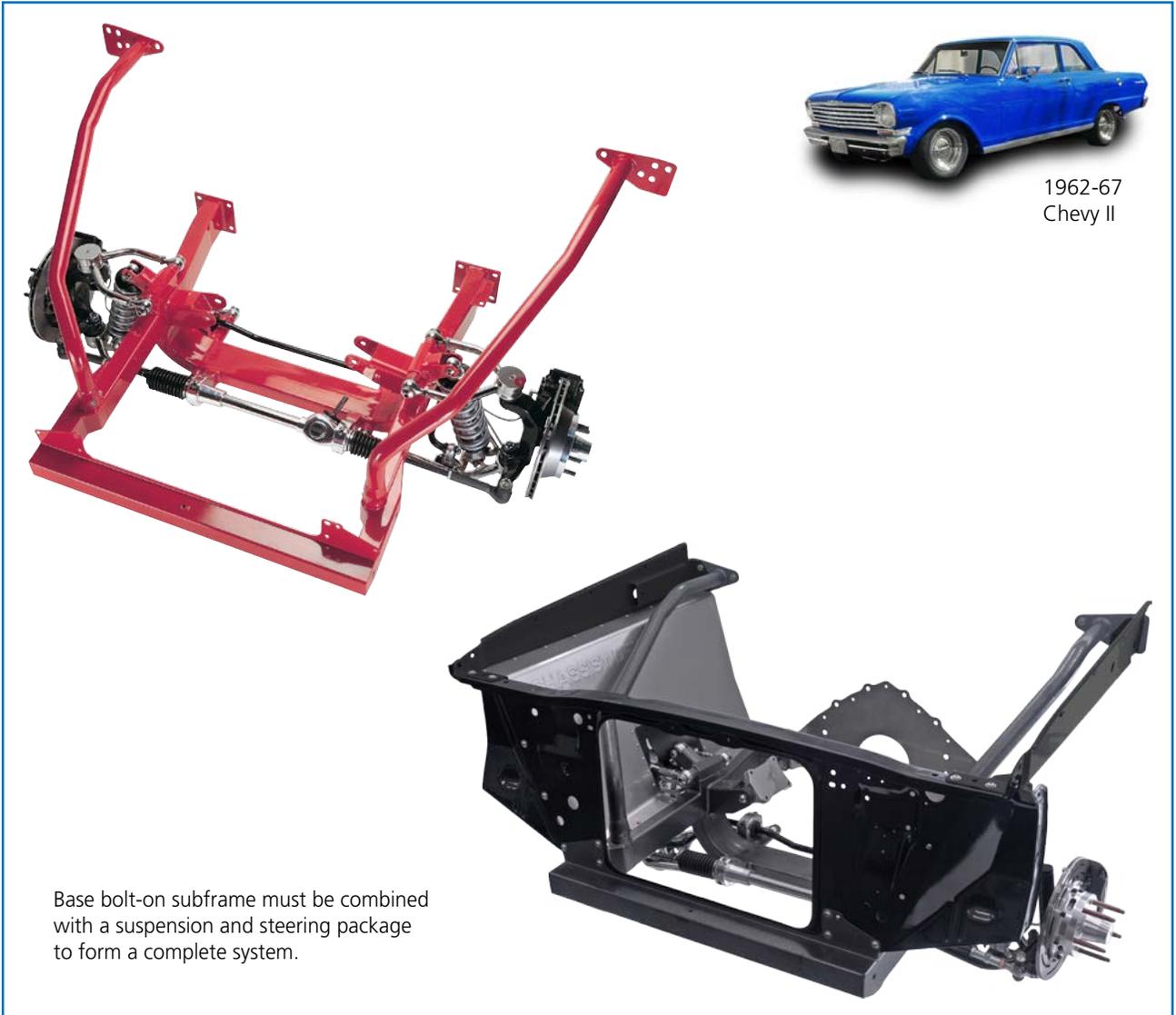


g-Machine Direct-Fit Subframe Suspension System for 1962-67 Chevy II Nova



The Most Complete Subframe System

Chassisworks' muscle-car g-Machine Chevy II subframe is a direct-fit, high-performance suspension solution designed for 1962-67 Chevrolet Chevy II Novas and 1963-67 Pontiac Acadians. The system features a welded subframe with integrated g-Machine double A-arm, rack-and-pinion crossmember and two supporting struts, all secured at the factory firewall mounting locations. Our direct bolt-on design enables a time-saving, straight-forward installation that requires absolutely no custom fabrication. Unlike others, the g-Machine Chevy II subframe is completely boxed with welded radiator-core-support crossmember, high-clearance bent support struts for engine and exhaust clearance, and optional aluminum inner fender panels and steel fender supports with integrated hood-hinge mounts. As an option, factory-welded motor-plate brackets can also be added for vehicles requiring maximum chassis stiffness, while an optional mid plate is a simple bolt-on.

