



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

*Note: Chassis shown with "shipping strut" in place of the normal coil-over shocks.*

# Technical Features & Benefits

- **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.



**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