

PRODUCT INDEX
NEW PRODUCTS FOR 2017
SUSPENSION BASICS
CHOOSING THE RIGHT EQUIPMENT
REAR FRAME KITS
FRAME RAILS
FRAME CONNECTORS
LADDER BARS
TRACTION DEVICES
4-LINKS
REAR AXLE
ANTI-ROLL BARS
ROD ENDS
DRIVESHAFT LOOPS
TRANSMISSION MOUNTS
SHOCKS
SPRINGS
WHEEL-E-BARS™
ROLL BARS
CHASSIS COMPONENTS
SHEET METAL
STEERING COMPONENTS
BUSHINGS
ENGINE MOUNTING
TABS & BRACKETS
TOOLS
ELECTRICAL COMPONENTS
REPLACEMENT PARTS
NUMERICAL PRODUCT INDEX

NEW

New Product Section 372

NUMBERED

2° Wedge Plates 393
 9" Ford Axle Housing Braces 391
 90/10 Drag Shocks 405-409
 90/10 Drag Struts 409
 8-Point Roll Bars 417
 10-Point Conversion Kits 418
 10-Point Roll Cages 419
 12-Point Roll Cages 420

A

A-Arm Bushings 430
 Accelerator Pedal Kit 424
 Access Door 426
 Adjustable Drag Shocks 405-409
 Adjustable Panhard Bar 395
 Adjustable Pinion Snubber 399
 Aluminum, Body Mounts 430
 Aluminum Fenderwells 426
 Aluminum Fuel Line (Moroso) 271
 Aluminum Spring Eye Bushings 430
 Angle Finder 442
 Anti-Roll Bars 400
 Apparel (Moroso) 363-364
 Axle Bearing Conversion Kit 393
 Axle Housing Braces 392
 Axle Housing Ends 392

B

Battery Box 443
 Battery Cable Kits 443
 Battery/Weight Box 443
 Body Mounts, Aluminum 430
 Bolt-on Diagonal Link 394
 Bolt-On Driveshaft Loops 402-404
 Bolt-On Floating Housing Mounts 387
 Bolt-On Frame Connectors 385
 Bolt-On Traction Devices 388-389
 Bolt-On Wheel-E-Bars™ 416
 Brace, Seat Back 421
 Brace, Ford 9" Rear Axle 391
 Brackets 437-441
 Bumpsteer Adjuster Kit 429
 Bushings, A-Arm 430
 Bushings, Control Arm 398-399, 430
 Bushings, Slide-A-Link™ 389

Bushings, Spring Eye 430
 Bushings, Transmission Crossmember 404

C

Cage Kit, Funny Car 421
 Carrier Stud Kit 393
 Challenger/Chrysler Specific Section 365
 Chassis Brackets and Tabs 438-441
 Chassis Brackets, 4 –Link 439-441
 Chassis Brackets, Ladder Bar 439-441
 Chevrolet Camaro Specific Section 365
 Choosing the Right Equipment 376-379
 Clevis Brackets 437
 Coil-Over Housing Brackets 441
 Coil-Over Mount Kits 412
 Coil-Over Shock Adjusting Tool 411
 Coil-Over Shock Kits 410-412
 Coil-Over Shock, Lower Mounting Bracket 441
 Coil-Over Shocks, Magnum Series 409
 Coil-Over Shock Mounting Brackets 441
 Coil-Over Shock Mount Kits 410-412
 Coil-Over Springs, Rear 413
 Coil Spring Traction Bars 388
 Competition Ladder Bars 386
 Control Arms and Accessories 396-399
 Conversion Kits, 10 Point Roll Cage 418
 Crossmember, Ladder Bar 384
 Crossmember 2" x 3" Dropped 384
 Crossmember, Transmission Bushings 404
 Crossmember, Transmission Universal 404

D

Diagonal Link 394
 Door, Access 426
 Door Bar Kits, 6-8 & 10-12 pt. 422
 Door Handle Linkage Kit 424
 Door Hinge Linkage Kit 423
 Door Limiter Strap 424
 Dragster Rear End Housings 391
 Drag Shocks, Adjustable 405-409
 Drag Struts 409
 Driveshaft Loops 402-403

E

Electrical Components 443
 Engine Limiter Kit 431
 Engine Torque Link 431



PRODUCT INDEX

F

Fabricated Rear Axle Housings	391
Fenderwells, Aluminum and Steel	426
Firewall, Kit Rear for Mustang 2005-10	426
Floating Housing Mounts	387
Floor Pan Brace	384
Flywheel Shims	431
Forged Rear Axle Housing Ends	392
Formed Rear Frame Rails	383
Formed Rear Struts, 8 Point Bar	418
Four-Link, Chassis Brackets	439-441
Four-Link, Frame Kits	381-382
Four-Link, Frame Rails	383
Four-Link Kits	390
Four Link Mounting Brackets	438
Frame Brackets, Universal	438-439
Frame Connectors	385
Frame Kits, rear	380-382
Frame Rails & Components	383
Front Down Strut Upgrade Kit	421
Front End Travel Limiter	429
Front Motor Plates	434-436
Front Suspension Components	427-429
Fuel Line, Aluminum (Moroso)	271
Fuel Tank Sump Kits	426
Funny Car Cage Kit	421

G

Gas Pedal Kit	424
Gas Pedal Linkage Kit	423
Gussets, Roll Bar	422

H

Housing Brace, 9" Ford	391
Housing Brackets, Coil-Over	441
Housing Ends, Axle	392
Housing Mounts, Floating	387
Housing Vent, Rear Axle	393

L

Ladder Bars	386
Ladder Bar, Chassis Brackets	438-442
Ladder Bar, Crossmember	383
Ladder Bar Crossmember Brackets	440-442
Ladder Bar Frame Kits	380-382
Ladder Bar Frame Rails	383
Ladder Bar Housing Bracket	438-442
Ladder Bar Spring Chart	382

Ladder Bars & Accessories	386-387
Ladder Link	386
Locating Devices, Rear Axle	394-399
Lower Control Arms	396-399
Lower Shock Mount, Universal	410

M

Mid Mount Plates	432-433
Motor Plates	434-436
Motor Plate Mounting Kit	431
Mounting Brackets, 4-Link	438-440
Mounting Bracket, Shock	441
Mustang Specific Section	367-368

O

Offset Spring Hangers	413
-----------------------	-----

P

Panhard Bars	395
Panhard Bar Frame Brace	395
Parachute Anchor Mount	425
Parachute Pack Mount	425
Parachute Release Cable Clamp	425
Parachute Release Cable Kit	425
Pedal Kit, Accelerator	424
Pinion Snubber, Adjustable	399
Progressive Rate Springs	410, 413

R

Radiator Mounting Kit	424
Rear Axle Housings & Accessories	391-390
Rear Axle Housing Brace	391
Rear Axle Housing Ends	392
Rear Axle Housing Fill Cap Kit	393
Rear Axle Housing Vent	393
Rear Axle Locating Devices	390, 394-399
Rear Axle Spring Perches	392
Rear Coil-Over Shock Kit	410-412
Rear Coil-Over Springs	410, 413
Rear Control Arms & Accessories	396-399
Rear Control Arm Spherical Bearing Kit	399
Rear Fenderwells	426
Rear Firewall Kit	426
Rear Frame Kits	380-382
Rear Frame Rails, Formed	383
Rear Shocks	405-411
Rear Shock Crossmember	412
Rear Shock Mounts	410-412



R (CONT)

Replacement Bushings	389, 398-399, 430
Replacement Brackets	437-441
Replacement Parts	444
Rod Ends	
Roll Bars & Cages	
Roll Bar Bolt-In Conversion Kit	418
Roll Bar Door Bar Kits 6-8 & 10-12 pt.	422
Roll Bar Formed Struts	418
Roll Bar Gussets	422
Roll Bar Padding	422
Roll Bar Rear Struts, 8 point	418
Roll Cage Upgrade Kit	419
Roll Cage Swing Out Door Kit	422
Roll Cage X-Brace Kit	420

S

Seat Back Braces	421
Seat Belt Harness Tabs	437
Sheetmetal	426
Shims, Flywheel	431
Shock Absorbers	405-409
Shock Adjusting Tool, Coil-Over	411
Shocks, Coil-Over, Magnum Series	409
Shock Crossmember	412
Shock Kits, Coil-Over	410-412
Shock Mount Kits, Coil-Over	410-412
Shock Mounting Brackets, Coil-Over	441
Springs, Coil-Over Rear	413
Slide-A-Links™	389
Slide-A-Link™, Bushings	389
Slide-A-Link™ Wrenches	389
Snubber, Adjustable	399
Solid Aluminum Body Mounts	430
Solid Replacement Bushings	430
Spoiler, Rear Universal (Moroso)	358
Sport Compact Roll Bars & Cages	417
Spring Chart, Ladder Bar	382
Spring Eye Bushings, Aluminum	430
Spring Hangers, Offset	413
Spring Perches, Rear Axle	392
Springs, Progressive Rate	410, 413
Springs, Rear Coil Over	413
Stabilizer Bars, Anti-Roll	400
Stabilizer Bars, Diagonal Link	394
Stabilizer Bars, Panhard Bar	395
Steering Column Kits	427
Steering Column Mounting Kit	427
Steering Joints	428
Steering Shaft Support Rod End	427
Steering Wheel Adapter	428
Steering Wheel Hub and Adpater	428

Strut Upgrade Kit, Front Down	421
Struts, Drag Race	409
Struts, Roll Bar Formed	418
Stud Kit, Carrier	393
Swing Out Door Kit	422

T

Tabs, Brackets	437-441
Throttle Linkage Rod Kit	423
Torque Box Reinforcement Plates	398
Torque Link, Engine	431
Tow Hook, Universal	442
Traction Bars, Coil Spring	388
Traction Devices, Bolt-On	388-384
Transmission, Crossmember Bushings	404
Transmission Crossmember Mount Kit	404
Transmission, Universal Crossmember	404
Travel Limiter, Front End	429
Two Degree Wedge Plates	393

U

U-Bend Universal Mount	442
Understanding Suspension Basics	373-375
Universal Brackets & Tabs	437-441
Universal Crossmembers	383-384
Universal Driveshaft Loops	402-403
Universal Door Window Frame Kit	423
Universal Frame Rails	383
Universal Lower Shock Mounts	410-411, 436
Universal Steering Joints	428
Universal, Tow Hook	442
Universal Window Frame Kit	423
Upper, Lower Rear Control Arms & Accessories	396-398
Upper & Lower Rear Control Arm Bushings	398
Upper A-Arm Bushings	430
Universal Wheel-E-Bars™	414-146

W

Wedge Plates, Two Degree	393
Weight/Battery Box	443
Weld In, Frame Connectors	385
Wheel-E-Bars™, Bolt-On	416
Wheel-E-Bars™, Universal	414-416
Wheel Tubs, Aluminum and Steel	426
Window Frame Kit	423
Window Install Kit	423
Wishbone Housing Locators	394
Wrenches, Slide-A-Link™	389



**FRONT MOTOR PLATE, PROFILED,
FORD 289-302, 351W, 1979-'93**

Make sure your motor stays in place!



No. C4015

- This Motor Plate comes already profiled which eases installation
- Provides a solid connection between the engine and the chassis
- Improves reaction and 60-foot times
- Eliminates twisting of the chassis caused by engine torque and ensures that the power gets to the rear wheels
- Computer designed and machined for accuracy
- Used by leading Chassis builders as a positive method of locating the engine in the chassis
- Perfect for performing engine swaps or setting a motor back in the chassis for increased weight transfer
- Includes mounting spacers

PART #	DESCRIPTION
C4015	Front Motor Plate, Profiled, Ford 289-302, 351W Engines, 1979-'93



NEW PRODUCT

UNDERSTANDING SUSPENSION BASICS

Getting more power from an engine is something all racers are familiar with. Getting that power to the ground, however, is a science that few racers really understand. For those of you just starting out in drag racing, we've put together a basic overview of how chassis and suspension systems are affected by sudden acceleration. The Chassis People™ at Competition Engineering want you to understand the relationship between engine power and the chassis, suspension and driveline systems of your car. By doing so, you will be in a better position to select equipment that allows you to hook up and lower ET's!

Without the right chassis and suspension setup, all the horsepower in the world will only go up in tire smoke!

As you're trying to understand how modifications to the chassis and suspension systems improve traction, it helps to keep one thing in mind. Power produced by your engine must take a direct path to "planting" the tires and "launching" your car forward. Any power that gets absorbed by the chassis and suspension is power that can't be used to get you to the finish line as quickly as possible.

There's a basic law of physics that states "for every action there is an equal and opposite reaction." Relating this principle to a game of billiards is relatively easy. But

applying it to chassis and suspension systems on a drag race car is more complex. When trying to understand how chassis and suspension setups affect traction, keep the "action/reaction" concept in mind. It will make things much easier to understand.

While race cars are designed for racing, street cars are designed primarily for carrying passengers safely and comfortably. From the factory, passenger cars are not equipped to handle high rpm launches from a standing start. This instant release of power places great strain on stock suspension systems and usually results in unwanted wheel hop, tire spin and parts breakage. Controlling this unwanted reaction is the job of a traction device, which limits the rotation of the rear axle housing and transfers forces to the track surface.

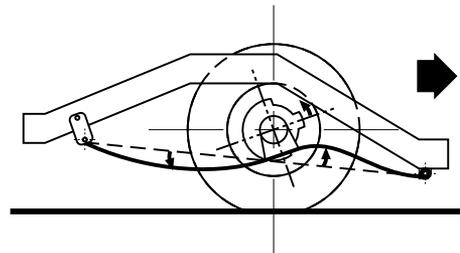
For example, the installation of traction bars is a popular way of limiting rotation of the rear axle housing. Traction bars mount directly to each side of the axle housing and extend forward like long arms or levers. When the housing begins to rotate during initial launch, the traction bars stop this action, holding the housing in place and converting some of the applied torque to a force which pushes the rear tires into the track surface. By stabilizing the axle housing, wheel hop is virtually eliminated, acceleration is smoother and parts breakage is minimized.



HOW "WHEEL HOP" OCCURS

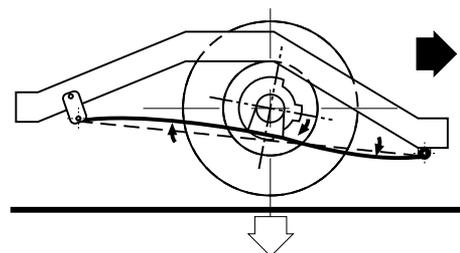
REAR AXLE HOUSING ROTATION WITHOUT TRACTION CONTROL

When horsepower is suddenly delivered to the differential, whether from a clutch or a torque converter, the pinion attempts to "climb" the ring gear. This sudden shock of torque causes the entire rear axle housing to rotate backwards in a counter-clockwise direction. This causes the springs to distort, resulting in severe driveshaft/U-joint misalignment.



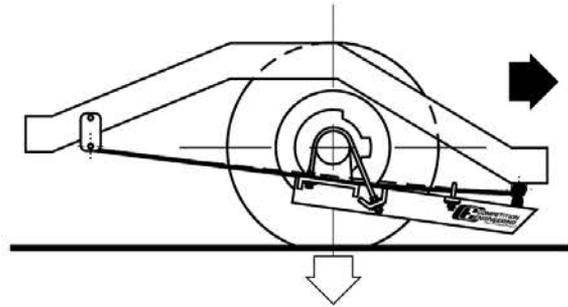
SPRING REACTION UNLOADS SUSPENSION, CAUSING "WHEEL-HOP"

The axle housing is allowed to continue its rotation until it meets resistance from the suspension/springs, which then try to "snap" the housing back to its original position. As power continues to the differential, the housing is once again allowed to rotate back against the springs. This action/reaction of the suspension, commonly known as "wheel hop," continues much like a tug-of-war. Instead of launching your car forward, you sit there bouncing around and spinning your wheels.



