



A Chris Alston's Chassisworks, Inc. Brand

Bolt-In QuickSet 1 & 2

Bolt-In double-adjustable shock with a 16-step adjustment on both bump (compression) and rebound (extension) or a single-adjustable shock with a 16-step knob that adjusts bump and rebound simultaneously.



Features

- Available in 6 travel lengths (2.80 to 7.15 in.)
- All aluminum design for minimum weight
- Made in America
- Urethane bushings
- Individually dyno-tested and calibrated to assure uniform performance
- Revolutionary adjuster mechanism provides shorter body at any travel length
- Unique mounting-eye designs create greater clearance
- Urethane mounting-eye contains 3.5 times the amount of urethane material for longer life
- Rebuildable if necessary

Double-Adjustable

- Double external adjustment with 16-steps each. Adjusts both bump and rebound individually from soft to hard
- Adjuster knob is clearly laser-etched with plus and minus signs
- Bump and rebound knobs clearly marked by arrows etched in body

Single-Adjustable

- Single external adjustment with 16-steps. Adjusts both bump and rebound equally from soft to hard.

Designed from a clean sheet of paper, VariShock is the first affordable bolt-in to combine sophisticated shock valving with all-new, American-made components. Never before have so much performance, repeatability and adjustability been offered at such an affordable price.

VariShock's double-adjustable design is also easier to tune: 256 different settings are attainable simply by rotating two fully accessible, 16-position knobs. All adjustments are made in seconds, without removing or unbolting the VariShock. One knob sets the bump (compression) range; the other sets rebound (extension). Both knobs are laser-etched with directional arrows and "plus/minus" symbols that clearly indicate which direction achieves the desired adjustment. Additional arrows etched into the QuickSet 2's base reveal which knob sets bump, and which sets rebound.

Our double-adjustable QuickSet 2 allows you to control vehicle separation (rebound) and settling (bump) independent of each other. This allows you to tune your suspension to track conditions for ultimate performance. In the single-adjustable model you have 16 settings where both bump and rebound are adjusted simultaneously. This offers a good compromise between the ultimate tune ability of the QuickSet 2 and affordability of the QuickSet 1.

Repeatability is unprecedented! By controlling the quality of the components, assembling them in-house and dyno-testing every assembly, Chris Alston's Chassisworks can deliver a pair of VariShocks that perform virtually identically — throughout the entire range of travel. Whereas other brands in this price range rely on cheaper offshore or OEM parts, American-made

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VariShocks are engineered systems of premium components, all designed to meet your specific needs. The shocks use "Deflective Disk Valving" in the pistons to eliminate spring fatigue. They have piston rods made from 5/8" centerless ground hard chrome steel for wear resistance and long service life. VariShock models are even "rebuildable" in the event they get bent or damaged. Custom valving is also available.

A revolutionary adjustment mechanism, smaller than any previous design, allows our billet-aluminum body to be both shorter and lighter. You get more clearance around the eyes and greater travel within any shock length. Two separate eyes maximize the benefits of each mounting-eye style. The eye has more clearance around the mounting brackets than any other design. The urethane end has up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity for improved life than the poly bushings from other manufacturers. Urethane ends are 1-1/4" wide and accept 1/2" bolts.

Durability was improved in three areas. Internal shaft seals were specifically designed and manufactured for these shock absorbers producing a longer lasting seal that helps keep dirt out of the shock absorber. Internal connections and return paths use a unique machined configuration and added seals to prevent bypassing. During low piston speeds the damping action of the shock is dominated by bypassing flows. VariShock eliminates the bypassing of internal leakage to give the shock repeatable control even at low piston speeds.



Small sized knurled adjuster knobs are easily accessed through the factory coil spring with a provided ball end screw driver.



This stem mount is threaded (3/8" D x 2-1/2" L) and is designed to fit into the existing upper mount of many vehicles.



Our pin mount comes in sizes to match many vehicles and uses the urethane bushings which feature up to 350% more material, improving load distribution and extending bushing life.



Closed style

Our crossbars are produced in open and closed styles and use the urethane bushings with 350% more material, improving load distribution and extending bushing life.



Open style

VariShock Bolt-In Application Chart

Bolt-In QuickSet 1 & 2

Part Number Explanation: Replace the "X" in the part number with a 1 when purchasing QuickSet 1 or a 2 for QuickSet 2 style shocks. Consult the factory for applications not shown.

