

MORRISON



**CHASSIS &
SUSPENSION
COMPONENTS**
2023 CATALOG



Matt Jones

As we begin 2023, our 52nd year in business, it's an opportune time to reflect on how Art Morrison Enterprises has changed over the last few years. Today, Art Morrison Enterprises has one of the best groups of employees that we've ever had – including the excellent new members we added during a time when good, talented people are especially hard to come by. All our employees have the passion and the drive to ensure our customers are taken care of at all costs, which has

been of paramount importance to us since our founding. Our ownership also changed mid-2022 with Art and I closing the deal for me to purchase the business after he made the difficult decision to retire and refocus. Although Art is no longer the president of the company, he still has his office and comes in every morning, now without the burden of running the business on his shoulders. It's important to note that the change in ownership is still business as usual at AME, having worked with Art for nearly 20 years I understand the company inside and out and intend to retain the people and the values that make us an industry-leader. Beyond adding to our product line-up, Art Morrison Enterprises is still the same company with the same attention to customer service and detail that you've come to expect, just with new ownership. The excellence in customer service, design, engineering and craftsmanship – which I regard as second to none – will remain the same as it always has been.

Coming out of 2021 sales increased to record levels, which admittedly put a bit of a kink in the supply chain. As a result, we brought many outsourced products in-house to regain control over lead times and quality. Instead of relying on third-party castings and forgings, we developed our own designs to improve the product at the same time. Aside from solving supply chain issues, we've also taken steps to clean up internal processes at no expense of quality. In doing so, we achieved better lead times while producing even higher quality products.

2023 is already shaping up to be a very exciting year! We have several new projects in the works that will be released throughout the year. A Mopar K-member that combines the advanced driving characteristics of our Sport C6 IFS is near completion. This lightweight yet stiff design is the most unique on the market and will perfectly showcase all elements of our high-end craftsmanship. In addition to the new K-member the biggest project that we've undertaken in the last 25 years, which is still under wraps, is scheduled to begin production in 2024. Every piece and component of this new chassis line is being created following our new engineering approach and it shows! Driving characteristics, durability, aesthetics and quality are all equally important in this chassis design, which is unparalleled in the market today. We look forward to sharing more with you soon!

About the Cover

Crafting the ultimate foundation for your C10 is possible with AME's GT Sport chassis engineered especially for these iconic pickups! The AME cover truck is a family farm workhorse that is being brought back to life by Thomas Dickerson and will be unveiled at SEMA 2023 - definitely a build to keep an eye on!
 @thomas.performance.engineering

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Enjoy some nice examples of the thousands of epic rides built on an AME GT Sport Chassis annually.



"When it comes to quality chassis and people Art Morrison is our 1st choice."
 Will Posey - Big Oak Garage. @bigoakgarage



"AME Chassis, the key first ingredient to any world-class build!"
 Jonathan Ward - CEO & Lead Designer ICON 4x4. @icon4x4



"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 - MetaWorks Speed Shop.
 @metalworksspeedshop



"From my experience, using an Art Morrison chassis on this 1959 Chevrolet 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. @hickmancreations



Many-time SCCA solo champion Mary Pozzi relies on an AME Multilink IRS in her Camaro and rates it the best suspension she's ever encountered.

Mary Pozzi - SCCA Solo Champion



Once deemed "unfixable" by another shop, GoodFellows Classic Cars, worked their magic on this 1966 pro-touring Chevelle, adding an LSA and using an AME GT Sport chassis with Sport IFS as the foundation. This build was recently featured in All Chevy Performance.
 @goodfellows_classic_cars

Photo By: Not Stock Photo. @notstockphoto



The AME chassis-equipped "Impressive" 1963 Chevrolet wagon built by Brad Ranweiler and the team at Show Cars Automotive won the prestigious Ridler Award in 2020. @showcarsautomotive



CONFIGURATIONS FOR EVERY SITUATION & BUDGET



GT Sport

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-on 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 confirm it.

OEM frames and bodies are 3D scanned and serve as the basis for an elegantly engineered, computer-generated design that precisely locates every mount, bracket and component. There currently are GT Sport chassis for several popular applications.



Other Options

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.



Builder's Platform

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 ensure 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 hundreds of different vehicles in AME's database, or it can be created from your specs with a choice of 2"x3", 2"x4", 4"x4" and 2"x6" frame rails, as well as suspension options to fit your needs. These include both straight rail and perimeter designs.



Max G

Similar to the Builder's Platform chassis in suspension options, handling and stance, it's designed for use with unibody muscle cars. The floorpan needs to be removed which then allows the body to be channeled over the chassis providing a ride height lower than ever possible - without sacrificing ground clearance.

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 sizable database of chassis for Chrysler, Ford and GM applications - plus American Motors and others.

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1949-54 CHEVROLET



Above: 1954 Chevrolet Bel Air built by MetalWorks Speed Shop. This Chevy was picked-up by its owners and driven 1,200 miles down the coast on Highway 101 on its inaugural trip from the shop in Eugene back home to San Diego - the ultimate road trip. [@metalworksspeedshop](#)

Right: Award-winning 1954 Chevrolet Bel Air built by Karl Kustoms for owner Carl Moyer. This build snagged top honors, winning Top 10 Builder's Choice at the Des Moines, Del Mar And Scottsdale Goodguys shows. [@karl_kustoms](#). **Photo Courtesy:** Goodguys Rod & Custom. [@goodguysrodandcustom](#)



Technical Features

- Enhanced Overall Stiffness**
 Mandrel-bent 2"x4" frame rails greatly enhance frame stiffness over factory rail designs.
- FEA Assisted Design**
 Strategically located center frame crossmember stiffens the frame at the front body mounts.
- Contemporary Stance**
 Available in air and coilover suspensions.
- Multiple Suspension Options**
 Available with Multilink IRS or triangulated 4-bar rear suspension.
- Build It Your Way**
 Standard and narrow rear frame widths available.
- Excellent Ground Clearance**
 Easily accommodates 3" exhaust via through-frame exhaust holes resulting in plenty of ground clearance.
- Modern Suspension Design**
 Sport IFS geometry excels in freeway stability and high-speed cornering.

Art Morrison has a soft spot in his heart for this genre Chevrolet, given that he received a 1954 Chevrolet as a high school graduation gift from his parents.

When the engineering team at AME set about designing a GT Sport chassis for 1949-54 Chevrolets they employed the characteristics of AME's highly successful Tri-5 chassis. It is exceptionally stable, corners hard without appreciable lean, won't dive under braking and has a great ride.

Up front is AME's highly acclaimed Sport IFS with tubular control arms, Wilwood ProSpindles, adjustable Strange Engineering coilovers and an adjustable anti-roll bar.

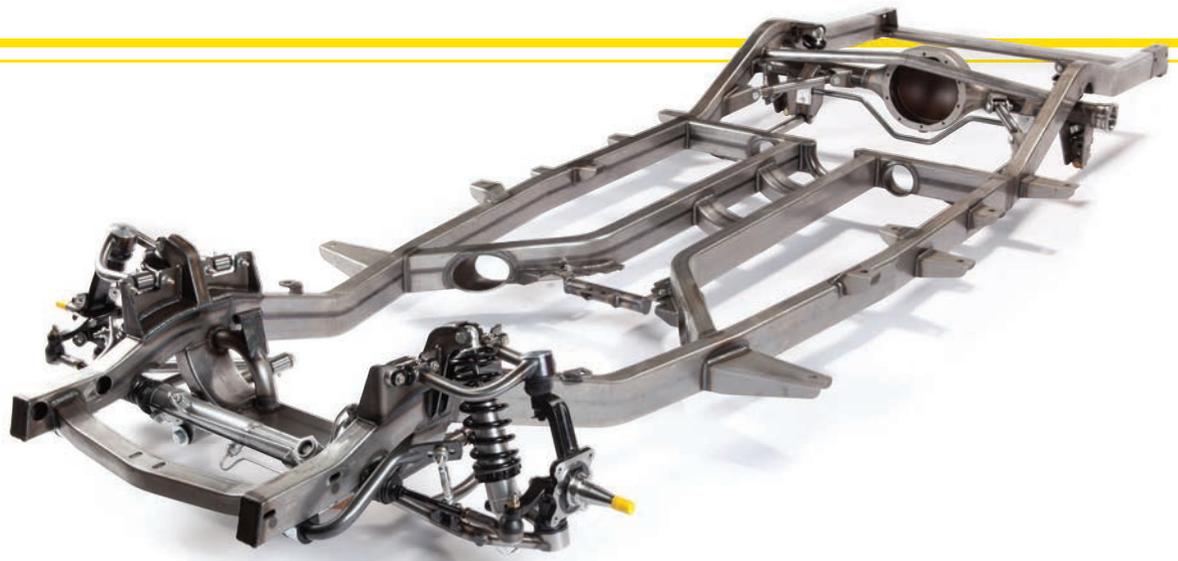
There are two options for the rear suspension; a triangulated 4-bar with a 9" housing or AME's exemplary Multilink IRS. Both feature Strange Engineering adjustable coilovers.

A variety of engine/trans mounts are available for late model LS/LT power or small and big block V8, plus most popular automatic and manual 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.

Starting at \$17,548

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Above: 1954 Chevrolet Bel Air built by Color on Wheels, which employs the first Multilink IRS on this GT Sport chassis.

Below: 1954 Chevrolet, built by Divers Street Rods. [@diversstreetrods](#)



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Technical Features

- **Front Suspension Options**

Choose between a C6/C7 IFS with forged aluminum control arms and spindles or AME's Sport IFS with tubular steel control arms and Wilwood ProSpindles.

- **Rear Suspension Options**

The standard GT Sport chassis comes with a highly effective triangulated 4-bar rear end with coilovers. The AME Multilink IRS is also an available option.

- **Contemporary Stance**

Ride height is approximately 3-4" lower than stock, which lowers the COG 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 IFS allows use of wheels with a diameter as little as 15".

- **Camber Angle & Roll Center**

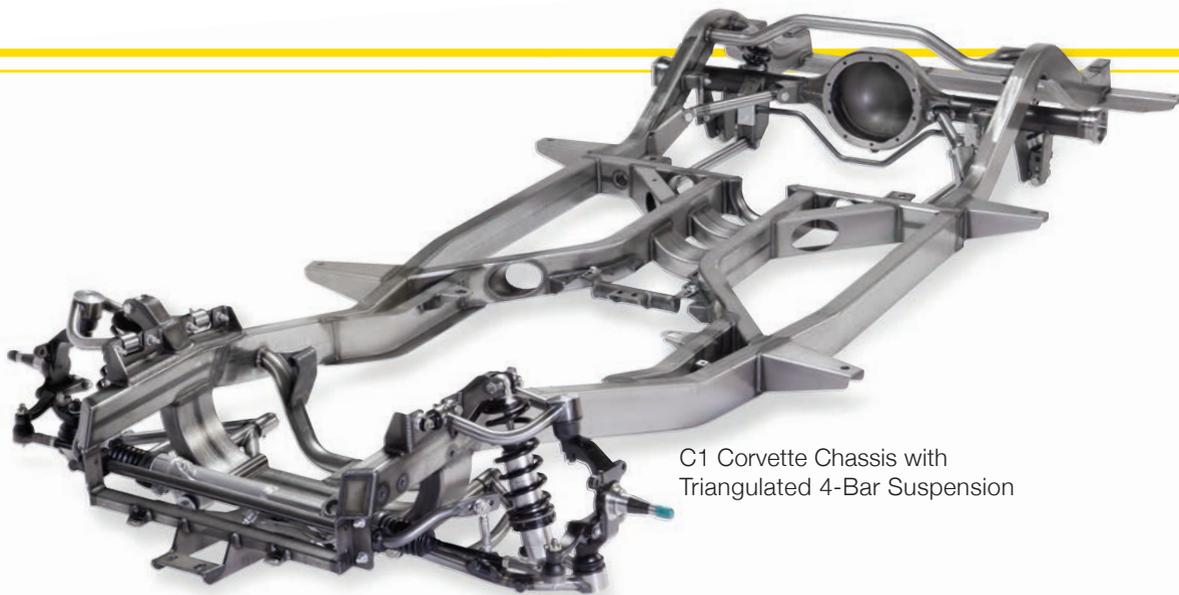
The FVSA (Front View Swing Arm) length has been shortened to better maintain camber angle when cornering and the static roll center height lowered.

- **Improved Stability & Ride Quality**

Various suspension enhancements contribute to improved stability and ride quality. With the Multilink IRS the improvement is more pronounced.

- **An Investment That Pays Off**

Investing in a Morrison GT Sport chassis can provide immeasurable driving pleasure. It also adds significantly to the value of any restomod C1.



C1 Corvette Chassis with Triangulated 4-Bar Suspension



Above: Art Morrison 3G Corvette.

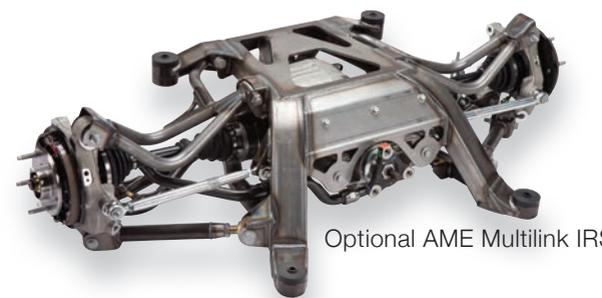
Following the successful launch of AME's GT Sport chassis for the Tri-5 Chevrolet, the next vehicle to be targeted for development of a high-performance bolt-on replacement chassis was the 1953-62 Corvette, or C1. The initial development work was done on a 1960 Corvette dubbed Project 3G as the stated goal was to achieve at least 1G in acceleration, braking and lateral load.

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 1/4-mile in the low 12s and braking from 60-0 in a mere 116'. 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, over 500 GT Sport chassis for C1 Corvettes 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 variety of front and rear suspension options, plus engine and transmission mounts, it's easy to build your dream restomod C1 that's a solid investment in driving pleasure.

Starting at \$19,033



Optional AME Multilink IRS



Above: This award-winning 1958 dubbed My Little Fullie was built by Hickman Creations. @hickmancreations



Above: This 1962 ZRC1 built by AJM Classics captured the first Greg Turner Style Award at Radical Speedsport and also swept all awards it was eligible for at the Toronto Motorama. @ajmclassics
Photo By: Sarah Comfort.



Above: 1957 Corvette, built by Steve's Auto Restoration.



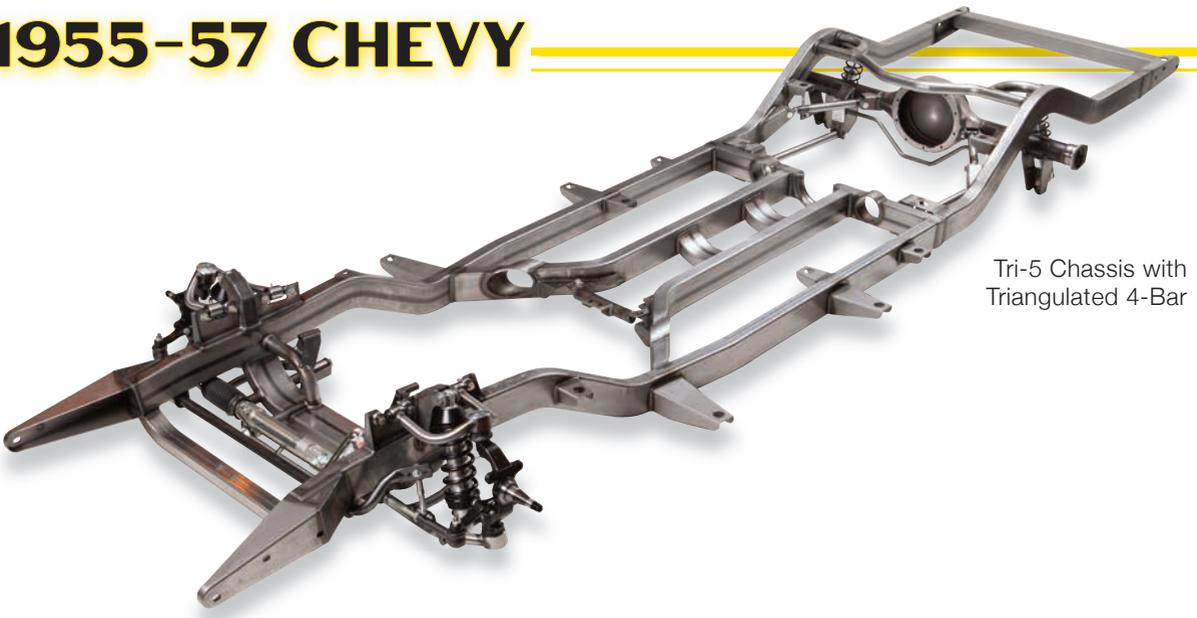
Above: Featured at the 2022 SEMA show, this 1961 SPECVETTE Corvette was built by Heartland Customs. @heartlandcustoms



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1955-57 CHEVY



Tri-5 Chassis with Triangulated 4-Bar



Tri-5 Chassis with Multilink IRS

Note: Chassis shown with shipping strut in place of the normal coilovers.

