Fifty years. Wow! Back when I was a kid, 50 years seemed like some far-off age for the history books but here we are in 2021 celebrating the 50th anniversary of Art Morrison Enterprises. Working long days and nights in my garage back in 1971, I would never have dreamed that we would be where we are today.

Straight Talk From Art...

All through school, I was always tinkering with cars. Whether it was getting my Model A running with a junkyard Buick engine to making a straight axle hot rod out of my 1954 Chevy. It was this love of cars that led me to a meeting with Chuck Poole and an opportunity to drive a wheelstander. Campaigning my single cab VW “American Flyer” I met a lot of great people and drove at tracks across the United States and Canada. Piloting Richard Schroeder’s AMX at Puyallup Raceway I went off the track and spent some time in the hospital recovering from my injuries. It was at this time that I had time to reflect on my racing career and passion for fabricating. There had to be a better way to be involved in drag racing and not risk my life behind the wheel.

It was then in 1971 that I took what I was doing in my garage and make it official. Art Morrison Enterprises was born. In the early years I would take on any job that brought money in the door. Custom headers, oil pans, engine builds, roll bars installed. A local northwest racer by the name of Tom Turner brought his Modified Production Corvette to me and had me install a 4-link kit. This was the first big time car I worked on and Tom proceeded to set several NRHA records with it after I worked on it. Because of that car’s exposure my name got out and soon more racers were bringing their cars to me for chassis work.

In the 1970s and 1980s we built many door-cars and dragsters and would do repair work on existing drag cars. It was also in the ‘80s that we became involved with the NHRA as part of their contingency sponsor program. While we were still doing general fabrication projects, they eventually were phased out as we were just too busy with building race cars. At the same time as our involvement with the NHRA, we also started to market our chassis components in kit form. Spring kits, ladder bars, four-links. Everything we were installing in our own shop we were now shipping to home builders so they could put them into their own cars.

The timing of this was just right, too. Enthusiasts were looking for hard core parts to emulate the look of cars at the drag strip. Pro Street was born. Lots of new builders were turning to us to install our drag parts on their street cars. Listening to our customers we began making parts that were more suited to street applications. Our first mandrel bender let us build 2” x 3” chassis and roll cages for both drag race and Pro Street applications. Our wildly popular “Super Car” chassis kit was a great way for drag racers to build a tube-chassis car at home and was chronicled in the Super Glass ’55 project in Car Craft magazine.

With the added ability to mandrel bend 2” x 4” tubing we were able to start building street chassis without the need of a roll bar or roll cage to stiffen things up. Custom chassis could now be made for just about any project from 1935 to present day. Once again listening to our great customer base the GT Sport line of chassis were designed that featured all the necessary mounts that enabled builders to simply bolt their bodies to our chassis. It was an instant home run!

From the late 1980s through today it has been a pleasure to be able to work with my son Craig. He started out sweeping floors and worked his way through each of our departments. He has been able to gain a lot of hands-on experience with our parts. After graduating from the University of Washington School of Business, his impact on the
company has been significant. The GT Sport chassis line was his creation and an integral part of his business plan. Working with Super Chevy Magazine we built and tested the “GT55” shoebox Chevrolet. It was an instant success and we have sold an incredible number of bolt-on chassis since that project in the early 2000s. Since then, Craig has moved into the role of Vice President, doing much of the marketing and overseeing the direction of the company. Our offices are right next to each other and it is a lot of fun being able to work with him on a daily basis.

In recent years, our focus has been on refining the dynamics of our front and rear suspensions and bringing our Multi link IRS to market. We were the first — and still the only aftermarket suspension company — to have a multi-link design available. As more projects get finished with aftermarket suspension company — to have a multi-link design available. As more projects get finished with

Then there was 2020. We have had a lot of ups and downs over the years, but this has had to have been one of the craziest ones around. Thankfully, our state has classified one of the craziest ones around. Thankfully, our state has classified us as an essential business, and we have been able to stay open this whole time. Our staff has remained healthy throughout this whole year and we look forward to a better 2021.

COVID has delayed one of our anniversary projects, though. To celebrate our 50th anniversary we are in the process of re-creating my “American Flier” wheeler-stander. While we have not canceled the project, it will just be delayed. Instead of having it done in early 2021 it probably will not be until later in the year. An unexpected result of COVID is that parts and material are extremely volatile right now as factories shut down or work on reduced staff levels. Thankfully, the price increases have been minimal at this point and we have been able to hold for this year. With the potential for supplier shutdowns in 2021, we could see a dramatic change to our raw material costs. If this happens, we may need to do a mid-year price increase. Please keep in mind that we do try to hold to the prices listed in this catalog as best as we can but if we must change prices we will be as fair as we can be on the increases.

As we head into our 50th year of business I want to thank you all for the support over the years and trusting us to be part of your projects. The feedback we receive from our customers does help us decide on new products, refinements, or directions that we should go. If you do not see something listed in our catalog for your car give us a call and let us know what you are looking for.

We are hoping to get back to a normal show schedule in 2021. Please come by our display, have a look our products, and let us know if we can be of help on your next build.
Art Morrison Celebrates

Tom Turner’s NHRA record-setting, Winternationals class-winning F/Gas Production Corvette helped put Art Morrison Enterprises on the map.

Art built this C/ED for Mike Ferderer, who went on to win many races with the potent Chevy-powered dragster and an AHRA World Championship.

Jim Warter and the “Joint Venture” Corvette was another record-setting car that helped establish AME as a prime resource for race car chassis work in the Northwest.

Mike Ferderer took this Morrison-chassied Pontiac Grand Prix all the way to the NHRA World Championship and helped launch AME’s SuperCar series.

One of the most detailed builds in Car Craft magazine’s history was the “Project Super Glass” 1955 Chevy that Mike Ferderer and Craig Morrison campaigned.

One of the first “square body” era trucks to gain notoriety was this AME-built Pro Street 1984 Chevy pickup that was featured in many publications.

Noted car builder Troy Trepanier first called on AME for chassis components for this 1960 Impala and has used them for many subsequent builds.

Bobby Alloway is another highly regarded builder who has come to rely on Morrison chassis components, the first being this award-winning 1956 Ford Crown Victoria.

The car that launched AME’s hugely successful GT Sport bolt-on chassis line was “Project GT55,” a Tri-Five that embodied the handling characteristics of a sports car.

A trend-setting proponent of applying modern technology to classic pickups was Craig Morrison’s “Farm Truck,” which has received extensive media coverage.

The late, great Boyd Coddington was another builder who came to rely on AME chassis. The “Lead Zephyr” is the first of many cars built on Morrison chassis.

Master craftsman Roy Brizio has built many noteworthy cars using AME chassis, with this stunning 1949 Ford belonging to rock star Eric Clapton being one of them.

AME’s GT Sport chassis for C1 ‘Vettes was developed on “Project 3G” which exceeded 1G in acceleration, cornering and braking. It’s featured on Sony’s PS Gran Turismo 5.

The very first of what are over 1,800 GT Sport chassis for Tri-5 Chevys manufactured by AME is the foundation for Jim Cooper’s ’56 built by Wicked Fabrications.

“Shoebox” Chevrolets aren’t known for their aerodynamics, but this potent Morrison-chassied ’55 Chevy from Hot Rods by Dean made its mark at Bonneville.

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50 Years of Car Building

The Ridler award-winning “Ferrambo” built by Divers Street Rod rides on a Morrison chassis. Tim Divers is a long-time proponent of AME chassis components.

Wes Rydell is no stranger to major awards, and his impeccable 1954 Chevrolet Bel Air, built by Chip Foose on an AME chassis, continued in the tradition.

Rick Dore is another master craftsman who relies on AME chassis components. His stylish “Aquarius” built for James Hetfield is on display at the Petersen Automotive Museum.

Mike Goldman Customs is responsible for many award winners, such as this 1965 Chevelle owned by Sonny Freeman. It features a Morrison GT Sport chassis.

The pride and joy of Goodguys founder, the late Gary Meadows, this Chrysler Town & Country was built by Hot Rods & Hobbies on an AME chassis.

Metalworks is known for their Pro Touring Tri-5s, with this stunning 1955 Chevy being a prime example. It rides on a Morrison GT Sport chassis.

The rapid 1969 Camaro owned by AME engineer Matt Jones has proven the effectiveness of the company’s components. It was first to employ the Multi-Link I.R.S.

Many-time SCCA solo champion Mary Pozzi relies on a Morrison Multi-Link I.R.S. in her Camaro, and rates it the best suspension she’s ever encountered.

John Groendyke’s Morrison-chassied 1949 Cadillac, built by Hot Rod Garage, has competed in venues like Pikes Peak and the La Carrera Panamericana.

The iconic Mother’s Polish 1959 sedan delivery, a SEMA Best Chevrolet In Show winner, was built by Troy Trepanier and rides on an Art Morrison chassis.

This trend-setting ‘Cuda from Zrodz & Customs was the first car built on a Morrison MaxG muscle car chassis equipped with a Multi-Link I.R.S.

The brutally awesome “Red Pig,” a Pro Touring 1969 Mercedes-Benz sedan built by Vescio’s Customizing & Restoration, rides on a Morrison chassis.

Vaughn Gittin, Jr. is one of the true stars of the drifting world, and his awesome Mustang employs on a specially engineered Morrison front clip.

Timeless Kustoms created the award-winning “Vicious” Mustang that gets its superior handling from a Morrison front clip and Multi-link I.R.S. rear clip.

Icon 4x4’s Jonathan Ward has come up with many Morrison-chassied creations, with this 1951 DeSoto being the first of his popular “Derelict” series.
Morrison Has A Chassis Suited For Every Situation

AME's GT Sport chassis is recognized as the ultimate platform for a Restomod as it provides outstanding handling and a contemporary stance with true bolt-in convenience. Thousands of GT sport chassis have been employed by leading pro builders and DIY enthusiasts alike, and they are a universally recognized hallmark of a vehicle’s value — hammer prices at the nation’s top auctions confirms it.

OEM frames are 3D scanned and serve as the basis for an elegantly engineered, computer-generated design that precisely locates every mount, bracket and component. Absolutely no fabrication is required. There currently are GT Sport chassis for a dozen popular applications.

Similar to the GT Sport chassis in suspension options, handling and stance, it's designed for use with unibody muscle cars. The floorpan needs to have a section cut out and “boxed” so it can literally be “dropped” over the frame rails, or a new floorpan fabricated.

Engineered for sports car-like handling, the added stiffness of the full-frame MaxG chassis works wonders on a unibody car. AME has amassed a sizeable database of chassis for Chrysler, Ford and GM applications — plus American Motors and others.
Designed for the professional builder or highly competent DIY enthusiast, AME can configure a chassis for most any application, and fixture-weld it—including the critical suspension mounts—to assure proper geometry. The builder is responsible for adding the body mounts, core support, engine and transmission mounts, etc., and has the leeway to modify the drivetrain location in respect to engine set-back or height. There are literally hundreds of different vehicles in AME’s database, or it can be created from your specs, with a choice of 2” x 3”, 2” x 4”, 4” x 4” and 2” x 6” frame, as well as suspension options to fit your needs. These include both Straight Rail and Perimeter designs.

For those builders who prefer to tackle a chassis project in stages, AME has “1-2-3” packages for both cars and trucks that facilitate progression from a front to rear clip.

Also available for those who seek the bare essentials and wish to do the finish work, AME offers both welded and unwelded frames, as well as subframes.

Morrison’s team of experience fabricators has the expertise that is on a par with the nation’s finest custom shops.

Every weld is a work of Art (literally and figuratively). That’s why so many top builders rely on AME for their chassis needs.
Choose From A Dozen Different Front & Rear Suspension Options

Art Morrison Enterprises makes it possible for you to get the ride, stance and handling characteristics you desire for your car or truck through a dozen suspension options. All have been developed using advanced engineering applications and ultimately proven through thousands of track sessions and millions of road miles. From slammed trucks to corner-carving G-machines, AME gives you the options as to what's best for your ride and lifestyle.

1. DeLuxe I.F.S.
   A robust, versatile independent front suspension with tubular control arms, poly-bushed rod ends, Wilwood Pro spindles and features Strange adjustable coil-over shocks. It's engineered to provide responsive handling, excellent ride quality and has “0” bump steer.

2. Sport I.F.S.
   Engineered for corner carving, the Sport I.F.S. has specially designed control arms that can accommodate larger front tires. The geometry favors aggressive driving and provides stable highway manners. It's comes with adjustable coil-overs and is great for Pro Touring applications.

3. C6 Vette
   This popular setup is often found on AME's GT Sport chassis for First Generation Corvettes and employs C6/C7 forged aluminum control arms and spindle assembly, plus adjustable coil-overs. It’s great for a variety of applications and has excellent balance and provides great driver feedback.

4. Sport C6 Vette
   Somewhat of a hybrid setup, it combines the special tubular control arm design of AME’s highly effective Sport I.F.S. with a forged aluminum C6 spindle and Strange adjustable coil-overs. It can accommodate the larger front tires common to G-machines.
5. Sport Air I.F.S.
Ideal for many classic truck and full-sized cars, AME’s unique Sport Air I.F.S. features pressure-controlled air springs to regulate ride height and ride firmness, with auxiliary shocks controlling compression/rebound and a sway bar for lateral balance.

6. Triangulated 4-Bar
Engineered to prevent housing rotation during acceleration and provide lateral control for cornering, it’s a versatile and popular option. It features sturdy 1-3/8” diameter tubes and poly-bushed stainless steel rod ends.

7. Ladder Bar
A more sophisticated means of traction control, the 4-link setup lets you make adjustments to the pinion angle and obtain the desired “instant center.” Available with spherical rod ends (commercial grade or 4130) or poly-bushed for street quietness.

8. Air Spring+Plus
This innovative setup combines the ability to adjust ride height and quality of an air suspension with 4-bar control. Available in Standard or “Big Bag” (for heavier cars and trucks) models, it’s an excellent way to combine the “slammed” look with driving practicality and comfort.

9. Four Link
Referred to as a “constant motion parallelogram,” the upper and lower bars are the same length and rear end housing pinion angle never changes. When combined with a Panhard bar, it provides excellent longitudinal and lateral control.

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11. Three Link
For pure corner-carving ability the 3-Link is hard to beat. It features two adjustable lower links and a center link mounted to the top of the rear end housing. Combined with a Watts-type linkage of lateral control it’s a road racing favorite.

12. Multi-Link I.R.S.
Nothing can compare to the smooth ride, reduced noise levels and superior handling that come with AME’s highly regarded Multi-Link Independent Rear Suspension. Additional details on the Multi-Link I.R.S. can be found on the following pages.
There are inherent benefits that come with an independent rear suspension, such as improved handling and ride characteristics. However, not all I.R.S. designs are equal. Early I.R.S. setups, typified by Jaguar, Cobra and C2/C3 designs have shortcomings when it comes to toe and camber control, limited spindle and anti-squat support, wheel offsets and overall space considerations.

The engineering team at Art Morrison Enterprises has overcome this by developing a Multi-Link I.R.S. that shares important attributes of exotic Ferrari, Porsche and BMW systems. There are two basic models available from AME. The original features a center section from Strange Engineering that employs a 9.75" diameter ring gear from the fabled Dana “60” rear end, and as such can handle substantial horsepower and torque.

Subsequently, a Compact version was developed that occupies far less space. This model features the center section from a 6th Generation Camaro with an 8.5" diameter ring gear and is rated to 1400+ horsepower with high performance DOT street tires. It is 6-1/4" shorter overall and 2-1/2" lower from the axle centerline than the original. Moreover, it is available with a choice of three cradles; full-sized, short and compact.

The unique cradle design makes the AME Multi-Link a relatively simple installation in most any vehicle. There are four anchoring points that employ a rubber “biscuit” to dampen vibration, etc.

When given the opportunity to track-test AME’s Multi-Link I.R.S. 11-time SCCA Solo National Champion Mary Pozzi said, “This is the BEST suspension I’ve ever felt underneath a car on the track.” That’s a strong testimonial from a highly credentialed world-class driver.

