

7328
INSTRUCTIONS FOR MILD STEEL STRUT AVENGER CHASSIS
1964-1967 CHEVELLE, GTO, 442

<u>ITEM</u>	<u>QTY</u>	<u>PART NO/SIZE</u>	<u>CODE</u>	<u>DESCRIPTION</u>
1	1			Main hoop
2	1 pr			Cage side (driver & passenger side)
3	1			Windshield brace
4	2			Forward struts
5	1			Mid mount bar
6	1			Collector riser (loop makes 2 parts)
7	1			Lower 4 link support
8	1			Backbrace
9	2			Rear frame
10	1			Butt bar
11	1			Upper 4 link support
12	2			Rear head restraints
13	1			Outside shoulder bar & head restraint
14	1			Inside shoulder bar & head restraint
15	1			Auxiliary main hoop
16	2			Rear accessory struts
17	1			Motor plate tube-1 loop makes 2 parts
18	2	1 5/8 x .134 x 37	A & B	Driver & passenger rocker tube
19	1	1 5/8 x .134 x 38	C	Driver's long side bar
20	1	1 5/8 x .134 x 24	D	Transmission crossmember
21	2	1 5/8 x .134 x 6	A	Rear head restraint tie bar
22	1	1 5/8 x .134 x 15	B	Driver's cage diagonal
23	2	1 5/8 x .134 x 56	E & F	Forward frame rails
24	1	1 5/8 x .134 x 23	I	Rack and pinion crossmember
25	2	1 5/8 x .134 x 38	G & H	Center frame rails
26	1	1 5/8 x .134 x 38	I	Passenger long side bar
27	2	1 5/8 x .134 x 29	J	Upper door X brace
28	2	1 5/8 x .134 x 23	K & L	Lower door X brace
29	1	1 5/8 x .134 x 40	K	Passenger main hoop rear strut
30	1	1 5/8 x .134 x 24	L	Driver main hoop rear strut
31	1	1 5/8 x .134 x 21	L	Passenger main hoop 4 link strut
32	2	1 1/4 x .134 x 41	M & N	Forward strut support
33	2	1 1/4 x .134 x 24	T	Cage side support
34	2	1 1/4 x .134 x 17	M & N	Mid mount support
35	2	1 1/4 x .134 x 60	O & P	Double frame rail top
36	1	1 1/4 x .134 x 36	Q	Cage top triangulator
37	1	1 1/4 x .134 x 18	R	Seat support
38	2	1 1/4 x .134 x 42	R & S	Rear frame strut
39	1	1 1/4 x .134 x 18	S	Rear crossmember
40	2	1 1/4 x .134 x 40	U & V	Floor X brace
41	2	1 1/4 x .134 x 44	W & X	Outer frame triangulator
42	2	1 1/4 x .134 x 22	U & V	Rear frame x brace
43	2	1 1/4 x .134 x 22	W & X	Rear frame side support

44	2	1 1/4 x .134 x 7	Y	Back brace rear strut tie bar
45	2	1 1/4 x .134 x 3	Y	Double rail front upright
46	2	1 1/4 x .134 x 9	Z	Double rail rear upright
47	2	1 1/4 x .134 x 19	Y & Z	Double rail front triangulator
48	2	1 1/4 x .134 x 21	Y & Z	Double rail rear triangulator
49	4	1 1/4 x .049 x 6		Roll cage gussets
50	4	1 1/4 x .049 x 4		Motor mount gussets
51	12	2101		Suspension tab 1/2 hole
52	2	2300		Rack and pinion mount
53	2	5117		Strut top cup for stud mount
54	6	2015		Frame end cap 1 5/8 round
55	2	4712		Front chassis tie down tube
56	1	927328		Assembly drawing

All straight tubes are cut from two boxes labeled #4411, they contain the following tubes:

