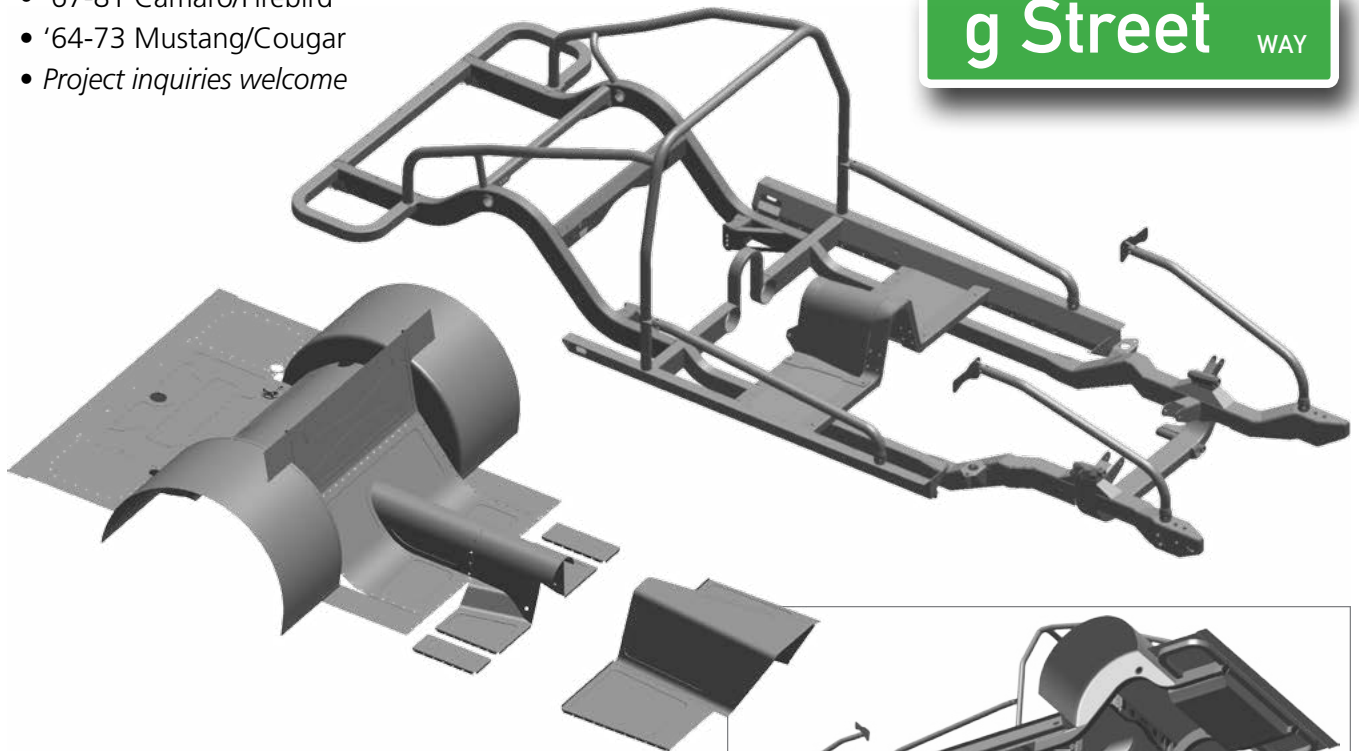
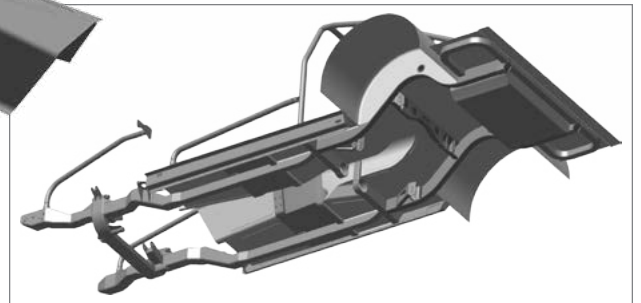


**Applications:**

- '67-81 Camaro/Firebird
- '64-73 Mustang/Cougar
- *Project inquiries welcome*



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



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.