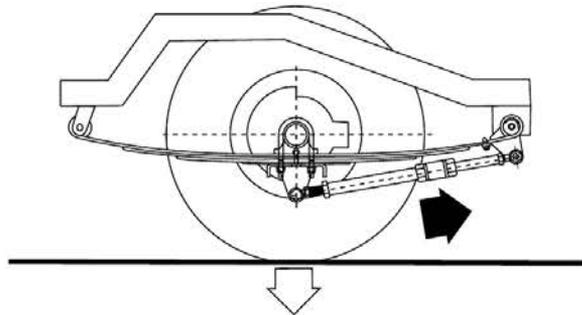
COMPETITION ENGINEERING TRACTION BAR LIMITS AXLE ROTATION

The bolt-on "Slapper Bar" is one of the most basic traction devices available. Originally pioneered by Bill "Grumpy" Jenkins in the mid-sixties, it gets its name from the way it works. One end of the Traction Bar replaces the stock spring pad and is clamped to the rear axle housing. The front end of the bar is suspended just below the spring eye. When the housing begins to rotate during launch, the bar also rotates until it contacts or "slaps" the spring. (Unlike other brands, Competition Engineering Traction Bars make contact directly below the front spring eye, preventing spring damage). When contact occurs, the Slapper Bar becomes a lever trying to push the axle housing down and planting the tires in the process.



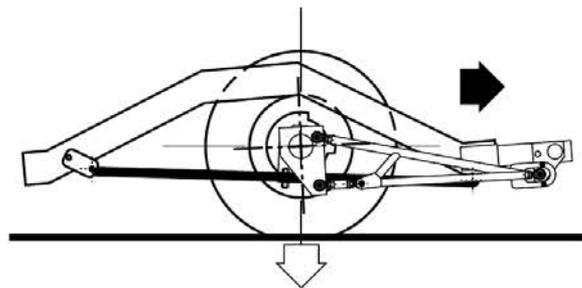
SLIDE-A-LINK™

A revolutionary, patented, completely bolt-on traction device, the Slide-A-Link™, designed for both street and strip use is track tested and competition proven to outperform conventional "Slapper" bars. A solid mounted front plate is installed inside the original front spring pocket and clamps to the leaf spring to provide a positive displacement for the torque that is transmitted from the rear axle through the telescoping bar and special durometer shock pad. These forces, along with improved instant center geometry, provide better weight transfer for increased traction. Free travel and pre-load adjustments are made on the vehicle by adjusting the jack screw at the rear of the bar.



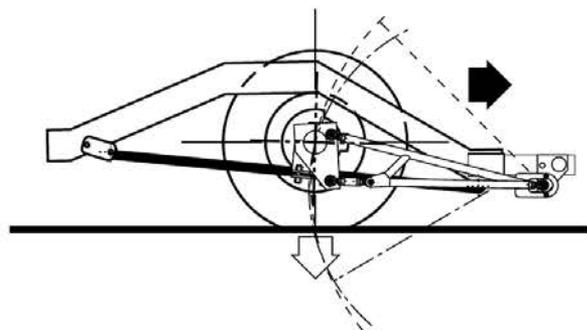
HOW LADDER BARS WORK

The Ladder Bar is a more sophisticated traction device because it serves as an extremely rigid, bridge-type truss that locates the rear axle housing directly to the chassis. With the axle housing held firmly in place, the torque applied to the differential is now transferred immediately through the Ladder Bars and into the chassis. By using the Ladder Bar to carry power to the chassis, the front end reacts by rising. As the front of the car travels upward, rapid weight transfer is created which "plants" the rear tires and propels the car forward.



HOUSING FLOATERS ELIMINATE SUSPENSION BIND

When using Ladder Bars with a leaf spring rear suspension, the axle housing cannot be rigidly attached to the springs. If it were, severe binding of the rear suspension would occur because the Ladder Bar and the leaf spring both travel in separate competing arcs. By allowing the housing to rotate and glide on the leaf spring, the Floating Housing Mount eliminates the bind and allows the Ladder Bars to work the way they were designed.



Traction devices are only half the story. When used properly to transfer the torque action created in the differential into the chassis, other aspects of the car must also be enhanced. Since the chassis is the backbone of the car, the "action" of transferring power into it must not result in the "reaction" of twisting and flexing. Therefore, the chassis must be as rigid as possible. Frame Connectors are used to connect front and rear uni-body subframes, effectively making them one piece. This eliminates unwanted flex in the chassis and prevents it from absorbing the power needed for acceleration. Solid Body Mounts, Solid Motor Mounts, Engine Torque Links and Solid Transmission Mounts contribute to forming a rigid structure and help eliminate unwanted twisting and power loss.

Large-diameter Tubular Control Arms, which are much stronger than stock units, also add rigidity, eliminate flex and help direct power to the ground. Finally, Roll Bars and Roll Cages help make the chassis and body solid while providing an extra measure of safety.

The suspension also contributes to overall performance. It serves as a flexible connection to the track, providing mechanical and hydraulic damping to control unwanted body and chassis movements. The suspension must remain flexible enough to offer a sufficient level of comfort and safety, while contributing to traction when subjected to sudden acceleration. Installation of

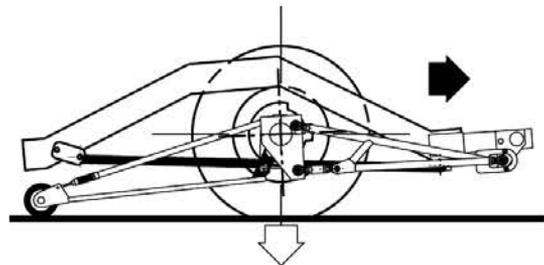
Competition Engineering's Adjustable Drag Shocks are one of the first steps taken to help stabilize suspension movement. In race applications, the front shocks play a dual role. When the front end lifts, they extend freely to increase weight transfer. When the front end begins to lower, these same shocks provide resistance to maximize the duration of weight transfer. Complementing the action of the shocks are Front Drag Springs, specially engineered for each application to hold a great amount of stored energy for instantaneous weight transfer. Rear Coil Springs are also available for specific vehicle weights to obtain the correct ride height, and provide full suspension travel for optimum weight transfer and traction. Stabilizer Bars are used in conjunction with both Ladder Bars and 4-Links. They center the rear axle housing within the chassis. This prevents lateral movement between the body and the suspension, which helps to provide high speed stability.

We hope that our introduction to chassis, suspension and traction systems has been helpful. From our simplified explanations you should realize that horsepower, while important, is not the only factor contributing to elapsed time results. A properly tuned chassis and suspension will help you to determine the level of equipment needed to obtain that traction.



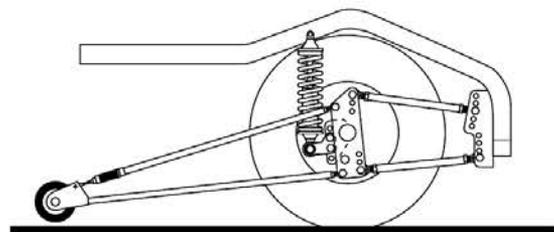
WHEEL-E-BARS™ HELP CONTROL WEIGHT TRANSFER

Although Ladder Bars and 4-Links provide lift to the front end by transferring weight to the rear, too much lift detracts from the forward motion and reduces overall performance. Installation of Wheel-E-Bars™ helps to maintain the correct amount of lift and controls weight transfer to maximize traction.



LADDER BARS vs. 4-LINKS

4-Links offer more adjustment over Ladder Bars and can handle higher torque loads. With two bars per side, one on top and one on the bottom, you basically have an open ended Ladder Bar. You can adjust the suspension for different track conditions by manipulating the mounting positions in the frame and axle housing brackets. This gives you the option of making the intersection point, or point of "instant center," as far forward or rearward to suit your particular needs. The point of instant center is the location where the upper and lower links would intersect if imaginary lines extended from the front of the 4-Link bars. Unlike a Ladder Bar where the point of instant center is always located at the bar's front mounting point, the instant center on a 4-Link changes quickly as the car is launched



CHOOSING THE RIGHT EQUIPMENT

Selecting chassis components is something that should not be taken lightly. It's just as important as choosing the right camshaft or gear ratio. Making the right chassis setup decision wins races. Making the wrong one leaves you with a car that doesn't perform as expected and usually ends up wasting a lot of your hard earned money. Before purchasing a single chassis component, you must first make some very important decisions concerning your car and the level of competition you plan to achieve. First, determine what you want out of your car. Are you looking for better performance from your street machine; do you want a dedicated race car that will never see the street; or do you want a performance street machine that can do occasional track time? If you are going racing, become familiar with all rules and guidelines established by your sanctioning body. Determine the horsepower level you want the engine to make.

Decide if you want to use bolt-on or weld-in components. Once you have addressed all of these important issues, you will be in a better position to choose the chassis components that are correct for your car.

To help both the beginner and seasoned racer select chassis equipment, we've grouped cars in four stages beginning with street performance and mild bracket cars, and ending up with "Outlaw" Pro Street and Pro Modified type race cars. In our **Blueprint for Performance**, we've built each of the four stages around the three most important factors concerning component selection:

- 1) Intended Use
- 2) Horsepower Level
- 3) Installation Complexity

Following along stage by stage will help you select equipment that best suits your performance requirements.

STAGE ONE

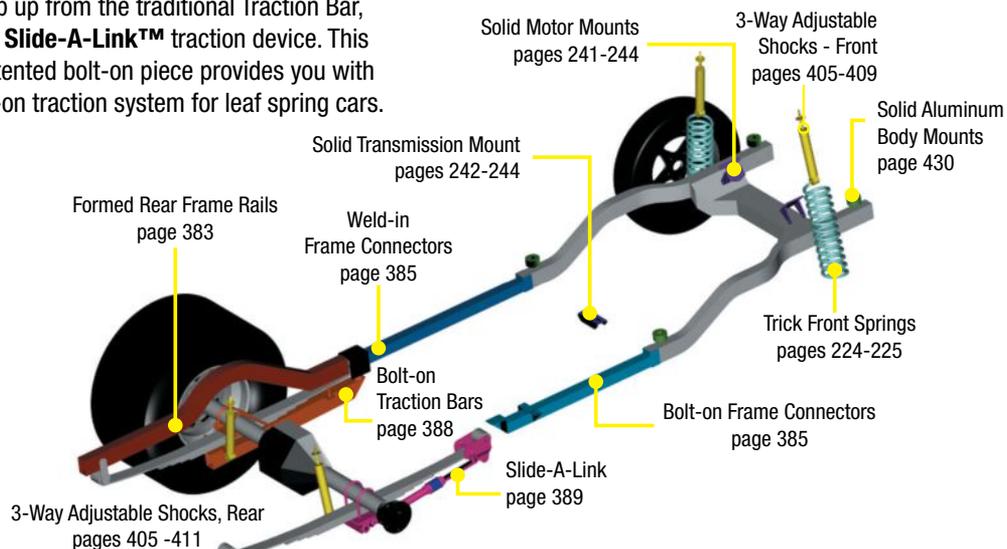
Street Performance & Mild Bracket Cars

Our first stage is our entry level stage intended for those looking to get more performance from their street machine that may see some track time occasionally as a mild bracket racer. In this stage, horsepower levels are stock or slightly modified. All of the equipment can be easily installed with simple hand tools. No welding is required. All of the bolt-on equipment included in Stage One is intended to strengthen the chassis, suspension, body and drivetrain. By making the car more rigid, power is transferred directly to the wheels for improved traction.

To control wheel hop on older cars with leaf or coil springs, Competition Engineering offers **Bolt-On Traction Bars**. These bars limit rear housing rotation, thereby eliminating wheel hop and improving rear wheel traction. As a step up from the traditional Traction Bar, we now offer the **Slide-A-Link™** traction device. This revolutionary, patented bolt-on piece provides you with the ultimate bolt-on traction system for leaf spring cars.

For better handling and improved traction in rear coil spring equipped street cars, we offer **Tubular Rear Control Arms**. These rugged control arms are direct replacements for flimsy stock units, and serve to strengthen the suspension for quick launches and stable cornering.

The Mustang and GM A&G Body versions have three adjustment settings to suit changing track conditions. Additional components for this stage include Competition Engineering's **Solid Aluminum Body Mounts** that help eliminate chassis twist, and **Solid Motor Mounts** and **Transmission Mounts** to keep the engine from wasting torque by twisting in the chassis. For uni-body cars, **Bolt-On Subframe Connectors** create a rigid structure for direct transmission of power.



STAGE TWO

Borderline Street Legal & Bracket Racing Cars

As horsepower levels start to increase, so does the need for stronger traction control. The components that make up Stage Two, along with the other stages that follow, will require skills in both welding and fabrication. Installation of this equipment will also cause street driveability to be affected. Stage Two cars may need to be trailered to the track.

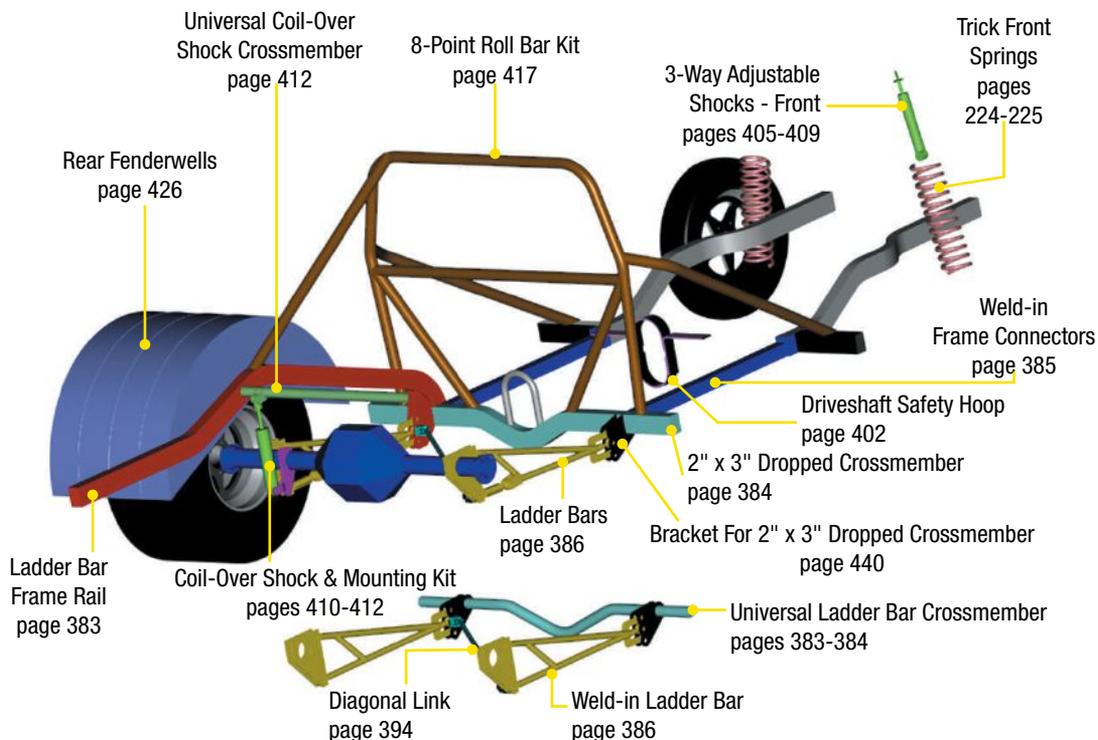
An **8-point Roll Bar** and **Bolt-On Driveshaft Loop** should be among the first components added when deciding to build more horsepower and go faster. A properly installed roll bar not only offers increased protection in the event of a crash, but also adds rigidity to the chassis which results in quicker E.T.'s.

The rear suspension also needs to be reinforced in order to handle the higher torque loads produced by the engine. The installation of **Weld-In Ladder Bars** and a **Tubular Crossmember** will help control the transfer of power to the rear wheels. If you're retaining leaf springs, you'll also need a **Housing Floater** (see page 387) to keep the springs from working against the Ladder Bars. To provide additional suspension adjustment without going through the trouble of installing a **4-Link**, Competition Engineering offers the

Ladder Link™. This popular traction device gives you more adjustability over standard Ladder Bars. Its 33-½" length is ideal for most applications.

More power also requires larger rear tires. To fit larger rear tires into a passenger car body, you'll need to enlarge the wheel housings and move the rear springs inboard. This can be accomplished by installing a set of our **Rear Fenderwells**, available in either steel or aluminum, and using our **Offset Spring Hangers** (see page 413) to relocate the leaf springs. You'll also need **Weld-In Subframe Connectors** to tie the front and rear subframes together in a uni-body car. For maximum strength on uni-body vehicles, our **Formed Rear Frame Rail Kits** provide a solid base for mounting a variety of traction components.

