



Note: All items available separately.

Broad Variety of Configurations

To meet a broad range of performance requirements, the pro-touring style suspensions offer a variety of control-arm, shock, and anti-roll-bar options, allowing configurations from street cruiser to track gripping g-Machine with few stops in between. Systems can be used with OEM 10- or 12-bolt housings or Chassisworks FAB9, Ford 9" conversion housings.

OEM-Style Suspensions

The OEM-Style Pro-Touring Suspensions are setup for vehicles keeping the stock coil-spring configuration and features VariShock bolt-in, OEM-replacement shocks with poly-bushed or pivot-ball upper and lower control arms. The optionally available adjustable-rate anti-roll bar can also be included with bolt-on or welded-bracket installation for OEM or FAB9 housings.

Spring Conversion Suspensions

Spring conversion suspensions suspension features VariShock coil-over and air-spring shock absorbers with bolt-on or weld-on mounts, and poly-bushed or pivot-ball upper and lower control arms. Arms and shock brackets are for use with OEM housings, or special FAB9 coil-over housings (sold separately). The optionally available adjustable-rate anti-roll bar can also be included with bolt-on or welded-bracket installation for OEM or FAB9 housings.

■ OEM-STYLE SUSPENSIONS

■ g-Bar OEM-Style Rear Suspension



5830-A10	'64-67 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5830-A20	'68-72 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5830-G10	'78-87 G-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
INCLUDES	G-BAR (POLY) UPPER AND LOWER CONTROL ARMS BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ Billet g-Bar OEM-Style Rear Suspension



5845-A10	'64-67 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5845-A20	'68-72 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5845-G10	'78-87 G-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
INCLUDES	BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ g-Link OEM-Style Rear Suspension



5831-A10	'64-67 A-BODY, G-LINK, OEM-STYLE SHOCKS
5831-A20	'68-72 A-BODY, G-LINK, OEM-STYLE SHOCKS
5831-G10	'78-87 G-BODY, G-LINK, OEM-STYLE SHOCKS
INCLUDES	G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ Billet g-Link OEM-Style Rear Suspension



5848-A10	'64-67 A-BODY, BILLET G-LINK, OEM-STYLE SHOCKS
5848-A20	'68-72 A-BODY, BILLET G-LINK, OEM-STYLE SHOCKS
5848-G10	'78-87 G-BODY, BILLET G-LINK, OEM-STYLE SHOCKS
INCLUDES	BILLET G-LINK (PIVOT) LOWER AND G-LINK (PIVOT) UPPER CONTROL ARMS BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ COIL-OVER SUSPENSIONS

■ g-Bar Coil-Over Rear Suspension



5827-A10 '64-67 A-BODY, G-BAR, COIL-OVER SHOCKS
5827-A20 '68-72 A-BODY, G-BAR, COIL-OVER SHOCKS
INCLUDES G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
COIL-SPRINGS (CHOICE OF SPRING RATE)

■ Billet g-Bar Coil-Over Rear Suspension



5844-A10 '64-67 A-BODY, BILLET G-BAR, COIL-OVER SHOCKS
5844-A20 '68-72 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
INCLUDES BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
COIL-SPRINGS (CHOICE OF SPRING RATE)

■ g-Link Coil-Over Rear Suspension



5828-A10 '64-67 A-BODY, G-LINK, COIL-OVER SHOCKS
5828-A20 '68-72 A-BODY, G-LINK, COIL-OVER SHOCKS
INCLUDES G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS
COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
COIL-SPRINGS (CHOICE OF SPRING RATE)

■ Billet g-Link Coil-Over Rear Suspension



5849-A10 '64-67 A-BODY, BILLET G-LINK COIL-OVER SHOCKS
5849-A20 '68-72 A-BODY, BILLET G-LINK, COIL-OVER SHOCKS
INCLUDES BILLET G-LINK (PIVOT) LOWER AND
G-LINK (PIVOT) UPPER CONTROL ARMS
COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
COIL-SPRINGS (CHOICE OF SPRING RATE)

