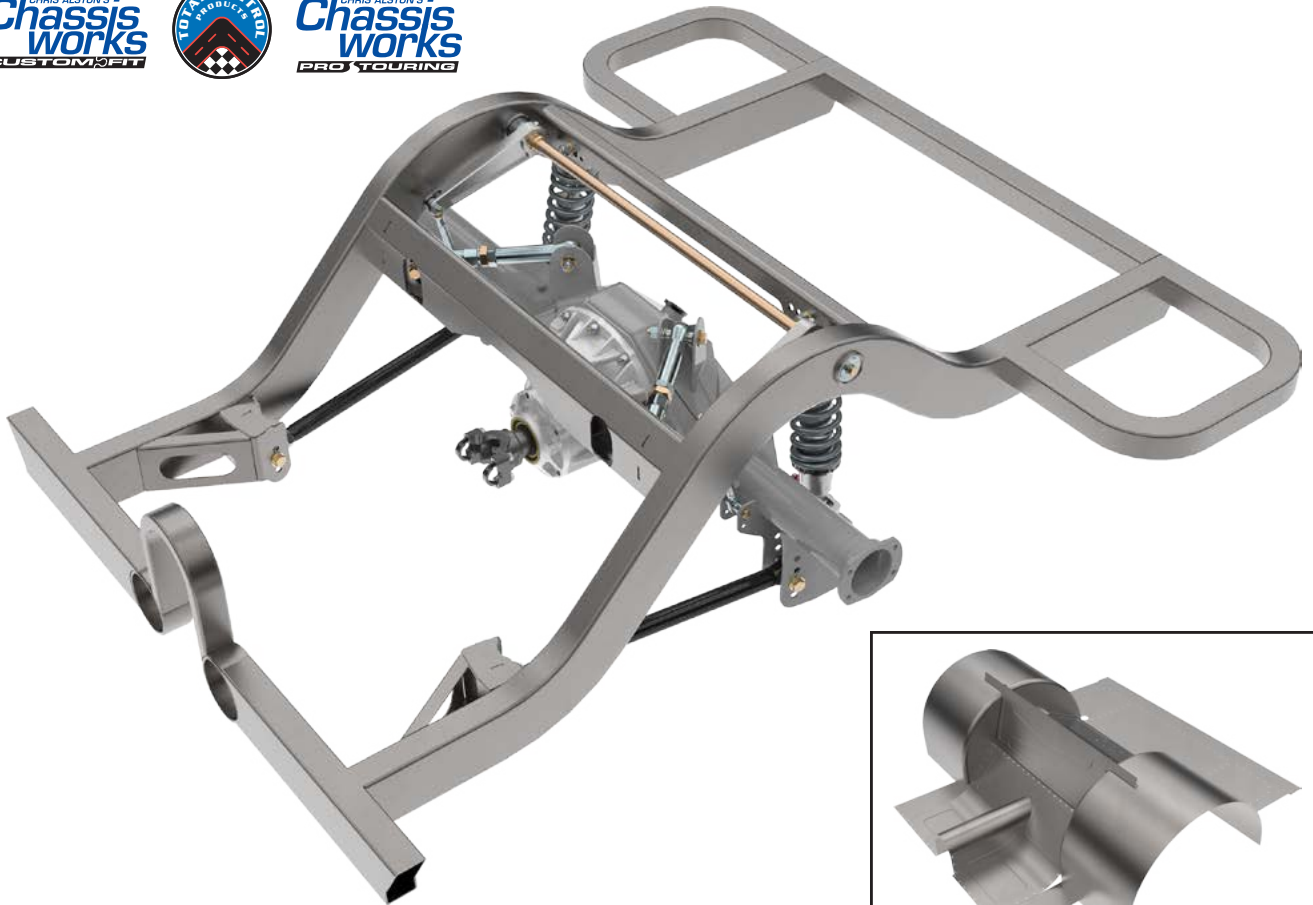


## Canted 4-Link Frame Clip Systems for Muscle Cars and Custom Installations



### Canted Billet 4-Link Rear Suspension System

*The stock rear suspension components and factory chassis structure are seldom, if ever, designed for the levels of power and handling performance expected of even moderate custom car and truck builds that are common today. In reality, many of the vehicle platforms chosen for builds, both classic or late-model, were never intended for higher horsepower and bigger tires than the original factory options.*

To significantly broaden your choices of starter vehicles, Chassisworks designed and engineered the Canted 4-Link System, a rear chassis and suspension solution suitable for compact to full-size vehicles; cars, pickups or SUVs; pro-touring, pro-street or anything in between. The system can be installed as a retro-fit weld-in suspension into the existing factory frame or as a substantially stronger 4x2" frame clip and floor system, the more popular of the two options. By

simply installing a completely new rear frame, floor and wheel tubs, a much cheaper or non-mainstream starter vehicle can be selected without the need for costly floor fabrication repairs. More of your budget is spent to improve not just restore.

Scalability and versatility were key requirements in designing the suspension to correctly accommodate the broadest range of vehicles and build types. The system can be easily sized from 50" down to 34" outside frame widths. Fully adjustable geometry as well as broad selection of coil-over or air-spring shocks, enable custom tailored suspension packages to best suit the intended performance goal.

**The Canted 4-Link is available as a custom-fit system as well as vehicle-specific systems for '64-'72 A-bodies, '67-81 F-bodies and '64-70 Mustangs.**

## Rear Frame Clip Construction

The rear frame is formed from CNC-mandrel-bent, 4 x 2 x .120"-wall steel tubing and designed with minimal rise over the rearend housing to allow more room in the rear seat and trunk areas. Optional 4 x 2" front crossmembers equipped with 1 x 2" tubular oval driveshaft loop are available with or without dual 4"-ID exhaust ports. Driveshaft loops measure 9" tall and 5" wide and are positioned as ordered to accommodate pinion offsets of 0", 1/2", or 1". Four-by-two forward frame connectors (some exclusions) can also be added to aid in tying the rear frame into your existing structure.

