CALIPERS, SLOTTED ROTORS FOR MUSTANG II SPINDLES MEDIUM-DUTY 4-PISTON CALIPERS, SLOTTED ROTORS FOR MUSTANG II SPINDLES HEAVY-DUTY 4-PISTON CALIPERS, BARE VENTED ROTORS FOR MUSTANG II SPINDLES |

Front Frame Systems, A-Arm (3x2")

| | |
|--------------------|--|
| 78P903 | DRAG RACE A-ARM 3X2" FRONT FRAME SYSTEM - CONTAINS 3X2"-BOXED A-ARM FRAME, UPPER AND LOWER CONTROL ARMS WITH BALLJOINTS, SHOCKS AND SPRINGS, SPINDLES, RACK & PINION WITH BILLET CLAMP AND TIE RODS (UNASSEMBLED KITS INCLUDE ASSEMBLY DRAWING AND CONTROL ARM WELD FIXTURE) |
| SHOCKS AND SPRINGS | COIL SPRING AND SHOCK ASSEMBLY (300, 350, 400, 450, 500, 550, OR 600 LB/IN) |
| | SINGLE-ADJUSTABLE 3.5"-TRAVEL COIL-OVERS (400, 450, 500, 575, OR 650 LB/IN) |
| SPINDLE OPTIONS | DOUBLE-ADJUSTABLE 2.8"-TRAVEL COIL-OVERS (400, 450, 500, 575, OR 650 LB/IN) |
| | FORGED OEM SPINDLES FOR MUSTANG II DISC BRAKES (FOR .120"-WALL FRAMES) |
| | LIGHT-DUTY FABRICATED SPINDLES (FOR .083"-WALL FRAMES) |
| BRAKE OPTIONS | HEAVY-DUTY FABRICATED SPINDLES (FOR .083"-WALL FRAMES) |
| | LIGHT-DUTY 2-PISTON CALIPERS, SLOTTED ROTORS FOR FABRICATED SPINDLES |
| | MEDIUM-DUTY 4-PISTON CALIPERS, SLOTTED ROTORS FOR FABRICATED SPINDLES |
| | HEAVY-DUTY 4-PISTON CALIPERS, BARE VENTED ROTORS FOR FABRICATED SPINDLES |
| | LIGHT-DUTY 2-PISTON CALIPERS, SLOTTED ROTORS FOR MUSTANG II SPINDLES |
| | MEDIUM-DUTY 4-PISTON CALIPERS, SLOTTED ROTORS FOR MUSTANG II SPINDLES |
| | HEAVY-DUTY 4-PISTON CALIPERS, BARE VENTED ROTORS FOR MUSTANG II SPINDLES |



Front Frame Systems, A-Arm (Components)

■ Upper A-Arms

This exclusive Chassisworks design uses Teflon-lined rod ends to adjust camber and caster. It was engineered for use with Chassisworks screw-in balljoints (Number 6104). Your existing chassis can be easily upgraded to accept this improved suspension. Header clearance is greatly increased by our elimination of the upper crossbar found on conventional designs. Constructed of the highest-quality material, these assemblies are sold in pairs and packaged complete with rod ends. A-arms are compatible with Chassisworks fabricated spindles and with Pinto/Mustang II spindles. Upper A-arms are paintable bare metal.



6120 UPPER A-ARMS (PAIR), SILVER POWDER COAT

■ Lower A-Arms

All Chassisworks chassis and frames now use our new, Mustang II-style spindles and lower A-arms. Constructed of the finest-quality material, these 1-piece designs are stronger and easier to install. They also feature easily replaceable polymer bushings in the pivots — which provide a superior ride for Pro Street use. Lower A-arms are paintable bare metal.

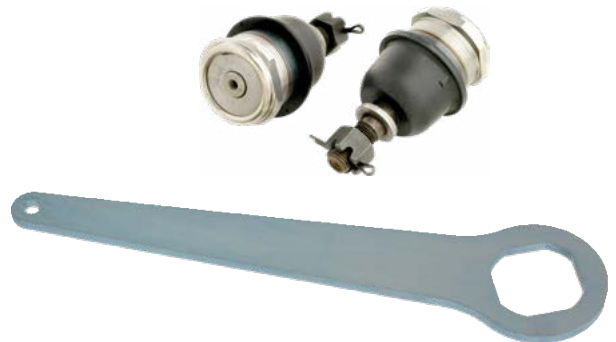


6121 LOWER A-ARMS (PAIR), SILVER POWDER COAT

■ 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.

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.



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

6711 SCREW-IN BALLJOINT WRENCH, ZINC-PLATED STEEL

Front Frame Systems, A-Arm (Components)

■ Spindles and Tie Rods

Two styles of spindles are available for use with your A-arm suspension components, Chassisworks fabricated 4130 drag-race spindles, and our forged Mustang II spindle.



| | |
|-----------------|---|
| 5711-M30 | FORGED MUSTANG II SPINDLES |
| 6109 | SPHERICAL TIE-ROD ENDS, MUSTANG II (PAIR) |
| 6118 | MUSTANG II TIE-ROD ENDS, STOCK LENGTH (PAIR) |
| 6177 | MUSTANG II TIE-ROD ENDS, 1-1/2" LONGER (PAIR) |

| | |
|-------------------------|---|
| 6164¹ | DRAG-RACE SPINDLES FOR LIGHT-DUTY BRAKES, USE 3.25" CALIPER |
| 6165¹ | DRAG-RACE SPINDLES FOR MEDIUM- OR HEAVY-DUTY BRAKES, USES 5.25" CALIPER |
| 6167 | TIE-ROD ENDS WITH ADAPTERS, STREET-MACHINE RACK TO FABRICATED SPINDLES (PAIR) |
| NOTE | 1 - DIRECT REPLACEMENT FOR '74-78 MUSTANG II SPINDLE |

■ Shock Mounts

Upper shock mounts and brackets for boxed and round frames.

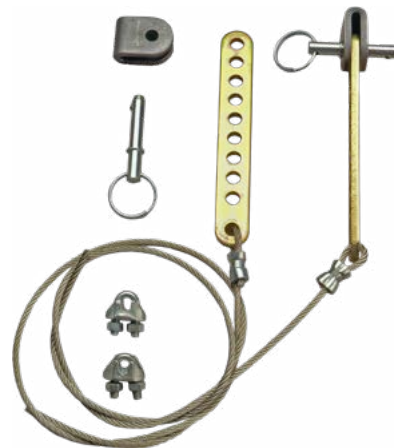


| | |
|-------------|---|
| 6114 | ADJUSTABLE UPPER MOUNTS FOR 3X2" FRAME (PAIR) |
| 6115 | ADJUSTABLE UPPER MOUNTS FOR 1-5/8" FRAME (PAIR) |



■ Travel Limiter

Compatible with either strut or A-arm suspension, our limiter improves reaction time by restricting front-end travel. It provides a full 3" of travel adjustment. The adjuster attaches to your frame; the cable attaches to the lower A-arm.



| | |
|-------------|---------------------------------|
| 6105 | ADJUSTABLE SHOCK-TRAVEL LIMITER |
|-------------|---------------------------------|

Front Frame Systems, A-Arm (Brake Kits)

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 G-MACHINE FABRICATED OR SCULPTED 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 |
| OPTION | POLISHED CALIPERS |

- Dynalite forged aluminum, four-piston calipers with billet mounting bracket and pads
- Unvented 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



Front Clip Systems, Strut

Up to 300 pounds lighter than OEM-subframe suspension, these snouts accept VariStrut and Strange struts. Available in either 3x2"-box or 1-5/8"-round main frame rails, our

design offers longer frame rails to ease installation. Shipped unassembled. (Complete Chassisworks accessories are available to install the suspension and mount your engine.)

■ 1-5/8" Round Tube Strut Clip

| | |
|--------------------------|---|
| 78T923 | CLIP STRUT DRAG 1-5/8" SYSTEM CONTAINS 1-5/8" ROUND TUBE A-ARM FRAME, STRUTS WITH BRAKES AND SPRINGS, LOWER CONTROL ARMS WITH 1/2" X 1/2" ROD ENDS, RACK AND PINION WITH BILLET CLAMP AND TIERODS |
| STRUT OPTIONS | EYE-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| | POLY-PAD STEM-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| | COM-8 BEARING STEM-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| CLIP OPTIONS | MILD STEEL, 1-5/8"-OD X .134"-WALL |
| | 4130, 1-5/8"-OD X .065"-WALL |
| BRAKES | SPINDLE MOUNT BRAKE FOR WELD & AMERICAN WHEELS |
| | LIGHT-DUTY DISC BRAKE SLOTTED 10" X .35" ROTORS AND BLACK CALIPERS |
| | MEDIUM-DUTY DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND BLACK CALIPERS |
| SPRINGS | MEDIUM-DUTY DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND POLISHED CALIPERS |
| | 200, 240, 275, 310, 350, OR 400 LB/IN RATE SPRINGS, 9" LENGTH |
| | |
| RACK & PINION | PINTO RACK WITH CLAMP AND TIE RODS |



■ 3x2" Boxed Tube Strut Clip

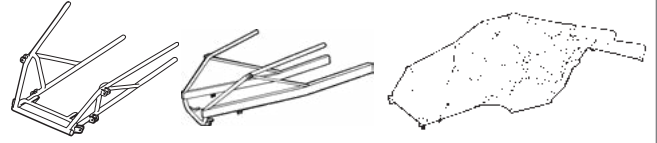
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| 78S923 | CLIP STRUT DRAG 3X2" MILD STEEL SYSTEM CONTAINS 3X2" BOX A-ARM FRAME, STRUTS WITH BRAKES AND SPRINGS, LOWER CONTROL ARMS WITH 1/2" X 1/2" ROD ENDS, RACK AND PINION WITH BILLET CLAMP AND TIERODS |
| STRUT OPTIONS | EYE-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| | POLY-PAD STEM-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| | COM-8 BEARING STEM-MOUNT STRUT, DOUBLE-ADJUSTABLE, 4" TRAVEL |
| BRAKES | SPINDLE MOUNT BRAKE FOR WELD & AMERICAN WHEELS |
| | LIGHT-DUTY DISC BRAKE SLOTTED 10" X .35" ROTORS AND BLACK CALIPERS |
| | MEDIUM-DUTY DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND BLACK CALIPERS |
| SPRINGS | MEDIUM-DUTY DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND POLISHED CALIPERS |
| | 200, 240, 275, 310, 350, OR 400 LB/IN RATE SPRINGS, 9" LENGTH |
| | |
| RACK & PINION | PINTO RACK WITH CLAMP AND TIE RODS |



VariStrut Front Integral-Spindle Systems

VariStrut is a new family of racing front struts designed and manufactured in the United States. The CNC-machined strut assembly incorporates all the features of our double-adjustable VariShock. It uses our 1-piece, self-locking lower spring seat. The base is machined out of billet stainless steel to incorporate the lower body with the axle. The steering arm, lower A-arm mounting stud, and brake-caliper bracket bolt directly to the base. This compact unit allows us to drop the shock reservoir below the center of the axle. The axle does not press in, which significantly increases available travel. VariStruts are available in 2-1/2" and 4"-travel aluminum-reservoir, and 6"-travel 4130-reservoir configurations. Each strut accepts 2-1/2"-ID VariSprings with a broad range of spring rates from which to choose. VariStruts were designed as bolt-in replacements for Strange struts to increase your travel by over 1-1/2" to 3-1/2". VariStruts with extended travel are perfect for drag classes restricted to smaller tires. They provide more front suspension travel to increase weight transfer. Available with stud or eye upper mounts. The eye mount uses a spherical bearing (COM-8 Teflon®-lined 1/2" bore x 1-1/8" wide). VariStrut offers excellent weight transfer, high-speed stability, and ease of installation for a lightweight front suspension.

■ For use with Chassisworks Strut Clips and Chassis



Installation is eased with our 2-piece, spherical-bearing control arm. With a lower pivot on the strut, the control arm adjusts to set camber and caster. The ride height is set using our lower spring seat. The upper mount can be an 11/16" stem or a spherical COM-8 bearing. The damping is adjusted by two knobs on the lower body. Positioned away from the wheel and brake disc for easy access.

VariStrut is a double-adjustable strut with 16-step adjustments on both bump (compression) and rebound (extension). This allows for an unprecedented 256 combinations of control. The double-adjustable strut allows you to independently set how the car separates for weight transfer and how fast it settles down the track.



■ PIGGYBACK STEM-MOUNT STRUT (6" TRAVEL)

| | |
|----------------------------|--|
| VAS 9015326 | STEM-MOUNT 6"-TRAVEL HIGH REBOUND DRAG-RACE STRUT SYSTEM (PAIR) - INCLUDES QUICKSET 2 INTEGRAL SPINDLE STRUT, 3/4" X 5/8-18 STEM MOUNT, CONTROL ARM, BRAKE KIT AND SPRINGS |
| CONTROL ARM OPTIONS | VARISTRUT CONTROL ARMS, (PAIR INCLUDED WITH STRUT) |
| | 4130 ROD ENDS 7/16" BORE X 1/2" THREAD, SET OF FOUR |
| | 4130 ROD ENDS 1/2" BORE X 1/2" THREAD, SET OF FOUR |

■ Lower Control Arms

Control arms are built from 1"-OD 4130 tubing with 1/2"-thread weld-in tube adapters. A high-misalignment, 5/8"-bore, Teflon®-lined, spherical bearing is housed in a specialized tube adapter that connects to the two arm lengths with the strut's pivot stud.

Half-inch shank, Teflon®-lined, 4130 rod ends are available in two different bore sizes to match the most common chassis mounts; 7/16" or 1/2".



Lower control arms are included with strut purchase, but can also be purchased separately (6191)

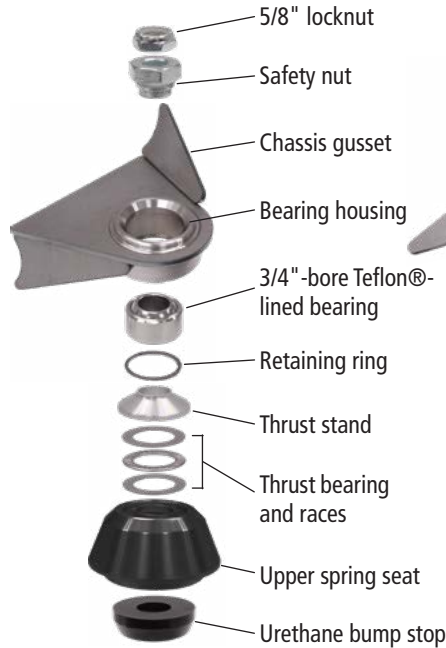


VariStrut Front Integral-Spindle Systems

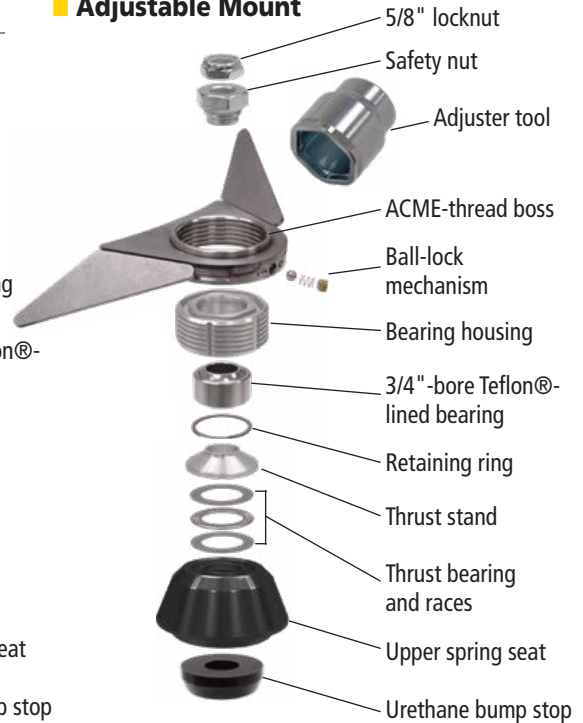
■ STEM-MOUNT STRUT (6" TRAVEL)



■ Fixed Mount



■ Adjustable Mount



■ STEM-MOUNT STRUT (2-1/2" TRAVEL)



VAS 9012322 STEM-MOUNT 2-1/2" -TRAVEL DRAG-RACE STRUT SYSTEM (PAIR)

COIL SPRINGS 500 LB/IN FOR 1100-1400 LB CAR FRONT WEIGHT

VAS 9012326 STEM-MOUNT 6" -TRAVEL DRAG-RACE STRUT SYSTEM (PAIR)

COIL SPRINGS 80 LB/IN FOR 675-775 LB CAR FRONT WEIGHT

95 LB/IN FOR 775-900 LB CAR FRONT WEIGHT

110 LB/IN FOR 900-1025 LB CAR FRONT WEIGHT

130 LB/IN FOR 1025-1175 LB CAR FRONT WEIGHT

150 LB/IN FOR 1175-1350 LB CAR FRONT WEIGHT

175 LB/IN FOR 1350-1500 LB CAR FRONT WEIGHT

200 LB/IN FOR 1500-1825 LB CAR FRONT WEIGHT

250 LB/IN FOR 1825-2200 LB CAR FRONT WEIGHT

300 LB/IN FOR 2200-2600 LB CAR FRONT WEIGHT

OPTIONS

BRAKES SPINDLE MOUNT BRAKE (WELD & AMERICAN WHEELS)

LIGHT-DUTY BRAKES, SLOTTED 10" X .35" ROTOR

MEDIUM-DUTY BRAKES, SLOTTED 11.75" X .35" ROTOR

HEAVY-DUTY BRAKES, VENTED 11.75" X .81" ROTOR

LOWER ARM CONTROL ARM AND PIVOT ONLY, NO ROD ENDS

CONTROL ARM WITH 7/16" -BORE WITH 1/2" -SHANK ROD ENDS

CONTROL ARM WITH 1/2" -BORE WITH 1/2" -SHANK ROD ENDS

TOP MOUNTS FIXED POSITION COM-12 CHASSIS MOUNT (VAS 505-102)

ADJUSTABLE HEIGHT COM-12 CHASSIS MOUNT (VAS 505-103)

■ Strut Tubular Tie-Rod Assemblies

Tie-rod tubes are designed to replace the stock-Pinto-rack tie rod with 5/8"-OD tube. A 7/16" thread on the outboard end attaches a 3/8"-bore, high-misalignment, 4130-body, Teflon®-lined rod end to be used as a tie-rod end.



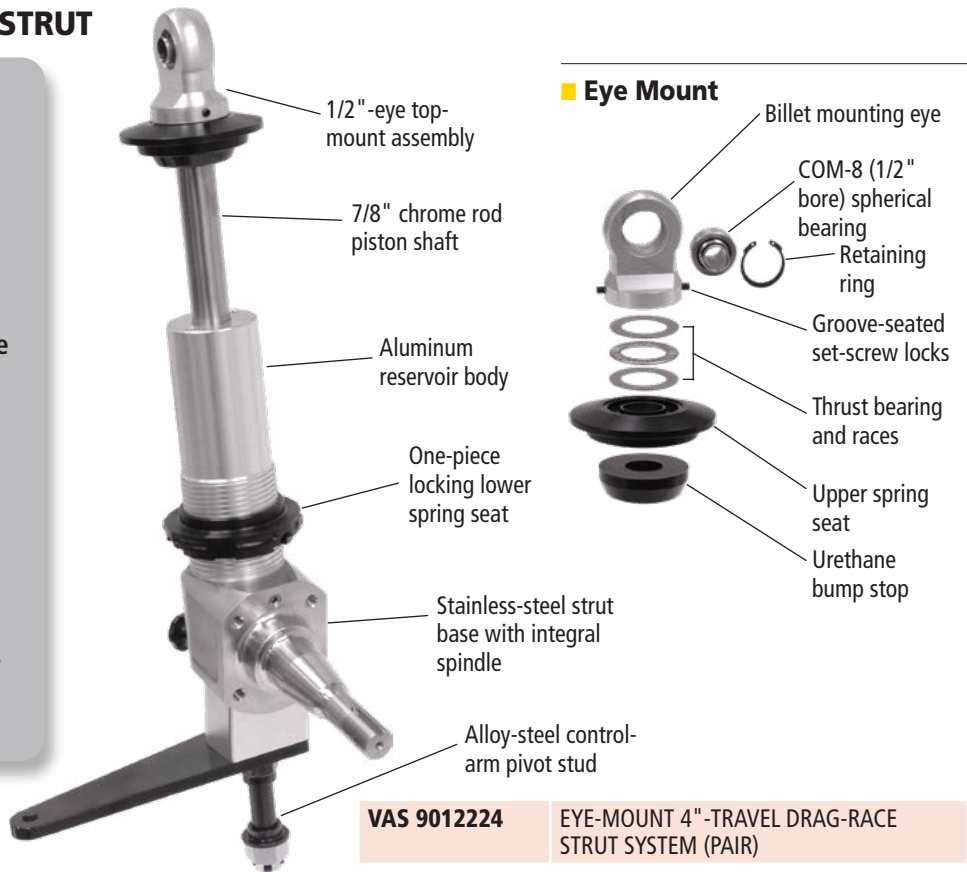
6194 TIE-ROD TUBES, 3/8 X 7/16", 4130 ROD ENDS (PAIR)

VariStrut Front Integral-Spindle Systems

■ EYE-MOUNT 4" TRAVEL STRUT

Systems Include:

- Aluminum (4" travel) or 4130 (6" travel) reservoir body with integral-spindle stainless-steel strut base
- Choice of top mount styles (stem mount only)
- QuickSet 2 double-adjustable shock valving
- Choice of spring rate
4" Strut – 210 to 400 lb/in
6" Strut – 80 to 300 lb/in
- Lower control arm components (rod ends optionally included)
- Hub- or spindle mount brake kit (various upgrade options available)



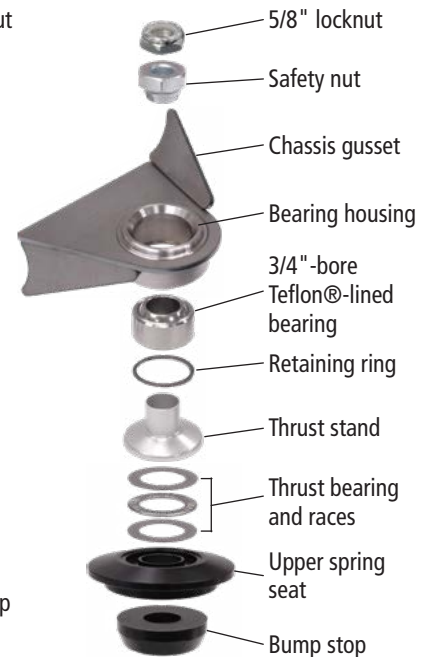
■ STEM-MOUNT 4" TRAVEL STRUT



■ Poly-Pad Mount



■ Bearing Mount



| | |
|--------------------|--|
| VAS 9012124 | STEM-MOUNT 4"-TRAVEL DRAG-RACE STRUT SYSTEM (PAIR) |
| VAS 505-100 | POLY-PAD, STRUT-TOP CHASSIS MOUNT |
| VAS 505-101 | SPHERICAL-BEARING CHASSIS MOUNT FOR STEM TOP |
| NOTE | MOUNTS ALSO FIT STRANGE STEM-MOUNT STRUTS |

VariStrut Front Integral-Spindle Systems

VariStrut 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.



■ Spindle-Mount Brakes

- **Caliper:** Billet aluminum, single-piston, floating caliper (black anodized)
- **Rotor:** 10.25 x .25", slotted rotor
- **Hat:** Billet aluminum, silver-anodized finish
- **Fits:** Weld Racing Wheels - Alumastar 2.0 (788-15001) and Magnum Pro (786-15001 or 786P-15001) and American Racing Wheels - Torq Thrust® Pro (48553S) and TrakStar (48053SBC or 48053S)

| | |
|--------------|--|
| BRAKE OPTION | BRAKE SET FOR SPINDLE-MOUNT WHEELS (INCLUDED WITH STRUT) |
|--------------|--|



■ Light-Duty Brakes

- **Caliper:** Billet aluminum, dual-piston, fixed caliper (black anodized)
- **Rotor:** 10.00 x .35", solid (optional slotted rotor shown)
- **Hub:** Billet aluminum, silver-anodized finish, 4-1/2" and 4-3/4" 5-lug patterns

| | |
|---------------|---|
| BRAKE OPTIONS | LIGHT-DUTY BRAKE SET, SOLID 10" ROTOR (INCLUDED WITH STRUT) |
| | LIGHT-DUTY BRAKE SET, SLOTTED 10" ROTOR |



■ Medium-Duty Brakes

- **Caliper:** Forged aluminum, four-piston, fixed caliper (black anodized or optional polished finish)
- **Rotor:** 11.75 x .35"
- **Hub:** Billet aluminum, silver-anodized finish, 4-1/2" and 4-3/4" 5-lug patterns

| | |
|---------------|---|
| BRAKE OPTIONS | MEDIUM-DUTY BRAKES, SLOTTED 11.75" ROTOR, BLACK CALIPERS |
| | MEDIUM-DUTY BRAKES, SLOTTED 11.75" ROTOR, POLISHED CALIPERS |



Drag-Race Rack and Pinions

■ New Pinto Rack and Pinion

Our top-quality version of the popular '71-72 Pinto rack and pinion is made from all-new components and chrome-plated for a winning appearance.

6119 NEW PINTO MANUAL RACK AND PINION



■ Pinto Rack Clamp

Machined from billet aluminum and fully polished, our clamp replaces the factory rubber mount used on the passenger side of a '71-72 Pinto rack.



6124 BILLET RACK CLAMP, PINTO MANUAL RACK

■ Pinto Tie-Rod Set

Universal design can be used with either struts or A-arms. Tie rods will adapt the length of Pinto rack-and-pinion tie-rod tubes. Kit includes misalignment bushings and rod ends. Also available: 1/2" -bore tie-rod ends with misalignment bushings.



6100 PINTO TIE-ROD SET, ADJUSTABLE LENGTH

■ Pinto-Rack Spherical-Bearing Tie Rods

Spherical-bearing Pinto-rack tie-rod ends are available in two sizes: Number 6107 is a pair of 1/2" -bore, female spherical rod ends with 1/2" bolt and misalignment spacers to attach a Pinto rack to a steering arm with 1/2" straight bore such as Chassisworks fabricated spindles 6164 and 6165. Number 6109 is similar, except it has a tapered stud with misalignment spacers that attach a Pinto rack to a 1974-80 Mustang II spindle. The tapered stud, Number 1230, is also available individually.



6107 SPHERICAL TIE-ROD ENDS, STRAIGHT 1/2" BORE (FOR FABRICATED SPINDLE)

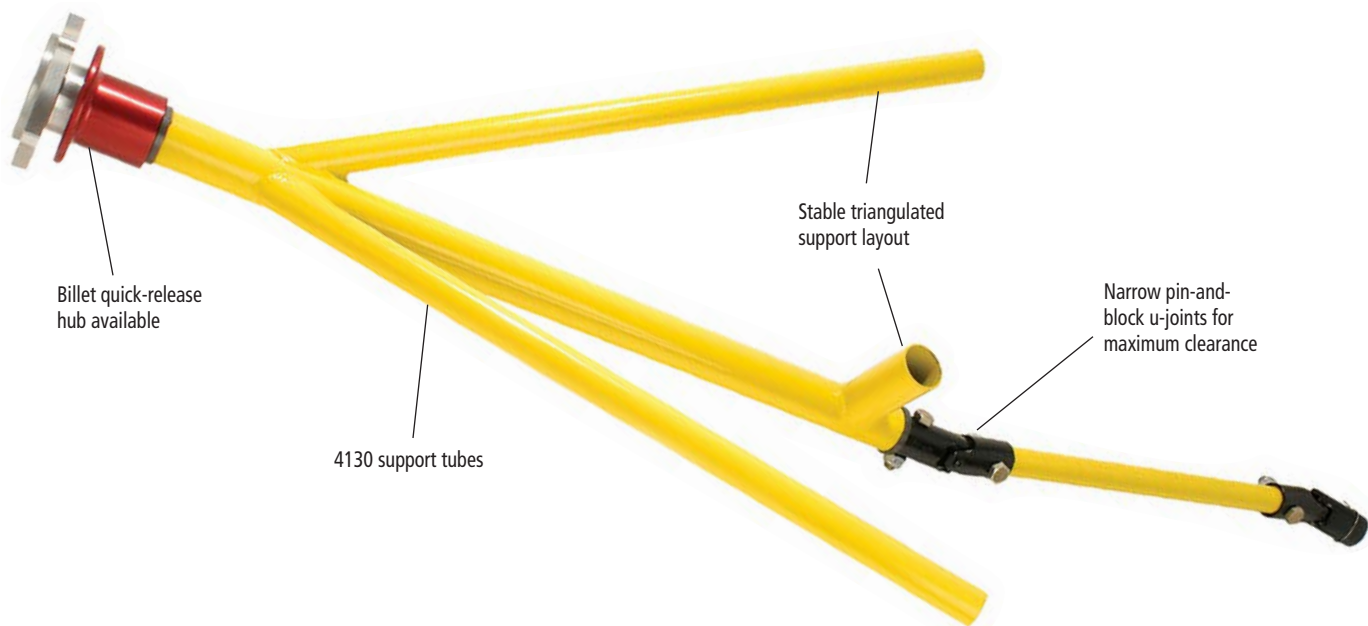


1230 INDIVIDUAL TAPERED STUD, MUSTANG II



6109 SPHERICAL TIE-ROD ENDS, MUSTANG II TAPER

Drag-Race Steering Columns

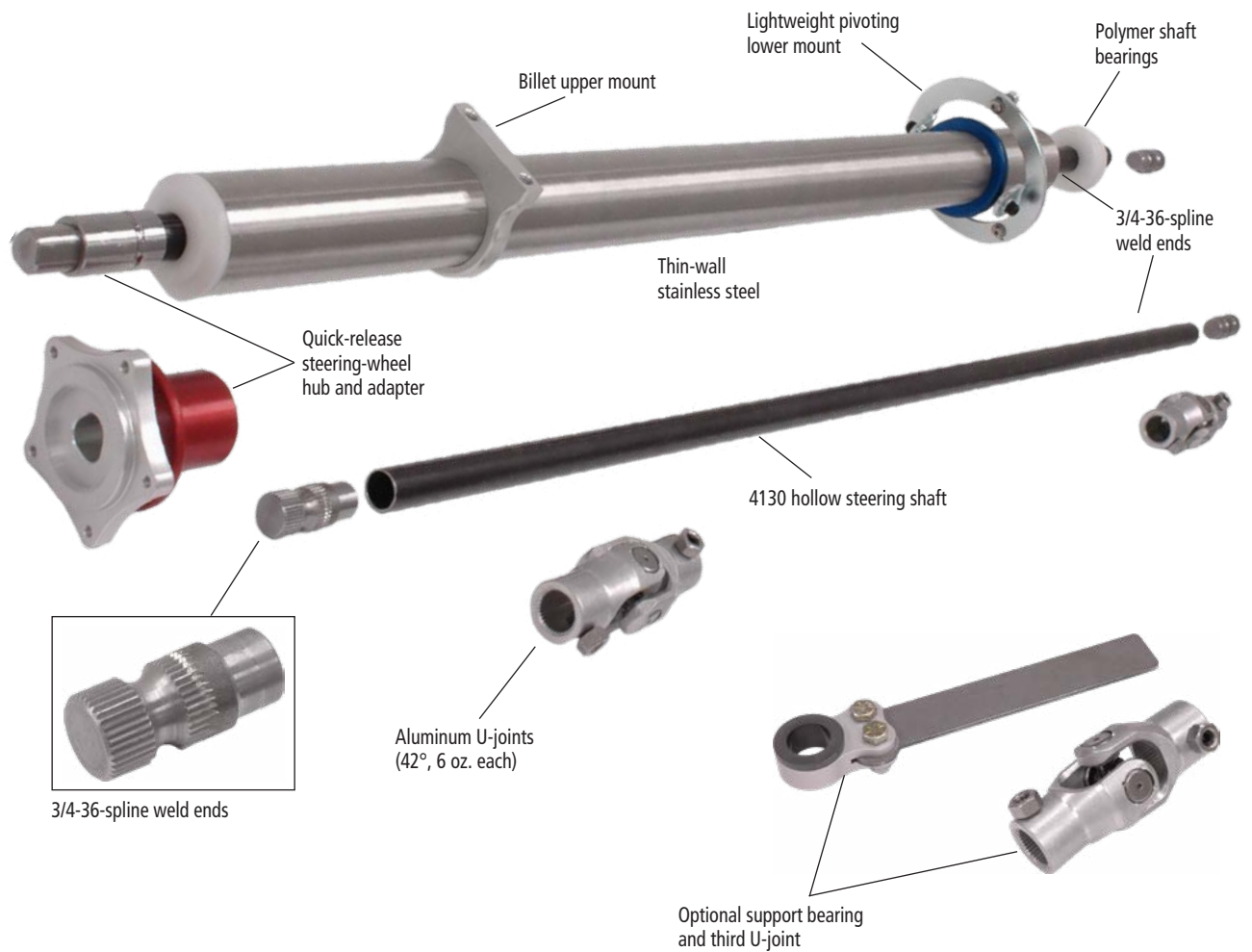


The original Chassisworks drag-race steering column features 4130 outer-column, steering-shaft, and support tubes. Its slim 1-1/8" diameter and trim to fit design allows flexible installation, taking up a minimum of interior space. The column kit can be configured to work with virtually any project due to a large variety of U-joints and fixed or quick-release steering-wheel hubs. Ships as unassembled kit.

| | |
|-------------------------------|---|
| 6190 | COLUMN 1-1/8 X 24" AND 3/4" TUBE SET ONLY (LESS U-JOINTS) |
| PKG COLUMN RACE | 4130 DRAG-RACE COLUMN KIT, INCLUDES COLUMN, U-JOINTS, AND QUICK-RELEASE HUB |
| LOWER U-JOINT OPTIONS | 9/16-26 PIN & BLOCK U-JOINT, PINTO/MUSTANG II (MANUAL) |
| | 9/16-26 COUPLER, PINTO/MUSTANG II (MANUAL) |
| | 9/16-26 MIL-SPEC U-JOINT, PINTO/MUSTANG II (MANUAL) |
| | 9/16-26 NEEDLE-BEARING U-JOINT, PINTO/MUSTANG II (MANUAL) |
| | 3/4-36 NEEDLE-BEARING U-JOINT, MUSTANG II (POWER), G-MACHINE (MANUAL) |
| | 3/4-30 NEEDLE-BEARING U-JOINT, GM 122-525-605-800 BOX, RACKS |
| | 17MM-DD NEEDLE-BEARING U-JOINT, '84-UP CORVETTE, FIERRO |
| | 13/16-36 NEEDLE-BEARING U-JOINT GM 800 BOX, SOME CHRYSLERS |
| | 3-LOBE NEEDLE-BEARING U-JOINT, '94-03 MUSTANG |
| | 9/16-26 DUAL NEEDLE-BEARING U-JOINT, PINTO/MUSTANG II (MANUAL) |
| CENTER U-JOINT OPTIONS | 3/4-36 DUAL NEEDLE-BEARING U-JOINT, MUSTANG II (POWER) |
| | PIN & BLOCK U-JOINT (VEHICLES UNDER 2800 LB) |
| | MIL-SPEC U-JOINT (VEHICLES UNDER 2800 LB) |
| | SPLINED NEEDLE-BEARING U-JOINT (VEHICLES OVER 2800 LB) |
| WHEEL-HUB OPTIONS | SPLINED DUAL NEEDLE-BEARING U-JOINT (VEHICLES OVER 2800 LB) |
| | 3-BOLT FLANGE QUICK-RELEASE HUB |
| | 3-BOLT WELD-ON FLANGE (NOT QUICK RELEASE) |
| | 5-BOLT FLANGE QUICK-RELEASE HUB (GRANT) |
| | 6-BOLT FLANGE QUICK-RELEASE HUB (MOMO) |
| | BLANK FLANGE QUICK-RELEASE HUB |

