

g-Link Torque Arm Rear Suspension for GM Muscle Cars



5857-F10-02	1967-69 Camaro/Firebird
5857-F21-02	1970-73 Camaro/Firebird
5857-F22-02	1974-81 Camaro/Firebird
5857-X10-02	1962-67 Nova (Chevy II)
5857-X20-02	1968-72 Nova (X-Body)

Mini-Tub version shown.

Torque Arm Suspension Conversion

The g-Link torque arm suspension system directly replaces the OEM leaf springs and shocks for remarkably improved handling and performance. Each system is comprised of a fabricated torque arm, a pair of g-Link tubular-steel pivotball lower arms, a Watts link or panhard bar lateral locator, VariShock coil-overs, weld-on frame brackets, and optional billet-arm splined-end anti-roll bar. Together these components create a superior handling suspension system with multiple geometry and setting adjustments for further tuning and improvement. Subframe g-Connectors and center support create the torque arm chassis mount and are required for operation; these items sold separately.

To accommodate ultra-wide tire and wheel combinations a mini-tub configuration is available with narrowed housing, anti-roll bar, Watts link and offset lower arms. Stock-width and mini-tub systems can be used with our vehicle-specific bolt-in FAB9™ housings. FAB9 housings ship factory welded. OEM housings (stock-width configuration only) are fitted with bolt-on axle brackets but require welding for secure attachment of the torque arm mount.

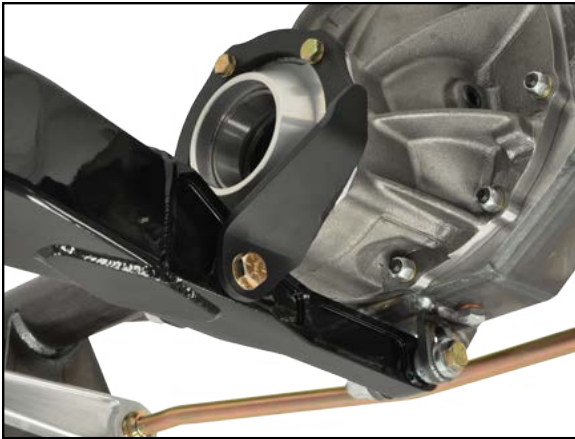
Features/Benefits:

- Immediate acceleration/deceleration response
- Increases ability to steer with throttle
- Tremendous cornering capability
- Improves overall braking
- Watts link or panhard bar option
- Mini-tub and stock-width versions
- Exclusive use of spherical pivot links

Adjustments:

- Instant center (lower arm position)
- Roll center (Watts link, panhard bar)
- Pinion angle (serrated hardware)
- Wheelbase alignment
- Shock valving (single/double/4-way)
- Shock angle (increment spring rate)

Fabricated Torque Arm



Torque arm housing mounts capture the third-member pinion support and rearmost billet end of arm at the pinion angle adjustment mechanism.

Pinion Support Mounts



Standard Ford 9" and Strange S-Series

Strange HD Pro Aluminum



The Chassisworks torque arm is a bolt-on, pinion angle adjustable, traction device. Similar to traction bars, the arm converts torque to downward force at the tires, but has the benefit of providing improved traction during both straight line and cornering acceleration. The arm mounts at three points; a swiveling connection at the g-Connector center support, and two adjustable mounts at the rear end housing. As torque is applied to the rear wheels, the arm (now fixed to the housing) rotates to push upward at the chassis mount while simultaneously pushing downward onto the wheels. Downward force creates additional traction that is equally distributed to each tire regardless of current body roll or suspension travel state.

Conversely, braking stability is also improved by the arm pulling downward on the chassis when the brakes are applied. The amount of unwanted brake dive (car pitching forward) is greatly reduced as the car now squats under hard braking, increasing driver confidence. This allows you to increase rear brake bias, resulting in shorter stopping distance.

The arm's rigid construction and extremely stable mounting points provide instant torque control, increasing the driver's ability to steer with the throttle. Throttle response and acceleration are immediate due to an increase in available traction and lack of leaf spring "wrap-up," a common source of wheel hop. Only 1-1/2 to 2 degrees of negative pinion angle is required versus 4 to 7 degrees when relying on leaf springs for torque control. The drive line remains closer to its ideal, most efficient position at all times.

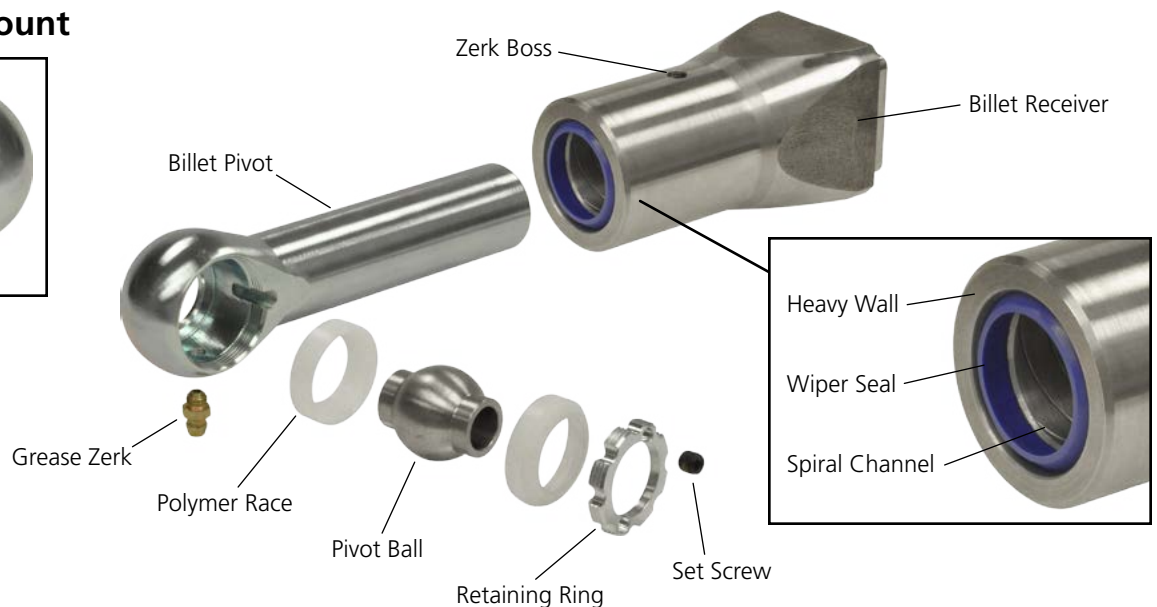
The torque arm's tapered design is achieved by combining lasercut panels with CNC-machined ends. Sheetmetal corners along the length of the arm are overlapped for improved strength and better weld penetration. The front mount and housing mount are highly stressed areas of the arm and are billet steel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

Sliding-Link Chassis Pivot Mounts

Due to the varied movement of the rearend housing during suspension travel, the torque arm cannot be solidly mounted to the chassis. A sliding eye mount inserted into a greased bore at the front of the arm allows free rotation and fore/aft movement. A wiper seal keeps dirt out and grease in. This is a superior method to a bellowed boot, which is easily damaged and deteriorated by exhaust heat. The torque arm chassis mount comes in poly-bushing and pivotball versions, both offering excellent performance. The pivotball link is a maintainable joint that can be tightened if ever needed. For less transferred noise or vibration, the poly-bushing link should be selected.



