INSTALLATION GUIDE

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY

6260
Avenger 4-Link, Scalloped for 1-5/8” Clips and Chassis

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Chris Alston’s Chassisworks
8661 Younger Creek Drive
Sacramento, CA 95828
Phone: 916-388-0288
Technical Support: sales@cachassisworks.com

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PARTS LIST

Prior to beginning installation use the following parts lists to verify that you have received all components required for installation.

Item	Qty	Part Number	Description
1	2	1119	Tube adapter 1.205 x 7/8-14 right hand
2	2	1120	Tube adapter 1.205 x 7/8-14 left hand
3	2	1164	Tube adapter 1.455 x 7/8-14 right hand
4	2	1165	Tube adapter 1.455 x 7/8-14 left hand
5	4	2720	Doubler Avenger upper chassis mount
6	4	2721	Doubler Avenger lower chassis mount
7	4	2722	Doubler Avenger upper axle mount
8	4	2723	Doubler Avenger lower axle mount
9	4	2724	Scalloped Avenger 3” axle mount *
10	4	2725	Scalloped Avenger 3-1/4” axle mount *
11	4	2726	Scalloped Avenger 3-1/2” axle mount *
12	4	2727	Scalloped Avenger chassis mount
13	8	3101-050-20C	Locknut 1/2-20
14	4	3102-088-14RC	Jam nut 7/8-14 right hand
15	4	3102-088-14LY	Jam nut 7/8-14 left hand
16	8	3130-050F2.25B	Bolt 12 point head 1/2-20 x 2-1/4”
17	1	926260	Drawing Scalloped Avenger 4-link
18	2	A20-.058-016.00	Tube 1 1/4 x .058 4130 x 16” long
19	2	A22.083-016.250	Tube 1 3/8 x .083 4130 x 16 1/4” long
20	2	A26.083-016.250	Tube 1 5/8 x .083 4130 x 16 1/4” long
Note:			
*	The 4-link kit you ordered will include four axle brackets; 2724, 2725, or 2726 depending on the axle-housing-tube diameter you selected.		

NOTE: Rod ends must be inspected frequently. If the bearings have free-play, they should be immediately replaced. A good rule of thumb is when they are twice as loose as when new, they are used up. This does not mean they won’t fail before this. Following initial installation the rod ends should be watched very closely. Check them after each pass. All cars launch differently so the life of the rod ends will vary considerably. They should be kept well greased between races. It is also very important to make sure the rod ends and jam nuts are not binding on any of the brackets. The link should be free to rotate and swing throughout the entire suspension travel. **The rod ends should be replaced at least once a year.**

Before starting installation level your chassis front to rear and right to left. Use jack stands to position your rear-end housing at the correct height and rearward location according to your assembly drawing. Rotate the pinion until it points toward the engine. Block it steady at the correct pinion angle of zero degrees after completion and prior to running the car. The pinion angle will need to be readjusted to 1° to 3° degrees negative (pinion down in relation to the driveshaft). The axle housing must also be centered in the car. The ends of the housing must be equal distances from the side of the frame rails.

INSTALLATION: Refer to the drawing shipped with your subframe or chassis for the location of the components of the rear suspension.

