

Floater Axle System and Radial-Mount Caliper with Drum-Style Parking Brake System



Today's top pro-touring vehicles often feature some of the largest section-width tires available matched with rapidly increasing levels of horsepower and torque. These drivetrain combos frequently push the reliability and safety limits of the standard flange-style axles that are common place on most muscle cars. Chassisworks solution to raising the reliability and safety limit is a complete floater-axle and brake system designed specifically for the leading-edge pro-touring market. This system features a tapered-roller unit-bearing; larger, stronger, and more reliable than the Corvette ZR1 bearing, which bolts to a specially designed housing end to remove all weight and bending load from the axles. The axle is left with the sole purpose of transferring torque to the wheels and can then be designed as a simple axle shaft with splines at both ends. Axles come in 31- and 35-spline versions, with a special crowned 35-spline version available for negative-cambered rearend builds. To provide ample braking force for sometimes 14" and wider tires, brake kits are offered with 14" or 15" x 1.25" vented and cross-drilled rotors, with 4-piston Wilwood or Baer calipers. An optional internal (drum-style) parking brake is also available to complete the system.

INCREASED SAFETY: Floating axle systems are required by many racing organizations for their greater reliability and safety. An extremely important benefit of a floater axle is the ability to keep the wheel attached to the vehicle and operational in the event of a broken axle, preventing additional damage to the body, suspension, and possibly others.

Features/Benefits:

- Heavy-duty billet housing end with integrated caliper bracket bosses
- Heavy-duty wheel hub assembly; larger, stronger, more reliable than Corvette ZR1 hub
- 31- and 35-straight-spline or 35-crowned-spline axles for cambered rearend assembly
- Internal drum-style parking brake; separates from rotor
- 14" or 15" rear disc brakes with Wilwood or Baer calipers

Floater Axles

Three styles of floater axles are available: 31-spline, 35-spline, and a crowned 35-spline gun-drilled axle for negative-cambered rearend housings. Axle shafts are machined from 4340 alloy steel specifically selected for its high strength and fatigue resistance properties.



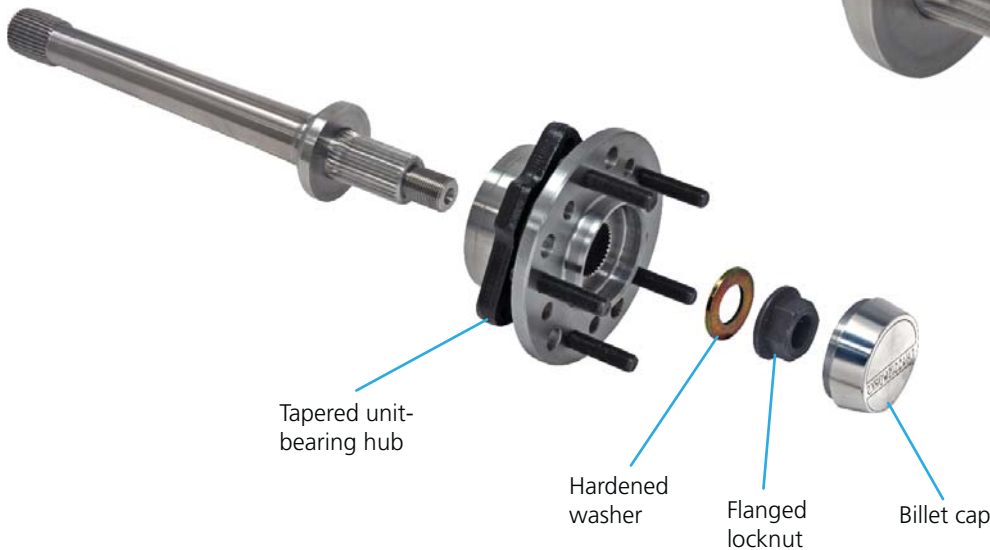
31-spline

35-spline

Crowned 35-spline (gun-drilled)



Shortened axle for display purposes only.



