

Camaro/Nova g-Machine Subframe System

Chassisworks' muscle-car g-Machine Camaro subframe is a direct-fit, high-performance suspension solution designed for classic GM F-body (1967-69 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, straightforward 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.



Shown with A-arm suspension package; sold separately.

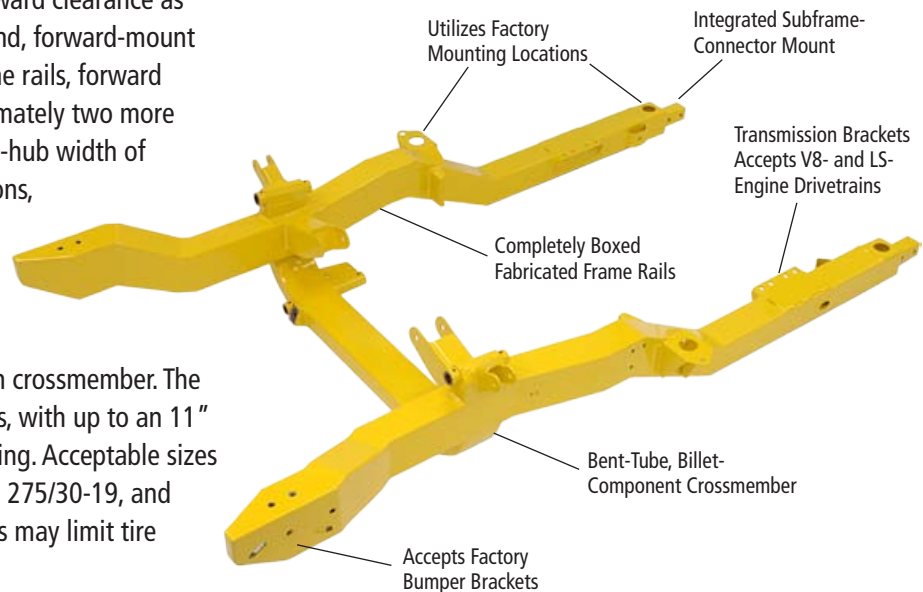


g-Machine Camaro

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 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".

7701	G-MACHINE WELDED SUBFRAME ASSEMBLY FOR '67-69 CAMARO AND '68-72 NOVA INCLUDES BARE-STEEL SUBFRAME, ALIGNMENT PINS, BODY SHIMS, AND PHOTO-ILLUSTRATED INSTALLATION MANUAL	\$1789.00
OPTION	SANDED CORNER WELDS	ADD 375.00
ENGINE-MOUNT OPTIONS	NO ENGINE BRACKETS	INCLUDED
	SIDE ENGINE BRACKETS ONLY	INCLUDED
	SIDE ENGINE AND MID-PLATE BRACKETS	ADD 50.00
	SMALL-BLOCK MOTOR-PLATE AND MID-PLATE BRACKETS	ADD 50.00
	BIG-BLOCK MOTOR-PLATE AND MID-PLATE BRACKETS	ADD 50.00
	SIDE ENGINE, SMALL-BLOCK MOTOR-PLATE, AND MID-PLATE BRACKETS	ADD 125.00
	SIDE ENGINE, BIG-BLOCK MOTOR-PLATE, AND MID-PLATE BRACKETS	ADD 125.00
	SMALL- AND BIG-BLOCK MOTOR-PLATE, AND MID-PLATE BRACKETS	ADD 200.00





■ 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)	\$29.00
6816	SUBFRAME TO BODY BUSHINGS, BILLET ALUMINUM, '67-81 CAMARO/FIREBIRD, AND '68-74 NOVA (SET OF 6)	79.00
6822	SUBFRAME TO BODY BUSHINGS, BLACK URETHANE, '67-81 CAMARO/FIREBIRD, AND '68-74 NOVA (SET OF 6)	100.00

