GM A-Body and G-Body

Chevelle - Cutlass - El Camino - GTO - LeMans - Monte Carlo

Performance-Specific

Rear Suspensions!

 Coil-Over, Air-Spring, and Stock Configurations

 Fabricated 9" (FAB9) or OEM Housings

Multiple Control Arm Styles

Pro-Touring,
 Drag Race, or
 Street Performance





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Direct-Fit Billet Motor Mounts



Chassisworks billet-aluminum motor mount and frame adapter sets enable direct bolt-in installation of Chevrolet's modern LS engines and standard V8 and 4.3L V6 side-mount engines into 1967-81 Camaro/Firebird (F-Body), 1968-74 Nova (X-Body), and 1964-72 Chevelle (A-Body) factory frames. CNC-machined, billet-aluminum mounts feature a steel-sleeved, urethane bushing set secured by a 1/2" through-bolt. This captive-bushing design creates an inseparable mount with strength and reliability of a solid mount, but with significantly less vibration.

Correct engine position and drivetrain angle is maintained with either mount set to ensure correct drivetrain geometry and pinion angle. Kits include powder-coated steel frame adapters, complete mounting hardware set, and choice of bare-machine, satinanodized, or polished finish motor mounts.

MOTOR MOUNT OPTIONS

OPTIONS

STEEL ENGINE ADAPTERS, BLACK POWDER COAT
BILLET-ALUMINUM ENGINE ADAPTERS, SATIN ANODIZED
BILLET SPUD HARDWARE SET, POLISHED

■ Billet Spud Hardware



5917-SP277

BILLET-STEEL SPUD HARDWARE, POLISHED (PAIR)

LS-Series Mounts



5914-A10-LS

1964-67 CHEVELLE (A-BODY) LS-SERIES ENGINES



5914-A20-LS

1968-72 CHEVELLE (A-BODY) LS-SERIES ENGINES

■ V8-Series Mounts



5914-A10-V8

1964-67 CHEVELLE (A-BODY) V8-SERIES ENGINES



5914-A20-V8

1968-72 CHEVELLE (A-BODY) V8-SERIES ENGINES

gStreet Anti-Roll Bars and Shock Package



See VariShock section for additional information.

■ Front Anti-Roll Bars

5708-A10-20	CHEVELLE '64-67 (A-BODY) - 1-1/4"
5708-A10-21	CHEVELLE '64-67 (A-BODY) - 1-5/16"
5708-A20-20	CHEVELLE '68-77, CAMARO '70-81, NOVA '75-79 - 1-1/4"
5708-A20-21	CHEVELLE '68-77, CAMARO '70-81, NOVA '75-79 - 1-5/16"
5708-G10-21	MONTE CARLO '78-87 (G-BODY) - 1-5/16"

■ Anti-Roll Bar and Shock Package		
5732-A10	CHEVELLE '64-67 (A-BODY)	
5732-A20	CHEVELLE '68-72 (A-BODY)	
5732-G10	MONTE CARLO '78-87 (G-BODY)	

Front Anti-Roll Bar Mounts/Endlinks NEW PRODUCT

BILLET-ALUMINUM ANTI-ROLL BAR MOUNT SETS





Billet Mounts (Medium "D" Bushing)

5727-D10-2529	5/8"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-D12-2529	3/4"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-D14-2529	7/8"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-D16-2529	1"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-D18-2529	1-1/8"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-D20-2529	1-1/4"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)

Billet Mounts (Large "F' Bushing)

5727-F20-2529	1-1/4"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-F21-2529	1-5/16"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-F22-2529	1-3/8"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-F23-2529	1-7/16"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)
5727-F24-2529	1-1/2"-ID - 3/8" BOLTS ON 2.50"- 2.88" SLOT (PAIR)

■ STEEL STRAP ANTI-ROLL BAR MOUNT SETS

Strap Mounts (Medium "D" Bushing)

<u> </u>	_
5726-D10-2.56	5/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D12-2.56	3/4"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D14-2.56	7/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D16-2.56	1"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D18-2.56	1-1/8"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D20-2.56	1-1/4"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS
5726-D21-2.56	1-5/16"-ID D-BUSHING - 3/8" ON 2.56" - 3.63" CENTERS

Strap Mounts (Large "F' Bushing)

5726-F20-3.00	1-1/4"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F21-3.00	1-5/16"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F22-3.00	1-3/8"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F23-3.00	1-7/16"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS
5726-F24-3.00	1-1/2"-ID F-BUSHING - 3/8" ON 3.00" - 3.63" CENTERS



POLY-BUSHING ENDLINKS

Endlinks feature 1-1/4" diameter x .60" nose, poly bushings with 7/16" mounting hardware. Mount-to-mount lengths range from 3" to 6.5".

5725-76-3.00	END LINK .60" NOSE X 3.00" LONG (PAIR)
5725-76-3.50	END LINK .60" NOSE X 3.50" LONG (PAIR)
5725-76-4.00	END LINK .60" NOSE X 4.00" LONG (PAIR)
5725-76-4.50	END LINK .60" NOSE X 4.50" LONG (PAIR)
5725-76-5.00	END LINK .60" NOSE X 5.00" LONG (PAIR)
5725-76-5.50	END LINK .60" NOSE X 5.50" LONG (PAIR)
5725-76-6.50	END LINK .60" NOSE X 6.50" LONG (PAIR)



Billet Pivot-Ball Endlink Sets

■ NEW PRODUCT

Improve the handling of any vehicle with this simple and effective upgrade. gStreet billet-steel endlinks feature a low-friction, high-misalignment, pivot-ball joint to eliminate free play at the anti-roll bar ends. To combat noise and wear the joint can be easily tightened with a small spanner wrench, greatly extending its service life and facilitating rebuilds if needed. A variety of end-style and length configurations allow installation with nearly any vehicle. Minimum hole diameter of 5/8".

- Zero deflection joint improves handling
- Zero stiction (linear minimal resistance)
- 50-degrees misalignment at each end
- Same diameter as bushing endlinks
- Tough billet steel construction
- Tighten for wear; rebuildable joint

■ Inline to Inline Endlink Sets





5752-00-472

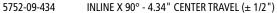
INLINE X INLINE - 4.72" CENTER TRAVEL (± 1/2")

5752-00-726

INLINE X INLINE - 7.26" CENTER TRAVEL (± 1")

■ Inline to 90-Degree Endlink Sets







5752-09-665 INLINE X 90° - 6.65" CENTER TRAVEL (\pm 1")

■ 90-Degree to 90-Degree Endlink Sets



5752-99-373 90° X 90° - 3.73" CENTER TRAVEL (± 1/2")



5752-99-604

90° X 90° - 6.04" CENTER TRAVEL (± 1")

Chassisworks GM Spindles

■ A-, F-, AND X-BODY FORGED SPINDLES ('67-72)

Chassisworks series of forged A-, F-, and X-body spindles directly replace the OEM components from GM vehicles ranging from 1967-1972 (some models later). Popular models include Chevelle, Camaro, and Nova.

Spindles also interchange with related Buick, Oldsmobile, and Pontiac models, including Apollo, Firebird, Grand Prix, Cutlass, and others.



MODEL	YEAR
APOLLO	'73-74
BUICK SPECIAL	'67-72
CAMARO	'67-69
CHEVELLE	'67-72
CUTLASS	'67-72
EL CAMINO	'71-72

MODEL	YEAR
F85	'67-72
FIREBIRD	'67-69
GRAND PRIX	'69-72
MALIBU	'67-72
MONTE CARLO	'70-72
NOVA	'68-74

MODEL	YEAR
OMEGA	'73-74
GMC SPRINT	'71-72
TEMPEST	'67-72
VENTURA II	'71-74
VENTURA II	'71-

■ A-, F-, X-Body - 2" Drop, Extended Upright

This 2"-drop spindle features a 2"-taller upright to improve negative camber gain and cornering ability. Spindles are shipped in pairs.

5711-A10-2T 2"-DROP, TALL SPINDLES - A-, F-, X-BODY



■ A-, F-, X-Body - 2" Drop, Stock Upright

The 2"-drop spindle features a relocated axle to lower your vehicle's stance without sacrificing suspension travel. Spindles are shipped in pairs.

5711-A10-2 2"-DROP SPINDLES



■ A-, F-, X-Body - Stock Height

This direct-replacement spindle features the stock-height suspension geometry and accepts factory disc brakes. Spindles are shipped in pairs.

5711-A10 STOCK-HEIGHT SPINDLES



■ G-BODY - 2" DROP, STOCK UPRIGHT

The 2"-drop spindle features a relocated axle to lower your vehicle's stance without sacrificing suspension travel. Spindles are shipped in pairs.

5711-G10-2 2"-DROP SPINDLES



Billet-Aluminum A-, F-, X-Body Spindles

The Chassisworks billet-aluminum spindles and steering arms are direct-replacement components for popular GM A-, F-, and X-body muscle cars from 1964 to 1972. While maintaining compatibility with the factory lower control arm, and most aftermarket control arms and brakes, improvements to the spindle geometry are incorporated. Chassisworks used the latest analysis software to develop a superior to steel spindle, that is much more rigid and lighter weight. The resulting increase in suspension geometry control is substantial.

Not limiting you to a particular vehicle stance, Chassisworks manufactures 2"-drop and stock-height uprights. Overall height of both upright versions is 1-1/2" taller than stock, resulting in more aggressive camber gain with increased cornering ability. Chassisworks offers two versions of lightweight billet-aluminum steering arms; bumpsteer-corrected for the A-body platform

MODEL	YEAR
APOLLO	'73-74
BUICK SPECIAL	'67-72
CAMARO	'67-69
CHEVELLE	'67-72
CUTLASS	'67-72
EL CAMINO	'71-72

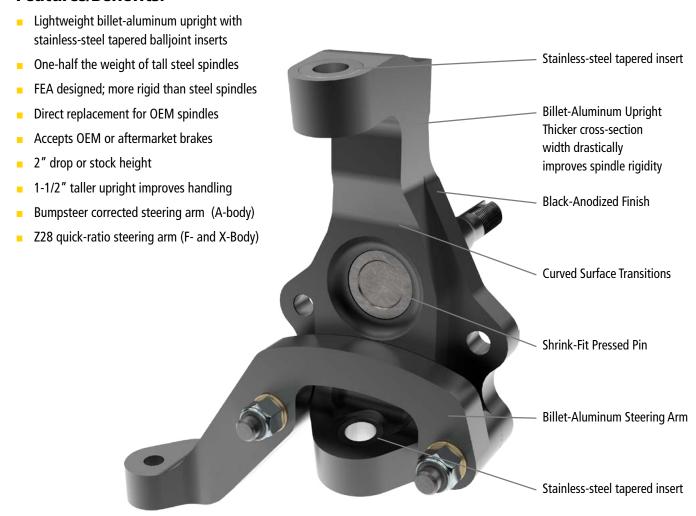
MODEL	YEAR
F85	'67-72
FIREBIRD	'67-69
GRAND PRIX	'69-72
MALIBU	'67-72
MONTE CARLO	'70-72
NOVA	'68-74

MODEL	YEAR
OMEGA	'73-74
GMC SPRINT	'71-72
TEMPEST	'67-72
VENTURA II	'71-74

and Z28 quick-ratio for F- and X-Body platforms. Spindles and steering arms feature a sleek black-anodized finish. Heat treated, corrosion resistant, slotted flange nuts are included, 1/2-20 for upper and 9/16-18 for lower balljoints, with optional 5/8-18 for oversize stud lower balljoints.