By The Numbers

- **Track Widths** (wheel mounting surface-to-surface)
  55.5", 57.5", 59.5" and 61.5" (both Standard and Compact)

- **Gear Ratios**
  Standard: from 3.54 to 4.56 (4), Compact: 3.27 to 3.91 (3)

- **Brake Options**
  12.4" rotor with floating caliper, Wilwood 14.3" with W6A caliper or 14.4" with OEM Brembo caliper (both models)

- **Minimum Wheel Size**
  17" with 12.4" brake rotors, 18" with Wilwood brakes (both)

- **Prices**
  Standard Multi-Link I.R.S. with cradle $11,540.00
  Compact Multi-Link I.R.S. with cradle $11,330.00

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**AME’s Multi-Link I.R.S. Is The**

**Standard I.R.S.**
Key To Superior Handling!

Important Features & Benefits

• **Functionally Independent Design**
  The decoupled links allow changes to one parameter without affecting others. This gives you the ability to set up your car for optimal handling under varying conditions.

• **Direct Load Paths**
  Another benefit of decoupled lower links is a load path that prevents control arm failure. Moreover, bushings are loaded in the radial direction for maximum stiffness.

• **Superior Knuckle Support**
  Typical wishbone designs attach at three points in single shear. The Morrison Multi-Link I.R.S. has four attachment points to control movement; three of which are double-shear.

• **Improved Wheel Control**
  You can establish functionally independent camber, caster and tow curves. Plus, critical toe link locations can be tuned to allow dynamic steering while maintaining stability.

• **Ride Quality Improvements**
  Unsprung vehicle weight is reduced by approximately 100 lbs., requiring less spring rate to control wheel movement. NVH (noise/vibration/harshness) is reduced through bushings.

• **Unique Cradle Design**
  Facilitates installation in many chassis and clips, and can be aligned to the vehicle during installation. Loads from the coil-overs transfer to the vehicle frame, not the cradle itself.

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WARNING: Cancer Reproductive Harm—www.P65Warnings.ca.gov

Compact I.R.S.

AME's Multi-Link I.R.S. Is The Key To Superior Handling!
The scope of hot rodding took a monumental leap in 2004 when Art and Craig Morrison drove from Fife, Washington to Fontana, California with their “Project GT55” shoebox Chevy and visibly impressed a collection of highly credentialed automotive writers with a display of acceleration, braking and handling at AAA Speedway (then known as California Speedway). The era of the ultimate “bolt-on” Restomod was born in the form of a Morrison GT Sport chassis.

Art had taken a pristine ’55 Chevy to its bare bones, methodically measured every inch of the frame and created a chassis using CAD technology that incorporated contemporary suspension designs, but fit the 50-year-old car like a glove. Today, 3D scanning and sophisticated computer applications perform these tasks much quicker, and with total accuracy.

In the ensuing years, over 1684 Tri-5 GT Sport chassis have been built at AME’s Fife, WA facility and shipped to customers around the world. These include many of the best known, award-winning builders in hot rodding who base their creations on a Morrison chassis.

Chassis design has evolved over the past 15 years and from that original—but highly effective design—there are now a wide variety of suspension options offered, culminating with AME’s amazing Multi-Link I.R.S.

Updating any 1955-57 Chevy with a Morrison GT Sport chassis is an investment in performance and value that will pay long-term dividends. Go for it!
• Stable Roll Center
  The roll center is maintained perfectly through the first
  three degrees of body roll and vastly superior to Mustang II
  type front suspensions.

• Controlled Suspension Movement
  The rate of vertical movement to suspension movement
  is 1:1, which translates to a smooth path during transitions of
  acceleration, braking and cornering.

• Contemporary Stance
  Ride height is approximately 3-4” lower than stock,
  which lowers the CG and improves handling. Special spindles
  can be employed to lower the front end more.

• Increased Caster
  The caster has been increased to +5° (from stock +2°)
  to provide improved stability at speed. This also improves the
  tire contact patch and weight distribution under cornering.

• Improved Camber Control
  Camber control is enhanced throughout the 4” of
  suspension travel while minimizing tire side scrub. Anti-dive
  properties are enhanced for better stability under hard braking.

• Reduced Bumpsteer
  The bumpsteer curve has been designed to match the
  camber and caster curves, enabling the vehicle to track
  straight with minimal steering correction —even on bumpy
  pavement —even on rough roads or speed bumps.

• Optimum Ground Clearance
  Chassis are equipped with passageways in the frame
  to accommodate 3” exhaust pipes and enable builders to
  tuck the mufflers between the rails so the exhaust system
  won’t hang down.

Tri-5 Chassis with Multi-Link I.R.S.

Technical Features & Benefits

Pricing:
Standard Tri-5 chassis with suspension ......$15,080.00
Complete chassis with disc brakes ............$18,610.00
Tri-5 Chassis with Multi-Link I.R.S. ...........$23,600.00
Multi-Link I.R.S. chassis with disc brakes ...$27,980.00
Header Kits for Morrison GT Sport Chassis

Configuring an exhaust system is one of the most important parts of any build. We’ve have developed, in collaboration with Ultimate Headers, a complete line of headers to cover all of our GT Sport chassis applications with a variety of engine options for each. These headers feature thick 3/8” flanges to assure trouble-free dependability and ball-type collectors are employed to facilitate leak-free hook-ups to the exhaust system. Given that chassis applications will vary, please contact our staff for details. Headers are also available with a ceramic-metallic coating. As AME is a dealer for Ultimate, we can provide headers for other applications. Please call for specific pricing and availability.

Body Mount Kit
Mounting a body on a Morrison GT-Sport chassis is facilitated with this handy kit, which has the necessary body bushings and stamped components to ensure a secure attachment. AME has body mounts for other select applications.

Steering Linkage
This convenient kit, which features Borgeson universal joints, contains those components you’ll need to connect the power steering rack to the column. Kits are available in polished stainless or bare finish.

Brake Line Kits
Here’s everything you’ll need to “plumb” the brake lines on your GT Sport chassis. Stainless steel is used exclusively for the lines and fittings to assure you of total long-term reliability. Use in conjunction with our Master Cylinder kit. Ask about kits for other applications.

LS Engine Mounts
We’ve developed a highly effective mounting package for LS engines that incorporates Energy Suspension polyurethane bushings, and adapter plate with a positive stop, and OEM-style Chevy mounts. It’s easy to use and very secure. Available for other engine combinations.

M/C Adapter & Line Kit
Our adapter (not shown) lets you mount a tandem-style dual reservoir master cylinder to the firewall, and allows use of the stock Chevy pedal assembly (and the OEM ratio). The line kit lets you easily plumb the tandem M/C into the brake system.

Housing Breather Kit
Eliminate those pesky leaks that 9” Ford housings are known for. This “catch can” mounts above the housing. Excess pressurized gear oil goes to the tank, is vented, and drains back after parking the car.

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Recent GT Sport Builds

Of the thousands of great rides built with Morrison GT Sport Chassis, here are some nice examples:

“When is comes to quality chassis and people Art Morrison is our 1st choice.”
Will Posey
Big Oak garage
Hokes Bluff, AL
Chassis #1069

“From my experience, using an Art Morrison chassis on this 1959 Chevy Biscayne is hands-down the best decision we made on the build. The quality of the welds, design, fabrication and customer service is the best in the business. The handling with this chassis is unlike any other. We are using Morrison chassis on several of our upcoming builds and look forward to working with AME. Great products, great people!”
Keith Hickman
Hickman Creations
Gunter, TX
Chassis #0036

“The C2 came to us with its original archaic chassis and drivetrain, today it has the modern AME chassis and LS drivetrain. What was once a car you wouldn’t leave town in, is now an ultra reliable, fun, and safe modern day hot rod. Thanks AME for your continued innovations to the hot rod world.”
Chadly Johnson
Jon Mannila, Metalworks Classics & Speed Shop
Eugene, OR
Chassis #0010

“AME Chassis, the key first ingredient to any world-class build!”
Jonathan Ward
CEO & Lead Designer
Chatsworth, CA
Chassis #0172
Following the successful launch of AME’s GT Sport chassis for the Tri-5 Chevy, the next vehicle to be targeted for development of a high performance bolt-on replacement chassis was the 1953-62 Corvette, or “C1” in current vernacular. The initial development work was done on a 1960 Corvette and dubbed “Project 3G” as the stated goal was to achieve at least 1G in acceleration, braking and lateral load.

Again, the car’s debut was to a collection of editors, who tested the car on AAA Speedway’s drag strip and skid pad, as well as in a “braking zone.” Project 3G exceeded expectations with flying colors, recording 1.05 Gs on the skid pad, running the ¼-mile in the low 12s, and braking from 60-0 in a mere 116 feet. The car was displayed at the SEMA Show, and so impressed Sony engineers that it was included in their popular Gran Turismo IV video game.

Since then, hundreds of GT Sport chassis for C1 ‘Vettes have been shipped to builders around the world, including many notable award-winners. Combining the classic style of the C1 with the handling of AME’s GT Sport chassis and contemporary LS/LT power has resulted in a number of them garnering jaw-dropping hammer prices at prestigious auctions.

With a plethora of front and rear suspension options, plus various engine and transmission mounts, it’s easy to build a restomod C1 that’s a solid investment in driving pleasure.
• **Front Suspension Options**
  Choose between a C6/C7 I.F.S. with forged aluminum control arms and spindles or AME’s Sport I.F.S. with tubular steel control arms and Wilwood spindle.

• **Rear Suspension Options**
  The standard GT Sport chassis comes with a highly effective triangulated 4-bar rear end with coil-overs. The AME Multi-Link I.R.S. is an available option.

• **Contemporary Stance**
  Ride height is approximately 3-4” lower than stock, which lowers the CG and improves handling. Through-frame exhaust passageways provide optimum ground clearance.

• **Multiple Tire Options**
  Track width is reduced from the stock C6/C7 to allow larger tires in the confines of the wheel wells. The Sport I.F.S. allows use of wheels with a diameter as little as 15”.

• **Camber Angle & Roll Center**
  The FVSA (Front View Swing Arm) length has been shortened to better maintain camber angle when cornering and the static roll center height lowered.

• **Improved Stability & Ride Quality**
  Various suspension enhancements contribute to improved stability and ride quality. With the Multi-Link I.R.S. the improvement is more pronounced.

• **An Investment That Pays Dividends**
  Investing in a Morrison GT Sport chassis can provide immeasurable driving pleasure. It also adds significantly to the value of any Restomod C1.
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 $28,795.00

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.

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**Pricing:**

Complete chassis with Sport I.F.S. and Multi-link I.R.S., Strange adjustable coil-over shocks and Wilwood disc brakes $28,795.00
Art Morrison has a soft spot in his heart for this genre Chevrolet, given that he received a '54 Chevy as a High School graduation gift from his parents. And every effort has been made to make this a superior project.

Unlike the first few GT Sport Chassis that were created using time-consuming physical measuring, sophisticated 3D scanning technology was employed to transmit every critical dimension into the computer as the basis of an exquisitely engineered chassis that can literally be bolted in place of the OEM frame.

Up front is Morrison’s highly acclaimed Sport I.F.S. with tubular control arms, a Wilwood spindle, adjustable Strange coil-over shocks and an adjustable sway bar.

There are two options for the rear suspension; a Triangulated 4-bar with a 9” housing or AME’s exemplary Multi-Link I.R.S. Both feature Strange adjustable coil-overs.

A variety of engine/trans mounts are available for late model LS power or the popular small block V8, plus 6-speed, 5-speed, Powerglide, TH350, TH400, 700R4 automatic transmissions.

This chassis is the perfect Restomod compliment to a wide variety of body styles that range from the unique “fastback” sedans to elegant Bel Air hardtops.

### Pricing:

**CHASSIS WITH SUSPENSION:** Includes frame, with 3” exhaust hole, uncoated upper and lower control arms, spindles, power rack & pinion, front and rear sway bars, 9” housing, triangulated 4-bar links and Strange adjustable front and rear coil-over shocks with springs. **$15,170.00**

**COMPLETE CHASSIS:** Includes chassis with suspension, front disc brake kit, rear disc brake kit, Strange 31-spline axles, center section mounting kit, Strange nodular iron center section with Positraction. It’s a rolling chassis, less tires and wheels. **$18,700.00**
The engineering team at Art Morrison Enterprises has developed a versatile GT Sport chassis for the full-sized 1959-64 Chevy that checks all the boxes: contemporary low stance, superior handling, and excellent ride comfort. Combined with AME’s own Air Spring+Plus suspension, driver adjustability optimizes every situation. Other options are available.

The narrow-waisted, sturdy 3” x 4” main rails and specially designed crossmembers provide the necessary stiffness along with ample clearance for the exhaust system.

Up front is Morrison’s highly acclaimed Sport I.F.S. with tubular control arms, a Wilwood spindle, adjustable Strange coil-over shocks an adjustable sway bar and power rack & pinion steering.

There are three options for the rear suspension; a Triangulated 4-bar with a 9” housing with Air Springs or Strange adjustable coil-over shocks, as well as AME’s exemplary Multi-Link I.R.S. with coil-overs.

Motor mounts are offered for a full range of engine and transmission combinations, including SBC, BBC. “W” block (348-409) and late model LS power with a choice of 6-speed, 5-speed, Powerglide, TH350, TH400, and 700R4 automatic transmissions.

A special 2-piece driveshaft greatly reduces vibration and minimizes floorboard modifications. You will find Morrison’s GT Sport chassis to be the best-fitting, easiest to install on the market today.

### Pricing:

- Base chassis with coil-over 4-bar rear suspension ........ $16,625.00
- Complete coil-over chassis with disc brakes .................. $15,295.00
- Base chassis with Air Spring front/rear suspension ........ $20,155.00
- Complete Air Spring suspension with disc brakes ............. $18,825.00
- Base chassis and Multi-Link I.R.S .................................. $24,895.00
- Complete coil-over chassis, Multi-Link IRS & disc brake .... $28,170.00
Designing a GT Sport chassis for the GM A-body had its own particular challenges; not the least of which was positioning the frame tightly under the body. The engineering team at Art Morrison Enterprises solved the problem with a unique angular frame rail that tucks right under the floor plan. This provides extra ground clearance and allows for a lower stance. Improving torsional rigidity was another consideration.

A stiff chassis does not affect the ride, but puts the focus on the suspension. Up front the highly acclaimed Morrison Sport I.F.S., with its specially designed tubular control arms and optimized geometry, Strange adjustable coil-over shocks and adjustable sway bar. Extensive development work on the suspension package has resulted in optimizing various parameters (camber angle, roll center, caster angle, CG, etc.) that delivers sports car-like handling with excellent ride qualities.

A superbly tuned rear suspension package includes triangulated 4-bars, a rugged 9” housing, adjustable coil-overs and an adjustable sway bar. For the ultimate in handling and comfort you can upgrade to a Multi-Link I.R.S.

### Pricing:

- Base chassis with coil-over 4-bar rear suspension ........ $16,740.00
- Complete coil-over chassis with disc brakes .............. $20,675.00
- Base chassis with coil-overs and Multi-Link I.R.S. ......... $26,275.00
- Complete coil-over chassis, Multi-Link IRS & disc brake . $30,125.00
The first generation Camaro presents a unique challenge as cars manufactured in GM’s plants in Van Nuys, California and Norwood, Ohio differ to the point where a single GT Sport chassis cannot fit both. So we’ve designed a “1-2-3” chassis where the front and rear subframes need to be connected after they’ve been bolted into place, allowing the builder to best fit the floorpan (cutting a couple “slots” in the floorboard and trimming the unibody rear rails is required). This allows you to retain the stock gas tank and keep the rear bench seat.

Up front an AME Sport I.F.S. with tubular control arms, a Wilwood spindle, Strange adjustable coil-over shocks and an adjustable sway bar provide outstanding handling characteristics that can be tailored to your driving. A 20:1 power rack & pinion steering is employed.

There are three rear suspension options; triangulated 4-bar, 3-link with Watts linkage or AME’s extraordinary Multi-Link I.R.S. All come with Strange adjustable coil-over shocks.

Should you want to add mini-tubs (which will allow you to use up to 335 tires) you’ll have to trim some of the rear seat frame.

You have a full range of engine and transmission options; small block, big block or LS/LT series powerplants coupled with 6-speed or 5-speed transmissions, as well as all popular GM automatics (Powerglide, TH350, TH400 or 700R4).

This package will provide sports car-like handling that’s far superior to OEM —even with aftermarket mods— and a contemporary stance the improves the Camaro’s aesthetics. It’s an investment in driving pleasure and your vehicle’s overall value.

