

### Roll Control Installation Kit

The Roll/Control Installation Kit is designed to be used in conjunction with most brake holding devices on vehicles with imperial fittings. This kit contains brake lines and various brass fittings, connectors, adapters, unions and plugs necessary for an easy installation.

**Roll Control Installation Kit HU5671510**



### Launch Control

The B&M Launch Control is a sophisticated device which installs into your existing brake system. This easily installed solenoid provides the brake holding capacity you are looking for. It can be used for racing or for street applications if you need a hill holder while stopped on a uphill grade. This high quality solenoid can be used on either the front or rear brakes of your vehicle and can handle pressure spikes up to 1500 psi or maintain constant pressure of 400 psi.

- The choice for performance & dependability
- Can control the front and rear brakes
- Can be used as a brake locking device for drag racing or as a hill holding device for street use
- Can be used with buttons & switches found earlier in catalogue

**Launch Control Solenoid Only**

**Launch Control Kit with Wiring & Button**

**BM46075**

**BM46076**

## BRAKE PRESSURE GAUGES

### STRANGE Brake Pressure Gauge

The STP2360 verifies pressure and is essential for trouble shooting brake system problems. The Strange pressure gauge makes it easier to determine appropriate changes in pedal ratio or to select the proper master cylinder bore size. Each gauge is shipped with a bleeder adapter for further convenience.

**Brake Pressure Gauge STP2360**



### WILWOOD Brake Pressure Gauge

This easy to read two inch diameter non-hazing face allows for quick brake line pressure checks from 0-1,500 PSI with 20 PSI graduations and accuracy to 1.5%. Permits reliable brake bias setup and brake system troubleshooting. It is durable and corrosion resistant.

**Brake Pressure Gauge WB260-0966**

## CROSS MEMBERS

### AHRP Front Crossmember

This stamped steel front crossmember, with stock-location radiator mounts, lowers your rod 1 inch. The centre has a 7-degree rake to eliminate shackle bind and improve caster adjustment.

**Suit 1928 - 32 Ford AHRP60611**



### Front Crossmember with Radiator Mounts

Replacement crossmember welds in. Includes new radiator mounts. Car will sit slightly lower.

**CHEAU-2234**



### 1933-34 Replacement X-Member Kit

Formed channel X-member gives excellent rigidity for fiberglass or steel bodies. Ideal for open cars but works well under closed cars too. Fits stock or repro frames. X-member is opened up for transverse clearance.

**CHEAT-2034 X-Rails**

**CHEES-2134 Centre Trans Mount for TH350 & others**



### Universal Transmission Crossmembers

These crossmembers support most standard and automatic transmissions in open channel frames with frame rail widths between 26" to 36". Just cut the crossmember to fit the frame rail distance. The universal design allows you to position your engine and transmission exactly where you need them. They are built using sturdy .114" wall thickness tubing and are available with or without the transmission mount. Complete kits include a transmission mount for use GM transmissions, but they also allow the use of Ford style mounts for Ford transmissions.

Description		Without Mount	With Mount
Universal Transmission	Straight	TD4538	TD4558
Universal Transmission	3" Drop	TD4539	TD4559
Universal Transmission	6" Drop	TD9424	TD9444
TH-700, 4L60E & T56	Straight	TD6538	TD6558
TH-700, 4L60E & T56	3" Drop	TD6539	TD6559



## CHASSIS & COMPONENTS

Chassis are available in Base and Complete configurations many other options are available please call for full specs and pricing. Pro Street Chassis & Air Spring Chassis also available.

### Base Chassis Include:

- Complete Front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal • Complete Rear Suspension
- New Currie 9" Rear-End Housing with NEW Axles

### Complete Chassis Include:

- Complete front IFS or Dropped Axle with Steering • Engine & Transmission Mounts SBC or Ford • Power or Manual Brake Pedal
- Complete Rear Suspension • Booster & Master Cylinder Filled
- New Currie 9" Rear-End Housing with NEW Axles • Rear Brakes
- Front & Rear Spreader Bars on 1932 Chassis • Brake Lines (optional) • Anti Roll Bars (Optional)

From a bare frame to a complete chassis, Total Cost Involved can provide you with a chassis that will fit your needs.

### 1928-31 Model A FORD Base Chassis Packages

TOT101-1220-02 28-31	Base IFS Chassis Chrome/Stainless Pkg
TOT101-1220-00 28-31	Base IFS Chassis Plain Pkg
TOT101-1220-01 28-31	Base IFS Chassis Chrome Pkg
TOT101-1210-00 28-31	Base Dropped Axle Chassis Plain Pkg
TOT101-1210-01 28-31	Base Dropped Axle Chassis Chrome Pkg
TOT101-1210-02 28-31	Base Dropped Axle Chassis Chrome/ Stainless Pkg

### 1928-31 Model A FORD Complete Chassis Packages

TOT101-1200-00 28-31	Econo Chassis Raised/Narrowed
TOT101-1215-00 28-31	Complete Dropped Axle Chassis Plain Pkg
TOT101-1215-01 28-31	Complete Dropped Axle Chassis Chrome Pkg
TOT101-1215-02 28-31	Complete Dropped Axle Chassis Chrome Stainless Pkg
TOT101-1225-00 28-31	Complete IFS Chassis Plain Pkg
TOT101-1225-01 28-31	Complete IFS Chassis Chrome Pkg
TOT101-1225-02 28-31	Complete IFS Chassis Chrome/Stainless Pkg

### 1932 FORD Base Chassis Packages

TOT102-1220-02	32 Base IFS Chassis Chrome/Stainless Pkg
TOT102-1220-00	32 Base IFS Chassis Plain Pkg
TOT102-1220-01	32 Base IFS Chassis Chrome Pkg
TOT102-1210-00	32 Base Chassis Dropped Axle Plain Pkg
TOT102-1210-01	32 Base Chassis Dropped Axle Chrome Pkg
TOT102-1210-02	32 Base Chassis Dropped Axle Chrome/ Stainless Pkg

### 1932 FORD Complete Chassis Packages

TOT102-1215-00	32 Complete Dropped Axle Chassis Plain Pkg
TOT102-1215-01	32 Complete Dropped Axle Chassis Chrome Pkg
TOT102-1215-02	32 Complete Dropped Axle Chassis Chrome /Stainless Pkg
TOT102-1225-00	32 Complete IFS Chassis Plain Pkg
TOT102-1225-01	32 Complete IFS Chassis Chrome Pkg
TOT102-1225-02	32 Complete IFS Chassis Chrome/Stainless Pkg
TOT102-1285-00	32 Complete IFS Air Spring Chassis Plain Pkg
TOT102-1285-02	32 Complete IFS Air Spring Chassis 4-Link Rear Chrome/Stainless

### 1933-34 FORD Base Chassis Packages

TOT103-1210-02	33-34 St Axle Chrome/Stainless Pkg
TOT103-1210-00	33-34 St Axle Plain Pkg
TOT103-1210-01	33-34 St Axle Chrome Pkg
TOT103-1220-00	33-34 IFS Plain Package
TOT103-1220-01	33-34 IFS Chrome Pkg
TOT103-1220-02	33-34 IFS Chrome/Stainless Pkg

### 1933-34 FORD Complete Chassis Packages

TOT103-1215-00	33-34 Complete Dropped Axle Chassis Plain Pkg
TOT103-1215-01	33-34 Complete Dropped Axle Chassis Chrome Pkg
TOT103-1215-02	33-34 Complete Dropped Axle Chassis Chrome/Stainless Pkg
TOT103-1225-00	33-34 Complete IFS Chassis Plain Pkg
TOT103-1225-01	33-34 Complete IFS Chassis Chrome Pkg
TOT103-1225-02	33-34 Complete IFS Chassis Chrome/Stainless Pkg
TOT103-1285-00	33-34 Complete IFS Air Spring Chassis Plain Pkg
TOT103-1285-01	33-34 Complete IFS Air Spring Chassis Chrome Pkg
TOT103-1285-02	33-34 Complete IFS Air Spring Chassis Chrome/Stainless Pkg



### Universal Engine Crossmembers

Trans-Dapt universal fit, crossmember style motor mount kits fit a wide variety of cars and trucks with open frame rails and straight front axles. Clearance should be double checked on 4WD pickups, trucks and passenger vehicles with independent suspension. To use this universal fit crossmember, simply measure the distance between the frame rails, cut the cross tube to fit, and bolt or weld the end caps to the cross pipe. Made with Heavy-Duty .114" thick tubing and supplied complete with rubber cushioned engine mounts.

Description	Part No.
<b>Chev Small Block Universal Crossmember</b>	<b>TD4840</b>
<b>Chev Big Block Universal Crossmember</b>	<b>TD4841</b>
<b>Ford Small Block Universal Crossmember</b>	<b>TD4849</b>
<b>Ford 351c Universal Crossmember</b>	<b>TD4997</b>
<b>Ford Big Block 429-460 Universal Crossmember</b>	<b>TD9413</b>

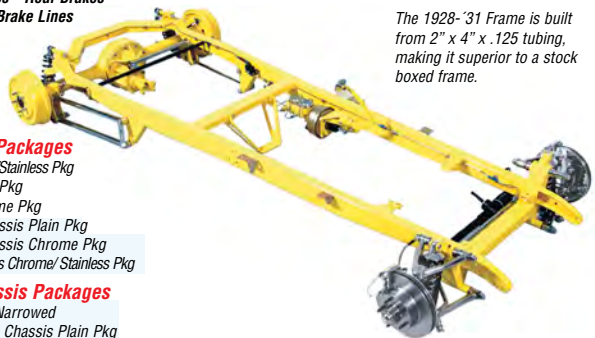


### 2" x 3" Dropped Crossmember

Fabricating a rear frame on a Pro Street or Drag Race car is easier and more professional with Competition Engineering's Dropped Crossmember. The sturdy 2" x 3" x .083" steel Crossmember is mandrel bent on computer-controlled equipment, providing uniform wall thickness and exact profile dimensions. The 60" length and full 3.5" drop-centre-profile makes this crossmember an ideal front attachment point on virtually any chassis design. Use with Competition Engineering's Formed Rear Frame Rails No. MOC3060, MOC3062 or any other suitable frame rail kit.

**2" x 3" Dropped Crossmember**

**MOC3061**



The 1928-'31 Frame is built from 2" x 4" x .125 tubing, making it superior to a stock boxed frame.

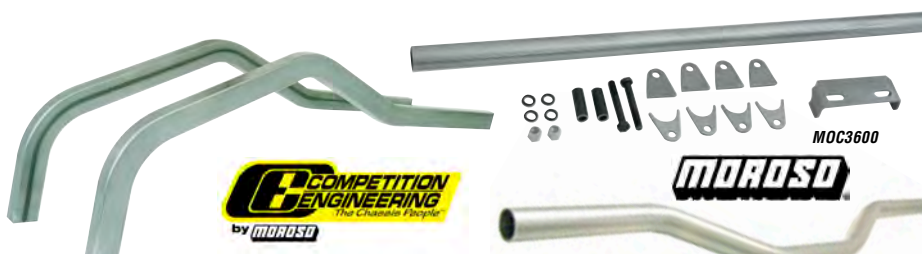


Total Cost Involved Engineering offers a completely engineered custom tailored chassis for your dream Deuce that provides the best foundation.



The 1933-'34 frames feature full-length boxed rails with rectangular X-members for strength and rigidity. Available with a 1" dropped stock style front crossmember or an IFS front crossmember and your choice of one of three different rear crossmembers.





### Universal Rear Clip Frame Rails

Competition Engineering Universal Frame Rails are available for both 4-Link and Ladder Bar suspensions. They're the perfect way to narrow the rear chassis to accept extra-wide racing tires. Our universal design makes them adaptable to any car - Pro Street to Drag Race. The specially engineered profile allows adequate clearance for suspension and rear axle components, while accommodating a low ride height and tall racing tires. They're mandrel bent on precise CNC equipment for a wrinkle-free finish and identical dimensions.

NOTE: Installation of this product requires that the stock rear floor pan be substantially modified or removed. The addition of a full roll cage is also required for proper installation.

**Universal 4-Link Frame Rails**  
**Universal Ladder Bar Frame Rails**

**MOC3060**  
**MOC3062**

### Transmission Crossmember

Allows quick and easy transmission installation and removal. Includes 42" x 1-5/8" x .134 wall HREW Tube, four Mounting Tabs (flat) and four Mounting Tabs (concave) with all hardware. Welding required.

#### Description

Universal  
Universal with 3-1/2" Offset

**Part No.**  
**MOC3600**  
**MOC3601**



### Heavy Duty Tail Shaft Loop

Safety loop helps contain the driveshaft and prevents flipping of the vehicle in the event of a front U-joint failure.

• Bolt together design allows for easy installation • Meets both ANDRA and CAMS requirements • Thickness 6.35mm/ 1/4" Width 50.8mm/ 2" • Total mount width 660mm (25-63/64")

**Finish**  
**Zinc Silver Plated**  
**Black Oxide Coated Finish**

**Part No.**  
**AF72-1005**  
**AF72-1006**



### RPC Tailshaft Loop

A tailshaft loop is required for most drag vehicles and is highly recommended even in classes where it is not required. The tailshaft loop is designed to catch the front of the driveshaft in the event of a universal joint failure to prevent the driveshaft from digging into the ground and possibly flipping the vehicle.

**Universal Tailshaft Loop**

**RPCR7120**



To accommodate your personal taste and style, Total Cost Involved offers a variety of suspension selections. Available with either Mustang II, Custom IFS, or Air Spring Suspension. Offering that Cool Ride and Look that only Total Cost Involved can offer.

### 1935-40 FORD Base Chassis

- |                       |  |
|-----------------------|--|
| <b>TOT104-1230-00</b> | 35-40 IFS Leaf Spring Rear Plain Pkg             |
| <b>TOT104-1230-01</b> | 35-40 IFS Leaf Spring Rear Chrome Pkg            |
| <b>TOT104-1230-02</b> | 35-40 IFS Leaf Spring Rear Chrome/ Stainless Pkg |
| <b>TOT104-1240-00</b> | 35-40 Must II Leaf Spring Rear Plain Pkg         |
| <b>TOT104-1240-02</b> | 35-40 Must II Leaf Spring Rear Chrome/ Stainless |

### 1935-40 FORD Complete Chassis

- |                       |   |
|-----------------------|---|
| <b>TOT104-1235-00</b> | 35-40 Complete IFS Chassis Leaf Spring Rear Plain Pkg                 |
| <b>TOT104-1235-01</b> | 35-40 Complete IFS Chassis Leaf Spring Rear Chrome Pkg                |
| <b>TOT104-1235-02</b> | 35-40 Complete IFS Chassis Leaf Spring Rear Chrome/ Stainless Pkg     |
| <b>TOT104-1245-00</b> | 35-40 Complete Must II Chassis Leaf Spring Rear Plain Pkg             |
| <b>TOT104-1245-02</b> | 35-40 Complete Must II Chassis Leaf Spring Rear Chrome/ Stainless Pkg |
| <b>TOT104-1285-00</b> | 35-40 Complete IFS Air Spring Chassis Plain Pkg                       |
| <b>TOT104-1285-01</b> | 35-40 Complete IFS Air Spring Chassis Chrome Pkg                      |
| <b>TOT104-1285-02</b> | 35-40 Complete IFS Air Spring Chassis Chrome/Stainless Pkg            |



### AMERICAN STAMPING CORPORATION

#### Stamped 1932 Frame Rail and 1933-1934 Frame Rail

American Stamping Corporation are the standard in die-stamped frame rails. Their 1932 and 1933-34 Ford frame rails are made to original specifications, are quality one-piece construction, and show a fine attention to detail.

#### 1932 Ford Parts

- |                 |  |
|-----------------|--|
| <b>ASC10132</b> | Replacement Frame Rails (6" x 12" x 149" -- 10 gage) |
| <b>ASC10332</b> | Full Length Boxing Plates (10 gage)                  |

#### 2-PIECE BOXING PLATE

- |                   |  |
|-------------------|--|
| <b>ASC10332-D</b> | 1932 Ford Drilled & beveled Boxing Plate, 2-Piece Pair |
|-------------------|--|

#### 1933-34 Ford Parts

- |                 |  |
|-----------------|--|
| <b>ASC20134</b> | Replacement Frame Rails (9" x 10" x 151" -- 10 gage) |
| <b>ASC20334</b> | Boxing Plates (3 pieces each side -- 10 gage)        |



### ASC Universal

#### Weld in X-Member

ASC Univ Hot rod pre welded round tube crossmember kit, TIG welded, mandrel bent, jig built, just trim down fit & weld. Drop out trans mount available separately.

**Universal X-Member**  
**ASC-XMEMBER**

## SPREADER BARS



### 1932 FORD GT2 S/S Rear Spreader Bar

This piece is top of the line and features full radius investment cast flanges. The design is back mounted showing no fasteners from the front side at all.

**AHRP60647**      **GT2 32 S/S Rear Spreader Bar**

### Stainless Steel Rear Spreader Bars

Highly polished, stainless steel spreader bars  
Stock width frame—2-inch diameter For 32 and 34 Fords.

**AHRP61212**      **32 S/S Rear Spreader Bar**  
**AHRP61214**      **34 S/S Rear Spreader Bar**



### S/S Front Spreader Bars

Highly polished, stainless steel spreader bars made in the USA. Available in straight or peaked (V). Front straight bars (1-1/2" dia.) and V-bars (1-3/4" dia.) are available in stock width or narrowed for pinched-nose and A-V8 frames. Please specify on your order. Also available for Model A and '34 hiboy. Measurements shown are outside flange-to-flange.

We also offer bars that feature built-in turn signals. The bar is polished and the turn signal lens is amber in color.

- |                  |  |
|------------------|--|
| <b>AHRP61205</b> | '32 Front Bar Stock Width Frame Straight (23-3/16) |
| <b>AHRP61209</b> | '32 Stock Spreader Bar S/S with Lights             |
| <b>AHRP61201</b> | '32 Front Spreader Bar Pinched (21 1/2")           |
| <b>AHRP61207</b> | '32 Front Spreader Bar S/S Pinched w/Light 21-1/2" |
| <b>AHRP61202</b> | '32 V-Spreader Bar Stock (23-3/16)                 |
| <b>AHRP61203</b> | '32 V-Spreader Bar Pinched (21-1/2")               |
| <b>AHRP61210</b> | '34 V-Spreader Bar Hiboy only (25-1/2)             |
| <b>AHRP61208</b> | S/S V-Spreader Bar Pinched w/Turn Signals for '32  |
| <b>AHRP61216</b> | S/S V-Spreader Bar Stock with Turn Signals for '32 |
| <b>AHRP61211</b> | S/S V-Spreader Bar with Lights for '34             |
| <b>AHRP62703</b> | Clear Replacement Lens                             |
| <b>AHRP62704</b> | Amber Replacement Lens                             |

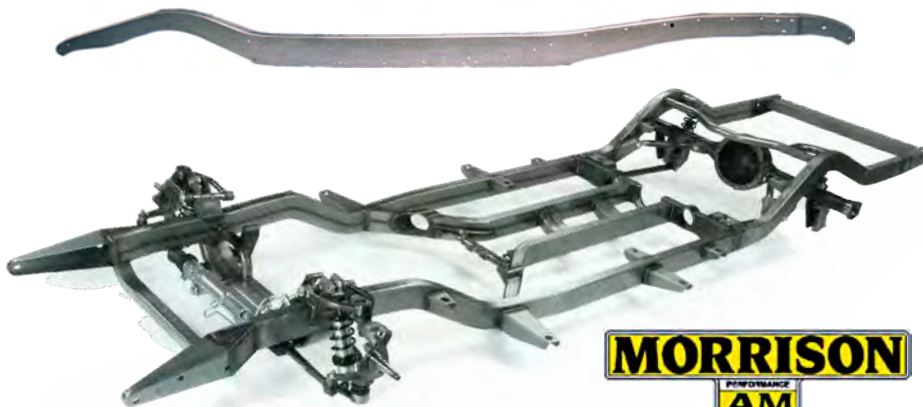
### SO-CAL Spreader Bar Licence Plate Brackets

These brackets were originally designed for our straight front spreader bar with built-in turn signals. In reality they will fit any straight spreader bar that is 1.5" in diameter and cleverly mounts to the backside of the tube.

**S0001-62709**



## ENGINE & TRANSMISSION MOUNTS



### ART MORISSON

For nearly five decades Art Morisson has been synonymous with Performance & quality, whether it is a complete bolt on GT- sport chassis or individual components Art Morisson has you covered. If your new project requires a serious level of performance, confort & safety ask about Art Morisson products.

Current list of vehicles catered for with bolt on chassis include 1949-54 Chevrolet, 1955-57 Chevrolet, 53-62 Corvette, Camaro, GM A body and various other fitments. In addition to this there is also a full range of custom chassis that can be adapted to work in a multitude of vehicles.

For more details regarding available fitments & pricing please contact Rocket.

### 1932-48 FORD Engine Mounts

Includes rubber cushions, washers, bolt, and hardware for mounting the front of the Ford Flathead V8 to the frame. These are the biscuit style that mount under the water pumps. Two kits required.

- |                                   |                   |
|-----------------------------------|-------------------|
| <b>1932-36 V8 Engine Mount</b>    | <b>VIB-6038-S</b> |
| <b>1937-48 V8 Engine Mount</b>    | <b>V78-6038-S</b> |
| <b>1937-41 Transmission Mount</b> | <b>V78-6038-S</b> |





### 1932 FORD FRONT ENGINE SUPPORTS

Original style front engine supports for your 1932 Ford V8 engine. These perfect copies will impress even the pickiest Early V8 customer. Not cast, but drop forged for added strength. With a minor modification they can be used by Hot Rodders to mount Small Block Chevy's in early Ford cars.

**Application**  
Ford 1932 Car, Pickup & Commercial Front Support

**Part No.**  
**BD-18-6030/1**



### AHRP Motor Mounts

These beautifully sculpted products have become a mainstay for custom car builders across the USA. They come in 3 distinctive styles and are beautifully polished.

#### AHRP62802 Style (A)

Small Block Chevy S/S Motor Mounts: Even though this pair of motor mounts is designed to accommodate a small block Chevy into a '32 and '33/34 Ford chassis, we use them as universal mounts for almost anything including mid-50's shoe box cars. They are investment cast 17-4 S/S and come with trim-to-fit weld on frame mounting tabs.

#### AHRP62803 Style (C)

Ford Aluminium Motor Mounts: This pair of mounts accommodates both Windsor and Cleveland engines for '32 and '33/34 Ford chassis. They are CNC machined from 6061 Aluminium alloy and come with trim-to-fit weld on frame mounting tabs.

## ENERGY SUSPENSION

Performance POLYURETHANE Components



### Energy Suspension

Performance HYPER-FLEX polyurethane engine and transmission mounts give both performance gains and longevity benefits. These babies will handle any and all torque and have a built-in torque-ready safety interlock.

### Engine Mounts

Fits GM V-8 small and big blocks. Available Chrome or Zinc plated with either black or red polyurethane. Short style are 1-3/4" tall to bolt centres and tall style are 2-3/16" tall to bolt centres.

Description	Black	Red
Chev Short Style - Zinc	RPES-31114G	RPES-31114R
Chev Short style - Chrome	RPES-31115G	RPES-31115R
Chev Tall Style - Zinc	RPES-31117G	RPES-31117R
Chev Tall Style - Chrome	RPES-31118G	RPES-31118R
FORD S/B - Chrome	RPES6-503BL	RPES6-503
CHRYSLER S/B - Zinc		RPES4-504

### Transmission Mounts

Energy Suspension automotive transmission mounts were the first to have a built-in metal safety interlock design- for added confidence from breakage. Bushing material made of performance HYPER-FLEX polyurethane.

Description	Part Number	Urethane Colour
GM P/Glide TH400 TH350	RPES3-1132G	Black
GM P/Glide TH400 TH350	RPES3-1132R	Red
Chev Style - 1-15/16" Tall	RPES-31108G	Black
Ford Style - 2-5/8" Tall	RPES6-1605	Red
Chrysler S/B - Fits 440	RPES4-1603	Red

## TRANS-DAPT

PERFORMANCE PRODUCTS

### Engine Swap Motor Mounts

Trans-Dapt engine swap motor mounts allow you to bolt a 1958 and later Chev small block V8 into 1949-57 model Chevy cars. Kits include frame mounts, mount pads and mounting hardware except for TD4175 which includes the mounting plates only.

#### Application

Chev SB '58-on into '49-54 Chevy (Kit)  
Chev SB '58-on into '55-57 Chevy (Plates Only)  
Chev SB '58-on into '55-57 Chevy (Kit)

### Street Rod Motor Mounts

Trans-Dapt Universal fit, Street Rod style motor mounts are the best choice for street rod builders. The design allows for maximum flexibility in design, and provides a routing path for fuel or electrical lines. Simply bolt the mounts to the engine, measure the distance between the frame rails and the engine mounting bracket, then trim the frame mount to the required dimensions. Weld the frame mount to the frame, and you are ready to go. Every set comes complete with a pair of mounting brackets, mounting hardware and durable polyurethane bushings.

#### Application

Chev Small Block & Big Block Engines  
Chev LS1-LS6 & Vortec Engines

**Part No.**  
**TD4196**  
**TD4175**  
**TD4195**

### Biscuit Style Motor Mounts

Trans-Dapt Performance Products manufactures quality, "Biscuit-style" motor mounts to fit Chev & Holden LS Series engines to cars and trucks with open frame rails. Trans-Dapt biscuit-style motor mounts are available as bolt-in or weld-in mounts. Bolt-in models will work on applications with frame rail widths between 27" to 33", and the Weld-in models work on applications with frame rail widths between 24" to 30". Simply bolt mounts to engine, measure the distance between the frame rail and the mounts, select the proper mounting hole in the bracket, and install. Includes rubber mounts and hardware. Sold in pairs.

#### Application

LS Series Weld-In Mounts for 24-30" Frame Rails  
LS Series Bolt-In Mounts for 27-33" Frame Rails

**Part No.**  
**TD4500**  
**TD4501**

## PIONEER

Performance Products



### Pioneer Engine & Trans Mounts

In many cases, engine mounts are never replaced in the service life of a car or truck. Pioneer highly recommends that the mounts be replaced when an engine is removed for major service or replacement.