1. The axle and chassis brackets have doublers that will need to be carefully welded to the brackets. Start with the axle brackets. Slide an upper doubler onto one of the 1/2-20 x 2-1/4” bolts in the top hole, followed by two axle brackets, and a second doubler. Put a second bolt on the bottom upper hole. Secure the bracket sandwich with a 1/2-20 standard nut, not included. Put additional bolts in all remaining holes.
2. Repeat the above procedure for the lower-axle-bracket doubler. It is also best to use one or two C-clamps to clamp the axle brackets tight together.
3. You can now weld the doublers to the brackets a small section at a time to minimize distortion. TIG welding is the preferred method on the 4130 brackets.
4. Repeat the above procedure for the chassis-mount brackets using 1/2” bolts on all the upper and lower set of holes.
5. Place four 7/8” rod ends between a pair of front brackets and bolt the brackets together with the rod ends in the top and bottom holes of the upper and lower holes. Tack weld the front mount as shown in the chassis drawing. The rear edge of the lower 1-5/8” hole is 23 inches forward of the axle centerline. The front of the upper 1-5/8” notch in the bracket is 90 degrees to the back of the lower hole.
6. Bolt a pair of axle brackets together by placing four 7/8” rod ends between them and bolting them in the top and bottom holes. Tack weld the brackets to the axle housing so that they are as wide as the front brackets, 90° to the axle centerline and the lower hole is centered on the axle centerline.
7. Screw the jam nuts and the tube adapters onto the rod ends so the rod end is threaded into the tube adapter 1-1/4”. Put the rod ends in the starting location from the chart and measure the distance from the tube adapter shoulders to determine the 4-link-tube length. Cut the upper 1-3/8 x .083”-thick tube to length and drill three 1/4” holes in each end to act as rosettes when welding the tube into the tube adapter. Tig weld the tube adapter into the tube at its joint and the rosettes.
8. Cut the lower 1-5/8 x .083” thick tube to length and drill three 1/4” holes in each end to act as rosettes when welding the tube into the tube adapter. Tig weld the tube adapter into the tube at its joint and the rosettes. Weld the rosettes first.
9. Before you weld the link bars, trial fit the links with rod ends in the brackets. You should be able to fit all the combinations and have at least 1” of thread engagement in all the rod ends at all times. Check all brackets for squareness and to be sure there is no binding in the rod ends or jam nuts.
10. If everything checks out, weld it all up.
11. Use the 1-1/4 x .058” tube to make 1-1/4”-long spacers that weld in the bracket’s large holes. Make sure the brackets are the correct width (.880 - .900” wide) for the rod ends before you weld in the sleeves. Cut five 1-1/4”-long spacers from each tube. Use the remaining length from each tube to gusset the axle bracket to the rear end housing. Attach one end of the tube to the lower-rear corner of the Ford 9” center. Attach the other end to the inside-rear axle bracket by the lower-rear hole. The tube will run up hill at a slight angle toward the center of the rear end.
12. Once everything is checked you can final weld all the brackets and gusset tubes in place.
13. Use adjustable lower mount 6247 or 6227 to attach your coil-overs.
14. The lower wheelie-bar tube attaches to the axle bracket just under the adjustable shock mount, in between the provided tabs. The upper wheelie-bar tubes attach to the rear-end back brace just inboard of the rear coilovers. The tabs come with the wheelie bars.