Precision-Fit Quality Through Advanced Technology

One of the key pieces of advanced technical equipment used in development of our vehicle-retrofit component systems 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 first- and second-generation Chevy II Novas and Pontiac Acadians. 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. Our 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.



The Chassisworks' Design Is Superior in These Key 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.
- With nearly zero bumpsteer in 6" of suspension travel, vehicle handling is predictable regardless of the chassis' changing pitch or roll state.
- Broad lower control arm increases load capacity and stability during braking and cornering.
- Longer lower control arm length reduces track-width change and roll-center movement during suspension travel for smoother transitions entering and exiting turns.



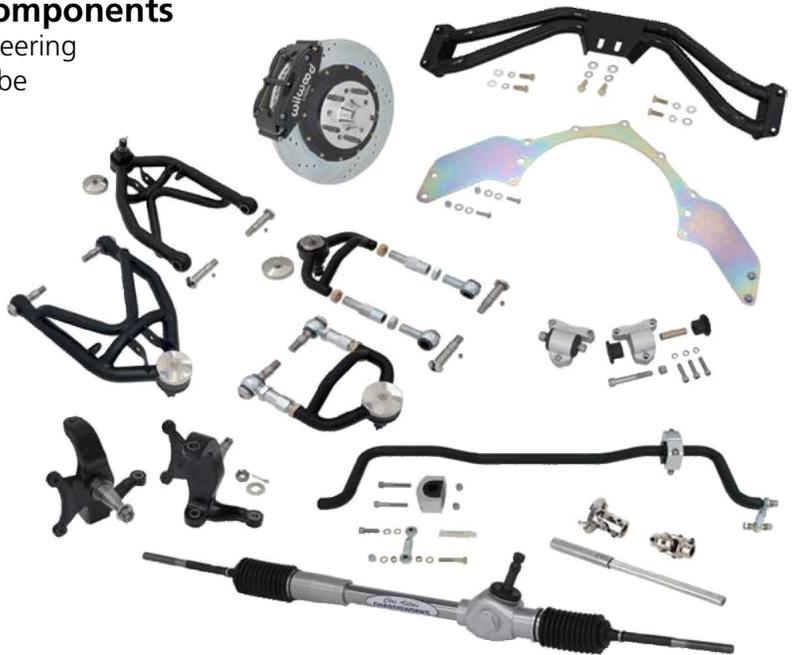
- Lower shock mount is located very close to the balljoint for better shock-motion ratio. A higher shock-motion ratio allows use of lighter, lower-rate springs for better suspension control without degrading ride quality.
- Our g-Machine spindle is taller than OEM spindles and therefore increases camber gain during body roll, keeping tires in better contact with road surface.
- Two-inch-dropped spindle lowers ride height and center of gravity to improve overall handling.
- 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.



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, Street- or g-Machine control arms, behind-crossmember- or forward-of-rack-mounted anti-roll bars, fabricated, sculpted, or billet-aluminum spindles, and 11-3/4" or 13"-rotor street brakes, or high-performance 14" and 15" brakes. Bolt-on installation with perfect geometry and tailored performance make the g-Machine system an excellent choice for your next project.



