

CAD Engineered For The Exact Year, Make And Model Vehicle.



This Zrodz Cuda was the first MaxG chassis to feature the Multi-link IRS

Art Morrison Enterprises developed the MaxG chassis as an effective means of providing sports car-like handling and a contemporary, aggressive stance to owners of classic unibody-chassied muscle cars. A large number of cars manufactured by AMC, Chrysler, Ford and General Motors in the 1960s, '70s and '80s featured unibody construction. We have engineered MaxG chassis for the majority of them.

The primary difference between the MaxG and a GT Sport chassis is that it requires modifying the floorpan to literally "drop" the body onto the frame instead of employing conventional body mounts. This, of course, is far more efficient than using front and rear clips and tying them together with subframe connectors.

Each MaxG chassis is CAD-engineered for the exact year/make/model vehicle –no compromises. Moreover, each MaxG chassis is custom-made to the customer's desired ride height and stance. How low do you want to go? Passageways in the frame

for the exhaust let you tuck the mufflers in tightly for optimum ground clearance.

The chassis features mandrel-formed 2" x 4" frame rails that are fixture-welded to assure precise alignment of all suspension components. There are many options when it comes to front and rear suspensions.

One popular combination features AME's highly acclaimed Sport I.F.S with tubular control arms, a Wilwood Pro spindle, Strange adjustable coil-over shocks and an adjustable sway bar. For the rear, there's a triangulated 4-bar mated to a 9" rear housing, plus the coil-overs and sway bars. Another

Bare, Max G Tri 4-Bar with 3" Exhaust	\$7,150.00
9" Hsg w/Brackets	1,124.00
Tri 4-Bar for Above	510.00
IFS Upper/Lower Control Arms	1105.00
Wilwood Pro Spindles	450.00
Power Rack	755.00
Tie Rod Ends	78.00
Package Price	\$11,172.00