<u>QTY</u>	<u>TUBE SIZE</u>	<u>TUBE CODE</u>	<u>ITEM # FROM INSTRUCTION SHEET</u>		
12	1 5/8 x .134 x 72"	A	18, 21, 21		
		B	18, 22		
		C	19		
		D	20		
		E	23		
		F	23		
		G	25		
		H	25		
		I	26, 24		
		J	27, 27		
		K	28, 29		
		L	28, 30, 31		
		12	1 1/4 x .134 X 72"	M	32, 34
				N	32, 34
O	35				
P	35				
Q	36				
R	38, 37				
S	38, 39				
T	33, 33				
U	40, 42				
V	40, 42				
W	41, 43				
X	41, 43				
Y	47, 48, 44, 44, 45, 45				
Z	47, 48, 46, 46				

When you receive your chassis the first thing to do is to make sure you have all the parts. Use the above list of components to verify that you have all the parts. The bent cage parts will usually be banded together in two bundles. The straight tubes will come in two identical boxes labeled #4404. The brackets will be in a small box labeled #3000. The assembly drawing will be in the same 8 1/2 x 11 envelope these instructions were in. If anything is missing, contact Chassisworks for assistance.

The straight tubes boxes will provide enough material to build your chassis provided you cut the correct lengths from each tube. The following chart will give you a guideline. Cut the straight tubes out as needed and be careful when measuring because lengths may vary a little from the instructions. Do not cut the tubes before you need them and try to cut the long tubes first.

Chassisworks makes no guarantee or claims that this chassis will be accepted by any sanctioning body. It is the sole responsibility of the chassis's owner to determine that this chassis can be used for the owner's intended use. We suggest that you carefully examine the rules that pertain to chassis construction for the associations that you race under and, make sure that this chassis fits those rules. We also require you to measure the diameter and wall thickness of every tube (bent and straight) that goes into the chassis to make sure it is the correct size for the rules. With the advent of sonic testing, it is important that you measure the wall thickness of every tube in the roll cage that is subject to the sonic test. See your association's rule book to determine which tubes must be above the minimum wall thickness. Do not install any tube that is not above the minimum. Chassisworks will replace any tube that is undersized and has not been installed.

Read all the instructions completely and make sure you understand them before you begin. Only tack weld the chassis components whenever possible. This will make it easier to remove components if you make a mistake. All joints that are covered by another tube or bracket must be completely welded before they are covered up. This chassis must be tig (heliarc) welded by an experienced welder - your life depends on it!

Construction of a chassis cannot be accomplished without a jig. To assemble the chassis you will need a level surface as large as the car. This should be a steel table or an "I" beam. You will need to hold the body up off your surface at ride height, the table surface will simulate the ground. Also, weld a little of each joint at a time to help avoid distortion.

Do not assemble the roll cage portion of the chassis without positioning the body over the frame. This will insure that you get the optimum fit for the cage. Failure to do this could result in a roll cage that will not fit the body. The dimensions on the drawing are for a 1964-1967 Chevelle, GTO, 442 body with the following body modification. The wheel base has been shortened from stock 115" to 111". The rear axle centerline is 4" forward from stock to increase tire clearance. The body should be placed on the chassis so that the rocker panels are 3 to 3 1/2 inches off the ground in the front and 6 to 7" high just in front of the rear tire. The rear axle centerline is 33 1/2" behind the B pillar door opening which is the crack in the body formed by the door and the rear quarter panel.

This chassis can easily be modified to fit other early model intermediate size cars. Many early model intermediate size cars are very close to the same width inside. They also have very similar windshield angles. This allows this cage to fit many cars. When altering the dimensions on the blueprint for different vehicles, do not change any dimensions that affect where any front or rear suspension brackets mount in relation to other brackets or the chassis will not work.

Prepare the body by trimming all inner panels. You just want the single outer skin. You need to attach the body at the rocker panel, A pillar, B pillar, rear valance, and top 4 corners of the cage. On steel bodies, weld tabs to the chassis and body that bolt together. This will make it easier to remove and re-install the body as you build the car. Fiberglass bodies should be attached to sheet metal plates and fiberglassed inside the body. Cleco the body to the plates until the final assembly when the plates should be fiberglassed in. Do not use pop rivets, they will rattle out and crack the fiberglass.