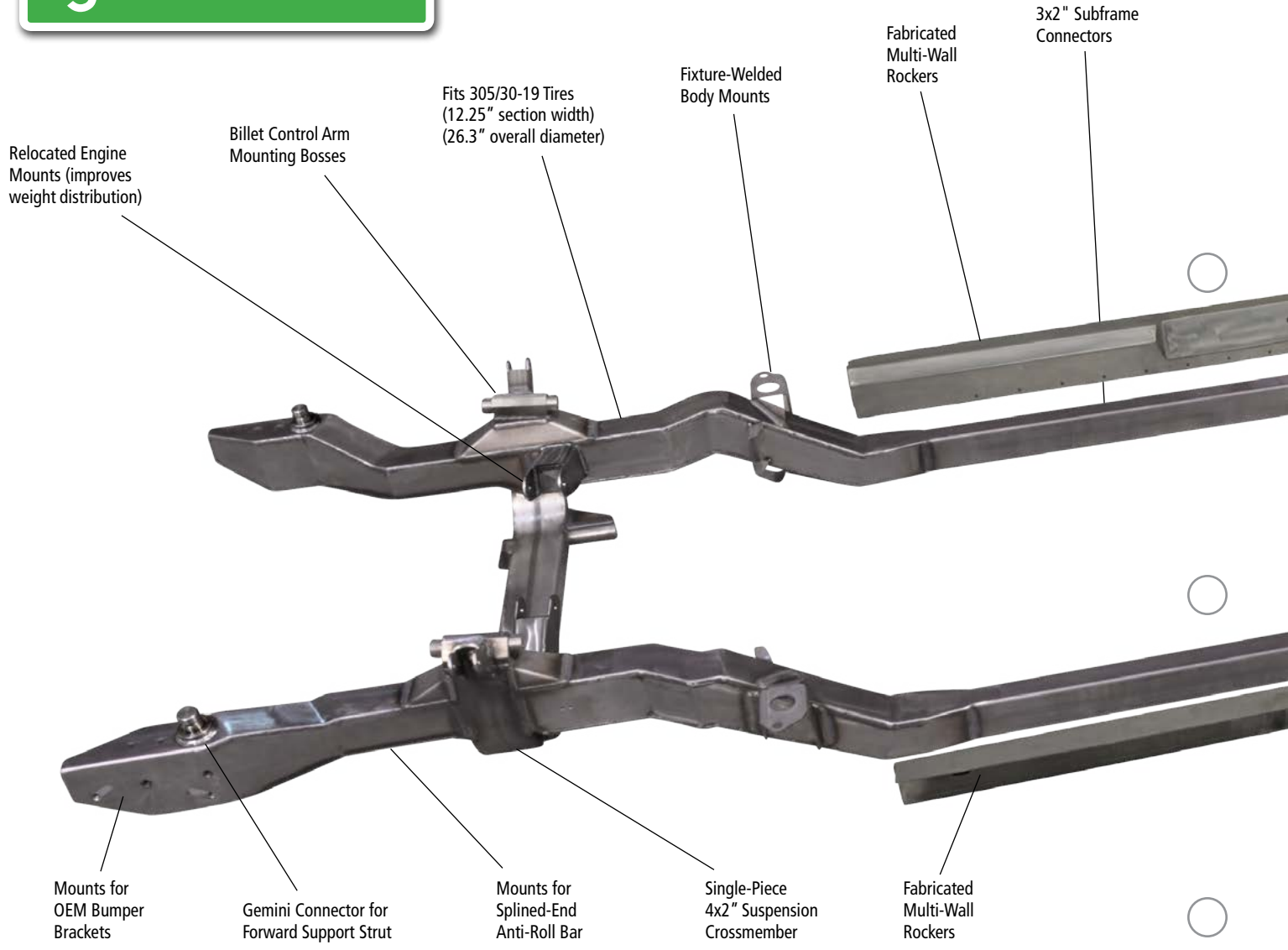
The complete system consists of the following: Chassisworks' fabricated front subframe with modified engine position and drivetrain angle; replacement double-walled rockers; 3 x 2" subframe connectors; choice of 4 x 2" canted-4-link or torque arm with watts link rear frame; fabricated transmission-tunnel 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.