Additional components that make Stage Two complete include computer-designed **Trick Front Springs** for maximum front end lift and weight transfer, **Rear Drag Springs** that provide full suspension travel to take advantage of that weight transfer; **3-Way Adjustable Drag Shocks** to control suspension movement, and **Front End Travel Limiters** to prevent the front end from rising too high.

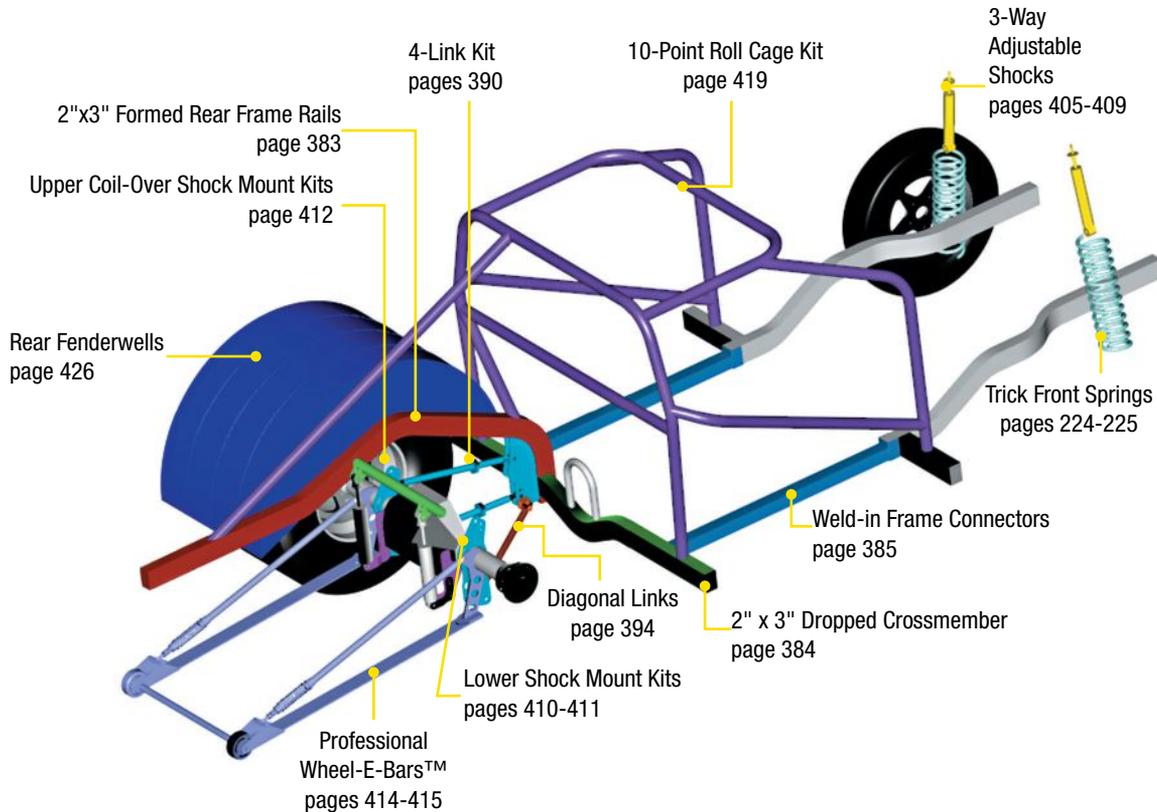


STAGE THREE

Pro-Street & Sportsman Class Cars

Stage Three includes all-out race cars that require fabrication skills to complete. Higher horsepower and larger tires also require that a dedicated racing suspension be installed. Installation of components included in this stage mandates that the car be "back-halved" to accept a fabricated rear frame and 4-Link rear suspension. The backbone of this stage is the 2" x 3" mandrel bent Rear Frame Rails and the 2" x 3" Dropped Crossmember.

This will give you a sturdy base in which to install our 4-Link Kit and Coil-Over Shock Mounts. In addition to this setup, an Axle Locating Device is required to keep the rear housing centered in the chassis. The installation of a 10-Point Roll Cage is mandatory to support the new back half, as well as to help protect the driver at increased speeds.



OTHER COMPONENTS THAT COMPLEMENT STAGE THREE INCLUDE:

PART #	DESCRIPTION	PAGE
C9100	Fabricated 9" Ford Rear End Housing, Chrome Moly	391
C9200	Fabricated 9" Ford Rear End Housing, Mild Steel	391
C4029	Battery/Weight Box	443
C5073/74	Steering Column Kits	427-428



No. C4029



No. C5074



No. C9100

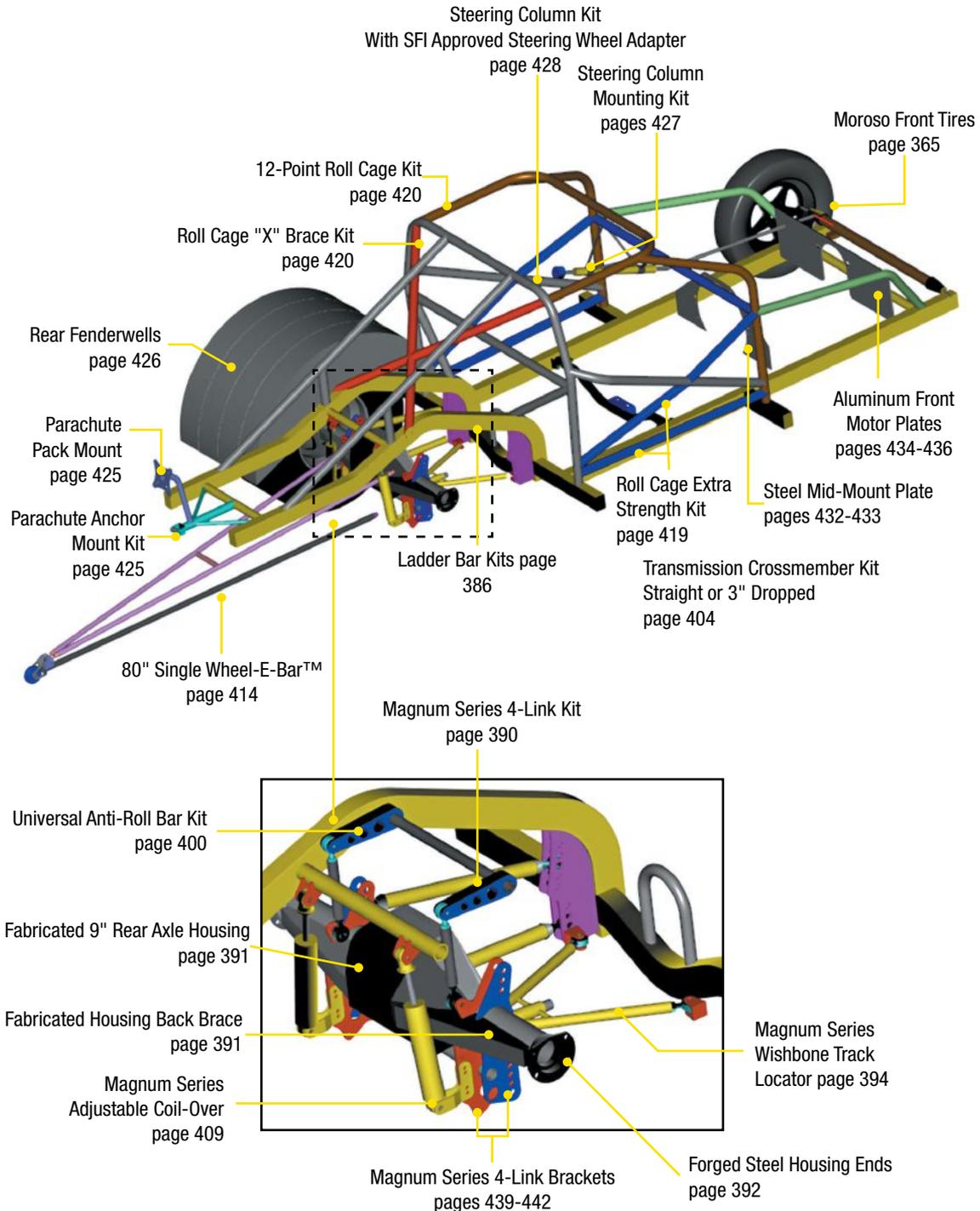


STAGE FOUR

Pro-Street & Pro-Modified Type Race Cars

We have designed this final stage for the **professional racer**. Hard core components for Stage Four include our **12-Point Roll Cage** for maximum protection and chassis rigidity and our **Magnum Series 4-Link** to handle brute force horsepower levels. Our Wishbone Rear Axle Locator improves chassis stability. To locate the engine in tube chassis cars, **Aluminum Motor Plates** and **Steel Mid-Mount Plates** are computer machined for precise

fit and alignment. **Fabricated Rear Axle Housings** and 43" and 46" **Monster Wheel Tubs** are designed exclusively for Funny Car size slicks. To keep everything on a level attitude we strongly suggest our **Universal 60" Wheel-E-Bars™** or **80" Single Wheel-E-Bar™**. Additional components include **Fabricated 9" Ford Housing**, **Steering Column Kit** and **Rack and Pinion Steering Units** for the front end.



REAR FRAME KITS

Competition Engineering complete **Rear Frame Kits** with custom suspension options will save you hours of fabrication time. Each kit is individually welded on precise jigs for unmatched accuracy...getting you hooked up and winning, right out of the box!

When you choose a Competition Engineering **Rear Frame Kit** you know it's built with quality. Each and every component is manufactured with the finest American craftsmanship and materials, ensuring a perfect fit and years of dependable service.

Best of all, our efficient manufacturing processes make these built-to-order **Rear Frame Kits** available at a great price!

We've expanded our line of **Rear Frame Kits** to better meet the needs of our customers. Now, each Frame Kit has its own part number to make it easier to find and order exactly what you are looking for!



Complete Frame Kits Application Chart on pg. 382

DESIGN YOUR OWN REAR CLIP!

Widths - Frame Kits are offered in three widths; 24", 26" and 28".

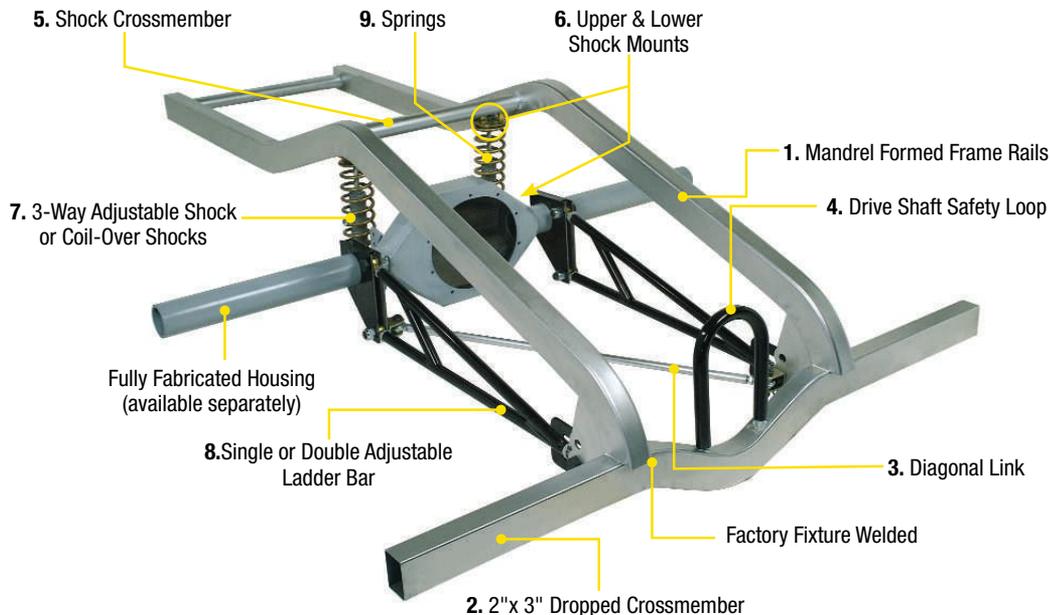
Welded or Unwelded - Frame Kits are available in your choice of welded or unwelded. The unwelded option is available only on the 28" Kit. This allows the chassis builder to cut to their desired width.

Suspension Designs - Four different are available; *Single Adjustable Ladder Bar*, Part No. **C2006**; *Ladder Bar Double Adjustable* Part No. **C2005** (page 386); *Standard 4-Link and Magnum Series 4-Link* (page 390).

Shocks Options - Available with three different shock options; *3-Way Adjustable Drag Shocks* (pages 405-411), *Magnum Series Rear Coil Over Shocks* (page 409).

Spring Rate Options - Seven different spring rates are offered; 85, 100, 125, 150, and 200 lb., plus Progressive Rate Springs are available.

LADDER BAR REAR FRAME KITS

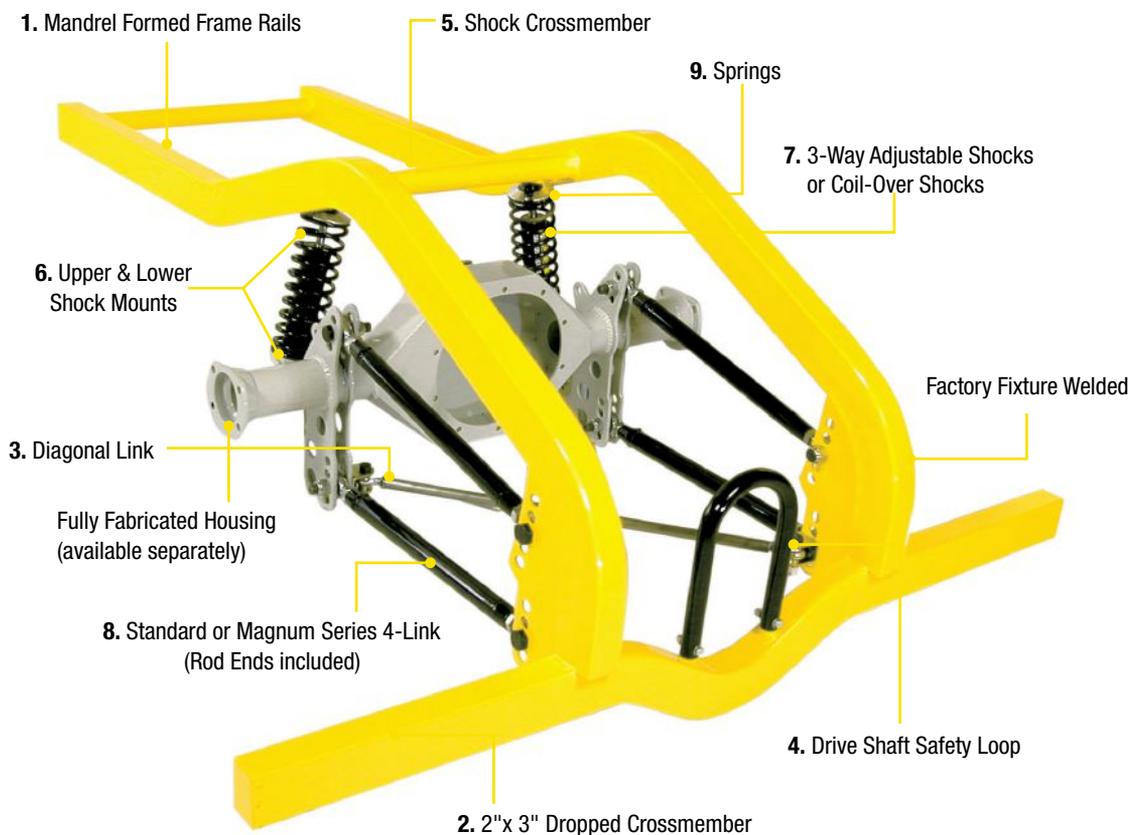


- 1. Ladder Bar Frame Rails** - Specially engineered profile clears suspension and axle components, while accommodating low ride height and wide tires.
- 2. 2" x 3" Crossmember** - Mandrel formed for uniform profile; 3.5" drop center makes it adaptable to virtually any chassis design; 60" wide.
- 3. Diagonal Link** - $\frac{3}{4}$ " O.D. DOM steel with $\frac{1}{2}$ " Spherical Rod Ends for easy, in-chassis adjustment.
- 4. Driveshaft Loop** - $1\frac{1}{8}$ " O.D. mandrel formed Round Tube contains driveshaft during U-joint failure.
- 5. Shock Crossmember** - Tubular design provides high strength with light weight.
- 6. Upper & Lower Shock Mounts** - Provides 6" of ride height adjustment.