Pricing:

Due to the variety of options, please call AME’s tech personnel for pricing information.
Classic trucks have grown in popularity in recent years, and the ability of AME’s GT Sport chassis to easily convert the harsh-riding, wallowing 1947-53 Chevy/GMC pickup into a crisp handling, comfortable ride is clearly a contributing factor. Craig Morrison’s green “Farm Truck” (pictured here) helped popularize the genre.

Engineered as a bolt-in swap for the OEM frame, Morrison’s GT Sport chassis features beefy 2” x 6” main rails for added structural rigidity. Designed for a low-slung stance (the bed floor needs to be raised two inches) there are provisions for the exhaust system to tuck in tightly for optimum ground clearance. Like all other AME GT Sport chassis, all required body mounts and core support are included. An optional pedal mount kit compliments the installation.

Up front an AME Sport I.F.S. with tubular control arms, 2” drop Wilwood spindles, Strange adjustable coil-over shocks and an adjustable sway bar provide outstanding handling characteristics that can be tailored to your driving. A 20:1 power rack & pinion steering is employed.

A parallel 4-bar set up with “Johnny Joint” rod ends attaches to a 9” rear, with adjustable Strange coil-over shocks, a Panhard bar, and an adjustable sway bar constituting the highly effective rear suspension.

The chassis is available with a wide variety of engine and transmission mounts to accommodate virtually any Chevy/GM V-8 engine coupled with 6-speed or 5-speed transmissions, as well as all popular automatics (Powerglide, TH350, TH400 or 700R4).

Make a Morrison GT Sport chassis the foundation for your Restomod classic pickup. It’s an investment in driving pleasure and your truck’s overall value.

### Pricing:

**CHASSIS WITH SUSPENSION:** 2x6 main rail frame with Sport I.F.S. control arms, 2” dropped Wilwood spindles, Strange adjustable coil-overs, springs, rack & pinion steering, 9” Ford housing, parallel 4-bar suspension with a Panhard bar, adjustable front and rear anti-sway bars. **$14,480.00**

**COMPLETE CHASSIS:** Includes the chassis with suspension, front and rear disc brake kit, Strange Engineering 3rd member and 31-spline axles. Pedal assembly extra. **$18,370.00**
Classic trucks have grown in popularity in recent years, and the ability of AME’s GT Sport chassis to easily convert the harsh-riding, wallowing 1955-59 Chevy/GMC pickup into a crisp handling, comfortable ride is clearly a contributing factor.

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Make a Morrison GT Sport chassis the foundation for your Restomod classic pickup. It’s an investment in driving pleasure and your truck’s overall value.

Pricing:

CHASSIS WITH SUSPENSION: 2x6 main rail frame with Sport I.F.S. control arms, 2” dropped Wilwood spindles, Strange adjustable coil-overs, springs, rack & pinion steering, 9” Ford housing, parallel 4-bar suspension with a Panhard bar, adjustable front and rear anti-sway bars. $14,990.00

COMPLETE CHASSIS: Includes the chassis with suspension, front and rear disc brake kit, Strange Engineering 3rd member and 31-spline axles. Pedal assembly extra. $18,520.00
Owners of 1967-72 Chevy C10 pickups can obtain superior handling, improved ride quality and an attractive, lower stance through replacing their OEM chassis with a superbly engineered, precision crafted GT Sport chassis from AME. It's a bolt-in project with no welding required.

Using 3D scanning to assure a perfect fit, combined with sophisticated design software, AME's engineering team has developed a contemporary chassis that provides a 5-6" ride height with nothing protruding below; the 3" exhaust is routed through the frame rails and engine placement is optimized so the oil pan is flush with the bottom of the frame. The husky 2" x 6" frame features FEA-optimized chassis braces to significantly stiffen the platform.

The front suspension features Wilwood forged aluminum spindles with an integrated modular bearing assembly and serviceable ball joints. CNC-fixtured, TIG-welded tubular steel control arms with CNC-machined upper mounts, plus coil-over shocks and a 3-position adjustable sway bar with adjustable end links compliment the suspension geometry that's designed to optimize both street driving and track duty. A new steering rack with a billet aluminum steering arm provides near-zero bump steer with zero steering slop. The 62.5" front tread width facilitates the proper scrub geometry while allowing for use of dished wheels.

A robust 9" housing with a triangulated 4-bar rear suspension and coil-overs eliminate the need for a Panhard bar and provide excellent forward “bite,” lateral stability and anti-squat geometry. It will also be available with the Multi-link IRS. With excellent front-to-rear balance, Morrison's GT Sport chassis will make your C10 a pleasure to drive. And it's a proven investment that will pay dividends down the road.
The mid-1950s F100 is the epitome of a classic design. There are legions of enthusiasts who consider it the most beautiful pickup ever built. Now, beauty can be more than skin deep with the advent of AME's expertly engineered and precision crafted GT Sport chassis for the F100. With it, the original I-beam axle, leaf spring suspension, worm-and-sector steering and 60-year-old drivetrain can be replaced with contemporary technology for maximum driving pleasure.

Up front you’ll find AME’s “Sport” independent front suspension with beefy upper and lower control arms, adjustable sway bar and greaseable bushings that work in concert with premium coil-over shocks. Like our other truck chassis, you have a choice of two different ride heights. One is quite low, per contemporary trends and requires that the bed floor be raised three inches. The other provides a “standard” ride height and requires no modifications whatsoever. Mar K Manufacturing is making a raised floor specific for our low ride height chassis making this modification a snap.

The extra rigid frame, which features 2” x 6” main rails, is designed to accommodate a variety of exhaust systems and provide optimum ground clearance. A 4-bar rear suspension with “Johnny Joint” rod ends and a Panhard bar keeps the 9” rear solidly planted for optimum acceleration and cornering. Premium coil-over shocks tailor the handling and ride to your requirements. Integrated into the chassis just behind the 9” housing are fuel tank mounts that allow for a much safer location and helps with the overall balance of the vehicle.

Like all Art Morrison GT Sport chassis, all the required body mounts, core supports, running board and bumper mounts are included—all fixture-welded by Morrison technicians to provide you with a true “bolt-on” build. Initially, the chassis comes with mounts for Small Block Ford, Big Block Ford and Ford Coyote 5.0L engines (with potentially more options to come) and virtually any standard or automatic transmission combination. An optional pedal mount assembly makes for a clean installation.

AME's computer-designed frame is the perfect foundation for a “Resto-mod” truck of the highest order; one with a contemporary stance, great handling and a comfortable ride. Moreover, an AME GT Sport chassis represents an excellent investment in the value of any vehicle. It doesn't get any better than this!

Pricing:

**CHASSIS WITH SUSPENSION:** 2x6 main rail frame with Sport I.F.S. control arms, 2” dropped Wilwood spindles, Strange adjustable coil-overs, springs, rack & pinion steering, 9” Ford housing, parallel 4-bar suspension with a Panhard bar, adjustable front and rear anti-sway bars. $15,365.00

**COMPLETE CHASSIS:** Includes the chassis with suspension, front and rear disc brake kit, Strange Engineering 3rd member and 31-spline axles. Pedal assembly extra. $18,895.00
While AME has bolt-in GT Sport chassis for no less than four popular classic truck series, enthusiasts with other applications can turn to Morrison’s 2x6 Main Rail chassis that are CAD engineered for the specific year/make/model truck. The builder is responsible for adding the engine, transmission and body mounts, which are available as individual components elsewhere in this catalog.

With its ultra-rigid 2" x 6" main rail “backbone” and mandrel-formed 2" x 4" front and rear subframes made of .180" wall rectangular tubing, this chassis is the perfect foundation for any classic truck project. As the chassis is designed and CAD engineered to the customer’s exact specifications, you have a choice of ride height and stance. Moreover, passageways in the rear crossmember facilitate tucking the exhaust between the frame rails for optimum ground clearance. The chassis is fixture-welded by AME’s skilled technicians to assure proper suspension alignment.

Up front is an AME Sport I.F.S. with tubular control arms, Wilwood spindles, Strange adjustable coil-over shocks and an adjustable sway bar to provide outstanding handling characteristic. A 20:1 power rack & pinion steering is standard. Morrison’s popular Air Spring+Plus suspension is an available option.

For the rear suspension a popular option is a parallel 4-bar set up with “Johnny Joint” rod ends with a 9” rear, with adjustable Strange coil-over shocks, a Panhard bar, and an adjustable sway bar. Another option is a triangulated 4-bar setup for improved lateral stability and cornering, while the Air Spring+Plus is a third option.

This chassis will provide you with a contemporary stance, excellent handling and a superior ride. A Morrison chassis is an investment in driving pleasure and overall value.
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

### Package Breakdown

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bare, Max G Tri 4-Bar</td>
<td>$6,355.00</td>
</tr>
<tr>
<td>with 3” Exhaust</td>
<td></td>
</tr>
<tr>
<td>9” Hsg w/Brackets</td>
<td>$1,120.00</td>
</tr>
<tr>
<td>Tri 4-Bar for Above</td>
<td>$460.00</td>
</tr>
<tr>
<td>IFS Upper/Lower Control Arms</td>
<td>$1,005.00</td>
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<tr>
<td>Wilwood Pro Spindles</td>
<td>$380.00</td>
</tr>
<tr>
<td>Power Rack</td>
<td>$650.00</td>
</tr>
<tr>
<td>Tie Rod Ends</td>
<td>$70.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$10,040.00</td>
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</tr>
<tr>
<td>Package Price</td>
<td>$9,740.00</td>
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</tbody>
</table>
option is a 4-bar rear suspension with a Panhard bar. A 20:1 power rack and pinion steering is standard on all MaxG chassis.

Morrison also offers its highly effective Air Spring-Plus setup for the front and rear that provides pneumatic adjustments of ride height and suspension tautness.

For the serious corner-carver or Track Day enthusiast, a front suspension consisting of C7 Corvette forged aluminum control arms and spindle is available, as well a 3-Link or Multi-Link I.R.S.

The 3-link features three sturdy link bars equipped with Johnny Joints that provide exceptional articulation and have the harmonic dampening of a polyurethane bushing with lubricating provisions. A Watts linkage keeps the 9" housing perfectly centered.

AME’s Multi-Link I.R.S. is, of course, in a class of its own. Not only does it provide exceptional handling, but it also contributes to an improved ride and significantly reduced NVH (noise, vibration and harshness).

Considering all the available options, it’s easy to get a MaxG chassis to transform your unibody-framed muscle car into the ride of your dreams. It’s a solid investment in both driving pleasure and vehicle value.
Size does matter, and Art Morrison Enterprises offers heavy-duty chassis for long wheelbase cars and convertibles with robust 4" x 4" x 3/16" wall main rails. This provides the extra rigidity needed to improve handling and ride quality of larger vehicles.

Because convertibles have no real structure above the rocker panel the 4x4 main rails serve to support the center of the body. Long wheelbase cars have a similar issue of chassis flex due to the torsional action of the stretched frame.

The 4x4 main rails merge into mandrel-formed 2x4 subframes and are fixture-welded to assure precise alignment of all suspension components. Each chassis is custom CAD-engineered to your exact year/make/model vehicle with a choice of ride height and stance. Through-frame passageways facilitate tucking the exhaust system between the frame rails for optimum ground clearance. A 20:1 power rack & pinion handles the steering.

There are many options when it comes to front and rear suspensions. Morrison’s highly regarded Air Spring+Plus system provides both ride height and tautness adjustments. This is typically paired with AME’s DeLuxe I.F.S with tubular control arms and an adjustable sway bar, plus a triangulated 4-bar rear suspension with a 9" rear end and adjustable sway bars. A parallel 4-bar setup is also available.

For those who favor a corner-carving setup, Strange adjustable coil-over shocks can be fitted to all four corners.

And for the ultimate in handling and ride comfort, an AME Multi-Link I.R.S. can be employed. There is a long list of award-winning “big cars” with a Morrison 4x4 mail rail chassis as their foundation. As with any AME chassis, it’s an investment in proven performance and value.
Choose What’s Best For Your Particular Application!

- Numerous applications
- Custom made for your project
- Many suspensions available

As Shown
$9,385

As Shown (Parallel Frame)
$10,395

Beefy 2"x4" rectangular tubing is 33% stronger than ordinary 2"x3" rails and requires less cross-bracing for torsional stability

Custom Made To Your Specs
AME can custom-configure perimeter-style frames to a builder’s exact requirements, leaving the installation of engine, transmission and body mounts (available separately) to complete the chassis. The front kick-up and rear arch can be designed to provide any desired ride height, with a full range of suspension options. The chassis incorporates exhaust passages that let you position the exhaust system for optimum ground clearance and is fixture-welded by AME’s experienced fabricators to assure proper alignment of all suspension components. Money-saving packages are available for both coil-over and Air Spring+Plus applications.

Bare Profile Welded Frame w/Exh... $5,825.00
9” Housing with Brackets................. 1,120.00
Strange Rear Coil-Overs.................. 560.00
4-Bar Kit for Above...................... 460.00
4-Bar Lower Mount Stud Kit.............. 55.00
Sport IFS Upper/Lower..................... 1,245.00
Wilwood Pro Spindles.................... 380.00
Power Rack.................................. 650.00
Tie Rod Ends................................. 70.00
Strange Front Coil-Overs................... 560.00
Front Swaybar............................... 395.00
Rear Swaybar............................... 320.00
TOTAL...................................... 11,640.00
Package Discount......................... 300.00
Basic Package Price...................... $11,340.00

2"x4" Welded Air PROFILE Frame
w/Center Frame & Susp Mnts .......... $6,035.00
9” Hsg. w/Brackets........................ 1,080.00
Air Bags Frt. and Rear..................... 480.00
Shocks Frt. and Rear....................... 740.00
4-Bar Kit for Above....................... 455.00
Hi Mis Carrier Mnt. Prbld Kit............ 190.00
Upr/Lwr Control Arms..................... 1,370.00
Wilwood Pro Spindles..................... 380.00
Sway Bar................................. 395.00
Shock Mounts Rear......................... 70.00
Power Rack.................................. 650.00
Tie Rod Ends................................. 70.00
TOTAL...................................... 11,915.00
Package Discount......................... 300.00
Package Price.......................... $11,615.00

WARNING: Cancer Reproductive Harm - www.P65Warnings.ca.gov
Custom 2x3 And 2x4 Bare Frames And Subframe Kits

Complete bumper-to-bumper frames and subframes are available in welded or unwelded form. They are custom-made to your exact requirements. Consult your AME tech rep for details.

A perfect compliment to the 2x3 (.120" wall) frames for drag racing and Pro Street use are NHRA accepted roll cages shown on pages 50-51. AME also offers a wide range of crossmembers, mounts and ancillary chassis components to aid builders.

Frame Connectors

One of the most important chassis modifications you can do to a unibody car is to connect the front and rear subframes. These connectors can be used to reinforce the stock chassis members, or in conjunction with a front or rear clip (or both).

Body Mounts & Kits

Available as a kit with six 14" angle-cut mounts or as individual units in four configurations (rectangular, straight cut or with radiused ends), plus companion outrigger bushings.

WARNING: Cancer Reproductive Harm - www.P65Warnings.ca.gov
1-2-3 Packages To Use With OEM Frames

Many builders don’t want to deal with taking a body completely off the frame, or simply prefer to do the chassis modifications on a smaller scale. That’s why Art Morrison Enterprises has developed the “knock-down frame package.” You can adapt these sections to your existing frame one by one and ultimately enjoy the benefits of a contemporary suspension. Get improved handling and a better ride in three easy stages. Please note that the Center Support and Tri 4-Bar rear are designed to use a through-frame exhaust system. This will allow you to have a lower stance while providing ample ground clearance. All in all, this is the best way for many builders to go about constructing a first class ride.

1 TRI 4-BAR REAR
Our triangulated 4-bar rear suspension can easily be adapted to most vehicles and provide outstanding acceleration and lateral control. The kit includes the poly-bushed link bars, crossmember, 4-bar mounts for the rear end housing and frame, shock mounts, sway bar and coil-over shocks. $2145 w/crossmember.