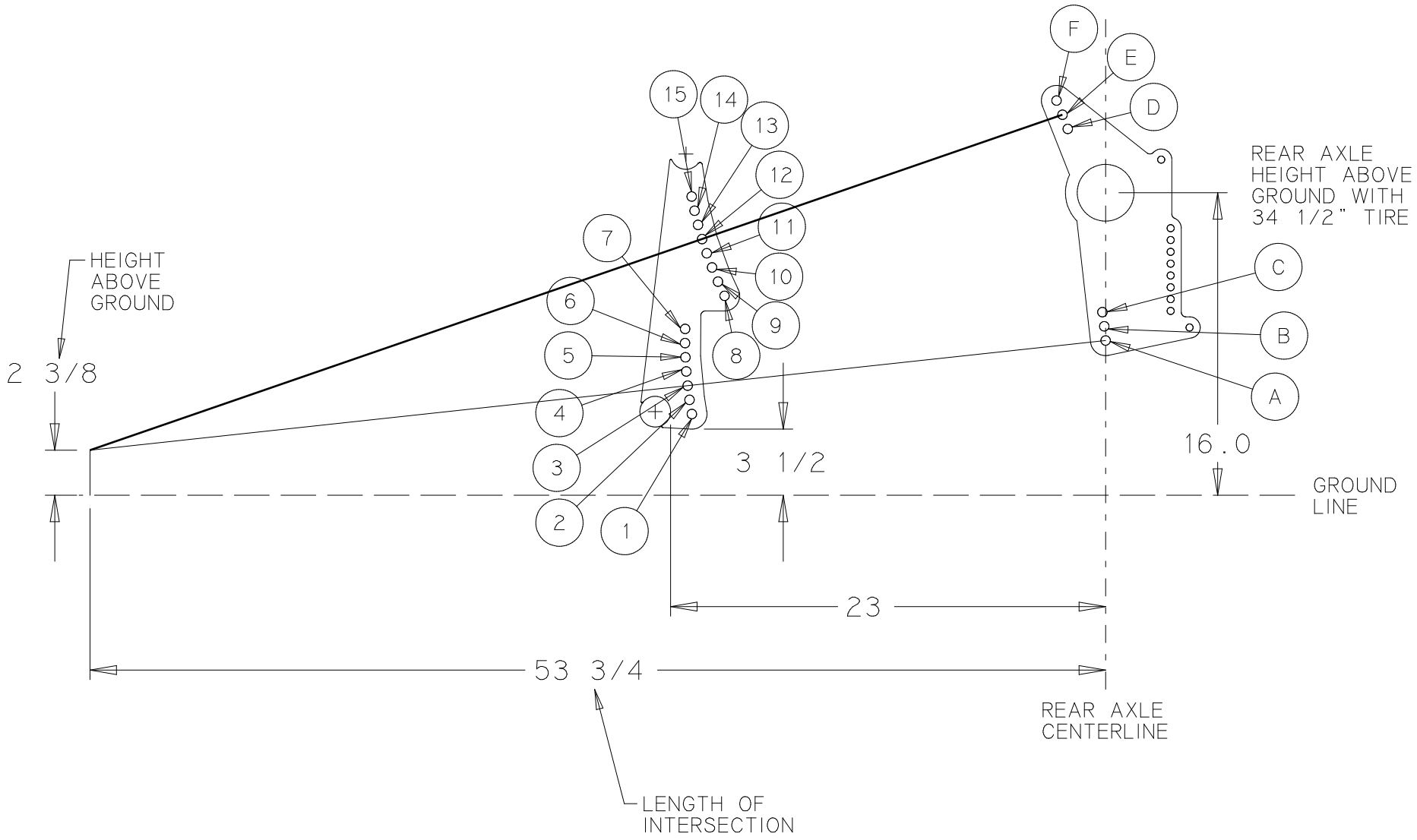
6260 4-LINK ADJUSTMENTS

Adjusting your 4-link is not that difficult, but it must be done carefully. You must adjust for three separate things: rear-end location in the chassis, preload, and intersection point. Each will be explained in detail.

REAR-END LOCATION IN THE CHASSIS: The first step is to correctly position the rear end in the chassis. To do this you need to position a string centerline under the chassis. (NOTE: The methods described here will work provided your chassis was correctly assembled and is not bent. If there is any doubt that your chassis is straight, you should first solve that problem.) First, your car must be complete and ready to race. Remove the rear tires and place jack stands under the axle housing that will hold it at the correct ride height and level right to left. At this point the pinion angle should be set to 1° to 2° negative and the rear end should be in the correct location for the wheelbase. An easy way to do that is to set the axle centerline 23" behind the 4-link-front-mount crossmember. Drop a plump bob from the center of the frame in the front and the rear of the chassis. Mark the floor where the plumb-bob point touches the floor. Place a string centerline under the car between the points. A 20-foot piece of string tied to two bricks will work fine. This string will represent the center of the chassis. Next, attach a plumb bob to the center of each axle on its face. To adjust the rear end to be centered in the chassis lengthen or shorten the track locator until each plumb bob is an equal distance from the string centerline. Next, adjust the rear end to be exactly 90° to the string centerline. Measure forward from the rear axle 6' (six feet) and draw an "X" on the floor where 6' and the centerline meet. This is just to establish an arbitrary reference for the next step. Now measure from the plump bobs attached to each axle flange up to the "X" on the floor. The object is to adjust the length of the 4-link bars until the length on each side is the same. This concludes step 1.

ADJUSTING PRELOAD: The best method to adjust preload is to adjust your chassis for no preload then add preload if necessary. This can only be determined by test launching the car for 60 to 100 foot passes. With no preload in the chassis, it should be very easy to twist the top right (passenger's side) link bar. With the jam nuts loose you should be able to feel it rotate in the threads and a 1/4 turn in either direction should make the link bar tighter. (NOTE: Raising or lowering an adjustable coil spring seat will also preload the chassis. This is not the preferred method.) To determine if you need preload, test launch the car. If it does not initially drive straight off the line, you can add preload in the top right (passenger's side) bar. If your car continually drives to the right, shorten the upper right link bar. If it continually drives to the left, lengthen the upper right link bar. To adjust preload, loosen the jam nuts and rotate the link bar 1/4 turn at a time. Finer adjustments of 1/8 turns may be necessary. If you need over 1-1/2 turns of preload it's a good indicator that something is probably wrong.

ADJUSTING INTERSECTION POINTS: This is one of the most misunderstood adjustments in drag racing. The first thing to do is to map all possible intersection point locations. We have provided a map that lists all intersection points, length in front of the axle centerline, and height above the ground (minus numbers are below the ground). Drawing 6260 (provided) shows one location drawn out to clarify the map. Unfortunately there is no way to tell exactly what intersect point your chassis will like without experimenting. There are no rules of thumb that apply because there are lots of things that affect the ideal intersect point. A brief list would include gear ratio, converter, ignition timing, cam shaft, tire size, track condition, shock absorbers, torque curve, vehicle weight, weight distribution, center-of-gravity height, plus many more. Therefore, any attempt to over simplify the determination of the intersection point is not going to be valid. The racer must test to determine the correct intersection point. By providing you with a map and some guidelines to help you select locations, we hope to get you started in the right direction. The amount of time and energy you are willing to put into testing will definitely determine your success. To help you get going, we suggest you start at location A-3 (bottom bar) E-12 (top bar). This will provide an intersection point of 54-1/4" (length) and 3" (height) above the ground. To adjust from there you need to know that as the intersection gets shorter and higher, the chassis will tend to shock the tire slower. As the intersection gets longer and lower, the chassis will tend to shock the tire faster. You need to move slowly from the start point. Large changes will just get you lost. The object is to shock the tires as hard and as fast as possible without causing too much tire spin. The intersection point will have a considerable affect on your elapsed time through the first gear change on high horsepower cars. Therefore, you can get a lot of good testing in on only 100 feet or so. Remember that the intersection point adjustment is only part of the combination. You will have to also adjust other things to optimize your combination.