Drag-Race Steering Columns

■ Stainless-Steel Drag-Race Column



Our all new quick-release, stainless-steel column is a lightweight, universal steering-column kit for skinny-tired drag-race and Outlaw cars weighing over 2800 lb. Overall 2" column length ships at 34" and can be easily trimmed to fit your particular application. To provide added installation flexibility our U-joints can be mis-aligned up to 42-degrees, and their narrow section width works very well in tight spaces. Thin-wall stainless-steel and 4130 tubing, lightweight aluminum U-joints (6 oz.), and polymer bearings keep the entire assembly under 9 lb. Billet upper-column mount and pivoting lower mount are also included.

| | |
|--------------------------|---|
| 6135 | STAINLESS DRAG-RACE COLUMN |
| U-JOINT OPTIONS | 9/16-26 LOWER U-JOINT FOR PINTO & MUSTANG II RACK |
| | 3/4-36 LOWER U-JOINT FOR G-MACHINE RACK |
| | THIRD U-JOINT WITH SUPPORT BEARING |
| WHEEL-HUB OPTIONS | 3-BOLT FLANGE QUICK-RELEASE HUB |
| | 5-BOLT FLANGE QUICK-RELEASE HUB (GRANT) |
| | 6-BOLT FLANGE QUICK-RELEASE HUB (MOMO) |
| | BLANK FLANGE QUICK-RELEASE HUB |

Steering-Shaft Components

■ Quick-Release Hubs

A Chassisworks exclusive! All-new polygon drive with preferred-locking collar latch creates a steering system that reduces play and is easier to use than pin-lock designs, while preventing your steering wheel from slipping off. Our stop collar supplies tactile feedback that the hub is installed correctly. The hub attaches only in one position; its machined guide mechanism with engraved arrow aids rotational alignment during installation, plus provides consistent steering-wheel-to-front-tires orientation. Two drilled hub styles fit a standard, 3-bolt flange (6162) or 5-bolt Grant GT (6163). Our blank flange (6168) lets you drill holes to match other wheel patterns.



| | |
|-------------|---|
| 6162 | 3-BOLT FLANGE QUICK-RELEASE HUB |
| 6163 | 5-BOLT FLANGE QUICK-RELEASE HUB (GRANT) |
| 6169 | 6-BOLT FLANGE QUICK-RELEASE HUB (MOMO) |

■ Steering Shafts and Adapters



| | |
|-------------|---|
| 6103 | COLUMN-TUBE ADAPTER, 3/4" -36 SPLINE |
| 6117 | STEERING-WHEEL FLANGE, ROUND, 3-HOLE |
| 6160 | SHAFT AUXILIARY BUSHING FOR 3/4" SHAFT |
| 6195 | FEMALE COUPLER, 9/16" -26-SPLINE, W/3/4" BORE |
| 6196 | MALE COUPLER, 9/16" -26-SPLINE, FOR 3/4" BORE |

| | |
|------------------------|----------------------------|
| 204-024-009.940 | 3/4" -DD SHAFT, 10" LENGTH |
| 204-024-011.940 | 3/4" -DD SHAFT, 12" LENGTH |
| 204-024-015.940 | 3/4" -DD SHAFT, 16" LENGTH |
| 204-024-017.900 | 3/4" -DD SHAFT, 18" LENGTH |
| 204-024-023.900 | 3/4" -DD SHAFT, 24" LENGTH |
| 204-024-035.900 | 3/4" -DD SHAFT, 36" LENGTH |

Steering Universal Joints



6101 MIL-SPEC U-JOINT, DUAL 3/4" BORES, 7/8" OD



6197 U-JOINT, 3/4" X 3/4" BORE, PIN & BLOCK
6198 U-JOINT, 9/16" -26 X 3/4" BORE, PIN & BLOCK



3128-ALS-3434 U-JOINT (42°), 3/4"-36 X 3/4"-36, ALUMINUM
 NOTE ALUMINUM U-JOINTS ARE FOR DRAG-RACE VEHICLES ONLY



3128-CDS-3034 DUAL U-JOINT (70°), 3/4"-20 X 3/4"-36, STEEL
3128-CDS-3049 DUAL U-JOINT (70°), 3/4"-20 X 3/4"-DD, STEEL
3128-CDS-3409 DUAL U-JOINT (70°), 3/4"-36 X 9/16"-26, STEEL
3128-CDS-3434 DUAL U-JOINT (70°), 3/4"-36 X 3/4"-36, STEEL
3128-CDS-3449 DUAL U-JOINT (70°), 3/4"-36 X 3/4"-DD, STEEL
3128-CDS-4949 DUAL U-JOINT (70°), 3/4"-DD X 3/4"-DD, STEEL



3128-CVS-3409 ISOLATER 3/4"-36 X 9/16"-26, PLAIN STEEL
3128-CVS-3449 ISOLATER 3/4"-36 X 3/4"-DD, PLAIN STEEL
3128-CVS-4909 ISOLATER 3/4"-DD X 9/16"-26, PLAIN STEEL
3128-CVS-4930 ISOLATER 3/4"-DD X 3/4"-20, PLAIN STEEL
3128-CVS-4934 ISOLATER 3/4"-DD X 3/4"-36, PLAIN STEEL



3128-CNS-3409 U-JOINT (35°), 3/4"-36 X 9/16"-26, STEEL
3128-CNS-3418 U-JOINT (35°), 3/4"-36 X 5/8"-36, STEEL
3128-CNS-3431 U-JOINT (35°), 3/4"-36 X 3/4"-30, STEEL
3128-CNS-3434 U-JOINT (35°), 3/4"-36 X 3/4"-36, STEEL
3128-CNS-3446 U-JOINT (35°), 3/4"-36 X 17mm-DD, STEEL
3128-CNS-3449 U-JOINT (35°), 3/4"-36 X 3/4"-DD, STEEL
3128-CNS-3455 U-JOINT (35°), 3/4"-36 X TRI-LOBE, STEEL
3128-CNS-4034 U-JOINT (35°), 13/16"-36 X 3/4"-36, STEEL
3128-CNS-4334 U-JOINT (35°), 1"-48 X 3/4"-36, STEEL
3128-CNS-4349 U-JOINT (35°), 1"-48 X 3/4"-DD, STEEL
3128-CNS-4909 U-JOINT (35°), 3/4"-DD X 9/16"-26, STEEL
3128-CNS-4930 U-JOINT (35°), 3/4"-DD X 3/4"-20, STEEL
3128-CNS-4946 U-JOINT (35°), 3/4"-DD X 6-DD (17mm) STEEL
3128-CNS-4948 U-JOINT (35°), 3/4"-DD X 8-DD STEEL
3128-CNS-4949 U-JOINT (35°), 3/4"-DD X 3/4"-DD, STEEL
3128-CNS-4955 U-JOINT (35), 3/4-DD X TRI-LOBE, STEEL
3128-CNS-5234 U-JOINT (35°), 1"-DD X 3/4"-36, STEEL
3128-CNS-5249 U-JOINT (35°), 1"-DD X 3/4"-DD, STEEL
3128-CNS-5252 U-JOINT (35°), 1"-DD X 1"-DD, STEEL
3128-SNS-3434 U-JOINT 3/4"-36 X 3/4"-36, STAINLESS
3128-SNS-3449 U-JOINT 3/4"-36 X 3/4"-DD, STAINLESS
3128-SNS-4930 U-JOINT 3/4"DD X 3/4"-20, STAINLESS
3128-SNS-4949 U-JOINT 3/4"-DD X 3/4"-DD, STAINLESS



3128-SNP-4945 U-JOINT 3/4"-DD X 16.8MM-DD, STAINLESS
3128-SNP-4949 U-JOINT 3/4"-DD X 3/4"-DD, STAINLESS
3128-SNP-5249 U-JOINT 1"-DD X 3/4"-DD, STAINLESS
3128-SNP-3445 U-JOINT 3/4-36 X 16.8MM-DD, STAINLESS
3128-SNP-3449 U-JOINT 3/4-36 X 3/4-DD, STAINLESS
3128-SNP-449 U-JOINT 1-48 X 3/4-DD, STAINLESS



3128-SNS-9934 U-JOINT GM-RAGJOINT X 3/4"-36, STAINLESS
3128-SNS-9949 U-JOINT GM-RAGJOINT X 3/4"-DD, STAINLESS
3128-SNS-9952 U-JOINT GM-RAGJOINT X 1"-DD, STAINLESS

Switch Panels

Our aluminum panels are designed for easy dashboard or roll-cage mounting. The standard panel is packaged complete with six toggle switches (25-amp capacity) — plus a push-button starter switch and all mounting hardware. It measures 2-3/4x8-1/2". Our fused panel features five toggle switches and six blade-type fuse holders with fuses. The main-power disconnect, toggle, and starter switches are also available separately.

| | |
|-------------|---|
| 6500 | DISCONNECT SWITCH |
| 6501 | TOGGLE SWITCH |
| 6502 | PUSH-BUTTON STARTER SWITCH |
| 6503 | SWITCH PANEL, FLAT-STYLE |
| 6505 | SWITCH PANEL WITH ROLL-CAGE MOUNT |
| 6506 | FUSED SWITCH PANEL, FLAT-STYLE |
| 6507 | FUSED SWITCH PANEL WITH ROLL-CAGE MOUNT |



Gauge Mounts

Our aluminum, laser-cut gauge mounts attach directly to your steering column. Available with two, three or four holes for 2-5/8" gauges. Also available with additional hole to accept 5-1/4" Autometer tachometer (pictured).

| | |
|-------------|--|
| 6508 | GAUGE MOUNT, TWO 2-5/8" HOLES |
| 6509 | GAUGE MOUNT, THREE 2-5/8" HOLES |
| 6510 | GAUGE MOUNT, FOUR 2-5/8" HOLES |
| 6511 | GAUGE & TACH MOUNT, TWO 2-5/8" HOLES |
| 6512 | GAUGE & TACH MOUNT, THREE 2-5/8" HOLES |
| 6513 | GAUGE & TACH MOUNT, FOUR 2-5/8" HOLES |



Window Spacers & Frames

■ Window Spacer

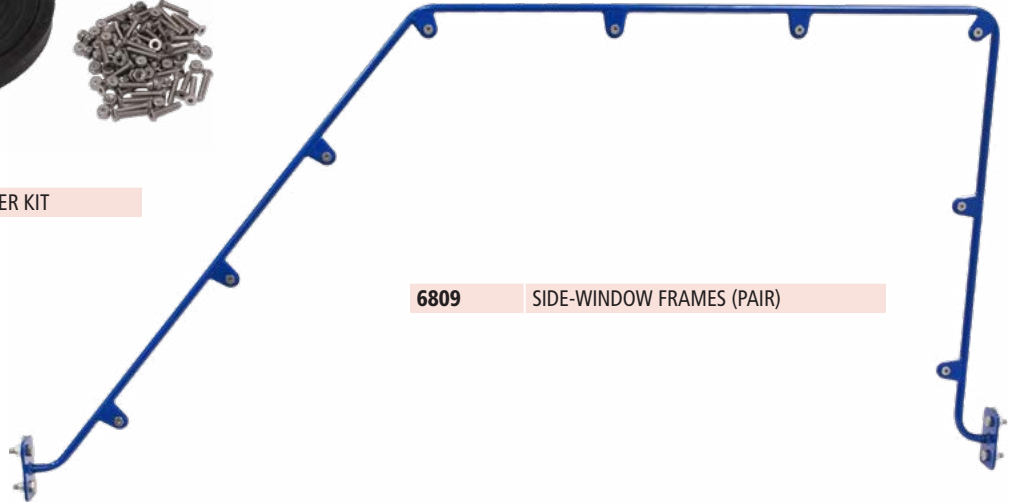
This kit spaces a Lexan window up from the stock flange, making it flush with the body. Ideal for use on the windshield or rear window. Shipped complete with counter-sunk bolts and lock nuts. Fifteen-foot strip measures 1/2 x 3/4".



6802 WINDOW-INSTALLATION SPACER KIT

■ Window Frames

Designed to hold Lexan windows in hardtop doors that have no stock frames, these frames can also be easily adapted to fit doors with or without wing windows. Because we use 4130 tube, these super-strong frames do not require additional supports. All hardware is included. Shipped unwelded, in bare metal. Window-frame bends must be opened up to best fit each application.



6809 SIDE-WINDOW FRAMES (PAIR)

Door Handles & Hinges

■ Quick-Release Door Hinges

Ideal for mounting fiberglass or steel doors on full-chassis cars, our quick-release door hinges allows you to easily remove your doors by removing the two faspins. The kit includes extended hinge-clevises, door-mounts and mounting hardware, and faspin set.

6801 QUICK-RELEASE DOOR HINGE SET (PAIR)



■ Inner Door Handles

Our design attaches directly to the door panel and OEM door latch. Handles can be positioned almost anywhere on the door panel. Aluminum levers and linkage are included with each pair of handles (enough for two doors).

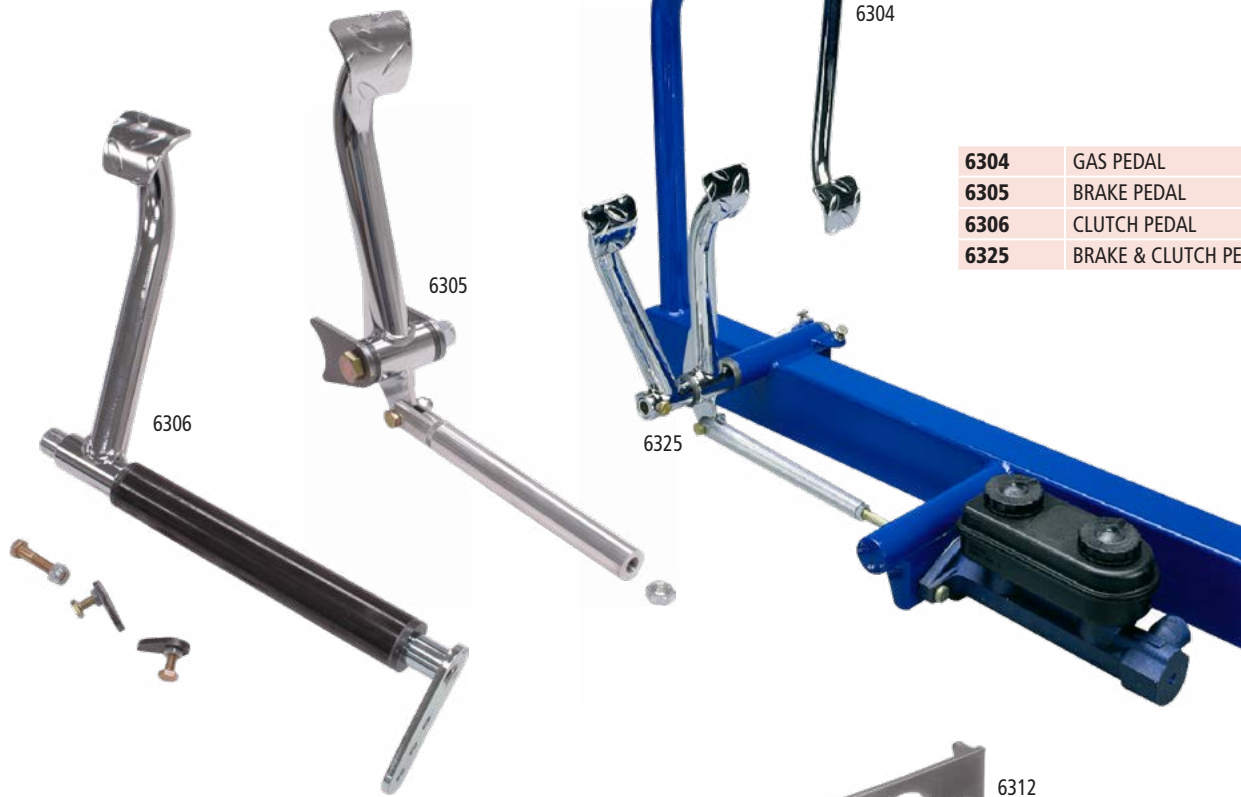
6800 INNER DOOR HANDLE KIT (PAIR)



Pedal System

These universal Chassisworks pedals each feature a chrome finish and embossed, non-slip skid pad (unlike our competitors' rubber pads, which slip off). All units work either together or individually. The gas pedal mounts to the chassis on the mid-mount bar. Unlike competitive designs, our gas pedal includes fully adjustable, 24" throttle linkage. A quick-release pin facilitates pedal movement for transmission or clutch maintenance. Our brake-pedal assembly includes the mounting tube and

hardware, as shown. A push rod with 3/8"-24 threads is provided for master-cylinder attachment. The pedal pivots in polymer bushings to prevent binding, and its ratio is correct for drag racing. The clutch pedal includes clutch linkage with adjustable travel stops for both ends of travel.



| | |
|------|-----------------------|
| 6304 | GAS PEDAL |
| 6305 | BRAKE PEDAL |
| 6306 | CLUTCH PEDAL |
| 6325 | BRAKE & CLUTCH PEDALS |

Master Cylinder

Our tandem, OEM-style master cylinder and 3/8"-24 push rod with 1-1/32" bore are suitable for use with most brake systems. The reservoir is plastic. Use with mount Number 6312. Brake lines feature 3/16" steel lines and Number-3 braided-steel hose.



| | |
|------|--------------------------------|
| 6312 | MASTER-CYLINDER MOUNT |
| 6320 | MASTER CYLINDER & PUSH ROD |
| 6326 | BRAKE LINES, FRONT & REAR |
| 6327 | MOPAR MASTER-CYLINDER ADAPTERS |

Parachute Accessories

■ Parachute-Pack Mount

Quick-release mount is made of 4130 tubing. Your 'chute pack attaches to the plate, which is held in place by the mount. Order Number 6805. Sold in bare-metal finish.

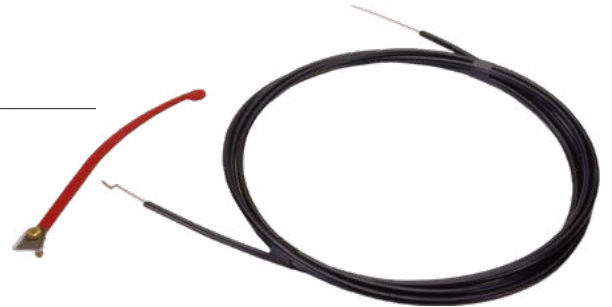
6805 PARACHUTE-PACK MOUNT



■ Parachute-Strap Mount

The bracket welds or bolts to the chassis. The parachute strap pivots on the aluminum spool. (Tube not included.)

6403 PARACHUTE-STRAP CLEVIS, SPOOL, AND HARDWARE



■ Parachute-Release Mechanism

Complete with an aluminum lever, mounting hardware and a 14-foot cable.

6324 PARACHUTE-RELEASE LEVER & CABLE

Front-End Accessories

■ Tow Point

This innovative device welds to your front crossmember and extends through the front end to provide a convenient tow-strap location. (No more lying on the ground to unhook the tow rope!) Constructed of bent 1-1/4 x .083" 4130 with 5/8" supports. Bare-metal finish.

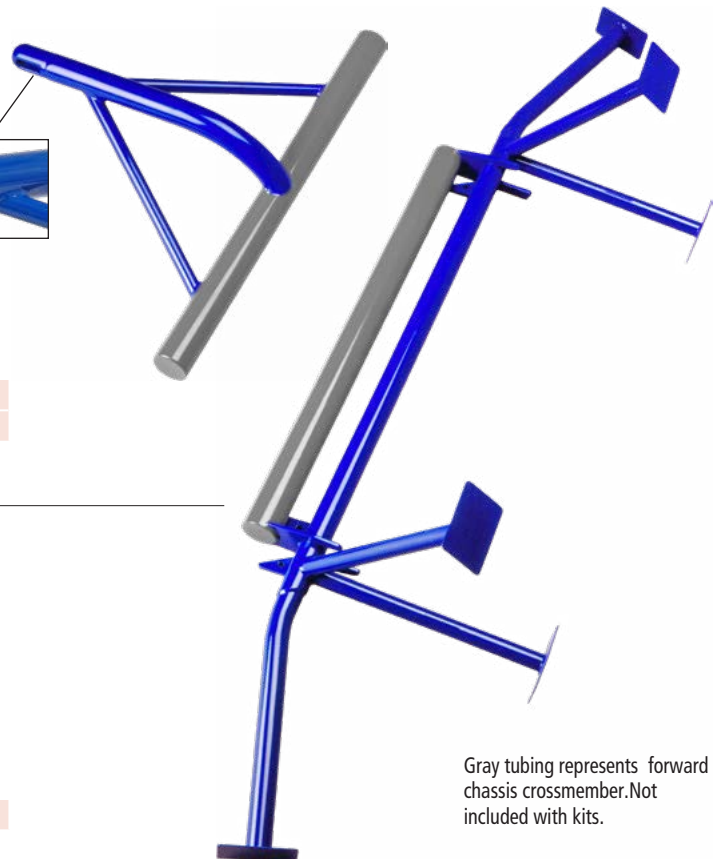


6808 TOW POINT FOR FRONT CROSSMEMBER
1114 SLOTTED TOW POINT CLEVIS ONLY

■ Front-End Mount

Compact and lightweight, yet extremely strong, this universal mount attaches to your fiberglass front end in six places. Our new, improved configuration features a bent bottom tube to fit more applications. Self-locking design requires no hard-to-remove fasteners. Ships as bare-metal, unassembled kit.

6803 FRONT-END MOUNT, TUBE-STYLE



Gray tubing represents forward chassis crossmember. Not included with kits.

Nitrous-Bottle Racks

We offer a variety of mounting racks to secure single or dual nitrous bottles. All racks are designed for 10- or 15-lb., industry-standard, 6.90"-diameter bottles. Built from a combination of aluminum and steel to reduce weight and increase strength, each rack features a quick-release latch with rubber guards on all edges that contact the bottle, allowing simple bottle access and preventing scratches. The angled rack

positions the bottle(s) at 15-degrees, relative to the floor. And, our lay-down rack mounts the bottle(s) horizontally. All racks feature our exclusive bottom stop plate. This plate eliminates any positioning hassles during bottle changes and prevents the bottle from shifting with heavy vibration. Optionally available are aluminum bottle handles with stainless-steel straps and billet nitrous-bottle wrench for -4 and -6 fittings.



Quick-release swing latch and protective rubber guards

■ 15-Degree Bolt-In Racks

Base plates are paintable bare metal



6426

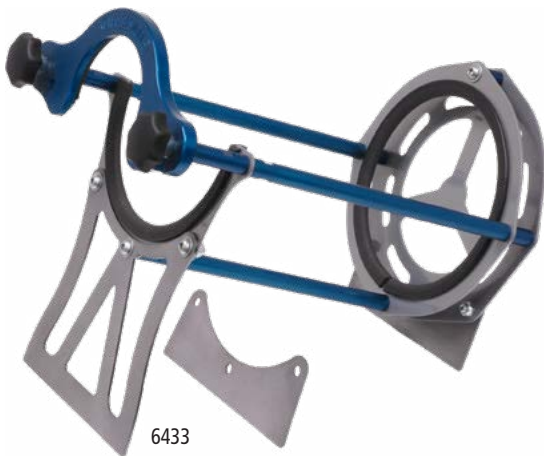


6425

| | |
|-------------|--|
| 6425 | BOLT-IN, 15° RACK FOR SINGLE 10-LB. BOTTLE |
| 6426 | BOLT-IN, 15° RACK FOR DUAL 10-LB. BOTTLES |
| 6427 | BOLT-IN, 15° RACK FOR SINGLE 15-LB. BOTTLE |
| 6428 | BOLT-IN, 15° RACK FOR DUAL 15-LB. BOTTLES |
| NOTE | NITROUS BOTTLE NOT INCLUDED |

■ Lay-Down Bolt-In Racks

| | |
|-------------|---|
| 6429 | BOLT-IN, LAY-DOWN RACK FOR SINGLE 10-LB. BOTTLE |
| 6430 | BOLT-IN, LAY-DOWN RACK FOR DUAL 10-LB. BOTTLES |
| 6431 | BOLT-IN, LAY-DOWN RACK FOR SINGLE 15-LB. BOTTLE |
| 6432 | BOLT-IN, LAY-DOWN RACK FOR DUAL 15-LB. BOTTLES |



6433



6429

■ Multi-Angle Weld-In Racks

| | |
|-------------|--|
| 6433 | WELD-IN RACK FOR SINGLE 10-LB. BOTTLE |
| 6434 | WELD-IN RACK FOR DUAL 10-LB. BOTTLES |
| 6435 | WELD-IN RACK FOR SINGLE 15-LB. BOTTLE |
| 6436 | WELD-IN RACK FOR DUAL 15-LB. BOTTLES |
| NOTES | RACKS INCLUDE CHASSIS TABS TO MOUNT IN 15° OR FLAT POSITION NITROUS BOTTLE NOT INCLUDED |

■ Nitrous-Bottle Wrench



| | |
|-------------|---|
| 6717 | BILLET NITROUS-BOTTLE WRENCH, 9/16", 11/16" |
|-------------|---|

■ Nitrous-Bottle Handles



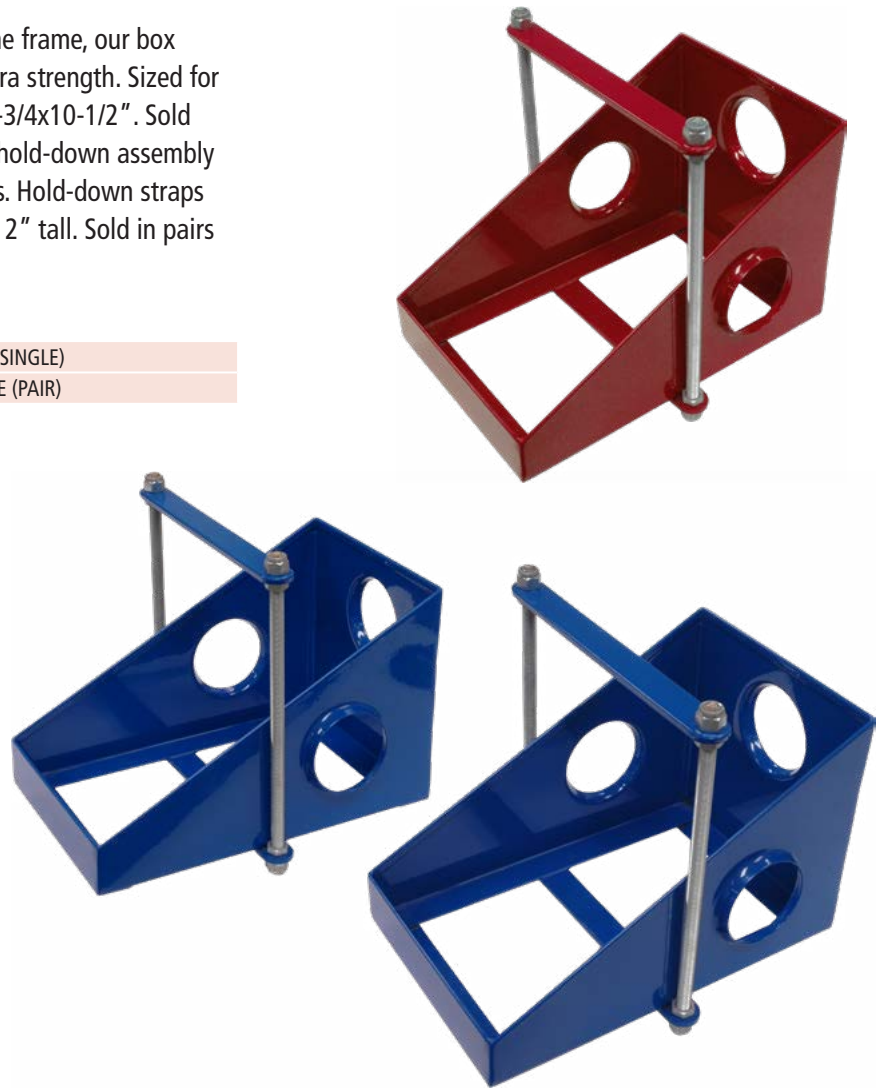
| | |
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| 6420 | BILLET HANDLE FOR 6.90"-DIAMETER BOTTLES |
|-------------|--|

Battery Box

Designed to mount to either side of the frame, our box includes flanged lightening holes for extra strength. Sized for Group-24 batteries, the tray measures 6-3/4x10-1/2". Sold in bare-metal finish. Our 3/8"-diameter hold-down assembly meets all sanctioning-body requirements. Hold-down straps adjust to accommodate batteries up to 12" tall. Sold in pairs or individually.

6419 BATTERY BOX, SHEET-METAL STYLE (SINGLE)

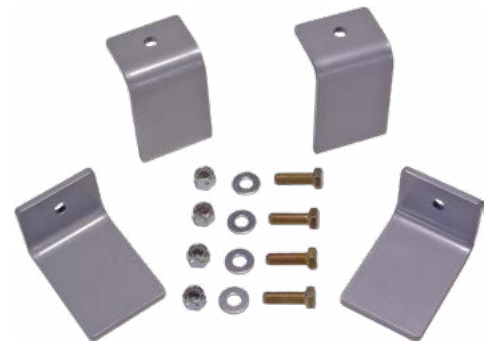
6401 BATTERY BOXES, SHEET-METAL STYLE (PAIR)



Fuel Cell Strap Mount Set

Chassisworks now manufactures a bracket set that welds to your frame or crossmember, enabling you to clamp your fuel-cell mounts directly to these welded-on brackets.

6328 STRAP MOUNT FOR FUEL CELL (SET OF 4)

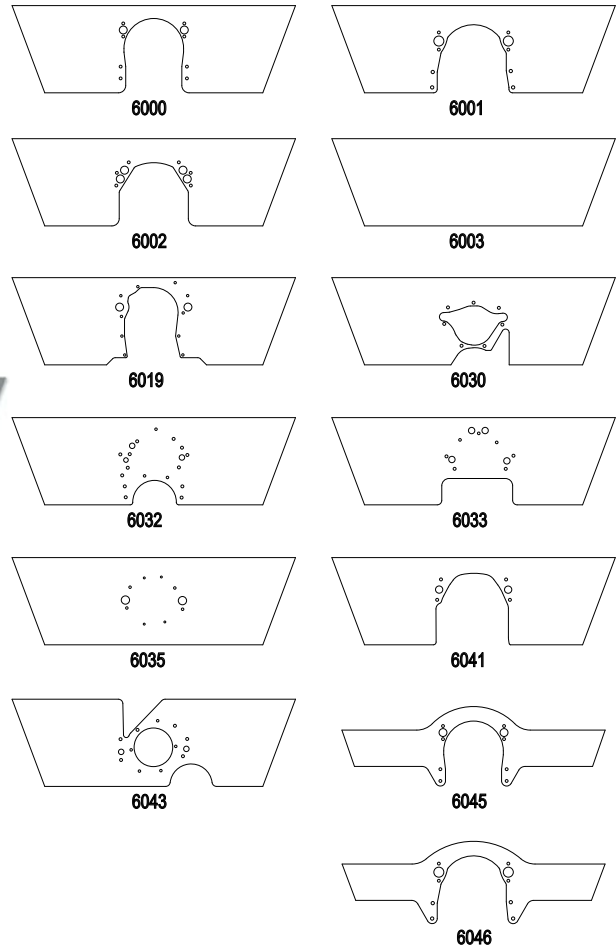


Motor Plates & Mid Plates

Motor Plates

A motor plate makes engine installation and removal easier, while reinforcing the front of the chassis. Our 1-piece design is stronger than common 2-piece plates, and creates additional header clearance. Material is 1/4"-thick, 6061-T6 aluminum, computer-machined for accuracy. Extra-large-size, trapezoidal-shaped (39x30x12") will fit most applications. Shipped with mounting tabs.

Chevy motor plates (Numbers 6045 and 6046) are CNC-profile-milled from 1/4"-thick, 6061-T6 aluminum for small- and big-block Chevys. These add rigidity and provide additional clearance for dry-sump pumps and steering components on full-chassis cars. Thirty-four inches wide at mounting points. Installation hardware included.

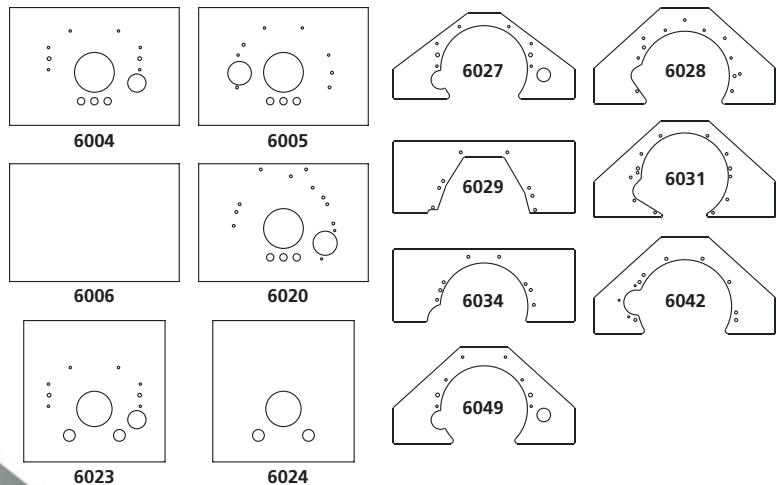


| | |
|-------------|--|
| 6000 | SMALL-BLOCK CHEVY MOTOR PLATE |
| 6001 | BIG-BLOCK CHEVY MOTOR PLATE |
| 6016 | CHEVY LS 1-PIECE MOTOR PLATE |
| 6045 | PROFILED SMALL-BLOCK CHEVY MOTOR PLATE |
| 6046 | PROFILED BIG-BLOCK CHEVY MOTOR PLATE |
| 6002 | CHRYSLER "B"-ENGINE MOTOR PLATE |
| 6026 | CHEVY LS, PROFILED MOTOR PLATE |
| 6030 | CHRYSLER 273/360 MOTOR PLATE |
| 6019 | FORD MOTOR PLATE, 429-460 |
| 6032 | FORD CLEVELAND MOTOR PLATE |
| 6033 | FORD 289-351W MOTOR PLATE |
| 6041 | FORD FE 352-428 MOTOR PLATE |
| 6043 | FORD 429-460 WATER-PUMP MOUNT |
| 6035 | OLDS 455 MOTOR PLATE |
| 6003 | BLANK MOTOR PLATE |

Mid Plates

Our computer-machined mid plates are available in three sizes: Two 6061-T6 aluminum plates with solid centers (28-3/4x20x1/8"-thick and 24x24x1/4"-thick), and one open-center style (30x14") made from .090"-thick steel. Mid plates are available for most combinations. (See chart.)