Improved-Fit NoFab Installation

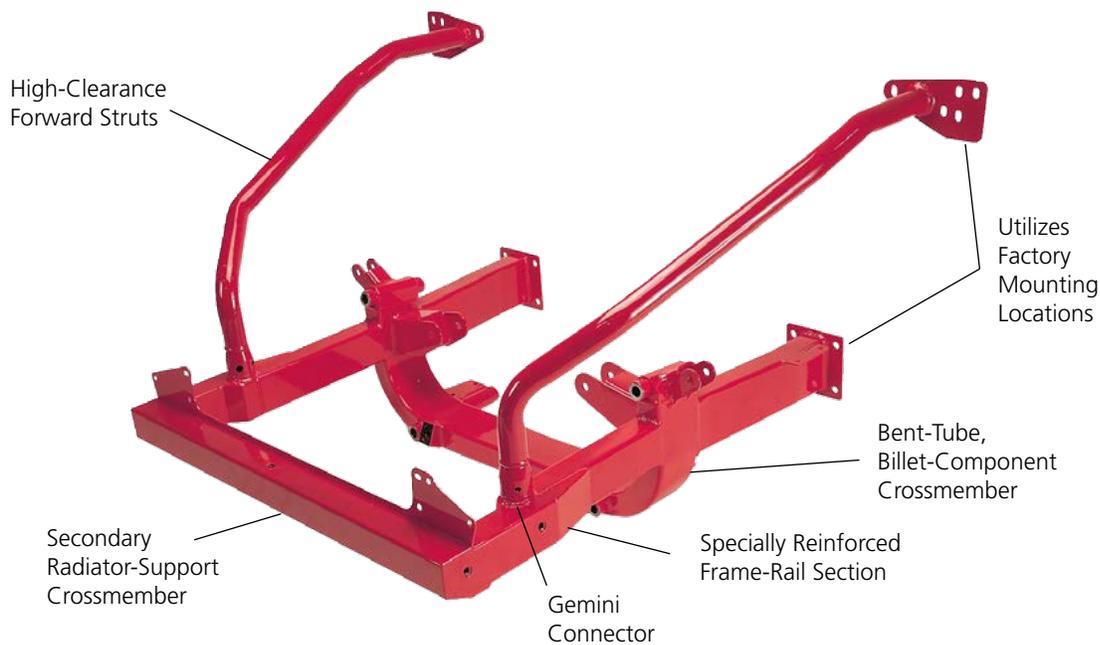
Direct-fit installation ensures that all major drivetrain components remain in their exact factory positions. Engine height, 1/2" offset, and setback are the same as stock, requiring no additional hood clearance or modification to the firewall or transmission tunnel. Two mounting styles of anti-roll bars are available. The standard rear-mount anti-roll bar has the same forward clearance as the stock Chevy II 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. Hub-to-hub width has been narrowed to 57", and front axle centerline has moved rearward 1/2" to create additional clearance between the tire and fender. Ride height is lowered approximately 1-1/2" to 2" below stock and maintains 4-1/2" of ground clearance below the suspension crossmember. Additional frame, control arm, and fender clearance allows maximum tire dimensions of 25" tall by 9" wide, and wheels 8" wide with 4-1/2" backspacing. Acceptable sizes include 225/50-16, 225/45-17, 225/40-18, 225/35-19, and 225/30-20.

Note: Fender lips may need to be rolled for proper clearance.

Fabricated Subframe with Integrated g-Machine Crossmember

g-Machine Subframe Welded Assembly

Our completely enclosed, welded subframe structure uses multiple sizes of mandrel-bent, boxed-steel tubing with fabricated components to optimize strength in key areas without unnecessarily adding weight or decreasing clearance for engine and exhaust components; this is a result not possible with simple straight-tube designs. Between the lower subframe mounting plate and g-Machine suspension crossmember, 4 x 2 x .120"-wall tubing is used to substantially increase stability and strength, enabling better control of engine torque and chassis flex than other 3 x 2" designs. Forward of the crossmember, 3 x 2 x .120"-wall tubing is reinforced by a fabricated frame horn, which broadens width to 3.25", provides additional walls to greatly strengthen the forward-strut Gemini connector attachment area, and houses the bumper-bracket weld nuts. Enclosing the frame horns and bridging the two rails together is the radiator-core-support crossmember. The factory core-support panel and grille center support simply bolt to the folded crossmember, improving upon the strength and quality of the OEM sheet metal component. Subframe rails, suspension crossmember, and various mounts are positioned and welded in a fixture. The final fixture welding of the subassemblies ensures that firewall, motor, bumper, and core-support mounts are perfectly positioned for a trouble-free installation. Completed base subframe assemblies are shipped as bare steel with sanded corner welds, ready for paint or powder coating.



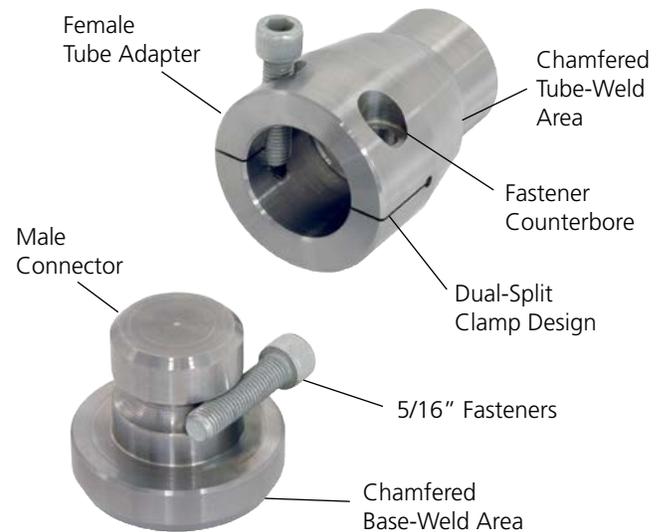
Part Number	Description
7700	Base g-Machine Welded Subframe Assembly, '62-67 Chevy II

High-Clearance Forward Struts

Tubular struts between the factory upper firewall mount and welded subframe's Gemini connector triangulate the front clip, virtually eliminating chassis deflection forward of the firewall. Firewall-mount plates can be used with both 1962-65 or 1966-67 bolt patterns, and they utilize shims to facilitate body panel alignment. Strut tubes are a stout 1-5/8 x .134"-wall and feature multiple mandrel bends to route the tubes tightly along the inner fender, providing more clearance around the engine than other designs.