LINK BAR LOCATION SHOWN	BOTTOM BAR A-3	TOP BAR E-12	DWG.	6260

INTERSECT POINTS WHEN FRONT MOUNT IS 3-1/2” ABOVE GROUND

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
A	1	D	15	5,617	–990
A	1	D	14	280	–41-5/8
A	1	D	13	143	–17-1/4
A	1	D	12	95-1/2	–8-3/4
A	1	D	11	71-1/4	–4-1/2
A	1	D	10	56-1/2	–1-7/8
A	1	D	9	46-1/2	–1/8
A	1	D	8	39-1/4	1-1/8
A	1	E	15	290-1/4	–43-3/8
A	1	E	14	150-3/4	–18-5/8
A	1	E	13	101-1/4	–9-7/8
A	1	E	12	76	–5-3/8
A	1	E	11	60-1/2	2-5/8
A	1	E	10	50	–3/4
A	1	E	9	42-1/2	5/8
A	1	E	8	36-3/4	1-5/8
A	1	F	15	156-3/4	–19-5/8
A	1	F	14	106-1/2	–10-3/4
A	1	F	13	80-1/4	–6-1/8
A	1	F	12	64-1/4	–3-1/4
A	1	F	11	53-1/2	–1-1/4
A	1	F	10	45-1/2	1/8
A	1	F	9	39-1/2	1-3/8
A	1	F	8	34-1/2	2
A	2	D	15	310-3/4	36-1/8
A	2	D	14	151-3/4	13-1/2
A	2	D	13	100	6-1/8
A	2	D	12	74-1/4	2-1/2
A	2	D	11	58-3/4	1/4
A	2	D	10	48-1/2	1-1/4
A	2	D	9	41	2-1/4
A	2	D	8	35-1/4	3-1/8
A	2	E	15	159-1/2	–14-5/8
A	2	E	14	106	–6-7/8
A	2	E	13	79	–3-1/8
A	2	E	12	62-3/4	–3/4
A	2	E	11	52	3/4
A	2	E	10	44	1-7/8
A	2	E	9	38-1/4	2-3/4
A	2	E	8	33-1/2	3-3/8
A	2	F	15	111	–7-5/8
A	2	F	14	83-1/4	–3-3/4
A	2	F	13	66-1/2	–1-1/4
A	2	F	12	55-1/4	3/8

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
A	2	F	11	47	1-1/2
A	2	F	10	40-3/4	2-3/8
A	2	F	9	36	3-1/8
A	2	F	8	32	3-5/8
A	3	D	15	161	–9-1/4
A	3	D	14	104-1/2	–3-1/8
A	3	D	13	77-1/4	–1/8
A	3	D	12	61	1-5/8
A	3	D	11	50-1/4	2-3/4
A	3	D	10	42-1/2	3-5/8
A	3	D	9	36-3/4	4-1/4
A	3	D	8	32-1/4	4-3/4
A	3	E	15	110-1/2	–3-3/4
A	3	E	14	82	–5/8
A	3	E	13	65	1-1/4
A	3	E	12	53-3/4	2-3/8
A	3	E	11	45-1/2	3-1/4
A	3	E	10	39-1/2	3-7/8
A	3	E	9	34-3/4	4-1/2
A	3	E	8	30-3/4	4-7/8
A	3	F	15	86-1/4	–1-1/8
A	3	F	14	68-3/4	3/4
A	3	F	13	57	2
A	3	F	12	48-1/2	3
A	3	F	11	42	3-5/8
A	3	F	10	37	4-1/8
A	3	F	9	33	4-5/8
A	3	F	8	29-1/2	5
A	4	D	15	109	1/8
A	4	D	14	80	2-1/4
A	4	D	13	63	3-1/2
A	4	D	12	51-3/4	4-3/8
A	4	D	11	44	5
A	4	D	10	38	5-3/8
A	4	D	9	33-1/4	5-3/4
A	4	D	8	29-1/2	6
A	4	E	15	84-3/4	1-7/8
A	4	E	14	67	3-1/4
A	4	E	13	55-1/4	4
A	4	E	12	47	4-3/4
A	4	E	11	40-3/4	5-1/4
A	4	E	10	35-3/4	5-1/2
A	4	E	9	31-3/4	5-7/8
A	4	E	8	28-1/2	6-1/8
A	4	F	15	70-3/4	3
A	4	F	14	58-1/2	3-7/8