Note: Taller spindle height requires Chassisworks billet steering arms and aftermarket upper A-arm to properly position balljoint range of misalignment.

Features/Benefits:



Billet-Aluminum A-, F-, X-Body Spindles

■ Stock-Height Spindles



·

■ 2" Drop Spindles



5754-AFX-2 2"-DROP SPINDLE, TALL UPRIGHT

■ A-Body Steering Arms



5755-A10-BSI

A-BODY - BUMPSTEER CORRECTED

■ F- and X-Body Steering Arms



5755-F10-Z28

F-, X-BODY - Z28 QUICK RATIO

Spindles with Brakes



Stock height spindle for Chevelle



2-dropped spindle for Camaro/Firebird

Bump-Steer & Tie-Rod Assemblies

■ Billet Tie-Rod Adjuster Sleeves



5712-A10 '64-70 CHEVELLE (A-BODY), '78-88 MONTE CARLO (G-BODY)
NOTE INCLUDES BILLET SLEEVES AND JAM NUTS

■ Tie-Rod and Sleeve Sets



5713-A10	'64-70 CHEVELLE (A-BODY)
5713-A30	'71-72 CHEVELLE (A-BODY)
5713-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT TIE RODS AND BILLET SLEEVES

■ Bump-Steer Kit (Outer Only)



5715-A10	'64-70 CHEVELLE (A-BODY)
5715-A30	'71-72 CHEVELLE (A-BODY)
5715-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	REPLACES OUTER TIE-ROD WITH HEIGHT-ADJUSTABLE

■ Bump-Steer Tie-Rod Assemblies



5716-A10	'64-70 CHEVELLE (A-BODY)
5716-A30	'71-72 CHEVELLE (A-BODY)
5716-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES FACTORY INNER TIE RODS AND HEIGHT- ADJUSTABLE OUTER BUMP-STEER KIT

■ Tie-Rod, Centerlink, and Idler Arm



5714-A10	'64-67 CHEVELLE (A-BODY)
5714-A20	'68-70 CHEVELLE (A-BODY)
5714-A30	'71-72 CHEVELLE (A-BODY)
5714-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT IDLER ARM, CENTERLINK, AND TIE-RODS, WITH BILLET SLEEVES

■ Bump-Steer, Tie-Rod, Centerlink, and Idler Arm



5717-A10	'64-67 CHEVELLE (A-BODY)
5717-A20	'68-70 CHEVELLE (A-BODY)
5717-A30	'71-72 CHEVELLE (A-BODY)
5717-G10	'78-88 MONTE CARLO (G-BODY)
NOTE	INCLUDES OEM REPLACEMENT IDLER ARM, CENTERLINK, AND INNER TIE-RODS, WITH BILLET SLEEVES AND OUTER BUMP-STEER

gStreet Front Control Arms

gStreet Upper Control Arms





5704-A10 A-BODY '64-72 COIL-SPRING OR COIL-OVER UPPER ARMS 5704-G10 G-BODY '78-87 COIL-SPRING OR COIL-OVER UPPER ARMS

■ gStreet Lower Coil-Over Control Arms



5705-A10 A-BODY '64-72 COIL-OVER LOWER ARMS 5705-G10 G-BODY '78-87 COIL-OVER LOWER ARMS



■ gStreet Lower Coil-Spring Control Arms



5733-A10 A-BODY ' 64-72 LOWER COIL-SPRING ARMS

gStreet Front Suspension Systems

gStreet Coil-Over Conversion

5706-A10	'64-67 A-BODY, COIL-OVER SYSTEM
5706-A20	'68-70 A-BODY, COIL-OVER SYSTEM
5706-A30	'71-72 A-BODY, COIL-OVER SYSTEM
5706-G10	'78-87 G-BODY, COIL-OVER SYSTEM
NOTE	INCLUDES UPPER AND LOWER CONTROL ARMS, AND VARISHOCK COIL-OVER WITH CHOICE OF SPRING RATE





gStreet Air-Spring Conversion

5707-A10	'64-67 A-BODY, AIR-SPRING SYSTEM	
5707-A20	'68-70 A-BODY, AIR-SPRING SYSTEM	
5707-A30	'71-72 A-BODY, AIR-SPRING SYSTEM	
5707-G10	'78-87 G-BODY, AIR-SPRING SYSTEM	
NOTE	INCLUDES UPPER AND LOWER CONTROL ARMS, AND VARISHOCK AIR-SPRINGS	





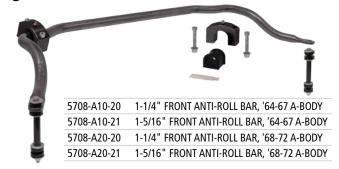
gStreet Coil-Spring Conversion

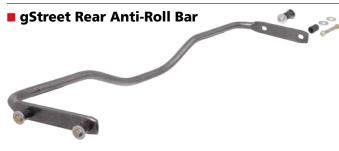
5734-A10	'64-67 A-BODY, COIL-SPRING SYSTEM	
5734-A20	'68-70 A-BODY, COIL-SPRING SYSTEM	
5734-A30	'71-72 A-BODY, COIL-SPRING SYSTEM	
NOTE	INCLUDES UPPER AND LOWER CONTROL ARMS	



'64-72 A-Body - gStreet Suspension

gStreet Front Anti-Roll Bars





1" REAR ANTI-ROLL BAR, '64-77 A-BODY

■ FAB9 Direct-Fit Rearend Housing

5817-A10-16



84A10-201	URETHANE-BUSHING, MILD-STEEL, '64-67 A-BODY
84A10-211	URETHANE-BUSHING, 4130, '64-67 A-BODY
	·
84A20-201	URETHANE-BUSHING, MILD-STEEL, '68-72 A-BODY
84A20-211	URETHANE-BUSHING, 4130, '68-72 A-BODY
OPTIONS	MILD-STEEL BACK BRACE, INSTALLED
	4130 BACK BRACE, INSTALLED
NOTE	VARIOUS HOUSING ENDS AVAILABLE

■ Forged Spindles

gStreet A-body spindles are available in three styles: stock-height OEM replacement; 2"-dropped with stock-height upright (suitable for drag racing due to its compact design); and 2"-dropped with extended-height upright to improve negative camber gain and handling performance. Each style maintains correct steering geometry. Dropped spindles are textured-black powder coated and engraved with the Chassisworks logo.

5711-A10	STOCK-HEIGHT SPINDLE, STOCK UPRIGHT HEIGHT
5711-A10-2	2"-DROP SPINDLE, STOCK UPRIGHT HEIGHT
5711-A10-2T	2"-DROP SPINDLE, EXTENDED UPRIGHT

VariShock Bolt-Ins (For OEM Mounts)

See VariShock section for additional information.

Front Shocks

\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	EDON'T SENSISET ISA STA DODY
VAS 14045-515	FRONT, SENSISET, '64-67 A-BODY
VAS 14145-515	FRONT, QUICKSET 1, '64-67 A-BODY
VAS 14245-515	FRONT, QUICKSET 2, '64-67 A-BODY
VAS 14045-425	FRONT, SENSISET, '68-77 A-BODY
VAS 14145-425	FRONT, QUICKSET 1, '68-77 A-BODY
VAS 14245-425	FRONT, QUICKSET 2, '68-77 A-BODY
NOTES	REQUIRES STOCK-STYLE LOWER ARMS
	SOLD ONLY IN PAIRS

Rear Shocks

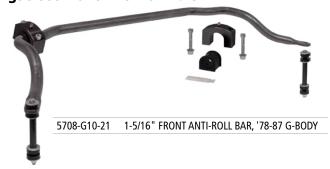
VAS 14069-715	REAR, SENSISET, '64-77 A-BODY
VAS 14169-715	REAR, QUICKSET 1, '64-77 A-BODY
VAS 14269-715	REAR, QUICKSET 2, '64-77 A-BODY
NOTE	SOLD ONLY IN PAIRS

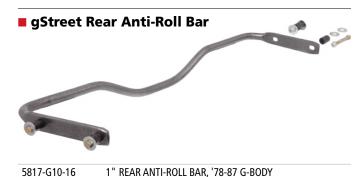


5820-A10	URETHANE-END UPPER ARMS, '64-67 A-BODY
5820-A20	URETHANE-END UPPER ARMS, '68-72 A-BODY
5819-A10	URETHANE-END LOWER ARMS, '64-72 A-BODY
5815-A10	URETHANE-BILLET LOWER ARMS, '64-72 A-BODY

'78-87 G-Body - gStreet Suspension

gStreet Front Anti-Roll Bars





■ FAB9 Direct-Fit Rearend Housing



84G10-201	URETHANE-BUSHING, MILD-STEEL, '78-87 G-BODY
84G10-211	URETHANE-BUSHING, 4130, '78-87 G-BODY
84G20-201	URETHANE-BUSHING, MILD-STEEL, '78-87 G-BODY
84G20-211	URETHANE-BUSHING, 4130, '78-87 G-BODY
OPTIONS	MILD-STEEL BACK BRACE, INSTALLED
	4130 BACK BRACE, INSTALLED
NOTE	VARIOUS HOUSING ENDS AVAILABLE

■ Dropped Spindles



5711-G10-2 2"-DROP SPINDLE, '79-88 G-BODY



See VariShock section for additional information.