■ 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,



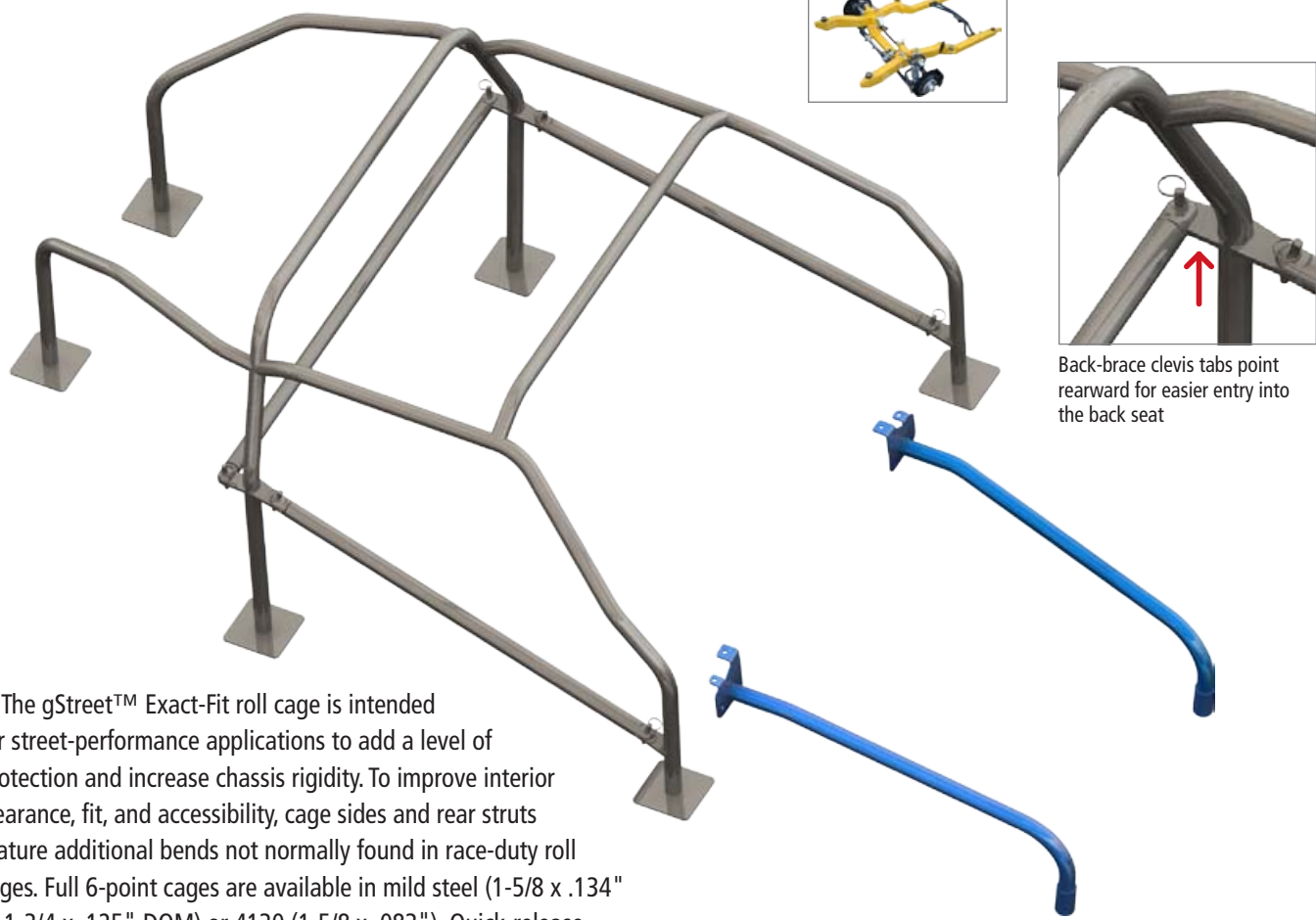
Muncie 4-speed, Richmond 5- or 6-speed, and many Tremec 5- or 6-speed transmissions. Crossmembers are finished in gloss-black powder coat for a modern appearance and ship with Grade 8 hardware. Note: Installation on factory subframe requires additional adapter kit (6073).



6067	4-SPEED / POWERGLIDE / TURBO 350 TRANSMISSION CROSSMEMBER	\$179.00
6068	700R4 / TREMEC / RICHMOND 5-SPEED / 4L60 TRANSMISSION CROSSMEMBER	189.00
6069	TURBO 400 / 200-4R / 4L65E2 TRANSMISSION CROSSMEMBER	199.00
6070	RICHMOND 6-SPEED ROD TRANSMISSION CROSSMEMBER	219.00
6073	ADAPTER KIT, G-MACHINE TRANSMISSION CROSSMEMBER TO OEM SUBFRAME	69.00
ESP 3.1108G	GM-STYLE TRANSMISSION MOUNT, POLYURETHANE, BLACK	28.00
NOTE	4L65E TRANSMISSION CAN BE USED WITH LS-SERIES ENGINE ONLY. 6069 CROSSMEMBER MUST BE MOUNTED IN REARMOST HOLES OF SUBFRAME BRACKET.	

