

CHRIS ALSTON'S Chassisworks

THE HOME OF HIGHER TECHNOLOGY

'67-02 Camaro/Firebird & '68-72 Nova

g-Machine - ProTouring - Restomod - ProStreet - Street/Strip

The Most Complete Camaro Subframe System!



■ Bolt-on g-Connector System

Exact-Fit Camaro Roll Cage

- 6-Point Cage or 4-Point Bar
- Mild Steel or 4130
- Forward Struts
- Swing-outs



1969 Camaro
by Littlefield Customs

VariShock

- Single or Double-Adjustable Shock Valving



SHOCKS Coil-Over or Air-Suspension

- 5-Different Kits with Various Options



BRAKES Drag-Race thru Big Brake Kits

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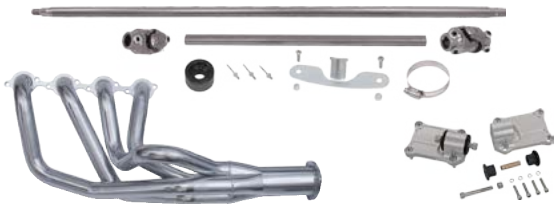
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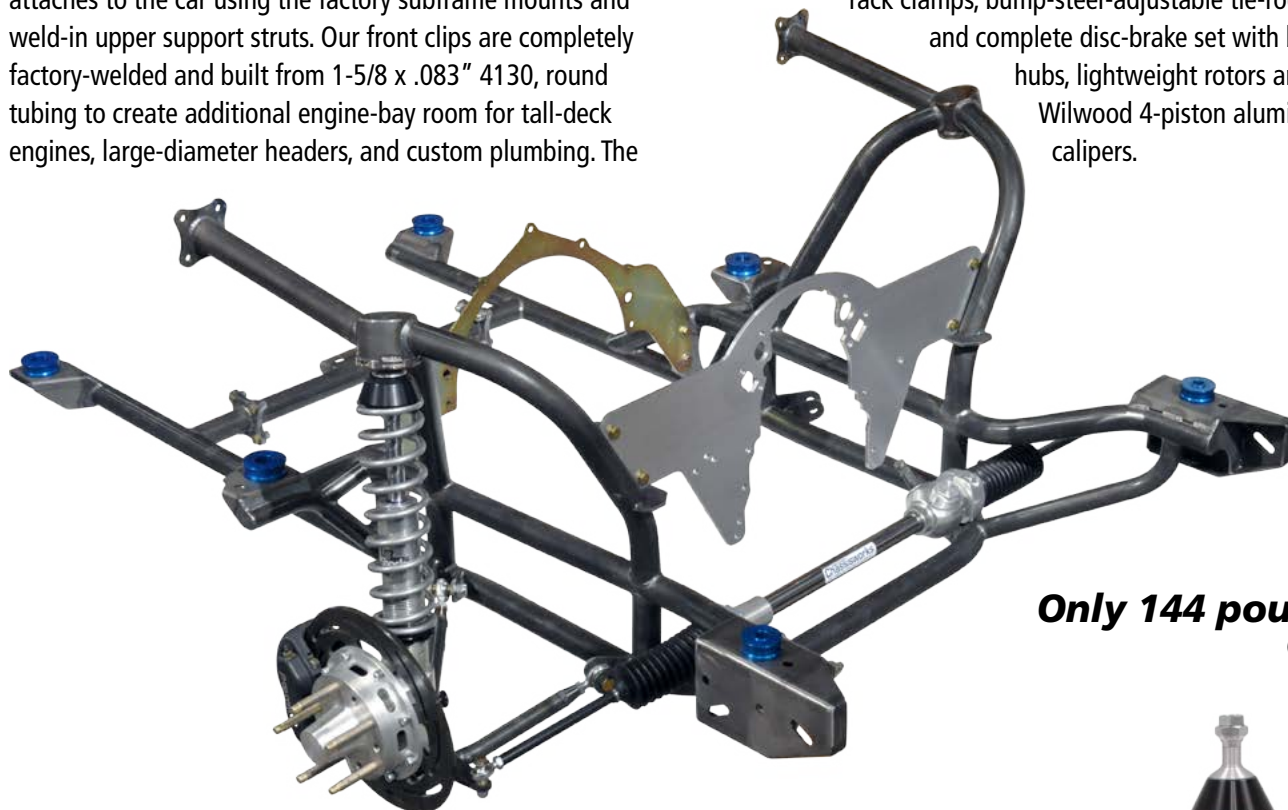
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'67-69 Camaro Bolt-On Strut Clip

Reduce front-end weight with our extremely lightweight 4130 strut suspension system (144 lb); designed as a direct bolt-on for '67-69 Camaro drag race vehicles. The clip attaches to the car using the factory subframe mounts and weld-in upper support struts. 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 144 pounds!

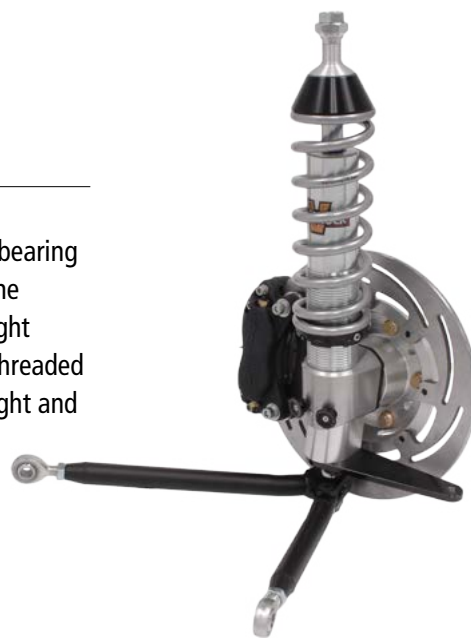
(As shown)

■ 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.

OPTION - High-Rebound Strut

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



■ Coil-Spring Rate Baseline

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

'67-69 Camaro Bolt-On Strut Clip

Strut Brake Options

Standard brake options include billet aluminum single-piston floating calipers with 10-1/4" rotors for spindle-mounted wheels or dual-piston fixed calipers with 10" rotors for hub-mounted wheels.

A four-piston forged-aluminum caliper with 11-3/4" rotor option is also available for heavier vehicles. Optional slotted rotors can be selected to further reduce weight. Product detail on page 5.

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



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



► **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.



7705	STRUT CLIP BOLT-ON '67-69 CAMARO INCLUDES: 4130-STEEL ROUND-TUBE FRAME CLIP, DOUBLE-ADJUSTABLE STRUTS, CONTROL ARMS WITH 4130 ROD ENDS, BILLET SATIN-FINISH DRAG-RACE RACK WITH BUMP-STEER-ADJUSTABLE TIE-ROD ENDS, BILLET RACK CLAMPS, AND COMPLETE DISC-BRAKE SET WITH BILLET HUBS, SOLID ROTORS, AND WILWOOD CALIPERS
FRAME OPTIONS	EXTRA 4130 WELD-ON FRAME ADAPTER PLATES (TO ATTACH TO TUBE CHASSIS) LIGHTWEIGHT STOCK BUMPER MOUNTS, 4130
STRUT OPTIONS	DOUBLE-ADJUSTABLE 6" TRAVEL STRUTS HIGH-REBOUND, PIGGYBACK RESERVOIR, DOUBLE-ADJUSTABLE, 6" TRAVEL STRUTS
BRAKE OPTIONS	SPINDLE MOUNT BRAKE FOR WELD & AMERICAN WHEELS L/D DISC BRAKE SOLID 10" X .35" ROTORS AND BLACK CALIPERS L/D DISC BRAKE SLOTTED 10" X .35" ROTORS AND BLACK CALIPERS M/D DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND BLACK CALIPERS M/D DISC BRAKE SLOTTED 11.75" X .35" ROTORS AND POLISHED CALIPERS
MOTOR-PLATE OPTIONS	SMALL-BLOCK-CHEVY MOTOR PLATE BIG-BLOCK-CHEVY MOTOR PLATE AND ADAPTERS
MID-PLATE OPTIONS	AUTOMATIC MID PLATE WITH 1/2" OFFSET TO PASSENGER SIDE LAKEWOOD CAN MID PLATE WITH 1/2" OFFSET TO PASSENGER SIDE 1/4" THICK ALUMINUM MID PLATE NO FRAME ADAPTERS

gStreet Pro-Touring Chassis System

■ NEW PRODUCT

"The ultimate bumper-to-bumper chassis solution for high-horsepower, big-tire, pro-touring projects..."

Applications:

- • '67-81 Camaro/Firebird
- • '67-70 Mustang
- • Additional applications coming soon!



Options and prices shown on following pages.

The ultimate bumper-to-bumper chassis solution for high-horsepower, big-tire, pro-touring projects is now available as an off-the-shelf item. Builders can take advantage of Chassisworks' robust engineering and manufacturing capabilities, saving hours of fabrication time and effort, while significantly shortening the timeframe to deliver a top-tier performance vehicle.

The complete system consists of the following: Chassisworks' fabricated front subframe with modified engine position and drivetrain angle; replacement double-walled rockers; 3 x 2" subframe connectors; choice of 4 x 2" canted-4-link or torque arm with watts link rear frame; fabricated transmission-tunnel and lowered seat-mount assembly; complete interior tin kit, including front and rear floor, wheel tubs, trunk floor, and rear firewall. The exact-fit roll bar or roll cage with forward support struts can be added to create an extremely rigid performance platform suitable for 1,000 horsepower engine combinations, with room for large enough tires to put that much power to good use.

Increasing wheel well clearance to accommodate larger high-performance tires was extremely important. In the '67-69 Camaro example shown in this section, the front subframe accommodates tires up to a 12.25" section width with 26.3" overall height (305/30-19) with a full 30-degree turning angle. The rear has ample room for 14.25" section-width tires with 28.2" overall height.

The prefabricated wheel tubs allow room for even larger tires when they become available.



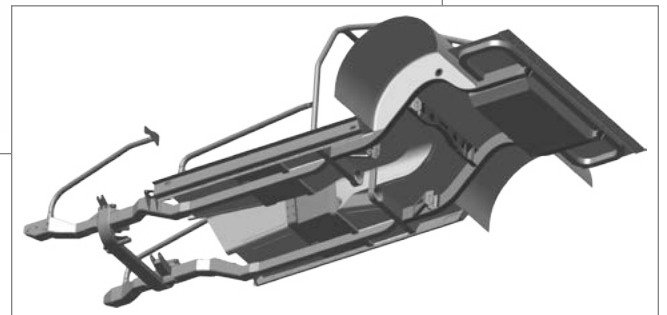
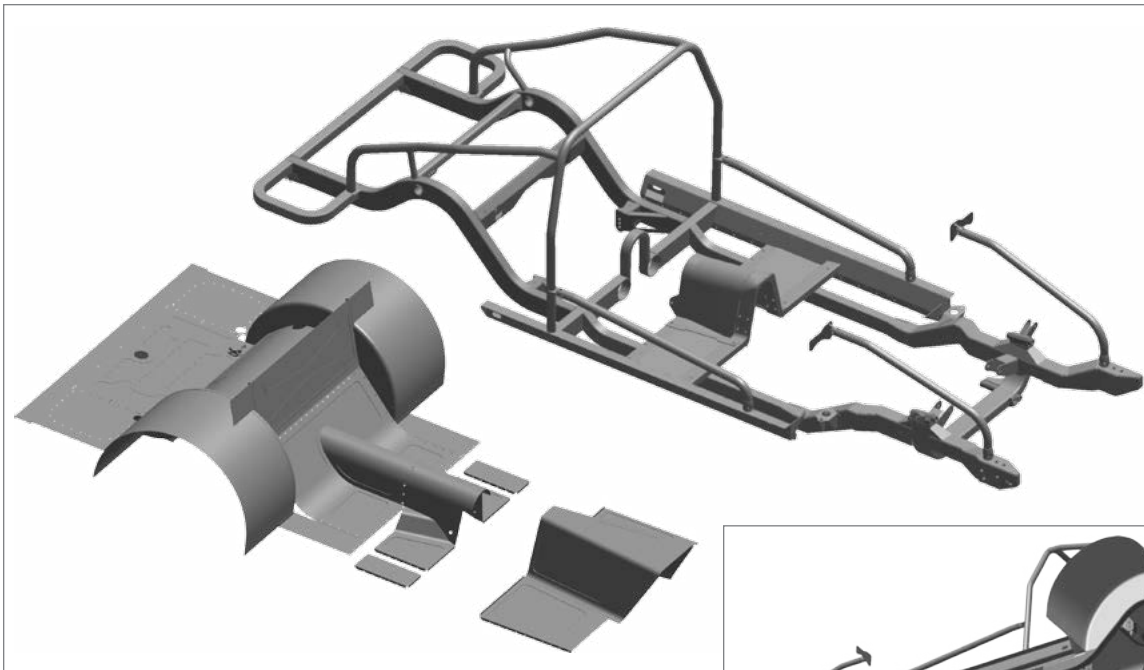
Features/Benefits:

- Front Tires: Fits 305/30-19 (12.25" section width, 26.3" overall diameter)
(Camaro specific)
- Rear Tires: Fits 345/30-20 (14.25" section width, 28.2" overall diameter)
(Camaro specific)
Room for larger tires when they become available
- Fully-optioned system engineered to support over 1,000 hp in performance handling applications
- Double-A-arm front suspension with rack-and-pinion steering
- Highly adjustable geometry - canted-4-link or torque arm with watts link rear suspension
- Available in full-frame, firewall-back, and back-half configurations

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

gStreet Pro-Touring Chassis System

■ NEW PRODUCT



"...saving hours of fabrication time and effort, while significantly shortening the timeframe to deliver a top-tier performance vehicle."

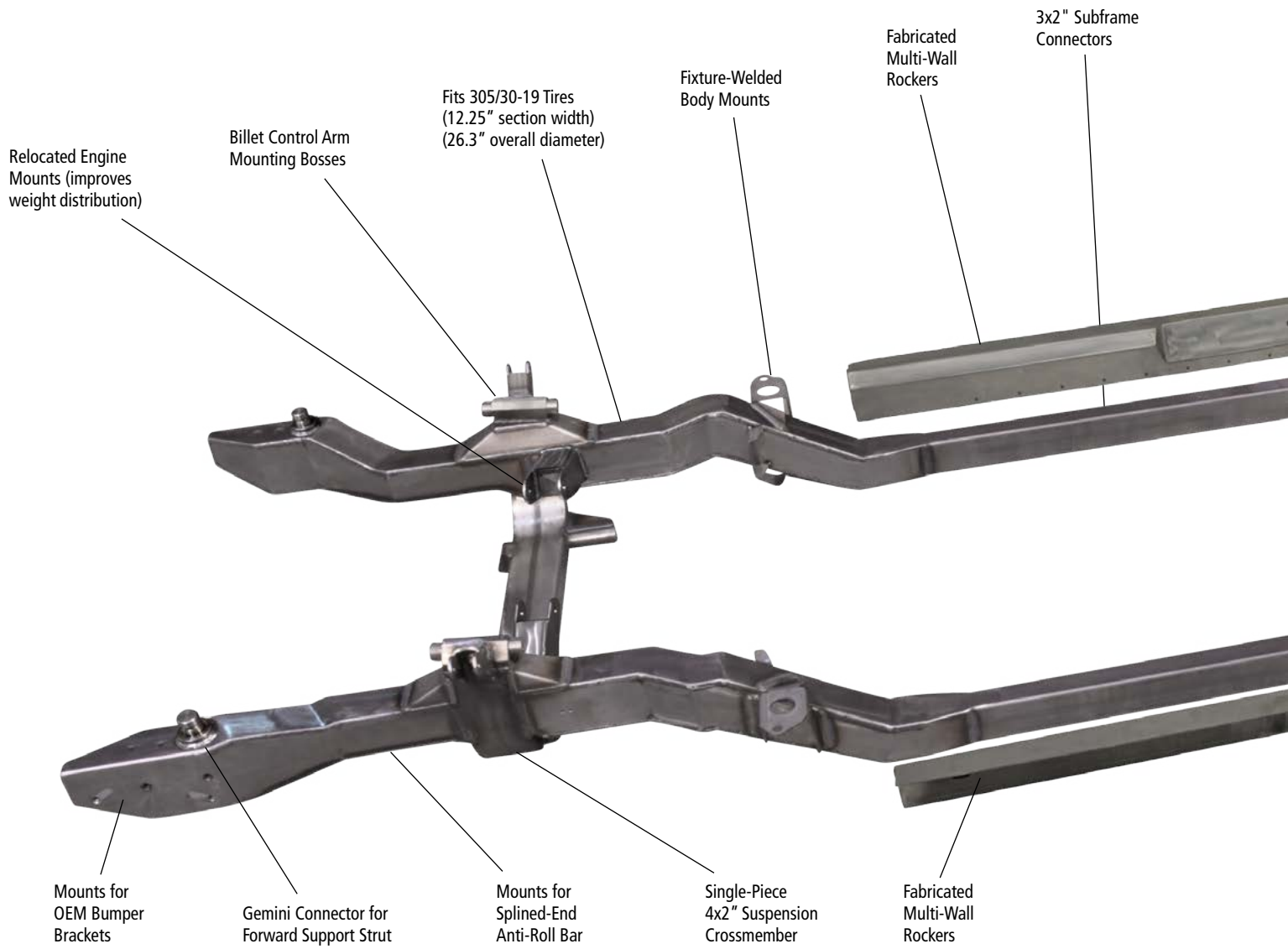


*"Fits 345/30-20 (14.25" section width)...
Room for larger tires when they become available."*

gStreet Pro-Touring Chassis System

NEW PRODUCT

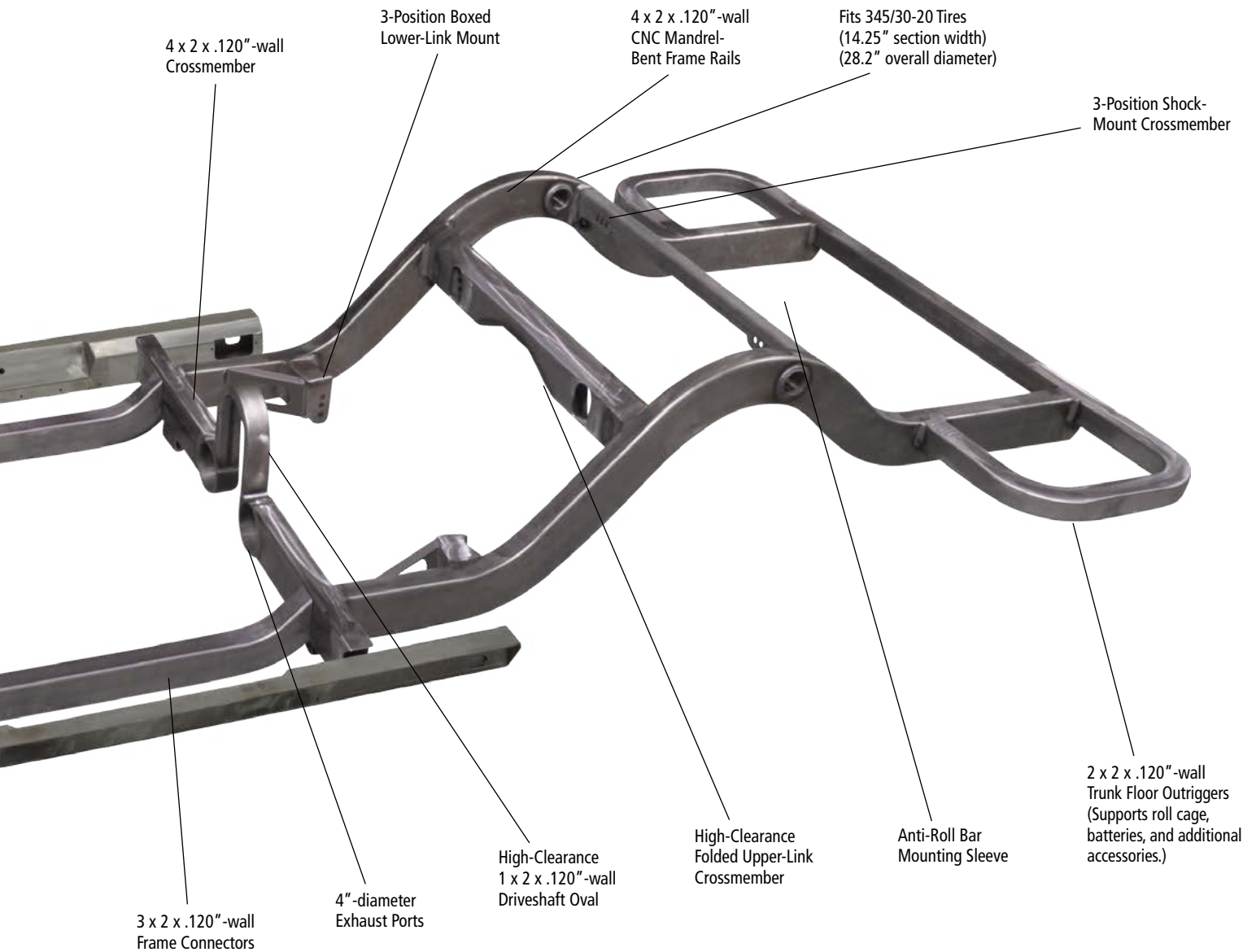
1967-69 CAMARO GSTREET FRAME SYSTEM SHOWN



gStreet Pro-Touring Chassis System

NEW PRODUCT

1967-69 CAMARO GSTREET FRAME SYSTEM SHOWN



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ FRONT SUBFRAME SYSTEM

Similar in construction to Chassisworks existing double-A-arm Camaro subframe, the enhanced gStreet subframe features redesigned frame rails to increase maximum tire section width from 285 to larger 305-wide (12.25") tires. Engine mounts are repositioned rearward to improve weight distribution and leveled to provide bellhousing, transmission and exhaust clearance necessary for the significantly lower ride height of the complete frame system.



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



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

■ One-Piece 4 x 2" g-Machine Crossmember

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

■ Interlocking-Slot-Tab Technology

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

■ Billet-Aluminum Body Bushings

6816 '67-81 CAMARO/FIREBIRD



gStreet Pro-Touring Chassis System

NEW PRODUCT

Billet-Aluminum Side Motor Mounts

5917-LS-L1	CHEVROLET LS SERIES (LONG), ANODIZED ALUMINUM
6055-0	CHEVROLET SB, BB, V6, BARE FINISH
6055-1	CHEVROLET SB, BB, V6, ANODIZED FINISH
6055-2	CHEVROLET SB, BB, V6, POLISHED FINISH
5917-PV8	PONTIAC V8, BILLET STEEL AND WELDED CONSTRUCTION



LS-Series



Small-Block,
Big-Block, V6

REPLACEMENT DOUBLE-WALL ROCKERS

A significant amount of chassis strength and rigidity is gained by installing the optional prefabricated double-wall rocker sections. The inside shell of the OEM rocker is removed, revealing the empty outer-body wall, and replaced with the heavier-walled Chassisworks' rocker with boxed interior structure. Seat belt mounts and wiring access channels are built into the rockers to simplify final vehicle assembly. The improved rocker provides a far superior structure on which to mount the rear-frame crossmember and roll bar or roll cage. Main hoop and cage side reinforcement plates, such as those used on OEM sheet metal, are not required with the Chassisworks' rockers.



Firewall Rocker End (left): The new rocker extends through the firewall and features a large support gusset.

Stainless Caps (left/right): Access holes at each end of the rocker allow wiring or plumbing to be safely routed through each rocker structure. Removable stainless steel caps are provided for easier installation of bulkheads or grommets.



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ FRONT SUSPENSION PACKAGE

Suspension

- g-Machine Adjustable Upper Control Arms with polymer pivot bushings
- g-Machine 1-1/4" Crossbraced Lower Control Arms with polymer pivot bushings
- Billet-Aluminum Upright
- Infinitely Adjustable Bump-Steer Kit



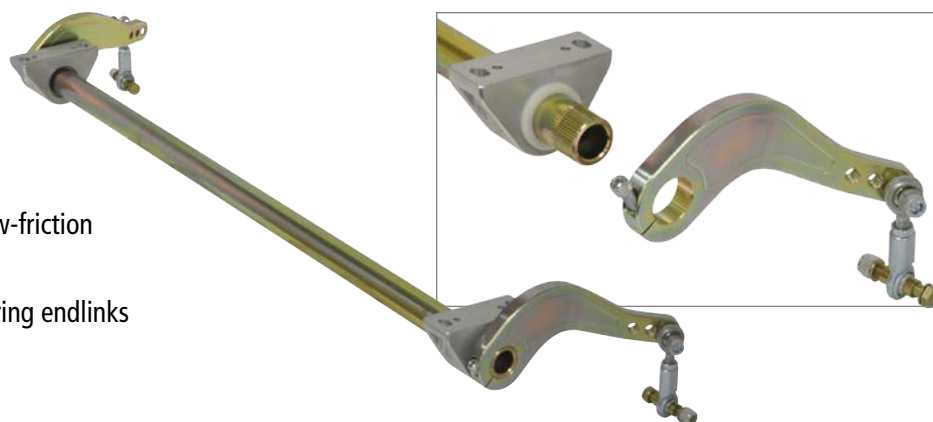
VariShock Shock Absorbers

- 4-Way Adjustable Remote Reservoir Shocks
- Double-Adjustable Coil-Over Shocks
- Single-Adjustable Coil-Over Shocks
- VariSpring Coil Springs with choice of rate



Anti-Roll Bar

- Adjustable-rate, billet steel arms
- Lightweight gun-drilled bar
- Billet-aluminum mounts with low-friction polymer bearings
- Adjustable-length spherical-bearing endlinks



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

gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ FRONT SUSPENSION PACKAGE

Rack & Pinion

- Power Rack and Pinion with billet-aluminum mounts
- Left- or right-hand drive versions



Brake Options

- 15 x 1.25" -wide, cross-drilled rotors with black E-coat finish
- 14 x 1.25" -wide, cross-drilled rotors with black E-coat finish
- Wilwood Aero6 6-piston, radial-mount calipers (black, red, or nickel with Thermlock® pistons)
- Baer 6S 6-piston, forged-monoblock calipers (black, red, or silver powder-coat finish)



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ REAR SUSPENSION PACKAGE



Suspension Links

- g-Link Upper Arms
 - Billet alloy steel with low-friction, pivot-ball ends
 - Double-adjustable link with increased pinion angle adjustment range
- g-Link Lower Arms
 - Tubular 4130 steel with pivot-ball ends
 - Adjustable length for proper alignment



Anti-Roll Bar

- Ball-End Anti-Roll Bar with billet-aluminum arms
- Low-friction polymer pivot bearings
- Eliminates bulky mounts; fits tight to underbody



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ REAR SUSPENSION PACKAGE

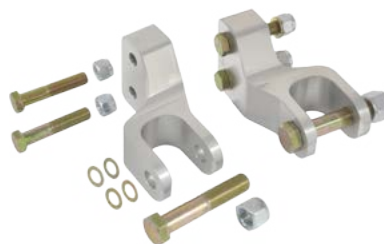
VariShock Shock Absorbers

- 4-Way Adjustable Remote Reservoir Shocks
- Double-Adjustable Coil-Over Shocks
- Single-Adjustable Coil-Over Shocks
- VariSpring Coil Springs with choice of rate



Billet Shock Mounts

- 3-1/2" ride-height adjustment range to accommodate different tire diameters
- Billet-aluminum construction
- Double-shear mounted



FAB9 Rearend Housing

- Fabricated mild-steel or 4130 sheet metal construction
- Multiple suspension mounts to adjust geometry



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ BACK-HALF REAR FRAME

Chassisworks' canted 4-bar Camaro rear frame system is a truly versatile high-performance suspension solution, suitable for high-power, big-tire, pro-touring projects that require more strength and stiffness than systems mounted to the OEM sheet metal can provide. Achieving a very low rocker ground-clearance height of 4" with massive rear tires was one of the system goals. We are proud to state that nearly all of the normally 'one off' chassis and sheet metal fabrication that is required to tuck extremely large tires, drivetrain, and exhaust into your Camaro is expertly built into a neatly packaged 'off the shelf' system. To ensure perfect geometry and fit with minimal effort while saving considerable installation time, rear frames including front crossmember ship as a factory-welded subassembly with unattached 2 x 2" trunk outriggers and 3 x 2" front subframe connectors for easier installation. The 4 x 2 x .120"-wall rear frame is designed with minimal rise over the rearend housing and maximum clearance above the driveshaft and third-member to allow more room in the rear seat and trunk areas without sacrificing suspension travel.

Features/Benefits:

- Fits 345/30-20 rear tires (13.5" section width) (28.2" overall diameter)
- Highly adjustable triangulated 4-link rear suspension
- 4 x 2 x .120"-wall boxed tubing frame rails stronger than OEM
- Supported trunk floor for NoFab battery mount and fuel tank
- Ships as factory-welded assembly
- Complete line of NoFab accessory components to complete build



■ Frame Manufacturing

All components are professionally spray-arc-welded by Chassisworks' welding staff in a controlled environment using computer-designed fixtures and production-quality equipment.



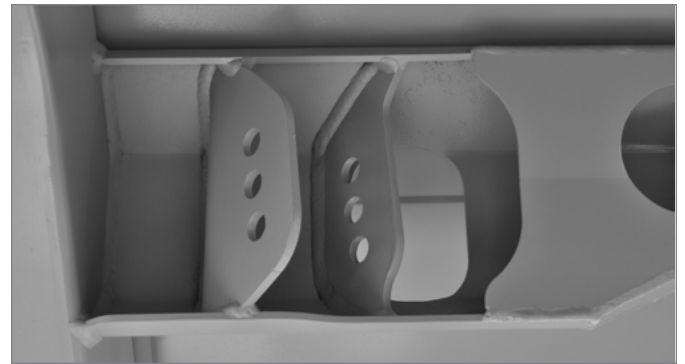
Tall driveshaft loop allows body to sit lower over the drivetrain without risk of driveshaft contact. Crossmember features factory-welded, dual 4"-ID exhaust ports.

gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ BACK-HALF REAR FRAME

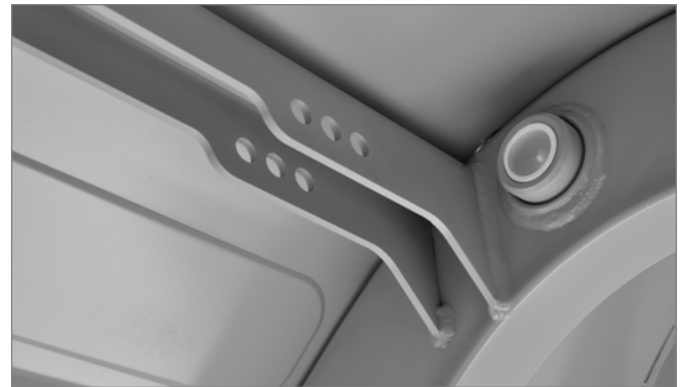
Multiple mounting points for each of the suspension components, including shocks, control arms, and anti-roll bar, enable highly adjustable suspension geometry that can be fine-tuned to match the performance requirements and weight distribution of your specific vehicle. Suspension component options include tubular-steel or billet-aluminum suspension links with pivot-ball ends, factory-welded FAB9 housing, ball-end anti-roll bar, and VariShock coil-over or air-spring shocks.



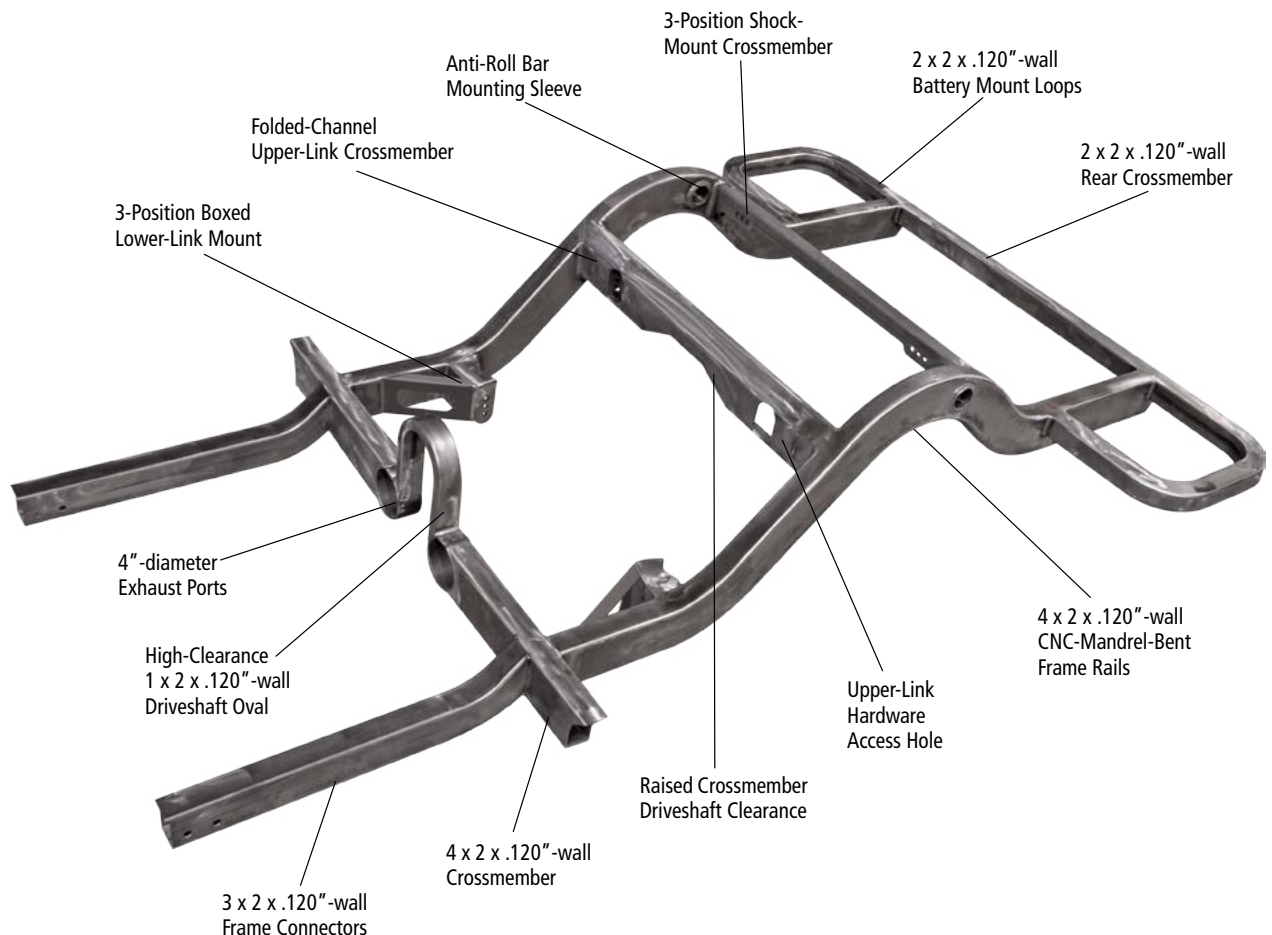
3-Position Upper Control Arm Mount



3-Position Lower Control Arm Mount



3-Position Upper Shock Mount



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

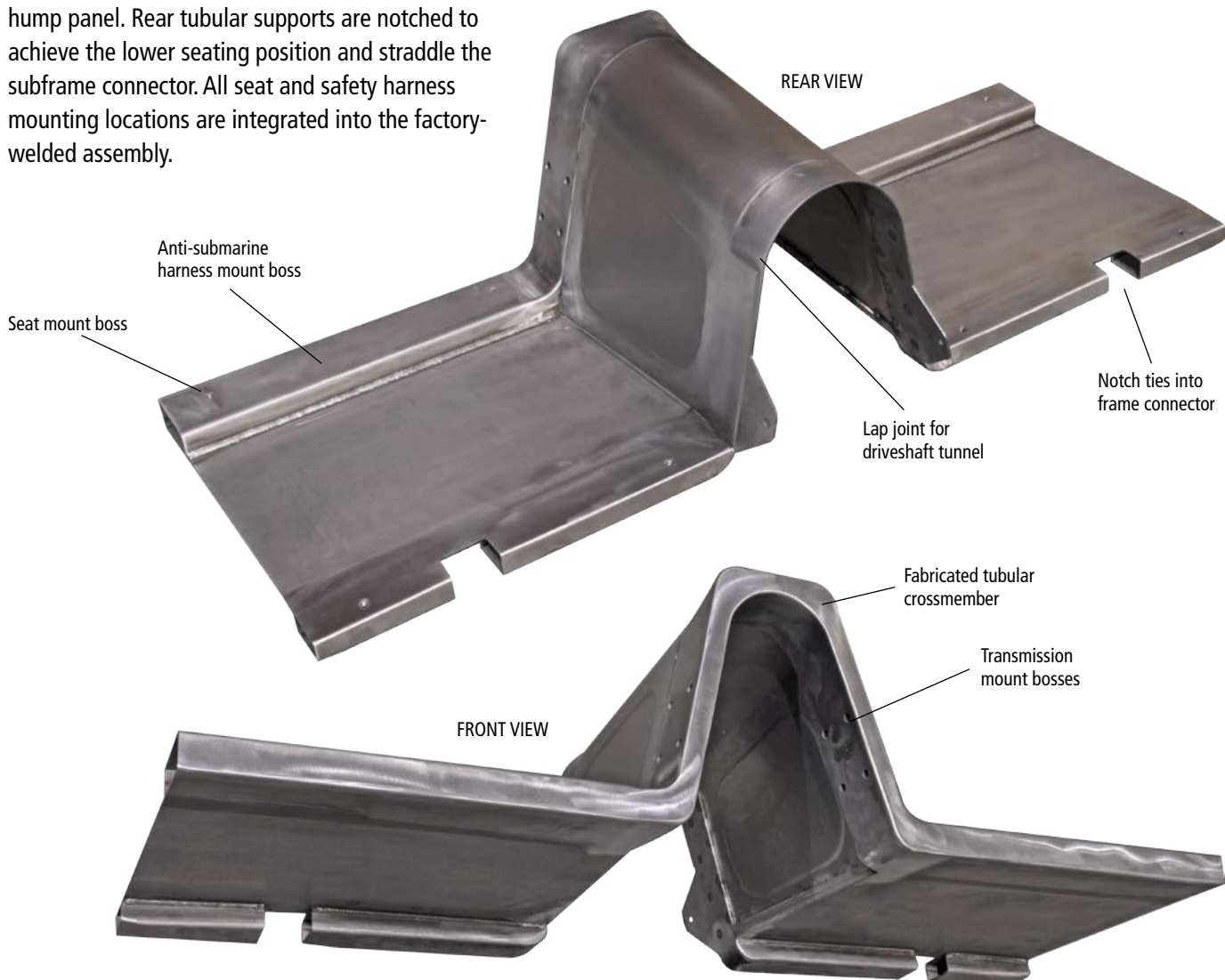
■ FACTORY-WELDED SEAT MOUNT ASSEMBLY

The seat mount area can be an extremely time-consuming area of the chassis to manually fabricate. Seating position, overall rigidity of the area, strength of the mounting bosses, and adequate drivetrain clearance are all extremely important for safety and comfort. Chassisworks addresses these issues with a prefabricated, factory-welded assembly (shown below) that simply drops into place for final welded installation.