#### Application

Chev SB & BB  
Chev SB & BB, Locking Type  
Ford Windsor & Cleveland  
Ford 429-460 Big Block (RH)  
Ford 429-460 Big Block (LH)  
Ford 390-428 FE (RH)  
Ford 390-428 FE (LH)  
Chrysler 318-440  
Chev Trans Mount  
Chrysler Trans Mount  
Ford Trans Mount

**Part No.**  
**PI602267**  
**PI602285**  
**PI602257**  
**PI602723**  
**PI602724**  
**PI602270**  
**PI602271**  
**PI602250**  
**PI622378**  
**PI622340**  
**PI622253**

## MR. G GASKET CO.

### Solid Engine & Trans Mounts

These solid engine mounts prevent lateral engine movement, especially when a heavy pressure clutch is used in a manual application. An absolute must for the professional racer, it helps to eliminate excessive engine twisting. Supplied in pairs.

**IMPORTANT:** Must be used with a solid transmission mount.

#### Description

Solid Engine Mounts, Small Block Chev  
Solid Trans Mount, GM 4-Speed Manual

**Part No.**  
**MG3671**  
**MG3673**

### ENGINE MOUNT

#### ADAPTERS

Chev engine mount adapters to suit HQ-WB, LH-LX for use with Holden (GM Australia) mounts. Black powder coated steel. AF64-3050



### CHEVROLET

#### LS Series

#### Motor Mount

#### Adapter Plates

• Simple and efficient way to adapt motor mounts to fit LS Series Engines

- Manufactured from 6061 T-6 Aluminium
- Black anodized finish resists corrosion
- Works with G.M. Factory 3-Bolt Mounts and Moroso Solid Motor Mounts Nos. 62500, 62510, 62515 and 62530
- Two per pack, with hardware
- Made in U.S.A.

**Motor Mount Adapter Plates for LS Series To SB Mount**

**MO62555**



### Engine

#### Mount Shim Kit

Used to make slight adjustments to engine height to compensate for minor oil pan, linkage and header interference. Standard Chevrolet bolt pattern. Includes 2 each of 1/16", 1/8" and 3/16" thickness.

**Chevrolet Engine Mount Shim Kit**

**MO62535**



### Engine Swap Motor Mount Kits

Trans-Dapt Performance started offering transmission adapters and engine swap motor mounts back in 1954. Our motor mounts make mounting your transplanted engine to the chassis easier, and more secure.

#### Part No.

Part No.	Application
TD4572	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (Factory location) - Mount Kit
TD4575	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (1" offset) - Motor Mount Plates Only
TD4592	Frame Mount Plates Chevy LS1/LS6/Vortec 4.8, 5.3, 6.0L V8 engine into a vehicle that is set up for a Chevy SB V8. Uses Mount Pad # TD9525
TD4595	CHEVY LS Series or VORTECH into SB CHEVY CHASSIS (1" offset) - Mount Kit

### Pacemaker Engine Mount Adapters

Holden HK-T-G With SBC  
Holden HQ-WB With SBC  
(Also Suits Engine Swap With SBC & BBC)  
BB Ford With Engine Swap

**PHPEMP307**  
**PHPEMP350**  
**PHPEMP460**



### LS Series Engine Swap Mount Kit

The LS series engine swap mount kit is designed to locate a GEN III/IV (LS-1/LS-6/LS-2/LS-7) engine into the same position as a standard small block Chevy engine using a typical 3 bolt stock isolator mount for your application. NOTE: Use only small block Chevy frame mounts. Big block mounts will not work. Isolator mounts are not included in this kit, due to the variations between vehicle applications. Worn rubber and solid isolator mounts should be replaced to ensure proper fit of the headers and other engine components that you may be installing.

#### LS Series Engine Swap Mount Kit

Early SBC 3 " Forward  
Early SBC 1-1/2" Forward  
Early SBC 1/2" Forward

**HK12611HKR**  
**HK12622HKR**  
**HK12623HKR**  
**HK12624HKR**





### Mid-Mount Plates

Competition Engineering Mid-Mount Plates are designed to work in conjunction with our Front Motor Plates to eliminate torsional stress within the chassis. Installation of a mid-mount plate also allows easier transmission swaps, aligns the drive train to eliminate block twisting and broken transmission cases and provides smooth clutch operation. They're available for most Chevy, Ford and Mopar applications in .090" steel, the Chevy version is also available in .188" aluminium. Mid-Mount Plates include flywheel shims (except MOC4030) to ensure accurate torque converter to front pump engagement. Once the flywheel is spaced, transmissions can be removed and replaced quickly without worrying about losing the shims.

#### Description

Chev Small Block, Big Block & 90° V6, Aluminium  
Chev Small Block, Big Block & 90° V6, Steel  
Chev LS Series, Aluminium  
Chev LS Series, Steel  
Ford 289-302-351W & 302-351C, Steel  
Ford Big Block 429-460 & 351-400M  
Chrysler Small Block 273-360 with TF-727, Steel  
Chrysler Big Block 383-440, Steel

#### Part No.

**MOC4030**  
**MOC4031**  
**MOC4027**  
**MOC4028**  
**MOC4035**  
**MOC4037**  
**MOC4038**  
**MOC4036**



### Front Motor Plates

You can be sure that your motor will stay in place when you use a Competition Engineering Front Motor Plate. On initial acceleration, torque produced by the engine causes it to twist in the chassis. This twisting action can waste valuable power that could be used to propel the car forward. By installing a front motor plate, you provide a solid connection between the engine and the chassis, eliminating the twisting action and ensuring that the power gets to the rear wheels. For years, leading chassis builders have relied on Competition Engineering Front Motor Plates to eliminate engine movement and provide a positive method of locating the engine in the chassis. These motor plates are also beneficial when performing engine swaps or setting the motor back in the chassis for increased weight transfer.

#### Application

Chev Small Block & 90° V6, 1-Piece  
Chev Small Block & 90° V6, 2-Piece  
Chev LS Series, 2-Piece  
Chev Big Block Gen-IV, 1-Piece  
Chev Big Block Gen-IV, 2-Piece  
Chev Big Block Gen-V/VI, 1-Piece  
Chrysler 318-360, 1-Piece  
Chrysler 383-440 & 426 Hemi, 2-Piece  
Ford 302-351 Cleveland, 1-Piece  
Ford 289-302-351 Windsor, 1-Piece  
Ford Big Block 429-460, 1-Piece  
Chrysler 383-440, 426 Hemi

#### Part No.

**MOC4004**  
**MOC4006**  
**MOC3995**  
**MOC4005**  
**MOC4007**  
**MOC3997**  
**MOC4000**  
**MOC4008**  
**MOC3990**  
**MOC4001**  
**MOC4002**  
**MOC4009**

### Bellhousing Pin/Sleeve Kits

Allows easy engine removal and realignment during installation. Fits Chev small and big block and Ford small block.



#### Description

Use with 1/4" aluminium Mid Plate  
w/ Counter Bore/for Sleeve, Flange Style  
Use with 1/4" Aluminium Mid Plate, Non-Flange Style  
Use with 1/8" Steel Mid Plate, Welding Required

#### Part No.

**MO37942**  
**MO37943**  
**MO37944**



### Engine Limiter Kit

Competition Engineering has designed this Engine Limiter Kit to mount diagonally between the engine block and the frame rail preventing the forward and rearward movement of the engine transmission assembly during launch and braking conditions. Without this kit, the movement of the engine within the chassis would cause the front and rear motor plates to flex and eventually crack. We highly recommend the use of two engine limiter kits for high horsepower race cars, positioned on either side of the engine. Each Kit includes a 3/4" dia DOM steel tube, two chassis tabs, a 1/2" high-misalignment rod end, an engine mounting tube and complete instructions.

#### Engine Limiter Kit

**MOC4034**



### Lateral Limiter Kit

Controls engine and transmission movement during hard acceleration or braking. With 4130 chrome moly tubing and brackets, this kit is recommended when using motor plates.

#### Universal Kit

**PWC42-427**

#### 9" To Shorty Glide Kit

**PWC42-429**

#### Shorty Glide Bracket Only

**PWC42-430**

#### 9" Bracket Only

**PWC42-431**

## COMPLETE REAR SUSPENSION



### 1964-70 MUSTANG Torque Arm Rear

Introducing a rear torque arm suspension package designed to lower the stance and dramatically improve handling and braking. Built to control torque and get your horsepower to the ground. The torque arm rear is a bolt in product that comes with sub frame connectors, body stiffener, torque arm bar, rear panhard bar, frame brackets, coil-over shocks, shock crossmember, rigid torque arm, driveshaft loop and reinforcement plates. Also available is a complete Ford 9" rear end with open centre and drum brakes.

#### Description

1964-70 Mustang Torque Arm Rear (Plain)  
1964-70 Mustang Torque Arm Rear (Chrome)  
1964-70 Mustang Torque Arm Rear (Stainless)  
1964-70 Mustang 9" Rear End w/ Drum Brakes

#### Part Number

**TOT530-5102-00**  
**TOT530-5102-01**  
**TOT530-5102-02**  
**TOT530-5005-00**

#### Options

Anti-Roll Bar (Plain)  
Anti-Roll Bar (Chrome)  
Adjustable Coil-Overs (Plain)  
Adjustable Coil-Overs (Polished)  
12" Drilled Rotors w/ Polished 4-Piston Calipers  
13" Drilled Rotors w/ Polished 4-Piston Calipers  
Detroit Truetrac Posi Unit

#### Part Number

**TOT430-4856-00**  
**TOT430-4856-01**  
**TOT400-4930-00**  
**TOT400-4930-03**  
**TOT600-6912-03**  
**TOT600-6913-03**  
**TOT500-5964-00**



### TC1 1967 - 1969 CAMARO / Firebird Straight Line Mini Tub Performance Style 4-Link Part

The rear performance style 4-link complete assembly is engineered for: '67-'69 Camaro, '67-'69 Firebird & '68-'72 Nova.

Built for: Standard Street and Straight Line Applications

The Best Proven Bolt-on Performance - You Can Buy!!

Rear Performance Style 4-Link with (Mini Tub) Features:

- Lower the stance and centre of gravity
- True bolt-in with no cutting into the floor required
- All hell-arc welded for the highest quality and strength
- Un-equal length adjustable 4-Link bars helps eliminate wheel hop
- Opens up wheel well about 2 inches
- Bolt-on Rear Suspension Assembly Includes:
  - NEW 11 1/4" High Performance Bars
  - 1" adjustable panhard bar w/LH & RH rod ends
  - Adjustable 4-Link Bars
  - Steel All American coil-over shock
  - Black powder coated springs
  - Rear coil-over crossmember
  - Floor reinforcing plates
  - Adjustable panhard bar
  - Sub-frame connectors
  - Weld-on axle brackets
  - Hardware kit
  - Detailed instruction sheet

#### TC1 67-69 Rear 4 Link Mini Tub

**TOT529-5150-00**

#### Complete Assembly - Plain

#### TC1 67-69 Rear 4 Link Mini Tub

#### Complete Assembly - Polished S/S

**TOT529-5150-02**



### 1967-69 CAMARO

### Performance 4-Link Rear

Performance Style 4-Link is a true bolt-in with no cutting into the floor required. Un-equal length, adjustable 4-Link eliminates wheel hop. Kits include: adjustable 4-link, coil-over crossmember, coil-over shocks, and adjustable track bar. Also available is a complete Ford 9" rear end with open centre and drum brakes.

#### Description

1967-69 Camaro 4-Link (Plain)  
1967-69 Camaro 4-Link (Chrome)  
1967-69 Camaro 4-Link (Polished Stainless)  
1967-69 Camaro 9" Rear End w/ Drum Brakes

#### Part Number

**TOT529-5102-00**  
**TOT529-5102-01**  
**TOT529-5102-02**  
**TOT529-5005-00**

#### Options

Sub Frame Connectors (Stock Clip)  
Sub Frame Connectors (TC1 clip)  
Anti-Roll Bar (Plain)  
Anti-Roll Bar (Chrome)  
12" Drilled Rotors w/ Polished 4-Piston Calipers  
13" Drilled Rotors w/ Polished 4-Piston Calipers  
Detroit Truetrac Posi Unit

#### Part Number

**TOT429-4623-00**  
**TOT429-4621-00**  
**TOT429-4856-00**  
**TOT429-4856-01**  
**TOT600-6912-03**  
**TOT600-6913-03**  
**TOT500-5964-00**

## MORRISON



### Triangulated 4-Bar Rear Clip Package

For the growing numbers of street rodders who appreciate good handling, Art Morrison has developed the triangulated 4-bar rear suspension. The crossmember has passages for the exhaust and for the driveshaft for a low center of gravity and improved handling. The "big tube" 1-3/8" diameter bars feature Morrison poly-bushed stainless steel rod ends. The rear sway-bar, coil-over shocks and 9" housing complete the package. These are available for all styles of vehicles including Camaro and Mustang. call Rocket for your specific needs.

## COMPLETE FRONT SUSPENSION

## MORRISON



### AME GT Sport Front Clip

AME GT Sport Front Clip for 1967-69 Camaro & 68-74 Nova. Destined to become one of the most popular bolt-in chassis modifications of all time, Bolt-In installation for 1967-69 Camaro and Firebird, plus 1968-74 Chevy Nova & 1971-81 Camaro & Firebird.



### 1967-69 CAMARO Coil-Over IFS

Front suspension clip features double rail, mandrel-bent design that provides superior strength with higher durability. Engine mounts, core support, body mounts, and suspension brackets come installed. All hell-arc welded for highest quality strength and finish available. Engine mounts are designed to accept small block, big block and LS1 engines (optional brackets and Camaro oil pan required with LS1). Bolt-in multi position transmission mount is included. Urethane bushed tubular A-arms, spindles (2" drop), new manual rack and pinion gear, GM disc brake kit, black powder coated springs, anti-roll bar, and billet coil-overs and transmission mount come standard with kit. Show package features: polished stainless A-arms, chrome spindles, chrome steering arms, chrome anti-roll bar, polished billet coil-overs, and custom 11" brakes with polished billet calipers and polished backing plates.

#### Description

1967-69 Camaro Plain Assembly  
1967-69 Camaro Show Package

#### Part Number

**TOT229-2202-00**  
**TOT229-2206-12**

#### Options

12" Drilled Rotors w/ Polished 4-Piston Calipers  
13" Drilled Rotors w/ Polished 6-Piston Calipers  
Upgrade Black Springs to Chrome  
Upgrade Plain A-arms to Black Powder Coated  
LS1 Engine Mounts  
LS1 Engine Mounts (Chrome)

#### Part Number

**TOT600-6917-03**  
**TOT600-6918-03**  
**TOT400-4905-01**  
**TOT200-2905-05**  
**TOT729-7032-00**  
**TOT729-7032-01**





### 1928-34 FORD Custom IFS

Total Cost Involved Custom IFS unit's caster and camber is made simple with adjustable stainless eccentrics. Every plain Custom IFS features: Crossmember, 1" upper and 1-1/8" lower tubular A-arms, new manual rack & pinion steering gear, 11" disc brakes and adjustable billet coil-overs with black powder coated springs. Show custom IFS features: polished stainless A-arms, chrome steering arms, chrome spindles, polished billet coil overs and custom 11" brakes with polished calipers and backing plates.

Description	Part Number
1928-31 Plain Assembly	TOT201-2200-00
1928-31 Show Assembly	TOT201-2204-12
1932 Plain Assembly	TOT202-2200-00
1932 Show Assembly	TOT202-2204-12
1933-34 Plain Assembly	TOT203-2200-00
1933-34 Show Assembly	TOT203-2204-12

Options	Part Number
Custom Brakes	TOT600-6902-12
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03
Upgrade Plain A-arms to Black Powder Coated	TOT200-2925-05
Anti Roll Bar (Plain)	TOT401-4806-00
Anti Roll Bar (Chrome)	TOT401-4806-01



### 1935-48 Ford Custom IFS

Total Cost Involved Custom IFS unit's caster and camber is made simple with adjustable stainless eccentrics. Every plain Custom IFS features: Crossmember, 1" upper and 1-1/8" lower tubular A-arms, new manual rack & pinion steering gear, 11" disc brakes and adjustable billet coil-overs with black powder coated springs. Show custom IFS features: polished stainless A-arms, chrome steering arms, chrome spindles, polished billet coil overs and custom 11" brakes with polished calipers and backing plates.

Description	Part Number
1935-40 Plain Assembly	TOT204-2200-00
1935-40 Show Assembly	TOT204-2204-12
1942-48 Plain Assembly	TOT206-2200-00
1942-48 Show Assembly	TOT206-2204-12

Options	Part Number
Custom Brakes	TOT600-6902-12
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03
Upgrade Black Springs to Chrome	TOT400-4905-01
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Anti Roll Bar (Plain)	TOT401-4806-00
Anti Roll Bar (Chrome)	TOT401-4806-01
Power Steering Rack	TOT300-3910-00



### 1928-54 CHEVY Car MUSTANG II IFS

Our Mustang II IFS units feature: Bolt in crossmember, weld on coil spring-shock towers, 1" tubular A-arms, 2" drop spindles, new steering rack, 10.5" disc kit, black powder coated springs and painted shocks.

Description	Part Number
1937-48 Chevy Car Kit	TOT222-2354-00
1949-54 Chevy Car Kit	TOT224-2354-00
1953-62 Chevy Corvette Kit	TOT244-2354-00

Options	Part Number
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Upgrade Plain A-arms to Polished Stainless	TOT200-2902-02
Anti-Roll Bar (Plain)	TOT400-4916-00
Anti-Roll Bar (Chrome)	TOT400-4916-01
Power Steering Rack	TOT300-3910-00
Air Spring Kit	TOT400-4420-00
Stock Height Spindles	TOT200-2920-00
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6922-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6923-03

### CHEVY & FORD Pick-Up MUSTANG II IFS

Our Mustang II IFS units feature: Crossmember, coil spring-shock towers, 1" tubular A-arms, 2" drop spindles, new steering rack, 11" disc kit, black powder coated springs and painted shocks.

Description	Part Number
1937-39 Chevy Pickup Kit	TOT230-2354-00
1940-46 Chevy Pickup Kit	TOT231-2354-00
1947-54 Chevy Pickup Kit	TOT232-2354-00
1955-59 Chevy Pickup Kit	TOT233-2354-00
1948-52 Ford Pickup Kit	TOT212-2352-00
1953-56 Ford Pickup Kit	TOT213-2352-00
1957-64 Ford Pickup Kit	TOT214-2352-00



### 1964-70 MUSTANG Coil Over IFS

Introducing a front end suspension package designed to: lower the stance, dramatically improve handling and braking and open up engine compartment area for header clearance and big block engine installs. Turns your mustang into a low slung, corner-hugging, stop on a dime touring car. This complete weld in assembly comes with: frame reinforcing plates and inner fender panels, crossmember, upper A-arm and shock mounting tower, urethane bushed tubular A-arms, power steering rack, coil-over shocks and 11" disc brakes with OEM calipers.

Show package features: polished stainless A-arms, chrome spindles, chrome steering arms, chrome anti-roll bar, polished billet coil-overs And custom 11" disc brakes with polished billet calipers and polished backing plates.

Description	Part Number
1964-70 Mustang Plain Assembly	TOT230-2200-00
1964-70 Mustang Show Package	TOT230-2204-12

Options	Part Number
Upgrade Black Springs to Chrome	TOT400-4905-01
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Anti-Roll Bar (Plain)	TOT430-4916-00
Anti-Roll Bar (Chrome)	TOT430-4916-01
Billet Coil-Overs (Plain)	TOT400-4930-00
Billet Coil-Overs (Polished)	TOT400-4930-03
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6917-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6918-03



### TCI (Total Cost Involved) - 1960-65 FORD FALCON 1962-65 RANCHERO/COMET Coil-Over IFS (1960, 1961, 1962, 1963, 1964, 1965)

This TCI Product opens up the engine compartment area for header clearance and big block engine installs.

#### New Standard Products Include:

- 1" High Performance Anti-Roll Bar
- Steel Inner Fender Panels
- New Big Bore Calipers
- Drilled & Slotted & Zinc Plated Rotors
- The TCI custom front end is a weld-in product
- TCI product package includes:
  - TCI 2" drop spindles or stock height
  - New manual rack and pinion steering gear
  - 1 1/8" Lower tubular A-arms
  - 1" Performance anti-roll bar
  - Frame reinforcing plates
  - Synthetic greasable urethane bushings
  - 11" Drilled & slotted zinc plated rotors
  - Big bore calipers (with 20% better clamping force)
- Small Block Motor Mounts
- 2" Drop Spindle

Description	Part Number
1960-65 Ford Falcon Coil-Over IFS	TOT222-2354-00
TCI (Total Cost Involved) 1932 - 1934 Rear Anti-Roll Bar Kit for 4-Link Setup	TOT224-2354-00
TCI Rear 32-34 Anti Roll Bar	TOT244-2354-00
TCI Rear 32-34 Anti Roll Bar Chrome Kit	TOT402-4856-00
TCI 1935 - 1940 Stock Rear 4-Link for Part 35-40 Ford Parallel Rear 4 Bar Suit Stock Chassis	TOT402-4856-01
	TOT504-5105-00

### Chevy & FORD Pick-Up MUSTANG II IFS

Options	Part Number
Upgrade Plain A-arms to Black Powder Coated	TOT200-2905-05
Upgrade Plain A-arms to Polished Stainless	TOT200-2902-02
Anti-Roll Bar (Plain)	TOT400-4916-00
Anti-Roll Bar (Chrome)	TOT400-4916-01
Power Steering Rack	TOT300-3910-00
Air Spring Kit	TOT400-4420-00
Stock Height Spindles	TOT200-2920-00
12" Drilled Rotors w/ Polished 4-Piston Calipers	TOT600-6922-03
13" Drilled Rotors w/ Polished 6-Piston Calipers	TOT600-6923-03

## HOT ROD REAR SUSPENSION



### Model 'A' Rear Spring U-Bolt Kit

This kit is a direct replacement for '28 to '31 Model 'A' Ford stock rear crossmembers. It has a fabricated steel base plate, 9/16-18 threaded mild steel u-bolts and nylon lock nuts.

S0001-62175 Model 'A' Rear Spring U-Bolt Kit

### Rear Buggy Spring Hangers

These hangers are designed to be slipped over 3" diameter axle tubing and welded into place. Includes gusset plates.

Rear Buggy Spring Hangers (Pair)

S0001-63201F

### SO-CAL Speed Shop

#### Forged Ladder Bar

#### Rear End Housing

#### Brackets

Forged Ladder Bar Rear End

Housing Brackets: Forged steel 1/2" thick ladder bar housing brackets that feature I-beam construction, 3" dia. angle/oval holes for tubular/stamped housings, they have 7/16" dia. clevis holes on 5/4" centers.

AHRP74003F Sold as pair

### SO-CAL Speed Shop

#### Forged Rear

#### Buggy Spring

#### Hangers

Forged Rear Buggy Spring Hangers:

These forged steel 7/8" thick rear spring hanger brackets feature I-beam construction, 3" dia. holes for tubular/stamped housings. Note: Do to I-beam design; angle support gussets are no longer necessary.

AHRP63201F Sold as pair

### SO-CAL Rear Shackles

These shackles are designed to work with original Ford and aftermarket rear springs and hangers. They feature urethane bushings, lock nuts and are finished in polished stainless steel.

AHRP60607

### GT2 S/Steel

#### Spring Clamp

This stamped polished S/S clamp kit is available for 1-3/4" and 2-1/4" width springs assuring perfect leaf alignment.

Description 1-3/4-inch Clamp Polished S/S

1-3/4-inch Clamp Plain

### REAR SPRING CLAMP

Polished S/S Rear Spring Clamp  
Suit 2-1/4" Wide Spring

### SO-CAL Speed Shop

#### Weld On Lower Rear

#### End Shock Mounts

These investment cast steel lower rear mounts are designed for regular tube type shock absorbers. They offer a variety of mounting holes and weld-on to the rear end housing.

AHRP163202F

AHRP163205F

Rear mount without shock studs

Rear mount with shock studs

### Rear Coil Over

#### Shock Mounts

These investment cast steel mounts offer 3 choices of mounting holes and weld-on to the rear end housing. Also offered with the coil over mounting hardware.

Description

Rear Coil Over Shock Mounts

AHRP63203F

Rear Coil Over Shock Mounts

### Lower Rear End Shock Mounts

These stamped and formed lower rear mounts are designed for regular tube type shock absorbers. They offer a variety of mounting holes and welds onto the rear end housing. Includes hardware.

S0001-63205 Rear Shock Mount with Hardware





### 1932 FORD TRIANGULATED 4-LINK KIT

Stainless Steel Kit **RPCR802**  
Raw Steel Kit **RPCR803**



### 1928-34 Ford 4-Link Rears

Rear 4-link features: 1" bars, 3/4" stainless adjusters, urethane bushings, housing brackets, frame brackets and hardware.

Available in plain or polished stainless.

1928-34 Parallel Kit (Plain)	<b>TOT502-5104-00</b>
1928-34 Parallel Kit (Polished Stainless)	<b>TOT502-5104-02</b>
1928-34 Triangulated Kit (Plain)	<b>TOT502-5110-00</b>
1928-34 Triangulated Kit (Polished Stainless)	<b>TOT502-5110-02</b>

## COMPETITION REAR SUSPENSION



### Standard 4-Link

Offers increased adjustability over a Ladder Bar suspension for increased performance. By locating the bars with the various mounting holes in the brackets, you can create an instant centre that is correct for your application. Each kit includes four 17-1/4" directly threaded 1" OD x .156" wall seamless steel tubes with permanently mounted adjusting nuts. Also included are 3/4" Grade 8 fasteners and jam nuts. Rod ends are not included (Chrome Moly Rod Ends MOC6160 and MOC6161 recommended).

- Allows increased adjustability over Ladder Bar
- 17-1/4" long, 1" dia. x .156" direct threaded links
- Adjusting nuts for quick tuning
- 3/16" thick mounting brackets stamped from cold rolled steel
- Does not include rod ends
- Includes complete hardware and instructions
- Welding required

**Standard 4-Link Kit**

**MOC2017**



### ULTRA MAGNUM 4-LINK KIT

Design provides additional adjustment over standard and traditional style 4-Link Kits

Designed to be used in high horsepower race cars. This innovative 4-Link suspension Kit offers increased adjustability by incorporating a system of multi-hole brackets that weld to the chassis and bolt-on chassis brackets. Substantial gains in chassis tuning can be obtained with this new Ultra Magnum 4-Link Kit.