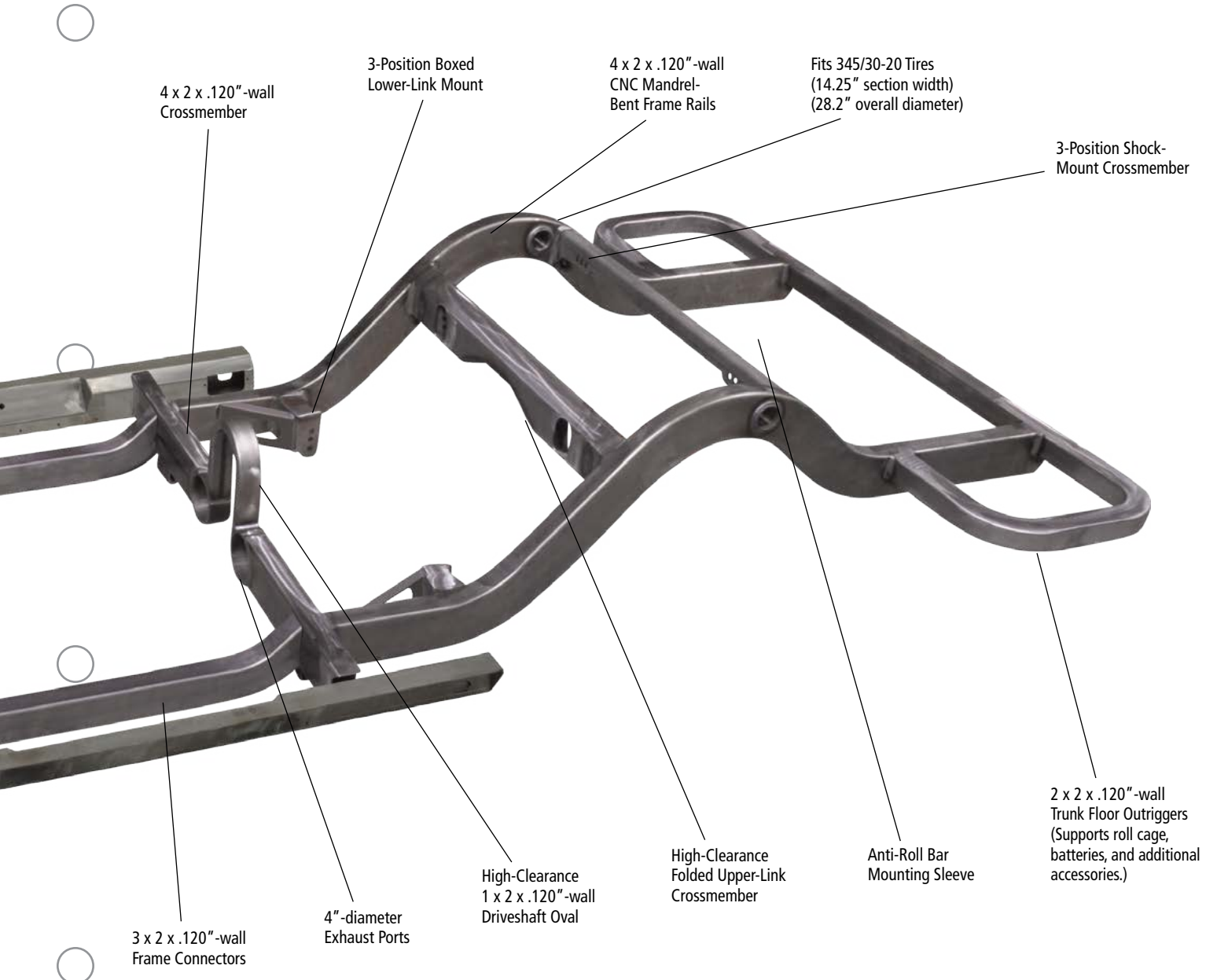
**Tire Sizes ('67-69 Camaro):** The front subframe accommodates tires up to a 12.25" section width with 26.3" overall height (305/30-19) with a full 30-degree turning angle. The rear has ample room for 14.25" section-width tires with 28.2" overall height. The prefabricated wheel tubs allow room for even larger tires when they become available.

