

Rear Coil-Over Conversion Kits for 1964-1972 GM A-Body Vehicles

Bolt-On Conversion

- Factory-welded upper and lower shock mounts
- Upper shock mount bolts directly to factory location
- Lower mount bolts to factory axle bracket
- Adjustable-height billet lower shock clevis
- Includes Grade 8 mounting hardware
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate)



Brackets are paintable bare metal.



Weld-On Conversion

- Provides additional tire clearance
- Unassembled upper shock crossmember
- Weld-on lower axle brackets (mild-steel or 4130) moves shock and lower control arm inboard
- Adjustable-height billet lower shock clevis
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate)

GM A-Body Rear Coil-Over Conversion

The first in a series of new rear suspension products, Chris Alston's Chassisworks now offers a top-quality, coil-over suspension conversion for 1964-1972 GM A-bodies. The system is available in two versions; an easily installed bolt-on versions, and a weld-on version for additional tire clearance. The bolt-on version features factory-welded upper and lower shock mounts, which are easily positioned using factory mounting locations on the chassis and 10- or 12-bolt rear-end housing. Installation takes just a couple of hours and requires drilling a few additional holes to securely mount the brackets. Optionally available weld-on axle brackets and upper shock crossmember allow the shocks and lower control arms to be moved inward for additional tire clearance.

VariShock coil-over shocks are included in the package and available in 16-position single- or double-adjustable versions to fine tune ride quality and handling performance. Billet-aluminum lower shock mounts can be moved to one of four positions, enabling a ride-height adjustment range of nearly 2". Kits include upper and lower mounting brackets or bare-steel unassembled shock crossmember with mild-steel or 4130 lower axle brackets. Billet shock mounts, all mounting hardware, and VariShocks with coil springs (110 to 400 lb/in) or integrated air bags are also included in both versions.

Bolt-On Coil-Over Conversion

Upper Mount

- Bolts to OEM upper shock mount
- No measurements necessary; locates off existing holes
- Requires drilling of two additional holes
- Double shear coil-over tabs
- Shock spacers for COM-8 shocks



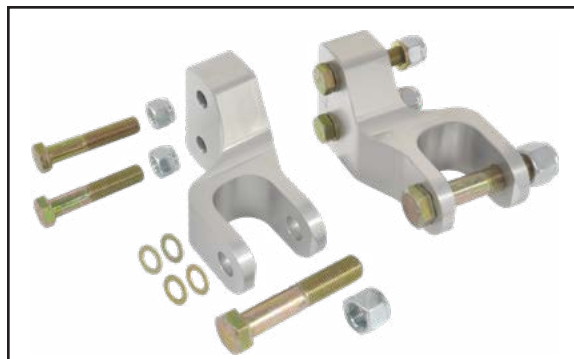
Lower Shock Mount

- Locates off existing holes of OEM lower arm bracket
- Mounts securely at required drilled holes and shares lower control arm bolt
- Billet shock clevis allows 2-1/2" of right-height adjustment



Billet Shock Mounts

- 6061-T651 aircraft aluminum
- 1-5/16" wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" Grade 8 hardware mounts to axle brackets
- 1/2" Grade 8 hardware mounts shock



Weld-In Coil-Over Conversion

Upper Crossmember

- Weld-in components allow shocks and lower arms to be moved inward for additional tire clearance
- 1-5/8 x .134-wall x 48" long crossmember welds between OEM frame rails
- Double shear coil-over tabs for 1/2" Grade 8 mounting hardware
- Shock misalignment bushings allows up to a 25-degree installation angle



Weld-on Lower Mount

- Allows shocks and lower arms to be moved inward for additional tire clearance
- Two different lower mounting holes allow instant center adjustment
- Accurately fits 3"-diameter axle tube
- CNC laser cut and formed, available as .188"-thick mild steel or 4130
- Billet shock clevis allows 2-1/2" of right-height adjustment



Billet Shock Mounts

- 6061-T651 aircraft aluminum
- 1-5/16"-wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" Grade 8 hardware mounts to axle brackets
- 1/2" Grade 8 hardware mounts shock



VariShock Coil-Overs for g-Bar Systems

To take full advantage of the outboard mounting position, a complete custom shock absorber was developed by our sister company, VariShock. Installed height, travel, valving range, and mounting configuration are built to our exact specifications, whereas other manufactures are forced compromise with "off-the-shelf" products.