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
A	4	F	13	49-3/4	4-1/2
A	4	F	12	43-1/4	5
A	4	F	11	38	5-3/8
A	4	F	10	34	5-5/8
A	4	F	9	30-1/2	5-7/8
A	4	F	8	27-3/4	6-1/8
A	5	D	15	27-1/4	4-7/8
A	5	D	14	64-3/4	5-5/8
A	5	D	13	53-1/4	6
A	5	D	12	45	6-3/8
A	5	D	11	39	6-5/8
A	5	D	10	34-1/4	6-7/8
A	5	D	9	30-1/2	7
A	5	D	8	27-1/4	7-1/8
A	5	E	15	68-7/8	5-3/8
A	5	E	14	56-3/4	5-7/8
A	5	E	13	48-1/4	6-1/4
A	5	E	12	41-3/4	6-1/2
A	5	E	11	36-3/4	6-3/4
A	5	E	10	32-3/4	6-7/8
A	5	E	9	28-1/4	7
A	5	E	8	26-1/2	7-1/8
A	5	F	15	60	5-3/4
A	5	F	14	51	6-1/8
A	5	F	13	44-1/4	6-3/8
A	5	F	12	39	6-5/8
A	5	F	11	34-3/4	6-3/4
A	5	F	10	31-1/4	6-7/8
A	5	F	9	28-1/4	7
A	5	F	8	26	7-1/8
A	6	D	15	66-1/2	7-3/4
A	6	D	14	54-1/2	7-7/8
A	6	D	13	46-1/4	7-7/8
A	6	D	12	40	8
A	6	D	11	35	8
A	6	D	10	31-1/4	8
A	6	D	9	28	8
A	6	D	8	25-1/4	8
A	6	E	15	58	7-7/8
A	6	E	14	49-1/4	7-7/8
A	6	E	13	42-3/4	7-7/8
A	6	E	12	37-1/2	8
A	6	E	11	33-1/2	8
A	6	E	10	30	8
A	6	E	9	27-1/4	8
A	6	E	8	24-3/4	8

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
A	6	F	15	52	7-7/8
A	6	F	14	45-1/4	7-7/8
A	6	F	13	40	8
A	6	F	12	35-1/2	8
A	6	F	11	32	8
A	6	F	10	29-1/4	8
A	6	F	9	26-1/2	8
A	6	F	8	24-1/2	8
A	7	D	15	55-3/4	7-3/4
A	7	D	14	47	9-1/2
A	7	D	13	40-3/4	9-1/4
A	7	D	12	35-3/4	9-1/8
A	7	D	11	32	9-1/8
A	7	D	10	28-3/4	9
A	7	D	9	26	8-7/8
A	7	D	8	23-3/4	8-7/8
A	7	E	15	50-1/4	9-5/8
A	7	E	14	43-1/2	9-3/8
A	7	E	13	38-1/4	9-1/4
A	7	E	12	34-1/4	9-1/8
A	7	E	11	30-3/4	9
A	7	E	10	28	9
A	7	E	9	25-1/2	8-7/8
A	7	E	8	23-1/4	8-7/8
A	7	F	15	46	9-1/2
A	7	F	14	40-1/2	9-1/4
A	7	F	13	36-1/4	9-1/4
A	7	F	12	32-3/4	9-1/8
A	7	F	11	29-3/4	9
A	7	F	10	27-1/4	9
A	7	F	9	25	8-7/8
A	7	F	8	23-1/8	8-7/8
B	1	D	15	NO INTERSECTION	
B	1	D	14	1676-1/4	–347-5/8
B	1	D	13	233-1/4	–40-5/8
B	1	D	12	124-1/2	–17-1/2
B	1	D	11	84-1/4	–9
B	1	D	10	63-1/2	–4-1/2
B	1	D	9	50-1/2	–1-3/4
B	1	D	8	41-3/4	1/8
B	1	E	15	1480-3/4	–306
B	1	E	14	244-1/4	–43
B	1	E	13	132-1/2	–19-1/4
B	1	E	12	90-1/4	–10-1/4
B	1	E	11	68-1/4	–5-1/2
B	1	E	10	54-1/2	–2-5/8