**Features/Benefits:**

- Fully-optional 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
- Front Tires (Camaro): Fits 305/30-19 (12.25" section width, 26.3" overall diameter)
- Rear Tires (Camaro): Fits 345/30-20 (14.25" section width, 28.2" overall); *larger tires when they become available*

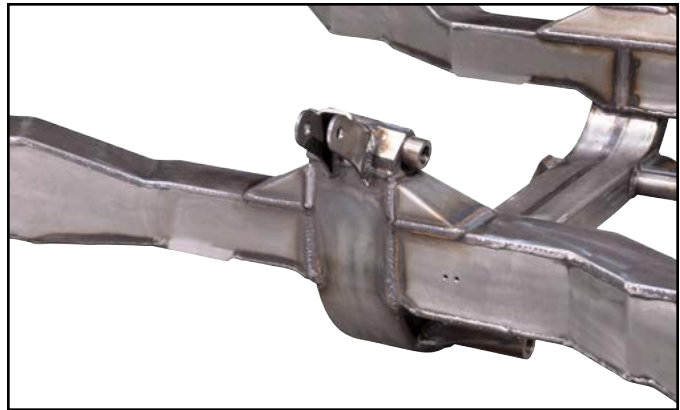
# gStreet Ultimate Pro-Touring Frame System ('67-69 Camaro shown)





# 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.

## 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" .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.



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

## Interlocking-Slot-Tab Technology

Self-ixturing 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

Part Number	Description
6816	'67-81 Camaro/Firebird and '68-74 Nova (set of 6)



## Billet Side Motor Mounts

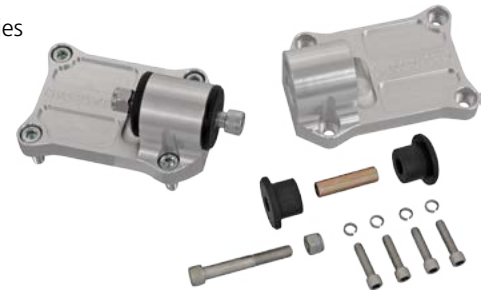
Part Number	Description
5914-LS-L-1	Chevrolet LS Series (long), Anodized Aluminum
6055-0	Chevrolet SB, BB, V6, Bare Aluminum
6055-1	Chevrolet SB, BB, V6, Anodized Aluminum
6055-2	Chevrolet SB, BB, V6, Polished Aluminum
5914-PV8	Pontiac V8, Billet Steel and Welded Construction



Small-Block,  
Big-Block, V6



LS-Series



## 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.



## 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



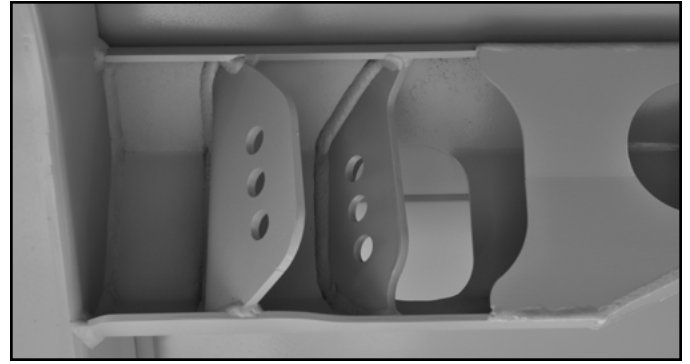
### Frame Manufacturing

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.

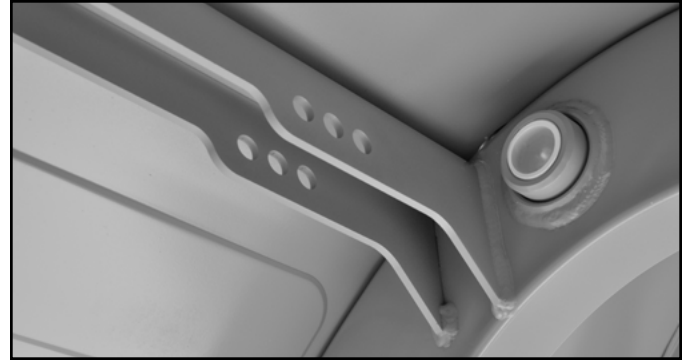
Multiple mounting points for each of the suspension components, including shocks, control arms, and anti-roll bar, enable highly adjustable suspension geometry that can be fine-tuned to match the performance requirements and weight distribution of your specific vehicle. Suspension component options include 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.