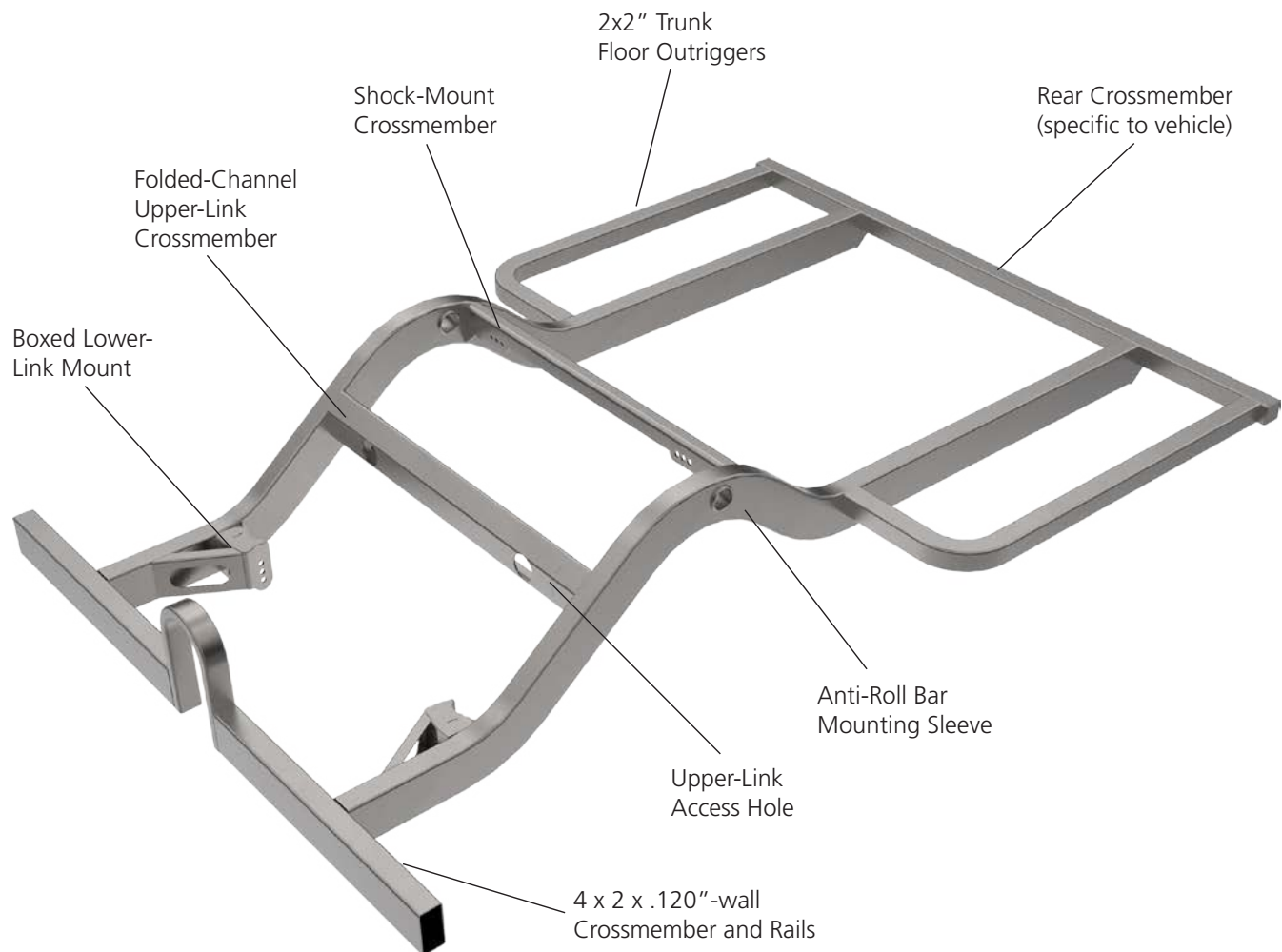
### Vehicle-Specific Frame Clips

Vehicle-specific frames are shipped as factory-welded assemblies. Bumper area brackets and trunk floor outriggers may be tack welded or shipped loose for trimming and final assembly with the frame in position on the vehicle.

### Custom-Fit

Custom-fit frames can be purchased as factory-welded assemblies in outside frame widths ranging from 34" to 50" in 1" increments. This ensures perfect geometry and fit with minimal effort while saving considerable installation time. Components are professionally spray-arc-welded by Chassisworks' welding staff in a controlled environment using computer-designed fixtures and production-quality equipment.

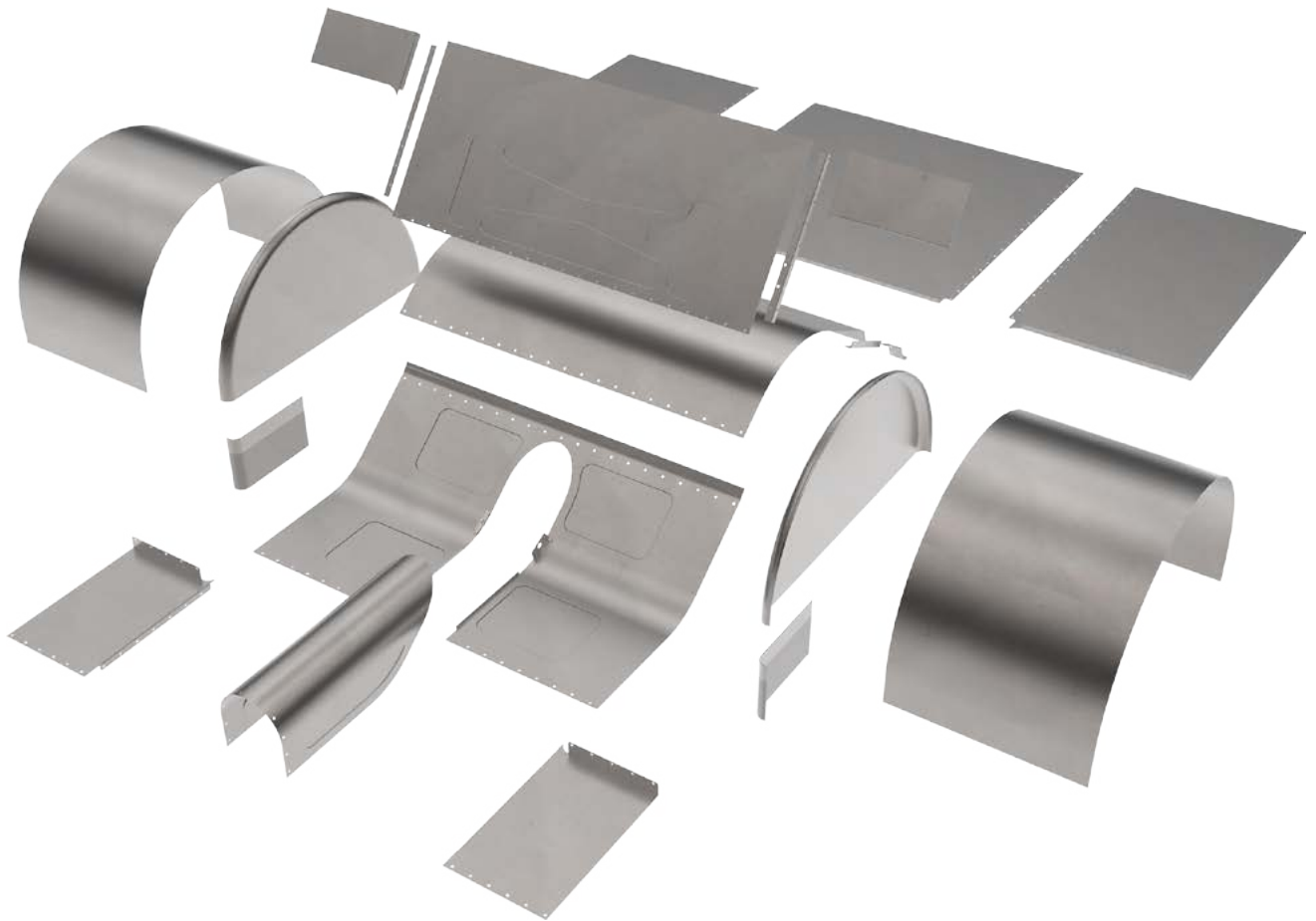
Alternatively, frames can be order as **subassembled kits** with lower-arm, shock, and anti-roll-bar mounts factory-welded to each frame rail. Crossmembers are then simply cut to desired length and welded into place by a qualified installer.



## Floor and Wheel Tubs Kit

The pre-formed and offset pocket rolled floor kit with wheel tubs saves hours of fabrication time. All components are 18-gauge cold-rolled steel and feature drilled or folded edges for easy fitment and welding. The kit uses Chassisworks builder-style wheel tubs, with large-radius corner and recessed lip for an extremely clean and finished appearance. Final fitment requires trimming to specific body contours.