To improve driver comfort, the seating position is lowered 1" to provide additional headroom and increase visibility below the windshield brace. The front crossmember is specially fabricated to cleanly transition from the tunnel's sharper bends over the transmission to the larger U-bent panel between the front seats. The rear of the hump features a layered inset to perfectly position the adjacent hump panel. Rear tubular supports are notched to achieve the lower seating position and straddle the subframe connector. All seat and safety harness mounting locations are integrated into the factory-welded assembly.



Installed lowered-seat-mount assembly shown with prefabricated front floor, transmission tunnel, driveshaft tunnel, and rear floor.



gStreet Pro-Touring Chassis System

■ NEW PRODUCT

■ PREFABRICATED FLOOR AND WHEEL TUB KIT

The Camaro prefabricated floor kit replaces ALL floor and drivetrain-tunnel sheet metal from the base of the firewall to the rear tail lamp panel. Large sheet metal spans are

bead-rolled to strengthen each panel, significantly reducing flex and vibration. To facilitate clean, rapid, and accurate installation, folded lips, inset lap joints, and plug-weld holes are designed into each component.



The rear floor panels feature contoured flares for exhaust clearance; note the intricate fit of the tunnel, floor, and rear seat pan. The height of the driveshaft tunnel section and wheel tubs also hint at the position of the rearend housing in relation to the vehicle floor. The seat pan and rear firewall show the pre-drilled plug-weld holes, a simple but timesaving feature.



To accommodate the significantly lowered ride height of the frame system, the transmission and tunnel have been moved upward. The drivetrain tunnel provides adequate clearance for the larger T-56 transmission and dual 3"-diameter exhaust.



The optional stainless steel fuel tank really completes the look of the trunk. Sending unit and trunkfill gas cap are shown. A remote-fill hardware set is also available.



The rear seat pan follows the top edge of the frame rails and continues into the trunk. This installation shows the optional remote shock reservoir mount insert. The wheel tubs, fuel tank, and side panels close out the trunk floor. An optional billet battery mount is also available.

gStreet Pro-Touring Chassis System

NEW PRODUCT

FUEL SYSTEM

Fuel Tank

- Direct bolt-in installation
- TIG-welded, Stainless-steel construction
- Bead-rolled panels

System Accessories

- Aluminum aircraft fuel cap
- Sending unit
- Fuel filter



Bead rolled panels



Stainless bulkhead



Mounts flush with trunk floor



Remote-fill option



Sending unit and filter



Aircraft fuel cap

gStreet Pro-Touring Chassis System

NEW PRODUCT

gStreet Chassis Kits - Prices and Options

■ gStreet Back-Half Package

WELDED REAR CLIP, SUBFRAME CONNECTORS, ROLL BAR, REAR CLIP FLOOR WITH WHEEL TUBS AND PACKAGE TRAY BULKHEAD, REAR SUSPENSION WITH SPLINED ANTI-ROLL BAR, VARISHOCK COIL-OVERS (SINGLE-ADJUSTABLE), SPRINGS AND BILLET REAR SHOCK MOUNTS

7720-F11	GSTREET BACK-HALF WITH CANTED 4-LINK SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7721-F11	GSTREET BACK-HALF WITH TORQUE ARM SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7720-M21	GSTREET BACK-HALF WITH CANTED 4-LINK SUSPENSION FOR '67-68 MUSTANG
7721-M21	GSTREET BACK-HALF WITH TORQUE ARM SUSPENSION FOR '67-68 MUSTANG

■ gStreet Firewall-Back Package

WELDED REAR CLIP, SUBFRAME CONNECTORS, ROLL BAR, SEAT PLATFORM TUNNEL TRANSITION, INNER ROCKER PANELS, COMPLETE FLOOR WITH TRANSMISSION AND DRIVESHAFT TUNNELS, WHEEL TUBS AND PACKAGE TRAY BULKHEAD, REAR SUSPENSION WITH SPLINED ANTI-ROLL BAR, VARISHOCK COIL-OVERS (SINGLE-ADJUSTABLE), SPRINGS AND BILLET REAR SHOCK MOUNTS

7730-F11	GSTREET FIREWALL-BACK WITH CANTED 4-LINK SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7731-F11	GSTREET FIREWALL-BACK WITH TORQUE ARM SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7730-M21	GSTREET FIREWALL-BACK WITH CANTED 4-LINK SUSPENSION FOR '67-68 MUSTANG
7731-M21	GSTREET FIREWALL-BACK WITH TORQUE ARM SUSPENSION FOR '67-68 MUSTANG

■ gStreet Full-Frame Package

WELDED A-ARM AND 4-LINK FRAME, ROLL BAR, SEAT PLATFORM TUNNEL TRANSITION, INNER ROCKER PANELS, COMPLETE FLOOR WITH TRANSMISSION AND DRIVESHAFT TUNNELS, WHEEL TUBS AND PACKAGE TRAY BULKHEAD, G-MACHINE BILLET UPRIGHT FRONT SUSPENSION, REAR SUSPENSION, SPLINED ANTI-ROLL BARS, VARISHOCK COIL-OVERS (DOUBLE-ADJUSTABLE), SPRINGS AND BILLET SHOCK MOUNTS

7740-F11	GSTREET FIREWALL-BACK WITH CANTED 4-LINK SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7741-F11	GSTREET FIREWALL-BACK WITH TORQUE ARM SUSPENSION FOR '67-69 CAMARO AND FIREBIRD
7740-M21	GSTREET FIREWALL-BACK WITH CANTED 4-LINK SUSPENSION FOR '67-68 MUSTANG
7741-M21	GSTREET FIREWALL-BACK WITH TORQUE ARM SUSPENSION FOR '67-68 MUSTANG

■ OPTIONS - Available for all gStreet Chassis Kits

PRORACK	UPGRADE TO PRORACK WITH REMOTE SERVO, INCLUDES CHOICE OF RACK GEAR RATIO AND TORSION BAR STIFFNESS. - PROVIDES ULTIMATE TUNABILITY FOR STEERING RESPONSE. AVAILABLE IN RIGHT- AND LEFT-HAND DRIVE.
GAS TANK	FUEL TANK TRUNK FILL WITH BILLET ALUMINUM AIRCRAFT CAP, WITHOUT KEY (5921-F10-T) FUEL TANK REMOTE FILL WITH TAILLIGHT PANEL MOUNTED BILLET ALUMINUM AIRCRAFT CAP, WITH KEY (5921-F10-R)
SHOCKS (BACK-HALF AND FIREWALL-BACK)	SINGLE-ADJUSTABLE VARISHOCK COIL-OVERS (PAIR) DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS (PAIR) 4-WAY ADJUSTABLE REMOTE-RESERVOIR VARISHOCK COIL-OVERS WITH RESERVOIR MOUNTS (PAIR)
SHOCKS (FULL-FRAME)	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS (PAIR) 4-WAY ADJUSTABLE REMOTE-RESERVOIR VARISHOCK COIL-OVERS WITH RESERVOIR MOUNTS (PAIR)
REAREND	FAB9 DIRECT BOLT-IN HOUSING WITH LATE-BIG-FORD ENDS (84F10-F01) FAB9 DIRECT BOLT-IN FLOATER HOUSING WITH AXLES AND UNIT-HUB FLOATER (84F10-F0B) EXTRA STRENGTH HOUSINGS ARE AVAILABLE WITH 4130 STEEL CONSTRUCTION
BRAKES	14" 6-PISTON FRONT BILLET UPRIGHT RED OR BLACK CALIPERS (8377) 15" 6-PISTON FRONT BILLET UPRIGHT RED OR BLACK CALIPERS (8378) 14" DISC REAR FLOATER (8380) 15" DISC REAR FLOATER (8381) PARKING BRAKE UPGRADE THERMLOCK® PISTON CALIPERS WITH NICKEL FINISH (PAIR)
ROLL BAR/ ROLL CAGE	REMOVABLE FORWARD STRUTS, MILD STEEL (PAIR) (7060-F1-M) REMOVABLE FORWARD STRUTS, 4130 (PAIR) (7060-F1-A) ROLL CAGE UPGRADE FROM ROLL BAR REMOVABLE SIDE DOOR BARS (PAIR) STAINLESS SPUD HARDWARE FOR SIDE DOOR BARS AND BACKBRACE

NOTES *INTRODUCTORY PRICING FOR MUSTANG CHASSIS

'67-69 Camaro gStreet Front Strut

■ NEW PRODUCT

Adding tubular struts between the factory upper firewall area and subframe triangulates the front clip, virtually eliminating chassis deflection forward of the firewall. To ensure a structurally secure mount, reinforcement plates and mounting tabs weld directly to the '67-69 Camaro firewall at the fender mount, the most rigid part of the firewall. The lower end of the support strut utilizes Chassisworks' exclusive bolt-together Gemini connector system. Installation of the strut and mounts requires minor trimming and welding for individual fit, but can later be unbolted to facilitate regular maintenance or subframe removal.

■ Fits OEM or g-Machine subframe



Optional hardware

7060-F1-A	'67-69 CAMARO - FRONT SUPPORT STRUTS, 4130, 1-5/8 X .083"
7060-F1-M	'67-69 CAMARO - FRONT SUPPORT STRUTS, MILD STEEL, 1-5/8 X .134"
7060-F2-M	'70-81 CAMARO - FRONT SUPPORT STRUTS, MILD STEEL, 1-5/8 X .134"
5918-126	SPUD MOUNTING HARDWARE, POLISHED STAINLESS



■ Gemini Connector System

Our in-house-engineered Gemini system is used to connect the strut to the subframe, enabling an easy-to-assemble, precision slip-fit joint that is substantially stronger than a welded joint.



Frame Gemini Connector welds easily to front frame rail.



Firewall Mount Plate shown with standard bolt.



Polished Spud Bolt shown at forward strut firewall mount.

gStreet Exact-Fit Roll Cage

■ NEW PRODUCT

High-clearance cage sides, windshield brace, and rear struts makes our Exact-Fit roll cage an excellent choice for pro-touring performance applications to add a level of protection and increase chassis rigidity. Cages are mandrel bent in a variety of steel tubing types, including 1-5/8 x .134" mild-steel, 1-5/8 x .083" 4130, 1-3/4 x .134" mild-steel, and SCCA-compliant 1-3/4 x .125" DOM. The removable back brace with billet clevis ends comes standard. Door bars are included and can be installed at a 'street style', hip-height position for easier

entry and exit from the vehicle, or positioned at a higher 'race style' position for increased driver protection. Optionally available hardware permits removal of door bars when greater access is required. Spring-loaded faspins are standard removable bar hardware, with push-button L-handle locking pins and polished-stainless spud bolts offered as an upgrade option.

- '67-69 Camaro/Firebird
- '67-70 Mustang



- Cages Available In...
- 1-5/8" x .134" Mild Steel
- 1-5/8" x .083" 4130
- 1-3/4" x .134" Mild Steel
- 1-3/4" x .125" DOM

Features/Benefits:

- Significantly increases chassis rigidity
- Maximizes interior space using multiple CNC compound bend angles
- Expert cage fabrication quality and fit with off-the-shelf convenience and availability
- Removable back brace included
- Optionally, door bars can be converted to removable
- Removable Hardware Styles: standard Faspins, quick-release L-handle pins, or polished-stainless spud bolts

■ Swing-Out Clevis Sets

Dual-purpose design makes a roll-cage side bar or back brace fully removable — or, simply swing it out for easy entry! In gStreet applications, clevis sets are provided for the driver's and passenger's cage-side bars, and for the main-hoop back brace. Clevis tube adapters match the specific ID and OD the selected cage or roll bar. Swing-out side bars are NHRA-accepted.

■ Safety Notes – gStreet Roll Cage/Bar

For safety purposes, roll-cage padding must be applied along any areas of the cage that occupants may come into contact with. Due to the additional cage-side and rear-strut bends, and removable door bars and back brace the g-Machine cages are not intended for competitive motorsports. Our competition series roll-cages are designed for ultimate strength and safety, and are better suited for serious competitive applications.

gStreet Exact-Fit Roll Cage

■ NEW PRODUCT

■ SIDE BAR MOUNTING OPTIONS



Street Style - Lower hip-height bars provide greater vehicle access and can be made removable with optional faspins, quick-release L-handle pins, or spud bolts.



Race Style - Higher mounted bars provide greater protection and can be made removable with optional faspins, quick-release L-handle pins, or spud bolts.

■ REMOVABLE HARDWARE OPTIONS



Standard Faspins with spring-loaded ball lock.



Polished Spud Bolt shown at lower side bar clevis.



Quick-Release L-Handle Pins side bar and back brace clevis.

■ PRICING - Exact-Fit Roll Cages

7052-F10	'67-69 CAMARO, 1-5/8 X .134", ERW MILD STEEL
7053-F10	'67-69 CAMARO, 1-5/8 X .083", 4130 STEEL
7054-F10	'67-69 CAMARO, 1-3/4 X .134", ERW MILD STEEL
7055-F10	'67-69 CAMARO, 1-3/4 X .125", DOM MILD STEEL
7052-M20	'67-68 MUSTANG, 1-5/8 X .134", ERW MILD STEEL
7053-M20	'67-68 MUSTANG, 1-5/8 X .083", 4130 STEEL
7054-M20	'67-68 MUSTANG, 1-3/4 X .134", ERW MILD STEEL
7055-M20	'67-68 MUSTANG, 1-3/4 X .125", DOM MILD STEEL
7052-M30	'69-70 MUSTANG, 1-5/8 X .134", ERW MILD STEEL
7053-M30	'69-70 MUSTANG, 1-5/8 X .083", 4130 STEEL
7054-M30	'69-70 MUSTANG, 1-3/4 X .134", ERW MILD STEEL
7055-M30	'69-70 MUSTANG, 1-3/4 X .125", DOM MILD STEEL
NOTES	*INTRODUCTORY PRICING FOR MUSTANG CHASSIS

■ OPTIONS - Exact-Fit Roll Cages

CAGE SIDE OPTIONS	IN FRONT OF DASHBOARD
	THROUGH DASHBOARD
SIDE BAR OPTIONS	WELD-IN SIDE BARS
	REMOVABLE SIDE BARS SWINGOUT
	REMOVABLE SIDE BARS, QUICK LOCK L-HANDLE
	REMOVABLE SIDE BARS WITH STAINLESS SPUDS
REAR STRUT OPTIONS	ATTACHES TO GSTREET FRAME
	ATTACHES TO OEM TRUNK FLOOR
	ATTACHES TO DSE 4-LINK COIL-OVER CROSSMEMBER
BACK BRACE OPTIONS	STANDARD BOLT-IN ATTACHMENT
	PUSH BUTTON QUICK LOCK L-HANDLE
	STAINLESS SPUDS



gStreet Exact-Fit Roll Cage

■ NEW PRODUCT

Featuring 1-3/4 x .134", mild-steel construction and high-clearance rear struts, our Exact-Fit roll bar is an excellent street-car-friendly choice. A removable back brace is included for easier access to the rear seat area. The low hip-height, weld-in side bars allow easy access as well as increase rigidity of the Camaro unibody structure. Optionally

available hardware permits easy removal of the side bars.

Removable hardware options include: spring-loaded faspins, quick-release ball-lock L-handle pins, or polished stainless-steel spud bolts.

- '67-69 Camaro/Firebird
- '67-70 Mustang

■ ROLL BAR (NO SIDE BARS)

■ Back Brace Hardware Options

- Standard Hex Bolts
- Quick Lock L-Handles
- Stainless Spuds

■ Rear Strut Options

- For gStreet Frame
- For OEM Trunk Floor
- For DSE 4-Link Shock Crossmember



■ ROLL BAR WITH SIDE BARS

■ Back Brace Options (see above)

■ Rear Strut Options (see above)

■ Side Bar Options

- Weld-In Bars
- Standard Hex Bolts, Removable
- Quick Lock L-Handles, Removable
- Stainless Spuds, Removable



gStreet Exact-Fit Roll Bar

■ NEW PRODUCT

■ Removable Hardware Upgrades



Quick-Release L-Handle Pin

Push-button ball-lock pin available for quick removal of door bar and back brace.



Polished Spud Bolt

Stainless-steel male and female custom fasteners with no snag beveled head.



Gemini Connector - OPTION

The optional removable side bar system uses our in-house-engineered Gemini connector to securely fasten the door bar strut to the subframe with no decrease in available room for the driver's feet. The Gemini connector is an easy-to-assemble, precision slip-fit joint that is substantially stronger than a welded joint.



■ gStreet Exact-Fit Roll Bar (no side bars)

INCLUDES MILD STEEL, 1-3/4 X .134"-WALL MAIN HOOP, BACK BRACE, REAR STRUTS, AND FLOOR PLATES

7050-F10	'67-69 CAMARO
7050-M20	'67-68 MUSTANG
7050-M30	'69-70 MUSTANG
REMOVABLE BACK-BRACE OPTIONS	STANDARD HEX BOLT HARDWARE PUSH BUTTON L-HANDLE HARDWARE POLISHED STAINLESS SPUD HARDWARE
REAR STRUT ATTACHMENT OPTIONS	FOR GSTREET FRAME FOR OEM TRUNK FLOOR FOR DSE 4-LINK SHOCK CROSSMEMBER



■ gStreet Exact-Fit Roll Bar with Side Bars

INCLUDES MILD STEEL, 1-3/4 X .134"-WALL MAIN HOOP, SIDE BARS, BACK BRACE, REAR STRUTS, AND FLOOR PLATES

7051-F10	'67-69 CAMARO
7051-M20	'67-68 MUSTANG
7051-M30	'69-70 MUSTANG
SIDE BAR OPTIONS	WELD-IN SIDE BARS, NON-REMOVABLE BOLT-IN, REMOVABLE BARS PUSH BUTTON L-HANDLE, REMOVABLE BARS POLISHED STAINLESS SPUD, REMOVABLE BARS
REMOVABLE BACK-BRACE OPTIONS	STANDARD HEX BOLT HARDWARE PUSH BUTTON L-HANDLE HARDWARE POLISHED STAINLESS SPUD HARDWARE
REAR STRUT ATTACHMENT OPTIONS	FOR GSTREET FRAME FOR OEM TRUNK FLOOR FOR DSE 4-LINK SHOCK CROSSMEMBER



'67-69 Camaro, '68-72 Nova g-Machine Subframe

Chassisworks' muscle-car g-Machine Camaro subframe is a direct-fit, high-performance suspension solution designed for classic GM F-body (1967-81 Camaro and Firebird) and X-body (1968-72 Nova, Apollo, Omega, and Ventura) vehicles. The system features Chassisworks' g-Machine double A-arm, rack-and-pinion crossmember. Its direct bolt-on design enables a time-saving, straight-forward installation that requires absolutely no custom fabrication. Unlike others, ours is the only subframe that includes mounting provisions for all major vehicle system components, as well as an optional chassis-stiffening, subframe-connector system. As an option, factory-welded motor-plate and mid-plate brackets can be added for vehicles requiring maximum chassis stiffness.

■ Direct-Fit NoFab Installation

Direct-fit installation ensures that all major drivetrain components remain in their exact factory positions. Engine height and setback are stock, requiring no additional hood clearance or modification to the firewall or transmission tunnel. Two mounting styles of anti-roll bars are available. The standard rear-mount anti-roll bar has the same forward

clearance as the stock Camaro clip. Optional splined-end, forward-mount anti-roll bar attaches under the front frame rails, forward of the rack and pinion to provide approximately two more inches of forward pan clearance. A hub-to-hub width of 60" matches the original factory dimensions, allowing use of preexisting or factory wheels without the need for spacers. Ride height is approximately 1-1/2" to 2" below stock and maintains 4-1/2" of ground clearance below the suspension crossmember. The system accepts factory height (25.5") tires, with up to an 11" tire section width and 5" wheel backspacing. Acceptable sizes include 275/45-16, 275/40-17, 275/35-18, 275/30-19, and 275/25-20. Note: 1967-68 Camaro fenders may limit tire section width to 9.5".

- **Applications:**
- '67-81 Camaro
- '67-81 Firebird
- '68-72 Nova

■ **Build Performance-Specific Configurations to Best Suit Your Project!**

■ OPTION SYSTEM

The 'Option System' allows builders to select components ranging from mild-street-car, on coil-overs or air suspension, to double-duty street and track car suitable for performance

street, autocross, or track day use. Dozens of configurations possible to custom tailor performance for your vehicle project goals.



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

'67-69 Camaro, '68-72 Nova g-Machine Subframe



■ Precision-Fit Quality Through Advanced Technology

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



■ Clean-Sheet Design, Not Revised OEM Geometry

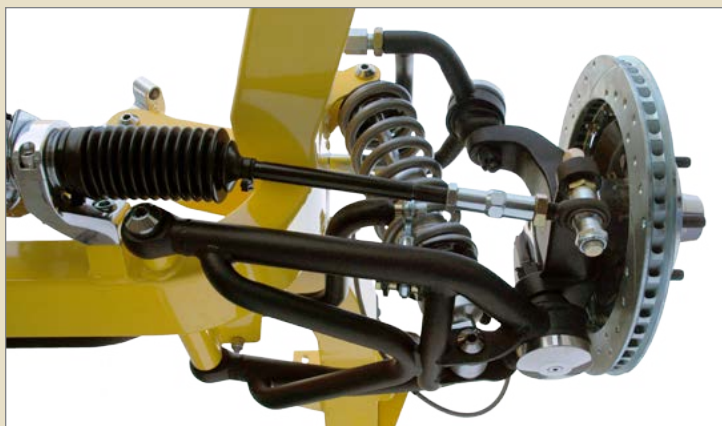
Chassisworks' g-Machine front end is a truly versatile high-performance system, suitable for g-Machines, muscle cars, or any project in need of optimized handling. State-of-the-art engineering workstations with Pro/ENGINEER software—combined with our advanced, automated factory—enabled Chassisworks' engineers to create a current-technology, competitively priced g-Machine front clip and suspension for 1967-81 Camaros and 1968-72 Novas. The complete suspension and steering system is factory-welded directly to the bent-tube billet-component crossmember, ensuring perfect geometry and eliminating the need to weld multiple pieces or make complicated measurements while installing the system. Chassisworks' new g-Machine design is far superior in performance, reliability, and ease of installation than components made to replace 40-year-old '60s muscle-car geometry and variants of the 30-year-old Mustang II suspension. Although late-model-Corvette-based systems offer similar performance, your choice of wheels is extremely limited to flat-face, high-negative-offset wheels.



'67-69 Camaro, '68-72 Nova g-Machine Subframe

The Chassisworks' Design Is Superior in These Key Areas:

- Chassisworks' fabricated subframe is larger and stronger than all other tubular designs.
- Large 3 x 4" subframe structure at the critical chassis-stiffness area from the suspension crossmember rearward through the firewall mounts.
- Single piece, 4 x 2 x .120" crossmember with large-radius mandrel bends to distribute loads throughout the crossmember, eliminating fatigue points at critical areas.
- By making our own billet rack-and-pinion assembly, we are able to offer perfect front-suspension geometry at the correct hub-to-hub width.
- Rack and pinion is placed forward of the axle centerline (front steer) for better oil-pan clearance and rotates to eliminate sharp universal-joint angles and improve exhaust clearance.
- Virtually no bumpsteer in 6" of suspension travel enables predictable handling regardless of the vehicle's changing pitch or roll state.
- Broad lower A-arm increases load capacity and stability during braking and cornering.
- Lower A-arm length reduces track-width change and roll-center movement during suspension travel for smoother transitions entering and exiting turns.
- Lower shock mount is located very close to the balljoint, increasing the shock-motion ratio and allowing use of lighter, lower-rate springs for better suspension control without degrading ride quality.
- The g-Machine spindle is taller than OEM spindles and therefore increases camber gain during body roll, keeping tires in better contact with road surface.
- Dropped spindle lowers ride height and center of gravity to improve overall handling. (Optional shock mounts are available to raise car to "near stock" ride height.)
- Short/long arm (SLA) suspension layout is a compact, low-profile suspension design that leaves plenty of room around the engine.
- Traditional hub-style spindle accepts up to 14" brakes and allows more wheel choices compared to Corvette-style spindles.



'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ The Truth About Hydroforming and Its Myth of Superiority

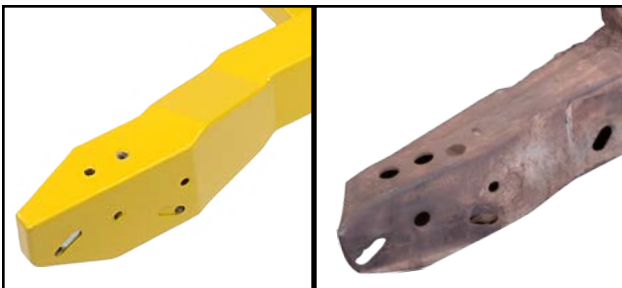
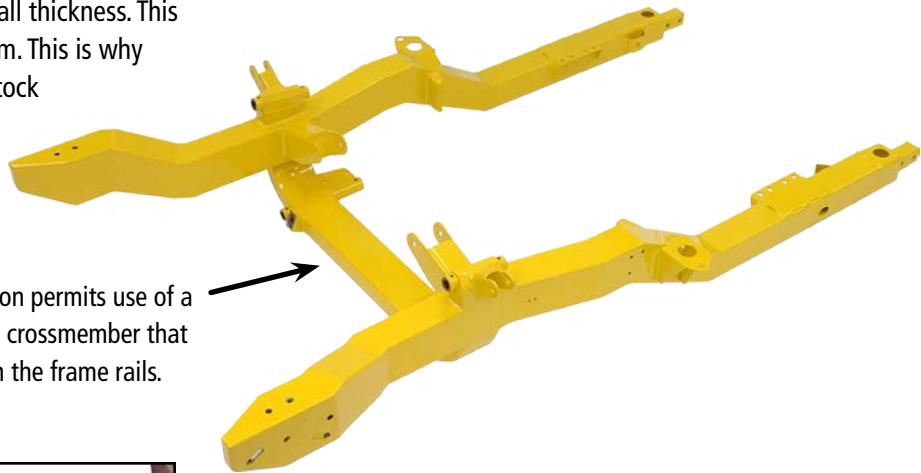
With the tremendous hype surrounding hydroforming we feel it's time to explain its pros and cons. Hydroforming starts with a pre-bent tube in the basic frame shape needed. Internal hydraulic pressure is then applied to further form the bent tube into the shape of a mold cavity that matches the exterior of the new frame component. Hydroformed components can be produced very inexpensively, which explains their popularity with large-scale OEM automobile manufacturers.

The major drawback to hydroforming is that the tooling is very expensive. As the demand for frames in the automotive aftermarket is very small compared to the volume an OEM builder needs, the tooling cost must be amortized over an infinitely smaller quantity of parts. This alone could add hundreds of dollars to the selling price of a frame.

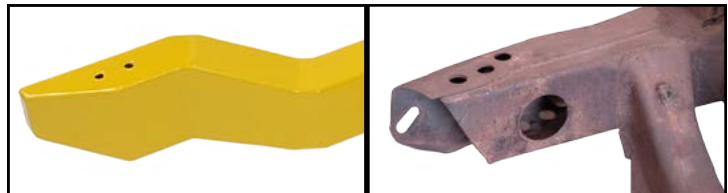
The second problem is the tube must be stretched to flow into the mold cavity, thus decreasing its wall thickness. This also makes some shapes impossible to form. This is why hydroformed frames look so much like a stock frame; they both suffer from the same manufacturing limitations.

Chassisworks' manufacturing method to produce complex aftermarket frames avoids the drawbacks of hydroforming. Laser-cut sheet blanks are formed into shape with a sophisticated computer-controlled forming press and then robotically welded together. This process produces very elaborate and vehicle-specific frames that can be built economically in the small aftermarket quantities. Chassisworks can accomplish this because we have the most advanced state-of-the-art manufacturing facility building aftermarket frames and components. Our flexible manufacturing methods were designed specifically to build lower-volume sophisticated parts. Look at our chassis products and you will see that they are all very elaborate and application specific, with a tremendous amount of individual accessories to complement each other.

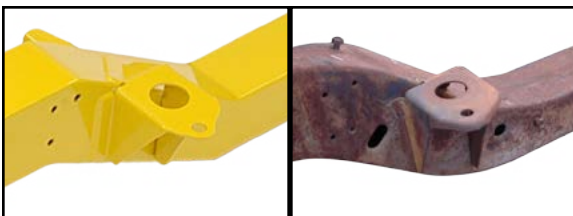
- Fabricated construction permits use of a superior single-piece crossmember that is integrated through the frame rails.



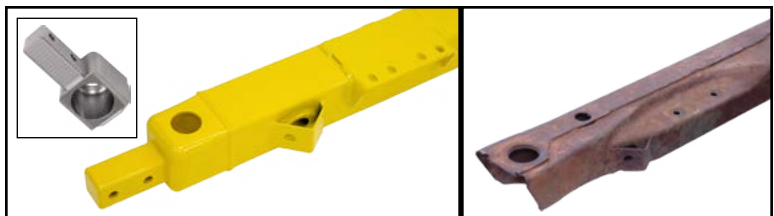
Fabricated subframe construction allows sliding and fixed-position weld nuts to be integrated into the frame horn. All mounting locations are accurately replicated to use factory or aftermarket brackets and hardware.



CNC-formed and laser-cut panels fit tightly together, similar to a three-dimensional puzzle, and are welded along the seams to form a stronger, completely enclosed frame rail. This fabrication method allows the rail to be angled and tapered for clearance and strength purposes without sacrificing wall thickness along the outside of each bend.



The frame-rail span along the forward body mount is one of the more stressed areas of the subframe. Unnecessary holes have been eliminated from the subframe walls to maximize strength.



The end of the frame rail is fitted with a billet subframe-connector receiver that creates a solid structure between the front and rear suspension systems. To increase torsional rigidity over its hydroformed counterpart, the emergency brake cable path is sleeved, while the LS-engine compatible transmission-crossmember mount overlaps the rail.

'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ Suspension and Steering Components

A broad range of suspension and steering components enables the system to be custom-outfitted to match your performance requirements. Options include manual or power rack-and-pinion assembly, Street- or g-Machine control arms, behind-crossmember- or forward-of-rack-mounted antiroll

bars, fabricated or sculpted spindles, and 11-3/4" rotor for street brakes, or 13" or 14" rotor for high-performance brakes. Bolt-on installation, perfect geometry, and tailored performance make the g-Machine system an excellent choice for your next project.



■ True Direct-Fit NoFab Installation

Direct-fit installation ensures that all major drivetrain components remain in their exact factory positions. Engine height and setback are stock, requiring no additional hood clearance or modification to the firewall or transmission tunnel. Two mounting styles of antiroll bars are available. The standard rear-mount anti-roll bar has the same forward clearance as the stock Camaro clip. Optional splined-end, forward-mount anti-roll bar attaches under the front frame rails, forward of the rack and pinion to provide approximately two more inches of forward

pan clearance. A hub-to-hub width of 60" matches the original factory dimensions, allowing use of preexisting or factory wheels without the need for spacers. Ride height is approximately 1-1/2" to 2" below stock and maintains 4-1/2" of ground clearance below the suspension crossmember. The system accepts factory height (25.5") tires, with up to an 11" tire section width and 5" wheel backspacing. Acceptable sizes include 275/45-16, 275/40-17, 275/35-18, 275/30-19, and 275/25-20. Note: 1967-68 Camaro fenders may limit tire section width to 9.5".

■ Subframe Design and Construction

The subframe structure is made up of specially fabricated frame rails, frame horns, and our g-Machine suspension crossmember. Our unique, completely enclosed subframe structure is stronger and more rigid than commonly used open-channel designs. Each frame rail is assembled from four separate, 12-gauge (.104") sheet metal panels to create a strong, yet lightweight boxed structure. This assembly procedure enables us to construct a tapering frame rail with uniform wall thickness throughout the entire structure; this result is not possible by any other manufacturing technique. Rail width remains constant at 3", but height gradually increases from 3" tall, underneath the body, where clearance is of concern, to 4" at the suspension crossmember, where strength and stability are highly important.

Rail panels are CNC-laser-cut and include numerous detailed positioning features. Once the contour bends have been made at our fully automated press, the panels are assembled using the positioning features. Similar to a three-dimensional puzzle, the rail panels can be fit together only in the absolute correct shape. The four corner seams are welded with a

continuous bead to completely bond the joint. Subframe rails, suspension crossmember, and various mounts are then assembled and welded in a fixture. The final fixture welding of the subassemblies ensures that body, motor, transmission, and bumper mounts are perfectly positioned for a trouble-free installation. Completed base subframe assemblies are shipped as bare steel with raw corner welds. As an option, welds can be sanded smooth ready for paint or powder coating.