2 CENTER SUPPORT
Here’s the easy way to stiffen your chassis for improved handling while providing convenient through-frame routing for the exhaust. This facilitates a lower stance without worrying about mufflers hanging below the frame. The mandrel-formed 2”x4” tubes can easily be trimmed to fit most any frame. $410.00

3 BIKINI CLIP
Remove the front crossmember section of your frame and insert an AME “Bikini clip” just behind the OEM core support and in front of the kick-up. Your choice of an IFS with coil-overs or an Air Spring-Plus suspension. CAD engineered to fit your application. Clip and suspension available separately. $4185.00

Start With A Fully-Welded Bikini Clip Package
For many applications, employing an Art Morrison “Bikini Clip” represents the easiest way to adapt a contemporary front suspension and power steering to an older car. The “Bikini Clip” is designed to be spliced into a section of the host frame, and not disturb key elements of the OEM chassis. You can save money with AME’s package price, or buy the components on an individual basis.

As Shown $4,060 Without Swaybar

**WARNING:** Cancer Reproductive Harm - [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)
You can update the chassis of your 1947-53 Chevrolet pickup in logical stages through the use of these kits offered by AME. This is especially beneficial for builders on a budget, as the chassis modifications can be made in sequence with minimum “down time.” You won’t have to remove the body from the OEM frame. It’s the easy way to enjoy improved handling and ride with your classic pickup truck!

Build It In Stages!

1 FRONT CROSSMEMBER KIT
Designed to be “spliced” into a stock 1947-53 Chevy truck chassis, the kit consists of a front crossmember that contains steering, lower control arm and motor mounts, upper control arm/coil-over mounts, tubular upper and lower control arms, ball joints, spindles, adjustable anti-sway bar, Strange adjustable coil-over shocks, and a power rack & pinion steering. Plates are employed to “box” the frame and support the crossmember. The assembly is CAD engineered for the application and provides contemporary handling and ride. $4,165.00

2 BRAKE PEDAL KIT
An elegant solution for adapting a Wilwood master cylinder and proportioning valve to your 1947-53 Chevrolet truck. The assembly features an precisely engineered bracket for the pedal (with a stop), master cylinder and proportioning valve and uses the original floorboard opening. The mounting plate can be bolted into position or welded. It also serves to stiffen the frame. Also available with a clutch pedal for stick shifts. $680.00

3 REAR SUSPENSION KIT
Adapting a hefty 9” rear end housing and 4-bar rear suspension to your 1947-53 Chevy truck is easy with this superbly engineered kit from AME. It starts with a 2x6 crossmember that includes mounting brackets for the four bars (which have poly-bushed stainless steel rod ends). A tubular crossmember, with upper coil-over mounts, is attached to the frame using four brackets that also serve to reinforce the rails. The 9” housing is made to your desired width and fitted with mounts for the coil-overs and 4-bar suspension. Strange adjustable coil-over shocks and a lateral stabilizer bar (with mount) complete the package. $3,330.00
In addition to offering application-specific front clips, like the bolt-in GT Sport subframe assembly for 1st and 2nd generation Camaros, AME offers three basic configurations for weld-in use. They include:

**AIR SPRING**

**FOR STREET RODS & TRUCKS**

Fully factory welded 2"x4" clip, set up for air ride front suspension...**2,260.00**

**I.F.S.**

**FOR RODS, TRUCKS & PRO STREET**

Fully factory welded 2"x4" clip, set up for Morrison IFS...**1,715.00**

**SPORT I.F.S.**

**FOR RODS & G-MACHINES**

Fully factory welded 2"x4" clip, set up for Sport IFS...**2,050.00**

**SPORT C6 VETTE**

**FOR G-MACHINES**

Fully factory welded 2"x4" clip, set up for Sport C6...**2,645.00**

**Bikini Clip**

Unlike the straight and perimeter design subframes that are engineered for firewall-forward applications, the Bikini Clip is designed to be spliced into the existing frame and not disturb key elements of the OEM chassis. It can be likened to a front crossmember kit with mounting flexibility.

**Perimeter Frame Clip**

Designed for use on vehicles with wide spaced frame rails, AME’s Perimeter Frame Clip is CAD-engineered to best intersect with the host chassis, as well as provide the desired ride height.

**Straight Frame Clip**

This represents the most straightforward method of adapting a contemporary independent front suspension and rack & pinion steering to many vehicles. It can also be engineered to provide an aggressive stance. Also, it’s an ideal clip for trucks.

**WARNING:** Cancer Reproductive Harm - www.P65Warnings.ca.gov
AME GT Sport Front Clip

The engineering team at Art Morrison Enterprises has made a good thing even better through some subtle — yet important — revisions to AME’s popular GT Sport Front Clip for early Camaro, Firebirds and Novas. For example, the ride height has been lowered by 1-1/4” over previous designs.

Handling has been improved through use of special TIG-welded DOM steel control arms and a revised front end design that can accommodate high static negative camber angles for use with aggressive, low treadwear-rated tires. This new setup also features serviceable ball joints and employs high strength steel coil-over mounts to withstand high stress cornering and bump loads.

Designed through the use of FEA (Finite Element Analysis), the Morrison GT Sport clip is substantially lighter than the bulky OEM unit. Moreover, with a reduced unsprung weight, C6 ‘Vette uprights, shortened front view swing arm, modified caster and adjustable coil-over shocks, the GT Sport clip will provide awesome handling. A new 3-position adjustable hollow sway bar is employed, with adjustable end links eliminating preload. It comes with a near-stock front tread width to provide optimum wheel fitment opportunities and can easily be used with wider-than-stock tires (265/35R18 used in tests).

The power rack & pinion is mounted lower in the frame than stock, which also lowers CG and contributes to improved handling. Mounts are available for small block, big block or LS/LT Series engines. Trans mount options facilitate using all popular manual or automatic transmissions, including Tremec T6 and TKO, Muncie, Powerglide, TH350 & 400, 700-R4 and 4L60E.

No cutting or welding is required for installation, and most any competent do-it-yourselfer can transform an ordinary ride into a corner-hugging G-machine in the comfort of their own garage.

An optional solid body mount kit is available, as are conventional mounts, headers and a brake line kit. Build a Restomod/Pro Touring car of the first order with a comprehensively engineered, precision built GT Sport front clip package from AME.
AME Sport I.F.S.

AME’s Sport I.F.S. Is Designed For Serious Corner-Carving

Ideally suited to aggressive driving or track use, our engineering team developed the highly efficient Sport I.F.S. The most visible difference between this and our DeLuxe I.F.S. is the use of large tube control arms, going from the 7/8” OD upper used the standard I.F.S. to 1” diameter. This provides additional stiffness without any appreciable weight penalty (it’s much lighter than any OEM A-arm) and is designed to allow use of large front tires. Larger polyurethane bushings are also employed, which serve to reduce noise and vibration while minimizing flex.

What’s not readily visible are numerous enhancements to the suspension geometry that are engineered for more aggressive driving. For example, anti-dive is set to minimize nose-diving during hard braking, caster is increased for more stable highway manners, and camber gain has been optimized to utilize more of the tire’s footprint in contact with the pavement for improved stopping. Roll center movement is less than 3” laterally, which provides confident transitional handling comparable to contemporary high performance vehicles. Clearly, the AME Sport I.F.S. is ideally suited to high performance G-Machines and Pro Touring cars that are “Track Day” worthy. For more details, including adaptability to various applications and pricing info, call AME’s tech staff for personalized assistance.

As Shown $4,315
With sway bar and coil overs $5,310

Adjustable sway bars add to the effectiveness of the suspension package
**AME’s Sport C6 Subframe Is Engineered For Corner-Carving**

There are a number of important factors that make this subframe ideally suited to a number of applications for both performance and adaptability standpoints.

Wide frame rails — CAD engineered for your exact year/make/model vehicle and desired stance — can accommodate a variety of old school and modern Chevy, Ford and Mopar engines. High strength steel coil-over mounts are designed to withstand high cornering and bump loads. The power steering rack (20:1 ratio) is positioned low to facilitate lower ride heights and provide additional clearance for both turbocharged and centrifugally supercharged engines.

Tall C6 forged aluminum spindles are employed to provide superior camber gain and roll center migration. They’re attached to specially designed DOM steel control arms that are TIG welded in precision CNC machined fixtures. It’s designed to accommodate high static negative camber angles for low treadware (UTQG rating) tires and provide ample clearance for most popular tire/wheel packages.

Other important features include high strength forged steering arms, ball joints that are serviceable, and a 3-position hollow sway bar with adjustable end links to eliminate preload. Add a pair of Strange adjustable coil-over shocks with a spring rate matched to your application and you have all the necessary ingredients to build a contemporary high performance street machine.

Clearly, the AME Sport C6 subframe is ideally suited to high performance G-Machines and Pro Touring cars that are “Track Day” worthy. This front end can also be part of a complete platform frame. For more details, including adaptability to various applications and pricing info, call AME’s experienced technical/sales staff for personalized assistance.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>86820954</td>
<td>Welded Subframe Assembly</td>
<td>$2,645.00</td>
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<tr>
<td>86835081</td>
<td>Flaming River Tie-Rod Ends (each)</td>
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<td>86802100</td>
<td>Upper Control Arm Kit (bare)</td>
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<td>86802080</td>
<td>Lower Control Arm Kit (bare)</td>
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<td>68721030</td>
<td>Vette C6 Knuckle &amp; Steering Arm Kit</td>
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<td>40432740</td>
<td>Vette C7 Wheel Bearing and Stud Kit (each)</td>
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<td>86835090</td>
<td>20:1 Power Rack &amp; Pinion</td>
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<td>55205</td>
<td>Strange Coil Over Single Adjustable (each)</td>
<td>$200.00</td>
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<tr>
<td>16161855</td>
<td>2.5” x 10’ Coil Over Spring 550 lbs (each)</td>
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<tr>
<td>18166400</td>
<td>UHMW Spring Washers (each)</td>
<td>$10.00</td>
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<tr>
<td>68721000</td>
<td>1-1/8’ Adjustable Sway Bar Kit</td>
<td>$395.00</td>
</tr>
</tbody>
</table>

As Shown $7445
You can combine improved handling characteristics with the ride and stance benefits of an air suspension to most any vehicle with these exclusive packages from AME that feature either a subframe that is individually CAD-engineered for the year/make/model vehicle or a “Bikini Clip” that can easily be integrated into an OEM subframe.

AME's Sport Air I.F.S. features specially designed tubular control arms with the overall suspension geometry designed for superior handling. The companion Air Spring+Plus package includes air springs, hoses, fittings, air pump, storage tank and dash-mount control panel (single switch). The subframes are custom made of 2"x4" .120" wall rectangular tubing that's mandrel-formed for "show quality bends and fixture-welded by Morrison's staff of experienced craftsmen to assure proper alignment of critical suspension components.

It pays to buy necessary related items at the same time. A typical air front clip package is priced at $5,465.00, and contains a custom CAD-designed 2"x4" firewall-forward subframe, tubular control arms with Sport Air IFS mounts, shock absorbers, sway-bar, 20:1 ratio Power rack, spindles, and springs. Bikini clip packages also available.
AME Weld-In Crossmembers Available In Six Popular Widths

Art Morrison Enterprises offers weld-in front crossmembers in a variety of widths. To determine which is best suited to your car or truck, you'll need to determine the distance from the outside of the right frame rail to the outside of the left frame rail. This distance is shown on the left side of the adjacent chart. On the right side of the chart you'll see the track width for the corresponding assembly. Track width is determined from hub-to-hub. Please also consider wheel size and offset when determining width.

**I.F.S. WELD-IN KIT, COMPLETE**

<table>
<thead>
<tr>
<th>Part</th>
<th>Unit</th>
<th>Price</th>
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<td>I.F.S. Weld-In Crossmember and Control Arms</td>
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<tr>
<td>(basic kit as shown at right)</td>
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<tr>
<td>Tie Rod Ends</td>
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<td>$70.00</td>
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<td>Power Rack</td>
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<td>Strange Shocks w/Springs</td>
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<td>I.F.S. Sway Bar Kit</td>
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<td>$250.00</td>
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<td>Spindles</td>
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<td><strong>Package Discount</strong></td>
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<td>-$50.00</td>
</tr>
<tr>
<td><strong>Package Price</strong></td>
<td></td>
<td><strong>$3,630.00</strong></td>
</tr>
</tbody>
</table>

As Shown

**$1,770**

**$3,630**

**1958 Rolls Royce “Derelict” by ICON**

It's easy to adapt Morrison's DeLuxe I.F.S. to most any vehicle with this weld-in crossmember package that comes in six widths. Packages are available complete with control arms, coil-over shocks, 20:1 crossmember kit. It's also available without shocks, steering and sway bar.
Rear Clip & Suspension Options

Art Morrison Enterprises offers no less than seven clip/suspension options to provide the desired traction and handling for virtually any application. The clips are CAD-engineered to the exact year/make/model vehicle and the mandrel-formed .120" wall tubing is fixture-welded to assure proper alignment of suspension components.

**TRIANGULATED 4-BAR**
Primarily for street rods and Pro Touring (G machines).
Factory-welded 2” x 4” subframe.......................... 1,885.00

**AIR SPRING**
Primarily for street rods and pickup trucks.
Factory-welded 2” x 4” subframe.......................... $1,675.00

**FOUR BAR**
Primarily for street rods and pickup trucks.
Factory-welded 2” x 4” subframe.......................... $1,660.00

**MULTI-LINK I.R.S.**
Primarily for street rods and Pro Touring (G machines).
Factory-welded 2” x 4” subframe.......................... $2,365.00

**LADDER BAR**
Primarily for drag race cars and Pro Street applications.
Factory-welded 2” x 3” subframe.......................... $1,180.00
Factory-welded 2” x 4” subframe.......................... $1,660.00

**FOUR LINK**
Primarily for drag race cars and Pro Street applications.
Factory-welded 2” x 3” subframe.......................... $1,180.00
Factory-welded 2” x 4” subframe.......................... $1,660.00

**THREE LINK**
Primarily for street rods and Pro Touring (G machines).
Factory-welded 2” x 4” subframe.......................... $2,545.00
3-Link Rear Clip

Ideal For Pro Touring Applications

Package As Shown
$6,135

Optimized For Lateral G Machines

From a technical standpoint, the 3-Link configuration—in concert with a Watts-type linkage—provides exceptional multi-axis control. Add the Strange Engineering adjustable coil-over shocks and a sway bar to the 3-Link package to provide optimum handling and performance in a wide variety of street machines and muscle cars. This suspension has been track-proven in many road racing and autocross applications.

Each subframe is CAD-designed for the particular year/make/model vehicle—including the desired ride height—to provide optimum ease of installation. The rugged 2"x4" rectangular steel tube frame rails and crossmembers are precisely mandrel-formed, and the assembly fixture-welded to assure correct alignment of all suspension components. It is available only in factory-welded form. Optional 3" exhaust ports can be installed in the front crossmember, enabling the vehicle to have a lower stance without compromising ground clearance.

A specially-modified 9" Ford rear housing is also part of the package. It’s fitted with mounts for the Watts linkage, coil-over shocks and link bars. The bars feature Morrison’s poly-bushed stainless steel rod ends, which provide firm control and quiet operation. For all-out competition, a spherical rod end package is available. Of course, axles, brakes and complete 3rd members are available from AME to complete the installation.
Art Morrison Enterprises offer three highly effective and easy to install AME GT Sport rear subframes for 1st Generation Camaros. All employ rugged 2”x4” mandrel-formed frame rails that are far stronger than flimsy OEM stampings, which makes them better suited to coping with the increased stresses that come with aggressive driving. The subframes are also designed to be used with the stock gas tank.

Of course, the difference is what lies between the frame rails. And here’s where the choices come into play. Our popular Tri 4-bar setup offers the advantage of fitting under the stock Camaro floorpan. No modifications are necessary. The triangulated links provide both forward/rearward and lateral bracing for the 9” housing, and offers both excellent acceleration and handling characteristics.

A more sophisticated setup is offered with AME’s track day-proven 3-link package. The forward/rearward housing motion is controlled with three links, while it remains perfectly centered through use of a Watts linkage. Strange Engineering adjustable coil-over shocks are employed for both the Tri 4-bar and 3-Link subframes, as are special adjustable sway bars.

The third choice comes in the form of AME’s new Multi-link I.R.S. Here, you have a choice between the rugged Strange S60 center section and half-shafts with CV joints for higher power levels or late model GM components.