Pivotball Mount

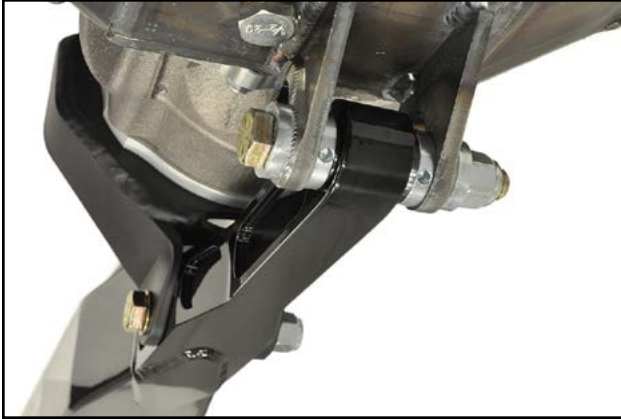


Poly Mount



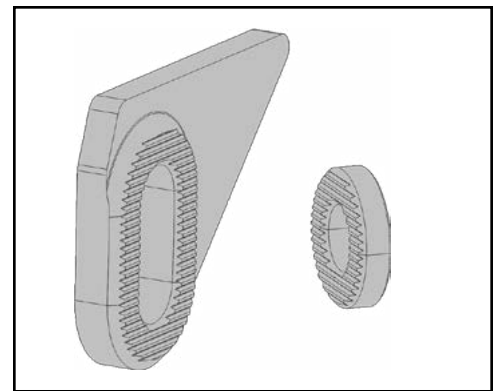
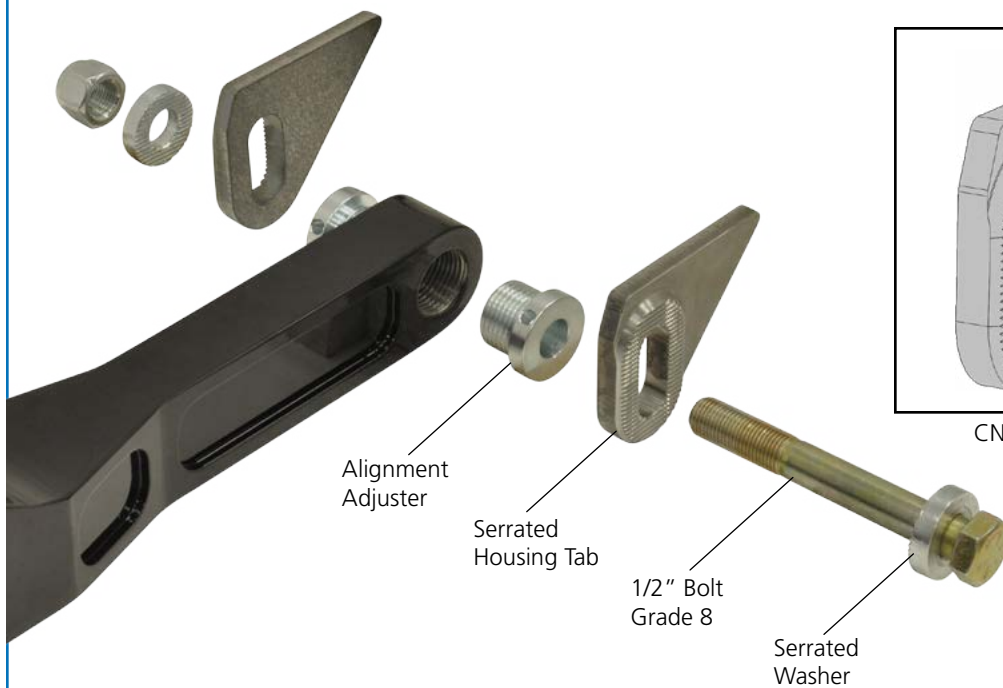
Torque Arm Alignment

A second adjustment feature allows precise left to right alignment of the arm and chassis mount. A pair of flanged adjusters, when rotated, shift the rear section of the arm between the mounting tabs and aligns the position of the front pivot.



Pinion Angle Adjustment

A unique locking mechanism was designed to precisely adjust pinion angle. Serrated tabs, welded to the housing, and matching washers interlock when tightened and allow incremental adjustment. This method eliminates any chance of the adjustment shifting during heavy use.



CNC-Machined Interlocking Serrations

High-Strength Arm Base

The section of torque arm attached to the housing is subjected to extremely high levels of stress. To reliably handle the performance requirements of modern pro-touring builds, finite element analysis (FEA) testing was used to develop a tapered billet steel arm base. Material uncritical to the overall strength of the component is removed, leaving the large end hollowed out and reducing weight.



Pivotball g-Link Arms

g-Link systems include adjustable-length, tubular lower links with pivotball mechanisms in each end. This is our ultimate performance link for use on performance driven street or track applications. Link bars are externally greasable at each end. Pivotball mechanisms can be rebuilt and tightened to remove play as they wear. Lower link bar fronts attach to the forward leaf-spring eye in the chassis.



Centered Pivotball for stock wheel tub configuration.



Offset Pivotball for narrowed mini-tub configuration.

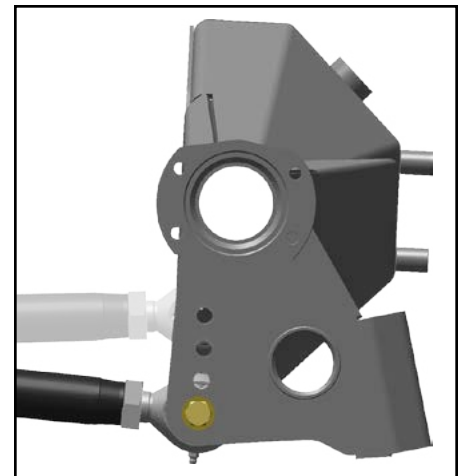


Adjustable Geometry

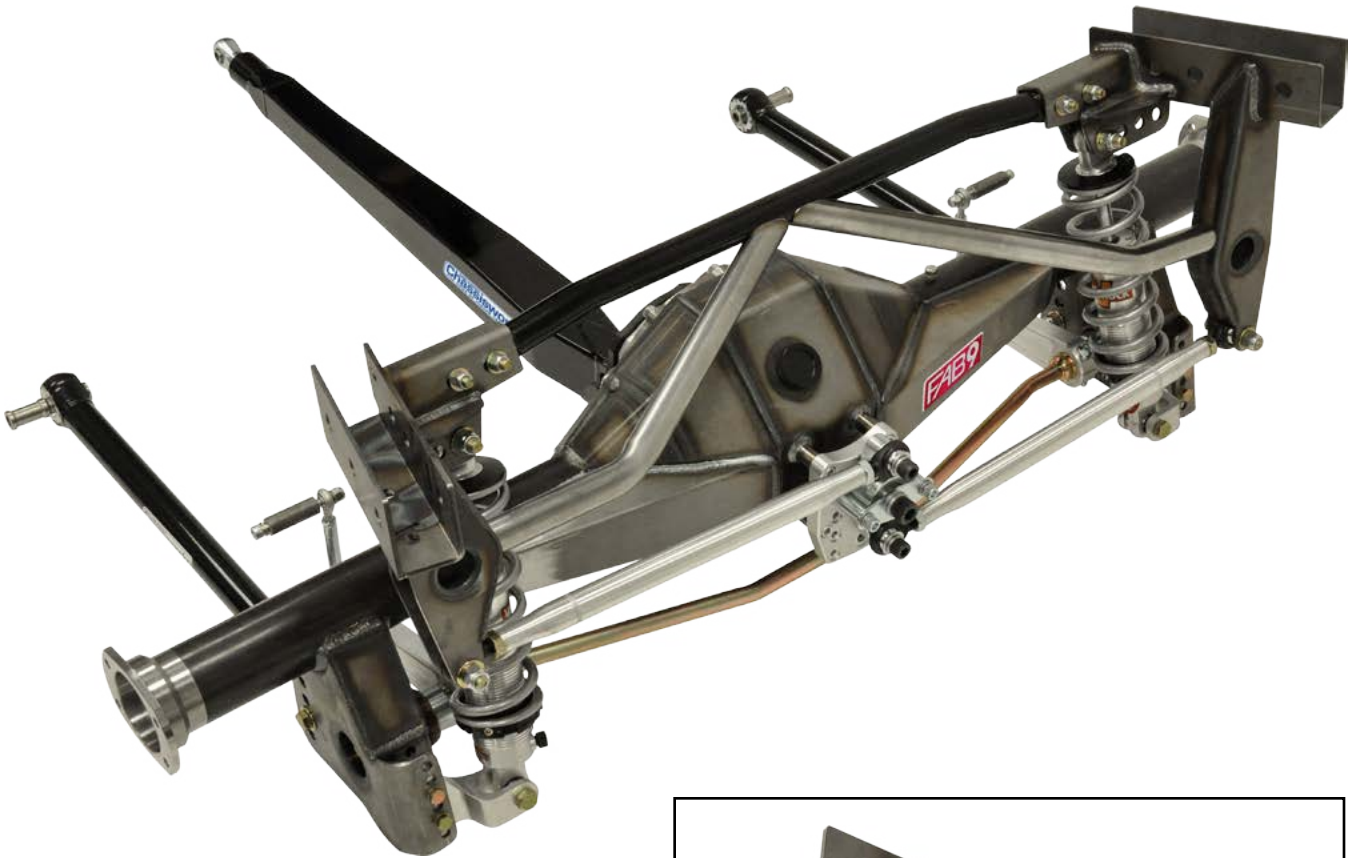
Lower control arm axle mounts feature multiple positions to adjust chassis anti-squat and optimize vehicle handling.