770X	BASE G-MACHINE WELDED SUBFRAME ASSEMBLY, '67-81 CAMARO, '68-72 NOVA
OPTION	SANDED CORNER WELDS

'67-'69 Camaro, '68-'72 Nova g-Machine Subframe

■ Single-Piece 4 x 2" g-Machine Crossmember

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



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

■ Interlocking-Slot-Tab Technology

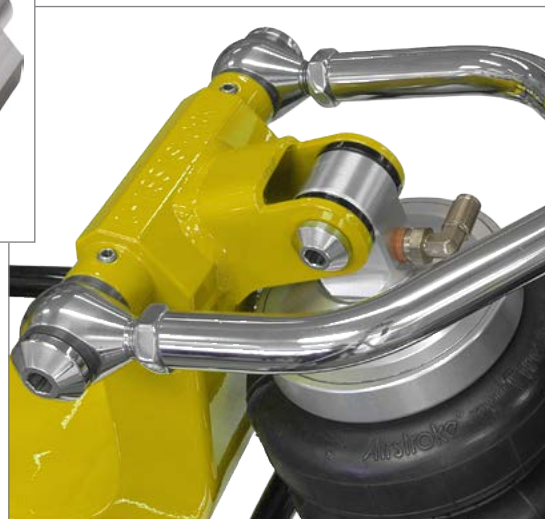
Self-fixturing female slots used with machined male tabs provide an interlocking assembly method that enables A-arm, rack and pinion, and shock mounts to be accurately positioned in all axes. This guarantees the suspension will perform as designed. Non-interlocking designs are not nearly as accurate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



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

■ Billet A-Arm Mounts with Pivot Pins

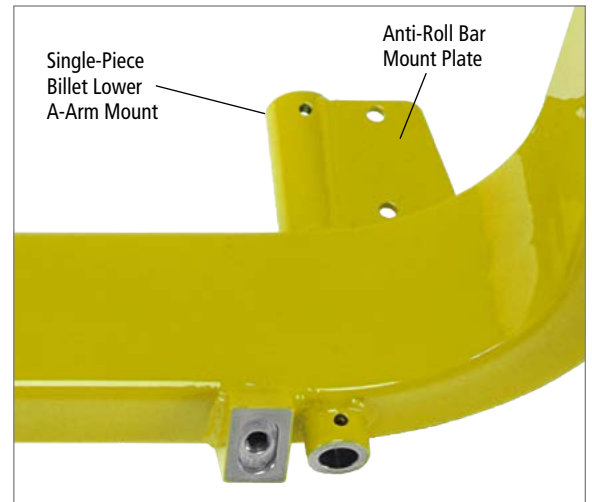
Billet steel, CNC machining allows us to create A-arm mounts with specific areas of increased thickness for added strength not possible with other designs. Unlike slot- or eccentric-mounted A-arms, Chassisworks' exclusive fixed-axis pivot-pin design eliminates the possibility of shifting pivot shafts,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



'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ One-Piece Clevis Shock Mount

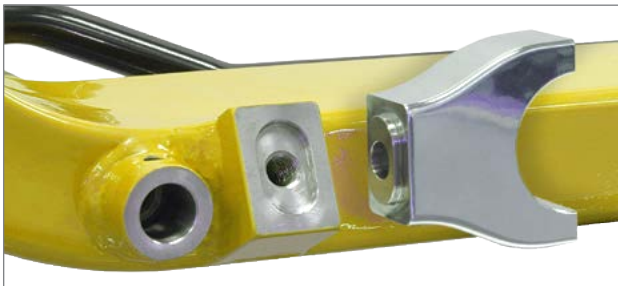
Our g-Machine upper shock mount has a 1-5/16" wide, formed clevis that accepts 1/2" mounting hardware and provides adequate clearance for use with VariShock coil-overs or ShockWave™ air suspension. Our one-piece design has an integrated gusset across the top and sides to bridge the billet upper A-arm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



■ Billet Rack Mounts and Clamps

Billet steel rack mounts using dual slot-tab technology form an interlocking bridge between the 4 x 2" crossmember and billet aluminum rack brackets. The angled mount fixture welds to the crossmember, attaching to the rack body at the widest points. This allows positioning of the rack above the bottom of the crossmember, safe from road hazards. Billet aluminum rack

clamps attach into interlocking grooves in the rack gearbox, preventing flex in hard cornering unlike rubber-mounted designs. This also allows rotation of the input shaft to aid steering-shaft installation around engine obstacles and the exhaust system.



Slot-Tab Technology, Interlocking Joint



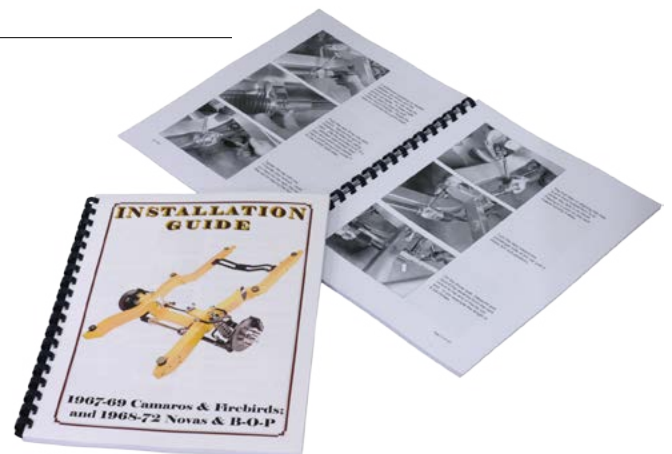
Pinion Rotated Up



Pinion Rotated Down

■ Detailed Installation Guide

Included with each g-Machine Camaro subframe is a painstakingly detailed 104-page installation guide. The guide features over 300 individual photos completely illustrating the installation process at each and every step. Beginning with clip assembly, continuing on with removal of factory components, and ending with final installation, our comprehensive guide makes installation and setup an uncomplicated task.



'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ UPDATED

■ VALUE SYSTEM

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



■ Value Systems

7701-1 **VALUE SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-1 **VALUE SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-1 **VALUE SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Value System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

STREET-MACHINE A-ARMS AND ANTI-ROLL BAR (BARE STEEL OR BLACK POWDER COAT FINISH - ANTI-ROLL BAR)

MANUAL RACK AND PINION, SATIN FINISH (STEERING SHAFT AND U-JOINTS)

SHOCKS (FIXED OR SINGLE-ADJUSTABLE COIL-OVER, OR SINGLE-ADJUSTABLE AIR SPRING)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

BRAKES, 11-3/4" ROTORS, BLACK 4-PISTON CALIPER (BARE OR BLACK E-COATED ROTOR FINISH)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)



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

'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ UPDATED

■ OPTION SYSTEM

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



■ Option Systems

7701-2 **OPTION SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-2 **OPTION SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-2 **OPTION SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Option System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT - SANDED FRAME WELDS)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

CONTROL ARMS AND HARDWARE (STREET-MACHINE ARMS: BARE, BLACK, OR POLISHED STAINLESS; OR G-MACHINE ADJUSTABLE ARMS - STAINLESS BALLJOINT CAPS)

RACK AND PINION (MANUAL: SATIN OR POLISHED FINISH - POWER: BLACK OR CHROME; LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS)

SHOCKS (FIXED, SINGLE-, OR DOUBLE-ADJUSTABLE VALVING - POLY OR COM-8 EYES - COIL-OVER OR AIR-SPRING SHOCKS)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

ANTI-ROLL BAR AND SPINDLES (3/4", 1", 1-1/4" SOLID OR 1-1/4" SPLINED GUN-DRILLED - BARE OR BLACK POWDER COATED SPINDLES)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

BRAKES AND BILLET HUB (11-3/4" BARE OR 11-3/4", 13" OR 14" BLACK ROTORS - SATIN OR POLISHED HUB)



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

'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ UPDATED

■ ULTIMATE PRO-TOURING SYSTEM

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



■ Ultimate Pro-Touring Systems

7701-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Ultimate Pro-Touring System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

STAINLESS BALLJOINT CAPS

RACK AND PINION FINISH AND COLUMN COMPONENTS (BLACK OR CHROME - LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS FOR OEM OR IDIDIT COLUMN)

SHOCKS AND HARDWARE (SINGLE- OR DOUBLE- OR REMOTE RESERVOIR 4-WAY-ADJUSTABLE VALVING - COIL-OVER OR AIR-SPRING SHOCKS)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

BRAKES (14" OR 15" ROTORS - BLACK OR RED 6-PISTON CALIPERS - THERMLOC 6-PISTON CALIPERS)



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

'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ UPDATED

■ DRAG RACE SYSTEM

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



■ Drag Race Systems

7701-4 **DRAG RACE SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-4 **DRAG RACE SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-4 **DRAG RACE SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Drag Race System Options

OPTIONS ENGINE MOUNT FRAME BRACKETS (V8 OR LS SIDE MOUNTS - MOTOR PLATE - MID PLATE)

SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT - SANDED FRAME WELDS)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

MOTOR MOUNTS AND PLATES (V8 OR LS BILLET SIDE MOUNTS - SMALL BLOCK, BIG BLOCK, OR LS MOTOR PLATE - AUTOMATIC OR LAKEWOOD MID PLATE FOR CHEVY OR PONTIAC)

STREET-MACHINE A-ARMS AND SPINDLES (BARE OR BLACK POWDER COATED ARMS - DROPPED SCULPTED OR LIGHTWEIGHT FABRICATED SPINDLE)

MANUAL RACK & PINION AND COLUMN (OEM SHAFT COMPONENTS, WELD-IN RACE COLUMN WITH QUICK-RELEASE HUB)

EXTENDED 5" TRAVEL COIL-OVER SHOCKS (SINGLE OR DOUBLE ADJUSTABLE)

SPRING RATES (250, 300, 350, 400, 450, OR 500 LB/IN)

BRAKES (MEDIUM-DUTY SLOTTED OR HEAVY-DUTY DRAG-RACE BRAKES)



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

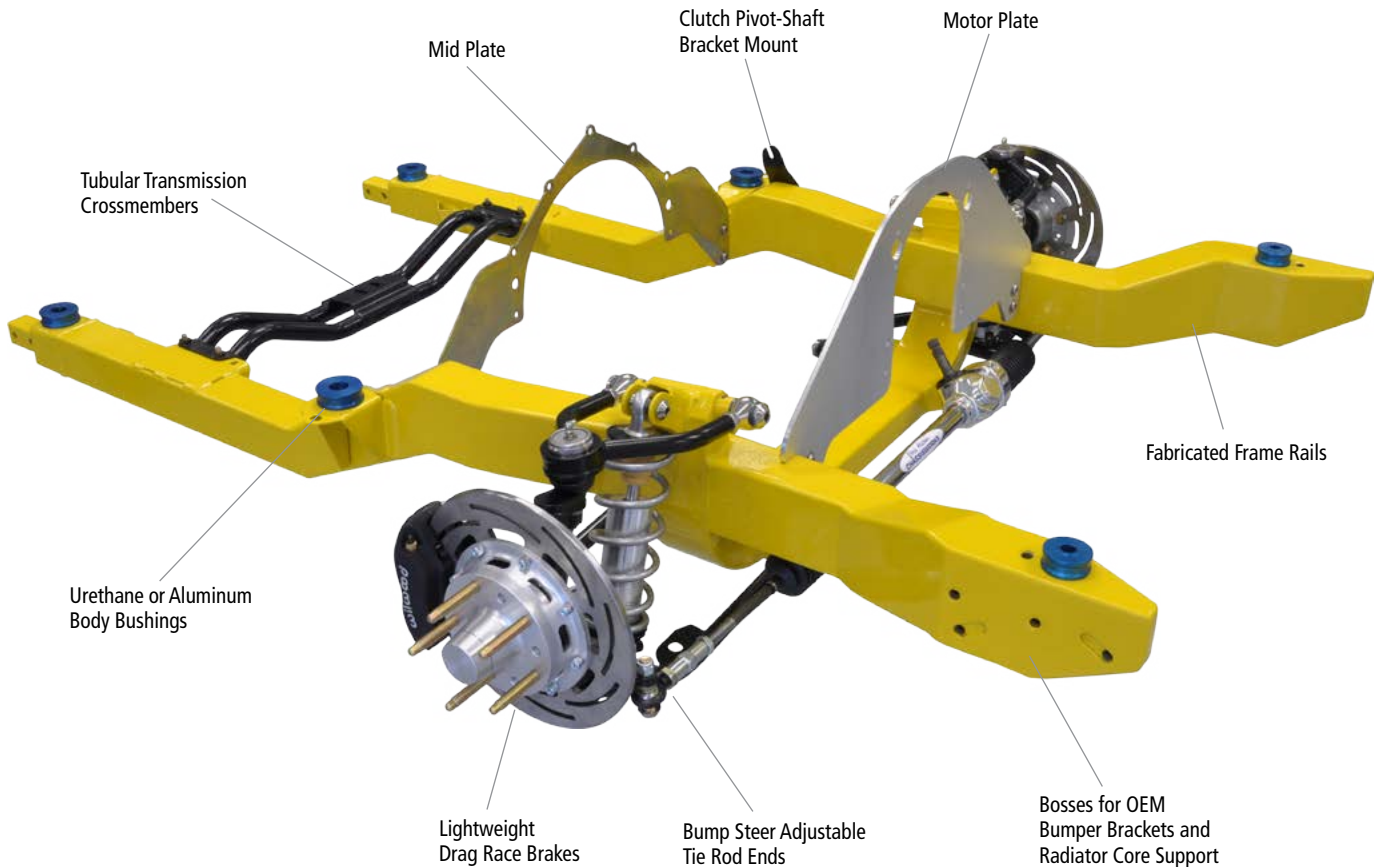
'67-'69 Camaro, '68-'72 Nova g-Machine Subframe

■ UPDATED

■ DRAG RACE SYSTEM

The 'Drag Race System' provides various mounts for high-horsepower engines and lightweight suspension components to reduce front end weight and increase suspension extension

travel for improved weight transfer during launches. Brackets for side engine mounts, motor mounts, and mid plates are selected as part of the factory-welded assembly.



Options and prices shown on following pages.

■ Inner Fender Splash Flaps

Durable rubber splash flaps are available to take the place of the OEM pieces. Debris within the engine compartment is kept to a minimum due to the flap's contoured edge, specifically designed to fit the g-Machine suspension and OEM inner fender.



■ Clutch Pivot-Shaft Bracket Mount

Three threaded holes along the driver-side frame rail are used to mount our clutch pivot-shaft bracket (P/N 6331), sold separately. The bracket supports the factory clutch pivot shaft in the same position as the factory bracket.



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

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

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

'67-69 Camaro, '68-72 Nova g-Machine Subframe

■ UPDATED


■ Subframe Body Bushings

Body-bushing kits are available for g-Machine or stock-subframed 1967-81 Camaro/Firebirds and 1968-74 Novas; in urethane (P/N 6822) or billet aluminum (P/N 6816). Urethane bushings have adequate rigidity for performance street cars, but they significantly dampen noise and vibration transferred into the

passenger area. Billet aluminum bushings are more suitable for road race or drag race vehicles, where maximum rigidity is required and noise and vibration are less of a concern.

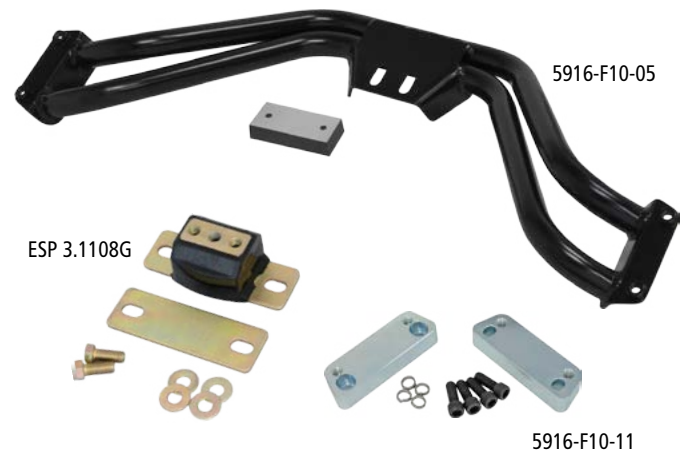


1248	ALIGNMENT PIN TOOL '67-81 CAMARO/FIREBIRD AND '68-74 NOVA (INCLUDED WITH SUBFRAME)
6816	SUBFRAME TO BODY BUSHINGS, BILLET ALUMINUM, '67-81 CAMARO/FIREBIRD, AND '68-74 NOVA (SET OF 6)
6822	SUBFRAME TO BODY BUSHINGS, BLACK URETHANE, '67-81 CAMARO/FIREBIRD, AND '68-74 NOVA (SET OF 6)

■ Transmission Crossmembers for g-Machine and OEM Subframes

To accommodate popular drivetrain combinations, direct bolt-in, tubular transmission crossmembers are available for g-Machine equipped or factory-subframe GM F-body (1967-69 Camaro and Firebird) and X-body (1968-74 Nova, Apollo, Omega, and Ventura) vehicles. Crossmembers are 1-1/4 x .120" wall steel, dual-tube, fully enclosed structures that are stronger than OEM stamped designs and rigid enough for the vehicle to benefit from stiff polyurethane transmission mounts. Tubes are bent to provide 3" dual-exhaust clearance and to correctly position the mount for each model transmission. Slots allow for drivetrain-position variances such as the addition of a mid plate. Factory-installed weld nuts eliminate accessing the hardware from above the subframe mount, allowing the crossmember to be positioned tightly into the stock floor channel and greatly simplifying installation.

Direct-fit transmission crossmembers are available for Turbo 350, Turbo 400, Powerglide, 700R4, 200-4R, 4L60, 4L65E,



Muncie 4-speed, Richmond 5- or 6-speed, and many Tremec 5- or 6-speed transmissions. Crossmembers are finished in gloss-black powder coat for a modern appearance and ship with Grade 8 hardware. Note: Installation on factory subframe requires additional adapter kit.



5916-F10-01



5916-F10-02



5922-F10



5916-F10-01	4-SPEED / POWERGLIDE / TURBO 350 TRANSMISSION CROSSMEMBER
5916-F10-02	700R4 / TREMEC / RICHMOND 5-SPEED / 4L60 TRANSMISSION CROSSMEMBER
5916-F10-03	TURBO 400 / 200-4R / 4L65E2 TRANSMISSION CROSSMEMBER
5916-F10-04	RICHMOND 6-SPEED ROD TRANSMISSION CROSSMEMBER
5916-F10-05	TREMEC T-56 MAGNUM 6-SPEED (5922-F10 TUNNEL CAP RECOMMENDED)
5916-F10-06	4L80E/4L85E CHEVROLET AUTOMATIC
5916-F10-11	OEM SUBFRAME ADAPTER FOR V8 ENGINES
5916-F10-12	OEM SUBFRAME ADAPTER FOR LS ENGINES
5922-F10	TUNNEL CAP (REPLACEMENT SHEETMETAL INCREASES TUNNEL CLEARANCE)
ESP 3.1108G	GM-STYLE TRANSMISSION MOUNT, POLYURETHANE, BLACK
NOTE	4L65E TRANSMISSION CAN BE USED WITH LS-SERIES ENGINE ONLY. CROSSMEMBER MUST BE MOUNTED IN REARMOST HOLES OF SUBFRAME BRACKET.

g-Machine-System Steering-Shaft Kits and Components

Vehicle-specific installation kits are available for use on factory or aftermarket steering columns with Chassisworks power or billet aluminum manual rack and pinions. Supplied hardware includes, OEM steering-column adapters or shafts;

upper and lower 35-degree-misalignment, needle-bearing universal joints; 3/4" DD intermediate steering shaft; column mounts (if applicable); and necessary hardware.

Steering-Shaft Kits for OEM Columns

■ Chevy II 1962-66 (6184 series)

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



6184	'62-66 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND MANUAL RACK
6184-PS	'62-66 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND POWER RACK
6184-13	'62-66 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND MUSTANG II MANUAL RACK
6185	'67 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND MANUAL RACK
6185-PS	'67 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND POWER RACK
6185-13	'67 CHEVY II (7700), U-JOINTS AND SHAFTS FOR OEM COLUMN AND MUSTANG II MANUAL RACK

■ Chevy II 1967 (6185 series)

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



■ Camaro 1967-69, Nova 1968-72 (6188 series)

Includes rag-joint flange adapter and lower U-joints, collapsible intermediate shaft, and necessary hardware.



6188	'67-69 CAMARO (7701), U-JOINTS AND SHAFTS FOR OEM COLUMN AND MANUAL RACK
6188-PS	'67-69 CAMARO (7701), U-JOINTS AND SHAFTS FOR OEM COLUMN AND POWER RACK
6189	'67-69 CAMARO (7701), ISOLATOR U-JOINTS AND SHAFTS FOR OEM COLUMN AND MANUAL RACK

■ Camaro 1967-69, Nova 1968-72 (6189)

Includes rag-joint flange adapter U-joint, vibration-isolator lower U-joint, collapsible intermediate shaft, and necessary hardware.



'67-69 Camaro, '68-72 Nova g-Machine Engine Mounts

■ Billet Side Motor Mounts

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



6007-0	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, BARE FINISH
6007-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, MATTE FINISH
6007-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, LS SERIES, POLISHED FINISH
6055-0	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, BARE FINISH
6055-1	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, MATTE FINISH
6055-2	BILLET ALUMINUM, CHEVROLET SIDE MOUNT, SB, BB, V6, POLISHED FINISH
5917-PV8	PONTIAC V8, BILLET STEEL AND WELDED CONSTRUCTION
3046	MOTOR-MOUNT SPUD HARDWARE SET, POLISHED FINISH

■ 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.



■ Bolt-In Motor Plates (Optional)

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.

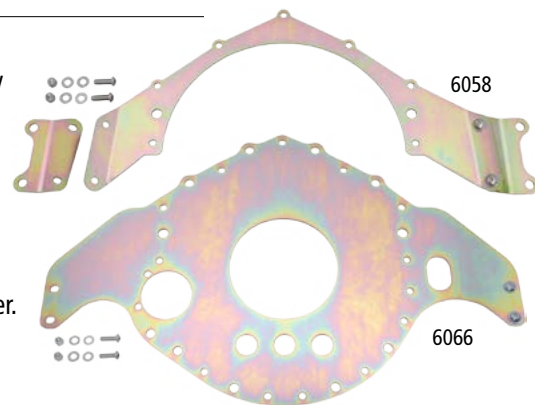


6080	BOLT-IN MOTOR PLATE, LS-SERIES, '62-67 CHEVY II
6056	BOLT-IN MOTOR PLATE, SMALL-BLOCK V8, '62-67 CHEVY II
6057	BOLT-IN MOTOR PLATE, BIG-BLOCK V8, '62-67 CHEVY II

6061	LS ENGINE A/C BOSS ADAPTER MOUNTS FOR MOTOR PLATE
6082	BOLT-IN MOTOR PLATE, LS-SERIES, '67-69 CAMARO, '68-72 NOVA
6063	BOLT-IN MOTOR PLATE, SMALL-BLOCK V8, '67-69 CAMARO, '68-72 NOVA
6064	BOLT-IN MOTOR PLATE, BIG-BLOCK V8, '67-69 CAMARO, '68-72 NOVA

■ Bolt-In Mid Plates (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.

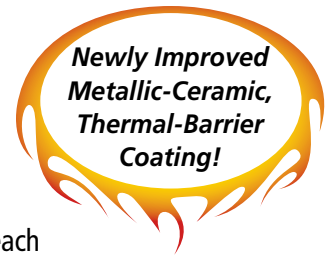


Note: Chevy II mid plates mount to inner holes of factory main subframe joint. Kits include frame-adapter brackets, enabling the mid plate to be removed and reinstalled without disrupting the main subframe joint.

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

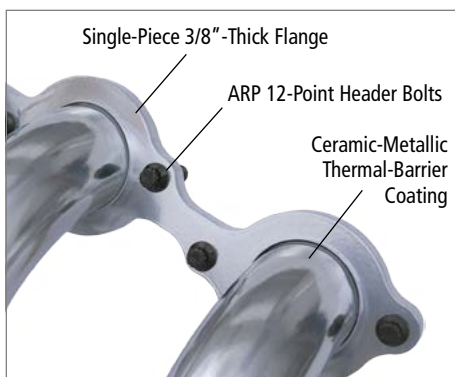
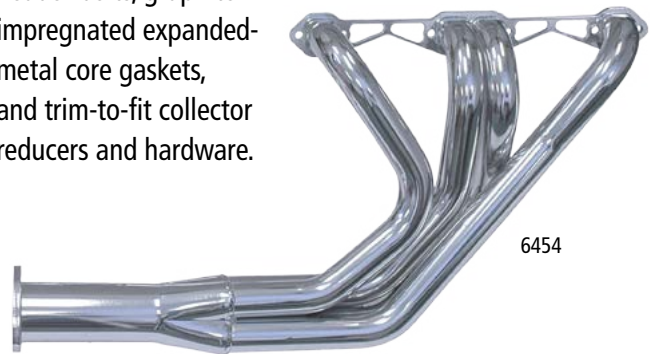
6058	BOLT-IN MID PLATE, AUTOMATIC, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)
6059	BOLT-IN MID PLATE, LAKEWOOD, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)
6081	MID-PLATE ADAPTER, V8 TO LS, CHEVY II '62-67 (OEM OR G-MACHINE SUBFRAME)
6065	BOLT-IN MID PLATE, AUTOMATIC, CAMARO '67-69, NOVA '68-72 (G-MACHINE SUBFRAME ONLY)
6066	BOLT-IN MID PLATE, LAKEWOOD, CAMARO '67-69, NOVA '68-72 (G-MACHINE SUBFRAME ONLY)
6071	BOLT-IN MID PLATE, AUTOMATIC, FIREBIRD '67-69 (G-MACHINE SUBFRAME ONLY, PONTIAC V8)
6072	BOLT-IN MID PLATE, LAKEWOOD, FIREBIRD '67-69 (G-MACHINE SUBFRAME ONLY, PONTIAC V8)
6083	MID-PLATE ADAPTER, V8 TO LS, CAMARO '67-69, NOVA '68-72 (G-MACHINE SUBFRAME ONLY)

'67-69 Camaro, '68-72 Nova g-Machine Headers



Available for both small-block and big-block Chevy engines with standard exhaust-port locations, Chassisworks' thermal-barrier-coated, long-tube headers ensure a perfect-fit exhaust solution for our direct bolt-on g-Machine suspension systems. Header and welding fixtures were created from a complete-chassis computer model to ensure precise tube placement with ample clearance provided for steering shaft, clutch linkage, motor mounts, and frame rails, without negatively affecting ground clearance. Primary tubes are lightweight yet sturdy, 16-gauge, CNC-mandrel-bent, steel tubing, free from obstructive butt welds and sized for high-horsepower levels easily achieved with modern engine combinations. Tube sizes: 1-3/4" primaries with 3" collectors and 2-1/4" reducers for small blocks; 2" primaries with 3-1/2" collectors and 2-1/2" reducers for big blocks. Header and collector flanges are single-piece, 3/8"-thick plate steel for improved sealing, with individually laser-cut mounting holes and weight-reduction features to avoid unsightly and

warp-prone lead-in cuts to each hole. Headers can be ordered as bare steel or with a special chemical-resistant, thermal-barrier, metallic-ceramic coating applied inside and out to reduce radiated heat and improve exhaust-flow velocity. The dual-process internal coating is boost- and nitrous-safe with a maximum temperature limit of 2000° Fahrenheit. Factory finish is a bright metallic that can be easily polished for a more chrome-like appearance. Kits include ARP 12-point header bolts, graphite-impregnated expanded-metal core gaskets, and trim-to-fit collector reducers and hardware.



6450	CHEVY II, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, CERMAKROME COATED
6451	CHEVY II, BIG-BLOCK CHEVY, 2" PRIMARIES, CERMAKROME COATED
6452	CHEVY II, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, BARE STEEL
6453	CHEVY II, BIG-BLOCK CHEVY, 2" PRIMARIES, BARE STEEL
6454	CAMARO, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, CERMAKROME COATED
6455	CAMARO, BIG-BLOCK CHEVY, 2" PRIMARIES, CERMAKROME COATED
6456	CAMARO, SMALL-BLOCK CHEVY, 1-3/4" PRIMARIES, BARE STEEL
6457	CAMARO, BIG-BLOCK CHEVY, 2" PRIMARIES, BARE STEEL
3642	REPLACEMENT 3" COLLECTOR GASKET, SMALL-BLOCK CHEVY (PAIR)
3643	REPLACEMENT 3-1/2" COLLECTOR GASKET, BIG-BLOCK CHEVY (PAIR)
3644	REPLACEMENT HEADER GASKET, SMALL-BLOCK CHEVY, SQUARE PORT (PAIR)
3645	REPLACEMENT HEADER GASKET, BIG-BLOCK CHEVY, ROUND PORT (PAIR)

g-Machine Shock-System Options

■ VARISHOCK COIL-OVER SHOCKS

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



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

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



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

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



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

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



g-Machine Shock-System Options

■ VARISPING COIL-SPRINGS

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

■ 9" Coil-Springs

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

■ 12" Coil-Springs

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



■ VARISHOCK AIR-SPRING SHOCKS

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

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



Street-Machine A-Arms

■ Street-Machine A-Arms

Chassisworks' Street-Machine A-arms are designed for performance street vehicles using our g-Machine crossmember system with VariShock coil-overs or air-spring suspension. Self-lubricated polymer pivot bearings enable predictable handling and effective suspension tuning with very little maintenance, thanks to linear resistance, minimal deflection, and extremely low rate of wear. Press-fit pivot bearings and heavy-duty screw-in balljoints allow the A-arm to be easily rebuilt if ever needed. Street-Machine A-arms are constructed from mandrel-bent, 7/8 or 1 x .156" wall, mild- or stainless-steel round tubing, creating a lightweight component durable enough for regular performance street use. With the aid of a fixture, tubes are seated into recessed faces along the billet balljoint housing to provide a high-strength,

interlocking, TIG-welded joint that angles the balljoint and ensures bind-free operation. Billet balljoint housings feature an exterior groove to enhance appearance and reduce weight. Three material finish combinations are available: paintable mild steel, black powder-coated mild steel, or polished stainless steel for show-quality appearance that outlasts chrome.

- TIG-welded, .156" wall, tubular construction
- Available in mild- and stainless-steel versions
- Allows use of VariShock coil-over or air-spring suspension
- Easily replaceable, heavy-duty, screw-in balljoint

■ Polished Stainless-Steel A-Arms



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

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



Arms shown with optional
billet balljoint covers

Street-Machine A-Arms

■ Black Powder-Coated Steel A-Arms



6181 BLACK MILD-STEEL UPPER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)

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



6182 BLACK MILD-STEEL LOWER ARMS, PLATED MILD-STEEL HARDWARE (BALLJOINTS SEPARATE)

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

■ Bare-Finish Steel A-Arms



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



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

g-Machine Adjustable A-Arms

■ g-Machine A-Arms

Chassisworks' g-Machine A-arms are designed for ultimate-performance-handling vehicles using our g-Machine crossmember system with VariShock coil-overs or air-spring suspension. Self-lubricated polymer pivot bearings and cross-braced tubular design enable predictable handling and effective suspension tuning with very little maintenance, thanks to minimal linear resistance, zero deflection, and extremely low rate of wear. Press-fit pivot bearings and heavy-duty screw-in balljoints allow the A-arm to be easily rebuilt if ever needed. g-Machine A-arms feature massive 1 or 1-1/4 x .156"-wall legs with 7/8 x .156"-wall cross braces. Tubes are mandrel-bent, are made of mild-steel round tubing, and create an extremely rigid, triangulated

component durable enough for regular track use. With the aid of a fixture, tubes are seated into recessed faces along the billet balljoint housing to create a high-strength, interlocking, TIG-welded joint that angles the balljoint and ensures bind-free operation. Billet balljoint housings feature an exterior groove to enhance appearance and reduce weight.

- Large-diameter, tubular cross-braced design
- TIG-welded, .156"-wall, mild-steel construction
- Allows use of VariShock coil-overs or air-spring suspension
- Easily replaceable, heavy-duty, screw-in balljoint



■ g-Machine Upper A-Arms

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

■ g-Machine Lower A-Arms

6153 G-MACHINE LOWER A-ARMS, BLACK MILD-STEEL ARM, STAINLESS-STEEL HARDWARE (BALLJOINTS INCLUDED)



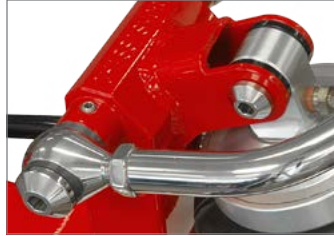
Upper and lower arms shown with optional billet balljoint covers

g-Machine Suspension Accessories

■ Shock-Mount Fasteners

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

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



■ Shock Simulators

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

6712-12	12" RIDE-HEIGHT SHOCK SIMULATORS, STEEL (PAIR)
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■ Billet Balljoint Covers

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

6173	BILLET BALLJOINT COVERS, POLISHED STAINLESS STEEL (PAIR)
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■ Heavy-Duty Screw-In Balljoints

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

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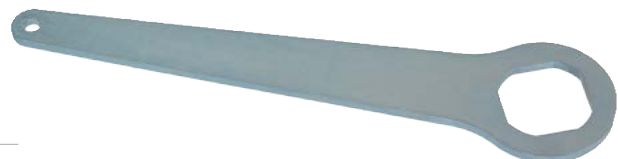


Fits Street-Machine and g-Machine arms

■ Balljoint Wrench

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

6711	SCREW-IN BALLJOINT WRENCH, ZINC-PLATED STEEL
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g-Machine Spindle Options

■ g-Machine Sculpted Spindles

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



spindles are the unvented 11-3/4" medium-duty (8336), vented 11-3/4" heavy-duty (8320), and g-Street 13" (8322) or g-Street 14" (8323) directional-vane-rotor brake kits. Spindles accept large 1.378"-inner and 0.866"-outer wheel bearings and ship with bare or black-powder-coat finish and necessary hardware.



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

■ Fabricated Drag Race Spindles

Chassisworks offers an extremely lightweight (6.56 lb), fabricated, chrome-moly spindle for weight-sensitive, drag race g-Machines with a crossmember and skinny tires (not recommended for street use). The use of finite element analysis (FEA) software enabled selective removal of excess material to reduce weight without decreasing strength or reliability. Our final design was first computer stress-tested for durability, then thoroughly physically tested prior to production. Components are CNC-machined with interlocking features, then fixture TIG-welded to ensure broad stable contact surfaces, consistent quality welds, and correct spindle geometry. Spindle uprights are 1-1/2" x .250"-wall 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)
6167	BUMP-STEER-OUTER TIE-ROD SET FOR FABRICATED SPINDLE

g-Street™ - 11-3/4" - 4-Piston



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

■ Forged Dynalite Caliper

Wilwood's Forged Dynalite (FDL) four-piston, aluminum, lug-mount caliper is used for its light weight (4.06 lb), superior rigidity, and enhanced braking performance and pedal feel. The calipers use a closed-end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Stress flow forging and smooth surface

transitions help eliminate stress points and reduce overall caliper deflection. FDL calipers use one-piece, 1.75"-diameter, stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the system's resistance to heat-induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications. The Dynalite calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge-plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at each corner of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the retaining pin and sliding the pads out.

■ High-Performance Rotors

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

■ Billet Aluminum Hub

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

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

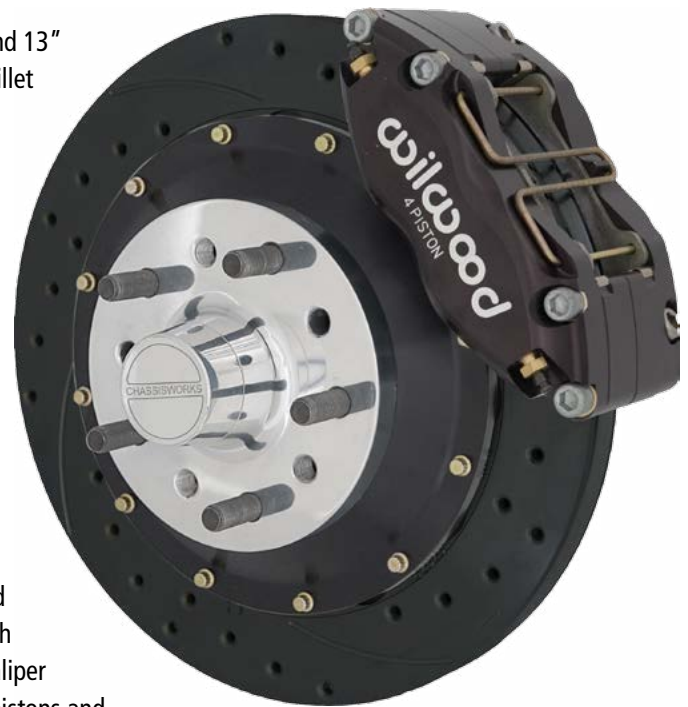
g-Street™ 13" - 4-Piston

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

■ Billet DynaPro Radial-Mount Caliper

g-Street™ 13 uses Wilwood's DynaPro four-piston, billet aluminum, radial-mount caliper for its superior rigidity, and enhanced braking performance and pedal feel. These calipers use a closed end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Smooth surface transitions help eliminate stress points and reduce overall caliper deflection. The DynaPro caliper uses lightweight, coated aluminum pistons and high-temperature rubber boots to seal out debris from the piston bores. The total seal design reduces unnecessary wear, increasing the service life of the pistons. The four individual pistons apply pressure against both sides

of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications. The DynaPro calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at the top of each side of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the center bridge bolt and sliding the pads out.