- 3/4" x 1/2" Chrome Moly rod ends
- 4130 Chrome Moly tubes (.095" wall thickness)
- 1/2" NAS quality, flare head bolts & nuts
- Housing brackets with integral anti-roll bar mounts (1/4" plate)
- Made in USA
- Sold in pairs

**Ultra Magnum 4-Link Kit** **MOC2029**



### MAGNUM Series 4-Link

Created specifically for ultra high horsepower Pro-Mod type race cars, this Magnum Series 4-Link will withstand the punishment these cars dish out. Each kit includes 1/4" thick housing and frame brackets (most competitors kits have 3/16" brackets) with 5/8" mounting holes on a 21" radius, as well as 1-1/4" holes for additional tube gusseting. Directly-threaded links won't hold up under these conditions so we designed special threaded tube inserts that weld into Chrome Moly Tubing. We use a 1-1/4" OD. x .095" wall top tube and a 1-3/8" OD. x .095" wall bottom tube to handle the shock loads without flexing. All hardware and mounting instructions are included to ensure an effortless installation.

- Rod Ends are included. Welding required.
- Designed for ultra high horsepower cars
- 1/4" thick mounting brackets to eliminate bending
- Chrome Moly steel link tubes for added strength
- 21" mounting radius
- Computer machined threaded tube ends
- 1-1/4" holes provided in brackets for additional gusseting
- Integral Wheel-E-Bar mounts
- Does not include rod ends
- Welding required

**Heavy Duty 4-Link Kit**

**MOC2028**

### MAGNUM Series 4-Link Bracket

This radiused bracket replaces the universal, square-end brackets found in our Magnum Series 4-Link to mate perfectly with our 4-Link Frame Rails. The radiused profile simplifies welding and saves hours of fabrication time.

- Rugged 1/4"-thick steel construction
- Nine mounting holes provide a wide range of chassis adjustments
- Accepts 5/8" hole, 3/4" shank rod ends
- One per package; four brackets required per car

**Magnum Series 4-Link Bracket**

**MOC3421**



### Ladder Link

The dual pivoting adjustable lower link on the Ladder Link allows the racer to fine tune the suspension without removing the bar from the car. By simply loosening the jam nuts on the link and rotating it in the desired direction, both pinion angle and chassis preload can be changed. Unlike other so-called adjustable Ladder Bars, the Ladder Link does not create a binding situation when it is adjusted.

- Pivoting lower adjusters eliminate the bind found in competitor's bars
- 33-1/2" overall length
- Adjuster allows quick on-vehicle preload adjustments
- High quality spherical front rod ends • 1" dia. x .156" wall DOM steel tube construction • Black powder coat finish • Forged solid rear rod ends • Welding required

**Ladder Link Kit**

**MOC2005**

### "MAGNUM SERIES", DOUBLE ADJUSTABLE LADDER BAR, UNIVERSAL

What separates Competition Engineering's "Magnum Series" Double Adjustable Ladder Bar TM from others? It comes with two different styles of NHRA Approved safety retainers for the front ends. You can use the Safety Cable style on the Ladder Bar, which allows you to make adjustments to the front rod end without removing the cable itself. Or, the more traditional usage would be the Safety Bracket style retainer which still allows adjustments by removing only the bracket, not the entire Ladder Bar. Another Magnum Series distinction are the two unique one-piece brackets which get welded to the rear end housing, cutting down on installation time and errors.

- Comes with two Ladder Bars and hardware
- Comes with your choice of Safety Cables or Safety Brackets
- One piece 3/16" steel mounting brackets make installation easier
- 33-1/2" overall length
- 1" dia. x .156" wall DOM steel tube construction
- Black powder coated finish • Fully machined, solid rear rod ends
- Chrome Moly spherical front rod ends
- Safety cable with 3/8" bolt & lock nut • Welding required

**Double Adjustable Ladder Bar**

**MOC2008**



### Competition Ladder Bar

Ladder Bars act as a solid connection between the rear axle housing and the chassis, making sure that all of the engine's power gets to the track. Without them, wheel hop would wreak havoc on the rear suspension causing extensive driveline damage. The Competition Engineering Ladder Bar is the result of years of research and development to create the finest Ladder Bar on the market. With a 33-1/2" overall length from axle housing centre to front rod end centre, this bar will fit the majority of cars used in drag racing today. By using 1" O.D. x .156" wall DOM steel tubing and directly threading the ends for 3/4" rod ends, maximum strength is assured. We use only the finest solid forged rod ends in the rear of our bars to eliminate rod end failure. Competition Engineering's Ladder Bars are legal for all sanctioning bodies and include the mandatory front rod end safety brace at no additional charge. Additional gusseting material is also included in the kit to allow the rear brackets to be boxed for added strength.

- 33-1/2" overall length • Rod end safety brackets installed
- 3/16" hot rolled steel mounting plates
- Mounting bracket gussets included
- 1" dia. x .156" wall DOM steel tube construction
- High quality spherical front rod ends
- Forged steel rear rod ends
- Black powder coat finish • Welding required

**Competition Ladder Bar Kit**

**MOC2006**



### Universal "MAGNUM Series" Anti-Roll Bar Kit

- Includes a formed, heavy gauge frame mounts, enabling you to install the torsion tube through the frame rails for increased strength
- Billet aluminium arms incorporate special splines to prevent arms from slipping on torsion tube. Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, elimination body roll during hard launches
- Allows the Drag Race car to drive straighter off the starting line, helping to improve 60-foot times
- Features ball bearing pivot point, which makes for smoother functioning and the unit can be disassembled for maintenance
- Kit includes: 1-4130 Chrome Moly torsion tube, 2-Adjustable splined billet aluminium arms, 2-Mounting brackets, 2-Adjustable links, 4-Rod Ends, 4-Weld in threaded adjusters, 2-Bearings flange mounted, and hardware
- Welding required

**Universal "Magnum Series" Anti-Roll Bar Kit**

**MOC2027**



### Torsion Bar Kit

Eliminates body roll for equal traction of both rear tyres. Torsion bar is 30" long and may be shortened as needed. CNC machined billet aluminium arm adjuster links are 6-1/2" long centre to centre and include chrome moly rod ends. Kit includes torsion tube, mount tube, tabs, bushings and hardware.

**Torsion Bar Kit**

**PWC52-100**

**Arm Only**

**PWC52-105**



### MAGNUM Series Diagonal Link

By bolting the Diagonal Link between the front mounting bracket of the Ladder Bar or 4-Link and the rear housing mounting bracket on the opposite side, you create a link that eliminates lateral movement of the rear housing within the chassis. For racing, Competition Engineering Diagonal Links are superior to the Panhard Bar in that the up-and-down chassis movement does not produce side-to-side movement. Each kit includes all the necessary brackets and hardware as well as link tubing that can be trimmed to the exact length for even the narrowest of suspensions. The Magnum Series Diagonal Link offers the strength of 1" x .065" wall chrome moly tubing with weld-in tube adapters and 5/8" hole mounting brackets that will mate it up perfectly with our Magnum Series 4-Link (MOC2028). It's tube length is 36" overall.

- Eliminates sway in Ladder Bar and 4-Link suspensions
- Left and right hand rod ends allow for on-car adjustments
- Length can be shortened to accommodate narrow chassis
- Includes all rod ends and mounting hardware
- Welding required

**Magnum Series Diagonal Link**

**MOC2031**



### Wishbone Rear Axle Housing Locators

The Competition Engineering Wishbone Rear Axle Locator is the ultimate locating device for both Pro-Street and Drag Race applications. The precision fit sliding link eliminates all bind within the rear suspension, allowing it to pivot freely without creating bind or altering the geometry. It features Chrome Moly tubing, precision machined 4130 tube inserts, 5/8" bolt mounting brackets and a centreless ground sliding link with machined wrench flats to ensure a precise fit. This kit also includes a high strength 3/4" spherical rod end for the front pivot and high misalignment rod ends for the side pivots. The sliding link is black oxide plated to eliminate corrosion and binding. The universal design offers you the ability to tailor the overall width and length for your specific application. Welding is required.

- Eliminates sway in Ladder Bar and 4-Link suspension systems
- Positively locates rear axle housing for super straight launches
- Adaptable to any application
- Welding Required

Magnum Series Wishbone Locator

MOC2024



### STROUD AXLE/CHASSIS ATTACHMENT STRAPS

Race car axle/chassis tie down attachment straps (Pair)  
SS36620



### Mild Steel Shock Brackets

Mild steel shock absorber mounts for tube or flat mounting. Sold individually with bushes included.

Description	Size	Part No.
1/2" Bolt Radius Mt (Right)	1-1/2" (Diam)	PWC73-155
1/2" Bolt Radius Mt (Left)	1-1/2" (Diam)	PWC73-156
1/2" Bolt Flat Mt	1-1/4" (Flat)	PWC73-157
1/2" Bolt Flat Mt	1-7/8" (Flat)	PWC73-158
1/2" Bolt 2 Piece Radius Tab	1-1/8" (Diam)	PWC73-159
Bushing Only (4 Pack)	1/2" ID x 1/2"	PWC73-165-4
Bushing Only (4 Pack)	1/2" ID x 7/8"	PWC73-169-4

### Upper Coil-Over Shock Mount Kit

The Competition Engineering Upper Coil-Over Shock Mount Kit works in conjunction with our MOC2047 Lower Coil-Over Shock Mount Kit to provide a solid mounting point for the top of your shocks. The kit is designed to mount between the rear frame rails on any Drag Race, Pro Street or Street Rod application. Its lightweight, tubular design makes it perfect for mounting shocks when "back-halving" a vehicle. Kit includes one 40" long x 1.625" dia. mounting tube, four shock mount tabs, four shock spacers for older style coil-over shocks and all mounting hardware.

- Fits most popular coil-over shocks
- Includes .188" thick shock mounting brackets
- Includes Grade 8 hardware and spacers
- Welding required

- Fits most popular coil-over shocks
- Includes .188" thick shock mounting brackets
- Includes Grade 8 hardware and spacers
- Welding required

Upper Coil-Over Shock Mount Kit

MOC2046



### Lower Coil-Over Shock Mount Kit

The Competition Engineering Lower Coil-Over Shock Mount Kit is designed to be used either by itself or in conjunction with our MOC2046 Upper Coil-Over Shock Mount Kit. This kit provides a solid, adjustable mounting point for racing coil-over shocks. Machined spacers are included to adapt our mount to various coil-over shocks. Each kit mounts two shocks.

- Fits housings with 3" O.D. axle tubes
- Allows 6" of height adjustment in 1/2" increments
- 1/4" thick housing brackets, 3/16" thick shock brackets
- Fits most popular coil-over shocks
- Includes Grade 8 hardware and spacers
- Welding required

#### Description

Lower Coil-Over Shock Mount Kit  
Replacement Shock Bracket - Right  
Replacement Shock Bracket - Left

Part No.

MOC2047

MOC3417

MOC3419



### Slide-A-Link

A revolutionary, completely bolt-on traction device, the Slide-A-Link, designed for both street and strip use is track tested and competition proven to outperform conventional "Slapper" bars. Each kit includes replacement lower axle mount pads, 1/2" U-bolts, replacement aluminium front spring eye bushings, hardware and complete instructions.

- Offers the adjustability of a 4-link for better 60-foot times
- Makes on-car pinion angle and preload changes quick and easy
- Mounts to factory locations. No welding required
- Special durometre urethane bushing

#### Description

Slide-a-Link; 1965-70 Mustang, Falcon with 9" Diff  
Slide-a-Link Adjusting Wrenches (Pair)

Part No.

MOC2094

MOC2199



### CALTRAC

Specializing in leaf spring traction enhancement systems for over 25 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever! With unsurpassed quality and craftsmanship, all competition is eliminated. Don't settle for anything less than the original system that set the standard.

- Complete bolt-on, no cutting, welding, or modifications to OEM suspension
- Keeps axle from rotating, and helps maintain pinion angle
- Improves 60ft times
- Full preload adjustability
- Powder coated gloss black finish for durability
- Illustrated instruction guide

Application Standard Part No. Low Pro Part No.

#### CHEVROLET

Camaro 67-69  
Camaro 70-81

CT2300

CT2400

CT2301

CT2401

#### HOLDEN

HK, HT, HG  
with Original SPRINGS 68-71 CT11600STD  
HK, HT, HG  
with Mono leaf Only 68-71 CT11600MOD  
HQ-WB Ute with  
Original Springs 71-84 CT9100STD  
HQ-WB  
with Mono leaf Only 71-84 CT9100MOD

#### DODGE

Challenger 70-74  
Charger 66-73  
Charger 75-78  
Coronet 66-76

CT4220

CT4220

CT4220

CT4220

CT4221

CT4221

CT4221

CT4221

#### FORD

Capri with  
Original Springs 69-74 CT11700  
Capri with  
Monoleaf Springs 69-74 CT11700MOD  
Falcon 64-65 CT6400  
Mustang 64-73 CT6400  
Mustang 64-66, CT6410  
(With original 8" housing  
Falcon FG Ute 2009-2010 CT6805  
(Stock mid eye)  
Falcon FG Ute 2009-2010  
(Reverse eye CT6806  
Falcon XR-XD CT6821  
(2.810" axle tube x 3" Perch width CT6841  
Falcon XR-XD CT6841  
(2-3/4", 3" Axle tube with 3-1/4", 2-1/2" Perch width)

#### PLYMOUTH

Barracuda 70-73 CT4220  
Belvedere 66-70 CT4220  
Fury 65-70 CT4220  
Fury 75-78 CT4220  
GTX 67-71 CT4220  
Road Runner 68-73 CT4220  
Satellite 66-74 CT4220

CT4220

CT4220

CT4220

CT4220

CT4220

CT4220

CT4220

#### PONTIAC

Firebird/Trans Am 67-69 CT2300  
Firebird/Trans Am 70-81 CT2400

CT2301

CT2401

CT2301

CT2401

### CALTRAC ACCESSORIES

#### CALTRAC HANGERS

Required for equipping the CalTracs system for the following applications

Application  
67-69 F-Body

Part No.  
CTH23



Calvert Adjustable Wrenches-01  
CTWR-01



### GM Adapter Plates

CTSP-1

CTSP-3

Multi-Leaf  
Mono-Leaf

## SPRING PEARCHES

### Rear Axle Spring Perch

Precision stamped for easy weld-on installation. Fits Ford 9", Dana 60, and other 3" diameter axle housings.

Rear Axle Spring Perch.  
2 per package M085090

### REAR AXLE SPRING PERCHES

Aeroflow's rear housing mounts are ideal for installing a new rear-end housing or relocating rear springs. Precision stamped for easy weld-on installation. They provide a strong spring mount, Made from 3/16" (5mm) thick mild steel, they fit 3" (76mm) diameter axle tubes and are 2-1/2" (63mm) wide.

AF72-1500



### HEAVY DUTY LEAF SPRING PERCH

Available for axle tube diameters of 2.75", 3.00" and 3.25" axle tubes, please specify when ordering of needed size.

- Perch extends up to centre of axle tube for improved contact surface.
- Tabs space housing off perch for best welding penetration
- Integrated gussets add necessary strength

#### Description

Heavy Duty Leaf Spring Perches for  
2.75" OD Axle Tubes (Pair)  
3.00" OD Axle Tubes (Pair)  
3.25" OD Axle Tubes (Pair)

Part No.

CTHDP-275

CTHDP-300

CTHDP-325

## LEAF SPRINGS

### LEAF SPRING SHACKLE KIT

Replace old worn out shackles with new shackles along with polyurethane bushings for the upper frame as well as the rear spring eye to reduce suspension binds and ensure a long service life.

#### Description

GM with Calvert Split Mono Leaf (Pair)  
GM with Factory Mono Leaf (Pair)  
Mopar A-Body (Pair)  
Mopar B & E Body (Pair)

Part No.

CTSH-325X562

CTSH-435X562

CTSH-300X562

CTSH-300X562

### GM UPPER FRAME BUSHING KIT

This kit includes polyurethane bushings to replace worn factory rubber shackle bushings in the upper frame rail of many GM cars, including '67-'81 Camaro/Firebird, 62-'78 Nova, '71-'77 Ventura/Omega. Polyurethane bushings ensure your vehicle is free of chassis binds as well as provides a longer service life in comparison to rubber bushings. This kit does NOT include rear spring eye bushings.

GM Upper Frame Shackle Bushes for Camaro, Nova, Firebird

CTM20973

### STACKABLE LOWERING BLOCKS

Lowering blocks. These blocks are interlocking and stackable onto each other via a 1/2" or 9/16" centering pin and recess for most applications, 2-3/8" Wide U-Bolts not included.

#### Description

1/2" Thick 1/2" Pin,  
Stackable (Pair)  
1/2" Thick 9/16" Pin,  
Stackable (Pair)

Part No.

CTLB-01

CTLB-02





## LEAF SPRING U-BOLTS

Set Of 4 with Nuts & Washers

Description	Part No.
2.25" X 6" Long	CTUR225X60
2.50" X 6" Long	CTUR250X60
2.75" X 7" Long	CTUR275X70
3.00" X 7" Long	CTUR300X70
3.00" X 9" Long	CTUR300X90
3.25" X 7" Long	CTUR325X70
3.25" X 9" Long	CTUR325X90



## LEAF SPRING SLIDERS

Calvert Racing Sliders for Calvert Mono Leaf Springs. These will only fit Calvert Racing Split Mono springs or Chrysler leaf springs due to rear bushing size.

Leaf Spring Sliders (Pair) Bolt On, Replaces Shackles  
CTSL-300CR



## SPLIT MONO LEAF SPRINGS

Calvert Racing's Split Mono-Leaves are used by drag race enthusiasts across the nation that demand nothing but the best performance! Tested on the fastest stock suspension cars in the world. They have been proven to withstand over 1,500 HP and 1/4 mile ETs in the low 7s! These leaf springs were designed to control and reduce excessive body separation in the rear suspension. Yet, are very active. Helping plant the rear tire without unloading. They also offer great stability at top end. Heavy duty springs help reduce spring wrap. All springs are assembled with grade 8 hardware, and heavy duty alignment clamps unlike any other. Aluminium bushings are pressed in front spring eyes, and polyurethane bushings are in rear spring eyes.

- Direct replacement\* • Various ride height options
- Heavy duty 2 leaf design • Heavy duty alignment clamps
- Aluminium bushings in front spring eyes included
- Polyurethane bushings in rear spring eyes included
- Durable gloss black finish
- Made in the USA

Model	Year	+1"	Standard	-1"
<b>AMC</b>				
AMX Javlin	68-74	Custom	Custom	Custom
<b>CHEVROLET</b>				
Camaro / Firebird	67-69	CT230-45	CT230-44	CT230-43
Camaro / Firebird	70-81	CT230-45	CT230-44	CT230-43
Nova Chevy II	63-67	CT220-36	CT220-35	CT220-34
Nova	68-78	CT230-46	CT230-45	CT230-44
S-10	85-02	CT370-36	CT370-35	CT370-34
<b>DODGE</b>				
Challenger	70-74	CT422-37	CT422-36	CT422-35
Charger	66-73	CT422-37	CT422-36	CT422-35
Charger	74	CT422-37	CT422-36	CT422-35
Charger	75-78	CT422-37	CT422-36	CT422-35
Coronet	65	CT421-37	CT421-36	CT421-35
Coronet	66-76	CT422-37	CT422-36	CT422-35
Dart	63-76	CT420-37	CT420-35	CT420-34
Demon	62-76	CT420-37	CT420-35	CT420-34
<b>FORD</b>				
Fairlane	62-65	CT650-36	CT650-35	CT650-34
Fairlane	66-67	CT652-36	CT652-35	CT652-34
Fairlane	68-70	CT653-36	CT653-35	CT653-34
Falcon	60-63	CT610-36	CT610-35	CT610-34
Falcon	64-65	CT640-36	CT640-35	CT640-34
Falcon	66-70	CT613-36	CT613-35	CT613-34
Falcon XR-XD		CT680-36		CT680-34
Galaxi	59-62	CT620-36	CT620-35	CT620-34
Galaxi	63-68	CT622-36	CT622-35	CT622-34
Maverick	70-75	CT660-36	CT660-35	CT660-34
Mustang	64-73	CT640-36	CT640-35	CT640-34
Pinto	70-80	CT670-36	CT670-35	CT670-34
Torino	68-76	CT652-36	CT652-35	CT652-34
Capri with	68-73			
CT11700MOD Caltracs			CT11700MOD-SPRIN	
<b>MERCURY</b>				
Comet	60-67	CT630-37	CT630-36	CT630-35
Cougar	67-73	CT680-37	CT680-36	CT680-35
<b>PLYMOUTH</b>				
Barracuda	64-69	CT420-37	CT420-35	CT420-34
Belvedere	65	CT421-37	CT421-35	CT421-34
Belvedere	66-70	CT422-37	CT422-36	CT422-35
Duster	70-76	CT420-37	CT420-35	CT420-34
Fury	65-70	CT422-37	CT422-36	CT422-35
GTX	67-71	CT422-37	CT422-36	CT422-35
Road Runner	68-75	CT422-37	CT422-36	CT422-35
Satellite	65-74	CT422-37	CT422-36	CT422-35
Savoy	62-64	CT420-37	CT420-35	CT420-34
Scamp	60-76	CT420-37	CT420-35	CT420-34
Valiant	60-66	CT420-37	CT420-35	CT420-34
<b>HOLDEN</b>				
HQ-WB with	71-84			
CT9100MOD Caltracs			CT9100MOD-SPRING	
HK, HT, HG				
with 11600MOD	68-71			CTPS840-3

## PINION ANGLE SHIMS

Billet aluminium pinion shims. Available in 2 or 4 degree to shim underneath spring perches to correct pinion angle.

### Description

Pinion Angle Shims, 2 Degree Pair of Wedges  
Pinion Angle Shims, 4 Degree Pair of Wedges

Part No.  
CTPS-02  
CTPS-04



## FRONT AXLES & COMPONENTS

### Complete Front End Packages

Nothing says hardcore hot rod more than a dropped I-beam front end. These complete front end kits are supplied un-assembled and include a plain steel axle and polished stainless components:

- Shocks - Polished
- Forged front axle - Plain
- Hairpin or four bar radius rod kit - Polished
- Forged stainless steel spring perches - Polished
- Front spring, 29-1/4" centre to centre
- Stainless steel front shackles - Polished
- Forged steel spindles
- Stainless steel steering arms - Polished
- Stainless steel King Pin kit - Polished
- Tie rod kit, 44-1/2" centre to centre - Polished
- Steering stabilizer - Chrome
- Stainless steel panhard bar 28", stock frame - Polished
- Stainless steel steering arm bolt set - Polished

Complete Hairpin Front End AHRP60901  
Complete Four Bar Front End AHRP60902



### So-Cal 4" Drop Forged Axles

SO-CAL's engineering staff spent the better part of three years refining a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components. This new forged 1045 heat treated steel 4" dropped axle does that and more. The real test is trying to install stock spindles and having them go lock to lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone so when it's time to install reproduction parts, there's no problem. The forged axle measures 47" through the King Pin centres, and 34" at the 2.25" thick spring perch boss. It is offered in five finishes: plain, chrome plated, plain with drilled web, plain with pre-polished drilled web (use your plater) and chrome plated with drilled web.

### Description

4" Dropped Axle, Style (A) - Plain  
4" Dropped Axle, Style (B) - Chromed  
4" Dropped Axle, Style (C) - Plain Drilled  
4" Dropped Axle, Style (D) - Plain Drilled Polished  
4" Dropped Axle, Style (E) - Chromed & Drilled

Part No.  
AHRP70503  
AHRP70503C  
AHRP70505  
AHRP70504  
AHRP70504C



### Tube Axles

Our most popular tube axles are a four inch drop that are machined to accept the early Ford spindle and come in two standard widths, 46 1/2 inches and 49 inches from kingpin to kingpin. However, special order tube axles can be made in any length between 42 to 49 inches and have several choices of spindle applications and drop distances. Tube ends are cast from 65-45-12 ductile iron and our tubes have a 2 inch outside diameter. 4" Drop with Ford Spindle.

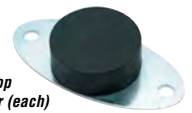
Plain Part No	Chrome Part No	King Pin Centres	Perch Centres	Perch Boss	Spring Width
SB1001	SB1001-C	49"	36-1/2"	2-1/4"	31"
SB1002	SB1002-C	49"	36-1/2"	2"	31"
SB1011	SB1011-C	46-1/2"	34"	2-1/4"	29"
SB1012	SB1012-C	46-1/2"	34"	2"	29"

## BUMP STOPS

### SO-CAL Bump Stops

S0001-62136

Rubber Bump Stop  
Suit Front & Rear (each)



### Rear Axle Bumpers, Fits - 1935-38

Quality rubber bonded to metal, super tough for any bumpy road. Fits under frame rail just above axle.

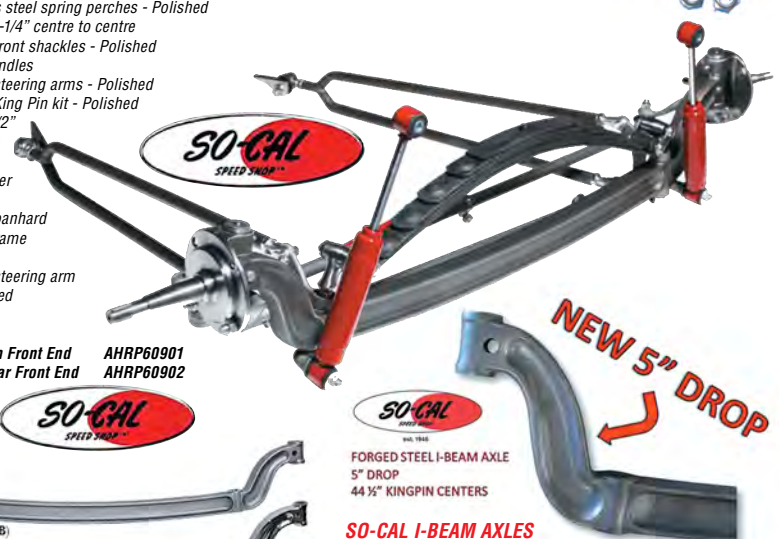
Ford Script. Rear. Pair.  
BD48-5783



### Traction Bar Rubber Bumpers

Universal design for use with most traction bars. Rubber bumper can be trimmed for adjustment. Threaded base allows adjustment for street or track.

Traction Bar Rubber Bumpers (Pair)  
MG1608



### SO-CAL I-BEAM AXLES

#### 5" Drop Forged I-Beam Axles

The latest addition, and now a cornerstone of the SO-CAL family of chassis components, is our forged 5" dropped axle. SO-CAL's engineering staff spent the better part of three years refining a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components. This new forged 1045 heat treated steel 5" dropped axle does that and more. The real test is trying to install stock spindles and having them go lock to lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone so when it's time to install reproduction parts, there's no problem. The forged axle measures 44 1/2" through the king pin centers, (which is perfect for fendered cars) and 34" at the 2.25" thick spring perch boss. It is offered in plain finish only. We also carry a nice selection of 4" dropped forged axles in 5 different finishes.