Adjustable Length

g-Link lower arms are adjustable for wheelbase variations and precise housing alignment.



Watts Link Locator



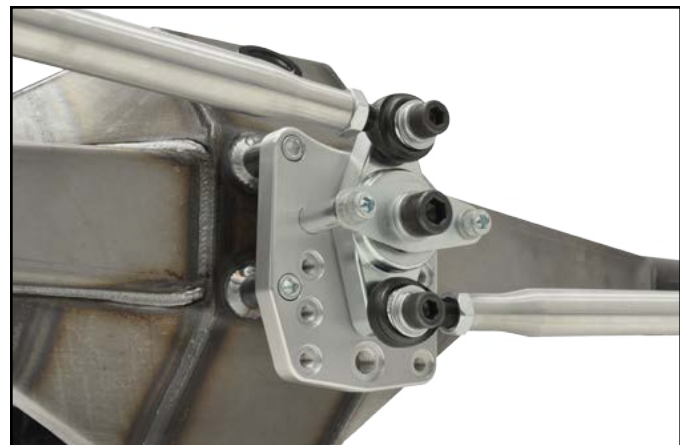
The Watts link assembly is responsible for keeping the rearend housing centered in relation to the chassis and defining the rear suspension's roll center. The assembly is comprised of two staggered links mounted to the chassis and a central pivot attached to the rearend housing. When cornering, link tubes handle forces in the most structurally efficient method, compression and tension, rather than as a bending member such as a leaf spring suspension. This results in immediate, positive location of the rearend when entering and exiting corners. As the rearend housing moves vertically the central pivot rotates slightly to follow the two arcs defined by the link assemblies. This pivoting action splits the difference between the two arcs allowing the housing to travel in a perfectly straight line. Vehicle performance benefits include extremely consistent cornering balance and identical turn-in characteristics for both left and right-hand turns, neither possible with panhard bars or leaf springs.

Adjustable Roll Center

The Watts pivot mounting position, behind the rearend center section, defines the rear suspension roll center. The pivot can be moved to one of four positions to raise or lower the roll center height, which directly affects vehicle handling. Raising the roll center tunes toward vehicle oversteer. Lowering the pivot tunes toward understeer.



Weld-on frame brackets.

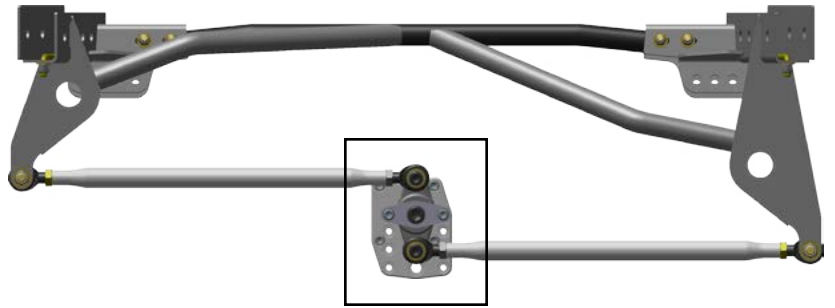


Four-position Watts pivot mount.

Watts Pivot Assembly

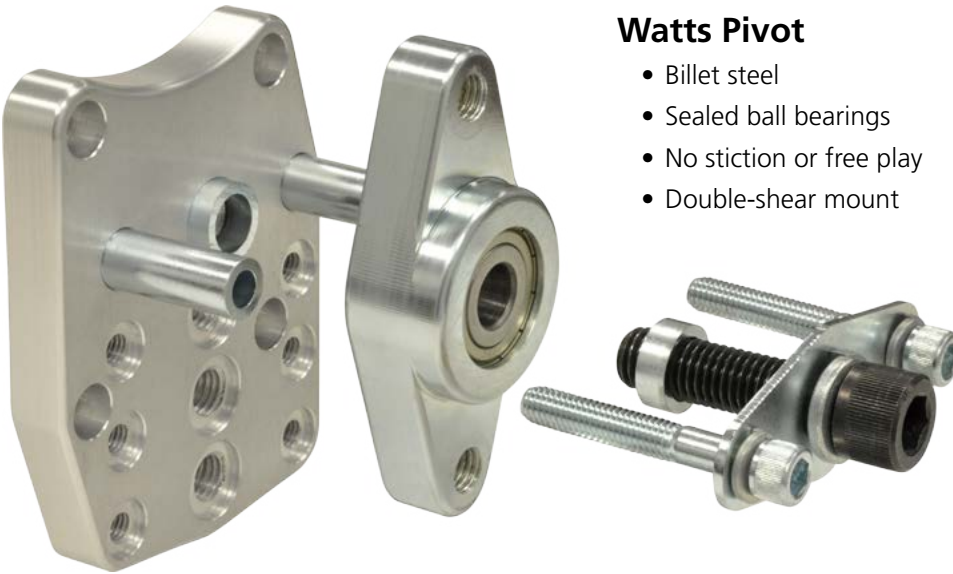
Base Plate

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



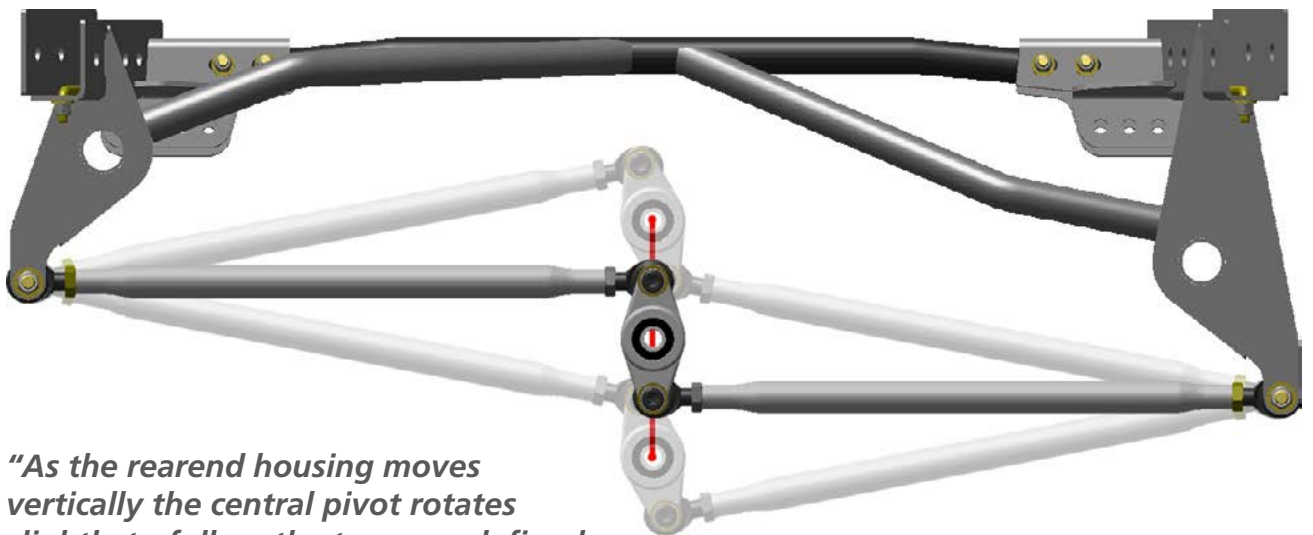
Watts Pivot

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



Top Plate

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



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

VariShock Coil-Over Shocks

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

Adjustable Shock Valving

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

Select Your Performance Level

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

- **QuickSet 1 (QS1)** - Single 16-position knob adjusts bump and rebound simultaneously
- **QuickSet 2 (QS2)** - Dual 16-position knobs adjust bump and rebound independently
- **QuickSet 4 Remote (Q4R)** - Gas-pressurized remote reservoir version of our QuickSet 4 valve system offers higher performance and increased travel range

Locking Lower Spring Seat

A new-design, one-piece lower spring seat does not require a lock nut; it's locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock with an Allen wrench for adjustment.