■ SRP Drilled Performance Rotors

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

■ Billet Aluminum Hat and Hub

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



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

g-Street™ 14" - 6-Piston

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



■ Billet SL6R Radial-Mount Caliper

g-Street™ 14 uses Wilwood's SL6R six-piston, billet aluminum, radial-mount caliper for its superior rigidity and enhanced braking performance and pedal feel. These calipers use a closed-end design that is further strengthened by five steel bridge bolts extending through the caliper body and directly across the brake pads. Smooth surface transitions help eliminate stress points and reduce overall caliper deflection. The SL6R caliper uses one-piece stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the system's resistance to heat-induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The



six individual pistons apply even pressure against both sides of the rotor when in motion.

Trailing-edge piston bores are larger in diameter, correcting uneven pad wear. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders, ensuring comfortable performance in a wide range of applications.

The SL6R calipers are trouble-free and service-friendly. Vibration-dampening stainless-steel bridge-plate inserts protect the caliper

body from wear caused by pad movement, greatly

extending service life. Dampened external fluid tubes are

routed through recessed pockets to keep clear of debris and reduce the

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

■ SRP Drilled Performance Rotors

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



■ Billet Aluminum Hat and Hub

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

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

gStreet Billet Upright and Brake Kit

■ NEW PRODUCT

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



■ Billet-Aluminum Upright

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

■ Bump-Steer Kit

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

■ Disc Brake Kit

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

Features/Benefits:

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

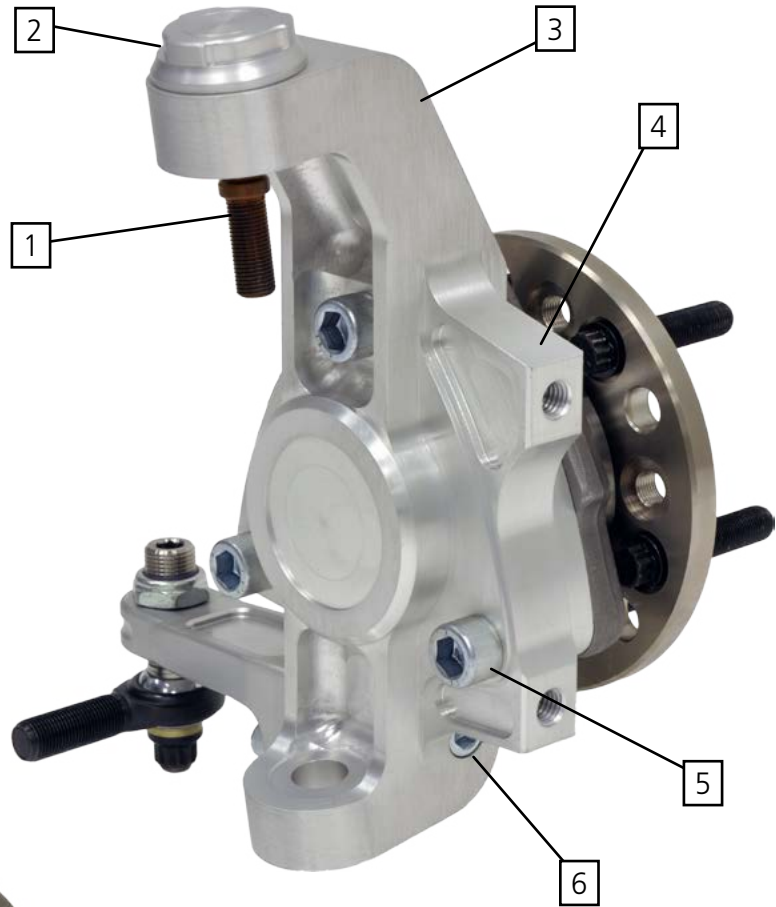


gStreet Billet-Aluminum Upright

■ NEW PRODUCT

■ BILLET-ALUMINUM UNIT-BEARING UPRIGHT

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



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

5737-SM1-1 UPRIGHT (5 ON 4-1/2" BOLT CIRCLE) RODEND ARM GM CHASSISWORKS CLIPS, ALUMINUM BODY WITH UNIT-BEARING SPINDLE INCLUDES STEERING ARM WITH THREADED BORE FOR 5/8" RODEND-STYLE TIEROD END

5737-SM1-2 UPRIGHT (5 ON 4-3/4" BOLT CIRCLE) RODEND ARM GM CHASSISWORKS CLIPS, ALUMINUM BODY WITH UNIT-BEARING SPINDLE INCLUDES STEERING ARM WITH THREADED BORE FOR 5/8" RODEND-STYLE TIEROD END

NOTE MINIMUM RIM SIZE 18" DIAMETER, DEPENDING ON WIDTH, TO ACCOMMODATE BRAKE ROTOR.

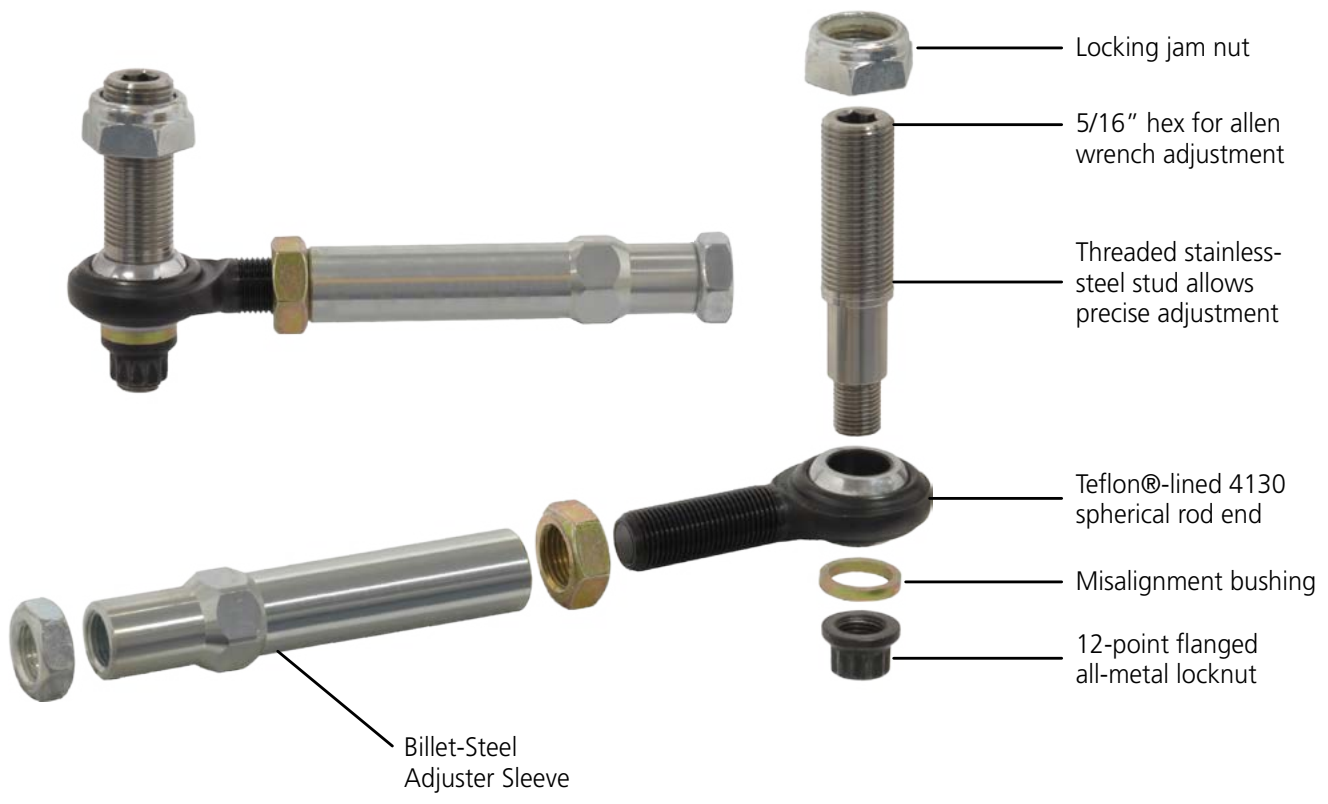
gStreet Threaded Bump-Steer Kit

NEW PRODUCT

INFINITE ADJUST BUMP-STEER KIT



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



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

gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

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



Features/Benefits:

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

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

gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

■ WILWOOD AERO6 6-PISTON CALIPERS

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



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

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



■ Brake Pad Compounds

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



Brake Pad Compounds

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

■ BAER 6S 6-PISTON FORGED-MONOBLOCK CALIPERS

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



gStreet 14" and 15" Front Brake Kits

■ NEW PRODUCT

■ SRP DRILLED PERFORMANCE ROTORS

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



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

■ gStreet 15"



15 x 1.25"

■ gStreet 14"



14 x 1.25"



CHASSISWORKS
Chassisworks
THE HOME OF HIGHER TECHNOLOGY

**Any way you slice it...
that's a BIG ASS ROTOR!**

The new 15" front brake kit for Chassisworks gStreet front clip systems.

g-Machine Anti-Roll Bars

■ Anti-Roll Bars for g-Machine A-Arms

Our street/track performance g-Machine anti-roll bar offers substantially increased stiffness and flatter cornering over our standard Street-Machine component. Kits are designed for Chassisworks direct-fit Camaro and Chevy II or custom 30" and 33" g-Machine crossmember systems equipped with g-Machine A-arms. Anti-roll bars are 24 to 38 x 1 x .188" -wall, 4130 chrome-moly tubing with relatively short lever arms to achieve comparable performance to solid 1-1/8" to 1-1/4" factory replacement bars at a fraction of the weight. Teflon® race, spherical-bearing, end-link assemblies create deflection-free pivot points with minimal-resistance and enable the anti-roll bar's effects to be immediate, more linear, and predictable. End-link

length is also adjustable to eliminate static preload and ensure balanced handling. Polished, billet aluminum clamps mount the anti-roll bar to the factory-welded crossmember mounts and are securely held by 3/8" socket-head bolts. Graphite-impregnated, black-urethane chassis bushings improve lubrication and isolate the anti-roll bar at the frame mounts. g-Machine anti-roll bars ship as complete kits with matte-black, powder-coat finish; alloy-steel zinc-plated hardware; and temperature-stable, chemical-resistant, Teflon® grease.



6154-XX	ANTI-ROLL BAR WITH HARDWARE, 1" G-MACHINE, MATTE-BLACK POWDER-COAT FINISH
6155-XX	ANTI-ROLL BAR WITH HARDWARE, 1-1/4" G-MACHINE, MATTE-BLACK POWDER-COAT FINISH
NOTE	"XX" IN PART NUMBER SPECIFIES OUTSIDE WIDTH OF CROSSMEMBER (I.E., 6154-30 = 30").

■ Anti-Roll Bars for Street-Machine A-Arms

Suitable for street/strip performance vehicles, our tubular anti-roll bars for g-Machine crossmember systems equipped with Street-Machine A-arms offer increased stiffness with less body roll than standard OEM suspensions. Anti-roll bars are constructed from 0.120" -wall, 4130 chrome-moly tubing with relatively short lever arms to provide large-diameter stiffness and performance in a much smaller, lighter-weight component. Threaded adapters are welded at each end to provide a positive stop for 3/8" button-head bolts and ensure bushings are correctly preloaded. Polished, billet aluminum clamps mount the anti-roll bar to the factory-welded crossmember mounts and are securely held by 3/8" socket-head

bolts. End links are a unique, billet steel component with an eye-style upper mount to allow unrestricted bar rotation and a stem-style lower end to better dampen vibration. Graphite-impregnated, black urethane bushings are used throughout to improve lubrication and isolate the anti-roll bar at the frame mounts and end links. Street-Machine anti-roll bars ship as complete kits with gloss-black powder-coat finish; stainless-steel hardware; and temperature-stable, chemical-resistant, Teflon® grease.



6178-XX	ANTI-ROLL BAR WITH HARDWARE, STREET-MACHINE, GLOSS-BLACK POWDER-COAT FINISH
NOTE	AVAILABLE IN 3/4", 1", AND 1-1/4" DIAMETERS
	"XX" IN PART NUMBER SPECIFIES OUTSIDE WIDTH OF CROSSMEMBER (I.E., 6178-30 = 30").

Billet Gun-Drilled Anti-Roll Bar

■ NEW PRODUCT

■ Gun-Drilled Splined-End Anti-Roll

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

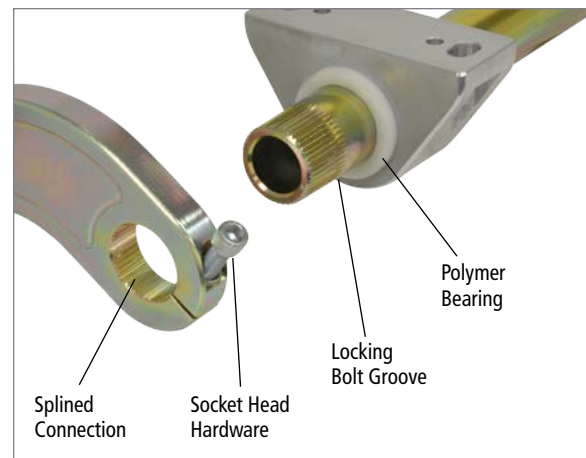
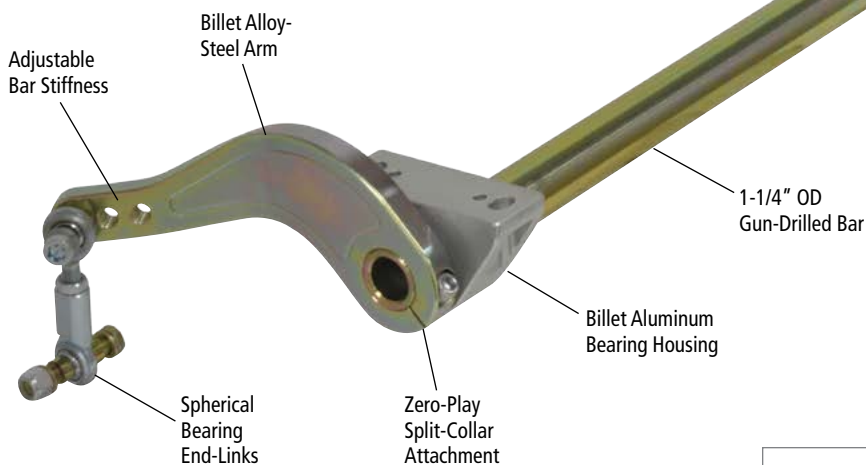
5735-SM30-12588	'62-67 CHEVY II/NOVA GSTREET CLIP
5735-SM33-12588	'67-81 CAMARO, '68-72 NOVA GSTREET CLIPS
7962-0119	WELD-ON ADAPTER PLATE, 2" WIDE (2 REQ.)
7962-0120	WELD-ON ADAPTER PLATE, 2" WIDE (2 REQ.)

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

Features/Benefits:

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

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



Steering Columns and Accessories

■ g-Machine Steering Columns

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

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



■ Retrofit Steering Columns

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

- Universal lengths from 12" to 35"

- Call for Applications not listed

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

g-Machine-System Power Steering Pump

Built upon a lightweight, aluminum-bodied power-steering pump, Chassisworks g-Machine system offers versatility in a variety of engine and performance applications. The GM-style pump is a direct bolt-on for LS-series engines and can be easily installed on small-block or big-block Chevy engines

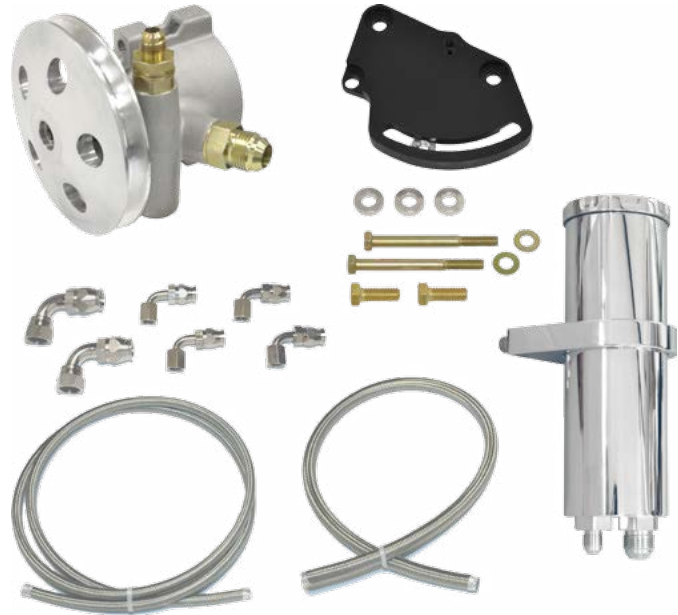
using the included billet mounting bracket and spacers. Pumps are available with a compact integrated plastic reservoir or with a remote-mounted, polished billet-aluminum reservoir. V-belt or serpentine polished pulleys can also be selected with either pump style.

■ Remote-Reservoir Power-Steering Pump Kit

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



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



■ Integrated-Reservoir Power-Steering Pump Kit

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



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



g-Machine-System Rack and Pinions

■ g-Machine Power Rack and Pinion

The g-Machine front-steer power rack and pinion provides responsive steering with excellent driver feedback as a direct bolt-on for Chassisworks g-Machine 30", 33", Chevy II, and Camaro crossmember systems. To increase durability, performance, and reduce deflection, the rack body, control servo, and hard lines are constructed from steel. Hard lines are routed tightly against the rack body and low-profile, rotatable banjo fittings are used exclusively at the control servo to better package the rack for installation.

Note: Chevy II (7700) use 6140-215-X, Camaro (7701) use 6140-245-X



■ **Right-Hand-Drive Racks Available**

■ Power Rack-and-Pinion Billet Mounts

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



■ Rack-and-Pinion Specifications

FEATURE	SPECIFICATION/DIMENSION
RACK TRAVEL	3 TURNS LOCK TO LOCK, 1.8" PER TURN, 5.375" TOTAL TRAVEL
INNER-TIE-ROD THREAD	9/16-18 RH MALE
INNER-TIE-ROD LENGTH ¹	10.135"
TIE-ROD ASSEMBLY LENGTH ²	13.283"
INPUT SHAFT	16.8-MM DD
HYDRAULIC FITTINGS	-6 AN (PRESSURE AND RETURN)
RECOMMENDED PUMP RATE	1.0 - 1.5 GPM (3.8 - 5.7 LPM)
NOTES	1 - MEASURED FROM TIE-ROD PIVOT CENTER TO THREADED SHAFT END 2 - MEASURED FROM CENTER OF INNER- AND OUTER-TIE-ROD PIVOTS

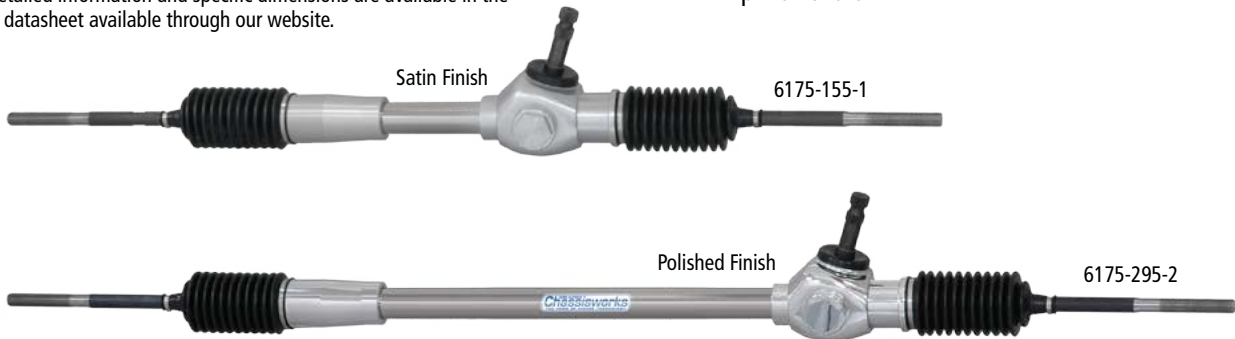
6140-245-1	G-MACHINE POWER RACK, 24.5" LEFT-HAND-DRIVE, BLACK
6140-245-2	G-MACHINE POWER RACK, 24.5" LEFT-HAND-DRIVE, CHROME
6140-245-1RIGHT	G-MACHINE POWER RACK, 24.5" RIGHT-HAND-DRIVE, BLACK
6140-245-2RIGHT	G-MACHINE POWER RACK, 24.5" RIGHT-HAND-DRIVE, CHROME
6139-245-1	BILLET CLAMP SET FOR 24.5" RACK, SATIN FINISH

g-Machine-System Rack and Pinions

■ Billet Manual Rack and Pinion

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

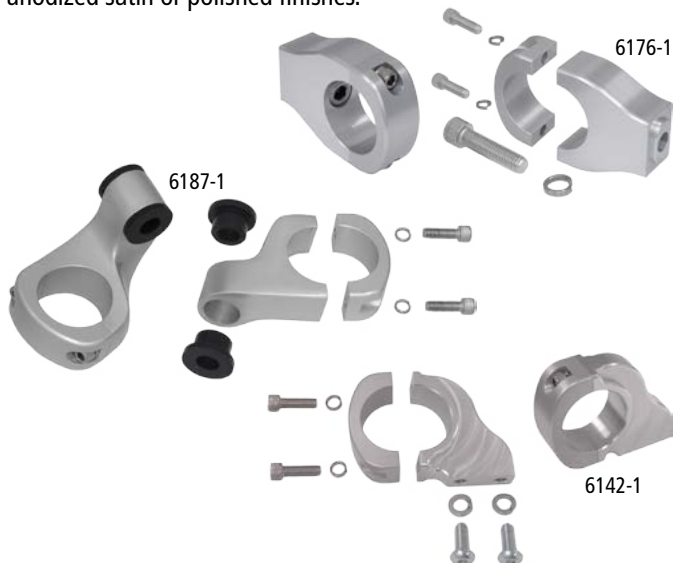
Note: Detailed information and specific dimensions are available in the product datasheet available through our website.



- Front-steer manual rack and pinion
- Manufactured in 15 different lengths (15.5" - 29.5", in one-inch increments)
- Direct bolt-on for g-Machine crossmember system
- Easily integrated into custom projects
- Direct replacement for stock Mustang II
- Rotatable within mounts to aid steering-shaft clearance
- Satin-aluminum or polished finish
- Large diameter 3/4" -36 pinion shaft

■ Manual Rack-and-Pinion Billet Mounts

To aid rack and pinion installation into various projects, three styles of billet aluminum mounting brackets are available. The standard Chassisworks solid mount uses our slot-tab positioning method for perfect alignment with the factory-welded g-Machine crossmember. The Mustang II urethane-bushing mount, which when used with our 24.50" rack mimics the OEM Mustang II rack-and-pinion enabling direct replacement, but also greatly simplifies custom installations. And, the 90° mount from our Chevy II strut front clip. Mount sets include clamp hardware and are available in silver-anodized satin or polished finishes.



■ Sculpted Gear Box

A sculpted-surface gear box shape was developed through the use of finite element analysis (FEA) software to eliminate fatigue points, minimize gear box deflection, and provide an attractive modernized appearance. Due



to the complexity in engineering and machining this component, most manufacturers are limited to inferior casts or simple geometric designs. To attach the protective rubber boots at each end of the rack assembly, external grooves are present for slip-proof installation and easy replacement if ever necessary.

6175-XXX-1	BILLET MANUAL RACK AND PINION, SATIN
6175-XXX-2	BILLET MANUAL RACK AND PINION, POLISHED
6175-6187-1	BILLET MANUAL RACK & MUSTANG II MOUNTS, SATIN
6142-1	BILLET RACK CLAMPS FOR CHEVY II STRUT CLIP
6176-1	BILLET RACK CLAMP SET FOR G-MACHINE CROSSMEMBER, SATIN FINISH
6176-2	BILLET RACK CLAMP SET FOR G-MACHINE CROSSMEMBER, POLISHED FINISH
6187-1	BILLET RACK CLAMP SET FOR MUSTANG II CROSSMEMBER, SATIN FINISH
6187-2	BILLET RACK CLAMP SET FOR MUSTANG II CROSSMEMBER, POLISHED FINISH
NOTE	"XXX" IN RACK-AND-PINION PART NUMBER SPECIFIES LENGTH (I.E., 155 = 15.5").

g-Machine-System Tie-Rod Sets

■ g-Machine Standard Tie-Rods

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

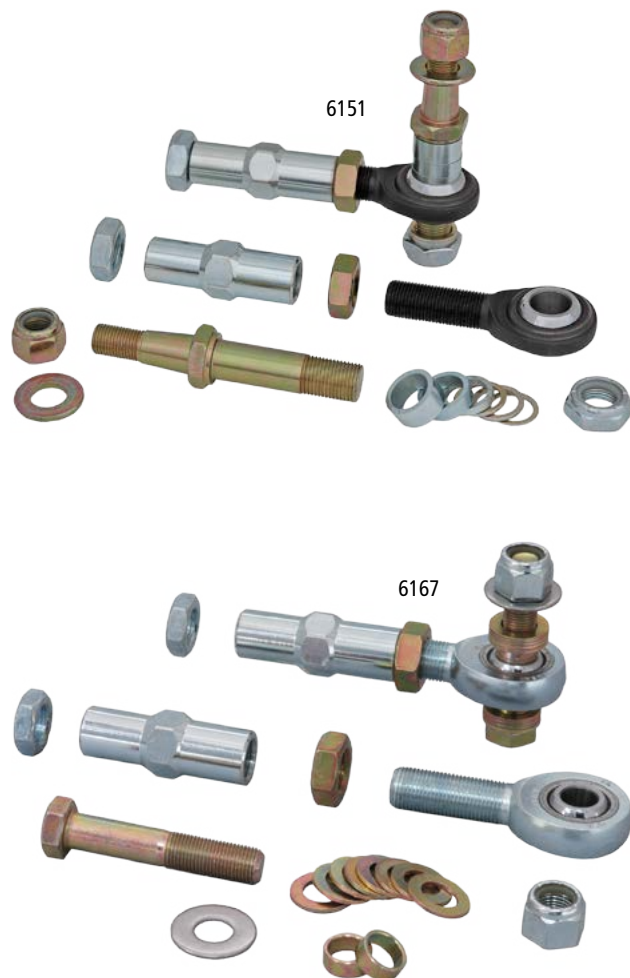
6177	OUTER TIE-ROD SET FOR CHASSISWORKS' SCULPTED SPINDLE, 5" LENGTH
6118	OUTER TIE-ROD SET FOR MUSTANG II STEERING-ARM TAPER, 3.4" LENGTH



■ 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 CHASSISWORKS SCULPTED SPINDLE
6167	BUMP-STEER-OUTER TIE-ROD SET FOR CHASSISWORKS FABRICATED SPINDLE



'67-69 Camaro, '68-72 Nova g-Connector System

■ NEW PRODUCT

The bolt-on g-Connector system provides improved chassis stiffness for 1967-81 Camaro/Firebird, 1962-67 Chevy II/Nova, and 1968-72 Nova equipped with Chassisworks' fabricated subframe or OEM subframe (weld-in adapters required).

The complete system is comprised of 2" boxed-tubing outside frame connectors, 1-5/8" round-tube center connector assembly, adjustable position driveshaft safety loop, and weld-in OEM subframe adapters, if applicable. g-Connector frame connectors, center supports, and driveshaft safety loops are powder-coated black and ship with required mounting hardware.



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



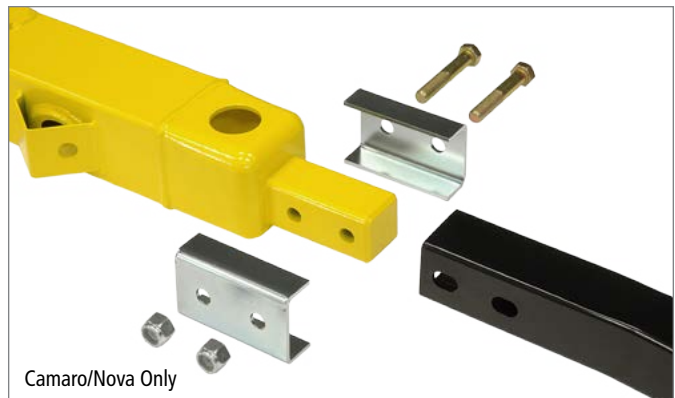
■ Complete System

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

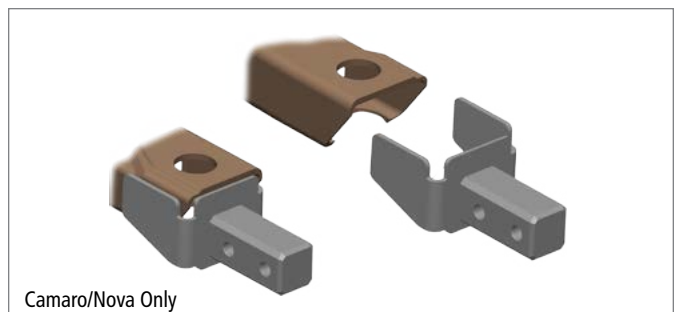


■ Subframe Connection

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

'67-69 Camaro, '68-72 Nova g-Connector System

■ NEW PRODUCT

■ 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.



■ Exploded View



■ Prices and Options

5900-F10	G-CONNECTOR SYSTEM FOR '67-69 CAMARO/FIREBIRD, OEM CLIP
5900-F21	G-CONNECTOR SYSTEM FOR '70-73 CAMARO/FIREBIRD, OEM CLIP
5900-F22	G-CONNECTOR SYSTEM FOR '74-81 CAMARO/FIREBIRD, OEM CLIP
5900-X10	G-CONNECTOR SYSTEM FOR '62-67 CHEVY II/NOVA, OEM OR CHASSISWORKS CLIP
5900-X20	G-CONNECTOR SYSTEM FOR '68-72 NOVA, OEM CLIP
5901-F10	G-CONNECTOR SYSTEM FOR '67-69 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-F21	G-CONNECTOR SYSTEM FOR '70-73 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-F22	G-CONNECTOR SYSTEM FOR '74-81 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-X20	G-CONNECTOR SYSTEM FOR '68-72 NOVA, CHASSISWORKS CLIP

INCLUDES	OUTSIDE FRAME CONNECTORS (SUBFRAME TO REAR SUSPENSION)
	G-CONNECTOR CENTER SUPPORT
	DRIVESHAFT SAFETY LOOP
	OEM FRAME RAIL ADAPTER (IF APPLICABLE)

NOTE	AVAILABLE TO PURCHASE IN STAGES - FRAME CONNECTORS > CENTER SUPPORT > DRIVESHAFT LOOP
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'67-69 Camaro, '68-74 Nova - gStreet Suspension

■ gStreet Coil-Over Conversion

5706-F10	'67 CAMARO, COIL-OVER SYSTEM
5706-F11	'68-69 CAMARO, '68-74 NOVA COIL-OVER CONVERSION SYSTEM
INCLUDES	UPPER AND LOWER CONTROL ARMS COIL-OVER SHOCKS (SINGLE ADJUSTABLE) COIL SPRINGS (CHOICE OF SPRING RATE)
OPTIONS	COIL-OVER SHOCKS (DOUBLE ADJUSTABLE) ANTI-ROLL BAR (1" OR 1-1/8") SPINDLES (STOCK HEIGHT OR DROPPED) STEERING GEAR (MANUAL OR POWER) TIE-ROD/BUMP-STEER ASSEMBLIES



■ gStreet Air-Spring Conversion

5707-F10	'67 CAMARO, AIR-SPRING SYSTEM
5707-F11	'68-69 CAMARO, '68-74 NOVA AIR-SPRING SYSTEM
INCLUDES	UPPER AND LOWER CONTROL ARMS AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
OPTIONS	AIR-SPRING SHOCKS (DOUBLE ADJUSTABLE) ANTI-ROLL BAR (1" OR 1-1/8") SPINDLES (STOCK HEIGHT OR DROPPED) STEERING GEAR (MANUAL OR POWER) TIE-ROD/BUMP-STEER ASSEMBLIES
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION



■ gStreet Coil-Spring Conversion

5734-F10	'67 CAMARO, COIL-SPRING SYSTEM
5734-F11	'68-69 CAMARO, '68-74 NOVA COIL-SPRING SYSTEM
INCLUDES	UPPER AND LOWER CONTROL ARMS
OPTIONS	BOLT-IN SHOCKS (SINGLE OR DOUBLE ADJUSTABLE) ANTI-ROLL BAR (1" OR 1-1/8") SPINDLES (STOCK HEIGHT OR DROPPED) STEERING GEAR (MANUAL OR POWER) TIE-ROD/BUMP-STEER ASSEMBLIES



'67-69 Camaro, '68-74 Nova - gStreet Suspension

■ gStreet Upper Control Arms

5704-F10	gSTREET UPPER ARMS, '67-69 CAMARO, '68-74 NOVA
NOTE	FOR USE WITH STOCK OR COIL-OVER SUSPENSION



■ gStreet Lower Control Arms



5733-F10	gSTREET LOWER COIL-SPRING ARMS, '67-69 CAMARO, '68-74 NOVA (PAIR)
NOTE	FOR USE WITH OEM OR AFTERMARKET COIL-SPRING SUSPENSIONS



5705-F10	gSTREET LOWER COIL-OVER ARMS, '67-69 CAMARO, '68-74 NOVA (PAIR)
NOTE	FOR USE WITH COIL-OVER AND AIR-SPRING SUSPENSIONS

■ VariShock Coil-Over (For gStreet)

VAS 861MR-43	QUICKSET 1 COIL-OVER, 4.25" TRAVEL
VAS 862MR-43	QUICKSET 2 COIL-OVER, 4.25" TRAVEL
NOTES	REQUIRES gSTREET LOWER ARMS SOLD ONLY IN PAIRS INCLUDES SHOCKS, SPRINGS, HARDWARE, AND SPANNER WRENCH



■ VariShock Air Springs (For gStreet)

VAS 131MR-350	QUICKSET 1 AIR-SPRING, 3.50" TRAVEL
VAS 132MR-350	QUICKSET 2 AIR-SPRING, 3.50" TRAVEL
NOTES	REQUIRES gSTREET LOWER ARMS SOLD ONLY IN PAIRS INCLUDES AIR-SPRINGS, BALL-STUD HARDWARE, AND AIR-INLET FITTING



■ gStreet Front Anti-Roll Bars



5708-F10-16	1" FRONT ANTI-ROLL BAR, '67-69 CAMARO, '68-74 NOVA
5708-F10-18	1-1/8" FRONT ANTI-ROLL BAR, '67-69 CAMARO, '68-74 NOVA

■ gStreet Rear Anti-Roll Bar



5817-F10-12-A	3/4" REAR ADJUSTABLE ANTI-ROLL BAR, '67-69 CAMARO, '68-74 NOVA
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'67-69 Camaro, '68-74 Nova - gStreet Suspension

■ g-Bar Rear Suspension System



5800-F10	G-BAR REAR COIL-OVER SUSPENSION '67-69 CAMARO
5800-X20	G-BAR REAR COIL-OVER SUSPENSION '68-72 NOVA
5801-F10	AIR-SPRING G-BAR REAR SUSPENSION '67-69 CAMARO
5801-X20	AIR-SPRING G-BAR REAR SUSPENSION '68-72 NOVA

■ Steering Boxes

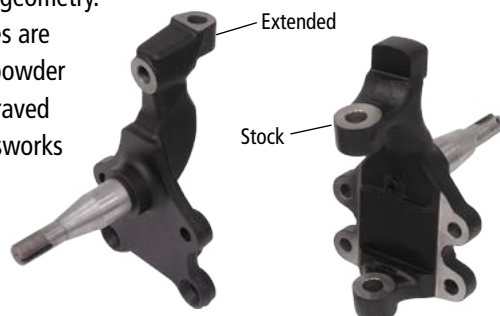


5718-A10-B	POWER STEERING BOX (A/G, B, F, X), BARE FINISH
5718-A10-S	POWER STEERING BOX (A/G, B, F, X), SILVER FINISH
5719-A10	MANUAL STEERING BOX (A/G, B, F, X), BARE FINISH

■ Forged Spindles

gStreet A-body spindles are available in three styles: stock-height OEM replacement; 2"-dropped with stock-height upright (suitable for drag racing due to its compact design); and 2"-dropped with extended-height upright to improve negative camber gain and handling performance. Each style maintains correct steering geometry.