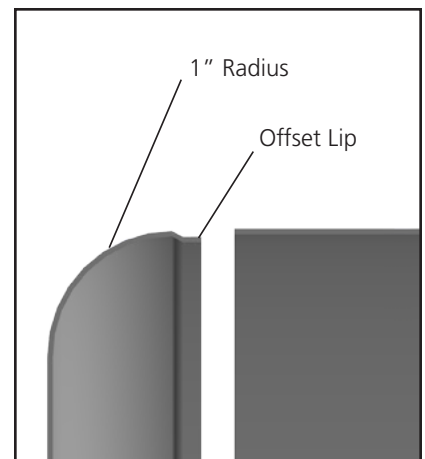
- **18-Gauge cold-rolled steel**
- **Smooth corner radius tubs**
- **Offset overlapped seam**
- **Fits 345/30R20 tires and larger**



## Builder Wheel Tubs (also sold separately)

Designed for street or race car use, tub panels are made from 18-gauge (.050"-thickness) cold-rolled steel for improved durability and surface finish. End caps feature a 1"-radius corner with offset lip for easy assembly and flush outer surface alignment. Exterior welds can be ground flush for a completely seamless finish. Outer skins are shipped pre-rolled at the correct diameter for significantly easier assembly, with only light pressure needed when tack welding. Panels are shipped pre-formed with smooth surfaces, but can be bead rolled for added rigidity and custom appearance prior to assembly.

5907-34X21	Builder Wheel Tubs, 34"-OD x 21"-wide (pair)
5907-40X25	Builder Wheel Tubs, 40"-OD x 25"-wide (pair)
5907-EXT	End Cap Extension, 7" tall x 11" long (pair)



Offset tub-cap lip seats underneath edge of tub skin, creating an easy to align overlap joint with flush outer surface.

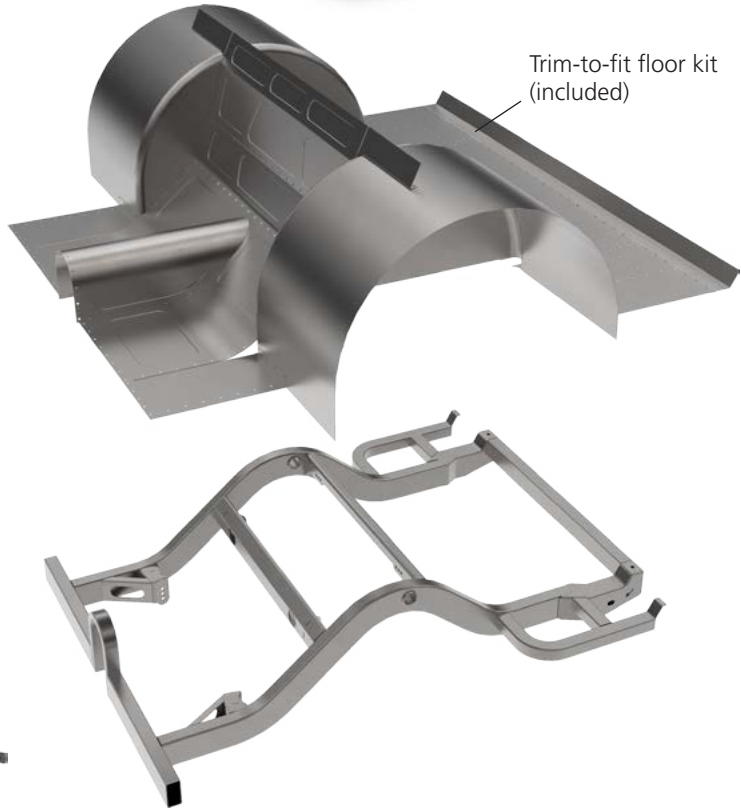
## GM A-Body Specific Frame Clips

<b>7720-A10</b>	'64-67 Canted 4-Link Frame Clip
<b>7720-A20</b>	'68-72 Canted 4-Link Frame Clip
INCLUDES	Frame clip (factory-welded)
	Floor kit, pre-fabricated (trim-to-fit)
	Builder wheel tubs
<b>5852-U01</b>	Suspension package; sold separately



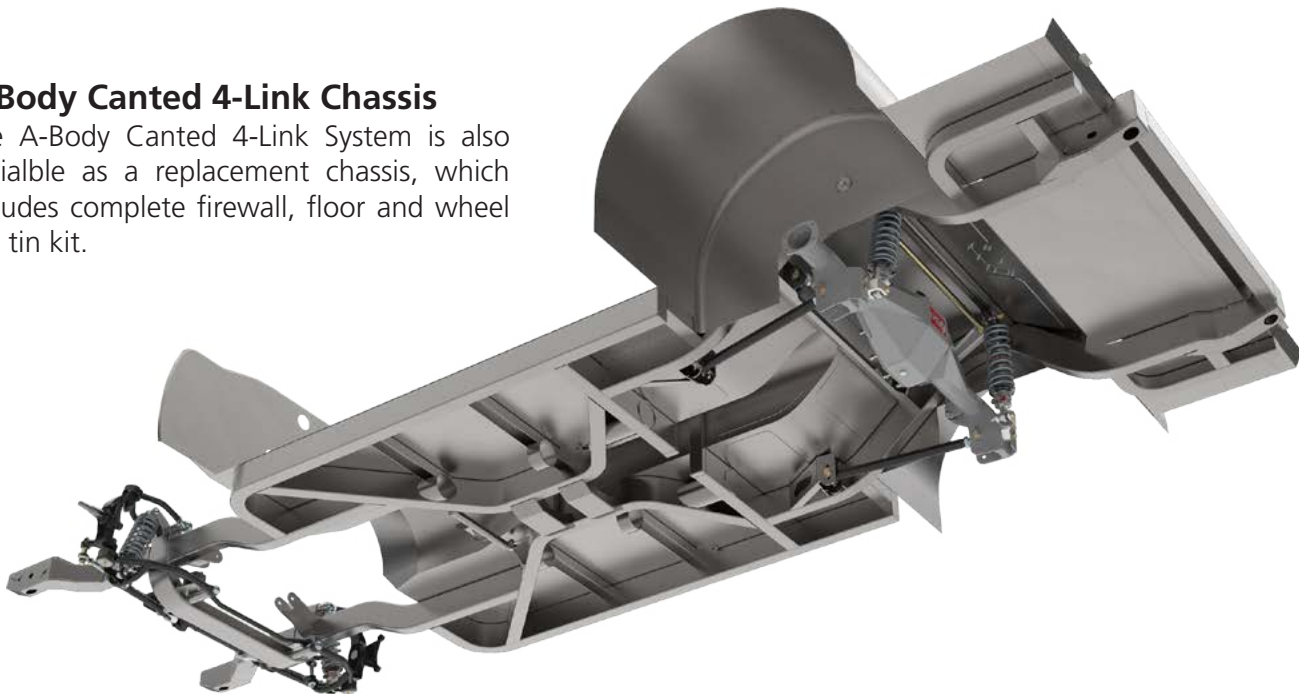
### Completing Your A-Body

The frame clip may be used with direct-fit front suspensions or systems moderately below the stock ride height.