Aluminum 1/8" plates are shipped with mounting tabs. Steel plates require Number-6036 bracket set.



| | |
|-------------|--|
| 6004 | CHEVROLET (ALL) MID PLATE, ALUMINUM (28X20") |
| 6005 | CHRYSLER "B" MID PLATE, ALUMINUM (28X20") |
| 6006 | BLANK MID PLATE, ALUMINUM (28X20") |
| 6020 | FORD BIG-BLOCK MID PLATE, ALUMINUM (28X20") |
| 6023 | CHEVY FUEL-CAR-STYLE MID PLATE (24X24") |
| 6024 | FUEL-CAR-STYLE MID PLATE; NO ENGINE HOLES (24X24") |

| | |
|-------------|--|
| 6027 | CHEVY (ALL) MID PLATE, STEEL (30X14") |
| 6028 | CHRYSLER 383-426-440 MID PLATE (30X14") |
| 6029 | FORD 429-460 MID PLATE, STEEL (30X14") |
| 6031 | CHRYSLER SMALL-BLOCK MID PLATE, STEEL (30X14") |
| 6034 | FORD SMALL-BLOCK MID PLATE, STEEL (30X14") |
| 6036 | BRACKET SET FOR STEEL MID PLATES |
| 6042 | FORD FE 352-428 MIDPLATE, STEEL (30X14") |
| 6049 | PONTIAC-BUICK-OLDS V8 MIDPLATE (30X14") |

Motor Plate & Mid Plate Accessories

■ Motor-Plate Adapter

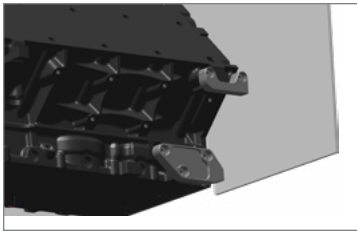
This billet-aluminum spacer allows you to mount a big- or small-block engine in the chassis when using our profile-milled motor plates. Install the small-block mounts first, then add the spacer when converting to a big-block. Includes mounting hardware.



6047 MOTOR-PLATE ADAPTER FOR 6045 & 6046

■ LS Motor-Plate Adapter

Billet-aluminum motor-plate adapters for the LS-engine. Bolts to the factory A/C bosses with included mounting hardware.



6061 MOTOR MOUNT A/C BOSS ADAPTERS FOR LS ENGINE

■ Lenco Transmission Mount

Made of 4130 tubing, our mount fits 3-speed and 4-speed Lencos. Its sliding design makes removal easy. Side rails reduce case flex and help prevent rearward movement of the engine. Shipped unassembled.



6017 LENCO TRANSMISSION-MOUNT RAILS

■ Driveshaft Loops

Mandrel-bent from 7/8"-OD, 4130 tubing, these loops feature a narrower size: 6" wide (for greater seat clearance) by 11" tall. Designed to meet NHRA requirements, they fit 3"-diameter driveshafts. Order with quick-release pins and mounting sleeves, or as a loop only.



6021 ROUND DRIVESHAFT LOOP, LOOP ONLY

6010 ROUND DRIVESHAFT LOOP, QUICK-RELEASE STYLE

■ Motor-Plate Bracket

Our scalloped motor-plate bracket is made from 1/8"-thick, 4130 sheet, which is laser-cut and shipped flat. Its bolt pattern matches that of motor-plate-adapter 6047. This bracket is "folded up" to form a ledge, which holds the motor plate. The backing-doubler washers are then welded to the back to strengthen the bracket. The bracket fits 1-1/4" tube.



6074 MOTOR-PLATE BRACKET FOR 1-1/4" TUBE (PAIR)

■ Transmission-Mount Bracket

Designed to weld to most round-tube transmission crossmembers. See our wide selection of transmission crossmembers.



6008 TRANSMISSION-MOUNT BRACKET

■ Torque Limiter

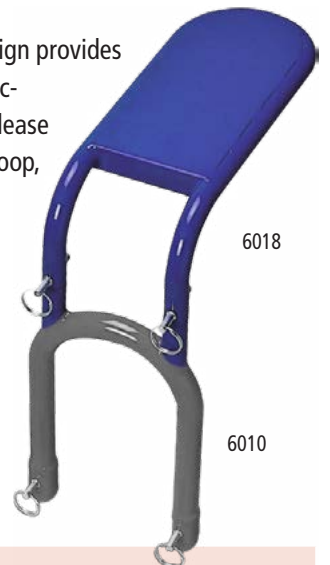
A limiter keeps the engine from moving rearward and prevents automatic-transmission-case breakage. It attaches to the frame near the motor plate, and to the engine on the stock motor-mount boss. Complete as shown. Shipped unassembled.



6009 TORQUE LIMITER

■ Shifter Platform

This exclusive Chassisworks design provides a rigid platform for most automatic-transmission shifters. Our quick-release mount attaches to the driveshaft loop, making transmission and tunnel removal much easier. Lightweight, tube-style construction. Shipped unassembled.

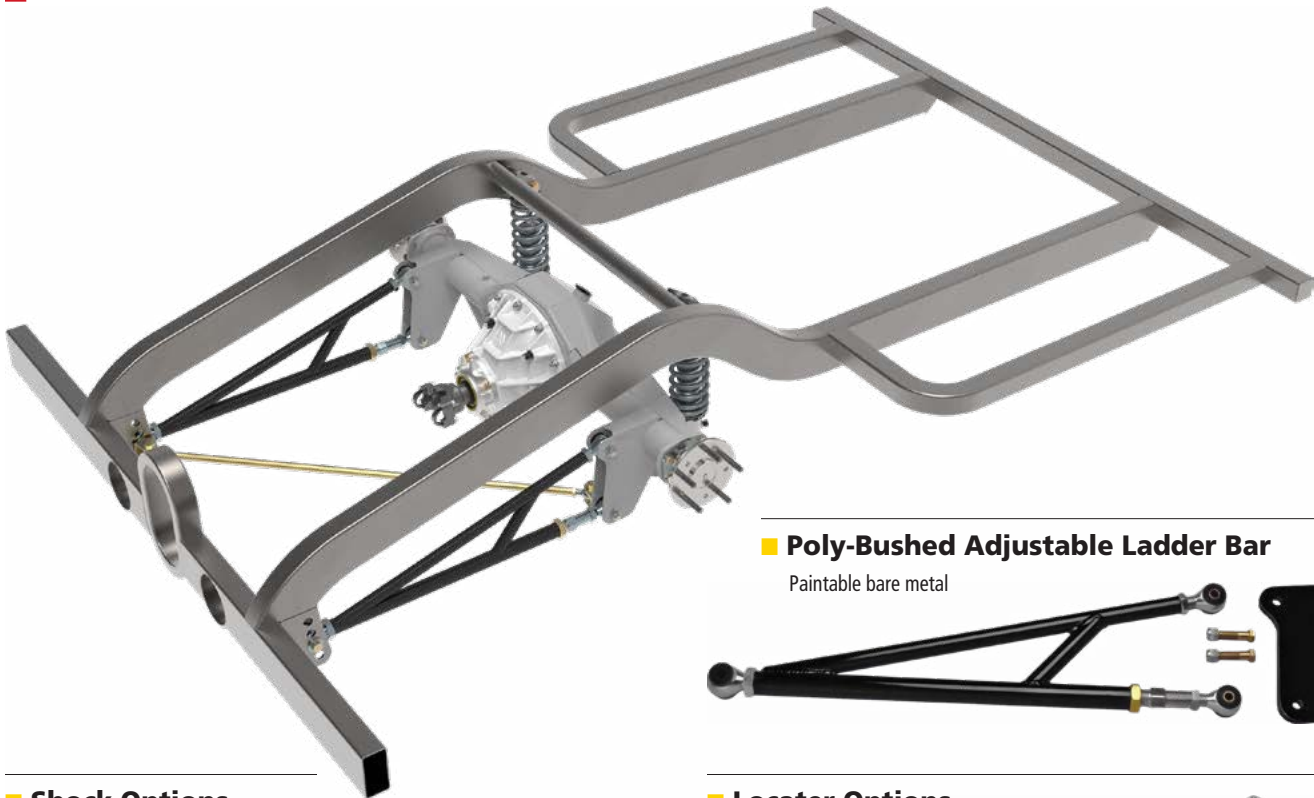


6018

6010

6018 SHIFTER PLATFORM

Ladder Bar Rear Frame (Sportsman Pro Street - 4x2")



■ Poly-Bushed Adjustable Ladder Bar

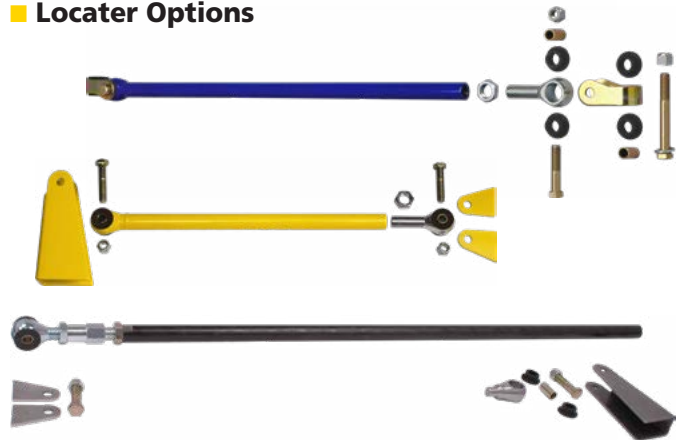
Paintable bare metal



■ Shock Options



■ Locater Options



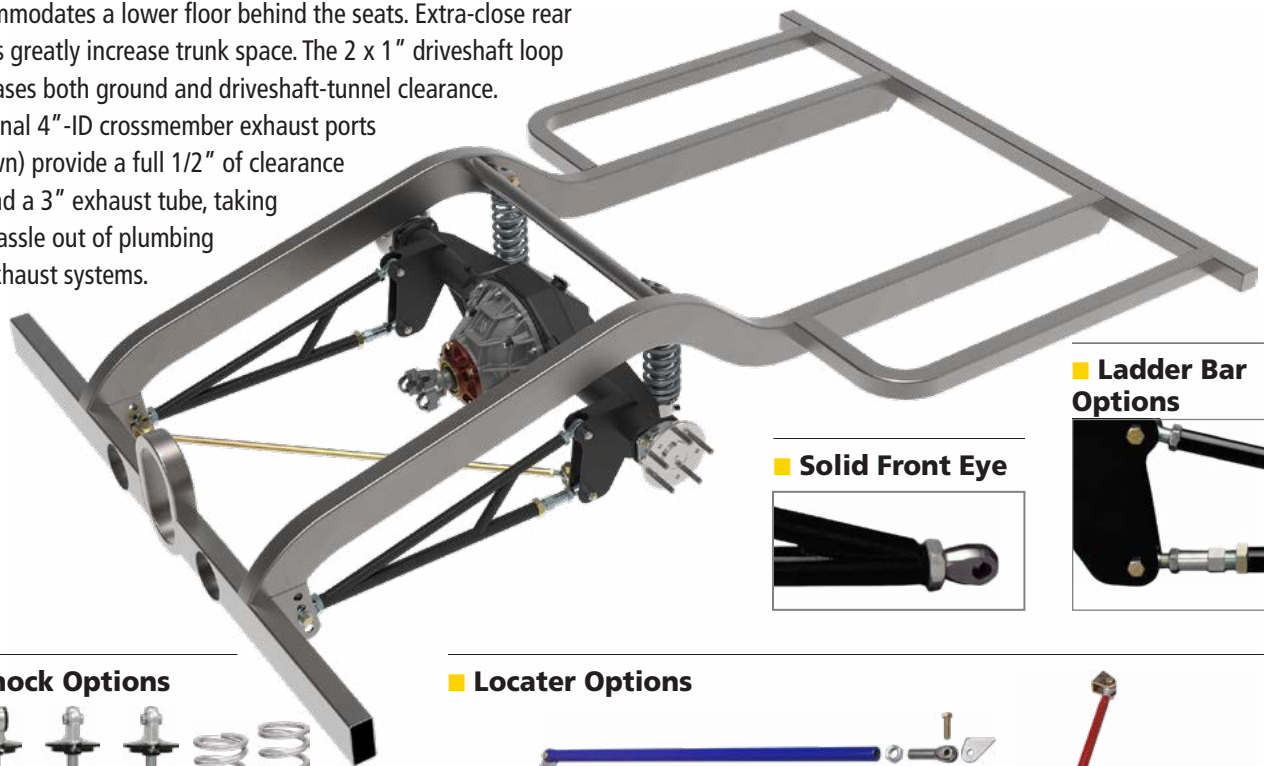
■ Pro Street Ladder Bar Rear Frame System

| | |
|------------------------|--|
| 783113 | PRO-STREET 32" LADDER BAR REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| 783133 | PRO-STREET 36" LADDER BAR REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | ADJUSTABLE LADDER BARS AND SAFETY STRAP |
| UNWELDED FRAME OPTIONS | EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 50" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |

Ladder Bar Rear Frame (Sportsman Drag Race - 4x2")

These are completely new designs, engineered specifically for street machines (not the ill-fitting 4 x 2" versions of 3 x 2" drag-race clips sold elsewhere!). Mandrel-bent from 4 x 2 x .120" wall tube, frames are available for virtually any application. Rails can be assembled as narrow as 20", outside width, for use in compact cars. Our lower kickup (above the rearend) accommodates a lower floor behind the seats. Extra-close rear bends greatly increase trunk space. The 2 x 1" driveshaft loop increases both ground and driveshaft-tunnel clearance. Optional 4"-ID crossmember exhaust ports (shown) provide a full 1/2" of clearance around a 3" exhaust tube, taking the hassle out of plumbing for exhaust systems.

The included 4 x 2" crossmember can be taper-cut (as shown) to attach to existing frames. The provided upper shock mounts accept Chassisworks' coil-spring kit and either VariShock or Koni coil-overs. For ultimate fit and function, install our FAB9 rearend housing and other Chassiswork's accessories! Available either unassembled in kit form or factory-welded to your specifications.



Ladder Bar Options



Solid Front Eye



Shock Options



Locater Options



Drag Race Ladder Bar Rear Frame System

| | |
|------------------------|--|
| 783103 | DRAG-RACE 32" LADDER BAR REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH SOLID ROD ENDS AND COIL-OVER SHOCKS |
| 783123 | DRAG-RACE 36" LADDER BAR REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH SOLID ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | STANDARD OR ADJUSTABLE LADDER BARS, SAFETY STRAP |
| UNWELDED FRAME OPTIONS | EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 50" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| LOCATER OPTIONS | WELD-ON OR BOLT-ON LOCATER, OR WISHBONE |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |

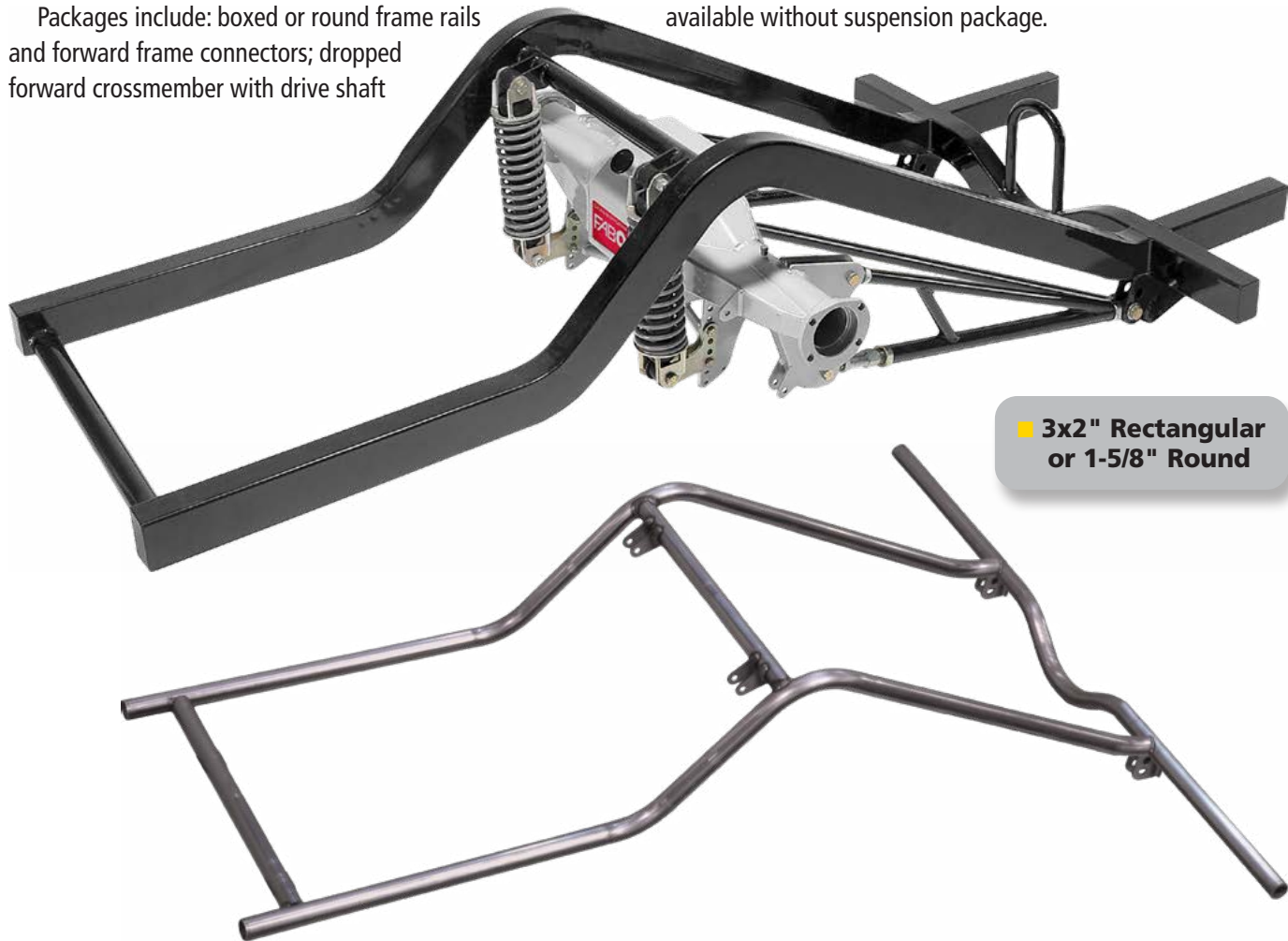
Ladder Bar Rear Frame (Sportsman - 3x2", 1-5/8")

Chassisworks' ladder-bar rear frame features smooth, mandrel-bent rails in 3 x 2" rectangular or 1-5/8" round tubing. Our unique design lets your vehicle ride lower than with frames that fit under stock floors. Tightly bent forward crossmembers move the rails closer together, enabling use of larger tires on even the smallest bodies.

Packages include: boxed or round frame rails and forward frame connectors; dropped forward crossmember with drive shaft

loop; upper-shock crossmember; rear frame crossmember; shocks and springs; ladders bars; and lateral locating device. Interior sheet metal, wheel tubs, or 10-point roll cage can be added to the package for additional savings.

Rear frames can be shipped unassembled for lower freight costs, or factory-welded for your specific vehicle. Frames also available without suspension package.



■ 3x2" Rectangular or 1-5/8" Round

■ 3x2" Boxed Rail - Pro Street 32" Ladder Bar Rear Frame System

| | |
|------------------------|---|
| 781113 | PRO-STREET 3X2" LADDER BAR REAR CLIP - 3X2"-.083" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | ADJUSTABLE LADDER BARS AND SAFETY STRAP |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| LOCATER OPTIONS | BOLT-ON LOCATER |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



Ladder Bar Rear Frame (Sportsman - 3x2", 1-5/8")

■ 3x2" Boxed Rail - Drag Race 32" Ladder Bar Rear Frame System

| | |
|------------------------|--|
| 781103 | DRAG RACE 32" LADDER BAR REAR CLIP - 3X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | STANDARD OR ADJUSTABLE LADDER BARS, AND/OR SAFETY STRAP |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED 3X2"-.083" FRAME CLIP ASSEMBLY FACTORY-WELDED 3X2"-.120" FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| LOCATER OPTIONS | WELD-ON OR BOLT-ON LOCATER, OR WISHBONE |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



■ 1-5/8" Round Rail - Pro Street 32" Ladder Bar Rear Frame System

| | |
|------------------------|--|
| 784113 | PRO-STREET 32" LADDER BAR REAR CLIP - 1-5/8"-.134" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | ADJUSTABLE LADDER BARS AND SAFETY STRAP |
| UNWELDED FRAME OPTIONS | 1-5/8"-ROUND OR 3X2" BOXED-TUBE SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 1-5/8" SUBFRAME CONNECTORS FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



■ 1-5/8" Round Rail - Drag Race 32" Ladder Bar Rear Frame System

| | |
|------------------------|--|
| 784103 | DRAG RACE 32" LADDER BAR REAR CLIP - 1-5/8"-.134" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH POLY FRONT ROD ENDS AND COIL-OVER SHOCKS |
| LADDER BAR OPTIONS | STANDARD OR ADJUSTABLE LADDER BARS, AND/OR SAFETY STRAP |
| UNWELDED FRAME OPTIONS | 1-5/8"-ROUND OR 3X2" BOXED-TUBE SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 1-5/8" SUBFRAME CONNECTORS FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | WELD-ON OR BOLT-ON LOCATER, OR WISHBONE |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



Ladder Bar Suspension (Sportsman Pro Street)



Poly-bushed rod ends



Optional safety straps



Double adjustable ladder bar



Paintable bare metal



Bolt-on track locator and panhard bars



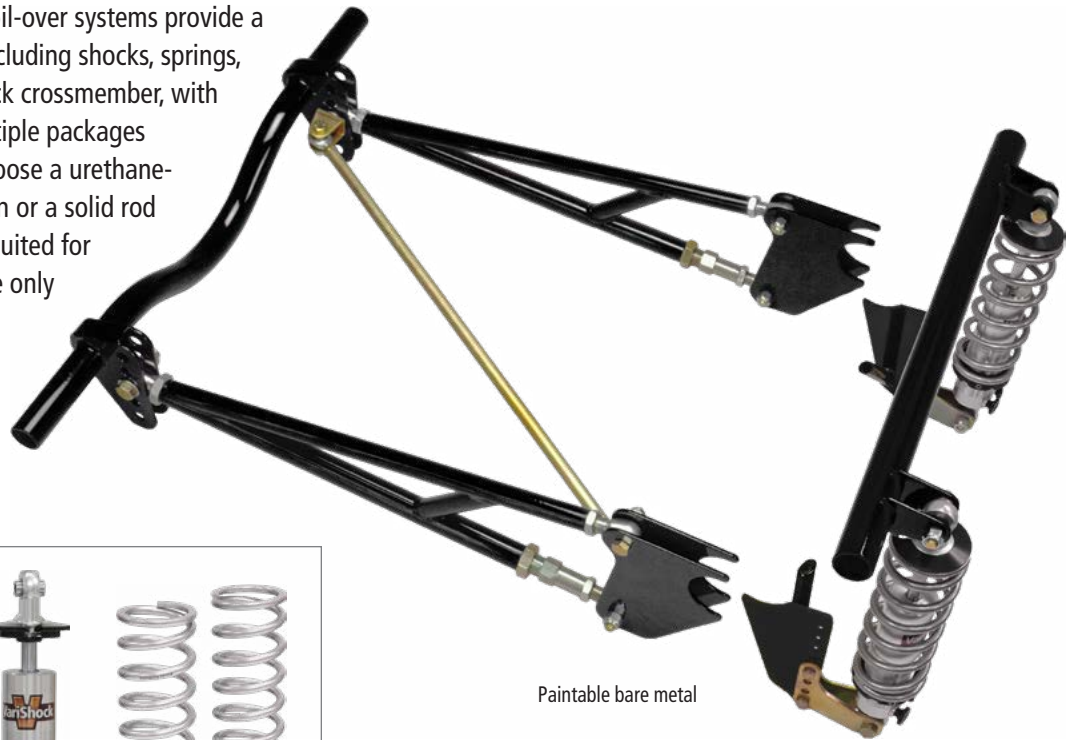
Poly-eye VariShock coil-overs

■ 1-5/8" Round Crossmember - Pro Street Ladder Bar Coil-Over Suspension

| | |
|----------------------|--|
| 787113 | PRO STREET LADDER BAR COIL-OVER SUSPENSION WITH 1-5/8"-ROUND FRONT CROSSMEMBER - CONTAINS 1-5/8" X 52" ROUND TUBE LADDER-BAR FRONT CROSSMEMBER WITH PRO STREET LADDER BARS (POLY-BUSHED ROD ENDS) AND COIL-OVER SHOCKS WITH SPRINGS |
| LADDER BAR OPTIONS | 32" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP 32" ADJUSTABLE PRO STREET LADDER BARS WITH SINGLE SAFETY STRAP 36" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP 36" ADJUSTABLE PRO STREET LADDER BARS WITH SINGLE SAFETY STRAP |
| SAFETY STRAP OPTIONS | SINGLE OR DUAL SAFETY STRAPS |
| LOCATER OPTIONS | BOLT-ON TRACK LOCATER PANHARD BAR, SINGLE ADJUSTABLE PANHARD BAR, DOUBLE ADJUSTABLE |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, POLY EYES QUICKSET 2 VARISHOCKS, POLY EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |

Ladder Bar Suspension (Sportsman Drag Race)

The package ladder-bar coil-over systems provide a complete rear suspension including shocks, springs, axle mounts, and upper shock crossmember, with 32" or 36" ladder bars. Multiple packages and options allow you to choose a urethane-bushed Pro Street suspension or a solid rod end equipped system more suited for higher horsepower drag race only applications. Shock options include non-adjustable standard versions as well as the QuickSet 1 and 2 adjustable coil-overs from our VariShock product line.



Paintable bare metal



VariShock coil-overs



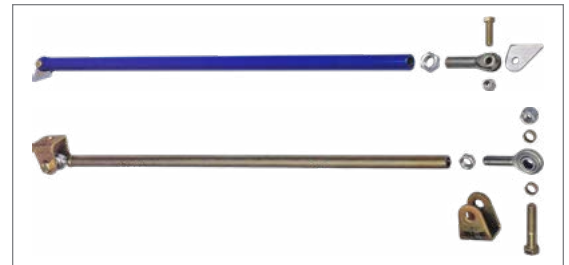
Safety straps



Single adjustable



Double adjustable



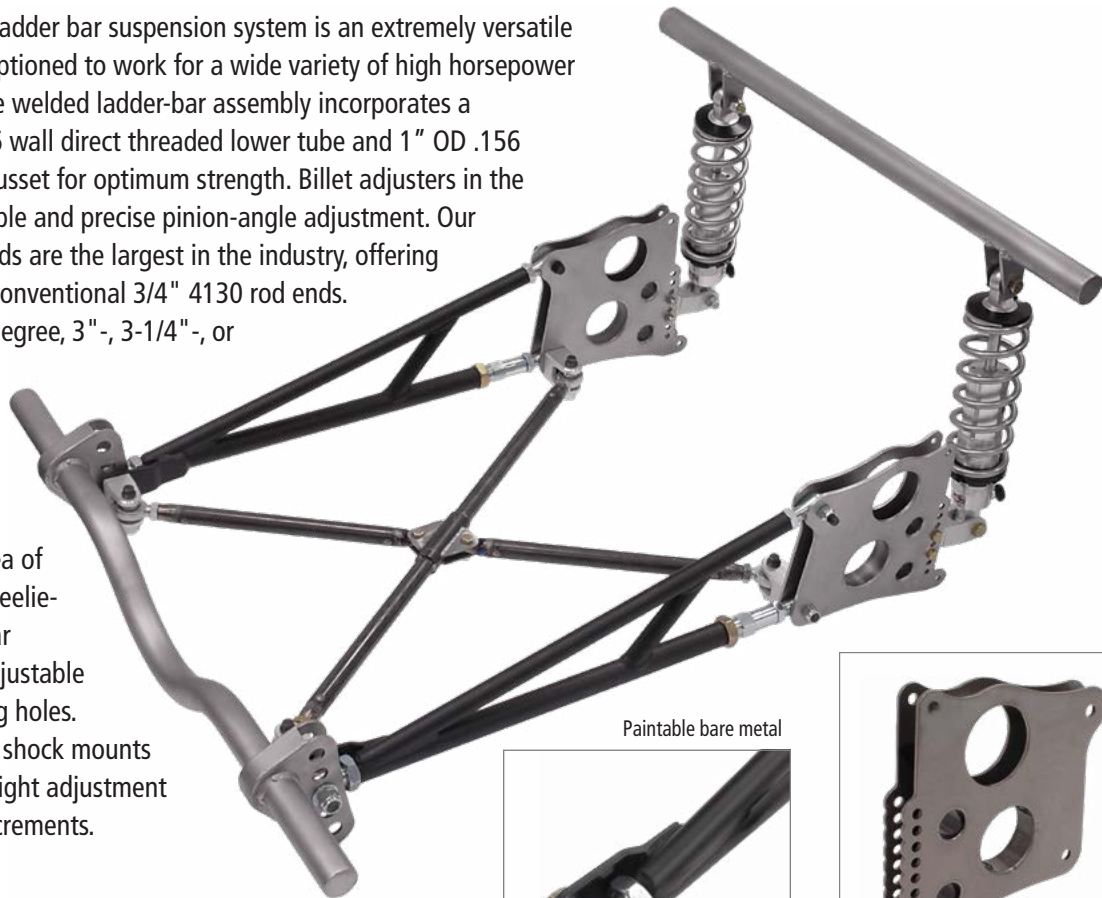
Weld-on and bolt-on track locators

■ 1-5/8" Round Crossmember - Drag Race Ladder Bar Coil-Over Suspension

| | |
|----------------------|---|
| 787103 | DRAG RACE LADDER BAR COIL-OVER SUSPENSION WITH 1-5/8"-ROUND FRONT CROSSMEMBER - CONTAINS 1-5/8" X 52" ROUND TUBE LADDER-BAR FRONT CROSSMEMBER WITH DRAG RACE LADDER BARS (SOLID ROD ENDS) AND COIL-OVER SHOCKS WITH SPRINGS |
| LADDER BAR OPTIONS | 32" STANDARD LADDER BARS, SINGLE ADJUSTABLE 32" ADJUSTABLE LADDER BARS, DOUBLE ADJUSTABLE 36" ADJUSTABLE LADDER BARS, DOUBLE ADJUSTABLE |
| SAFETY STRAP OPTIONS | SINGLE OR DUAL SAFETY STRAPS |
| LOCATER OPTIONS | WELD-ON TRACK LOCATER BOLT-ON TRACK LOCATER FOR 32" LADDER BARS BOLT-ON TRACK LOCATER FOR 36" LADDER BARS |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |

Ladder Bar Suspension (Pro-Adjustable Drag Race)

The Pro-Adjustable ladder bar suspension system is an extremely versatile package that can be optioned to work for a wide variety of high horsepower OUTLAW race cars. The welded ladder-bar assembly incorporates a large 1-1/4" OD x .156 wall direct threaded lower tube and 1" OD .156 wall upper tube and gusset for optimum strength. Billet adjusters in the lower tube permit simple and precise pinion-angle adjustment. Our 1"-shank, front rod ends are the largest in the industry, offering twice the strength of conventional 3/4" 4130 rod ends. The 3/16"-thick, 360-degree, 3"-, 3-1/4"-, or 3-1/2"-diameter axle brackets are CNC laser cut and feature multiple tubular gussets (to stabilize the highly-stressed area of the bracket), lower wheelie-bar mount, anti-roll-bar endlink mount, and adjustable shock-mount mounting holes. Billet-aluminum lower shock mounts provide a total ride-height adjustment range of 3" in 5/8" increments.