Part Number	Description	Price
	31-spline (straight) alloy-steel axle shaft - pro-touring/street	TBA
	35-spline (straight) alloy-steel axle shaft - pro-touring/race	TBA
	35-spline (crowned) alloy-steel axle-shaft - race	TBA

Tapered Unit-Bearing Hub

The heavy-duty bearing hub featured in Chassisworks floater axle system out performs the Corvette ZR1 hub as a result of its larger size and higher load capacity. Its opposing tapered-roller-bearing design is better suited for extreme side loads, minimizing brake pad 'knock-back' and improving brake pedal consistency in high-performance applications.



Bearing Hub Comparison



Chassisworks



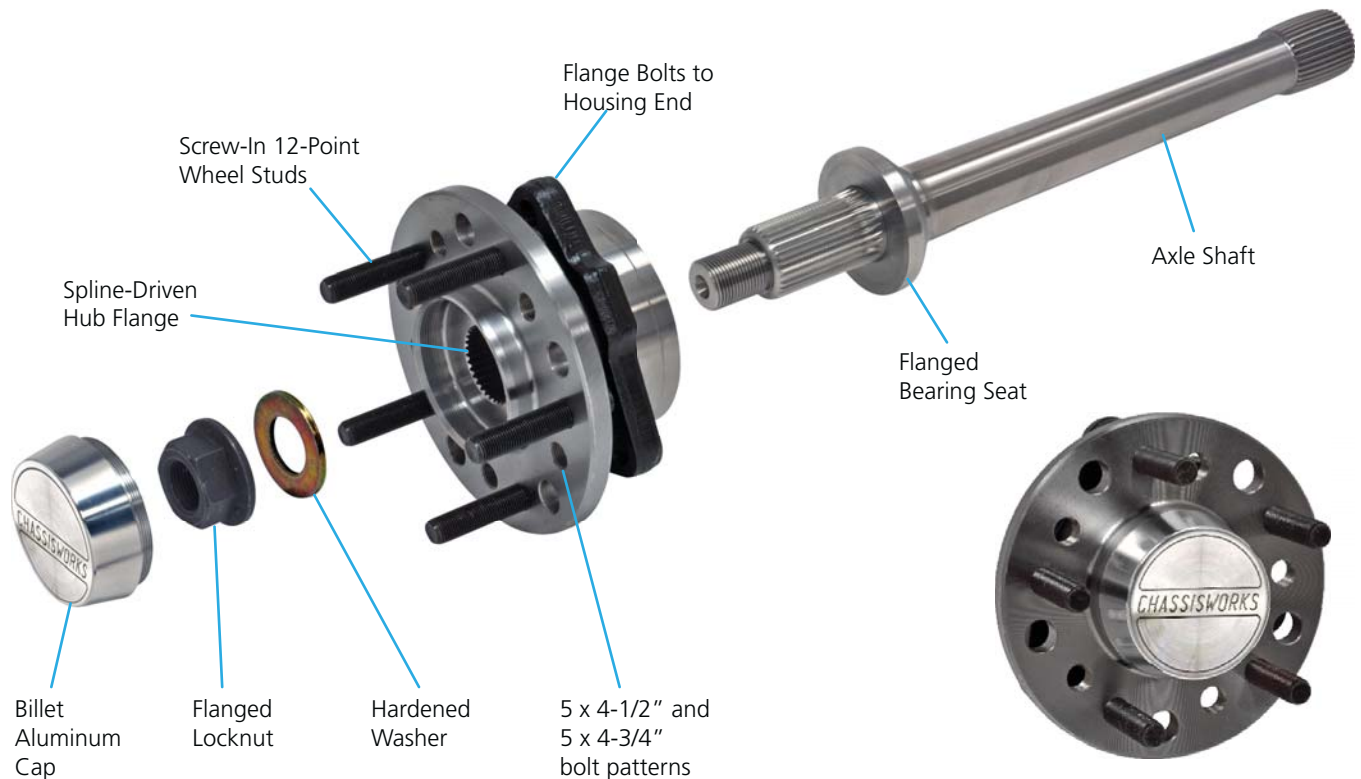
Corvette



Chassisworks

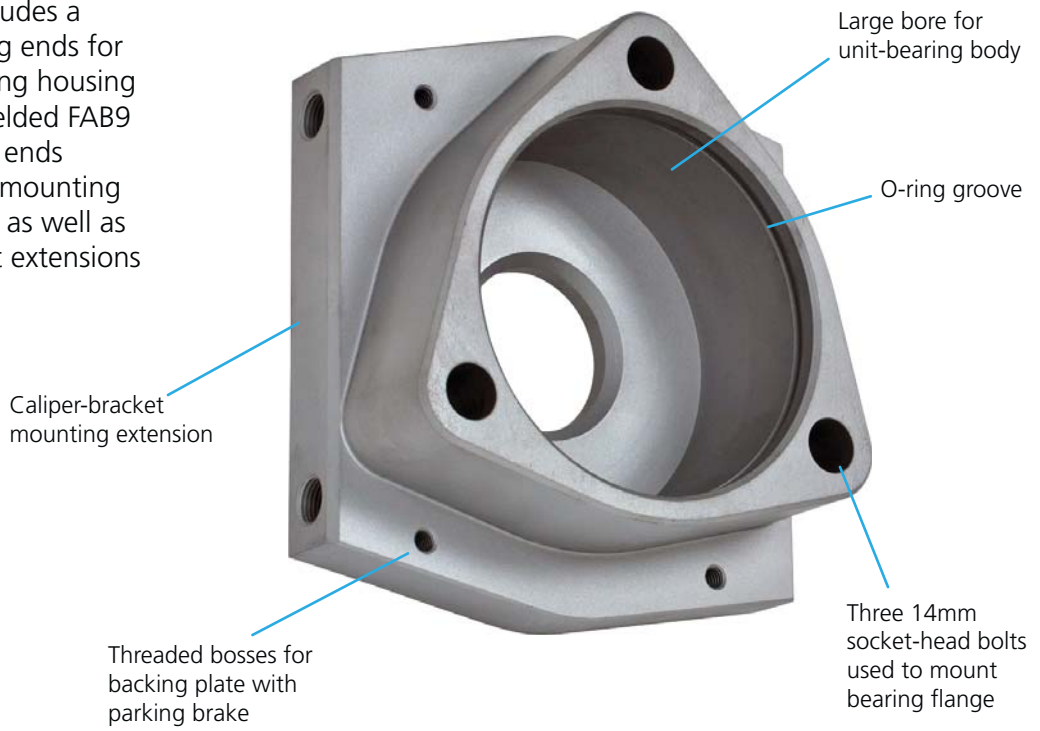


Corvette



Floater Housing End

Each floater package includes a pair of billet-steel housing ends for installation with an existing housing or as part of a factory-welded FAB9 housing. Floater housing ends feature an O-ring sealed mounting bore for the unit-bearing as well as caliper mounting-bracket extensions along both edges.



Housing end with backing plate and parking brake assembly.



Backing plate, parking brake, and hub mounted on housing end.

gStreet Brakes for Floater Housing End



gStreet brake kits for Chassisworks floater housing end feature radial-mount, four-piston calipers, and 14" or 15" directional-vented rotors with billet aluminum hats. The complete brake kit features an optional internal, drum-style, parking brake mechanism, which can be omitted from the kit in race or track only applications. The bolt-together hat-rotor-drum assembly allows worn or damaged components to be replaced easily and economically. Enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, low noise, and light brake-dust levels for performance driving applications; performance specific pads are also available for autocross and road race applications. The kit is designed for use with rearend housing using Chassisworks' gStreet floater axle system and housing end. Fourteen- and fifteen-inch rotors require 18" and 19" wheels respectively. Includes SRP drilled (black e-coated) rotors, Wilwood calipers (black, red or nickel finish with optional Thermlock™ heat-barrier pistons), or Baer one-piece calipers.