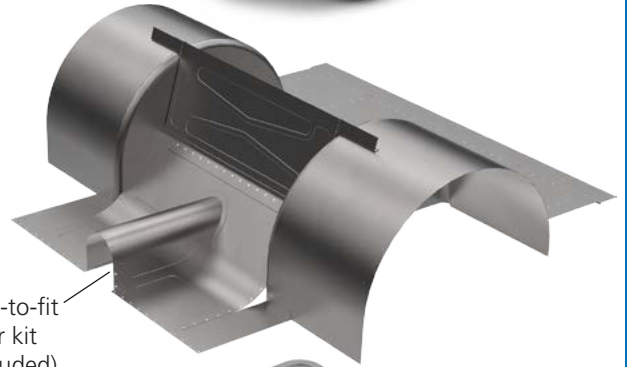
### A-Body Canted 4-Link Chassis

The A-Body Canted 4-Link System is also available as a replacement chassis, which includes complete firewall, floor and wheel tub tin kit.

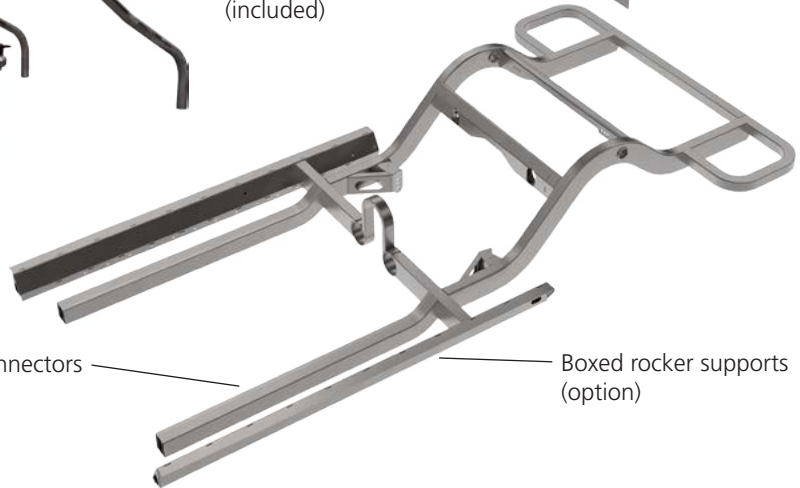


## Camaro Specific Frame Clips

<b>7720-F10</b>	'67-69 Canted 4-Link Frame Clip
<b>7720-F20</b>	'70-81 Canted 4-Link Frame Clip
<b>INCLUDES</b>	Frame clip (factory-welded)
	Floor kit, pre-fabricated (trim-to-fit)
	Builder wheel tubs
<b>CONNECTOR OPTIONS</b>	Subframe connectors
	Boxed rocker supports
<b>ROLL BAR/CAGE OPTIONS</b>	Roll bar with removable back brace
	Roll cage with removable back brace; cage sides route through dash
	Bolt-in door bars
<b>5852-U01</b>	Suspension package; sold separately



Trim-to-fit floor kit (included)

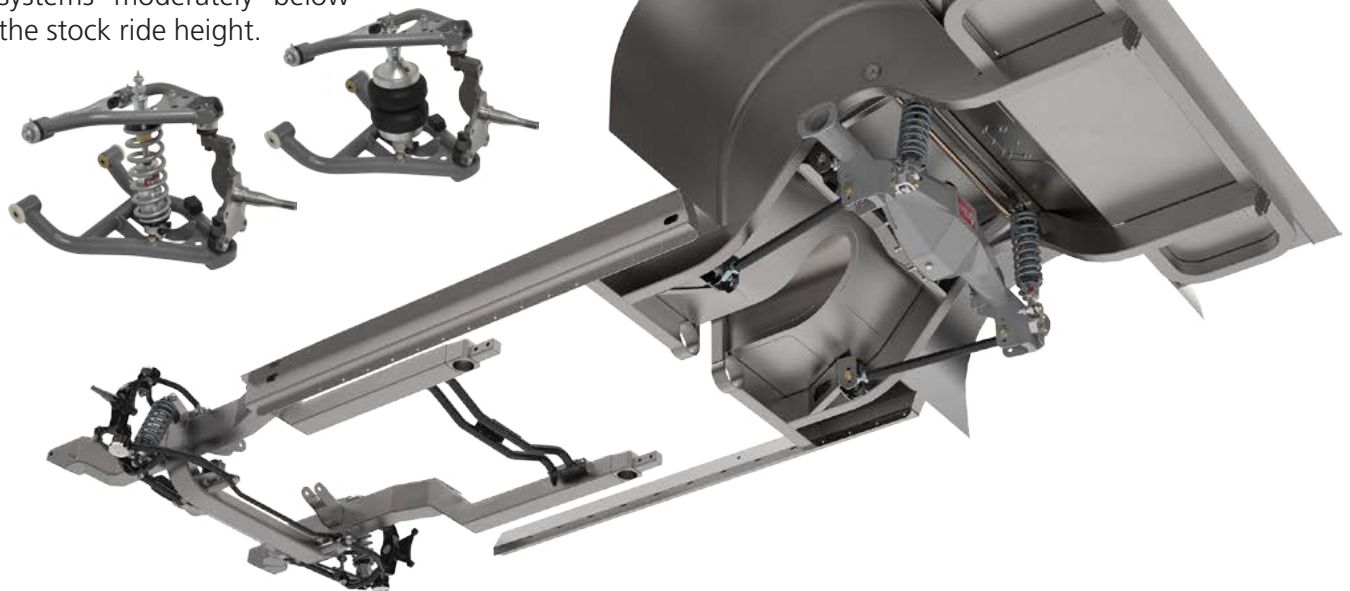


Subframe connectors (option)

Boxed rocker supports (option)

## Completing Your Camaro

The Canted 4-Link frame clip, shown here with our Chassisworks bolt-on subframe clip, may be paired with direct-fit front suspensions or systems moderately below the stock ride height.

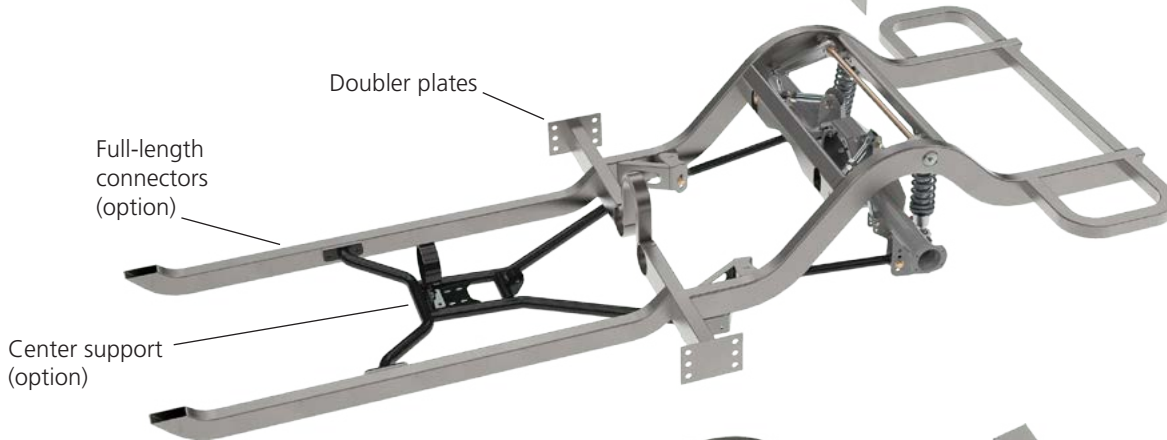


# Mustang Specific Frame Clips

<b>7720-M10</b>	'64-70 Canted 4-Link Frame Clip
<b>INCLUDES</b>	Frame clip (factory-welded)
	Floor kit, pre-fabricated (trim-to-fit)
	Builder wheel tubs
	Front crossmember doubler plates
<b>CONNECTOR OPTIONS</b>	Mid-length 3x2" connectors
	Full-length 3x2" connectors
	Removable center support and driveshaft loop with weld-in mounting brackets
<b>5852-U01</b>	Suspension package sold separately