Technical Features

- 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.
- Suspension Movement**
 The rate of vertical movement to suspension movement is 1:1, which translates to stable tracking during transitions of acceleration, braking and cornering.
- Contemporary Stance**
 Ride height is approximately 3-4" lower than stock, which lowers the COG and improves handling. Drop spindles can be employed to lower the front end more.
- Increased Caster**
 The caster has been increased to +6° (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 Bump Steer**
 The bump steer 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, 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.



Above: Owned by Paul Alderman, this award-winning 1955 Nomad powered by a 430hp LS3 snagged top honors landing in the Pacific Northwest Nationals Builder's Choice Top 10 in 2022. Photo Courtesy: Goodguys Rod & Custom. @goodguysrodandcustom

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 Chevrolet 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 an AME GT Sport chassis.

In the ensuing years, nearly 2,000 Tri-5 GT Sport chassis have been built at AME and shipped to customers around the world. These include many of the best known and 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 Multilink IRS. Updating your 1955-57 Chevrolet with an AME GT Sport chassis is an investment in performance and value that will pay long-term dividends.

Starting at \$18,543



Above: Original Art Morrison Project GT55 Chevrolet. Below: Built by Justin Griffin, Twin States Rod Shop. @twinstatesrodshop



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Shown With Available Air 4-Bar Suspension. Coilover and Multilink IRS Available



Technical Features

- **Spring Choices**
Available in air and coilover suspensions.
- **Proven Rear Suspension**
Available with Multilink IRS or triangulated 4-bar rear suspension.
- **Increased Stiffness**
Widened center frame design utilizing 3"x4"x.180"-wall tubing greatly enhances stiffness over factory X-frame designs.
- **Simplified Exhaust**
Accommodates up to dual 3" exhaust through the center.
- **Modern Geometry**
Sport IFS geometry excels in freeway stability and high-speed cornering.
- **Smoother Driveline**
Accommodations for driveshaft carrier bearing; 2-piece driveshafts allow for smaller tube diameters while still delivering vibration-free performance.

The engineering team at Art Morrison Enterprises has developed a versatile GT Sport chassis for the full-sized 1959-64 Chevrolet that checks all the boxes: Contemporary low stance, superior handling and excellent ride comfort.

The sturdy 3"x4" main rails and specially designed crossmembers provides the necessary stiffness along with ample clearance for the exhaust system.

Up front is AME's highly acclaimed Sport IFS with tubular control arms, Wilwood ProSpindles, adjustable Strange Engineering coilovers, an adjustable anti-roll bar and power rack and pinion steering.

There are three options for the rear suspension; a triangulated 4-bar with a 9" housing with Air Springs or Strange Engineering adjustable coilovers, as well as AME's exemplary Multilink IRS with coilovers.

Motor mounts are offered for a full range of engine and transmission combinations including small and big block V8, W block (348-409) and late model LS/LT power, as well as most popular automatic and manual transmissions.

Utilization of a 2-piece driveshaft greatly reduces vibration and minimizes floorboard modifications. You will find AME's GT Sport chassis to be the best performing chassis on the market today.

Starting at \$18,728



Above: This 1962 Impala owned by Greg Hennel was built as a rolling tribute to his parents in honor of the brand new red 1962 Impala SS 327 that his dad purchased and ultimately brought Greg home from the hospital in. His dad loved the car and Greg is amazed by how well his AME equipped tribute to them rides and handles - "eleven on a scale of 1-10."

Photo By: Dino Petrocelli Photography - www.dinopetrocelliphotography.com



Above: 1961 Impala Built by Hot Rods & Custom Stuff. [@hotrods_and_customstuff](https://www.instagram.com/hotrods_and_customstuff)
Photo Courtesy: Street Rodder Magazine



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1963-67 CORVETTE



Above: This jaw-dropping 1967 restomod C2 built by Jeff Hayes was one of the 20 highest selling restomods to cross the 2022 Barrett Jackson auction block.
Photo Courtesy: Barrett Jackson. @barrett_jackson

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 Multilink IRS 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 facilitate the use of deep-dish wheels.

A specially engineered IFS features tubular control arms with steering Ackermann similar to high-end European sports cars improving cornering grip and countersteer stability.

AME's sophisticated Multilink IRS is far superior to the C2's conventional IRS and provides significant improvements in handling, ride and reduced NVH (noise, vibration, harshness).

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

In addition to engine/trans mounts for late model LS/LT power as well as small and big block V8, the frame can accommodate most popular automatic and manual transmissions.

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

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

Starting at \$27,678

Technical Features

- **Easy Service**
Removable structural mid-crossmember to facilitate transmission service.
- **Increased Stiffness**
Multiple rear rail gussets increase torsional rigidity.
- **Reduced Cowl Shake**
Massive front frame braces virtually eliminate cowl shake over large bumps.
- **Increased Caster**
Standard with 6 degrees of positive caster for extremely stable high-speed driving.
- **Tuned Geometry**
Proprietary front-end geometry designed specifically for rear-heavy Corvettes.
- **Modern-Era Steering**
Modern steering geometry generates pro-Ackermann even while counter-steering.
- **Wider Rear Tires**
Standard width rear frame rails allow wider tires than stock, also available in 3" narrow widths.
- **Ride Height Choices**
Available in two ride heights - low and very low.



Above: This 1963 split window SPECVETTE Corvette built by Heartland Customs was unveiled to throngs of crowds at the 2022 SEMA show. @heartlandcustoms

AME Sport IFS - Multilink IRS



Above: Turning heads with its unveiling at the 2022 SEMA Show, this Split Window XP-63 Corvette built by Eddies Rod & Custom was selected for Top 40 honors in the Battle of the Builders. @eddiestodandcustom
Photo By: Not Stock Photo. @notstockphoto



Above: Body swapped 1963 split window corvette built by MetalWorks Speed Shop. @metalworksspeedshop

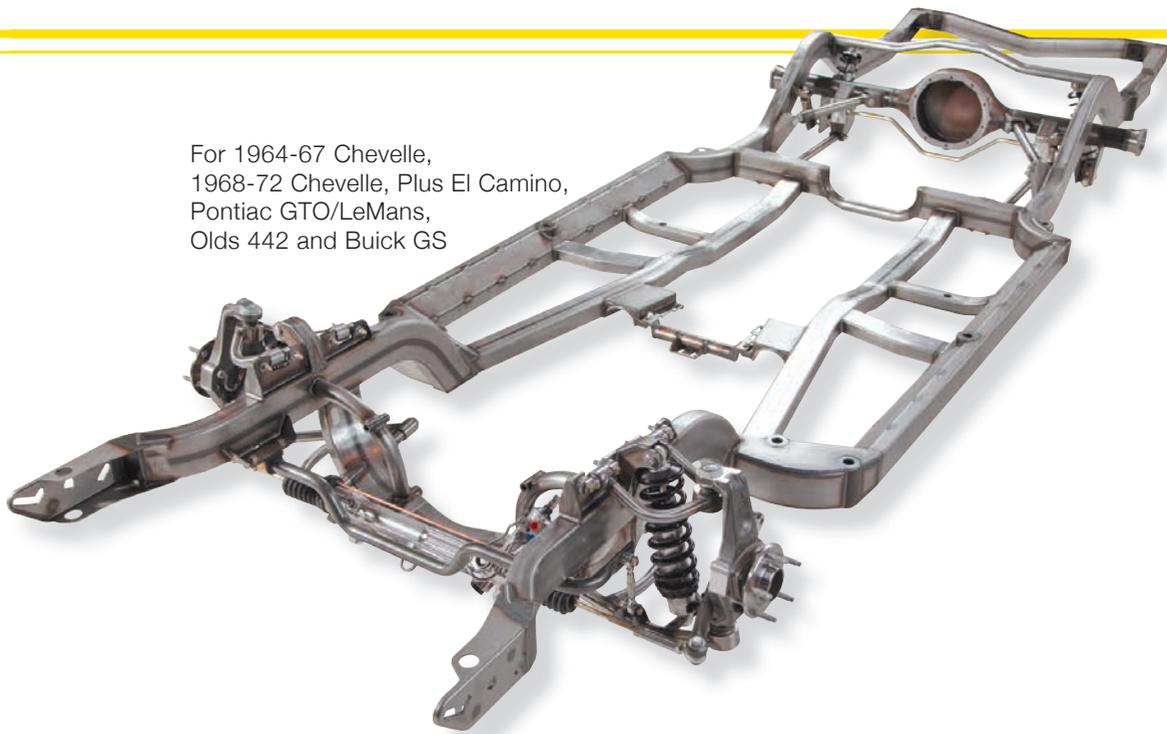


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For 1964-67 Chevelle, 1968-72 Chevelle, Plus El Camino, Pontiac GTO/LeMans, Olds 442 and Buick GS



Above: Built by GoodFellows Classic Cars, this 1970 El Camino which boasts an LSX and an AME Chassis for "the ultimate in handling performance" was recently the cover feature "Sunbaked" in All Chevy Performance. [@goodfellows_classic_cars](#)
Photo By: Not Stock Photo. [@notstockphoto](#)

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 this 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 enhances the ride, by putting the focus on the suspension. Up front the highly acclaimed AME Sport C6 IFS, with its specially designed tubular control arms and optimized geometry, Strange Engineering adjustable coilovers and adjustable anti-roll bar. Extensive development work on the suspension package has resulted in optimizing various parameters (camber angle, roll center, caster angle, COG, etc.) that delivers sports car-like handling with excellent ride qualities.

A superbly tuned rear suspension package includes triangulated 4-bars, 9" housing, adjustable coilovers and an adjustable anti-roll bar. For the ultimate in handling and comfort you can upgrade to AME's Multilink IRS.

Starting at \$20,100

Technical Features

- **Optimum Ground Clearance**
Specially designed .180" wall TIG-welded outer frame rails tuck up into the body for excellent ground clearance.
- **Rear Suspension Options**
Available with Multilink IRS or triangulated 4-bar rear suspension.
- **Additional Body Support**
Special center frame design follows the floorpan carefully and allows for additional body mounting locations over factory frames.
- **Increased Stiffness**
.180" wall tubing used throughout for exceptional rigidity.
- **A-Body Specific Geometry**
Specifically designed Sport C6 front suspension uses C6-style aluminum knuckles with forged steel steering arms.
- **Optimized Roll Centers**
Stable roll centers allow for smooth and predictable transitions from corner to corner.
- **An Investment That Pays Off**
Investing in a Morrison GT Sport chassis can provide immeasurable driving pleasure. It also adds significantly to the value of any Restomod.



Above: Blacked out 1966 Chevelle, built by Timeless Kustoms. [@timeless_kustoms](#)



Above: 1965 Chevelle, owned by Sonny Freeman and built by Mike Goldman Customs Inc. (FB: Mike Goldman Customs, Inc.)
Photo By: Not Stock Photo. [@notstockphoto](#)

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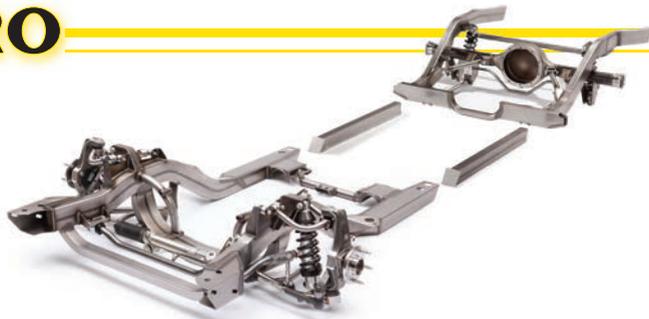


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1967-69 CAMARO



Left: Award-winning first gen Camaro sitting on AME's front and rear clips. Built by Chris Holstrom Concepts.
 @chrisholstromconcepts



Proving the effectiveness of AME's components, this 1969 was first to employ the Multilink IRS.



The first generation Camaro presents a unique challenge - 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, which allows the builder to best fit the floorpan (cutting a couple slots in the floorboard and trimming the unibody rear rails is required). This setup allows you to retain the stock gas tank and keep the rear bench seat. Up front we offer the AME Sport C6 which is configurable for additional applications as well, (more detail is in the highlighted section below). For the rear, there are three unique suspension options available, all come with Strange Engineering adjustable coilovers and are detailed on page 18.

This AME package is a wise investment in driving pleasure and your vehicle's overall value, providing superior handling with a contemporary stance.

Direct Bolt-on GT Sport Front Clip For 67-69 Camaro and Firebird, 70-81 Camaro/Firebird, plus 68-74 Chevy Nova

The AME engineering team made a good thing even better! 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 coilover mounts to withstand high stress cornering and bump loads.

Designed through the use of FEA (Finite Element Analysis), the AME GT Sport clip is substantially lighter than the bulky OEM unit. With a reduced unsprung weight, C6 Corvette uprights, shortened front view swing arm, modified caster and adjustable coilovers, the GT Sport clip provides superior handling. A 3-position adjustable hollow anti-roll bar is employed with adjustable end links to eliminate 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.

Mounts are available for small block, big block or LS/LT Series engines. Trans mount options facilitate using all popular manual or automatic transmissions. 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.

Starting at \$8,995

Three Highly Effective Rear Clips for 1967-69 Camaros

Art Morrison Enterprises offers three highly effective and easy to install AME GT Sport rear subframes for 1st Generation Camaros. All employ 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.

Tri 4-Bar

This popular setup offers the advantage of fitting under the stock Camaro floorpan. The triangulated links provide both longitudinal and lateral bracing for the 9" housing and offers excellent acceleration and handling characteristics.

Starting at \$5,830



Cut-away view of AME's 2"x4" frame vs. OEM

3-Link

A more sophisticated and track day-proven package, the forward/rearward housing motion is controlled with three links, while it remains perfectly centered through the use of a Watts linkage. Strange Engineering adjustable coilovers are employed for both the tri 4-bar and 3-link subframes, as are special adjustable anti-roll bars.

Starting at \$6,325



Multilink IRS

With AME's Multilink IRS, you never have to worry about over-stressing the massive Dana 60 differential and heavy duty CV axles.

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, harshness).

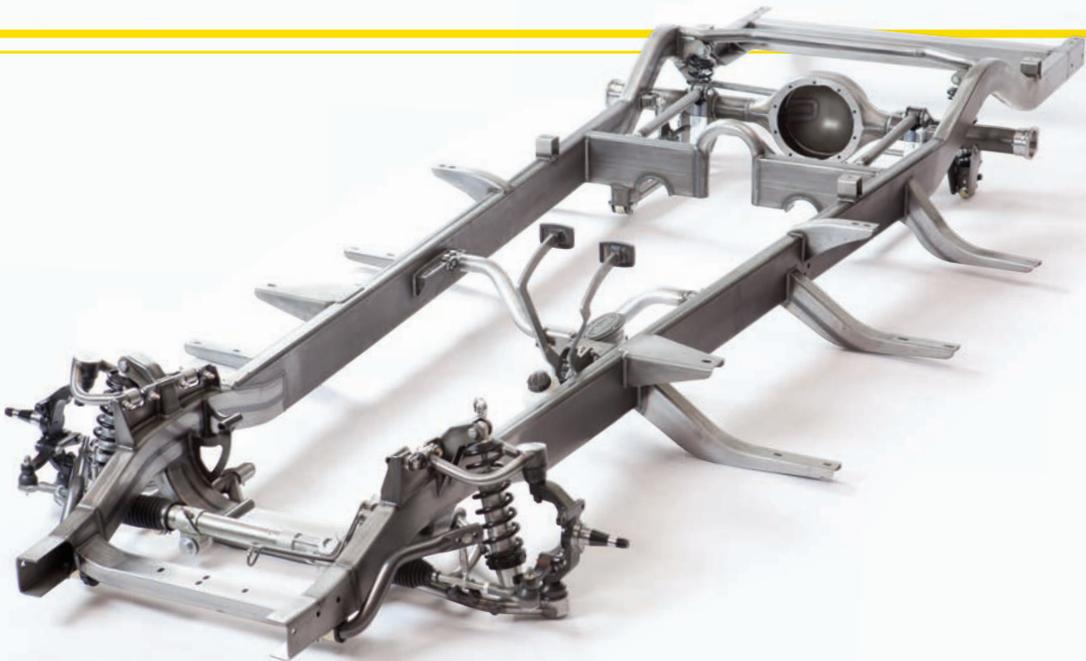
Starting at \$16,240



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Above: 1949 Chevrolet built by Eddies Rod & Custom.
 @eddiestrodandcustom
 Photo By: Robert McGaffin at Wheel Hub Magazine.
 @wheelhubmag



Above: Built by Young at Heart Customs and owned by Sam Goldsmith this 1949 Chevrolet 3100 won Best LS Classic at its unveiling at Goodguys Southwest Nationals in Scottsdale in 2022. @yahcustoms
 Photo By: Chevrolet Performance/TheBLOCK.com. @chevroletperformance



Below: AME Farm Truck.