Front Shocks

VAS 14045-425	FRONT, SENSISET, '70-87 G-BODY
VAS 14145-425	FRONT, QUICKSET 1, '70-87 G-BODY
VAS 14245-425	FRONT, QUICKSET 2, '70-87 G-BODY
NOTES	REQUIRES STOCK-STYLE LOWER ARMS
	SOLD ONLY IN PAIRS

Rear Shocks

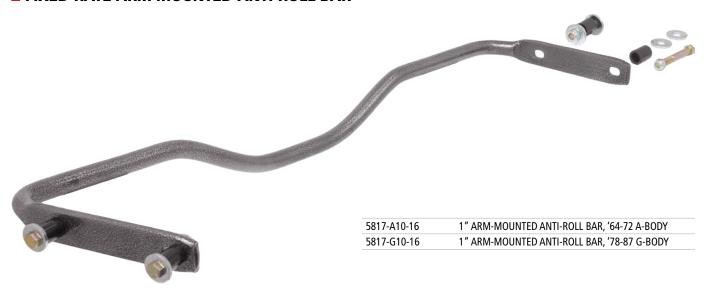
VAS 14069-715	REAR, SENSISET, '70-87 G-BODY
VAS 14169-715	REAR, QUICKSET 1, '70-87 G-BODY
VAS 14269-715	REAR, QUICKSET 2, '70-87 G-BODY
NOTE	SOLD ONLY IN PAIRS



5815-G10	URETHANE-BILLET LOWER ARMS, '78-87 G-BODY
5819-G10	URETHANE-END LOWER ARMS, '78-87 G-BODY
5820-G10	URETHANE-END UPPER ARMS, '78-87 G-BODY

gStreet Rear Anti-Roll Bar (OEM Suspensions)

■ FIXED-RATE ARM MOUNTED ANTI-ROLL BAR



■ Billet-Aluminum Poly Lower Control Arms



5815-A10	BILLET POLY LOWER ARMS, '64-72 A-BODY
5815-G10	BILLET POLY LOWER ARMS, '78-87 G-BODY

■ Urethane-End Lower Control Arms



5819-A10	URETHANE-END LOWER CONTROL ARMS, '64-72 A-BODY
5819-G10	URETHANE-END LOWER CONTROL ARMS, '78-87 G-BODY

■ OEM Control-Arm Bushing Set



5834-A10-SU

CONTROL-ARM BUSHING SET (8) '65-72 GM A-BODY & '78-87 G-BODY

■ OEM Axle-Housing Bushings



5834-A10-HU 5834-A11-HU AXLE-HOUSING BUSHINGS, '64 GM A-BODY (2)
AXLE-HOUSING BUSHING SET (2)
'65-87 GM A-BODY & '78-87 G-BODY (2)

Adjustable Rear Anti-Roll Bar

■ NEW PRODUCT

In addition to significantly reducing the rear suspension's unsprung weight, Chassisworks' tubular adjustable-rate rear anti-roll bars provide a quick and simple means for fine tuning the understeer/oversteer characteristics of your 1964-72 GM A-body vehicle. The tubular-steel endlinks can be mounted in three different positions along each bar end to change bar stiffness with a total of six different settings. Billet-steel urethane-bushing housings allow the anti-roll bar endlinks to be precisely set in a neutral, non-preloaded state. Existing factory crossmember holes are used to locate and mount the endlink clevises, however one additional hole must be drilled for each clevis.

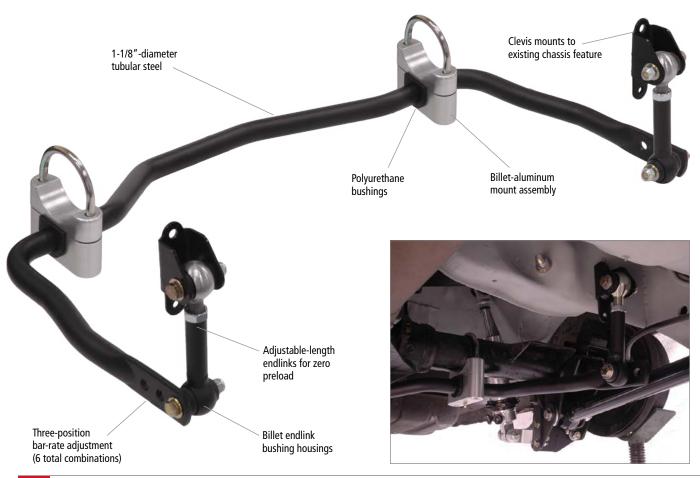
The bar mounts to the OEM or FAB9 housings using one of two different style mounts. The first style, a billet aluminum axle-clamp mount, consists of a billet urethane-bushing housing and clamp seat, and 7/16" U-bolt for 3" axle tubes. Assembly hardware is hidden neatly inside the billet clamp with only the countersunk socket-head cap screws being visible from underneath. The second option uses a welded axle tube bracket with weld nuts, on which to mount the billet bushing housing. Brackets can be factory-welded when ordered with a Chassisworks FAB9 housing, or included separately for welding to your existing housing. Anti-roll bars ship with matte-black powder-coat finish and include endlinks, bushing mounts, urethane bushings, and required mounting hardware.

Fits 1964-72 GM A-Body

Features/Benefits:

- Adjustable Bar Rate
- Lightweight Tubular Design
- Billet Aluminum Mounts
- Optional Axle-Clamp or Welded-Bracket Mounts
- Polyurethane Bar- and Endlink-Bushings
- Available for '64-72 GM A-Body Vehicles (Chevelle, GTO, 442)

5825-A10-18-AF	1964-1967	GM A-BODY	FAB9 MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A10-18-AU	1964-1967	GM A-BODY	U-BOLT MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A10-18-AW	1964-1967	GM A-BODY	WELD-ON MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AF	1968-1972	GM A-BODY	FAB9 MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AU	1968-1972	GM A-BODY	U-BOLT MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR
5825-A20-18-AW	1968-1972	GM A-BODY	WELD-ON MOUNT, 1-1/8"-DIAMETER ADJUSTABLE REAR ANTI-ROLL BAR



Adjustable Rear Anti-Roll Bar

■ NEW PRODUCT

BOLT-ON AXLE CLAMP MOUNT

The billet axle-clamp assembly allows easy installation with OEM 10-bolt and 12-bolt rearends, and Chassisworks FAB9 housings with 3" diameter axle tubes. By far, the cleanest U-bolt-style anti-roll bar mount available.





WELD-ON MOUNT

Weld-on mounts are available on factory-welded FAB9 housings or packaged for weld-on installation with your existing rearend housing. Weld-nuts in the axle bracket eliminate the unsightly U-bolt and are the perfect solution for extremely clean installations.





Rear Control Arm Brace

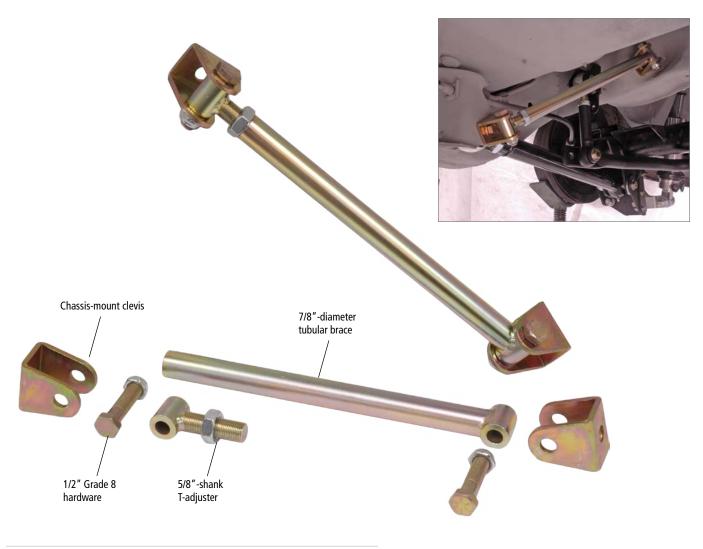
■ NEW PRODUCT

The increased levels of horsepower and traction achieved in modern muscle-car builds can easily cause structural damage to the chassis' suspension mounting areas. To remedy this, Chassisworks developed a simple-to-install rear control arm support brace that reinforces the lower-control-arm mounts and upper-control-arm crossmember of 1964-72 GM A-body vehicles (Chevelle, GTO, 442). Using the existing control-arm bolts, a folded clevis is mounted along side the upper and lower control arm mounts. The 7/8"-diameter, T-end support tube is mounted to one of the clevises on each side of the vehicle. The T-adjusters are then used to adjust the brace lengths and align them with the second clevis. After tightening all hardware, the support braces significantly strengthen the control arm mounting points, reducing unwanted flex, and increasing performance potential. Kits include zinc-plated support braces and T-adjusters, and Grade 8 hardware.

Fits 1964-72 GM A-Body

Features/Benefits:

- Reinforces factory lower arm mount and upper arm crossmember
- Simple bolt-on installation
- T-style tube ends improve brace rigidity
- 1/2" Grade 8 mounting hardware
- 7/8"-diameter steel tubing
- 5/8"-shank T-adjuster
- All components zinc plated



5833-A10	1964-1967	GM A-BODY	REAR CONTROL ARM SUPPORT BRACE
5833-A20	1968-1972	GM A-BODY	REAR CONTROL ARM SUPPORT BRACE

g-Bar Rear Control Arms

■ Urethane-End Upper Control Arms

Our adjustable-length control arms directly replace OEM-style arms and allow for easy adjustment of pinion angle. Made of 1-1/4"-OD, .156"-wall tubing, with heavy-duty, 1"-billet front-rod-end and urethane bushings.



■ Urethane-End Lower Control Arms

5820-A10

5820-A20

5820-G10

Our urethane-end lower control arms are made of 1-1/2"x2" rectangular tubing to prevent flex. Complete with machined billet-housing with grease zerks and urethane bushings. These state-of-the-art components directly replace OEM arms. Mounting for the OEM sway bar is provided.



Rillat	Bushing	Нош	cino
Dillet	DUSTILLIA	пои	SIIIU

Billet g-Bar Rear Control Arms

Chassisworks offers a line of polyurethane-bushed, g-Bar rear control arms and components to fit the popular A-, G-, and F-body vehicles from 1964 through 1992. Control arms are designed to mount directly to the factory chassis- and axle-housing mounts, and accept factory-style, control-arm-mounted rear anti-roll bars.



■ Billet-Aluminum Poly Lower Control Arms

Chassisworks' A-, F-, and G-Body, billet-aluminum lower arms are fitted with premium urethane bushings for improved performance and increased power handling over standard rubber bushings. The main body

features a pocket-milled design to reduce weight with additional material in the areas in which the stockstyle anti-roll bar attaches. Arms include Grade 8 mounting hardware and can be mounted to OEM or FAB9 rearend housings and the factory chassis mounts.





5815-A10	BILLET POLY LOWER ARMS, '64-72 A-BODY
5815-G10	BILLET POLY LOWER ARMS, '78-87 G-BODY

■ OEM Control-Arm Bushing Set

Made from urethane. Replaces soft upper and lower bushings in stock control arms. Fits '65-87 A- and G-body GM cars. Set of eight.



5834-A10-SU

CONTROL-ARM BUSHING SET (8) '65-72 GM A-BODY & '78-87 G-BODY

■ OEM Axle-Housing Bushings

Urethane bushing set replaces the soft rubber bushings when using a stock rearend housing with Chassisworks upper and lower control arms. Use Number 8043 or 8044 with 5820-XXX control arms when installing with a stock-GM axle housing.



5834-A10-HU AX 5834-A11-HU AX '65

AXLE-HOUSING BUSHINGS, '64 GM A-BODY (2)

AXLE-HOUSING BUSHING SET (2)
'65-87 GM A-BODY & '78-87 G-BODY (2)

g-Link Rear Control Arms

■ g-Link Pivot-Ball Upper Control Arms, Single-Adjustable

These g-Link upper control arms feature a tubular steel arm body and folded clevis end with reinforced mounting holes. Arm length is adjustable via the pivot-ball end, but does require unbolting the arm. Pivot-ball ends are low-friction joints with zero free play and can be easily tightened to account for wear.