■ **Exact-Fit '67-69 Camaro Roll Cage**

g-Machine Camaro



Back-brace clevis tabs point rearward for easier entry into the back seat

The gStreet™ Exact-Fit roll cage is intended for street-performance applications to add a level of protection and increase chassis rigidity. To improve interior clearance, fit, and accessibility, cage sides and rear struts feature additional bends not normally found in race-duty roll cages. Full 6-point cages are available in mild steel (1-5/8 x .134" or 1-3/4 x .125" DOM) or 4130 (1-5/8 x .083"). Quick-release removable door bars and back brace are included. Two-styles of cage sides are available. The standard "in-front" design is routed around the stock dashboard. The "through" version follows tightly along the A-pillar and passes through the top of the dashboard, requiring modification to the sheet metal dash structure. Removable forward support struts can also be added to further improve chassis stiffness. These bolt directly to the upper firewall at the fender mount, the most rigid part of the firewall, and attach to the suspension subframe using our weld-on Gemini connectors. Also included, but not shown is an optionally installed 1-1/4", triangulating rear strut to tie the main hoop in to the vehicle's subframe connector.

■ **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.



■ **Mild-Steel 6-Point Camaro Roll Cage**

7052-F10	6-POINT EXACT-FIT ROLL CAGE, MILD STEEL, 1-5/8 X .134"	\$696.00
7054-F10	6-POINT EXACT-FIT ROLL CAGE, MILD STEEL, 1-3/4 X .125" DOM	997.00
CAGE-SIDE OPTIONS	CAGE SIDE RUNS IN FRONT OF DASHBOARD	INCLUDED
	CAGE SIDE RUNS THROUGH DASHBOARD	ADD 100.00
STRUT OPTIONS	REMOVABLE FORWARD SUPPORT STRUTS, 1-5/8 X .134"	ADD 289.00
	MODIFIED REAR STRUTS FOR DSE 4-LINK CROSSMEMBER	ADD 50.00
NOTE	CAGES INCLUDE MAIN HOOP, REMOVABLE BACK BRACE, CAGE SIDES, SWING-OUT DOOR BARS, REAR STRUTS, AND FLOOR PLATES	

■ **4130 6-Point Camaro Roll Cage**

7053-F10	6-POINT EXACT-FIT ROLL CAGE, 4130, 1-5/8 X .083" INCLUDES MAIN HOOP, REMOVABLE BACK BRACE, CAGE SIDES, SWING-OUT DOOR BARS, REAR STRUTS, AND FLOOR PLATES	\$1169.00
CAGE-SIDE OPTIONS	CAGE SIDE RUNS IN FRONT OF DASHBOARD	INCLUDED
	CAGE SIDE RUNS THROUGH DASHBOARD	ADD 100.00
STRUT OPTIONS	REMOVABLE FORWARD SUPPORT STRUTS, 1-5/8 X .134"	ADD 349.00
	MODIFIED REAR STRUTS FOR DSE 4-LINK CROSSMEMBER	ADD 50.00

■ **Mild-Steel 4-Point Camaro Roll Bar**

Featuring 1-3/4 x .134", mild-steel construction and high-clearance rear struts, our Exact-Fit 4-point roll bar is an excellent street-car-friendly choice. Back braces are available as a weld-in bar or, for additional seat clearance, a removable-bar version with clevis set can be selected.