Trim-to-fit floor kit (included)



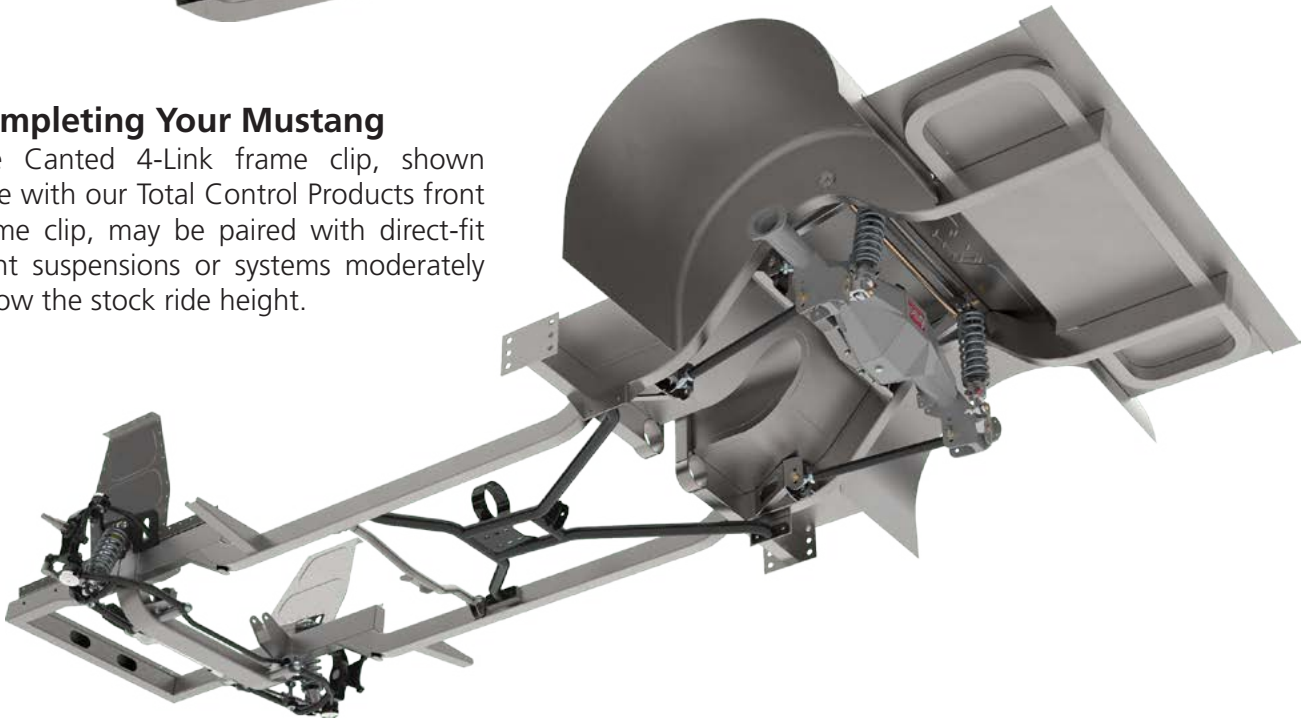
Doubler plates

Full-length connectors (option)

Center support (option)

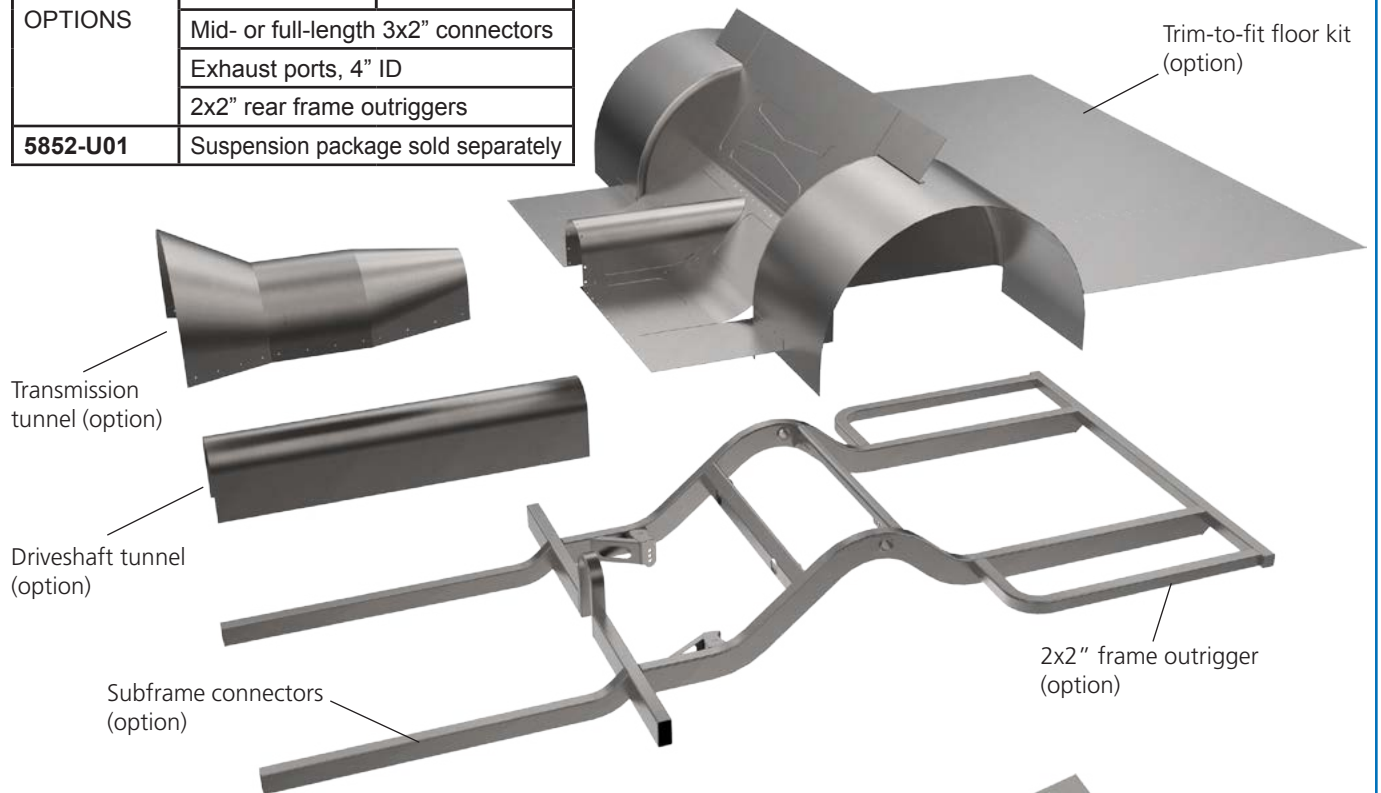
## Completing Your Mustang

The Canted 4-Link frame clip, shown here with our Total Control Products front frame clip, may be paired with direct-fit front suspensions or systems moderately below the stock ride height.