Shock Specifications

Part Number	Style	Valves	Ride Height	Length (Compressed)	Length (Extended)	Shock Travel	Mount Eye
VAS 11111-515	Coil-Over	Single	13.53"	10.95"	16.10"	5.15"	COM-8
VAS 11211-515	Coil-Over	Double	13.53"	10.95"	16.10"	5.15"	COM-8
VAS 11411-50	Coil-Over	4-Way	13.31"	10.81"	15.81"	5.00"	COM-8
VAS 131K2-515	Air-Spring	Single	14.06"	11.56"	16.56"	5.00"	Poly
VAS 132K2-515	Air-Spring	Double	14.06"	11.56"	16.56"	5.00"	Poly

Shock Mount Adjustments



Upper Mount:

Four positions allow variation in shock angle, resulting in increase/decrease of shock and spring-rate stiffness.

Lower Mount:

Four positions allow variation in ride height without affecting available shock travel.



QuickSet 4 Remote Reservoir (Q4R)

The VariShock Q4R remote reservoir shock separates the bump and rebound valve mechanisms between the two units to free up valuable space within the main shock body. The benefit is a shorter shock length that provides greater flexibility when mounting without sacrificing shock travel. Each adjustment knob can be set to one of sixteen different positions and clearly marked to illustrate the effect it has on shock performance.



Bump Adjustment

Independent High- and Low-Speed



Rebound Adjustment

Independent High- and Low-Speed

Shown with optional
mounting clamp
VAS 516-01-163



Optional

16-Position
High-speed
Low-speed
Bump Control

16-Position
High-speed
Low-speed
Rebound Control

1/2"-bore
COM-8 bearing

Billet aluminum
upper spring seat

Urethane
bump stop

5/8" chromerod
piston rod

Wiper seal

Billet-aluminum
shock body

Anodize finish

High-load-capacity
ACME threads

Billet-aluminum
locking spring seat

Stainless dual-
swivel fittings

COM-8 bearing
eye integrated
with billet base

Remote Shock Reservoir Mounts

VAS 516-01-000	Clamp-style - surface mount (pair)
VAS 516-01-100P	Clamp-style - 1" single-split collar (pair)
VAS 516-01-163	Clamp-style - 1-5/8" double-split collar (pair)
VAS 517-RD-F	Silo-style (surface) - dual mount (each)
VAS 517-RS-F	Silo-style (surface) - single mount (pair)



Dual Silo



Single Silo



High-Travel VariSprings

The new VariSpring line of springs was designed to complement the VariShock family. Once again, we used higher technology to resolve application limitations. These springs are manufactured using a new, ultra-high-tensile wire, which is stronger than the chrome silicon wire used by other manufacturers. This allows the springs to "set solid." The springs can compress until the coils touch without damaging the spring or causing it to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional wire, these springs have greater travel than our competitors' springs of the same rate. These springs will allow your shocks to travel their full range of motion without going solid. This gives you greater traction and control at full bump, plus additional suspension travel for tuning. If you are ready to take advantage of higher technology with greater travel, lighter, stronger springs, then step up to VariSprings. VariSprings have a silver-powder-coat finish.



Spring Rate Selection

Spring rate affects ride quality, ride height, roll rate, and performance handling characteristics. Differences in vehicles such as aluminum engine components, vehicle weight distribution, fiberglass body parts, chassis stiffening as well as wheel-size and offset and the specific performance application, should be taken into consideration. Additional tuning springs are available at a discount when purchased with a system. A good spring-rate baseline for Mustangs with rear g-Bar or g-Link, and with a small-block engine seeing regular street use would be 175-200 lbs/in., depending upon desired ride quality. A good baseline is for every 100-lb., change in rear vehicle weight, the spring rate needs to change by 25 lb/in.

Rear Weight (lbs)	Part Number	Rate (lbs)	Travel (in)
925-1000	VAS 21-12110	110	7.91
1000-1100	VAS 21-12130	130	8.43
1100-1225	VAS 21-12150	150	7.61
1225-1350	VAS 21-12175	175	7.60
1350-1575	VAS 21-12200	200	7.45
1575-1825	VAS 21-12250	250	7.00
1825-2075	VAS 21-12300	300	7.07
2075-2350	VAS 21-12350	350	7.00

VariShock Accessories

Spanner Wrench

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



899-012-201

Spring-Seat Thrust Bearings

Thrust bearings are used at the lower spring seat to reduce friction when adjusting ride height. New stainless "cap-style" seats, a VariShock exclusive, enclose the thrust bearing to keep dirt out.



VAS 513-100

Coil-Over Spring Compressor

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



VAS 200

Part Number	Description
VAS 512-1-2	1"-extended top shock eye, COM-8 bearing (pair)
VAS 512-2-2	1"-extended top shock eye, poly bushing (pair)
VAS 513-100	Spring seat thrust bearing set (pair)
899-012-201	VariShock spanner wrench, zinc plated steel
VAS 200	Coil-over spring compressor for 2-1/2" springs

g-Connector Chassis Stiffening System

The factory unibody frame rails do not span the undercarriage directly below the passenger compartment, leaving independent bracing structures. Our fully enclosed, tubular steel, subframe connectors and center support connect the front and rear frame rails, then bridge the left and right sides together.

Previously separate braces now work as a single structure extending from the radiator support to the rear bumper. Chassis twisting forces from bumps, cornering and acceleration are now distributed along the entire subframe structure rather than directly into the sheet metal floor pan at the end of each subframe.

**Already have
subframe connectors installed?**

Use our Universal
Torque Arm Crossmember.
Info on page 16.



Subframe connectors, center support, and driveshaft loop included in package.



Camaro/Nova bolt-on-style shown.

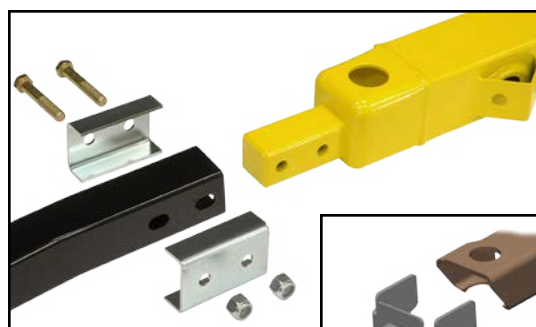
Subframe Connections

The frame connector uses one of two types of connection method depending upon vehicle application; a bolt-on method, or permanent welded installation method. With included hardware, each are equally strong.

OEM Clip	CAC Clip	Application
5925-F10	5926-F10	'67-69 Camaro/Firebird
5925-F21	5926-F21	'70-73 Camaro/Firebird
5925-F22	5926-F22	'74-81 Camaro/Firebird
5925-X10 (fits both)		'62-67 Nova (Chevy II)
5925-X20	5926-X20	'68-72 Nova (X-Body)

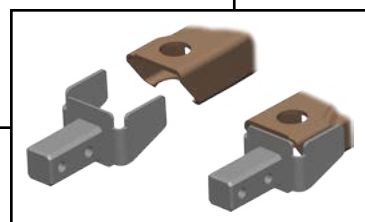


Torque Arm Mount - In addition to the subframe connector system's primary job of stiffening the chassis, it also serves as the torque arm attachment point to the vehicle. During heavy acceleration the torque arm pushes upward upon the chassis with great force. The connector assembly distributes the vertical forces from the torque arm across a broad area of the undercarriage. This reduces localized stresses and also creates a more stable crossmember for a noticeable improvement in torque control and throttle response.



Bolt-Together Method -

Vehicles with bolt-on front subframe clips, such as the first two generations of Camaros and the second generation Novas, receive the bolt-on method. Connectors bolt directly to Chassisworks subframe clips and are removable if ever necessary. OEM clips require a weld-on adapter. The rear connection points overlap the OEM leaf-spring bracket and therefore are secured using hardware.



Weld-On Method

Vehicles with front subframes integrated into the chassis body utilize a weld-on front cup to attach the subframe connector. Typically an integrated forward leaf-spring mount is also on the chassis requiring a welded installation method for the rear of the frame connector. These types of vehicles include first generation Novas, and Mustangs from 1964-1970.



Direct-Fit FAB9™ Rearend Housings



FAB9™ Construction

Finite element analysis software was used to create a fabricated 9" (FAB9™) center section stronger yet lighter than its OEM counterpart. Angular panels, internal gussets, and a heavy wall front face are assembled by robotic spray-arc welder to ensure every housing is built to exacting standards. Axle tubes are 3" in diameter and welded along the internal tube gusset as well as the tapered edge of the center section. It is this enclosed internal chamber at each end of the center section that gives the entire assembly superior strength over OEM and competitor's designs. The housing can be further strengthened by adding an optional folded back brace. FAB9™ back braces are exact fit boxed structures spanning from the outer edge of the back panel to the inside edge of the axle mounts. The tapered design is broad closest to the center section for maximum support and narrows towards the housing ends for reduced weight and increased clearance.