1" -shark rod end with safety strap



Gusseted axle bracket for 3", 3-1/4" or 3-1/2" tubes

■ Pro-Adjustable Drag Race Ladder Bar Coil-Over Suspension

| | |
|-----------------------|---|
| 787143 | PRO-ADJUSTABLE DRAG RACE LADDER BAR COIL-OVER SUSPENSION WITH 1-5/8"-ROUND FRONT CROSSMEMBER - CONTAINS 1-5/8" X 52" ROUND TUBE LADDER-BAR FRONT CROSSMEMBER WITH PRO DRAG RACE LADDER BARS (SOLID ROD ENDS) |
| AXLE BRACKET OPTIONS | MILD STEEL BRACKETS FOR 3" AXLE TUBES 4130 BRACKETS FOR 3" AXLE TUBES 4130 BRACKETS FOR 3-1/4" AXLE TUBES 4130 BRACKETS FOR 3-1/2" AXLE TUBES |
| CROSSMEMBER OPTIONS | 1-5/8" X .134" ROUND, MILD STEEL, 3-1/2" DROP CROSSMEMBER, 52" LENGTH 3"X2" - .083" BOX TUBE, 3-1/2" DROP CROSSMEMBER, 60" LENGTH 3"X2" - .120" BOX TUBE, 3-1/2" DROP CROSSMEMBER, 60" LENGTH 3"X2" - .120" BOX TUBE, 6-1/2" DROP CROSSMEMBER, 60" LENGTH 1-5/8" X .083" ROUND, 4130, 3-1/2" DROP CROSSMEMBER, 52" LENGTH |
| LOCATER OPTIONS | WELD-ON TRACK LOCATER BOLT-ON TRACK LOCATER PRO OUTLAW X-STYLE LOCATER |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| SHOCK MOUNTS | ANGLED BILLET-ALUMINUM MOUNT STRAIGHT BILLET-ALUMINUM MOUNT |
| SHOCK OPTIONS | QUICKSET 1 SINGLE-ADJUSTABLE VARISHOCKS WITH COM-8 EYES (5", 6", OR 7" TRAVEL) QUICKSET 2 DOUBLE-ADJUSTABLE VARISHOCKS WITH COM-8 EYES (5", 6", OR 7" TRAVEL) |
| SPRING OPTIONS | 12" SPRINGS FOR 5"- AND 6"-TRAVEL SHOCKS (80, 95, 110, 130, 150, 175, 200, 250, 300, 350, AND 400 LB/IN) 14" SPRINGS FOR 7"-TRAVEL SHOCKS (80, 95, 110, 130, 150, OR 175 LB/IN) |
| ANTI-ROLL BAR OPTIONS | SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |

Ladder Bar Suspension (Pro-Adjustable Drag Race)



Front crossmembers in 1-5/8" -round or 3x2" -boxed tubing



Weld-in or bolt-on track locators, or Pro Outlaw X-style locator



1-5/8" shock crossmembers in 36" or 48" lengths



COM-8 eye, single- or double-adjustable coil-overs in 5", 6", or 7" travel lengths



Billet-arm, splined anti-roll bar in 16" to 37" widths



Ladder Bar Kit (Sportsman)

■ 1-5/8" Round Crossmember - Pro Street Ladder Bar Suspension without Shocks and Springs

| | |
|---------------------------|---|
| 787110 | PRO-STREET LADDER BAR SUSPENSION, 1-5/8" ROUND CROSSMEMBER - CONTAINS 52"-WIDE 1-5/8" X .134" ROUND TUBE CROSSMEMBER, PRO STREET LADDER BARS (POLY-BUSHED ROD ENDS), AND LEAF-SPRING HOUSING FLOATER SET - FOR USE WITH LEAF-SPRINGS; SHOCKS NOT INCLUDED |
| LADDER BAR OPTIONS | 32" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP |
| | 32" ADJUSTABLE PRO STREET LADDER BARS, SINGLE SAFETY STRAP |
| | 36" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP |
| | 36" ADJUSTABLE PRO STREET LADDER BARS, SINGLE SAFETY STRAP |
| LOCATER OPTIONS | BOLT-ON TRACK LOCATER |
| | PANHARD BAR, SINGLE ADJUSTABLE |
| | PANHARD BAR, DOUBLE ADJUSTABLE |



Paintable bare metal



■ 1-5/8" Round Crossmember - Drag Race Ladder Bar Suspension without Shocks and Springs

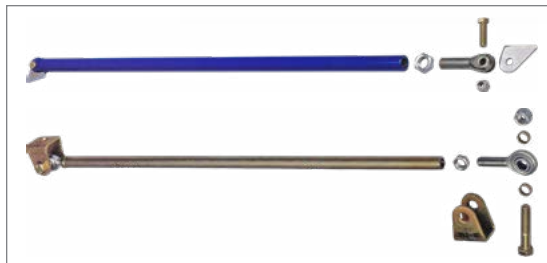
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| 787100 | DRAG RACE LADDER BAR SUSPENSION, 1-5/8" ROUND CROSSMEMBER - CONTAINS 52"-WIDE 1-5/8" X .134" ROUND TUBE CROSSMEMBER, DRAG RACE LADDER BARS (SOLID ROD ENDS), AND TRACK LOCATER - SHOCKS NOT INCLUDED |
| LADDER BAR OPTIONS | 32" ADJUSTABLE LADDER BARS, DOUBLE ADJUSTABLE |
| | 36" ADJUSTABLE LADDER BARS, DOUBLE ADJUSTABLE |
| SAFETY STRAP OPTIONS | SINGLE SAFETY STRAP |
| | DUAL SAFETY STRAPS |
| LOCATER OPTIONS | WELD-ON TRACK LOCATER |
| | BOLT-ON TRACK LOCATER FOR 32" LADDER BARS |
| | BOLT-ON TRACK LOCATER FOR 36" LADDER BARS |



Safety straps



Double Adjustable



Weld-On and Bolt-On Track Locaters

Ladder Bar Kit (Pro-Adjustable Drag Race)

■ Pro-Adjustable Drag Race Ladder Bar Suspension

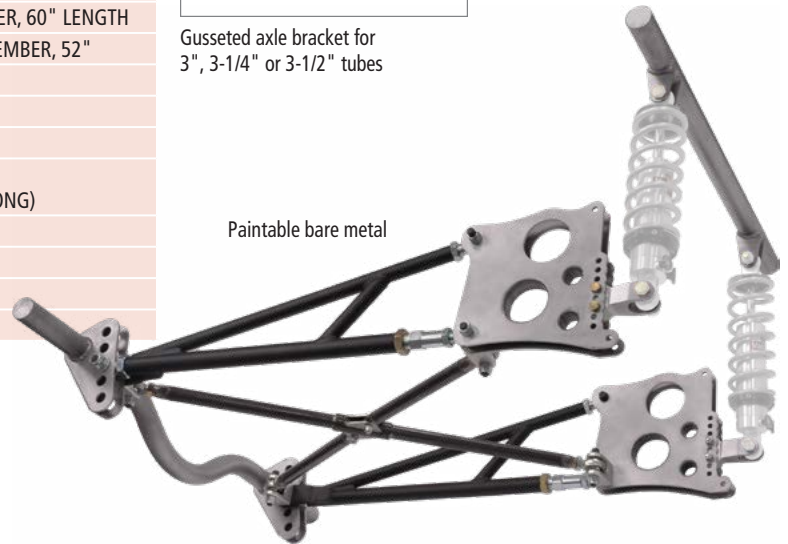
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| 787140 | PRO-ADJUSTABLE DRAG RACE LADDER BAR SUSPENSION WITH 1-5/8" ROUND FRONT CROSSMEMBER - CONTAINS 1-5/8" X 52" ROUND TUBE LADDER-BAR FRONT CROSSMEMBER WITH PRO DRAG RACE LADDER BARS (SOLID ROD ENDS) |
| AXLE BRACKET OPTIONS | MILD STEEL BRACKETS FOR 3" AXLE TUBES 4130 BRACKETS FOR 3", 3-1/4" OR 3-1/2" TUBES |
| CROSSMEMBER OPTIONS | 1-5/8" X .134" ROUND, MILD STEEL, 3-1/2" DROP CROSSMEMBER, 52" 3" X 2" - .083" BOX TUBE, 3-1/2" DROP CROSSMEMBER, 60" LENGTH 3" X 2" - .120" BOX TUBE, 3-1/2" DROP CROSSMEMBER, 60" LENGTH 3" X 2" - .120" BOX TUBE, 6-1/2" DROP CROSSMEMBER, 60" LENGTH 1-5/8" X .083" ROUND, 4130, 3-1/2" DROP CROSSMEMBER, 52" |
| LOCATER OPTIONS | WELD-ON TRACK LOCATER BOLT-ON TRACK LOCATER PRO OUTLAW X-STYLE LOCATER |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| SHOCK MOUNTS | ANGLED BILLET-ALUMINUM MOUNT STRAIGHT BILLET-ALUMINUM MOUNT |
| ANTI-ROLL BAR OPTIONS | SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |



Gusseted axle bracket for 3", 3-1/4" or 3-1/2" tubes



1" shark rod end with safety strap



Paintable bare metal

Ladder Bar Kit (Sportsman Leaf Spring)

Chassisworks' ladder-bar packages combine the various parts necessary to assemble your complete, correct rear suspension – and cost less than purchasing and shipping these components individually. Our sales representatives are experienced drag racers who will custom-tailor the correct combination of ladder bars, coil springs and shock absorbers to your specific race or Pro Street application.



■ 1-5/8" Round Crossmember - Pro Street Ladder Bar Suspension with Leaf-Spring Housing Floater

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|--------------------|--|
| 787111 | PRO-STREET LADDER BAR SUSPENSION, 1-5/8" ROUND CROSSMEMBER - CONTAINS 52"-WIDE 1-5/8" X .134" ROUND TUBE CROSSMEMBER, PRO STREET LADDER BARS (POLY-BUSHED ROD ENDS), AND LEAF-SPRING HOUSING FLOATER SET - FOR USE WITH LEAF-SPRINGS; NO SHOCKS |
| LADDER BAR OPTIONS | 32" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP 32" ADJUSTABLE PRO STREET LADDER BARS WITH SINGLE SAFETY STRAP 36" ADJUSTABLE PRO STREET LADDER BARS, NO SAFETY STRAP 36" ADJUSTABLE PRO STREET LADDER BARS WITH SINGLE SAFETY STRAP |

■ 1-5/8" Round Crossmember - Drag Race Ladder Bar Suspension with Leaf-Spring Housing Floater

| | |
|--------------------|--|
| 787101 | DRAG RACE LADDER BAR SUSPENSION, 1-5/8" ROUND CROSSMEMBER - CONTAINS 52"-WIDE 1-5/8" X .134" ROUND TUBE CROSSMEMBER, DRAG RACE LADDER BARS (SOLID ROD ENDS), AND LEAF-SPRING HOUSING FLOATER SET - FOR USE WITH LEAF-SPRINGS; SHOCKS NOT INCLUDED |
| LADDER BAR OPTIONS | 32" STANDARD LADDER BARS, NO SAFETY STRAP 32" STANDARD LADDER BARS WITH SINGLE SAFETY STRAP 32" STANDARD LADDER BARS WITH DUAL SAFETY STRAPS 32" ADJUSTABLE LADDER BARS, NO SAFETY STRAP 32" ADJUSTABLE LADDER BARS WITH SINGLE SAFETY STRAP 32" ADJUSTABLE LADDER BARS WITH DUAL SAFETY STRAPS 36" ADJUSTABLE LADDER BARS, NO SAFETY STRAP 36" ADJUSTABLE LADDER BARS WITH SINGLE SAFETY STRAP 36" ADJUSTABLE LADDER BARS WITH DUAL SAFETY STRAPS |

Ladder Bars (Sportsman)

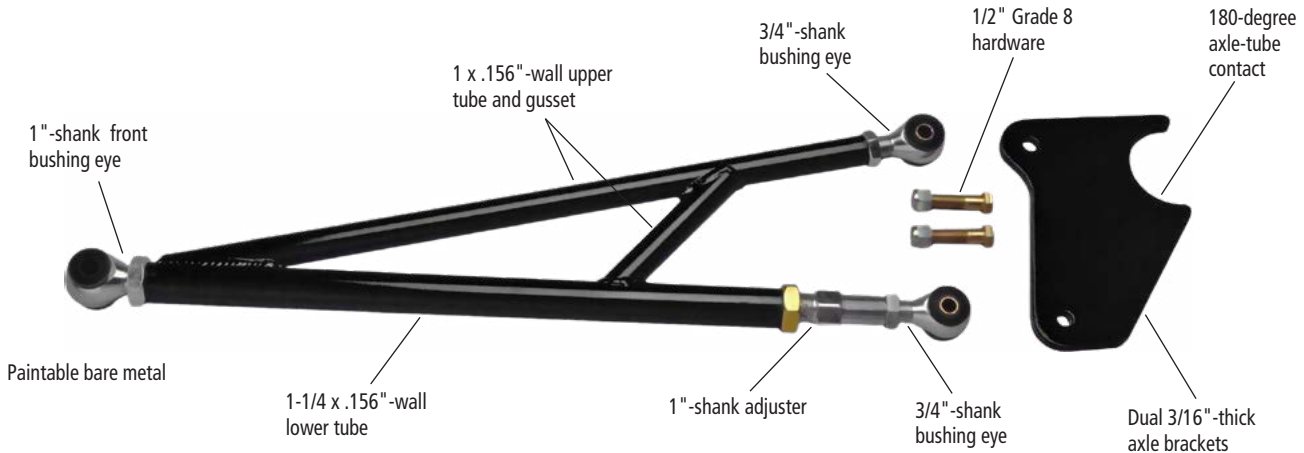
One of the most proven aftermarket suspension components in the industry, Chassisworks' Battle Cruiser and Pro Street ladder bars have been in distribution for over 20 extremely successful years. For consistent quality, each assembly is robotic-spray-arc welded and features a large 1-1/4" OD x .156 wall lower tube and 1" OD x .156 wall upper tube and gusset. All ladder bars use a direct-threaded rod end at the upper tube to enable pinion-

angle adjustment. Mild-steel or optional 4130, one-hundred-eighty degree, dual-plate axle brackets are designed for use with 3" axle tubes, but can be easily modified for use with larger diameter axle tubes. Kits include black powder-coated ladder-bar weldment, zinc-plated rod ends, axle brackets (bare), and Grade 8 mounting hardware. Front mounting hardware is specific to mounting configuration and therefore sold separately.

■ Adjustable Pro Street Ladder Bars

Our Pro Street design is also available as a double-adjustable model. The Pro Street adjustable ladder bar incorporates all of the advantages of our adjustable Battle Cruiser model but comes with billet-urethane rod ends suitable for street use. Ladder bars

are available in lengths of 32" or 36" in length (for use with wheelbases up to 120"), available only in black powder-coat finish. Axle brackets are bare steel.

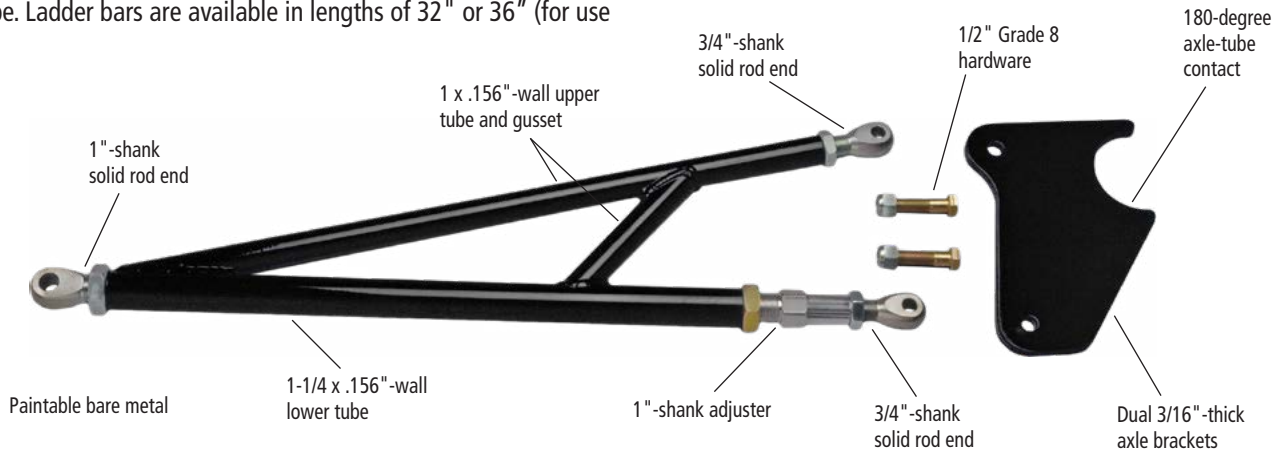


| | |
|---------------|---------------------------------------|
| 6287 | 32" ADJUSTABLE PRO STREET LADDER BARS |
| 6229 | 36" ADJUSTABLE PRO STREET LADDER BARS |
| OPTION | 4130 AXLE BRACKET SET |

■ Adjustable Battle Cruiser Ladder Bars

To enable rapid and precise pinion-angle adjustment, Chassisworks' adjustable battle cruiser ladder bars utilize a heavy-duty 1"-shank adjustment coupler assembly at the lower tube. Ladder bars are available in lengths of 32" or 36" (for use

with wheelbases up to 120"), available only in black powder-coat finish. Axle brackets are bare steel.



| | |
|---------------|---|
| 6201 | 32" ADJUSTABLE BATTLE CRUISER LADDER BARS |
| 6219 | 36" ADJUSTABLE BATTLE CRUISER LADDER BARS |
| OPTION | 4130 AXLE BRACKET SET |

Ladder Bars (Pro-Adjustable Drag Race)

■ Pro-Adjustable Ladder Bars

Chassisworks' new Pro-Adjustable ladder bar has been designed for high horsepower OUTLAW race cars. The welded assembly incorporates a large 1-1/4" OD x .156 wall direct-threaded lower tube and 1" OD .156 wall upper tube and gusset for optimum strength. Billet adjusters in the lower tube permit simple and precise pinion-angle adjustment. Our 1"-shank, front rod ends are the largest in the industry, offering twice the strength of conventional 3/4" 4130 rod ends. The 3/16"-thick, 360-degree, 3"-diameter axle brackets are CNC laser cut and feature multiple tubular gussets (to stabilize the highly-stressed area of the bracket), lower wheelie-bar mount, anti-roll-bar endlink mount, and adjustable shock-mount mounting holes. When used with our billet-aluminum lower shock mounts (6227

and 6247) ride height can be adjustment a total of 3" in 5/8" increments. Our new single ladder-bar support bracket is slotted for rod end adjustment comes pre-welded to the bar. It works seamlessly with our exclusive stepped spacers included to allow the ladder bar to pivot in the front mount bracket without binding. Kits include black-matte-powder-coated ladder-bar weldment, zinc-plated rod ends and adjusters, unassembled axle-bracket components, and Grade 8 mounting hardware. Billet shock-mount clevis set sold separately.



Paintable bare metal

6227



| | |
|-------------|---|
| 6263 | PRO-ADJUSTABLE LADDER BAR AND BRACKETS, 32" |
| 6227 | BILLET SHOCK MOUNT, OFFSET (PAIR) |
| 6247 | BILLET SHOCK MOUNT, 6-DEGREE ANGLE (PAIR) |

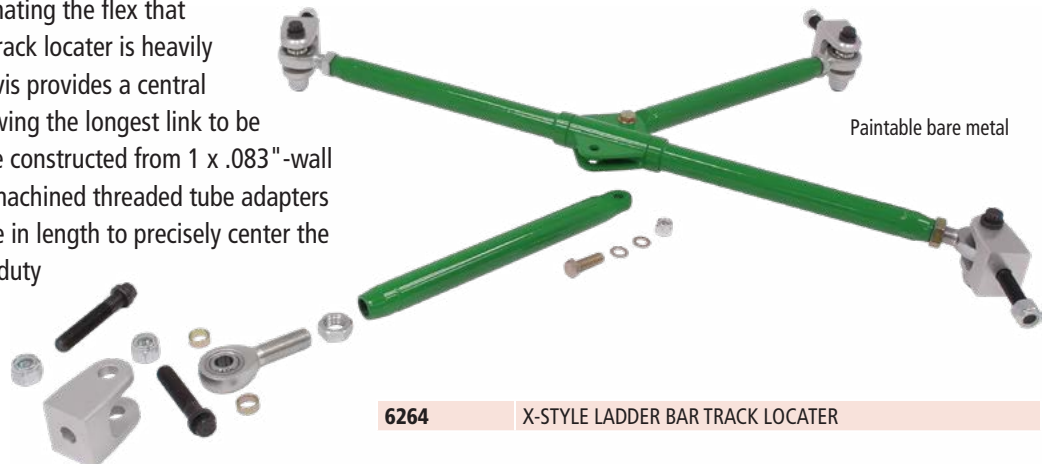
Ladder Bar Accessories (Pro-Adjustable Locater)



The X-style track locater is the ultimate lateral-locating device for high-horsepower OUTLAW cars using our Pro-Adjustable ladder bars. The "X" configuration creates four

triangles—the strongest geometrical space—positively locating the rearend in the car and eliminating the flex that occurs when a single-diagonal track locater is heavily loaded. Our exclusive swivel clevis provides a central connection point while still allowing the longest link to be rotated for adjustment. Links are constructed from 1 x .083"-wall chrome-moly tubing with CNC-machined threaded tube adapters at each end. Links are adjustable in length to precisely center the rearend housing and use heavy-duty 5/8"-shank, Teflon®-lined, 4130 rod ends secured by Grade 8 12-point flanged-head bolts. The X-style track-locater assembly is mounted using four

billet aluminum clevises and secured using countersunk 12-point flanged-head bolts to increase strength and reduce their overall height. Kits are shipped unassembled to enable correct fitment to your specific application and include link tubes, swivel clevis, tube adapters, rod ends, billet mounts, and mounting hardware.



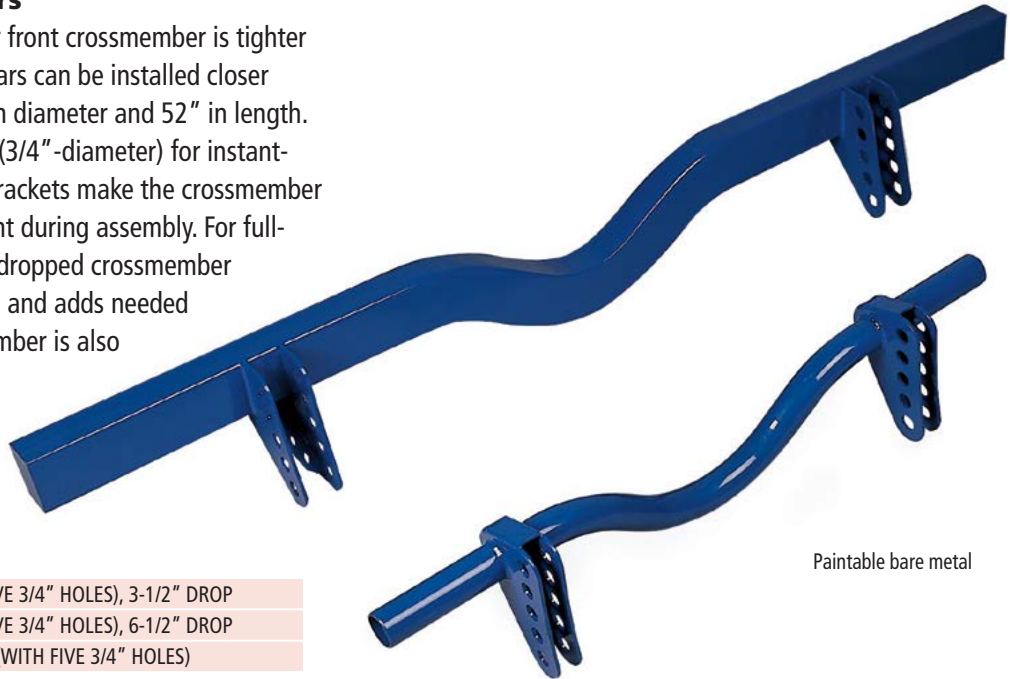
Paintable bare metal

| | |
|-------------|----------------------------------|
| 6264 | X-STYLE LADDER BAR TRACK LOCATER |
|-------------|----------------------------------|

Ladder Bar Accessories (Crossmembers, Hardware)

■ Ladder-Bar Crossmembers

The 3-1/2"-dropped bend of our front crossmember is tighter than market standard, so ladder bars can be installed closer together. Crossmember is 1-5/8" in diameter and 52" in length. We provide five adjustment holes (3/4"-diameter) for instant-center changes. Full-360-degree brackets make the crossmember stronger and easier to keep straight during assembly. For full-framed cars and trucks, the 3x2", dropped crossmember (Number 6286) has the same drop and adds needed rigidity to the frame. This crossmember is also available with a 6-1/2" drop.



Paintable bare metal

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| 6286 | 3X2" CROSSMEMBER (WITH FIVE 3/4" HOLES), 3-1/2" DROP |
| | 3X2" CROSSMEMBER (WITH FIVE 3/4" HOLES), 6-1/2" DROP |
| 6245 | 1-5/8" FRONT CROSSMEMBER (WITH FIVE 3/4" HOLES) |

■ Adapter-Bolt Sets

Adapter-set Number 6203 is used with either the 3x2" or 1-5/8" crossmember, allowing our Battle Cruiser ladder bar's front bolt to be torqued down without binding in the bracket. When installing any of the Pro Street Adjustable ladder bars, our Number-6288 front adapter and bolt kit are required to complete your installation.



| | |
|-------------|---|
| 6203 | ADAPTER BUSHINGS & BOLTS FOR BATTLE CRUISER LADDER BARS |
| 6240 | FRONT-BOLT SET FOR PRO STREET STANDARD LADDER BARS |
| 6288 | ADAPTER SET FOR PRO STREET ADJUSTABLE LADDER BARS |

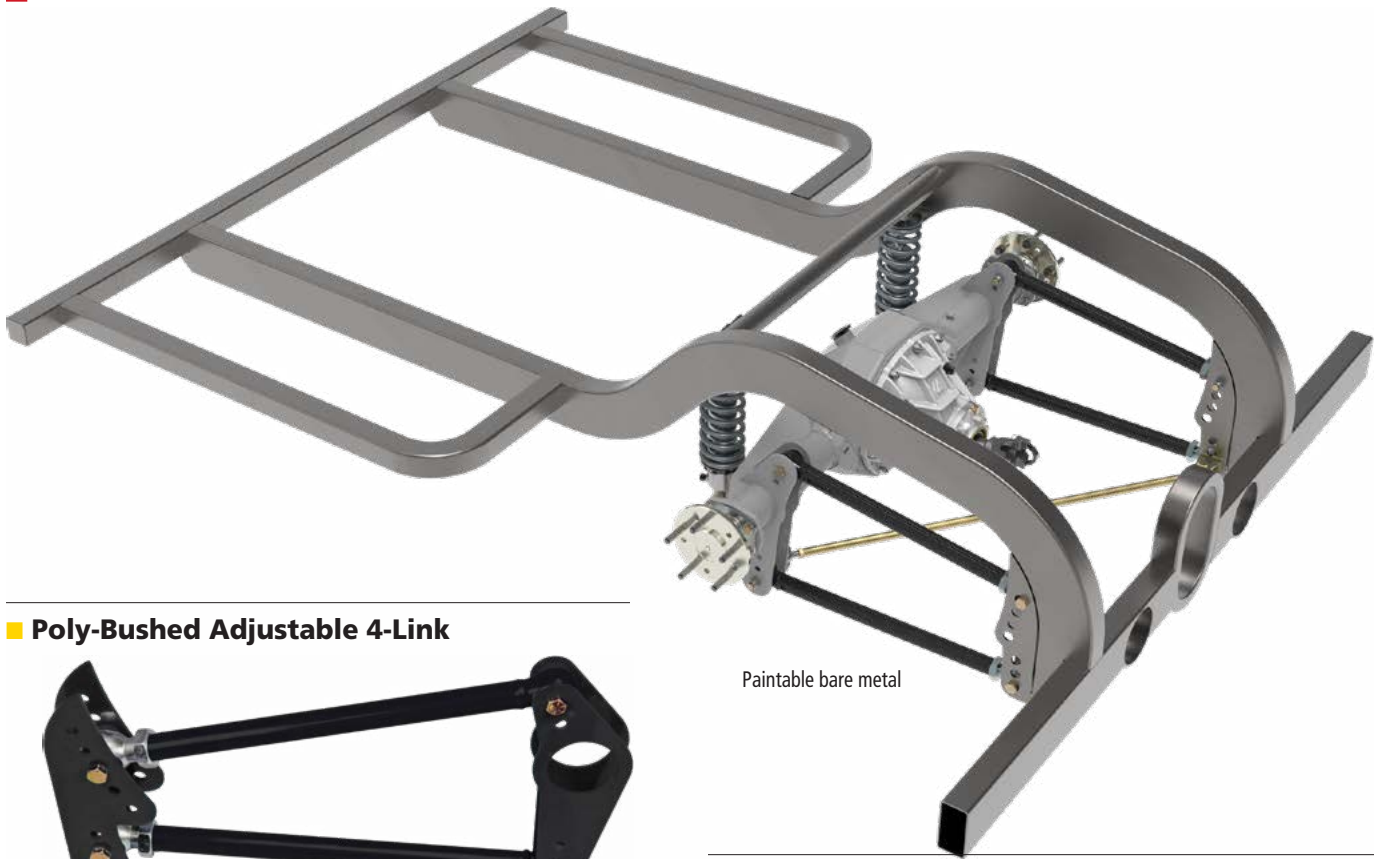
■ Ladder-Bar Support & Spacers

Ladder-bar supports should be used with Standard or Adjustable Battle Cruiser ladder bars to contain the ladder bar in the event of a front-rod-end failure. Our single ladder-bar support makes the rod-end more accessible for replacement. However, our dual support offers maximum safety. Support straps are available as an option when ordering ladder bars but can also be purchased for retro-fit installations.

| | |
|-------------|---|
| 6238 | LADDER-BAR DUAL SUPPORT & SPACERS* |
| 6289 | LADDER-BAR SINGLE SUPPORT & SPACERS* |
| 6290 | SINGLE SUPPORT, PRO STREET ADJ. LADDER BARS |
| NOTE | * FOR 6200, 6201, AND 6219 LADDER BARS |



4-Link Rear Frame (Sportsman Pro Street - 4x2")



■ Poly-Bushed Adjustable 4-Link

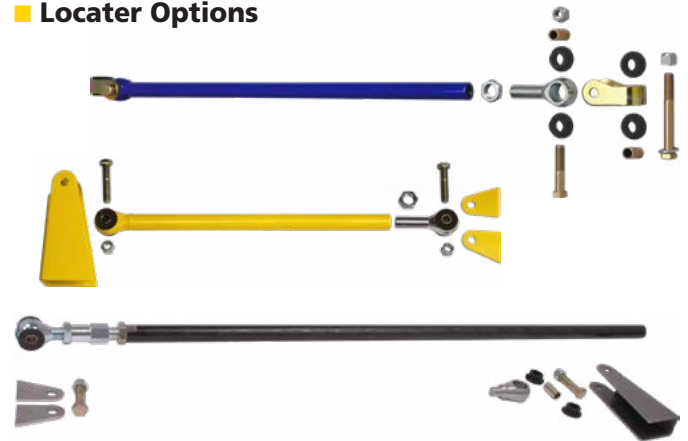


Paintable bare metal

■ Shock Options



■ Locater Options



■ Pro Street 4-Link Rear Frame System

| | |
|------------------------|--|
| 783213 | PRO-STREET 4-LINK REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK WITH POLY ROD ENDS AND COIL-OVER SHOCKS |
| UNWELDED FRAME OPTIONS | EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 50" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, 300) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |

4-Link Rear Frame (Sportsman Drag Race - 4x2")



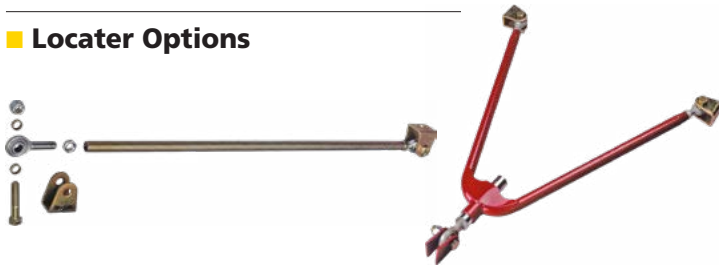
4-Link Options



Paintable bare metal

Shock Options

Locater Options



Drag Race 4-Link Rear Frame System

| | |
|------------------------|--|
| 783203 | DRAG-RACE 4-LINK REAR CLIP - 4X2" FRAME RAILS - CONTAINS FRAME CLIP, LADDER BARS WITH SPHERICAL-BEARING ROD ENDS AND COIL-OVER SHOCKS |
| 4-LINK OPTIONS | MILD-STEEL, 4130, AND/OR 4130 TEFLON® ROD END SETS |
| UNWELDED FRAME OPTIONS | EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 50" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | EXHAUST PORTS AND/OR SUBFRAME CONNECTORS |
| SHOCK OPTIONS | BOLT-ON LOCATER OR WISHBONE SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |

4-Link Rear Frame (Sportsman Pro Street - Truck)

Chassisworks now offers a 3x2" rear-frame clip specially designed for pickups. The low-profile design of the rear rails keeps the frame under the bed for a neater appearance. The frame is constructed of mandrel-bent, 3x2x.120"-wall tube and can be installed without a roll cage. The dropped crossmember attaches under

the frame to two U-bends to greatly lower your truck. Models are available for many trucks. Shipped unwelded. For your best value, purchase a system.



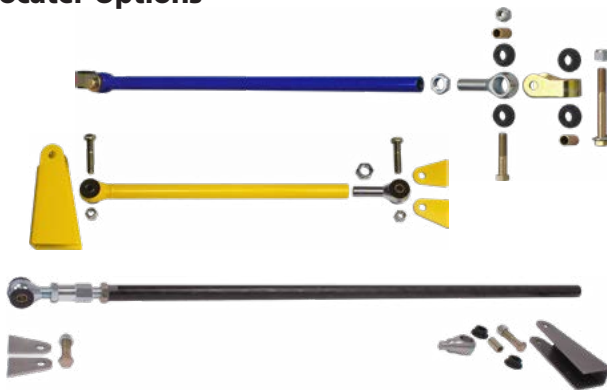
Do not use this frame if you intend to tow anything or haul anything in the bed.

Paintable bare metal

■ 4-Link



■ Locater Options



■ Shock and Spring Options



■ 3x2" Boxed Rail - Pro Street 4-Link Low-Profile Rear Frame System

| | |
|------------------------|--|
| 786213 | PRO-STREET 4-LINK 3X2" REAR CLIP - 3X2"-.083" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH POLY-BUSHED ENDS, LOCATER AND COIL-OVER SHOCKS |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, POLY EYES QUICKSET 2 VARISHOCKS, POLY EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| WHEEL TUB OPTIONS | 36" STEEL WHEEL TUBS 43" STEEL WHEEL TUBS |
| CROSSMEMBER U-BENDS | U-BENDS FOR CROSSMEMBER ATTACHMENT |

4-Link Rear Frame (Sportsman - 3x2", 1-5/8")

Chassisworks' 4-link rear frame features smooth, mandrel-bent rails in 3 x 2" rectangular or 1-5/8" round tubing. Tightly bent forward crossmembers move the rails closer together, enabling use of larger tires on even the smallest bodies.

Packages include: boxed or round frame rails and forward frame connectors; dropped forward crossmember with drive shaft loop; upper-shock crossmember; rear

frame crossmember; shocks and springs; ladders bars; and lateral locating device. Interior sheet metal, wheel tubs, or 10-point roll cage can be added to the package for additional savings.

Rear frames can be shipped unassembled for lower freight costs, or factory-welded for your specific vehicle. Frames also available without suspension package.