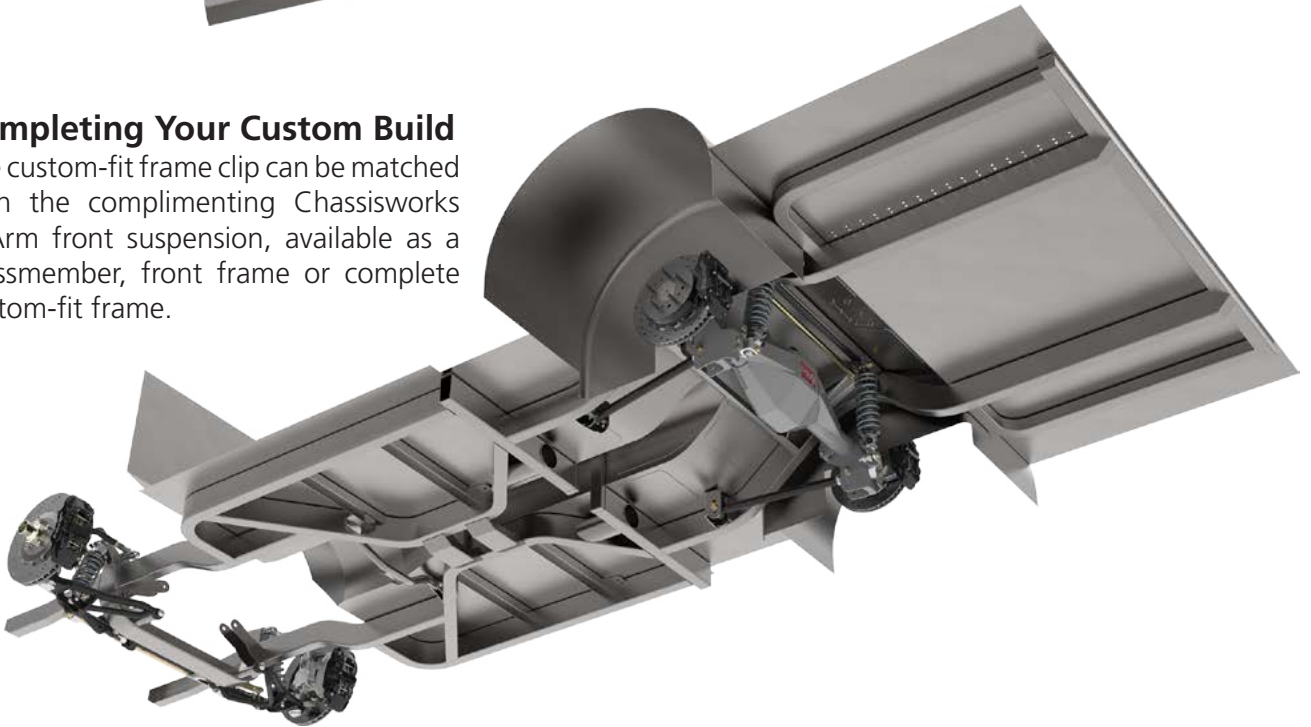
## Custom-Fit Frame Clips

<b>7720-U01</b>	Canted 4-Link Clip (unassembled)	
<b>7720-U01-W</b>	Canted 4-Link Clip (factory welded)	
<b>5907-R4BR</b>	Floor kit, pre-fabricated (trim-to-fit)	
<b>5907-34X21</b>	Builder wheel tub, 34 x 21"	
<b>5907-40X25</b>	Builder wheel tub, 40 x 25"	
<b>5907-DST</b>	Driveshaft tunnel, 48" long	
<b>5907-TTA</b>	Transmission tunnel, automatic	
<b>5907-TTM</b>	Transmission tunnel, manual	
FRAME OPTIONS	<b>Min. 34" Width</b>	<b>Max. 50" Width</b>
	Mid- or full-length 3x2" connectors	
	Exhaust ports, 4" ID	
	2x2" rear frame outriggers	
<b>5852-U01</b>	Suspension package sold separately	



### Completing Your Custom Build

The custom-fit frame clip can be matched with the complimentary Chassisworks A-Arm front suspension, available as a crossmember, front frame or complete custom-fit frame.



## Highly Adjustable Suspension - 5852-U01

Adjustment of rear-suspension geometry, ride height, and shock valving, combined with a broad selection of spring rates or air springs, enables precise tuning to meet the specific performance needs of your project. Housing pinion angle and lateral location are controlled by adjusting the upper-link lengths. Multiple positions at the upper-link chassis mount and lower-link chassis and housing mounts allow adjustment of the specific geometry that affects handling and

traction. The multi-position upper and lower shock mounts also allow adjustment of the shock-motion ratio as well as ride height. The QuickSet 2 VariShock coil-over and ShockWave™ feature 16-position compression and rebound valve adjustments enabling 256 possible combinations. Spring rates range from 80 to 450 lb/in to accommodate a complete range of performance and ride-quality applications and can be changed with minimal effort.



Two-position upper-link mount enables simple adjustment of suspension instant center.



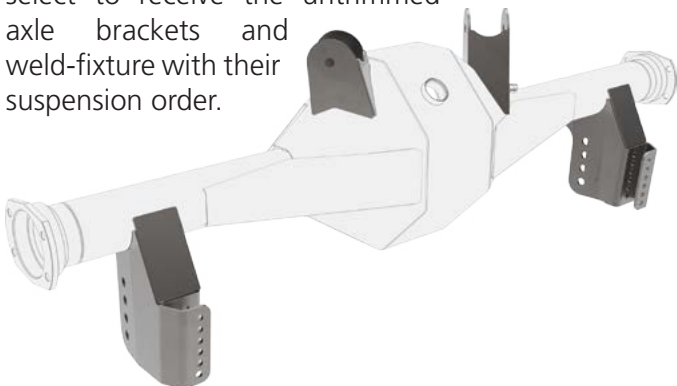
Three-position lower-link mount used with three-position housing mount for nine different settings.



Four-position shock mount plate with reversible clevis (not shown) for eight different settings.

