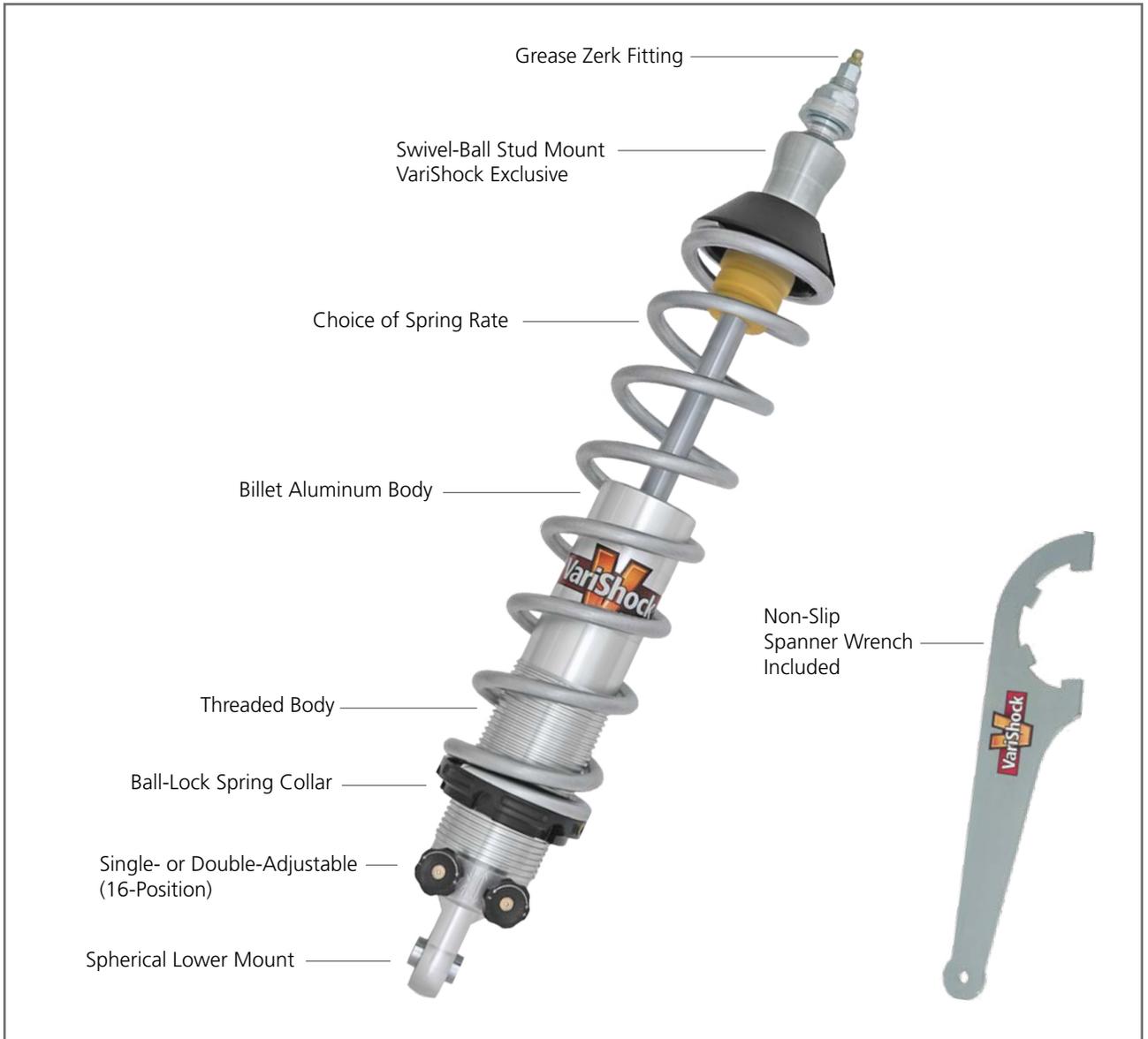




A Chris Alston's Chassisworks, Inc. Brand

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Rear Coil-Over Conversion and Optional Adjustable Mounts for 1979-2004 Mustangs