Primary advantages include independently compensating for any bumps or road irregularities to always provide an optimum tire contact patch, a smoother ride and reduced NVH (noise, vibration and harshness).

<table>
<thead>
<tr>
<th>Component</th>
<th>Price</th>
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<tbody>
<tr>
<td>2x4” Welded rear subframe</td>
<td>$2,640.00</td>
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<tr>
<td>9” Housing with all brackets</td>
<td>$1,285.00</td>
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<tr>
<td>Watts linkage with poly rod ends</td>
<td>$490.00</td>
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<tr>
<td>3-Link bars w/Johnny joints</td>
<td>$805.00</td>
</tr>
<tr>
<td>Strange C/O’s w/springs, w/bearings</td>
<td>$560.00</td>
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<tr>
<td>Lwr c/o mount kit</td>
<td>$55.00</td>
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<tr>
<td>Sway Bar</td>
<td>$320.00</td>
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<td>TOTAL</td>
<td>$4,670.00</td>
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<td>Package Discount</td>
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<td>Package Price</td>
<td>$4,495.00</td>
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<table>
<thead>
<tr>
<th>Component</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>2x4” Welded rear subframe</td>
<td>$2,150.00</td>
</tr>
<tr>
<td>9” Housing with all brackets</td>
<td>$1,120.00</td>
</tr>
<tr>
<td>4-Bars w/poly rod ends</td>
<td>$465.00</td>
</tr>
<tr>
<td>Strange C/O’s w/springs, w/bearings</td>
<td>$560.00</td>
</tr>
<tr>
<td>Lwr c/o mount kit</td>
<td>$55.00</td>
</tr>
<tr>
<td>Sway bar</td>
<td>$320.00</td>
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<tr>
<td>TOTAL</td>
<td>$4,670.00</td>
</tr>
<tr>
<td>Package Discount</td>
<td>$175.00</td>
</tr>
<tr>
<td>Package Price</td>
<td>$4,495.00</td>
</tr>
</tbody>
</table>
4-Bar Clip Package

For many applications—especially those with very tight quarters—the 4-bar suspension offers many advantages. Operating on the principle of a “constant motion parallelogram,” the design of the 4-bar is such that the rear end housing is always parallel to the ground—pinion angle never changes.

This, combined with the lateral stability of the Panhard bar, does an excellent job of locating the rear end and keeping it in proper alignment. You will note that the rear frame “kick up” of the 4-bar setup is far less severe than what is required for a 4-link or ladder bar suspension. This is beneficial for many street applications, where interior and trunk space is at a premium. Likewise, use of a 4-bar setup in a pickup truck will minimize the area wheel tubs encroach into the bed. It’s the hot setup for a low profile ride!

Morrison’s complete 4-bar clip assemblies include a 2”x4” (.120” wall) rectangular tube rear subframe that is CAD-engineered for the applications. Each is designed for the year/make/model vehicle to assure a correct fit and make for the optimum ease of installation. Moreover, each subframe is precision fixture-welded by expert As to assure the proper alignment of chassis and suspension components.

The frame rails are mandrel-formed to assure a superb finish with “show quality” bends. The assembly comes with a driveshaft hoop and all suspension brackets. The 4-bar setup features Morrison’s highly regarded polyurethane-bushed stainless steel rod ends and coil springs rate-matched to the application and coil-over shock absorbers.

Complete 9” rear end assemblies are also available. Don’t forget to ask your friendly Morrison salesman for extra savings when ordering parts.
Designed for those applications where the builder wishes to adapt a Morrison Air Spring+Plus™ suspension to an existing chassis, complete rear subframe assemblies are available. The subframes are individually CAD-engineered for the exact year/make/model vehicle and the rails are mandrel-formed to provide “show quality” bends.

The subframes are made of 2”x4”x.120” wall rectangular tubing, and fixture-welded by Morrison’s staff of experienced craftmen to assure proper alignment of critical suspension components. “Big Tube” link bars are standard, with a Panhard bar controlling lateral housing movement.

Ideally suited to cars and trucks with a low stance, the subframe can be designed with any desired ride height. Moreover, there are passageways in the crossmember to route the exhaust system and enjoy optimum ground clearance.

Air Spring+Plus™ suspension packages include special Strange shock absorbers to compliment the air bags. You can save money and avoid potential hassles through purchasing all the related items at the same time.

Replace the coil or leaf spring setup on your car or truck with an Art Morrison Air Spring+Plus suspension for a better ride and the ability to easily adjust ride height at the flick of a switch.

Enjoy the benefits of an air spring suspension and 4-bar housing control with these handy packages from Art Morrison Enterprises. The “Standard” kit is ideally suited to most compact and intermediate-sized vehicles, while the “Big Bag” kit is designed for use on heavier cars and trucks. The primary differences between the two kits are the use of hefty 2,000 lbs. rated air bags and heavy-duty brackets. These combine to provide the extra capacity required for long-term reliability.

A straightforward installation, it involves welding the innovative rear brackets (which also serve to mount the bottom of the air spring and locate the suspension bars) to the rear end housing, attach the 4-bar front brackets to a crossmember, and affixing the top air bag mount to your frame or supplied crossmember.

Both the Standard and “Big Bag” kits contain premium quality Firestone air bags, 4-bars bars equipped with AME’s own polyurethane-bushed stainless steel rod ends, mounting brackets and all required hardware.

In addition to the Air Spring-Plus rear suspension shown here, AME manufactures companion front subframes so you can easily convert the vehicle over to an all-air suspension for a great ride with complete adjustability. See page 40.
Art Morrison's 4-link rear suspensions are perfect for competition or street applications where maximum adjustability is desired. There are six upper bar front mounts plus four lower bar attachment holes, along with two top and bottom housing mounts and adjustable bars to provide you with any "instant center" point desired.

The link tubes are 1-3/8" chrome-moly with threaded tube adapters for maximum strength. Mounting plates are made of 3/16" steel and of a double sheer, 360° design.

You have a choice between three rod end packages. For street applications our special polyurethane-bushed 17-4 stainless steel rod ends are utilized. They are exceptionally rugged, and provide the necessary quietness for street operation. For racing, our popular "4/4" kit consists of four 4130 chrome moly and four commercial grade rod ends, while for maximum reliability we offer all 4130 rod ends.

Most of our 4-links are sold in complete rear suspension packages. They include the 4-link with frame and housing brackets, coil-over rear shocks with springs rate-matched to your application and a choice of a Panhard Bar (for street use) or diagonal link (race).

### Package Prices

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-Link with Poly-bushed Stainless Rod Ends and</td>
<td>$1,505.00</td>
</tr>
<tr>
<td>4-Link Rear Shocks, Panhard Bar</td>
<td></td>
</tr>
<tr>
<td>4-Link with Four Commercial &amp; Four 4130 Rod Ends,</td>
<td>$1,440.00</td>
</tr>
<tr>
<td>4-Links Over Shocks &amp; Diagonal Link</td>
<td></td>
</tr>
<tr>
<td>4-Link with all 4130 Rod Ends, Rate-Matched</td>
<td>$1,515.00</td>
</tr>
<tr>
<td>4-Links Over Shocks and Diagonal Link</td>
<td></td>
</tr>
</tbody>
</table>

You can also purchase the basic 4-link kit by itself plus three variations of rod end packages (poly-bushed, four commercial and four 4130 or all four 4130 rod ends.

#1415090 (Less Rod Ends) As Shown $415 "Big Tube" 4-Link Kit

### 4-Link Rear Suspension

As Shown $4,025

As Shown $1,440

Art Morrison's 4-link rear suspensions are perfect for competition or street applications where maximum adjustability is desired. There are six upper bar front mounts plus four lower bar attachment holes, along with two top and bottom housing mounts and adjustable bars to provide you with any "instant center" point desired.

The link tubes are 1-3/8" chrome-moly with threaded tube adapters for maximum strength. Mounting plates are made of 3/16" steel and of a double sheer, 360° design.

You have a choice between three rod end packages. For street applications our special polyurethane-bushed 17-4 stainless steel rod ends are utilized. They are exceptionally rugged, and provide the necessary quietness for street operation. For racing, our popular "4/4" kit consists of four 4130 chrome moly and four commercial grade rod ends, while for maximum reliability we offer all 4130 rod ends.

Most of our 4-links are sold in complete rear suspension packages. They include the 4-link with frame and housing brackets, coil-over rear shocks with springs rate-matched to your application and a choice of a Panhard Bar (for street use) or diagonal link (race).
Triangulated 4-Bar Suspensions

**Tri 4-Bar Rear Clip**

This versatile setup provides excellent rear end control for both acceleration and handling, and is employed on a large percentage of AME’s GT Sport and MaxG chassis. The CAD-engineered rear subframe is custom-made for the exact year/make/model vehicle and features passageways in the crossmember for the exhaust and for the driveshaft to facilitate a low center of gravity and provide improved handling. The suspension setup controls both housing “twist” and lateral movement. 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.

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2”x4” Welded Rear Clip w/Bkts w/3” Exhaust</td>
<td>$2,075.00</td>
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<tr>
<td>9” Housing w/Brackets</td>
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<td>Strange Coil-Overs</td>
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<td>C/O Lower Stud Mount</td>
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<td>4-Bar Kit for Above</td>
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<td>Sway-Bar Kit</td>
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<td><strong>Package Price</strong></td>
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</table>

**Tri 4-Bar Kit**

There’s no doubt that this is the most versatile setup for both street rods and GT-type cars as it provides excellent rear end control in both acceleration and handling situations due to stabilizing both housing rotation and side loading. It's been proven highly effective in tests conducted by leading automotive enthusiast publications. The kit contains four bars with AME polyurethane-bushed stainless steel rod ends, plus all required mounting brackets and hardware. Kit also available with a sway-bar to provide extra control over body roll.

<table>
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<tbody>
<tr>
<td>Tri 4-Bar Kit Without Sway-Bar</td>
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<tr>
<td>Tri 4-Bar Kit With Adjustable Sway-Bar</td>
<td>$930.00</td>
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</table>

**Tri 4-Bar Suspension**

Now it’s easy to install a modern Triangulated 4-Bar rear suspension in most any chassis with this convenient package. It contains an AME Triangulated 4-Bar kit, sway bar, Strange coil-over springs, shock mounts and hardware.

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>Tri 4-Bar Kit with Sway</td>
<td>$930.00</td>
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<tr>
<td>Strange Coil-Overs</td>
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<tr>
<td>C/O Lower Mount Kit</td>
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</tr>
<tr>
<td>Crossmember and Upper Mounts</td>
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</tr>
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</tr>
<tr>
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</tr>
<tr>
<td><strong>Package Price</strong></td>
<td><strong>$1,670.00</strong></td>
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**WARNING:** Cancer Reproductive Harm - www.P65Warnings.ca.gov
Morrison makes it easy to install narrowed rear end and wide tires with this factory-welded Ladder Bar rear suspension subframe assembly. The "clip" includes mandrel-bent rear frame rails, cross-members and suspension mounts. Each clip is assembled on a special fixture to assure proper alignment and welded by certified professionals. Most importantly, each "clip" is custom designed and built for the intended application using contemporary CAD technology. This assures a perfect fit and eliminates the extra fabrication required to install "universal" type assemblies as sold by our competition.

Over the years Art Morrison Enterprises has designed and built rear suspension clips for a wide variety of vehicles. Dozens and dozens of popular applications (and some quite unusual) are maintained in Morrison's data server, and can be promptly accessed to initiate building a clip for your year/make/model car or truck.

What's more, only Morrison gives you the choice of using 2"x3" or 2"x4" rectangular tubing. You also have a choice of a dropped crossmember or the highly effective "donut" style combination cross-member and drive shaft loop in 2"x3" rails.

For a racing or "Pro Street" application you'll probably want to go with the 2"x3" clip. It's a third lighter than the beefier 2"x4" models, and provides all the rigidity you'll need when roll cages and subframe connectors are employed. As a rule of thumb, the more rigid the chassis, the better it will work. The 2"x4" clips are perfect for use in street rod and truck applications, where roll bars and cages are not typically used. Here, the extra strength of the larger frame rails come into play.

**Competition & Street Ladder Bar Packages**

Our Ladder Bar Packages include our Double Adjustable Ladder Bar Kit, cross-member tube with brackets, axle housing mounts, spring mounts, our Strange coil-overs with shocks and rate matched springs.

The Competition Package includes 4140 solid rod ends and diagonal link kit. Prices start at $1,285.00.

Our Street Package uses poly-bushed stainless rod ends for a quieter ride and a Panhard Bar kit. Prices start at $1,280.00.

**DeLuxe Double Adjustable Ladder Bars**

Morrison Double Adjustable Ladder Bars are made from only the finest quality 1" O.D.x.156" wall D.O.M. seamless carbon steel tubing that's rated at 80,000 psi tensile strength, and have provisions to fine-tune settings for optimum traction through a quick-adjust mechanism on the low bar. The ladder bars are 30" in length, measured from centerline of front pivot to centerline of axle housing. AME ladder bars are available bare or with combinations of standard 4140 solid rod ends, polyurethane-bushed stainless steel rod ends, or heavy-duty 4130 rod ends. A 360° front brace kit encapsulates the rod end for added safety.

**Ladder Bar Rear Clip**

**BASIC CLIP...$1,180**

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>2&quot;x3 Ladder Bar Weld Clip Frame</td>
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<tr>
<td>9&quot; Housing with Bracket Big Web</td>
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<td>Strange Coil-Over Housing w/Springs</td>
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<tr>
<td>Poly Coil-Over Housing Mount &quot;L&quot; Brkt Kit</td>
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<tr>
<td>Panhard Bar Kit - No Hsg/Brkt</td>
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<tr>
<td>Ladder Bar Adj. 30&quot; without End/Hsg Brkt</td>
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<tr>
<td>5/8&quot;x3/4&quot; Solid Rod End (4)</td>
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<tr>
<td>Poly RH Rod End Assy - 5/8&quot;x3/4&quot; (2)</td>
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<tr>
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</table>

**Complete Clip Package**

Everything you see pictured above comes in this comprehensive package. Includes welded rear subframe, narrowed 9" rear end, Panhard Bar, Rear Spring Kit with shocks and coil springs rate-matched to the application, plus Double Adjustable Ladder Bars.

Package Priced at ........................................ $3,360.00

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**WARNING:** Cancer Reproductive Harm - www.P65Warnings.ca.gov
Roll Bar & Cage Kits

You will find that Morrison roll bar and cage kits are the class of the industry. Easy installation is assured for two important reasons. The bars and cages are computer-designed for the specific applications using contemporary CAD technology, while the tubing is precision mandrel-formed on Morrison’s sophisticated bending equipment. Instructions are furnished with each kit. Final fitting is necessary.

Because each kit is custom made for the application it must be prepaid. All bars and cages are shipped via motor carrier.

8-Point Roll Bar Kit

Our 8-point roll bar and cage kits are specifically designed to strengthen unibody cars by reducing unwanted chassis flex. This has an added benefit in enhancing performance through improved traction and down-track stability. Substantial driver protection is also afforded with these fitted assemblies. The roll bar is made of 1-3/4"x.134" steel tubing. Please specify make, model, and year of car when ordering.

20203000 8-Point Roll Bar Kit $240.00
20203500 8-Point Roll Bar Constructed Out of 4130 Chrome Moly $460.00

Meets NHRA & IHRA Safety Requirements

8-Point Roll Cage Kit

For faster race cars our CAD-engineered 8-point cage is the answer. It comes standard with precision mandrel-bent 1-5/8"x.134" wall mild steel tubing (sure to pass “sonic” testing) and is also available in 4130 chrome moly tubing (1-5/8"x.083") for those applications where weight considerations are of primary importance.

20206000 8-Point Roll Cage $345.00
20206500 8-Pt. Roll Cage Constructed Out of 4130 Chrome Moly $640.00

Custom Round & Rectangular Tube Bending

One of the things we do best at Art Morrison Enterprises is bend tubing. Our shop is equipped with computer-controlled equipment that can accurately form tubing up to 2"x4" in size with the quality work that comes from using special mandrels. Our engineering staff can transform your ideas into working drawings and AME’s production team can bring them into reality. Through extensive experience we know what can be done with various size round and rectangular tube and can deliver what you need. Please call for custom quotes.

