The ultimate bumper-to-bumper chassis solution for high-horsepower, big-tire, pro-touring '67-69 Camaro projects is now available as an off-the-shelf item. Builders can take advantage of Chassisworks robust engineering and manufacturing capabilities, saving hours of fabrication time and effort, while significantly shortening the timeframe to deliver a top-tier performance vehicle.

The complete system consists of the following: Chassisworks' fabricated front subframe with modified engine position and drivetrain angle; replacement double-walled rockers; 3 x 2” subframe connectors; choice of 4 x 2” canted-4-link or torque arm with watts link rear frame; fabricated transmission-tunnel and lowered seat-mount assembly; complete interior tin kit, including front and rear floor, wheel tubs, trunk floor, and rear firewall. The exact-fit roll bar or roll cage with forward support struts can be added to create an extremely rigid performance platform suitable for 1,000 horsepower engine combinations, with room for large enough tires to put that much power to good use.

The front subframe accommodates tires up to a 12.25” section width with 26.3” overall height (305/30-19) with a full 30-degree turning angle. The rear has ample room for 14.25” section-width tires with 28.2” overall height. The prefabricated wheel tubs allow room for even larger tires when they become available.

Features/Benefits:
- Front Tires: Fits 305/30-19 (12.25” section width, 26.3” overall diameter)
- Rear Tires: Fits 345/30-20 (14.25” section width, 28.2 overall diameter)
  Room for larger tires when they become available
- Fully-optioned system engineered to support over 1,000 hp in performance handling applications
- Double-A-arm front suspension with rack-and-pinion steering
- Highly adjustable geometry - canted-4-link or torque arm with watts link rear suspension
- Available in full-frame, firewall-back, and back-half configurations
1967-69 Camaro Frame System

- Relocated Engine Mounts (improves weight distribution)
- Billet Control Arm Mounting Bosses
- Fits 305/30-19 Tires (12.25” section width) (26.3” overall diameter)
- Fixture-Welded Body Mounts
- Fabricated Front Subframe Rails
- Mounts for OEM Bumper Brackets
- Gemini Connector for Forward Support Strut
- Mounts for Splined-End Anti-Roll Bar
- Single-Piece 4x2” Suspension Crossmember
- Billet Frame Connector Receiver
Front Subframe System

Similar in construction to Chassisworks existing double-A-arm Camaro subframe, the enhanced gStreet subframe features redesigned frame rails to increase maximum tire section width from 285 to larger 305-wide (12.25”) tires. Engine mounts are repositioned rearward to improve weight distribution and leveled to provide bellhousing, transmission and exhaust clearance necessary for the significantly lower ride height of the complete frame system.

One-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 large horizontal machining center with dedicated fixturing to guarantee correct component geometry, ensuring the suspension moves as designed.

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-Aluminum Body Bushings

<table>
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<td>6816</td>
<td>‘67-81 Camaro/Firebird and ‘68-74 Nova (set of 6)</td>
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Billet-Aluminum Side Motor Mounts

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<td>Chevrolet LS Series, Polished Finish</td>
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<td>Chevrolet SB, BB, V6, Anodized Finish</td>
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<tr>
<td>6055-2</td>
<td>Chevrolet SB, BB, V6, Polished Finish</td>
<td>$209.00</td>
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Replacement Double-Wall Rockers

A significant amount of chassis strength and rigidity is gained by installing the optional prefabricated double-wall rocker sections. The inside shell of the OEM rocker is removed, revealing the empty outer-body wall, and replaced with the heavier-walled Chassisworks’ rocker with boxed interior structure. Seat belt mounts and wiring access channels are built into the rockers to simplify final vehicle assembly. The improved rocker provides a far superior structure on which to mount the rear-frame crossmember and roll bar or roll cage. Main hoop and cage side reinforcement plates, such as those used on OEM sheet metal, are not required with the Chassisworks’ rockers.

Firewall Rocker End (left): The new rocker extends through the firewall and features a large support gusset.