Technical Features

- **Modern Geometry**
Sport IFS geometry excels in freeway stability and high-speed cornering.
- **Front Spring Options**
Available in air and coilover suspensions.
- **Rear Suspension Options**
Available with Multilink IRS or triangulated 4-bar rear suspension.
- **Enhanced Ride Quality**
Tapered-frame design allows outward rear coilover placement for better ride quality and sharper handling.
- **Modernized Brake & Clutch**
Floor-mounted brake and hydraulic clutch systems available.
- **Stiffer Running Board Mounts**
Mandrel-bent running board mounts minimizes running board flex.
- **Rigid Frame Structure**
2"x6"x.180" wall main frame rails provide exceptional stiffness, eliminating rattles and independent cab/bed movement.
- **An Investment That Pays Off**
Investing in a Morrison GT Sport chassis can provide immeasurable driving pleasure. It also adds significantly to the value of any Restomod.

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 Chevrolet/GMC pickup into a crisp handling, comfortable ride is clearly a contributing factor. Craig Morrison's green Farm Truck helped popularize the genre.

Engineered as a bolt-on swap for the OEM frame, AME's GT Sport chassis features 2"x6" main rails for added structural rigidity. Designed for a low-slung stance 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 AME's Sport IFS with tubular control arms, Wilwood ProSpindles, Strange Engineering adjustable coilovers and an adjustable anti-roll bar provide outstanding handling characteristics that can be tailored to your driving. A custom-valved 17.5:1 power rack and pinion steering is employed.

A parallel 4-bar set up with Johnny Joint rod ends attaches to a 9" rear, with adjustable Strange Engineering coilovers, a Panhard bar and an adjustable anti-roll bar constituting the highly effective rear suspension.

The chassis is available with a wide variety of engine and transmission mounts to accommodate virtually any Chevrolet/GM V-8 engine coupled with any popular manual or automatic transmission.

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.

Starting at \$19,408



Above: Rick Jones' Truck built by QuarterMax.
 Photo By: Fuel Curve. @fuelcurve



Above: Icon TR in matte charcoal "re-engineered for modern use" by Icon 4x4. @icon4x4

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1953-56 FORD F100



Above: Body swapped 1956 Ford F100 built by MetalWorks Speed Shop in Eugene, Oregon. @metalworksspeedshop

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 antiquated drivetrain can be replaced with contemporary technology for maximum driving pleasure.

Up front you'll find AME's Sport IFS with rigid upper and lower control arms, adjustable anti-roll bar and greaseable bushings that work in concert with custom-valved coilovers. 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 Specialized Manufacturing is making a raised floor specific for our low ride height chassis making this modification a snap.

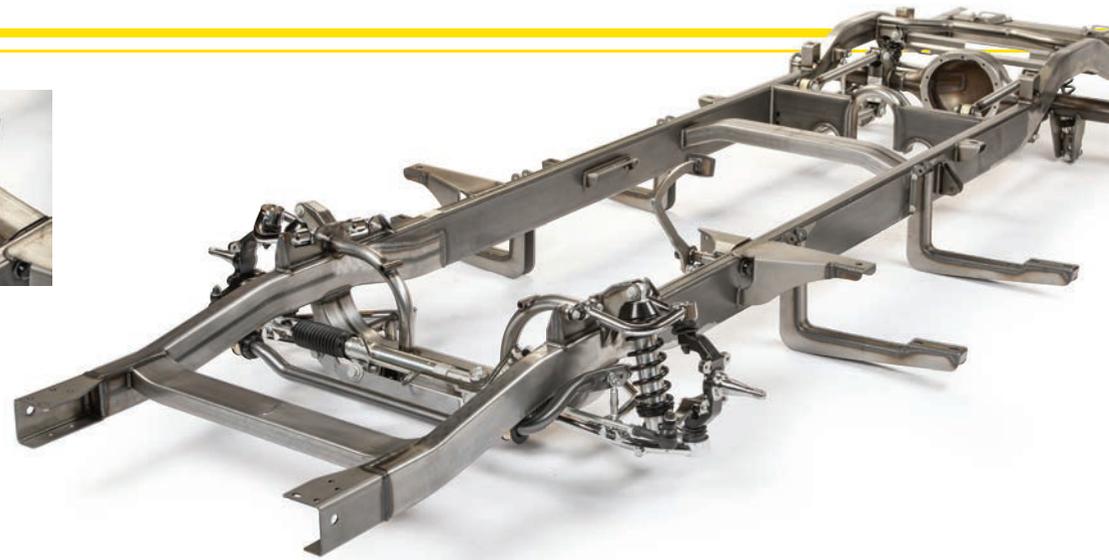
The extra rigid frame, which features 2"x6" main rails, is designed to accommodate a variety of exhaust systems and provide optimum ground clearance. A 4-bar rear suspension with Johnny Joint rod ends and a Panhard bar keeps the 9" rear solidly planted for optimum acceleration and cornering. Premium coilovers 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 AME technicians to provide you with a true bolt-on build. The chassis comes with mounts for popular traditional and modern Ford engines and virtually any standard or automatic transmission combination. An optional pedal mount assembly makes for a clean installation.

AME's 3D-modeled frame is the perfect foundation for a restomod 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!

Starting at \$18,528

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Above: Ken Wiebe, 1956 Ford F100.

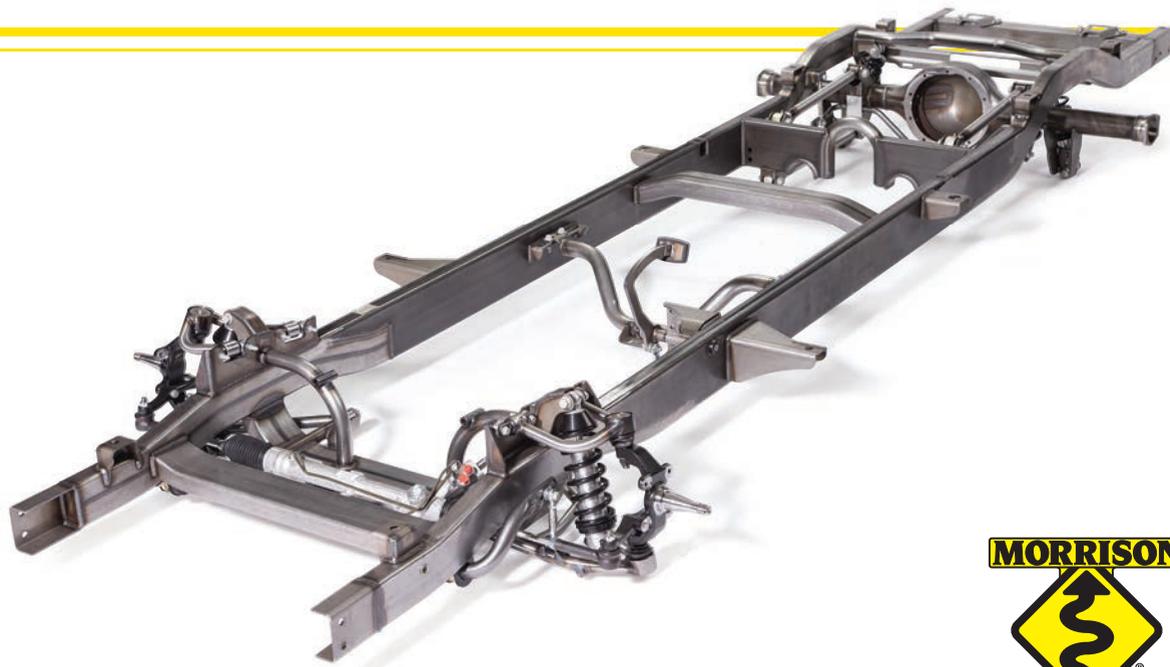


Technical Features

- **Engine Mount Options**
Unique mounts accommodate Ford small block, big block and Coyote engines (call for Godzilla engine mounting options).
- **Modern Suspension Geometry**
Sport IFS geometry excels in freeway stability and high-speed cornering.
- **Modernized Brake & Clutch**
Floor-mounted brake and hydraulic clutch systems available.
- **Rigid Structure**
2"x6"x.180" wall main frame rails provide exceptional stiffness, eliminating rattles and independent cab/bed movement.
- **Ride Height Options**
Available in two ride heights.
- **Engineered Steering Geometry**
Modern steering geometry allows for comfortable and predictable driving.
- **Adjustable Cab Mounts**
Billet aluminum adjustable cab mounts available.

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Above: 1959 Chevrolet truck built by Chris Holstrom Concepts. @chrisholstromconcepts

Technical Features

- Sport IFS**
 Sport IFS geometry excels in freeway stability and high-speed cornering with modern geometry.
- Spring Choice**
 Available in air and coilover suspensions.
- Increased Caster**
 Standard with 6 degrees of positive caster for extremely stable high-speed driving.
- Modernized Brake & Clutch**
 Floor-mounted brake and hydraulic clutch systems available.
- Heavy-Duty Structure**
 2"x6"x.180" wall main frame rails provide exceptional stiffness, eliminating rattles and independent cab/bed movement.
- Ride Height Choice**
 Available in two ride heights.

The ability of AME's GT Sport chassis to easily convert the harsh-riding, wallowing 1955-59 Chevrolet/GMC pickup into a crisp handling, comfortable ride is clearly a contributing factor.

Engineered as a bolt-on swap for the OEM frame, Morrison's GT Sport chassis features 2"x6" main rails for added structural rigidity. Designed for an unmodified bed and another option for those willing to raise the bed, 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 supports are included. An optional pedal mount kit compliments the installation.

Up front AME's Sport IFS with tubular control arms, Wilwood ProSpindles, Strange Engineering adjustable coilovers and an adjustable anti-roll bar provide outstanding handling characteristics that can be tailored to your driving. A custom-valved 17.5:1 power rack and pinion steering is employed. A parallel 4-bar set up with Johnny Joint rod ends attaches to a 9" rear, with adjustable Strange Engineering coilovers, a Panhard bar and an adjustable anti-roll bar constituting the highly effective rear suspension.

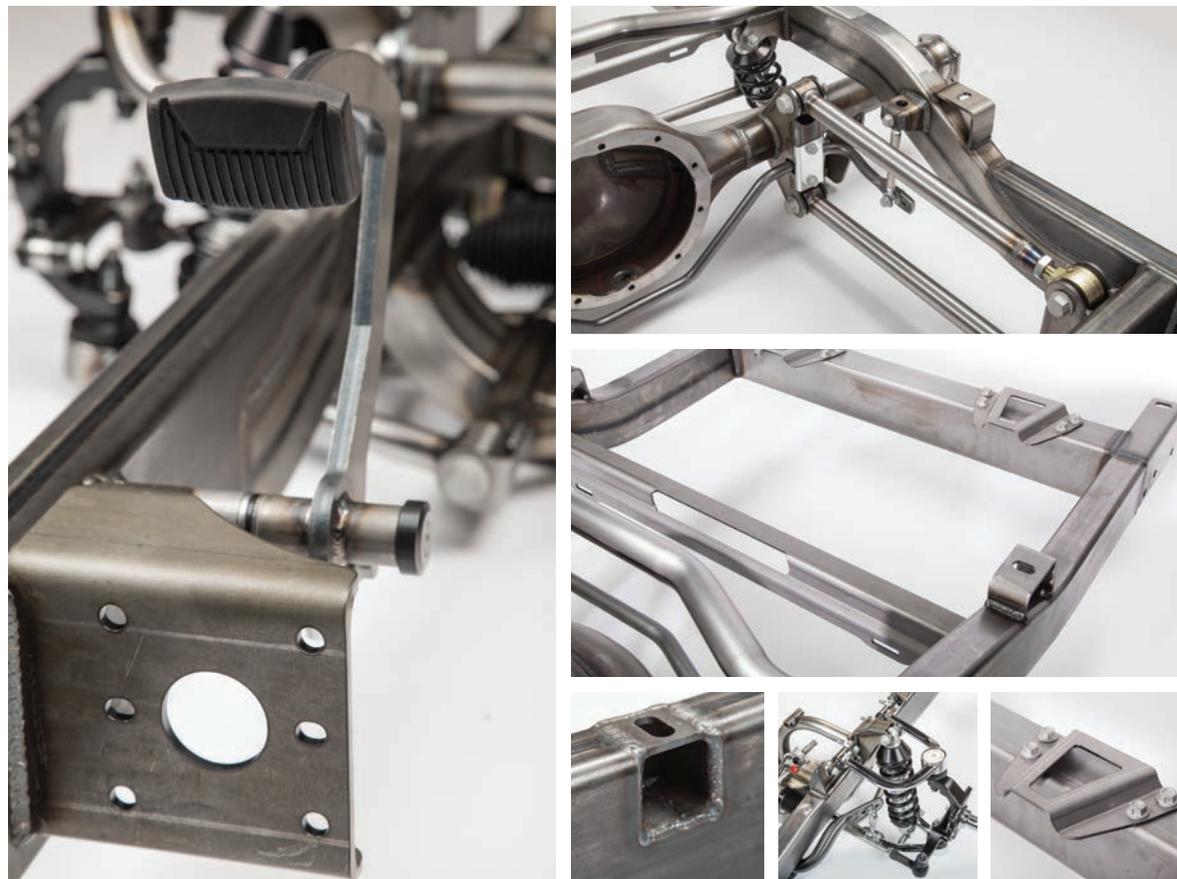
The chassis is available with a wide variety of engine and transmission mounts to accommodate virtually any Chevrolet/GM V-8 engine coupled with any popular manual or automatic transmission. Make an AME GT Sport chassis the foundation for your restomod classic pickup. It's an investment in driving pleasure and your truck's overall value.



Above: 1955 Chevrolet truck built by Mike Goldman Customs Inc. (FB: Mike Goldman Customs, Inc.)

Starting at \$18,303

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Owners of 1967-72 Chevrolet C10 pickups can obtain superior handling, performance, 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-on project and a proven investment that will pay dividends down the road.

Using 3D scanning to assure a perfect fit, AME's engineering team 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 2"x6" 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-fixture, TIG-welded tubular steel control arms with CNC-machined upper mounts, plus coilovers and a 3-position adjustable anti-roll 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 9" housing with a triangulated 4-bar rear suspension and coilovers eliminate the need for a Panhard bar and provides excellent forward bite, lateral stability and anti-squat geometry.

Starting at \$22,255



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Header Kits for AME GT Sport Chassis

Configuring an exhaust system is one of the most important parts of any build! We've 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 Headers, we can provide headers for other applications as well. Please call for specific pricing and availability.



Body Mount Kit

Mounting a body on an AME 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 most applications.



Steering Linkage

This convenient kit, which features Borgeson universal joints, contains the components you'll need to connect the power steering rack in polished stainless or bare finish.



Housing Breather Kit

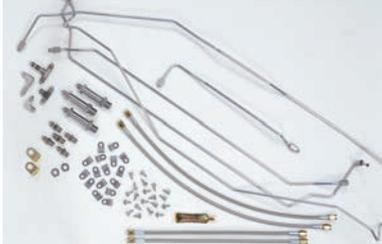
Eliminate pesky housing leaks with this convenient kit. This catch can mounts above the housing. Excess gear oil goes to the tank, is vented and drains back after parking the car.

40403020 Housing Breather Vent for Hose
40403030 Housing Vent Tank



LS/LT Engine Mounts

We've developed a highly effective mounting package for LS/LT engines that incorporates Polyurethane mounts and adapter plates. It's easy to use and very secure. Available for other engine combinations. Also available with rubber mounts.



Brake Line Kit

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 line kit - shown at right.



Master Cylinder Line Kit

This kit provides you the parts you need to adapt your master cylinder to our GT Sport brake line kit. Again, all components are stainless steel for long-term durability and good looks.



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BUILDER'S PLATFORM BUILDS

Enjoy some nice examples of the thousands of epic builds riding on AME Builder's Platform chassis every year.