### OPTION - Control Arm Axle Brackets

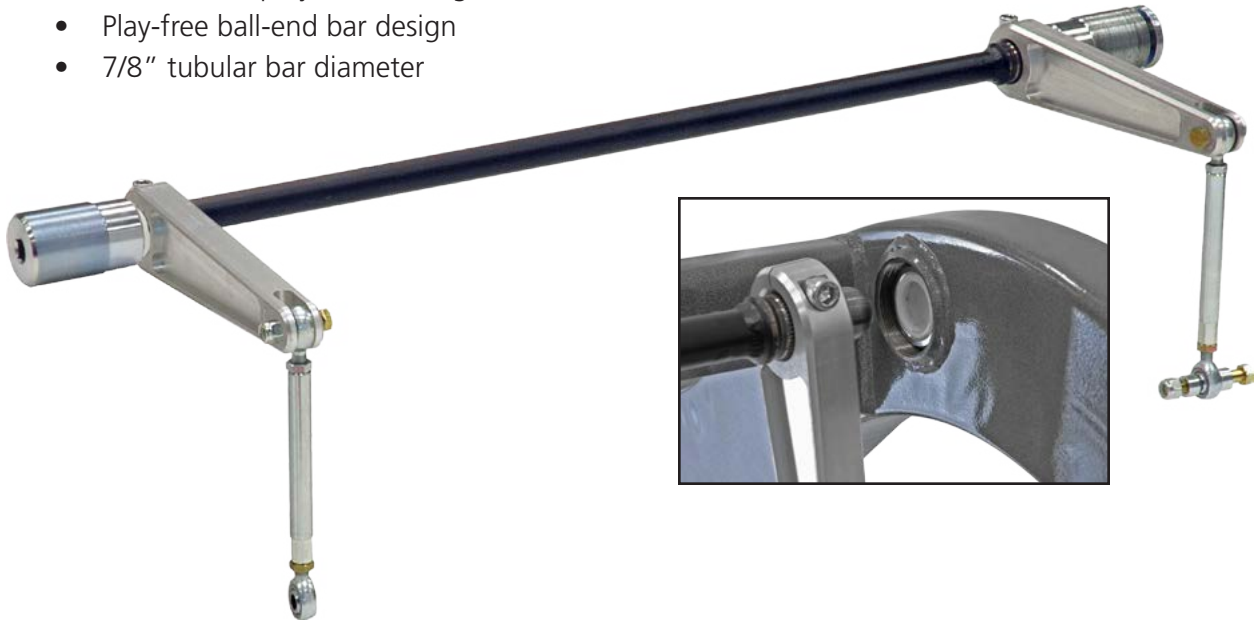
Customers using a Ford 9" housing other than the Chassisworks factory-welded FAB9 housing, may select to receive the untrimmed axle brackets and weld-fixture with their suspension order.





## INCLUDED - Ball-End Anti-Roll Bar

- Integrated frame rail mounts for additional exhaust clearance
- Low-friction polymer bushings
- Play-free ball-end bar design
- 7/8" tubular bar diameter
- Splined billet-aluminum arms
- Adjustable length endlinks



## OPTION - Control Arm Sets

### Single Adjustable - Steel

Billet-steel upper arm with tubular-steel lower. Both arms feature a single-adjustable pivot-ball eye. *Length adjusts by rotating eye.*



### Double Adjustable - Steel

Billet-steel upper arm with tubular-steel lower. Upper arm features a double-adjustable double. *Length adjusts by rotating coupler.*



### Billet Aluminum

Billet-aluminum upper and lower arms. Upper arm features a single-adjustable pivot-ball eye. *Length adjusts by rotating eye.* Lower arm is fixed length.



## OPTION - VariShock Coil-Over and Air-Spring Shocks

Delivering a finished product that is of excellent quality and value is the primary focus throughout the VariShock product line. Unlike other brands in this price range, VariShocks are engineered, manufactured, and assembled in America using state-of-the-art engineering workstations and computer-numeric-controlled (CNC) manufacturing equipment. Each component, including valves, adjusters, and internal shaft seals is designed and manufactured specifically for use in VariShock products. This level of clean-sheet engineering is the first step to producing longer lasting seals that keep dirt out of the shock absorber and extend service life between rebuilds.

### Select Your Performance Level

We offer the broadest range of shock options of any manufacturer, allowing detailed custom configuration of your complete suspension system.

- **SensiSet (SS)** - Factory set performance valving
- **QuickSet 1 (QS1)** - Single 16-position knob adjusts bump and rebound simultaneously
- **QuickSet 2 (QS2)** - Dual 16-position knobs adjust bump and rebound independently
- **QuickSet 4 Remote (Q4R)** - Gas-pressurized remote-reservoir version provides independent high- and low-speed adjustment for bump and rebound

### QuickSet 1 and 2 Shock Valving

VariShock's QuickSet, adjustable, design is easy to tune: 16 different settings are attainable simply by rotating the fully accessible, positive click knobs. Knobs are laser-etched with directional arrows and "plus/minus" symbols that clearly indicate which direction achieves the desired adjustment. Adjustments are made in seconds, without removing or unbolting the VariShock. QuickSet 1 shocks use a single knob to simultaneously set bump (compression) and rebound (extension) characteristics. QuickSet 2 double-adjustable shocks are available as an upgrade to enable separate 16-position adjustment of bump and rebound with 256 setting combinations.

### QuickSet 4 Shock Valving Remote Reservoir

The VariShock Q4R remote reservoir shock separates the bump and rebound valve mechanisms between the two units. Four 16-position knobs provide high- and low-speed adjustment of bump and rebound independently.



Part Number	Style	Valves	Ride Height	Compressed	Extended	Shock Travel	Mount Eye
VAS 11022-515	Coil-Over	Fixed	13.53"	10.95"	16.10"	5.15"	Poly
VAS 11111-515	Coil-Over	Single	13.53"	10.95"	16.10"	5.15"	COM-8
VAS 11211-515	Coil-Over	Double	13.53"	10.95"	16.10"	5.15"	COM-8
VAS 11411-50	Remote	4-Way	13.31"	10.81"	15.81"	5.00"	COM-8
VAS 131K1-515	Air-Spring	Single	14.06"	11.56"	16.56"	5.00"	COM-8
VAS 132K1-515	Air-Spring	Double	14.06"	11.56"	16.56"	5.00"	COM-8

## High-Travel 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, ultra-high-tensile wire, which 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 spring or causing it to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional wire, these springs have greater travel than our competitors’ springs of the same rate. These springs will allow your shocks to travel their full range of motion without going solid. This gives you greater traction and control at full bump, plus additional suspension travel for tuning. If you are ready to take advantage of higher technology with greater travel, lighter, stronger springs, then step up to VariSprings. VariSprings have a silver-powder-coat finish.



### OPTION - Spring Rate Selection

Spring rate affects ride quality, ride height, roll rate, and performance handling characteristics. Differences in vehicles such as aluminum engine components, vehicle weight distribution, fiberglass body parts, chassis stiffening as well as wheel-size and offset and the specific performance application, should be taken into consideration. Rates available from 110 to 450 lb-in.

## VariShock Accessories

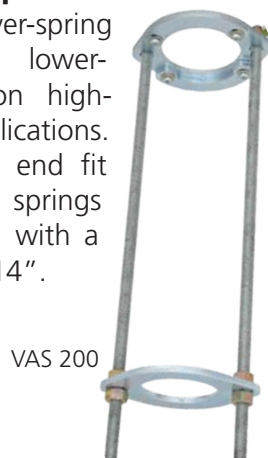
### Spanner Wrench

Also available is an exclusive spanner wrench, incorporating four tangs, which will not slip off the lower spring seat because it engages the seat in four places (not one, like common spanners).