7050-F10	4-POINT EXACT-FIT ROLL BAR, MILD STEEL, 1-3/4 X .134" INCLUDES MAIN HOOP, REAR STRUTS, AND FLOOR PLATES	\$389.00
BACK-BRACE OPTIONS	WELD-IN BACK BRACE, 1-5/8 X .134"	ADD 30.00
	REMOVABLE BACK BRACE WITH CLEVIS SET, 1-5/8 X .134"	ADD 100.00
STRUT OPTIONS	REMOVABLE FORWARD SUPPORT STRUTS, 1-5/8 X .134"	ADD 289.00
	MODIFIED REAR STRUTS FOR DSE 4-LINK CROSSMEMBER	ADD 50.00

g-Machine Camaro

■ **g-Machine Exact-Fit Roll Cage (side view)**



■ **Safety Notes – gStreet™ Roll Cage/Bar**

Roll-Cage Padding

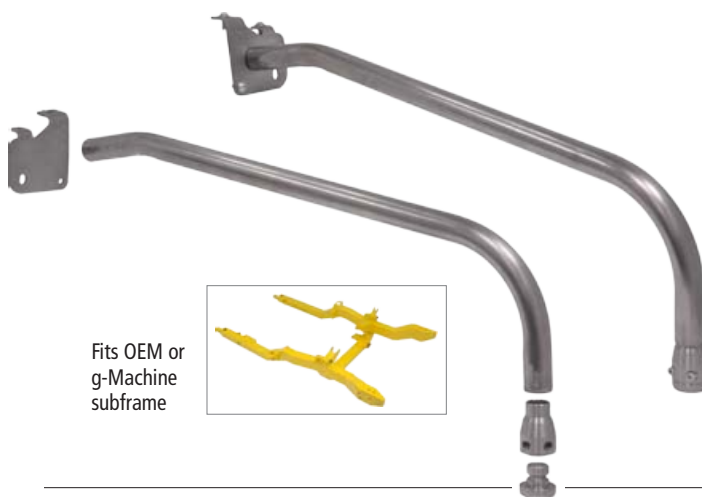
For safety purposes, padding must be applied along any areas of the cage that occupants may come into contact with.

Not for Competitive Use

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.

■ **Removable Forward Support Struts (For g-Machine or OEM Subframe)**

Adding tubular struts between the factory upper firewall area and subframe triangulates the front clip, virtually eliminating chassis deflection forward of the firewall. Upper-strut-mount plates bolt 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.



■ **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.



7055-F1-A	FRONT SUPPORT STRUTS, 4130, 1-5/8 X .083"	\$349.00
7055-F1-M	FRONT SUPPORT STRUTS, MILD STEEL, 1-5/8 X .134"	289.00

■ **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.



6656	SPLASH FLAPS FOR OEM INNER FENDER WITH G-MACHINE FRONT SUSPENSION (PAIR)	\$95.00
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■ **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.



6331	CLUTCH LINKAGE FRAME PIVOT MOUNT FOR G-MACHINE CAMARO SUBFRAME (7701)	\$30.00
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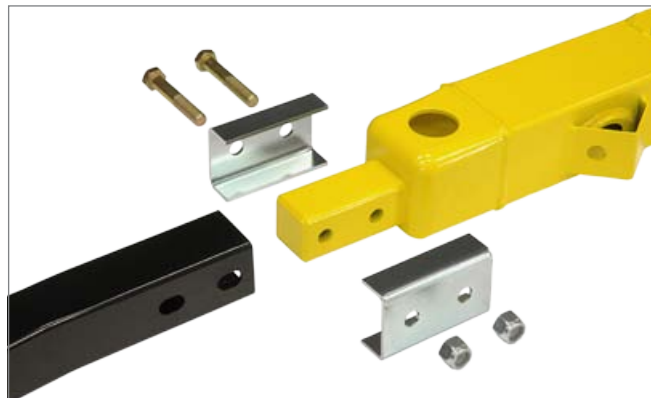


■ **Bolt-In Subframe Connectors**

Chassisworks is the only manufacturer to incorporate a bolt-on chassis-stiffening system into our direct-fit 1967-69 Camaro/Firebird, 1968-72 Nova subframe design. Our unique clamping method is simple to install and creates a connection equally as strong as a welded connector. Once installed the connector system provides a direct structural bridge between the rear subframe at the spring mount and the g-Machine 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. 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. Note: This product can be used only with hardtop models equipped with our g-Machine subframe system.



5601-20	BOLT-IN G-MACHINE SUBFRAME CONNECTORS, '67-69 CAMARO/FIREBIRD, BLACK POWDER-COAT FINISH	\$239.00
5601-21	BOLT-IN G-MACHINE SUBFRAME CONNECTORS, '68-72 NOVA, BLACK POWDER-COAT FINISH	249.00