■ AIR-SPRING SUSPENSIONS

■ g-Bar Air-Spring Rear Suspension



5836-A10	'64-67 A-BODY, G-BAR, AIR-SPRING SHOCKS
5836-A20	'68-72 A-BODY, G-BAR, AIR-SPRING SHOCKS
INCLUDES	G-BAR (POLY) UPPER AND LOWER CONTROL ARMS AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION

■ Billet g-Bar Air-Spring Rear Suspension



5846-A10	'64-67 A-BODY, BILLET G-BAR, AIR-SPRING SHOCKS
5846-A20	'68-72 A-BODY, BILLET G-BAR, AIR-SPRING SHOCKS
INCLUDES	BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION

■ g-Link Air-Spring Rear Suspension



5837-A10	'64-67 A-BODY, G-LINK, AIR-SPRING SHOCKS
5837-A20	'68-72 A-BODY, G-LINK, AIR-SPRING SHOCKS
INCLUDES	G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION

■ Billet g-Link Air-Spring Rear Suspension



5850-A10	'64-67 A-BODY, BILLET G-LINK, AIR-SPRING SHOCKS
5850-A20	'68-72 A-BODY, BILLET G-LINK, AIR-SPRING SHOCKS
INCLUDES	BILLET G-LINK (PIVOT) LOWER AND G-LINK (PIVOT) UPPER CONTROL ARMS AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGEMENT SYSTEM REQUIRED FOR OPERATION

REAREND HOUSING OPTIONS

OEM-Style Direct-Fit FAB9 Housings

Chassisworks factory-welded FAB9 (fabricated 9") housings are available as direct-fit replacement housings enabling a simple upgrade. Housings include upper and lower mounting brackets for Chassisworks or OEM-style control arms, spherical-bearing or poly-bushing upper mounts, folded reinforcement backbrace, housing hardware; anti-roll bar mounts optional. Available in mild steel or 4130.



[CLICK for More Info Online](#)



84A10-201	LBFS MILD STEEL POLY 64-67 A-BODY
84A10-206	SGM MILD STEEL POLY 64-67 A-BODY
84A10-211	LBFS 4130 POLY 64-67 A-BODY
84A10-216	SGM 4130 POLY 64-67 A-BODY
84A10-301	LBFS MILD STEEL COM-8 64-67 A-BODY
84A10-306	SGM MILD STEEL COM-8 64-67 A-BODY
84A10-311	LBFS 4130 COM-8 64-67 A-BODY
84A10-316	SGM 4130 COM-8 64-67 A-BODY
84A10-407	LBFD MILD STEEL POLY ARB 64-67 A-BODY
84A10-417	LBFD 4130 POLY ARB 64-67 A-BODY
84A10-507	LBFD MILD STEEL COM-8 ARB 64-67 A-BODY

84A10-517	LBFD 4130 COM-8 ARB 64-67 A-BODY
84A20-201	LBFS MILD STEEL POLY 68-72 A-BODY
84A20-206	SGM MILD STEEL POLY 68-72 A-BODY
84A20-211	LBFS 4130 POLY 68-72 A-BODY
84A20-216	SGM 4130 POLY 68-72 A-BODY
84A20-301	LBFS MILD STEEL COM-8 68-72 A-BODY
84A20-306	SGM MILD STEEL COM-8 68-72 A-BODY
84A20-311	LBFS 4130 COM-8 68-72 A-BODY
84A20-316	SGM 4130 COM-8 68-72 A-BODY
84A20-407	LBFD MILD STEEL POLY ARB 68-72 A-BODY
84A20-417	LBFD 4130 POLY ARB 68-72 A-BODY
84A20-507	LBFD MILD STEEL COM-8 ARB 68-72 A-BODY
84A20-517	LBFD 4130 COM-8 ARB 68-72 A-BODY

LBFD - LATE BIG-FORD DRAG-RACE HOUSING ENDS

LBFS - LATE BIG-FORD SEALED HOUSING ENDS

SGM - SMALL GM HOUSING ENDS

Coil-Over Conversion FAB9 Housings

For the complete bolt-in coil-over package a factory-welded FAB9 (fabricated 9") housing can also be purchased. Housings include coil-over axle housing mounts, upper and lower mounting brackets for Chassisworks or OEM-style control arms, spherical-bearing or poly-bushing upper mounts, folded reinforcement backbrace, housing hardware; anti-roll bar mounts optional. Available in mild steel or 4130.