Icon 4x4's Jonathan Ward has developed many popular AME-chassied creations, with this 300SEL Mercedes Derelict turning heads at its public debut at SEMA 2022. [@icon4x4](#)



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. [@therickdore](#)



2021 Goodguys Street Rod of the Year honors went to Wes Rydell's AME-chassied 1941 Chevrolet built by Trepanier and his Rad Rides team. [@rad_rides](#) [@rydell_toy_shop](#)



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. [@allowayshotrodshop](#)



The pride and joy of Goodguys founder, the late Gary Meadors, this Chrysler Town & Country was built by Hot Rods & Hobbies on an AME chassis. [@hotrodsandhobbiesinc](#)



This trend-setting 'Cuda from Zrodz & Customs was the first car built on an AME MaxG muscle car chassis equipped with a Multilink IRS. [@zrodz.customs](#)



Timeless Kustoms created the award-winning Vicious Mustang powered by a Twin Turbo and supercharged V8 Ford Aluminator. Its superior handling comes from an AME front clip and Multilink IRS. [@viciousstang](#) [@timeless_kustoms](#)



This 1937 Ford Business Coupe built by Anton's Hot Rod Shop carries more custom pieces than we can list. Equipped with a full AME chassis, it is powered by a 6.2L LS3 backed by a 6L80. [@antons_hotrod_shop](#)
Photo By: Maddie Dobay. [@sofinemadoline](#)

BUILDER'S PLATFORM FOR UNIBODY MUSCLE CARS



MAXG
MuscleCar
chassis

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 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 engineered for the exact year/make/model vehicle. 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"x4" frame rails that are fixture-welded to assure precise alignment of all suspension components. With a wide variety of suspension options available, our team makes it easy to get a MaxG chassis that will transform your unibody-framed muscle car into the ride of your dreams. Please speak to our tech team to determine which suspension option is best suited for your application.

As Shown \$19,255



Above: Built by The Hot Rod Barn this highly customized blacked out 1968 Charger R/T dubbed "Tantor", which is owned by Mark Stewart, is powered by a 1,000hp Hellephant engine and was recognized with the ISCA Outstanding Street Machine award and First Place in Pro-Touring at the 2022 Detroit Autorama. [@thehotrodbarn](#)



Above: 1966 Charger Built by Garret's Rod Shop. [@garrettsrodshop](#)

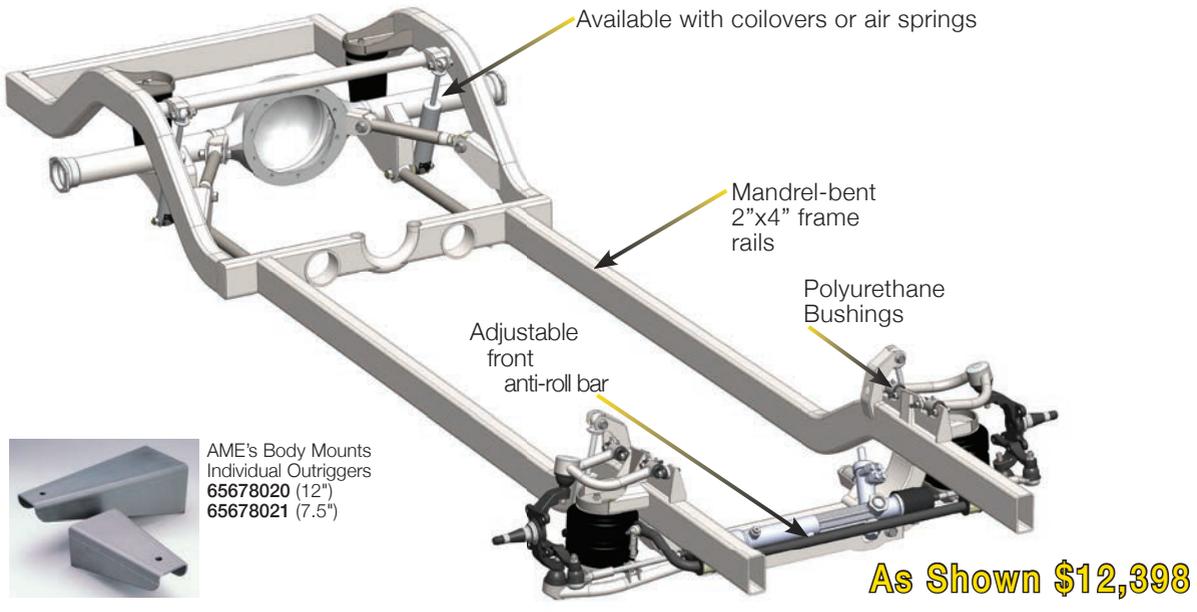


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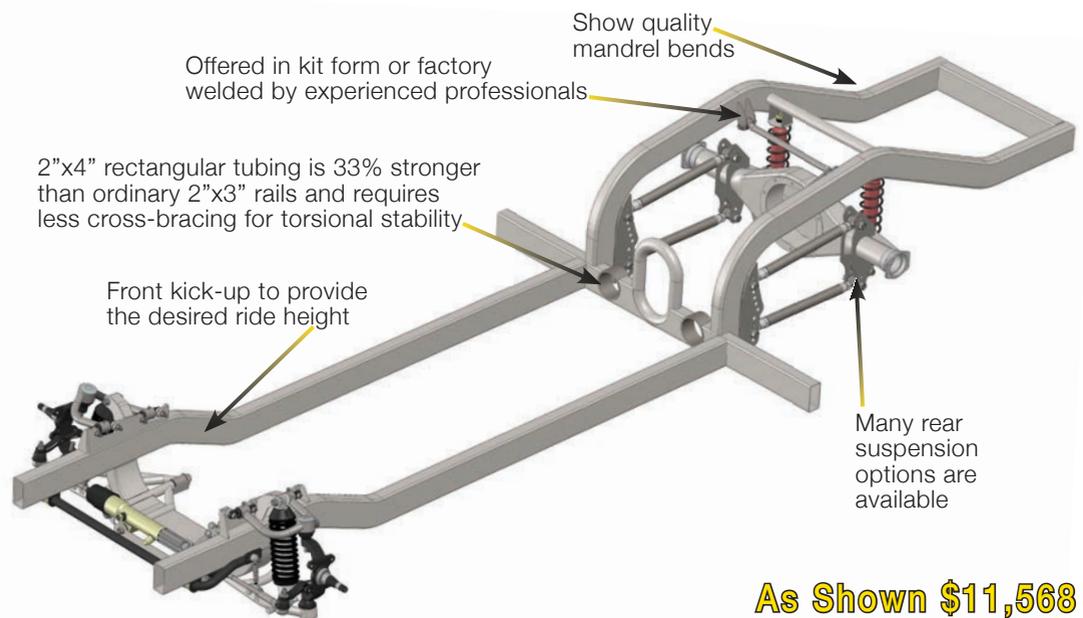
2"X4" BUILDER'S PLATFORM STRAIGHT RAIL



As Shown \$12,398

CHOOSE WHAT'S BEST FOR YOUR APPLICATION

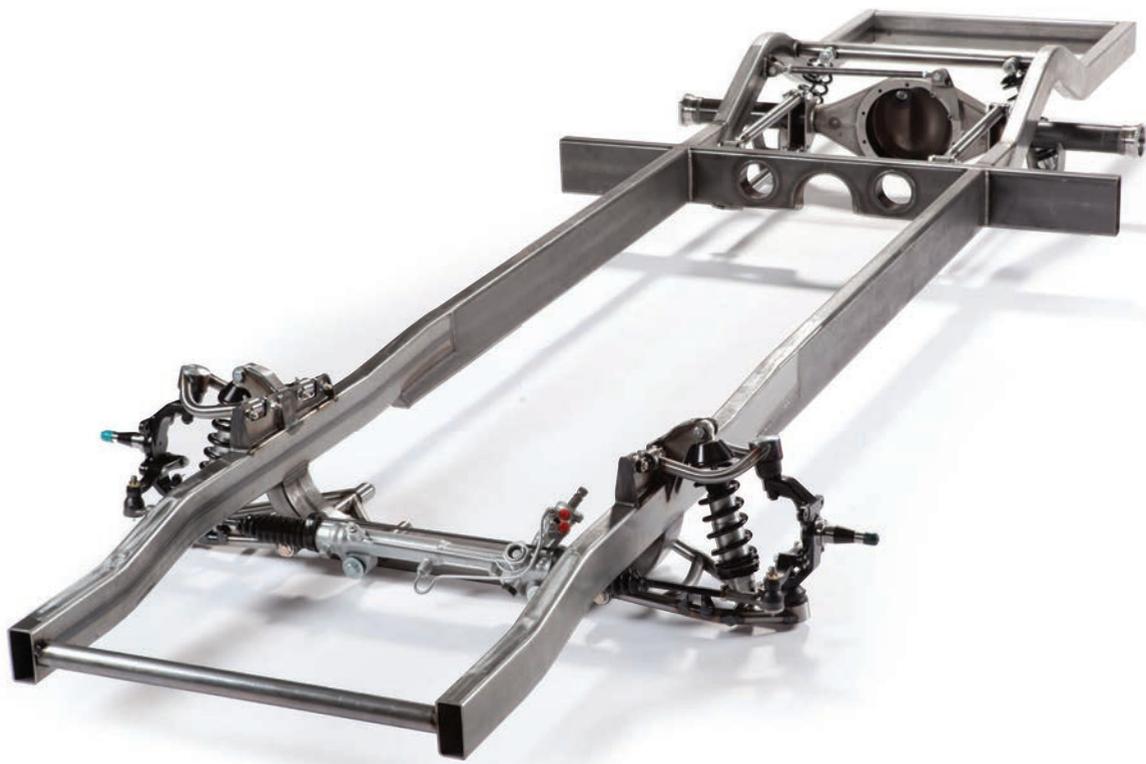
- Numerous Applications
- Custom Made for your Project
- Many Suspensions Options Available



As Shown \$11,568

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2"X6" BUILDER'S PLATFORM FOR CLASSIC PICKUP TRUCKS



While AME has bolt-on GT Sport chassis for many popular classic truck series, enthusiasts with other applications can turn to AME's 2"x6" Builder's Platform chassis that are engineered for the specific year/make/model truck. The builder is responsible for adding the engine, transmission and body mounts, which are available from AME as individual components.

With its ultra-rigid 2"x6" main rail backbone and mandrel-formed 2"x4" front and rear sections made of .180" wall rectangular tubing, this chassis is the perfect foundation for any classic truck project. The chassis is designed and engineered to the customer's exact specifications, giving you the 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 AME's Sport IFS with tubular control arms, Wilwood ProSpindles, Strange Engineering adjustable coilovers and an adjustable anti-roll bar to provide outstanding handling characteristics. A 17.5:1 power rack and pinion steering is standard and AME's popular air 4-bar suspension is available as an option. For the rear suspension a popular option is the parallel 4-bar set up with Johnny Joint rod ends, a 9" rear, with adjustable Strange Engineering coilovers, a Panhard bar and an adjustable anti-roll bar. Another option is a triangulated 4-bar setup for improved lateral stability and cornering and AME's Multilink IRS is a third option which provides superior handling.

As Shown \$13,078



Above: 1942 Chevrolet Truck Built by Big Oak Garage. [@bigoakgarage](#)



Above: 1958 Ford F100 built by Korek Designs. [@ryankorek](#)
Photo By: Not Stock Photo. [@notstockphoto](#)

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2"X4" BUILDER'S PLATFORM PERIMETER FRAMES



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 engineered to provide any desired ride height, with a full range of suspension options.

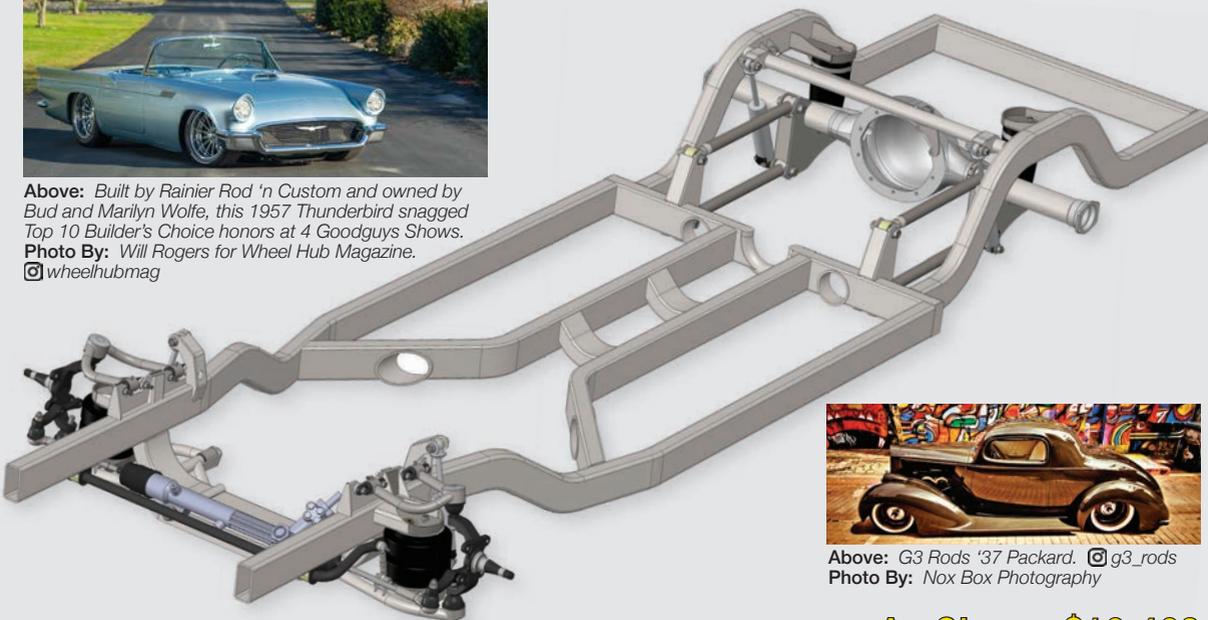
The chassis incorporates exhaust passages that let you position the exhaust system for optimum ground clearance and is fixture-welded by AME's experienced fabricators to assure proper alignment of all suspension components.

Money-saving packages are available for both coilover and air 4-bar applications.

As Shown \$13,123



Above: Built by Rainier Rod 'n Custom and owned by Bud and Marilyn Wolfe, this 1957 Thunderbird snagged Top 10 Builder's Choice honors at 4 Goodguys Shows. Photo By: Will Rogers for Wheel Hub Magazine. @wheelhubmag



Above: G3 Rods '37 Packard. @g3_rod
Photo By: Nox Box Photography

As Shown \$13,428

4"X4" BUILDER'S PLATFORM FOR LARGE CARS & CONVERTIBLES



Size does matter and Art Morrison Enterprises offers heavy-duty chassis for long wheelbase cars and convertibles with 4"x4"x.180" wall main rails. This provides the extra rigidity needed to improve the handling and ride quality of larger vehicles.

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

The 4"x4" main rails merge into mandrel-formed 2"x4" frame rails and are fixture-welded to assure precise alignment of all suspension components. Each chassis is custom 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 17.5:1 power rack and pinion handles the steering.

When it comes to front and rear suspensions AME offers a variety of options to best fit your ride and handling preferences. For those who favor a corner-carving setup, Strange Engineering adjustable coilovers can be fitted to all four corners. And for the ultimate in handling and ride comfort, an AME Multilink IRS can be employed.

There is a long list of award-winning big cars with a Morrison 4"x4" main rail chassis as their foundation. As with any AME chassis, it's an investment in proven performance and value.

As Shown \$14,058



Above: 1948 Cadillac built by Lo-Man Rods LLC. @lomanrods



Above: 1946 Oldsmobile Derelict built by ICON. @icon4x4



Above: Bob Florine's 1957 Ford built by Pure Vision. @purevisionsteve

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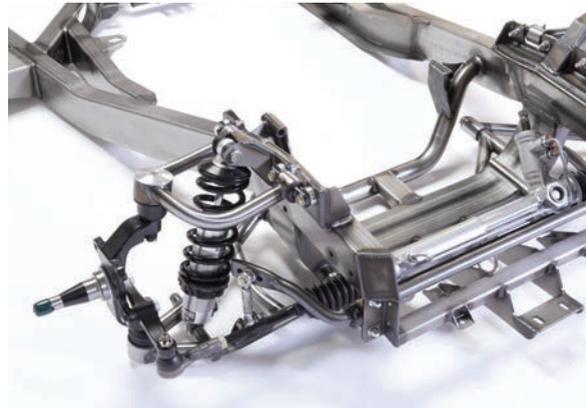


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WIDE VARIETY OF SUSPENSION OPTIONS TO CHOOSE FROM

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 variety of suspension options. Developed by our engineering team, these suspensions are proven through thousands of track sessions and millions of road miles to provide the option best suited to your unique application.

Front Suspension Selections



Sport IFS

Engineered for corner carving, it features specially designed control arms that can accommodate larger front tires. The geometry favors aggressive driving and provides stable highway manners. It comes with adjustable coilovers and is great for pro-touring applications.



Sport C6

Somewhat of a hybrid setup, it combines the special tubular control arm design of AME's highly effective Sport IFS with a forged aluminum C6 spindle. This system is most effective with applications that require more room in the engine bay.



Sport Air IFS

Ideal for many classic trucks and full-sized cars, this unique IFS features pressure-controlled air springs to regulate ride height and firmness, with auxiliary shocks controlling compression/rebound and an anti-roll bar for lateral balance.