Dropped spindles are textured-black powder coated and engraved with the Chassisworks logo.



5711-A10	STOCK-HEIGHT SPINDLE, STOCK UPRIGHT HEIGHT
5711-A10-2	2"-DROP SPINDLE, STOCK UPRIGHT HEIGHT
5711-A10-2T	2"-DROP SPINDLE, EXTENDED UPRIGHT

■ FAB9 Direct-Fit Rearend Housing



84F10-101	BOLT-IN FAB9, '67-69 CAMARO, '68-74 NOVA
NOTE	AVAILABLE WITH SMALL-GM OR LATE-BIG-FORD HOUSING ENDS

■ Tubular Transmission Crossmembers



5916-F10-01	4-SPEED / POWERGLIDE / TURBO 350
5916-F10-02	700R4 / TREMEC / RICHMOND 5-SPEED / 4L60
5916-F10-03	TURBO 400 / 200-4R / 4L65E2
5916-F10-04	RICHMOND 6-SPEED ROD
5916-F10-05	TREMEC T-56 MAGNUM 6-SPEED
5916-F10-06	4L80E/4L85E CHEVROLET AUTOMATIC
5916-F10-11	OEM SUBFRAME ADAPTER FOR V8 ENGINES
5916-F10-12	OEM SUBFRAME ADAPTER FOR LS ENGINES
5922-F10	TUNNEL CAP (REPLACEMENT SHEETMETAL INCREASES TUNNEL CLEARANCE)
ESP 3.1108G	TRANSMISSION MOUNT, POLYURETHANE, BLACK
NOTE	4L65E TRANSMISSION CAN BE USED WITH LS-SERIES ENGINE ONLY. CROSSMEMBER MUST BE MOUNTED IN REARMOST HOLES OF SUBFRAME BRACKET.

■ Body Bushings

1248	ALIGNMENT PIN TOOL
6816	ALUMINUM BUSHING SET
6822	URETHANE BUSHING SET



■ VariShock Bolt-Ins (For OEM Mounts)



VAS 14145-425	FRONT, QUICKSET 1 BOLT-IN, '67-69 CAMARO, '68-74 NOVA
VAS 14149-715	REAR, QUICKSET 1 BOLT-IN, '67-69 CAMARO
VAS 14169-715	REAR, QUICKSET 1 BOLT-IN, '68-74 NOVA
VAS 14245-425	FRONT, QUICKSET 2 BOLT-IN, '67-69 CAMARO, '68-74 NOVA
VAS 14249-715	REAR, QUICKSET 2 BOLT-IN, '67-69 CAMARO
VAS 14269-715	REAR, QUICKSET 2 BOLT-IN, '68-74 NOVA
NOTES	REQUIRES STOCK-STYLE LOWER ARMS SOLD ONLY IN PAIRS

'67-69 Camaro, '68-74 Nova Direct-Fit Motor Mounts

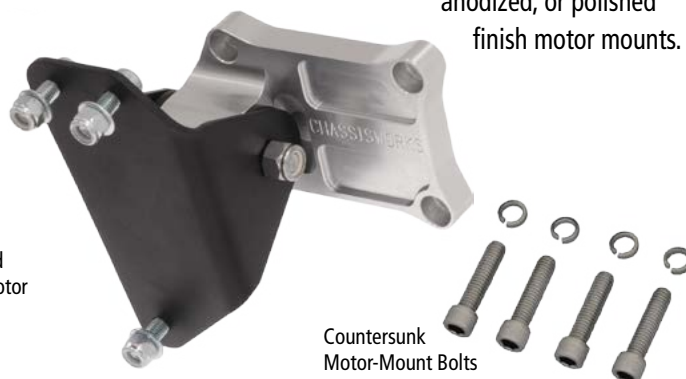
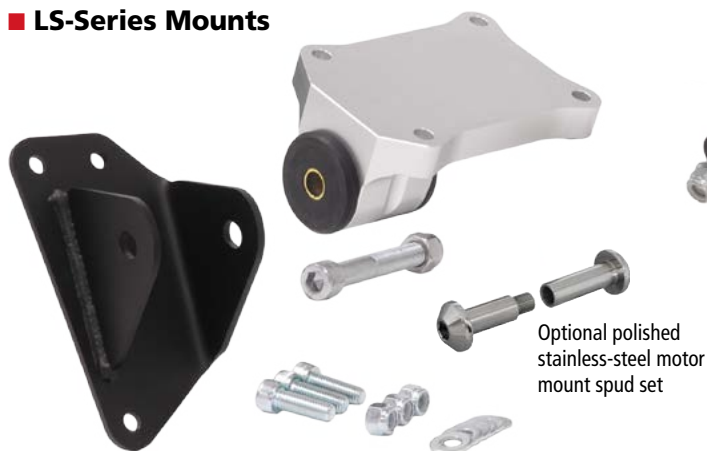
NEW PRODUCT

Chassisworks billet-aluminum motor mount and frame adapter sets enable direct bolt-in installation of Chevrolet's modern LS engines and standard V8 and 4.3L V6 side-mount engines into 1967-81 Camaro/Firebird (F-Body), 1968-74 Nova (X-Body), and 1964-72 Chevelle (A-Body) factory frames. CNC-machined, billet-

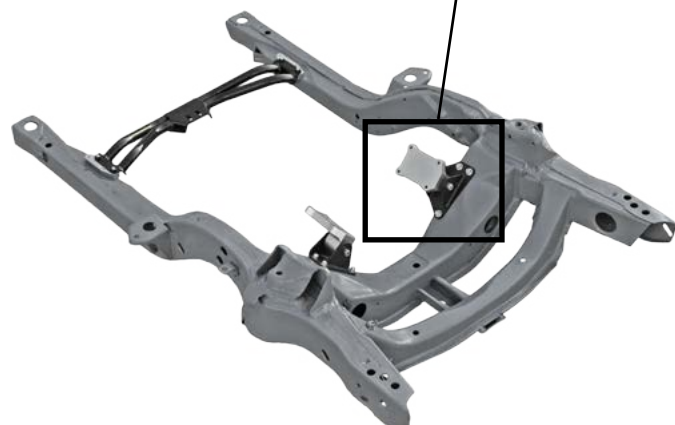
aluminum mounts feature a steel-sleeved, urethane bushing set secured by a 1/2" through-bolt. This captive-bushing design creates an inseparable mount with strength and reliability of a solid mount, but with significantly less vibration.

Correct engine position and drivetrain angle is maintained with either mount set to ensure correct drivetrain geometry and pinion angle. Kits include powder-coated steel frame adapters, complete mounting hardware set, and choice of bare-machine, satin-anodized, or polished finish motor mounts.

LS-Series Mounts



V8-Series Mounts



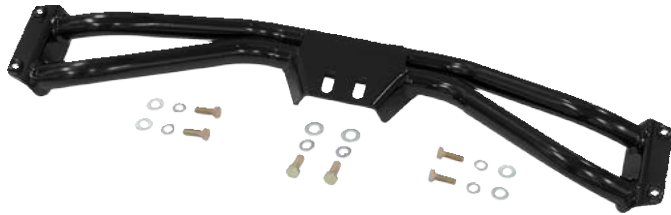
5914-A10-LS	1964-67 CHEVELLE (A-BODY) LS-SERIES ENGINES
5914-A10-V8	1964-67 CHEVELLE (A-BODY) V8-SERIES ENGINES
5914-A20-LS	1968-72 CHEVELLE (A-BODY) LS-SERIES ENGINES
5914-A20-V8	1968-72 CHEVELLE (A-BODY) V8-SERIES ENGINES
5914-F10-BB	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) BIG-BLOCK V8
5914-F10-LS	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) LS-SERIES
5914-F10-SB	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) SMALL-BLOCK V8
5914-F20-LS	1970-71 CAMARO/FIREBIRD (F-BODY) LS-SERIES
5914-F20-V8	1970-71 CAMARO/FIREBIRD (F-BODY) V8-SERIES
5914-F21-LS	1972-81 CAMARO/FIREBIRD (F-BODY) LS-SERIES
5914-F21-V8	1972-81 CAMARO/FIREBIRD (F-BODY) V8-SERIES
OPTIONS	BARE MACHINE FINISH
	SATIN ANODIZED FINISH
	POLISHED FINISH
	MOTOR-MOUNT SPUD SET, POLISHED (3046)

'67-69 Camaro, '68-74 Nova Transmission Crossmembers

■ NEW PRODUCT



5916-F10-01 4-SPEED / POWERGLIDE / TURBO 350 20.53"



5916-F10-02 700R4/TREMEC/RICHMOND 5-SPEED / 4L60 22.30"



5916-F10-03 TURBO 400 / 200-4R / 4L65E 26.85"

NOTE: 4L65E TRANSMISSION CAN BE USED WITH LS-SERIES ENGINE ONLY. CROSSMEMBER MUST BE MOUNTED IN REAR MOST HOLES OF SUBFRAME BRACKET.



5916-F10-04 RICHMOND 6-SPEED ROD 24.38"



5916-F10-05 TREMEC AFTERMARKET T-56 MAGNUM 6-SPEED (TUET11009 AND TUET11012) 26.60"

NOTE: LOWERS TRANSMISSION 1" TO CLEAR OEM TUNNEL. USE OF INCLUDED SPACER POSITIONS TRANSMISSION AT CORRECT ANGLE; REQUIRES 5922-F10 TUNNEL CAP.



5916-F10-06 4L80E/4L85E CHEVROLET AUTOMATIC 30.36"

5916-F10-11 OEM-CLIP ADAPTERS FOR V8
5916-F10-12 OEM-CLIP ADAPTERS FOR LS

ESP 3.1108G GM-STYLE URETHANE TRANSMISSION MOUNT

5922-F10 HIGH-CLEARANCE TUNNEL CAP
NOTE: REQUIRED WHEN USING 5916-F10-05 WITH INCLUDED SPACER

Features/Benefits:

- Direct bolt-in for GM F-body (1967-69) and X-body (1968-74) vehicles
- Dual 1-1/4 x .120" -wall tubular construction
- Clearance for up to 3" exhaust
- Slotted mount allows drivetrain variances such as mid plates
- Eliminates need for hardware access space above the mounts
- Available for popular transmissions/engine combinations

'67-69 Camaro, '68-74 Nova Mini-Tubs

NEW PRODUCT

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

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



5913-F10



■ '67-69 Camaro/Firebird



Spot-weld removal bits sold separately



■ '70-81 Camaro/Firebird

■ '62-67 Chevy II/Nova



5913-X10



5913-F20

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

NOTES

PRODUCT REPLACES THE FACTORY INNER WHEEL TUBS ONLY
 INSTALLATION REQUIRES NOTCHING OF THE FRAME RAIL, FABRICATION OF FRAME CLOSE OUTS, AND WELDING

OEM-Replacement FAB9 Housings

Chassisworks' application-specific housings are engineered to accept stock or aftermarket suspension components to facilitate replacement of your vehicle's original rearend with a FAB9 Ford 9" conversion housing. Housings can be built to standard widths for OEM wheel offsets or narrowed to accommodate wider tire and wheel combinations. Widths can be narrowed in 1/4" increments.

All housings include a fully welded center section; housing-filler assembly; vent; drain plug; and a choice of CNC-machined housing ends. Housing options include custom widths, mild steel or 4130 construction, and folded back brace. Complete correct length axle packages and third members are also available. Ask our sales representatives for details.

■ Direct-Fit Leaf-Spring Housings



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

■ A- and G-Body Housings



FAB9 Housing for OEM-Style Anti-Roll Bar

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

■ '79-04 Mustang Housings



FAB9 Housing for OEM-Style Mounts

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



FAB9 Housing with Anti-Roll-Bar Mounts

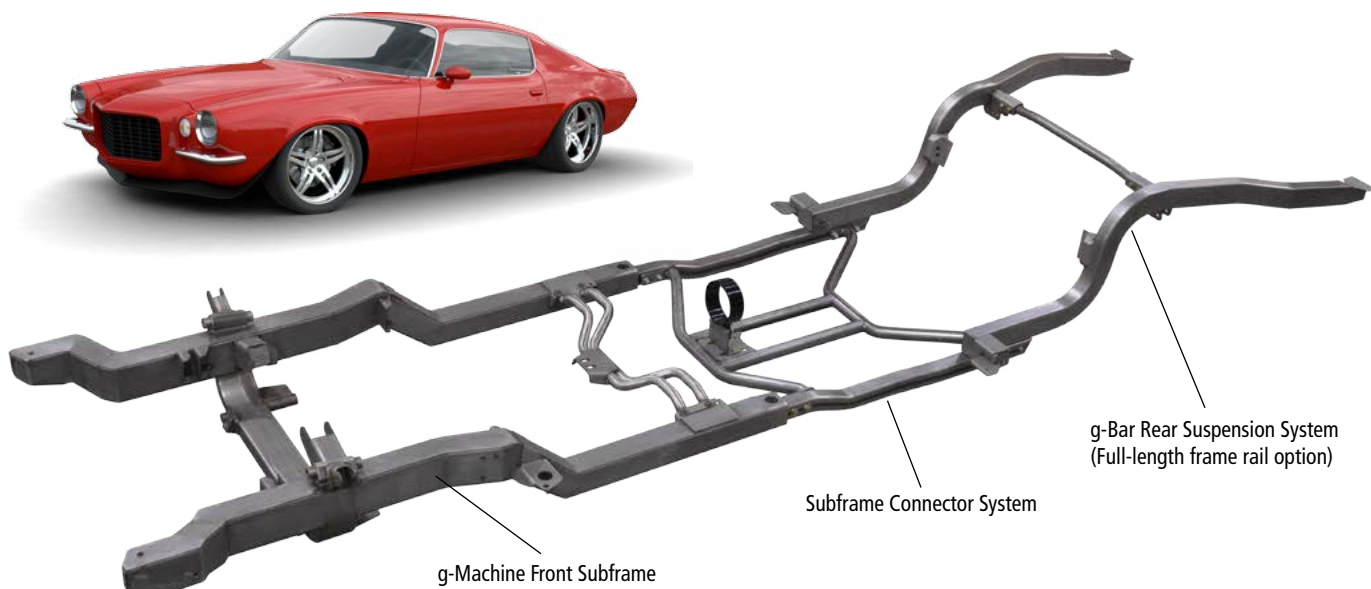
84A10-407	URETHANE-BUSHING, MILD-STEEL, '64-67 A-BODY
84A10-417	URETHANE-BUSHING, 4130, '64-67 A-BODY
84A10-507	SPHERICAL-BEARING, MILD-STEEL, '64-67 A-BODY
84A10-517	SPHERICAL-BEARING, 4130, '64-67 A-BODY
84A20-407	URETHANE-BUSHING, MILD-STEEL, '68-72 A-BODY
84A20-417	URETHANE-BUSHING, 4130, '68-72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

FAB9 Housing with Anti-Roll-Bar Mounts

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

'70-81 Camaro g-Machine Frame System

NEW PRODUCT



MODULAR THREE-SECTION FRAME SYSTEM

Chassisworks' '70-81 Camaro frame system is made up of three separate subframe systems that can be used individually with the factory subframe and rear frame rails or used collectively to form a bumper-to-bumper full-frame assembly.

g-Machine Front Subframe

The heart of the system is the direct-fit, fabricated, g-Machine Camaro front subframe, a high-performance suspension and steering solution, engineered from the ground up to give classic F-bodies the broadest selection of performance configurations available. Control arm, shock absorber, spindle, brake, and steering options allow custom configurations suitable for show-dropped air suspensions, competitive road handling, lightweight drag racing, and everything in between.



Subframe Connector System

To bridge the unsupported distance between the front subframe and the rear suspension, multiple styles of mandrel-bent 2x2" subframe connectors are available for bolt-in installation with factory or Chassisworks' front subframes. A bolt-in, factory-welded, center support with optional driveshaft loop can also be added to further stiffen the chassis and strengthen the lower suspension mounting area.



g-Bar Rear Suspension System

Chassisworks' g-Bar and g-Link systems represent the current state-of-the-art in retrofit, canted-4-bar suspension design. Following suit with the configuration options of the g-Machine front subframe system, the g-Bar and g-Link air-spring and coil-over systems feature multiple styles of suspension links, shock absorbers, anti-roll bars, and installation brackets. The system can be installed with factory 10- or 12-bolt rearend housings, or Chassisworks's FAB9, Ford 9" conversion, fabricated housings. To accommodate multiple levels of vehicle customizing and performance goals, rear frame brackets can be ordered as bolt-in, weld-supported brackets or as short 2x3" front rail and full-length 2x3" frame rails to dramatically increase rear-tire clearance.



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

'70-81 Camaro g-Machine Frame System

■ NEW PRODUCT

■ Upper Control Arm Modification

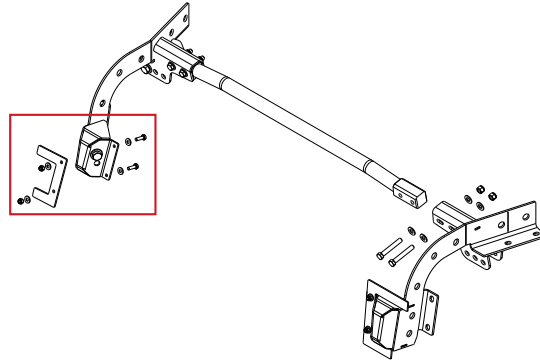
Maximizing the length of the upper control arm to minimize dramatic and unwanted changes in pinion angle and driveshaft alignment during suspension travel was an extremely important design consideration. Positioning the mounts at a structurally sound chassis point that would not overly complicate the installation was another. To solve these issues, a boxed control

arm clevis is integrated into the factory-welded g-Bar frame brackets and optional frame rails. The clevis box extends through an easily accessed portion of the rear floor sheet metal and does not interfere with installation of the stock seat or interior panels. This design allows a longer upper control arm with more predictable handling characteristics than our competitors.

■ Frame Bracket - Upper Arm Clevis Box

The standard frame bracket and frame rail versions of the g-Link require a roughly 3x4" hole be cut through the underseat sheet metal. A template to mark the hole location is provided in all versions of the g-Bar and g-Link rear suspensions. The upper

arm mount is supported as part of the frame bracket or frame rail and features an inside support flange, which bolts to an interior reinforcement plate for alignment. The three layers are then welded along both seam joints, sealing off the interior.



■ Frame Rails - Lower Arm Relocated Mount

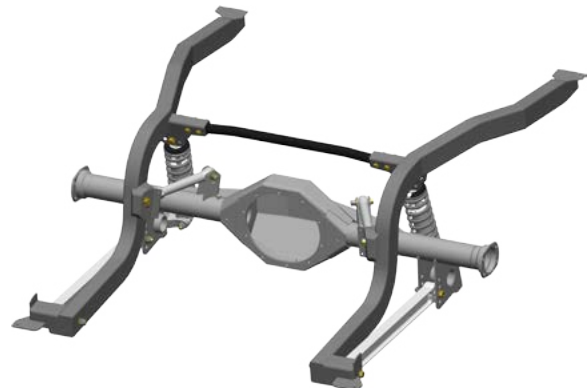
Both the short-forward rail and full-length frame rails are cut into the stock floor pan to move the lower control arm mounting point inward enabling use of extremely large rear tires. Templates

and fill plates are included to eliminate any guesswork and minimize installation time.



■ Prices and Options

5840-F20	G-LINK COIL-OVER SUSPENSION AND REAR FRAME
5841-F20	BILLET G-LINK COIL-OVER SUSPENSION AND REAR FRAME
5842-F20	G-LINK AIR-SPRING SUSPENSION AND REAR FRAME
5843-F20	BILLET G-LINK AIR-SPRING SUSPENSION AND REAR FRAME
INCLUDES	UPPER AND LOWER SUSPENSION LINKS FACTORY-WELDED REAR FRAME SINGLE-ADJUSTABLE SHOCKS
OPTIONS	FAB9 HOUSING SPLINED HOUSING-MOUNTED ANTI-ROLL BAR DOUBLE-ADJUSTABLE SHOCKS UPPER-ARM-BRACKET WELD FIXTURE DOUBLE-ADJUSTABLE UPPER SUSPENSION LINK



'70-81 Camaro g-Machine Frame System

■ NEW PRODUCT

■ VALUE SYSTEM

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



■ Value Systems

7701-1 **VALUE SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-1 **VALUE SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-1 **VALUE SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Value System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

STREET-MACHINE A-ARMS AND ANTI-ROLL BAR (BARE STEEL OR BLACK POWDER COAT FINISH - ANTI-ROLL BAR)

MANUAL RACK AND PINION, SATIN FINISH (STEERING SHAFT AND U-JOINTS)

SHOCKS (FIXED OR SINGLE-ADJUSTABLE COIL-OVER, OR SINGLE-ADJUSTABLE AIR SPRING)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

BRAKES, 11-3/4" ROTORS, BLACK 4-PISTON CALIPER (BARE OR BLACK E-COATED ROTOR FINISH)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)



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

'70-81 Camaro g-Machine Frame System

NEW PRODUCT

OPTION SYSTEM

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



Option Systems

7701-2 **OPTION SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-2 **OPTION SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-2 **OPTION SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

Option System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT - SANDED FRAME WELDS)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

CONTROL ARMS AND HARDWARE (STREET-MACHINE ARMS: BARE, BLACK, OR POLISHED STAINLESS; OR G-MACHINE ADJUSTABLE ARMS - STAINLESS BALLJOINT CAPS)

RACK AND PINION (MANUAL: SATIN OR POLISHED FINISH - POWER: BLACK OR CHROME; LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS)

SHOCKS (FIXED, SINGLE-, OR DOUBLE-ADJUSTABLE VALVING - POLY OR COM-8 EYES - COIL-OVER OR AIR-SPRING SHOCKS)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

ANTI-ROLL BAR AND SPINDLES (3/4", 1", 1-1/4" SOLID OR 1-1/4" SPLINED GUN-DRILLED - BARE OR BLACK POWDER COATED SPINDLES)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

BRAKES AND BILLET HUB (11-3/4" BARE OR 11-3/4", 13" OR 14" BLACK ROTORS - SATIN OR POLISHED HUB)



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

'70-81 Camaro g-Machine Frame System

■ NEW PRODUCT

■ ULTIMATE PRO-TOURING SYSTEM

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



■ Ultimate Pro-Touring Systems

7701-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-3 **ULTIMATE PRO-TOURING SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Ultimate Pro-Touring System Options

OPTIONS SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT)

SIDE ENGINE MOUNTS, BILLET-ALUMINUM (CHEVY V8 OR LS - BARE, ANODIZED, OR POLISHED - SOCKET HEAD OR POLISHED SPUD HARDWARE)

STAINLESS BALLJOINT CAPS

RACK AND PINION FINISH AND COLUMN COMPONENTS (BLACK OR CHROME - LEFT- OR RIGHT-HAND DRIVE - STEERING SHAFT AND U-JOINTS FOR OEM OR IDIDIT COLUMN)

SHOCKS AND HARDWARE (SINGLE- , DOUBLE- OR REMOTE RESERVOIR 4-WAY-ADJUSTABLE VALVING - COIL-OVER OR AIR-SPRING SHOCKS)

SPRING RATES (500, 550, 600, 675, OR 750 LB/IN)

TRANSMISSION CROSSMEMBER (4-SPEED / POWERGLIDE / TURBO 350, 700R4 / TREMEC 5-SPEED / RICHMOND 5-SPEED / 4L60, TURBO 400 / 200-4R / 4L65E2, RICHMOND 6-SPEED ROD, TREMEC T-56 MAGNUM 6-SPEED, 4L80E/4L85E)

BODY BUSHINGS AND SPLASH FLAPS (URETHANE OR ALUMINUM BUSHINGS - SPLASH FLAPS)

BRAKES (14" OR 15" ROTORS - BLACK OR RED 6-PISTON CALIPERS - THERMLOC 6-PISTON CALIPERS)



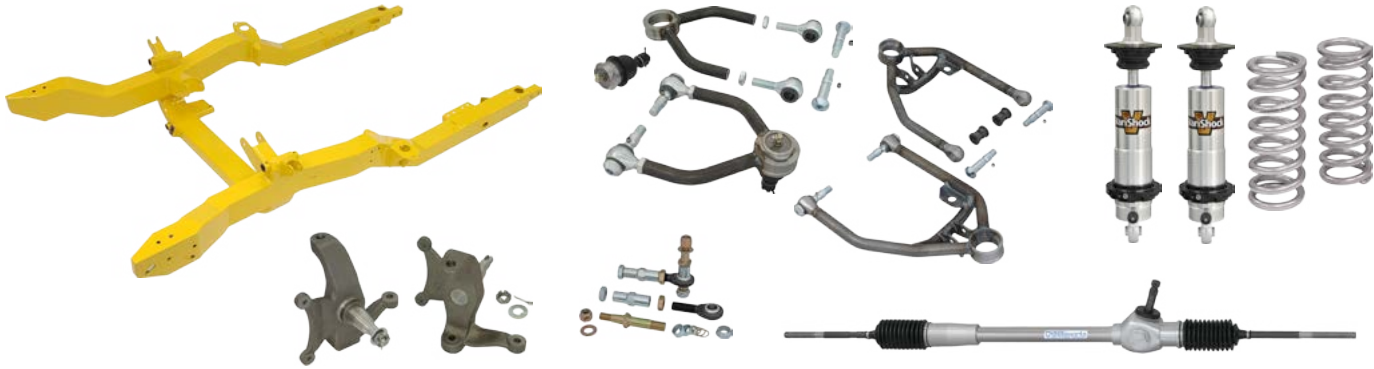
NOTE: Refer to the Custom-Fit Chassis System section of this catalog for a closer look at individual suspension and steering components.

'70-81 Camaro g-Machine Frame System

NEW PRODUCT

■ DRAG RACE SYSTEM

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



■ Drag Race Systems

7701-4 **DRAG RACE SYSTEM** FOR 67-69 CAMARO, 67-69 FIREBIRD (GM F-BODY), AND 68-72 NOVA (GM X-BODY)

7703-4 **DRAG RACE SYSTEM** FOR 70-73 CAMARO, 70-73 FIREBIRD (GM F-BODY)

7704-4 **DRAG RACE SYSTEM** FOR 74-81 CAMARO AND 74-81 FIREBIRD (GM F-BODY)

■ Drag Race System Options

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



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

'70-81 Camaro g-Connector System

■ NEW PRODUCT

The bolt-on g-Connector system provides improved chassis stiffness for 1967-81 Camaro/Firebird, 1962-67 Chevy II/Nova, and 1968-72 Nova equipped with Chassisworks' fabricated subframe or OEM subframe (weld-in adapters required).

The complete system is comprised of 2" boxed-tubing outside frame connectors, 1-5/8" round-tube center connector assembly, adjustable position driveshaft safety loop, and weld-in OEM subframe adapters, if applicable. g-Connector frame connectors, center supports, and driveshaft safety loops are powder-coated black and ship with required mounting hardware.



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



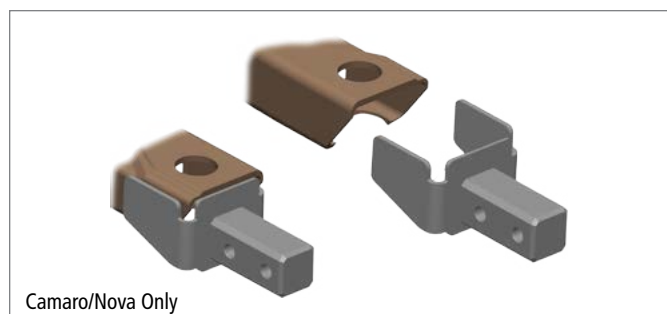
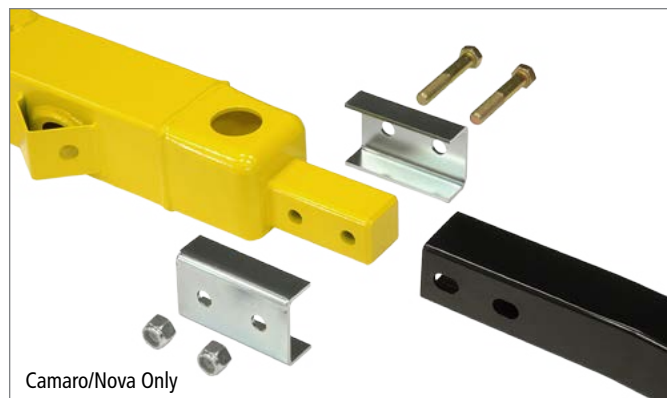
■ Complete System

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



■ 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.



'70-81 Camaro g-Connector System

■ NEW PRODUCT

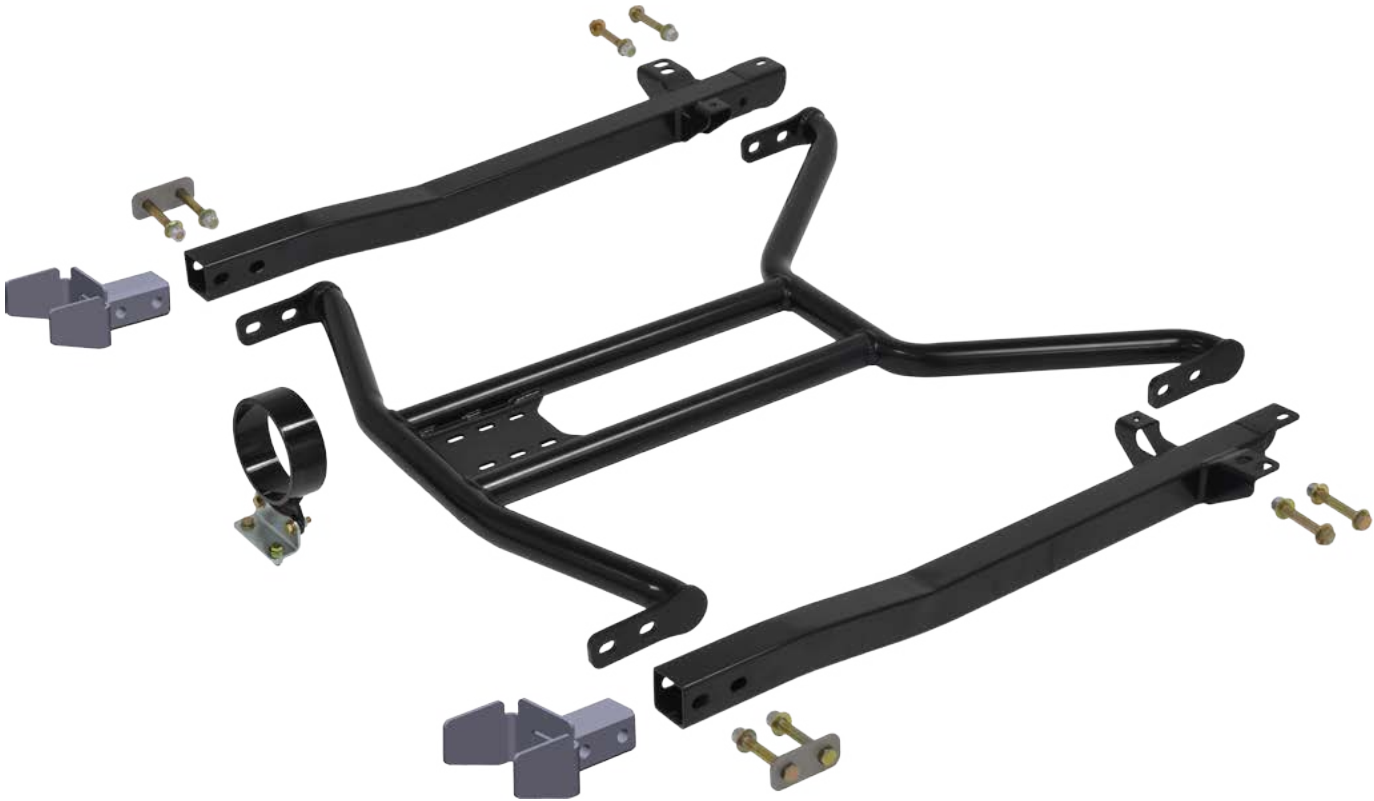
■ Driveshaft Safety Loop

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.