- 7. Choice of 3-Way Adjustable Shocks or Coil-Over Shocks** - Single, externally adjustable Coil-Over Shocks with CNC machined billet aluminum body and 1" wide top/bottom bearings or economical 3-Way Adjustable Shocks with Spring Kit.
- 8. Choice of Competition Single Adjustable or Double Adjustable Ladder Bars** (see page 386)
- 9. Springs** - Matched to your specific rear vehicle weight. 2.5" I.D. x 12" long, premium-grade chrome silicone steel, powder coated for durability. Progressive Ladder Bar Rate Springs available.



4 - LINK REAR FRAME KITS



REAR FRAME KITS

EACH 4-LINK REAR FRAME KIT INCLUDES:

- 1. 4-Link Frame Rails** – Specially engineered profile clears suspension and axle components while accommodating low ride height and wide tires; Rugged 2" x 3" construction makes them strong without adding unnecessary weight.
- 2. 2" x 3" Crossmember** – Mandrel formed for uniform profile; 3.5" drop center makes it adaptable virtually any chassis design; 60" wide.
- 3. Diagonal Link** – $\frac{3}{4}$ " O.D. DOM steel with $\frac{1}{2}$ " Spherical Rod Ends for easy, on-chassis adjustment.
- 4. Driveshaft Loop** – 1- $\frac{1}{8}$ " O.D. mandrel formed Round Tube contains driveshaft during U-joint failure.
- 5. Shock Crossmember** – Tubular design provides high strength with light weight.
- 6. Upper & Lower Shock Mounts** – Provides 6" of ride height adjustment.
- 7. Choice of 3-Way Adjustable Shocks or Coil-Over Shocks** – Single, externally adjustable Coil-Over Shocks with CNC machined billet aluminum body and 1" wide top/bottom bearings or economical 3-Way Adjustable Shocks with Spring Kit.
- 8. Choice of Standard or "Magnum" Series 4-Link Kits** – Rod Ends included. (see page 390)
- 9. Springs** – Matched to your specific rear vehicle weight. 2.5" I.D. x 12" long, premium-grade chrome silicone steel, powder coated for durability. Progressive Rate Springs are also available..



Complete Frame Kits Application Chart on pg. 382

REAR FRAME KITS

LADDER BAR FRAME KITS

24" WIDTH

SPRING RATE	85 LB	100 LB	125 LB	150 LB	200 LB	PROGRESSIVE RATE SPRING	
						1,900 LBS TO 2,900 LBS	2,901 LBS TO 3,900 LBS
12 WAY ADJ. COIL-OVER SHOCK	C0411	C0412	C0413	C0414	C0415	C0416	C0417
3 WAY ADJ. SHOCK	C0421	C0422	C0423	C0424	C0425	C0426	C0427

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C0611	C0612	C0613	C0614	C0615	C0616	C0617
3 WAY ADJ. SHOCK	C0621	C0622	C0623	C0624	C0625	C0626	C0627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C0811	C0812	C0813	C0814	C0815	C0816	C0817
3 WAY ADJ. SHOCK	C0821	C0822	C0823	C0824	C0825	C0826	C0827

LADDER LINK FRAME KITS

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C2422	C2423	C2425	C2426	C2427	C2428	C2436
3 WAY ADJ. SHOCK	C2429	C2430	C2431	C2432	C2433	C2434	C2437

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C2611	C2612	C2613	C2614	C2617	C2618	C2619
3 WAY ADJ. SHOCK	C2621	C2622	C2623	C2624	C2625	C2626	C2627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C2811	C2812	C2813	C2814	C2815	C2816	C2817
3 WAY ADJ. SHOCK	C2821	C2822	C2823	C2824	C2826	C2827	C2828

4-LINK FRAME KITS

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1411	C1412	C1413	C1414	C1415	C1416	C1417
3 WAY ADJ. SHOCK	C1421	C1422	C1423	C1424	C1425	C1426	C1427

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1611	C1612	C1613	C1614	C1615	C1616	C1617
3 WAY ADJ. SHOCK	C1621	C1622	C1623	C1624	C1625	C1626	C1627

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1811	C1812	C1813	C1814	C1815	C1816	C1817
3 WAY ADJ. SHOCK	C1821	C1822	C1823	C1824	C1825	C1826	C1827

MAGNUM SERIES 4-LINK FRAME KITS (1/4" BRACKET WITH 5/8" HOLES)

24" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1431	C1432	C1433	C1434	C1435	C1436	C1467
3 WAY ADJ. SHOCK	C1437	C1438	C1439	C1440	C1441	C1442	C1468

26" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1443	C1444	C1445	C1446	C1447	C1448	C1469
3 WAY ADJ. SHOCK	C1449	C1450	C1451	C1452	C1453	C1454	C1470

28" WIDTH

12 WAY ADJ. COIL-OVER SHOCK	C1455	C1456	C1457	C1458	C1459	C1460	C1471
3 WAY ADJ. SHOCK	C1461	C1462	C1463	C1464	C1465	C1466	C1473



REAR FRAME KITS

FORMED REAR FRAME RAIL KITS

- Replaces the stock rear rails in subframe equipped cars
- Engineered to move the leaf springs and frame rails inboard to provide additional tire clearance
- Designed to fit stock floor contours with minor fabrication
- Requires use of a fuel cell, Rear Fenderwells and an Upper Shock Crossmember (see Available Options)
- Eliminates stock sheet metal rear frame rails
- Increases chassis strength for quicker vehicle reaction times
- Manufactured from mandrel formed 2" x 3" x .083" wall mild steel tube
- Two rails and tube sleeves



No. C3031

PART # DESCRIPTION

C3031	Formed Rear Frame Rail Kits, 1967-'69 Camaro, Firebird
C3032	Formed Rear Frame Rail Kits, 1970-'81 Camaro, Firebird
C3034	Formed Rear Frame Rail Kits, 1962-'67 Chevy II, Exc. Wagon
C3035	Formed Rear Frame Rail Kits, 1968-'76 Nova, Ventura II

PART # AVAILABLE OPTIONS

C3002-C3011	Rear Fenderwells
C3012-C3048	Weld-In Subframe Connectors
C2046	Upper Shock Crossmember
C2047	Lower Shock Mount

UNIVERSAL FRAME RAILS KITS

- Available for both 4-Link and Ladder Bar suspensions
- Narrows the rear chassis to accept extra-wide racing tires
- Universal design for any car – Pro Street to Drag Race
- Manufactured from mandrel formed 2" x 3" x .083" rectangular steel
- Use with **No. C3061** 2" x 3" crossmember for a solid mounting point for our suspension components
- Two rails and hardware per kit



No. C3060

No. C3062

PART # DESCRIPTION

C3060*	4-Link Frame Rails, Universal
C3062*	Ladder Bar Frame Rails, Universal

PART # AVAILABLE OPTIONS

C3061	Universal Dropped Crossmember
C3421	Magnum Series 4-Link Bracket
C3408	Standard 4-Link Bracket
C3411	Ladder Bar Bracket

***NOTE:** Installation of this product requires stock rear floor pan be substantially modified or removed. The addition of a full roll cage is also required for proper installation.

CROSSMEMBER KIT

Ladder Bar

- Convenient kit includes components needed to install a Ladder Bar Crossmember on a Pro Street or Drag Race car
- Kit includes: 2" x 3" x 60" Dropped Crossmember, four Ladder Bar Crossmember Brackets and all hardware
- 60" length and full 3.5" drop-center profile makes this sturdy, mandrel bent Crossmember an ideal front attachment point on virtually any chassis design
- The ladder bar mounting holes are stamped on a 33" radius to allow quicker adjustments when used with Competition Engineering's Ladder Bars



No. C3059

PART # DESCRIPTION

C3059	Crossmember Kit - Ladder Bar
--------------	------------------------------



2" X 3" DROPPED CROSSMEMBER

Makes fabricating a rear frame on a Pro Street or Drag Race car easier and more professional

- Sturdy 2" x 3" x .083" steel is mandrel formed on computer-controlled equipment, providing uniform wall thickness and exact profile dimensions
- 60" length and full 3.5" drop-center profile makes this crossmember an ideal front attachment point on virtually any chassis design
- Use with Competition Engineering's Formed Rear Frame Rails **Nos. C3060, C3062** or any other suitable frame rail kit



No. C3061

PART #	DESCRIPTION
C3061	Dropped Crossmember, 2" X 3"

PART #	AVAILABLE OPTIONS
C3060	Universal 4-Link Frame Rails
C3062	Universal Ladder Bar Frame Rails
C3409	Ladder Bar Brackets

LADDER BAR CROSSMEMBER

- Designed to provide a sturdy mounting point for the front Ladder Bar rod end
- Manufactured from 1-3/4" x .134" wall mandrel formed steel tubing
- Capable of withstanding the abuse of a racing suspension while adding strength to the chassis
- 54" wide bar serves double duty as both a locating device for the Ladder Bars as well as a rear driveshaft loop
- Kit includes 3/16" stamped steel brackets with 360° thru-mounting holes for increased strength
- Mounting holes stamped on a 33" radius to allow quicker settings without added adjustments
- Includes mounting hardware
- Welding required



No. C2019

PART #	DESCRIPTION
C2019	Ladder Bar Crossmember

PART #	AVAILABLE OPTIONS
C2008	"Magnum Series" Double Adjustable Ladder Bar™
C2005	Ladder Link™
C2006	Competition Ladder Bar
PART #	REPLACEMENT PARTS
C3418	Ladder Bar Brackets

FLOOR PAN BRACE

Easy To Install Bolt-On Design Uses Existing Mounting Points
Fits: Camaro 2010-'15

- Even though 2010- '15 Camaros have a stiffer chassis than earlier models, they still suffer from flexibility; which affects acceleration, handling, long term rattles and traction
- Fortify your Camaro 2010- '15 chassis with this Brace, which replaces the factory stamped, steel piece to stiffen the floor pan and drive shaft tunnel area
- Use with optional Part **No. C3180**, Frame Connectors for the ultimate solution to tie the front and rear subframes together and triangulate the chassis side to side
- Durable, gloss black powder-coat finish



No. C3065

PART #	DESCRIPTION
C3065	Floor Pan Brace, Bolt-on Design, 1-1/2" x 2-1/2" x .120 wall rectangular tubing



FRAME CONNECTORS



FRAME CONNECTORS

Bolt-On & Weld-In

- Eliminates bending, flexing and cracking of spot-welded sheet metal panels in unibody cars
- Ties the front and rear frames together creating a solid platform for increased performance levels
- Legal for all classes of Drag Racing
- Bolt On Frame Connectors available in black powder coat finish
- Weld-in frame connectors available in Raw Steel

APPLICATION	ATTACH. METHOD	PART NUMBER	STEEL TUBE DIMENSIONS	STOCK FLOOR PAN MODIFICATION REQUIRED	INSTALLATION NOTES
Camaro, Firebird					
1967-1969	Weld-In	C3012	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1967-1969	Bolt-On	C3112	2" x 1-1/2" x .083" wall	Yes	
1970-1981	Weld-In	C3013	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1970-1975	Bolt-On	C3113	2" x 1-1/2" x .083" wall	Yes	
1976-1981	Bolt-On	C3114	2" x 1-1/2" x .083" wall	No	
1982-1992	Weld-In	C3046	2" x 2" x .083" wall	Yes	Without Ladder Bar Crossmember
1982-1992	Bolt-On	C3111	2" x 1-1/2" x .120" wall	No	Factory exhaust/catalytic converter can't be used
1982-1992	Bolt-On	C3120	2" x 1-1/2" x .083" wall	No	Fits factory exhaust/catalytic converter
1993-2002	Bolt-On	C3108	2" x 1-1/2" x .083" wall	No	Fits factory exhaust/catalytic converter
Camaro					
2010-2015	Bolt-On	C3180	2-1/2" x 1-1/2" x .120" wall	No	Use w/ optional No. C3065 Floor Pan Brace
Chevy II/Nova					
1962-1967	Weld-In	C3014	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1962-1967	Bolt-On	C3118	2" x 1-1/2" x .083" wall	No	
Nova, Omega, Ventura, Apollo					
1968-1979	Weld-In	C3016	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1968-1979	Bolt-On	C3116	2" x 1-1/2" x .083" wall	No	
Mustang					
1964-1973	Weld-In	C3040	2" x 2" x .083" wall	Yes	Must be used w/ formed frame rails
1964-1970	Bolt-On	C3140	2" x 1-1/2" x .083" wall	No	
1979-1993	Weld-In	C3048	2" x 2" x .083" wall	No	
1979-1993	Bolt-On	C3141	2" x 1-1/2" x .083" wall	No	
2005-2014	Bolt-On	C3142	2" x 1-1/2" x .083" wall	No	
Chrysler "B" Body					
1966-1974	Weld-In	C3047	2" x 2" x .083" wall	Yes	
1966-1974	Bolt-On	C3117	2" x 1-1/2" x .083" wall	No	
Duster, Demon (108" Wheel Base Only)					
1970-1976	Bolt-On	C3115	2" x 1-1/2" x .083" wall	No	
Barracuda					
1967-1969	Bolt-On	C3115	2" x 1-1/2" x .083" wall	No	
1970-1974	Weld-In	C3043	2" x 2" x .083" wall	Yes	
Challenger					
1970-1974	Weld-In	C3043	2" x 2" x .083" wall	Yes	



Our Weld-In Subframe Connectors require the floor pan in most cars to be channeled and the floor to be welded to the side of the connector. Installing subframe connectors this way utilizes the shear strength of the floor pan, resisting loads in all directions. If you don't wish to cut the floor pan, you can use our bolt-on subframe connectors and weld them in for added strength.



FRAME CONNECTORS

LADDER LINK™ DOUBLE ADJUSTABLE LADDER BAR™

Competition Engineering's Ladder Link™ Double Adjustable Ladder Bar™ is designed so that the user can adjust preload and pinion angle without removal of Part No. C2005. This is accomplished by adjusting the front rod end and/or rear rod ends of the Ladder Bar itself. Includes two unique one-piece brackets which get welded to the rear end housing, cutting down on installation time and errors.

- Comes with two Ladder Bars, NHRA Approved Safety Brackets and hardware
- Adjuster allows quick on-vehicle preload adjustments for changing track conditions
- Contains two one piece 3/16" steel mounting brackets make installation easier
- 33 1/2" overall length
- 1" dia. x .156" wall DOM steel tube construction
- Black powder coat finish
- Rod ends, Front - Chrome Moly Spherical, Rear – Fully Machined Solid
- Welding required

PART #	DESCRIPTION
C2005	Ladder Link™ Double Adjustable Ladder Bar



No. C2005

BEST

**CHROME MOLY
ROD ENDS INCLUDED!
WITH ALL 4-LINKS,
LADDER BARS
AND LADDER LINKS**

PART #	RELATED COMPONENTS
C2019	Ladder Bar Crossmember
C2030	Floating Housing Mount
C6152	Polyurethane Rod End

PART #	REPLACEMENT PARTS
C6011	Front Rod Ends
C6156	Rear Rod Ends-Right Hand Thread
C6157	Rear Rod Ends-Left Hand Thread

LADDER BARS

SINGLE ADJUSTABLE LADDER BAR

Competition Ladder Bar provides solid connection between rear axle housing and chassis, preventing rear suspension damage from wheel hop

- 33-1/2" overall length
- Contains two, one piece, 3/16" steel mounting brackets
- 1" dia. x .156" wall DOM steel tube construction
- Forged steel rear rod ends
- Welding required
- Rod end safety brackets installed
- Mounting bracket gussets included
- High quality alloy spherical front rod ends
- Black powder coat finish

PART #	DESCRIPTION
C2006	Competition Ladder Bar



No. C2006

GOOD

PART #	AVAILABLE OPTIONS
C2019	Ladder Bar Crossmember
C2030	Floating Housing Mount
C6152	Polyurethane Rod End

PART #	REPLACEMENT PARTS
C6011	Front Rod Ends
C6156	Rear Rod Ends - Right hand thread
C6157	Rear Rod Ends - Left hand thread



Tabs & Brackets on
pgs. 437-441

***NOTE:** Competition Engineering's Ladder Bars are legal for all sanctioning bodies and include the mandatory front rod end safety brace at no additional charge. Additional gusseting material is also included in the kit to allow the rear brackets to be boxed for added strength.