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. A broad-based, grooved, male connector is precisely positioned using slot-tab technology and then spray-arc welded to a specially reinforced area of the forward subframe rail. The female tube adapter, welded to the end of the forward struts, features a dual-split-clamp design that locks around the male stem with the aid of two 5/16" socket-head cap screws. Once assembled, the Gemini connector system exerts a 1-1/8"-wide band of clamping force completely around the male stem and firmly seats the 5/16" fasteners against the compression groove as the female adapter is drawn closed. Laboratory-conducted, destructive tests have shown that the tube itself will fail prior to damaging the Gemini connector components.



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 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

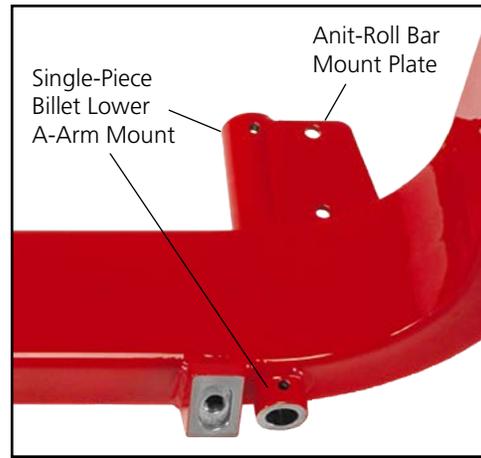
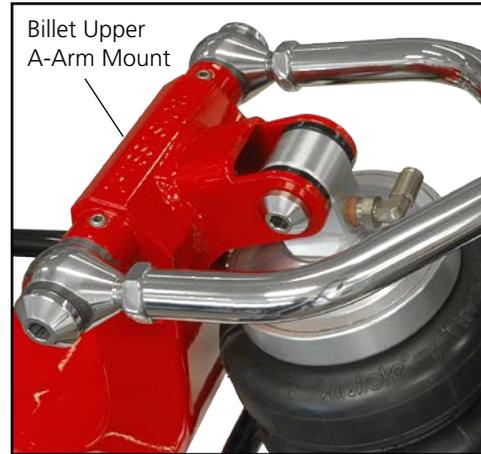
Self-fixturing female slots used with machined male tabs provide an interlocking assembly method that enables A-arm, rack and pinion, and shock mounts to be accurately positioned in all axes. This guarantees the suspension will perform as designed. Non-interlocking designs are not nearly as accurate 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 Steel 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.

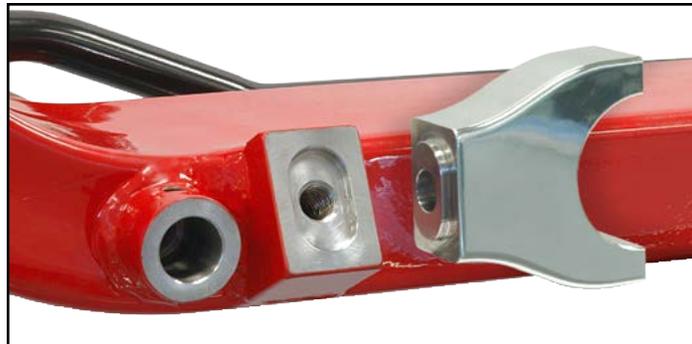


One-Piece Clevis Shock Mount

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-over or air-spring 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 a 4 x 2" 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**

Subframe Installation Features

Detailed Installation Guide

Included with each g-Machine Chevy II subframe is a painstakingly detailed 126-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.



Alignment Shims

To simplify subframe alignment in relation to the body, the OEM shim alignment method is also used on the g-Machine subframe. Note that not all replacement subframes on the market have this important feature. A set of CNC-laser-cut alignment shims is supplied to make subframe installation simple and highly accurate.