■ Exploded View



■ Prices and Options

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

'70-81 Camaro, '75-79 Nova - gStreet Suspension

■ gStreet Upper Control Arms



5704-F20 gSTREET UPPER ARMS, '70-81 CAMARO,
'75-79 NOVA

NOTE FOR USE WITH STOCK OR COIL-OVER SUSPENSION

■ gStreet Coil-Over Lower Arms



5705-F20 gSTREET LOWER COIL-OVER ARMS, '70-81 CAMARO,
'75-79 NOVA

NOTE FOR USE WITH COIL-OVER AND AIR-SPRING SUSPENSION ONLY

■ VariShock Coil-Over (For gStreet Front Arms)

VAS 861MR-43 QUICKSET 1 COIL-OVER,
4.25" TRAVEL

VAS 862MR-43 QUICKSET 2 COIL-OVER,
4.25" TRAVEL

NOTES
REQUIRES gSTREET LOWER ARMS
SOLD ONLY IN PAIRS
INCLUDES SHOCKS, SPRINGS,
HARDWARE, AND SPANNER WRENCH



■ VariShock Air Springs (For gStreet Front Arms)

VAS 131MR-350 QUICKSET 1 AIR-SPRING,
3.50" TRAVEL

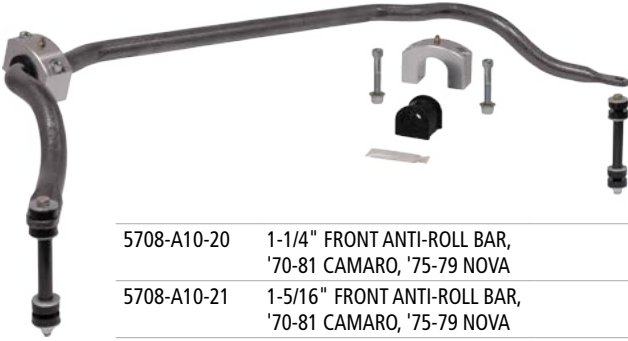
VAS 132MR-350 QUICKSET 2 AIR-SPRING,
3.50" TRAVEL

NOTES
REQUIRES gSTREET LOWER ARMS
SOLD ONLY IN PAIRS
INCLUDES AIR-SPRINGS, BALL-STUD
HARDWARE, AND AIR-INLET FITTING



'70-81 Camaro, '75-79 Nova - gStreet Suspension

■ gStreet Front Anti-Roll Bars



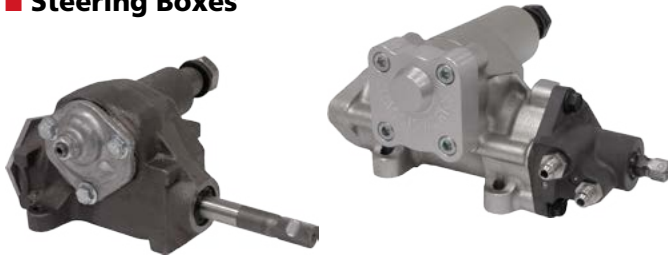
5708-A10-20	1-1/4" FRONT ANTI-ROLL BAR, '70-81 CAMARO, '75-79 NOVA
5708-A10-21	1-5/16" FRONT ANTI-ROLL BAR, '70-81 CAMARO, '75-79 NOVA

■ gStreet Rear Anti-Roll Bar



5817-F20-12-A	3/4" REAR ADJ. ANTI-ROLL BAR, '70-81 CAMARO
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■ Steering Boxes



5718-A10-B	POWER STEERING BOX (A/G, B, F, X), BARE FINISH
5718-A10-S	POWER STEERING BOX (A/G, B, F, X), SILVER FINISH
5719-A10	MANUAL STEERING BOX (A/G, B, F, X), BARE FINISH

■ FAB9 Direct-Fit Rearend Housing



84F20-101	DIRECT-FIT FAB9 HOUSING, '70-81 CAMARO
NOTE	AVAILABLE WITH SMALL-GM OR LATE-BIG-FORD HOUSING ENDS

■ G1 g-Bar Rear Suspensions



5800-F21	'70-73 GM F-BODY, COIL-OVER
5800-F22	'74-81 GM F-BODY, COIL-OVER
5801-F21	'70-73 GM F-BODY, AIR-SUSPENSION
5801-F22	'74-81 GM F-BODY, AIR-SUSPENSION

■ Body Bushings

1248	ALIGNMENT PIN TOOL
6816	ALUMINUM BUSHING SET
6822	URETHANE BUSHING SET



■ VariShock Bolt-Ins (For OEM Mounts)



VAS 14145-425	FRONT, QUICKSET 1 BOLT-IN, '75-79 NOVA
VAS 14145-515	FRONT, QUICKSET 1 BOLT-IN, '70-81 CAMARO
VAS 14164-715	REAR, QUICKSET 1 BOLT-IN, '70-81 CAMARO
VAS 14169-715	REAR, QUICKSET 1 BOLT-IN, '68-79 NOVA
VAS 14245-425	FRONT, QUICKSET 2 BOLT-IN, '75-79 NOVA
VAS 14245-515	FRONT, QUICKSET 2 BOLT-IN, '70-81 CAMARO
VAS 14264-715	REAR, QUICKSET 2 BOLT-IN, '70-81 CAMARO
VAS 14269-715	REAR, QUICKSET 2 BOLT-IN, '68-79 NOVA
NOTES	REQUIRES STOCK-STYLE LOWER ARMS SOLD ONLY IN PAIRS

■ 2"-Drop Spindles



5711-F20-2	2"-DROP SPINDLES, '70-78 F-BODY
5711-F21-2	2"-DROP SPINDLES, '79-81 F-BODY

'70-81 Camaro Direct-Fit Motor Mounts

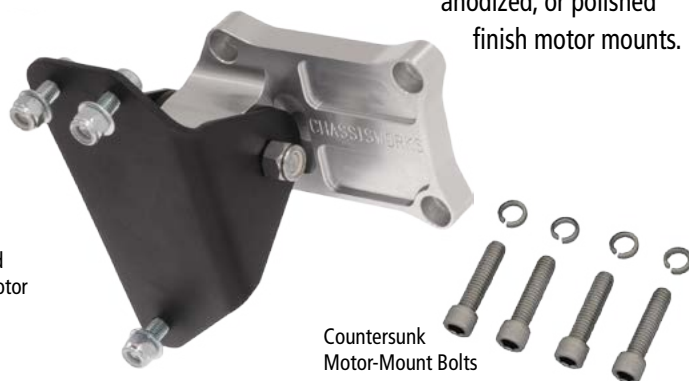
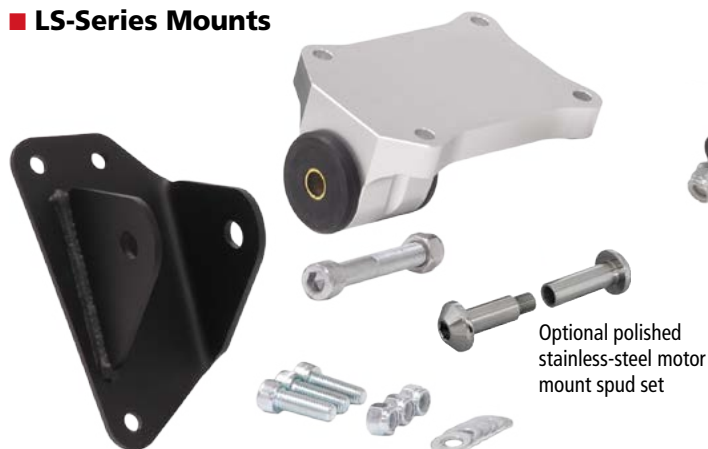
■ NEW PRODUCT

Chassisworks billet-aluminum motor mount and frame adapter sets enable direct bolt-in installation of Chevrolet's modern LS engines and standard V8 and 4.3L V6 side-mount engines into 1967-81 Camaro/Firebird (F-Body), 1968-74 Nova (X-Body), and 1964-72 Chevelle (A-Body) factory frames. CNC-machined, billet-

aluminum mounts feature a steel-sleeved, urethane bushing set secured by a 1/2" through-bolt. This captive-bushing design creates an inseparable mount with strength and reliability of a solid mount, but with significantly less vibration.

Correct engine position and drivetrain angle is maintained with either mount set to ensure correct drivetrain geometry and pinion angle. Kits include powder-coated steel frame adapters, complete mounting hardware set, and choice of bare-machine, satin-anodized, or polished finish motor mounts.

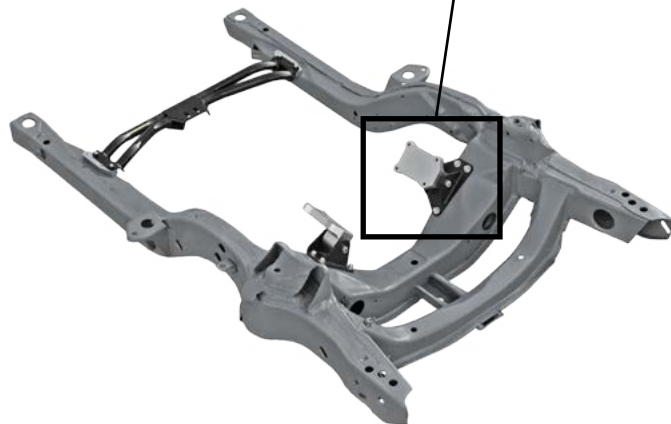
■ LS-Series Mounts



■ V8-Series Mounts



5914-A10-LS	1964-67 CHEVELLE (A-BODY) LS-SERIES ENGINES
5914-A10-V8	1964-67 CHEVELLE (A-BODY) V8-SERIES ENGINES
5914-A20-LS	1968-72 CHEVELLE (A-BODY) LS-SERIES ENGINES
5914-A20-V8	1968-72 CHEVELLE (A-BODY) V8-SERIES ENGINES
5914-F10-BB	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) BIG-BLOCK V8
5914-F10-LS	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) LS-SERIES
5914-F10-SB	1967-69 CAMARO/FIREBIRD (F-BODY), 1968-74 NOVA (X-BODY) SMALL-BLOCK V8
5914-F20-LS	1970-71 CAMARO/FIREBIRD (F-BODY) LS-SERIES
5914-F20-V8	1970-71 CAMARO/FIREBIRD (F-BODY) V8-SERIES
5914-F21-LS	1972-81 CAMARO/FIREBIRD (F-BODY) LS-SERIES
5914-F21-V8	1972-81 CAMARO/FIREBIRD (F-BODY) V8-SERIES
OPTIONS	BARE MACHINE FINISH
	SATIN ANODIZED FINISH
	POLISHED FINISH
	MOTOR-MOUNT SPUD SET, POLISHED (3046)



'70-81 Camaro Transmission Crossmembers

NEW PRODUCT


5916-F20-01 4-SPEED / POWERGLIDE / TURBO 350 20.53"



5916-F20-02 700R4/TREMEC/RICHMOND 5-SPEED/4L60 22.30"



5916-F20-03 TURBO 400 / 200-4R / 4L65E 26.85"

NOTE:
4L65E TRANSMISSION CAN BE USED WITH LS-SERIES ENGINE ONLY.
CROSSMEMBER MUST BE MOUNTED IN REARMOST HOLES OF
SUBFRAME BRACKET.



5916-F20-04 RICHMOND 6-SPEED ROD 24.38"

Features/Benefits:

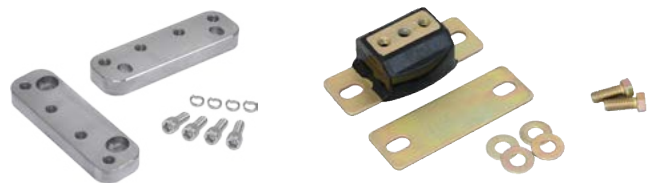
- Direct bolt-in for GM F-body (1970-81)
- Dual 1-1/4 x .120" -wall tubular construction
- Clearance for up to 3" exhaust
- Slotted mount allows drivetrain variances such as mid plates
- Eliminates need for hardware access space above the mounts
- Available for popular transmissions/engine combinations



5916-F20-05 TREMEC AFTERMARKET T-56 MAGNUM
6-SPEED (TUET11009 AND TUET11012) 26.60"



5916-F20-06 4L80E/4L85E CHEVROLET AUTOMATIC 30.36"



5916-F20-13 OEM-CLIP ADAPTER SET
ESP 3.1108G GM-STYLE URETHANE TRANSMISSION MOUNT

'70-81 Camaro Mini-Tubs

■ NEW PRODUCT

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

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



5913-F10



■ '67-69 Camaro/Firebird



Spot-weld removal bits
sold separately



■ '70-81 Camaro/Firebird

■ '62-67 Chevy II/Nova



5913-X10



5913-F20

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

OEM-Replacement FAB9 Housings

Chassisworks' application-specific housings are engineered to accept stock or aftermarket suspension components to facilitate replacement of your vehicle's original rearend with a FAB9 Ford 9" conversion housing. Housings can be built to standard widths for OEM wheel offsets or narrowed to accommodate wider tire and wheel combinations. Widths can be narrowed in 1/4" increments.

All housings include a fully welded center section; housing-filler assembly; vent; drain plug; and a choice of CNC-machined housing ends. Housing options include custom widths, mild steel or 4130 construction, and folded back brace. Complete correct length axle packages and third members are also available. Ask our sales representatives for details.

■ Direct-Fit Leaf-Spring Housings



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

■ '79-04 Mustang Housings



FAB9 Housing for OEM-Style Mounts

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



FAB9 Housing with Anti-Roll-Bar Mounts

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

■ A- and G-Body Housings



FAB9 Housing for OEM-Style Anti-Roll Bar

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



FAB9 Housing with Anti-Roll-Bar Mounts

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

'82-02 Camaro FAB9 Torque Arm System

Stepping up to a Ford 9" in your third or fourth Camaro is now a simple bolt-on swap. Chassisworks FAB9 Torque Arm System is a significant improvement to the stock suspension configuration featuring a fabricated rearend housing, tubular torque arm, and 5-position 4130 crossmember kit. The FAB9 housing accepts stock spring, shock, panhard bar mounts, and utilizes a specific adapter cross welded structure securely mount Chassisworks or OEM-style torque arms.



■ Drag-Race Style Torque Arm



6294 DRAG-RACE STYLE TORQUE ARM FOR '82-02 CAMARO (GEN 3 AND 4)
- MOUNTS TO ADAPTER CROSS WELDMENT 6295-CAC AVAILABLE WITH
84F30-FXX AND 84F40-FXX FAB9 HOUSINGS

■ Torque Arm Crossmember Kit



6296 TORQUE ARM CROSSMEMBER KIT FOR 3RD AND 4TH GEN CAMARO - INCLUDES TRANSMISSION MOUNT BRACKET AND 4130 TORQUE ARM MOUNT, DOUBLER PLATES, AND 1-5/8" TUBE ADAPTERS.

NOTE CHASSIS CROSSMEMBER TUBE IS NOT INCLUDED

■ Torque Arm FAB9 Adapter Crosses



6295-CAC ADAPTER CROSS WELDMENT FOR CHASSISWORKS TORQUE ARM TO 3RD AND 4TH GEN CAMARO FAB9

6295-OEM ADAPTER CROSS WELDMENT FOR OEM AND MOST AFTERMARKET TORQUE ARMS TO 3TH AND 4TH GEN CAMARO FAB9

'82-02 Camaro FAB9 Torque Arm System

■ Direct-Fit FAB9 Rearend Housings - '82-02 Camaro (GEN 3 and 4)



84F30-E01	DIRECT-FIT MILD-STEEL FAB9 HOUSING FOR 82-92 CAMARO/FIREBIRD (*STOCK 62"/56-1/2")
84F30-E11	DIRECT-FIT 4130 FAB9 HOUSING FOR 82-92 CAMARO/FIREBIRD (*STOCK 62"/56-1/2")
84F40-E01	DIRECT-FIT MILD-STEEL FAB9 HOUSING FOR 93-02 CAMARO/FIREBIRD (*STOCK 65"/59-1/2")
84F40-E11	DIRECT-FIT 4130 FAB9 HOUSING FOR 93-02 CAMARO/FIREBIRD (*STOCK 65"/59-1/2")
HOUSING WIDTH	STOCK WIDTH NARROWED WIDTHS 1/4" TO 2" LESS THAN STOCK IN 1/4" INCREMENTS NARROWED WIDTHS 2-1/4" TO 5" LESS THAN STOCK IN 1/4" INCREMENTS
HOUSING OPTIONS	FOLDED REINFORCEMENT BACK BRACE INSTALLED NO TORQUE ARM MOUNTING TABS OR FAB9 CROSS MOUNT WELDMENT INSTALLED MOUNTS AND FAB9 CROSS MOUNT WELDMENT FOR CHASSISWORKS TORQUE ARM INSTALLED MOUNTS AND FAB9 CROSS MOUNT WELDMENT FOR OEM AND MOST AFTERMARKET TORQUE ARMS
FEATURES	INCLUDES FABRICATED FORD 9" CENTER SECTION WITH 3" AXLE TUBES, LATE-BIG-FORD SEALED HOUSING ENDS, AND MOUNTS FOR OEM COIL-SPRING, SHOCK, AND PANHARD BAR - OPTIONAL MOUNTING TABS FOR OEM OR AFTERMARKET TORQUE ARM, FAB9 CROSS MOUNT WELDMENT, HOUSING WIDTH, AND REINFORCEMENT BACKBRACE - SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON
NOTE	* - HOUSING WIDTHS (*STOCK 62"/56-1/2") ARE GIVEN AS (WHEEL-TO-WHEEL WIDTH USING 1/4" THICK HATS / HOUSING ONLY WIDTH)

■ Direct-Fit FAB9 Rearend Housings with Anti-Roll Bar Mounts - '82-02 Camaro (GEN 3 and 4)



84F30-F11	DIRECT-FIT 4130 FAB9 HOUSING WITH DRAG-RACE ANTI-ROLL BAR MOUNTS FOR 82-92 CAMARO/FIREBIRD (*STOCK 62"/56-1/2")
84F40-F11	DIRECT-FIT 4130 FAB9 HOUSING WITH DRAG-RACE ANTI-ROLL BAR MOUNTS FOR 93-02 CAMARO/FIREBIRD (*STOCK 65"/59-1/2")
HOUSING WIDTH	STOCK WIDTH NARROWED WIDTHS 1/4" TO 2" LESS THAN STOCK IN 1/4" INCREMENTS NARROWED WIDTHS 2-1/4" TO 5" LESS THAN STOCK IN 1/4" INCREMENTS
HOUSING OPTIONS	FOLDED REINFORCEMENT BACK BRACE INSTALLED NO TORQUE ARM MOUNTING TABS OR FAB9 CROSS MOUNT WELDMENT INSTALLED MOUNTS AND FAB9 CROSS MOUNT WELDMENT FOR CHASSISWORKS TORQUE ARM INSTALLED MOUNTS AND FAB9 CROSS MOUNT WELDMENT FOR OEM AND MOST AFTERMARKET TORQUE ARMS BILLET SHOCK MOUNTS FOR ANTI-ROLL BAR BRACKETS
ANTI-ROLL BAR	HOUSING-MOUNTED DRAG-RACE ANTI-ROLL BAR (5806-F30)
FEATURES	INCLUDES FABRICATED FORD 9" CENTER SECTION WITH 3" AXLE TUBES, LATE-BIG-FORD SEALED HOUSING ENDS, DRAG-RACE ANTI-ROLL BAR MOUNTING BRACKETS, AND MOUNTS FOR OEM COIL-SPRING, SHOCK, AND PANHARD BAR - OPTIONAL MOUNTING TABS FOR OEM OR AFTERMARKET TORQUE ARM, FAB9 CROSS MOUNT WELDMENT, HOUSING WIDTH, AND REINFORCEMENT BACKBRACE - SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON
NOTE	* - HOUSING WIDTHS (*STOCK 62"/56-1/2") ARE GIVEN AS (WHEEL-TO-WHEEL WIDTH USING 1/4" THICK HATS / HOUSING ONLY WIDTH)

'82-02 Camaro Poly Lower Control Arms

■ Billet-Aluminum Poly Lower Control Arms

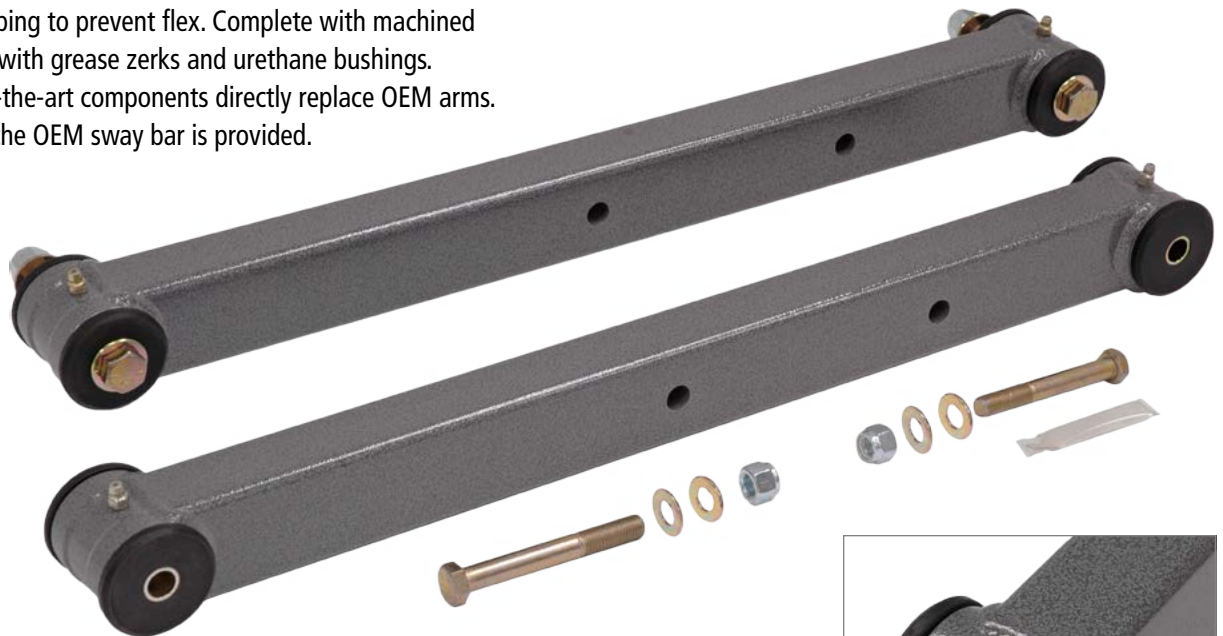
Chassisworks' A-, F-, and G-Body, billet-aluminum lower arms are fitted with premium urethane bushings for improved performance and increased power handling over standard rubber bushings. The main body features a pocket-milled design to reduce weight with additional material in the areas in which the stock-style anti-roll bar attaches. Arms include Grade 8 mounting hardware and can be mounted to OEM or FAB9 rearend housings and the factory chassis mounts.



5815-A10	BILLET POLY LOWER ARMS, '64-72 A-BODY
5815-F30*	BILLET POLY LOWER ARMS, '82-02 F-BODY (CAMARO)
5815-G10	BILLET POLY LOWER ARMS, '78-87 G-BODY, '82-02 F-BODY (CAMARO)
* FOR USE WITH NON-CONTROL-ARM-MOUNTED REAR ANTI-ROLL BARS	

■ Urethane-End Lower Control Arms

Our urethane-end lower control arms are made of 1-1/2" x 2" rectangular tubing to prevent flex. Complete with machined billet-housing with grease zerks and urethane bushings. These state-of-the-art components directly replace OEM arms. Mounting for the OEM sway bar is provided.



5819-A10	URETHANE-END LOWER CONTROL ARMS, '64-72 A-BODY
5819-G10	URETHANE-END LOWER CONTROL ARMS, '78-87 G-BODY, '82-02 F-BODY (CAMARO)

Billet Bushing Housing

'82-02 Camaro Pivot-Ball Lower Control Arms

■ Billet g-Link Lower Control Arms

Chassisworks' A-, F-, and G-Body, 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.

Careful computer analysis enabled us to remove unnecessary weight and eliminate stress concentrations, resulting in a lightweight, curved surface, I-beam design, with excellent strength, durability, and appearance.



5816-A10 BILLET PIVOT LOWER CONTROL ARMS, '64-72 A-BODY

5816-G10 BILLET PIVOT LOWER CONTROL ARMS, '78-87 G-BODY, '82-02 F-BODY

■ g-Link Lower Control Arms

Our ultimate performance link for use on performance driven street or track applications. g-Link lower control arms feature tubular steel construction with billet pivot-ball housing ends. The threaded rod end allows for housing alignment and wheelbase length adjustment.



5826-A10 G-LINK PIVOT LOWER CONTROL ARMS, '64-72 A-BODY

5826-G10 G-LINK PIVOT LOWER CONTROL ARMS, '78-87 G-BODY, '82-02 F-BODY



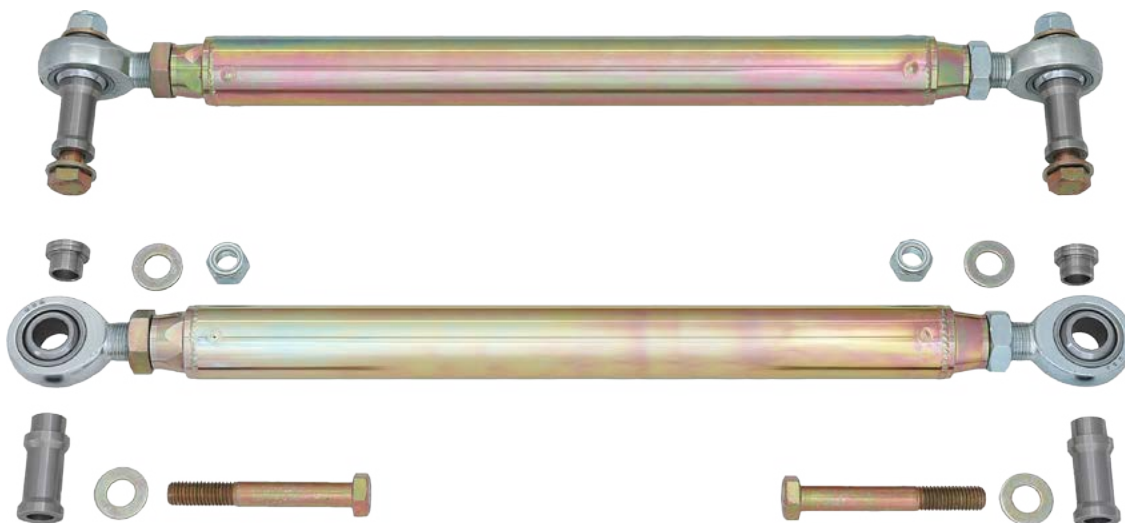
'82-02 Camaro Drag Race Lower Control Arms

■ 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



'82-92 Camaro OEM-Replacement Struts

Replace the factory struts in your '82-92 Camaro/Firebird or '79-04 Mustang or with VariShock bolt-in struts, for use with OEM springs, or with our complete coil-over conversion kits to reduce weight and enable suspension tuning.



Double-adjustable QuickSet 2 valving enables individual adjustment of compression and extension with sixteen settings available for each. VariStruts feature billet-4130 strut bodies and full-7/8" -diameter piston rods with threaded-stem tops. These are compatible with most 3/4" - or 16mm-bore aftermarket caster-camber plates.

Mustang VariStruts are available in stock- and lowered-height versions to accommodate ride heights ranging from stock to three inches below stock. Mustang applications require spindles with a 1" - or 3/4"-wide mounting boss. Camaro struts are built in the lowered configuration only. VariStruts are packaged in pairs. If your car is not listed, please ask about additional custom applications.

■ Caster/Camber Plates

The Maximum Motorsports caster/camber plates provide the widest range of alignment settings possible. This ensures that the correct alignment can be achieved for any performance application. Plates are available with black-powder-coat or chrome finish.



MMCC7989	'79-89 MUSTANG, BLACK
MMCC7989-C	'79-89 MUSTANG, CHROME
MMCC9093	'90-93 MUSTANG, BLACK
MMCC9093-C	'90-93 MUSTANG, CHROME
MMCC9994	'94-04 MUSTANG, BLACK
MMCC9994-C	'94-04 MUSTANG, CHROME



Coil-over kit includes springs, upper strut bearing mount with urethane bushing, upper spring seat, and threaded locking lower spring collar.



Strut-to-spindle mounting hardware and shims

PART NUMBER	DESCRIPTION	TOTAL TRAVEL	EXTENDED LENGTH	RIDE-HEIGHT		SPRING LENGTH
				MINIMUM	MAXIMUM	
VAS 172DL-156	STRUT FOR OEM SPRING, '79-04 MUSTANG (STOCK HEIGHT)	7.0"	22.0"	17.8"	19.2"	OEM STYLE
VAS 872DL-156	STRUT WITH COIL-OVER KIT ² , '79-04 MUSTANG (STOCK HEIGHT)	7.0"	22.0"	17.8"	19.2"	12" x 2-1/2" ID
VAS 172DL-952	STRUT FOR OEM SPRING, '79-04 MUSTANG (LOWERED HEIGHT)	6.5"	20.0"	16.1"	17.4"	OEM STYLE
VAS 872DL-952	STRUT WITH COIL-OVER KIT ² , '79-04 MUSTANG (LOWERED HEIGHT)	6.5"	20.0"	16.1"	17.4"	12" x 2-1/2" ID
VAS 172DP-952	STRUT FOR OEM SPRING, '82-92 CAMARO (LOWERED HEIGHT)	6.5"	20.0"	16.1"	17.4"	OEM STYLE
VAS 872DP-952	STRUT WITH COIL-OVER KIT ² , '82-92 CAMARO (LOWERED HEIGHT)	6.5"	20.0"	16.1"	17.4"	12" x 2-1/2" ID
NOTES	1 - SOLD ONLY IN PAIRS					
	2 - COIL-OVER KIT INCLUDES SPRINGS, UPPER AND LOWER SPRING-SEAT HARDWARE, AND SPANNER WRENCH					

■ Spring Rates

VEHICLE FRONT WEIGHT	1175-1350 LB	1350-1500 LB	1500-1825 LB	1825-2200 LB
SUGGESTED SPRING RATES FOR 12"-LONG SPRING WITH NO PRELOAD	150 LB/IN	175 LB/IN	200 LB/IN	250 LB/IN

'93-02 Camaro Front Coil-Over Conversion

Converting your stock 1993-2002 Camaro front suspension to VariShock coil-over shocks is a simple bolt-on procedure. Our exclusive factory-welded upper-mount assembly bolts to the factory tower, replacing the factory mount. The urethane-bushed lower crossbar mounts directly to the factory or aftermarket lower A-arm. Lightweight billet-aluminum VariShock coil-overs are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 4.25" of shock travel. Choice of spring rates range from 350 to 450 lb/in, suitable for drag-race use, street-friendly ride quality, or handling performance. A second set of different rate springs can also be selected as an option for tuning purposes. Kits include shocks, springs, mounting hardware, and spanner wrench. All shock components and hardware are plated, anodized, or powder coated for a long-lasting quality appearance. Shocks and springs are packaged in pairs.



Optional spring-seat thrust-bearing set



Coil-over kit includes springs, direct-fit upper shock mount and lower crossbar, upper spring seat, threaded locking lower spring collar, and mounting hardware.



PART NUMBER	VALVING	TOTAL TRAVEL	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM	SPRING LENGTH
VAS 8612F-834	SINGLE	4.25	18.29	15.5	17	12
VAS 8622F-834	DOUBLE	4.25	18.29	15.5	17	12
OPTIONS	SECOND SET OF DIFFERENT RATE SPRINGS FOR TUNING LOWER-SPRING-SEAT THRUST-BEARING SET					
NOTE	1 - SOLD IN PAIRS UNLESS OTHERWISE NOTED					

■ Spring Rates

VEHICLE FRONT WEIGHT	1400-1550 LB	1550-1700 LB	1700-1850 LB
SUGGESTED SPRING RATES FOR 12"-LONG SPRING WITH 1-TO-2 INCHES OF PRELOAD	350 LB/IN	400 LB/IN	450 LB/IN

gStreet Front Suspension Systems

The gStreet line of front-suspension systems and components is an excellent choice for improving the performance and stance of many popular '50s through '80s GM passenger cars, with only minimal effort required for installation.

System packages include tubular upper and lower control arms with bonded-rubber or poly bushings, depending upon vehicle application. Unlike competitor's coil-spring arms with crossbar mounts, gStreet lower control arms feature a true coil-over-style eye mount. To keep installation simple and maximize compatibility, control arms utilize the factory chassis mounts and bolt directly to stock or aftermarket dropped spindles. Arms feature a gray-hammertone powder-coat finish.

gStreet systems are available with single- or double-adjustable, billet-aluminum VariShock coil-over shocks or air-spring

suspension. Each style features a COM-8 bearing lower mount with ball-stud upper mount

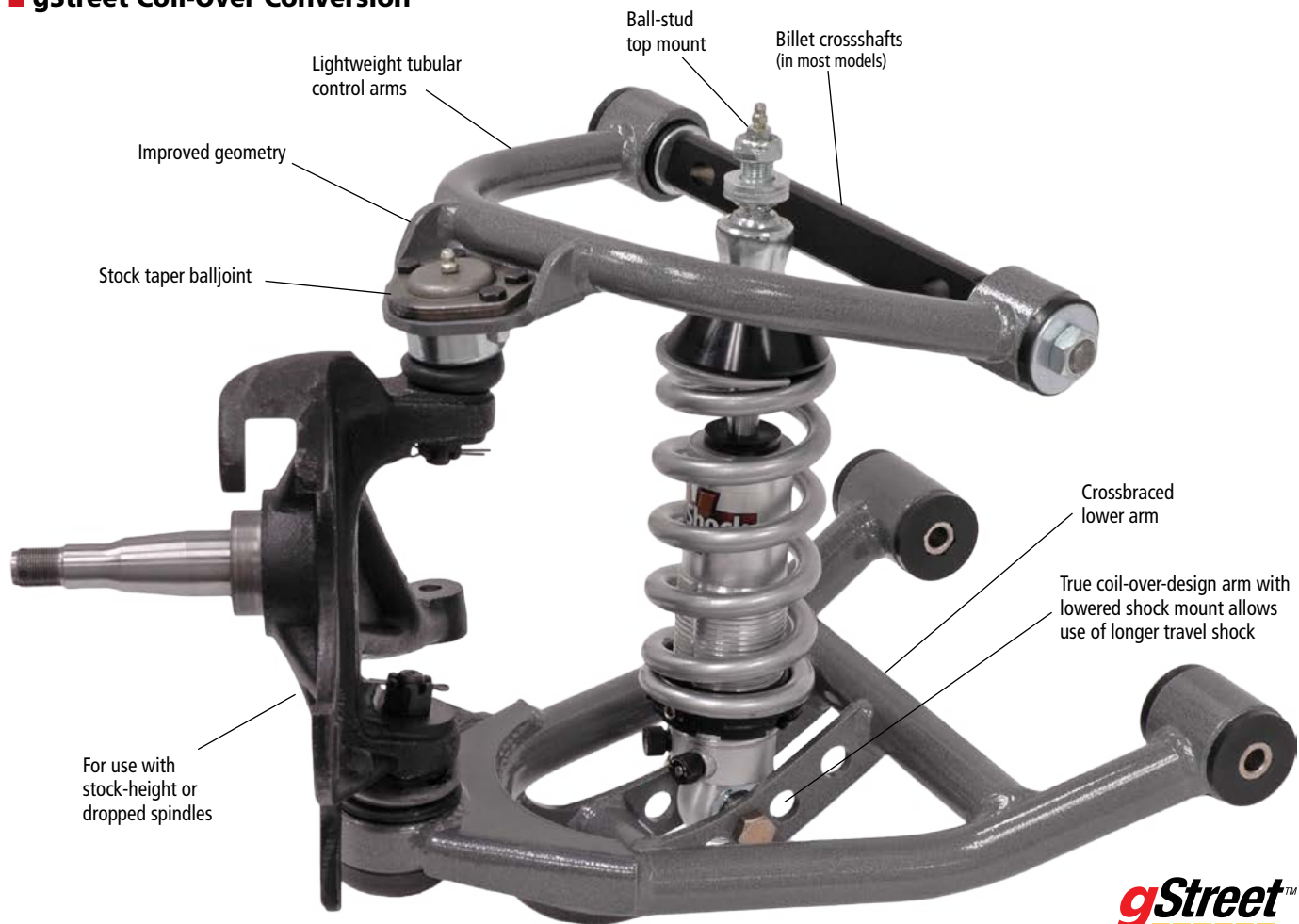
that bolts directly to the factory mounting location. The exclusive greaseable ball-stud mount provides more positive control of the suspension while still allowing free pivoting movement.

gStreet™

Drag Race System Option

A drag-race version of the system substitutes a specially valved VariShock with low-friction COM-8 spherical-bearing lower shock eye. When used without a front anti-roll bar this package enables finer control of front shock extension and vehicle weight transfer, making this an excellent choice for drag racing.

■ gStreet Coil-Over Conversion



5706-A10 '64-67 A-BODY, COIL-OVER SYSTEM

5706-A20 '68-70 A-BODY, COIL-OVER SYSTEM

5706-A30 '71-72 A-BODY, COIL-OVER SYSTEM

5706-F10 '67 CAMARO, COIL-OVER SYSTEM

5706-F11 '68-69 CAMARO, '68-74 NOVA, COIL-OVER

5706-F20 '70-74 CAMARO, COIL-OVER SYSTEM

5706-F21 '75-81 CAMARO, COIL-OVER SYSTEM

5706-G10 '78-87 G-BODY, COIL-OVER SYSTEM

5706-H10 '55-57 CHEVY, COIL-OVER SYSTEM

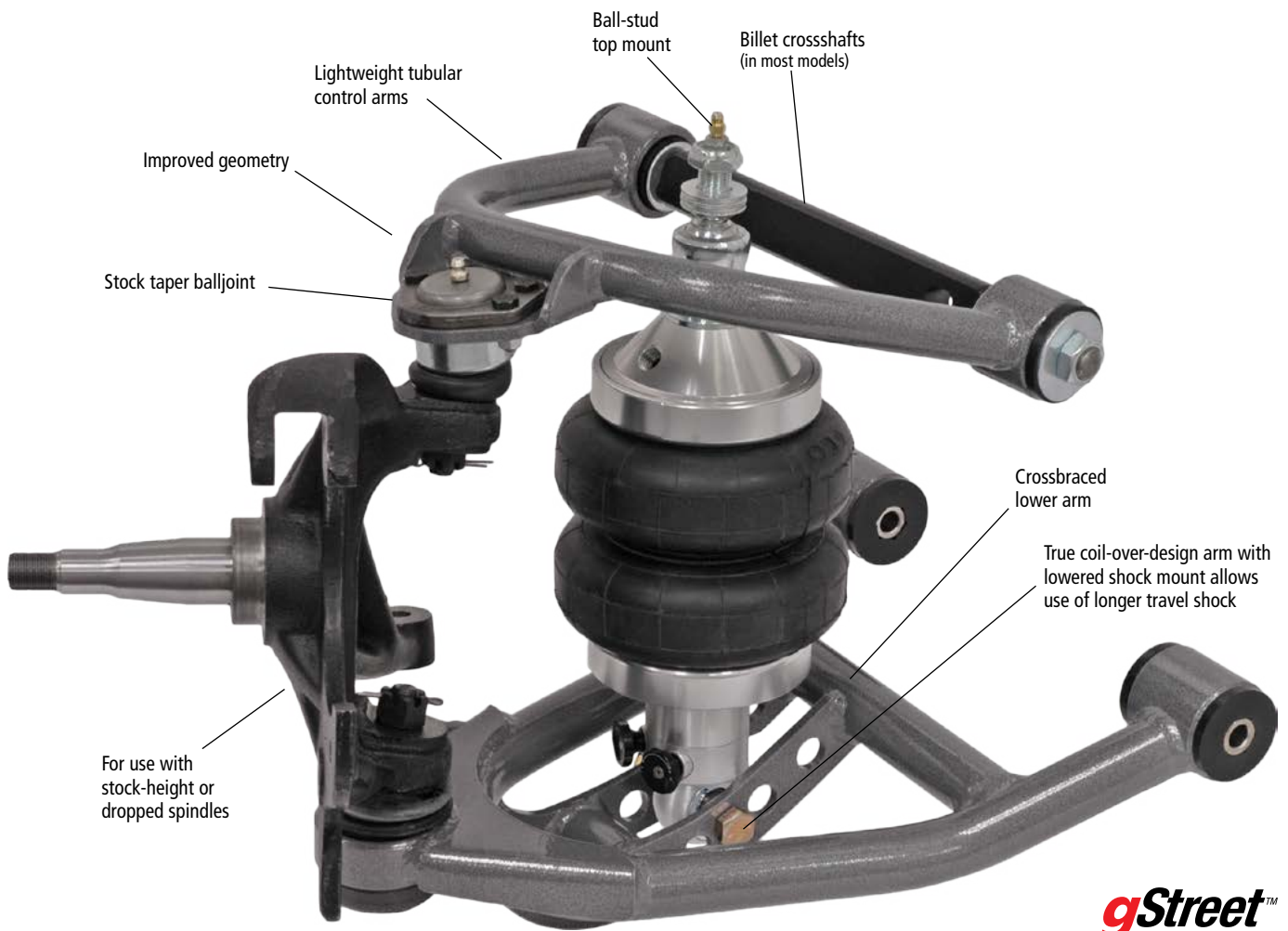
5706-H20 '58-64 IMPALA, COIL-OVER SYSTEM

5706-H30 '65-70 IMPALA, COIL-OVER SYSTEM

NOTE INCLUDES UPPER AND LOWER CONTROL ARMS, AND VARISHOCK COIL-OVERS WITH CHOICE OF SPRING RATE

gStreet Front Suspension Systems

■ gStreet Air-Spring Conversion



5707-A10	'64-67 A-BODY, AIR SPRING SYSTEM
5707-A20	'68-70 A-BODY, AIR SPRING SYSTEM
5707-A30	'71-72 A-BODY, AIR SPRING SYSTEM
5707-F10	'67 CAMARO, AIR SPRING SYSTEM
5707-F11	'68-69 CAMARO, '68-74 NOVA, AIR SPRING
5707-F20	'70-74 CAMARO, AIR SPRING SYSTEM
5707-F21	'75-81 CAMARO, AIR SPRING SYSTEM

5707-G10	'78-87 G-BODY, AIR SPRING SYSTEM
5707-H10	'55-57 CHEVY, AIR SPRING SYSTEM
5707-H20	'58-64 IMPALA, AIR SPRING SYSTEM
5707-H30	'65-70 IMPALA, AIR SPRING SYSTEM
NOTE	INCLUDES UPPER AND LOWER CONTROL ARMS, AND VARISHOCK AIR SPRINGS

■ Option – Dropped Spindles

Available for most applications.