Robotic spray-arc welded center section with internal tube gussets

Complete Hardware Kit

Each FAB9™ housing comes equipped with an easily accessible fill hole, drain, and all necessary hardware. The fill hole is purposely oversized and strategically placed to allow visual inspection of the ring gear without draining fluid or disrupting gaskets or seals. A black anodized, billet aluminum cap with o-ring seal prevents any unwanted fluid seepage. A specially slotted drain insert, welded to the floor of the center section, allows complete drainage of fluid and increases drain plug thread engagement. The magnetic drain plug with reusable copper gasket captures metal particles from being suspended in the fluid, reducing the rate of wear on gears and seals. To relieve internal pressure, housings are fitted with an axle vent located along the top of the axle tube. Equalized pressure improves the effectiveness of all seals and gaskets for trouble free extended use. If an external fluid catch can is required, axle vents can be easily removed using the 7/16" hex and replaced with an appropriate 1/8" NPT fitting. Third-member mounting hardware consists of high-strength 12-point studs, hardened SAE flat washers, and nylon insert lock nuts.



Housing hardware includes: billet cap, magnetic drain plug, 12-point studs, hardened washers, locknuts, and vent (not shown).



Fill/inspection hole with billet-aluminum, o-ring sealed, cap



Screw-in axle vent eliminates seal damage from pressure build up.

Engineered to accept all 9", Ford-style differentials, each FAB9™ includes a fully-welded center section with internal gussets, 3" axle tubes, and Ford big-bearing, late-model Torino, housing ends. All housings are manufactured in-house utilizing our state-of-the-art robotic spray-arc welder. Weld penetration, and quality are absolutely outstanding, guaranteeing consistent, reliable performance.



Center sections are fully CNC-machined after welding to provide an excellent third-member-seal surface and extremely tight tolerances on the remaining housing features. Optionally, a folded back brace assembly can be factory welded to your FAB9™ housing, substantially strengthening the housing without adding significant weight. Standard housings are constructed from mild steel, but can be upgraded to 4130 chromemoly; recommended for vehicles weighing over 3500 lbs., and/or developing 650-plus horsepower. Housing hardware includes: billet-aluminum, o-ringed filler/inspection cap; axle-tube vent; magnetic drain plug; and alloy-steel, 12-point, mounting studs with locknuts.

Direct-Fit FAB9™ Housings

The Chassisworks FAB9™ offers exceptional performance, reliability, and adjustability in a bolt-on, factory-welded housing, complete with all suspension brackets. Housings are engineered for proper clearance using either VariShock coil-overs or air suspension; with or without a back brace. Anti-roll-bar bracket options include chassis-mounted (sliding-link bar), axle-housing mounted (splined-end bar), or no anti-roll-bar brackets installed.

Narrowed Housing Widths

Housings can be built to standard widths for OEM wheel offsets or narrowed to accommodate wider tire and wheel combinations. Complete correct length axle packages and third members are also available. Ask our sales representatives for details.

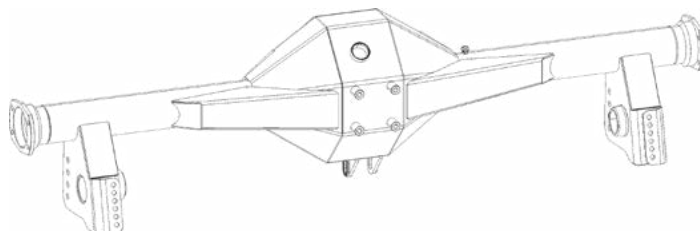
Applications and Dimensions

Part Number	Description	Stock Width	Minimum
84F10-XXX	Camaro 1967-69, Nova 1968-74	60"	54-3/4"
84F20-XXX	Camaro 1970-81	61"	55-3/4"
84X10-XXX	Chevy II / Nova 1962-67	58"	53"

NOTE - All housings are narrowed in 1/4" increments

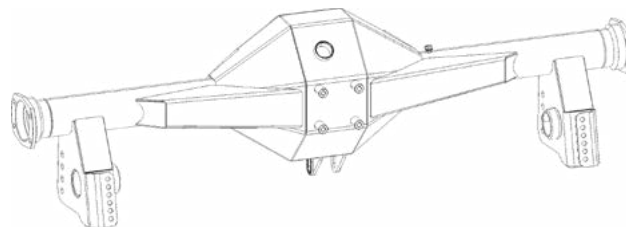
Stock Bracket Width Housings

84XXX-L01	Mild steel, housing mount ARB ³
84XXX-L11	4130, housing mount ARB ³



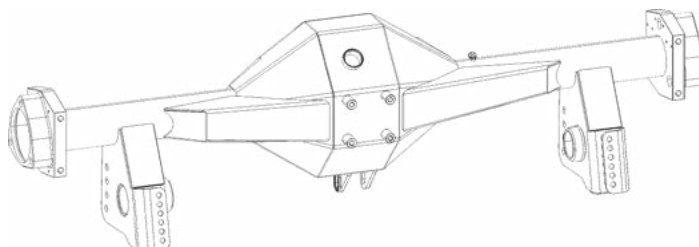
Mini-Tub Housings

84XXX-M01	Mild steel, chassis mount ARB ² , mini-tub
84XXX-M11	4130, chassis mount ARB ² , mini-tub



Floater End Housings

84XXX-M0B	Mild steel, chassis mount ARB ² , mini-tub
84XXX-M1B	4130, chassis mount ARB ² , mini-tub



Splined-End Tubular Anti-Roll Bar

Our splined-end anti-roll bar system features a 3/4"-diameter, alloy-steel, bent-tube design, that mounts below the rearend-housing. The bar adequately clears FAB9™ and OEM center sections, without decreasing ground clearance. An adjustable, billet-pivot-socket mechanism threads into the lower axle-bracket sleeve, and allows the bar to rotate smoothly in a play-free joint. Billet-aluminum arms extend forward, and are connected to the chassis through links consisting of adjustable-length, 3/8" rod-end assemblies. This allows the anti-roll bar to be precisely set in a neutral, non-preloaded state. Double-shear, steel mounts are welded along the stronger, outside corner and across the bottom of the stock frame rail. The combination of Chassisworks' exclusive pivot mechanism, splined bar ends, spherical-bearing links, and rigid chassis attachment eliminates delayed resistance in the anti-roll bar system, common with rubber-, or urethane-mounted systems. The splined-end anti-roll bar system can be used on the entire family of g-Bar suspensions.