ROLL CAGE TECH TIP:

Tube Notching

You may have heard the old adage, “measure once, then measure again before cutting.” This certainly applies to roll cage/bar assembly, where tube notching plays a vital role in ensuring that everything fits! See page 69 for a nifty tube notcher.
10-Point Roll Cage Kit
The ultimate in stiffness, strength, triangulation, safety, and performance. Each kit is made from 1-5/8” x .134” steel tubing or 4130 chrome moly in the lightest configuration possible without sacrificing the system’s strength or protection. Added front and rear struts provide the rigidity needed to realize the benefits of fine chassis tuning, a definite plus for the serious-minded racer. Cages include dash bar and driver’s side rocker bar. Cages ordered by make, model and year of vehicle. Designed for the do-it-yourself home builder. Get installation details in our “Fast Track” video.
Please note that while Morrison lists this as a 10-point cage, to reflect the true number of chassis contact points, other manufacturers call this a “12-point” cage, adding in the side bars (which are included in the Morrison kit) to their count. Compare “apples to apples.”

Roll Bar Padding
Get required protection with high density padding. We have “offset” style round padding in 3’ lengths.

Swing-Out Side Bar Kit
This handy conversion kit enables you to more easily get in and out of a race car. Use with Morrison roll cage kit.

4-Point Roll Bar Kit
The Morrison 4-point roll bar is made from 1-3/4” x .134” steel tubing and is designed for weld-in installation. Can be bent to retain stock rear seat, if specified. Please specify make/model/year, and rear seat use when ordering. This particular configuration is not NHRA “legal” (8-point bar required).

Roll Bar & Roll Cage Conversions and Related Accessories
Morrison has everything you need in the way of roll bar and roll cage accessories to upgrade or improve your present system in accordance with the latest racing association rule requirements. Call for details on any recommended updates to your particular chassis. Get optimum safety and convenience with Morrison roll cage accessories. Swing-out side bar kit contains brackets and all required hardware.
Panhard Bar Kits

Here's just what the doctor ordered for those situations here a rear end housing is out of the vehicle and being modified. This weld-on Panhard Bar kit includes tower mounts for the rear end housing and frame. The bar is fitted with polyurethane-bushed stainless steel rod ends.

12120327  (A) Weld-In Panhard Bar Kit.................................................................$125.00

For applications where the rear end is in the vehicle, we have a convenient bolt-on Panhard Bar kit that attaches to a 9” housing with the 3rd member bolts on one end and the companion bracket must be welded to the frame. The package includes all required hardware.

12120527  (B) Bolt-In Panhard Bar Kit (Attaches to Rear End Gasket Flng) ... $180.00

Diagonal Link Kits

Morrison also manufactures a wide variety of diagonal link kits. They are available in both weld-in and bolt-on styles. Right hand/left hand rod ends provide easy adjustment. Your choice of 30” or 36” long links. Complete with all required hardware.

12120030  Weld-in Diagonal Link Kit, 30”...........................................................$90.00
12120036  Weld-in Diagonal Link Kit, 36”...........................................................$100.00
12120430  Bolt-in Diagonal Link Kit, 30”............................................................100.00
12120436  Bolt-in Diagonal Link Kit, 36”............................................................100.00

The high mis-aligned Panhard Bar is designed specifically for applications such as air ride with significant rear end travel.

12120340  Weld-in High Mis-Align Panhard Bar Kit, 30”..............................$180.00
12120341  Weld-in High Mis-Align Panhard Bar Kit, 36”..............................$180.00

REAR END HOUSING ALIGNMENT TECH TIP:

There are numerous options available for a track locator and the right tool for the job is surprisingly critical for the performance of your vehicle. AME offers these and other ways of keeping your live axle square in your vehicle. If you have any questions, please call and speak with the Morrison sales & tech staff on which one is right for your application.
The 9" rear end housing has become a “standard” in the world of high performance. Its beefy 9" diameter ring gear has proven to be capable of handling even supercharged engines with outstanding reliability. What’s more, there are more rear end gear sets made for the 9" than any other differential, with ratios from 2.63 to 6.50 available. As such, the 9" can be used in everything from street rods to all-out competition vehicles.

Art Morrison Ent. has made a “science” of preparing 9" housings to fit your needs. We have developed special fixtures that allow our technicians to hold all components in correct alignment when fitting the housings with new tubes and billet housing ends. Subsequently each unit is narrowed to your requirements and equipped with all required suspension brackets and other options, such as a reinforcing brace, filler bung, etc. Some of our most popular setups are listed below. Call for details on other combinations.

Street or Competition Big Web 9", narrowed to your specs and equipped with choice of rear end housing end bolt pattern, filler bung & all required suspension brackets... $1,080.00
Super Clip 9", narrowed as required, fitted with 1-piece back brace, suspension brackets, lateral supports, filler... $1,510.00
Air Spring Big Web 9" narrowed to your specs and equipped with your choice of housing end bolt pattern, & includes all required brackets for an Air Spring Suspension... $1,080.00

Air Spring Housing
4-Link Housing
Super Clip Housing
4-Link Housing
Triangulated 4-Bar Housing
3-Link Housing
Triangulated 4-Bar Housing w/Brace
Super Car Housing
Leaf Spring Housing
Ladder Bar Housing

$1,080
$1,080
$1,510
$1,080
$1,120
$1,285
$1,315
$1,680
$905
$1,080

$1,450
1-Piece Mandrel Bent Housing Back Brace

Designed for any rear end that will be subjected to severe shock loads. Not only will the brace help maintain a straight housing, but it will facilitate increased bearing life. Made from a single mandrel-bent piece of tubing to ensure optimum structural integrity. Should be installed during or before narrowing the rear end to ensure proper axle alignment. Available for 9” and 8-3/4” Mopar applications. $80.00

2-Piece Back Brace For Hot Rod Housing

Designed for those who wish to strengthen a small web 9” Ford or 8-3/4” Mopar housing and improve its looks, AME’s back brace kits consists of two formed and sculpted sections that you weld onto the housing $80.00

Upper Shock Mounts

This versatile kit makes it easy to make upper shock mounts that accommodate Koni, Afco & other racing units. Includes a tube, brackets and all required shock-mounting hardware. $50.00

Housing Ends

We offer a complete selection of housing ends for all applications. Please refer to the handy reference chart below to assist you in identifying housing flanges. They include our own Morrison CNC-machined billet steel ends (as pictured above).

Billet Housing Ends for 9”.................................$100.00

Caps and Plugs

Finish off your rear end housing or tank with these handy filler cap and bung assemblies. The cap is aluminum while the bung, flange and pipe plug are made of steel.

92851300 Rear End Filler Cap & Bung (A).........$34.00
92851600 1/2” Flange & Pipe Plug Set (B).......$10.00

Leaf Spring Mounts

Use our universal housing mount pads when installing a new rear end in your leaf spring car. Fits 2-1/2” wide springs. $25.00 per pr.

Coil-Over Mounts

Designed to mount a coil-over rear spring suspension with a 4-bar rear suspension.

Crossmember and Upper Mounts #14153622 $70.00

Lower Shock Mounts #14153616 $50.00

Rear Housing Brackets

AME has many special brackets that you can weld to the rear end housing to mount suspension components. They’re fixture-made to assure total accuracy. Check out what’s available on page 68 of this catalog. Some include:

18853100 (A) Coil-Over Hsg Brkt “Long”......$15.00
10851710 (B) Ladder Bar Hsg Brkt..........$10.00
14150120 (C) 4/6 Hsg mtnt 5-1/2” Drop......$10.00

Housing Breather Kit

Eliminate those pesky leaks that 9” housings are known for. This “catch can” mounts above the housing. Excess pressurized gear oil goes to the tank, is vented, and the oil drains back after parking.

40403020 Housing Breather Vent for Hose ......$15.00
40403030 Housing Vent Tank, .................$50.00

“Tee” Bolt Kit

Secure backing plate to housing or spindle flange with these premium quality “Tee” bolts. Includes bolts and aircraft style lock nuts.

40401030 3/8” (Set of 8) .........................$40.00
40401020 1/2” (Set of 8) .........................$50.00

B A

A B C
Bearing Retainers

Engineered to both increase retention strength and facilitate easier installation or removal than OEM retainers, they’re made from 3/16” steel and cad plated for extra durability. They are available for all popular applications. Please reference the chart below to identify the proper housing end, or call for details. $30.00 pair

Strange Engineering Axles

Strange Engineering Hi-Tuff forged steel axles and spools are the answer for reliability on the drag strip. They are available custom-made in any length, spline and bolt pattern, with a 2-year warranty on 33 or more splined axles. Companion spools available. For street applications, we also offer Strange’s popular new “S/S” (31-spline) and “S/T” (35-spline) induction hardened axles.

Hi-Tuff Race Axles (to 35-spline) Pair

55.00 ea.

S/S Street Axles (31-spline) Pair

$390.00

S/T Street Axles (35-spline) Pair

$390.00

Pre-Lubed Heavy-Duty Axle Bearings

H-D ball-style axle bearings are pre-lubed & sealed for easy installation and long life. Mopar bearings fit 8-3/4” & Dana 60 applications and eliminate need for pre-load adjustment. $50.00 ea.

Strange Engineering Thrdmembers

Strange 9” S-Series Iron center section fully assembled with posi-unit, Daytona iron pinion support, 3.00-6.50 Strange standard gear set and S-Series steel (1350) yoke. Call for options & other 3rd member choices. From $1,485.00
Coil-Over Springs

Spring rates are a key factor in any vehicle's ride quality and also influence the stance. Accordingly, Art Morrison Enterprises carries a wide variety of precision wound 2-1/2” and 3” diameter springs for both front and rear suspension applications, including for coil-over shock absorbers. AME’s Sales/Tech staff has extensive experience working with a wide variety of suspension/vehicle applications and can provide you with spring size/rate recommendations.

Coil-Overs
- Fixed Rate 2-1/2” I.D.x12” Rear Springs (Pair) $140.00
- Fixed Rate 2-1/2” I.D.x10” Rear Springs (Pair) $140.00
- Fixed Rate 3” I.D.x14” Rear Springs (Pair) $110.00

Front
- #1815805 170# Fixed Rate 2-1/2” x 10” Springs (Pr) $140.00
- #1815815 250# Fixed Rate 2-1/2” x 10” Springs (Pr) $140.00
- #1815825 350# Fixed Rate 2-1/2” x 10” Springs (Pr) $140.00
- #1815855 550# Fixed Rate 2-1/2” x 10” Springs (Pr) $140.00
- #1815865 650# Fixed Rate 2-1/2” x 10” Springs (Pr) $140.00

Rear
- #1815820 110# Fixed Rate 3” I.D.x14” Springs $140.00
- #1815830 130# Fixed Rate 3” I.D.x14” Springs $140.00
- #1815840 145# Fixed Rate 3” I.D.x14” Springs $140.00
- #1815850 165# Fixed Rate 3” I.D.x14” Springs $140.00
- #1815860 200# Fixed Rate 3” I.D.x14” Springs $140.00

Shock Jigs Kits
These handy new devices from Art Morrison make it easy to install a rear end housing in the correct position for your desired ride height. The Jigs can be set for the compressed height of the coil-over, and shock mounts positioned accordingly. Models are available to simulate both spherical bearing end and standard shaft-type shocks. The shock jigs are shown with Morrison coil spring mounts for illustrative purposes. $30.00

Replacement Shocks for AME Rear Spring Kits and Coil-Overs
These are replacement shock absorbers for Monroe-based Morrison coil spring kits. The Monroe shocks are of the heavy-duty Monroe variety sporting Monroe non-adjustable. A companion to Morrison coil-over springs shown at the top of this page. Sold individually. $40.00

Coil Spring & Shock Absorber Bearings
To facilitate easily adjusting the ride height on coil-over shocks install these handy bearings under the spring. Also available are special polyurethane bearings that allow the adjuster to turn freely by eliminating spring friction.

Wheel Spacers
Installing wider tires and wheels can often lead to clearance problems. Solve them with our aluminum spacers (5-on 4-1/2”, 4-3/4” & 5”).

Coil-Over Springs

AME Front, Rear and Coil-Over Springs

Adjustable Shock Jig
Specially made by Kugel Komponents to fit AME shock studs, this handy device lets you set ride heights from 12-1/4” to 16-3/4” to establish the desired stance during fabrication and assembly. This mock-up tool is a “must” for serious builders.

Replacement Shocks for AME Rear Spring Kits and Coil-Overs

Coil Over Springs

Coil-Over Springs

AME Front, Rear and Coil-Over Springs

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Coil Over Springs
The venerable Mustang II front spindle was long a staple in I.F.S. setups for street rods and street machines. But as anyone who has had to use the OEM Mustang II unit (as well as aftermarket copies) knows there are shortcomings. That’s why AME collaborated with Wilwood Engineering to develop the Pro spindle that has become the new industry standard.

It’s made from a high strength steel forging and heat treated to provide increased levels of durability. The forgings are CNC-machined to exacting tolerances, and incorporate important design features. The unit is taller than the OEM Mustang II to provide improved geometry. There is a greatly reduced roll center migration. And the unit has been designed to accommodate radial mount calipers and rotors up to 14” diameter. A bolt-in retrofit for existing Mustang II units, it’s the answer for anyone wanting to equip their ride with serious braking power, while also improving handling. A 2” drop contributes to a contemporary stance and lower CG.

Wilwood Pro Spindle - 2” drop ................................................... $380.00
83098070

C10 ProSpindles
Engineered for 1963-70 or 1971-87 Chevrolet & GMC 2WD C10/C15 Pickup trucks and Suburban, Wilwood’s ProSpindles incorporate a 2.500” drop for a more aggressive stance without affecting steering geometry. What’s more, they are designed to be used in concert with Wilwood disc brake kits. They are constructed from a proprietary grade of forged aluminum with an integrated modular bearing hub assembly that supports both 5 x 4.75” and 5 x 5.00” wheel bolt circles. Direct mounting for radial caliper brackets create strong, zero flex platform for brake mounting.

Chevy Chevrolet C10 ProSpindles ........................................ $730.00
830108320

Dynapro w/Internal Parking Brake
Excellent for muscle cars running classic 14” and 15” diameter wheels. Features forged billet Dynapro low-profile 4-piston calipers and 11” one-piece hat and rotor assembly. A neatly hidden inner shoe setup serves as a parking brake.

$760

AERO4 Big Brake w/Parking Brake
Engineered for high performance street machines, this kit features 14” diameter 2-piece curved vane rotor/hat assemblies plus AERO4 4-piston calipers with BP-10 compound pads. Also includes a hidden internal shoe parking brake.

$1,760

Superlite For OEM Parking Brake
Designed to be used with the factory parking brake, these compact kits feature forged narrow Superlite 4-piston calipers with BP-10 compound pads. They have 14” rotors and the kits are engineered for specific applications. Priced from $1,565.
Brakes

Aero 6 Front Brake Kit
This innovative front brake kit features a 6-piston caliper and big 14.25” slotted vented cast iron rotor for optimum swept area. Fits C6 Corvette spindles. From $1,835.00

H-D Pro Series Front Kits
For vehicles weighing over 2800 lbs. the heavy-duty setup is recommended. It comes with a big 11” diameter (.810” thick) rotor for rapid heat dissipation and Dynalite 4-piston calipers, plus everything required to complete the installation. $800.00. Optional for this kit are polished billet calipers. With 12.19 rotors. From $845.00

Wilwood C5/C6 Front Brake Kit
The perfect mate to chassis with C5/C6 front suspensions. Choice of 13” or 14” rotor, 6 piston caliper. 13” priced from $1510.00. 14” priced from $1650.00.

Wilwood Carbon Ceramic Brake Kit
The space-age braking technology found on the ZR1 Corvette can be yours with Wilwood’s new carbon ceramic brakes. Extra light rotors reduce unsprung weight for better handling and are very long-wearing. Call for pricing and applications.