FLOATING HOUSING MOUNT

Bolt-On

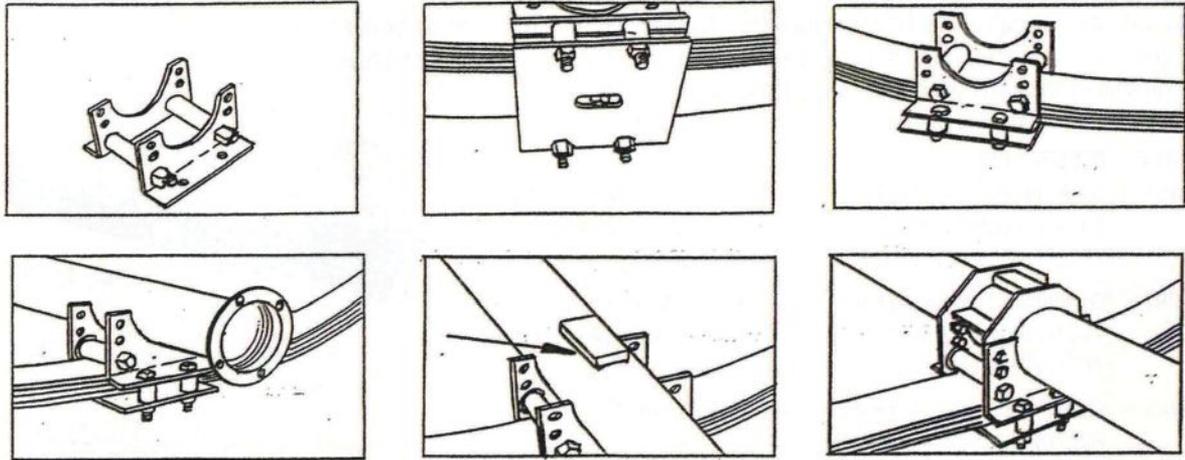
- Eliminates the bind that occurs when Ladder Bars are installed on leaf spring equipped cars
- The Ladder Bars travel in one arc while the leaf springs travel in a separate, opposing arc
- Isolates the leaf springs from Ladder Bar system making it work properly without unwanted bind
- For use with 3" O.D. Axle Tubes



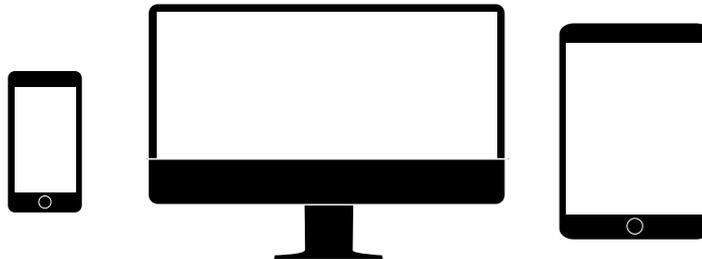
No. C2030

PART #	DESCRIPTION
C2030	Floating Housing Mount, Bolt-On

INSTALLATION IMAGES



ALWAYS ONLINE



**NEW PRODUCTS! OLD FAVORITES!
INSTRUCTIONAL VIDEOS!**



COMPETITION LEAF SPRING TRACTION BARS

Competition Engineering offers a variety of bolt-on traction devices to meet the needs of both the street enthusiast and the entry level racer. Bolt-on traction devices allow you to handle moderate levels of horsepower without having to weld and fabricate.

Unlike some other brands, our "bolt-on" components fit perfectly for a hassle-free installation. Each part is custom designed for the specific application. Instead of rushing to production, we spend a great deal of engineering time on each product, hand-fitting prototype parts on test cars to ensure proper fit and alignment.

In addition, our bolt-on products are manufactured on sophisticated computer controlled equipment to insure that all parts are made to extremely close tolerances. The result is a bolt-on traction device that fits perfectly out of the box. This eliminates the additional fabrication and struggling often required when installing so-called "bolt-on" products offered by others.

COMPETITION LEAF SPRING TRACTION BARS

Fits: 1967-69 Camaro, Firebird; 1962-79 Chevy II, Nova; 1973-76 Buick Apollo; 1973-79 Olds Omega; 1971-79 Pontiac Ventura II

- Designed especially for Stock Eliminator and Bracket Race Cars with leaf springs
- Eliminates wheel hop and improves traction by directing force downward where the tire meets the pavement
- Sturdy 2.5" x 1.5" x .120" wall steel tubing handles horsepower levels up to 450 hp
- Fixture welded to ensure a perfect fit for each application
- Bar length designed so that snubber locates under spring eye for maximum traction
- Complete installation hardware included, nothing else to buy
- ½" J-Bolts included in kits where required, ½" U-Bolts supplied to replace stock hardware
- Square U-Bolt bracket on front designed to keep from rotating downward during hard braking
- Available in black powder coat or triple process chrome finishes
- Legal in all sanctioning bodies

PART # DESCRIPTION

C2101 Competition Leaf Spring Bars, Black Powder-Coated. **Fits:** 1967-'69 Camaro, Firebird; 1962-'79 Chevy II, Nova; 1973-'76 Buick Apollo; 1973-'79 Olds Omega; 1971-'79 Pontiac Ventura II

C2201 Competition Leaf Spring Bars, Chrome. **Fits:** 1967-'69 Camaro, Firebird; 1962-'79 Chevy II, Nova; 1973-'76 Buick Apollo; 1973-'79 Olds Omega; 1971-'79 Pontiac Ventura II

C2103 Competition Leaf Spring Bars, Black Powder-Coated
Fits: 1970-'81 Camaro, Firebird

C2109* Competition Leaf Spring Bars, Black Powder-Coated.
Fits: 1965-'73 Mustang

PART # AVAILABLE OPTION

C7025 Two Degree Wedge Plates

***NOTE:** U-bolts instead of J-bolts

PART # REPLACEMENT PARTS

C7024 Rubber Bumpers. 2" diameter base. Two/card

C7030 U-bolts, 3" Radius w/ washers & lock nuts. Two/card

C7031 U-bolts, Square w/ washers & lock nuts. Two/card

C7032 J-bolt Kit. Incl. 2-½" J-bolts w/ all necessary standard lock nuts & washers. Two/card



No. C2101



No. C2201

BOLT-ON TRACTION DEVICES

COMPETITION COIL SPRING TRACTION BARS

Effectively eliminates wheel hop and associated parts breakdown

- Designed to provide a high performance alternative to stock factory 4-link suspensions
- Rugged 2" x 2" x .120" wall steel tubing construction withstands power levels found in racing and eliminates flex found in other bars
- Computer-controlled stamping and mandrel-formed brackets ensure a perfect fit
- Adjustable threaded link design allows for fine tuning and infinite adjustability
- Includes all hardware and brackets necessary to complete the installation
- Engineered specifically for each application

PART # DESCRIPTION

C2111 Competition Coil Spring Traction Bars, Black Powder-Coated
Fits: 1968-'77 GM Intermediate: Chevelle, GTO, Cutlass, 442, Skylark, Gran Sport, 1970 Tempest, LeMans, etc.,

PART # AVAILABLE OPTION

C7025 Two Degree Wedge Plates

PART # REPLACEMENT PART

C7024 Rubber Bumpers. 2" diameter base. Two/card



No. C2111





No. C2096



No. C2097



No. C2099



No. C2100

SLIDE-A-LINK™

- Patented (No. 6,386, 565) design for both street and strip' outperforms conventional "Slapper" bars
- Solid mounted front plate installed inside original front spring pocket and clamps to the leaf spring
- Provides a positive displacement for the torque from the rear axle through telescoping bar and special durometer shock pad
- Includes replacement lower axle mount pads, 1/2" U-bolts, aluminum front spring eye bushings, hardware and instructions
- Offers the adjustability of a 4-link, allowing you to tune for better 60-foot time
- Unlike rigid bars, adjustable link makes on-car pinion angle and preload changes quick and easy
- Mounts to factory locations with no welding required
- Special durometer urethane bushing stores energy for more consistent E.T.'s
- Sold in pairs

PART # DESCRIPTION

- C2093** Slide-A-Link™. *Fits: 1967-'71 Chrysler B-Body*
- C2096** Slide-A-Link™. *Fits: 1970-'81 Camaro, Firebird*
- C2100** Slide-A-Link™
Fits: 1967-'69 Camaro, Firebird, 1968-'79 Nova
- C2099** Slide-A-Link™
Fits: 1962-'67 Chevy II w/ monoleaf rear springs
- C2091** Slide-A-Link™. *Fits: 1964-'76 Dodge Duster, Demon, Scamp & Valiant*

PART # DESCRIPTION

- C2090** Slide-A-Link™ *Fits: 1982-'00 Chevrolet S-10, GMC Sonoma Pickup Truck*
- C2094** Slide-A-Link™. *Fits: 1964-'83 AMC, 1965-73 Ford Mustang, 1968-'74 Javelin*
- C2097** Slide-A-Link™. *Fits: 1982-'00 Chevrolet S10/ S15 Lowered*

SLIDE-A-LINK™ WRENCHES

- Two wrenches of correct size to fit Competition Engineering Slide-A-Link™ adjustment nuts
- Can fit under vehicle for easy adjustments in staging lanes
- Manufactured from billet aluminum with large grip handle
- Black anodized for corrosion resistance

PART # DESCRIPTION

- C2199** Slide-A-Link™ Wrenches



No. C2199

SLIDE-A-LINK™ REPLACEMENT BUSHING

For Use With Slide-A-Link™ Traction Devices

- Sturdy Polyurethane
- Two per package

PART # DESCRIPTION

- C9700** Bushing, Replacement for Slide-A-Link™



No. C9700





GOOD

No. C2017

STANDARD SERIES 4-LINK KIT

Offers enhanced adjustability over a ladder bar suspension for increased performance

By locating the bars with the various mounting holes in the brackets, you can create an instant center that is correct for your application.

Kit Includes:

- 17-1/4" long, 1" dia. x .156" direct threaded links
- Adjusting nuts for quick tuning
- 3/16" thick mounting brackets stamped from cold rolled steel
- Includes 4 left and 4 right hand chrome moly spherical rod ends
- 3/4" Grade 8, Fasteners and Jam Nuts Included
- Includes complete hardware and instructions
- Welding required
- For 3" Axle Tubes
- Sold in pairs

PART #	DESCRIPTION
C2017	Standard Series 4-Link Kit
PART #	AVAILABLE OPTIONS
C3408	4-Link Chassis Bracket
C2052	Diagonal Link

**CHROME MOLY
ROD ENDS INCLUDED!**
*WITH ALL 4-LINKS,
LADDER BARS
AND LADDER LINKS*



No. C2028

BETTER

MAGNUM SERIES 4-LINK KIT

Designed for ultra-high horsepower race cars

Includes 1/4" thick housing & frame brackets (most competitors kits have 3/16" brackets) with 5/8" mounting holes on a 21" radius, with mounting holes for Wheel-E-Bars™, sway bar and shock mounting as well as 1-1/4" holes for additional tube gusseting. We use 1-1/4" O.D. x .095" wall top tube and a 1-3/8" O.D. x .095" wall bottom tube to handle the shock loads without flexing.

Kit Includes:

- All hardware and mounting instructions to ensure an effortless installation
- 1/4" thick Axle Bracket w/ integral shock mounting holes saves fabrication time by eliminating separate shock brackets
- Heavy Duty chrome moly steel link tubes and threaded tube inserts for added strength
- 21" mounting radius
- Computer machined threaded tube ends
- 1-1/4" holes provided in brackets for additional gusseting
- For 3" Axle Tubes
- Includes 4 left & 4 right-hand chrome moly spherical rod ends
- Welding required
- Sold in pairs

PART #	DESCRIPTION
C2028	Magnum Series 4-Link Kit
PART #	AVAILABLE OPTIONS
C3421	Magnum Series Front Bracket
C2031	Magnum Series Diagonal Link
C2024	Magnum Series Wishbone

ULTRA MAGNUM 4-LINK KIT

Design offers additional adjustment over standard or traditional style 4-Link Kits for ultra-high horsepower race cars

This innovative Ultra-Magnum 4-Link Suspension Kit provides increased adjustability by incorporating a system of multi-hole brackets that weld to the chassis and bolt-on chassis brackets. Substantial gains in chassis tuning can be obtained with this Ultra Magnum 4-Link Kit.

Kit Includes:

- 3/4" x 1/2" Chrome Moly rod ends
- 4130 Chrome Moly tubes (.095" wall thickness)
- 1/2" NAS quality, flare head bolts & nuts
- Housing brackets with integral anti-roll bar mounts (1/4" plate)
- For 3" Axle Tubes
- Sold in pairs

BEST



No. C2029

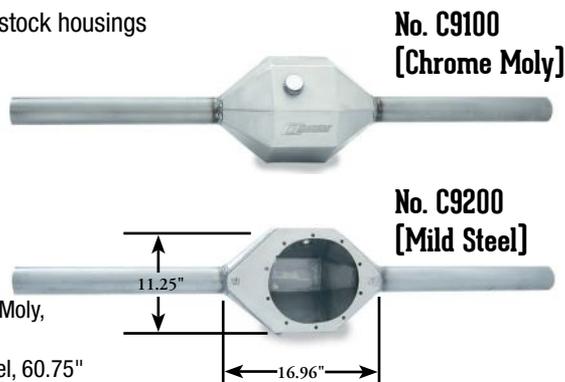
PART #	DESCRIPTION
C2029	Ultra Magnum 4-Link Kit

FABRICATED REAR AXLE HOUSINGS

- Triangulated design offers increased strength over three piece stock housings
- CAD designed and CNC manufactured in-house
- Offered in 4130 Chrome Moly or Mild Steel
- Exterior welds ground smooth to eliminate stress risers
- 1/4" face plate for added strength
- Face plates accepts 3/8" press-in studs
- Includes drain plug and filler plug
- Carrier Stud Kit **No. C9006** available separately

PART # DESCRIPTION

- C9100** Full bodied car with cut-to length 3" dia. axle tubes, Chrome Moly, 60.75" overall length (Mild Steel tubes)
- C9200** Full bodied car with cut-to length 3" dia. axle tubes, Mild Steel, 60.75" overall length



DRAGSTER REAR AXLE HOUSINGS

- Stronger .125" thick sheet metal shell is more accurately produced than any other rear end housings on the market
- Designed with overlapping joints that provide two weld seams to greatly improve strength compared to butt-welded housing shells
- Housing comes in standard 26.00" flange to flange width
- Withstands advanced E.T. applications: internal bulkheads stiffen the shell to the face plates preventing movement and adding strength around the housing mounting brackets
- 3/8" thick face plate is CNC machined after the housing is welded to ensure proper axle alignment to center section
- Includes a -6 AN drain plug, 1/8" NPT fitting for a vent, and an aluminum o-ring filler cap
- All housings have machined symmetrical housing ends
- Carrier Stud Kit **No. C9006** available separately

PART # DESCRIPTION

- C9004** Dragster Housing, Drag, Mild Steel

PART # REPLACEMENT PARTS

- C9085** Rear End Cap, Black Anodized with Logo



9" FORD AXLE HOUSING BRACES

Fits: 9" Ford Heavy-Duty Housings and Competition Engineering Fabricated Housings

9" Ford rear axles are very popular in drag racing because of their light weight and the ability to change gears easily. The only disadvantage to this design is the tendency to flex and bow under hard acceleration. As the pinion rotates, it tries to climb the ring gear. This force tends to flex the rear housing out of shape. To combat this flex, Competition Engineering has designed the 9" Ford Axle Housing Brace. This two piece brace welds directly to the rear housing, triangulating the main housing with the axle tubes to eliminate any flex. By eliminating the flex, you increase the amount of power applied to the tires and improve your ET's as well.