Stainless Caps (left/right): Access holes at each end of the rocker allow wiring or plumbing to be safely routed through each rocker structure. Removable stainless steel caps are provided for easier installation of bulkheads or grommets.
Front Suspension Package

Suspension Kit:
• g-Machine Adjustable Upper Control Arms with polymer pivot bushings
• g-Machine 1-1/4” Crossbraced Lower Control Arms with polymer pivot bushings
• Billet-Aluminum Upright
• Infinitely Adjustable Bump-Steer Kit

Rack & Pinion:
• Power Rack and Pinion with billet-aluminum mounts

VariShock Shock Absorber Options:
• 4-Way Adjustable Remote Reservoir Shocks
• Double-Adjustable Coil-Over Shocks
• VariSpring Coil Springs with choice of rate
• Double-Adjustable Air-Spring Shocks

Anti-Roll Bar:
• Adjustable-Rate Anti-Roll Bar with gun-drilled bar and billet-aluminum mounts

Brake Options:
• 15 x 1.25”-wide, cross-drilled rotors with black E-coat finish
• 14 x 1.25”-wide, cross-drilled rotors with black E-coat finish
• Wilwood W6A 6-piston, radial-mount calipers (black, red, or nickel with Thermlock® pistons)
• Baer 6S 6-piston, forged-monoblock calipers (black, red, or silver powder-coat finish)
Back-Half Rear Frame

Chassisworks’ canted 4-bar Camaro rear frame system is a truly versatile high-performance suspension solution, suitable for high-power, big-tire, pro-touring projects that require more strength and stiffness than systems mounted to the OEM sheet metal can provide. Achieving a very low rocker ground-clearance height of 4” with massive rear tires was one of the system goals. We are proud to state that nearly all of the normally ‘one off’ chassis and sheet metal fabrication that is required to tuck extremely large tires, drivetrain, and exhaust into your Camaro is expertly built into a neatly packaged ‘off the shelf’ system. To ensure perfect geometry and fit with minimal effort while saving considerable installation time, rear frames including front crossmember ship as a factory-welded subassembly with unattached 2 x 2” trunk outriggers and 3 x 2” front subframe connectors for easier installation. The 4 x 2 x .120”-wall rear frame is designed with minimal rise over the rearend housing and maximum clearance above the driveshaft and third-member to allow more room in the rear seat and trunk areas without sacrificing suspension travel.

Features/Benefits:
• Fits 345/30-20 rear tires (13.5” section width) (28.2” overall diameter)
• Highly adjustable triangulated 4-link rear suspension
• 4 x 2 x .120”-wall boxed tubing frame rails stronger than OEM
• Supported trunk floor for NoFab battery mount and fuel tank
• Ships as factory-welded assembly
• Complete line of NoFab accessory components to complete build
Multiple mounting points for each of the suspension components, including shocks, control arms, and anti-roll bar, enable highly adjustable suspension geometry that can be fine-tuned to match the performance requirements and weight distribution of your specific vehicle. Suspension component options include tubular-steel or billet-aluminum suspension links with pivot-ball ends, factory-welded FAB9™ housing, ball-end anti-roll bar, and VariShock coil-over or air-spring shocks.

**Frame Manufacturing**

All components are professionally spray-arc-welded by Chassisworks’ welding staff in a controlled environment using computer-designed fixtures and production-quality equipment.
Tall driveshaft loop allows body to sit lower over the drivetrain without risk of driveshaft contact. Crossmember features factory-welded, dual 4”-ID exhaust ports.

Anti-roll bar mounting sleeves are welded into the frame rail positioning the bar close to the undercarriage and clear of suspension and exhaust.
Rear Suspension Package Options

Suspension Link Options:
• g-Link Lower Arms - tubular 4130 steel with pivot-ball ends
• Billet g-Link Lower Arms - billet aluminum with pivot-ball ends
• Billet g-Link Upper Arms - billet alloy steel with pivot-ball ends, single- or double-adjustable

VariShock Shock Absorber Options:
• 4-Way Adjustable Remote Reservoir Shocks
• Double-Adjustable Coil-Over Shocks
• Single-Adjustable Coil-Over Shocks
• VariSpring Coil Springs with choice of rate
• Single- or Double-Adjustable Air-Spring Shocks

Billet Shock Mount:
• 3-1/2” ride-height adjustment range to accommodate different tire diameters
• Billet-aluminum construction
• Double-shear mounted