■ Option – Anti-Roll Bar with Billet Mounts



gStreet Bolt-On Front Lower A-Arms

■ COIL-OVER LOWER ARMS

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.



■ 1964-72 Chevelle (A-Body) Coil-Over Lower Arms



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

■ 1967-69 Camaro (F-Body) Coil-Over Lower Arms



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

■ 1970-81 Camaro, 1975-79 Nova Coil-Over Lower Arms



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

■ 1978-87 Monte Carlo (G-Body) Coil-Over Upper Arms



5705-G10 '78-87 MONTE CARLO
(G-BODY) LOWER ARMS
(PAIR)

■ 1955-57 Chevy (GM Full-Size) Coil-Over Lower Arms



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

■ 1958-64 Impala (GM Full-Size) Coil-Over Lower Arms



5705-H20 '58-64 IMPALA (GM
FULL-SIZE) LOWER
ARMS (PAIR)

■ 1965-70 Impala (GM Full-Size) Coil-Over Lower Arms



5705-H30 '65-70 IMPALA (GM
FULL-SIZE) LOWER
ARMS (PAIR)

■ COIL-SPRING LOWER ARMS

■ 1964-72 Chevelle (A-Body) Coil-Spring Lower Arms



5733-A10 '64-72 CHEVELLE (A-BODY)
LOWER ARMS (PAIR)

■ 1967-69 Camaro (F-Body) Coil-Spring Lower Arms



5733-F10 '67-69 CAMARO, '68-74
NOVA LOWER ARMS (PAIR)

gStreet Bolt-On Front Upper A-Arms

Originally designed for use with our gStreet coil-over and air-spring suspension conversions, gStreet tubular upper control arms make an excellent upgrade to your OEM suspension. Stiffer materials are used to significantly reduce pivot-bushing deflection and improve suspension geometry accuracy. Control arm sets feature OEM-style balljoints, for use with factory or aftermarket spindles, and durable powder-coat finish.

■ 1964-72 Chevelle (A-Body) - Mark II Upper Arms



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

■ 1967-69 Camaro (F-Body) - Mark II Upper Arms



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

■ 1970-81 Camaro, 1975-79 Nova - Upper Arms



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

■ 1978-87 Monte Carlo (G-Body) - Upper Arms



5704-G10 '78-87 MONTE CARLO (G-BODY) UPPER ARMS (PAIR)

■ 1955-57 Chevy (GM Full-Size) - Upper Arms



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

■ 1958-64 Impala (GM Full-Size) - Upper Arms



5704-H20 '58-64 IMPALA (GM FULL-SIZE) UPPER ARMS (PAIR)

■ 1965-70 Impala (GM Full-Size) - Upper Arms



5704-H30 '65-70 IMPALA (GM FULL-SIZE) UPPER ARMS (PAIR)

Chassisworks GM Spindles

■ A-, F-, and X-Body Forged Spindles ('67-72)

Chassisworks series of forged A-, F-, and X-body spindles directly replace the OEM components from GM vehicles ranging from 1967-1972 (some models later). Popular models include Chevelle, Camaro, and Nova. Spindles also interchange with related Buick, Oldsmobile, and Pontiac models, including Apollo, Firebird, Grand Prix, Cutlass, and others.

MODEL	YEAR
APOLLO	'73-74
BUICK SPECIAL	'67-72
CAMARO	'67-69
CHEVELLE	'67-72
CUTLASS	'67-72
EL CAMINO	'71-72

MODEL	YEAR
F85	'67-72
FIREBIRD	'67-69
GRAND PRIX	'69-72
MALIBU	'67-72
MONTE CARLO	'70-72
NOVA	'68-74

MODEL	YEAR
OMEGA	'73-74
GMC SPRINT	'71-72
TEMPEST	'67-72
VENTURA II	'71-74



Stock Height

This direct-replacement spindle features the stock-height suspension geometry and accepts factory disc brakes. Spindles are shipped in pairs with bare-steel finish.

5711-A10 STOCK-HEIGHT SPINDLES



2" Drop - Stock Upright

The 2"-drop spindle features a relocated axle to lower your vehicle's stance without sacrificing suspension travel. Spindles are shipped in pairs with matte-black finish.

5711-A10-2 2"-DROP SPINDLES



2" Drop - Extended Upright

This 2"-drop spindle features a 2"-taller upright to improve negative camber gain and cornering ability. Spindles are shipped in pairs with matte-black finish.

5711-A10-2T 2"-DROP, TALL SPINDLES

■ A-, F-, G-, and X-Body Spindles ('73-87)

Later A-, F-, G-, and X-body spindles are a heavy-duty cast construction with relocated press-fit axle to lower your vehicle's stance 2" without negatively affecting steering geometry or suspension travel. These spindles are a direct replacement for GM vehicles ranging from 1973-1987 (some model exceptions). Popular models include Chevelle, Camaro, Nova, and Monte Carlo. Spindles also interchange with related Buick, Oldsmobile, and Pontiac models, including Apollo, Firebird, Grand Prix, Cutlass, and others.



5711-G10-2

5711-F20-2	2"-DROP SPINDLES, '70-78 F-BODY
5711-F21-2	2"-DROP SPINDLES, '79-81 F-BODY
5711-G10-2	2"-DROP SPINDLES, '78-88 G-BODY

MODEL	YEAR	P/N
APOLLO	'75	5711-F20-2
BONNEVILLE	'83-86	5711-G10-2
BUICK	'77-78 ¹	5711-F20-2
	'79	5711-F21-2
CAMARO	'70-78	5711-F20-2
	'79	5711-F21-2
CENTURY	'73-77	5711-F20-2
	'78-81 ²	5711-G10-2
CHEVROLET PASSENGER	'77-78 ¹	5711-F20-2
	'79 ¹	5711-F21-2
CHEVELLE	'73-77	5711-F20-2
CUTLASS	'73-77	5711-F20-2
	'78-88 ²	5711-G10-2
EL CAMINO	'73-77	5711-F20-2
	'78 ²	5711-G10
FIREBIRD	'70-78	5711-F20-2
	'79	5711-F21-2
GRAND PRIX	'73-77	5711-F20-2
	'78-87 ²	5711-G10-2
LEMANS	'73-77	5711-F20-2
	'78-81 ²	5711-G10-2
MALIBU	'78-87 ²	5711-G10-2
MONTE CARLO	'73-77	5711-F20-2
	'78-88 ²	5711-G10-2

MODEL	YEAR	P/N
NOVA	'75-78	5711-F20-2
	'79	5711-F21-2
OLDSMOBILE	'77-78 ¹	5711-F20-2
	'79	5711-F21-2
OMEGA	'75-78	5711-F20-2
	'79	5711-F21-2
PHOENIX	'77-78	5711-F20-2
	'79	5711-F21-2
PONTIAC	'77-78 ¹	5711-F20-2
	'79 ¹	5711-F21-2
	'82	5711-G10-2
REGAL	'73-77	5711-F20-2
	'78-87 ²	5711-G10-2
SEVILLE	'76	5711-F20-2
SKYLARK	'75-78	5711-F20-2
	'79	5711-F21-2
GMC SPRINT	'73-77	5711-F20-2
	'78-87 ²	5711-G10-2
VENTURA II	'75-77	5711-F20-2
NOTES	1 - 11" ROTOR	
	2 - '78 USE LATER WHEEL BEARINGS	

Chassisworks' GM Steering Boxes

■ Quick-Ratio Power-Steering Box (A/G-, B-, F-, and X-Body)

You can now have that Pro-Touring feel and accuracy of a rack and pinion with the installation ease of a direct-fit steering box. Chassisworks now offers high-performance, modern-technology steering boxes for 1964 to 1992 GM vehicles, including Impala (B-body), Nova (X-body), Chevelle (A/G-body), and Camaro (F-body) and their related Buick/Olds/Pontiac models. An updated design using modern manufacturing processes enables tighter tolerances to eliminate play and reduce friction, providing useful feedback to the driver. The steering box uses an extremely responsive 12.7:1 ratio and sweeps from lock to lock in only 2-1/2 turns. Installation is a simple direct replacement for the factory unit and requires reuse of a factory or Chassisworks' aftermarket pitman arm and ragjoint. Unique to the Chassisworks' steering box

is our billet-aluminum clear-anodized cap. It provides a quality appearance to an often overlooked but clearly visible area of the engine bay. Boxes can be ordered with bare-cast or zinc-plated finish.

*New Design with
All New Components!*



5718-A10-B	POWER STEERING BOX (A/G, B, F, X), BARE FINISH
5718-A10-S	POWER STEERING BOX (A/G, B, F, X), SILVER FINISH
5720-002	BILLET-ALUMINUM CAP WITH HARDWARE
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN
3128-CFP-3199	RAG JOINT 3/4-30 x GM-RAG FLANGE

■ Manual-Steering Box (A/G-, B-, F-, and X-Body)

Chassisworks offers an updated, performance manual steering box for 1964 to 1992 GM vehicles, including Impala (B-body), Nova (X-body), Chevelle (A/G-body), and Camaro (F-body) and their related Buick/Olds/Pontiac models. A revised gearing mechanism increases the steering ratio to 16:1 with 4 turns lock to lock; best suited for street/strip or off-road performance handling. Installation is a simple direct replacement for the factory unit and requires reuse of a factory or Chassisworks' aftermarket pitman arm and ragjoint. Boxes are shipped with bare-cast finish.

5719-A10	MANUAL STEERING BOX (A/G, B, F, X), BARE FINISH
3128-CFP-3499	RAG JOINT 3/4-36 x GM-RAG FLANGE

■ Power or Manual Boxes for:

- '64-88 GM A/G Bodies
Chevelle, El Camino, Monte Carlo, Tempest, LeMans, GTO, Grand Prix, Cutlass, 442, Skylark, GS, Regal
- '65-90 GM B-Bodies
Impala, Biscayne, Bonneville, Grand Prix
- '67 and up GM F-Bodies
Camaro, Firebird
- '68 and up GM X-Bodies
Nova, Omega, Ventura



Chassisworks' GM Steering Boxes

■ Variable-Ratio Power-Steering Box ('55-57 Chevy)

Update your worn-out '55-57 Chevy steering box with Chassisworks' modern technology power steering unit, based on the same internals as our quick-ratio '60s-and-later GM steering box. Because the steering box is remanufactured from Delphi cores, you can be assured of an excellent trouble-free fit. The steering box uses a 14:1 variable ratio to improve stability at higher speeds but enable quicker response during parking and low speed maneuvering. Installation is a simple direct replacement for the factory unit and requires reuse of a factory manual pitman arm and aftermarket or modified stock steering column. Unique to the Chassisworks' steering box is our billet-aluminum clear-anodized cap. It provides a quality appearance to an often overlooked but clearly visible area of the engine bay.



■ 14:1 Variable Steering Ratio!

5718-H10	POWER STEERING BOX ('55-57 CHEVY), BLACK FINISH
5720-002	BILLET-ALUMINUM CAP WITH HARDWARE
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN
BOR 909011	2"-OD-COLUMN FLOOR MOUNT, PLAIN FINISH
BOR 909012	2"-OD-COLUMN FLOOR MOUNT, POLISHED FINISH



Floor mount for aftermarket column available.

■ Variable-Ratio Power-Steering Box ('58-64 Chevy)

Update your worn-out '58-64 Chevy steering box with Chassisworks' modern technology power steering unit, based on the same internals as our quick-ratio '60s-and-later GM steering box. Because the steering box is remanufactured from Delphi cores, you can be assured of an excellent trouble-free fit. The steering box uses a 14:1 variable ratio to improve stability at higher speeds but enable quicker response during parking and low speed maneuvering. Installation is a simple direct replacement for the factory unit and requires reuse of a factory manual pitman arm and aftermarket or modified stock steering column. Unique to the Chassisworks' steering box is our billet-aluminum clear-anodized cap. It provides a quality appearance to an often overlooked but clearly visible area of the engine bay.



■ 14:1 Variable Steering Ratio!

5718-H20	POWER STEERING BOX ('58-64 CHEVY), BLACK FINISH
5720-002	BILLET-ALUMINUM CAP WITH HARDWARE
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN
5720-H20	U-JOINT AND STEERING SHAFT KIT



Bump-Steer & Tie-Rod Assemblies

■ Billet Tie-Rod Adjuster Sleeves



5712-A10	'64-70 CHEVELLE (A-BODY), '78-88 MONTE CARLO (G-BODY)
5712-F10	'67-69 CAMARO (F-BODY), '65-70 IMPALA (B-BODY)
5712-F20	'70-81 CAMARO (F-BODY), '71-77 CHEVELLE (A-BODY)
NOTE	INCLUDES BILLET SLEEVES AND JAM NUTS

■ Bump-Steer Kit (Outer Only)



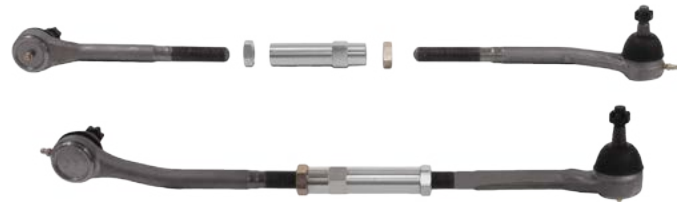
5715-A10	'64-70 CHEVELLE (A-BODY)
5715-A30	'71-72 CHEVELLE (A-BODY)
5715-F10	'67 CAMARO (F-BODY)
5715-F11	'68-69 CAMARO (F-BODY)
5715-F20	'70-74 CAMARO (F-BODY)
5715-F21	'75-81 CAMARO (F-BODY)
5715-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	REPLACES OUTER TIE-ROD WITH HEIGHT-ADJUSTABLE STUD-ROD-END-SLEEVE ASSEMBLY

■ Tie-Rod, Centerlink, and Idler Arm



5714-A10	'64-67 CHEVELLE (A-BODY)
5714-A20	'68-70 CHEVELLE (A-BODY)
5714-A30	'71-72 CHEVELLE (A-BODY)
5714-F11	'68-69 CAMARO (F-BODY)
5714-F20	'70-74 CAMARO (F-BODY)
5714-F21	'75-81 CAMARO (F-BODY)
5714-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT IDLER ARM, CENTERLINK, AND TIE-RODS, WITH BILLET SLEEVES

■ Tie-Rod and Sleeve Sets



5713-A10	'64-70 CHEVELLE (A-BODY)
5713-A30	'71-72 CHEVELLE (A-BODY)
5713-F10	'67 CAMARO (F-BODY)
5713-F11	'68-69 CAMARO (F-BODY)
5713-F20	'70-74 CAMARO (F-BODY)
5713-F21	'75-81 CAMARO (F-BODY)
5713-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT TIE RODS AND BILLET SLEEVE SET

■ Bump-Steer Tie-Rod Assemblies



5716-A10	'64-70 CHEVELLE (A-BODY)
5716-A30	'71-72 CHEVELLE (A-BODY)
5716-F10	'67 CAMARO (F-BODY)
5716-F11	'68-69 CAMARO (F-BODY)
5716-F20	'70-74 CAMARO (F-BODY)
5716-F21	'75-81 CAMARO (F-BODY)
5716-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES FACTORY INNER TIE RODS AND HEIGHT-ADJUSTABLE OUTER BUMP-STEER KIT

■ Bump-Steer, Tie-Rod, Centerlink, and Idler Arm



5717-A10	'64-67 CHEVELLE (A-BODY)
5717-A20	'68-70 CHEVELLE (A-BODY)
5717-A30	'71-72 CHEVELLE (A-BODY)
5717-F11	'68-69 CAMARO (F-BODY)
5717-F20	'70-74 CAMARO (F-BODY)
5717-F21	'75-81 CAMARO (F-BODY)
5717-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT IDLER ARM, CENTERLINK, AND INNER TIE-RODS, WITH BILLET SLEEVES AND OUTER BUMP-STEER

gStreet Front Anti-Roll Bars (OEM Suspensions)

■ '64-77 A-Body, '70-81 F-Body, '75-79 X-Body



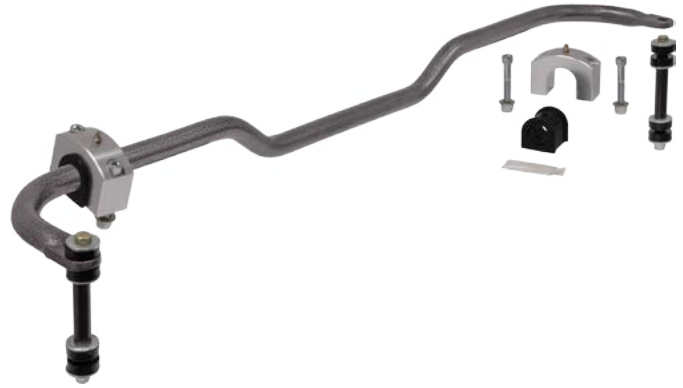
5708-A10-20 CHEVELLE 64-67 (A-BODY) - 1-1/4"

5708-A10-21 CHEVELLE 64-67 (A-BODY) - 1-5/16"

5708-A20-20 CHEVELLE 68-77, CAMARO 70-81, NOVA 75-79 - 1-1/4"

5708-A20-21 CHEVELLE 68-77, CAMARO 70-81, NOVA 75-79 - 1-5/16"

■ '67-69 F-Body, '68-74 X-Body



5708-F10-16 CAMARO 67-69 (F-BODY), NOVA 68-74 (X-BODY) - 1"

5708-F10-18 CAMARO 67-69 (F-BODY), NOVA 68-74 (X-BODY) - 1-1/8"

■ '82-02 F-Body



5708-F30-21 CAMARO 82-92, FIREBIRD 82-92 (F-BODY) - 1-5/16"

5708-F40-21 CAMARO 93-02 (GM F-BODY) - 1-5/16"

■ '78-87 G-Body



5708-G10-21 MONTE CARLO 78-87 (GM G-BODY) - 1-5/16"

■ '55-57 Chevy, '58-70 GM Full-Size



5708-H10-18 CHEVY 55-57 (GM FULL-SIZE) - 1-1/8"

5708-H10-20 CHEVY 55-57 (GM FULL-SIZE) - 1-1/4"

5708-H20-16 IMPALA 58-64 (GM FULL-SIZE) - 1"

5724-S08-2.50 IMPALA 58-64 (GM FULL-SIZE) - SPACER SET FOR USE WITH BORGESON POWER STEERING BOX

5708-H30-18 IMPALA 65-70 (GM FULL-SIZE) - 1-1/8"

■ '78-87 G-Body



5708-X10-18 NOVA 62-67 (CHEVY II) - 1-1/8"

Front Anti-Roll Bar Mounts/Endlinks

NEW PRODUCT

BILLET-ALUMINUM ANTI-ROLL BAR MOUNT SETS



Billet Mounts (Medium "D" Bushing)

5727-D10-2529	5/8"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-D12-2529	3/4"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-D14-2529	7/8"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-D16-2529	1"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-D18-2529	1-1/8"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-D20-2529	1-1/4"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)

Billet Mounts (Large "F" Bushing)

5727-F20-2529	1-1/4"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-F21-2529	1-5/16"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-F22-2529	1-3/8"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-F23-2529	1-7/16"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)
5727-F24-2529	1-1/2"-ID - 3/8" BOLTS ON 2.50" - 2.88" SLOT (PAIR)

STEEL STRAP ANTI-ROLL BAR MOUNT SETS

Strap Mounts (Medium "D" Bushing)

5726-D10-2.56	5/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D12-2.56	3/4"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D14-2.56	7/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D16-2.56	1"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D18-2.56	1-1/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D20-2.56	1-1/4"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D21-2.56	1-5/16"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS

Strap Mounts (Large "F" Bushing)

5726-F20-3.00	1-1/4"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F21-3.00	1-5/16"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F22-3.00	1-3/8"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F23-3.00	1-7/16"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F24-3.00	1-1/2"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS



POLY-BUSHING ENDLINKS

Endlinks feature 1-1/4" diameter x .60" nose, poly bushings with 7/16" mounting hardware. Mount-to-mount lengths range from 3" to 6.5".

5725-76-3.00	END LINK .60" NOSE X 3.00" LONG (PAIR)
5725-76-3.50	END LINK .60" NOSE X 3.50" LONG (PAIR)
5725-76-4.00	END LINK .60" NOSE X 4.00" LONG (PAIR)
5725-76-4.50	END LINK .60" NOSE X 4.50" LONG (PAIR)
5725-76-5.00	END LINK .60" NOSE X 5.00" LONG (PAIR)
5725-76-5.50	END LINK .60" NOSE X 5.50" LONG (PAIR)
5725-76-6.50	END LINK .60" NOSE X 6.50" LONG (PAIR)



Billet Pivot-Ball Endlink Sets

■ NEW PRODUCT

Improve the handling of any vehicle with this simple and effective upgrade. gStreet billet-steel endlinks feature a low-friction, high-misalignment, pivot-ball joint to eliminate free play at the anti-roll bar ends. To combat noise and wear the joint can be easily tightened with a small spanner wrench, greatly extending its service life and facilitating rebuilds if needed. A variety of end-style and length configurations allow installation with nearly any vehicle. Minimum hole diameter of 5/8".

- Zero deflection joint improves handling
- Zero stiction (linear minimal resistance)
- 50-degrees misalignment at each end
- Same diameter as bushing endlinks
- Tough billet steel construction
- Tighten for wear; rebuildable joint

■ Inline to Inline Endlink Sets



5752-00-472 INLINE X INLINE - 4.72" CENTER TRAVEL ($\pm 1/2"$)



5752-00-726 INLINE X INLINE - 7.26" CENTER TRAVEL ($\pm 1"$)

■ Inline to 90-Degree Endlink Sets

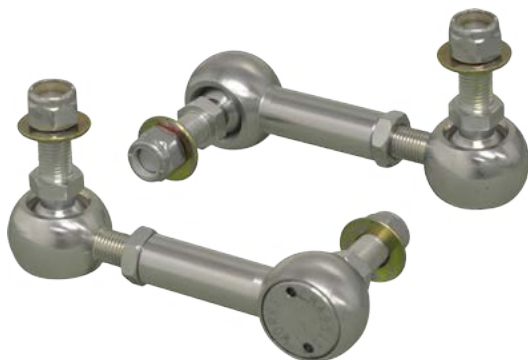


5752-09-434 INLINE X 90° - 4.34" CENTER TRAVEL ($\pm 1/2"$)



5752-09-665 INLINE X 90° - 6.65" CENTER TRAVEL ($\pm 1"$)

■ 90-Degree to 90-Degree Endlink Sets



5752-99-373 90° X 90° - 3.73" CENTER TRAVEL ($\pm 1/2"$)



5752-99-604 90° X 90° - 6.04" CENTER TRAVEL ($\pm 1"$)

gStreet Rear Anti-Roll Bars (OEM Suspensions)

Adjustable-Rate Anti-Roll Bars

■ '67-69 F-Body, '68-74 X-Body, '62-67 Chevy II



5817-F10-12-A CAMARO 67-69 (F-BODY), NOVA 68-74 (X-BODY) - 3/4"
5817-X10-12-A NOVA 62-67 (CHEVY II) - 3/4"

■ '82-02 F-Body



5817-F30-14-A CAMARO 82-02, FIREBIRD 82-02 (F-BODY) - 7/8"

■ '55-57 Chevy



5817-H10-16-A CHEVY 55-57 (GM FULL-SIZE) - 1"

■ '70-81 F-Body



5817-F20-12-A CAMARO 70-81, FIREBIRD 70-81 (F-BODY) - 3/4"

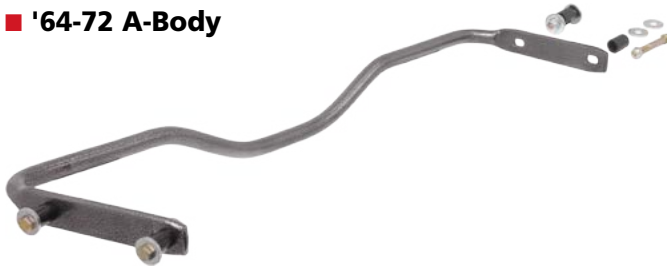
■ '64-72 A-Body



5825-A10-18-AU CHEVELLE 64-67 (A-BODY) - 1-1/8"
5825-A20-18-AU CHEVELLE 68-72 (A-BODY) - 1-1/8"

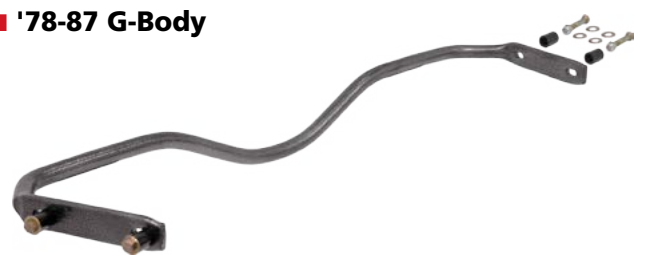
Fixed-Rate Arm Mounted Anti-Roll Bars

■ '64-72 A-Body



5817-A10-16 CHEVELLE 64-72 (A-BODY) - 1"

■ '78-87 G-Body



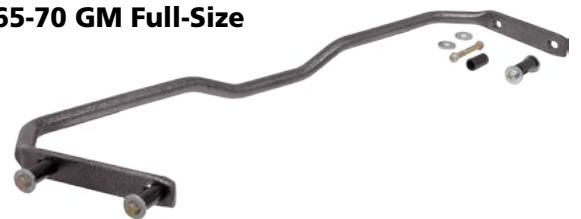
5817-G10-16 MONTE CARLO 78-87 (GM G-BODY) - 1"

■ '58-64 GM Full-Size



5817-H20-14 IMPALA 58-64 (GM FULL-SIZE) - 7/8"

■ '65-70 GM Full-Size



5817-H30-16 IMPALA 65-70 (GM FULL-SIZE) - 1"

Rear Anti-Roll Bar Mounts

■ NEW PRODUCT

■ Bolt-On Axle Clamp Mount

The billet axle-clamp assembly allows easy installation on rearend housings with 3" diameter axle tubes. By far, the cleanest U-bolt-style anti-roll bar mount available.

Note: Anti-roll bar must have adequate bend to clear the housing center section.

5835-A1DU-4816	U-BOLT 3" AXLE MOUNT FOR 1" BAR
5835-A1DU-4818	U-BOLT 3" AXLE MOUNT FOR 1-1/8" BAR



■ Weld-On Mount

Weld-on mounts are available for installation with your existing rearend housing with 3" axle tubes. Weld-nuts in the axle bracket eliminate the unsightly U-bolt and are the perfect solution for extremely clean installations.

5835-A1DW-4818	WELD-ON 3" AXLE MOUNT FOR 1-1/8" BAR
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■ Flat Surface Mount

For installation along flat surfaces, such as frame rails.

5835-A1DF-4818	FLAT SURFACE MOUNT FOR 1-1/8" BAR
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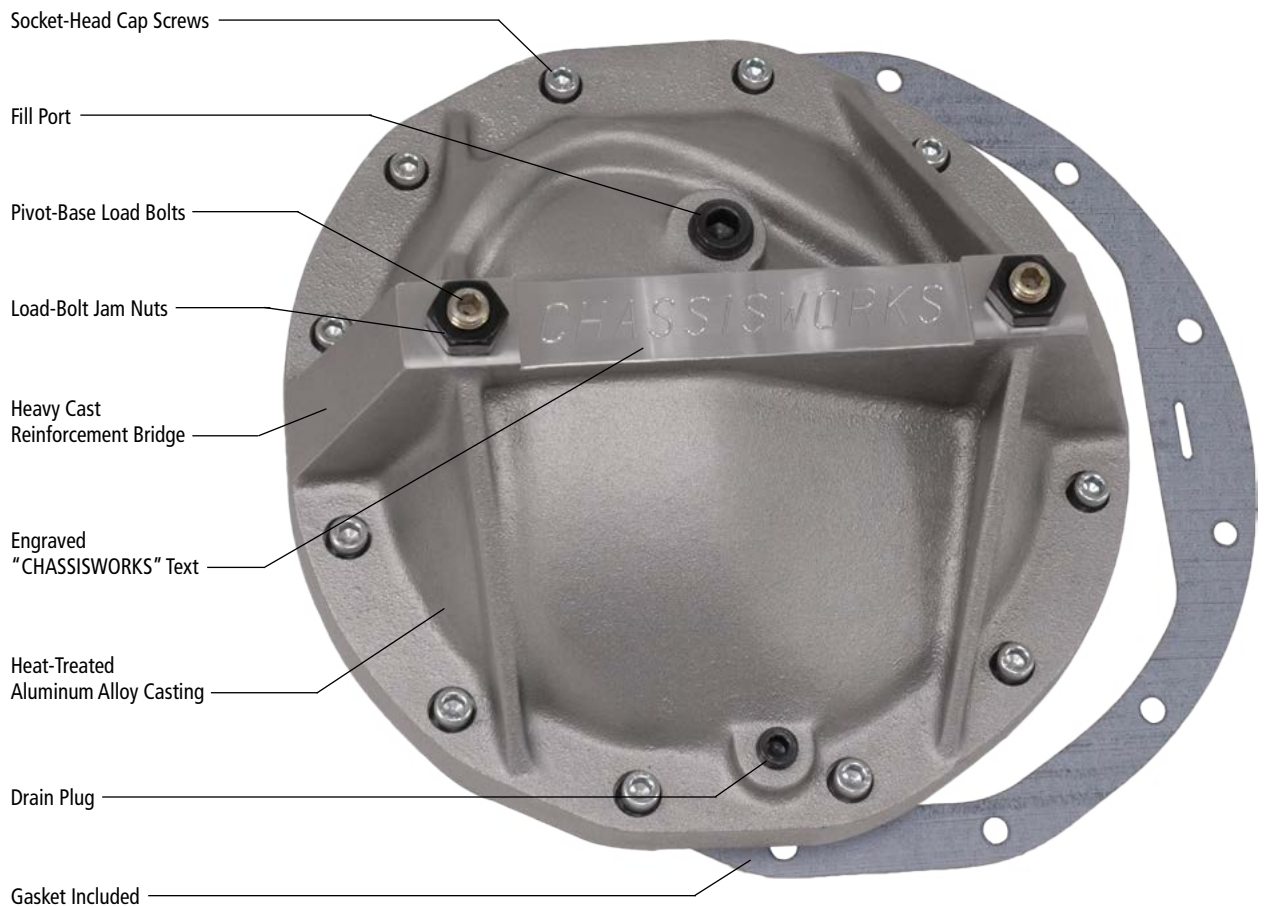
Aluminum Rearend Girdles

■ NEW PRODUCT

■ Girdles for Chevy 12-Bolt, GM 10-Bolt, and Live-Axle Ford 8.8" Rearends

Chassisworks aluminum rearend girdles support the bearing caps to significantly strengthen the rearend under severe loads and acceleration. Girdles are available for Chevy 12-bolt passenger-car rearends, GM 8.2"/8.5" 10-bolt passenger-car and light-truck rearends, and Ford 8.8" live-axle rearends. Aircraft-grade aluminum alloy (356-T6) was chosen for the heavy-wall castings for its high strength and durability properties. Each raw casting is heat treated and stress relieved before undergoing a multi-step finish machining process. This procedure ensures an optimal strength product with a consistent fit and accurate gasket face. A reinforced crossbar is

incorporated into each girdle, which houses the two swivel-foot load bolts. When torqued to the specified value, the load bolts apply pressure to the bearing caps to resist deflection under severe loads and greatly reduce or eliminate (in most cases) bearing cap fatigue and failure. The casting's material, surface, and added depth help to dissipate heat and increase fluid capacity by approximately 1/2 pint. On average, rearend operating temperatures show a decrease of fifteen degrees. All girdles feature fill and drain ports for easy maintenance. Kits include girdle, load-bolt hardware, socket-head mounting hardware, and gasket. Weighs approximately 8.5 lbs.



12-Bolt Chevy Girdle Shown

■ Applications and Pricing

5839-CHEVY12	REAREND GIRDLE, CHEVY 12-BOLT PASSENGER CARS - DOES NOT FIT BUICK, OLDSMOBILE, PONTIAC, OR TRUCKS
5839-GM10	REAREND GIRDLE, GM 10-BOLT CARS AND LIGHT TRUCKS WITH 8.2"/8.5" RING GEAR - INCLUDES BUICK GRAND NATIONAL AND 1/2-TON TRUCKS
5839-FORD8.8	REAREND GIRDLE, FORD 8.8" CARS AND TRUCKS WITH 10-BOLT COVER - FITS MOST CARS, BRONCO, EXPLORER, AND F150 TRUCKS. DOES NOT FIT INDEPENDENT REAR SUSPENSION.

Aluminum Rearend Girdles

■ NEW PRODUCT

■ Bearing-Cap Load Bolts

The load bolts are threaded through the thickest area of the girdle casting, the reinforced crossbar, and have full thread engagement when installed. Prior to beginning installation, both bolts must be backed off completely to allow the girdle cover to correctly seat against the housing. After the socket-head mounting hardware has been tightened, a hex-drive torque wrench is used to tighten the load bolt to 5 lb-ft, and the jam nut tightened to lock its position.



Socket-head mounting hardware is tightened to 25 lb-ft. Some covers will include one longer mounting screw and an optional use spacer to mount the brake line bracket at the top of the housing.



After torquing the load bolts to 5 lb-ft, an allen wrench is used to hold the load bolt's position as the jam nut is tightened.

g-Bar and g-Link Suspension Conversions

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

Chassisworks' second-generation g-Bar and g-Link suspension systems represent the current state-of-the-art in canted 4-bar design.

Available for 1967-81 Camaros, 1962-67



Chevy IIs, 1968-72 Novas, 1964-73 Mustangs, and 1967-70 Cougars. The g-Bar system consists of three different combinations of upper and lower link bars with your choice of VariShock coil-overs or air springs. These options create six different variations to better suit your particular performance application. See the following pages for individual photos of each system.