- Eliminates housing flex
- Two piece design makes it easier to install
- CAD designed, CNC manufactured
- Contoured to fit for easier welding
- Made from 1/8" material
- Welding required

PART # DESCRIPTION

- C3405** 9" Ford Axle Housing Brace, Mild Steel
- C9105** Competition Engineering Fabricated Housing Brace, Chrome Moly
- C9205** Competition Engineering Fabricated Housing Brace, Mild Steel



REAR AXLE SPRING PERCHES

When installing a spring perch in a leaf spring car or moving the leaf springs inboard, these Moroso Axle Spring Perches are a necessity.

- Precision stamped for easy weld-on installation
- Fits Ford 9", Dana 60 and other 3" diameter axle housings
- Two per package

PART #	DESCRIPTION
85090	Rear Axle Spring Perches

MOROSO



REAR AXLE

AXLE HOUSING, HEAVY DUTY

Whether narrowing a rear axle housing for bigger tires or just building a new housing for your race or street car, you will need housing ends to complete the project. You could re-use the old housing ends but most of the time they are either too rusty or damaged for removal process.

Axle Housing Ends feature:

- Extra thick flange
- For 3" Axle Tubes
- Sold in pairs
- Welding required
- Forged
- Fully CNC machined



PART #	DESCRIPTION
C9505	Axle Housing Ends, Big Ford w/ .515 dia. bolt holes, Nominal 3.15" Bearing Bore
C9507	Axle Housing Ends, Ford 9" large 3.150" dia. bearing, 3/8" -24 Threaded, Spaced 3.557" W x 2.750"
C9510	Axle Housing Ends, Dana 60 Mopar 8-3/4", 3/8" -24 Threaded, Nominal 2.875" Bearing Bore

NOTE: For use with aftermarket axles and bearings.

REAR END FILL CAP KIT

- Comes with steel weld bung and O-ring
- Manufactured from 6061-T6 Aluminum, with contoured grip
- Universal kit can be used on rear end housings and steel tanks to replenish fluids

PART # DESCRIPTION

C9085 Rear End Fill Cap Kit, Black Anodized, 1-3/8" -12UNF Threads, 2.6" OD



No. C9085



Rear End Fill Cap on Moroso page 361

AXLE BEARING CONVERSION KIT

Fits: Dana 60 and Chrysler 8-3/4"

- Converts original tapered roller axle bearings to precision ball bearings
- Improves reliability and eliminates the stock load adjuster
- Includes retaining ring and gasket
- One per package

PART # DESCRIPTION

C8008 Axle Bearing Conversion Kit



No. C8008

CARRIER STUD KIT FOR REAR AXLE HOUSINGS

- Designed for our Rear Axle Housings (pg. 391), similar sheet metal housings, or stock-style Ford 9" housings
- Heat treated, Grade 8 steel studs provide solid mounting points for the center section differential
- Manufactured with splined ends, the press-in studs are pulled through from inside the housing
- Includes nuts and copper sealing washers—far superior than steel to prevent seepage and leakage
- Packaged in sets of 10 studs, nuts, and washers



No. C9006

PART # DESCRIPTION
C9006 Carrier Stud Kit

REAR AXLE HOUSING VENT

- Reduces internal housing pressure while preventing dirt from entering housing
- Superior quality vent features 1/8" NPT Nickel Plated Steel threads and sintered bronze element for years of dependable service
- Protected low-profile element is recessed, preventing it from being knocked out like stock plastic designs
- Can be used as a replacement for stock vents or adapted to any rear axle housing; ideal for use on narrowed or fabricated housings



No. C3406

PART # DESCRIPTION
C3406 Rear Axle Housing Vent

2 DEGREE WEDGE PLATES

- Used to adjust pinion angle or change traction bar angle on leaf spring equipped cars and trucks
- Allows pinion angle change in 2° increments
- Made from 6063-T5 aluminum, they won't crack like cast zinc
- Interlocking ribs allow plates to be stacked without sliding and eliminate unwanted pinion angle change
- Two per package

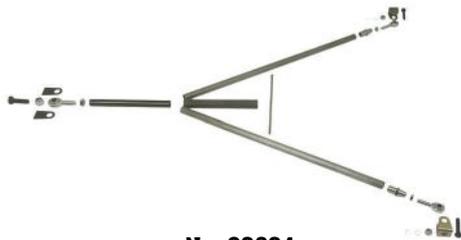
PART # DESCRIPTION

C7025 2° Wedge Plates



No. C7025





No. C2024



No. C2035

WISHBONE REAR AXLE HOUSING LOCATORS

Eliminates sway in Ladder Bar and 4-Link suspension systems

- Positively locates rear axle housing for super straight launches without binding
- Offered in two different styles: Un-welded (**No. C2035**) or Magnum Series Chrome Moly (**No. C2024**)
- Un-welded version manufactured from 1" O.D. x .156" wall DOM steel tubing with 3/4" forged solid steel rod ends
- Magnum Series version has overall mounting width of 25" and an overall length of 31-7/16" making it perfect for most Sportsman and Pro Street applications
- Designed with the pro chassis builder in mind, Magnum Series Kit coordinates with our **No. C2028** Magnum Series 4-Link
- Magnum Series features chrome moly tubing, precision machined 4130 tube inserts, 5/8" bolt mounting brackets and a centerless ground sliding link with machined wrench flats to ensure a precise fit
- Magnum Kit also includes a high strength 3/4" spherical rod end for the front pivot and high mis-alignment rod ends for the side pivots. The sliding link is black oxide plated to eliminate corrosion and binding.
- Universal design offers you the ability to tailor the overall width and length for your specific application
- Kits include all hardware and all bracketry to complete installation
- Welding required for all kits

PART # DESCRIPTION

- C2024** Wishbone Rear Axle Housing Locator Kit, Unwelded, Magnum Series, Chrome Moly, 5/8" hole (use **No. C3423** for 3/4" mounting)
- C2035** Wishbone Rear Axle Housing Locator Kit, Unwelded, Universal, 3/4" hole

DIAGONAL LINKS

Eliminates side-to-side housing movement

- Superior to the Panhard Bar for eliminating sway in Ladder Bar and 4-Link suspensions
- Are available in 4 different versions
 - Bolt-On Diagonal Link, Part **No. C2045** is constructed from 3/4" x .156" wall, 36.5" overall length, mild steel tubing with 1/2" hole mounting brackets
 - Bolt-On Diagonal Link, Part **No. C2052** is constructed from 3/4" x .156" wall, 36.5" overall length, mild steel tubing with 3/4" hole mounting brackets
 - Weld-On Diagonal Link, Part **No. C2031** is constructed from 1" x .065" wall 36" overall length, chrome-moly tubing with weld-in tube adapters and 5/8" hole mounting brackets
 - Weld-On Diagonal Link, Part **No. C2053** is constructed from 1" x .065" wall 36" overall length, chrome-moly tubing with weld-in tube adapters and 1/2" hole hole mounting brackets
- Length can be shortened to accommodate a narrow chassis
- Left and right hand rod ends allow for on-car adjustments
- Kits include all rod ends and mounting hardware



No. C2031

PART # DESCRIPTION

- C2031** Diagonal link, for 5/8" rod ends, weld-on
- C2045** Diagonal link, for 1/2" rod ends, bolt-on. Works with current style **C2005** & **C2006**
- C2052** Diagonal link, for 3/4" rod ends, bolt-on
- C2053** Diagonal link, for 1/2" rod ends, weld-on. Works with current style **C2005** & **C2006**

PART # REPLACEMENT PARTS

- C3422** 5/8" Clevis Bracket for **No. C2031**
- C3423** 3/4" Clevis Bracket for **No. C2052**
- C3431** 1/2" Clevis Bracket for **No. C2045, No. C2053**



PANHARD BAR KIT

- Eliminates side-to-side housing movement of the rear axle housing within chassis
- Keeps your tires from rubbing the wheel openings, making sure you get down the track in a straight line
- Perfect for street driven vehicles
- Includes gusseted mounting brackets and spherical rod ends
- 30" tube length can be trimmed to fit
- Hardware and instructions included to ensure a trouble-free installation
- Welding required



No. C2037

PART #	DESCRIPTION
C2037	Panhard Bar Kit
PART #	AVAILABLE OPTIONS
C2017	4-Link
C2006	Ladder Bar



No. C2138

ADJUSTABLE PANHARD BAR

Strength and adjustability far superior to factory-installed, steel bars

Fits: Mustang, 2005 - 2014

- Eliminates housing movement within the chassis on Drag and Road Race cars
- Spherical rod ends on both sides allow for adjusting the alignment of the rear end
- Chrome Moly rod ends provide less deflection than stock rubber bushings
- Constructed from chrome moly for light weight, strength and stability during hard acceleration and cornering
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2138	Panhard Bar, Adjustable, Spherical Rod Ends on both sides



No. C2139

PANHARD BAR, STREET/STRIP

Fits: Mustang, 2005 - 2014

- Bolt-in Panhard Bar perfect for Street/Strip vehicles
- Constructed from tubular steel for light weight and strength
- Polyurethane ends provide less deflection than stock rubber bushings
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2139	Panhard Bar, Street/Strip



No. C2137

PANHARD BAR FRAME BRACE

Fits: Mustang, 2005 - 2014

- Much stiffer than stock stamped piece
- Constructed of 1.25" dia. steel tubing for strength
- Black powder coat finish for long-lasting looks

PART #	DESCRIPTION
C2137	Panhard Bar Frame Brace



REAR AXLE

LOWER CONTROL ARMS

For Drag/Road Racing

Fits: Mustang, 2005 - 2014

- Constructed from 4130 (.120" wall) chrome moly tubing
- Adjustability for pre-load, squaring chassis and wheel base
- Eliminates the flex of the factory control arms
- 3/4" Chrome moly rod ends on both ends to increase strength and adjustability
- Comes with high grade 12.9 hardware
- Helps reduce wheel hop, improve traction, cornering and E.T. times
- Durable, glossy, black powder-coated finish
- Instructions included



BEST

No. C8010

PART #	DESCRIPTION
C8010	Lower Control Arms, Drag/Road Racing, Adjustable

LOWER CONTROL ARMS

For Street or Racing

Fits: Mustang, 2005 - 2014

- Constructed from 4130 (.120" wall) chrome moly tubing
- Eliminates the flex of the factory control arms
- 3/4" Chrome moly rod ends on one end
- Retains stock rear offset bushings
- Greased fittings in rear to eliminate squeaks
- Adjustability for pre-load, squaring chassis and wheel base
- Can be adjusted on the car
- Helps reduce wheel hop, improve traction, cornering and E.T. times
- Durable, glossy, black powder-coated finish
- Instructions included



GOOD

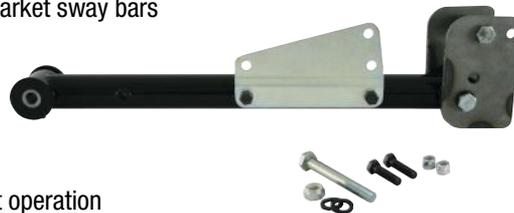
No. C8009

PART #	DESCRIPTION
C8009	Lower Control Arms, Street/Racing, Adjustable

LOWER CONTROL ARMS. REAR

Fits: 1978-'88 G Body GM Intermediates incl. Cutlass, El Camino, Grand National, Grand Prix, Malibu, Monte Carlo, Regal

- Mounting brackets for additional strength and easy install
- Brackets included are for mounting OEM sway bar and most aftermarket sway bars
- Direct bolt-on replacement for stock units
- Controls wheel hop and improves handling
- Improves 60 foot times
- 3-Way adjustable for changing track conditions
- Computer designed and CNC stamped 3/16" thick axle brackets
- High durometer polyurethane bushings with grease fittings for quiet operation
- Finished in black powder-coat
- Sway bar brackets are zinc plated for durability
- Includes all mounting hardware
- Legal for Stock Eliminator Racing
- Welding required



No. C8003

PART #	DESCRIPTION
C8003	Lower Control Arms, Rear



UPPER CONTROL ARM MOUNTING PLATE

For Drag/Road Racing
Fits: Mustang, 2005-'14

- Mounting Plate Bolts in place of factory upper control arm mounting plate
- Plates are constructed from 1/4" thick steel, so does not flex like factory mounting plate
- Has two upper control arm mounting positions on each plate for instant center adjustment and pinion angle adjustment
- Durable, glossy, black powder-coated finish

PART #	DESCRIPTION
C8016	Upper Control Arm Mounting Plate



No. C8016

COMPETITION ENGINEERING PRODUCT DEVELOPED AT:

THE DRAG STRIP



AND ON THE ROAD COURSE



REAR AXLE

UPPER CONTROL ARM, NON-ADJUSTABLE

For Street Use

Fits: Mustang, 2005-2014

- Constructed from 4130 .120" wall chrome moly tubing
- Polyurethane bushings on both ends
- Grease fittings to eliminate squeaks
- Much stronger than stock components to eliminate flex
- Helps reduce wheel hop, improve traction and E.T. times
- Durable glossy black powder coated finish
- Instructions included



No. C8019

PART #	DESCRIPTION
C8019	Upper Control Arm

UPPER CONTROL ARM BUSHING KIT

Fits: Mustang, 2005-2014

- 88 Durometer Polyurethane bushing and steel sleeves for single upper control arm
- Improves attachment of the upper control arm to the rear end
- Less energy loss by reduced distortion compared to factory soft rubber bushing
- Use with Competition Engineering Upper Upper Control Arm Kit, Street/Strip, Non-Adjustable **No. C8019**



No. C8017

PART #	DESCRIPTION
C8017	Upper Control Arm Bushing Kit

TORQUE BOX REINFORCEMENT PLATES, LOWER

Fits: Mustang, 1979-2004

- Designed to tie lower torque boxes together for increased strength and durability
- Kit includes two stamped steel lower torque box reinforcement plates
- Welding required

PART #	DESCRIPTION
C8015	Torque Box Reinforcement Plates, Lower



No. C8015



REAR UPPER CONTROL ARM SPHERICAL BEARING-BUSHING KIT

Fits: Mustang, 1979-2004

- Constructed from billet aluminum
- Fits Ford 8.8 axle housing
- Eliminates flex and binding, improves handling
- Provides positive location of rear axle housing

PART # DESCRIPTION
C3168 Arm Bearing-Bushing Kit, Spherical, Rear Upper Control



No. C3168

ADJUSTABLE PINION SNUBBER

Fits: Mustang, 1979-2004

- Controls wheel hop in mildly modified 1979-'04 Mustangs and similar Fox bodied cars
- Replaces stock pinion snubber, can be adapted to earlier models without factory snubber
- Easily adjustable in 1/4" increments for different driving situations
- Zinc and yellow chromate plated for extended durability

PART # DESCRIPTION
C2112 Adjustable Pinion Snubber



No. C2112

MUSTANG LOWER CONTROL ARMS

Fits: Mustang 1979-04, Drag Race/Road Race

- Reduced weight with increased strength
- Adjustable length for squaring axle to chassis
- Spherical rod ends for precise axle control while eliminating suspension bind
- Perfect for drag racing or road racing
- Rear end brackets allow 3-way adjustment for improved performance
- Bolt in installation, includes all hardware



No. C8007

PART # DESCRIPTION
C8007 Mustang Lower Control Arms



UNIVERSAL ANTI-ROLL BAR

"MAGNUM SERIES" ANTI-ROLL BAR

Universal Application



No. C2027

Fits: Tube Frame, Purpose Built and Modified Chassis Drag Race Cars

- Includes a formed, heavy gauge frame mounts, enabling you to install the torsion tube through the frame rails for increased strength
- Billet aluminum arms incorporate special splines to prevent arms from slipping on torsion tube
- Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, elimination body roll during hard launches
- Allows the Drag Race car to drive straighter off the starting line, helping to improve 60-foot times
- Features ball bearing pivot point, which makes for smoother functioning and the unit can be disassembled for maintenance
- *Kit includes:* 1-4130 Chrome Moly torsion tube, 2-Adjustable splined billet aluminum arms, 2-Mounting brackets, 2-Adjustable links, 4-Rod Ends, 4-Weld in threaded adjusters, 2-Bearings flange mounted & hardware
- Welding required