Superlite 6 Big Brake
Billet SL6 calipers come with an aluminum hat, mounted 13” vented iron rotors, and forged aluminum hubs. A powerful and compact braking system. From $1,610.00

Wilwood Classic Series Front Brake Kit
Engineered for use on cars with classic 14” diameter wheels, this highly efficient setup employs an 11.03” diameter x .88” vented iron rotor with an integrated hub (5 on 4-1/2” & 4-3/4” bolt pattern only) and is designed for use with Wilwood ProSpindle kits. It works excellently with standard or power-assisted brake systems. Forged aluminum calipers are available black anodized or red powdercoat. $615.00

C6 Rotor & Caliper Kit
C6 rotor and caliper kit comes with right hand & left hand. 13” rotors, Corvette calipers, brake pads, and hardware. 49432731 Vet C5 13” Rotor and Caliper Kit .................................................... $995.00

WARNING: Cancer Reproductive Harm- www.P65Warnings.ca.gov
Emergency Brake Cable Kits

Designed for use on Wilwood rear brakes with built-in parking brake. Choice of black or braided stainless steel cable housings.

- E-brake cable kit (black sheath) $160.00
- E-brake cable kit (stainless sheath) $255.00

Wilwood Master Cylinder

Aluminum tandem chamber Master Cylinder, die cast, premium alloy with black anodized billet lid. Designed for a wide range of custom manual or power brake applications.

- 26011190 M/C Combination Valve Line and Bracket Mount Kit $170.00
- 26085550 Hi Vol. Tandem 1” Bore M/C $210.00
- 26085552 Hi Vol. Tandem 1” Bore M/C Bri $250.00
- 26094390 Hi Vol. Tandem 7/8” Bore M/C $210.00
- 26094392 Hi Vol. Tandem 7/8” Bore M/C Bri $250.00

Precision Residual Pressure Valves

Maintains pre-set pressure in drum brake setup and positive caliper action in disk brake systems. Especially helpful in installations where the master cylinder is mounted low on the chassis.

- 26013783 2-lb. RPV with Fittings $24.00
- 26013784 10-lb. RPV with Fittings $24.00

Hi-Temp Brake Fluid

Specially developed for racing. Has a minimum dry boiling point of 570°—substantially higher than DOT 3 or 4 requirements! Also designed to lubricate and clean brake system internal parts. Has a very low viscosity, which facilitates easy bleeding of brakes and eliminates problems of fluid foaming from excessive pumping.

- 29006320 Wilwood Hi-Temp 570° Fluid, 12 Oz... $10.00

Adjustable Proportioning Valve

Set the proper front-to-rear brake balance with this handy in-line Proportioning Valve. Ideal for both disc/disc and drum/disc setups. Includes Wilwood Proportioning Valve and the fittings to facilitate installation. For racing or street use.

- 26084190 Wilwood Brake Proportioning Valve... $50.00

M/C Mounting Brackets

AME manufactures several mounts that accommodate the popular Mopar tandem master cylinder. They are made of 5/16” steel plate, to fit round tube or 2”x3” frames, and come with gusset. A bracket-style unit that is designed for use on a crossmember (use w/Morrison SuperCar) is also available.

- 3255811 (A) Tri-5 Master Cylinder Adapter Plate $15.00
- 52496300 (B) Chrysler Master Cylinder Mount for SuperCar Chassis $30.00
- 52496200 (C) Chrysler Master Cylinder Mount Square Tube Chassis $22.00
- 52496100 (D) Chrysler Master Cylinder Mount Round Tube Chassis $22.00

Through-Frame Bulkhead Fittings

Designed to route brake, fuel or hydraulic clutch lines safely through 2” wide frame rails, AME’s stainless steel bulkhead fittings provide an elegant solution to plumbing issues. They are available for AN-3 and AN-6 applications.

- 52494146 AN-3 male / AN-3 female $25.00
- 52494148 AN-3 male / AN-3 male $25.00
- 52494151 AN-6 male / AN-6 male $35.00

Tandem Master Cylinders and Installation Kits

The Mopar tandem M/C is the industry “standard,” and available in cast iron or aluminum. Our 5-piece Master Cylinder Rod Kit facilitates installation (components listed above).

- 26048940 1-1/16” Aluminum w/Pushrod $150.00
Strange Monotube Shocks

These highly efficient monotube shocks from Strange Engineering feature a large 48mm Teflon-coated, hard-anodized billet aluminum piston that achieves higher dampening forces with lower internal pressure. Moreover, the port design optimizes fluid transfer and the net result is faster frequency response and better control of the dampening forces. The extension and compression oil paths are independent of each other, eliminating any "cross talk" between them. They are designed with minimum unsprung weight in mind, and are available with either an inline or integral (piggyback) reservoir. Available in six sizes, they can be used with coil springs ranging from 7" to 16" in length. The shaft on this shock is 3/4" which is the largest (and strongest) in the industry. The adjustment range consists of 24 clicks for both compression and rebound, and a standard 5/32" Allen wrench locks it in place. Also available non-adjustable.

JRi Adjustable Shocks

JRi has taken shock absorber technology to the next level from both a design and manufacturing standpoint. For example, the shafts are REM finished to provide a low friction, high pressure seal, which results in more stable tire contact. A "floating" seal/bearing head neutralizes side loading to the shaft that is common to coil-over applications, with the energy dissipated through the fluid and not the friction of components. The design and function of the main piston and shim allows the shock to stay more closely in phase with the varying frequencies created by the tire and provide more consistent damping. And there's more. You should also know that many of the nation's leading race teams have switched to JRi shocks. These range from NASCAR, NHRA and SCCA champions to Formula Drift standout Vaughn Gittin, Jr. We carry a variety of JRi shocks to suit your application and budget. These include non-adjustable, single, double, triple and quadruple adjustable units. JRi is also developing non-adjustable units specifically for our various GT Sport chassis packages that will provide awesome handling and no-hassle convenience. Call for tech details and pricing information on the JRi line.

Strange Coil-Over Shocks

Strange aluminum 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. Proven to be exceptionally effective and reliable on our own “Project GT55” Chevy...which has recorded some remarkable skid pad, slalom and acceleration numbers.

Strange Engineering single adj. Coil-Over shocks w/springs available from (pr) .............................................. $560.00
Strange Engineering double adj. Coil-Over shocks w/springs available from (pr) ........................................... 740.00
Transmission Crossmember With Clearance For Exhaust

This unique “Double Hump” crossmember has been designed to provide secure mounting for most popular transmissions while allowing clearance for the exhaust system. Can be used with either 2”x3” and 2”x4” rectangular tube chassis, and installed to facilitate quick removal. Some trimming of the crossmember required. Overall length 57”.

DeLuxe Transmission Crossmember

Designed for use with 2”x3” and 2”x4” rectangular tube chassis. The pad fits both Powerglide and Turbo-Hydro transmissions. It is installed by trimming the 42” crossmember to fit between your rails, welding the tabs to the frame per desired transmission height, and bolting the unit to the frame with the supplied hardware. Overall length 42”.

4-Link Suspension Brackets

Most every imaginable 4-link setup can be fabricated using these convenient suspension brackets from Art Morrison Ent.

Dzus Fittings

AME carries a wide assortment of ever-popular Dzus “buttons” and companion plates. They are unbeatable when it comes to securing body panels, etc., that are routinely removed and re-installed. A handy wrench is available that is designed specifically for removing/installing Dzus buttons.
Rack And Pinion Steering

To provide precise steering control in a variety of chassis configurations, Morrison offers rack and pinion setups from DSE, Flaming River and Woodward Machine. AME has done extensive testing on its proprietary “steering dyno” and can provide the optimum rack for both “front steer” (mounted ahead of the spindles) and “rear steer” applications, power or conventional. Both 15:1 and 20:1 ratio systems are available for competition or street use.

Important Steering Tech

- Low pressure hose may be used on the return side, but the pressure side must use hose capable of 2000psi.
- Maximum pump pressure to be employed with most power racks is 1,100 psi.
- Whenever possible, use rubber hose on the pressure side of at least 15” long to reduce pump noise.
- Power steering coolers are only may be needed under extreme conditions.
- Use AME’s Flow Control Valve to reduce fluid flow and eliminate the steering feeling “darty” or “twitchy”.
- Too much pressure can cause leaks. AME has a pressure reducing kit to solve these issue.
- External power steering reservoirs must be mounted high enough to gravity-feed the pump and have at least an AN-10 fitting.

Morse Cables & Accessories

Genuine Morse cables are available in 3’ to 20’ lengths in 1’ increments, along with required mounting accessories; a quick release clamp for easy cable removal, a cable clamp and shim for more permanent mounting system, and a quick release ball joint featuring a 3/16” stud fitted quick-release ball. Morse cables from $50.00.

(1) Quick Release Clamp ............................................................... $15.00
(2) Cable Clamp & Shim ............................................................. 5.00
(3) Quick Release Ball Joint ........................................................ 10.00

Woodward Racks now available

C

86835129 Flaming River Rack (A) ..................... $520.00
86835090 Power Rack 20:1 (B) .................... 650.00
Woodward Rack (C) .................. Call for Pricing

AME has a special steering “dyno” to test and evaluate components.
**Billet Power Steering Filter**

Ideally suited to installations where the ultimate in underhood appearance is the goal, this finned, polished aluminum filter keeps power steering fluid clean while effectively removing any contaminants. 86835206 Billet Power Steering Filter.............. $145.00

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**Flow Control Valve**

Designed to improve steering response, our flow control valve works with all of the power racks that AME uses. It is available in either an AN-6 or Banjo fitting to facilitate easy plumbing. It flows 2 gallons per minute. 86835192 With -6AN.......................... $30.00 ea 86835202 With Banjo............................ $30.00 ea

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**Power Steering Filter**

This highly effective inline filter removes any particles in fluid that may contaminate the pressure relief valve, which can cause it to stick. It is ideally suited for use with power steering pumps that have an integrated tank. 86835194 Power Steering Filter............. $25.00

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**Aluminum Bushing Kit**

Perfect for when optimum steering accuracy is desired, these aluminum bushings eliminate the flex found in poly rack & pinion bushings. Closeout $25.00

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**Double U-Joints**

Engineered for use in applications where the steering shaft intersect angle is very severe, these special “double” U-joints will work effectively at angles up to 60°. They are available for a variety of popular applications and priced from $165.00.

---

**Rack Fitting Kit**

Contains pressure and return fittings that convert rack to -6AN. 86835155 Kit............................................. $40.00

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**Reservoir Tank**

Many power steering installations use compact pumps that do not have any reservoir. The solution comes in the form of this remote reservoir that also serves to improve steering performance by eliminating air bubbles and aeration that can occur with small capacities. Has AN-10 and AN-6 fittings and comes with a mounting bracket. $170.00

---

**Steering U-Joints**

Engineered for use in race car and street rod steering systems, heavy-duty Borgeson needle bearing U-joints are the optimum way to link multi-angle shafts. Needle bearings provide for smoother operation while reducing backlash. Also available are standard U-joints with female bore on each end or one bore and one splined end with set screw bore locks. Available for all popular splined steering shafts. Priced from $60.00.

---

**Steering Shaft Kits & Components**

Art Morrison Ent. has developed an expertise in steering, and can easily configure a complete setup for your particular street machine, rod or race car. Morrison stocks a wide assortment of Borgeson quality components, and manufactures a number of specialized steering components. Call toll-free for details and design assistance.
Tubing By-The-Foot

All the straight tubing used to fabricate just about anything on a race car or muscle car is available in precut lengths shipped via UPS or truck carrier. Due to the volatility of steel prices, please call for pricing and availability on round tube and rectangular tube pricing. Some varieties of material that we use to stock are now special order items and make take more time to obtain. Please call for shipping prices. Minimum size is 5' and cutting charges may apply.
**Chevy Motor Mount Crossmember**

Morrison's new 32" “universal” crossmember represents the easy way to install a small block or big block Chevrolet V8 engine in a wide variety of chassis. Trim the crossmember to fit between the frame rails and weld away! You can mount the engine solidly, or use the mounts below for a quieter, smoother installation primarily for street use.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>19190200</td>
<td>Universal Chevrolet Motor Mount Crossmember</td>
<td>$120.00</td>
</tr>
<tr>
<td>19190250</td>
<td>Chevrolet Engine Mount - Stock</td>
<td>$66.00</td>
</tr>
</tbody>
</table>

**Universal GM Motor Mount**

Here is another way to install most any GM engine in your chassis. The formed tubes attach to the frame and adjacent crossmember. You can install the engine solidly (best for racing), or employ the appropriate insulated motor mount listed below for quiet street use.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>19190215</td>
<td>Universal GM Motor Mount</td>
<td>$130.00</td>
</tr>
<tr>
<td>19190250</td>
<td>Chevrolet Engine Mount - Stock</td>
<td>$60.00</td>
</tr>
</tbody>
</table>

**Big Block Ford**

Mount kits are available for 429-460 c.i.d. Fords with factory-style rubber insulation or high performance Energy Suspension polyurethane. Includes adapter plates with positive stop and motor mounts.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>53560180</td>
<td>429/460 Ford Poly Motor Mount</td>
<td>$325.00</td>
</tr>
<tr>
<td>53560185</td>
<td>429/460 Ford Rubber Motor Mount</td>
<td>$230.00</td>
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</tbody>
</table>

**Small Block Ford**

Installing a small block Ford Windsor or Cleveland engine is facilitated with these mounting kits for 289, 302, 351W motors. They are available with high performance Energy Suspension poly mounts or factory-style rubber. Positive stop included.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>53560160</td>
<td>SB Ford Poly Motor Mount</td>
<td>$310.00</td>
</tr>
<tr>
<td>53560175</td>
<td>SB Ford Rubber Motor Mount</td>
<td>$220.00</td>
</tr>
</tbody>
</table>

**Coyote**

We’ve developed a highly effective mounting package for Coyote engines that incorporates Energy Suspension polyurethane bushings, and adapter plate with a positive stop, and OEM-style Coyote mounts. For late model 5.0L engines.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
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<tr>
<td>19195700</td>
<td>Coyote Engine Poly Motor Mount</td>
<td>$240.00</td>
</tr>
<tr>
<td>19195701</td>
<td>Coyote Engine Rubber Motor Mount</td>
<td>$175.00</td>
</tr>
</tbody>
</table>

**Energy Suspension Engine Mounts**

Replace those nasty, rotting rubber engine mounts on your Chevy with these high performance polyurethane-padded units from Energy Suspension. They will improve handling and acceleration through reducing movement. Kit includes all required fasteners.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>19190260</td>
<td>Energy Suspension Engine Mounts</td>
<td>$110.00</td>
</tr>
</tbody>
</table>

**LS Engine Mount Kit**

The popular Chevrolet LS-series engines are covered with your choice of mounts with high performance Energy Suspension polyurethane bushings or those using factory-style rubber insulation. Features an adapter plate with a positive stop, and OEM-style Chevy mounts.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>3255740</td>
<td>LS Engine Poly Motor Mount</td>
<td>$250.00</td>
</tr>
<tr>
<td>3255745</td>
<td>LS Engine Rubber Motor Mount</td>
<td>$185.00</td>
</tr>
</tbody>
</table>

**LT1/LT4/LT5 Engine Mounts**

GM’s latest powerplants are covered with these kits for LT1/LT4/LT5 engines that incorporate high performance Energy Suspension polyurethane bushings, and adapter plate with a positive stop, or OEM-style rubber-insulated LT1/LT4/LT5 mounts. Use with AME crossmembers.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>3255765</td>
<td>LT1/4 Engine Poly Motor Mount</td>
<td>$295.00</td>
</tr>
<tr>
<td>3255767</td>
<td>LT1/4 Engine Rubber Motor Mount</td>
<td>$240.00</td>
</tr>
</tbody>
</table>
Johnny Joint - Developed by Currie Enterprises and originally made for the 4WD market, the Johnny Joint is a fairly new offering in our suspension lineup. The Johnny Joint is made up of a forged steel body and a heat-treated pivot that is surrounded by polyurethane. Rebuildable and externally greaseable through a zerk fitting, the Johnny Joint is very maintenance friendly. This is a great combination of a high articulation spherical rod end with the harmonic dampening of a poly rod end. Perfect for high performance street and track day vehicles where comfort, strength and performance are a priority. These rod ends fit a lot of different suspension applications. Because of their size they might need some extra clearance for retro-fit applications.