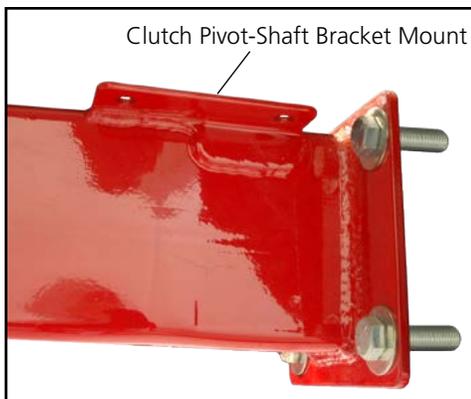
Engine-Mount Options

Multiple engine-mount-bracket options enable true bolt-in installation for nearly any drivetrain. Standard side-mount brackets for small-block, big-block, and LS-style V8 engines are available, as well as small- or big-block motor plates and mid plates for more serious performance applications. To positively locate the engine, driver-side motor-plate, mid-plate, and side-mount frame brackets have correct-sized bolt holes. Passenger-side mounts use slightly oversized slots to facilitate installations with minor chassis variances. Subframes ship with all mounts factory-welded and ready for installation.

Frame Engine-Mount Options
No Engine Brackets Installed
Side Engine Brackets Only
Small-Block & LS Motor-Plate Brackets Only
Big-Block Motor-Plate Brackets Only
Side Engine Brackets with Small-Block Motor Plate
Side Engine Brackets with Big-Block Motor Plate
Small-Block Motor Plate with Big-Block Motor Plate
Splined Anti-roll Bar Plates with Side Engine Mounts

Clutch Pivot-Shaft Bracket Mount

A factory-welded bracket along the driver-side frame rail is used to mount the OEM outer clutch pivot-shaft bracket in the factory position.



Single-Box Shipment

The Chevy II g-Machine system components are individually packed to prevent damage during shipping and to ease part identification during assembly. All boxed components are then loaded into a heavy-duty, pallet-mounted box and truck-freighted directly to your door — avoiding confusing multiple-package paperwork and lost shipments.



Billet Side Motor Mount Options (g-Machine Subframe Only)

Part Number	Description
6007-0	Billet Aluminum, Chevrolet Side Mount, LS Series, Bare Finish
6007-1	Billet Aluminum, Chevrolet Side Mount, LS Series, Anodized 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, Anodized Finish
6055-2	Billet Aluminum, Chevrolet Side Mount, SB, BB, V6, Polished Finish
3046	Polished Stainless Steel Side Motor Mount Spuds (pair)
NOTE	Package option prices shown. Items can also be purchased separately at full retail price.

Polished V8 Mounts



Anodized LS Mounts



Polished Spud Hardware



Bolt-In Motor Plate Options (g-Machine Subframe Only)

Part Number	Description
6056	Bolt-In Motor Plate, Small-Block V8, '62-67 Chevy II
6057	Bolt-In Motor Plate, Big-Block V8, '62-67 Chevy II
6080	Bolt-In Motor Plate, LS-Series V8, '62-67 Chevy II
NOTE	Package option prices shown. Items can also be purchased separately at full retail price.

Small-Block Motor Plate



Big-Block Motor Plate



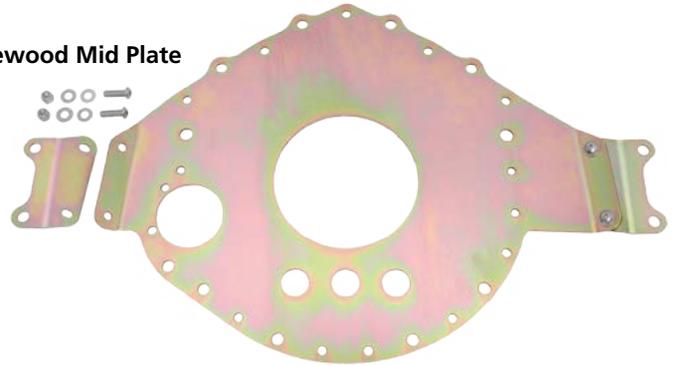
Bolt-In Mid Plates

Part Number	Description
6058	Bolt-In Mid Plate, Automatic, Chevy II '62-67 (g-Machine or OEM subframe)
6059	Bolt-In Mid Plate, Lakewood, Chevy II '62-67 (g-Machine or OEM subframe)
6081	Midplate V8 to LS Adapter, Chevy II (g-Machine subframe only)
NOTE	Package option prices shown. Items can also be purchased separately at full retail price.