AHRP70506 - 5" drop 44-1/2" Centers

#### 4" Drop Forged I-Beam Axles

New Traditionalist™ Forged Steel 4" Drop I-Beam Front Axles: The latest addition to the SO-CAL family of chassis components is our forged steel dropped axles which is now the corner stone of the product line. SO-CAL's engineers refined a design that takes into account the idiosyncrasies of a reproduction part that must first work with original Ford components (Figure F). These new 4-inch dropped axles do that and more. The real test is trying to install stock spindles and having them go lock-to-lock. SO-CAL's axle shows a 30% improvement over the competition in turning radius alone. So when it comes time to install reproduction parts, there's no problem.

AHRP70507 - 4" drop 48" Centers

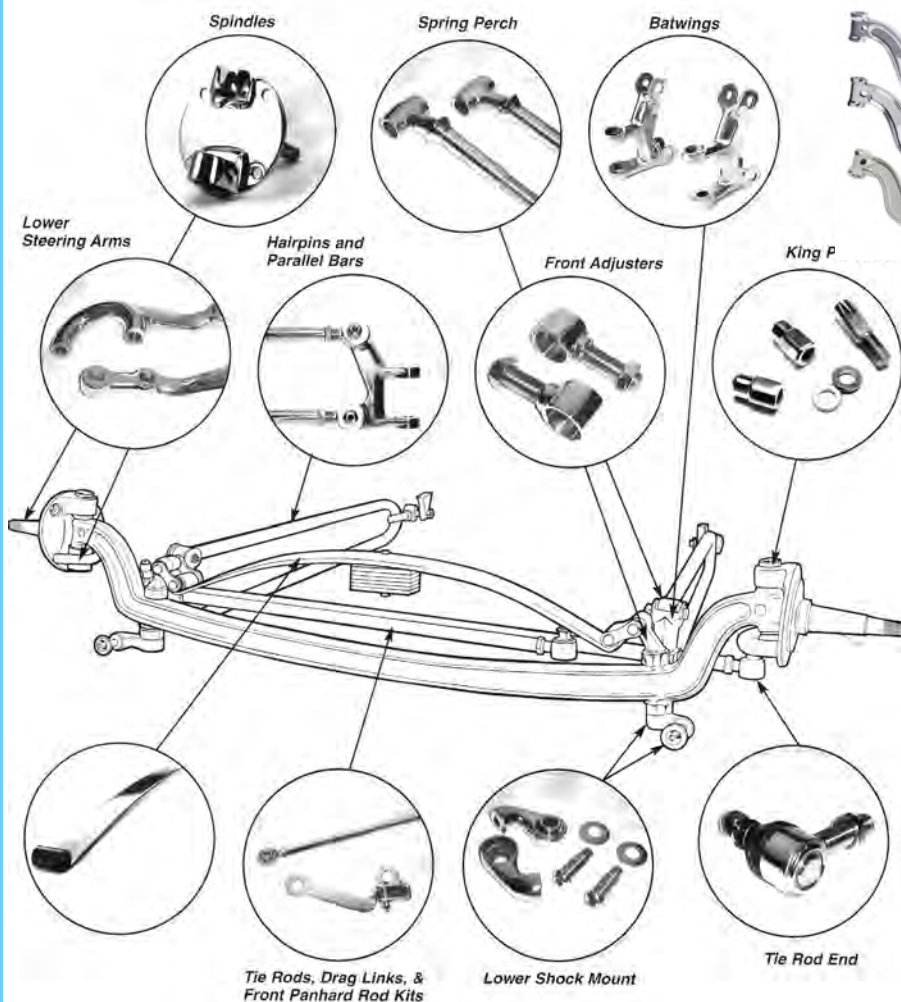


### I-Beam Axles

Cast from high strength 65-45-12 ductile iron, Super Bell's I-Beam axles are designed to accept '37-'48 Ford passenger car or Econoline spindles. Applications include '28-'34 Ford. 1/2 ton Ford trucks up through 1941, and '35-'36 Fords when you split the original bones. Split wishbone kits and instructional sheets are also available. Axles are 4" drop with Ford spindle. Drilled axles have -D on part number and filled axles have -F on part number.

Plain Part No.	Chrome Part No.	King Pin Centres	Perch Centres	Perch Boss	Spring Width
SB1021	SB1021-C	47-3/4"	36-1/2"	2-1/4"	31"
SB1021-D	SB1021-DC	47-3/4"	36-1/2"	2-1/4"	31"
SB1021-F	SB1021-FC	47-3/4"	36-1/2"	2-1/4"	31"
SB1022	SB1022-C	47-3/4"	36-1/2"	2"	31"
SB1022-D	SB1022-DC	47-3/4"	36-1/2"	2"	31"
SB1041	SB1041-C	46"	34"	2-1/4"	29"
SB1041-D	SB1041-DC	46"	34"	2-1/4"	29"
SB1041-F	SB1041-FC	46"	34"	2-1/4"	29"
SB1041-FD	SB1041-FDC	46"	34"	2-1/4"	29"
SB1042	SB1042-C	46"	34"	2"	29"
SB1042-D	SB1042-DC	46"	34"	2"	29"





## Aluminium-I-Beam Forged Axles

Completely Computer designed and strength tested, the new Forged Alum-I-Beam axle combines Super Bell's traditional I-beam 'narrow upsweep' with the original 1932 truck (wider style) belly and features a raised "Super Bell" shield on only one side of the beam. Measuring 46" King Pin to King Pin centres, the Alum-I-beam is designed for use under the '28-'34 Ford using the '37-'48 Ford spindles. Forged from 7175-T74 aircraft aluminium and "Made in the USA", Super Bell's Alum-I-beam is lighter (9.5 lbs.), stronger (tested in the real world), and better than ever. Originally offered in highlighted or fully polished with a round drilled hole option (1" lightening holes), it's now available with oval drilled hole option too! The standard finish comes with the edges of the beam polished.

(Alum "I" Beam must use anti-seize)

Axle Drop	King Pin Centres	Perch Centres	Perch Boss	Spring Width	Spindle Ford
4"	46"	34"	2-1/4"	29"	
<b>Finish</b>					<b>Part No.</b>
Undrilled with Highlight Polish					<b>SB1061-H</b>
Undrilled with Full Polish					<b>SB1061-F</b>
Round Drilled with Highlight Polish					<b>SB1061-DH</b>
Round Drilled with Full Polish					<b>SB1061-DF</b>
Oval Drilled with Highlight Polish					<b>SB1061-ODH</b>
Oval Drilled with Full Polish					<b>SB1061-ODF</b>

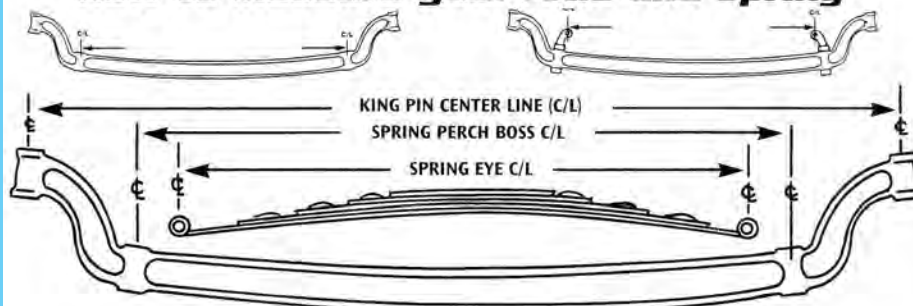


## GT2 Hair Pin Front Suspension Kit

Hair pin radius rods have long been recognized as the traditional front end for hot rods. This particular kit fits that description perfectly and the bars are adjustable front and rear. They feature S/S construction, GT2 Batwings, Urethane bushings, S/S fasteners, weld-on frame bracket and the kit is fully polished. Also available with steel hairpins

**AHRP61601**  
**AHRP61604**  
**AHRP60617**

## How to Measure your Axle and Spring



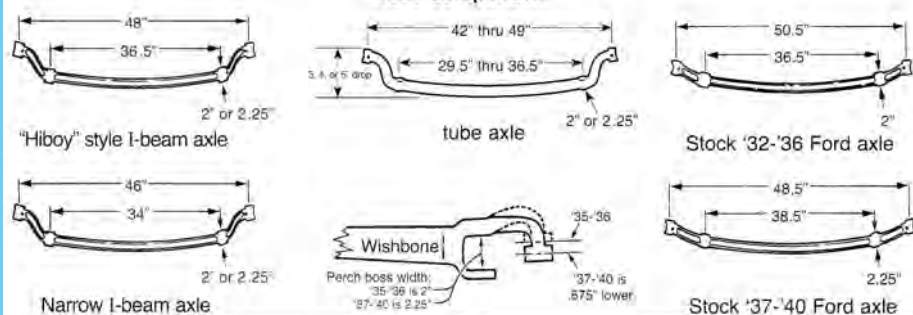
### To measure your axle for a super slide spring:

Measure C/L of spring perch boss to C/L of spring perch boss. Take that measurement and deduct 5". This will give you the size of your spring.

### To measure your perches for super slide spring:

Measure C/L of perch to C/L of perch. Take that measurement and deduct 3". This will give you the size of your spring.

## Axle Comparison



## TCI 1928-34 FORD Parallel 4-Link Fronts

1928-34 Ford 4 links feature 7/8" bars, urethane bushings, frame brackets, stainless cup washers, stainless batwings, stainless adjusters, hardware and instructions.

**Description**  
**1928-31 Polished Stainless Kit**  
**1932-34 Polished Stainless Kit**

**Part No.**  
**TOT201-2120-02**  
**TOT202-2120-02**



## AHRP Early Ford Steel Spindles

Plain Steel spindles for early Ford King Pin axles. Made from heat treated 1045 steel and supplied in pairs. Also available to suit Ford Falcon XA-On brake discs.

**Early Ford Plain Steel Spindles (pair)**  
**Early Ford Plain Steel Spindles for Falcon Discs**  
**2 X Castle Nuts & Washers With Split Pins**

**AHRP60104**  
**AHRP60104AU**  
**AHRP60103**

## Vr-Vs Commodore Caliper Brackets

Plain steel VR-VS Commodore caliper brackets suit 1937-41 Ford spindles, sold as a pair.

**SCW046**





### King Pin Kits

Complete kits including king pins, bearings, all bushings, keepers, nuts, shims and O-rings. Stainless kits include S/S topped King Pins, S/S encased bearings, S/S keepers and stop nuts.



#### Description

1937-41 King Pin Kit - Polished Stainless **AHRP60701**  
1937-41 King Pin Kit - Plain Steel **AHRP60706**  
1942-48 King Pin Kit - Plain Steel **AHRP60708**  
Polished Stainless Lock Stops **AHRP60102**

#### Part No.

1937-41 King Pin Kit - Polished Stainless **AHRP60701**  
1937-41 King Pin Kit - Plain Steel **AHRP60706**  
1942-48 King Pin Kit - Plain Steel **AHRP60708**  
Polished Stainless Lock Stops **AHRP60102**



### GT2 S/S Batwings

These beautiful investment cast "bushing style" S/S Batwings offer some of the nicest styling in the business. Not only good looking, they feature built-in lower shock mounts, come highly polished and ready to install. **AHRP61001**

### S/S Front Spring Perches

This spring perch design is the industry standard as it closely replicates the original Ford part manufactured between 1928 and 1934. This is what hard core builders use when creating traditional hot rods. They feature S/S construction, 3/4" I.D. bushing eyes, 5/8-18 Nyloc nuts and come fully polished.

#### Description

Front Spring Perches - Polished  
Front Spring Perches - Unpolished  
Front Spring Perches - Raw Steel



#### Part No.

Front Spring Perches - Polished **AHRP61101**  
Front Spring Perches - Unpolished **AHRP61102**  
Front Spring Perches - Raw Steel **AHRP61113**

### Adjustable Dead Perch Set

This set is really for the hard core builder and emulates front suspension designs used exclusively on the oval dirt tracks of the 50's and 60's to eliminate bump steer during racing. Features S/S construction; 3/4" spring eye bushings, all necessary hardware.

#### Description

Polished Set  
Dead Perch Only - Polished



#### Part No.

Polished Set **AHRP61103**  
Dead Perch Only - Polished **AHRP61106**

### TAPERED S/S PERCH

#### NUTS & BUNGS

These stainless nyloc perch nuts and cone-shaped tapered bungs are for use in the bottom of stock-style batwings.

#### Description

Tapered S/S Perch Nuts  
Cone Shaped Bungs



#### Part No.

Tapered S/S Perch Nuts **S0001-60401**  
Cone Shaped Bungs **S0001-62179**

### Front Lower Shock Mount

Polished Stainless steel lower shock mount fits under any 1928-1934 axle. Requires a long spring perch. Mount is keyed to the spring perch to prevent it turning during use. Should be used with our SS spring perch. **AHRP60656**

### GT2 Lower Front Shock Mounts

These polished stainless lower shock mounts perfectly complement our stainless spring mounts.



**AHRP60643**  
**AHRP60643N**

**GT2 Lower Polished Front Shock Mounts**  
**S/S Natural Lower Front Shocks Mounts**

### SO-CAL F1-Style

#### Upper Shock Mounts

These polished stainless F1-style mounts can be used with most styles of lower mounts and match perfectly those on the SO-CAL batwing. The upper rubber shock bushings are included as is all mounting hardware including the weld-in chassis bungs.

**S0001-60600**  
**S0001-60650**

**Suit Hiboy Cars Only**  
**Suit Fenderless Cars**



### Upper Front Shock Mounts

SO-CAL carries a number of other styles of bolt- and weld-on upper front shock mounts to fit a wide variety of applications Model A through 39 Ford.

**S0001-50104**  
**S0001-50106**  
**S0001-50107**

**Bolt on Model 'A' & 32 Ford**  
**Bolt on 1933-34 Ford**  
**Weld on for Hiboy or Full Fendered**



### Upper Shock Mounts

Engineered for stability and great looks. These solid stainless mounts can be bolted to non-boxed frames or use the supplied weld-in threaded bosses for boxed frames. Easy to install, made by Drake. (For use on hiboy fenderless cars only)

#### Upper Shock Mounts

**BD-60600**

### GT2 S/S Front Spindle Steering Arms

These stainless steering arms are designed for drop axles and suit right hand drive cars. Conventional arms are fastened to the spindle and threaded into a blind hole. This new product offers a "through bolt" design and they fit stock or reproduction '37 to '48 Ford spindles.

#### Description

Polished Stainless Front Spindle Steering LHS Arms  
Polished Stainless Front Spindle Steering Arms  
Plain Stainless Front Spindle Steering Arms  
Deep Drop S/S Steering Arms Suit 5" Axle -  
Deep Drop S/S Steering Arms Suit 5" Axle (RH)  
S/S Steering Arm Side Steer Suit Drop Axle Font

#### Part No.

Polished Stainless Front Spindle Steering LHS Arms **AHRP60301**  
Polished Stainless Front Spindle Steering Arms **AHRP60301RH**  
Plain Stainless Front Spindle Steering Arms **AHRP60307**  
Deep Drop S/S Steering Arms Suit 5" Axle - **AHRP60304**  
Deep Drop S/S Steering Arms Suit 5" Axle (RH) **AHRP60306RH**  
S/S Steering Arm Side Steer Suit Drop Axle Font **AHRP60309**



### Headlight Shock Mount Combo

Accepts all headlight sockets. Weld on unit works on most fenderless cars.

Shock mount  
weld on bracket  
**SBP1095**

### Spindle Steering Arm

#### Bolt Kit

These kits are designed FOR our "through bolt" steering arms and spindles when used in conjunction with an aftermarket disc brake kit. The bolts are compatible with most brake kits.

#### Description

Steering Arm Bolts for Wilwood Brakes  
Steering Arm Bolts for SO-CAL Brakes



#### Part No.

Steering Arm Bolts for Wilwood Brakes **AHRP60302**  
Steering Arm Bolts for SO-CAL Brakes **AHRP60644**

### RHD Vega Style

#### Steering Box

This is a brand new steering gear box that may be used for many different steering conversions including 1932 Fords, Model A's, Early Chevys, Chryslers and many custom Hot Rods. This unit provides a compact fit, while being able to perform better than the original. If you are working on a project vehicle this will be the gear box to get!

- Our Vega steering gear boxes are built to precise specifications and tolerances.
- This gear box is a direct bolt in, no welding involved!
- For cars 2800 lbs. or less.
- 3.5 lock to lock standard, but may vary depending on size of wheel.

#### Description

Left hand drive Vega Style Steering Box **AHRPGM1140-LHD**  
Right hand drive Vega Style Steering Box **AHRPGM1140-RHD**  
(Use Mount AHRP62160-RHD)

### RHD Vega Style Box Mount

**AHRP62160-RHD**



#### Part No

Left hand drive Vega Style Steering Box **AHRPGM1140-LHD**  
Right hand drive Vega Style Steering Box **AHRPGM1140-RHD**  
(Use Mount AHRP62160-RHD)

### Vega Pitman Arm

This superbly engineered Vega pitman arm is constructed of investment cast 17-4 stainless steel and fits the sector shaft spline perfectly. The tie rod end hook-up point is tapered from the top side only and the arm comes in either a plain or polished finish. Measures 6 1/4" centre to centre  
Polished Vega Pitman Arm **AHRP60201**

### HQ HOLDEN

#### Pitman Arm

Shortened Polished stainless steel pitman arm to suit HQ steering boxes, suitable for tight fitments enabling steering box to be mounted away from the engine.

**AHRP001-60201HQ**

(Polished)

**AHRP001-60203HQ**

(Plain)

### HQ HOLDEN Steering Box Mount

HQ Holden steering box mount suitable for weld on applications plain steel. **SCW049**

### S/S Tie Rod Ends

11/16-18 Tie Rod Ends  
Forged, polished and self-lubricating stainless steel tie rod ends in 11/16-18 right and left-hand thread.

#### Description

RH S/S Tie Rod End polished  
LH S/S Tie Rod End polished  
RH Steel Tie Rod End  
LH Steel Tie Rod End

#### Part No.

RH S/S Tie Rod End polished **AHRP60506**  
LH S/S Tie Rod End polished **AHRP60505**  
RH Steel Tie Rod End **AHRP60504**  
LH Steel Tie Rod End **AHRP60503**



### SO-CAL FRONT WISHBONE SPLIT KIT

SO-CAL offers a split kit for those using "A" to '40 Ford stock front wishbones. The kit includes (2), 3/4" forged tie rod ends with hardware, jam nuts and machined steel weld-in tie rod/wishbone adapters.

**S0001-60525**

### S/S Adjustable Rod Ends

Originally designed as a 4-link adjuster, these rod ends have been used as a problem solver for years. They offer a 5/8-18 shank, urethane bushings, 1/2" or 5/8" I.D. sleeves and jam nut.

**AHRP63701**

**AHRP63702**

**AHRP60605**

**AHRP60605L**

**Adjuster 11-Degree S/S**

**Adjuster Straight 5/8" -18**

**Adjuster Straight 3/4" -16**

**Adjuster Straight 3/4"-16 L/H Thread**



### SO-CAL Steering Damper

This damper improves steering smoothness and eliminates the possibility of front end shimmy. Includes stainless steel hardware, including stainless clamps.

**Chrome Damper** **S0001-60771**

**Black Damper** **S0001-60770**



### Drag Links & Tie Rods

Tie Rod Ends sold separately.

Drag links and tie rods in polished stainless steel.

**Axle Length**

46 inches

47-inch

**Drag Link**

26-1/2" **AHRP60801**

27-1/2" **AHRP60802**

**Tie Rod**

40-1/2" **AHRP60509**

41-1/2" **AHRP60510**



### GT2 4-Link Front Panhard Bar Kit

The front panhard bar kit has always been a must for Vega-style cross steering systems. Now it is available with the GT2 styling. An adjustable bar bolts to the S/S investment cast batwing bracket and to another bracket that gets welded to the frame. The kit is available in either S/S or plain mild steel.

#### Description

Panhard Bar Kit 25" Stainless Steel 4 Link  
Panhard Bar Kit 25" Mild Steel 4 Link

#### Part No.

Panhard Bar Kit 25" Stainless Steel 4 Link **AHRP61714**  
Panhard Bar Kit 25" Mild Steel 4 Link **AHRP61716**





## SO-CAL Front Crossmember Spring Clamp with Bump Stop

Improved front spring clamp to incorporate a bump stop that can protect your axle. The innovative spring clamp design also makes shimmying for different numbers of leaves simpler. The bottom plate is easily removed and changing out the bolts when a short clamp is needed is much easier than modifying U-bolts. The clamp comes with an aluminium spacer block which is used for tuning the spring.

**Front Spring Clamp with Bump Stop** SO001-62135

## GT2 Front Spring

We offer three sizes of front springs to meet your hot rod requirements. All springs have 3/4" reversed eyes and are de-arched for that low ride. They feature GT2 Nyloglide inserts, 6 leaf construction and come in three widths.

### Description

GT2 Front Spring 29 1/4"	C to C, fits 46" Axles	Part No. AHRP63002
GT2 Front Spring 30"	C to C, fits 47" Axles	AHRP63003
GT2 Front Spring 31 1/2"	C to C, fits 48" Axles	AHRP63004

## GT2 S/S Front Spring Shackle

The sculpted "dog bone" shackle design dates back to the early days of hot rodding. This beautifully polished investment cast assembly includes urethane bushings and stainless hardware.

**GT2 S/S Front Spring Shackle** AHRP60603

## GT2 S/S Front Spring U-bolt Kit

This kit is the closest you'll find to the original Ford design and it's 100% stainless steel. The clamp plate is investment cast S/S, the u-bolts are 304 S/S as are the fasteners and come fully polished.

**U-bolt Kit S/S Polished** AHRP63303

## Steel Front Spring U-bolt Kit

Plain steel front spring U-bolt kit. Includes spring pad, U-bolts and nuts.

**Steel Front Spring U-bolt kit** AHRP63302



## SO-CAL Coil-Over Speedshocks

Alloy gas filled coil-over SO-CAL Speedshocks: Manufactured in the USA to the highest standards in the industry, these brush finished 6061 aluminium coil-over shocks have a six position rebound adjustment, black powder coated silicon wire springs and a collar nut for quick pre-load changes. There is a 9/16" piston shaft for added strength, urethane bushings and the unparalleled design of the upper and lower shock eyes. 10" x 13-1/2"

**Coil-Over Speedshocks with 220lb Springs**  
**Coil-Over Speedshocks with 250lb Springs**  
**Coil-Over Speedshocks with 300lb Springs**  
**Coil-Over Speedshocks with 350lb Springs**

AHRP60646-220  
AHRP60646-250  
AHRP60646-300  
AHRP60646-350

## Suggested Spring Rates

Refer to the A-arm diagram if shock is mounted at an angle

FRONT Rate	Total Weight on Front Wheels	REAR Rate	Total Weight on Rear Wheels
200	600-800 lbs.	65	Under 800 lbs.
250	800-1000 lbs.	80	800-1000 lbs.
275	1000-1100 lbs.	95	1000-1100 lbs.
300	1100-1200 lbs.	110	1100-1200 lbs.
350	1200-1500 lbs.	130	1200-1300 lbs.
400	1500-1800 lbs.	140	1300-1400 lbs.
450	1800-2000 lbs.	150	1500-1700 lbs.
500	2000-2300 lbs.	170	1700-2300 lbs.
550	2300-2500 lbs.	200	2600-2900 lbs.
650	2600 lbs. & up	250	2600-2900 lbs.
300	2900-3200 lbs.		

## Replacement Coil Over Springs

SO001-60671 Speedshock Coil Spring pr 250LB  
SO001-60672 Speedshock Coil Spring pr 300LB  
SO001-60673 Speedshock Coil Spring pr 350LB

## S/S Coil Over Shock Mount Spacers

These investment cast stainless steel spacers are manufactured in three different thicknesses and designed to accommodate even the most complicated ride height coil over shock applications. They come in 1-1/4", 1-1/2" and 1-3/4" thickness and are available in a plain or polished finish. Sold in pair

AHRP63101 Polished 1-1/4"  
AHRP63102 Polished 1-1/2"  
AHRP63103 Polished 1-3/4"

## SO-CAL SPEEDSHOCK BUSHING

Replacement upper & lower bush for So-Cal Speedshocks, (sold each)  
SO001-60692

## SO-CAL Rear Shock Mounting Stud

SO-CAL Shock stud that allows ample clearance between the shock (especially covered shocks), And the rear end housing. Studs come complete With hardware.  
SO001-62004 Rear Shock Mounting Studs



## BILLET ALUMINUM STREET SHOCKS

- High performance handling for every generation.
- Shocks offer velocity sensitive deflective disk valving which optimizes
- control and handling.
- Adjustable shocks provide countless tuning options giving you full
- control over your car's handling capabilities.
- 100% dyno-tuned for accuracy and quality.

STROKE	COMP	EXT	SPRING	SHOCK LEN	BEARING	5/8" BUSHING
3"	9.32"	12.25"	7"	10-11"	AFC1330SRT	AFC1330SRBT
4"	10.32"	14.25"	7-8"	11-12"	AFC1340SRT	AFC1340SRBT
5"	11.32"	16.25"	10-12"	13-14"	AFC1350SRT	AFC1350SRBT
7"	13.32"	20.25"	14"	15.5"-17.5"	AFC1370SRT	AFC1370SRBT



## BIG GUN X ADJUSTABLE COIL OVER SHOCKS

The Big Gun X Double Adjustable Twin Tube shocks are specifically valved for high horsepower drag radial tyre equipped applications. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tyre to the track. Superior traction is achieved through a high flow piston that delivers constant performance, pass after pass. If you have 1,000-1,500 horsepower and are on a drag radial tyre, this is the valving package you need to complement your race package. For quicker adjustments, mount your AFCO shocks upside down for unsprung weight savings and ease in accessing the rebound adjuster

- Double Adjustable - Broadest range of adjustment in the industry
- Big Gun X Valving - Specifically valved for high horsepower applications
- Great for BIG or SMALL tire Doorslammers
- Rebuildable and revalvable
- Body mount: 1/2 I.D Bearing (1" Wide)
- Shaft mount: 1/2 I.D Bearing (1" Wide)

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11"	14.92"	12.25"-13.25"	8"	AFC3840BGX
5"	12"	16.92"	13.75"-14.75"	10"-12"	AFC3850BGX
6"	13"	18.92"	14.75"-16.75"	12"-14"	AFC3860BGX
7"	14"	20.92"	15.50"-18.50"	14"	AFC3870BGX

## BIG GUN TWIN TUBE COIL OVER SHOCKS

Big Gun shocks are specifically valved for high horsepower rear shock applications. Recommended for applications 1,000-1,500 hp. Both small tire and big tire cars can better control the hit to the tire with this series of shocks. May be mounted shaft down for reduced unsprung weight and easier access to rebound adjuster.