Rear Coil-Over Conversion Kit

The Chassisworks rear coil-over conversion uses a true coil-over shock designed specifically for the damping and travel requirements of the 1979 to 2004 Mustang and other Fox chassis vehicles. The system utilizes OEM mounting locations and can be used with direct-fit FAB9™ or factory rearend housings. An adjustable lower shock mount is available for both FAB9™ and factory housings. Each end of the shock features a spherical bearing that enables misalignment as needed and avoids unpredictable, untunable bushing deflection. The unique, upper spherical mount is a VariShock exclusive. Extended-stem-style configuration lowers the upper spring seat for additional tire clearance. The stem features an easily accessible zerk fitting to inject grease directly onto the bearing contact surfaces. Shocks are available with 16-position, single- or double-adjustable damping. Kits include 6"-travel coil-over shocks, springs in a choice of rates ranging from 80 to 450 lb, and a VariShock spanner wrench. Spring-seat thrust bearings are available to ease preload adjustments.

VariShock

To simplify installation a complete custom shock absorber was developed specifically for the Fox chassis. Installed height, travel, valving range, and mounting configuration are built to our exact specifications. Other manufacturers are forced to compromise with questionable add-on assemblies combined with shock absorbers not designed for coil-over service.

Variable shock valving gives you up to 256 different combinations of “instant adjustment” – without unbolting your VariShock! During five years of intense research and development every shortcoming of conventional racing shocks was successfully corrected. Designed from a clean sheet of paper, VariShock’s QuickSet 2 combines sophisticated shock valving with all-new, American-made components. Never before have so much performance, repeatability, and adjustability been offered to Fox chassis vehicles.

The Truth About 16 vs. 24 Clicks

Don’t be fooled by shocks offering more adjustment clicks. They are actually 1/2-click adjustments. The manufacturer merely added more detents to the mechanism without increasing the range of adjustment. This practice gives more clicks, but the adjustment is so slight that your vehicle will not respond to the change. A 16-position VariShock actually has a broader range of adjustable force with the added benefit of a more manageable number of adjustments to try.

Double-Adjustable 16-Position Knobs

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.

Double- or Single-Adjustable

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 tunability of the QuickSet 2 and affordability of the QuickSet 1.

Controlled Quality

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 VariShocks are engineered systems of premium components, all designed to meet your specific needs.

Revolutionary Adjustment Mechanism

A revolutionary adjustment mechanism, smaller than any previous design, allows our billet aluminum body to be both shorter and lighter. The shocks use deflective disk valving in the pistons to eliminate spring fatigue. 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. Custom valving is also available.

Durability

In addition to consistent performance, durability is of utmost importance. Internal shaft seals specifically designed and manufactured for these shock absorbers produce a longer-lasting seal that helps keep dirt out of the shock absorber. Piston rods are 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.



QuickSet 2
Double Adjustable



QuickSet 1
Single Adjustable

Swivel-Ball Stud Mount

Our free-pivoting, deflection-free mount allows precise suspension tuning by eliminating untunable rubber or urethane bushings. The VariShock-exclusive, spherical-stem assembly attaches the coil-over shock to the chassis at the factory mounting location. The swaged steel mount base effectively captures and houses the spherical bearing of the stem. An additional extension at the base lowers the upper spring seat for additional tire clearance. The stem mounts directly to the chassis and is secured by a 5/8" locknut. An integral hex at the top of the stem enables the stem to be securely held as the locknut is tightened during installation. An easily accessible zerk fitting mounted at the tip of the stem injects grease directly onto the bearing contact surfaces.



Locking Lower Spring Seat

A redesigned, one-piece lower spring seat does not require a locknut; it's locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock for adjustment with an Allen wrench. Spring seats accept 2-1/2"-ID coil springs.



Non-Slip Spanner Wrench

Included with the conversion kit is an exclusive, non-slip spanner wrench incorporating four tangs, which will not slip off the lower spring seat. Unlike common single-tang spanners, our VariShock wrench engages the seat in four places and can be used to push or pull in tight spaces. Wrenches are also available separately to add to your toolbox.