Poly - “Poly” rod ends have become the industry standard rod end over the years. Our version of this highly popular end is investment cast from 17-4 Stainless Steel. Inside, is a steel sleeve and two polyurethane bushings. While not a spherical rod end the durometer of the polyurethane allows the bushings to flex and gives the rod ends some rotational movement. It isn’t a lot of movement, but it does allow suspension to articulate through its normal range of movement. When assembled with grease, the poly material can have a long life under normal road conditions. Lubrication also prevents any “squeaking” associated with poly rod ends. They also do a great job of insulating the suspension and vehicle from unwanted road noise. Easily rebuildable, these rod ends can have new bushings installed in a very short time. Because this stainless steel rod end can be disassembled so easily it can be polished for “show car” applications. Intended for street and high performance road applications.

Spherical - Spherical rod ends are specifically used to provide maximum strength for high load applications. Manufactured out of a lot of different materials, the 4130 spherical end is one of the strongest, with the ¾” rod end yielding at 40,572 lbs. Providing a high degree of articulation, they are perfect for a wide variety of suspension applications. Because of their all-metal construction they will transmit road harmonics through the chassis and an audible “clunk” can be heard in the end when they begin to wear out. While they are expensive, the spherical rod end is perfect for racing and all out performance applications where the focus of the build isn’t concerned about maximizing comfort.

Solid - machined out of heat treated 4140 steel, the solid rod end is one of the strongest available. Yielding at 58,000 lbs of force, it is designed for punishment. The solid rod end is also basic and inexpensive, but because it is a “solid” end, there isn’t any rotational movement available. This also transfers road harmonics and other noise from the suspension directly to the chassis. Because of its limitations, the ladder bar suspension is its only fit. Designed for drag race applications only.
Spherical Rod Ends

These commercial grade rod ends are ideal for linkages and other light-duty applications, and they can also be used on the bottom bars of a 4-link suspension when budget is an issue. Check the potential forces to be exerted when deciding between commercial grade or heavy-duty 4130 units. For example, the radial static load of rod #89890700 is 13,831 lbs., compared to triple that for a chrome moly unit. All spherical rod ends are supplied with jam nuts.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>89890300</td>
<td>3/8” OD Rod End</td>
<td>$5.00</td>
</tr>
<tr>
<td>89890310</td>
<td>3/8” Left Hand</td>
<td>$5.00</td>
</tr>
<tr>
<td>89890400</td>
<td>7/16” Right Hand</td>
<td>$6.00</td>
</tr>
<tr>
<td>89890410</td>
<td>7/16” Left Hand</td>
<td>$6.00</td>
</tr>
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<td>89890500</td>
<td>1/2” Right Hand</td>
<td>$8.00</td>
</tr>
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<td>1/2” Left Hand</td>
<td>$8.00</td>
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<td>89890710</td>
<td>3/4” Left Hand</td>
<td>$15.00</td>
</tr>
<tr>
<td>89891600</td>
<td>5/8”x3/4” Right Hand</td>
<td>$25.00</td>
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<tr>
<td>89891610</td>
<td>5/8”x3/4” Left Hand</td>
<td>$25.00</td>
</tr>
<tr>
<td>89891700</td>
<td>3/4” Left Hand</td>
<td>$15.00</td>
</tr>
<tr>
<td>89891710</td>
<td>3/4” Right Hand</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

4130 Rod Ends

Our 4130 rod ends are designed to provide maximum strength for all high-load suspension applications. Ideal for top rods of 4-links. Radial static load on #89892600 is 28,081 lbs. For the most severe applications, our part number #89892900 and #89892910 ends are special heavy-duty models and positively the strongest of all 4130 rods. They are rated at 40,572 lbs. radial static load. Jam nuts included.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>89892200</td>
<td>3/8” Right Hand</td>
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<tr>
<td>89892210</td>
<td>3/8” Left Hand</td>
<td>$16.00</td>
</tr>
<tr>
<td>89892300</td>
<td>7/16” Right Hand</td>
<td>$20.00</td>
</tr>
<tr>
<td>89892310</td>
<td>7/16” Left Hand</td>
<td>$20.00</td>
</tr>
<tr>
<td>89892400</td>
<td>1/2” Right Hand</td>
<td>$25.00</td>
</tr>
<tr>
<td>89892410</td>
<td>1/2” Left Hand</td>
<td>$25.00</td>
</tr>
<tr>
<td>89892500</td>
<td>5/8” Right Hand</td>
<td>$35.00</td>
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<td>89892510</td>
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<td>89892610</td>
<td>3/4” Left Hand</td>
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<tr>
<td>89892800</td>
<td>1/2”x5/8” R.H. H-D 4130 R/E</td>
<td>$30.00</td>
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<tr>
<td>89892810</td>
<td>1/2”x5/8” L.H. H-D 4130 R/E</td>
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<tr>
<td>89892900</td>
<td>5/8”x3/4” R.H. H-D 4130</td>
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</tr>
<tr>
<td>89892910</td>
<td>5/8”x3/4” L.H. H-D 4130</td>
<td>$45.00</td>
</tr>
</tbody>
</table>

Female Rod Ends

Female spherical rod ends can be used in most applications where rod end must thread onto a rod-type linkage. Uses include clutch and carb linkages. Complete with jam nuts.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>89891300</td>
<td>3/8” Right Hand</td>
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<td>89891310</td>
<td>3/8” Left Hand</td>
<td>$5.00</td>
</tr>
<tr>
<td>89891400</td>
<td>7/16” Right Hand</td>
<td>$6.00</td>
</tr>
<tr>
<td>89891410</td>
<td>7/16” Left Hand</td>
<td>$6.00</td>
</tr>
<tr>
<td>89891500</td>
<td>1/2” Right Hand</td>
<td>$8.00</td>
</tr>
<tr>
<td>89891510</td>
<td>1/2” Left Hand</td>
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<tr>
<td>89891600</td>
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</tr>
<tr>
<td>89891710</td>
<td>3/4” Left Hand</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

4140 Specialty Rod End

For those extreme-duty applications, we offer a specialty rod end. The solid rod end is most often used on rear suspension. ladder bars. Sold individually.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>89892700</td>
<td>5/8”x3/4” S-D Solid R.H. Rod End Heat-Treated 4140</td>
<td>$40.00</td>
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</table>

*Anti-seize should be used in all Rod End installations

Weld Clevis

Attach tubing to chassis tabs, etc. with our clevis fittings. Just slip clevis joint into end of a tube and weld in place. The functional simplicity of the clevis works well in many other applications. Available to fit the most popular tubing sizes. Sold individually.

<table>
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<tr>
<td>82893000</td>
<td>(A) Weld Clevis 3/16” Slot, 5/16” Hole, 3/4” O.D. Tube x 0.058” Wall</td>
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<td>(B) Weld Clevis 3/16” Slot, 3/8” Hole, 7/8” O.D. Tube x 0.058” Wall</td>
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<td>(C) Weld Clevis 3/16” Slot, 3/8” Hole, 1” O.D. Tube x 0.058” Wall</td>
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<td>Weld Clevis 3/16” Slot, 3/8” Hole, 1.125” O.D. Tube x 0.058” Wall</td>
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Johnny Joint

Our 4130 rod ends are designed to provide maximum strength for all high-load suspension applications. Ideal for top rods of 4-links. Radial static load on #89890700 is 28,081 lbs. For the most severe applications, our part number #89892900 and #89892910 ends are special heavy-duty models and positively the strongest of all 4130 rods. They are rated at 40,572 lbs. radial static load. Jam nuts included.

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<td>89892200</td>
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<td>89892210</td>
<td>3/8” Left Hand</td>
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</tr>
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<td>7/16” Left Hand</td>
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<tr>
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<td>1/2” Right Hand</td>
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<td>1/2” Left Hand</td>
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<td>89892500</td>
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<td>89892610</td>
<td>3/4” Left Hand</td>
<td>$45.00</td>
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<tr>
<td>89892800</td>
<td>1/2”x5/8” R.H. H-D 4130 R/E</td>
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<td>89892810</td>
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<td>5/8”x3/4” R.H. H-D 4130</td>
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<td>5/8”x3/4” L.H. H-D 4130</td>
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Johnny Joints & Stainless Steel Poly-Bushed Rod Ends

For street applications where ride comfort is a consideration, we offer Johnny Joints and polyurethane-bushed 17-4 alloy stainless steel ends. Ends are available with right hand and left hand threads featuring a 5/8” bore and 3/4” shank.

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<tr>
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<td>89900800</td>
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<td>89900810</td>
<td>5/8”x3/4” Stainless Polyurethane Rod End (L.H.)</td>
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<tr>
<td>89900900</td>
<td>1/2”x5/8” Stainless Polyurethane Rod End (R.H. only)</td>
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<tr>
<td>89903060</td>
<td>1” Johnny Joint Rod End (R.H.)</td>
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<td>89903061</td>
<td>1” Johnny Joint Rod End (L.H.)</td>
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<td>89903062</td>
<td>3/4” Johnny Joint Rod End (R.H.)</td>
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<tr>
<td>89903069</td>
<td>3/4” Johnny Joint Rod End (L.H.)</td>
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Special Chassis & Suspension Mounts, Brackets, Tabs And Flanges

Use these convenient, time-saving brackets, tabs and flanges for mounting assorted chassis and suspension components to your frame. Please note that all of them are designed for use on our SuperCar chassis, and others are more universal. All Morrison brackets, tabs and flanges are precision formed by conscientious craftsmen and ready to save you time and hassles in building your race car or street machine.

Threaded Tube Adapters

Add a threaded fitting to the end of a tube with these tube adapters. Each size is available with either right or left hand threads. Sold individually.

- 81893200 (A) 5/16" TTA R.H. ....... $6.50
- 81893210 5/16" TTA L.H. .......... 6.50
- 81893300 (B) 3/8" TTA R.H. ....... 6.50
- 81893310 3/8" TTA L.H. .......... 6.50
- 81893400 (C) 7/16" TTA R.H. .... 7.50
- 81893410 7/16" TTA L.H. .......... 7.50
- 81893500 (D) 1/2" TTA R.H. ....... 8.50
- 81893510 1/2" TTA L.H. .......... 8.50
- 81893600 (E) 3/8" TTA R.H. ....... 8.50
- 81893610 3/8" TTA L.H. .......... 8.50
- 81893700 (F) 3/4" TTA R.H. 1-1/8" .... 9.00
- 81893710 3/4" TTA L.H. 1-1/8" .... 9.00
- 81893800 3/4" TTA, .95 4130 R.H. 1-1/4" ...... 13.00
- 81893810 3/4" TTA, .95 4130 L.H. 1-1/4" ...... 13.00
- 81893900 3/4" TTA, .95 4130 R.H. 1-3/8" ...... 13.00
- 81893910 3/4" TTA, .95 4130 L.H. 1-3/8" ...... 13.00

Quick Release Pit Pins

These handy quick-releasing pins can be used in a number of ways on most any race car. Ideally suited for securing those parts that must be quickly removed as a part of between-round servicing. Five convenient sizes to choose from.

- 88894900 (A) 1/4"x1-1/4" ........ $2.00
- 88895000 (B) 5/16"x1-1/4" .... 2.00
- 88895100 (C) 7/16x2-1/2" ...... 4.00
- 88895200 (D) 1/2"x2-1/2" ...... 4.50
- 88895300 (E) 3/8"x5/8" .......... 3.00

Misalignment Bushings

Bushings allow full travel of spherical rod ends without binding. They also prevent dangerous rod end failure in steering and suspension applications. Gold cadmium plated bushings available in 3/8"-5/8" bore sizes. Sold individually.

- 70842800 (A) 3/8" Bore, .210" Tall ......... $2.50
- 70842900 (B) 7/16" Bore, .300" Tall .... 2.50
- 70843200 (C) 1/2" Bore, .195" Tall .... 2.50
- 70843100 (D) 1/2" Bore, .570" Tall ........ 4.00
- 70843500 (E) 5/8" Bore, .570" Tall ........ 12.00

Quick Pins

Use these quick pins for easy removal and installation of wheelee bars, side bars, radiators, etc. All pins sold individually.

- 88894900 (A) 1/4"x1-1/4" ........ $2.00
- 88895000 (B) 5/16"x1-1/4" .... 2.00
- 88895100 (C) 7/16x2-1/2" ...... 4.00
- 88895200 (D) 1/2"x2-1/2" ...... 4.50
- 88895300 (E) 3/8"x5/8" .......... 3.00

TECH NOTE

To assist builders in using the proper threaded tube adapter for each particular tubing size we offer the following guideline:

Tubing specifications Adapter to use
1-1/8" O.D. Chrome Moly (.065-.058" wall) 3/4" adapter
1" O.D. Chrome Moly (.058" wall) ...... 5/8" adapter
7/8" O.D. Chrome Moly (.049-.058" wall) ...... 1/2" adapter
7/8" O.D. Chrome Moly (.049-.058" wall) ...... 7/16" adapter
3/4" O.D. Chrome Moly (.049-.058" wall) ...... 3/8" adapter
5/8" O.D. Chrome Moly (.049-.058" wall) ...... 5/16" adapter

See available tube adapters selection below

WARNING: Cancer Reproductive Harm- www.P65Warnings.ca.gov
Tools

Chassis Construction & Setup Protractors

These tools serve many valuable functions in setting up a race car or street machine. Use them for setting suspension geometry, engine position, chassis alignment, etc. The Electronic Digital Protractor has an accuracy of ±0.1° at level and plumb, and has a machined aluminum frame. Our economical analog protractor features a heavy-duty magnetic base, 4” diameter dial with a full 360° read-out in one degree increments and a magnetic base. The plumb bob makes it easy to square a race car. Includes 16’ of string.

90861125 30 Pc. with Pliers - 1/8” ....................... $35.00
90861188 30 Pc. with Pliers - 3/16” ....................... $35.00

Chassis Construction & Setup Protractors

AME Ball Joint Tool

This handy little tool allows for easy replacement of AME’s press-in ball joints.

86854512 Ball Joint Ingalls Sport Removal/Installer Tool (2 Pc) ............................ $100.00
86854515 Ball Joint Sport C6 Removal/Installer Tool (2 Pc) ............................ $100.00

Cleco Kits With Pliers

A must for installing sheet metal, wheel tubs, panels, etc. Great for test fitting and mock-ups. Every serious fabricator should have a set of Clecos in their tool box!

90861125 30 Pc. with Pliers - 1/8” ........................ $35.00
90861188 30 Pc. with Pliers - 3/16” ........................ $35.00

Spanner Wrenches

All-important tools for adjusting coil-over shocks and struts. They feature rubberized handles for non-slip convenience. A special adjustable spanner wrench fits virtually all applications.

17166300 (A) Spanner Wrench, Small ........................ $16.00
17166320 (B) Spanner Wrench, Adj ........................ $32.00
17166330 (C) Spanner Wrench, Large ....................... $16.00

Safety Wiring Tools

Safety wiring is used extensively in aircraft to prevent fasteners and key components from coming loose. Get the same kind of reliability in your Street Rod or race car. Everything you need is available with one call.

90863000 (A) 9” Safety Wire Pliers ....................... $30.00
90863002 (B) 6” Safety Wire Pliers ....................... $25.00
90863004 (C) Nut Safety Block Drilling Jig ............... $50.00
90863006 (D) Bolt Safety Block Drilling Jig ............... $50.00
E990002 (E) Safety Wire .032 .......................... $30.00

Tubing Notcher

When installing a roll bar or cage it is important to obtain the optimum fit for all intersecting joints. This handy device uses hole saw blades to “fishmouth” the tubes, and can be powered by an ordinary 1/2” variable speed drill press (a maximum of 550 RPM is recommended). The fixture clamps to the tubing, and the cutting angle can be adjusted from 45° to 90° to handle virtually any required fit. This device economically delivers true professional results and saves time!

17173000 Tubing Notcher ..................................... $170.00
17173063 1-5/8” Hole Saw .................................. $20.00
17173075 1-3/4” Hole Saw .................................. $20.00

AME Ball Joint Tool

Spanner Wrenches

Safety Wiring Tools

Tubing Notcher
# Apparel and Promotional Items

**A** Standard Logo  
Men's T - White

**B** Standard Logo  
Men's T - Black

**C** Flamed  
Black Men's T

**D** Flamed  
White Men's T

Log onto www.artmorrison.com for latest AME apparel

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- VISA, M/C, DISC
- MONEY ORDER
- CERTIFIED CHECK
- WIRE TRANSFER
- PERSONAL CHECK

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