[CLICK for More Info Online](#)



84A10-A01	LBFS MILD-STEEL POLY 64-67 A-BODY
84A10-A11	LBFS 4130 POLY 64-67 A-BODY
84A10-B01	LBFS MILD-STEEL COM-8 64-67 A-BODY
84A10-B11	LBFS 4130 COM-8 64-67 A-BODY

84A10-C07	LBFD MILD-STEEL POLY ARB 64-67 A-BODY
84A10-C17	LBFD 4130 POLY ARB 64-67 A-BODY
84A10-D01	LBFS MILD-STEEL COM-8 ARB 64-67 A-BODY
84A10-D07	LBFD MILD-STEEL COM-8 ARB 64-67 A-BODY
84A10-D17	LBFD 4130 COM-8 ARB 64-67 A-BODY
84A20-A01	LBFS MILD-STEEL POLY 68-72 A-BODY
84A20-B01	LBFS MILD-STEEL COM-8 68-72 A-BODY

LBFD - LATE BIG-FORD DRAG-RACE HOUSING ENDS

LBFS - LATE BIG-FORD SEALED HOUSING ENDS

SGM - SMALL GM HOUSING ENDS

■ G-BAR POLY-URETHANE CONTROL ARMS

■ Urethane-End Upper Control Arms

Our adjustable-length control arms directly replace OEM-style arms and allow for easy adjustment of pinion angle. Made of 1-1/4"-OD, .156"-wall tubing, with heavy-duty, 1"-billet front-rod-end and urethane bushings.



5820-A10	URETHANE-END UPPER ARMS, '64-67 A-BODY, CHEVELLE
5820-A20	URETHANE-END UPPER ARMS, '68-72 A-BODY, CHEVELLE
5820-G10	URETHANE-END UPPER ARMS, '78-87 G-BODY, CHEVELLE

■ Urethane-End Lower Control Arms

Our urethane-end lower control arms are made of 1-1/2"x2" 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



Billet Bushing Housing

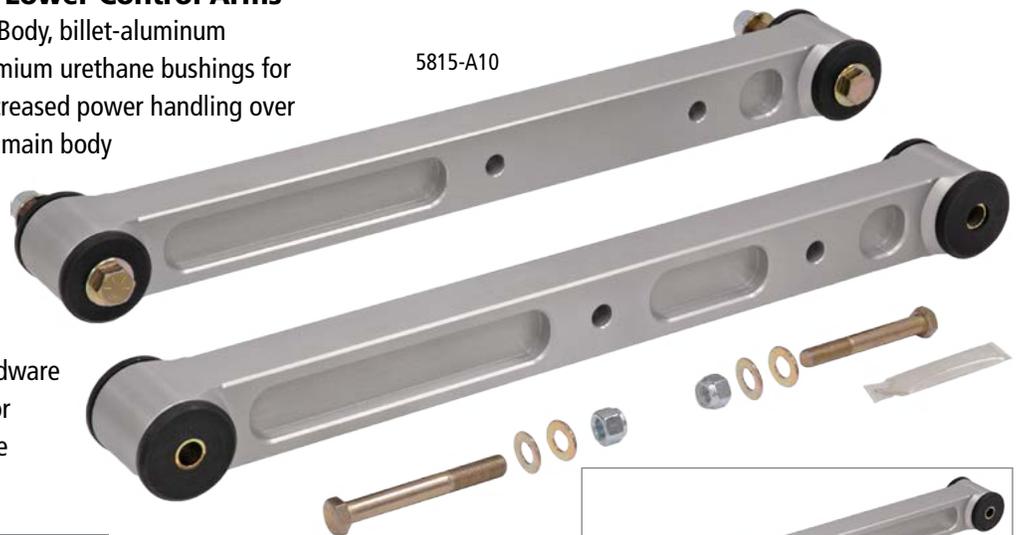
■ BILLET G-BAR POLY-URETHANE CONTROL ARMS

Chassisworks offers a line of polyurethane-bushing rear control arms and components to fit the popular A-, G-, and F-body vehicles from 1964 through 1992. Control arms are designed to mount directly to the factory chassis- and axle-housing mounts, and accept factory-style, control-arm-mounted rear anti-roll bars.