Anti-Roll Bar:
• Ball-End Anti-Roll Bar with billet-aluminum arms

FAB9 Rearend Housing:
• Fabricated mild-steel or 4130 sheet metal construction
• Multiple suspension mounts to adjust geometry
Exact-Fit Camaro Roll Bar

Featuring 1-3/4 x .134", mild-steel construction and high-clearance rear struts, our Exact-Fit roll bar is an excellent street-car-friendly choice. A removable back brace is included for easier access to the rear seat area. The low hip-height, weld-in side bars allow easy access as well as increase rigidity of the Camaro unibody structure. Optionally available hardware permits easy removal of the side bars. Removable hardware options include: bolt-in, quick-release ball-lock L-handle pins, or polished stainless-steel spud bolts.

Quick-Release L-Handle Pin
Push-button ball-lock pin available for quick removal of door bar and back brace.

Polished Spud Bolt
Stainless-steel male and female custom fasteners with no snag beveled head.

Gemini Connector - OPTION
The optional removable side bar system uses our in-house-engineered Gemini connector to securely fasten the door bar strut to the subframe with no decrease in available room for the driver's feet. The Gemini connector is an easy-to-assemble, precision slip-fit joint that is substantially stronger than a welded joint.
Exact-Fit Camaro Roll Cage

High-clearance cage sides, windshield brace, and rear struts makes our Exact-Fit roll cage an excellent choice for street cars and serious-performance vehicles. Cages are constructed from mandrel-bent 1-3/4" x .134"-wall mild-steel tubing with SCCA compliant 1-3/4" x .120" DOM tubing offered as an available upgrade. The removable back brace with billet clevis ends comes standard. Door bars are included and can be installed at a 'street style', hip-height position for easier entry and exit from the vehicle, or positioned at a higher ‘race style’ position for increased driver protection. Optionally available hardware permits removal of door bars when greater access is required. Spring-loaded faspins are standard removable bar hardware, with push-button L-handle locking pins and polished-stainless spud bolts offered as an upgrade option.

Door Bar Installation Options

Street Style - Lower hip-height bars provide greater vehicle access and can be made removable with optional faspins, quick-release L-handle pins, or spud bolts.

Race Style - Higher mounted bars provide greater protection and can be made removable with optional faspins, quick-release L-handle pins, or spud bolts.
Factory-Welded Seat Mount Assembly

The seat mount area can be an extremely time-consuming area of the chassis to manually fabricate. Seating position, overall rigidity of the area, strength of the mounting bosses, and adequate drivetrain clearance are all extremely important for safety and comfort. Chassisworks addresses these issues with a prefabricated, factory-welded assembly (shown below) that simply drops into place for final welded installation.

To improve driver comfort, the seating position is lowered 1” to provide additional headroom and increase visibility below the windshield brace. The front crossmember is specially fabricated to cleanly transition from the tunnel’s sharper bends over the transmission to the larger U-bent panel between the front seats. The rear of the hump features a layered inset to perfectly position the adjacent hump panel. Rear tubular supports are notched to achieve the lower seating position and straddle the subframe connector. All seat and safety harness mounting locations are integrated into the factory-welded assembly.
Prefabricated Floor and Wheel Tub Kit

The Camaro prefabricated floor kit replaces ALL floor and drivetrain-tunnel sheet metal from the base of the firewall to the rear tail lamp panel. Large sheet metal spans are bead-rolled to strengthen each panel, significantly reducing flex and vibration. To facilitate clean, rapid, and accurate installation, folded lips, inset lap joints, and plug-weld holes are designed into each component.

To accommodate the significantly lowered ride height of the frame system, the transmission and tunnel have been moved upward. The drivetrain tunnel provides adequate clearance for the larger T-56 transmission and dual 3”-diameter exhaust.

The rear floor panels feature contoured flares for exhaust clearance; note the intricate fit of the tunnel, floor, and rear seat pan. The height of the driveshaft tunnel section and wheel tubs also hint at the position of the rearend housing in relation to the vehicle floor. The seat pan and rear firewall show the pre-drilled plug-weld holes, a simple but timesaving feature.