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11"	14.92"	12.25"-13.25"	8"	AFC3840BG
5"	12"	16.92"	13.75"-14.75"	10"-12"	AFC3850BG
6"	13"	18.92"	14.75"-16.75"	12"-14"	AFC3860BG
7"	14"	20.92"	15.50"-18.50"	14"	AFC3870BG

## BIG GUN X "SLICKS" COIL OVER SHOCKS

- Big Gun Valving - Specifically valved for high horsepower applications.
- Large piston provides superior launch stability.
- Gas pressure eliminates cavitation and allows shock to recover faster.
- Double Adjustable - broad range of adjustment, click-by-click.

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11.20"	15.20"	13.00"-13.50"	8"	AFC3240BG
5"	12.20"	17.20"	13.50"-14.50"	10"-12"	AFC3250BG
6"	13.20"	19.20"	14.50"-16.50"	12"-14"	AFC3260BG
7"	14.20"	21.20"	15.50"-18.50"	14"	AFC3270BG

## BIG GUN X "RADIALS" COIL OVER SHOCKS

The Big Gun X Series Double Adjustable Monotube shocks are specifically valved for extremely high horsepower drag radial tyre equipped applications. With this valving package, chassis tuners can better control the "hit" to the tire using this series of shocks. Drag radial competitors require a unique valving package to control the rear suspension and properly apply the radial tyre to the track. Don't "drive thru" your shocks with that big power! If you have 1,500+ horsepower and are on a drag radial tyre, or are using stock suspension, this is the valving package you need to complement your race program. Choose this series of shocks for the ultimate control off the line and superior traction down track. For quicker adjustments, mount your AFCO shocks upside-down for unsprung weight savings and easier access to the rebound adjuster.

- Double Adjustable - broad range of adjustment, click-by-click.
- Big Gun X Valving - Specifically valved for high horsepower radial tyre applications.
- Large piston provides superior launch and down track stability.
- Gas pressure eliminates cavitation and allows shock to recover faster

Stroke	Compressed Length	Extended Length	Ride Height	Spring Height	Part #
4"	11.20"	15.20"	13.00"-13.50"	8"	AFC3240BGX
5"	12.20"	17.20"	13.50"-14.50"	10"-12"	AFC3250BGX
6"	13.20"	19.20"	14.50"-16.50"	12"-14"	AFC3260BGX
7"	14.20"	21.20"	15.50"-18.50"	14"	AFC3270BGX

## SHOCKS & ACCESSORIES

### 1935-40 Ford Front Shock Kit

Super strong three point mounting on upper bracket insures against breakage. Bolt on kit includes all the necessary parts: two upper brackets, two adjustable shock absorbers, two combination spring shackles and lower shock mounts and all necessary bolts and instructions. Will not work on 1940 using sway bar.

**Front Shock Kit with Plain Shocks** CHEAR-2037  
**Front Shock Kit with Chrome Shocks** CHEAR-2037C

### SO-CAL Speedshocks

These nitrogen filled gas shocks are engineered specifically for hot rod applications and are offered in the "Standard" length of 9-1/4" closed and 14 1/4" extended or "Shorty" length of 7-7/8" closed and 11-1/4" extended. They are manufactured with or without dust covers and can be run on the front or rear of the car in either configuration. The distinctive design of the dustcover is reminiscent of the "airplane shocks" used on early hot rods during the 40's and 50's. Other features are 90 durometre replaceable 5/8" ID lower and 7/16" ID upper neoprene rubber bushings and they come finished in either high gloss SO-CAL red or show chrome.

Standard Length with Covers - Red	SO6068005
Standard Length with Covers - Chrome	SO6068205
Standard Length without Covers - Red	SO6068405
Standard Length without Covers - Chrome	SO6068605
Shorty Length with Covers - Red	SO60681
Shorty Length with Covers - Chrome	SO60683
Shorty Length without Covers - Red	SO60685
Shorty Length without Covers - Chrome	SO60687





## Replacement Bearings & Bushings

Replacement polyurethane bearings and bushings for Afco R-series street shocks.

Description	Part No.
1/2" ID x 1.06" Wide Bearing (Each)	AFC1007
5/8" ID Polyurethane Bushings (Pair)	AFC20182

## AFco Racing Bushings

Afco Shock Bumpers are not only used for dialing in your suspension but also help cushion your suspension to help prevent bottoming-out and causing extensive damage that can occur when doing so. Shock bumpers fit into a small cup that slides on the shock shaft, and there are a number of different levels of hardness to choose from. Dial your suspension in and get the edge on Afco shock bumpers.

### Shock Bumpers Convuluted

AFC20174	with Cone
AFC20174-1	Std (Blue)
AFC20174-3	Medium (Yellow)
AFC20174-4	Hard (Black)

## ULTRA LIGHTWIEght BLACK COATED SPRINGS

- AFcoIL Springs featuring all new black coating
- Get the performance you are looking for with the tightest tolerances in the industry • All AFco coils are manufactured using ultra high tensile wire • these springs are guaranteed not to lose more than 1% of free height • 2-5/8" I.D design prevents spring lean and bow.

### 10" Black Coated

Rate	Part No.
250	AFC23250B
300	AFC23300B
350	AFC23350B
400	AFC23400B

### 12" Black Coated

Rate	Part No.
110	AFC22110B
125	AFC22125B
150	AFC22150B
160	AFC22160B
175	AFC22175B
185	AFC22185B
200	AFC22200B
225	AFC22225B
250	AFC22250B
300	AFC22300B
350	AFC22350B
400	AFC22400B
450	AFC22450B

**AEROFLOW**

## Coil Over Shock Adjustment Tool

This tool helps you adjust the adjustment rings on your coil over shocks easily and without damage. Tool is universal and suits most brands of coil overs with adjusting nuts up to 3-1/4" diameter.

Coil Over Shock Adjustment Tool AF98-2010



## Adjustable Drag Shocks

Competition Engineering's 3-Way Adjustable Drag Shocks are designed to allow the racer to dial-in the race car to meet changing track conditions.

Competition Engineering's Front Drag Shocks are adjustable in three ratios: 90/10, 80/20 and 60/40. These ratios reflect the percentage of force required to extend and compress the shock absorber. You can quickly change the valve setting by simply compressing the shock fully and rotating the shaft until the indexing notch mates with the desired setting on the body. Our Rear Drag Shocks are also adjustable in three ratios: 30/70, 40/60 and 50/50. These ratios also represent the percentage of force required to compress and extend the shock unit. Only this time, the first number is compression and the second extension. These shocks also adjust by compressing them fully and rotating to the desired setting on the body.

### AMC

Model	Years	Front	Rear
Ambassador, Matador	1970-78	MOC2640	MOC2700
Rambler, Rebel	1970-78	MOC2640	MOC2700
AMX, Javelin	1970-74	MOC2640	MOC2700

### CHRYSLER/DODGE

Model	Years	Front	Rear
Barracuda	1964-74	MOC2620	MOC2730
Belvedere, Fury, Savoy	1962-70	MOC2620	MOC2730
Belvedere, Satellite	1965-72	MOC2620	MOC2730
Challenger	1970-74	MOC2620	MOC2730
Charger, Coronet	1965-72	MOC2620	MOC2730
Dart, Demon, Swinger	1976-64	MOC2620	MOC2735
Duster, Sport Scamp	1964-76	MOC2620	MOC2735
GTX	1967-70	MOC2620	MOC2730
Lancer, Monaco	1962-78	MOC2620	MOC2730
Magnum XE	1977-79	MOC2620	MOC2730
Road Runner	1968-75	MOC2620	MOC2730

### FORD

Model	Years	Front	Rear
Elite, Fairlane (US Model)	1965-71	MOC2640	MOC2740
Elite, Fairlane (US Model)	1972-79	MOC2610	MOC2700
Falcon XR-XD	1966-81	MOC2640	MOC2700
Falcon (US Model)	1966-70	MOC2640	MOC2700
Full Size	1957-59	MOC2610	MOC2740
Full Size	1965-86	MOC2610	MOC2700
Mustang & Mercury Cougar	1965-70	MOC2630	MOC2740
Mustang & Mercury Cougar	1971-73	MOC2640	MOC2740
Ranchero	1960-71	MOC2640	MOC2740
Ranchero	1972-79	MOC2610	MOC2700
Thunderbird	1967-79	MOC2610	MOC2700
Torino	1965-71	MOC2640	MOC2740
Torino	1972-79	MOC2610	MOC2700

### GENERAL MOTORS

Model	Years	Front	Rear
Chevrolet Camaro	1967-69	MOC2600	MOC2700
Chevrolet Camaro	1970-81	MOC2610	MOC2710
Chevelle, Malibu	1964-67	MOC2610	MOC2720
Chevelle, Malibu	1968-83	MOC2600	MOC2720
Chevrolet Monte Carlo	1970-88	MOC2600	MOC2720
Holden Torana LH-UC	1974-80	MOC2600	MOC2700
Oldsmobile Cutlass	1968-88	MOC2600	MOC2700
Pontiac Bonneville	1982-86	MOC2600	MOC2700
Pontiac Firebird	1967-69	MOC2600	MOC2700
Pontiac Grand Am	1968-81	MOC2600	MOC2700
Pontiac GTO	1967-73	MOC2600	MOC2720
Pontiac LeMans, Tempest	1967-81	MOC2600	MOC2720



## CALVERT 9-WAY ADJUSTABLE

### REAR SHOCKS

- 9-way adjustable • Great for street/strip use
- External dial for easy adjust ability
- Dial primarily adjusts rebound, enabling driver to control excessive rear body separation
- Heavy duty industrial steel bodied design
- Cost effective • Sold as Pairs

Model	Year	Part No.
AMC		
AMX Javelin	68-74	CTCR42133
AMX Javelin*	68-74	CTCR42133
CHEVROLET		
Belair	55-57	CTCR42133
Camaro / Firebird	67-69	CTCR42133
Camaro / Firebird	70-81	CTCR34145
Nova Chevy II	62-67	CTCR42133
Nova	68-78	CTCR32150
S-10	82-04	CTCR32150
DODGE		
Challenger	70-74	CTCR22142
Charger	67-78	CTCR22142
Coronet	65-76	CTCR22142
Dart	63-76	CTCR22142
Demon	62-76	CTCR22142
Polara	65-73	CTCR22142

### FORD

Mustang	64-73	CTCR32128
Fairlane	62-65	CTCR44130
Falcon	60-70	CTCR44116
Galaxi**	60-64	
Maverick**	70-75	
Mustang	64-66	CTCR44116
Mustang	67-73	CTCR44130
Mustang	86-96	CTCR12132
Mustang	08-10	CTCR12142
Pinto	70-80	CTCR44116
Torino	68-76	CTCR44130

### MERCURY

Comet	60-67	CTCR44130
Cougar	67-73	CTCR44130

### PLYMOUTH

Barracuda	64-69	CTCR22142
Belvedere	65	CTCR22142
Belvedere	66-70	CTCR22142
Duster	70-76	CTCR22142
Fury	62-63	CTCR22142
Fury	64	CTCR22142
Fury	65-70	CTCR22142
Fury	71-73	CTCR22142
Fury	74	CTCR22142
Fury	75-78	CTCR22142
Grand Fury	75-77	CTCR22142
GTX	67-71	CTCR22150
Road Runner	68-75	CTCR22142
Satellite	65-74	CTCR22150
Savoy	62-64	CTCR22142
Scamp	60-76	CTCR22142
Valiant	60-66	CTCR22142
Volare	76-80	CTCR22142

\*Staggered Shocks \*\*Different Lower Mount Required



## CALVERT 90/10 FRONT DRAG SHOCKS

Calvert Racing's CF Series 90/10 was designed with performance in mind. This new line was engineered for cars with midrange power. Built with the softest rate on rebound on the market today, allowing the front end of your race car to come up as easy as possible! This equates to better weight transfer and more weight over your rear tires. In addition, the CF Series shock also has a dual rate compression valving. The built in high speed compression valving will keep your front end from bottoming out on hard landings. Once you're out of the hole, low speed compression is active and a softer valving allows the front end to settle at the top end. Every application was closely evaluated for best length assuring that each vehicle would have sufficient travel for maximum traction. This is an area that is missed by most manufacturers as their shocks are designed after factory length shocks.

- Non-adjustable, made to perform out of the box
- Fastest shock on rate of separation
- Dual stage compression valving. Absorbs hard hits and settles at top end
- Light weight, industrial design
- Cost effective
- Sold as Pairs
- NOT FOR HIGHWAY USE

Model	Year	Part No.
AMC		
AMX	70-74	CTCF35093
AMX	78-80	CTCF35093
Javelin	70-74	CTCF35093
CHEVROLET		
Belair	55-57	CTCF43093
Camaro / Firebird	67-69	CTCF43093
Camaro / Firebird	70-81	CTCF43093
Chevelle	64-83	CTCF43093
Corvette	63-87	CTCF43093
Malibu	64-83	CTCF43093
Nova Chevy II	63-67	CTCF45103
Nova	68-78	CTCF43093
S-10	85-02	CTCF43093
DODGE		
Challenger	70-74	CTCF42103
Charger	66-73	CTCF42103
Charger	74	CTCF42103
Charger	75-78	CTCF42103
Coronet	65	CTCF42103
Coronet	66-76	CTCF42103
Dakota / RT Truck	94-03	CTCF43093
Dart	63-76	CTCF42103
Demon	62-76	CTCF42103
Monaco	65-76	CTCF42103
Monaco	77-78	CTCF42103
Polara	65-73	CTCF42103
Royal Monaco	75-76	CTCF42103
Swinger	63-76	CTCF42103
FORD		
Fairlane	62-65	MOD
Fairlane	66-71	CTCF35093
Fairlane	72-79	CTCF43093
Falcon	60-70	CTCF35093
Galaxi	60-64	CTCF35093
Maverick	70-75	CTCF35093
Mustang	64-73	CTCF35093
Torino	66-71	CTCF35093
Torino	72-79	CTCF43093
Ranchero	60-71	CTCF35093
Ranchero	72-79	CTCF43093
MERCURY		
Comet	60-69	CTCF35093
Comet	71-77	CTCF35093
Cougar	67-73	CTCF35093
PLYMOUTH		
Barracuda	64-69	CTCF42103
Belvedere	65	CTCF42103
Belvedere	66-70	CTCF42103
Duster	70-76	CTCF42103
Fury	62-64	CTCF42103
Fury	65-70	CTCF42103
Fury	71-73	CTCF42103
Fury	74	CTCF42103
Fury	75-78	CTCF42103
Grand Fury	75-77	CTCF42103
GTX	67-71	CTCF42103
Road Runner	68-73	CTCF42103
Road Runner	74-75	CTCF42103
Satellite	65-74	CTCF42103
Savoy	62-64	CTCF42103
Scamp	60-76	CTCF42103
Valiant	60-66	CTCF42103
Volare	76-80	CTCF42103





### ULTRA SERIES MONO-TUBE

#### DOUBLE ADJUSTABLE SHOCKS

The Strange Ultra Series mono-tube double adjustable shocks are available in common configurations (listed below) and are revalvable. Custom configurations and valving are available upon request. The Ultra Shock is a key component in the suspension system that will deliver consistency, improved launch, down track stability and ultimately allow you to better tune your vehicle for superior performance. All shocks are hand assembled by Strange in the USA.

- Mono-tube Construction
- Gas Charged Reservoir
- Wide Range of Tuning Adjustment
- Ultra-low Friction Guide and Seal
- Hollow Induction Hardened Super Finished Chrome Rod
- Hardened 48mm Piston with Teflon Coating
- Piston Based Valving System
- Locking Anodized Spring Seat

#### ULTRA SHOCKS WITH IN LINE RESERVOIR

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
25.68"	16.30"	18.50"-22.50"	9.38"	14"-16"	STS7210I
23.45"	15.20"	17.50"-20.50"	8.25"	14"	STS7209I
19.59"	13.26"	15.25"-16.50"	6.33"	12"	STS7207I
16.69"	11.81"	13.25"-14.25"	4.88"	10"	STS7205I
15.30"	11.14"	12.50"-13.50"	4.16"	8"	STS7204I
13.79"	10.36"	11.50"-12.25"	3.43"	7"	STS7203I

#### ULTRA SHOCKS WITH PIGGY BACK RESERVOIR

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
25.15"	15.80"	18.00"-22.00"	9.35"	14"-16"	STS7210S
22.95"	14.70"	17.00"-20.00"	8.25"	14"-16"	STS7209S
19.00"	12.80"	14.75"-16.00"	6.20"	12"-14"	STS7207S
16.28"	11.28"	12.75"-13.75"	5.00"	10"-12"	STS7505S
14.94"	10.64"	12.00"-13.00"	4.30"	8"-10"	STS7204S
13.38"	9.85"	1.00"-11.75"	3.53"	7"-8"	STS7203S

\* Collapsed length and stroke are stated without the bump rubber to compare with other brands.



#### Aluminium Coil Over Rear Shocks

Each Strange shock body, eyelets, spring seats and jam nut are fully machined from high-grade aluminium. Strange fully assembles and inspects each shock. Every shock that passes our stringent testing is issued a serial number. The Strange dynamometer facility enables us to analyze shocks at all shaft speeds and continue our valve development to stay at the forefront of the performance suspension industry.

#### Single Adjustable Shocks

Strange aluminium single adjustable coil-over shocks are designed to take the guesswork out of tuning your suspension. Whether you are adjusting the ride of your street machine or fine-tuning a drag race vehicle, Strange shocks are a valuable tool to adapt your suspension to the changing conditions your vehicle will encounter. Shock extension is easily adjusted by turning a conveniently located external knob. The external knob offers 10 precise rebound settings and allows for a wide range of adjustment.

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Length	Part Number
19.15"	12.64"	15.25"-16.00"	6.52"	14"	STS5207
17.15"	11.64"	13.875"-14.50"	5.52"	12"	STS5206
15.40"	10.76"	12.625"-13.250"	4.64"	12"	STS5205
13.84"	10.00"	11.750"-12.125"	3.86"	10"	STS5204
12.84"	9.50"	11.00"-11.375"	3.36"	7"-8"	STS5203
11.36"	8.74"	10.00"-10.375"	2.62"	7"-8"	STS5202

\* Collapsed length and stroke are stated without the bump rubber to compare with other brands.

#### Double Adjustable Shocks

##### (Sold as singles)

Strange aluminium double adjustable shocks incorporate an additional knob for accurately adjusting compression. Every Strange double adjustable shock package includes teflon lined high mis-alignment bearings, spring seat bearings and Hypercoil Springs. Hypercoil springs are recommended to ensure optimum adjustability and alleviate additional problems that may be introduced with lesser grade springs. Strange shocks were developed to operate independently or with our optional remote air kit. The remote kit allows the shock to be set at a stiffer rebound setting at launch and then can be triggered to become softer (extension) as the car travels thru the quarter mile. Strange shocks are set to allow for a wide range of adjustments; however, Strange shocks can be re-valved to a different range of adjustments if your specific application/set-up requires.

Extended Length	Collapsed Length*	Recom Ride Height	Stroke/Travel*	Spring Part Number
19.15"	12.64"	15.25"-16.00"	6.52"	14" STS5007A
17.15"	11.64"	13.875"-14.50"	5.52"	12" STS5006A
15.40"	10.76"	12.625"-13.250"	4.64"	12" STS5005A
13.84"	10.00"	11.750"-12.125"	3.86"	10" STS5004A
12.84"	9.50"	11.00"-11.375"	3.36"	7"-8" STS5003A
11.36"	8.74"	10.00"-10.375"	2.62"	7"-8" STS5002A

\* Collapsed length and stroke are stated without the bump rubber to compare with other brands.

#### Replacement Adjusting Knob

Replacement adjusting knob for Strange single and double adjustable shocks.

Replacement Adjusting Knob (each)

STS5000ST

#### Coil-Over Spring Bearing

Allows for easy coil-over spring adjustment. Fits any shock/spring combination using 2-1/2" ID springs.

Includes 1 x bearing and 2 x races.

Coil-Over Spring Bearing

PWC72-060



#### Hypercoil Springs

Strange Engineering has brought the premier CART/Indy, Formula One and NASCAR spring manufacturer to drag racing. In drag racing, the spring is an intricate component of the suspension. Hypercoils are manufactured from the lightest optimal coil diameter- without compromising the springs performance.

#### 2.500" I.D. x 8" long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
200	8.00"	2.83"	2.3	STSP80200A
225	8.00"	3.11"	2.6	STSP80225A
250	8.00"	3.21"	2.8	STSP80250A
275	8.00"	3.42"	3.1	STSP80275A
300	8.00"	3.20"	2.9	STSP80300A
325	8.00"	3.46"	3.2	STSP80325A
350	8.00"	3.27"	3.1	STSP80350A
375	8.00"	3.54"	3.5	STSP80375A
400	8.00"	3.81"	3.9	STSP80400A

#### 2.500" I.D. x 10" long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
125	10"	2.498"	1.75	STSP10125A
150	10"	2.736	1.90	STSP10150A
200	10"	2.976	2.37	STSP10200A
250	10"	3.214	3.00	STSP10250A
300	10"	3.409	3.35	STSP10300A
425	10"	3.781	3.90	STSP10425A

#### 2.500" I.D. x 12.00" Long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
85	12.00"	3.45"	2.3	STSP12085A
95	12.00"	3.63"	2.6	STSP12095A
110	12.00"	3.99"	3.0	STSP12110A
125	12.00"	4.13"	3.2	STSP12125A
150	12.00"	4.32"	3.6	STSP12150A
162	12.00"	4.462"	3.9	STSP12162A
175	12.00"	4.29"	3.7	STSP12175A
185	12.00"	4.73"	4.2	STSP12185A
200	12.00"	5.15"	4.8	STSP12200A
225	12.00"	4.66"	4.3	STSP12225A
250	12.00"	3.45"	2.3	STSP12250A
375	12	4.634	5.05	STSP12375A

#### 2.500" I.D. x 14.00" Long Hypercoils (Singles)

Spring Rate	Free Length	Solid Height	Weight (lbs.)	Part Number
85	14.00"	3.45"	3.7	STSP14085
100	14.00"	3.63"	3.9	STSP14100A
110	14.00"	3.99"	3.6	STSP14110A
125	14.00"	4.13"	4.2	STSP14125A
138	14.00"	4.32"	4.7	STSP14138A
150	14.00"	4.462"	5.1	STSP14150A
162	14.00"	4.29"	4.8	STSP14162A
175	14.00"	4.73"	5.3	STSP14175A
185	14.00"	5.15"	5.1	STSP14185A
200	14.00"	4.66"	5.7	STSP14200A



#### Remote Control Kit

Strange shocks were developed to operate independently or with our optional remote air kit. The remote kit allows the shock to be set at a stiffer rebound setting at launch and then can be triggered to become softer (extension) as the car travels down the quarter mile.

Strange Remote Control Kit  
Timer & Circuit Board for STS5000

STS5000  
STS5000R7

#### STRANGE Forged Aluminium Front Struts

Strange Forged Aluminium Strut Packages provide the basis for a lightweight front suspension. Frame construction is much simpler, suspension geometry is more easily established, and header clearance is improved over conventional A-frame suspension. Every Strange strut is rebound (extension) adjustable and all stud mount Strange Struts are externally adjustable for more convenient extension tuning. Strange aluminium struts are also available with an optional external compression adjustment- allowing for two (double) independent adjustments. Every Strange strut package features integral designed components ensuring proper fit, ease of assembly, maximum performance and an unsurpassed regard for safety.

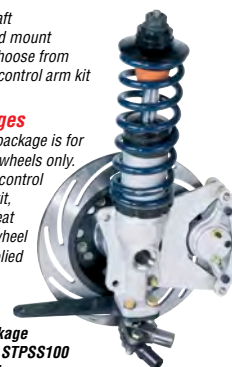
- Forged aluminium body x-rayed to ensure quality
- Lightened 17-4 stainless steel spindles
- Revalvable Strange cartridges
- Large & fully ground strut shaft
- Eye or external adjustable stud mount
- Three brake kit packages to choose from
- Includes chrome-moly lower control arm kit

#### Lightweight Strut Packages

The Strange Lightweight Strut Package is for drag cars using spindle mount wheels only. Packages include struts, lower control arm kit, lightweight 10" brake kit, Hypercoil springs and spring seat bearing kit but do not include wheel bearings or seals. Kits are supplied with 250lb Hypercoil springs, other spring rates are available separately.

Strange Lightweight Strut Package  
for Eye Mount Applications STPSS100

Strange Lightweight Strut Package  
for Stud Mount Applications STPSS105



#### Medium & Heavy Duty Strut Packages

Strange offers medium and heavy duty strut packages for five stud wheels. The only difference between the two kits are the caliper kits. Medium duty kits feature Strange billet 2 piston calipers and are recommended for vehicles under 2600lbs (1180kg). Heavy duty kits feature the Strange directional 4 piston caliper and are recommended for vehicles over 2600lbs (1180kg). Packages include adjustable struts, lower control arm kit, brake kit, Hypercoil springs and spring seat bearing kit. Kits are supplied with 250lb Hypercoil springs, other spring rates are available separately. All Strange aluminium strut packages are for drag racing only.

Medium Duty Strut Package for Eye Mount STPSS110-4.50

Medium Duty Strut Package for Stud Mount STPSS115-4.75

Heavy Duty Strut Package for Eye Mount STPSS120-4.75

Heavy Duty Strut Package for Stud Mount STPSS125-4.50

Heavy Duty Strut Package for Stud Mount STPSS125-4.75

Heavy Duty Strut Package for Stud Mount STPSS125DBL-4.50

Double Adjustable Heavy Duty Strut Package for Stud Mount STPSS125DBL-4.75

Double Adjustable

Double Adjustable

#### STRANGE Ultra Strut Packages

The latest generation Strange cartridge is externally adjustable and the piston is located below the spindle- allowing for longer stroke, less stress and increased stability at full extension. The lighter construction of the strut allows for weight savings, while maintaining an unmatched integral strength.