■ 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-F30

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
* FOR USE WITH NON-CONTROL-ARM-MOUNTED REAR ANTI-ROLL BARS	

■ OEM Control-Arm Bushing Set

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



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

■ OEM Axle-Housing Bushings

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



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

■ G-LINK PIVOT-BALL CONTROL ARMS

g-Link control arms feature Chassisworks pivot-ball mechanisms to create the ultimate suspension link for use on performance driven street or track applications. Polymer bearing races and a threaded retaining ring allow the assembly to be adjusted for zero free play with minimal friction. The result is a free-moving suspension system with a direct, planted feel that is not achievable by any other

bushing material. Pivot-ball assemblies can be maintained using a standard grease gun and by tightening the retaining ring should the bearing races begin to wear. Optionally available double-adjustable upper arms allow a greater range of pinion adjustment to accommodate extremely low ride heights. Lower arms can be selected in adjustable-length tubular steel or fixed-length billet aluminum.

■ g-Link Upper Arms, Single Adjustable

The best option when no-compromise handling is required. The high misalignment and non-compressible nature of these links produces sharp and predictable handling. g-Link, single-adjustable upper arms are included with g-Link and billet g-Link systems.

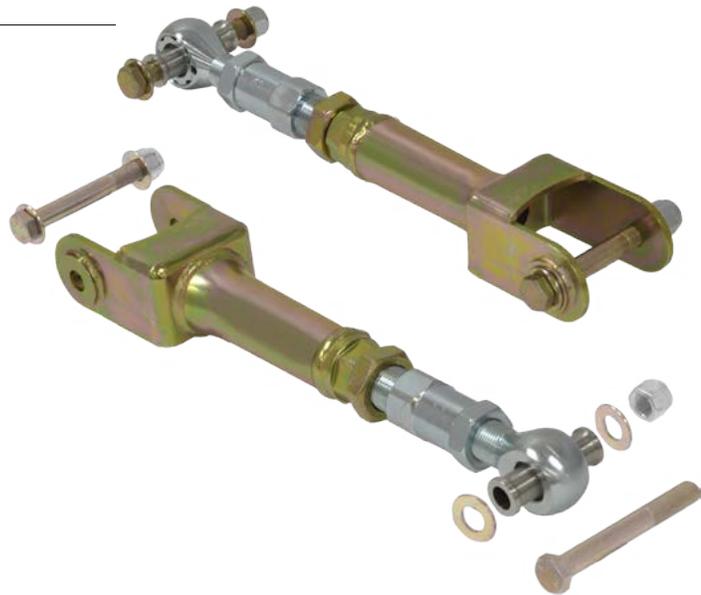
5823-A10	G-LINK PIVOT-BALL UPPER CONTROL ARMS, SINGLE-ADJUSTABLE, '64-67 A-BODY
5823-A20	G-LINK PIVOT-BALL UPPER CONTROL ARMS, SINGLE-ADJUSTABLE, '68-72 A-BODY
5823-G10	G-LINK PIVOT-BALL UPPER CONTROL ARMS, SINGLE-ADJUSTABLE, '78-87 G-BODY



■ g-Link Upper Arms, Double Adjustable

Configuring the rear suspension to run at it's lowest range of adjustment requires the shortened adjustment range of our double-adjustable upper control arm.

5822-A10	G-LINK PIVOT-BALL UPPER CONTROL ARMS, DOUBLE-ADJUSTABLE, '64-67 A-BODY
5822-A20	G-LINK PIVOT-BALL UPPER CONTROL ARMS, DOUBLE-ADJUSTABLE, '68-72 A-BODY
5822-G10	G-LINK PIVOT-BALL UPPER CONTROL ARMS, DOUBLE-ADJUSTABLE, '78-87 G-BODY



■ g-Link Lower Arms

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.