Paintable bare metal

■ 3x2" Boxed Rail - Drag Race 4-Link Rear Frame System

| | |
|------------------------|--|
| 781203 | DRAG RACE BATTLE-CRUISER 4-LINK REAR CLIP - 3X2" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH SPHERICAL-BEARING ROD ENDS AND COIL-OVER SHOCKS |
| 4-LINK OPTIONS | MILD-STEEL, 4130, AND/OR 4130 TEFLON® ROD END SETS |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED 3X2"-.083" FRAME CLIP ASSEMBLY FACTORY-WELDED 3X2"-.120" FRAME CLIP ASSEMBLY FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER OR WISHBONE |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



4-Link Rear Frame (Sportsman - 3x2", 1-5/8")

■ 3x2" Boxed Rail - Pro Street 4-Link Rear Frame System

| | |
|-------------------|--|
| 781213 | PRO-STREET 3X2" BATTLE-CRUISER 4-LINK REAR CLIP - 3X2"-.083" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH POLY-BUSHED ENDS AND COIL-OVER SHOCKS |
| UNWELDED FRAME | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME | FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS |
| OPTIONS | FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, POLY EYES QUICKSET 2 VARISHOCKS, POLY EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| FLOOR AND TUB | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| OPTIONS | |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



■ 1-5/8" Round Rail - Drag Race 4-Link Rear Frame System

| | |
|------------------------|--|
| 784203 | DRAG RACE BATTLE-CRUISER 4-LINK REAR CLIP - 1-5/8"-.134" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH SPHERICAL-BEARING ROD ENDS AND COIL-OVER SHOCKS |
| 4-LINK OPTIONS | MILD-STEEL, 4130, AND/OR 4130 TEFLON® ROD END SETS |
| UNWELDED FRAME OPTIONS | 1-5/8"-ROUND OR 3X2" BOXED-TUBE SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 1-5/8" SUBFRAME CONNECTORS FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER OR WISHBONE |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, OR 250 LB/IN) |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



■ 1-5/8" Round Rail - Pro Street 4-Link Rear Frame System

| | |
|-------------------|---|
| 784213 | PRO-STREET BATTLE-CRUISER 4-LINK REAR CLIP - 1-5/8"-.134" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH POLY-BUSHED ENDS AND COIL-OVER SHOCKS |
| UNWELDED FRAME | 1-5/8"-ROUND OR 3X2" BOXED-TUBE SUBFRAME CONNECTORS |
| WELDED FRAME | FACTORY-WELDED FRAME CLIP WITH 1-5/8" SUBFRAME CONNECTORS |
| OPTIONS | FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| FLOOR AND TUB | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| OPTIONS | |
| ROLL CAGE OPTIONS | NO CAGE, VEHICLE-SPECIFIC 10-POINT, OR CUSTOM CAGE FORWARD STRUTS, ROCKER TUBES, HELMET BAR, AND DASHBOARD BAR |



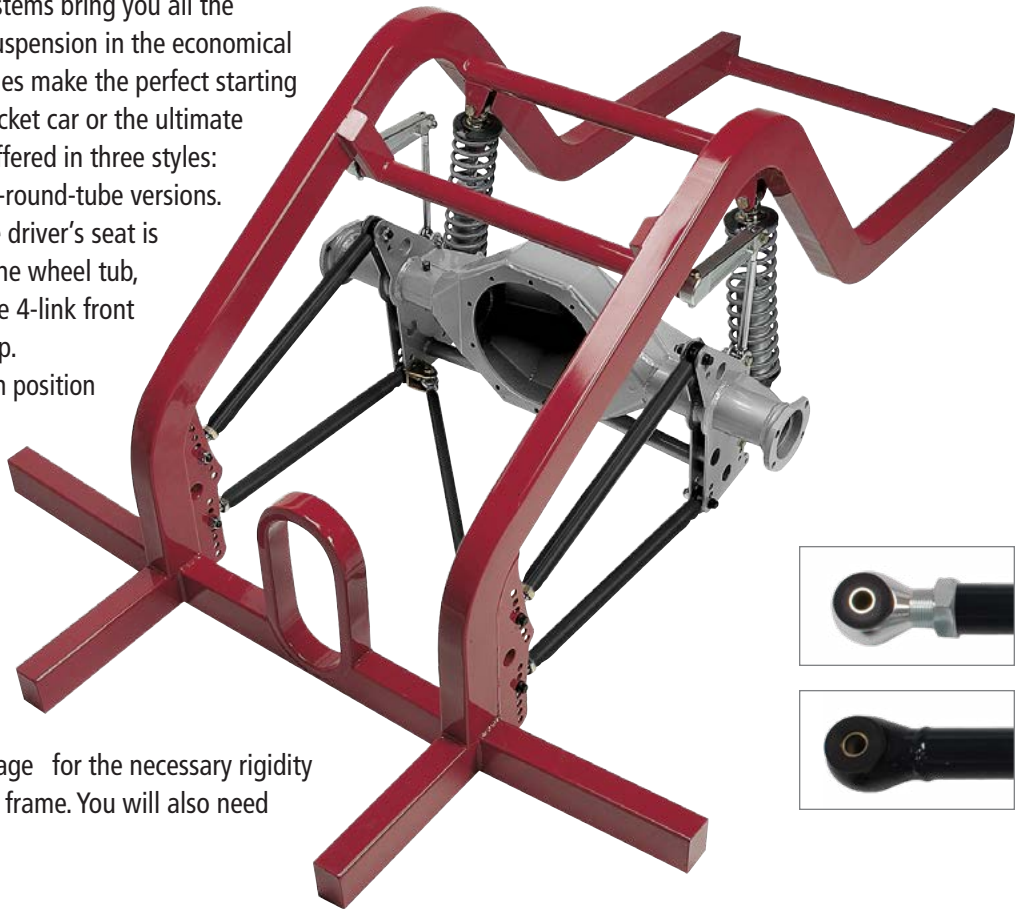
4-Link Frame (Eliminator II Pro Street - 3x2")

These affordable rear-frame systems bring you all the advantages of our Eliminator II suspension in the economical "back-half" style. These rear frames make the perfect starting point for a higher-technology bracket car or the ultimate Pro Street vehicle. This frame is offered in three styles: 3x2" -box-rail style or two 1-5/8" -round-tube versions.

For round-rail cars in which the driver's seat is far back in the body, up against the wheel tub, use Model 7130. In this frame, the 4-link front mount is even with the main hoop.

For longer-wheelbase cars which position the driver's seat considerably forward of the rear wheel tubs (6" to 12"), use Model 7131. In this frame, the 4-link front mounts attach to bent crossmembers that extend behind the main hoop. The 3x2" -box-rail version will fit most vehicles and is easier to install.

All three frames require the use of a Chassisworks 14-point cage for the necessary rigidity and extra tubes to complete your frame. You will also need 7" -travel coil-overs.

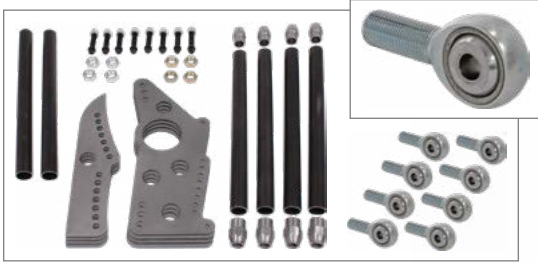


■ 3x2" Boxed Rail - Eliminator II Pro Street 4-Link Rear Frame System

| | |
|------------------------|--|
| 78E233 | PRO-STREET 3X2" ELIMINATOR II 4-LINK REAR CLIP - 3X2"-.083" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH POLY-BUSHED ENDS, LOCATER AND COIL-OVER SHOCKS |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 3X2" SUBFRAME CONNECTORS FRAME OUTSIDE WIDTH (18" TO 19-1/2" IN 1/2" INCREMENTS, CENTERED PINION ONLY) FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJ. PANHARD BAR |
| SHOCK OPTIONS | QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (85, 95, 110, 130, 150, OR 175 LB/IN) |
| WHELIE BARS | X-STRUT BARS IN 52" OR 84" LENGTH, SPRUNG OR UNSPRUNG |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | VEHICLE-SPECIFIC 14-POINT CAGE, MILD STEEL CUSTOM 14-POINT CAGE, MILD STEEL CUSTOM 14-POINT CAGE, 4130 HELMET BAR, STRUT STYLE FORWARD STRUTS, MILD STEEL OR 4130 |
| ANTI-ROLL BAR | 1-1/4" X .188" 4130 BAR WITH ALUMINUM ARMS 1-1/4" X .188" 4130 BAR WITH SPLINED ALUMINUM ARMS 7/8" X .188" 4130 BAR WITH SPLINE ALUMINUM ARMS |



4-Link Rear Frame (Eliminator II Drag Race - 3x2")



1-1/4"-OD 4130 link bars with 4130 teflon-lined rod ends



1-1/4"-OD 4130 anti-roll bar with billet arms



Adjustable-height, billet-aluminum shock mounts

■ 3x2" Boxed Rail - Eliminator II Drag Race 4-Link Rear Frame System

| | |
|------------------------|---|
| 78E223 | DRAG RACE 3X2" ELIMINATOR II 4-LINK REAR CLIP - 3X2"-.083" FRAME RAILS - CONTAINS FRAME CLIP, 4-LINK BARS WITH 4130 TEFLON-LINED ROD ENDS, LOCATER AND COIL-OVER SHOCKS |
| UNWELDED FRAME OPTIONS | 3X2"-.083" X 54" SUBFRAME CONNECTORS |
| WELDED FRAME OPTIONS | FACTORY-WELDED FRAME CLIP WITH 3X2" CONNECTORS FRAME OUTSIDE WIDTH (18" TO 19-1/2" IN 1/2" INCREMENTS, CENTERED PINION ONLY) FRAME OUTSIDE WIDTH (20" TO 36" IN 1/2" INCREMENTS) PINION OFFSET (CENTERED, 1/2" OR 1" OFFSET TO PASSENGER SIDE) |
| LOCATER OPTIONS | ROD-END LOCATER, WISHBONE LOCATER WITH MILD STEER OR 4130 ROD ENDS, OR AVENGER PRO X-LOCATER |
| SHOCK OPTIONS | QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (85, 95, 110, 130, 150, OR 175 LB/IN) |
| WHEELIE BARS | X-STRUT BARS IN 52" OR 84" LENGTH, SPRUNG OR UNSPRUNG |
| FLOOR AND TUB OPTIONS | REAR FLOOR KIT AND/OR WHEEL TUBS IN STEEL OR ALUMINUM |
| ROLL CAGE OPTIONS | VEHICLE-SPECIFIC 14-POINT CAGE, MILD STEEL CUSTOM 14-POINT CAGE, MILD STEEL CUSTOM 14-POINT CAGE, 4130 HELMET BAR, STRUT STYLE FORWARD STRUTS, MILD STEEL OR 4130 |



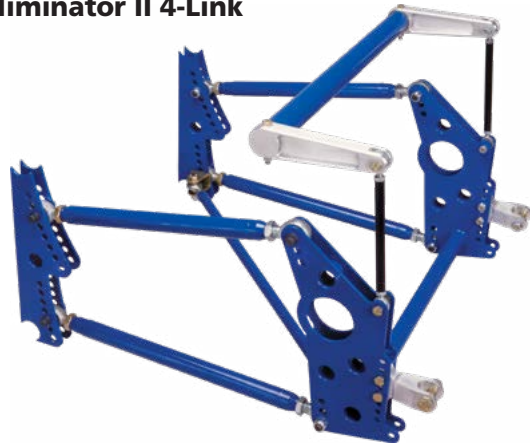
4-Link Rear Frame (Eliminator II Drag Race - 1-5/8")



■ 1-5/8" Round Tube Mild Steel - Eliminator II Drag Race 4-Link Rear Frame System

| | |
|-----------------------|--|
| 78C223 | DRAG RACE 1-5/8" ELIMINATOR II 4-LINK REAR CLIP - CONTAINS 1-5/8"-.083" FRAME CLIP, 4-LINK BARS WITH ROD ENDS, LOCATER, ANTI-ROLL BAR, AND COIL-OVER SHOCKS WITH BILLET SHOCK MOUNTS |
| 4-LINK | 1-1/4" LINK BARS WITH 1/2"-BORE X 3/4"-SHANK 4130 TEFLON-LINED ROD ENDS |
| CROSSMEMBER OPTIONS | ON OR BEHIND MAIN HOOP 3-1/2" OR 5-1/2" GROUND CLEARANCE |
| LOCATER OPTIONS | ROD-END LOCATER, WISHBONE LOCATER WITH MILD STEER OR 4130 ROD ENDS, OR AVENGER PRO X-LOCATER |
| SHOCK OPTIONS | QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (85, 95, 110, 130, 150, OR 175 LB/IN) |
| ANTI-ROLL BAR OPTIONS | NON-SPLINED BILLET ARMS SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |
| WHEELIE BARS | X-STRUT BARS IN 52" OR 84" LENGTH, SPRUNG OR UNSPRUNG |
| WHEEL TUB OPTIONS | WHEEL TUBS IN STEEL OR ALUMINUM |

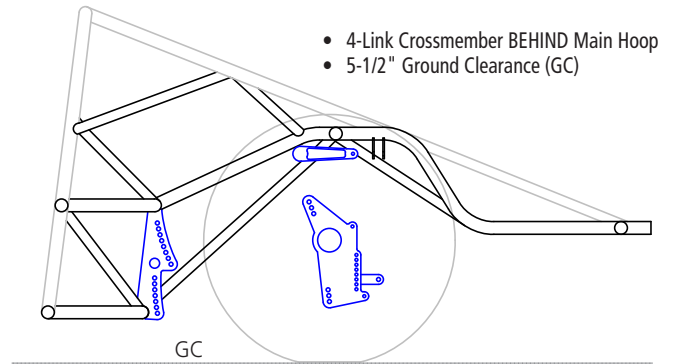
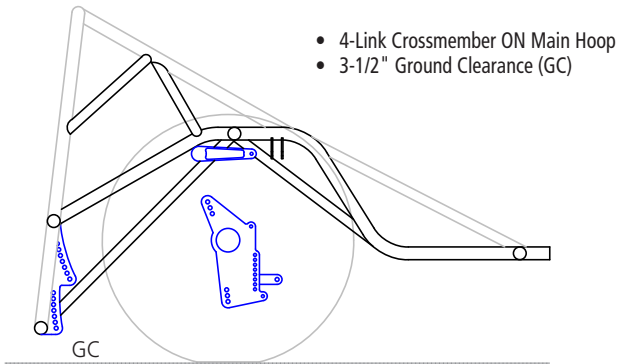
■ Eliminator II 4-Link



1-1/4" -OD 4130 link bars with 4130 teflon-lined rod ends

4-Link Rear Frame (Eliminator II Drag Race - 1-5/8")

4-Link Crossmember Options



Locator Options



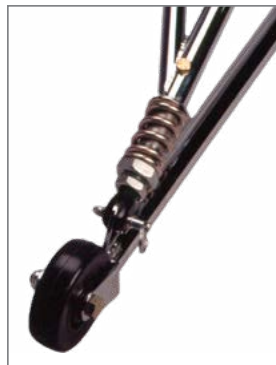
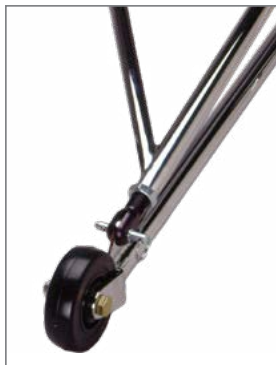
Shock and Spring Options



Anti-Roll Bar Options



Wheelie Bar Options



Wheel Tub Options



4-Link Rear Frame (Avenger Pro Drag Race - 1-5/8")



Includes 7/8"-shank x 1/2" bore, teflon-lined 4130 rod ends.



4130 brackets with doubler



1-5/8" lower and 1-3/8" upper 4130 link bars.



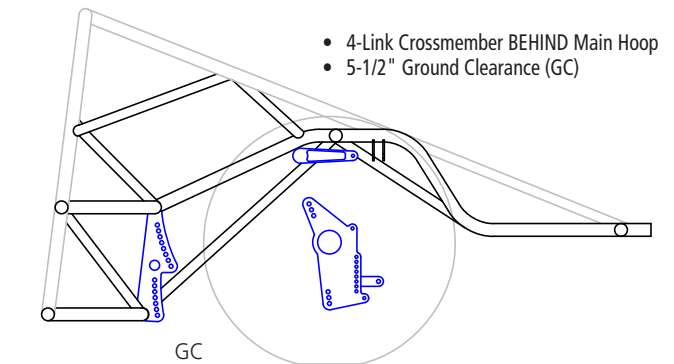
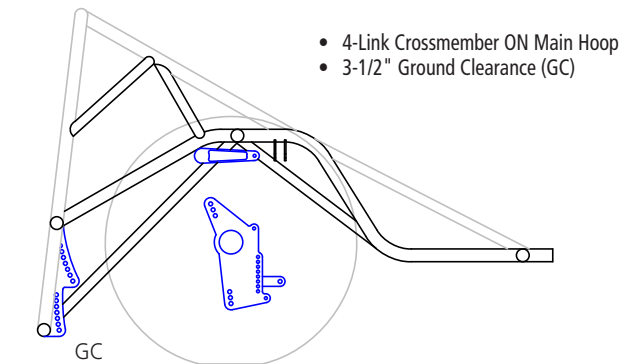
For 3", 3-1/4", or 3-1/2" axle tubes

■ 1-5/8" Round Tube Mild Steel - Avenger 4-Link Rear Frame System

| | |
|-----------------------|--|
| 78D243 | DRAG RACE 1-5/8" AVENGER 4-LINK REAR CLIP - CONTAINS 1-5/8"-.083" FRAME CLIP, 4-LINK BARS WITH ROD ENDS, LOCATER, ANTI-ROLL BAR, AND COIL-OVER SHOCKS WITH BILLET SHOCK MOUNTS |
| 4-LINK BARS | 1-5/8" LOWER AND 1-3/8" UPPER LINK BARS WITH 7/8"-SHANK X 1/2"-BORE 4130 TEFLON-LINED ROD ENDS |
| AXLE BRACKET OPTIONS | FOR 3", 3-1/4", OR 3-1/2" AXLE TUBES |
| CROSSMEMBER OPTIONS | ON OR BEHIND MAIN HOOP 3-1/2" OR 5-1/2" GROUND CLEARANCE |
| LOCATER OPTIONS | ROD-END LOCATER, WISHBONE LOCATER WITH 4130 ROD ENDS, OR AVENGER PRO X-LOCATER |
| SHOCK OPTIONS | 7" TRAVEL QUICKSET 1 VARISHOCKS, COM-8 EYES 7" TRAVEL QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT 14" COIL-SPRING RATE (80, 95, 110, 130, 150, OR 175 LB/IN) |
| ANTI-ROLL BAR OPTIONS | SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |
| WHEELIE BARS | X-STRUT BARS IN 52" OR 84" LENGTH, SPRUNG OR UNSPRUNG |
| WHEEL TUB OPTIONS | WHEEL TUBS IN STEEL OR ALUMINUM |

4-Link Rear Frame (Avenger Pro Drag Race - 1-5/8")

■ 4-Link Crossmember Options



■ Locater Options



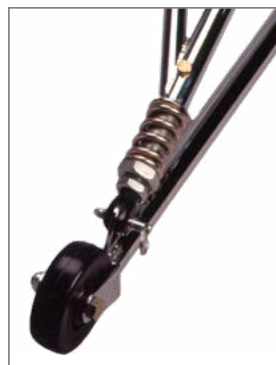
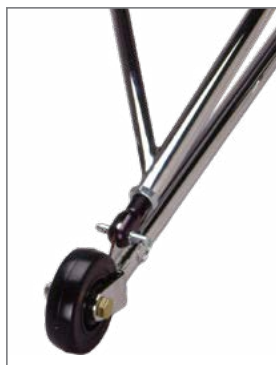
■ Shock and Spring Options



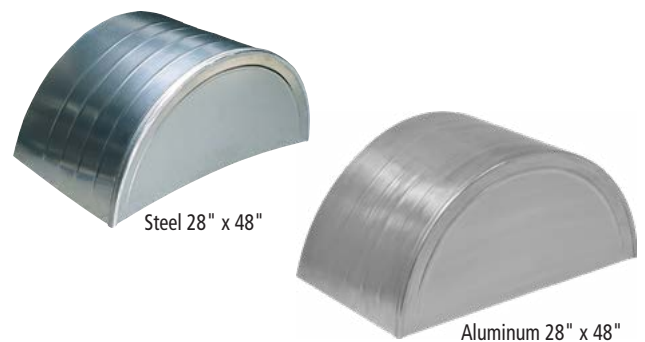
■ Anti-Roll Bar Options



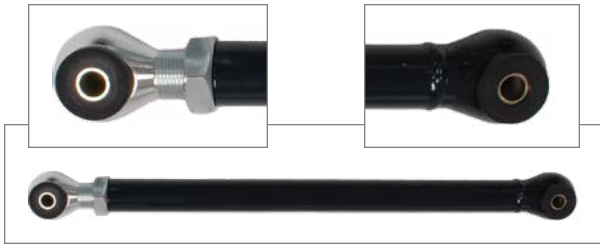
■ Wheelie Bar Options



■ Wheel Tub Options



4-Link Suspension (Sportsman Pro Street - Chassis)



Adjustable length, poly-bushed rods ends



Paintable bare metal



Bolt-on track locater or single- or double-adjustable panhard bar



Lower shock mounts: bare axle tube, backbraced, or suspension bracket



1-5/8" shock crossmembers in 36" or 48" lengths

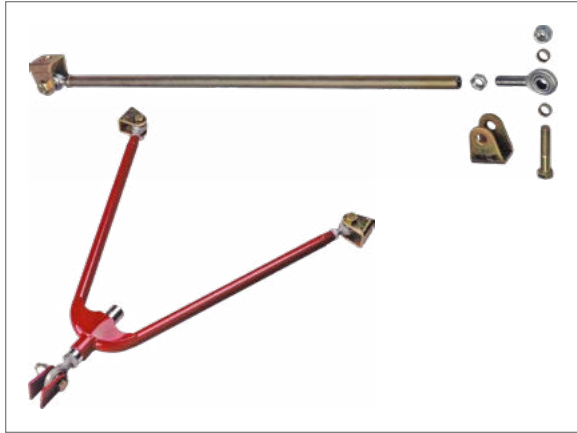


VariShock coil-overs with springs

■ Pro Street 4-Link Coil-Over Suspension for Chassis Mount

| | |
|-------------------|--|
| 780213 | PRO STREET BATTLE-CRUISER 4-LINK REAR COIL-OVER SUSPENSION FOR CHASSIS MOUNT - CONTAINS PRO STREET 4-LINK (USES POLY-BUSHED ROD ENDS) FOR 3X2"-BOXED OR 1-5/8"-ROUND REAR FRAME RAIL CHASSIS, LOCATER, ADJUSTABLE SHOCK MOUNTS AND COIL-OVERS WITH SPRINGS |
| 4-LINK | 1"X.156"-WALL 4-LINK BARS, BLACK POWDER COAT FINISH POLY-URETHANE-BUSHING ROD ENDS |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, POLY EYES QUICKSET 2 VARISHOCKS, POLY EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| SHOCK MOUNT | ADJUSTABLE LOWER MOUNT FOR (NON-BACKBRACED HOUSING, BACKBRACED HOUSIRNG, OR SUSPENSION BRACKET) |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |

4-Link Suspension (Sportsman Drag Race - Chassis)



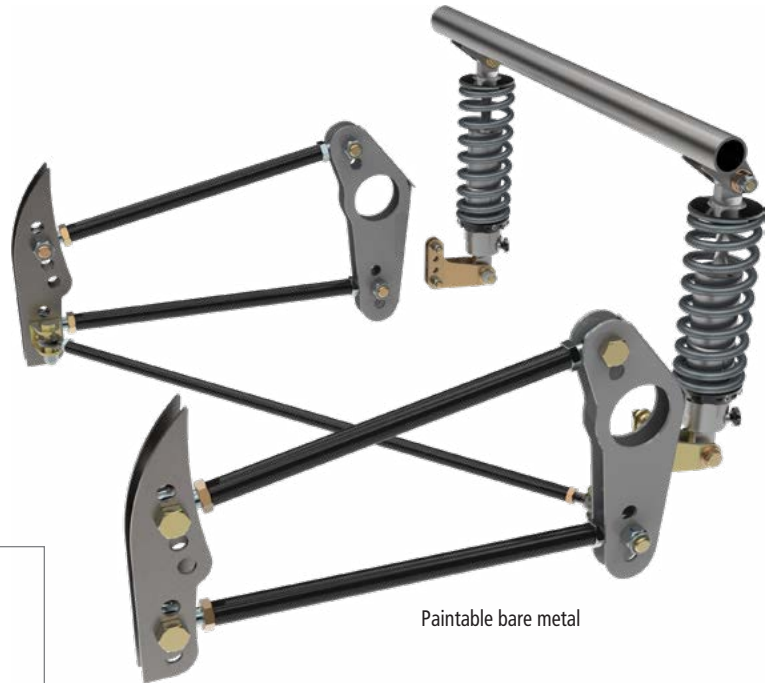
Bolt-on track locator or wishbone locator



Lower shock mounts: bare axle tube, backbraced, or suspension bracket



1-5/8" shock crossmembers in 36" or 48" lengths



Paintable bare metal



Mild-steel or 4130 rod ends; Teflon option



VariShock coil-overs with springs

■ Drag Race 4-Link Coil-Over Suspension for Chassis Mount

| | |
|-------------------|---|
| 780203 | DRAG RACE BATTLE-CRUISER 4-LINK REAR COIL-OVER SUSPENSION FOR CHASSIS MOUNT - CONTAINS DRAG RACE 4-LINK (USES HEIM ROD ENDS) FOR 3X2"-BOXED OR 1-5/8"-ROUND REAR FRAME RAIL CHASSIS, LOCATER, ADJUSTABLE SHOCK MOUNTS AND COIL-OVERS WITH SPRINGS |
| ROD END OPTIONS | MILD STEEL TEFLON-LINED ROD ENDS (8), 3/4" X 3/4"-BORE MILD STEEL (4) AND 4130 (4) ROD ENDS, 3/4" X 3/4"-BORE 4130 ROD ENDS (8), 3/4" X 3/4"-BORE 4130 TEFLON-LINED ROD ENDS (8), 3/4" X 3/4"-BORE |
| LOCATER OPTIONS | BOLT-ON LOCATER WISHBONE LOCATER |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| SHOCK MOUNT | ADJUSTABLE LOWER MOUNT FOR (NON-BACKBRACED HOUSING, BACKBRACED HOUSIRNG, OR SUSPENSION BRACKET) |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |

4-Link Suspension (Sportsman Pro Street - Crossmember)

Pro Street 4-link suspension packages feature urethane-bushing link ends and are available with two styles of front frame-mount brackets. Frame-rail-style brackets attach underneath the rear frame rail for a more stable mount on rear subframes and Eliminator I chassis. Crossmember-style brackets attach to a 3 x 2"-boxed crossmember, available with 3-1/2" or 6-1/2" drops, for use in full-frame stock passenger cars and trucks. All hardware is included. System ships as unassembled kit.



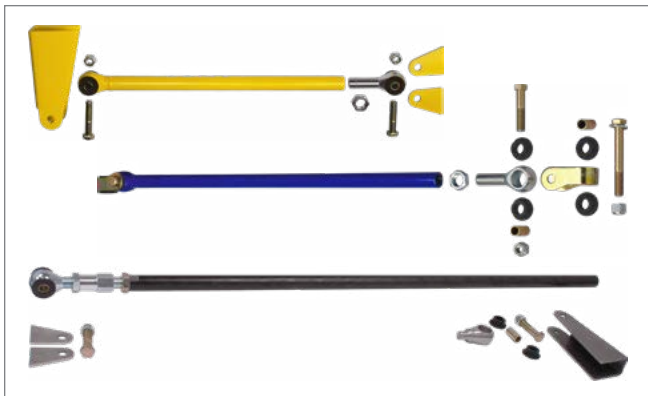
Paintable bare metal



Adjustable length, poly-bushed rods ends



Front suspension crossmember in 3-1/2" and 6-1/2" drop versions



Bolt-on track locator or single- or double-adjustable panhard bar



1-5/8" shock crossmembers in 36" or 48" lengths

■ Pro Street 4-Link Coil-Over Suspension for Crossmember

| | |
|---------------------|---|
| 78A213 | PRO STREET BATTLE-CRUISER 4-LINK REAR COIL-OVER SUSPENSION FOR 3X2" FRONT CROSSMEMBER - CONTAINS PRO STREET 4-LINK (USES POLY-BUSHED ROD ENDS) FOR 3X2-.120 X 60" FRONT CROSSMEMBER, LOCATER, ADJUSTABLE SHOCK MOUNTS AND COIL-OVERS WITH SPRINGS |
| CROSSMEMBER OPTIONS | WITHOUT 3X2" FRONT CROSSMEMBER 3-1/2" DROP 3X2-.120 X 60" FRONT CROSSMEMBER 6-1/2" DROP 3X2-.120 X 60" FRONT CROSSMEMBER |
| 4-LINK | 1" X .156"-WALL 4-LINK BARS, BLACK POWDER COAT FINISH POLY-URETHANE-BUSHING ROD ENDS |
| LOCATER OPTIONS | BOLT-ON LOCATER, OR SINGLE- OR DOUBLE-ADJUSTABLE PANHARD BAR |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, POLY EYES QUICKSET 2 VARISHOCKS, POLY EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| SHOCK MOUNT | ADJUSTABLE LOWER MOUNT FOR (NON-BACKBRACED HOUSING, BACKBRACED HOUSING, OR SUSPENSION BRACKET) |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| U-BENDS | 3X2" U-BENDS FOR CROSSMEMBER ATTACHMENT (PAIR) |



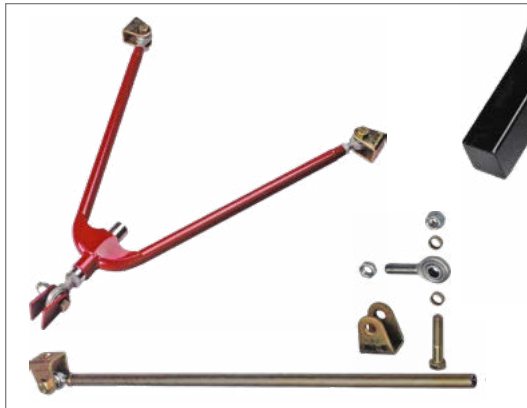
VariShock coil-overs with springs



Lower shock mounts

4-Link Suspension (Sportsman Drag Race - Crossmember)

Battle Cruiser 4-link suspension packages feature spherical-bearing rod ends and are available with two styles of front frame-mount brackets. Frame-rail-style brackets attach underneath the rear frame rail for a more stable mount on rear subframes and Eliminator I chassis. Crossmember-style brackets attach to a 3 x 2"-boxed crossmember, available with 3-1/2" or 6-1/2" drops, for use in full-frame stock passenger cars and trucks. All hardware is included. System ships as unassembled kit.



Bolt-on track locator or wishbone locator



Front suspension crossmember in 3-1/2" and 6-1/2" drop versions



Paintable bare metal



1-5/8" shock crossmembers in 36" or 48" lengths

■ Drag Race 4-Link Coil-Over Suspension for Crossmember

| | |
|---------------------|---|
| 78A203 | DRAG RACE BATTLE-CRUISER 4-LINK REAR COIL-OVER SUSPENSION FOR 3X2" FRONT CROSSMEMBER - CONTAINS DRAG RACE 4-LINK (USES HEIM ROD ENDS) FOR 3X2-.120 X 60" FRONT CROSSMEMBER, LOCATER, ADJUSTABLE SHOCK MOUNTS AND COIL-OVERS WITH SPRINGS |
| CROSSMEMBER OPTIONS | WITHOUT 3X2" FRONT CROSSMEMBER 3-1/2" DROP 3X2-.120 X 60" FRONT CROSSMEMBER 6-1/2" DROP 3X2-.120 X 60" FRONT CROSSMEMBER |
| 4-LINK | 1" X .156" -WALL 4-LINK BARS, GOLD ZINC FINISH |
| ROD END OPTIONS | MILD STEEL ROD ENDS (8), 3/4" X 3/4" -BORE MILD STEEL TEFLON-LINED ROD ENDS (8), 3/4" X 3/4" -BORE MILD STEEL (4) AND 4130 (4) ROD ENDS, 3/4" X 3/4" -BORE 4130 ROD ENDS (8), 3/4" X 3/4" -BORE 4130 TEFLON-LINED ROD ENDS (8), 3/4" X 3/4" -BORE |
| LOCATER OPTIONS | BOLT-ON LOCATER WISHBONE LOCATER |
| SHOCK OPTIONS | SENSISET VARISHOCKS, POLY EYES QUICKSET 1 VARISHOCKS, COM-8 EYES QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (95, 110, 130, 150, 175, 200, 250, OR 300 LB/IN) |
| SHOCK MOUNT | ADJUSTABLE LOWER MOUNT FOR (NON-BACKBRACED HOUSING, BACKBRACED HOUSING, OR SUSPENSION BRACKET) |
| SHOCK CROSSMEMBER | 1-5/8" ROUND-TUBE CROSSMEMBER (36" OR 48" LONG) |
| U-BENDS | 3X2" U-BENDS FOR CROSSMEMBER ATTACHMENT (PAIR) |



Mild-steel or 4130 rod ends; Teflon option



VariShock coil-overs with springs



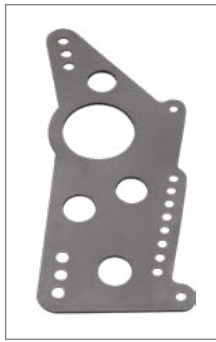
Lower shock mounts

4-Link Suspension (Eliminator II Pro Street)

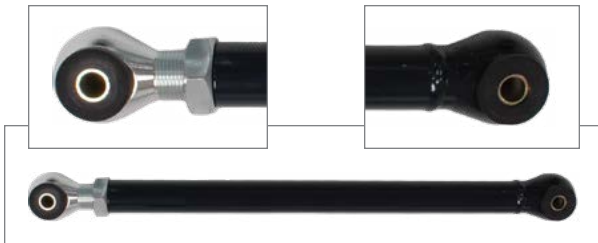
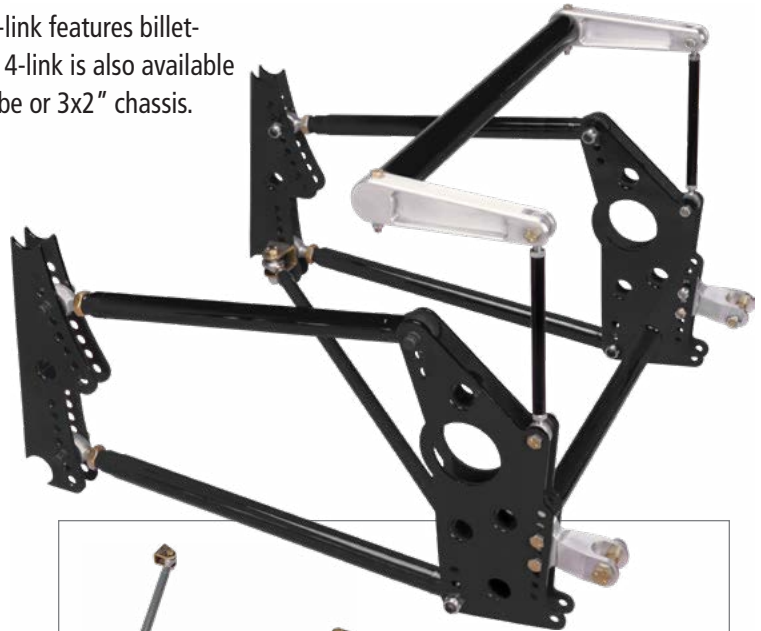
As the ultimate pro-street suspension, the Eliminator II 4-link features billet-urethane rod ends and black powder coated link bars. The 4-link is also available with a different front brackets for use with 1-5/8" round tube or 3x2" chassis.