5823-A10	SINGLE-ADJUSTABLE G-LINK UPPER ARMS, '64-67 A-BODY, CHEVELLE
5823-A20	SINGLE-ADJUSTABLE G-LINK UPPER ARMS, '68-72 A-BODY, CHEVELLE
5823-G10	SINGLE-ADJUSTABLE G-LINK UPPER ARMS, '78-87 G-BODY, MONTE CARLO



g-Link Pivot-Ball Upper Control Arms, Double-Adjustable

Double-adjustable g-Link upper arms are highly recommended for air-spring equipped vehicles. An added adjustment coupler is utilized to increase the overall length-adjustment range of the arm, allowing correct pinion angle adjustment at extremely low ride heights. A smaller diameter pivot-ball end is used to further increase adjustment range, but still provides low-friction performance, with a maintenance friendly design.



g-Link Pivot-Ball Lower Control Arms

Tubular steel welded assembly with built-in and threaded pivot-ball ends allow length adjustment for wheelbase variations and precise housing alignment. Pivot-ball ends are low-friction joints with zero free play and can be easily tightened to account for wear.



5826-A10	SINGLE-ADJUSTABLE G-LINK LOWER ARMS, '64-72 A-BODY, CHEVELLE
5826-G10	SINGLE-ADJUSTABLE G-LINK LOWER ARMS, '78-87 G-BODY, MONTE CARLO

Billet g-Link Rear Control Arms

Chassisworks offers a line of pivot-ball, g-Link rear control arms and components to fit the popular A-, G-, and F-body vehicles from 1964 through 2004. Control arms are designed to mount directly to the factory chassis- and axle-housing mounts, but require conversion of the rear anti-roll bar to an axle- or chassis-mounted system.



■ Billet-Aluminum Lower Control Arms

Chassisworks' A-, F-, and G-Body, billet-aluminum lower arms utilize TrueCenter™ pivot-socket technology, for bindfree movement and greater strength compared to urethane bushings. The TrueCenter™ sockets provide extremely precise control of rearend housing movement, resulting in stable

and predictable vehicle handling. Careful computer analysis enabled us to remove unnecessary weight and eliminate stress concentrations, resulting in a lightweight, curved surface, I-beam design, with excellent strength, durability, and appearance.



■ OEM Axle-Housing Bearings

Our axle-housing spherical bearing assemblies directly replace softer rubber or urethane bushings on most 1965-72 GM A-body and 1978-87 G-body vehicles. High-horsepower, performance vehicles will benefit from precise control of rearend housing movement and increased torque capacity due to the heavy-wall, billet-steel bearing housing. The 3/4"-bore, Teflon-lined, stainless, spherical bearings are rated at 37,000 lbs. (radial load), and allow up to 20-degrees of misalignment — more than adequate for bind-free, low-friction, operation at full suspension travel. Bearing sets include precision-fit spacers for use with OEM or aftermarket upper controls arms, and installation instructions.



5834-A10-HB

SPHERICAL BEARINGS SET (2) '65-72 A-BODY & '78-87 G-BODY

Drag Race Rear Control Arms

Chassisworks offers two levels of race-ready, adjustable-length, upper and lower control arms for 1964 to 87 A-body and G-body, GM vehicles. Both sets feature quality spherical-bearing rod ends and 4130 chrome-moly lower arms for absolute control of rearend-housing movement in high-horsepower, high-traction performance applications. The ProPower series arms feature three-piece, steel-alloy bodies with Teflon®-lined, heat-treated bearing

races. These are rated at 55,696 lb USL and are designed for the extreme duty of professional-level drag racing. The Competition Moly series features two-piece, steel-alloy, 3/4"-shank rod ends rated at 25,000 lb Ultimate Static Load (USL). We recommend the Competition Moly series for vehicles with less than 800 hp. All components are gold-iridite- or zinc-plated for corrosion resistance and quality appearance.

■ ProPower Upper Control Arms

The ProPower upper arms are designed for professional dragrace applications. The heavy-duty arm clevis features 3/16"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung. A sturdy, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. The three-piece rod ends feature oversized 7/8" shanks, which nearly double the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,000 lb (Ultimate Static Load). A special Teflon® fiber race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life.



5808-A10	PRO POWER UPPER ARMS, '64-67 A-BODY
5808-A20	PRO POWER UPPER ARMS, '68-72 A-BODY
5808-G10	PRO POWER UPPER ARMS, '78-87 G-BODY

■ Competition Moly Upper Arms (up to 800 hp)

The heavy-duty arm clevis features 3/16"-thick, CNC-formed steel with a reinforcement gusset and a broad 1-3/4"-base welded bung. A sturdy, 1"-threaded-stud adjustment coupler connects the welded assembly and rod end. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing (rated at 25,000 lb USL).



5810-A10	COMPETITION MOLY UPPER ARMS, '64-67 A-BODY
5810-A20	COMPETITION MOLY UPPER ARMS, '68-72 A-BODY
5810-G10	COMPETITION MOLY UPPER ARMS, '78-87 G-BODY

■ ProPower Lower Control Arms

The ProPower lower arms are designed for professional drag-race applications. Link tubes are constructed of large-diameter, 1-5/8 x .083" 4130 steel tubing. The three-piece rod ends feature oversized 7/8" shanks, which nearly double the control arm's load capability compared with standard 3/4"-shank rod ends. Each rod end is rated at a staggering 55,000 lb (Ultimate Static Load). A special Teflon® fiber race liner is used to create a tight, play-free joint, reduce friction, and significantly extend service life. An additional 1" of tire clearance is also created by offsetting the arm's position.



5807-A10	PRO POWER LOWER ARMS, '64-72 A-BODY
5807-G10	PRO POWER LOWER ARMS, '78-87 G-BODY

■ Competition Moly Lower Arms (up to 800 hp)

Link tubes are constructed of 1-1/4 x .083" 4130 steel tubing with 4130 CNC-machined tube adapters. Specialized stainless-steel reduction spacers allow the use of factory-sized, Grade 8 mounting hardware while increasing shear strength at the bearing. The two-piece rod end features a 3/4" shank, heat-treated steel-alloy body, and high-carbon, chromium-steel bearing (rated at 25,000 lb USL).



5809-A10	COMPETITION MOLY LOWER ARMS, '64-72 A-BODY
5809-G10	COMPETITION MOLY LOWER ARMS, '78-87 G-BODY

OEM-Style Rear Suspensions

■ NEW PRODUCT

g-Bar OEM-Style Rear Suspension



5830-A10	'64-67 A-BODY, G-BAR, OEM-STYLE SHOCKS
5830-A20	'68-72 A-BODY, G-BAR, OEM-STYLE SHOCKS
5830-G10	'78-87 G-BODY, G-BAR, OEM-STYLE SHOCKS
INCLUDES	G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ Billet g-Bar OEM-Style Rear Suspension



5845-A10	'64-67 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5845-A20	'68-72 A-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
5845-G10	'78-87 G-BODY, BILLET G-BAR, OEM-STYLE SHOCKS
INCLUDES	BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

g-Link OEM-Style Rear Suspension



5831-A10	'64-67 A-BODY, G-LINK, OEM-STYLE SHOCKS
5831-A20	'68-72 A-BODY, G-LINK, OEM-STYLE SHOCKS
5831-G10	'78-87 G-BODY, G-LINK, OEM-STYLE SHOCKS (ANTI-ROLL BAR NOT INCLUDED)
INCLUDES	G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS
	BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

■ Billet g-Link OEM-Style Rear Suspension



5848-A10	'64-67 A-BODY, BILLET G-LINK, OEM-STYLE SHOCKS
5848-A20	'68-72 A-BODY, BILLET G-LINK, OEM-STYLE SHOCKS
5848-G10	'78-87 G-BODY, BILLET G-LINK, OEM-STYLE SHOCKS (ANTI-ROLL BAR NOT INCLUDED)
INCLUDES	BILLET G-LINK (PIVOT) LOWER AND G-LINK (PIVOT) UPPER CONTROL ARMS
	BOLT-IN SHOCKS (SINGLE ADJUSTABLE)

FAB9 Housings - OEM Style



464-67	A-Rody	Housings -	Small	GM Ends
04-07	A-DUUV	nousinus -	Sillali	GIVI ENGS

	•	
84A10-206	URETHANE-BUSHING	MILD STEEL
84A10-216	URETHANE-BUSHING	4130 STEEL
84A10-306	SPHERICAL-BEARING	MILD STEEL
84A10-316	SPHERICAL-BEARING	4130 STEEL

■ '64-67 A-Body Housings - Late-Big Ford Sealed Ends

84A10-201	URETHANE-BUSHING	MILD STEEL	
84A10-211	URETHANE-BUSHING	4130 STEEL	
84A10-301	SPHERICAL-BEARING	MILD STEEL	
84A10-311	SPHERICAL-BEARING	4130 STEEL	

■ '68-72 A-Body Housings - Small GM Ends

84A20-206	URETHANE-BUSHING	MILD STEEL
84A20-216	URETHANE-BUSHING	4130 STEEL
84A20-306	SPHERICAL-BEARING	MILD STEEL
84A20-316	SPHERICAL-BEARING	4130 STEEL

■ '68-72 A-Body Housings - Late-Big Ford Sealed Ends

84A20-201	URETHANE-BUSHING	MILD STEEL	
84A20-211	URETHANE-BUSHING	4130 STEEL	
84A20-301	SPHERICAL-BEARING	MILD STEEL	
84A20-311	SPHERICAL-BEARING	4130 STEEL	

■ '78-87 G-Body Housings - Small GM Ends

84G10-206	URETHANE-BUSHING	MILD STEEL
84G10-216	URETHANE-BUSHING	4130 STEEL
84G10-306	SPHERICAL-BEARING	MILD STEEL
84G10-316	SPHERICAL-BEARING	4130 STEEL

■ '78-87 G-Body Housings - Late-Big Ford Sealed Ends

84G10-201	URETHANE-BUSHING	MILD STEEL	
84G10-211	URETHANE-BUSHING	4130 STEEL	
84G10-301	SPHERICAL-BEARING	MILD STEEL	
84G10-311	SPHERICAL-BEARING	4130 STEEL	

Drag Race OEM-Style Rear Suspension



Competition Moly Arm Option





ProPower Arm Option





FAB9 Housings - Drag Race OEM-Style



■ '67-67 A-Body FAB9 with Anti-Roll Bar Mounts

84A10-407	URETHANE-BUSHING	MILD STEEL
84A10-417	URETHANE-BUSHING	4130 STEEL
84A10-507	SPHERICAL-BEARING	MILD STEEL
84A10-517	SPHERICAL-BEARING	4130 STEEL
5806-A10	ANTI-ROLL BAR, 1-1/4" SOLI AND ENDLINKS	D WITH SPLINED BILLET ARMS,
INCLUDES	FOLDED BACK BRACE, INSTA	ALLED
	LATE-BIG FORD DRAG-RACE	HOUSING ENDS

■ '78-87 G-Body FAB9 with Anti-Roll Bar Mounts

84G10-407	URETHANE-BUSHING	MILD STEEL
84G10-417	URETHANE-BUSHING	4130 STEEL
84G10-507	SPHERICAL-BEARING	MILD STEEL
84G10-517	SPHERICAL-BEARING	4130 STEEL
5806-G10	ANTI-ROLL BAR, 1-1/4" SC AND ENDLINKS	LID WITH SPLINED BILLET ARMS,
INCLUDES	FOLDED BACK BRACE, INS	TALLED
	LATE-BIG FORD DRAG-RAG	CE HOUSING ENDS