- **Applications:**
- '64-69 Camaro
- '70-81 Camaro
- '62-67 Chevy II
- '68-72 Nova
- '64-73 Mustang
- '67-70 Cougar

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



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

■ g-Bar & g-Link Street & Performance Systems

g-Bar and its variant, g-Link, dramatically improve ride quality and performance over the stock leaf-spring suspension. The canted 4-bar design is a proven suspension system commonly used in later model American muscle cars of all makes. Four individual arms precisely position the rear axle, better defining the correct suspension travel path. A panhard bar is not required with this style of suspension. This enables spring rates to be easily changed without altering suspension

geometry or allowing changes in pinion angle and lateral movement. Lighter spring rates can be used for better ride quality without allowing leaf-spring wrap-up, a common source of wheel hop. Our links are available with premium urethane or, pivot-ball ends to create controlled ride quality that inspires more confident performance driving.

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

g-Bar and g-Link Suspension Conversions

(per your vehicle's rear weight) ranging from 110-350 lbs/in. VariShock features 16-position valving adjustment within our specifically designed range. The VariShock QuickSet 2 double-

adjustable shock (shown) is also available to truly unlock the tuning potential of the g-Bar. QuickSet 2s are available at a substantial discount when purchased with g-Bar.



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



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

■ Self-Positioning Installation

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

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



"Self-positioning" system utilizes existing chassis features to locate g-Link frame brackets.



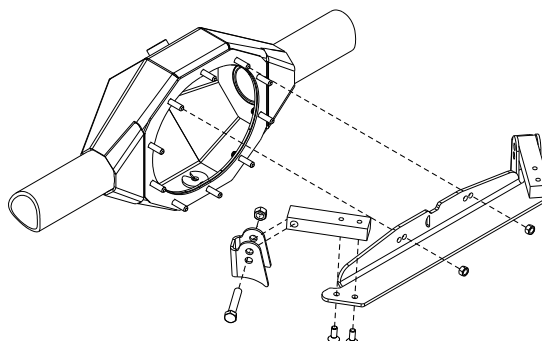
Lower links mount at OEM leaf-spring brackets



g-Bar axle bracket assembly



Simple to use upper bracket weld fixture



Accurate weld-fixture placement

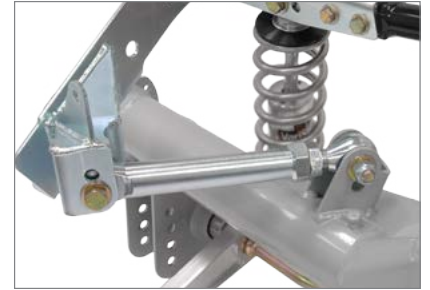
g-Bar and g-Link Suspension Conversions

■ Adjustable Suspension Geometry

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



Multiple-position FAB9 lower arm bracket



2-position chassis and housing arm brackets

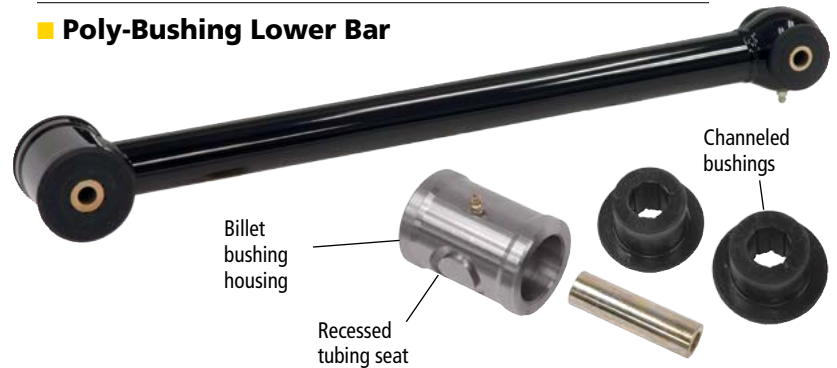
■ Multiple Lower-Link-Bar Styles

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

■ Poly-Bushing Lower Bar

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

■ Poly-Bushing Lower Bar



■ Pivot Ball Lower Link

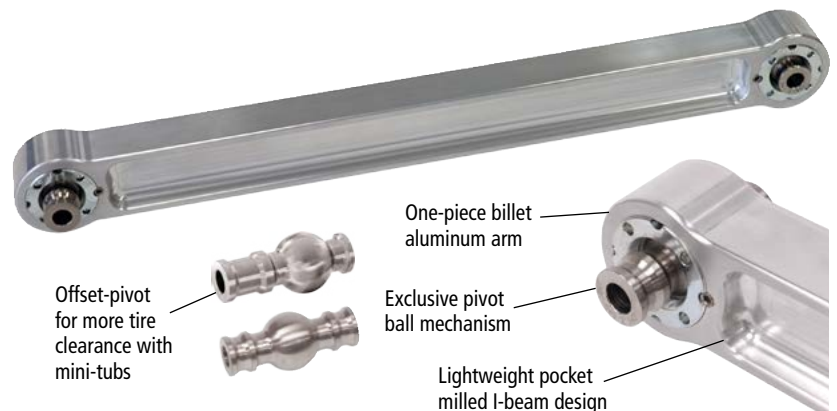
Included in g-Link system is the lower adjustable-length-tubular link with pivot ball mechanisms in each end. This is our ultimate performance link for use on performance driven street or track applications. Available with centered or offset pivots for additional tire clearance with mini-tubs.

■ Pivot Ball Lower Link



■ Billet Pivot Ball Lower Link

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



g-Bar and g-Link Suspension Conversions

■ Upper Link Bars

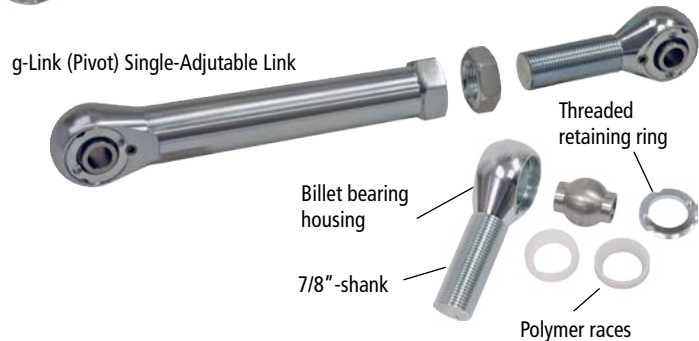
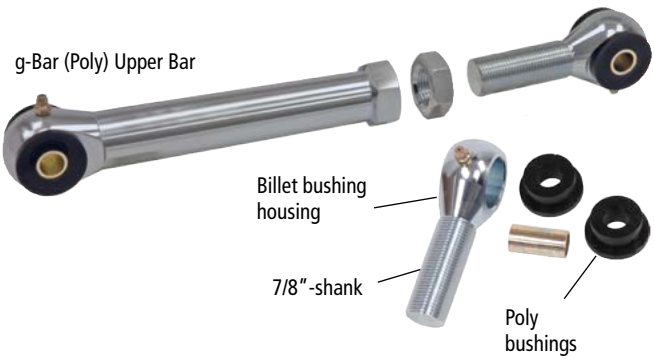
Both styles of upper links are constructed of billet alloy steel and clear zinc finished for corrosion resistance. They are length adjustable, and feature a Chassisworks exclusive - massive 7/8" -shank billet alloy steel rod ends.

Poly-Bushing Upper Bar

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

Pivot Ball Upper Link

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



■ Adjustable Shock Mounts

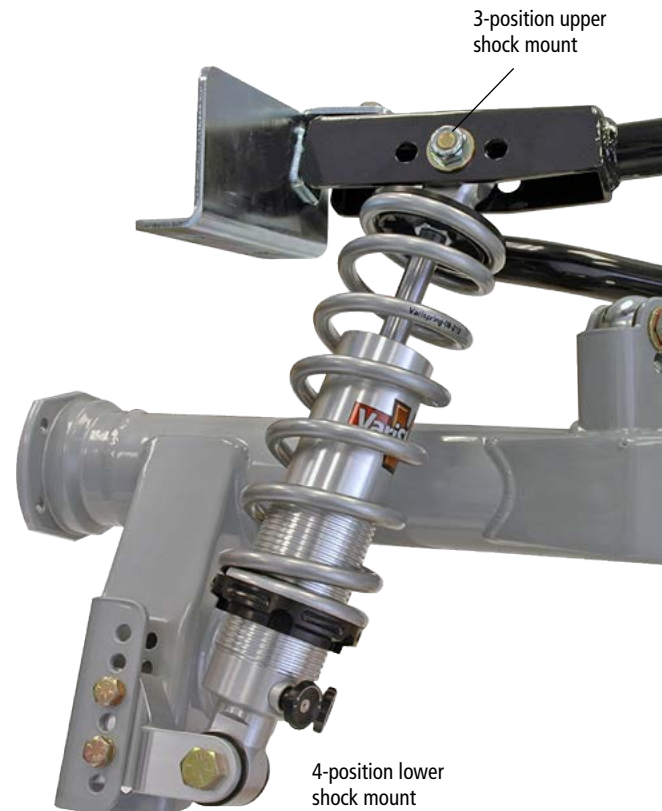
Billet aluminum double shear lower shock mounts bolt directly to the back of the lower control arm bracket and provide 4-1/2 inches of ride height adjustments. The upper shock mount has three positions to allow additional ride height and shock angle adjustment. You can adjust the shock angle in at the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

■ Stock Rearend Housing

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

■ Exhaust Clearance

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



VariShock Coil-Over g-Bar/g-Link Systems



- Performance Flexible
- Daily Driver to Road Race
- Predictable Handling
- Simple Installation
- Versatile Tuning

■ g-Bar (poly) Shock Options

Recommended for primarily street-driven vehicles with occasional performance event use, polyurethane-bushed g-Bar suspension links are matched with poly-eye VariShock coil-overs for minimized noise and vibration. Factory-valved SensiSet (SS) VariShocks are included, with QuickSet 1 (QS1) single-adjustable and QuickSet 2 (QS2) double-adjustable valve sets offered for a minimal upgrade charge.



SensiSet (SS)
Factory-valved for performance street and autocross use.



QuickSet 1 (QS1)
Single-adjustable, 16-position knob, adjusts bump/rebound simultaneously; moderate tuning.



QuickSet 2 (QS2)
Double-adjustable, dual 16-position knobs, adjusts bump and rebound independently; offers excellent tuning versatility and performance.

■ g-Link (pivot) Shock Options

Intended for vehicles seeing more performance-focused use or just wanting to get the most out of your suspension, g-Link tubular and billet arms are matched with replaceable COM-8 spherical bearings to maximize shock control and increase tuning precision. QuickSet 1 (QS1) single-adjustable VariShocks are included with optional QuickSet 2 (QS2) double-adjustable and Q4R 4-way-adjustable remote-reservoir shocks offered for the ultimate in suspension tuning range and flexibility.



QuickSet 4 Remote Reservoir (Q4R)
Four-way-adjustable, quad 16-position knobs, adjusts bump and rebound at high and low piston speeds independently; the ultimate tuning versatility and performance.
Street Tuning: Ride-quality and ride-harshness (two separate characteristics) can now be isolated and optimized independent of each other.
Performance Tuning: Widely varying suspension events such as road course rumble-strips and vehicle weight transfer can now be isolated and optimized independent of each other.

■ Spring Rate Options

Differences in vehicle weight and distribution, such as aluminum or fiberglass components, and the specific performance application, affect what would be the correct spring rate. The majority of street applications begin with 175-200 lbs/in springs as a baseline. Variations for vehicle weight and performance application can be accounted for by purchasing a second set of springs for tuning purposes (discounted at initial purchase).



Weight (lbs)	Part Number	Rate (lbs/in)
925-1000	VAS 21-12110	110
1000-1100	VAS 21-12130	130
1100-1225	VAS 21-12150	150
1225-1350	VAS 21-12175	175
1350-1575	VAS 21-12200	200
1575-1825	VAS 21-12250	250
1825-2075	VAS 21-12300	300
2075-2350	VAS 21-12350	350

g-Bar Coil-Over Suspension Systems

■ g-Bar Poly Eye

5800-C10	1967-70 COUGAR
5800-F10	1967-69 CAMARO
5800-F21	1970-73 CAMARO
5800-F22	1974-81 CAMARO
5800-M10	1964-66 MUSTANG
5800-M20	1967-70 MUSTANG
5800-M30	1971-73 MUSTANG
5800-X10	1962-67 CHEVY II
5800-X20	1968-72 NOVA

'67-69 Camaro shown



■ g-Link Pivot Ball

5804-C10	1967-70 COUGAR
5804-F10	1967-69 CAMARO
5804-F21	1970-73 CAMARO
5804-F22	1974-81 CAMARO
5804-M10	1964-66 MUSTANG
5804-M20	1967-70 MUSTANG
5804-M30	1971-73 MUSTANG
5804-X10	1962-67 CHEVY II
5804-X20	1968-72 NOVA

'70-77 Camaro shown



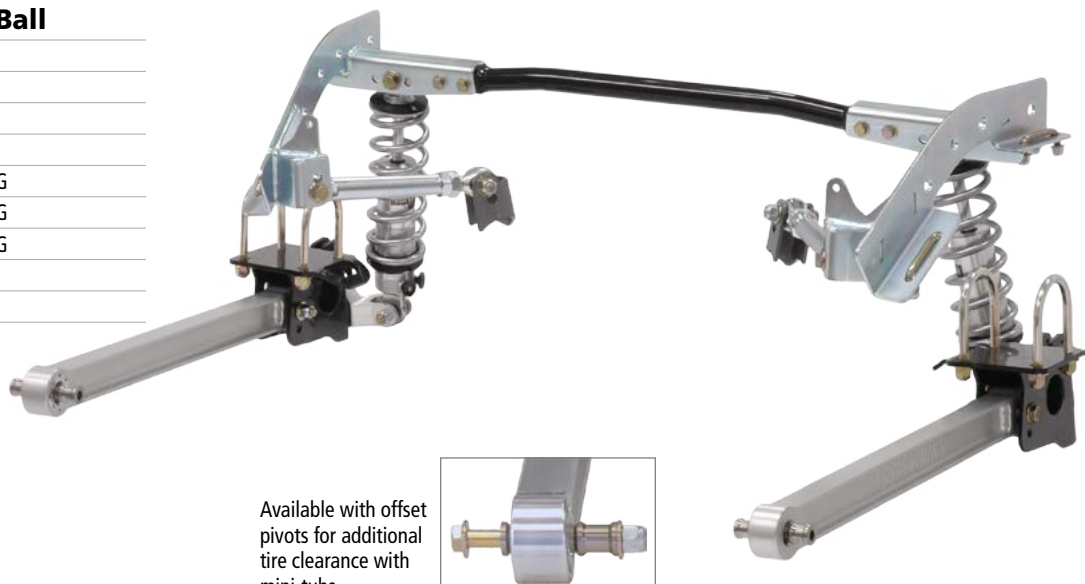
Available with offset pivots for additional tire clearance with mini-tubs.



■ g-Link Billet Pivot Ball

5813-C10	1967-70 COUGAR
5813-F10	1967-69 CAMARO
5813-F21	1970-73 CAMARO
5813-F22	1974-81 CAMARO
5813-M10	1964-66 MUSTANG
5813-M20	1967-70 MUSTANG
5813-M30	1971-73 MUSTANG
5813-X10	1962-67 CHEVY II
5813-X20	1968-72 NOVA

'67-69 Camaro shown



Available with offset pivots for additional tire clearance with mini-tubs.



VariShock Air-Spring g-Bar/g-Link Systems



- Show Car Stance
- Daily Driver to Mild Performance
- Broad Ride Height Range
- Simple Installation
- Versatile Tuning

■ g-Bar/g-Link Shock Options

Both g-Bar (poly-bushed) and g-Link (pivot-ball) systems are equipped with poly-eye VariShock air-spring shocks. Due to its variable ride height functionality and softer effective spring rate air-suspensions have traditionally been street and custom show car system. But when combined with our g-Bar and g-Link components, VariShock air-spring shocks become part of an extremely capable performance suspension system. QuickSet 1 (QS1) single-adjustable are included and allow basic control of overall ride quality; perfect for full-time street use. Upgrading to QuickSet 2 (QS2) double-adjustable valve sets allows finer control over chassis movement, making them a must have for vehicles seeing occasional performance use.



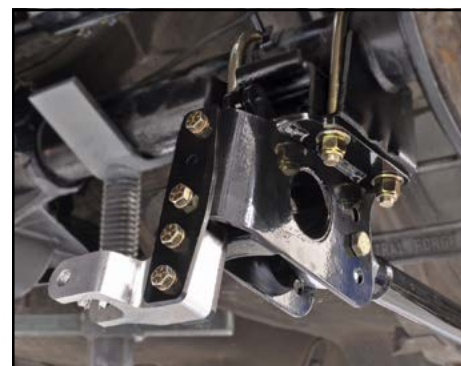
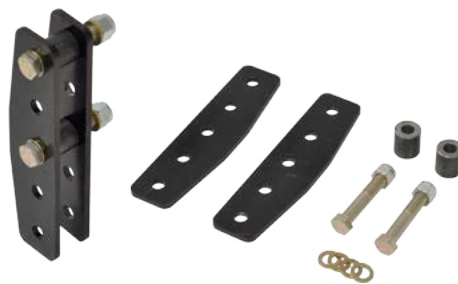
QuickSet 1 (QS1)
Single-adjustable, 16-position knob, adjusts bump/rebound simultaneously; moderate tuning.



QuickSet 2 (QS2)
Double-adjustable, dual 16-position knobs, adjusts bump and rebound independently; offers excellent tuning versatility and performance.

■ Lower Shock Mount Extenders

For customers wishing to lower their ride height down even further for that killer car show display we have developed this simple bolt-on extension kit. Installation provides and additional 1-1/4" or 2-1/2" drop in the lower shock mount position and allows the car to be raised to a driveable height for moving on or off the trailer or cruising to and from the show.



Note: This component drastically reduces suspension and ground clearance. Use at your own risk.

300-0162

LOWER SHOCK MOUNT EXTENDER (PAIR)

■ Compressor Systems

A suitable air-management system (available separately) is required for operation. We offer various electronic control and compressor systems. For additional information contact our sales staff.



g-Bar Air-Spring Suspension Systems

■ Air-Spring g-Bar Poly Eye

5801-C10	1967-70 COUGAR
5801-F10	1967-69 CAMARO
5801-F21	1970-73 CAMARO
5801-F22	1974-81 CAMARO
5801-M10	1964-66 MUSTANG
5801-M20	1967-70 MUSTANG
5801-M30	1971-73 MUSTANG
5801-X10	1962-67 CHEVY II
5801-X20	1968-72 NOVA

'67-69 Camaro shown



■ Air-Spring g-Link Pivot Ball

5805-C10	1967-70 COUGAR
5805-F10	1967-69 CAMARO
5805-F21	1970-73 CAMARO
5805-F22	1974-81 CAMARO
5805-M10	1964-66 MUSTANG
5805-M20	1967-70 MUSTANG
5805-M30	1971-73 MUSTANG
5805-X10	1962-67 CHEVY II
5805-X20	1968-72 NOVA

'70-77 Camaro shown

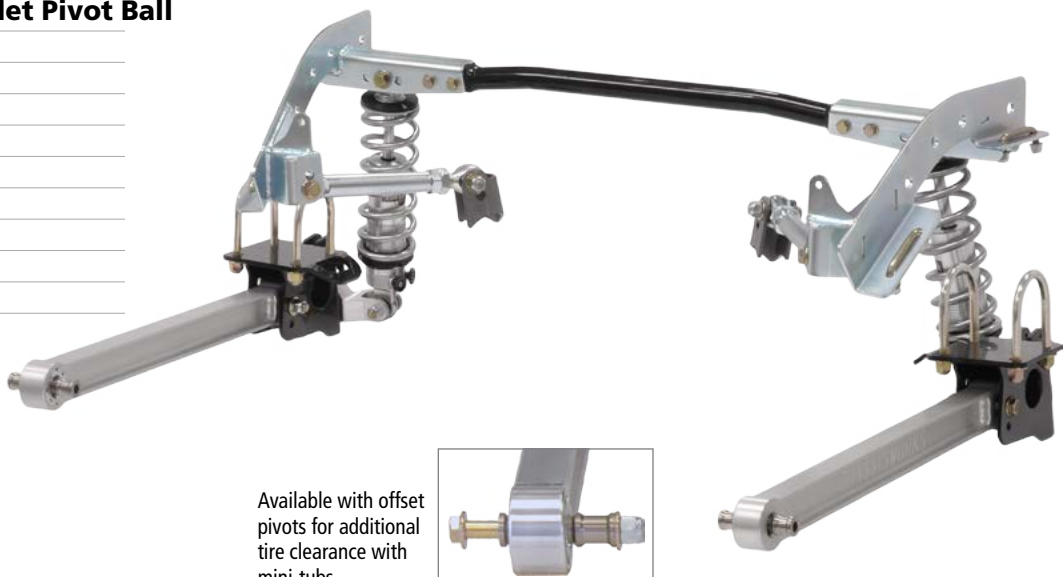


Available with offset pivots for additional tire clearance with mini-tubs.

■ Air-Spring g-Link Billet Pivot Ball

5814-C10	1967-70 COUGAR
5814-F10	1967-69 CAMARO
5814-F21	1970-73 CAMARO
5814-F22	1974-81 CAMARO
5814-M10	1964-66 MUSTANG
5814-M20	1967-70 MUSTANG
5814-M30	1971-73 MUSTANG
5814-X10	1962-67 CHEVY II
5814-X20	1968-72 NOVA

'67-69 Camaro shown



Available with offset pivots for additional tire clearance with mini-tubs.

g-Bar Rear Anti-Roll Bars

Chassisworks developed two styles of rear anti-roll bars for use with our g-Bar and g-Link canted-rear-suspension systems. The first, a solid, adjustable rate, bar mounted to the frame

rearward of the rearend housing. The second, a splined-end, tubular bar mounted to the rearend housing, below the axle.

■ Do I really need a rear anti-roll bar?

In an effort to correct excessive body roll on a muscle car, the common approach is to add a large front anti-roll bar. This may initially appear to correct the issue, but with the unintended result of increased understeer on an already nose-heavy vehicle. To regain vehicle cornering balance a rear anti-roll bar may be needed. For mild street-performance vehicles a rear anti-roll bar will provide a noticeable improvement to the "tightness" of the handling. However, on high-performance vehicles operating at or

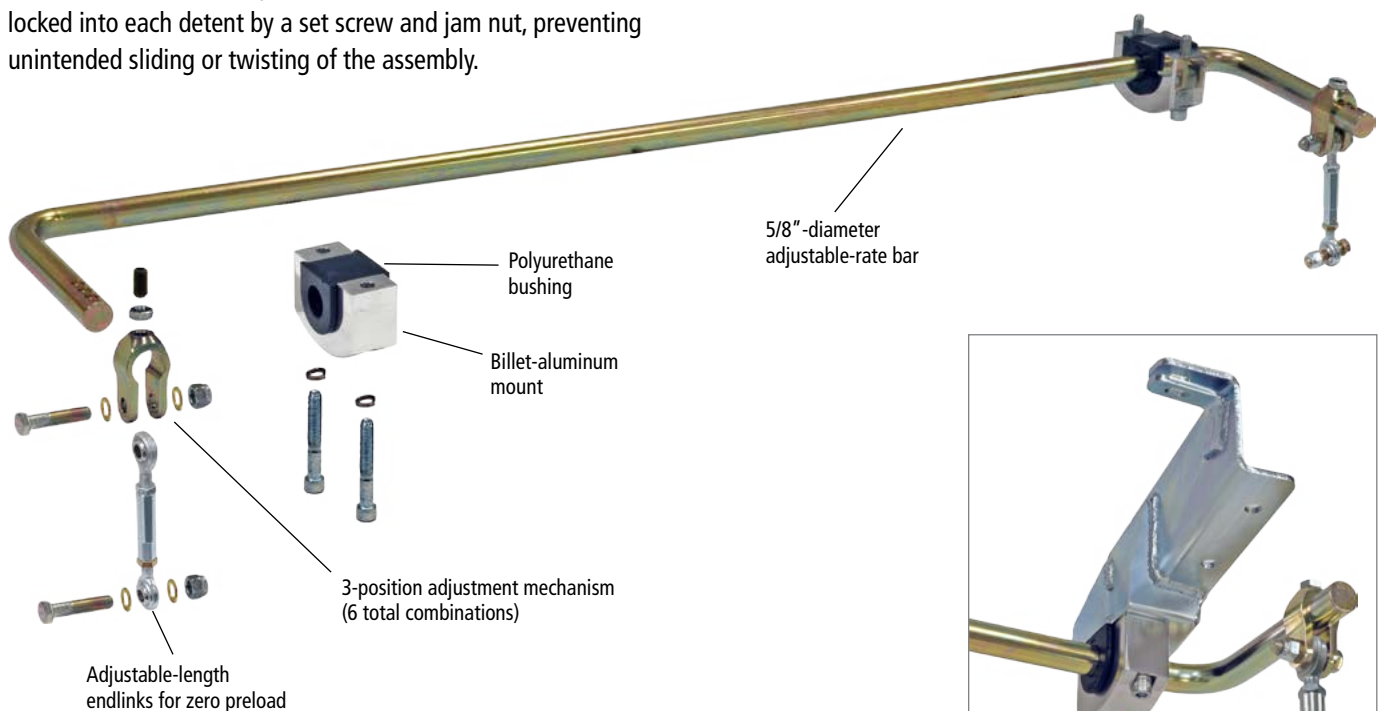
near the vehicle's traction limits, careful testing is required. First, to determine need of a rear bar, and then to properly setup the vehicle to optimize cornering balance. Testing your vehicle with different springs, shock settings and anti-roll bars will definitely yield increased handling. If it is a specific look you are after then that's a good enough reason to put one on your car. Nothing is better looking than our billet g-Bar, with splined-end anti-roll bar with billet aluminum arms.

■ Sliding-Link Adjustable Anti-Roll Bar

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

Links consist of 3/8" rod-ends, allowing the anti-roll bar to be precisely set to a neutral, non-preload condition, by adjusting the assembly length. The sliding-link anti-roll bar system can be used on the entire family of g-Bar suspensions.

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



5812-F10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1967-69 CAMARO
5812-F20	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1970-81 CAMARO
5812-M10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1964-73 MUSTANG, 1967-70 COUGAR
5812-X10	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1962-67 CHEVY II
5812-X20	G-BAR SLIDING-LINK ANTI-ROLL BAR, 1968-72 NOVA

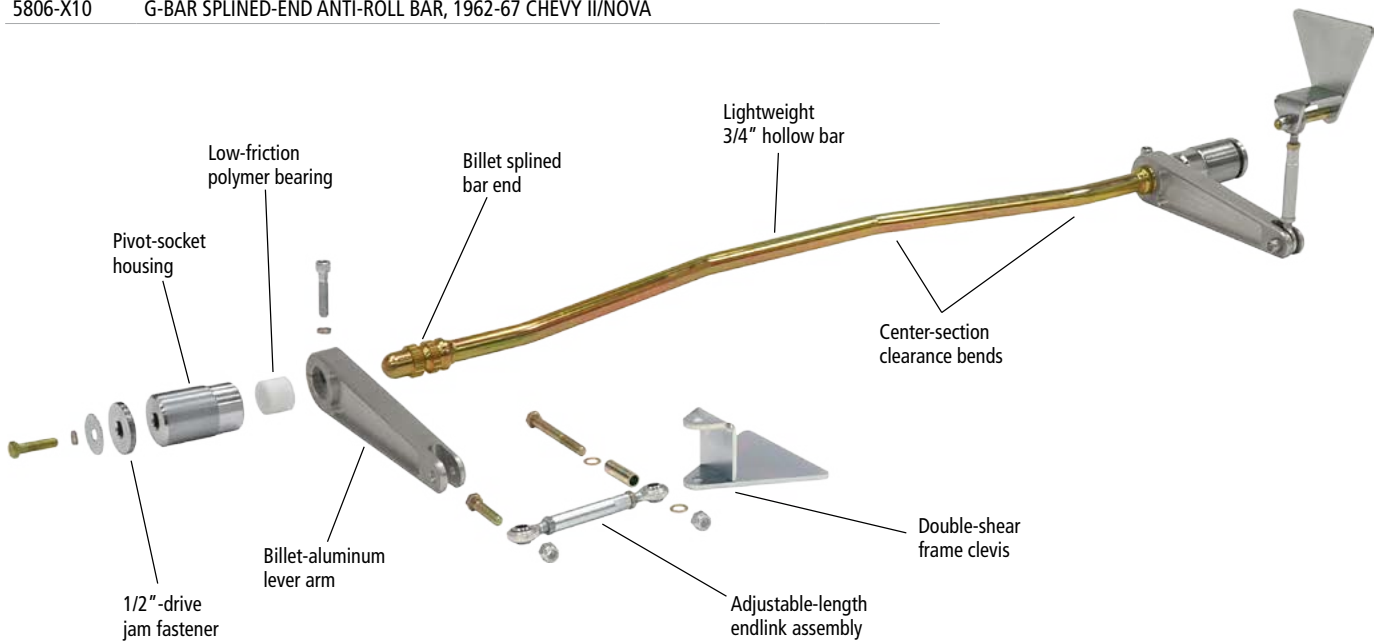
g-Bar Rear Anti-Roll Bars

■ Splined-End Tubular Anti-Roll Bar

Our splined-end anti-roll bar system features a 3/4"-diameter, bent-tube design, that mounts below the rearend-housing. The bar adequately clears FAB9 and OEM center sections, without decreasing ground clearance. An adjustable, billet-pivot-socket mechanism threads into the g-Bar lower axle-bracket sleeve, and allows the bar to rotate smoothly in a play-free joint. Bars are available in stock and narrowed widths for use with mini-tubbed vehicles. Billet-aluminum arms extend forward, and are connected to the chassis through links consisting of adjustable-length, 3/8" rod-end assemblies. This allows the anti-roll bar to be precisely set

in a neutral, non-preloaded state. Double-shear, steel mounts are welded along the stronger, outside corner and across the bottom of the stock frame rail. The combination of Chassisworks' exclusive pivot mechanism, splined bar ends, spherical-bearing links, and rigid chassis attachment eliminates delayed resistance in the anti-roll bar system, common with rubber-, or urethane-mounted systems. The splined-end anti-roll bar system can be used on the entire family of g-Bar suspensions. Note: Required g-Bar axle bracket with integrated anti-roll-bar socket boss is packaged with g-Bar system and must be selected at time of g-Bar purchase.

5806-F10	G-BAR SPLINED-END ANTI-ROLL BAR, 1967-69 CAMARO, 1968-72 NOVA
5806-F20	G-BAR SPLINED-END ANTI-ROLL BAR, 1970-81 CAMARO
5821-F10	G-BAR MINI-TUB SPLINED-END ANTI-ROLL BAR, 1967-69 CAMARO, 1968-72 NOVA
5821-F20	G-BAR MINI-TUB SPLINED-END ANTI-ROLL BAR, 1970-81 CAMARO
5806-M10	G-BAR SPLINED-END ANTI-ROLL BAR, 1964-73 MUSTANG, 1967-70 COUGAR
5806-X10	G-BAR SPLINED-END ANTI-ROLL BAR, 1962-67 CHEVY II/NOVA



Shown installed on g-Bar FAB9 housing

g-Bar FAB9 Rearend Housings

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

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

■ g-Bar Direct-Fit FAB9 Housings

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



■ Narrowed Housings

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

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

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

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

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



g-Bar FAB9 Rearend Housings

Save time
with direct-fit
FAB9s™!



Narrow-
lower-bracket
FAB9 available for
mini-tubs!

Anti-roll-bar
endlink
mount



Sliding-link anti-roll bar

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

84F10-601*	MILD-STEEL FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-611*	4130 FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F20-601*	MILD-STEEL FAB9 HOUSING, '70-81 CAMARO
84F20-611*	4130 FAB9 HOUSING, '70-81 CAMARO
84M10-601	MILD-STEEL FAB9 HOUSING, '64-66 MUSTANG
84M10-611	4130 FAB9 HOUSING, '64-66 MUSTANG
84M20-601	MILD-STEEL FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84M20-611	4130 FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84X10-601*	MILD-STEEL FAB9 HOUSING, '67-67 CHEVY II/NOVA
84X10-611*	4130 FAB9 HOUSING, '67-67 CHEVY II/NOVA
OPTIONS	FOLDED BACK BRACE, MILD STEEL, FACTORY INSTALLED
	FOLDED BACK BRACE, 4130, FACTORY INSTALLED

NOTE * AVAILABLE WITH LATE-BIG-FORD OR SMALL-GM HOUSING ENDS
PRODUCTS LISTED ARE FOR USE WITH CHASSIS-MOUNTED SLIDING-LINK ANTI-ROLL BAR (5812-XXX)



Anti-roll-bar
mounting sleeve



Splined-end anti-roll bar

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

84F10-701*	MILD-STEEL FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-711*	4130 FAB9 HOUSING, '67-69 CAMARO, '68-72 NOVA
84F10-801*	MILD-STEEL FAB9 FOR MINI-TUB, '67-69 CAMARO, '68-72 NOVA
84F10-811*	4130 FAB9 FOR MINI-TUB, '67-69 CAMARO, '68-72 NOVA
84F20-701*	MILD-STEEL FAB9 HOUSING, '70-81 CAMARO
84F20-711*	4130 FAB9 HOUSING, '70-81 CAMARO
84F20-801*	MILD-STEEL FAB9 FOR MINI-TUB, '70-81 CAMARO
84F20-811*	4130 FAB9 FOR MINI-TUB, '70-81 CAMARO
84M10-701	MILD-STEEL FAB9 HOUSING, '64-66 MUSTANG
84M10-711	4130 FAB9 HOUSING, '64-66 MUSTANG
84M20-701	MILD-STEEL FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84M20-711	4130 FAB9 HOUSING, '67-70 MUSTANG, '67-70 COUGAR
84X10-701*	MILD-STEEL FAB9 HOUSING, '67-67 CHEVY II/NOVA
84X10-711*	4130 FAB9 HOUSING, '67-67 CHEVY II/NOVA
OPTIONS	FOLDED BACK BRACE, MILD STEEL, FACTORY INSTALLED
	FOLDED BACK BRACE, 4130, FACTORY INSTALLED

NOTE * AVAILABLE WITH LATE-BIG-FORD OR SMALL-GM HOUSING ENDS
PRODUCTS LISTED ARE FOR USE WITH HOUSING-MOUNTED SPLINED-END ANTI-ROLL BAR (5806-XXX)

Billet Hood Hinges and Pins

■ Billet Hood Hinges

These show quality hinges are available for various vehicles from 1963-1981. Made from billet aluminum for a high strength and even higher visual impact they are designed to support the weight of a steel or fiberglass hood. In an industry where the majority of builders use the same or very similar parts, you can set yourself apart

with this set of hinges. Although they are designed for an uncomplicated installation, some adjustment will be necessary. Kit is shipped complete with all parts, mounting hardware, and instructions necessary for quick installation. Hinges can be disassembled for polishing or anodizing.



MODEL	YEAR	P/N
APOLLO	'73-75	5902-X20
CAMARO	'67-69	5902-F10
	'70-81	5902-F20
CHEVELLE	'65-67	5902-F10
	'68	5902-X20
CHEVY II	'66-67	5902-F10
COMET	'64-65	TCP BHHM1
COUGAR	'67-70	TCP BHHM2
FAIRLANE	'63-65	TCP BHHM1
FALCON	'64-65	TCP BHHM1
FIREBIRD	'67-69	5902-F10
	'70-81	5902-F20
MUSTANG	'64-66	TCP BHHM1
	'67-68	TCP BHHM2
	'69-70	TCP BHHM3
NOVA	'68-79	5902-X20
OMEGA	'73-79	5902-X20
PHOENIX	'77-79	5902-X20
RANCHERO	'64-65	TCP BHHM1
SEVILLE	'76-79	5902-X20
SKYLARK	'75-79	5902-X20
VENTURA	'71-77	5902-X20

APPEND TO END OF PART NUMBER

("-S" FOR STEEL HOOD) ("-F" FOR FIBERGLASS HOOD)

■ Billet Hood Pins

Constructed of billet-aluminum, these are simply the finest hood pins made. Designed specifically for classic Mustangs, yet they can be used on many other vehicles. Hardware included, sold in pairs.



TCP BHPM1-01 BILLET HOOD PINS (PAIR)

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: 04/01/13

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