1-5/8" or 3x2" front 4-link brackets



Axle 4-link bracket



Adjustable length, poly-bushed rods ends



Poly-bushed track locator or wishbone locator with mild-steel or 4130 rod ends



Through-bolt weld-in or splined drop-out bar mounts



Single- or double-adjustable coil-overs



Spring or unprung wheelie bars; 52" or 84"

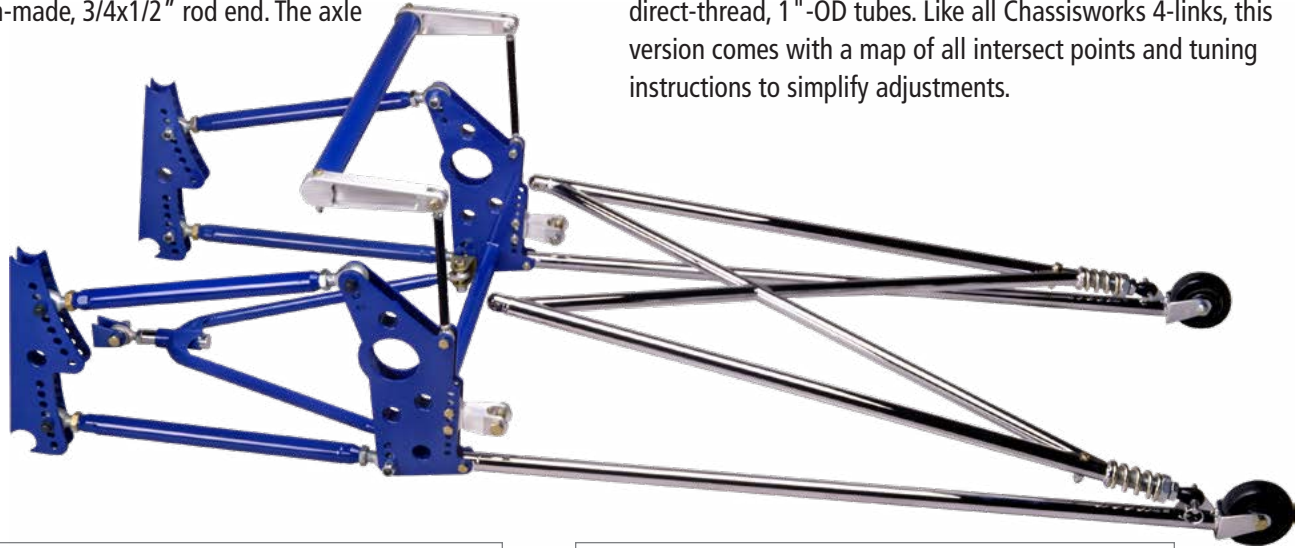
Eliminator II Pro Street 4-Link Suspension System

| | |
|------------------------------|---|
| 780233 | PRO STREET ELIMINATOR II 4-LINK REAR SUSPENSION - CONTAINS ELIMINATOR II 4-LINK (USES BILLET URETHANE ROD ENDS) FOR 3X2" OR 1-5/8" REAR FRAME RAIL CHASSIS, LOCATER, BILLET SHOCK MOUNTS, AND ANTI-ROLL BAR |
| 4-LINK OPTIONS | ELIMINATOR II PRO STREET 4-LINK FOR 1-5/8" REAR FRAME ELIMINATOR II PRO STREET 4-LINK FOR 3X2" REAR FRAME |
| LOCATER OPTIONS | POLY END TRACK LOCATER EII 4LINKS WISHBONE LOCATER WITH MILD STEEL ROD ENDS WISHBONE LOCATER WITH 4130 STEEL ROD ENDS |
| WHEELIE BAR OPTIONS | NO WHEELIE BARS SELECTED FOR THIS ORDER 52" X-STRUT UNSPRUNG WHEELIE BARS 52" X-STRUT SPRUNG WHEELIE BARS 84" X-STRUT UNSPRUNG KIT WHEELIE BAR UNASSEMBLED 84" X-STRUT SPRUNG KIT WHEELIE BAR UNASSEMBLED |
| SHOCK OPTIONS | QUICKSET 1 VARISHOCKS, 7" TRAVEL, COM-8 EYES QUICKSET 2 VARISHOCKS, 7" TRAVEL, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (85, 95, 110, 130, 150, OR 175 LB/IN) |
| ANTI-ROLL BAR OPTIONS | NON-SPLINED BILLET ARMS SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |

4-Link Suspension (Eliminator II Drag Race)

This exclusive design incorporates the latest technological advances in chassis dimensioning, tuning and efficiency. By using 12-point, 1/2" bolts in the brackets, we moved the holes much closer together — providing much finer adjustment than was possible before. To accomplish this, we use a custom-made, 3/4x1/2" rod end. The axle

bracket features a built-in lower wheelie-bar mount, a lower anti-roll-bar mount and a double-shear, adjustable lower shock mount. Our 4130 link tubes are a full 1-1/4" OD, with weld-in adapters and hex adjusters. This design is considerably more resistant to bending than conventional 4-links with direct-thread, 1"-OD tubes. Like all Chassisworks 4-links, this version comes with a map of all intersect points and tuning instructions to simplify adjustments.



■ Eliminator II Drag Race 4-Link Suspension System

| | |
|------------------------------|--|
| 780223 | DRAG RACE ELIMINATOR II 4-LINK REAR SUSPENSION - CONTAINS ELIMINATOR II 4-LINK (USES HEIM JOINT ROD ENDS) FOR 3X2" OR 1-5/8" REAR FRAME RAIL CHASSIS, LOCATER, BILLET SHOCK MOUNTS, AND ANTI-ROLL BAR |
| 4-LINK OPTIONS | ELIMINATOR II 4-LINK WITHOUT ROD ENDS FOR 1-5/8" REAR FRAME ELIMINATOR II 4-LINK WITH 3/4" X 1/2" TEFLON-LINED ROD ENDS FOR 1-5/8" REAR FRAME ELIMINATOR II 4-LINK WITHOUT ROD ENDS FOR 3X2" REAR FRAME ELIMINATOR II 4-LINK WITH 3/4" X 1/2" TEFLON-LINED ROD ENDS FOR 3X2" REAR FRAME ELIMINATOR II PRO STREET 4-LINK - POLY-BUSHED ROD ENDS FOR 3X2" REAR FRAME |
| LOCATER OPTIONS | ROD END TRACK LOCATER EII 4LINKS WISHBONE LOCATER WITH MILD STEEL ROD ENDS WISHBONE LOCATER WITH 4130 STEEL ROD ENDS |
| WHEELIE BAR OPTIONS | NO WHEELIE BARS SELECTED FOR THIS ORDER 52" X-STRUT UNSPRUNG WHEELIE BARS 52" X-STRUT SPRUNG WHEELIE BARS 84" X-STRUT UNSPRUNG KIT WHEELIE BAR UNASSEMBLED 84" X-STRUT SPRUNG KIT WHEELIE BAR UNASSEMBLED |
| SHOCK OPTIONS | QUICKSET 1 VARISHOCKS, 7" TRAVEL, COM-8 EYES QUICKSET 2 VARISHOCKS, 7" TRAVEL, COM-8 EYES |
| SPRING OPTIONS | SELECT SPRING RATE (85, 95, 110, 130, 150, OR 175 LB/IN) |
| ANTI-ROLL BAR OPTIONS | NON-SPLINED BILLET ARMS SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |



4-Link Suspension (Avenger Pro Drag Race)



Doubler plates for 4-link mounting holes on both front and rear brackets. Axle brackets for 3", 3-1/4", or 3-1/2" tubes.



Billet-arm, splined anti-roll bar in 16" to 37" widths



Bolt-on track locator, wishbone locator, or Avenger Pro X-locator

■ Avenger Pro Drag Race 4-Link Suspension System

| | |
|-----------------------|--|
| 780243 | DRAG RACE AVENGER 4-LINK REAR SUSPENSION - CONTAINS AVENGER 4-LINK (USES HEIM JOINT ROD ENDS) FOR 1-5/8" ROUND TUBE CHASSIS, LOCATER, BILLET SHOCK MOUNTS, AND ANTI-ROLL BAR |
| AXLE BRACKETS | FOR 3", 3-1/4", OR 3-1/2" AXLE TUBES |
| LINK TUBES | 1-1/4" UPPER WITH 1-3/8" LOWER TUBE 1-3/8" UPPER WITH 1-5/8" LOWER TUBE |
| LOCATER OPTIONS | ROD END TRACK LOCATER WISHBONE LOCATER, MILD-STEEL ROD ENDS WISHBONE LOCATER, 4130 ROD ENDS AVENGER PRO X-LOCATER |
| ANTI-ROLL BAR OPTIONS | SPLINED BILLET ARMS (16" TO 36" OUTSIDE WIDTH) SPLINED BILLET ARMS (37" OUTSIDE WIDTH) |
| SHOCK OPTIONS | 7" TRAVEL QUICKSET 1 VARISHOCKS, COM-8 EYES 7" TRAVEL QUICKSET 2 VARISHOCKS, COM-8 EYES |
| SPRING OPTIONS | SELECT 14" COIL-SPRING RATE (80, 95, 110, 125, 150, OR 175 LB/IN) |
| WHEELIE BAR OPTIONS | 52" X-STRUT UNSPRUNG WHEELIE BARS 52" X-STRUT SPRUNG WHEELIE BARS 84" X-STRUT UNSPRUNG KIT WHEELIE BAR UNASSEMBLED 84" X-STRUT SPRUNG KIT WHEELIE BAR UNASSEMBLED |



Sprung or unsprung wheelie bars; 52" or 84" length



Single- our double-adjustable, 7"-travel coil-overs

4-Links (Sportsman)

■ Sportsman Pro Street 4-Links



Our popular Pro Street 4-link uses the same bracket geometry as our Drag Race 4-link. Instead of spherical-bearing rod ends, it uses billet-steel rod ends with urethane bushing liners. In addition, one end of the link tube uses a urethane-lined

weld eye, which virtually eliminates the possibility of the rod end rattling, causing the link bar to fall off. The bars are direct-thread, 1-1/4 x .156" tube to accommodate the huge, 1"-shank, billet rod end. These rod ends are strong enough for

blown street cars and offer plenty of flexibility for a street-driven vehicle.

Pro Street 4-link bars are bare steel. In addition, the front brackets are available in two configurations: Number-6248 front mount attaches under the rear frame rail, and is used for rear subframes and Eliminator I chassis; Number-6270 front mount attaches to a 3x2" dropped crossmember, and is used in trucks and full-frame stock vehicles. All hardware and billet rod ends are included.



Paintable bare metal

6248 SPORTSMAN PRO STREET 4-LINK FOR FRAME MOUNTING; TUBES AND MILD-STEEL BRACKETS

OPTIONS 4130 AXLE BRACKETS



Paintable bare metal

6270 SPORTSMAN PRO STREET 4-LINK FOR 3X2" CROSSMEMBER; TUBES AND MILD-STEEL BRACKETS

OPTIONS 4130 AXLE BRACKETS

■ Sportsman Drag Race 4-Links



Take a close look at our Sportsman 4-link. When our customers told us they were having a hard time getting a large wrench around the welded-on adjustment nut, we went right to work redesigning our 4-link. By machining much-smaller wrench

flats directly into the tube, it is now possible to maneuver a wrench between the link tubes. Chassisworks is the only company that features these completely CNC-machined, 1 x .156", direct-threaded-tube 4-link bars. Each 4-link comes with a complete "map" of all possible adjustments and resulting intersections, greatly simplifying chassis tuning. Our 4-links set the standard with 3/16"-thick, 360-degree mounting plates and 3"-diameter holes. These can easily be trimmed to accommodate larger housings.

Sportsman 4-links are available in two different configurations: Number-6205 front mount attaches under the rear frame rail and is used for rear subframes and Eliminator I chassis; Number-6269 front mount attaches to a 3x2" dropped crossmember and is used in trucks and full-frame stock vehicles. Axle and frame brackets are bare steel. All hardware is included. Rod ends must be purchased separately and vary with the application.



Paintable bare metal

6205 SPORTSMAN DRAG RACE 4-LINK FOR FRAME MOUNTING; TUBES AND MILD-STEEL BRACKETS

OPTIONS 4130 AXLE BRACKETS



Paintable bare metal

6269 SPORTSMAN DRAG RACE 4-LINK FOR 3X2" CROSSMEMBER; TUBES AND MILD-STEEL BRACKETS

OPTIONS 4130 AXLE BRACKETS

6211 MILD-STEEL ROD ENDS; SET OF 8

6228 MILD-STEEL, TEFLON-LINED ROD ENDS; SET OF 8

6232 FOUR MILD-STEEL & FOUR 4130-CHROME-MOLY ROD ENDS

6212 4130-CHROME-MOLY ROD ENDS; SET OF 8

6236 4130-CHROME-MOLY, TEFLON-LINED ROD ENDS; SET OF 8

4-Link (Avenger Pro Drag Race)

This exclusive design has been made for the heavy, high-horsepower OUTLAW cars and incorporates the latest technological advances in 4-link dimensioning, tuning, and efficiency. Using 1/2" bolts with smaller 12-point heads for link attachment to the brackets allows the mounting holes to be placed closer together, providing much finer adjustment than was previously possible. Custom-made, three-piece, heat-treated, alloy-steel rod ends (6244) with oversized 7/8" shanks provide exceptional strength and are Teflon® PTFE-lined to reduce friction and wear. Brackets are constructed of 3/16" 4130 plate with additional 1/8"-thick doubler plates surrounding the link mounting holes to increase strength and prevent hole elongation; a concern when using standard single-plate-thickness brackets in heavy, high-horsepower OUTLAW cars. Axle brackets have been lightened by scalloping unneeded material from around the edges and feature built-in lower wheelie-bar mount, lower anti-roll-bar mount, and double-shear adjustable lower shock mount; available for 3", 3-1/4" or 3-1/2" axle tubes. Lower shock mounts are billet-aluminum and can be adjusted in

5/8" increments for fine tuning your vehicle's ride height. Links tubes are built from .083"-wall 4130 tubing with upper links measuring 1-3/8" in diameter and lower links a massive 1-5/8", each with CNC-machined weld-in adapters and 1-1/4" hex adjusters. Like all Chassisworks 4-links, a map of all intersect points and tuning instructions are included to simplify setup and adjustment. The Avenger scalloped 4-link is for use with the Avenger X-style track locator (6261) and all Chassisworks' Eliminator II or Avenger round tube subframes or chassis.

| | |
|------------------|---|
| 6260 | AVENGER SCALLOPED 4-LINK FOR 1-5/8" CLIPS AND CHASSIS (USES 1/2" BORE X 7/8" SHANK ROD ENDS, SOLD SEPARATELY) |
| CHASSIS BRACKETS | 3/16" -THICK CHASSIS BRACKETS |
| | 1/4" -THICK CHASSIS BRACKETS |
| AXLE BRACKETS | 3" -ID X 3/16" -THICK AXLE BRACKETS |
| | 3-1/4" -ID X 3/16" -THICK AXLE BRACKETS |
| | 3-1/2" -ID X 3/16" -THICK AXLE BRACKETS |
| | 3-1/4" -ID X 1/4" -THICK AXLE BRACKETS |
| LINK TUBES | 1-1/4" UPPER AND LOWER TUBES FOR 3/4" ROD ENDS |
| | 1-3/8" UPPER AND LOWER TUBES FOR 7/8" ROD ENDS |
| | 1-3/8" UPPER WITH 1-5/8" LOWER TUBES FOR 7/8" ROD ENDS |



6244 ROD ENDS - 1/2" BORE X 7/8" SHANK, 4130, TEFLON-LINED (SET OF 8)

Chassis Accessories

■ Dropped Crossmembers

New style features a tighter bend and full-3-1/2" drop. Mandrel-bent, .083" tubing is 58" long. Also available in heavy-duty, .120" wall. New, 6-1/2"-drop, .120" wall is ideal for use on truck frames where additional driveshaft clearance is needed. Perfect for custom-chassis fabrication.

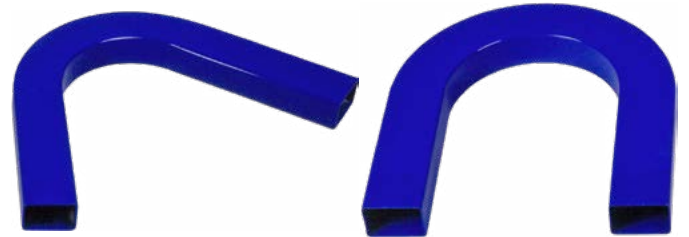
| | |
|-------------|--|
| 7106 | DROPPED CROSSMEMBER, 3X2", 59" |
| 4508 | CROSSMEMBER, HEAVY-DUTY, 3X2", 59", 3-1/2" DROP |
| 4512 | CROSSMEMBER, HEAVY-DUTY, 3X2", 57-12", 6-1/2" DROP |



■ U-Bends

Full-180-degree U-bend is made from 3x2x.083" tubing. The 120-degree bend is .120"-wall tubing. Use to make custom frames and gussets.

| | |
|-------------|---|
| 4509 | U-BEND, 180°; 3X2X.083" |
| 4511 | U-BEND, 120°; HEAVY-DUTY 3X2X.120" WALL |



■ G-CONNECTOR SYSTEM

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).



Individual Components

| | | SUBFRAME CONNECTORS | | | CENTER SUPPORT | | DRIVESHAFT LOOP |
|--------------------------|--------------|---------------------|----------------|---------------|----------------|------------|-----------------|
| | | OEM REAR RAILS | CAC REAR RAILS | FRONT ADAPTER | LEAF / 4-LINK | TORQUE ARM | |
| CAMARO / FIREBIRD | 67-69 | 5903-F10 | - | 5903-F10-OEM | 5904-F10 | 5858-U01 | TCP DSL-01 |
| | 70-74 | 5903-F21 | 5903-F21-NF | 5903-F10-OEM | 5904-F20 | 5906-F20 | 5905-F20 |
| | 75-81 | 5903-F22 | 5903-F22-NF | 5903-F10-OEM | 5904-F20 | 5906-F20 | 5905-F20 |
| NOVA | 62-67 | 5903-X10 | - | - | 5904-X10 | 5858-U01 | 5905-X10 |
| | 68-72 | 5903-X20 | - | 5903-F10-OEM | 5904-X20 | 5858-U01 | TCP DSL-01 |

Packages for Leaf spring and g-link suspensions

| | | CAC FRONT FRAME | OEM FRONT FRAME |
|--------------------------|--------------|-----------------|-----------------|
| CAMARO / FIREBIRD | 67-69 | 5901-F10 | 5900-F10 |
| | 70-74 | 5901-F21 | 5900-F21 |
| | 75-81 | 5901-F22 | 5900-F22 |
| NOVA | 62-67 | 5900-X20 | 5900-X10 |
| | 68-72 | 5901-X20 | 5900-X20 |



Wheelie Bars

Made of 4130 tubing, our round-lower-bar, professional design is lighter — yet stronger — than older models. Spring-loaded, assembly is 52" long, with 4"-diameter wheels. (Also available unsprung.) Mounts are fully adjustable for varying suspension widths. Our wheel-bracket design lowers the upper bar, greatly increasing bumper clearance on low cars. Installing a full X-strut in the upper bar increases strength and creates more clearance for floor jacks (by eliminating a wheel-separator tube). The upper-X assembly is shipped unassembled to allow for different widths. Also available is an unassembled kit that contains all the tubing and hardware necessary to build an unsprung pair of wheelie bars up to 84" long. Our spring-loaded conversion kit is for use with Numbers 6233 and 6213 X-strut wheelie bar kits. It will also convert any wheelie bars with 1"-ID upper tubes. This kit contains two 3" silver powder coated springs and all necessary hardware for upgrading your unsprung wheelie bars. Wheelie-bar tubes ship as bare steel.

■ 52" Spring-Loaded Wheelie Bars



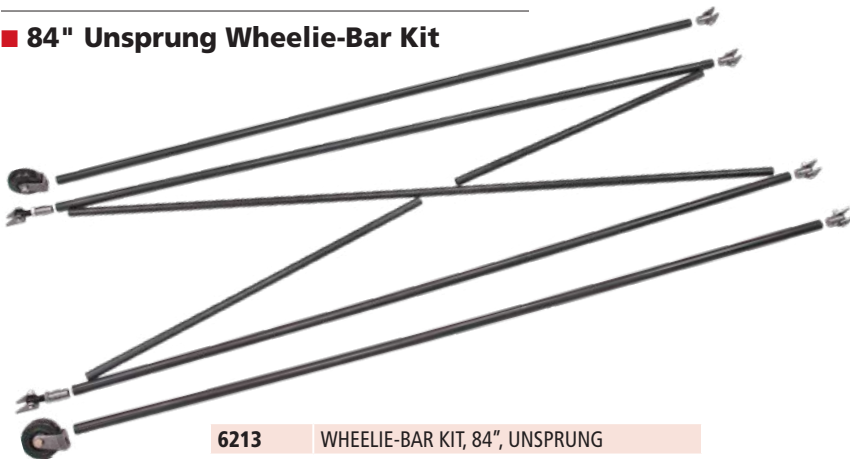
6234 X-STRUT WHEELIE BARS, SPRING-LOADED

■ 52" Unsprung Wheelie Bars



6233 X-STRUT WHEELIE BARS, UNSPRUNG

■ 84" Unsprung Wheelie-Bar Kit



6213 WHEELIE-BAR KIT, 84", UNSPRUNG

■ Spring-Loaded Conversion Kit

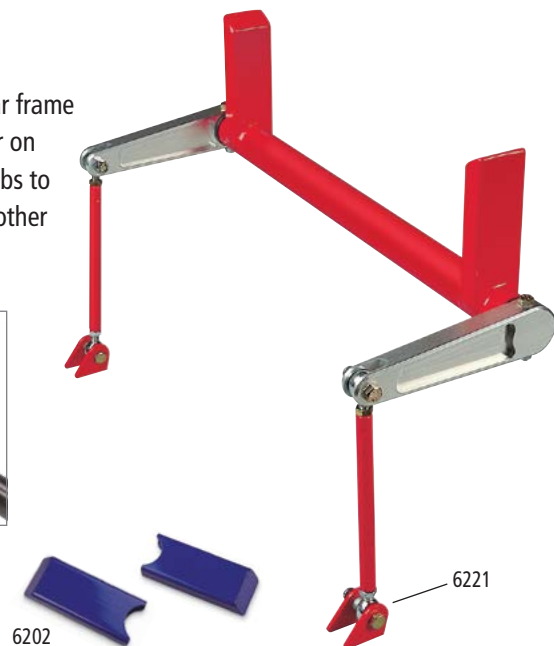


6235 SPRING-LOADED CONVERSION KIT

Drag-Race Anti-Roll Bar

Installed in our Pro Modifieds for years and now offered to all Chassisworks customers, this device produces consistently quicker 60-foot times by equalizing traction and preventing body roll. Our installation kit includes the mounting tube with bearings, billet-aluminum arms, rod ends, adjuster links, and a stout 1-1/4" -diameter, 4130 anti-roll bar; not the smaller tube used by competitors. Its adjustable width permits installation on chassis with rear frames up

to 30 inches wide. Use anti-roll-bar frame adapters to install our anti-roll bar on 3x2" frames. Use Number-6221 tabs to install our anti-roll bar on 4-links other than the Eliminator II 4-link.



| | |
|-------------|---|
| 6266 | REAR ANTI-ROLL BAR |
| 6202 | ANTI-ROLL-BAR FRAME ADAPTERS (PAIR) |
| 6221 | ADJUSTER-ROD TABS, 3/8" HOLE (SET OF 4) |

Bolt-On Drag-Race Splined Anti-Roll Bar

The bolt-on anti-roll bar assembly includes a large, 1-1/4 x .188" -wall, torsion bar with weld-in, splined ends, 1-5/8 x .065" -wall 4130 mounting tube with billet bearing mounts, low-friction polymer bearings, bolt-on chassis-mounting tabs, splined billet aluminum arms, and adjustable link rods with 4130 rod ends. Our exclusive bolt-in chassis mounts make removal of the anti-roll bar assembly from the chassis simple. The parts are shipped unassembled for easy installation on any chassis design.



| | |
|-------------|--------------------------------------|
| 6271 | BOLT-ON REAR DRAG-RACE ANTI-ROLL BAR |
|-------------|--------------------------------------|

Ball-End Rear Splined Anti-Roll Bar

Chassisworks' ball-end anti-roll bar utilizes weld-in frame-rail sleeve mounts to position the bar closely against the undercarriage and works with a maximum inside frame width of 40". Billet bushing housings screw in from the outside of each frame rail to capture the ball-ends of the bar with low-friction polymer bearings. The anti-roll-bar assembly includes a 1-1/4 x .188" -wall, torsion bar with splined ends and billet aluminum arms. Each arm is machined with a single split to ease installation fit and to clamp down upon the spline when tightened. Billet arms are connected to the housing mounts by adjustable-length end-link assemblies. Steel end-link tubes

feature left- and right-hand threads and a 1/2" hex for quick adjustment during installation. Adjuster links feature a 3/8"-shank 4130-body rod end for the ultimate in strength.



| | |
|-------------|---------------------------------------|
| 6272 | BALL-END REAR DRAG-RACE ANTI-ROLL BAR |
|-------------|---------------------------------------|

Avenger Anti-Roll Bar

Chassisworks was the first chassis manufacturer to offer drag-race rear-anti-roll-bar kits. Even after numerous improvements throughout the last 20 years we have brought substantial innovation to an already proven product. Our Avenger splined anti-roll bar was designed specifically for high-horsepower OUTLAW and Pro-Mod race cars to consistently produce quicker 60-foot times by equalizing traction and preventing body roll. The anti-roll bar assembly includes a large, 1-1/4"-diameter, heat-treated, solid torsion bar with splined ends, 1-5/8 x .065"-wall 4130 mounting tube with billet bearing mounts, low-friction polymer bearings, bolt-on chassis-mounting tabs, splined billet aluminum arms, and adjustable link rods with 4130 rod ends. Our splined bolt-on billet arms eliminates free play between the antiroll bar and the arm caused by the torque created by high-horsepower OUTLAW cars.

Our exclusive bolt-in chassis mounts make removal of the antiroll bar assembly from the chassis simple. The parts are shipped unassembled for easy installation on any chassis design.



| | |
|-------------|--|
| 6262 | AVENGER SPLINED ANTI-ROLL BAR |
| OPTIONS | 16" TO 36" OUTSIDE WIDTH (1" INCREMENTS) |
| | 37" OUTSIDE WIDTH |
| | 8.20" CENTER LENGTH BILLET ARMS |
| | 6.70" CENTER LENGTH BILLET ARMS |
| | AXLE-HOUSING MOUNT TABS (SET OF 4) |

X-Style Track Locaters



The X-style track locater is the ultimate lateral-locating device for high-horsepower OUTLAW cars using our Avenger scalloped 4-link or Pro-Adjustable ladder bar suspensions. The "X" configuration creates four triangles—the strongest geometrical space—positively locating the

rearend housing in the car and eliminating the flex that occurs when a single-diagonal track locater is heavily loaded. Our exclusive swivel clevis provides a central connection point while still allowing the longest link to be rotated for adjustment. Links are constructed from 1 x .083"-wall chrome-moly tubing with CNC-machined threaded tube adapters at each end. Links are adjustable in length to precisely center the rearend housing and use heavy-duty 5/8"-shank, Teflon®-lined,

4130-body rod ends secured by Grade 8 12-point flanged-head bolts. The X-style track-locater assembly is mounted using four billet aluminum clevises with a locating boss that prevents the clevis from rotating when in use. Clevises are secured using countersunk 12-point flanged-head bolts to increase strength and reduce their overall height. Kits are shipped unassembled to enable correct fitment to your specific application and include link tubes, swivel clevis, tube adapters, rod ends, billet mounts, and mounting hardware.



| | |
|-------------|---|
| 6261 | AVENGER X-STYLE 4-LINK TRACK LOCATER |
| 6264 | PRO OUTLAW X-STYLE LADDER BAR TRACK LOCATER |

Track Locaters

Chassisworks track locaters positively center the rearend housing throughout the suspension travel. A track locater runs diagonally from the front of the suspension to the rear of the

opposite side. All locater tubes are 36" long to fit the widest chassis. Available in weld-on or bolt-on styles. All locaters come complete with all hardware and detailed instructions.

■ Weld-On Locaters

For use with solid-rod-end ladder-bar installations only. (Do not use with any 4-link or Pro Street ladder bars.)

Includes two tabs; one welds to each ladder bar. The 7/8x.156", 36"-long tube uses a weld clevis to attach one end of the tube. The other end is 5/8" direct thread and uses an adjustable clevis to attach the track locater to the ladder bar. Features a bare-metal finish for welding.

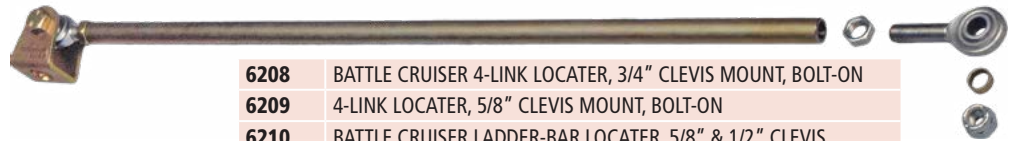


6207 BATTLE CRUISER LADDER-BAR LOCATER, WELD-ON

■ Bolt-On Locaters

These locaters are available for 4-link or ladder-bar applications. Bar is threaded on both ends and features right- and left-hand, 1/2"-diameter rod ends for easy adjustments. The full 36" length can be cut and rethreaded to fit any width frame. All bolt-on locaters are available with different formed clevises specific to your rear-suspension needs. To determine the proper size of your locater clevis, measure the diameter of the bolt to which the clevis attaches. Available in 3/4" clevis for

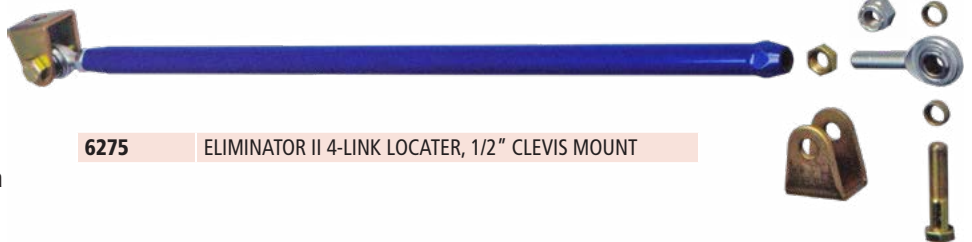
Chassisworks Standard 4-links, or 5/8" clevis for other 4-links. Our ladder-bar applications use one 5/8" and one 1/2" clevis. Gold-iridite finish.



| | |
|-------------|--|
| 6208 | BATTLE CRUISER 4-LINK LOCATER, 3/4" CLEVIS MOUNT, BOLT-ON |
| 6209 | 4-LINK LOCATER, 5/8" CLEVIS MOUNT, BOLT-ON |
| 6210 | BATTLE CRUISER LADDER-BAR LOCATER, 5/8" & 1/2" CLEVIS MOUNT, BOLT-ON |
| | OPTIONAL 48" LONG LOCATER TUBE ONLY (6222) |

■ Locater - Eliminator II 4-Link

Features 7/8x.058", 36"-long, 4130 tube with right and left tube adapters. Bolt-on style comes complete with two 1/2"-hole, formed clevises. Can also be used with our Avenger 4-link. Features a bare-metal finish for welding.



6275 ELIMINATOR II 4-LINK LOCATER, 1/2" CLEVIS MOUNT

■ Pro Street Locater

Pro Street locater is used with both our Pro Street 4-link and Pro Street ladder bar. It features a huge, 1x.156", 36"-long, direct-thread link with 3/4"-shank, billet-urethane rod ends — and unique-to Chassisworks double-pivot clevis that eliminates all suspension binding! This size locater is necessary in a street-type vehicle. If using with Number-6237 Pro Street ladders bars, you will also need the Number-6277 locater-stud mount.



| | |
|-------------|---|
| 6249 | PRO STREET LADDER-BAR OR 4-LINK LOCATER |
| 6277 | PRO STREET LOCATER STUD MOUNT (REQUIRED WITH 6237 LADDER BAR) |

■ Individual Locater Clevises

Individual 1/2"-bore clevises are available with 1/2", 5/8", or 3/4" base mounting holes. Clevises are 1-1/8" wide and 3/16" thick and gold-iridite plated.

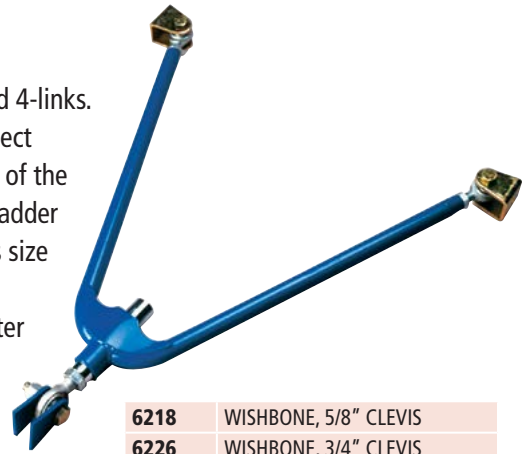


| | |
|-------------|----------------------------------|
| 2302 | LOCATER CLEVIS, 3/4" HOLE (EACH) |
| 2303 | LOCATER CLEVIS, 5/8" HOLE (EACH) |
| 2304 | LOCATER CLEVIS, 1/2" HOLE (EACH) |

Wishbones

Our exclusive design is engineered for use with Chassisworks 4-links. A wishbone should be used in applications which do not provide sufficient clearance for a track locator (as on Avenger chassis). The center pivot mounts on the chassis and prevents interference with floor jacks. Clevises bolt to lower link tubes, greatly simplifying installation. Our bent-tube design also aids installation. Packaged complete with all hardware and instructions, wishbones

are offered for all ladder bars and 4-links. To ensure that you order the correct wishbone, measure the diameter of the lower rear bolt in your 4-link or ladder bar; this will determine the clevis size needed. Wishbones are available for 1/2"-, 5/8"-, and 3/4"-diameter bolts. All wishbones come complete with mild-steel rod ends except Model 6280, which has 4130-chrome-moly rod ends. Shipped unassembled.