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
B	1	E	9	45-1/4	–5/8
B	1	E	8	38-1/4	3/4
B	1	F	15	250-1/4	–44-1/4
B	1	F	14	138-3/4	–20-1/2
B	1	F	13	95-1/2	–11-3/8
B	1	F	12	72-1/2	–6-1/2
B	1	F	11	58-1/4	–3-1/2
B	1	F	10	48-1/2	–1-3/8
B	1	F	9	41-1/4	1/4
B	1	F	8	35-3/4	1-3/8
B	2	D	15	4354-1/2	–763-1/8
B	2	D	14	259-1/4	–37
B	2	D	13	133	–14-5/8
B	2	D	12	89	–6-7/8
B	2	D	11	66-1/2	–2-7/8
B	2	D	10	52-3/4	–3/8
B	2	D	9	43-1/2	1-1/4
B	2	D	8	36-3/4	2-3/8
B	2	E	15	269-3/4	–38-7/8
B	2	E	14	140-3/4	–16
B	2	E	13	95	–7-7/8
B	2	E	12	71-1/4	–3-3/4
B	2	E	11	56-3/4	–1-1/8
B	2	E	10	47	5/8
B	2	E	9	40	1-7/8
B	2	E	8	34-1/2	2-7/8
B	2	F	15	147	–17-1/8
B	2	F	14	100-1/8	–8-3/4
B	2	F	13	75-3/4	–4-1/2
B	2	F	12	60-1/2	–1-3/4
B	2	F	11	50-1/4	0
B	2	F	10	43	1-3/8
B	2	F	9	37-1/4	2-3/8
B	2	F	8	32-3/4	3-1/8
B	3	D	15	289	–32-1/4
B	3	D	14	141-1/2	–11-1/4
B	3	D	13	93-1/2	–4-3/8
B	3	D	12	69-1/2	–1
B	3	D	11	55	1-1/8
B	3	D	10	45-1/4	2-1/2
B	3	D	9	38-1/2	3-1/2
B	3	D	8	33-1/4	4-1/4
B	3	E	15	149-1/2	–12-3/8
B	3	E	14	99-1/2	–5-1/4
B	3	E	13	74-1/4	–1-5/8
B	3	E	12	59	1/2

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
B	3	E	11	48-7/8	2
B	3	E	10	41-1/2	3
B	3	E	9	36	3-7/8
B	3	E	8	31-1/2	4-1/2
B	3	F	15	104-1/2	–6
B	3	F	14	78-1/2	–2-1/4
B	3	F	13	62-3/4	0
B	3	F	12	52	1-1/2
B	3	F	11	44-1/2	2-5/8
B	3	F	10	38-1/2	3-1/2
B	3	F	9	34	4-1/8
B	3	F	8	30-1/4	4-5/8
B	4	D	15	150-1/2	–7-1/4
B	4	D	14	97-3/4	–1-5/8
B	4	D	13	72-1/4	1-1/8
B	4	D	12	57	2-3/4
B	4	D	11	47	3-7/8
B	4	D	10	39-3/4	4-5/8
B	4	D	9	34-1/2	5-1/4
B	4	D	8	30-1/4	5-3/4
B	4	E	15	103-3/4	–2-1/4
B	4	E	14	77	5/8
B	4	E	13	61	2-3/8
B	4	E	12	50-1/2	3-1/2
B	4	E	11	43	4-3/8
B	4	E	10	37-1/4	4-7/8
B	4	E	9	32-3/4	5-1/2
B	4	E	8	29	5-7/8
B	4	F	15	81-1/4	1/8
B	4	F	14	64-3/4	2
B	4	F	13	53-3/4	3-1/8
B	4	F	12	45-3/4	4
B	4	F	11	39-3/4	4-5/8
B	4	F	10	35	5-1/8
B	4	F	9	31-1/4	5-5/8
B	4	F	8	28	5-7/8
B	5	D	15	102	1-3/8
B	5	D	14	74-3/4	3-3/8
B	5	D	13	59	4-5/8
B	5	D	12	48-1/2	5-3/8
B	5	D	11	41	5-7/8
B	5	D	10	35-1/2	6-3/8
B	5	D	9	31-1/4	6-5/8
B	5	D	8	27-3/4	6-7/8
B	5	E	15	79-3/4	3
B	5	E	14	63	4-1/4

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
B	5	E	13	52	5-1/8
B	5	E	12	44-1/4	5-5/8
B	5	E	11	38-1/4	6-1/8
B	5	E	10	33-3/4	6-1/2
B	5	E	9	30	6-3/4
B	5	E	8	26-3/4	7
B	5	F	15	66-3/4	4
B	5	F	14	55-1/4	4-7/8
B	5	F	13	47	5-1/2
B	5	F	12	40-3/4	5-7/8
B	5	F	11	36	6-1/4
B	5	F	10	32-1/4	6-5/8
B	5	F	9	28-7/8	6-3/4
B	5	F	8	26-1/4	7
B	6	D	15	77-1/4	5-7/8
B	6	D	14	60-3/4	6-1/2
B	6	D	13	50	7
B	6	D	12	42-1/4	7-1/4
B	6	D	11	36-1/2	7-1/2
B	6	D	10	32	7-5/8
B	6	D	9	28-1/2	7-3/4
B	6	D	8	25-1/2	7-7/8
B	6	E	15	64-3/4	6-3/8
B	6	E	14	53-1/4	6-3/4
B	6	E	13	45-1/4	7-1/8
B	6	E	12	39-1/4	7-3/8
B	6	E	11	34-1/2	7-1/2
B	6	E	10	30-3/4	7-3/4
B	6	E	9	27-3/4	7-7/8
B	6	E	8	25	8
B	6	F	15	56-1/2	6-5/8
B	6	F	14	48-1/4	7
B	6	F	13	41-7/8	7-1/4
B	6	F	12	37	7-1/2
B	6	F	11	33	7-5/8
B	6	F	10	29-5/8	7-3/4
B	6	F	9	27	7-7/8
B	6	F	8	24-1/2	8
B	7	D	15	62-1/4	8-1/2
B	7	D	14	51	8-5/8
B	7	D	13	43-1/4	8-5/8
B	7	D	12	37-1/2	8-3/4
B	7	D	11	32-3/4	8-3/4
B	7	D	10	29-1/4	8-3/4
B	7	D	9	26-1/4	8-3/4
B	7	D	8	23-3/4	8-3/4