Housing Options

OPTIONS	STOCK TO 5" NARROWED WIDTH (IN 1/4" INCREMENTS)
	BILLET ADJUSTABLE SHOCK MOUNTS
NOTE	HOUSING WIDTHS MEASURED BRAKE HAT TO HAT (1/4" THICK HAT)

■ '68-72 A-Body FAB9 with Anti-Roll Bar Mounts

URETHANE-BUSHING	MILD STEEL
URETHANE-BUSHING	4130 STEEL
SPHERICAL-BEARING	MILD STEEL
SPHERICAL-BEARING	MILD STEEL
ANTI-ROLL BAR, 1-1/4" SOLI AND ENDLINKS	D WITH SPLINED BILLET ARMS,
FOLDED BACK BRACE, INSTA	ALLED
LATE-BIG FORD DRAG-RACE	HOUSING ENDS
	URETHANE-BUSHING SPHERICAL-BEARING SPHERICAL-BEARING ANTI-ROLL BAR, 1-1/4" SOLI AND ENDLINKS FOLDED BACK BRACE, INSTA

■ Drag Race Anti-Roll Bar

5806-A10	'64-67 A-BODY - 1-1/4" SOLID BAR, SPLINED BILLET ARMS AND ENDLINKS
5806-A20	'68-72 A-BODY - 1-1/4" SOLID BAR, SPLINED BILLET ARMS AND ENDLINKS
5806-G10	'78-87 G-BODY - 1-1/4" SOLID BAR, SPLINED BILLET ARMS AND ENDLINKS



Rear Spring Conversions

■ NEW PRODUCT

The first in a series of new rear suspension products, Chris Alston's Chassisworks now offers a top-quality, coil-over or airspring suspension conversion for 1964-1972 GM A-bodies. The system is available in two versions; an easily installed bolt-on versions, and a weld-on version for additional tire clearance. The bolt-on version features factory-welded upper and lower shock mounts, which are easily positioned using factory mounting locations on the chassis and 10- or 12-bolt rear-end housing. Installation takes just a couple of hours and requires drilling a few additional holes to securely mount the brackets. Optionally available weld-on axle brackets and upper shock crossmember allow the shocks and lower control arms to be moved inward for additional tire clearance.

VariShock coil-over or airspring shocks are included and available in 16-position single- or double-adjustable versions to fine tune ride

Application:

'64-72 GM A-body

quality and handling performance. Billet-aluminum lower shock mounts can be moved to one of four positions, enabling a rideheight adjustment range of nearly 2". Kits include matte-black powder-coated upper and lower mounting brackets or baresteel unassembled shock crossmember with mild-steel or 4130 lower axle brackets. Billet shock mounts, all mounting hardware, and VariShocks with coil springs (110 to 400 lb/in) or integrated air bags are also included in both versions.

BOLT-ON CONVERSION

- Factory-welded upper and lower shock mounts (black-matte powder-coat finish)
- Upper shock mount bolts directly to factory location
- Lower mount bolts to factory axle bracket
- Adjustable-height billet lower shock clevis
- Includes Grade 8 mounting hardware
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate) or air-spring shocks





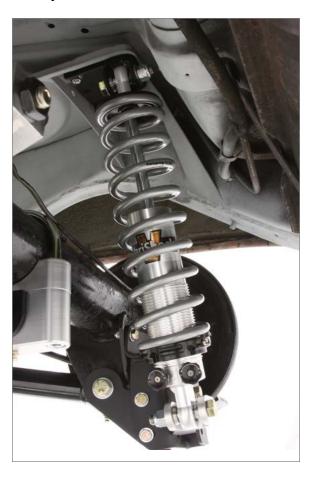


- Provides additional tire clearance
- Unassembled upper shock crossmember
- Weld-on lower axle brackets (mild-steel or 4130) moves shock and lower control arm inboard
- Adjustable-height billet lower shock clevis
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate) or air-spring shocks

F024 A40	DOLT ON COLL OVED CONVEDCION KIT FOR CA 73 CM A DODAY/FUICLEC
5824-A10	BOLT-ON COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5824-A10	WELD-IN COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	SPRING RATES (110, 130, 150, 175, 200, 250, 300, 350, 400 LB/IN
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVER SHOCKS
5851-A10	BOLT-ON AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5851-A10	WELD-IN AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	DOUBLE-ADJUSTABLE VARISHOCK AIR-SPRING SHOCKS

Rear Spring Conversions

Simple Bolt-On Installation







■ BOLT-ON COIL-OVER CONVERSION

Upper Mount

- Bolts to OEM upper shock mount
- No measurements necessary; locates off existing holes
- Requires drilling of two additional holes
- Double shear coil-over tabs
- Black-matte powder-coat finish
- Shock spacers for COM-8 shocks



Lower Shock Mount

- Locates off existing holes of **OEM** lower arm bracket
- Mounts securely at required drilled holes and shares lower control arm bolt
- Billet shock clevis allows 2-1/2" of right-height adjustment
- Black-matte powdercoat finish





Billet Shock Mounts

- 6061-T651 aircraft aluminum
- 1-5/16" wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" Grade 8 hardware mounts to axle brackets
- 1/2" Grade 8 hardware mounts shock





Rear Spring Conversions

■ WELD-IN COIL-OVER CONVERSION

Upper Crossmember

- Weld-in components allow shocks and lower arms to be moved inward for additional tire clearance
- 1-5/8 x .134-wall x 48" long crossmember welds between OEM frame rails
- Double shear coil-over tabs for 1/2" Grade 8 mounting hardware
- Shock misalignment bushings allows up to a 25-degree installation angle



Weld-on Lower Mount

- Allows shocks and lower arms to be moved inward for additional tire clearance
- Two different lower mounting holes allow instant center adjustment
- Accurately fits 3"-diameter axle tube
- CNC laser cut and formed, available as .188"-thick mild steel or 4130
- Billet shock clevis allows 2-1/2" of right-height adjustment



Billet Shock Mounts

- 6061-T651 aircraft aluminum
- 1-5/16"-wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" Grade 8 hardware mounts to axle brackets
- 1/2" Grade 8 hardware mounts shock





Torque Arm Suspension

■ NEW PRODUCT

The q-Link torque arm systems directly replace the OEM rear suspension for remarkably improved handling and performance. Each system is comprised of a fabricated torque arm, a pair of q-Link pivotball tubular-steel or billet-aluminum lower arms, a Watts link lateral locator, VariShock coil-overs, weld-on frame brackets, and optional billet-arm splined-end anti-roll bar. Together these components create a superior handling suspension system with multiple geometry and setting adjustments for further tuning and improvement.

To accommodate ultra-wide tire and wheel combinations mini-tub configurations are available along with the custom-fit suspension or frame clip for other applications.

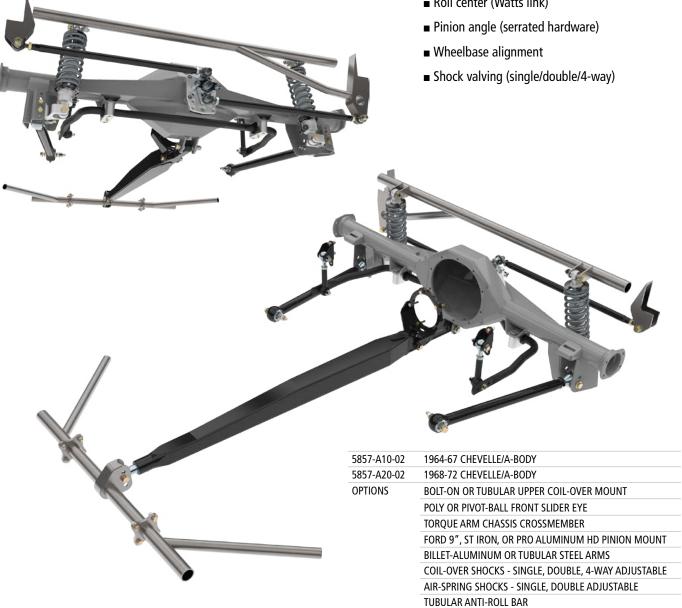
Installation requires an optional FAB9 direct-fit rearend housings or OEM-style Ford 9", which requires welding of suspension brackets.

Features/Benefits:

- Immediate acceleration/deceleration response
- Increases ability to steer with throttle
- Tremendous cornering capability
- Improves overall braking
- Watts link lateral locater
- Works with mini-tubs
- Exclusive use of spherical pivot links
- Tubular or billet-aluminum lower arms

Adjustments:

- Instant center (lower arm position)
- Roll center (Watts link)



Torque Arm Suspension

FABRICATED TORQUE ARM

The torque arm's tapered design is achieved by combining lasercut panels with CNC-machined ends. Sheetmetal corners along the length of the arm are overlapped for improved strength and better weld penetration. The front mount and housing mount are highly stressed areas of the arm and are billet steel for much greater strength. The torque arm and all supporting hardware are powder-coated or zinc plated for corrosion resistance.



Front Eye Slider





Pinion Angle

Interlocking serrated housing tabs and washers allow incremental pinion angle adjustment.



Arm Alignment

Threaded adjusters shift the rear of the arm between the mounting tabs and aligns the position of the front pivot.



WATTS LINK

As the rearend housing moves vertically the central pivot rotates slightly to follow the two arcs defined by the link assemblies. This pivoting action splits the difference between the two arcs allowing the housing to travel in a perfectly straight line.