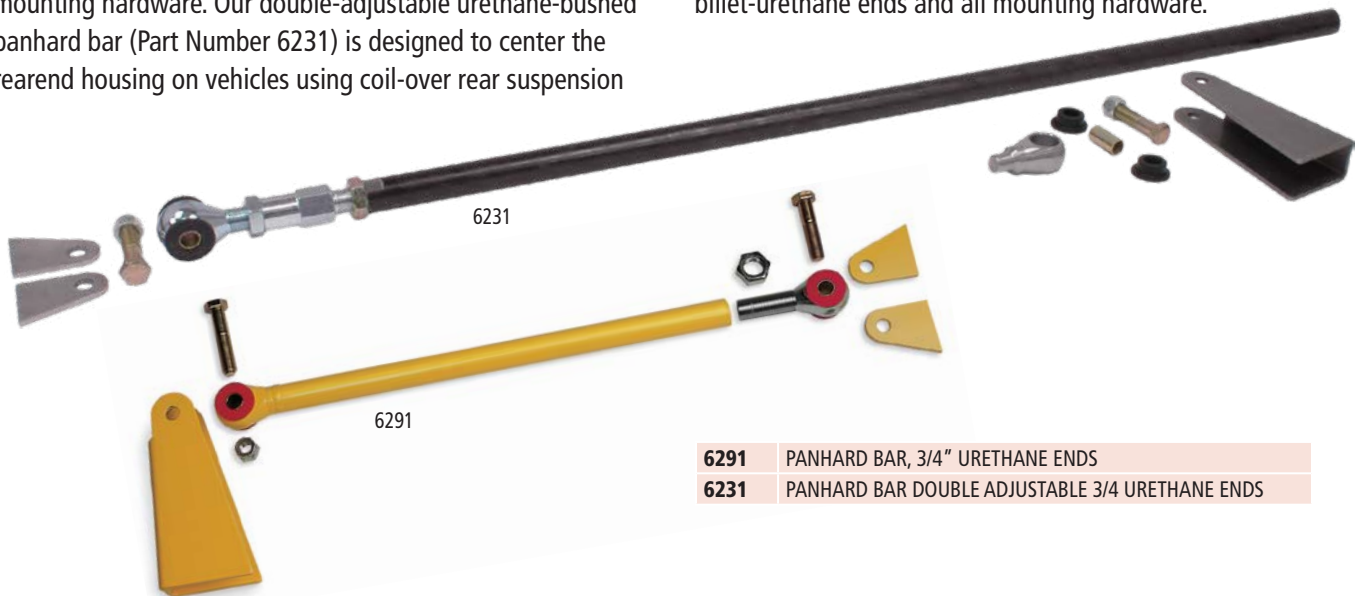


| | |
|-------------|---------------------------------------|
| 6218 | WISHBONE, 5/8" CLEVIS |
| 6226 | WISHBONE, 3/4" CLEVIS |
| 6230 | WISHBONE, 1/2" CLEVIS |
| 6280 | WISHBONE, 1/2" CLEVIS (4130 ROD ENDS) |

Panhard Bars

Our urethane-bushed panhard bar is designed for vehicles using coil-over rear suspension with a stock-width frame. It is not recommended for use on applications less than 30" long. Kit comes complete with billet-urethane ends and all mounting hardware. Our double-adjustable urethane-bushed panhard bar (Part Number 6231) is designed to center the rearend housing on vehicles using coil-over rear suspension

with a stock-width frame. The adjuster allows you to move the rearend right to left in the car without disconnecting the panhard bar from it's mounts. It should not be used on applications less than 30" long. Kit comes complete with billet-urethane ends and all mounting hardware.



| | |
|-------------|---|
| 6291 | PANHARD BAR, 3/4" URETHANE ENDS |
| 6231 | PANHARD BAR DOUBLE ADJUSTABLE 3/4 URETHANE ENDS |

Axle-Housing Floater

A floater eliminates binding caused by ladder bars or 4-links used with leaf springs. Our floater quickly adjusts for instant center and ride height. All necessary hardware is included.

| | |
|-------------|------------------------------|
| 6204 | AXLE-HOUSING FLOATERS (PAIR) |
|-------------|------------------------------|



Rear VariShock Coil-Over Package

VariShock's weld-in conversion system converts any vehicle's rear suspension to coil-overs. Packaged complete with VariSprings, VariShocks and all mounting hardware, this exclusive system is configurable to your specific needs. We even provide a special spanner wrench specifically designed to make adjustments in ride height.

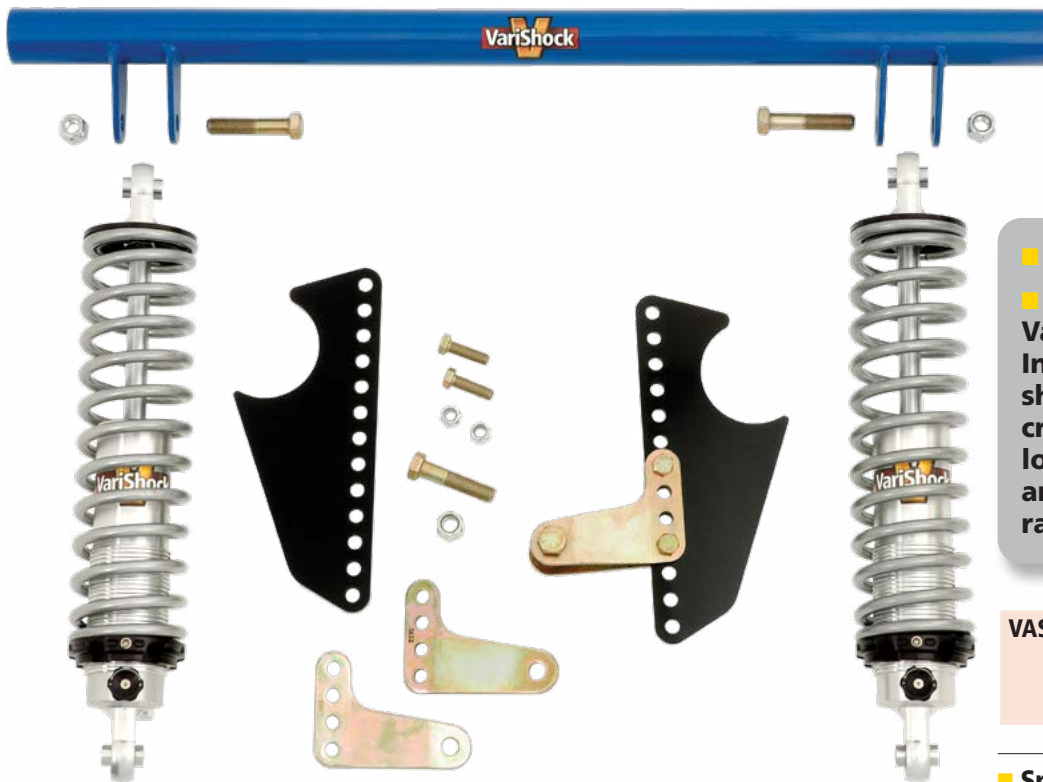
You choose SensiSet, QuickSet 1 or QuickSet 2 shocks with either poly or bearing-mount eyes. Standard-length VariShocks offer 5 inches of travel with 13-to-14-inch ride height; optionally available are 6-inch-travel VariShocks with 14-3/8 to 15-5/8 inches of ride height.

You also get a pair of VariSprings with 12-inch free length, in the spring rate of your choice (suitable for either 5-inch- or 6-inch-travel shocks). Because spring rates are

often used as a chassis-tuning aid, we offer a second set of VariSprings — at a substantial price discount — in a different rate, to help you optimize the performance of your vehicle. (To determine the correct rate, locate the final weight of the rear of your vehicle in the accompanying spring-rate chart.)

Standard width of the round, 1-5/8-inch-diameter, upper crossmember is 36 inches. Optionally available is a 48-inch version. Our standard adjustable lower shock mounts (shown) are engineered to fit most 3-inch-tube axle housings. Also available are optional lower mounts that fit either back-brace-style housings or attach directly to the rear of the 4-link axle bracket. For Eliminator II-style 4-links, billet-aluminum lower mounts are offered.

The optional coil-spring compressor is highly recommended for installation of springs with rates exceeding 130 lb./in.



■ **Special Package Deal!**
 ■ **Order the rear VariShock system. Includes coil-over shocks, upper crossmember, lower shock mounts, and choice of spring rate.**

VAS 910 REAR SHOCK SYSTEM WITH VARISHOCK COIL-OVER SHOCKS, SPRINGS, AND VARISPRINGS

■ Baseline Spring Rate Selection

Spring rate affects ride quality, ride height, stored energy, weight transfer and how effectively the front suspension handles downward movement after drag race launches. Differences in vehicles such as specific performance application, weight reduction and chassis stiffening should be taken into consideration. Additional springs can be purchased for tuning purposes. The recommended spring rates are based on the combination of weight of the car and baseline ride height.

Additional information regarding ride height and spring rate selection is available by downloading the Installation and Tuning Guide from the VariShock product document library. The document library contains application charts, data sheets, instructions, and catalog pages for the entire VariShock product line.

<http://www.VariShock.com>

■ Spring-Rate Guide

| REAR VEHICLE WEIGHT (LBS) | RATE (LB/IN) | SPRING TRAVEL |
|---------------------------|--------------|---------------|
| 820-925 | 80 | 8.63" |
| 925-1025 | 95 | 8.28" |
| 1025-1125 | 110 | 7.91" |
| 1125-1225 | 130 | 8.43" |
| 1225-1350 | 150 | 7.61" |
| 1350-1500 | 175 | 7.60" |
| 1500-1750 | 200 | 7.45" |
| 1750-2025 | 250 | 7.00" |
| 2025-2300 | 300 | 7.07" |
| 2300-2600 | 350 | 7.00" |
| 2600-2900 | 400 | 6.35" |
| 2900-3200 | 450 | 6.24" |

Rear VariShock Coil-Over Package

OPTION - Shocks and Springs

| | |
|----------------------------------|---|
| SHOCK AND SPRING OPTIONS | RIDE-SENSITIVE VARISHOCK COIL-OVERS WITH SPRINGS |
| | SINGLE-ADJUSTABLE VARISHOCK COIL-OVERS WITH SPRINGS |
| | DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS WITH SPRINGS |
| | POLY-BUSHED MOUNTING EYES |
| | SPHERICAL-BEARING MOUNTING EYES |
| | 5.15" TRAVEL VARISHOCKS |
| | 6.15" TRAVEL VARISHOCKS |
| SECOND SET OF SPRINGS FOR TUNING | |



OPTION - Shock Accessories

| | |
|-------------------|-----------------------------|
| ACCESSORY OPTIONS | SPRING SEAT THRUST BEARINGS |
| | COIL SPRING COMPRESSOR |

OPTION - Rear Crossmember

| | |
|---------------------|-------------------------------------|
| CROSSMEMBER OPTIONS | 36"-WIDE X 1-5/8"-ROUND CROSSMEMBER |
| | 48"-WIDE X 1-5/8"-ROUND CROSSMEMBER |

Full-height mount



Half-height mount



4-link-bracket mount



OPTION - Lower Shock Mounts

| | |
|---------------------------|---|
| LOWER SHOCK-MOUNT OPTIONS | FULL-HEIGHT 20-POSITION MOUNTS (FOR HOUSING WITHOUT BACK BRACE), SHOCKS, SPRINGS AND SEATS |
| | HALF-HEIGHT 10-POSITION MOUNTS (FOR HOUSING WITH BACK BRACE), SHOCKS, SPRINGS AND SEATS |
| | 4-LINK 10-POSITION MOUNTS (FOR BATTLE CRUISER OR PRO STREET 4-LINK BRACKET), SHOCKS, SPRINGS, SEATS |

Rear Shock-Mount Components

■ Rear Shock Crossmember Kits

Our rear upper-shock crossmember kits are designed for 1/2"-diameter shock eyes and accommodate inside frame widths of up to 48". Kits are shipped unassembled and include sturdy 1-5/8" x .134"-wall steel tubing (36" or 48" in length), 3/16"-thick mounting tabs with 1/2" holes.



| | |
|------|--|
| 6215 | 36" SHOCK CROSSMEMBER, WITH HARDWARE |
| 6267 | 48" SHOCK CROSSMEMBER, WITH HARDWARE |
| 6243 | SHOCK MOUNT HARDWARE ONLY (BOLTS, SPACERS) |

■ Round-Tube Shock-Mount Kit

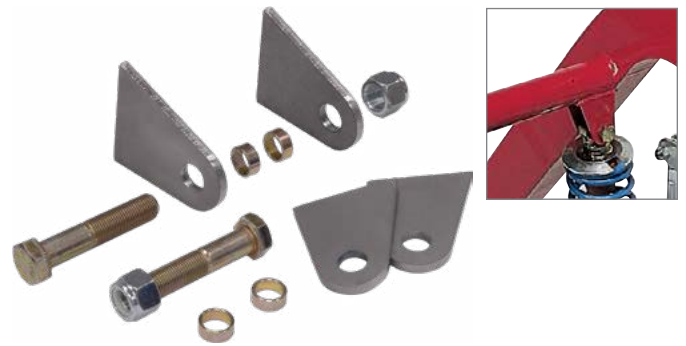
Mounting tabs feature a curved base notch and can be easily fit to 1-5/8" or 1-3/4" round tubing. Half-inch Grade 8 hardware and misalignment spacers included.



6217 ROUND-TUBE SHOCK MOUNTS AND HARDWARE

■ Flat-Surface Shock-Mount Kit

Mounting tabs feature a flat base notch with 1-3/4" hole offset to easily mount below or along side of any flat and suitably strong mounting surface. Half-inch Grade 8 hardware and misalignment spacers included.



6279 FLAT-SURFACE SHOCK MOUNTS AND HARDWARE

Rear Shock-Mount Components

■ Full-Height Lower Shock Mounts

Full-height mounts are for use with housings that do not have a back brace and wrap around the back side of axle tubes up to 3" in diameter. Reversing the orientation and position of the shock brackets permits up to 20 different mounting positions with a ride-height adjustment range of 8-3/4". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6224 20-POSITION MOUNTS AND BRACKETS ONLY



■ Half-Height Lower Shock Mounts

Half-height mounts are for use with back-brace-equipped rearend housings. The mount welds along the bottom of the 3" axle tube and back brace. Ten mounting positions are available by reversing the orientation and position of the shock brackets, enabling a ride-height adjustment range of 5". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6216 10-POSITION MOUNTS AND BRACKETS ONLY



■ 4-Link Lower Shock Mounts

Our 4-link shock mounts are for use with Chassisworks Battle Cruiser or Pro Street 4-link axle brackets. The 1/4"-thick laser cut mounts weld to the back side of axle brackets and feature 3/8" shock-bracket mounting holes. Reversing the orientation and position of the shock brackets permits up to 10 different mounting positions with a ride-height adjustment range of 5". Mount sets include axle-housing mounts, shock brackets, and Grade 8 mounting hardware.

6281 FOR WELDING TO BATTLE CRUISER OR PRO STREET 4-LINK BRACKET, 10-POSITION



VariShock Coil-Overs

The search for the perfect coil-over shock for your custom suspension system is now over. Our extremely versatile modular design allows you to use VariShock coil-overs in projects requiring shock ride-height lengths ranging from 9.67" to 17.24", with travel lengths from 2.8" to 7.15" respectively. Our standard 1/2"-bore mounting eyes are available with street-performance urethane bushings or COM-8 spherical bearings for more positive suspension control. The various configurations, 36 in all, permit use with the majority of aftermarket suspensions offered by other manufacturers. VariShock coil-overs accept 2-1/2" -ID cylindrical shaped springs, with a large selection of spring rates available through our VariShock line of coil-springs.

■ Mounting Eyes

We built two separate eyes to maximize the benefits of each mounting-eye style. The spherical-bearing eyes use a COM-8 1/2" bore x 1" wide high-misalignment bearing with a Teflon liner as standard. The eye has more clearance around the mounting brackets than any other design. The urethane end has 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.



Spherical Bearing Eye
(COM-8, 1" wide)



Urethane Bushing Eye
(1/2" Bore, 1-1/4" wide)

■ Billet Spring Seat Hardware

VariShock billet aluminum upper and lower spring seats utilize inset shoulders and counterbores to perfectly align the top mount, spring, and shock body. Upper seats feature an open slot that allows the spring to be easily installed or replaced without removing the upper mounting eye. One-piece lower spring seats ride on the shock-body ACME threads and are used to adjust spring preload. Each lower seat features two spring-loaded, ball-lock mechanisms to securely hold the adjusted setting. When rotated, the ball-locks and shock-body grooves provide positive-click stops to audibly and physically notify you of every half-turn. The lock mechanism is easily operated using a common 5/32" allen wrench to tighten (lock) or loosen (unlock) the spring seat's two set screws. The lower spring seat also features six individual notches that enable the VariShock four-tang spanner wrench to interlock with the spring seat for slip-free adjustment. Upper and lower spring seats are anodized for surface hardness and improved appearance.



Optional slip-free spanner wrench

VariShock Coil-Overs

■ THREE ADJUSTMENT STYLES

SensiSet (SS)

Factory-set ride-sensitive valving



QuickSet 1

A single-adjustable shock with a 16-step knob that adjusts bump and rebound simultaneously.



QuickSet 2

A double-adjustable shock with a 16-step adjustment on both bump (compression) and rebound (extension), allowing 256 combinations of control.



| SENSISET | QUICKSET 1 | QUICKSET 2 | MOUNT EYES | TOTAL TRAVEL | COLLAPSED LENGTH | EXTENDED LENGTH | MIN RIDE HEIGHT | MAX RIDE HEIGHT | SPRING LENGTH |
|---------------|---|---------------|------------|--------------|------------------|-----------------|-----------------|-----------------|---------------|
| VAS 11011-280 | VAS 11111-280 | VAS 11211-280 | COM-8 | 2.80" | 8.55" | 11.35" | 9.67" | 10.23" | 7" |
| VAS 11011-350 | VAS 11111-350 | VAS 11211-350 | COM-8 | 3.50" | 9.30" | 12.80" | 10.70" | 11.40" | 7" |
| VAS 11011-425 | VAS 11111-425 | VAS 11211-425 | COM-8 | 4.25" | 10.05" | 14.30" | 11.75" | 12.60" | 9" |
| VAS 11011-515 | VAS 11111-515 | VAS 11211-515 | COM-8 | 5.15" | 10.95" | 16.10" | 13.01" | 14.04" | 12" |
| VAS 11011-615 | VAS 11111-615 | VAS 11211-615 | COM-8 | 6.15" | 11.95" | 18.10" | 14.41" | 15.64" | 12" |
| VAS 11011-715 | VAS 11111-715 | VAS 11211-715 | COM-8 | 7.15" | 12.95" | 20.10" | 15.81" | 17.24" | 14" |
| VAS 11022-280 | VAS 11122-280 | VAS 11222-280 | POLY | 2.80" | 8.55" | 11.35" | 9.67" | 10.23" | 7" |
| VAS 11022-350 | VAS 11122-350 | VAS 11222-350 | POLY | 3.50" | 9.30" | 12.80" | 10.70" | 11.40" | 7" |
| VAS 11022-425 | VAS 11122-425 | VAS 11222-425 | POLY | 4.25" | 10.05" | 14.30" | 11.75" | 12.60" | 9" |
| VAS 11022-515 | VAS 11122-515 | VAS 11222-515 | POLY | 5.15" | 10.95" | 16.10" | 13.01" | 14.04" | 12" |
| VAS 11022-615 | VAS 11122-615 | VAS 11222-615 | POLY | 6.15" | 11.95" | 18.10" | 14.41" | 15.64" | 12" |
| VAS 11022-715 | VAS 11122-715 | VAS 11222-715 | POLY | 7.15" | 12.95" | 20.10" | 15.81" | 17.24" | 14" |
| NOTES | VARISHOCKS SOLD ONLY IN PAIRS | | | | | | | | |
| | INCLUDES SHOCKS, MOUNTING-EYE HARDWARE, AND SPRING-SEATS; SPRINGS SOLD SEPARATELY | | | | | | | | |

■ CHOOSING THE CORRECT LENGTH SHOCK

When a shock is at ride height a certain amount of travel is available in either direction. Depending upon performance application, shock travel will be reserved in different percentages for compression or extension.

■ Street Baseline: 60-percent Bump, 40-percent Rebound

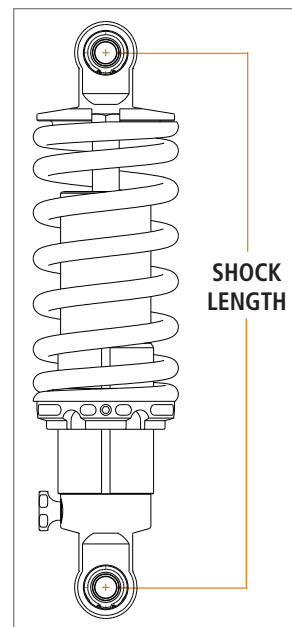
Street vehicles require more available compression (bump) travel for improved ride quality and unexpected road hazards. At baseline ride height, the shock and spring should collapse 40-percent from their installed heights. This results in 40-percent of travel available for extension and 60-percent for compression travel.

■ Handling Baseline: 50-percent Bump, 50-percent Rebound

Handling performance applications are usually limited to smooth prepared road-course- or autocross-tracks, therefore less compression travel is required. Suspension geometry or track conditions may require the travel percentages to be shifted to prevent topping- or bottoming-out the shock.

■ Drag Race Baseline: 40-percent Bump, 60-percent Rebound

Drag race vehicles generally require more extension (rebound) travel to help weight transfer, and because the drag strip is very flat, less compression travel is needed. The amount of extension travel available in the shock will drastically affect how the car works. At baseline ride height, the shock and spring should collapse 60-percent from their installed heights. This results in 60-percent of travel available for extension and 40-percent of compression travel.



Shock length is measured from the center of each mounting eye.

VariSpring Coil Springs



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, 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, and additional suspension travel to work with. If you are ready to take advantage of higher technology with greater travel and lighter, stronger springs, step up to VariSprings.

VariSprings have a silver-powder-coat finish. They are individually labeled with our part number and spring rate on the outside of the coils for easy reference. VariSprings are available for front and rear applications in four lengths and a broad range of rates. All VariSprings are +3% on rate. The steps between rates are sufficiently close to make very fine adjustments. Sold in pairs.



■ 7-inch VariSprings

| | |
|---------------------|---------------------------------------|
| VAS 21-07400 | 7" LENGTH, 400 LB/INCH, TRAVEL = 4.15 |
| VAS 21-07450 | 7" LENGTH, 450 LB/INCH, TRAVEL = 4.17 |
| VAS 21-07500 | 7" LENGTH, 500 LB/INCH, TRAVEL = 4.05 |
| VAS 21-07575 | 7" LENGTH, 575 LB/INCH, TRAVEL = 3.58 |
| VAS 21-07650 | 7" LENGTH, 650 LB/INCH, TRAVEL = 3.51 |

■ 9-inch VariSprings

| | |
|---------------------|---------------------------------------|
| VAS 21-09200 | 9" LENGTH, 210 LB/INCH, TRAVEL = 5.64 |
| VAS 21-09240 | 9" LENGTH, 240 LB/INCH, TRAVEL = 5.57 |
| VAS 21-09275 | 9" LENGTH, 275 LB/INCH, TRAVEL = 5.46 |
| VAS 21-09300 | 9" LENGTH, 310 LB/INCH, TRAVEL = 5.57 |
| VAS 21-09350 | 9" LENGTH, 350 LB/INCH, TRAVEL = 5.17 |
| VAS 21-09400 | 9" LENGTH, 400 LB/INCH, TRAVEL = 5.07 |
| VAS 21-09450 | 9" LENGTH, 450 LB/INCH, TRAVEL = 4.90 |
| VAS 21-09500 | 9" LENGTH, 500 LB/INCH, TRAVEL = 4.77 |
| VAS 21-09550 | 9" LENGTH, 550 LB/INCH, TRAVEL = 5.06 |
| VAS 21-09600 | 9" LENGTH, 600 LB/INCH, TRAVEL = 4.41 |
| VAS 21-09675 | 9" LENGTH, 675 LB/INCH, TRAVEL = 4.80 |
| VAS 21-09750 | 9" LENGTH, 750 LB/INCH, TRAVEL = 4.24 |

■ 12-inch VariSprings

| | |
|---------------------|--|
| VAS 21-12080 | 12" LENGTH, 80 LB/INCH, TRAVEL = 8.63 |
| VAS 21-12095 | 12" LENGTH, 95 LB/INCH, TRAVEL = 8.28 |
| VAS 21-12110 | 12" LENGTH, 110 LB/INCH, TRAVEL = 7.91 |
| VAS 21-12125 | 12" LENGTH, 125 LB/INCH, TRAVEL = 8.43 |
| VAS 21-12150 | 12" LENGTH, 150 LB/INCH, TRAVEL = 7.61 |
| VAS 21-12175 | 12" LENGTH, 175 LB/INCH, TRAVEL = 7.60 |
| VAS 21-12200 | 12" LENGTH, 200 LB/INCH, TRAVEL = 7.45 |
| VAS 21-12250 | 12" LENGTH, 250 LB/INCH, TRAVEL = 7.00 |
| VAS 21-12300 | 12" LENGTH, 300 LB/INCH, TRAVEL = 7.07 |
| VAS 21-12350 | 12" LENGTH, 350 LB/INCH, TRAVEL = 7.00 |
| VAS 21-12400 | 12" LENGTH, 400 LB/INCH, TRAVEL = 6.35 |
| VAS 21-12450 | 12" LENGTH, 450 LB/INCH, TRAVEL = 5.86 |
| VAS 21-12500 | 12" LENGTH, 500 LB/INCH, TRAVEL = 5.06 |
| VAS 21-12550 | 12" LENGTH, 550 LB/INCH, TRAVEL = 5.50 |
| VAS 21-12600 | 12" LENGTH, 600 LB/INCH, TRAVEL = 5.17 |
| VAS 21-12650 | 12" LENGTH, 650 LB/INCH, TRAVEL = 5.76 |

■ 14-inch VariSprings

| | |
|---------------------|--|
| VAS 21-14080 | 14" LENGTH, 80 LB/INCH, TRAVEL = 10.28 |
| VAS 21-14095 | 14" LENGTH, 95 LB/INCH, TRAVEL = 9.38 |
| VAS 21-14110 | 14" LENGTH, 110 LB/INCH, TRAVEL = 9.91 |
| VAS 21-14130 | 14" LENGTH, 130 LB/INCH, TRAVEL = 9.06 |
| VAS 21-14150 | 14" LENGTH, 150 LB/INCH, TRAVEL = 9.01 |
| VAS 21-14175 | 14" LENGTH, 175 LB/INCH, TRAVEL = 8.93 |

Sheet Metal Kits

■ Dashboard

This 3-piece package provides a center section plus matching end caps. A full 60" wide and tall enough to accept gauges up to 3-1/2" in diameter, our .040"-thick-aluminum dashboard is easily trimmed to fit any vehicle. Rolled edges produce a professional appearance.



6607 DASHBOARD KIT, ALUMINUM

■ Front Firewall

Trim this universal kit to fit any car! Our firewalls are 20-gauge steel or .050"-thick aluminum with protective PVC coating. The firewall is 24" tall and 60" wide, and features a 3/4" flange to seal it to the transmission tunnel. Package includes steel cowl cap and A-pillar caps for welding to car body.



6605 FRONT FIREWALL, ALUMINUM

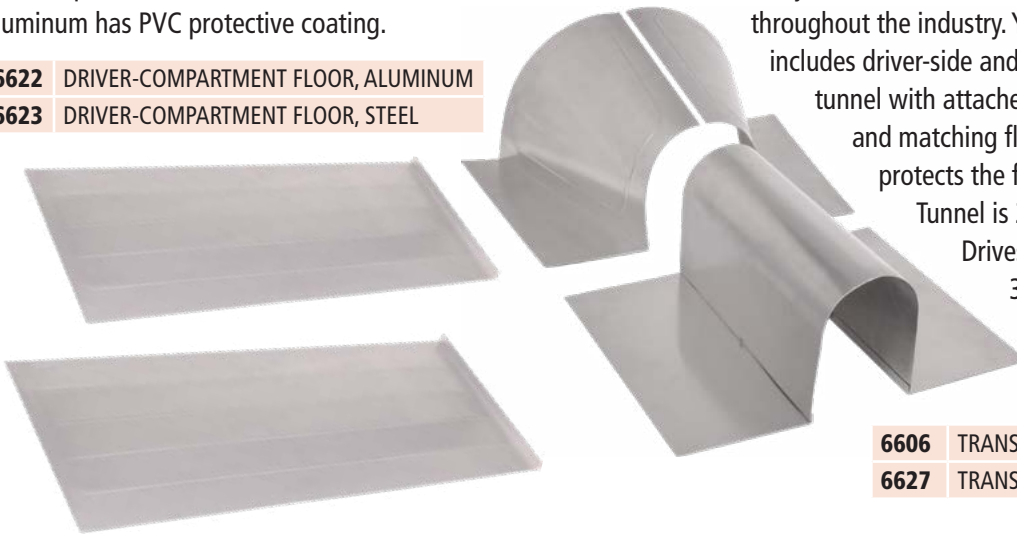
6628 FRONT FIREWALL, STEEL

■ Front Floor Kits

Kits are 22-1/2" wide and 59" long to fit from the frame rail to the rocker panel. Available out of high-quality, .050" aluminum or 20-gauge steel for extra rigidity. All pieces have a 1/2" square bead (to match our rear-floor kit) and aluminum has PVC protective coating.

6622 DRIVER-COMPARTMENT FLOOR, ALUMINUM

6623 DRIVER-COMPARTMENT FLOOR, STEEL



■ Transmission Tunnel

Universal design fits most chassis and all popular automatic or manual transmissions. Because it's made of premium .040"-thick aluminum or 20-gauge steel, this Chassisworks assembly is more durable than tunnels being sold throughout the industry. Your complete installation kit includes driver-side and passenger-side transmission tunnel with attached floor, plus driveshaft cover and matching floor pieces. PVC coating protects the finish during installation.

Tunnel is 28" wide by 27-1/2" long.

Driveshaft cover is 28" wide by 36" long. Driveshaft cover is shipped in three pieces.

6606 TRANSMISSION TUNNEL, ALUMINUM

6627 TRANSMISSION TUNNEL, STEEL

■ Driveshaft Tunnel

This weld-in driveshaft tunnel is constructed of 18-gauge steel. Universal size is shipped 7" wide, 10" high, and 48" long. Great for use with rear-subframe kits. Allows you to raise the driveshaft tunnel into your car, allowing the vehicle to sit lower.

5907-DST DRIVESHAFT TUNNEL, STEEL



Sheet Metal Kits

■ Rear Firewalls

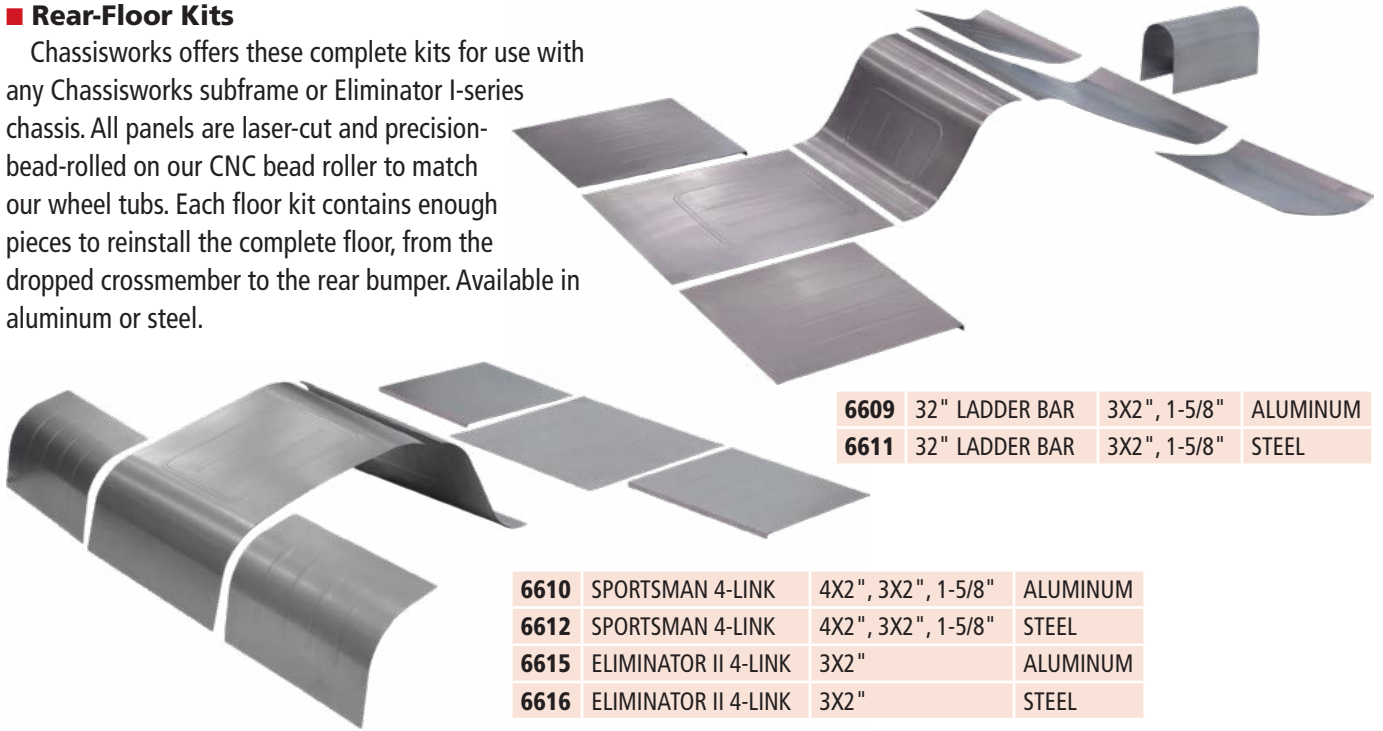
Our rear firewall is available in .040" -thick aluminum or heavy-duty, 20-gauge steel. Kit includes oversized pieces to cover the area from the package tray to your floor. All pieces have a 1/2" -flat bead and come with protective PVC to protect your sheet during installation. For best results, we recommend using this kit in combination with our universal rear-floor kit.



| | |
|-------------|-----------------------------|
| 6620 | REAR FIREWALL KIT, ALUMINUM |
| 6621 | REAR FIREWALL KIT, STEEL |

■ Rear-Floor Kits

Chassisworks offers these complete kits for use with any Chassisworks subframe or Eliminator I-series chassis. All panels are laser-cut and precision-bead-rolled on our CNC bead roller to match our wheel tubs. Each floor kit contains enough pieces to reinstall the complete floor, from the dropped crossmember to the rear bumper. Available in aluminum or steel.