DeLuxe IFS

A versatile independent front suspension with tubular control arms, polyurethane-bushed rod ends, Wilwood ProSpindles and Strange Engineering adjustable coilovers. It's engineered to provide responsive handling, excellent ride quality and has 0 bump steer.



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Rear Suspension Selections



Air 4-Bar

This innovative setup combines the ability to adjust ride height and quality of an air suspension with 4-bar control. Available with 6" or 7" air springs (for heavier cars and trucks), it's an excellent way to combine the slammed look with driving practicality and comfort.



4-Link

When it comes to straight-line performance, the 4-link is a classic tunable design that is hard to beat. When combined with a Panhard bar, it provides excellent longitudinal and lateral control. This is engineered for optimum performance on the drag strip.



4-Bar

Engineered for street applications, this setup is referred to as a constant motion parallelogram, the upper and lower bars are the same length and rear end housing pinion angle never changes. Optional Panhard bar designs are available to suit your needs.



3-Link

For pure corner-carving ability the 3-link is an excellent choice. 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 for lateral control it's a road racing favorite.



Triangulated 4-Bar

Engineered to prevent housing rotation during acceleration and provide lateral control for cornering, it's a versatile and popular option that packages well in a variety of vehicles. It's a proven suspension for street and hard-core track use.



Multilink IRS

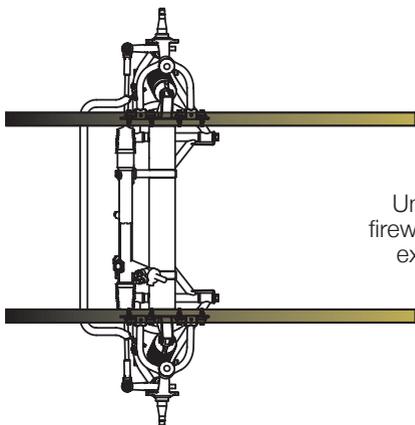
The smooth ride, reduced noise levels and superior handling that come with AME's highly regarded Multilink IRS is incomparable. They come in both Standard and Compact designs to fit a wide variety of applications, with a choice of center sections that best suit your engine output. Additional information on AME's exceptional Multilink IRS can be found on pages 45-46.

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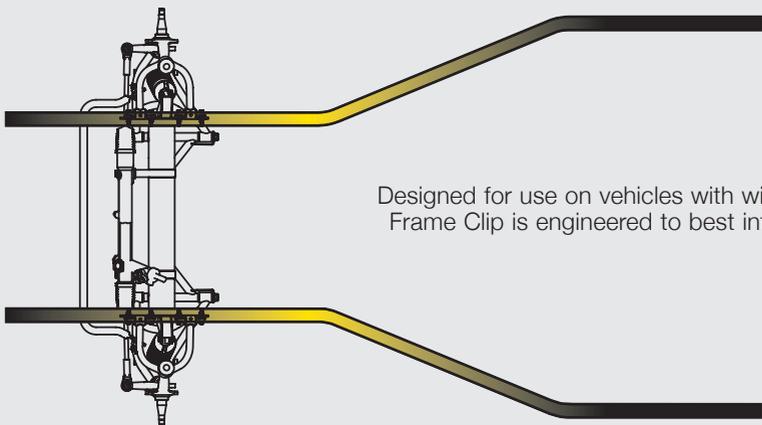
FRONT CLIP OPTIONS

In addition to offering application-specific front clips, like the bolt-on GT Sport subframe assembly for 1st and 2nd generation Camaros, AME offers three basic configurations for weld-in use that are custom made to your specifications. They include:



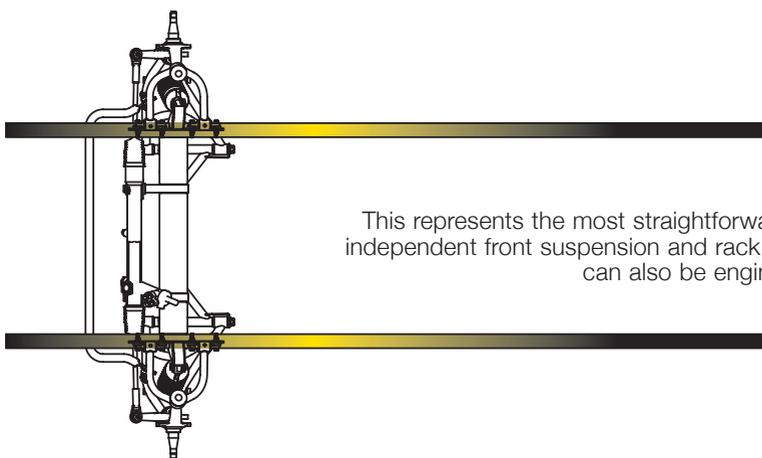
Bikini Clip

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 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 and pinion steering to many vehicles. It can also be engineered to provide an aggressive stance. It's an ideal clip for trucks.



Shown for shipping. Struts in place of coilovers.

Engineered for Serious Corner-Carving

Ideally suited to aggressive driving or track use, our engineering team developed the highly efficient Sport IFS. The most visible difference between this and our DeLuxe IFS is the use of large tube control arms shaped to fit wide tires. This provides additional stiffness without any appreciable weight penalty (it's much lighter than any OEM A-arm) and is designed for easy alignment adjustments. 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 IFS 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.



Adjustable anti-roll bars add to the effectiveness of the suspension package.

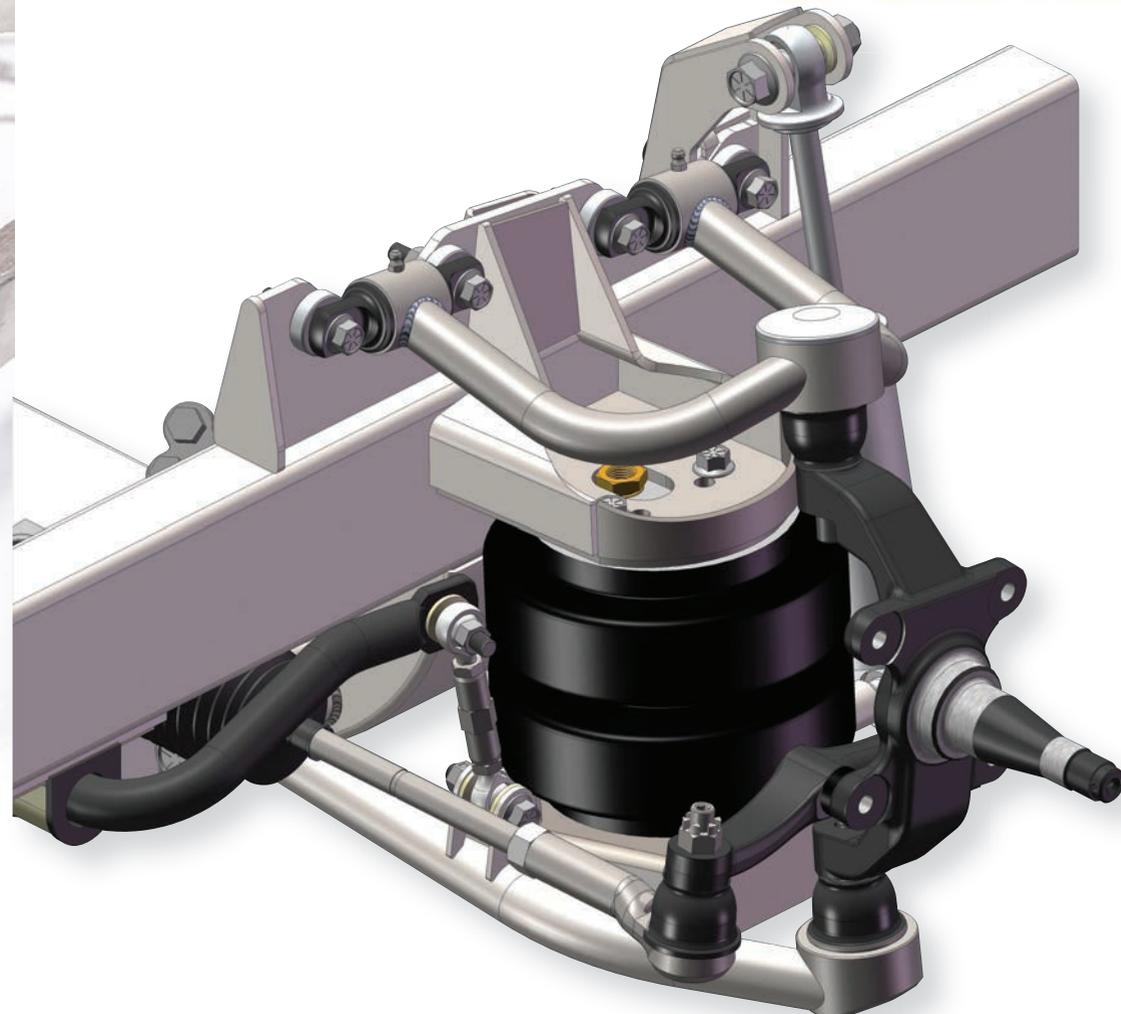
As Shown \$5,798

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MORRISON



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Engineered for Corner-Carving

Wide frame rails can accommodate a variety of old school and modern Chevrolet, Ford and Mopar engines. High strength steel coilover mounts are designed to withstand high cornering and bump loads. The power steering rack is positioned low to facilitate lower ride heights and provide additional clearance for both turbocharged and centrifugally supercharged engines.

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 treadwear (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 anti-roll bar with adjustable end links to eliminate preload. Add a pair of Strange Engineering adjustable coilovers with a spring rate matched to your application and you have all the ingredients to build a contemporary high-performance street machine.

This front end can also be part of a complete platform frame. For more details, including adaptability to various applications, call AME's experienced technical/sales staff for personalized assistance.

As Shown \$7,405

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As pictured on the GT Sport full size GM chassis.

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 engineered to the year/make/model vehicle or a Bikini Clip that can easily be integrated into an OEM subframe.

AME's Sport Air IFS features specially designed tubular control arms with the overall suspension geometry designed for superior handling. The companion air 4-bar 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"x.120" wall rectangular tubing that's mandrel-formed for show quality bends and fixture-welded by AME's team of experienced craftsmen to assure proper alignment of critical suspension components. Bikini clip packages also available.

As Shown \$6,143

800.929.7188
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WELD-IN IFS KITS

It's easy to adapt AME's DeLuxe IFS to most any vehicle with this weld-in crossmember package that comes in six widths. Packages are available complete with control arms, coilovers and power rack and pinion. It's also available without shocks, steering rack and anti-roll bar.

As Shown \$4,193



1958 Rolls Royce Derelict by ICON.
@icon4x4



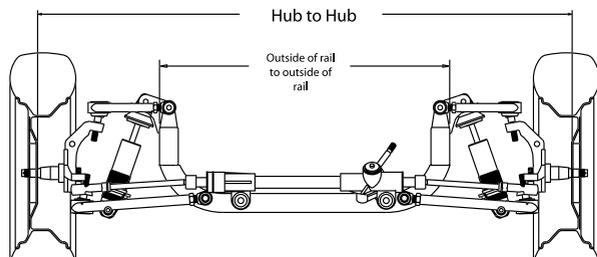
IFS Basic Weld-In Kit

IFS Weld-In Crossmember and Control Arms (Basic Kit Shown at Left)
Tie Rod Ends
Power Rack
Strange Engineering Shocks w/Springs
IFS Anti-Roll Bar Kit
Wilwood ProSpindles

As Shown \$2,060

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.



Based on 4" High Frame

Frame Outside to Outside	Track Width
22"	48"
28"	54"
28"	57"
31"	57"
31"	60"
34"	62"



TRIANGULATED 4-BAR

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 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 1-3/8" diameter bars feature AME polyurethane-bushed stainless steel rod ends. The rear anti-roll bar, coilovers and 9" housing complete the package.

Starting at \$4,940



14153100



14154500

Tri 4-Bar Kit

This is the most versatile setup for both street rods and touring cars as it provides excellent rear end control in both acceleration and handling situations due to stabilizing both housing rotation and side loading. It has 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.

As Shown \$1,080

Right: Griot's Garage Lincoln built by J-Rod & Custom. @jrodcustom
Photo By: Fuel Curve. @fuelcurve



Tri 4-Bar Rear Clip

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, anti-roll bar, Strange Engineering coilovers, shock mounts and hardware.

As Shown \$2,005



Tri 4-Bar Suspension Package with Anti-Roll Bar

WARNING: For Proposition 65 information, see page 71

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3-LINK REAR CLIP

Ideal for Pro-Touring Applications & 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 coilovers and an adjustable anti-roll 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 engineered for the particular year/make/model vehicle - including the desired ride height - to provide optimum ease of installation. The 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, coilovers and link bars. The bars feature Johnny Joint 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 third members are available from AME to complete the installation.

Starting at \$4,940



NOTE: Subframe can be ordered with optional 3" exhaust ports



WARNING: For Proposition 65 information, see page 71

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4-BAR CLIPS



4-Bar Clip Package - Save Money with Complete Packages

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 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 where wheel tubs encroach into the bed. It's the hot setup for a low profile ride!



Above: Dubbed "Vixen" this award-winning 1964 F100 owned by Bruce and Kathie Bolen and built by Rainier Rod 'n Custom snagged several accolades during the Goodguys Rod & Custom 2022 show season.

AME's complete 4-bar clip assemblies include a 2"x4"x.120" wall rectangular tube rear subframe that is engineered for the application. 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 experts 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 AME's highly regarded polyurethane-bushed stainless steel rod ends and coil springs rate-matched to the application and coilover shock absorbers. Complete 9" rear end assemblies are also available.

Starting at \$4,510

4-Bar Suspension

- 4-Bar Kit
- Strange Engineering Coilovers
- Coilover Lower Mount Kit
- Crossmember and Upper Mounts
- Carrier Mount Panhard Kit

As Shown \$1,665



AIR 4-BAR REAR CLIPS

Complete Air 4-Bar Package

Engineered for the applications where the builder wishes to adapt an AME air 4-bar suspension to an existing chassis.

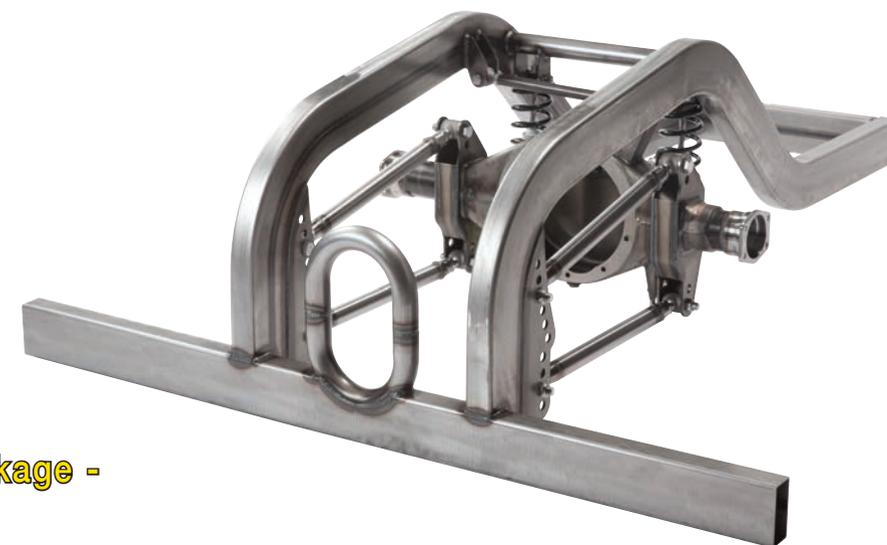
The subframes are individually engineered for the exact year/make/model vehicle and the rails are mandrel-formed to provide show quality bends. The subframes are made of 2"x4"x.120" wall rectangular tubing, and fixture-welded by AME's staff of experienced craftsmen to assure proper alignment of critical suspension components. Large diameter 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 engineered with any desired ride height. Moreover, there are passageways in the crossmember to route the exhaust system and enjoy optimum ground clearance. Air 4-bar suspension packages include special Strange Engineering 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. The rear subframe package shown above has a fixture-welded clip, 4-bar rear suspension, air springs, shocks, Panhard bar and narrowed 9" rear end.



As Shown \$4,870

4-LINK CLIPS



4-Link Clip Package - Save Money with Complete Packages

AME'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" DOM with threaded tube adapters for maximum strength. Mounting plates are made of .180" steel.

You have a choice between three rod end packages. For street applications our special polyurethane-bushed 17-4 stainless steel rod ends are utilized to provide the necessary quietness for street operation.

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

As Shown \$4,510

Standard Kit
AIR3105
\$970



Air 4-Bar Kits

Replace the coil or leaf spring setup on your car or truck with an Art Morrison air 4-bar 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 AME. 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 2,000 lb. 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 affix the top air bag mount to your frame or supplied crossmember.