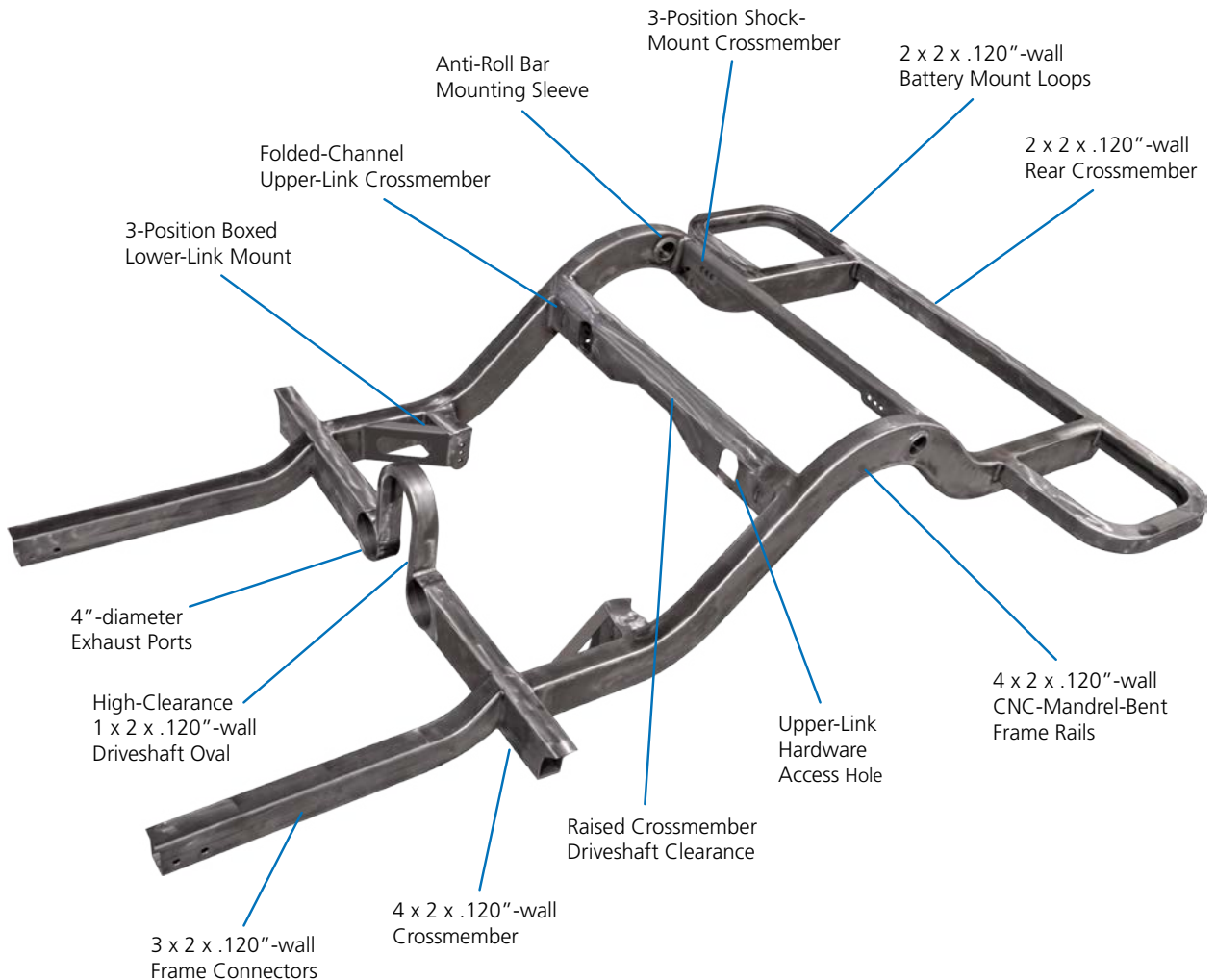
3-Position Upper Control Arm Mount



3-Position Lower Control Arm Mount



3-Position Upper Shock Mount



# 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.





## 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.

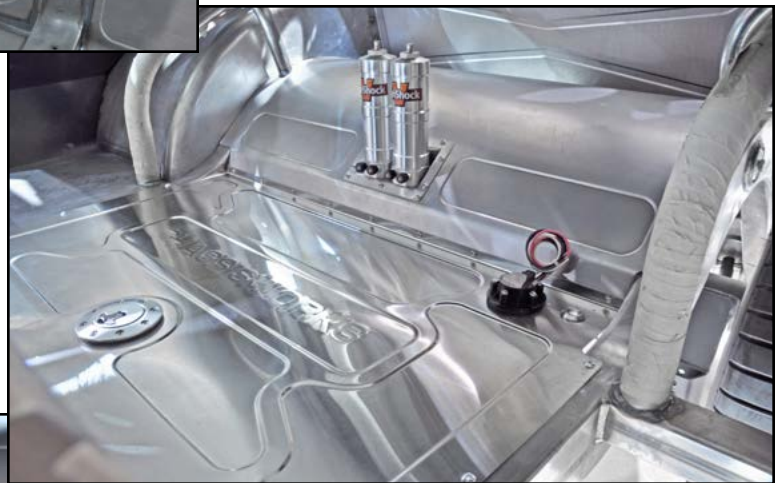
To accommodate the significantly lowered ride height of the frame system, the transmission and tunnel have been moved upward. The drivetrain tunnel provides adequate clearance for the larger T-56 transmission and dual 3"-diameter exhaust.