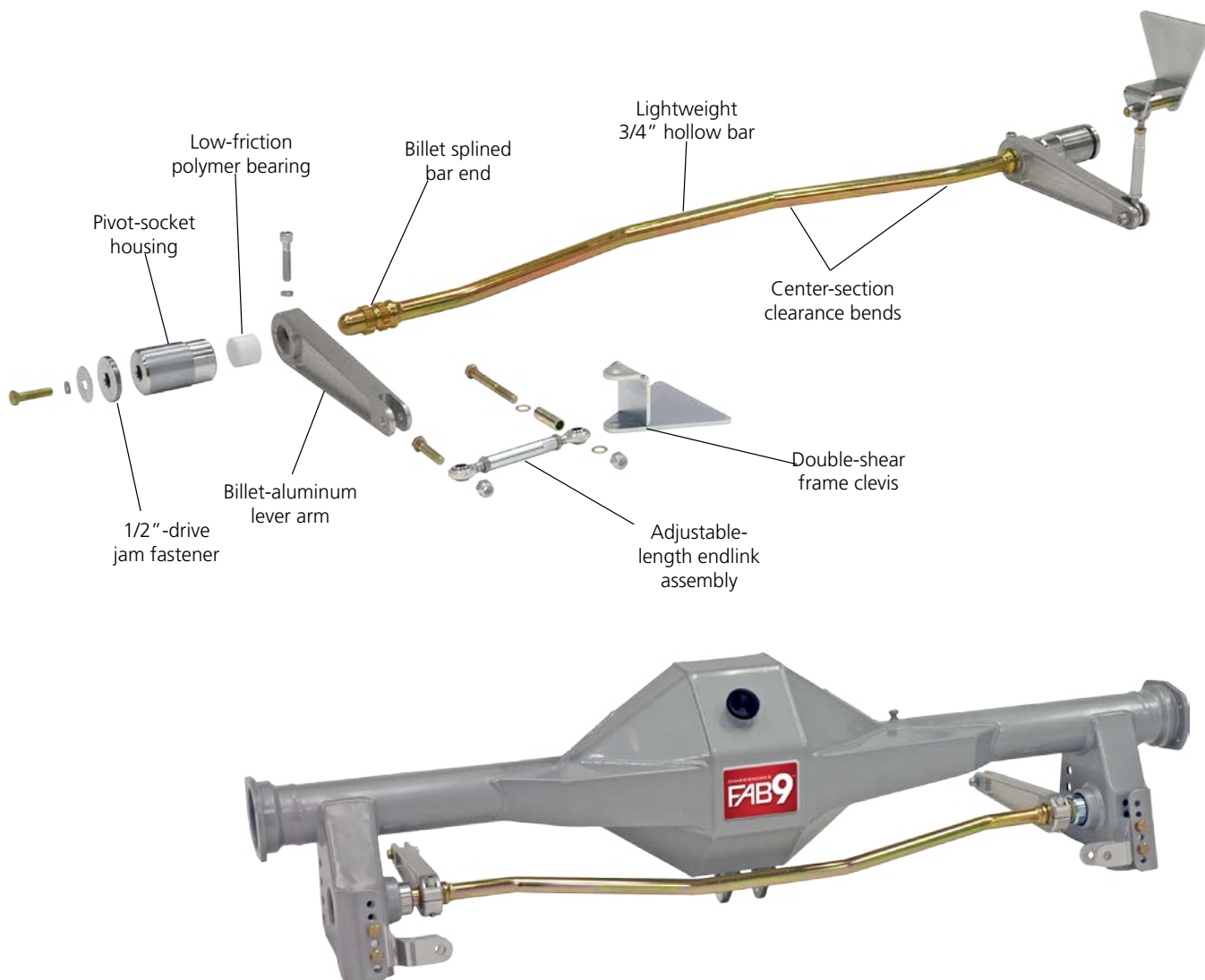
Note: Required g-Link axle bracket with integrated anti-roll-bar socket boss is packaged with torque arm system.

For Stock Width Housing

5806-F10	1967-69 Camaro/Firebird, 1968-74 Nova
5806-F20	1970-81 Camaro/Firebird
5806-X10	1962-67 Chevy II / Nova

For Narrowed Housing (Mini-Tub)

5821-F10	1967-69 Camaro/Firebird, 1968-74 Nova
5821-F20	1970-81 Camaro/Firebird
5821-X10	1962-67 Chevy II / Nova





5857-F10-02

1967-69 Camaro/Firebird



5857-F21-02

1970-73 Camaro/Firebird



5857-F22-02

1974-81 Camaro/Firebird



5857-X10-02

1962-67 Nova (Chevy II)



5857-X20-02

1968-72 Nova (X-Body)



Universal-Fit Torque Arm System

Modern suspension technology and top-tier manufacturing quality are no longer exclusive to the small group of popular and pricey mainstream vehicle models. With minimal time and effort, Chassisworks pro-touring torque-arm system can be adapted to fit just about any muscle car, street rod, truck, or custom car project. Minor design changes to the bracketry and length-specific components of our direct-fit systems more easily allows custom fitting to similar vehicles with differences in dimensions. The primary suspension pieces include Chassisworks fabricated torque arm, billet Watts link, and panhard bar, of which components can be mix-and-matched to configure the best combination to meet your performance goals and budget.

Torque Arm

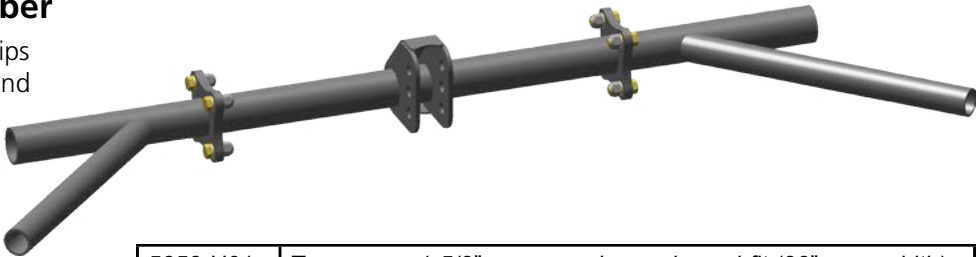
Gain absolute control over the housing torque reaction with Chassisworks fabricated torque arm. Axle wind-up and bushing deflection are completely eliminated, enabling instant throttle and braking response. Arms are offered in three lengths to accommodate installation constraints or desired suspension geometry.

5857-U01-03	Torque arm, universal-fit
OPTIONS	Effective Arm Length: 45.7", 48.8", or 55.7"
	Front Pivot: poly, pivotball eye
	Chassis crossmember mount
	Pinion Support: OEM, ST Iron, Pro-Aluminum HD
	Housing Mount: serrated lower tabs, weld fixture



Torque Arm Crossmember

The torque arm crossmember ships as an unassembled kit to be fit and welded to the chassis with spans up to 36". Dual 4-bolt flanges allow the crossmember to be easily removed for drivetrain maintenance. Three-hole front mount provides additional pinion angle adjustments.

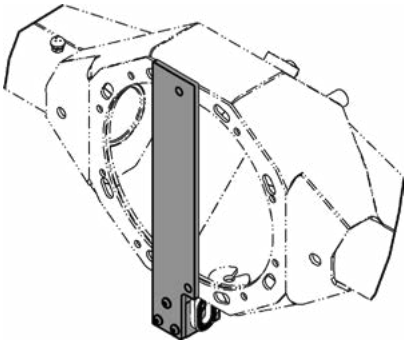


5858-U01	Torque arm 1-5/8" crossmember, universal-fit (36" max. width)
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Housing Mount Weld Fixture

To ensure perfect placement of the serrated housing mount tabs, a simple bolt-on weld fixture is offered for use with Ford 9" or FAB9™ housings.

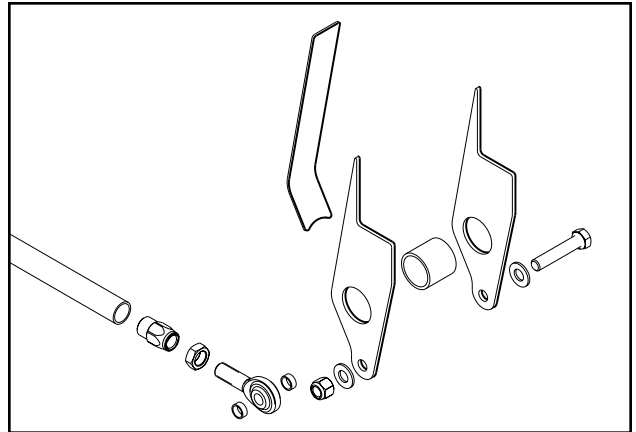
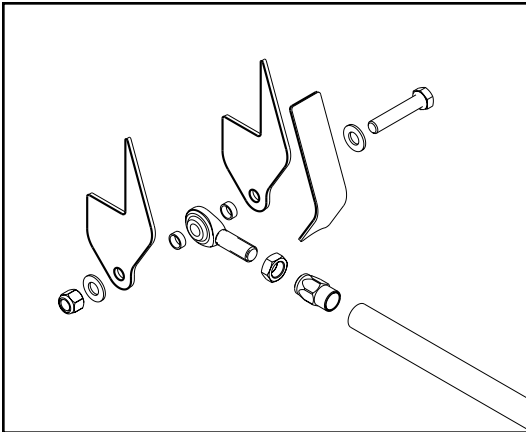
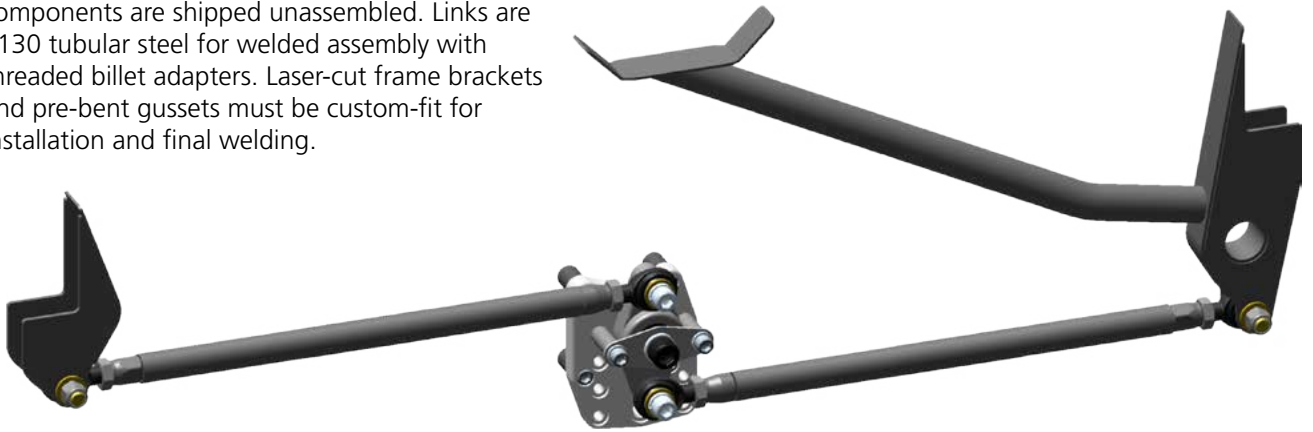
6731	Weld fixture for lower housing torque arm mounting tabs
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Watts Link