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

In addition to the air 4-bar 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. Talk to our tech team for more details.

Big Bag Kit
AIR3180
\$1,865



Heavy-Duty Brackets and 2,000 lb. Air Springs



Left: Barn find 1957 with original paint. Built by David Strom Jr. Uses AME's 4-link rear clip.
© davidstromjr

#14145090
(Less Rod Ends)

Big Tube 4-Link Kit



1-3/8" Upper and Lower Tubes 18" Long



A #14141200



B #14141000



C #14141250

MORRISON



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AME'S MULTILINK IRS

THE KEY TO SUPERIOR PERFORMANCE & HANDLING!



There are inherent benefits that come with an independent rear suspension, such as improved handling and ride characteristics. However, not all IRS designs are equal. Early IRS 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 Multilink IRS that shares important attributes of Ferrari, Porsche and BMW systems.

AME's Multilink IRS is offered with three unique cradle designs - full size, short and compact. All models feature the same Strange Engineering Dana 60-style differential and are rated to 1,400+ horsepower with high-performance DOT street tires. The compact design is 6-1/4" shorter overall and 2-1/2" lower for the axle centerline than the full size model.

The unique cradle design makes the AME Multilink a relatively simple installation in most any vehicle. There are four anchoring points that employ a rubber bushing to dampen vibration, etc.

When given the opportunity to track-test AME's Multilink IRS 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.

Starting at \$13,800



WARNING: For Proposition 65 information, see page 71

Full Size IRS



Compact IRS



Technical Features

- Functional 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 AME Multilink IRS 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 lb., 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 coilovers transfer to the vehicle frame, not the cradle itself.

By the Numbers

- Track Widths**
 (wheel mounting surface-to-surface)
 55.5", 57.5", 59.5" and 61.5"
- Gear Ratios**
 From 3.54 to 4.56
- Brake Options**
 12.4" rotor with floating caliper, Wilwood 14.3" with W6A caliper
- Minimum Wheel Size**
 17" with 12.4" brake rotors, 18" with Wilwood brakes
- Options**
 Delrin upper control arm bushings, ARP wheel studs



Above: The crowd enjoyed watching Matt Alcalá co-owner and President of Best of Show Coachworks making clean runs in his first gen Camaro at the Goodguys Del Mar autocross. [@bestofshowcoachworks](#)

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9" REAR END HOUSINGS

The 9" rear end housing has become a standard in the world of high-performance. Its 9" diameter ring gear has proven to be capable of handling 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. AME has made a science of preparing 9" housings to fit your needs. We developed special fixtures that allow our technicians to hold all components in perfect alignment when fitting the housings with new tubes and billet housing ends. Subsequently each unit is built to your requirements and equipped with all required suspension brackets and other options, such as a reinforcing brace, filler bung, etc. A few of our most popular setups are listed below. **Call for details on other combinations.**



Complete Rear End Packages

We have a variety of 9" third members (aluminum or nodular iron) that come with your choice of gear ratios, plus Strange Engineering axles and Wilwood brakes. Get everything you need with one call.

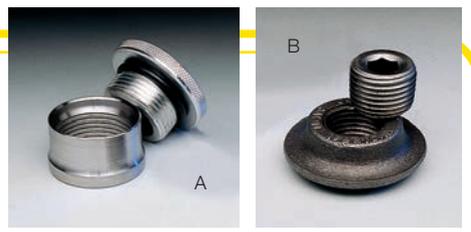


WARNING: For Proposition 65 information, see page 71

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.

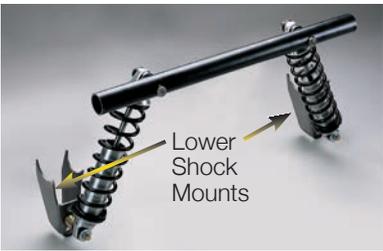
- 92851300 Rear End Filler Cap & Bung (A)
- 92851600 1/2" Flange & Pipe Plug Set (B)



Upper Shock Mounts

This versatile kit makes it easy to make upper shock mounts that accommodate most coilovers. Includes a tube, brackets and all required shock-mounting hardware.

- 18182500 Upper Coilover Mount Kit



Coilover Mounts

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

- 14153625 Crossmember & Upper Mounts (kit)
- 14153620 Lower Coilover Shock Mount (kit)



Housing Breather Kit

Eliminate pesky housing leaks with this convenient kit. This catch can mounts above the housing. Excess gear oil goes to the tank, is vented and drains back after parking the car.

- 40403020 Housing Breather Vent for Hose
- 40403030 Housing Vent Tank



Housing Ends

We offer a complete selection of housing ends for all applications. They include our own AME CNC-machined forged billet steel housing ends.



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.

- 40402500



T-Bolt Kit

Secure backing plate to housing or spindle flange with these premium quality T-bolts. Includes bolts and lock nuts.

- 40401030 3/8" (Set of 8)
- 40401020 1/2" (Set of 8)



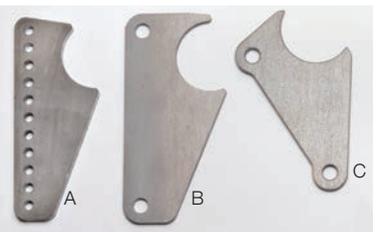
2-Piece Back Brace for Hot Rod Housing

Designed for those who wish to strengthen a small web 9" Ford housing and improve its looks, AME's back brace kit consists of two formed and sculpted sections that you weld onto the housing.



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.



Rear Housing Brackets

AME has many brackets that you can weld to the rear end housing to mount suspension components. They're laser cut to assure total accuracy. Check out what's available on page 55 of this catalog. Some include:

- 18853100 (A) Coilover Housing Bracket Long
- 10851710 (B) Ladder Bar Housing Bracket
- 14150120 (C) 4-Bar Housing Mount 5-1/2" Drop

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1-2-3 PACKAGES WITH OEM FRAMES

Complete Air 4-Bar Package

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 crossmember 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.



1. Tri 4-Bar Rear

Our triangulated 4-bar rear suspension can easily be adapted to most vehicles and provides outstanding acceleration and lateral control. The kit includes the polyurethane-bushed link bars, crossmember, 4-bar mounts for the rear end housing and frame, shock mounts, anti-roll bar and coilovers with crossmember.

2. Center Support

The easy way to stiffen your chassis for improved handling while providing convenient through-frame routing for the exhaust, which facilitates a lower stance. The mandrel-formed 2"x4" tubes can easily be trimmed to fit most any frame.

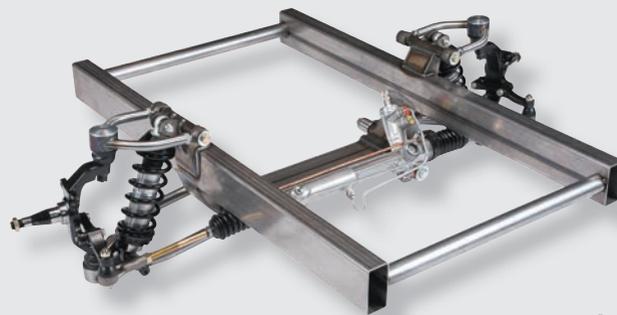
3. Bikini Clip

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 coilovers or an air 4-bar suspension. Engineered to fit your specific application. Clip and suspension available separately.

As Shown \$8,703

Start With A Fully-Welded Bikini Clip Package

For many applications, employing an Art Morrison Enterprises 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 purchase as a package, or buy the components on an individual basis.



As Shown \$5,798



WARNING: For Proposition 65 information, see page 71

1-2-3 PACKAGES FOR 1947-53 CHEVY PICKUP

Build it in Stages!

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 minimal 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 quality with your classic pickup truck!

• Front Crossmember Kit

Designed to be spliced into a stock 1947-53 Chevrolet truck chassis, the kit consists of a front crossmember that contains steering, lower control arm and motor mounts, upper control arm/coilover mounts, tubular upper and lower control arms, ball joints, spindles, adjustable anti-roll bar, Strange Engineering adjustable coilovers and power rack and pinion steering. Plates are employed to box the frame and support the crossmember. The assembly is engineered for the application and provides contemporary handling and ride.

Starting at \$4,713

• 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. 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.

Starting at \$770

• Rear Suspension Kit

Adapting a 9" rear end housing and 4-bar rear suspension to your 1947-53 Chevrolet truck is easy with this superbly engineered kit from AME. It starts with a 2"x6" crossmember that includes mounting brackets for the four bars (which have polyurethane-bushed stainless steel rod ends). A tubular crossmember, with upper coilover 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 coilovers and 4-bar suspension. Strange Engineering adjustable coilovers complete the package.

Starting at \$4,130



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WELDED / UNWELDED FRAMES & KITS

2"x4" Rear Subframe Kit

4-Bar



As Shown
\$895

2"x3" Rear Subframe Kit

4-Link



As Shown
\$710

2"x4" Rear Subframe Kit

4-Link



As Shown
\$895

Center Frame Kit

Complete Frame Kit With Exhaust Tubes

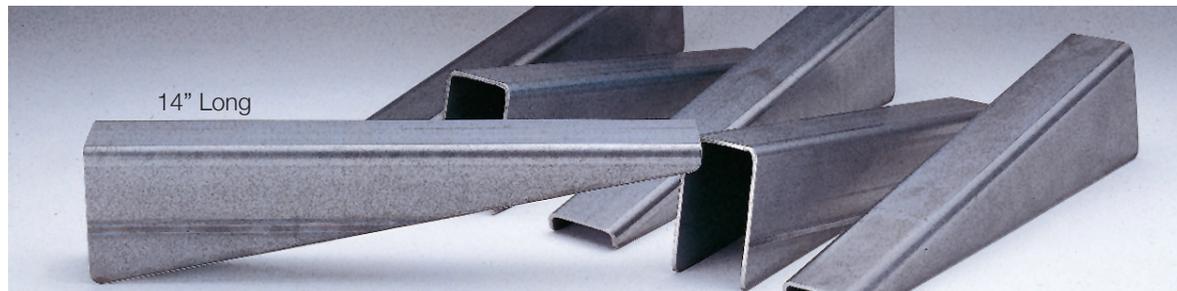


As Shown
\$405

Custom 2"x3" and 2"x4" 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 complement to the 2"x3"x.120" wall frames for drag racing and pro street use are NHRA accepted roll cages shown on pages 57-58. AME also offers a wide range of crossmembers, mounts and ancillary chassis components to aid builders. Also available are unwelded center frame kits that strengthen the chassis and are offered with provisions for routing the exhaust. They are mandrel-formed out of .120" wall rectangular tubing.

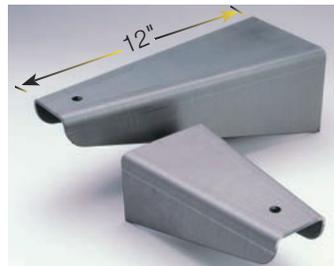
- 32347100 Center Frame Kit with 2.5" Exhaust
- 32347101 Center Frame Kit without Exhaust Tubes
- 32347102 Center Frame Kit with 3" Exhaust



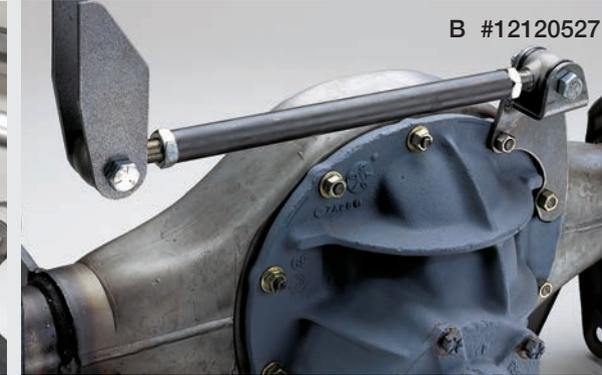
Body Mounts & Kits

Available as a kit with six 14" angle-cut mounts or as individual units, plus companion outrigger bushings.

- 65678000 Outrigger Body Mount Kit (Six 14" Mounts)
- 65678001 Outrigger Body Bushing (Each)
- 65678002 14" Angle Cut Body Mount (Each)
- 65678020 12" Radiused Body Mount (Each)
- 65678021 7.5" Radiused Body Mount (Each)
- 33334000 Rectangular Tube Body Mount (Each)



REAR END HOUSING LATERAL CONTROL



Panhard Bar Kits

Here's just what the doctor ordered for those situations where a rear end housing is out of the vehicle and being modified. This weld-in 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

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 third member bolts on one end and the companion bracket must be welded to the frame. The package includes all required hardware.

12120527 (B) Bolt-on Panhard Bar Kit (Attaches to Rear End Gasket Flange)

High Misalign Panhard Bar Kits

The high misalign Panhard bar is designed specifically for applications such as air ride with significant rear end travel.

- 12120340 Weld-in High Misalign Panhard Bar Kit, 30"
- 12120341 Weld-in High Misalign Panhard Bar Kit, 36"



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 AME sales and tech team on which one is right for your application.



Diagonal Link Kits

AME 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"
- 12120036 Weld-in Diagonal Link Kit, 36"
- 12120430 Bolt-on Diagonal Link Kit, 30"
- 12120436 Bolt-on Diagonal Link Kit, 36"

WARNING: For Proposition 65 information, see page 71



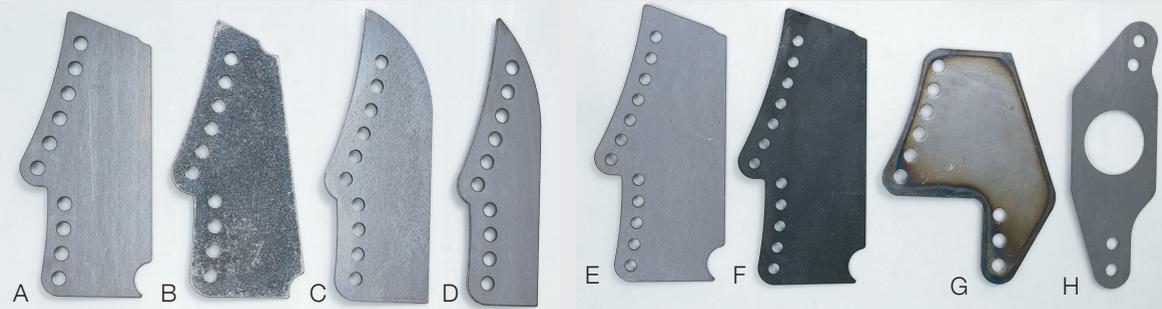
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CROSSMEMBERS, MOUNTS & BRACKETS



Transmission Crossmember Kit

The transmission crossmember has proven to be a versatile and easy to use design for multiple applications. The crossmember has the assembly resting on top of a bracket which is welded to the frame rail. The transmission mount bracket is loose from the tube which allows more adjustment. The assembly can accommodate inside frame widths up to 46".



4-Link Suspension Brackets

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

- 14852670 (A) Super Car Round Tube (4)
- 14852671 (A) Super Car Round Tube 4130 (4)
- 14852680 (B) Roadster (4)
- 14852610 (C) 2"x3" Standard (4)
- 14852620 (D) 2"x4" Standard (4)

- 14852672 (E) Super Car Pro Link 1/2" Hole (4)
- 14852673 (F) Super Car Pro Link 1/2" Hole 4130 (4)
- 14852510 (G) Unequal Standard (4)
- 14852410 (H) Housing Mount (4)

Adjustable Coilover Shock Housing Mounts

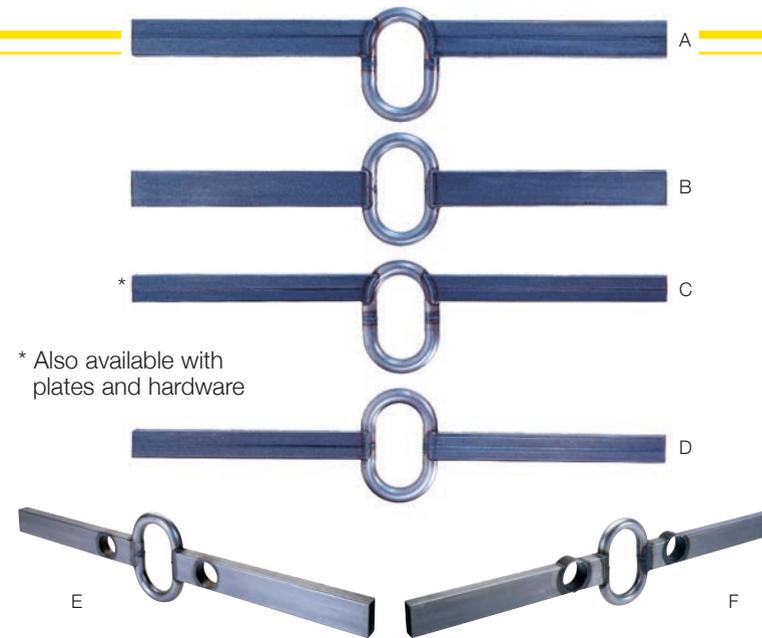
Add ride height adjustability to any AME coilover installation. Allows optimum shock positioning to prevent binding through full suspension travel. Provides 6-1/2" adjustable range. Complete kits, L-bracket kits or individual brackets for spherical or polyurethane-bushed rod ends.