BUICK	Front	Rear
Apollo		
73-75	VAS 14X45-425	VAS 14X69-715
Regal		
73-87	VAS 14X45-425	VAS 14X69-715
Skylark		
64-67	VAS 14X45-515	VAS 14X69-715
68-79	VAS 14X45-425	VAS 14X69-715
CHEVROLET	Front	Rear
Bel Air		
53-54	-	VAS 14X49-825
55-57	VAS 14X45-515	VAS 14X49-825
58-64	VAS BIH20-FX	VAS BIH20-RX
65-81	VAS 14X45-515	VAS 14X69-715
Camaro		
67-69	VAS 14X45-425	VAS 14X49-715
70-81	VAS 14X45-515	VAS 14X64-715
82-02	See Struts	VAS 14X49-715
Chevelle		
64-67	VAS 14X45-515	VAS 14X69-715
68-77	VAS 14X45-425	VAS 14X69-715
Corvette		
53-62	-	VAS 14X49-715
63-82	VAS 14X45-515	VAS 14X28-425
84-87	VAS 14X46-515	VAS 14X28-425
89-96	VAS 14X46-515	VAS 14X46-515
97-04	VAS 14X46-615	VAS 14X4C-515
Impala		
58-64	VAS BIH20-FX	VAS BIH20-RX
65-85	VAS 14X45-515	VAS 14X69-715
Monte Carlo		
70-88	VAS 14X45-425	VAS 14X69-715
Nova		
68-79	VAS 14X45-425	VAS 14X69-715
Nova, Chevy II		
62-67	VAS 14X47-615	VAS 14X49-715
Pickup C-10, C-1500		
50-55	-	VAS 14X49-825
55-59	VAS 14X88-715	-
63-66	VAS 14X88-425	VAS 14X88-715
67-72, Rear coil	VAS 14X88-425	VAS 14X22-615
67-72, Rear Leaf	VAS 14X88-425	VAS 14X88-715
73-86	VAS 14X88-425	VAS 14X88-825
87-99	VAS 14X45-515	-
Pickup S-10, 2 WD		
82-93	VAS 14X45-425	-
94-01	VAS 14X45-425	-
DODGE	Front	Rear
Challenger		
70-74	VAS 14X45-615	VAS 14X88-825
Charger		
66-72	VAS 14X45-615	VAS 14X88-825
73-76	-	VAS 14X88-825
Coronet		
55-61	-	VAS 14X88-825
66-72	VAS 14X45-615	VAS 14X88-825
73-76	-	VAS 14X88-825
Dart, Demon, Swinger		
60-61	-	VAS 14X88-825
62-76	VAS 14X45-615	VAS 14X88-825
Pickup Dakota 2 WD		
87-01	VAS 14X45-425	-

FORD/MERCURY	Front	Rear
Cyclone		
64-67	VAS 14X45-515	VAS 14X49-825
68-71	VAS 14X47-515	VAS 14X44-715
Fairlane, Fairlane 500		
57-58	VAS 14X45-515	VAS 14X44-715
59-62	VAS 14X45-515	-
62-65	-	VAS 14X44-715
66-70	VAS 14X47-515	VAS 14X44-715
Falcon, Comet		
60-70	VAS 14X47-515	VAS 14X44-715
Maverick, Comet		
69-77	VAS 14X67-425	VAS 14X49-715
Mustang & Cougar		
65-70	VAS 14X67-425	VAS 14X44-715
71-73	VAS 14X47-425	VAS 14X44-715
74-78 Mustang only	VAS 14X45-425	VAS 14X45-615
79-04	See Struts	VAS 14X49-825
Torino, Montego		
68-71	VAS 14X47-515	VAS 14X44-715
72-76	VAS 14X45-515	VAS 14X49-715
Pickup F-150		
48-52	VAS 14X88-715	-
55	-	VAS 14X88-715
56-60	-	VAS 14X49-715
61-64	-	VAS 14X88-715
80-96	VAS 14X45-515	-
97-01	VAS 14X45-615	-
OLDSMOBILE	Front	Rear
Cutlass & Cutlass Supreme		
64-67	VAS 14X45-515	VAS 14X69-715
68-88	VAS 14X45-425	VAS 14X69-715
Omega		
73-79	VAS 14X45-425	VAS 14X69-715
PLYMOUTH	Front	Rear
Barracuda		
64-69	VAS 14X45-615	VAS 14X88-825
70-74	VAS 14X45-615	VAS 14X88-825
Belvedere & Satellite		
55-61	-	VAS 14X88-825
62-72	VAS 14X45-615	VAS 14X88-825
73-74	-	VAS 14X88-825
Duster, Scamp, Vallant		
60-76	VAS 14X45-615	VAS 14X88-825
Fury		
59-61	-	VAS 14X88-825
62-64	VAS 14X45-615	VAS 14X88-825
65-70	-	VAS 14X88-825
75-76	-	VAS 14X88-825
Fury Gran		
74-77	-	VAS 14X88-825
PONTIAC	Front	Rear
Firebird		
67-69	VAS 14X45-425	VAS 14X49-715
70-81	VAS 14X45-515	VAS 14X64-715
82-02	-	VAS 14X49-715
Grand Prix		
65-68	VAS 14X45-515	-
69-87	VAS 14X45-425	VAS 14X69-715
GTO		
64-67	VAS 14X45-515	VAS 14X69-715
68-74	VAS 14X45-425	VAS 14X69-715
LeMans, Tempest		
64-67	VAS 14X45-515	VAS 14X69-715
68-83	VAS 14X45-425	VAS 14X69-715
Ventura, Ventura II		
71-72	VAS 14X45-425	VAS 14X69-715