The rear seat pan follows the top edge of the frame rails and continues into the trunk. This installation shows the optional remote shock reservoir mount insert. The wheel tubs, fuel tank, and side panels close out the trunk floor. An optional billet battery mount is also available.

The optional stainless steel fuel tank really completes the look of the trunk. Sending unit and trunkfill gas cap are shown. A remote-fill hardware set is also available.
## gStreet Chassis Kits - Pricing

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>7720-F10</td>
<td><strong>gStreet Back-Half Package - '67-69 Camaro and Firebird</strong>&lt;br&gt;Contains: Welded Rear Clip, Subframe Connectors, Roll Bar, Rear Clip Floor with Wheel Tubs and Package Tray Bulkhead, Canted 4-Link Suspension with Splined Anti-roll Bar, VariShock Coil-Overs, Springs and Billet Rear Shock Mounts</td>
<td>$7,887.00</td>
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<tr>
<td>7730-F10</td>
<td><strong>gStreet Firewall-Back Package - '67-69 Camaro and Firebird</strong>&lt;br&gt;Contains: Welded Rear Clip, Subframe Connectors, Roll Bar, Seat Platform Tunnel Transition, Inner Rocker Panels, Complete Floor with Transmission and Driveshaft Tunnels, Wheel Tubs and Package Tray Bulkhead, Canted 4-Link Suspension with Splined Anti-roll Bar, VariShock Coil-Overs, Springs and Billet Rear Shock Mounts</td>
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<tr>
<td>7740-F10</td>
<td><strong>gStreet Full-Frame Package - '67-69 Camaro and Firebird</strong>&lt;br&gt;Contains: Welded A-Arm and 4-Link Frame, Roll Bar, Seat Platform Tunnel Transition, Inner Rocker Panels, Complete Floor with Transmission and Driveshaft Tunnels, Wheel Tubs and Package Tray Bulkhead, g-Machine Billet Upright Front Suspension, Canted 4-Link Suspension, Splined Anti-roll Bars, VariShock Coil-Overs, Springs and Billet Shock Mounts</td>
<td>$17,879.00</td>
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### OPTIONS - Available for all gStreet Chassis Kits

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<tr>
<td>ProRack Upgrade to ProRack with remote servo, includes choice of rack gear ratio and torsion bar stiffness. - Provides ultimate tunability for steering response. Available in right- and left-hand drive.</td>
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<td>Gas Tank&lt;br&gt;Fuel Tank Trunk Fill with Billet aluminum Aircraft Cap, without Key (5921-F10-T)</td>
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<td>Fuel Tank Remote Fill with Tailight Panel Mounted Billet Aluminum Aircraft Cap, with Key (5921-F10-R)</td>
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<td>Shocks&lt;br&gt;Single-Adjustable VariShock Coil-Overs (pair)</td>
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<td>Double-Adjustable VariShock Coil-Overs (pair)</td>
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<td>4-Way Adjustable Remote-Reservoir VariShock Coil-Overs with Reservoir Mounts (pair)</td>
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<td>Rearend&lt;br&gt;FAB9 Direct Bolt-In Housing with Late-Big-Ford Ends (84F10-F01)</td>
<td>$1,498.00</td>
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<td>FAB9 Direct Bolt-In Floater Housing with Axles and Unit-Hub Floater (84F10-F0B)</td>
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<td>Extra Strength Housings are available with 4130 Steel Construction</td>
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<td>Brakes&lt;br&gt;14” 6-Piston Front Billet Upright Red or Black Calipers (8377)</td>
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<tr>
<td>15” 6-Piston Front Billet Upright Red or Black Calipers (8378)</td>
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<td>14” Disc Rear Floater (8382)</td>
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<td>15” Disc Rear Floater (8383)</td>
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<td>Parking Brake Upgrade</td>
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<td>Thermlock® Piston Calipers with Nickel Finish (pair)</td>
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<td>Roll Bar/ Roll Cage&lt;br&gt;Removable Forward Struts (pair)</td>
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<td>Stainless Spud Hardware for Side Door Bars and Backbrace</td>
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All prices subject to change. Current pricing available at www.cachassisworks.com.