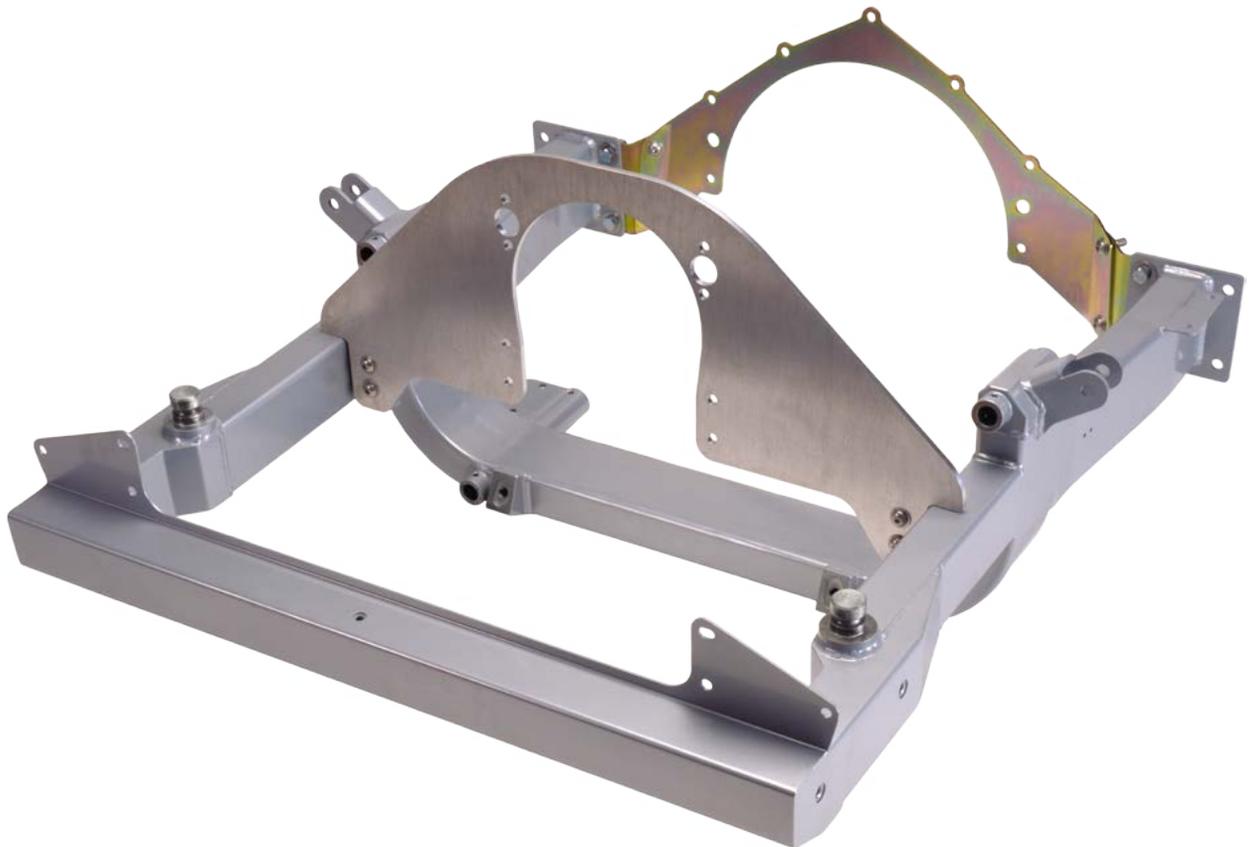
Automatic Mid Plate



Lakewood Mid Plate

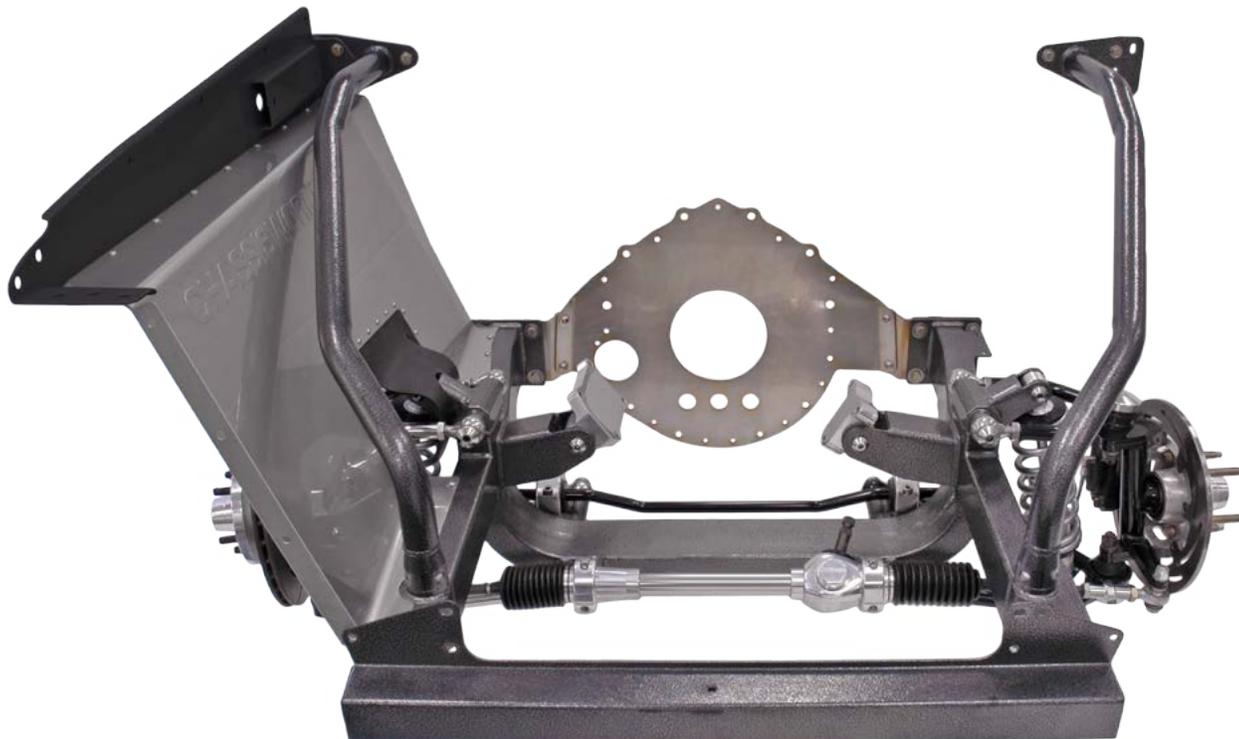


V8 to LS Adapter



Bolt-In Headers (g-Machine Subframe Only)

Part Number	Description
6450	Small-Block Chevy, 1-3/4" Primaries, Cermakrome Coated, Chevy II '62-67
6451	Big-Block Chevy, 2" Primaries, Cermakrome Coated, Chevy II '62-67
6452	Small-Block Chevy, 1-3/4" Primaries, Bare Steel, Chevy II '62-67
6453	Big-Block Chevy, 2" Primaries, Bare Steel, Chevy II '62-67
NOTE	Package option prices shown. Items can also be purchased separately at full retail price.



Fender Supports with Hood-Hinge Mounts

Our exclusive steel fender supports feature built-in, weld-nut-equipped, hood-hinge mounts and a specially curved top flange that enable bolt-on installation of factory hood hinges and fenders without distorting the fender, which is unavoidable with flat-flange designs. Chassisworks is the only company to offer fender supports at this level of quality and fit, due to the complication in designing and accurately manufacturing the component. Supports are laser-cut from steel to nearly twice the OEM thickness, receive multiple bends on our fully automated fabrication press, and are spray-arc-welded, ground, and powder-coated, completing the engine compartment's finished appearance.

Aluminum Inner Fender Panels