Features/Benefits:

- 14" and 15" cross-drilled and vented rotors with black e-coat finish
- Internal, drum-style, parking brake option
- Wilwood WA4 4-piston, radial-mount calipers; black, red or nickel finish with Thermlock® pistons
- Optional Wilwood brake pad compounds
- Baer 6S 6-piston, radial-mount calipers

Part Number	Description	Price
8380	gStreet 14" SRP rotors, 4-piston W4A calipers, parking brake (black or red)	TBA
8381	gStreet 15" SRP rotors, 4-piston W4A calipers parking brake (black or red)	TBA
8382	gStreet 14" SRP rotors, 4-piston W4A calipers, no parking brake (black or red)	TBA
8383	gStreet 15" SRP rotors, 4-piston W4A calipers no parking brake (black or red)	TBA
OPTIONS	Black or red powder-coat finish calipers	Included
	Nickel-coated calipers with Thermlock™ heat-barrier pistons	Upgrade
	Street and Performance Smart Pad (low noise, light dust)	Included
	Autocross specific pad compound	Upgrade
	Road race specific pad compound	Upgrade
	Baer forged-monoblock calipers	TBA

Wilwood W4A 4-Piston Calipers

The W4A forged four-piston rear caliper has been specifically matched with the W6A six-piston front caliper to deliver heavy-duty, balanced, stopping power for the road or track. The caliper incorporates race technology into a body design with widespread adaptability. Radial mounting and a rotor diameter range from 14.00" to 15.00" give this caliper the versatility necessary to suit all types of heavy weight braking requirements. Available in black or red powder coat finish, or optional nickel finish with Thermlock™ heat-barrier pistons.



Wilwood ThermLock™ Pistons (Nickel-coated caliper only)

Thermlock® pistons block heat transfer from the pads and reduce temperatures in the caliper, fluid, and seals by up to 25% over standard stainless steel pistons.



These are the go-to calipers for all types sustained hard braking on a wide range of autocross, rally and road course applications.



Brake Pad Compounds

The standard street and performance pads included with the gStreet brake kits are suitable for everyday use and occasional performance driving. We recommend upgrading pad compounds for regular autocross and road race use.



Brake Pad Compounds	
Street/Performance	Low noise and dust levels
Autocross	Aggressive grip at ambient temperature
Road Race	Aggressive grip with higher temperature range

Baer 6S 6-Piston Forged-Monoblock Calipers

The Baer 6S is a forged-monoblock 6-piston caliper for pro-touring projects that need race car performance. To maximize strength the 6S caliper is machined from a single aluminum-alloy forging and utilizes an external crossover tube. Calipers feature stainless steel pistons, noise suppression springs, and staggered piston sizes to minimize pad wear. Available in red, black or silver powder-coat finish.



SRP Drilled Performance Rotors

gStreet brake kits feature directional-vaned, cross-drilled rotors measuring 14" or 15" x 1.25"-wide. To create more surface area and maximize cooling, individual passages are cast internally into the rotor. Air passages or vanes are directional and curved for increased airflow over standard straight vented rotor designs. The slotted surface and cross-drilled holes improve pad-to-rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted. Rotors are black e-coated to prevent rust on internal and external rotor surfaces.

15 x 1.25"



14 x 1.25"



CHRIS ALSTON'S
Chassisworks
THE HOME OF HIGHER TECHNOLOGY



**Any way you slice it...
that's a BIG ASS ROTOR!**

The new 15" front brake kit for Chassisworks gStreet front clip systems.

Drum-Style Parking Brake

A specially designed parking brake kit had to be developed to work with the floater system's larger unit-bearing hub. The drum is independent of the rotor and fits neatly inside. Purchase and installation of the parking brake and drum kit is optional.



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



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