The double adjustable strut permits the ultimate in fine tuning the front suspension. Hypercoil springs are included with every Ultra Strut package.

Strange Ultra Strut packages include Ultra Struts, premium chrome-moly lower control arm kit, wheel bearings, wheel races, wheel seals, high misalignment tie rod ends, aluminium steering arms, spring seat bearing kit and Hypercoil springs.

- Based on Anglia style spindle • Aluminium steering arm
- Lightweight Stainless steel base • NAS hardware • Superior stability

Single Adjustable with Lightweight Steel Brake Kit STPSS200

Single Adjustable with Carbon Brake Kit STPSS210

Double Adjustable with Lightweight Steel Brake Kit STPSS205

Double Adjustable with Carbon Brake Kit STPSS215





## AIR SUSPENSION & COMPONENTS



**COOLRIDE™**  
by Air Ride Technologies

### Street Rods/Street Machines

#### Front Systems & Rear Systems

These are the original Air Ride Suspension that was developed several years ago and remains the most popular system today. The CoolRide™ system consists of an airspring and all of the necessary mounting bracketry and hardware. On a front system the shock is usually relocated to the outboard side of the lower control arm. A weld-on bracket mounts the top of the shock to the frame rail. On a rear system, the airspring and shock absorber will normally go in the stock locations. The CoolRide™ system has the greatest application coverage and versatility of all of our Air Ride Systems. It will raise and lower the vehicle, improving the handling and offering a terrific ride.

- Lowers vehicle ride height
- Improves handling
- Greatest application coverage and versatility
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tyre clearance and load capacities
- Improves ride quality!

### Street Rods/Street Machines

Mustang II - CoolRide Front System for StrongArms **ART19010999**  
Mustang II - CoolRide Front System for OEM arms **ART19011099**

### COOL RIDE Air Springs & Brackets Model Specific

Note Shocks are sold separately

#### FORD Cars

Description	Part #
49-51 Mercury FRONT	ART12011099
49-52 Ford FRONT	ART12011099
53-57 Ford FRONT	ART12031099
55-57 T-Bird FRONT	ART12041099
60-64 Galaxie FRONT	ART12161099
79-93 Mustang FRONT	ART12121099
79-04 Mustang REAR	ART12131099
94-04 Mustang FRONT	ART12141099
94-04 Mustang Cobra IRS	ART12234099
61-69 Lincoln FRONT N/A	ART12060999

#### GM Cars

55-57 Chevy FRONT	ART11011099
55-57 Chevy FRONT	ART11010999
1957 Buick FRONT	ART11121099
58-64 Impala FRONT	ART11051099
58-64 Impala FRONT	ART11050999
58-64 Impala REAR	ART11054099
58-64 Impala REAR	ART11054699
58-64 Cadillac REAR	ART11104099
65-70 Cadillac REAR	ART11114099
61-64 Buick FS REAR	ART11134099
63-65 Buick Riviera REAR	ART11134099
65-70 Pontiac FS FRONT	ART11151099
65-70 Pontiac FS REAR	ART11154099
62-67 Nova FRONT	ART11251099
68-74 Nova FRONT	ART11161099
65-70 Buick FS REAR	ART11144099
66-70 Buick Riviera REAR	ART11144099
67-69 Camaro FRONT	ART11161099
70-81 Camaro FRONT	ART11171099
65-70 Impala FRONT	ART11281099
65-70 Impala REAR	ART11284099
64-72 A-Body FRONT	ART11221099
64-72 A Body REAR	ART11224099
78-88 G-Body FRONT	ART11321099
78-88 G-Body FRONT	ART11320999
78-88 G Body REAR	ART11324099
91-96 B-Body FRONT	ART11311099
91-96 B Body REAR	ART11314099
91-96 B Body Wagon REAR	ART11474099
82-92 Camaro FRONT	ART11201099
82-92 Camaro REAR	ART11204099
93-02 Camaro REAR	ART11214099



**ridetech**  
Air Ride Technologies

**SHOCKWAVE**  
by Air Ride Technologies

- Bolt-on installation. NO welding required.
- Unequalled ride quality
- Proven patented sealing technology
- Anodized billet aluminium construction
- 16 position adjustable valving
- Superior handling
- Eliminates tyre clearance problems

### Front SHOCKWAVE™ Custom Installation Info 1000 Series

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
9.2	10.75	11.8	2.6	Bearing	ART24020101	ART21120101
9.7	11.25	12.3	2.6	Stud	ART24020105	ART21120105
9.75	11.5	13.3	3.5	Bearing	ART24030101	ART21130101
10.25	12	13.8	3.5	Stud	ART24030105	ART21130105
10.6	13	14.75	4.1	Bearing	ART24040101	ART21140101
10.6	13	14.75	4.1	Stud	ART24040105	ART21140105

### SHOCKWAVE Chassis Application Guide

We offer direct ShockWave fitments for most aftermarket chassis manufacturers. Some of the most popular manufacturers are listed below. NOTE: These dimensions and mountings are for the manufacturers own front suspension designs. Some coincidentally use a Mustang II spindle in their own suspension design even when using different suspension components and geometry. Be careful to not confuse the different units. When using ANY manufacturers' true Mustang II front suspension, please use the ShockWaves listed for a Mustang II suspension listed below.

Description	Comp	Ride	Ext	Stroke	Bottom Mount	Top Mount
TCI front Street rod	9.75	11.5	13	3.25	1/2	1/2
TCI Rear four link Chassis	10.6	13	14.75	4.1	5/8	1/2 - 5/8
Heidts Super Ride I & II	9.75	11.5	13	3.25	1/2	1/2
Heidts IRS	9.75	11.5	13	3.25	1/2	1/2
Heidts Rear four link kits	10.6	13	14.75	4.1	5/8	5/8
Fatmans Stage V front	10.6	13	14.75	4.1	1/2	1/2
Fatmans Stage II front (Coil spring IFS)	9.2	10.75	11.8	2.6	T-Bar	Short Stud
Art Morrison front	10.65	13	14.75	4.1	1/2	1/2
Art Morrison Chassis Rear four link	11.6	14.5	16.6	5	3/4 Bushing	1/2
Chassisworks front	10.6	13	14.75	4.1	1/2	1/2
Jim Meyer front	9.2	10.75	11.8	2.6	1/2	1/2
Kugel Komponenten front	9.75	11.5	13	3.25	1/2	1/2
Kugel IRS Rear	9.75	11.5	13	3.25	1/2	5/8
Martz Hot Rod Chassis front	9.75	11.5	13	3.25	1/2	1/2
No Limit Eng. WideRide IFS	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. WideRide III	10.6	13	14.75	4.1	T-bar	5/8
No Limit Eng. Roadslide	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. Fat-Bar Big-10 rear	11.6	14.5	16.6	5	5/8	5/8
No Limit Eng. TruckArm rear	10.6	13	14.75	4.1	5/8	5/8
Outlaw Performance Pre2008 IFS	9.2	10.75	11.8	2.6	1/2	Short Stud
Outlaw Performance rear	10.6	13	14.75	4.1	1/2	1/2
Outlaw Performance rear	11.6	14.5	16.6	5	1/2	1/2
OZE RodShop Chassis Coilover IFS	10.6	13	14.75	4.1	1/2	1/2
OZE RodShop Chassis 4 link rear	11.6	14.5	16.6	5	1/2	1/2
Roadster Shop Hot Rod	10.6	13	14.75	4.1	1/2	1/2
Roadster Shop Street Rod Spring	10.6	13	14.75	4.1	5/8	5/8
Progressive Street Ryde Coil Spring IFS	9.2	10.75	11.8	2.6	1/2	Short Stud
Progressive Sweet Ryde Coil Over IFS	10.6	13	14.75	4.1	1/2	1/2
Scotts Pre 40 StreetRod Custom IFS	9.2	10.75	11.8	2.6	T-Bar	5/8
Scotts Post 40 Custom IFS	10.6	13	14.75	4.1	5/8	5/8

### Rear SHOCKWAVES

The ShockWave™ 8000 and the ShockWave™ 7000 are designed especially for the rear suspension of your hotrod. The Firestone® sleeve style airspring offers more travel and a softer spring rate that is more appropriate for a solid axle rear suspension. The 16 position shock valving will allow you to dial in the exact level of ride quality and handling performance you want for your car.

7000 Series rated less than 1500lbs rear axle weight. 8000 series rates 1500-2400lbs.

NOT recommended for IFS installations... not enough load capacity

#### 7000 Series ShockWave

4" diameter = 780 lbs. at 100 psi

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
10.6	13	14.75	4.1	Bearing	ART24040701	ART21140701
11.5	14.5	16.5	5	Bearing	ART24050701	ART21150701
13.5	17	19.5	6	Bearing	ART24060701	ART21160701

#### 8000 Series ShockWave

5" diameter = 1200 lbs. at 100 psi

Comp	Ride	Ext	Stroke	Mount	Master Series Non Adjustable	Single Adjustable
10.6	13	14.75	4.1	Bearing	ART24040801	ART21140801
11.5	14.5	16.5	5	Bearing	ART24050801	ART21150801
13.5	17	19.5	6	Bearing	ART24060801	ART21160801

**AirBAR**  
by Air Ride Technologies



The AirBar® from Ridetech is a 4 link rear air suspension that will directly bolt into the oem leafspring mounts of your prized musclecar... no cutting, no fabrication. the ride height of your car is typically lowered by approximately 2". The fully deflated height is typically 5-6" lower than stock. The ride quality is dramatically improved over stock... instead of a wallowing soft ride you'll experience a crisp, controlled ride quality that will inspire more confidence for performance driving.

The area of largest improvement is the handling and cornering performance. The AirBar® eliminates the oem leafspring and replaces them with a 4 link rear suspension. The 4 link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners. When combined with a ShockWave® or CoolRide™ Front Suspension Kit, your classic musclecar can now enjoy the benefits of modern handling and ride quality technology. AirBar kits can be used with ShockWaves or Coil Overs, NOTE these are sold separately.

Description	Part #
67-79 Camaro FireBird	ART11167199
70-81 Camaro FireBird	ART11177199
62-67 Nova	ART11257199
68-74 Nova	ART11267199
55-57 Chevy	ART11027199
64-70 Mustang	ART12087199
60-64 Ford Galaxie	ART12167199
70-74 Mopar E-Body	ART13027199
68-70 Mopar B-Body	ART13017199

Note: Shocks sold separately

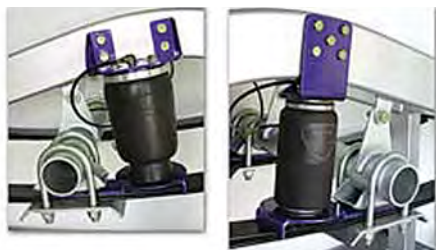




# AIRoverLeaf™

by Air Ride Technologies

- Lowers vehicle ride height
- Improves handling
- Greatest application coverage and versatility
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tyre clearance and load capacities
- Improves ride quality!
- Easy to install!



This is our most simple, cost effective and easiest to install air ride system. There are a great number of finished vehicles out there that use a leafspring rear suspension. The AIRoverLeaf™ system offers a great ride quality and extra load capacity without re-engineering your vehicle. Lowering is accomplished by removing 1 or 2 leafsprings. The airspring is then inflated to restore load capacity, ride height and spring rate. The AIRoverLeaf™ system is completely bolt-on and requires little or no modification to your vehicle.

## STRONG ARMS™

by Air Ride Technologies



What says "performance" more than a set of tubular control arms! After all of the time and effort expended on your ride, you definitely can't let your stamped oem control arms detract from all that work. Finish your suspension off with these new tubular control arm systems from Air Ride Technologies. Built with all of the care and experience you have come to expect from us, these tubular control arms are a precision engineered solution for ShockWave™ installation, ball joint binding, and frame clearance issues that can haunt some vehicles. When you combine the performance benefits with the elegant design of these arms, there is no question... GOTTA HAVE THESE!

### Cars Front For ShockWave Upper Lower

55-57 Chevy	ART11013699
58-64 Chevy	ART11053699
64-72 GM A-Body	ART11223699
65-70 Chevy Impala	ART11283699
67-69 GM F-Body	ART11163699
67-70 Mustang	ART12103699
68-74 Nova	ART11163699
70-81 GM F-Body	ART11173699
78-88 GM G-Body	ART11323699
Mustang II Street Rod	ART19013699

### For CoolRide Upper Lower

55-57 Chevy	ART11013699
58-64 Chevy	ART11053699
78-88 GM G-Body	ART11323699
Mustang II Street Rod	ART19013699
61-66 Lincoln	ART12061499

### Cars Rear Rears Upper Lower

58 Chevy	ART11046699
59-64 Chevy	ART11066699
59-64 Chevy	ART11066698
64-67 GM A-Body	ART11236699
68-72 GM A-Body	ART11246699
65-66 Chevy Impala	ART11296699
65-66 Chevy Impala	ART11296698
67-70 Chevy Impala	ART11306699
67-70 Chevy Impala	ART11306698
65-70 Buick Fullsize	ART11146699
78-88 GM G-Body	ART11326699
79-04 Mustang	ART12135899



## AIR4Link™

by Air Ride Technologies

### Air4Link Systems

- Weld-in 4 Link - Triangulated (Powder Coated) ART18987999
- Weld-in 4 Link - Triangulated (Polished Stainless) ART18988099
- Weld-in 4 Link - Parallel (Powder Coated) ART18988899
- Weld-in 4 Link - Parallel (Polished Stainless) ART18988999

Items above do not include airsprings, shocks or ShockWaves,



### Panhard Bars

Includes mounting bracketry and fasteners.

#### Description

- Universal weld-on panhard bar w/brackets
- Same as above in polished stainless
- 9" Ford bolt-on panhard bar w/bracketry
- Same as above in polished stainless

Part #  
ART19999003  
ART19999002  
ART19999001  
ART19999000

### Pressure Sensor Based System

The DHC-2001 model controls the vehicle height based solely upon the pressure in the air bags. This system is ideal for slower air systems and offers simplified installation. 5 Pressure sensors (0-150psi included for each air bag, 0-400psi for air tank) included in kit.

- DAKDHC-2001 Rectangle Shape Controller
- DAKDHC-2001-C Rectangle Shape Controller Chrome Panel
- DAKDHC-2101 Eliptical Shape Controller
- DAKDHC-2101-C Eliptical Shape Controller Chrome Panel



### Deluxe Height /

### Pressure Sensor Based System

The DHC-2002 offers the best of both systems! Vehicle height sensors as well as air pressures sensors are constantly being monitored by the DHC-2002 to offer absolute precision control of the air ride system. Kit includes 4 height sensors as well as 5 pressure sensors (0-150psi included for each air bag, 0-400psi for air tank).

- DAKDHC-2002 Rectangle Shape Controller
- DAKDHC-2102 Eliptical Shape Controller
- DAKDHC-2102-C Eliptical Shape Controller Chrome Panel



## RidePRO™ ANALOG

### RidePRO Standard Analog (4 way system)

- 4000 Series 3 Gallon Single Compressor ART30154000
- 4100 Series 5 Gallon Dual Compressor ART30154100



## RidePRO™ DIGITAL

### RidePRO®e3 Digital Control

- 4000 Series 3 Gallon Single Compressor
- 4100 Series 5 Gallon Dual Compressor

ART30334000  
ART30334100

### Remote Control Option

Remote control option with two key fobs

ART31958500



## LevelPRO™

### LevelPRO

Adding LevelPRO sensors to your RidePROe3 system greatly enhances the system's ability to automatically level in a wider range of circumstances. If you are looking for the ultimate in accurate, leveling suspension, this upgrade is for you!

- 4 External Level Sensors & Wiring
- 2 External Level Sensors & Wiring

ART30400034 (set of 4)  
ART30400032 (per pair)



### 2-Way Analog Compressor Package

Part #: ART30142000

Use a 2 way system if your vehicle has only 2 airsprings.



### AIRPOD Systems

The AirPod is a complete self contained system to make air suspension installation less time consuming. AirPod utilizes the RidePro e2 or LevelPro Control System, and it works with all Air Ride air suspension applications. Simply mount the four level sensors at each corner of the vehicle and plug the harness into the AirPod.

- Pre-tested, pre-wired, and pre-plumbed
- Only 3 wiring connections to make
- Only 4 plumbing connections to make
- Compact size easily installs into most vehicles
- Corrosion-proof aluminium 3 or 5 gallon tank
- Easy 4 Bolt Mounting

#### COVER SOLD SEPARATELY

All kits come with RidePro e2 Controller.

- 3 Gal Tank, 1 x Compressor
- Optional Cover 3 gal kit
- 5 Gal Tank, 2 x Compressors
- Optional Cover 5 gal kit

ART30314000  
ART30314001  
ART30314100  
ART30314101





### Model 327

Volume: .50cfm@150psi  
Max amp draw 19.6  
This unit is rated at 150 psi & is our most popular compressor.  
It's proven dependability is the heart of our RidePro® compressor systems.

Part No: ART31920002



### Parallel 4-Link Frame Bracket

1/2" Mild Steel - 5" Wide  
ART90000165 Left  
ART90000166 Right

### TriLink Frame Bracket

1/2" Mild Steel - 5" Wide  
ART90000163 Left  
ART90000164 Right

### Coilover Conversion Bracket

3/16" Mild Steel - .625 Holes  
ART90000073

### Tri-Link Axle Bracket

3/16" Mild Steel - 3" Axle Tube  
ART90000159

### Parallel 4 Link Axle Bracket

3/16" Mild Steel - 3" Axle Tube  
ART90000160

### Universal Shock Tower

1/4" Mild Steel/6" long - .500 Holes  
ART90000011

### Billet ShockWave Lower Rear Mount

Billet Aluminium with Hardware  
(bolts to A113-A114) ART90001928

### 8" & 9" Ford Panhard Bar Bracket

3/16" Mild Steel  
ART90001891

### Pro Street Lower Bracket Assembly

3/16" Mild Steel  
ART90000050

### Pro Street Lower Bracket Assembly

3/16" mild steel  
ARO90000050

### Custom Components

Just because Air Ride may not offer a specific air ride system for your particular vehicle doesn't mean it cannot be done! They can supply the correct components to make your special project a success. Their suspension technicians can help you select the appropriate airspring components. You supply the fabrication skills and they'll supply the parts!

Yes, it's more of a challenge than their pre-fit systems.  
Yes, it will require welding and fabrication skills.  
No, it is not rocket science

Part #	Description
ART11009500	Front Installer Package with F6957 Double Convuluted Airsprings
ART11009502	Rear Installer Package with F9000 Tapered Sleeve Airsprings
ART11009501	Same as above (ART11009502) only with F6873 Larger Airsprings
ART11009902	Universal Shock Relocation Kit with Monroe Shocks
ART11009902	Universal Shock Relocation Kit with KYB Shocks



2 wheel rear installer kit



ART31937400

ART31932501



ART31191500



ART31194000



ART31192000



ART31192500



Inflation Kit

### Compressor System Components

Description	Part #
Single control panel (w/pneumatic paddle switch)	ART31191000
Single control panel (w/electrical pneumatic switch)	ART31191500
Dual paddle switch control panel	ART31192000
Single pointer air pressure gauge	ART31960005
Dual pointer air pressure gauge	ART31960002
Paddle switch (pneumatic)	ART31973000
Paddle switch (electrical/pneumatic)	ART31973500
RidePro rocker switch (electrical)	ART31970001
2 way RidePro airvalve assembly	ART31192500
4 way RidePro airvalve assembly	ART31934001
2 way BigRed airvalve assembly	ART31937200
4 way BigRed airvalve assembly	ART31937400
2 gallon Alloy tank (18.25" L x 6" Dia)	ART31912100
3 gallon Alloy tank (20.48" L x 7" Dia)	ART31913100
4 gallon Alloy tank (32" L x 7" Dia)	ART31915000
Branded line kit	ART90001746
Inflation kit	ART32000001
2 way paddle switch control panel - white face gauge	ART31192001
150 psi pressure switch	ART31980005



2 wheel front installer kit

### Air System Components

#### Note for double convuluted airsprings:

Firestone® double convuluted airsprings DO NOT require a bumpstop to avoid damage, however, your specific application MAY require a bumpstop to maintain a safe ground clearance when deflated.

#### Note for all other airsprings:

An external bumpstop and an extension stop (limiting strap or the shock absorber) MUST be used to prevent the airspring from exceeding the compressed or extended dimensions. If these dimensions are exceeded, severe damage to the airspring, and possibly the vehicle, will result.

Part#	Type	Capacity @100psi	Min. Height	Installed Height	Max. Height (inflated)	Diameter
ART90006781	D	2140#	3"	4.5"	7"	6.5"
ART90006873	D	3150#	3"	5" - 5.5"	8"	8"
ART90007325	D	3400#	3"	5" - 6"	10"	8.5"
ART90009000	T	1500#	4.5"	9" - 9.5"	12"	5"
ART90009002	T	1500#	4.5"	8" - 8.5"	11"	5"
ART90009100	T	2000#	5.25"	10" - 10.5"	15"	6.5"
w/GM mounts						
ART90007012	R	1000#	4" 7"	- 8"	13"	5"
ART90007076	R	800#	3.5"	5" - 6"	9"	4"
ART90002107	R	3500#	6.5"	10.5"	16"	9"

D = Double Convuluted T = Tapered Sleeve R = Rolling Sleeve

## QUICK RELEASE STEERING HUBS



### Strange Quick Release Steering Hubs

Strange quick release steering hubs- are SFI certified. The billet aluminium hubs are a completely self contained mechanism. A 4130 stub shaft is furnished for ease of installation and the keyed spline design allows for easy wheel orientation. The Q-1000 is designed for butterfly steering wheels and the Q-1200 fits Grant style steering wheels.

Strange Quick Release Hub, fits Butterfly Wheel STQ1000  
Strange Quick Release Hub, fits Grant Style Wheel STQ1200  
Strange Quick Release Hub, fits Grant Style Wheel (less Horn Button) STQ1200NB



### MOROSO SFI Approved Quick Release Steering Wheel Hub and Adapter

Meets NHRA, IHRA and other sanctioning body criteria for meeting SFI requirement 42.1 concerning steering wheel hub attachment and release. Hub is manufactured from lightweight billet aluminium with blue anodized finish and 5/16"-18 thread bolt holes. The spring loaded quick release pin is integral with the hub and features a large diameter engagement surface for use with bulky racing gloves. Includes steering shaft adapter manufactured from 1018 steel for extra strength and ease of welding. Fits 3/4" OD steering shafts and steering wheels with a 3 hole, 1-3/4" dia. bolt pattern.

Quick Release Steering Wheel Hub and Adapter M080160

### MOROSO 5 Hole Steering Wheel Adapter

Allows racers to continue to use Moroso's Quick Release Steering Wheel Hub No. MOC80160 or similar hubs with 3 hole bolt pattern when converting to steering wheels with a 5 hole bolt pattern. Billet aluminium adapter includes all mounting hardware (steering wheel to adapter and adapter to hub).

5 Hole Steering Wheel Adapter MOC5078



### Grant Quick Release Hubs

Grant offers quick release hubs for the quick removal and remount of a Grant Performance Series steering wheel. The "pinless" type features a positive lock system with a squeeze release slip ring mechanism to provide the maximum in safety and convenience to all race cars. The "pin" type features a removable pin. Grant Quick Release Hubs are manufactured from aircraft quality billet aluminium. Parts are precision CNC machined to exacting standards to provide the finest quality Quick Release Hubs available. These parts are designed for off-road use only. NOT LEGAL FOR STREET USE.

GR3021	"Pinless" For GM splined shaft
GR3022	For Ford splined shaft
GR3023	To weld on 5/8" shaft
GR3024	To weld on 3/4" shaft

GR3011	"Pin" For GM splined shaft
GR3012	For Ford splined shaft
GR3013	To weld on 5/8" shaft

### Quick Release Steering Hubs

Compact and lightweight hub features a built-in spring loaded release pin. The cupped non-skid release button provides one finger operation. Includes steel hex adapter that is bored with 5/8" I.D. hole. Precision CNC machined from aluminium, this hub meets 42.1 SFI spec.

Description	Holes	Bolt Pattern	Part No
3 Bolt	1/4"	1.750"	PWC52-200
3 Bolt	5/16"	1.750"	PWC52-210
4 Bolt	3/16"	.750" X 1.648"	PWC52-220
Un drilled	N/A	2-5/8" Dia. Flange	PWC52-230
Hex Shaft Only (5/8" ID)			PWC52-254

### 4130 Adapter Stub

Provides 5/8" OD for the quick release hex adapter when using larger tubing. Universal stepped end accommodates 3/4", 7/8" or 1" diameter tubing with .065" wall thickness.

Adapter Stub PWC52-260

### Adapter Flange

Converts any 3-bolt steering flange with 1-3/4" bolt circle using 5/16" bolts to the Grant 5-bolt style steering wheels.

Adapter Flange 3-Bolt to 5-Bolt PWC52-250



## COMPETITION STEERING PARTS

### Butterfly Steering Wheels

Unique finger grips and ergonomic design ensure positive control. Heat-treated aluminium is precision CNC machined and micro Polished featuring smooth radius corners. Pre-drilled 4-bolt mounting hole option available with 3/16" diameter, .750" x 1.648" bolt pattern.



Style	Grips	Part No.
Standard	Polished	PWC42-482
Standard	Red	PWC42-484
Standard	Black	PWC42-487
Standard	No Grips	PWC42-480
Standard Drilled	Polished	PWC42-482-D
Standard Drilled	No Grips	PWC42-480-D
Button Tab	Polished	PWC42-482-B
Button Tab	Black	PWC42-487-B
Button Tab	No Grips	PWC42-480-B
Button Tab Drilled	Polished	PWC42-482-B-D
Button Tab Drilled	Red	PWC42-484-B-D
Button Tab Drilled	Black	PWC42-487-B-D

### Replacement Grips

Four piece aluminium grip set fits Pro-Werks Butterfly Steering Wheel only. Includes stainless fasteners.

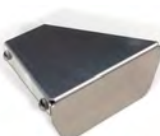
Colour	Part No.
Polished	PWC42-490
Red	PWC42-491
Blue	PWC42-492
Black	PWC42-493



### Switch Panel

This panel enables multiple button and switch installation on all Pro-Werks Butterfly Steering Wheels. Panel is made from lightweight anodized aluminium with stainless fasteners included. Ready to be drilled for choice of switches.

**Butterfly Steering Wheel Switch Panel PWC42-479**



### Steering Shaft Kits

Two styles to choose from. Includes all the necessary components to fabricate a complete steering shaft assembly.