Base Plate Billet aluminum Four pivot positions Spacer counterbores Stable 4-point mount

Watts Pivot

- Billet steel
- Sealed ball bearings
- No stiction or free play
- Double-shear mount

Top Plate

- Laser-cut steel
- Bridges three fasteners
- Zero side deflection

FAB9 Housings - Torque Arm



■ HOUSINGS WITH LATE-BIG FORD SEALED ENDS

84A10-L01	'64-67 A-BODY	MILD STEEL	
84A10-L11	'64-67 A-BODY	4130 STEEL	
84A20-L01	'68-72 A-BODY	MILD STEEL	
84A20-L11	'68-72 A-BODY	4130 STEEL	
0 17 120 211	00 7277 0001	1130 31222	

Housing Options

OPTIONS 64-67 - STOCK TO 3.5" NARROWED WIDTH (IN 1/4" INCREMENTS)
68-72 - STOCK TO 4.5" NARROWED WIDTH (IN 1/4" INCREMENTS)
FOLDED BACK BRACE INSTALLED, MILD STEEL
FOLDED BACK BRACE INSTALLED, 4130 STEEL

NOTE HOUSING WIDTHS MEASURED BRAKE HAT TO HAT (1/4" THICK HAT



■ HOUSINGS WITH PRO-TOURING FLOATER ENDS

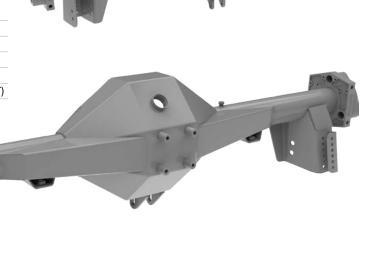
84A10-L0B	'64-67 A-BODY	MILD STEEL
84A10-L1B	'64-67 A-BODY	4130 STEEL
84A20-L0B	'68-72 A-BODY	MILD STEEL
84A20-L1B	'68-72 A-BODY	4130 STEEL

Housing Options

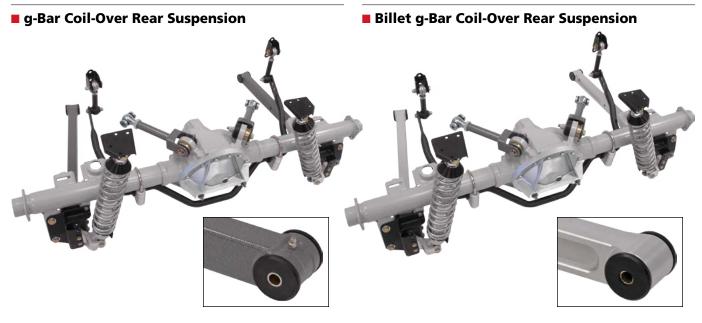
OPTIONS $\frac{\ '$ 64-67 - STOCK TO 3" NARROWED WIDTH (IN 1/4" INCREMENTS) $\frac{\ '$ 68-72 - STOCK TO 4" NARROWED WIDTH (IN 1/4" INCREMENTS)

FOLDED BACK BRACE INSTALLED, MILD STEEL FOLDED BACK BRACE INSTALLED, 4130 STEEL

NOTE HOUSING WIDTHS MEASURED BRAKE HAT TO HAT (1/4" THICK HAT)



Rear Coil-Over Suspensions



5827-A10	'64-67 A-BODY, G-BAR, COIL-OVER SHOCKS
5827-A20	'68-72 A-BODY, G-BAR, COIL-OVER SHOCKS
INCLUDES	G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
	COIL-SPRINGS (CHOICE OF SPRING RATE)

5844-A10	'64-67 A-BODY, BILLET G-BAR, COIL-OVER SHOCKS
5844-A20	'68-72 A-BODY, BILLET G-BAR, COIL-OVER SHOCKS
INCLUDES	BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
	COIL-SPRINGS (CHOICE OF SPRING RATE)

g-Link Coil-Over Rear Suspension

■ Billet g-Link Coil-Over Rear Suspension



5828-A10	'64-67 A-BODY, G-LINK, COIL-OVER SHOCKS
5828-A20	'68-72 A-BODY, G-LINK, COIL-OVER SHOCKS
INCLUDES	G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS
	COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
	COIL-SPRINGS (CHOICE OF SPRING RATE)

5849-A10	'64-67 A-BODY, BILLET G-LINK COIL-OVER SHOCKS
5849-A20	'68-72 A-BODY, BILLET G-LINK, COIL-OVER SHOCKS
INCLUDES	BILLET G-LINK (PIVOT) LOWER AND G-LINK (PIVOT) UPPER CONTROL ARMS
	COIL-OVER SHOCKS (SINGLE ADJUSTABLE)
	COIL-SPRINGS (CHOICE OF SPRING RATE)

Air-Spring Rear Suspensions

g-Bar Air-Spring Rear Suspension

■ Billet g-Bar Air-Spring Rear Suspension



5836-A10	'64-67 A-BODY, G-BAR, AIR-SPRING SHOCKS
5836-A20	'68-72 A-BODY, G-BAR, AIR-SPRING SHOCKS
INCLUDES	G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGMENT SYSTEM REQUIRED FOR OPERATION

5846-A10	'64-67 A-BODY, BILLET G-BAR, AIR-SPRING SHOCKS
5846-A20	'68-72 A-BODY, BILLET G-BAR, AIR-SPRING SHOCKS
INCLUDES	BILLET G-BAR (POLY) UPPER AND LOWER CONTROL ARMS
	AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGMENT SYSTEM REQUIRED FOR OPERATION

g-Link Air-Spring Rear Suspension

■ Billet g-Link Air-Spring Rear Suspension



5837-A10	'64-67 A-BODY, G-LINK, AIR-SPRING SHOCKS
5837-A20	'68-72 A-BODY, G-LINK, AIR-SPRING SHOCKS
INCLUDES	G-LINK (PIVOT) UPPER AND LOWER CONTROL ARMS
	AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGMENT SYSTEM REQUIRED FOR OPERATION

5850-A10	'64-67 A-BODY, BILLET G-LINK, AIR-SPRING SHOCKS
5850-A20	'68-72 A-BODY, BILLET G-LINK, AIR-SPRING SHOCKS
INCLUDES	BILLET G-LINK (PIVOT) LOWER AND G-LINK (PIVOT) UPPER CONTROL ARMS
	AIR-SPRING SHOCKS (SINGLE ADJUSTABLE)
NOTE	AIR-MANAGMENT SYSTEM REQUIRED FOR OPERATION

FAB9 Housings - Coil-Over Conversion



PRO-TOURING ANTI-ROLL BAR HOUSINGS WITH LATE-BIG FORD HOUSING ENDS

■ '64-67 A-Body FAB9 Housings

84A10-A01	URETHANE-BUSHING	MILD STEEL
84A10-A11	URETHANE-BUSHING	4130 STEEL
84A10-B01	SPHERICAL-BEARING	MILD STEEL
84A10-B11	SPHERICAL-BEARING	4130 STEEL
5825-A10-18-AF	ADJUSTABLE-RATE TUBULAR MOUNTS, AND ENDLINKS	R ANTI-ROLL BAR WITH BILLET
INCLUDES	LATE-BIG FORD SEAL PROVI	SION HOUSING ENDS

'68-72 A-Body FAB9 Housings URETHANE-BUSHING 84A20-A01 MILD STEEL 84A20-A11 URETHANE-BUSHING 4130 STEEL 84A20-B01 SPHERICAL-BEARING MILD STEEL 84A20-B11 SPHERICAL-BEARING **4130 STEEL** 5825-A20-18-AF ADJUSTABLE-RATE TUBULAR ANTI-ROLL BAR WITH BILLET MOUNTS, AND ENDLINKS

LATE-BIG FORD SEAL PROVISION HOUSING ENDS



INCLUDES

PRO-TOURING ANTI-ROLL BAR HOUSINGS WITH FLOATER-AXLE HOUSING ENDS



4 '64-67	A-Body FAB9 Housi	ngs
84A10-B0B	SPHERICAL-BEARING	MILD

84A10-B1B	SPHERICAL-BEARING	4130 STEEL
5825-A10-18-AF	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ANTI-ROLL BAR WITH BILLET
	MOUNTS, AND ENDLINKS	
INCLUDES	PRO-TOURING FLOATER-AX	LE HOLISING ENDS

STEEL

68-72 A-Body FAB9 Housings		
84A20-B0B	SPHERICAL-BEARING	MILD STEEL
84A20-B1B	SPHERICAL-BEARING	4130 STEEL
5825-A20-18-AF	ADJUSTABLE-RATE TUBULAR ANTI-ROLL BAR WITH BILLET MOUNTS, AND ENDLINKS	
INCLUDES	PRO-TOURING FLOATER-	AXLE HOUSING ENDS

Drag Race Rear Coil-Over Suspension



5829-A10 '64-67 A-BODY, DRAG RACE COIL-OVER SUSPENSION
5829-A20 '68-72 A-BODY, DRAG RACE COIL-OVER SUSPENSION
INCLUDES UPPER AND LOWER CONTROL ARMS
LOWER SHOCK MOUNT (BOLT-ON OR WELD-ON)
UPPER SHOCK MOUNT (BOLT-ON OR WELD-ON)
COIL-OVER SHOCKS (SINGLE ADJUSTABLE)

COIL SPRINGS (SELECT SPRING RATE)

OPTIONS

CONTROL ARM STYLE

VARISHOCK SPANNER WRENCH

COIL-OVER SHOCKS (DOUBLE ADJ.

DRAG-RACE ANTI-ROLL BAR

HOUSING UPPER ARM BUSHINGS

HOUSING UPPER ARM BEARINGS

CONTROL ARM SUPPORT BRACE

Purchase as a simple bolt-on or with weldon lower shock mounts and upper shock crossmember for additional tire clearance.



Competition Moly Arm Option





ProPower Arm Option





FAB9 Housings - Drag Race Coil-Over

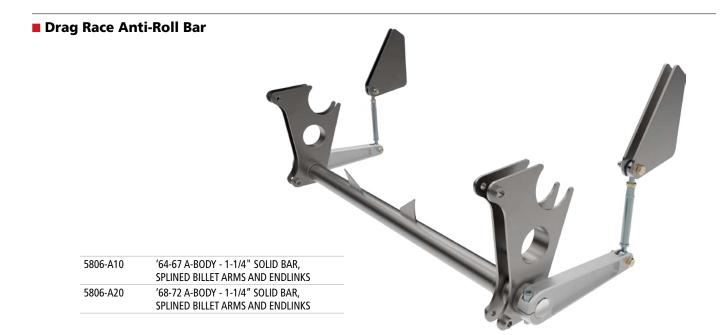
■ DRAG-RACE ANTI-ROLL BAR HOUSINGS



	9 1
OPTIONS	STOCK TO 5" NARROWED WIDTH (IN 1/4" INCREMENTS)
	BOLT-IN UPPER COIL-OVER SHOCK MOUNTS
NOTE	HOUSING WIDTHS MEASURED BRAKE HAT TO HAT (1/4" THICK HAT)

■ '64-67 A	-Body FAB9 with I	Bar Mounts
84A10-C07	URETHANE-BUSHING	MILD STEEL
84A10-C17	URETHANE-BUSHING	4130 STEEL
84A10-D07	SPHERICAL-BEARING	MILD STEEL
84A10-D17	SPHERICAL-BEARING	4130 STEEL
5806-A10	ANTI-ROLL BAR, 1-1/4" S AND ENDLINKS	OLID WITH SPLINED BILLET ARMS,
INCLUDES	FOLDED BACK BRACE, IN	STALLED
	LATE-BIG FORD DRAG-RA	ACE HOUSING ENDS

■ '68-72 A-B	ody FAB9 with Ba	r Mounts
84A20-C07	URETHANE-BUSHING	MILD STEEL
84A20-C17	URETHANE-BUSHING	4130 STEEL
84A20-D07	SPHERICAL-BEARING	MILD STEEL
84A20-D17	SPHERICAL-BEARING	4130 STEEL
5806-A20	ANTI-ROLL BAR, 1-1/4" SOLI AND ENDLINKS	D WITH SPLINED BILLET ARMS,
INCLUDES	FOLDED BACK BRACE, INSTA	LLED
	LATE-BIG FORD DRAG-RACE	HOUSING ENDS



Front Disc Brake Kits

■ 11-3/4" IRON HUB-ROTOR KIT - '64-72 A-BODY

- Rotor: 1-piece 11-3/4" x .81" iron hub-rotor (vented, slotted, cross-drilled)
- Caliper: 4-piston Wilwood Forged Dynalite
- Fitment Notes:
 - Hub width 1/2" narrower per side than OEM drum brake
 - Caliper face extends .53" ouboard of hub face
 - Caliper outside maximum diameter 13.52"





8318-BK	11-3/4" IRON HUB-ROTOR, 4-PISTON CALIPER (BLACK)
8318DB-BK	11-3/4" IRON HUB-ROTOR, 4-PISTON CALIPER (BLACK, DUST BOOT)
8318-RD	11-3/4" IRON HUB-ROTOR, 4-PISTON CALIPER (RED)
8318DB-RD	11-3/4" IRON HUB-ROTOR, 4-PISTON CALIPER (RED, DUST BOOT)

■ 11-3/4" DRAG RACE KIT - '64-72 A-BODY

- **Rotor:** 2-piece 11-3/4" x .35" iron rotor (slotted), billet-aluminum hub-hat, 3" wheel studs
- Caliper: 4-piston Wilwood Forged Dynalite





8331 11-3/4" DRAG RACE FRONT DISC BRAKE KIT

Front Disc Brake Kits

■ 13" BILLET HUB AND HAT - IRON ROTOR KIT - '64-72 A-BODY

Kit features rear-mounted, fixed, four-piston calipers and 13" directional vaned, slotted, cross-drilled, black e-coated rotors with billet aluminum hats and hubs. The bolt-together hat/hub-rotor assembly allows worn or damaged components to be replaced easily and economically. Our enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, and low noise and light brake dust levels for performance driving applications. The kit is designed for use with vehicles equipped with 17" or larger wheels.