### Coil-Over Spring Compressor

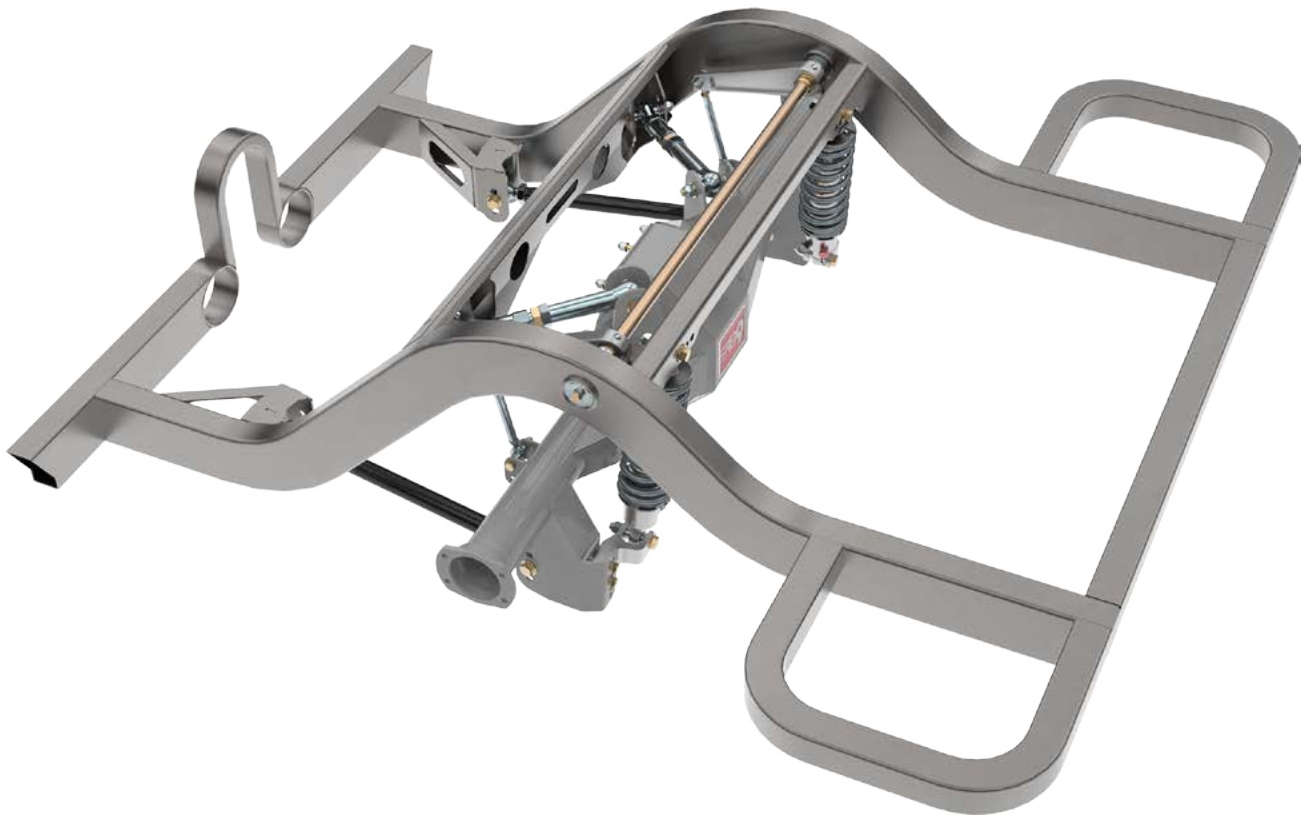
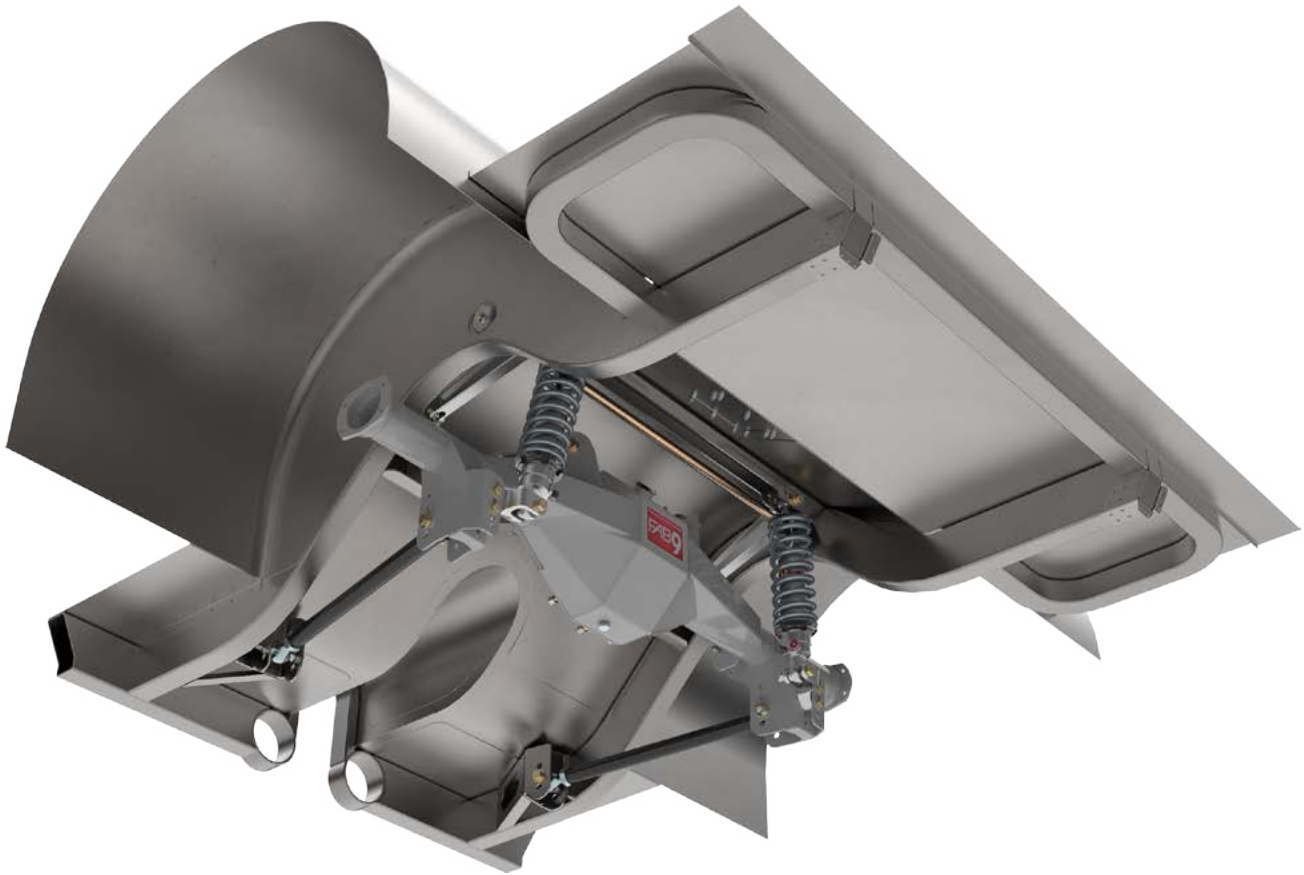
The VariShock coil-over-spring compressor greatly eases lower-spring-collar adjustment on high-preload or high-rate applications. Heavy-duty plates at each end fit 2-1/2" inside-diameter coil springs of 130 lb., rate or greater, with a maximum spring height of 14".



### 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.





All prices subject to change. Current pricing available at [www.cachassisworks.com](http://www.cachassisworks.com).



Chris Alston's Chassisworks, Inc.  
8661 Younger Creek Drive  
Sacramento, CA 95828

Order: 800-722-2269  
Tech: 916-388-0288  
Fax: 916-388-0295

[sales@cachassisworks.com](mailto:sales@cachassisworks.com)  
[www.cachassisworks.com](http://www.cachassisworks.com)