5826-A10	G-LINK PIVOT-BALL LOWER CONTROL ARMS, ADJUSTABLE-LENGTH, '64-72 A-BODY
5826-G10	G-LINK PIVOT-BALL LOWER CONTROL ARMS, ADJUSTABLE-LENGTH, '78-87 G-BODY



■ BILLET G-LINK PIVOT-BALL CONTROL ARMS

Chassisworks offers a line of spherical-bearing rear control arms and components to fit the popular A-, G-, and F-body vehicles from 1964 through 2004. Control arms are designed to mount directly to the factory chassis- and axle-housing mounts, but require conversion of the rear anti-roll bar to an axle- or chassis-mounted system.



■ Billet-Aluminum 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
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5816-G10	BILLET PIVOT LOWER CONTROL ARMS, '78-87 G-BODY, '82-02 F-BODY
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■ OEM Axle-Housing Bearings

Our axle-housing spherical bearing assemblies directly replace softer rubber or urethane bushings on most 1965-72 GM A-body and 1978-87 G-body vehicles. High-horsepower, performance vehicles will benefit from precise control of rearend housing movement and increased torque capacity due to the heavy-wall, billet-steel bearing housing. The 3/4"-bore, Teflon-lined, stainless, spherical bearings are rated at 37,000 lbs. (radial load), and allow up to 20-degrees of misalignment – more than adequate for bind-free, low-friction, operation at full suspension travel. Bearing sets include precision-fit spacers for use with OEM or aftermarket upper controls arms, and installation instructions.



5834-A10-HB	SPHERICAL BEARINGS, '65-72 GM A- & '78-87 G-BODIES (2)
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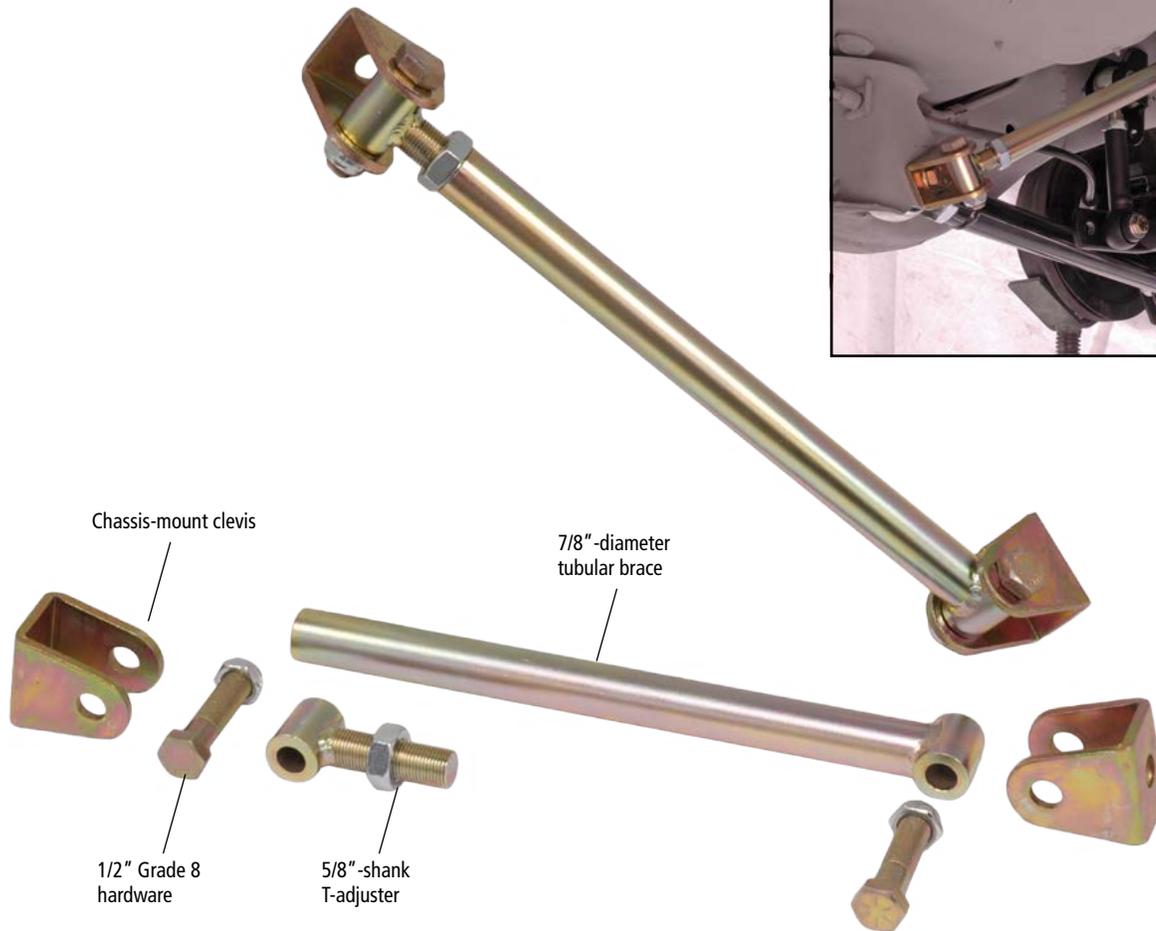
■ REAR CONTROL ARM SUPPORT BRACE