- Rotor: 2-piece billet-aluminum hub and hat, 13" x 1" iron rotor (vented, slotted, cross-drilled)
- Caliper: 4-piston Wilwood Dynapro radial mount with piston dust boots

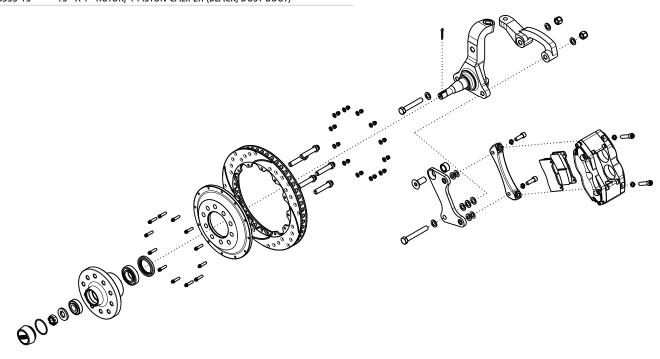
Fitment Notes:

- Hub width same as OEM drum brake
- Caliper face extends .38" ouboard of hub face
- Caliper outside maximum diameter 14.5"





8333-13 13" X 1" ROTOR, 4-PISTON CALIPER (BLACK, DUST BOOT)



Rear Disc Brake Kits

■ 13" 2-PIECE ROTOR PARKING BRAKE KIT

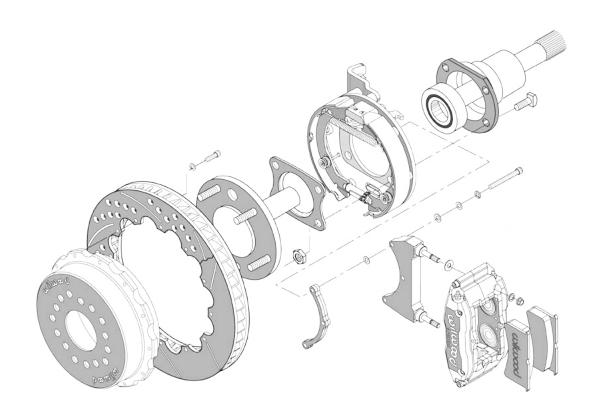
- **Rotors:** 2-piece billet-steel drum, 13" x 1.1" iron rotor
 - GT Rotor vented, slotted, plain
 - SRP Rotor vented, drilled, slotted, black e-coat
- **Caliper:** 4-piston Wilwood Billet SL4R Superlite, radial mount





■ 13" Brake Kits

HOUSING STYLE	AXLE OFFSET	GT ROTOR	SRP ROTOR
BIG FORD (LATE/TORINO)	2.50"	WW 140-9219	WW 140-9219-D
SMALL GM W/ C-CLIPS	2.81"	WW 140-9213	WW 140-9213-D
SMALL GM SPECIAL	2.81"	WW 140-9215	WW 140-9215-D



Rear Disc Brake Kits

■ 12.19" 1-PIECE ROTOR PARKING BRAKE KIT

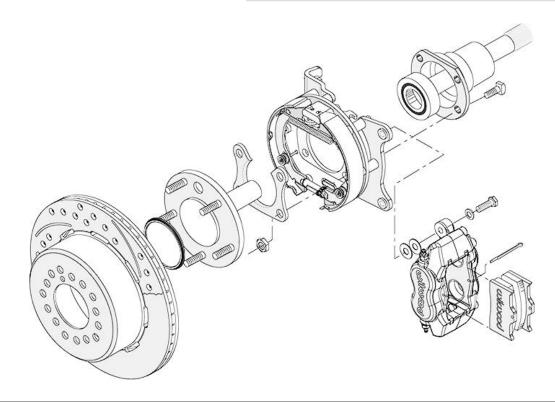
- Rotors: 1-piece 12.19" x .81" iron drum-rotor
- SRP Rotor vented, slotted, drilled, black e-coat
- HP Rotor plain, vented, slotted
- **Caliper:** 4-piston Wilwood Forged Dynalite





■ 12.19" 1-Piece Rotor with Parking Brake Kit

HOUSING STYLE	AXLE OFFSET	HP ROTOR	SRP ROTOR
BIG FORD (LATE/TORINO)	2.50"	WW 140-7140	WW 140-7140-D
CAMARO/FIREBIRD 93-02	2.75"	WW 140-7148	WW 140-7148-D
SMALL GM W/ C-CLIPS	2.81"	WW 140-7141	WW 140-7141-D
SMALL GM W/ C-CLIPS	2.75"	WW 140-7149	WW 140-7149-D
SMALL GM SPECIAL	2.81"	WW 140-7578	WW 140-7578-D
SMALL GM (STAGGERED SHOCK MOUNT)	2.75″	WW 140-9315	WW 140-9315-D



Floater Axle System

Today's top pro-touring, autocross and road race 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. Recent development of 35-spline differentials for Ford 9" and Chevy 12-bolt rear axle housings allows you to take advantage of the Chassisworks 35-spline axle with significantly increased strength over smaller 31-spline axles.

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 radial-mount 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.

8557-0135	PRO-TOURING FLOATER AXLES (SPINDLE-A) X 35-SPLINE DIFFERENTIAL, 3.06" BRAKE REGISTER - PAIR OF AXLES WITH ATTACHING HARDWARE.
OPTIONS	AXLE HOUSING LENGTH: 51 TO 61 INCHES
	PINION OFFSET: CENTERED, 1/2" OFFSET, 1" OFFSET
NOTE	SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON



Floater Axle System

WHEEL STUD UNIT BEARING HUBS





8531-1110	WHEEL STUD HUBS ONLY - 5 ON 4-1/2" WITH 2" WHEEL STUDS
8531-1210	WHEEL STUD HUBS ONLY - 5 ON 4-1/2" WITH 3" WHEEL STUDS
8531-2110	WHEEL STUD HUBS ONLY - 5 ON 4-3/4" WITH 2" WHEEL STUDS
8531-2210	WHEEL STUD HUBS ONLY - 5 ON 4-3/4" WITH 3" WHEEL STUDS
NOTES	INCLUDES PAIR OF HUBS
	REQUIRES APPROPRIATE FAB9



8531-1111	WHEEL STUD HUBS WITH HOUSING ENDS - 5 ON 4-1/2" WITH 2" WHEEL STUDS
8531-2111	WHEEL STUD HUBS WITH HOUSING ENDS - 5 ON 4-3/4" WITH 2" WHEEL STUDS
NOTE	INCLUDES PAIR OF HUBS AND HOUSING ENDS

CENTER-LOCK UNIT BEARING HUBS



8531-4440	CENTER-LOCK HUBS WITH .805" DRIVE STUDS ON 5 ON
	4-3/4" BOLT CIRCLE; NO HOUSING ENDS
NOTES	INCLUDES PAIR OF HUBS AND HOUSING ENDS IF APPLICABLE.
	REQUIRES APPROPRIATE FAB9
	SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON



8531-4441	CENTER-LOCK HUBS WITH .805" DRIVE STUDS ON 5 ON 4-3/4" BOLT CIRCLE; WITH HOUSING ENDS
NOTES	INCLUDES PAIR OF HUBS AND HOUSING ENDS IF APPLICABLE.
	SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON

■ REAR DISC BRAKE KITS FOR FLOATER AXLE



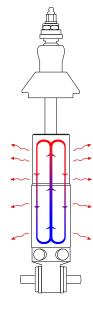
8380-14	GSTREET WHEEL STUDS 14" SRP ROTORS, 4-PISTON W4A CALIPERS, PARKING BRAKE
8380-15	GSTREET WHEEL STUDS 15" SRP ROTORS, 4-PISTON W4A CALIPERS PARKING BRAKE
8382-14	GSTREET CENTER-LOCK 14" SRP ROTORS, 4-PISTON W4A CALIPERS, PARKING BRAKE
8382-15	GSTREET CENTER-LOCK 15" SRP ROTORS, 4-PISTON W4A CALIPERS, PARKING BRAKE
WILWOOD OPTIONS	W4A 4-PISTON CALIPERS, BLACK OR RED POWDER-COAT FINISH
	NICKEL-COATED CALIPERS WITH THERMLOCK™ HEAT-BARRIER PISTONS
	STREET AND PERFORMANCE SMART PAD (LOW NOISE, LIGHT DUST)
	AUTOCROSS OR ROAD-RACE SPECIFIC PAD COMPOUNDS
BAER OPTIONS	BAER 6P 2-PIECE OR 6S FORGED-MONBLOCK 6-PISTON, RADIAL MOUNT CALIPERS (BLACK, RED, SILVER FINISH)

VariShock Design

The VariShock product line offers an affordable and versatile, high-end performance improvement over OEM replacements and traditional twin-tube shock absorbers. Our updated design overcomes the major shortcomings of traditional gas shocks and low-end twin-tube shocks. Varishocks provide a more usable adjustment range and response curve, improved heat dissipation, and lightweight billet-aluminum construction.



Traditional twin-tube shocks provide damping force by moving fluid back and forth between the inner compression tube and the surrounding reservoir. This rapidly heats the fluid that remains trapped inside the compression tube, causing outgassing and shock fade. VariShock's system of internal valves circulates fluid in a single direction through the shock absorber body, utilizing the entire volume of fluid to absorb heat. Thermally conductive materials are used internally to further help equalize fluid temperature. Heat energy is then dissipated through the shock base and body. Coil-over threaded bodies provide additional surface area for more rapid cooling.



VariShock Quality

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.

