

# 1963-67 Corvette

## AME Sport I.F.S. - Multi-Link I.R.S.



Built by Streetrods by Denny

As shown **\$26,097**



Without a doubt one of the most desirable Restomods on the planet is created by combining the iconic styling of the 1963-67 Corvette Stingray with AME's sophisticated GT Sport chassis with Multi-Link I.R.S. and contemporary LS/LT power. It's a package that will deliver incredible driving pleasure with the admiring glances of enthusiasts the world over.

A true bolt-on project (save for some minor trimming of the storage area behind the seat), there are a number of important advantages over the OEM chassis. For one, the front track width is reduced slightly to lower ride height and facilitate the use of wider tires than stock-framed Corvettes.

A specially engineered I.F.S. features tubular control arms with steering Ackerman similar to high-end European sports cars to improve cornering grip and stability.

Morrison's sophisticated Multi-Link rear suspension is far superior to the C2's conventional I.R.S. and provide significant improvements in handling, ride and reduced NVH (noise/vibration/harshness).

The frame itself boasts a triangular structure that significantly stiffens the front end, while beefy .180" wall thickness front and rear rails, plus gussets, improve rigidity and reduce torsional twist.

In addition to engine/trans mounts for late model LS power and 6-speed transmission, mounts are available for SBC, BBC and most any stick or automatic transmission.

You also have a choice of ride heights; either 1-3/4" or 3" lower than stock. The lower CG, of course, contributes to better handling.

A C2 Vette with a Morrison GT Sport chassis is truly a spectacular combination that pays dividends in driving pleasure and long-term value.

### Pricing:

**Complete chassis with Sport I.F.S. and Multi-link I.R.S., Strange adjustable coil-over shocks and Wilwood disc brakes \$31,553.00**