The 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.



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.



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.

# gStreet Exact-Fit Roll Cage

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

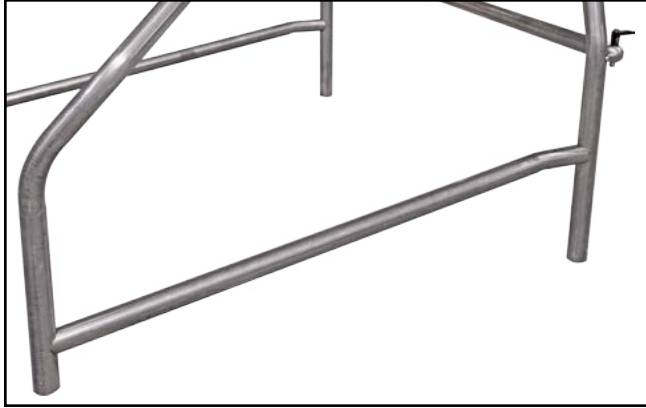
## Swing-Out Clevis Sets

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.

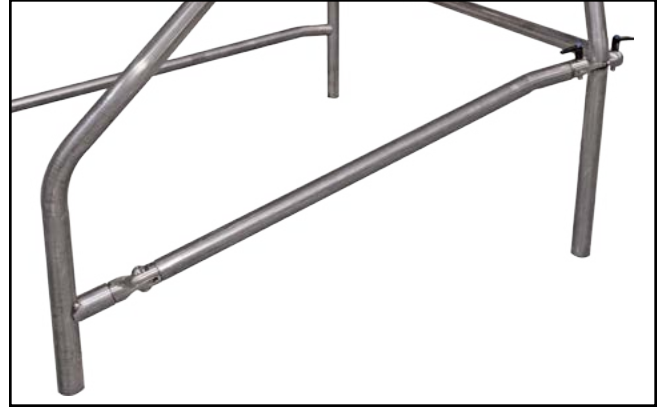
**Safety Notes – gStreet Roll Cage/Bar** For safety purposes, roll-cage padding must be applied along any areas of the cage that occupants may come into contact with. Due to the additional cage-side and rear-strut bends, and removable door bars and back brace the g-Machine cages are not intended for 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

## 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.

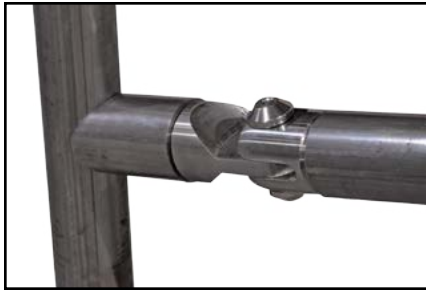


**Race Style** - Higher mounted bars provide greater protection and can be made removable with optional faspins, quick-release L-handle pins, or spud bolts.

## 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.

## Prices - 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 G STREET 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 Bar