Assembly of the components is equally important to delivering a quality product. To avoid the possibility of manufacturing debris contaminating the shock fluid and seals, the VariShock-assembly clean room is housed in a completely separate facility. After assembly, each shock is thoroughly dyno-tested and calibrated to meet Varishock's strict performance goals. This ensures virtually identical performance from every pair throughout their entire range of travel. By carefully controlling engineering, manufacturing, assembly, and final testing, VariShock can confidently deliver the highest-quality product with the most value for our customers.



Fluid Control

A shocks purpose is to limit the rate at which the suspension moves, whether induced by road irregularities or by chassis movement. By carefully controlling the rate of fluid flow into the different areas of the shock we can better manage the suspension's ability to keep the tire in contact with the road. VariShocks operate with zero bleed, meaning that absolutely all fluid flow is purposely directed and

all fluid flow is purposely directed and metered. By contrast, many manufacturers skimp on sealing the shocks internals to lower manufacturing costs. The allowed internal leakage makes valving adjustments less effective and lacking in precision. The VariShock total-seal design gives you improved control over the entire range of damping and enhances adjustment effectiveness at the slower range of piston speeds (0-4 in/sec) that control small chassis movement and vehicle ride quality.

A combination of fatigue-resistant deflective-disk and adjustable poppet valves focus damping forces at a range useful to the widest variety of vehicle types and performance applications. Damping-force ranges differ depending upon the adjustment features and mounting configuration of the shock. Custom valve sets are also available to alter the adjustment range of compression or rebound independently. VariShocks provide digressive damping to permit finer adjustment at the higher range of piston speeds (6-12 in/sec) that control rapid suspension movement and ride harshness. To give better control of vehicle-handling without rapidly increasing ride harshness, rebound (extension) valving is purposely stiffer with a broader adjustment range.



The Truth About 16- vs. 24-Clicks

Don't be fooled by shocks offering more adjustment clicks. They are actually 1/2-click adjustments. The manufacturer merely added more detents to the mechanism without increasing the range of adjustment. This practice gives more clicks, but the adjustment is so slight that your vehicle will not respond to the change. A 16-position VariShock actually has a broader range of adjustable force with the added benefit of a more manageable number of adjustments to try.

QuickSet Valve System

The VariShock QuickSet series allows you to easily tune your suspension for improved cornering and acceleration traction, or to quickly adapt to current track conditions. Adjustment takes only a few seconds and is made with the VariShock installed on the vehicle. Readily accessible, 16-position adjustment knobs can be operated by hand or with the aid of a common allen wrench.



SensiSet (SS) features factory-preset valving for street-performance applications.



QuickSet 1 (QS1) features a single adjustment knob that controls overall damping stiffness of the shock. Knobs are clearly etched indicating the correct direction of rotation to decrease (-), or increase (+) damping stiffness. There are a total of 16 specific adjustment positions.

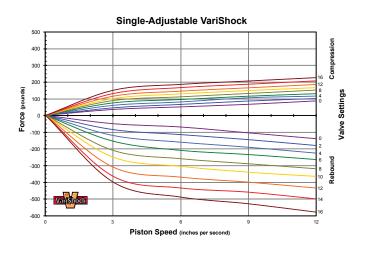


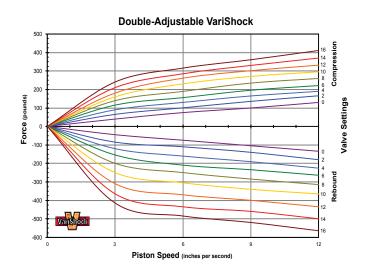
QuickSet 2 (QS2) & QuickSet 4 (Q4R) feature multiple adjustment knobs that independently control bump- and rebound-damping stiffness of the shock. Dual-arrow symbols engraved into the shock body demonstrate the function of each knob. Arrows pointing toward each other

designate bump (compression) adjustment; the shock collapsing. Arrows pointing away from each other represent rebound (extension) adjustment; the shock extending. There are 16 specific adjustment positions for each knob, with hundreds of unique combinations possible. Each adjustment position is indicated by a detent that can be felt when turning the knob and an audible click as the knob gently locks into position.

VariShock Dyno Graphs

A shock dyno graph displays how much force is required to compress or extend the shock over a range of piston speeds (Force vs. Absolute Velocity). For readability purposes, the following graph only plots response curves for every other adjustment setting of the Bolt-In QuickSet 2 VariShock. The shock's digressive valving curve can be easily identified by the steeper incline in the slowest piston speeds and more level response as piston speed increases. Each setting provides an even increase of stiffness in relatively even increments across the entire range without deviation from the general response curve. This consistency can be found throughout the VariShock product line and makes suspension tuning simple and intuitive. VariShock compression and rebound adjustments are completely independent from each other. Adjustment of one direction of shock travel does not inadvertently affect the other, enabling you to find the correct settings for your vehicle in less time.





■ Bolt-In Shocks

Available for popular domestic vehicles back through 1950, VariShock Bolt-Ins are an excellent direct-fit option to improve handling and ride quality. Bolt-Ins are frequently included with our front and rear OEM-style suspension systems and can also be purchased separately for use with your existing OEM or aftermarket suspension.



■ Pivot-Stem Coil-Over Shocks

Found in our front coil-over suspension systems, the pivotstem style shock improves upon the factory bushing-stem shock mount. Combined with the COM-8 bearing lower eye, suspension movement is better controlled without undampened compression of suspension bushings.



■ 1/2"-Eye Coil-Over Shocks

The traditional 1/2"-eye coil-over shock is used in our 4-link and torque arm rear suspension systems and rear shock conversion packages. Mounting eyes exclusively use COM-8 spherical bearings to allow free misalignment and better shock control compared to bushing mounted shocks.



■ 4-Way Remote Reservoir Shocks

The no compromise tuning option for optimizing performance, VariShock 4-way adjustable shocks are particularly suited for broadening the performance ability of your car. Offered as the top-tier upgrade option on select front and rear suspensions, 4-way shocks allow compression and rebound valve adjustment for high-speed and low-speed shock movement.



■ 1/2" Eye Air-Spring Shocks

Comfort and style are more easily achived using VariShock Air-Spring rear shocks. An optional selection in our spring-conversion 4-link and torque arm rear suspensions, the air sleeve allows ondemand ride height adjustment when paired with an appropriate air management system.



■ Pivot-Stem Air-Spring Shocks

Offered as an option in our front suspension systems, VariShock pivot-stem Air-Spring shocks enable on-demand ride height adjustment with enough support and valve control for better than stock handling. Spherical-bearing lower eyes and upper pivot stems eliminate undampened suspension movement for sharper handling and more effective tuning.



Terms and Conditions

ORDERING

Business Hours: We are open from 7:00 a.m. to 5:30 p.m., Pacific Time, Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturday. Call (800) 722-2269 for ordering only; tech support by email only: tech@CAChassisworks.com. Our 24-hour fax number is (916) 388-0295.

Mail Orders: When submitting your order by mail, please provide the following information: name, billing address, shipping address, phone numbers, e-mail address, complete part numbers, quantities, and any special instructions.

Credit Card Orders: We accept Visa, MasterCard, Discover Card and American Express. Please have your credit card and the billing address available. In order to protect you and us from credit-card fraud, all credit-card orders must be shipped to the credit-card billing address or creditor authorized shipping address. Many credit card companies allow multiple shipping addresses. If necessary, you may need to call your Issuing Bank and establish your "ship-to" address. All freight charges will be added to your shipment (except for truck shipments). Customer is responsible for all costs due to refused or missed shipments.

Foreign Orders: All foreign orders must be fully prepaid (including freight) in U.S. funds. Required duties and taxes are not the responsibility of Chassisworks and must be paid by the customer to the appropriate parties.

SHIPPING

All of our roll bars, roll cages, chassis, and welded clips are shipped by LTL truck, freight collect. Most other shipments can be sent by a small-package carrier — ground service. Available air-delivery options include: next-day service, 2-day service, 3-day service, or deferred air service to Alaska, Hawaii & Puerto Rico (combination of air and ground). You must inform us if you want your shipment by air service. Additional shipping fees will be applied to your order.

Truck: All truck shipments must be 100-percent prepaid. The shipment will go collect for the freight charges only. When receiving freight via truck, it is the customer's responsibility to verify that he/she is receiving all parts listed on the bill of lading and that all parts received are in good condition. If you sign for something you do not receive, neither the freight company nor Chassisworks/KP Components/Total Control Products/VariShock will be responsible for replacing the item.

■ RETURNS

No returns accepted after 30 days from date of invoice. We will only accept a return on a part that has not been modified, is still in its original package, and is in like-new condition. You will be charged a 25-percent restocking fee on any returned goods. And you will be issued a credit with us for the balance of the price you paid for the returned part. Before returning a part, you must call us. You will be given a "Return Authorization Number" (RA#), which you must write on the outside of the box being returned. A copy of the original invoice must be included. All shipping charges on return packages must be prepaid; we will not accept a C.O.D. If, upon examination, all parts are returned and all parts are in a like-new condition, a credit will be issued less the 25-percent restocking fee. No returns on special-order parts (including, but not limited to, axles, FAB9 housings, fiberglass, chassis, welded frames, any part made or ordered to customer specs, etc.). Springs are a tuning item and cannot be returned unless defective.

Back Orders: If any parts are back-ordered, they will be so noted on the invoice. Unless notified otherwise, we will ship the back-ordered parts as soon as they become available.

■ FREIGHT CLAIMS

All claims for damages, shortage, or loss must be made immediately with the carrier (i.e., UPS or the freight line). You must note any substantial damage to a package upon receipt of the shipment with the carrier. You may reorder any missing pieces from us. We will send you an invoice for the reordered parts, and you can use this invoice as proof to the carrier of replacement costs. Unfortunately, we cannot make these freight claims for you; however, if we can be of any assistance, please feel free to give us a call.

Missing Pieces: Although every effort is made to ensure that each part is packaged complete, inevitably, a component may be missing. You must check each kit as soon as you receive it against the parts list which is enclosed with each part. Any shortage must be reported immediately upon receipt of the product. Claims made after 10 days will not be honored.

■ WARRANTY NOTICE

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, either direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes NO GUARANTEE in reference to any specific class legality of any component. ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.

PRODUCT COLORS

Many of the items herein are colored for display purposes only. Your merchandise may arrive as bare metal, or in some finish other than that displayed in this catalog. Please read individual product descriptions for specifics on available finishes and/or discuss with your sales representative.

ALL PRICES ARE SUBJECT TO CHANGE.

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The most current version of our terms can be viewed at the Chassisworks website — www.CAChassisworks.com/cac_terms.html.



Sacramento, CA 95828

Chassis-Builder Discounts!

Yes, your shop could qualify for special Builder-Program pricing on popular Chassisworks, KP Components, Total Control, and VariShock products!

- Toll-Free Order Line: (800) 722-2269
- Customer Service and International: (916) 388-0288
- 24-Hour Fax: (916) 388-0295

- Tech Support: tech@cachassisworks.com
- Website: www.CAChassisworks.com









■ Product information for each of the Chris Alston's Chassisworks brands is available through its respective Website:

www.CAChassisworks.com www.KPcomponents.com www.TotalControlProducts.com www.VariShock.com