Coilover Housing Mount Kit (Bearing or Polyurethane - Pair)
L-Bracket Kit, (Bearing or Polyurethane - Pair)
L-Bracket Only (Bearing or Polyurethane, Left or Right - Each)

Tech Tip:

Use these housing mounts in conjunction with the crossmember and AME upper shock mounts to install coilovers on most any vehicle and get ride height adjustability.

WARNING: For Proposition 65 information, see page 71



* Also available with plates and hardware

Rear Crossmembers & Driveshaft Loop Combos

AME offers a wide selection of crossmembers with built-in tubular donuts that serve as an effective driveshaft loop.

- 33330132 (A) 2"x4" Crossmember with Offset Donut
- 33330131 (B) 2"x4" Crossmember with Center Donut
- 33330122 (C) 2"x3" Crossmember with Offset Donut
- 33330121 (D) 2"x3" Crossmember with Center Donut
- 33330140 (E) 2"x4" Crossmember with Center Donut with Exhaust 2-1/2"
- 33330142 (F) 2"x4" Crossmember with Center Donut with Exhaust 3"
- 33330133 2"x4" Crossmember with Donut Unwelded (Not Pictured)
- 33330148 2"x6" Crossmember with Donut Exhaust 3" (Not Pictured)



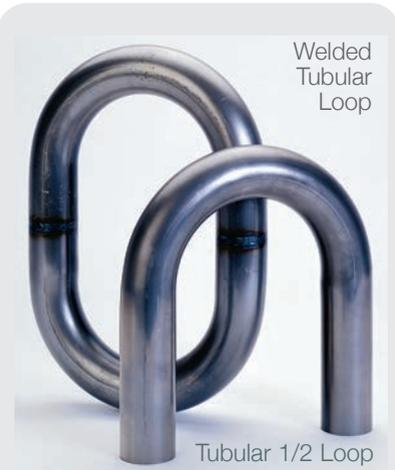
Custom Pre-Bent Tubing

Mandrel-formed 2"x3" and 2"x4" tubing sections are available in 90° bends (easy on the 4" plane or the hard way on the 2" plane) in specified lengths. Also available are random sections with bends in ranges of 0-30°, 30-60° and 60°-plus.

- 32347200 2"x4" Hard Way 90° Bend 36" Long
- 32347210 2"x4" Easy Way 90° Bend 36" Long
- 32347215 2"x3" Hard Way 90° Bend 36" Long
- 32347214 2"x3" Easy Way 90° Bend 36" Long

Unrivaled Build Quality

AME's team of experienced craftsmen possess the expertise expected from the nation's finest shops. As a result, each weld is a work of Art. That's why so many top builders rely on AME to be the ultimate foundation for their epic builds. Choosing AME will give your build performance, handling and craftsmanship that's engineered to perfection.



Driveshaft Loops

Complete your chassis project with one of our driveshaft safety hoops. They are available in all popular configurations. Required by many racing organizations.

- 33330120 Welded Tubular Oval Loop
- 33330125 Tubular 1/2 Loop
- 34341000 Upper Tube Driveshaft Loop
- 34350000 Flat Strap Driveshaft Loop

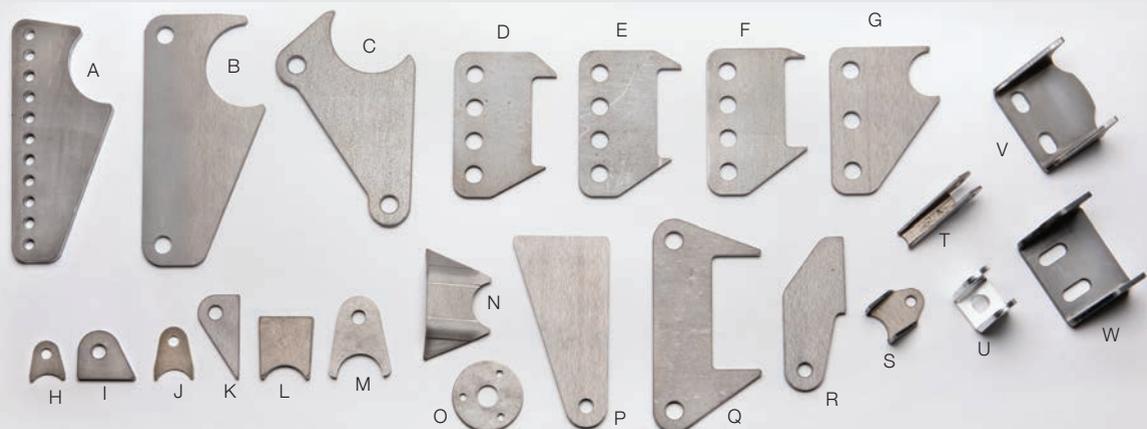


Tubing By-The-Foot

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

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Special Chassis & Suspension Mounts, Brackets, Tabs & Flanges

Use these convenient, time-saving brackets, tabs and flanges for mounting assorted chassis and suspension components to your frame. All AME 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.

- | | | |
|---|---|---|
| 18853100 (A) Coilover Housing Bracket | 91850000 (H) Seat Belt Tab | 12120530 (R) Panhard Carrier Mount Frame Bracket |
| 10851710 (B) Ladder Bar Housing Bracket | 12120329 (I) Panhard Bar Frame Bracket | |
| 14150120 (C) 4/B Housing Mount 5-1/2" Drop | 91850100 (J) Universal Tab 3/8" Hole | 91850200 (S) Motor Plate Tab 3/8" Holes |
| 11852210 (D) 2"x3" Ladder Bar Crossmember Bracket | 12852200 (K) D-Link Weld Bracket | 91850400 (T) Radius Rod Frame Bracket |
| 11852225 (E) 2"x3" Ladder Bar Crossmember Bracket | 18841000 (L) Coilover Upper Mount Gusset | 12852210 (U) D-Link Clevis Bracket 5/8" |
| 11852220 (F) 2"x3" Ladder Bar Crossmember Bracket | 30321230 (M) Round Tube 1/2" Hole Bracket | 36365705 (V) Transmission Mount Bracket |
| 11852110 (G) Ladder Bar Crossmember Bracket Round Tube | AIR5247 (N) Rear Air Spring Bracket Upper Gusset | 64670151 (W) Transmission Mount Bracket |
| | 51850700 (O) Steering Wheel Mount Flange | |
| | 12120330 (P) Panhard Bar Housing Bracket | |
| | 14150110 (Q) 4/B Frame Mount 1-7/16" Drop | |



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 5/16" RH, fits 5/8"x.062" Tube |
| 81893210 5/16" LH, fits 5/8"x.062" Tube |
| 81893300 3/8" RH, fits 3/4"x.062" Tube |
| 81893310 3/8" LH, fits 3/4"x.062" Tube |
| 81893400 7/16" RH, fits 7/8"x.062" Tube |
| 81893410 7/16" LH, fits 7/8"x.062" Tube |
| 81893500 1/2" RH, fits 7/8"x.062" Tube |
| 81893510 1/2" LH, fits 7/8"x.062" Tube |
| 81893600 5/8" RH, fits 1"x.062" Tube |
| 81893610 5/8" LH, fits 1"x.062" Tube |
| 81893700 3/4" RH, fits 1-1/8"x.083" Tube |
| 81893710 3/4" LH, fits 1-1/8"x.083" Tube |
| 81893800 3/4" RH, fits 1-1/4"x.095" Tube |
| 81893810 3/4" LH, fits 1-1/4"x.095" Tube |
| 81893900 3/4" RH, fits 1-3/8"x.095" Tube |
| 81893910 3/4" LH, fits 1-3/8"x.095" Tube |



Misalignment Bushings

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

- | | |
|--|---------------------------------------|
| 74842800 3/8" Bore, .210" Tall | 74843100 1/2" Bore, .300" Tall |
| 74842900 7/16" Bore, .300" Tall | 74843500 5/8" Bore, .570" Tall |
| 74843200 1/2" Bore, .195" Tall | |

Tech Tip:

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. (.065-.058" wall)	3/4" adapter
1" O.D. (.058" wall)	5/8" adapter
7/8" O.D. (.049-.058" wall)	1/2" adapter
7/8" O.D. (.049-.058" wall)	7/16" adapter
3/4" O.D. (.049-.058" wall)	3/8" adapter
5/8" O.D. (.049-.058" wall)	5/16" adapter

See available tube adapters selection at left.



WARNING: For Proposition 65 information, see page 71



Chevy Motor Mount Crossmember

AME's 32" universal crossmember is 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 for street use.

- 19190200** Universal Chevrolet Motor Mount Crossmember
19190250 Chevrolet Engine Mount - Stock



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.

- 19190215** Universal GM Motor Mount
19190250 Chevrolet Engine Mount - Stock



Big Block Ford

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

- 53560180** Ford Polyurethane Motor Mount
53560185 Ford Rubber Motor Mount



Small Block Ford

Install a small block Ford Windsor or Cleveland engine with these mounting kits for 289, 302, 351W motors. Available with high-performance polyurethane mounts or factory-style rubber. Positive stop included.

- 53560160** SB Ford Polyurethane Motor Mount
53560175 SB Ford Rubber Motor Mount



Coyote

AME engineered a highly effective mounting package for Coyote engines that incorporates polyurethane bushings and adapter plate with a positive stop and OEM-style Coyote mounts. For late model 5.0L engines.

- 19195700** Coyote Engine Polyurethane Motor Mount
19195701 Coyote Engine Rubber Motor Mount



Polyurethane Engine Mounts

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

- 19190260** Polyurethane Engine Mounts



LS Engine Mount Kit

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

- 32555740** LS Engine Polyurethane Motor Mount
32555745 LS Engine Rubber Motor Mount



LT Engine Mounts

GM's latest power plants are covered with these kits for LT-series engines that incorporate high-performance polyurethane bushings and adapter plate with a positive stop, or OEM-style rubber-insulated mounts. Use with AME crossmembers.

- 32555765** LT Engine Polyurethane Motor Mount
32555767 LT Engine Rubber Motor Mount



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ROLL BAR & CAGE KITS



8-Point Roll Bar Kit

Meets NHRA & IHRA Safety Requirements

8-Point Roll Cage Kit

For faster race cars our precision 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
- 20206500 8-Point Roll Cage Constructed Out Of 4130 Chrome Moly

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
- 20203500 8-Point Roll Bar Constructed Out Of 4130 Chrome Moly

Roll Bar & Cage Kits

You will find that AME roll bar and cage kits are the class of the industry. Easy installation is assured for two important reasons. The bars and cages are engineered for the specific applications, while the tubing is precision mandrel-formed on AME'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 Cage Kit

Tech Tip:

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!



Custom Round & Rectangular Tube Bending

At AME, we know tube bending! Our shop is equipped with equipment that can accurately form tubing up to 2"x4" with the quality work that you've come to expect from our team. From engineering to production AME's team can transform your ideas 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.



WARNING: For Proposition 65 information, see page 71



10-Point Roll Cage Kit

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 AME 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 AME kit) to their count. Compare apples to apples.

- 20209000 Mild Steel Roll Cage Kit
- 20209500 4130 Chrome Moly Roll Cage Kit



Above: 1970 'Cuda by Custom Rods & Restos.

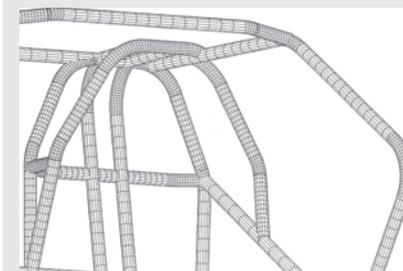


4-Point Roll Bar Kit

4-Point Roll Bar Kit

The AME 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).

- 20200000 4-Point Roll Bar
- 20205000 4-Point Roll Bar 4130
- 20211200 Retain Rear Seat Bars (Mild Steel)



Roll Bar & Roll Cage Conversions & Related Accessories

AME 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 AME roll cage accessories. Swing-out side bar kit contains brackets and all required hardware. Available in HREW, DOM and 4130.

- 20210050 8-Point Bar to 8-Point Cage Conversion
- 20210000 8 to 10-Point Conversion Retain Rear Seat Bars Rear X-Brace Kit Door X-Brace Kit
- 20250000 Flat Roll Bar Gussets (Pkg.10)
- 30321180 F/C Cage Conversion Kit
- 30321190 F/C Cage Conversion Kit - 4130

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WHICH ROD END IS BEST FOR MY APPLICATION?

Stainless Steel Poly-Bushed Rod Ends & Johnny Joints for Street Applications

Johnny Joint

Developed by Currie Enterprises and originally made for the 4WD market, the Johnny Joint is a popular 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 polyurethane 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 retrofit 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 polyurethane 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 3/4" rod end yielding at 40,572 lb. 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.

Spherical rod ends provide precise suspension control. For street use the cushioning of polyurethane eliminates harshness and provides a quieter ride. We offer both polyurethane-bushed 17-4 alloy stainless steel rod ends and the Johnny Joint, which can be lubricated to ensure quietness and trouble-free performance.

- 89890800 5/8"x3/4" Stainless Polyurethane Rod End (Right Hand)
 - 89890810 5/8"x3/4" Stainless Polyurethane Rod End (Left Hand)
 - 89890900 1/2"x5/8" Stainless Polyurethane Rod End (Right Hand Only)
 - 89893060 1" Johnny Joint Rod End (Right Hand)
 - 89893061 1" Johnny Joint Rod End (Left Hand)
 - 89893062 3/4" Johnny Joint Rod End (Right Hand)
 - 89893069 3/4" Johnny Joint Rod End (Left Hand)
- (Polished Rod Ends Are Available)



Spherical Rod Ends

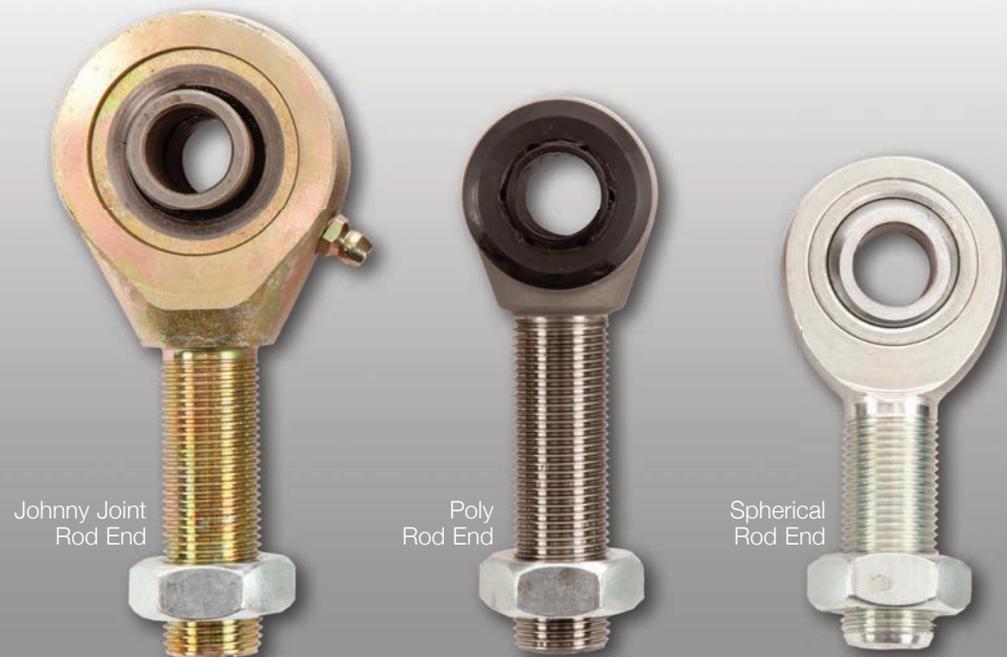
These commercial grade rod ends are ideal for linkages and other light-duty applications and they can also be used on the bottom bars of a 4-link suspension when budget is an issue. Check the potential forces to be exerted when deciding between commercial grade or heavy-duty 4130 units. For example,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

- | | |
|---------------------------|-------------------------------|
| 89890300 3/8" Right Hand | 89890600 5/8" Right Hand |
| 89890310 3/8" Left Hand | 89890610 5/8" Left Hand |
| 89890400 7/16" Right Hand | 89890700 3/4" Right Hand |
| 89890410 7/16" Left Hand | 89890710 3/4" Left Hand |
| 89890500 1/2" Right Hand | 89891800 5/8"x3/4" Right Hand |
| 89890510 1/2" Left Hand | 89891810 5/8"x3/4" Left Hand |

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 lb. For the most severe applications, our part number #89892900 and #89892910 ends are special heavy-duty models and positively the strongest of all 4130 units. They are rated at 40,572 lb. radial static load. Jam nuts included.