To provide a clean, finished appearance and prevent debris from entering the engine compartment, high-quality, aluminum, inner fender panels with durable rubber splash flaps and stainless steel hardware are available. Panels bolt directly to the g-Machine welded subframe, upper fender support, and factory core-support panel. The panel edge closest to the firewall is specially designed for a close fit and is specific to 1962-65 (P/N 6651) and 1966-67 (P/N 6653) models. Panels are available with or without embossed Chassisworks logo and ship with a protective PVC-film coating that easily peels off just prior to final installation. Rubber splash flaps use included hardware to fasten to the inner fender, establishing an easily replaceable seal that fits neatly around the suspension components.

Description	Part Numbers	
	'62-65	'66-67
No Hinge Mounts or Inner Fender Panels	-	-
Hinge Mounts Only	6650 ¹	6652
Hinge Mounts and Inner Fender Panels, "Chassisworks" Embossed	6650, 6651	6652, 6653
Hinge Mounts and Inner Fender Panels, Blank	6650, 6654	6652, 6655
Note:		
1	1962 model year requires use of '63-67 hood hinges.	



'62-67 Chevy II g-Machine Subframe System

■ VALUE SYSTEM

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



■ Value System

7700-1 **VALUE SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Value System Options

- OPTIONS HOOD HINGE MOUNTS AND INNER FENDER PANELS
- 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, SINGLE-, OR DOUBLE-ADJUSTABLE VALVING)
- 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)