VariShock Development

During five years of intense research and development every shortcoming of conventional performance shocks was successfully corrected. Designed from a clean sheet of paper, VariShocks QuickSet mechanism combines sophisticated shock valving with all-new, American-made components. Never before have so much performance, repeatability and adjustability been offered to classic vehicles.

Adjustable Shock Valving

VariShock's QuickSet, adjustable, design is easy to tune: 16 different settings are attainable simply by rotating the fully accessible, positive click knobs. Knobs are laser-etched with directional arrows and "plus/minus" symbols that clearly indicate which direction achieves the desired adjustment. Adjustments are made in seconds, without removing or unbolting the VariShock. QuickSet 1 shocks use a single knob to simultaneously set bump (compression) and rebound (extension) characteristics. QuickSet 2 double-adjustable shocks are available as an upgrade to enable separate 16-position compression and rebound adjustments.

Revolutionary Adjustment Mechanism

The revolutionary adjustment mechanism is smaller than any previous design, allowing our billet-aluminum body to be both shorter and lighter. You get more clearance around the eyes, plus greater travel within any shock length. The shocks use "Deflective Disk Valving" in the pistons to eliminate spring fatigue. Piston rods are made from 5/8" centerless ground hard chrome steel for wear resistance and long service life. VariShock models are even "rebuildable" in the event they get bent or damaged. Custom valving is also available.

Bearing Ends

The COM-8 spherical bearing are Teflon-lined for long life under extreme loads. They feature 52100 hard chrome plated steel balls with steel body. The 13,250 lbs. radial load rating, far exceeds the loads applied to shocks during suspension travel. Spherical bearing ends are 1" wide and accept 1/2" bolts.

Locking Lower Spring Seat

A new-design, one-piece lower spring seat does not require a lock nut; it's locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock with an Allen wrench for adjustment.

Shock Specifications

Part Number	Valves	Ride Height	Length (Compressed)	Length (Extended)	Shock Travel	Mounting Eye
VAS 11111-515	Single	13.53"	10.95"	16.10"	5.15"	COM-8
VAS 11211-515	Double	13.53"	10.95"	16.10"	5.15"	COM-8



High-Travel VariSprings

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



Spring Rate Selection

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

Rear Weight (lbs)	Part Number	Rate (lbs)	Travel (in)
925-1000	VAS 21-12110	110	7.91
1000-1100	VAS 21-12130	130	8.43
1100-1225	VAS 21-12150	150	7.61
1225-1350	VAS 21-12175	175	7.60
1350-1575	VAS 21-12200	200	7.45
1575-1825	VAS 21-12250	250	7.00
1825-2075	VAS 21-12300	300	7.07
2075-2350	VAS 21-12350	350	7.00

VariShock Accessories

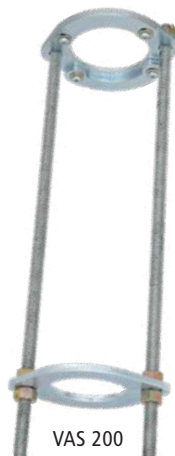
Spanner Wrench

Also available is an exclusive spanner wrench, incorporating four tangs, which will not slip off the lower spring seat because it engages the seat in four places (not one, like common spanners).



Coil-Over Spring Compressor

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



Spacer-Set

Adapts 1" wide COM-8 bearing shocks to be used with billet shock mounts.



Spring-Seat Thrust Bearings

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



Part Number	Description
VAS 508-105	Spacer set 1"COM bearing to 1-1/4" wide mount (set of 4)
VAS 513-100	Spring seat thrust bearing set (pair)
899-012-201	VariShock spanner wrench, zinc plated steel
VAS 200	Coil-over spring compressor for 2-1/2" springs

Coil-Over Conversion Applications

Part Number	OEM Year	Make & Model
5824-A10	1964-1972	Bolt-on Coil-Over Conversion Kit A-body GM Vehicles
5824-A10	1964-1972	Weld-in Coil-Over Conversion Kit A-body GM Vehicles
OPTIONS	1964-1972	Double Adjustable VariShocks



Notes:



Notes:

All prices subject to change. Current pricing available at www.cachassisworks.com.



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