3/4" x .065" with 3-Bolt Hub & Splined Uni Joint	PWC42-040
5/8" x .065" with 4-Bolt Hub & Splined Coupler	PWC42-036



### Anti Push Back

Available for 5/8" or 3/4" diameter shaft. Pilot drilled for two-piece shaft construction. Safety feature required by NHRA.

5/8" Diameter	PWC42-350
3/4" Diameter	PWC42-351



### Steering Bearings

Self-aligning sealed bearing provides for smooth operation. Available with polished billet aluminium cover for super clean appearance.

Diameter	Bearing Only	Bearing & Cover
3/4"	PWC73-080	
7/8"		PWC73-081-B
1"		PWC73-082-B



### Funny Car Steering Box Mounts

Available in top or bottom mount versions, this weld on chrome moly bracket is 1/8" thick and is notched to accept a 1-1/8" dia. tube.

Top Mount	PWC73-262
Bottom Mount	PWC73-263



### Tie Rod Tube Kit

To be used with Rack & Pinion. Includes rod ends and fasteners.

Tubes	Rod Ends	Part No.
3/4" x 18"	3/8"	PWC42-420
7/8" x 20"	7/16"	PWC42-421



### Front Spindles

High strength heat treated forged chrome moly Ford Anglia style spindles. Bushings and thrust washers support the 8620 centreless ground king pins. Kit includes 2 x spindles, 2 x bosses, 2 x 5" arms, 2 x King Pins and hardware.

**Chrome Moly Spindle Set PWC42-454**



### Three Bar Front End Kit

The three bar style front end is available in a kit complete with chrome moly tubing, mounting tabs, inner bosses, grade 8 hardware, and spindle bosses. Stiletto bosses measure 2" tall and SPE bosses are 1.875" tall.

### Dragster Kit

Tube Diam.	Bosses	Part No.
3/4"	STILETTO	PWC42-443

### Front Engine Kit

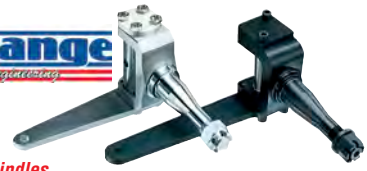
Tube Diam.	Bosses	Part No.
7/8"	STILETTO	PWC42-444



### Front Spindles

Steel spindles are machined to exacting standards from 4130 chrome-moly billets. After heat treating, the spindles are magnafluxed, finish ground, and bronze bushings are installed and align honed. Spindles come with heat treated and ground King Pins and steering arms. The STS3457 spindle kit includes axle bosses. Strange also offers a billet aluminium dragster spindle kit designed for lightweight applications - call ROCKET to discuss your application.

**Stiletto Steel Front Spindles STS3457**



### Adjustable Front Spindles

Strange adjustable height spindles allow for at-the-track chassis preload adjustments by simply relocating spacers. Our billet aluminium spindle body and heat treated spindle accepts all existing Anglia style spindle mount wheels. The spindle fits our aluminium, steel or carbon front brakes, which feature our single piston caliper with square pads.

**Strange Aluminium Adjustable Height Funny Car Spindle**



STS3423

### Stiletto Polished Pro Box Rack & Pinion

The Stiletto Pro Box is the finest steering assembly available for full bodied vehicles. The magnafluxed aerospace steel pinion is precisely fitted to the high tensile chrome-moly rack with 24.50" clevis centres. The sealed rack is protected by nylon reinforced neoprene bellows. Three turns lock-to-lock provide 4.750" of rack travel resulting in a 20 to 1 steering ratio with 5" spindle arms. An adjustable mounting system adapts to a variety of chassis designs. Quality and safety should never be sacrificed. With this in mind, the Stiletto Pro Box should be your only choice.

Stiletto Polished Rack & Pinion (5.36lbs.)	STS3440
Steering Coupling for STS3440	STS3444
Stiletto Polished RHD Rack & Pinion (5.36lbs.)	STS3440-RH
Stiletto Polished RHD Rack & Pinion - Black (5.36lbs.)	STS3440-RHBLK



### Stiletto Dragster Steering Rack & Pinion

Stiletto Dragster Box offers the reliability and quality of Stiletto's Pro Box. These lightweight boxes, provide 4.813" of rack travel with 2.625" travel for each full turn of the pinion gear. Two 3/8" holes on 1.313" centres provide secure mounting.

#### Body

- 6061-T6511 billet aluminium • .375" bolt holes on 1.312" centres
- Black anodized finish • Includes steering shaft weld end

#### Rack & Pinion Gear

- 4140 chrome moly • Hardened

#### Rod Ends

- Stainless steel • .375" spherical ball • Right hand threads

**Dragster Stiletto Rack & Pinion (2.40lbs) STS3442**



### Rack-N-Pinion

These lightweight quality steering boxes are precision machined from high strength steel and billet aluminium. They are fitted with self-lubricating bronze bearings, pinion seals, and nylon reinforced neoprene boots.

- 2-3/4 Total Pinion Rotation
- 4-3/4 in. Total Rack Travel
- 11-1/4 in. Length
- 9/16-26 Spline Split-Bolt Coupler (Included)
- 2.50 lbs.

**PWC42-348**

### Splined Coupler 5/8-36 Spline

Fits Stiletto & SPE Racks, as well as the Funny Car Box. Measures 5/8 in. Inside Diameter on one end, 5/8 in. x 36 female spline on other end.

**PWC42-353**



### Tie Rod Kit

An excellent compliment to the Stiletto Pro Box, Strange's tie rod kit features T-bushing adapters, which are pressed into the .438" tie rod ball joints to allow increased range of movement without binding. The tie rod kit includes 12" long chrome-moly tubing (.625" O.D. x .120" wall) and 4130 rod ends for the utmost safety and durability.

**Tie Rod Kit for STS3440 Pro Box STS3447**



### Worm Type Steering Box

The SPE worm type steering box is ideal for Funny Cars and other front engine cars where drag link steering is used. These boxes feature a 10:1 ratio and a serrated end on the steering shaft to provide a wide range of adjustment for the pitman arm.

**SPE Worm Type Steering Box 13" STS3441S**



### AFCO Small Body

### Steering Quickener

This weighs less than 1.8 lbs. and takes up a lot less space. 3/4"-36 spline. 2-1/2" x 2-1/2" x 8" overall length.

**Steering Quickener 2:1 Suit Power Steering Compact Design AFC30052**



### Steering Column Mounting Kit

We created this mounting kit to work in conjunction with our MOC5074 Steering Column Kit. Its compact design allows the column to be mounting rigidly to the chassis while keeping weight to a minimum. The split clamp mounting system makes it easy for the column tube to be removed or repositioned if necessary without cutting or re-welding. This kit can be adapted to other steering column kits that use a 1-1/2" diameter column tube. Each kit includes two split clamps, complete installation instructions and two pieces of tubing to mount the column to the chassis. Welding required.

**Steering Column Mounting Kit MOC5076**



### Steering Column Kit

This kit is designed for use in race cars with fabricated tube style chassis. Its universal design allows it to be adapted to Drag Race, Pro-Street and Street Rod chassis. Chrome moly construction makes it lightweight without sacrificing strength. The inner shaft rides in two flanged polymer bushings that mount to an aluminium column tube. Exclusive features include: grease fittings to keep the bushings lubricated and a stop collar that prevents the shaft from entering the driver's compartment in the event of impact. Each kit includes a quick release steering hub, a precision needle bearing U-joint and complete installation instructions. Use with Competition Engineering's

**Steering Column Kit MOC5074**

### Steering Universal Joint

Pre-loaded bearing surfaces eliminate sloppy backlash to provide positive steering control. Un-splined, fits steering columns with 3/4" OD shafts. 1-1/4" OD.

**Steering Universal Joint MOC5074**



## RACE CAR COMPONENTS & FABRICATION



### Shut Off Lever

Designed to fit Pro-Werks Control Levers, this CNC machined billet aluminium lever is ideal for chute release or fuel shut off.

**Shut Off Lever PWC42-507**





### Control Levers

Lightweight, heat-treated aluminium control levers are designed for custom installations. These levers are perfect for dragsters, altered, and funny cars. CNC machined 1/4" thick aluminium with 3/8" diameter pivot hole and micro polished finish. The smooth radiused edges and aluminium grips provide comfort and control.

Length	Grips	Part No.
18"	Polished	PWC42-512
18"	Red	PWC42-514
18"	Blue	PWC42-516
18"	Black	PWC42-517
20"	Polished	PWC42-522
20"	Red	PWC42-524
20"	Blue	PWC42-526
20"	Black	PWC42-527

### Control Lever Replacement Grips

These two-piece aluminium grip sets fit Pro-Werks control levers. Includes stainless fasteners.

Colour	Part No.
Polished	PWC42-540
Red	PWC42-541
Blue	PWC42-542

### Chute/Shut Off Lever

Universal aluminium lever measures 5" long by 3/16" thick with 3/16" diameter holes.

Chute/Shut Off Lever PWC42-510

### Parachute Release Cable Clamp

- To be mounted within 12" of the Parachute Pack Edge
- Works with Moroso Parachute Mount Nos. C3451, C3452 and can be used with other mounts
- Manufactured from 1/8 inch thick aluminium bracket with steel clamp and mounting

MOC3453 - Parachute Release Cable Clamp

### PARACHUTE RELEASE CABLE KIT

This kit streamlines installation of cable release system for a parachute. The kit includes a black 18" (5.48M) of Teflon lined Felsted cable, clip type cable with exposed .070" diameter wire on one end (may be cut to preferred length), Black anodised CNC machined lightweight aluminium lever/handle, rod end and cable mounting hardware. The unique feature in this kit is a billet cable end to eliminate cable from fraying and causing parachute bag damage.

Part No	Description
AF80-1000	Complete kit with Chrome handle & black accessories
AF80-1000BLK	Complete kit with Black handle & black accessories
AF64-4357	Universal Chrome lever/handle only
AF64-4357BLK	Universal Black lever/handle only
AF59-1000	Chute release cable only (blue in colour)
AF59-1000BLK	Chute release cable only (black in colour)
AF59-1001	Cable end terminator (black in colour)

Note: Handle can be used with other parachute release kits.

### SS2001DUALCHUTE

### PARACHUTE MOUNT KIT

Stroud's Universal chrome moly mount kit can be mounted to rear end of

Dragsters, Funny cars or back of door cars,

Single Chute Mount Kit

SS1995

Dual Chute Mount Kit

SS2001DUALCHUTE

### Parachute Pack Mount

Includes pack mounting plate, mounting tube, weld bung and quick release pin Quick release mount for removal when working on car. Manufactured from mild steel for extra strength. Welding and fabrication required.

P

MOC3451

### Parachute Anchor Mount

Accepted by NHRA and IHRA. Manufactured from 1-5/8" dia. DOM tubing. Includes mount and support tubes, anchor strap bracket and aluminium bushing. Welding and fabrication required.

Parachute Anchor Mount

MOC3450

### Professional Wheel-E-Bars

Designed to withstand the abuse of drag racing, the Competition Engineering Professional Wheel-E-Bar Series is the choice of more racers than any other when design, quality and premium materials count. Each bar features upper spring adjusters made from 7075-T6 aluminium to allow for ease in preload adjustment. The lower struts are made from high strength 6061-T6 aluminium, enabling them to handle the forces applied to them without fatiguing. Each kit includes all the required fasteners as well as quick release pins to allow access to the rear end housing for jacking.

#### Description

Chrome with Natural Finish Components  
Chrome with Black Anodized Components  
Replacement Wheel

Part No.  
MOC2016  
MOC2036  
MOC7058

### Universal 80" Single Wheel-E-Bar Kit

Competition Engineering has designed a single wheel Wheel-E-Bar kit that is perfect for both the professional and amateur chassis builder. The lower tube and wheel pocket are fixture welded in house for perfect alignment while still allowing the builder to trim it to any desired length. The 1" O.D. x .065" wall chrome moly tube is strong yet lightweight, while the two hi-misalignment rod ends allow the bar to adjust to any rear axle housing without the need for a tubing bender. Each kit comes with all the necessary hardware and a detailed set of instructions.

- Extra Long Bar Improves Chassis Reaction Times
- Strong, Lightweight Chrome Moly Construction
- Designed to Fit Any Application
- Hard Plastic Wheel with Steel Bearings for Long Life
- Includes All Necessary Hardware
- Welding Required

Universal 80" Single Wheel-E-Bar Kit

MOC2148

### Universal 60" Wheel-E-Bar Kit

These Universal Wheel-E-Bar Kits allow the professional chassis builder to fabricate bars to fit a specific vehicle. Each kit is available in either mild steel or aluminium with a choice of sprung or unsprung versions. The 60" long tubes can be cut to the desired length to suit individual needs. As an added feature, each kit includes the necessary material to install an upper cross brace for increased strength.

#### Description

Universal 60" Wheel-E-Bar Kit, Unsprung, Steel Tubes  
Universal 60" Wheel-E-Bar Kit, Sprung, Steel Tubes  
Axle Mounting Bracket  
Replacement Wheel

Part No.  
MOC2140  
MOC2145  
MOC7048  
MOC7060

### WHEELIE BAR WHEEL

Billet aluminium wheel bonded with a polyurethane material that won't dent. 4" in diameter, 1 5/8" hub-to-hub, and a 3/8" through hole diameter, can be drilled to 1/2". Each wheel is made from solid billet 6061-T6 aircraft grade material.

Available in natural or black anodised. Sold individually.

#### Part No

AF64-4360  
AF64-4360BLK

#### Description

Natural aluminium finish  
Black anodised finish

### Wing Strut Kits

Kits include chrome moly tubing, mount tabs, wing adjusters and hardware. They feature streamlined main strut tubing and round diagonals. The dragster kit has 44" main supports and the altered kit has 24" main supports. These kits are sized for comp class cars and do not meet SFI specs required for some applications.

Dragster Kit - 44" Main Supports

PWC42-210

Altered Kit - 24" Main Supports

PWC42-213

### Radiator Mounting Kit

Radiator Mount for Sirocco style radiators. For race cars with tube front ends. Facilitates quick removal and installation of radiator. Includes radiator mounting bracket, frame mount and hardware. Welding required.

Radiator Mounting Kit

MOC4925

### Adjustable Pedal Stops

Limits pedal travel and prevents over travelling the pressure plate when using single pedal assembly for clutch application.

Bolt On Pedal Stop

PWC32-110

Weld On Pedal Stop

PWC42-110

### Accelerator Pedal Kit

Steel Accelerator Pedal with Steel Mounting Brackets and Hardware to mount where desired. Installation instructions included.

Accelerator Pedal Kit

MOC3461

### Throttle Linkage Rod Kit

Universal for vehicles with carburetors includes a 23" aluminium rod, two spherical rod ends, throttle return spring tab and hardware. The aluminium linkage rod is easy to install, bendable to simplify alignment issues and the length is easily adjusted by turning the rod ends in or out.

Throttle Linkage Rod Kit

MOC3465

### AEROFLOW PARACHUTE SAFETY FLAG

Aeroflow parachute safety flag  
AF98-2044



**Door Hinge Kit**

For Race vehicles with fibreglass doors. Longer hinge pins on bottom mounts facilitates quick removal and installation of doors. Kit includes two door hinges and mounts (enough for 1 car). Welding required.

**Door Hinge Kit MOC4930**

**Door Handle Linkage Kit**

Kit includes two lightweight door handles with enough tubing, nuts, bolts and rod ends for two doors. Easy to install in any door.

**MOC4935**

**Door Limiter Strap Kit**

The door limiter strap kit is complete with 2 x door limiter straps and all hardware necessary to complete one car. Installation instructions included.

**Door Limiter Strap Kit**

**MOC4931**

**Window Net Mount Kit**

Kit complete with latch assembly and upper and lower window net tubes and mounting brackets. Installation instructions included.

**Window Net Mount Kit**

**MOC4903**

**Seals-It Washers**

Extends rod life by sealing out dust and foreign debris. Fits any style of rod end. All sizes are .063" thick. Supplied in pairs.

<b>PWC73-473-2</b>	<b>5/16" Rod Ends</b>
<b>PWC73-474-2</b>	<b>3/8" Rod Ends</b>
<b>PWC73-475-2</b>	<b>7/16" Rod Ends</b>
<b>PWC73-476-2</b>	<b>1/2" Rod Ends</b>
<b>PWC73-477-2</b>	<b>5/8" Rod Ends</b>
<b>PWC73-478-2</b>	<b>3/4" Rod Ends</b>

**Mild Steel Clevis Link Bracket**

Clevis link brackets are 3/16" thick and 1" wide inside. Sold individually.

Part No.	Side Holes	Mount Hole
<b>PWC73-175</b>	1/2"	1/2"
<b>PWC73-176</b>	1/2"	5/8"

**Mild Steel Hinge Brackets**

These hinge brackets are 3/32" thick x 1-7/8" tall with a 1/4" hole and are supplied in packs of 4.

**PWC73-133 Hinge Brackets**

**Floating Saddle Mounts**

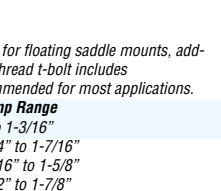
This all chromoly constructed mount is tig welded. Clamps are sold separately.

<b>PWC73-321</b>	1" Diameter
<b>PWC73-322</b>	1-1/8" Diameter
<b>PWC73-323</b>	1-1/4" Diameter
<b>PWC73-324</b>	1-3/8" Diameter
<b>PWC73-325</b>	1-1/2" Diameter
<b>PWC73-326</b>	1-5/8" Diameter

**Stainless Clamps**

Positive grip band clamps are ideal for floating saddle mounts, add-on brackets, or hose sealing. Fine thread t-bolt includes self-locking nut. Two clamps recommended for most applications.

Part No.	Diam.	Clamp Range
<b>PWC73-303</b>	1.125"	1" to 1-3/16"
<b>PWC73-304</b>	1.312"	1-1/4" to 1-7/16"
<b>PWC73-306</b>	1.5"	1-7/16" to 1-5/8"
<b>PWC73-307</b>	1.625"	1-1/2" to 1-7/8"

**Tow Hooks**

10,000lbs (4500kg) capacity Steel tow hooks. Perfect for race cars and off roaders.

**Black Tow Hook**

**RPCR0100**

**Chrome Tow Hook**

**RPCR0101**

**Rod Ends**

Our top quality rod ends are available in a number of sizes and in both right or left hand threads. The all-steel bodies are available in either carbon steel or Chrome Moly. We highly recommend that you use our Chrome Moly Rod Ends exclusively in our 4-Link and Ladder Bar suspension kits.

**Description**

5/8" Shank x 5/8" Hole, RH Thread, Low Carbon Steel	<b>Part No.</b>
5/8" Shank x 5/8" Hole, LH Thread, Low Carbon Steel	<b>MOC6009</b>
3/4" Shank x 5/8" Hole, RH Thread, HD Chrome Moly	<b>MOC6010</b>
3/4" Shank x 5/8" Hole, LH Thread, HD Chrome Moly	<b>MOC6160</b>
	<b>MOC6161</b>

**Part No.**

**MOC6009**

**MOC6010**

**MOC6160**

**MOC6161**



F.K. Bearings rod ends and spherical bearings are used by racers everywhere, in all forms of motorsport. They are available in a huge range of sizes and materials to suit any application. F.K. Bearings offers self-lubricating Teflon liners on nearly all of our rod ends and spherical bearings. The Teflon liner is chemically bonded to the inner diameter of the race. The liner offers a very high load carrying capacity and has greatly increased dynamic wear characteristics. The operating temperatures of our liner range from -50° to 160° C. The load limits quoted are Static Radial Ultimate Load which is the load that can be applied to a bearing without fracturing the ball, race, or rod end eye. The ultimate load rating is usually, but not always 1.5 times the limit load. Jam nuts must be purchased separately.

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**ADD FK- TO START OF PART NUMBER****CF-Y**

2 Piece Female, Metal to Metal with Stud

Part Number	Female Thread	Stud Thread	Body Material
<b>CF4Y</b>	1/4-28	1/4-28	Low Carbon Steel
<b>CF5Y</b>	5/16-24	5/16-24	Low Carbon Steel
<b>CF6Y</b>	3/8-24	3/8-24	Low Carbon Steel
<b>CF8Y</b>	1/2-20	1/2-20	Low Carbon Steel

**KMX / KMXL**

3 Piece Male, Alloy Steel, Heat Treated, Nylon Race

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>KMX8</b>	<b>KMXL8</b>	1/2"	1/2-20	Alloy Steel	12,696 lbs
<b>KMX10-8</b>	<b>KMXL10-8</b>	1/2"	5/8-18	Alloy Steel	19,960 lbs
<b>KMX10</b>	<b>KMXL10</b>	5/8"	5/8-18	Alloy Steel	14,480 lbs
<b>KMX12-10</b>	<b>KMXL12-10</b>	5/8"	3/4-16	Alloy Steel	23,256 lbs
<b>KMX12</b>	<b>KMXL12</b>	3/4"	3/4-16	Alloy Steel	23,192 lbs

**RJMX-T**

3 Piece Male, Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>RJMX6T</b>	<b>RJMXL6T</b>	3/8"	3/8-24	Steel Alloy	9,550 lbs
<b>RJMX7T</b>	<b>RJMXL7T</b>	7/16"	7/16-20	Steel Alloy	10,290 lbs
<b>RJMX8T</b>	<b>RJMXL8T</b>	1/2"	1/2-20	Steel Alloy	16,242 lbs
<b>RJMX10T</b>	<b>RJMXL10T</b>	5/8"	5/8-18	Steel Alloy	17,959 lbs
<b>RJMX12T</b>	<b>RJMXL12T</b>	3/4"	3/4-16	Steel Alloy	28,090 lbs

**HRSMX-T / HRSMXL-T**

High Misalignment Male, Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>HRSMX6T</b>	<b>HRSMXL6T</b>	3/8"	7/16-20	4340 Steel	11,789 lbs
<b>HRSMX7T</b>	<b>HRSMXL7T</b>	7/16"	1/2-20	4340 Steel	17,100 lbs
<b>HRSMX8T</b>	<b>HRSMXL8T</b>	1/2"	5/8-18	4340 Steel	23,703 lbs
<b>HRSMX10T</b>	<b>HRSMXL10T</b>	5/8"	3/4-16	4340 Steel	32,100 lbs

**RSMX / RSMXL**

3 Piece Male, Alloy Steel, Heat Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>RSMX8</b>	<b>RSMXL8</b>	1/2"	5/8-18	Steel Alloy	31,420 lbs

**RRSMX-T**

3 Piece Male, Extra Heavy Duty with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>RRSMX6T</b>	<b>RRSMXL6T</b>	3/8"	7/16-20	Steel Alloy	17,610 lbs
<b>RRSMX7T</b>	<b>RRSMXL7T</b>	7/16"	1/2-20	Steel Alloy	23,470 lbs
<b>RRSMX8T</b>	<b>RRSMXL8T</b>	1/2"	5/8-18	Steel Alloy	31,420 lbs
<b>RRSMX10T</b>	<b>RRSMXL10T</b>	5/8"	3/4-16	Steel Alloy	40,590 lbs

**SJM-T**

3 Piece Male, Precision, Stainless Steel with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>SJM8T</b>	<b>SJML8T</b>	1/2"	1/2-20	Stainless	19,520 lbs
<b>SJM10T</b>	<b>SJML10T</b>	5/8"	5/8-18	Stainless	21,920 lbs
<b>SJM12T</b>	<b>SJML12T</b>	3/4"	3/4-16	Stainless	29,310 lbs

**RSMX-T / RSMXL-T**

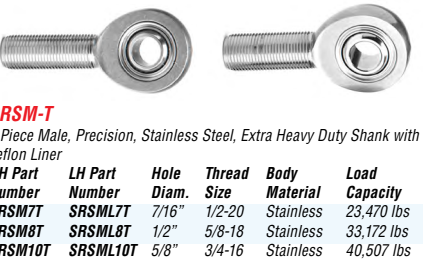
3 Piece Male, Alloy Steel, Heat Treated, Nylon Race

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>RSMX7T</b>	<b>RSMXL7T</b>	7/16"	1/2-20	Steel Alloy	23,470 lbs
<b>RSMX8T</b>	<b>RSMXL8T</b>	1/2"	5/8-18	Steel Alloy	31,420 lbs
<b>RSMX10-8T</b>	<b>RSMXL10-8T</b>	1/2"	3/4-16	Steel Alloy	40,590 lbs
<b>RSMX10T</b>	<b>RSMXL10T</b>	5/8"	3/4-16	Steel Alloy	40,590 lbs
<b>RSMX12T</b>	<b>RSMXL12T</b>	3/4"	7/8-14	Steel Alloy	55,696 lbs

**SRSM-T**

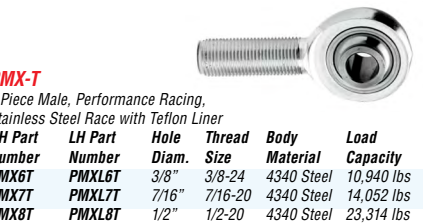
3 Piece Male, Precision, Stainless Steel, Extra Heavy Duty Shank with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>SRSM7T</b>	<b>SRSML7T</b>	7/16"	1/2-20	Stainless	23,470 lbs
<b>SRSM8T</b>	<b>SRSML8T</b>	1/2"	5/8-18	Stainless	33,172 lbs
<b>SRSM10T</b>	<b>SRSML10T</b>	5/8"	3/4-16	Stainless	40,507 lbs

**PMX-T**

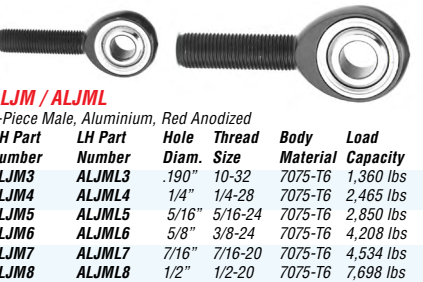
3 Piece Male, Performance Racing, Stainless Steel Race with Teflon Liner

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>PMX6T</b>	<b>PMXL6T</b>	3/8"	3/8-24	4340 Steel	10,940 lbs
<b>PMX7T</b>	<b>PMXL7T</b>	7/16"	7/16-20	4340 Steel	14,052 lbs
<b>PMX8T</b>	<b>PMXL8T</b>	1/2"	1/2-20	4340 Steel	23,314 lbs