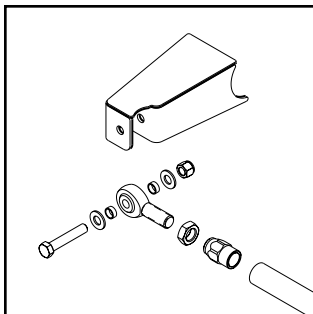
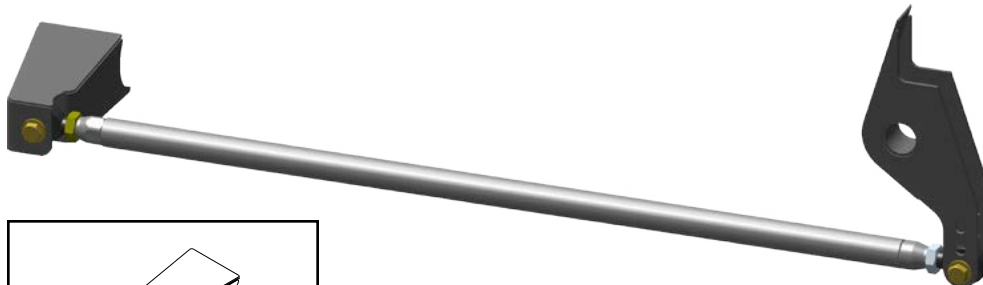
Chassisworks universal Watts link provides perfectly centered suspension travel and accommodates inside frame rail spans up to 50". With the exception of the billet pivot assembly, the remaining components are shipped unassembled. Links are 4130 tubular steel for welded assembly with threaded billet adapters. Laser-cut frame brackets and pre-bent gussets must be custom-fit for installation and final welding.

5855-U01	Watts link, universal-fit (50" max. width)
OPTION	Mounting stand-offs, weld-on (set of 4)

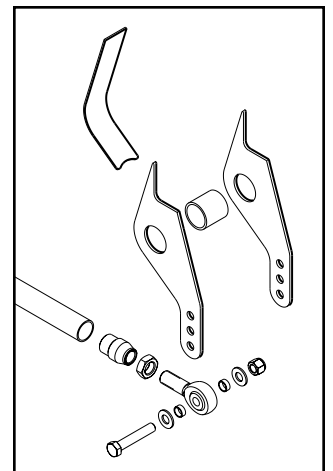


Panhard Bar

The addition of a panhard bar makes a marked improvement in controlling unwanted side-to-side movement of the rearend housing. Unassembled frame brackets and 4130 tubing with weld-in threaded tube adapters accommodate installations with up to 50-inch inside frame widths.

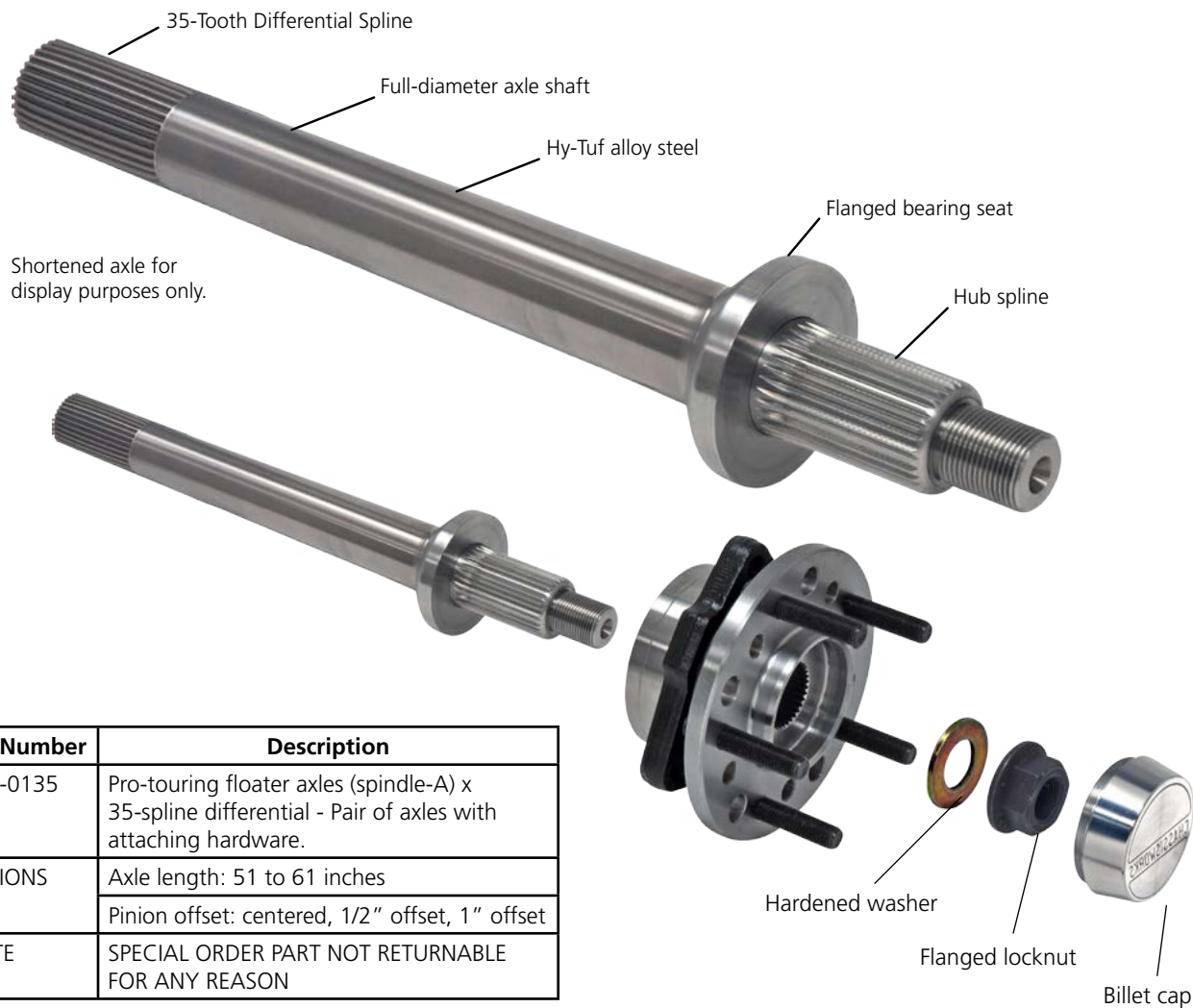


5856-U01	Panhard bar, universal-fit
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Floater Axles

Floater axles are 35-spline and available in ten different lengths to accommodate Ford 9" housing widths ranging from 51 to 61 inches. Axle shafts are machined from Hy-Tuf alloy steel specifically selected for its high strength and fatigue resistance properties. Due to the tremendous increase in available horsepower, savvy builders are choosing one of the new assortment of 35-spline differentials for their power capacity. Why would you use inferior strength 31-spline components.