1. Install the lower 4-link support, driver and passenger rocker tubes, center frame rails, collector risers, and the transmission crossmember. The rocker tubes should be installed so they are open at both ends. This provides a convenient place to run the battery cables and fuel lines without putting them under the chassis. Also, install the floor "X" brace, outer frame triangulator and seat support.

2. Mount the body over your jig at the correct ride height and rear axle position. Install the main hoop cage sides, windshield brace and the upper 4-link support. Use the 4-link front brackets (part of kit #6246) to help position the tube. Install the rear head restraints and the back brace. Make sure the back brace clears the body by the rear window. To gain clearance, you can raise the rear window or move the body to the rear. While the body is on, hold the rear accessories strut in place to make sure it will clear the deck lid, rear tail light panel and bumper.

3. Remove the body and install the rear frame. Cut 4" to 5" of straight off the short end before you fit the top of the rear frame.

4. Next, install the rear accessories strut, rear crossmember, rear frame strut, rear frame side support, rear frame x-brace and the upper shock mount.

5. To complete the funny car cage, install the auxiliary main hoop, butt bar, outside shoulder bar, and outside head restraint. They are shipped in one piece, you must cut them apart. The inside shoulder bar and inside head restraint look the same. They also are shipped as one piece. Saw them apart and install them. Also install the rear head restraint tie bars and the driver's cage diagonal.

6. To finish the cage, install the three rear supports, passenger side main hoop strut, driver side main hoop strut and passenger side main hoop to 4-link strut. Next, install the cage top triangulator, back brace, rear strut tie bar, and the roll cage gussets.

7. Before you can install the front frame and upper strut mounts, you must determine what strut mount width you need for your tires to clear your fenders. The dimensions on the assembly drawing will work in most cases. Due to the many different front wheel and tire combinations, you should do the following calculations for your vehicle.

Step 1: Determine the outside front tire width that you need. Measure the width between the front fenders. You will need 4 to 5 inches of clearance from the side of the tire to the inner front fender lip. Subtract 8 to 10 inches from the inner fender width. This will equal the outside tire width.

Step 2: To determine the hub width, you need to know how much wider the outside of the tire is than the front hub. Put a yard stick across the outside of the tire and measure through the center to the side of the wheel that bolts to the hub. When the wheel is bolted on, it is this much wider than the hub. Multiply this by 2 and subtract this amount from the outside tire width you calculated in step one. This will be the required hub width.

Step 3: Subtract 11 1/2 inches from the hub width to find the top strut mount width. Write your top mount width on the Assembly Drawing.

Note: 11 1/2 inches is the distance from the hub to the top strut mount times 2 (one for each side). Your strut might be different.

If you have a direct mount front wheel on a Strange strut, skip Step 2 and 3. Just subtract 18 inches from the tire outside width in Step 1. Eighteen inches is 2 times 9 inches, which is the distance from the outside of the tire to the top strut mount.

8. Install the front frame rails, forward struts, rack and pinion crossmember and front chassis tie down. Install all the suspension brackets and upper strut cups.

9. Install the mid mount bar, motor plate tubes, mid mount support, cage side support, forward strut support, and motor mount gussets. Use an engine with the motor plate and mid plate to help position the motor plate tubes and mid mount support.

10. Install the double rail top, front uprights, rear uprights, front triangulator and rear triangulator. Depending on the width of your seat, you might not be able to install the double rail rear triangulator on the driver's side. Complete the cage with the driver and passenger long side bar and the upper and lower door x-brace.

11. Double check everything and then final weld the chassis. Do not final weld the rack and pinion mounts, the lower strut control arm mounts, or the plate on the bottom of the strut top mount. Install the struts and make sure they move through their travel without binding and have no bump steer. Then you can final weld the brackets in place. This procedure, welding the strut brackets on last, is the best way to assure correct front suspension geometry.

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