Coil-Over Conversion Kit Pricing

Part Number	Valving	Mounting		Total Travel	Collapsed Length	Extended Length	Ride Height*		Spring Length
		Upper	Lower				Min.	Max.	
VAS 861M1-62	Single	Spherical Stem	1/2 Eye	6.15	12.78	18.93	15.25	16.50	12
VAS 862M1-62	Double	Spherical Stem	1/2 Eye	6.15	12.78	18.93	15.25	16.50	12
Includes	Coil-over shocks, choice of spring rate, and spanner wrench								
Applications	1979-2004 Mustang and other Fox chassis vehicles								
*	Shock length is measured from between washers of upper stem to lower-bearing pivot center.								

VariSprings

The new VariSpring line of springs was designed to complement the VariShock family. Once again we used higher technology to resolve application limitations. These springs are manufactured using a new high-tensile wire that is stronger than the chrome-silicon wire used by other manufacturers. This allows the springs to “set solid.” The springs can compress until the coils touch without damaging the springs or causing them to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional chrome-silicon wire, we can wind VariSprings with a coarser pitch that reduces weight and increase spring travel. These springs have greater travel than our competitors’ springs of the same rate. VariSprings allow your shocks to travel their full range of motion without experiencing coil-bind. This gives you greater traction and control at full bump and additional suspension travel to work with. If you are ready to take advantage of higher technology with greater-travel and lighter, stronger springs, then step up to VariSprings.



Spring Selection Guidelines

The baseline spring rate for Fox Mustangs seeing regular street use is 175-200 lb/in, depending upon desired ride quality. Spring rate affects ride quality, ride height, and roll-rate characteristics. Differences in vehicles, such as performance application, weight reduction, and chassis stiffening, should be taken into consideration. Additional springs can be purchased for tuning purposes.

Spring-Rate Baseline

Rear Vehicle Weight (lbs)	Rate (lb/in)	Spring Travel (in)	Part Number
820-925	80	8.63	VAS 21-12080
925-1025	95	8.28	VAS 21-12095
1025-1125	110	7.91	VAS 21-12110
1125-1225	130	8.43	VAS 21-12130
1225-1350	150	7.61	VAS 21-12150
1350-1500	175	7.60	VAS 21-12175
1500-1750	200	7.45	VAS 21-12400
1750-2025	250	7.00	VAS 21-12250
2025-2300	300	7.07	VAS 21-12300
2300-2600	350	7.00	VAS 21-12350
2600-2900	400	6.35	VAS 21-12400
2900-3200	450	6.24	VAS 21-12450

Additional Coil-Over Components

Spring-Seat Thrust Bearings

Thrust bearings are used at the lower spring seat to reduce friction when adjusting ride height. New stainless “cap-style” seats, a VariShock exclusive, enclose the thrust bearing to keep dirt out.



VAS 513-100

Coil-Over Spring Compressor

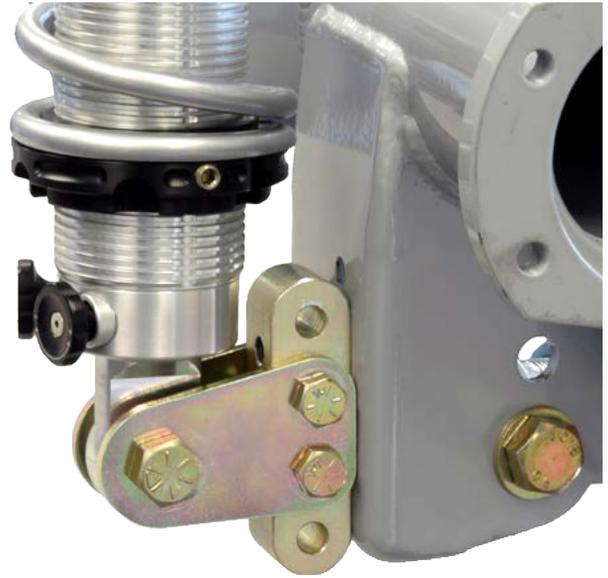
For use with all 2-1/2" -ID coil springs. Greatly eases adjustment on high-preload or high-rate applications.