The increased levels of horsepower and traction achieved in modern muscle-car builds can easily cause structural damage to the chassis' suspension mounting areas. To remedy this, Chassisworks developed a simple-to-install rear control arm support brace that reinforces the lower-control-arm mounts and upper-control-arm crossmember of 1964-72 GM A-body vehicles (Chevelle, GTO, 442). Using the existing control-arm bolts, a folded clevis is mounted along side the upper and lower control arm mounts. The 7/8"-diameter, T-end support tube is mounted to one of the clevises on each side of the vehicle. The T-adjusters are then used to adjust the brace lengths and align them with the second clevis. After tightening all hardware, the support braces significantly strengthen the control arm mounting points, reducing unwanted flex, and increasing performance potential. Kits include zinc-plated support braces and T-adjusters, and Grade 8 hardware.

■ Fits 1964-72 GM A-Body

Features/Benefits:

- Reinforces factory lower arm mount and upper arm crossmember
- Simple bolt-on installation
- T-style tube ends improve brace rigidity
- 1/2" Grade 8 mounting hardware
- 7/8"-diameter steel tubing
- 5/8"-shank T-adjuster
- All components zinc plated



5833-A10	1964-1967	GM A-BODY	REAR CONTROL ARM SUPPORT BRACE
5833-A20	1968-1972	GM A-BODY	REAR CONTROL ARM SUPPORT BRACE

■ COIL-OVER AND AIR-SPRING CONVERSIONS

The first in a series of new rear suspension products, Chris Alston's Chassisworks now offers a top-quality, coil-over or air-spring 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 or air-spring shocks are included 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 matte-black powder-coated 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.

■ **Application:**
■ **'64-72 GM A-body**

■ BOLT-ON CONVERSION

- Factory-welded upper and lower shock mounts (black-matte powder-coat finish)
- 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) or air-spring shocks



■ 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) or air-spring shocks

Prices and Options

5824-A10	BOLT-ON COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5824-A10	WELD-IN COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	SPRING RATES (110, 130, 150, 175, 200, 250, 300, 350, 400 LB/IN)
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS
5851-A10	BOLT-ON AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5851-A10	WELD-IN AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS

■ 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
- Black-matte powder-coat finish
- 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
- Black-matte powder-coat finish



5824-A10	BOLT-ON COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY
OPTION	SPRING RATES (110, 130, 150, 175, 200, 250, 300, 350, 400 LB/IN)
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS

■ 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



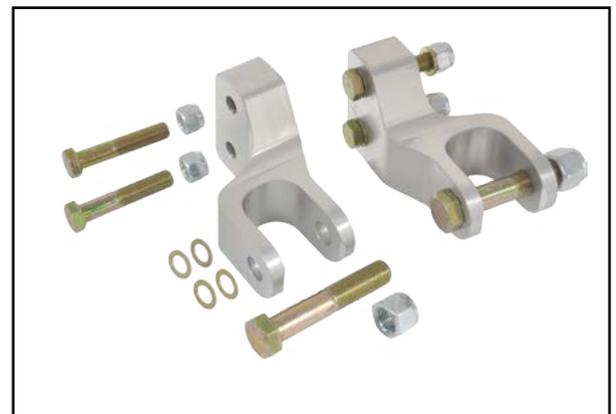
■ Weld-on Lower Mount

- 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



5824-A10	WELD-IN COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY
OPTION	SPRING RATES (110, 130, 150, 175, 200, 250, 300, 350, 400 LB/IN)
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS

■ '64-72 A-BODY ADJUSTABLE REAR ANTI-ROLL BAR

In addition to significantly reducing the rear suspension's unsprung weight, Chassisworks' tubular adjustable-rate rear anti-roll bars provide a quick and simple means for fine tuning the understeer/oversteer characteristics of your 1964-72 GM A-body vehicle. The tubular-steel endlinks can be mounted in three different positions along each bar end to change bar stiffness with a total of six different settings. Billet-steel urethane-bushing housings allow the anti-roll bar endlinks to be precisely set in a neutral, non-preloaded state. Existing factory crossmember holes are used to locate and mount the endlink clevises, however one additional hole must be drilled for each clevis.

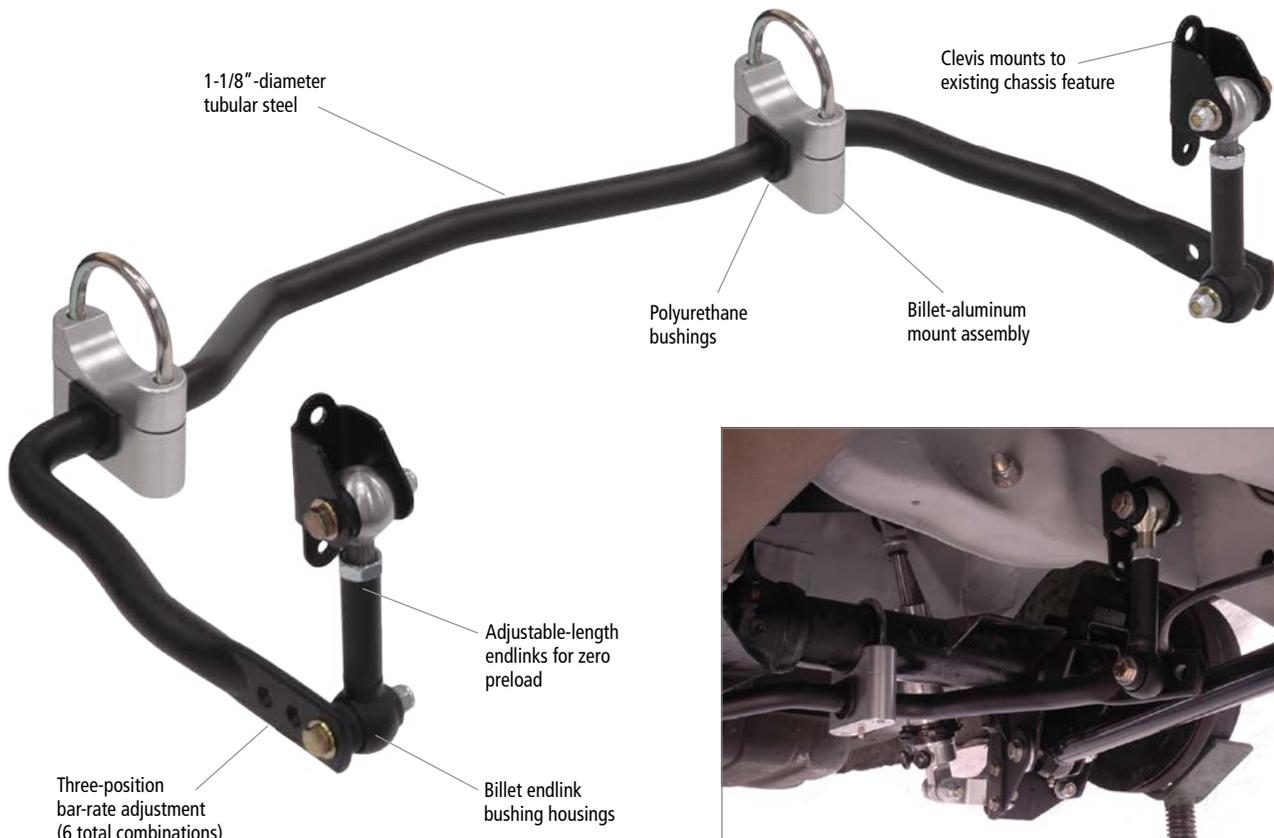
The bar mounts to the OEM or FAB9 housings using one of two different style mounts. The first style, a billet aluminum axle-clamp mount, consists of a billet urethane-bushing housing and clamp seat, and 7/16" U-bolt for 3" axle tubes. Assembly hardware is hidden neatly inside the billet clamp with only the countersunk socket-head cap screws being visible from underneath. The second option uses a welded axle tube bracket with weld nuts, on which to mount the billet bushing housing. Brackets can be factory-welded when ordered with a Chassisworks FAB9 housing, or included separately for welding to your existing housing. Anti-roll bars ship with matte-black powder-coat finish and include endlinks, bushing mounts, urethane bushings, and required mounting hardware.