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
B	7	E	15	54-1/2	8-5/8
B	7	E	14	46-1/4	8-5/8
B	7	E	13	40	8-3/4
B	7	E	12	35-1/4	8-3/4
B	7	E	11	31-1/2	8-3/4
B	7	E	10	28-1/4	8-3/4
B	7	E	9	25-3/4	8-3/4
B	7	E	8	23-1/2	8-3/4
B	7	F	15	49-1/4	8-5/8
B	7	F	14	42-3/4	8-5/8
B	7	F	13	37-3/4	8-3/4
B	7	F	12	33-3/4	8-3/4
B	7	F	11	30-1/4	8-3/4
B	7	F	10	27-1/2	8-3/4
B	7	F	9	25-1/4	8-3/4
B	7	F	8	23-1/8	8-3/4
C	1	D	15	NO INTERSECTION	
C	1	D	14	NO INTERSECTION	
C	1	D	13	892-1/4	–211-3/4
C	1	D	12	193	–38-1/4
C	1	D	11	107-1/4	–16-7/8
C	1	D	10	73-3/4	–8-5/8
C	1	D	9	55-3/4	–4-1/8
C	1	D	8	44-1/2	–1-1/4
C	1	E	15	NO INTERSECTION	
C	1	E	14	867-1/2	–205-5/8
C	1	E	13	205	–41-1/8
C	1	E	12	115-1/2	–18-7/8
C	1	E	11	80	–10-1/8
C	1	E	10	60-3/4	–5-3/8
C	1	E	9	48-3/4	–2-3/8
C	1	E	8	40-1/4	–1/4
C	1	F	15	797	–188-1/8
C	1	F	14	212-1/2	–43
C	1	F	13	122	–20-5/8
C	1	F	12	85-1/4	–11-3/8
C	1	F	11	65-1/4	–6-1/2
C	1	F	10	52-1/2	–3-1/4
C	1	F	9	43-3/4	–1-1/8
C	1	F	8	37-1/4	1/2
C	2	D	15	NO INTERSECTION	
C	2	D	14	1498-1/2	–308-5/8
C	2	D	13	215-3/4	–36-1/8
C	2	D	12	115-1/2	–14-3/4
C	2	D	11	78-1/4	–6-7/8
C	2	D	10	59	–2-3/4

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
C	2	D	9	47	–1/4
C	2	D	8	38-3/4	1-1/2
C	2	E	15	1339-3/4	–274-7/8
C	2	E	14	227	–38-1/2
C	2	E	13	123-1/2	–16-1/2
C	2	E	12	84-1/4	–8-1/4
C	2	E	11	63-3/4	–3-7/8
C	2	E	10	51	–1-1/8
C	2	E	9	42-1/4	3/4
C	2	E	8	36	2-1/8
C	2	F	15	233-3/4	–40
C	2	F	14	130	–17-7/8
C	2	F	13	89-3/4	–9-3/8
C	2	F	12	68-1/4	–4-3/4
C	2	F	11	54-3/4	–1-7/8
C	2	F	10	45-1/2	0
C	2	F	9	39	1-1/2
C	2	F	8	33-3/4	2-1/2
C	3	D	15	4044-3/4	–707-1/2
C	3	D	14	241	–33
C	3	D	13	123-3/4	–12-1/4
C	3	D	12	82-3/4	–5
C	3	D	11	61-7/8	–1-1/4
C	3	D	10	49-1/4	1
C	3	D	9	40-1/2	2-1/2
C	3	D	8	34-1/2	3-5/8
C	3	E	15	252	–35
C	3	E	14	131-1/2	–13-5/8
C	3	E	13	88-3/4	–6
C	3	E	12	66-3/4	–2-1/8
C	3	E	11	53-1/4	1/4
C	3	E	10	44	1-7/8
C	3	E	9	37-1/2	3-1/8
C	3	E	8	32-1/2	4
C	3	F	15	138	–14-3/4
C	3	F	14	94	–7
C	3	F	13	71	–2-7/8
C	3	F	12	57	–3/8
C	3	F	11	47-1/2	1-3/8
C	3	F	10	40-1/2	2-1/2
C	3	F	9	35	3-1/2
C	3	F	8	30-3/4	4-1/4
C	4	D	15	269-3/4	–28-3/4
C	4	D	14	132	–9-1/8
C	4	D	13	87	–2-3/4
C	4	D	12	64-3/4	1/2