PART #	DESCRIPTION
--------	-------------

C2027	"Magnum Series" Anti-Roll Bars, Universal Application, Rebuildable
-------	--

MUSTANG ANTI-ROLL BAR

ANTI-ROLL BAR



No. C2021

Fits: Mustang, 1979-2004, Drag Race

- Includes a tubular style mount enabling you to install the torsion tube through the frame rails for increased strength
- Can be adapted to fit any type of race or street application
- Makes it possible to preload the chassis, eliminating body roll during hard launches
- Allows the car to drive straighter off the starting line, helping to improve 60-foot times
- Kit includes: 4130 Chrome Moly torsion tube, 6061-T6 Billet Aluminum arms, threaded adjuster links, mounting tabs and hardware
- Welding required

PART #	DESCRIPTION
--------	-------------

C2021	"Magnum Series" Anti-Roll Bars, Ford Mustang, Spherical Bearings - Rebuildable
-------	--



ANTI-ROLL BARS

ROD ENDS

ROD ENDS

- A complete assortment of high quality rod ends to meet your specific application ranging from throttle linkages to suspension arms
- Includes one rod end and one jam nut
- Available in a number of sizes and in both right or left hand threads
- All-steel bodies are available in either carbon steel or chrome moly
- Chrome Moly is highly recommend for use exclusively in our 4-Link and Ladder Bar Suspension Kits; Polyurethane Rod Ends for street applications using Ladder Bars

No. C6011



No. C6009



No. C6150



PART #	MATERIAL DESCRIPTION	THREAD	SHANK & HOLE	STATIC RADIAL LOAD CAPACITY
C6003	Low Carbon Steel	1/4" Right Hand	1/4" x 1/4"	2,225 lbs.
C6004	Low Carbon Steel	3/8" Right Hand	3/8" x 3/8"	5,100 lbs.
C6007	Low Carbon Steel	1/2" Right Hand	1/2" x 1/2"	8,386 lbs.
C6009	Low Carbon Steel	5/8" Right Hand	5/8" x 5/8"	9,813 lbs.
C6010	Low Carbon Steel	5/8" Left Hand	5/8" x 5/8"	9,813 lbs.
C6011	Low Carbon Steel	3/4" Right Hand	3/4" x 3/4"	14,290 lbs.
C6012	Low Carbon Steel	3/4" Left Hand	3/4" x 3/4"	14,290 lbs.
C6130	Chrome Moly Steel	3/4" Right Hand	3/4" x 3/4"	28,090 lbs.
C6131	Chrome Moly Steel	3/4" Left Hand	3/4" x 3/4"	28,090 lbs.
C6160	Extra-Heavy-Duty Chrome Moly	3/4" Right Hand	3/4" x 5/8"	40,590 lbs.
C6161	Extra-Heavy-Duty Chrome Moly	3/4" Left Hand	3/4" x 5/8"	40,590 lbs.
C6150*	Forged Steel	3/4" Right Hand Solid	3/4" x 3/4"	26,000 lbs.
C6151*	Forged Steel	3/4" Left Hand Solid	3/4" x 3/4"	26,000 lbs.
C6152	Polyurethane Bushing	3/4" Poly	3/4" x 3/4"	18,500 lbs.
C6156*	Forged Steel	3/4" Right Hand	3/4" x 1/2"	18,500 lbs.
C6157*	Forged Steel	3/4" Left Hand	3/4" x 1/2"	18,500 lbs.



Clevis Brackets
on page 437

*Part Nos. C6150, C6151, C6156 and C6157 are not recommended for the front point of 3-Link, 4-Link or Ladder Bar suspensio

"MAGNUM SERIES" CHROME MOLY ROD ENDS

The Best Choice for Ladder Bar and 4-Link Applications

- Self-lubricating, self-sealing Rod Ends have increased thickness for greater tensile strength
- Perfect for demanding Motorsports applications
- When loaded, creates metal to metal contact for unsurpassed strength yet when unloaded, the Rilsan® AZM30 injected liner will not rattle or squeak like standard two or three piece rod ends
- Jam nut included

PART #	DESCRIPTION	THREAD	SHANK & HOLE	LOAD CAPACITY
C6014	Chrome Moly Rod Ends	3/8" R/H	3/8" x 3/8"	9,500 lbs.
C6017	Chrome Moly Rod Ends	3/8" L/H	3/8" x 3/8"	9,500 lbs.
C6019	Chrome Moly Rod Ends	1/2" R/H	1/2" x 1/2"	12,696 lbs.
C6020	Chrome Moly Rod Ends	1/2" L/H	1/2" x 1/2"	12,696 lbs.
C6021	Chrome Moly Rod Ends	5/8" R/H	5/8" x 5/8"	14,480 lbs.
C6132	Chrome Moly Rod Ends	5/8" L/H	5/8" x 5/8"	14,480 lbs.
C6133	Chrome Moly Rod Ends	3/4" R/H	3/4" x 1/2"	23,256 lbs.
C6153	Chrome Moly Rod Ends	3/4" L/H	3/4" x 1/2"	23,256 lbs.
C6154	Chrome Moly Rod Ends	3/4" R/H	3/4" x 5/8"	23,256 lbs.
C6155	Chrome Moly Rod Ends	3/4" L/H	3/4" x 5/8"	23,256 lbs.
C6162	Chrome Moly Rod Ends	3/4" R/H	3/4" x 3/4"	23,192 lbs.
C6163	Chrome Moly Rod Ends	3/4" L/H	3/4" x 3/4"	23,192 lbs.



No. C6014



No. C6019



No. C6021



No. C6154



No. C6162



IS THERE A MAINTENANCE PROCEDURE FOR ROD ENDS?

Yes. Before each race, rod ends should be examined for excessive play by moving the bar back and forth and noting any excessive ball movement. Visually inspect the rod ends for any signs of wear, cracks or metal filings. Replace any rod end that exhibits any one of these characteristics.

SHOULD ROD ENDS BE CLEANED PERIODICALLY?

Yes. Routine rod end maintenance should include cleaning and re-oiling. This can be accomplished by removing the rod ends, cleaning them with a solvent (for example, mineral spirits), and allowing them to air dry. Once dry, lubricate the rod ends with good quality 30-weight motor oil. For High Heat Applications, use Synthetic Grease.



ROD ENDS

BOLT-ON DRIVESHAFT SAFETY LOOP

Universal

- Meets the requirements of all sanctioning bodies of racing
- Safety Loops helps contain the driveshaft and prevents flipping the vehicle in the event of a front U-joint failure
- Simple bolt-together design allows easier installation
- Mounts to the floor pan with four fasteners per side offering increased strength over competitor's loops
- Manufactured from CNC formed 1/4" thick, 2" wide mild steel
- Finished in durable clear zinc plating



No. C3028

PART #	DESCRIPTION
C3028	Bolt-on Driveshaft Safety Loop, Universal



No. C3029

TUBULAR DRIVESHAFT LOOP KIT

- Offers a lightweight, weld-in alternative to the bolt-on driveshaft safety loop
- Can be used in two locations on your vehicle to contain both the front and rear of the driveshaft—highly recommended in vehicles with fabricated sheet metal interiors
- Tubing is mandrel formed from 1.25" O.D. x .083" wall mild steel tubing that is 54" long with a 4" drop center profile
- Kit features a bolt-on loop for easier driveshaft access in cars with removable transmission tunnels
- Removable loop for easy driveshaft removal
- Welding required

PART #	DESCRIPTION
C3029	Driveshaft Loop Kit, Tubular

DRIVESHAFT LOOP KIT

Fits: 1997-'04 Ford Lightning & F-150 Trucks

- Bolt-on design allows easy installation with no modification
- Removable loop for easy driveshaft removal
- Meets the requirements of all sanctioning bodies of racing
- Fits 2-wheel drive trucks w/ steel or aluminum driveshafts
- Helps contain the driveshaft in the event of a U-joint failure
- Made from 1.25" O.D. x .083" wall DOM mild steel tubing
- Finished in durable gloss black powder coating



No. C3090

PART #	DESCRIPTION
C3090	Driveshaft Loop Kit, includes all hardware

DRIVESHAFT LOOPS

Camaro LS, LT, SS, ZL1 2010-'14

- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all racing sanctioning bodies
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from heavy-gauge fabricated steel
- Durable gloss black powder finish
- All hardware included

PART #	DESCRIPTION
C3174	Driveshaft Loop, Standard Transmission
C3175	Driveshaft Loop, Automatic Transmission



No. C3174

No. C3175



DRIVESHAFT LOOPS

Fits: Mustang 2005-'14

- Bolt-on design allows easy installation, driveshaft removal unnecessary
- For large diameter aftermarket and O.E.M. driveshafts
- Meets the requirements of all sanctioning bodies of racing
- Includes quality hardware for loop halves
- Manufactured from mild steel with a long-lasting black powdercoat finish

PART # DESCRIPTION
C3160 Driveshaft Loop, Bolt-on, Fits: Mustang 2005-'14



No. C3160

DRIVESHAFT LOOP

Fits: Chrysler LX, Automatic Transmission Only, 2005-'17

- For Chrysler chassis cars—Challenger, Charger, Magnum and 300C
- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all sanctioning bodies of racing
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from 1.25" O.D. x .083" wall DOM mild steel tubing
- Finished in durable gloss black powder coating
- All hardware included

PART # DESCRIPTION
C3161 Driveshaft Loop. *Fits: Chrysler LX, Automatic Transmission Only*



No. C3161

DRIVESHAFT LOOP

Fits: Dodge Challenger SRT8®, 2009-'11, Standard Transmission

- Bolt-on design allows easy installation with no modifications required
- Removable loop for easy driveshaft removal
- Meets the requirements of all racing sanctioning bodies
- Will help contain the driveshaft in the event of a front U-joint failure, keeping it from digging into the ground and possibly overturning the vehicle
- Manufactured from heavy-gauge fabricated steel
- Durable, gloss black powder finish
- All hardware included

PART # DESCRIPTION
C3162 Driveshaft Loop



No. C3162



DRIVESHAFT LOOPS

TRANSMISSION MOUNTS

TRANSMISSION CROSSMEMBERS

- Allows quick and easy transmission installation and removal
- Includes 42" x 1-5/8" x .134 wall EWT tube, four mounting tabs (flat) and four mounting tabs (concave) with all hardware



PART #	DESCRIPTION
C3600	Transmission Crossmember, Universal, Un-welded
C3601	Transmission Crossmember, Universal, Un-welded with 3-1/2" offset

No. C3601

TRANSMISSION CROSSMEMBER BUSHINGS

Fits: Mustangs, 1979 - 1993

- The solid aluminum bushings act as a chassis stiffening device, helping to increase E.T. consistency
- They replace rubber bushings in factory crossmember
- No modifications or welding required



PART #	DESCRIPTION
C3610	Transmission Crossmember Bushings

No. C3610

TRANSMISSION MOUNTS



LET'S UPGRADE.

COMPETITION ENGINEERING
The Chassis People™
by MOROSO

FABRICATED, DIRECT REPLACEMENT FORD MUSTANG COMPONENTS

Competition Engineering by Moroso has developed 2005-up Mustang bolt-in components both racers and enthusiasts deserve. These direct replacement products eliminate weakness and improve performance.

So, what are you waiting for?



PANHARD BARS
SOLID & ADJUSTABLE

LOWER CONTROL ARMS
CHROME MOLY - SOLID & ADJUSTABLE

DRIVESHAFT LOOP
DRIVESHAFT REMOVAL UNNECESSARY!

C2137
C2138
C2139

C8009

C3160

RACE PROVEN PERFORMANCE
MADE IN U.S.A.

SHOCKS AND COMPONENTS

Competition Engineering's 3-Way **Adjustable Drag Shocks** are designed to allow the racer to dial-in the race car to meet changing track conditions. Shock valving plays a very important role in the way your car will perform both during initial launch and throughout the quarter mile.

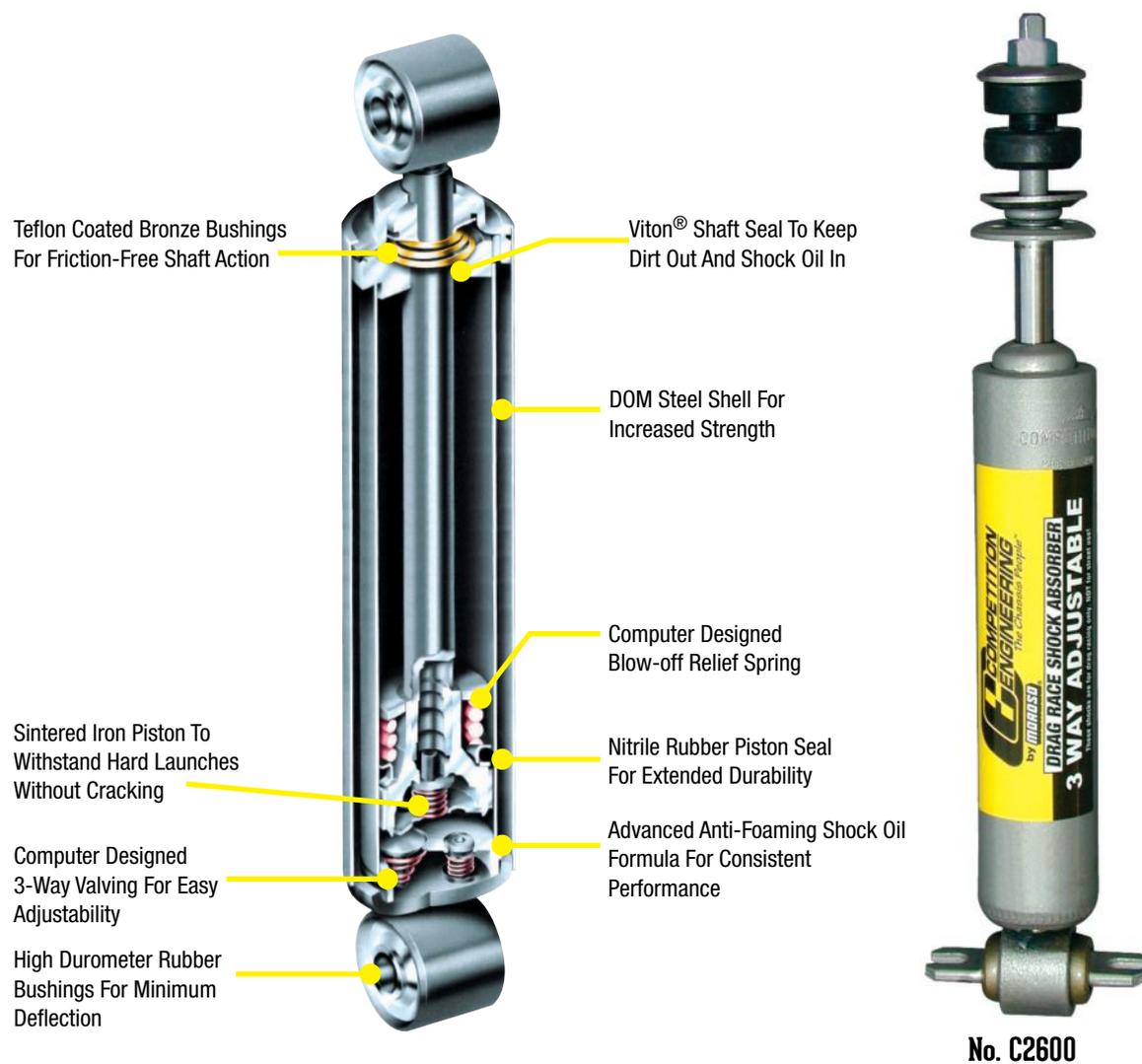
The principle behind our shock absorber design is to allow the front end of the race car to rise rapidly upon initial launch, creating greater weight transfer and better traction to the rear tires. As the car travels down the track, the front end will gradually descend to its ride height without unloading the rear tires which is a major cause of wheel spin. Our rear shocks work in conjunction with our front shocks making the transition from initial launch to top end charge as smooth as possible.