Part Number	Description
8557-0135	Pro-touring floater axles (spindle-A) x 35-spline differential - Pair of axles with attaching hardware.
OPTIONS	Axle length: 51 to 61 inches
	Pinion offset: centered, 1/2" offset, 1" offset
NOTE	SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON



Chassisworks Stocks 10-Different Lengths - Axles are shipped in lengths ranging from 23" to 32" for housings ranging from 51" to 61". The splined area of each shaft is excessively long to allow shortening of the axle for specific lengths.



Larger diameter and spline count for significant strength increase over 31-spline axles.

Tapered Unit-Bearing Hub

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



Bearing Hub Comparison



Chassisworks



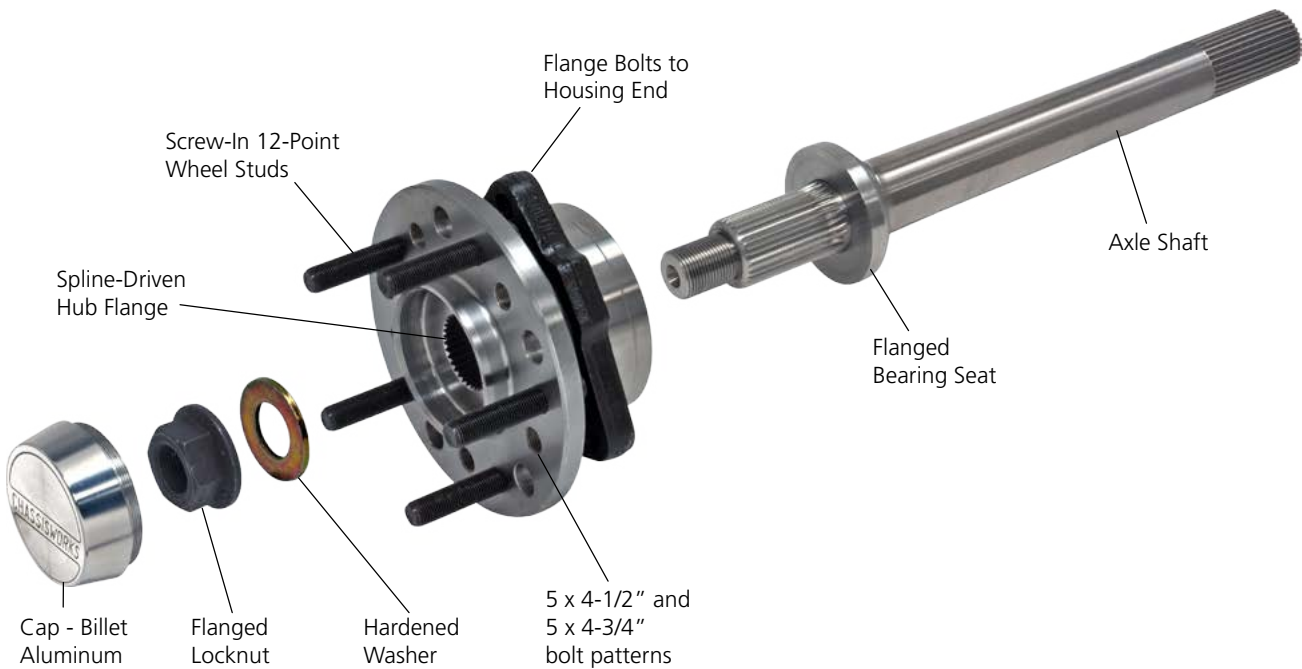
Corvette



Chassisworks



Corvette

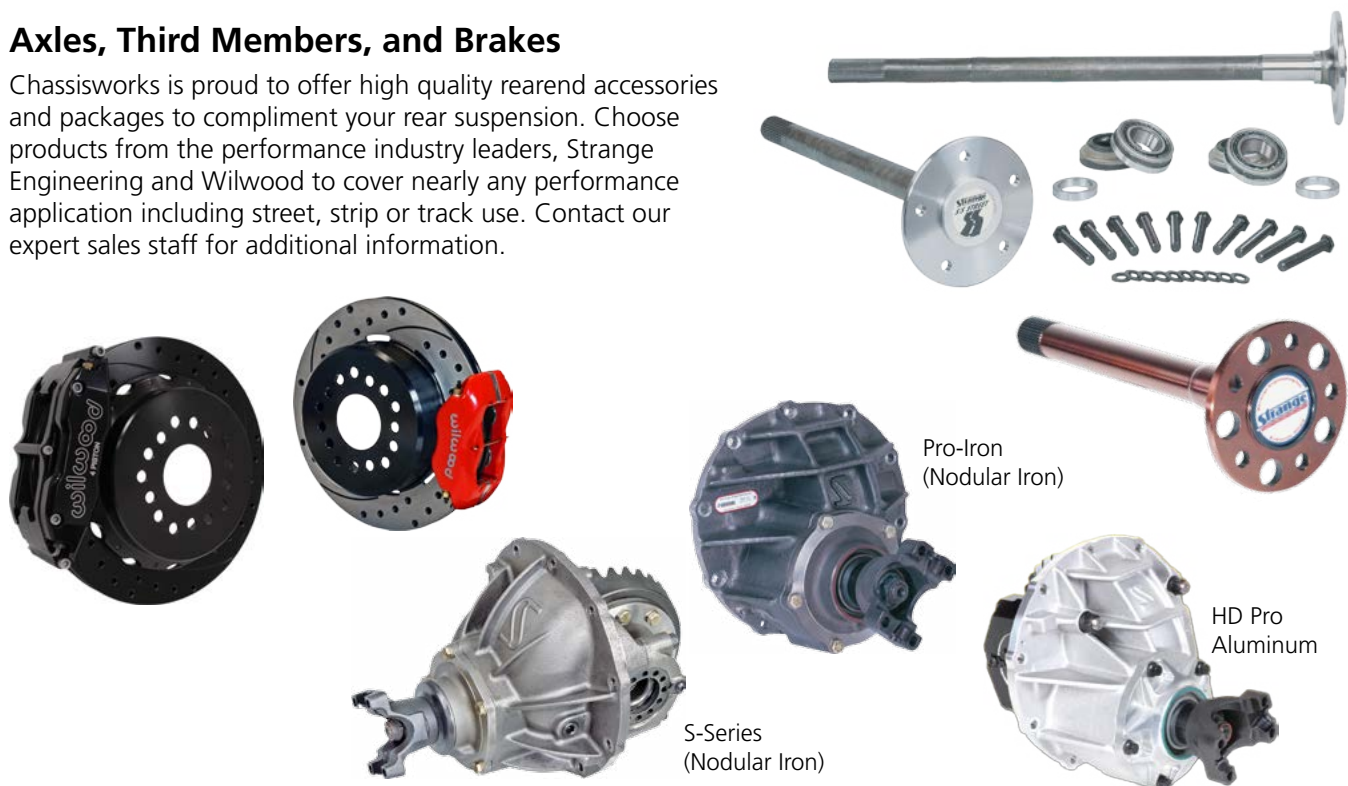


Pro-Touring Floater Hubs (AA)

Part Number	Bolt Pattern	Housing Ends	Description
8531-1110	5 on 4-1/2"	None	Contains pair of bearing hubs with 2-1/4" Long x 1/2-20 12-point head wheel studs. Must purchase FAB9™ with appropriate floater housing ends.
8531-2110	5 on 4-3/4"	None	
8531-1111	5 on 4-1/2"	Included	Contains pair of bearing hubs with 2-1/4" Long x 1/2-20 12-point head wheel studs. Includes loose housing ends for welding to customer supplied housing.
8531-2111	5 on 4-3/4"	Included	
NOTE	SPECIAL ORDER PART NOT RETURNABLE FOR ANY REASON		

Enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, low noise, and light brake-dust levels for performance driving applications; performance specific pads are also available for autocross and road race applications. The kit is designed for use with rearend housing using Chassisworks' gStreet floater axle system and housing end. Fourteen- and fifteen-inch rotors require 18" and 19" wheels respectively. Includes SRP drilled (black e-coated) rotors, Wilwood calipers (black, red or nickel finish with optional Thermlock™ heat-barrier pistons), or Baer one-piece calipers.

Chassisworks is proud to offer high quality rear end accessories and packages to compliment your rear suspension. Choose products from the performance industry leaders, Strange Engineering and Wilwood to cover nearly any performance application including street, strip or track use. Contact our expert sales staff for additional information.



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