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
C	4	D	11	51-1/4	2-3/8
C	4	D	10	42-1/4	3-5/8
C	4	D	9	35-3/4	4-5/8
C	4	D	8	31	5-1/4
C	4	E	15	140	–10-1/4
C	4	E	14	93	–3-5/8
C	4	E	13	69-1/2	–1/4
C	4	E	12	55-1/4	1-7/8
C	4	E	11	45-3/4	3-1/8
C	4	E	10	39	4-1/8
C	4	E	9	33-3/4	4-7/8
C	4	E	8	29-1/2	5-1/2
C	4	F	15	98-1/4	–4-3/8
C	4	F	14	74	–7/8
C	4	F	13	60	1-1/4
C	4	F	12	49	2-3/4
C	4	F	11	41-3/4	3-3/4
C	4	F	10	36-1/4	4-1/2
C	4	F	9	32	5-1/8
C	4	F	8	28-1/2	5-5/8
C	5	D	15	140-1/4	–5-1/2
C	5	D	14	91-1/4	–1/8
C	5	D	13	67-1/4	2-3/8
C	5	D	12	53-1/4	4
C	5	D	11	43-3/4	5
C	5	D	10	37-1/4	5-5/8
C	5	D	9	32	6-1/4
C	5	D	8	28-1/4	6-5/8
C	5	E	15	97-1/7	–7/8
C	5	E	14	72-1/4	1-7/8
C	5	E	13	57-1/4	3-1/2
C	5	E	12	47-1/4	4-5/8
C	5	E	11	40-1/4	5-3/8
C	5	E	10	34-3/4	5-7/8
C	5	E	9	30-3/4	6-3/8
C	5	E	8	27-1/4	6-3/4
C	5	F	15	76-1/2	1-3/8
C	5	F	14	61	3-1/8
C	5	F	13	50-1/2	4-1/4
C	5	F	12	43	5
C	5	F	11	37-1/2	5-5/8
C	5	F	10	33	6-1/8
C	5	F	9	29-1/2	6-1/2
C	5	F	8	26-1/2	6-7/8
C	6	D	15	95	2-5/8
C	6	D	14	69-3/4	4-1/2

BOTTOM BAR		TOP BAR		INTERSECTION POINT	
AXLE	CHASSIS	AXLE	CHASSIS	LENGTH	HEIGHT
C	6	D	13	55	5-5/8
C	6	D	12	45-1/4	6-3/8
C	6	D	11	38-1/4	6-7/8
C	6	D	10	33-1/4	7-1/4
C	6	D	9	29	7-1/2
C	6	D	8	25-3/4	7-3/4
C	6	E	15	74-3/4	4-1/8
C	6	E	14	59	5-3/8
C	6	E	13	48-3/4	6-1/8
C	6	E	12	41-1/2	6-5/8
C	6	E	11	36	7
C	6	E	10	31-1/2	7-3/8
C	6	E	9	28	7-5/8
C	6	E	8	25-1/4	7-7/8
C	6	F	15	62-3/4	5
C	6	F	14	52	5-7/8
C	6	F	13	44-1/4	6-3/8
C	6	F	12	38-1/2	6-7/8
C	6	F	11	34	7-1/8
C	6	F	10	30-1/4	7-1/2
C	6	F	9	27-1/4	7-5/8
C	6	F	8	24-3/4	7-7/8
C	7	D	15	72	6-3/4
C	7	D	14	56-1/2	7-3/8
C	7	D	13	46-1/2	7-7/8
C	7	D	12	39-1/2	8-1/8
C	7	D	11	34	8-3/8
C	7	D	10	30	8-1/2
C	7	D	9	26-3/4	8-5/8
C	7	D	8	24	8-3/4
C	7	E	15	60-1/2	7-1/4
C	7	E	14	50	7-5/8
C	7	E	13	42-1/2	8
C	7	E	12	36-3/4	8-1/4
C	7	E	11	32-1/2	8-3/8
C	7	E	10	29	8-1/2
C	7	E	9	26	8-5/8
C	7	E	8	23-1/2	8-3/4
C	7	F	15	53-1/4	7-1/2
C	7	F	14	45-1/4	7-7/8
C	7	F	13	39-1/2	8-1/8
C	7	F	12	34-3/4	8-1/4
C	7	F	11	31	8-1/2
C	7	F	10	28	8-5/8
C	7	F	9	25-1/2	8-5/8
C	7	F	8	23-1/4	8-3/4