VAS 200

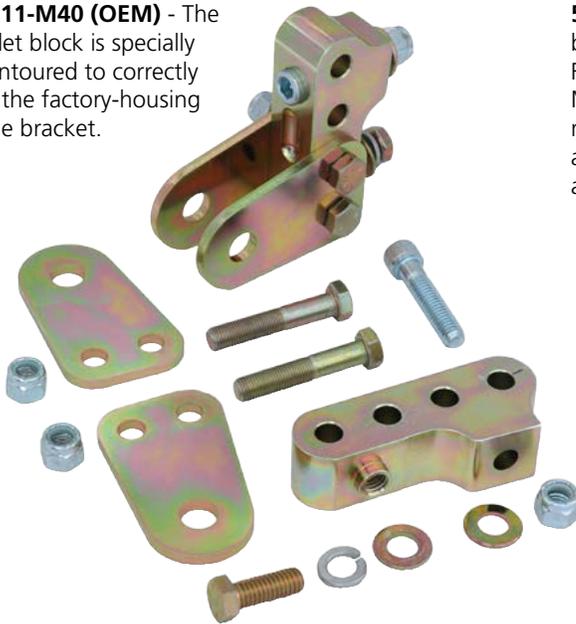
Adjustable Billet Lower Shock Mount

Separately available are our highly adjustable billet lower shock mount kits. The bolt-together assemblies enable a greater range of ride height with finer adjustment increments compared to the standard mounts packaged with our direct-fit Fox FAB9™ housing. Adjustments are made in 7/16" increments to a maximum of 2-5/8". Kits consist of billet steel mounting blocks, precision laser-cut mounting tabs, and 3/8" Grade 8 mounting hardware. This mount system is highly recommended for our coil-over shock conversion and is available for FAB9™ or OEM rearend housings.



Note: Use of FAB9™ housing enables an additional 7/8" of adjustment where the block mounts to the axle bracket.

5811-M40 (OEM) - The billet block is specially contoured to correctly fit the factory-housing axle bracket.



5811-M41 (FAB9™) - The billet block seats flat against the FAB9™-housing axle bracket. Multiple axle-bracket mounting holes enable an additional 7/8" of adjustment.



Additional Component Pricing

Part Number	Description
5811-M40	Adjustable billet lower shock mount for '79-04 Fox chassis with OEM housing
5811-M41	Adjustable billet lower shock mount for '79-04 Fox chassis with FAB9™ housing
899-012-201	Non-slip spanner wrench
VAS 513-100	Spring seat thrust bearings (pair)
VAS 200	2-1/2" coil-over spring compressor

Related Products

Direct-Fit FAB9™

9" Housing for Fox Chassis

Chassisworks' direct fit FAB9™ fabricated 9" housing offers exceptional performance, reliability, and adjustability. Housing mounts have been engineered to accept OEM or aftermarket control arms and feature multiple mounting positions for instant-center adjustment. Various options are also available, including mild-steel or 4130 chrome-moly construction, urethane-bushing or spherical-bearing upper arm mounts, and the drag-race-ready anti-roll bar and wheelie-bar mounting assembly. (Anti-roll bar and wheelie bar kits sold separately.) Housings are available in stock and narrowed widths to a minimum of 49" end to end, which is 54-1/2" wheel to wheel.



Spherical Bearing Eyes and Optional Anti-Roll Bar



Urethane Bushing Eyes and Optional Back Brace

Rear Control Arms for Fox Chassis Vehicles

Chassisworks offers two levels of race-ready, adjustable-length, upper and lower control arms for Fox chassis vehicles from 1979 to 2004. Both sets feature quality, 4130 spherical-bearing rod ends and 4130 chrome-moly lower arms for absolute control of rearend-housing movement in high-horsepower, high-traction performance applications.



ProPower Arms

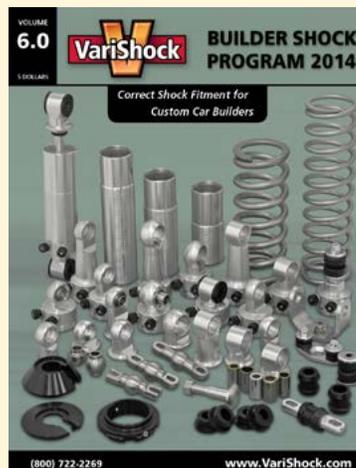


Competition Moly Arms

■ Custom Built Shock Program

Having issues finding just the right shock? VariShock's Builder Shock Program could be the answer. Choose from coil-over, smooth-body, or air-spring shocks, with dozens of mounting styles, and a broad range of travel lengths.

Download the full program guide [HERE](#).



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



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