NOTE: Due to deviations in ride height, you must verify that the application chart suggested shock will actually fit your vehicle. Consult the dimensional chart on page 4 to determine that the selected shocks compressed length, extended length, and upper and lower mounts are correct for your vehicle.

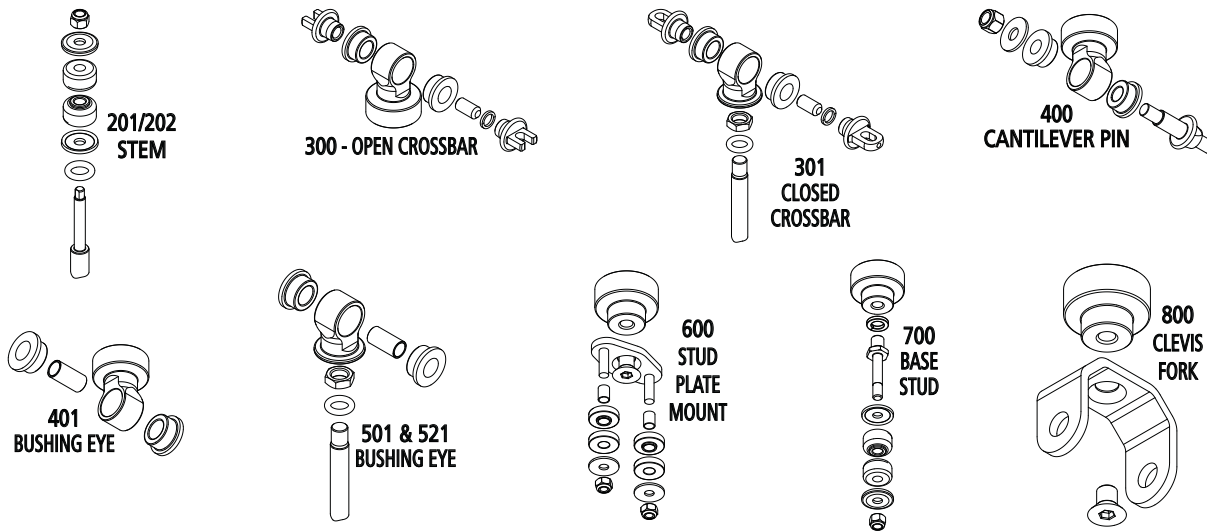
Bolt-In QuickSet 1 & 2

VariShock Bolt-In Size Chart

QuickSet 1	QuickSet 2	Total Travel	Compressed Length	Extended Length	Minimum Ride Height	Maximum Ride Height	Upper Mount (Code - Description)	Lower Mount (Code - Description)
VAS 14122-615	VAS 14222-615	6.15	11.94	18.09	14.40	15.63	501 - Eye, 7/16 to 1/2	501 - Eye, 7/16 to 1/2
VAS 14228-425	VAS 14228-425	4.25	10.04	14.29	11.74	12.59	501 - Eye, 7/16 to 1/2	521 - Eye, 7/16 to 11/16
VAS 14144-715	VAS 14244-715	7.15	10.83	17.98	13.69	15.12	201 - 3/8 Stem x .70 Nipple	700 - Stem, 3/8
VAS 14145-425	VAS 14245-425	4.25	8.30	12.55	10.00	10.85	201 - 3/8 Stem x .70 Nipple	300 - Crossbar, Open
VAS 14145-515	VAS 14245-515	5.15	9.20	14.35	11.26	12.29	201 - 3/8 Stem x .70 Nipple	300 - Crossbar, Open
VAS 14145-615	VAS 14245-615	6.15	10.20	16.35	12.66	13.89	201 - 3/8 Stem x .70 Nipple	300 - Crossbar, Open
VAS 14146-515	VAS 14246-515	5.15	9.20	14.35	11.26	12.29	202 - 3/8 Stem x .85 Nipple	301 - Crossbar, Closed
VAS 14146-615	VAS 14246-615	6.15	10.20	16.35	12.66	13.89	202 - 3/8 Stem x .85 Nipple	301 - Crossbar, Closed
VAS 14147-425	VAS 14247-425	4.25	7.84	12.09	9.54	10.39	201 - 3/8 Stem x .70 Nipple	600 - Stud Plate
VAS 14147-515	VAS 14247-515	5.15	8.74	13.89	10.80	11.83	201 - 3/8 Stem x .70 Nipple	600 - Stud Plate
VAS 14147-615	VAS 14247-615	6.15	9.74	15.89	12.20	13.43	201 - 3/8 Stem x .70 Nipple	600 - Stud Plate
VAS 14149-715	VAS 14249-715	7.15	11.20	18.35	14.06	15.49	201 - 3/8 Stem x .70 Nipple	400/401 - Pin/Eye
VAS 14149-825	VAS 14249-825	8.25	12.30	20.55	15.60	17.25	201 - 3/8 Stem x .70 Nipple	400/401 - Pin/Eye
VAS 1414C-515	VAS 1424C-515	5.15	10.49	15.64	12.55	13.58	202 - 3/8 Stem x .85 Nipple	800 - Base Clevis Fork