- | | |
|---------------------------|----------------------------------|
| 89892200 3/8" Right Hand | 89892510 5/8" Left Hand |
| 89892210 3/8" Left Hand | 89892600 3/4" Right Hand |
| 89892300 7/16" Right Hand | 89892610 3/4" Left Hand |
| 89892310 7/16" Left Hand | 89892800 1/2"x5/8" R.H. H-D 4130 |
| 89892400 1/2" Right Hand | 89892810 1/2"x5/8" L.H. H-D 4130 |
| 89892410 1/2" Left Hand | 89892900 5/8"x3/4" R.H. H-D 4130 |
| 89892500 5/8" Right Hand | 89892910 5/8"x3/4" L.H. H-D 4130 |



Johnny Joint Rod End

Poly Rod End

Spherical Rod End



Female Rod Ends

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

- | | |
|---------------------------|--------------------------|
| 89891300 3/8" Right Hand | 89891510 1/2" Left Hand |
| 89891310 3/8" Left Hand | 89891600 5/8" Right Hand |
| 89891400 7/16" Right Hand | 89891610 5/8" Left Hand |
| 89891410 7/16" Left Hand | 89891700 3/4" Right Hand |
| 89891500 1/2" Right Hand | 89891710 3/4" Left Hand |



Weld Clevis

Attach tubing to chassis tabs, etc. with our clevis fittings. Just slip clevis joint into the 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.

- | |
|---|
| 82893000 3/16" Slot, 5/16" Hole, 3/4" O.D. Tube x .058" Wall |
| 82893010 3/16" Slot, 3/8" Hole, 7/8" O.D. Tube x .058" Wall |
| 82893100 3/16" Slot, 3/8" Hole, 1" O.D. Tube x .058" Wall |
| 82893110 3/16" Slot, 3/8" Hole, 1.125" O.D. Tube x .058" Wall |

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WILWOOD SPINDLES & BRAKE KITS

Premium Quality Forged Spindle Assemblies for all of our Car & Truck Applications



Truck ProSpindles

Constructed from a proprietary grade of forged aluminum with an integrated modular bearing hub assembly that supports both 5"x4.75" and 5"x5" wheel bolt circles. These heavy-duty spindles are designed for vehicles with significant front-end weight. Direct mounting for radial caliper brackets create a strong, zero flex platform for brake mounting.

ProSpindles

The venerable Mustang II front spindle was long a staple in IFS 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 ProSpindle 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-on 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 COG.



Wilwood Rear Disc Brake Kits with Built-In Parking Brake



A. 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 hidden inner shoe setup serves as a parking brake.

B. Wilwood Big Brake Kit

This popular assembly provides excellent stopping power thanks to a 4-piston caliper and comes with a choice of 13" or 14" diameter rotors. A drum-style parking brake is also included.

C. Superlite for IRS 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.

D. 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. Includes a hidden shoe parking brake.



Wilwood Classic Series Front Brake Kit

Engineered for use on cars with classic 14" diameter wheels, this highly efficient setup employs an 11" diameter x .88" vented iron rotor with an integrated hub (5 on 4-1/2" and 4-3/4" bolt pattern only) and is designed for use with Wilwood ProSpindle kits. Forged aluminum calipers are available in black anodized or red powder coat.



H-D Pro Series Front Kits

For vehicles weighing over 2,800 lb. the heavy-duty setup is recommended. It comes with an 11" diameter (.810" thick) rotor for rapid heat dissipation and Dynalite 4-piston calipers, plus everything required to complete the installation. Polished billet calipers are optional for this kit. Also available with 12.19" rotors.



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.



Aero 6 Front Brake Kit

This innovative front brake kit features a 6-piston caliper and big 14.25" slotted cast iron rotor for optimum swept area.



Wilwood C6 Front Brake Kit

The perfect mate to chassis with Sport C6 front suspensions. Choice of 13" or 14" rotor, 6 piston caliper.



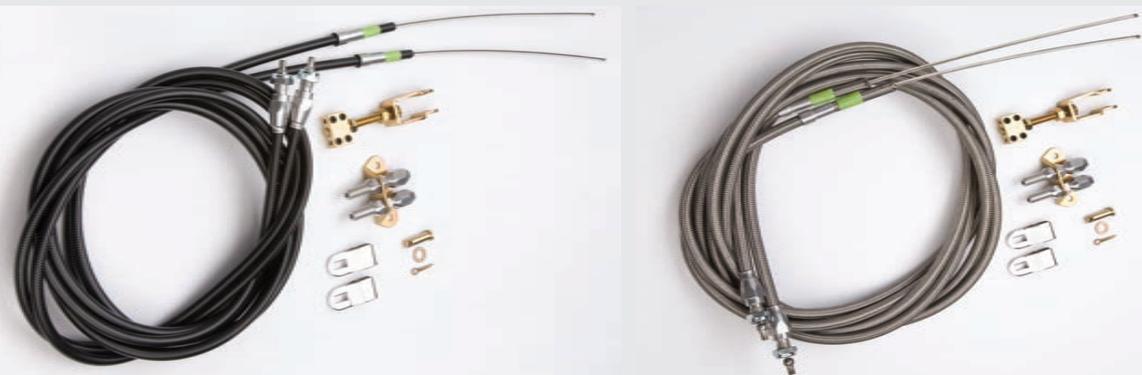
Wilwood Carbon Ceramic Brake Kit

The same braking technology found on the ZR1 Corvette can be yours with Wilwood's carbon ceramic brakes. Extra light rotors reduce unsprung weight for better handling and are very long-wearing.

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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.

- 52498600 Emergency Brake Cable Kit (Black Sheath)
- 52498610 Emergency Brake Cable Kit (Stainless Sheath)



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 Master Cylinder Combination Valve Line and Bracket Mount Kit
- 26085550 Hi Vol. Tandem 1" Bore Master Cylinder
- 26085552 Hi Vol. Tandem 1" Bore Master Cylinder
- 26094390 Hi Vol. Tandem 7/8" Bore Master Cylinder
- 26094392 Hi Vol. Tandem 7/8" Bore Master Cylinder

Precision Residual Pressure Valves

Maintains pre-set pressure in drum brake setups 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
- 26013784 10-lb. RPV with Fittings



Hi-Temp Brake Fluid

Specially developed for racing. Has a minimum dry boiling point of 570° - substantially higher than DOT 3 or 4 requirements! 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.



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. Additional lengths are available.

- 52494146 -3AN Male / -3AN Female
- 52494148 -3AN Male / -3AN Male
- 52494151 -6AN Male / -6AN Male



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

Strange Engineering 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. Non-adjustable are also available.



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 coilover 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. 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 Engineering Coilovers

Strange Engineering aluminum adjustable coilovers 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 Engineering 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 Chevrolet, which has recorded some remarkable skid pad, slalom and acceleration numbers.

Strange Engineering Single Adjustable Coilovers with Springs Available.
Strange Engineering Double Adjustable Coilovers with Springs Available.



Above: Vaughn Gittin, Jr. Mustang.

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AME Front, Rear and Coilover Springs

Spring rates are a key factor in any vehicle's ride quality and also influence the stance. Accordingly, AME's sales and tech team has extensive experience working with a wide variety of suspension/vehicle applications and can provide you with spring size/rate recommendations. All springs are 2-1/2" I.D., fixed rate.

2-1/2" I.D. x 7"	2-1/2" I.D. x 10"
16164035 350#	16161812 200#
16164045 450#	16161815 250#
16164055 550#	16161820 350#
16164057 650#	16161900 450#
	16161855 550#
	16161865 650#
2-1/2" I.D. x 8"	2-1/2" I.D. x 12"
16184300 200#	16163300 130#
16184400 250#	16163400 150#
16184600 300#	16163500 175#
16184800 450#	16163600 200#
16184825 550#	16163700 250#
16184850 650#	
2-1/2" I.D. x 9"	
16164230 300#	
16164235 350#	
16164255 550#	
16164300 650#	



Strange Engineering Third Members

9" S-Series Iron center section fully assembled with posi unit, Daytona iron pinion support, 3.00-6.50 Strange Engineering standard gear set and S-Series steel (1350) yoke. Call for options and other third member choices.



Carrier Installation Kit

Here's just what you need to do a first class job of installing a 9" carrier in the rear end housing. Included in the kit is a special high-performance gasket, plus premium grade bolts, nuts and lock washers. Pesky leaks will be a thing of the past when you use this kit.

40401015 Carrier Installation Kit



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" and 5").

54020510	1/8" Thick, 1/2" Holes, Each
54020530	1/4" Thick, 1/2" Holes, Each
54020550	1/2" Thick, 1/2" Holes, Each



Adjustable Shock Jig

Specially made by Kugel Komponenten 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.

18188025 Adjustable Shock Jig (Pair)



Coil Spring & Shock Absorber Bearings

To facilitate easily adjusting the ride height on coilovers install these handy bearings under the spring. Also available are special UHMW bearings that allow the adjuster to turn freely and eliminates noise.

18166400	Spring Bearing Kit UHMW (Pair)
18166100	Shock Bearing Kit (Bearings and Snap Rings)
18166200	Snap Rings (Set of 8)

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Bearing Retainers

Engineered to 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 contact our tech team to identify the proper housing end.



Pre-Lubed Heavy-Duty Axle Bearings

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

(A) 46460125	Set 20, 1.562"
(B) 46460130	Small Ford Conversion
(C) 46460300	1957-64 BOP
(D) 46460120	1.562" Ball Bearing
(E) 46460110	1.772" Ball Bearing
(F) 46460000	Mopar With Retainer

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 S/S (31-spline) and S/T (35-spline) induction hardened axles. 40-spline racing axles and spools are also available. **Please call for options and pricing.**



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www.artmorrison.com





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. Highly recommended to be used with Art Morrison Enterprises steering racks.

86835194 Power Steering Filter



Pressure Reducing Kit

This easy-to-use kit reduces the fluid pressure of many GM power steering pumps to a level acceptable for use with AME's steering rack. This kit is highly recommended if the pump's output pressure is unknown.

86835191 Kit



Rack Fitting Kit

Here's what you need to convert a steering rack to -6AN lines. The kit includes both the pressure and return line fittings. Made of stainless steel and comes with an o-ring to ensure a good seal.

86835155 Kit



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.



Steering Shaft Kits & Components

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



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.

Flow Control Valves

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

86835192 With -6AN
86835202 With Banjo



Note:
Max pump pressure to be used is 1,800 psi

Rack & Pinion Steering

To provide precise steering control in a variety of chassis configurations, AME offers our own rack and pinion design as well as setups from Flaming River. AME has done extensive testing on its proprietary steering dyno and can provide the optimum rack for front steer applications (mounted ahead of the spindles) power or manual. Both 15:1 and 17.5:1 ratio systems are available for competition or street use.

86835090 Art Morrison Enterprises Power Rack 17.5:1 (A)
86835129 Flaming River Rack (B)



Tech Tips:

- Low pressure hose may be used on the return side, but the pressure side must use hose capable of 2,000 psi.
- Maximum pump pressure to be employed with most power racks is 1,800 psi.
- Whenever possible, use rubber hose on the pressure side of at least 15" long to reduce pump noise.
- Power steering coolers may only 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, shown on page 67, to solve this issue.
- External power steering reservoirs must be mounted high enough to gravity-feed the pump and have at least an -10AN outlet.
- Quality reservoirs are crucial to eliminate fluid aeration and system bleeding issues.
- All reservoirs must use a vented cap.
- Steering stops may be installed on the rack shaft to eliminate tire-to-frame contact. They are pre-installed by AME and may be removed.



AME has a special steering dyno to test and evaluate components.

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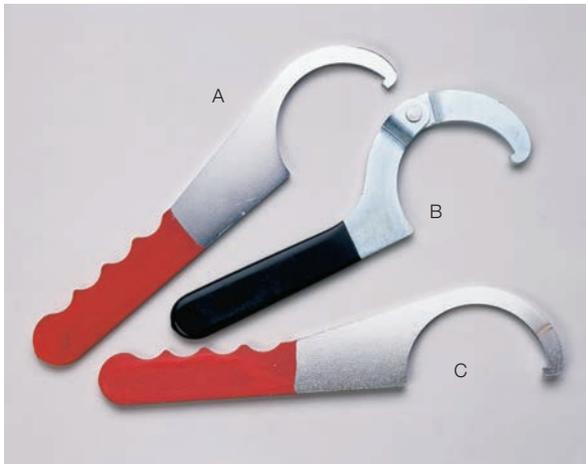
CAR CONSTRUCTION & SETUP



AME Ball Joint Tool

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

- 86854512 Ball Joint Ingalls Sport Removal/Installer Tool (2 Piece)
- 86854515 Ball Joint Sport C6 Removal/Installer Tool (2 Piece)



Spanner Wrenches

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

- 17166400 (A) Spanner Wrench, Small
- 17166200 (B) Spanner Wrench, Adjustable
- 17166300 (C) Spanner Wrench, Large

Made in the USA

AME supports local manufacturing and when possible sources locally. Most of our components are handmade by our team in Fife, WA.

Shipping & Ordering

All shipments are F.O.B. Fife, Washington. All Motor Freight shipments must be prepaid with a credit card, money order, cashier's check, check or cash. Credit card purchases for first time purchasers must be shipped to the cardholder's address. This procedure is designed to protect you, the cardholder.

Foreign Shipments

Unless restricted by law, Art Morrison Enterprises will ship to foreign customers. Full purchase price (in U.S. currency) must accompany order. Name of desired freight carrier and all required import/export documents must be included with order.

Damaged or Missing Product(s)

Shipping damage should be noted with the carrier at the time of delivery and the claim process started in accordance with that company's procedures. Once the claim process has begun with the carrier, notify Art Morrison Enterprises, Inc., as soon as possible. It's possible that shipments can be incomplete. **It is the customer's responsibility to inventory all shipments received and report any shortages to Art Morrison Enterprises, Inc., within 30 days of receipt of your order.**

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Non-critical specifications and plating are subject to change without notice.

Payment

Art Morrison Enterprises, Inc. accepts cash, money order, wire transfer, cashier's check, personal checks (check verification) or orders charged to Visa, Mastercard, Discover and American Express accounts. All custom-ordered components, or those shipped via motor freight, must be prepaid.

Returns

All returns of merchandise must include a Returned Goods Authorization Number (RGA#) prominently displayed on the return packaging. This RGA# can be obtained from your representative at Art Morrison Enterprises, Inc. All credits and refunds are subject to a 15% restocking charge and will only be made for goods that are unused, unaltered, undamaged (including rust) and ready for resale. Custom manufactured items are not subject to return for credit or refund. A copy of the original sales documentation must be included with the returned merchandise and include complete current contact information - name, address, phone, fax, e-mail, etc. Art Morrison Enterprises, Inc., will refuse any COD or collect shipments. **After 90 days, no credits or refunds will be allowed for any merchandise.**

Racing Association Rules

Because a number of products manufactured and/or sold by Art Morrison Enterprises, Inc. are subject to approval by various race sanctioning organizations, the customer is responsible to verify that the items purchased comply with the rules they compete under. The legality of the vehicle is up to the builder.

Prices

All prices are subject to change without notice. Art Morrison Enterprises, Inc. is not responsible for typographical price errors in this catalog or our advertising.

Due to ever-changing prices on materials and transportation costs, we may have to increase some prices throughout the course of the year.

Warning

Products manufactured by Art Morrison Enterprises, Inc. and/or contained in this catalog are designed for competition purposes. Accordingly, use of said products, or modification to or construction of a vehicle for those purposes may create dangerous conditions which could cause bodily injury and the buyer hereby expressly assumes all risks associated with any such modifications.

⚠ WARNING: Proposition 65 Compliance Statement

It is the responsibility of Art Morrison Enterprises, Inc. to warn its customers and employees that some products advertised in this catalog may contain certain chemicals known to the State of California to cause cancer, birth defects or other reproductive harm. Visit: www.P65Warnings.ca.gov for more information.

Custom Items

Products custom-made to the specifications of the customer, such as frame rails, axles, etc. are non-returnable for reasons other than defects in materials or workmanship.

Disclaimer

Seller disclaims any warranty, express or implied, with respect to the parts sold hereby as to merchantability, fitness for particular purpose, or any other matter.



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 $\pm 0.1^\circ$ at level and plumb and has a machined aluminum frame.

- 17171700 Electronic Digital Protractor (Uses 9v Battery)

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Visit Us!
We're located in Fife, WA - between Seattle and Tacoma.

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