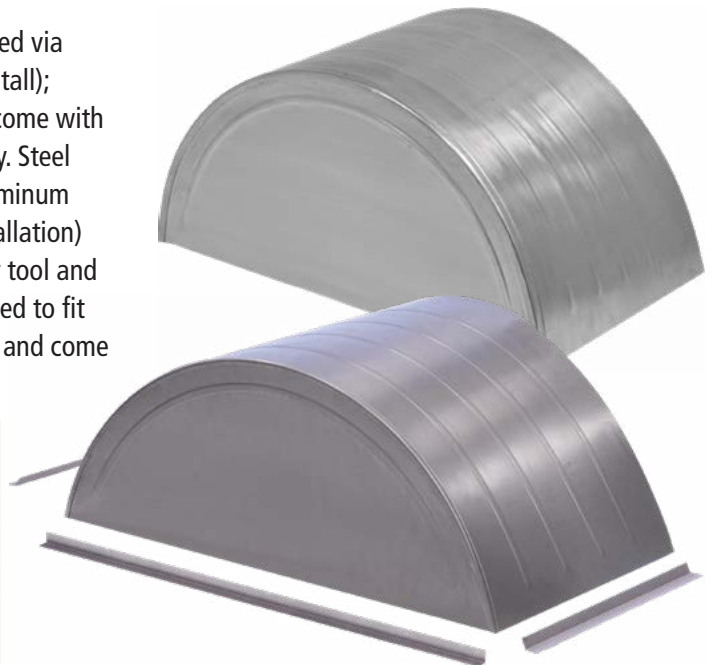


| | | | |
|-------------|----------------|--------------|----------|
| 6609 | 32" LADDER BAR | 3X2", 1-5/8" | ALUMINUM |
| 6611 | 32" LADDER BAR | 3X2", 1-5/8" | STEEL |

| | | | |
|-------------|----------------------|--------------------|----------|
| 6610 | SPORTSMAN 4-LINK | 4X2", 3X2", 1-5/8" | ALUMINUM |
| 6612 | SPORTSMAN 4-LINK | 4X2", 3X2", 1-5/8" | STEEL |
| 6615 | ELIMINATOR II 4-LINK | 3X2" | ALUMINUM |
| 6616 | ELIMINATOR II 4-LINK | 3X2" | STEEL |

■ Wheel Tubs

Special packaging allows all Chassisworks tubs to be shipped via UPS! Available in three sizes: 23x36" (fits all tires under 31" tall); 23x40" (for tires over 31"); 27x43" (tires over 33"). All tubs come with square beads, and feature Pittsburgh seams for easy assembly. Steel tubs are made of 22-gauge steel. Top-quality, .032" -thick-aluminum material is covered with PVC sheet (easily removed after installation) to protect the finish against scratching. Our exclusive contour tool and photo-illustrated instructions are provided. Specially engineered to fit truck floors, they feature thicker steel for weld-in installation, and come assembled specifically for truck applications.



| ITEM | TYPE | MAX. SIZE | MATERIAL | THICKNESS | SHIPS |
|-------------|-----------|-----------|----------|-----------|-----------|
| 6601 | UNIVERSAL | 23" X 36" | ALUMINUM | .032" | FLAT |
| 6603 | UNIVERSAL | 23" X 40" | ALUMINUM | .032" | FLAT |
| 6608 | UNIVERSAL | 27" X 43" | ALUMINUM | .032" | FLAT |
| 6602 | UNIVERSAL | 23" X 40" | STEEL | 22-GA | FLAT |
| 6613 | TRUCK | 23" X 43" | STEEL | 20-GA | ASSEMBLED |
| 6619 | TRUCK | 23" X 35" | STEEL | 20-GA | ASSEMBLED |

Sheet Metal Kits

■ Door and Quarter Panels

Oversized (22x50") door panels are easily trimmed for a custom fit in most vehicles. Our .032"-thick aluminum is factory-beaded for that custom appearance. This complete kit (not shown) provides two door panels, plus driver-side and

passenger-side inner quarter panels. It is designed for use with Chassisworks door hinges and inner handles. PVC coating protects all surfaces during installation.



6604 DOOR AND QUARTER PANELS (PAIRS)

■ Rear-Floor Kits

Constructed from .063"-thick aluminum, these access doors feature a doubler-plate design to effectively seal the door.



6617 6X6" ACCESS DOOR, ALUMINUM

6618 8X12" ACCESS DOOR, ALUMINUM

■ Fuel-Tank Sump Cover

Available in either .040" aluminum or 20-gauge steel, this precision-laser-cut product mounts on the floor and covers the sump for your fuel cell. Finished size is 9" wide by 11" long, with a 1" lip on all four sides. Beaded for strength and protection, our 1-piece design is the most advanced sump cover on the market.



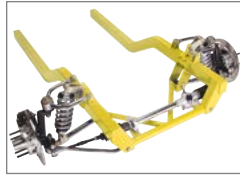
6624 FUEL-TANK SUMP COVER, ALUMINUM

6625 FUEL-TANK SUMP COVER, STEEL

Specialty Tools

■ A-Arm Assembly Fixture

This fixture is used to accurately position the upper and lower control arm mounting tabs for welding onto our drag-race A-arm frame clip or chassis. Use it, then return it (undamaged) for a 50-percent refund!



6706 A-ARM ASSEMBLY FIXTURE

■ Spot-Weld Removal Bits

Save some time removing factory spot welds with a set of drill bits designed specifically for the job.



6721 SPOT-WELD REMOVAL BITS (PAIR)

■ Clecos and Pliers

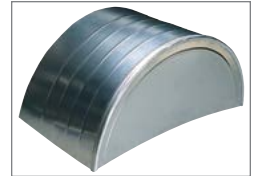
A must for tin-installation jobs! Spring-loaded, reusable Cleco clips let you trial-fit your tin work before final installation.



6702 CLECO PLIERS & 1/8" CLECOS (25)

■ Contour Tool

This Chassisworks exclusive enables you to accurately trace wheel-tub and interior-tin contours.



6707 CONTOUR TOOL

■ Spanner Wrenches

Our special VariShock wrench ensures slip-free adjustment on all VariShock coil-over and strut products.



899-012-201 VARISHOCK SPANNER WRENCH

■ Dzus Fasteners

Our fasteners are the ultimate devices for attaching fiberglass panels and aluminum interior panels. These slotted, extra-large-size fasteners are 40-percent larger than standard models. Two lengths are offered: .500" and .550". Three attachment plates are available.



| | |
|------|---------------|
| 2321 | TAB, BOLT-ON |
| 2322 | TAB, TUBE-END |
| 2323 | TAB, FLAT |
| 8512 | SPRING |

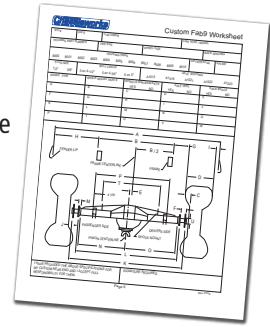
| | |
|------|-----------------|
| 6700 | DZUS KEY |
| 8510 | FASTENER, .500" |
| 8511 | FASTENER, .550" |

FAB9 Rearend Housings (Factory-Welded)

Chassisworks' factory-welded FAB9 housings offer superior strength from fabricated center-section panels, internal tube gussets, folded back braces, and consistent robotic spray-arc-welded seams. Selectable options include suspension bracket width of 16-1/2" to 42" in 1/2" increments; housing end-to-end width of 22" to 62-1/4" in 1/4" increments; housing-end type (floaters ends available for 3-1/4" tube only); centered, 1/2", or 1" pinion offset; installed axle vent; installed folded back brace; and adjustable shock mount and clevis kit. Complete correct-length axle packages and third members are also available. Ask our sales representatives for details.

■ Custom Rearend Worksheet

All orders for factory-welded FAB9 housings require completion of our detailed worksheet to ensure the housing is built to your exact specifications. The worksheet and instructions are available through the Chassisworks website.



■ FAB9 Ladder-Bar Housings



Pro-Adjustable Ladder Bar FAB9

| | |
|------|---|
| 8260 | PRO STREET LADDER-BAR FAB9, MILD STEEL, 3" TUBE |
| 8257 | BATTLE CRUISER LADDER-BAR FAB9, MILD STEEL, 3" TUBE |
| 8258 | BATTLE CRUISER LADDER-BAR FAB9, 4130, 3" TUBE |
| 8259 | BATTLE CRUISER LADDER-BAR FAB9, 4130, 3-1/4" TUBE |
| 8274 | PRO-ADJUSTABLE LADDER-BAR FAB9, MILD STEEL, 3" TUBE |
| 8275 | PRO-ADJUSTABLE LADDER-BAR FAB9, 4130, 3" TUBE |
| 8276 | PRO-ADJUSTABLE LADDER-BAR FAB9, 4130, 3-1/4" TUBE |



Drag Race and Pro Street FAB9

■ FAB9 4-Link Housings



| | |
|------|--|
| 8252 | BATTLE-CRUSER 4-LINK FAB9, MILD STEEL, 3" TUBE |
| 8253 | BATTLE-CRUSER 4-LINK FAB9, 4130, 3" TUBE |
| 8254 | BATTLE-CRUSER 4-LINK FAB9, 4130, 3-1/4" TUBE |
| 8255 | PRO STREET 4-LINK FAB9, MILD STEEL, 3" TUBE |
| 8256 | PRO STREET 4-LINK FAB9, 4130, 3" TUBE |



Battle-Cruiser and Pro Street 4-Link

FAB9 Rearend Housings (Factory-Welded)

■ FAB9 Eliminator II 4-Link Housing



| | |
|------|--|
| 8261 | ELIMINATOR-II 4-LINK FAB9, MILD STEEL, 3" TUBE |
| 8262 | ELIMINATOR-II 4-LINK FAB9, 4130, 3" TUBE |
| 8264 | E-II PRO STREET 4-LINK FAB9, MILD STEEL, 3" TUBE |
| 8265 | E-II PRO STREET 4-LINK FAB9, 4130, 3" TUBE |

■ FAB9 Avenger Scalloped 4-Link Housing



| | |
|------|--|
| 8263 | AVENGER 4-LINK FAB9, 4130, 3-1/4" TUBE |
|------|--|



FAB9 Rearend Housings (Unassembled)

The first affordable fabricated rearend housings are available exclusively from Chris Alston's Chassisworks. FAB9 housings are stronger than stock housings – and five pounds lighter! The 3" axle tubes are supported by internal gusset plates built into the case, giving the tubes additional strength. They are fully machined after welding for tighter tolerance, and use studs to mount the third member.

Engineered to accept all 9", Ford-style differentials, each FAB9 includes a fully welded center section with axle tubes installed, plus machined housing ends in either big-Ford, small-Ford, small-GM,

large-GM, Olds, Mopar, or symmetrical styles. (To simplify bracket installation, ends are not installed.)

Optionally available is a 2-piece, tapered back brace. The triangle formed by the back brace dramatically increases the rigidity over adding a back brace to a stock Ford housing. Ideal for all types of competition and Pro Street applications, FAB9 housings are in stock now and ready for immediate delivery. Available in mild steel or 4130 chrome-moly. The 4130 rearend housings are suggested for vehicles weighing more than 3000 pounds with 650-plus horsepower.



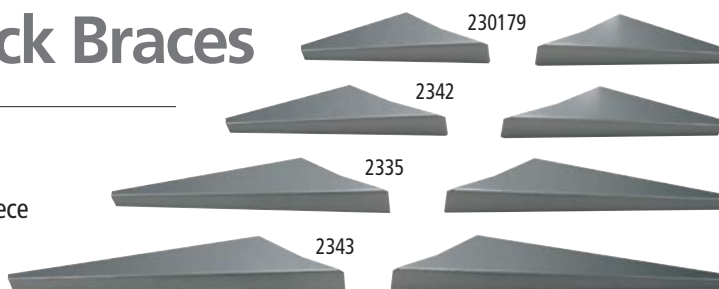
| | |
|-------------|--|
| 8201 | 61.5"-WIDE FAB9 HOUSING, MILD-STEEL |
| 8202 | 71"-WIDE FAB9 HOUSING, MILD-STEEL |
| 8203 | 45.5"-WIDE FAB9 HOUSING, 4130 |
| 8204 | 61.5"-WIDE FAB9 HOUSING, 4130 |
| 8205 | 71"-WIDE FAB9 HOUSING, 4130 |
| NOTE | INCLUDES FACTORY WELDED CENTER-SECTION AND AXLE-TUBE ASSEMBLY, CHOICE OF LOOSE HOUSING ENDS, AND FAB9 HARDWARE KIT |

| | | |
|-----------------|--|--|
| FAB9 OPTIONS | SEAL-TYPE HOUSING ENDS (REFER TO HOUSING-END CHART) | |
| | SCREW-IN AXLE VENT, HOUSING UNTAPPED | |
| | 12" MILD-STEEL BACK-BRACE SET | |
| | 15" MILD-STEEL BACK-BRACE SET (FITS UP TO 35" HOUSING) | |
| | 20" MILD-STEEL BACK-BRACE SET (FITS UP TO 45" HOUSING) | |
| | 25" MILD-STEEL BACK-BRACE SET (FITS UP TO 55" HOUSING) | |
| | 12" 4130 BACK-BRACE SET | |
| | 15" 4130 BACK-BRACE SET (FITS UP TO 35" HOUSING) | |
| | 20" 4130 BACK-BRACE SET (FITS UP TO 45" HOUSING) | |
| | 25" 4130 BACK-BRACE SET (FITS UP TO 55" HOUSING) | |

Rearend Housing Back Braces

FAB9 Back Braces

Our FAB9 back brace is tapered in two dimensions for the ultimate in strength, combined with weight reduction. This 2-piece design is available in three sizes for maximum combined housing lengths of 35", 45" or 55". Braces are easily shortened to fit narrower housings. (Two braces are required to reinforce one rearend housing. Sold individually.)



FAB9 Back Braces

| | |
|---------------|--|
| 230179 | 12" BACK BRACE FOR HOUSINGS UP TO 32" |
| 2342 | 15" BACK BRACE FOR HOUSINGS UP TO 35" |
| 2335 | 20" BACK BRACE FOR HOUSINGS UP TO 45" |
| 2343 | 25" BACK BRACE FOR HOUSINGS UP TO 55" |
| 2716 | 12" 4130 BACK BRACE FOR HOUSINGS UP TO 32" |
| 2705 | 15" 4130 BACK BRACE FOR HOUSINGS UP TO 35" |
| 2704 | 20" 4130 BACK BRACE FOR HOUSINGS UP TO 45" |
| 2706 | 25" 4130 BACK BRACE FOR HOUSINGS UP TO 55" |
| NOTE | PRICED INDIVIDUALLY |

OEM Back Braces

Back braces are available separately for Ford 9" and Mopar 8-3/4" housings. Some trimming and grinding are required. Fits housings up to 40" long.

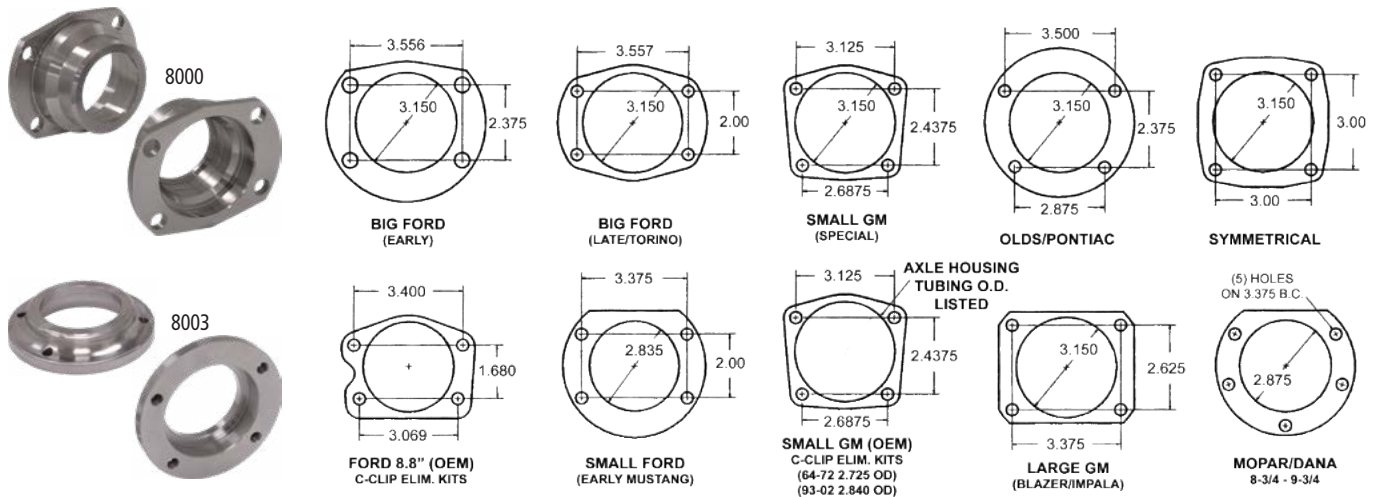
| | |
|-------------|-------------------------|
| 8050 | FORD 9" BACK BRACE |
| 8051 | MOPAR 8-3/4" BACK BRACE |



Rearend Housing Ends

Billet housing ends for race applications are available for early big-bearing Ford or Olds and small-bearing Ford or Mopar patterns. We now have housing ends with stock axle seals for early and late big-Ford bearings and small-GM housing ends. These are used for street applications using OEM bearings for better oil control. Model 8006 requires Number-8026 retainers to retain axles because it uses a 3.150" -OD axle bearing, instead of the stock bearing.

| | |
|-------------|--|
| 8000 | BIG-FORD EARLY HOUSING ENDS WITH SEAL (PAIR) |
| 8001 | BIG-FORD LATE HOUSING ENDS WITH SEAL (PAIR) |
| 8002 | BIG-FORD EARLY HOUSING ENDS, DRAG STYLE (PAIR) |
| 8003 | OLDS '49-64 HOUSING ENDS, DRAG STYLE (PAIR) |
| 8004 | MOPAR HOUSING ENDS (PAIR) |
| 8005 | SMALL FORD HOUSING ENDS (PAIR) |
| 8006 | SMALL-GM HOUSING ENDS, SEAL STYLE, FOR 3.150" BEARING (PAIR) |
| 8007 | BIG-FORD LATE HOUSING ENDS, DRAG STYLE |
| 8008 | SYMMETRICAL, 3"-SQUARE BOLT PATTERN ENDS, DRAG STYLE |
| 8009 | BIG-GM HOUSING ENDS, SEAL TYPE, FOR 3.150" BEARINGS (PAIR) |



Axle Retainers

Precision-laser-cut axle-bearing retainers are horseshoe-shaped to allow axle bearing to be installed before the retainers. Allows for fast and easy axle removal.

| | |
|-------------|--|
| 8022 | AXLE RETAINERS, SMALL FORD (PAIR) |
| 8023 | AXLE RETAINERS, OLDS, FOR 3.15" -OD BEARING (PAIR) |
| 8024 | AXLE RETAINERS, EARLY BIG FORD, FOR 3.15" -OD BEARING (PAIR) |
| 8025 | AXLE RETAINERS, LATE BIG FORD, FOR 3.15" -OD BEARING (PAIR) |
| 8026 | AXLE RETAINERS, SMALL GM, FOR USE WITH 3.15" BEARING FOR CAMARO, CHEVELLE & NOVA |



Vent, Filler & Drain



■ Filler Assembly

Welds on top of the housing as a filler and plug. Steel sleeve welds directly to the housing. Aluminum cap features an O-ring seal to prevent accidental loosening.

| | |
|-------------|-------------------------|
| 8040 | HOUSING-FILLER ASSEMBLY |
| 8041 | AXLE VENT |
| 8042 | HOUSING-DRAIN SLEEVE |

■ Axle Vent

Prevents pressure buildup in your housing. A must for safety-conscious racers. All-steel assembly screws into 1/8" pipe thread.

■ Drain Sleeve

Drains oil from housing. Uses 1/2" diameter pipe plug.

Specialty Tools

■ Pinion Center-Line Gauge

The same tool that our factory uses when narrowing rearends, it makes measuring a housing much easier by accurately locating the pinion center line of any popular rearend.

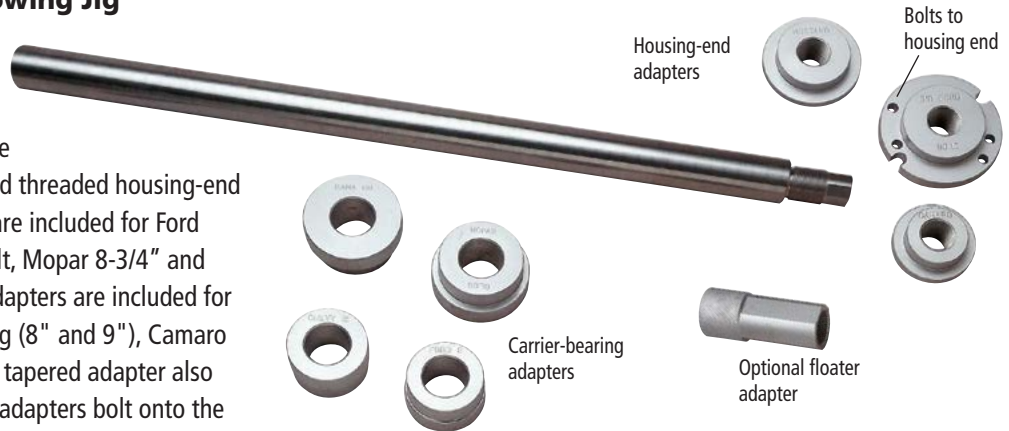
6705 PINION CENTER-LINE GAUGE, STEEL



Drilled and clearly marked for use with most popular rearend housings.

■ Universal Rearend-Narrowing Jig

This new-style jig uses a selection of CNC-machined adapters that bolt in place of the factory carrier bearings to assure proper alignment of the jig shaft and threaded housing-end adapters. Carrier-bearing adapters are included for Ford 9" and 8.8", Dana 60, Chevy 12-bolt, Mopar 8-3/4" and early Olds rearends. Housing-end adapters are included for Mopar, early Olds, big-Ford, Mustang (8" and 9"), Camaro and Impala rearends, with a special tapered adapter also included to align the axle tube. The adapters bolt onto the housing ends for easier rotational alignment, and then thread over the jig shaft to form an extremely stable fixture.



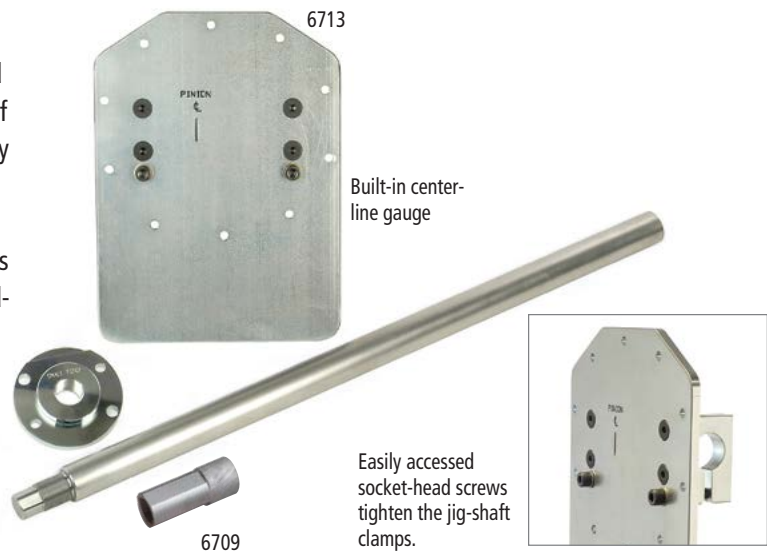
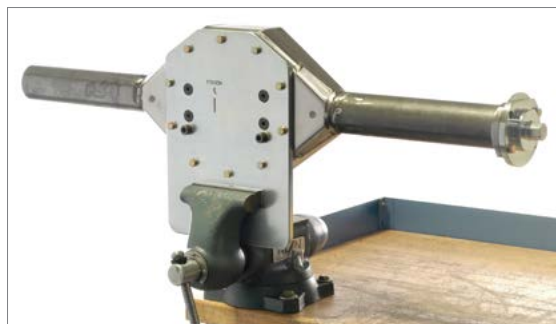
| | |
|-------------|--|
| 6708 | UNIVERSAL REAREND-NARROWING JIG, 36" SHAFT |
| OPTIONS | 48" JIG SHAFT |
| | FLOATER SPINDLE ADAPTER, STRANGE 40-SPLINE |
| | PINION CENTERLINE GAUGE |
| | FORD 9" FACEPLATE ADAPTER |

Floater Housing-Spindle Adapter

A special housing-end adapter is available separately that allows you to install a Strange 40-spline floater spindle.

■ Ford 9" Faceplate Narrowing Jig

Our faceplate-style narrowing jig can be used with any Ford 9" or FAB9 rearend housing. The jig shaft is supported by two billet clamps that can be tightened from the front of the faceplate once the axle tube or housing end is correctly positioned. Threaded housing-end adapters assure proper alignment and are included for late big-Ford and early Mustang rearends. The adapter-plate and clamp assembly is also available separately for use with our universal rearend-narrowing jig (above).



| | |
|-------------|---|
| 6714 | FORD 9" FACEPLATE NARROWING JIG, 36" SHAFT AND ADAPTERS FOR LARGE AND SMALL FORD ENDS |
| OPTIONS | 48" JIG SHAFT |
| | FLOATER SPINDLE ADAPTER, STRANGE 40-SPLINE |
| 6713 | FORD 9" FACEPLATE ADAPTER (AS SEPARATE ITEM) |
| 6709 | FLOATER SPINDLE ADAPTER (AS SEPARATE ITEM) |

9" Third-Member Packages

■ Pro-Iron 35-Spline Spool Package (700 hp & up, Case - 33.50 lb)

The Pro-Iron package is a completely assembled Ford 9" third member shipped ready to install. Cases are constructed from high-grade nodular iron and feature a heavy-wall, cross-ribbed design providing more uniform support for the pinion and carrier bearings. The caps, also nodular iron, are designed with increased thickness for added strength and ring-gear stability. Third members are equipped with 35-spline spools, for reliable acceleration performance in high-horsepower drag race applications. Ring and pinion sets are manufactured from high-nickel 9310 steel to endure the high-impact shock loads of drag racing. Gear ratio selections include: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29, 4.57, 4.71, and 4.86.



8520-256 PRO-IRON NODULAR CASE, 35-SPLINE SPOOL, 9310 GEAR SET WITH CHOICE OF RATIO (3.40-4.86), CHROME-MOLY 1350 YOKE, LARGE-STEM IRON PINION SUPPORT

- Pro-Iron Case (Nodular Iron)
- Chrome-moly 1350 Yoke
- Large Stem Pinion Support

■ Ultra Case 40-Spline Spool Package (450 hp & up, spool only)

The Ultra Case package is a completely assembled Ford 9" third member shipped ready to install. The heavy-duty aluminum 9" Ultra Case is engineered to provide better lubrication to the pinion bearings and incorporates a uniquely designed pinion support that connects with the case to provide superior ring-and-pinion life. Four chrome-moly studs are encapsulated by billet caps, allowing for shorter and stronger studs. The tail bearing is larger than factory, allowing it to withstand greater rpm speeds, and is secured by a special retainer plate. Third members are equipped with 40-spline spools. Ring and pinion sets are manufactured from high-nickel 9310 steel to endure the high-impact shock loads of drag racing. Gear ratio selections include: 3.40, 3.50, 3.60, 3.70, 3.89, 4.11, 4.29, 4.57, 4.71, and 4.86.



8520-968 ULTRA CASE (ALUMINUM), 40-SPLINE SPOOL, 9310 GEAR SET WITH CHOICE OF RATIO (3.40-4.86), CHROME-MOLY 1350 YOKE, LARGE-STEM IRON PINION SUPPORT

- Ultra Case (Aluminum)
- Large Stem Pinion Support
- Chrome-moly 1350 Yoke

Custom Axle Packages

■ Induction-Hardened Axles (S/S,ST)

Each axle begins as a SAE 1550 modified steel forging, which then undergoes spline hobbing and CNC machining to meet exact required specifications. To improve resistance against bending loads and wear, a post-machining process of electric-coil-induction hardening is performed. Induction hardening increases the hardness of the outer surface while maintaining a more-ductile axle core, necessary for reliable street use. Both S/S and S/T axles feature precisely machined, 1.5635" bearing and special radius ring seats. The press-fit radius ring minimizes stress concentrations along the bearing shoulder and improves axle-flange stability. Bolt-on, billet-aluminum brake registers are machined to size, based on your particular brake and wheel requirements.



S/S 28- and 31-Spline Axles (28-spline up to 400 hp; 31-spline up to 500 hp)

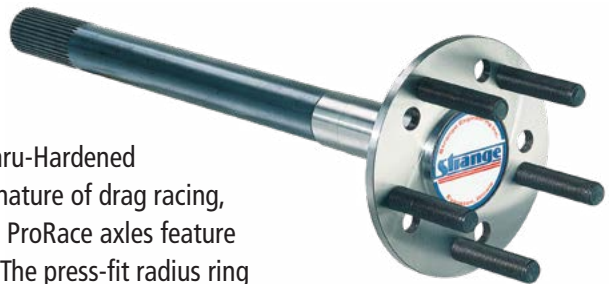
For street and handling performance applications, 31-spline S/S axles are recommended. S/S axles can be used with factory 2.891" - or aftermarket 3.0625" -bore cases with appropriate differential (posi-traction, torque-sensing, locker or spool).

S/T 35-Spline Axles (up to 800 hp)

For street/strip applications, the S/T axles feature a larger, 1.50" -diameter, 35-spline end that is better suited for the extreme levels of torque during launches. Requires 3.250" -bore case with appropriate gear carrier (locker or spool only).

■ Thru-Hardened Axles (ProRace)

Strange's ProRace series of axles are constructed from Hy-Tuf steel, a high-nickel, ultra-strength steel alloy originally developed for military use. Axle forgings are machined to required specifications, then heat treated in a vertical furnace to achieve a uniform hardness level from surface through to the center of the shaft. Because of their Thru-Hardened quality, these axles, while torsionally superior to withstand the abusive nature of drag racing, are not suited for high bending loads common with everyday street use. ProRace axles feature precisely machined 1.5635" bearing seats and special radius ring seats. The press-fit radius ring minimizes stress concentrations along the bearing shoulder and improves axle-flange stability. Raised brake registers are machined to size, based on your particular brake and wheel requirements.



ProRace 31- and 33-Spline Axles (up to 600 hp)

Recommended for drag-race-only use, 31- and 33-spline ProRace axles must be used with a 3.0625" -bore case with appropriate differential (posi, locker or spool; 33-spline axles for spool only).

ProRace 35-Spline Axles (up to 1000 hp)

Recommended for drag-race-only use. Requires 3.250" -bore case with appropriate gear carrier (locker or spool only).

ProRace 40-Spline Axles (1000 hp and up)

Recommended for drag-race-only use. Requires 3.250" -or-larger-bore case with appropriate gear carrier (spool only).

Note: Horsepower ratings provide a guideline based on drag-race launches and adequate traction. Vehicles equipped with street tires and/or performance applications without drag-style launches (e.g., road racing/track days) can exceed listed power levels by a fair amount.

Custom Axle Packages

■ Wheel-Stud Options

There are two types of wheel studs available in a variety of lengths.

Screw-In Studs (1/2")

The standard, 1/2" screw-in stud uses a headed fastener threaded through the axle flange from the back side. The wheel is centered by the raised "brake register" of the axle and driven by the lug-nut-contact surfaces. In the case of a tapered (acorn) lug nut, the driving surface is at the unsupported end of the wheel stud. Available lengths: 2", 3."



Drive Studs (5/8" only)

Chrome-moly drive studs are threaded through the flange from the outside and secured on the back by a locking nut. The front-side installation allows quick replacement if ever required. The 11/16" diameter shaft of the stud increases the contact surface with the wheel's bolt hole, to more effectively drive the wheel with reduced stud flex and without the need for shoulder-style lug nuts. Aluminum washers and lug nuts are provided. This upgrade is suitable for high-horsepower drag-racing-performance applications. Available lengths (given as 11/16" shaft length and overall length from flange): .875"/ 2.063"; 1.187"/ 2.375"; 1.500"/ 2.688"; 1.875"/ 3.125".

■ Axle-Package Pricing

Specific information regarding the vehicle application is required.

Visit our Website or call to obtain technical data sheet with ordering requirements.

Includes: axles, radius rings, billet brake registers, bearings, wheel studs



| | |
|----------------|--|
| S/S | 28-, AND 31-SPLINE, 1/2" STUDS |
| | 28-, AND 31-SPLINE, 5/8" STUDS |
| S/T | 35-SPLINE, 1/2" STUDS |
| | 35-SPLINE, 5/8" STUDS |
| PRORACE | 28-, 31-, 33- OR 35-SPLINE, 1/2" STUDS |
| | 28-, 31-, 33- OR 35-SPLINE, 5/8" STUDS |
| | 40-SPLINE, SOLID, 5/8" STUDS |
| | 40-SPLINE, GUN-DRILLED, 5/8" STUDS |

Refer to page 143 for complete group of housing end diagrams.

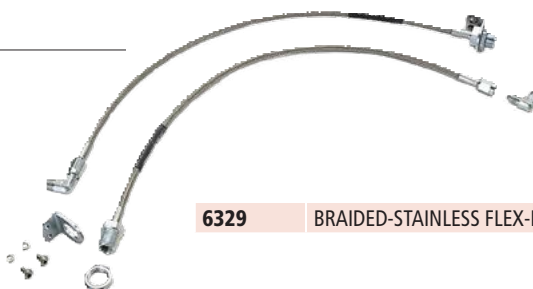
Brake System Accessories

To complement our line of brake kits and components, these additional items will enable you to fine-tune your brake system for improved performance. The proportioning valve provides brake-bias adjustment to optimize available traction and heavy-braking stability. Residual pressure valves maintain line pressure at the caliper or wheel

cylinder to provide a firmer pedal and more-immediate braking response. The caliper-pressure gauge allows precise measurement of line pressure to ensure the system is working correctly as well as establishing an adjustment from which to begin.

■ Braided-Stainless Flex-line Kit

Our braided-stainless, flex-line kit reduces line flex, common with OEM brake lines, to improve brake system response, and pedal feel. Teflon® hoses, hose ends, and mounting brackets are included.



6329 BRAIDED-STAINLESS FLEX-LINE KIT

■ Proportioning Valve

The Wilwood proportioning valve uses a compact, lightweight (5.2 oz.), forged-billet design and is an essential component for fine-tuning your brake system. Pressure adjustments range from 100-1000 psi and provide for a maximum decrease of 57% in line pressure, the most of any valve. The valve is typically installed inline to adjust rear brake-line pressure, but can also be installed to reduce front brake-line pressure in skinny-tire Pro Street or drag-racing vehicles.



WW 260-8419 PROPORTIONING VALVE

■ Residual Pressure Valves

The Wilwood inline pressure valves retain a minimum brake-line pressure to help eliminate excessive pedal travel in disc- and drum-brake systems. Vehicles equipped with drum brakes require a 10-psi residual-pressure valve to counteract spring tension. The 2-psi valve is used on disc-brake systems with master cylinder mounted below the calipers. Valves are available individually or packaged with fittings.



| | |
|-------------|--|
| WW 260-1874 | 2 PSI DISC BRAKE RESIDUAL VALVE ONLY |
| WW 260-1876 | 10 PSI DRUM BRAKE RESIDUAL VALVE ONLY |
| WW 260-3278 | 2 PSI DISC BRAKE RESIDUAL VALVE WITH FITTINGS |
| WW 260-3279 | 10 PSI DRUM BRAKE RESIDUAL VALVE WITH FITTINGS |

■ Caliper Pressure Gauge

The easy-to-read, 2"-diameter, non-hazing face allows for quick brake-line-pressure checks from 0-1500 psi. Twenty-psi graduations and accuracy to 1.5% permit reliable brake-bias setup and brake-system troubleshooting. Gauge threads directly in place of bleeder valve.



WW 260-0966 CALIPER PRESSURE GAUGE

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.

Revised: 04/01/21

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

■ **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