VAS 14164-715	VAS 14264-715	7.15	12.57	19.72	15.43	16.86	301 - Crossbar, Closed	700 - Stem, 3/8
VAS 14167-425	VAS 14267-425	4.25	9.58	13.83	11.28	12.13	301 - Crossbar, Closed	600 - Stud Plate
VAS 14169-715	VAS 14269-715	7.15	12.94	20.09	15.80	17.23	301 - Crossbar, Closed	400/401 - Cantilever Pin
VAS 14188-425	VAS 14288-425	4.25	10.04	14.29	11.74	12.59	521 - Eye, 7/16 to 11/16	521 - Eye, 7/16 to 11/16
VAS 14188-715	VAS 14288-715	7.15	12.94	20.09	15.80	17.23	521 - Eye, 7/16 to 11/16	521 - Eye, 7/16 to 11/16
VAS 14188-825	VAS 14288-825	8.25	14.04	22.29	17.34	18.99	521 - Eye, 7/16 to 11/16	521 - Eye, 7/16 to 11/16

Note: Sold only in pairs

Fitment: Bolt-In front shocks are larger in diameter than the hole in the lower A-arm. The lower A-arm must be disconnected from the spindle to allow installation of the shock into the front coil spring.



Mount Codes: These codes define the style and range of mountings that attach the individual model numbers

201	Upper 3/8 stem x 2-1/8 long x .70 nipple	400/401	Cantilever pin 1/2 thread with 1-5/16 offset	521	12mm bolt x 1-1/4, 1-1/2, 1-5/8 sleeve width
202	Upper 3/8 stem x 2-1/8 long x .85 nipple		7/16 bolt x 1-1/4, 1-3/8, 3-3/8 sleeve width		1/2 bolt x 1-1/4, 1-3/8, 1-5/8 sleeve width
300	Open crossbars for 2-1/8 to 2-1/2 bolt centers		12mm bolt x 1-1/4, 1-1/2, 1-5/8 sleeve width		9/16 bolt with 1-5/8 sleeve width
	7/16 bolt x 1-1/4, 1-3/8, 3-3/8 sleeve width		1/2 bolt x 1-1/4, 1-3/8, 1-5/8 sleeve width		5/8 bolt with 1-5/16 sleeve width
	12mm bolt x 1-1/4, 1-1/2, 1-5/8 sleeve width	501	7/16 bolt x 1-1/4, 1-3/8, 3-3/8 sleeve width		11/16 bolt with 1-9/16 sleeve width
	1/2 bolt x 1-1/4, 1-3/8, 1-5/8 sleeve width		12mm bolt x 1-1/4, 1-1/2, 1-5/8 sleeve width	600	5/16 stud plates on 2-1/8 centers
301	Closed crossbars for 2-3/8 to 3" bolt centers		1/2 bolt x 1-1/4, 1-3/8, 1-5/8 sleeve width	700	Lower 3/8 thread stem x 2-1/8 long
	5/8 bolt x 1-1/4 sleeve width			800	Clevis fork with 5/8 bore x 2-3/4 wide

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



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