'62-67 Chevy II g-Machine Subframe System

■ OPTION SYSTEM

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

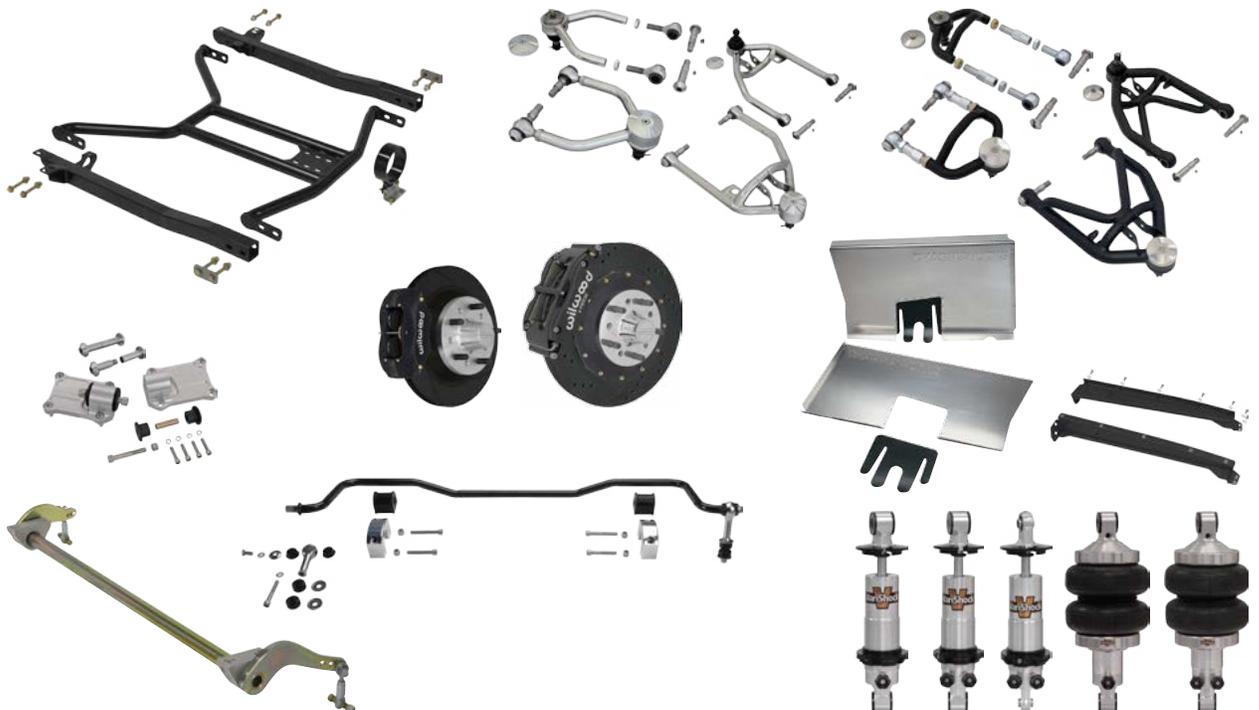


■ Option System

7700-2 **OPTION SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Option System Options

- OPTIONS HOOD HINGE MOUNTS AND INNER FENDER PANELS
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)
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)
BRAKES AND BILLET HUB (11-3/4" BARE OR 11-3/4", 13" OR 14" BLACK ROTORS - SATIN OR POLISHED HUB)



'62-67 Chevy II g-Machine Subframe System

■ 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 System

7700-3 ULTIMATE PRO-TOURING SYSTEM FOR 62-67 CHEVY II/NOVA

■ Ultimate Pro-Touring System Options

- | | |
|---------|---|
| OPTIONS | HOOD HINGE MOUNTS AND INNER FENDER PANELS |
| | 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) |
| | 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 (DOUBLE- OR REMOTE RESERVOIR 4-WAY-ADJUSTABLE VALVING - COIL-OVER OR AIR-SPRING SHOCKS) |
| | SPRING RATES (500, 550, 600, 675, OR 750 LB/IN) |
| | BRAKES (14" OR 15" ROTORS - BLACK OR RED 6-PISTON CALIPERS - THERMLOC 6-PISTON CALIPERS) |



'62-67 Chevy II g-Machine Subframe System

■ DRAG RACE SYSTEM

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



■ Drag Race System

7700-4 **DRAG RACE SYSTEM** FOR 62-67 CHEVY II/NOVA

■ Drag Race System Options

OPTIONS	ENGINE MOUNT FRAME BRACKETS (V8 OR LS SIDE MOUNTS - MOTOR PLATE)
	SUBFRAME G-CONNECTOR SYSTEM AND FRAME SANDING (OUTSIDE FRAME CONNECTORS, CENTER CONNECTOR SUPPORT - SANDED FRAME WELDS)
	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)
	HOOD HINGE MOUNTS AND INNER FENDER PANELS
	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)



'62-67 Chevy II g-Connector System

■ 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



■ g-Connector System Prices and Options

5900-F10	G-CONNECTOR SYSTEM FOR '67-69 CAMARO/FIREBIRD, OEM CLIP
5900-F21	G-CONNECTOR SYSTEM FOR '70-76 CAMARO/FIREBIRD, OEM CLIP
5900-F22	G-CONNECTOR SYSTEM FOR '77-81 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 '70-76 CAMARO/FIREBIRD, CHASSISWORKS CLIP
5901-F22	G-CONNECTOR SYSTEM FOR '77-81 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)

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



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