■ Fits 1964-72 GM A-Body

Features/Benefits:

- Adjustable Bar Rate
- Lightweight Tubular Design
- Billet Aluminum Mounts
- Optional Axle-Clamp or Welded-Bracket Mounts
- Polyurethane Bar- and Endlink-Bushings
- Available for '64-72 GM A-Body Vehicles (Chevelle, GTO, 442)

5825-A10-18-AF	1964-1967	GM A-BODY	FAB9 MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A10-18-AU	1964-1967	GM A-BODY	U-BOLT MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A10-18-AW	1964-1967	GM A-BODY	WELD-ON MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AF	1968-1972	GM A-BODY	FAB9 MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AU	1968-1972	GM A-BODY	U-BOLT MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AW	1968-1972	GM A-BODY	WELD-ON MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR



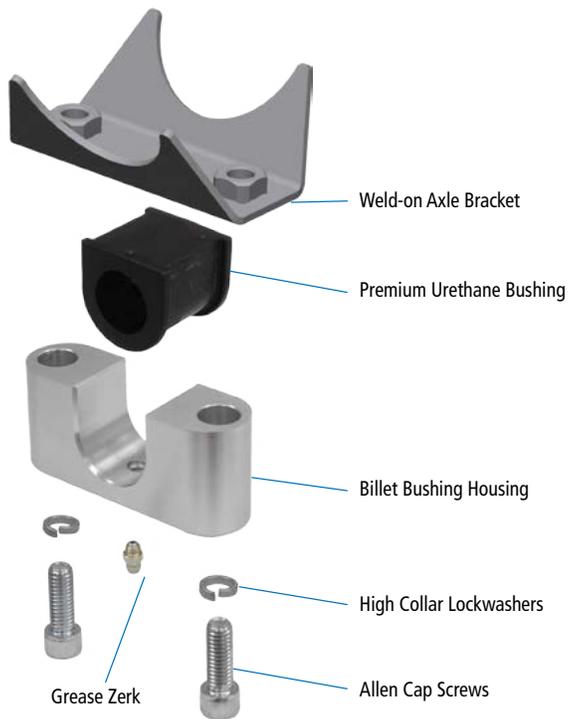
■ BOLT-ON AXLE CLAMP MOUNT

The billet axle-clamp assembly allows easy installation with OEM 10-bolt and 12-bolt rearends, and Chassisworks FAB9 housings with 3" diameter axle tubes. By far, the cleanest U-bolt-style anti-roll bar mount available.



■ WELD-ON MOUNT

Weld-on mounts are available on factory-welded FAB9 housings or packaged for weld-on installation with your existing rearend housing. Weld-nuts in the axle bracket eliminate the unsightly U-bolt and are the perfect solution for extremely clean installations.



Notes:

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



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