**ALJM / ALJML**

3-Piece Male, Aluminium, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>ALJM3</b>	<b>ALJML3</b>	.190"	10-32	7075-T6	1,360 lbs
<b>ALJM4</b>	<b>ALJML4</b>	1/4"	1/4-28	7075-T6	2,465 lbs
<b>ALJM5</b>	<b>ALJML5</b>	5/16"	5/16-24	7075-T6	2,850 lbs
<b>ALJM6</b>	<b>ALJML6</b>	5/8"	3/8-24	7075-T6	4,208 lbs
<b>ALJM7</b>	<b>ALJML7</b>	7/16"	7/16-20	7075-T6	4,534 lbs
<b>ALJM8</b>	<b>ALJML8</b>	1/2"	1/2-20	7075-T6	7,698 lbs

**ALRSM / ALRSMML**

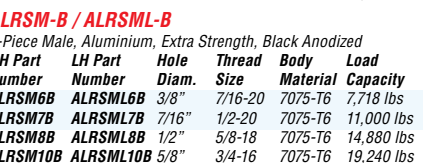
3-Piece Male, Aluminium, Extra Strength, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>ALRSM6</b>	<b>ALRSMML6</b>	3/8"	7/16-20	7075-T6	7,718 lbs
<b>ALRSM7</b>	<b>ALRSMML7</b>	7/16"	1/2-20	7075-T6	11,000 lbs
<b>ALRSM8</b>	<b>ALRSMML8</b>	1/2"	5/8-18	7075-T6	14,880 lbs
<b>ALRSM10</b>	<b>ALRSMML10</b>	5/8"	3/4-16	7075-T6	19,240 lbs

**ALRSM-B / ALRSMML-B**

3-Piece Male, Aluminium, Extra Strength, Black Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
<b>ALRSM6B</b>	<b>ALRSMML6B</b>	3/8"	7/16-20	7075-T6	7,718 lbs
<b>ALRSM7B</b>	<b>ALRSMML7B</b>	7/16"	1/2-20	7075-T6	11,000 lbs
<b>ALRSM8B</b>	<b>ALRSMML8B</b>	1/2"	5/8-18	7075-T6	14,880 lbs
<b>ALRSM10B</b>	<b>ALRSMML10B</b>	5/8"	3/4-16	7075-T6	19,240 lbs





**CM / CML**

2 Piece Male, Low Carbon Steel, Metal to Metal

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CM3	CML3	.190"	10-32	Steel	1,210 lbs
CM4	CML4	1/4"	1/4-28	Steel	2,225 lbs
CM5	CML5	5/16"	5/16-24	Steel	3,600 lbs
CM6	CML6	3/8"	3/8-24	Steel	5,100 lbs
CM8	CML8	1/2"	1/2-20	Steel	8,386 lbs

**CF / CFL**

2 Piece Female, Low Carbon Steel, Metal to Metal

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CF3	CFL3	.190"	10-32	Steel	2,100 lbs
CF4	CFL4	1/4"	1/4-28	Steel	3,250 lbs
CF5	CFL5	5/16"	5/16-24	Steel	3,934 lbs
CF6	CFL6	3/8"	3/8-24	Steel	5,100 lbs
CF8	CFL8	1/2"	1/2-20	Steel	9,100 lbs

**ALJF / ALJFL**

3-Piece Female, Aluminium, Red Anodized

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ALJF3	ALJFL3	.190"	10-32	7075-T6	1,360 lbs
ALJF4	ALJFL4	1/4"	1/4-28	7075-T6	2,592 lbs
ALJF5	ALJFL5	5/16"	5/16-24	7075-T6	2,890 lbs
ALJF6	ALJFL6	3/8"	3/8-24	7075-T6	3,952 lbs
ALJF8	ALJFL8	1/2"	1/2-20	7075-T6	7,006 lbs

**CFX / CFXL**

Alloy Steel, Heat Treated, Black oxide Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
CFX8	CFXL8	1/2"	1/2-20	Steel Alloy	17,000 lbs

**ECM / ECML**

Low carbon Steel, Zinc Plated, Chromate Treated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
ECM10-8	ECML10-8	5/8"	5/8"-18	Low Carbon Steel	9,813 lbs

**JMX / JMXL**

3 Piece, Steel Alloy, Heat Treated, Zinc Plated

RH Part Number	LH Part Number	Hole Diam.	Thread Size	Body Material	Load Capacity
JMX5	JMXL5	5/16"	5/16"-24	Steel Alloy	7,640 lbs
JMX7T	JMXL7T	7/16"	7/16"-20	Steel Alloy	10,290 lbs

(T=Teflon Liner)

**Steel Jam Nuts**

Low Carbon Steel, Zinc Plated

RH Part Number	LH Part Number	Thread Size	Hex Size
SJNR03	SJNL03	10-32	3/8"
SJNR04	SJNL04	1/4-28	7/16"
SJNR05	SJNL05	5/16-24	1/2"
SJNR06	SJNL06	3/8-24	9/16"
SJNR07	SJNL07	7/16-20	1 1/16"
SJNR08	SJNL08	1/2-20	3/4"
SJNR10	SJNL10	5/8-18	15/16"
SJNR10-1	SJNL10-1	5/8-18	3/4"
SJNR12	SJNL12	3/4-16	1-1/8"
SJNR12-1	SJNL12-1	3/4-16	15/16"
SJNR14	SJNL14	7/8-14	1-9/32"
SJNR16	SJNL16	1-1/4-12	1-13/16"

**Aluminium Jam Nuts**

7075-T6 Aluminium

RH Part Number	LH Part Number	Thread Size	Hex Size
AJNR03	AJNL03	10-32	3/8"
AJNR04	AJNL04	1/4-28	7/16"
AJNR05	AJNL05	5/16-24	1/2"
AJNR06	AJNL06	3/8-24	9/16"
AJNR07	AJNL07	7/16-20	1 1/16"
AJNR08	AJNL08	1/2-20	3/4"
AJNR10	AJNL10	5/8-18	3/4"
AJNR12	AJNL12	3/4-16	1-1/8"

**Spherical Bearings HIN-T**

High Misalignment, Heavy Duty with Teflon Liner

Part Number	Hole Diam.	O.D.	Width	Load Capacity
HIN7T	7/16"	1"	.875	19,032 lbs
HIN8T	1/2"	1-1/8"	.937	25,275 lbs
HIN10T	5/8"	1-3/8"	1.200	44,652 lbs

**SSX-T**

Precision Series with Teflon Liner

Standard Part No.	Grooved Part No.	Hole Diam.	O.D.	Width	Load Capacity
SSX7T	SSX7TV	7/16"	.9062"	.343"	13,200 lbs
SSX8T	FSSX8TV	1/2"	1.000"	.390"	17,900 lbs

**Clevis Ends**

Part Number	Hole Diam.	Thread Size	Body Material
CV1	3/8"	5/8-18	Low Carbon Steel
CV2	1/2"	5/8-18	Low Carbon Steel
CV3	3/8"	3/4-16	Low Carbon Steel
CV4	1/2"	3/4-16	Low Carbon Steel
CV5	3/8"	1/2-20	Low Carbon Steel
SCV1	3/8"	5/8-18	Stainless Steel
SCV2	1/2"	5/8-18	Stainless Steel

**Clevis Ends**

Moroso Clevis Ends solve suspension and fastening problems in applications where rod ends would not be practical. They allow adjustment both radially and laterally and place the mounting bolt in a double shear load. Machined from 4130 chrome moly steel and plated with a zinc and yellow chromate finish. Packaged two per card.

**Description**  
1/2"-20 Shank, 5/16" Bolt Holes, 1/4" Slot  
5/8"-18 Shank, 3/8" Bolt Holes, 3/8" Slot

**Part No.**  
M090770  
M090780

**MEZIERE****THREADED CLEVIS**

Easy connections with the ability to adjust the final link is what these clevises offer. They come in both right and left hand threaded versions.

Part No	Thread Size	Slot	Hole	Material
MZTC1032	10-32 R/H	1/8"	3/16"	303 Stainless
MZTC1032L	10-32 L/H	1/8"	3/16"	303 Stainless
MZTC1220	1/2-20 R/H	1/4"	3/8"	4130 Steel
MZTC1220L	1/2-20 L/H	1/4"	3/8"	4130 Steel
MZTC1428	1/4-28 R/H	1/8"	3/16"	303 Stainless
MZTC1428L	1/4-28 L/H	1/8"	3/16"	303 Stainless
MZTC3824	3/8-24 R/H	3/16"	5/16"	4130 Steel
MZTC3824L	3/8-24 L/H	3/16"	5/16"	4130 Steel

**MEZIERE CLEVIS WELD IN ENDS**

Our 4130 alloy weld in clevises are strong and consistent. Built to fit tube sizes from 3/8" to 1-1/2", the professional or hobbyist will appreciate the care we take in manufacturing these parts.

Part No	Tube Size	Slot	Hole
MZCE10	1" x .058"	3/16"	3/8"
MZCE11	1" x .058"	1/4"	3/8"
MZCE12	1/2" x .058"	1/8"	1/4"
MZCE13	1-1/8" x .083"	1/4"	3/8"
MZCE14	1-1/8" x .058"	1/4"	3/8"
MZCE15	1" x .058"	5/16"	3/8"
MZCE16	1-1/4" x .058"	1/4"	3/8"
MZCE17	1-1/8" x .058"	3/16"	3/8"
MZCE21	1-1/2" x .120"	3/8"	1/2"
MZCE22	1-1/2" x .065"	3/8"	1/2"
MZCE34	3/4" x .058"	3/16"	5/16"
MZCE35	3/4" x .058"	3/16"	3/8"
MZCE38	3/8" x .058"	1/8"	3/16"
MZCE51	5/16" x .058"	1/8"	3/16"
MZCE58	5/8" x .058"	1/8"	5/16"
MZCE78	7/8" x .058"	3/16"	3/8"

**MEZIERE MISALIGNMENT BUSHING**

When you are putting your spherical rod ends to the test, these high misalignment bushings may be just what you need. Made of 4130 alloy, these bushing allow the spherical end to swivel through a much wider arc which provides you with a more versatile mechanism.

Part No	OD	ID
MZMB1075	1"	3/4"
MZMB6250	5/8"	1/2"
MZMB7550	3/4"	1/2"
MZMB7562	3/4"	5/8"
MZMB8762	7/8"	5/8"

**MEZIERE ROUND WELD-IN TUBE ENDS**

Our 4130 alloy threaded tube ends have been the choice of the nation's top chassis builders for years. The strength, consistency and finished quality are unmatched. They are offered in a wide variety of tube diameter, wall thickness and thread combinations.

Tube Size	Thread	RH Part No.	LH Part No.
3/8" x .058"	10-32	MZRE1009AAA	MZRE1009AAAL
1/2" x .058"	5/16-24	MZRE1010A	MZRE1010AL
1/2" x .058"	1/4-28	MZRE1010AA	MZRE1010AAL
5/8" x .058"	5/16-24	MZRE1011A	MZRE1011AL
5/8" x .058"	3/8-24	MZRE1011B	MZRE1011BL
3/4" x .058"	5/16-24	MZRE1012A	MZRE1012AL
3/4" x .058"	3/8-24	MZRE1012B	MZRE1012BL
3/4" x .058"	7/16-20	MZRE1012C	MZRE1012CL
3/4" x .065"	5/16-24	MZRE1013A	MZRE1013AL
3/4" x .065"	3/8-24	MZRE1013B	MZRE1013BL
3/4" x .065"	7/16-20	MZRE1013C	MZRE1013CL
7/8" x .058"	3/8-24	MZRE1014B	MZRE1014BL
7/8" x .058"	7/16-20	MZRE1014C	MZRE1014CL
7/8" x .058"	1/2-20	MZRE1014D	MZRE1014DL
7/8" x .065"	3/8-24	MZRE1015B	MZRE1015BL
7/8" x .065"	7/16-20	MZRE1015C	MZRE1015CL
7/8" x .065"	1/2-20	MZRE1015D	MZRE1015DL
7/8" x .083	3/8-24	MZRE1016B	MZRE1016BL
7/8" x .083	7/16-20	MZRE1016C	MZRE1016CL
7/8" x .083	1/2-20	MZRE1016D	MZRE1016DL
1" x .058"	3/8-24	MZRE1017B	MZRE1017BL
1" x .058"	7/16-20	MZRE1017C	MZRE1017CL
1" x .058"	1/2-20	MZRE1017D	MZRE1017DL
1" x .058"	5/8-18	MZRE1017E	MZRE1017EL
1" x .065"	3/8-24	MZRE1018B	MZRE1018BL
1" x .065"	7/16-20	MZRE1018C	MZRE1018CL
1" x .065"	1/2-20	MZRE1018D	MZRE1018DL
1" x .065"	5/8-18	MZRE1018E	MZRE1018EL
1" x .083"	3/8-24	MZRE1019B	MZRE1019BL
1" x .083"	7/16-20	MZRE1019C	MZRE1019CL
1" x .083"	1/2-20	MZRE1019D	MZRE1019DL
1" x .083"	5/8-18	MZRE1019E	MZRE1019EL
1" x .095"	3/8-24	MZRE1020B	MZRE1020BL
1" x .095"	7/16-20	MZRE1020C	MZRE1020CL
1" x .095"	1/2-20	MZRE1020D	MZRE1020DL
1" x .095"	5/8-18	MZRE1020E	MZRE1020EL
1-1/8" x .083"	1/2-20	MZRE1021D	MZRE1021DL
1-1/8" x .083"	5/8-18	MZRE1021E	MZRE1021EL
1-1/8" x .083"	3/4-16	MZRE1021F	MZRE1021FL
1-1/8" x .095"	1/2-20	MZRE1022D	MZRE1022DL
1-1/8" x .095"	5/8-18	MZRE1022E	MZRE1022EL
1-1/8" x .095"	3/4-16	MZRE1022F	MZRE1022FL
1-1/4" x .065"	5/8-18	MZRE1023E	MZRE1023EL
1-1/4" x .065"	3/4-16	MZRE1023F	MZRE1023FL
1-1/4" x .095"	1/2-20	MZRE1024D	MZRE1024DL (H)
1-1/4" x .095"	5/8-18	MZRE1024E	MZRE1024EL (H)
1-1/4" x .095"	3/4-16	MZRE1024F	MZRE1024FL (H)
1-1/4" x .120"	1/2-20	MZRE1025D	MZRE1025DL (H)
1-1/4" x .120"	5/8-18	MZRE1025E	MZRE1025EL (H)
1-1/4" x .120"	3/4-16	MZRE1025F	MZRE1025FL (H)
1-3/8" x .095"	5/8-18	MZRE1026E	MZRE1026EL (H)
1-3/8" x .095"	3/4-16	MZRE1026F	MZRE1026FL (H)
1-3/8" x .095"	7/8-14	MZRE1026G	MZRE1026GL (H)
1-3/8" x .120"	3/4-16	MZRE1028F	MZRE1028FL (H)
1-3/8" x .120"	7/8-14	MZRE1028G	MZRE1028GL (H)
1-1/2" x .120"	3/4-16	MZRE1030F	MZRE1030FL (H)
1-1/2" x .120"	7/8-14	MZRE1030G	MZRE1030GL (H)
1-1/2" x .120"	1-12	MZRE1030H	MZRE1030HL (H)
1-1/2" x .065"	5/8-18	MZRE1032E	MZRE1032EL (H)
1-5/8" x .083"	3/4-16	MZRE1034F	MZRE1034FL (H)
1-5/8" x .083"	7/8-14	MZRE1034G	MZRE1034GL (H)
1-5/8" x .120"	3/4-16	MZRE1035F	MZRE1035FL (H)
1-3/4" x .120"	1-12	MZRE1036H	MZRE1036HL (H)
1-1/4" x .058"	1/2-12	MZRE1124D	MZRE1124DL (H)
1-1/4" x .058"	5/8-18	MZRE1124E	MZRE1124EL (H)
1-1/4" x .058"	3/4-16	MZRE1124F	MZRE1124FL (H)
1-1/8" x .058"	1/2-12	MZRE1125D	MZRE1125DL (H)
1-1/8" x .058"	5/8-18	MZRE1125E	MZRE1125EL (H)
1-1/8" x .065"	1/2-12	MZRE1126D	MZRE1126DL (H)
1-1/8" x .065"	5/8-18	MZRE1126E	MZRE1126EL (H)

**MEZIERE SAFETY****WASHERS**

As the name implies, these parts make your spherical rod end installation safer. These parts perform two critical functions: First if the rod end were to fail, the end would not be able to slip over the retainer bolt. Second, the tapered profile allows the spherical to travel through an extended range without the limitation posed by a simple flat washer. These parts come in sizes that can be used in small linkages and up to large suspension assemblies. The washers are offered in Aluminum, Stainless and Alloy (4130 steel).

Part No	Size	Material
MZSW10A	10-32	4130 Steel
MZSW12A	1/2"	4130 Steel
MZSW14A	1/4"	4130 Steel
MZSW14L	1/4"	6061 Aluminium
MZSW34A	3/4"	4130 Steel
MZSW38A	3/8"	4130 Steel
MZSW51A	5/16"	4130 Steel
MZSW58A	5/8"	4130 Steel
MZSW71A	7/16"	4130 Steel



## MEZIERE WELD ON TABS

Alloy material is selected and the laser cutting process is closely monitored to produce the finest chassis tabs available. Bring superior strength and precision to your next fabrication project.



MZCT10212B

## Weld-On Radius Flat Tabs

Part No	Tab	Hole	Height	Tube Radius	Pack of
MZCT10112B	Flat	1/4"	1.063"	1-1/8"	20
MZCT10112C	Flat	1/4"	1.063"	-1/8"	4
MZCT10212B	Flat	5/16"	.986"	1"	20
MZCT10212C	Flat	5/16"	.986"	1"	4
MZCT10312B	Flat	1/4"	.986"	1-1/4"	20
MZCT10312C	Flat	1/4"	.986"	1-1/4"	4
MZCT10412B	Flat	3/8"	1.190"	1-1/4"	20
MZCT10412C	Flat	3/8"	1.190"	1-1/4"	4
MZCT10512B	Flat	3/8"	1.640"	1-1/4"	20
MZCT10512C	Flat	3/8"	1.640"	1-1/4"	4
MZCT10618B	Flat	7/16"	1.693"	1-3/8"	20
MZCT10618C	Flat	7/16"	1.693"	1-3/8"	4



MZCT11712B

MZCT10912B

## Weld-On Flat Bottom Flat Tabs

Part No	Tab	Hole	Height	Bottom	Pack of
MZCT10812B	Flat	1/4"	1.000"	Straight	20
MZCT10812C	Flat	1/4"	1.000"	Straight	4
MZCT10912B	Flat	5/16"	1.063"	Straight	20
MZCT10912C	Flat	5/16"	1.063"	Straight	4
MZCT11212B	Flat	7/16"	1.844"	Straight	20
MZCT11212C	Flat	7/16"	1.844"	Straight	4
MZCT11218B	Flat	7/16"	1.844"	Straight	20
MZCT11218C	Flat	7/16"	1.844"	Straight	4
MZCT11312B	Flat	1/4"	.938"	Straight	20
MZCT11312C	Flat	1/4"	.938"	Straight	4
MZCT11612B	Flat	5/16"	1.000"	Straight	20
MZCT11612C	Flat	5/16"	1.000"	Straight	4
MZCT11018B	Flat	3/8"	1.188"	Straight	20
MZCT11712B	Flat	3/8"	1.313"	Straight	20
MZCT11712C	Flat	3/8"	1.313"	Straight	4



MZCT30312C

MZCT30112B

## Weld-On Bent Tabs

Part No	Tab	Hole	Height	Wide	Radius	Pack
MZCT30112B	Bent (2 Sides)	3/8"	1.375"	1.855"	Straight	20
MZCT30112C	Bent (2 Sides)	3/8"	1.375"	1.855"	Straight	2
MZCT30212B	Bent (Left)	3/8"	2.051"	1.882"	1-1/4"	20
MZCT30212C	Bent (Left)	3/8"	2.051"	1.882"	1-1/4"	2
MZCT30312B	Bent (Right)	3/8"	2.051"	1.882"	1-1/4"	20
MZCT30312C	Bent (Right)	3/8"	2.051"	1.882"	1-1/4"	2
MZCT30412B	Bent (2 Sides)	3/8"	2.051"	2.244"	1-1/4"	20
MZCT30412C	Bent (2 Sides)	3/8"	2.051"	2.244"	1-1/4"	2

## NITROUS SYSTEMS



## Sniper Nitrous Systems 100-150HP

The Sniper is the economical entry-level kit from NOS that simply blows away competitive kits. The Sniper was developed to introduce enthusiasts to the use of nitrous at a very affordable price. The Sniper is a fully adjustable system that is designed to provide from 100-150 extra horsepower in popular 4 barrel square bore applications. Sniper kits comes race ready right out of the box with all necessary components, including a distinctive bright orange 10 lb. bottle with the industry standard industrial valve, adjustable plate with jets, solenoids, plus all required lines, hoses, fittings, clamps and a detailed instruction sheet to make installation simple.

**Sniper Kit - Square Bore**

**NOS07001**



## Sniper Universal Wet Systems 35-125HP

A great complement to NOS's cutting-edge nitrous kits, the Universal Sniper EFI kits are great for the budget minded builder that wants the power nitrous is famous for. And, since it's made by NOS, the Sniper kits benefit from the experience of a proven Nitrous. Each kit comes with all components necessary for a simple installation including NOS "Soft-Plume" Fogger nozzle, orange 10lb sniper bottle, steel bottle brackets and stainless steel braided line. The 4 & 6 cylinder kit includes jetting for 35-50-75 horsepower and V8 kit includes jetting for 75-100-125 horsepower.

**Sniper Universal Single Fogger Kit - 4&6 Cyl**  
**Sniper Universal Single Fogger Kit - V8**

**NOS07005**

**NOS07006**



NOS02154

NOS12566

## NOS CROSSHAIR NITROUS PLATE SYSTEM

NOS's new CrossHair plate systems have been designed with the serious racer in mind and are capable of 350+ HP. Based off of the ever popular Double Cross plate systems, the CrossHair™ takes this time tested design and improved it for better distribution of the fuel and nitrous. This is especially important with the complex intake Manifold designs out today.

The CrossHair™ plate systems feature double down nitrous bars for improved distribution and atomization, along with new track tested tune up's. The New CrossHair™ nitrous plates will give you the power you need, when you need it.

CrossHair™ kits come with a blue anodized CrossHair™ plate in either Holley 4150™ or 4500™ (Dominitor®) bolt patterns, new improved solenoids, jetting, plumbing and hardware. Available separately, NOS offers electrical wiring kits and Bottle kits in a variety of combinations so you can make up your own custom kit combination.

### Description

Crosshair 4150 4-Barrel Plate Kit  
Crosshair 4150 4-Barrel Plate Kit (No Solenoids)  
Crosshair 4500 4-Barrel Plate Kit  
Crosshair 4500 4-Barrel Plate Kit (No Solenoids)

### Part No.

**NOS02153**

**NOS12566**

**NOS02154**

**NOS12666**



## NOS NITROUS

### BOTTLE KITS

In the past, if you have purchased a no Bottle kit or a plumbing kit, it was difficult to make sure you get all the other needed parts such as the bottle.

Inevitably no matter how hard you have tried, something is forgotten like the Bottle nut or the PTFE Bottle nut washer. NOS has made this task easy by introducing Bottle Kits. The new NOS Bottle kits are available with 10 or 15lb bottles in Hi-Flow valve configurations or in a 12.8lb carbon fiber Bottle kit. The NOS Bottle kits come complete with the bottle, Bottle nut and PTFE washer, Bottle brackets and 16ft of -6AN feed line. (GAUGE NOT INCLUDED)

### Description

Nitrous Bottle Kit 10lb With High Flow Valve  
Nitrous Bottle Kit 10lb With Super High Flow Valve  
Nitrous Bottle Kit 15lb With High Flow Valve  
Nitrous Bottle Kit 15lb With Super High Flow Valve

### Part No.

**NOS14761**

**NOS14762**

**NOS14763**

**NOS14764**

## Super Powershot Nitrous Systems 100-150HP

Kit includes premium NOS components including an anodized nitrous plate, a genuine NOS 10 lb. bottle with the NOS Hi-Flow bottle valve and premium NOS nitrous and fuel solenoids. They are set up at the factory for each application to provide a safe application of power and can offer an increase of up to 150 horsepower to V8 applications at the touch of a button. Each Powershot system comes standard with a 10 lb. capacity nitrous bottle, aircraft quality stainless steel braided hose, injector plate, solenoids and all other necessary electrical and mounting hardware for a complete installation.

**Super Powershot - Square Bore**

**NOS05101**

**Super Powershot - Spread Bore**

**NOS05104**

**Universal Super Powershot -NO Injector plate**

**NOS05000**



## Cheater Nitrous Systems 150-250HP

The NOS Cheater system is designed for use on 350 CID or larger, carbureted engines. It uses large nitrous and fuel solenoids and can be adjusted to any desired power level from 150 to 250 horsepower, in a matter of seconds. Cheater systems are easy to install and utilize a 1/2" thick injector plate which fits between the carburetor and intake manifold. Cheater systems include a 10 lb. nitrous bottle, four stages of jets, aircraft-quality steel braided line and all other necessary electrical and mounting hardware for a complete installation.

**Cheater System - Square Bore**

**NOS02001**

**Upgrade to Bigshot Kit for NOS02001**

**NOS02025**



## Dual Shot Cheater System 100-250HP

Sometimes the application of too much power can be detrimental to a good launch. These are times when you need the help of a NOS Dual Shot Cheater system to maximize performance from the starting line, all the way through the lights. It's like having two systems in one. The Dual Shot Cheater system incorporates two Super Powershot solenoids for the first stage and two Cheater solenoids for the second stage.

This system is intended for use on V8 engines with a minimum displacement of 350 CID. For best results, a single plane intake manifold should be used.

**Dual Shot Cheater - Square Bore**

**NOS02201**

**Dual Shot Cheater - Dominator**

**NOS02202**



## Big Shot Nitrous Systems

The NOS Big Shot systems use a special fogging plate design that vastly improves nitrous flow, fuel atomization and mixture distribution. Power output is adjustable from 200-400 horsepower simply by changing fuel and nitrous jets. Single stage Big Shot systems incorporate a NOS Pro Shot nitrous solenoid with -6AN nitrous supply line. Systems include a variety of power jets, 10lb. nitrous bottle, 1/2" fogging plate, filters, fittings for fuel and nitrous, switches and all electrical and other hardware necessary for installation.

**Big Shot System - Square Bore**

**NOS02101**

**Big Shot System - Dominator**

**NOS02102**