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

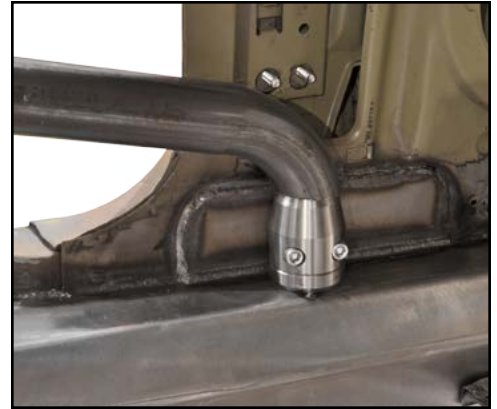
## Removable Hardware Upgrades



**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



# Front Suspension Package

## Suspension Kit:

- 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



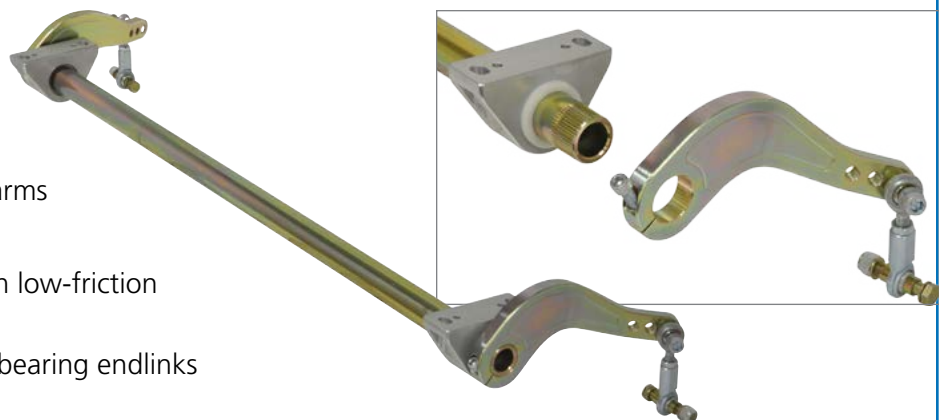
## VariShock Shock Absorber Options:

- 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



# 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)



# 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





# 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

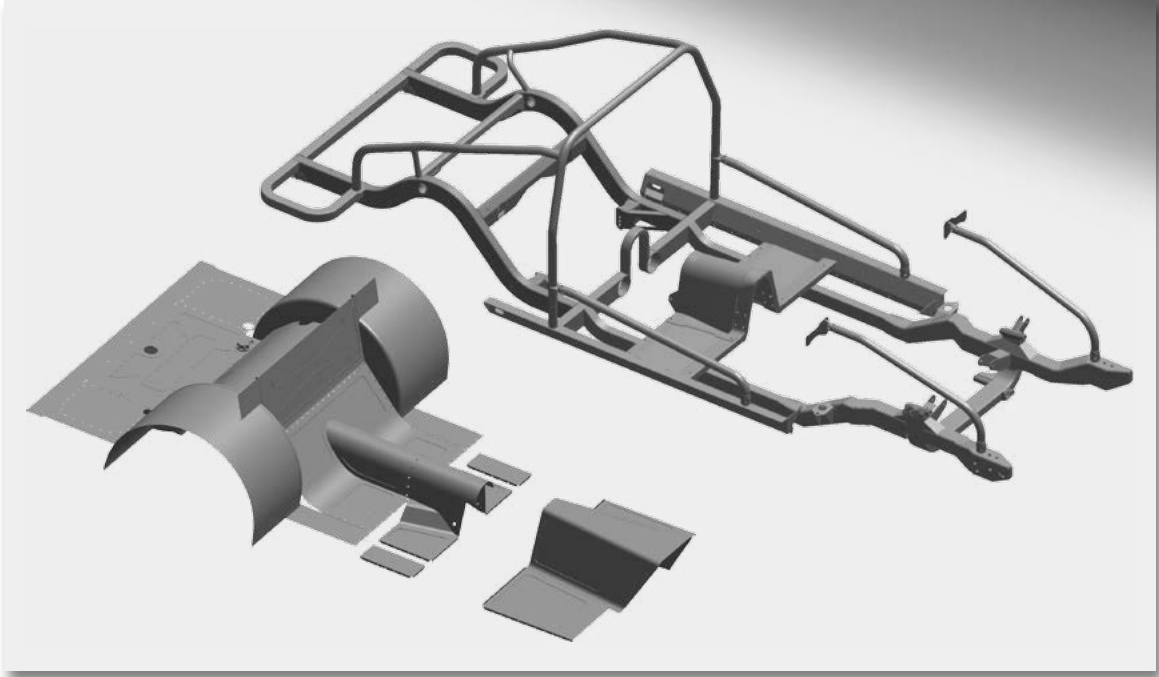


## FAB9 Rearend Housing

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



# gStreet Ultimate Pro-Touring Chassis System

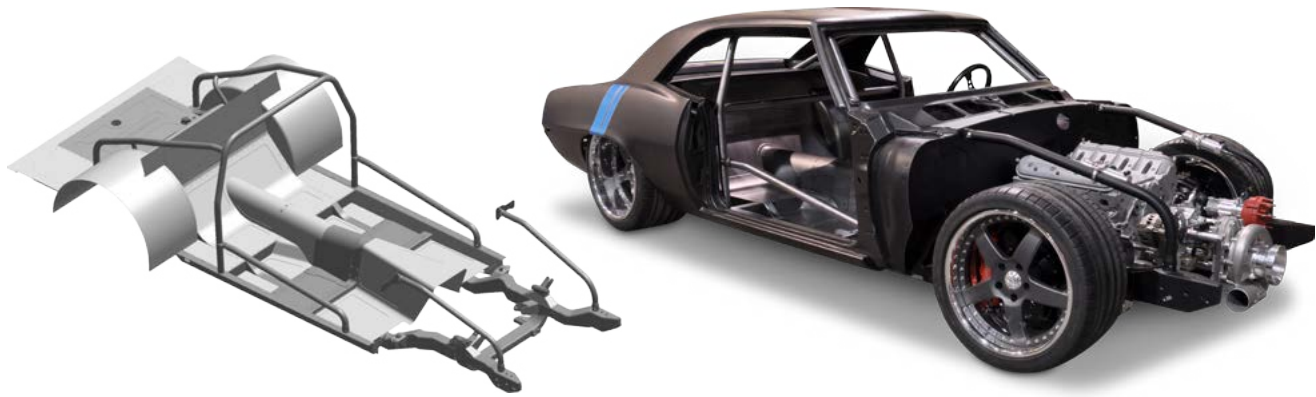


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# gStreet Chassis Kits - Prices and Options



## gStreet Chassis Kits - Prices and Options

### ■ gStreet Full-Frame Package

7740-F10	GSTREET CHASSIS 67-69 CAMARO & FIREBIRD CONTAINS: WELDED A-ARM & 4-LINK/TORQUE ARM FRAME, ENGINE AND TRANSMISSION CHASSIS MOUNTS, INNER ROCKER PANELS, ROLL BAR, SEAT PLATFORM TUNNEL TRANSITION, COMPLETE FLOOR BEHIND FIREWALL WITH TRANSMISSION & DRIVESHAFT TUNNELS, WHEEL TUBS & PACKAGE TRAY BULKHEAD, ACCEPTS G-MACHINE OR PRO-BILLET UPRIGHT FRONT SUSPENSION, 4-LINK OR TORQUE-ARM WITH SPLINED ANTIROLL BAR REAR SUSPENSION	\$14,989-UP
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### ■ gStreet Suspension Packages

7780	GSTREET CHASSIS STEEL SPINDLE A-ARM FRONT SUSPENSION INCLUDES STEEL FRONT SPINDLES, G-MACHINE UPPER AND LOWER CONTROL ARMS, POWER RACK AND PINION WITH BUMPSTEER ADJUSTABLE TIERODS, SPLINED ANTIROLL BAR, VARISHOCK COIL-OVERS WITH SPRINGS. OPTIONAL DISC BRAKES	\$4,340-UP
7781	GSTREET CHASSIS BILLET UPRIGHT A-ARM FRONT SUSPENSION INCLUDES BILLET ALUMINUM FRONT SPINDLES, WIDE-TRAC BILLET UPRIGHT UPPER AND LOWER CONTROL ARMS, POWER RACK AND PINION WITH BUMPSTEER ADJUSTABLE TIERODS, SPLINED ANTIROLL BAR, VARISHOCK COIL-OVERS WITH SPRINGS. OPTIONAL DISC BRAKES	6,396-UP
7790	GSTREET CHASSIS 4-LINK SUSPENSION INCLUDES CANTED TUBULAR 4-LINK SUSPENSION, SPLINED ANTIROLL BARS, VARISHOCK COIL-OVERS, SPRINGS & BILLET SHOCK MOUNTS. OPTIONAL DISC BRAKES	2,359-UP
7791	GSTREET CHASSIS TORQUE-ARM SUSPENSION INCLUDES TORQUE ARM WITH TUBULAR LOWER CONTROL ARMS, WATTS LINK, SPLINED ANTIROLL BAR, VARISHOCK COIL-OVERS, SPRINGS & BILLET SHOCK MOUNTS. OPTIONAL DISC BRAKES	3,579-UP

### ■ PARTIAL OPTIONS LIST

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	SINGLE-ADJUSTABLE VARISHOCK COIL-OVERS (PAIR) 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

All prices subject to change. Current pricing available at [www.cachassisworks.com](http://www.cachassisworks.com).



Chris Alston's Chassisworks, Inc.  
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Sacramento, CA 95828

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