Competition Engineering's **Rear Drag Shocks** can be adjusted for changing track conditions by simple compressing and turning the shock. For slick tracks, set to the 50/50 adjustment; on good tracks, set to the 70/30 for better weight transfer.

Competition Engineering's **Front Drag Shocks** are adjustable in three ratios: 90/10, 80/20 and 60/40. These ratios reflect the percentage of force required to extend and compress the shock absorber. You can quickly change the valve setting by simply compressing the shock fully and rotating the shaft until the indexing notch mates with the desired setting on the body.

It's as simple as twist and click.

Our **Rear Drag Shocks** are also adjustable in three ratios: 70/30, 60/40 and 50/50. These ratios also represent the percentage of force required to compress and extend the shock unit. Only this time, the first number is compression and the second extension. These shocks also adjust by compressing them fully and rotating to the desired setting on the body.



NOTE: These shocks are designed for DRAG RACE use only! Not for street use.

SHOCKS

SHOCK APPLICATION CHART

MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS	MAKE & MODEL	YEAR	FRONT SHOCKS	REAR SHOCKS
AMERICAN MOTORS				FORD			
Ambassador, Classic, Matador, Rebel	1978-70 1969-62	C2640	C2700 C2700	Mustang II / Pinto	1978-74	C2639	
American, Rambler	1969-64		C2700	Ranchero	1979-72 1971-60	C2610 C2640	C2700 C2740
AMX	1980-78	C2640		Ranger	2005-99 1998-90 1989-83	C2647 C2646 C2645	
AMX, Javelin	1974-70 1969-68	C2640	C2700 C2700	Thunderbird	1988-87 1979-67	C2806* C2610	C2700
Concord, Gremlin, Hornet, Spirit	1983-70	C2640		MERCURY			
Eagle	1988-80	C2640	C2700	Capri	1986-79	C2806*	C2750
CHRYSLER/DODGE				Comet	1977-71 1969-60	C2630 C2640	C2740
Challenger	1974-70	C2620	C2730	Cougar	1982-80 1979-74 1973-71 1970-67	C2806* C2610 C2640 C2630	C2750 C2700 C2740 C2740
Charger, Coronet	1978-73 1972-65	C2620 C2620	C2730	Full Size	1986-65	C2610	C2700
Cordoba	1976-75		C2730	Montego	1976-72 1971-68	C2610 C2640	C2700 C2740
Dakota	1992-87	C2600		GENERAL MOTORS			
Dart, Demon, Swinger	1976-64	C2620	C2735	BUICK			
Dodge Truck, Ram 50	1992-79	C2600		Apollo without H.D. Suspension	1980-74 1973	C2600 C2600	C2720 C2720
Full Size	1978-74 1964-57		C2730 C2730	with H.D. Suspension	1973 1972-68	C2600 C2600	C2720
Lancer, Monaco	1978-62 1962-61	C2620	C2730 C2730	Century	1981-73	C2600	C2720
Magnum XE	1979-77	C2620	C2730	Full Size	1984-71	C2610	
PLYMOUTH				Full Size Wagon	1986 1985-71	C2610	C2700 C2700
Barracuda	1974-70 1969-64	C2620 C2620	C2730 C2735	Regal	1987-73	C2600	C2720
Belvedere, Fury, Savoy	1970-62	C2620	C2730	Riviera	1978-71	C2600	C2720
Belvedere, Satellite	1974-73 1972-65	C2620	C2730 C2730	Skyhawk	1980-75	C2600	
Valiant, Duster, Sport Scamp	1976-64	C2620	C2735	Skyhawk, Special	1979-68 1967-64	C2600 C2610	C2720 C2720
GTX	1970-67	C2620	C2730	CHEVROLET			
Road Runner	1975-68	C2620	C2730	S-10 Blazer 2WD, S-10 Pickup	2004-82	C2600	C2720
FORD				Caballero, El Camino	1987-68 1967-64	C2600 C2610	C2720 C2720
Elite, Fairlane, LTD II, Torino	1979-72 1971-65	C2610 C2640	C2700 C2740	Camaro	2002-93 1992-82 1981-70 1969-67		C2700 C2700 C2610 C2710 C2700
Falcon	1970-66	C2640	C2700	Chevelle, Malibu	1983-68 1967-64	C2600 C2610	C2720 C2720
Full Size	1986-65 1959-57	C2610 C2610	C2700 C2740	Chevette	1987-76		C2700
Granada	1982-81 1980-75	C2806* C2640	C2750				
Maverick	1977-70	C2630					
Mustang, Fairmont	2004-79 1973-71 1970-65	C2806 * C2640 C2630	C2750 C2740 C2740				

*90/10 Drag Strut - Not Adjustable



HAVE YOU BEEN EXPERIENCING BAD WHEEL HOP WITH YOUR LEAF SPRING OR COIL OVER STREET/STRIP VEHICLE?

While there are many factors in determining why your car may be experiencing excessive wheel hop, we have found that weak springs and old, worn out shocks play a key role. Check your springs and shocks at least once a year for excessive wear. Worn out springs and bad shocks do not supply enough dampening to counter act the effects of spring wind up or weight transfer upon initial launch to effectively plant your tires. In turn they will cause wheel hop.



SHOCKS

SHOCK APPLICATION CHART, continued

Make & Model	Year	Front Shocks	Rear Shocks	Make & Model	Year	Front Shocks	Rear Shocks	
CHEVROLET (CON'T)				PONTIAC				
Chevy II, Nova without H.D. Suspension with H.D. Suspension with Monoleaf Rear Springs with Multileaf Rear Springs	1979-74	C2600	C2720	Astre	1977-75	C2600		
	1973	C2600		Bonneville	1986-82	C2600	C2700	
	1973	C2600		Firebird	2002-93			C2700
	1972-68	C2600						C2700
	1972-68	C2600				C2610		C2710
1967-62	C2605	C2705			C2600	C2700		
Corvette	1982-63 1962-53	C2610	C2700	Full Size	1986-63	C2610	C2720	
Full Size	1986-65	C2610	C2720	Grand Am	1981-68	C2600	C2700	
	1957-55	C2610		Grand Prix	1987-69 1968-62	C2600 C2610	C2720 C2700	
Monte Carlo	1988-70	C2600	C2720	GTO	1973-67	C2600	C2720	
Monza	1980-75	C2600		LeMans, Tempest-1970	1981-67	C2600	C2720	
Truck, Full Size	2007-88	C2616		Sunbird	1992-76			
	1987-73	C2615						
Vega	1977-72	C2600						
OLDSMOBILE				Ventura II with H.D. Suspension	1977-71 1973	C2600	C2720	
Cutlass, F85 without H.D. Suspension with H.D. Suspension	1988-68	C2600	C2700	with Multileaf Rear Springs	1972-71		C2720	
	1967-64		C2720				C2720	
	1967-64		C2700					
Full Size	1986-71	C2610	C2720	ISUZU				
Full Size Wagon	1992-77	C2610	C2720	Impulse	1989-83		C2700	
	1990-65	C2610	C2720	TOYOTA				
Omega	1979-73	C2600	C2720	Corolla	1983-77		C2700	
Starfire	1980-75	C2600		Corona Mark II	1976-72	C2600	C2700	
Toronado	1978-71		C2720	Corona	1978-74	C2600	C2700	
					1973-65			
					1964-61			C2720
				Celica	1977-73		C2700	

***90/10 Drag Strut - Not Adjustable**



HOW TO ADJUST COMPETITION ENGINEERING DRAG RACING SHOCKS

PLEASE NOTE: Before installation Competition Engineering Shocks need to have their shock ratio adjustment set.

The Shock Ratio represents the percentage of force required to compress the shock compared to the force required to extend it.

BEFORE INSTALLATION FOR THE FIRST TIME OR BEFORE ADJUSTMENT THE FOLLOWING PROCEDURE SHOULD BE FOLLOWED:

- Upon removal of the shock from its packaging, it is important to "purge" the shock of any air that may be trapped inside during shipment. Skipping this step can make the shock feel as if it is not functioning properly. To purge the shock, simply hold it so that it points up and down and completely cycle it 12-15 times.
- To begin making adjustment changes once the shock has been purged, you must compress the shock **completely**. On the inside of the shock, at the bottom of the adjuster is a small pawl. This pawl must make contact with the bottom of the shock body or it will not turn, and in doing so not change the settings of the shock. Keep in mind that you must have the shock pointed straight up while making adjustments to avoid aerating it.
- With the shock still compressed and in the upright position, begin turning the shaft in the **clockwise** direction. This is where you will notice a series of clicks. Pay attention to these clicks and you will notice that one is more pronounced than the others. This is the key to properly setting the shock adjustment. This louder, more pronounced click is the beginning of the settings and should be considered the "R" or regular setting. The following series of softer clicks will be the "F" or firm setting, and finally the "XF" or extra firm setting. When turning the shaft to make adjustments, remember that you can only go clockwise. If you feel like you have missed the setting you were looking for do not worry, just keep turning the shaft until you hear the loudest click and you will be back to the default setting and can begin making shock adjustments.

As an example:

If you wanted to find the XF setting, you would go through all the steps mentioned and while listening for the clicks, you would hear a loud click and then two softer clicks.

This would be similar for the F setting, the loudest click and then one soft click.

Something else to keep in mind when making adjustments:

Trying to gauge the setting of the shock by compressing it in your hand and feeling the difference in Compression is not advised. Though you can compress the shock, you will not be able to simulate the weight of a vehicle or the speed at which it can cycle the shock. If you continually try to check adjustment by hand, it can cause the shock to aerate and feel inconsistent.

The only true way to verify adjustment of the settings is to record the vehicle at the track or to test the piece on a shock dynamometer

Adjustment Chart - Shock Ratio

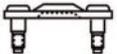
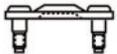
SETTINGS	FRONT SHOCKS	REAR SHOCKS
R	60/40	50/50
F	80/20	40/60
XF	90/10	30/70



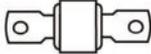
SHOCKS

DRAG SHOCK SPECIFICATIONS

FRONT SHOCKS SPECIFICATIONS CHART

PART NUMBER	EXTENDED LENGTH	COLLAPSED LENGTH	DIAMETER	UPPER MOUNT	LOWER MOUNT
C2600 C2610 C2616 C2647	14.10" 15.34" 17.31" 20.7"	9.00" 9.62" 12.56" 15.9"	1.63" 1.63" 2.0" 2.0"		
C2605 C2640	16.50" 14.34"	11.00" 9.24"	1.63" 1.63"		
C2620 C2639 C2645 C2646	16.84" 13.86" 17.22" 16.96"	10.37" 10.56" 12.22" 12.21"	1.63" 1.53" 2.0" 2.0"		
C2630	15.02"	9.80"	1.63"		
C2615	14.73"	9.63"	2.0"		

REAR SHOCKS SPECIFICATIONS CHART

Part Number	Extended Length	Collapsed Length	Diameter	Upper Mount	Lower Mount
C2700 C2705	21.69" 19.50"	12.84" 12.35"	1.63" 1.63"		
C2710	22.43"	13.21"	1.63"		
C2720	22.87"	13.65"	1.63"		
C2730 C2755	23.62" 16.41"	14.15" 10.44"	1.63" 1.63"		
C2735	24.50"	14.50"	1.63"		
C2740	20.16"	11.81"	1.63"		
C2750	21.65"	13.29"	1.63"		



SHOCKS

90/10 DRAG STRUTS



No. C2806

90/10 DRAG STRUTS

Unlike so-called "racing" struts that use stock dampening valving, Competition Engineering's Drag Struts feature a true 90/10 ratio. This race-proven dampening allows the front end to lift quickly for instant weight transfer to the rear tires. Plus, the design provides increased resistance when the front end descends, preventing the rear tires from unloading and maximizing traction.

- Gas charging reacts faster, eliminates foaming and won't fade like hydraulic designs
- Computer designed valving for consistent performance under severe racing conditions
- Micro-polished $\frac{7}{8}$ " dia. hard-chrome shaft reduces friction for faster reaction
- Bolt-In replacement for easy installation
- One per package

PART # DESCRIPTION

C2806 90/10 Drag Struts
Fits: 1979-'93 Mustang, 1987-'88 Thunderbird, 1979-'86 Capri, 1980-82 Cougar, 1978-'83 Fairmont



SHOCKS

MAGNUM SERIES REAR COIL-OVER SHOCK

"MAGNUM SERIES" REAR COIL-OVER SHOCK ABSORBER

Competition Engineering's Rear Coil-Over Shocks are a part of our Magnum Series, a line of professional-grade products engineered for maximum performance and durability. They feature 12 settings, allowing you to tune the suspension from soft to firm with a simple turn of the knob.

- All-aluminum billet housing is CNC machined with a black anodized body
- Spring seats are adjustable for preload and accept 2- $\frac{1}{2}$ " I.D. springs
- $\frac{5}{8}$ " hardened chrome piston rod provides superior strength
- Advanced sealing reduces drag for faster reaction
- Includes two 1" wide spherical mounting bearings with locking snap rings
- 17" extended height; 13- $\frac{3}{4}$ " to 14- $\frac{5}{8}$ " recommended ride height; 11- $\frac{3}{4}$ " compressed height
- One per package
- Springs not included

PART # DESCRIPTION

C2770 "Magnum Series" Rear Coil-Over Shock Absorber



For Spring Choices
on page 413



No. C2770

COIL-OVER SHOCK KIT

Adjustable

- Kit includes: 3-Way Adjustable Shocks, Upper Mounts, Adjustable Lower Mounts, Threaded Sleeve, Spring Cap, Seat and Hardware
- Universal design allows installation on a variety of chassis
- 3-Way Adjustable shocks provide controlled squat at the rear for improved weight transfer and traction
- Lower shock mounts have 6" of adjustment in one-half inch increments to suit ride height requirements
- Lower shock mounts are finished with zinc and yellow chromate plating and the threaded sleeve, spring cap and seat are anodized for corrosion resistance
- Fits housings with 3" O.D. axle tubes
- Springs not included
- Adjustable spring seat with locking set screw allow the spring rate to be finely tuned
- Use with Competition Engineering Rear Coil-Over Springs depending on specific rear-end weight, accepts 2.5" I.D. Spring
- Sold in pairs



No. C2765



For Spring Choices
on page 413

PART #	DESCRIPTION
C2765	Coil-Over Shock Kit, Adjustable

UNIVERSAL LOWER SHOCK MOUNTS

- Created for relocating non coil-over shocks when the rear frame rails have been moved inboard
- Manufactured from .25" mild steel
- Fits housings with 3" O.D. axle tubes
- 1/2" bolt hole
- Four per package
- Accepts "eye" shock mount
- Welding required
- Fits all axle tube diameters



No. C3170

PART #	DESCRIPTION
C3170	Universal Lower Shock Mounts

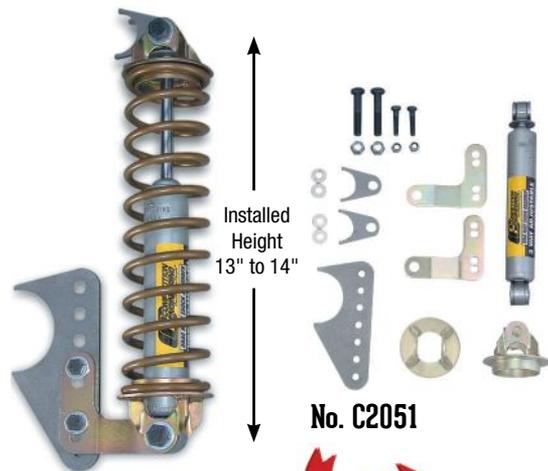


GREG ZOEMULDER WITH COMPETITION ENGINEERING SHOCKS



REAR COIL-OVER SHOCK KIT

- Universal design allows installation on a variety of chassis
- Complete kit includes 3-Way Adjustable Shocks, Upper Mounts and Adjustable Lower Mounts
- 3-Way Adjustable Shocks provide controlled squat at the rear for improved weight transfer and traction
- Lower Shock Mounts have 6" of adjustment in ½" increments to suit ride height requirements
- Lower Spring Perches and Shock Mounts are finished with a zinc and yellow chromate plating for corrosion resistance
- Fits housings with 3" O.D. axle tubes
- Use with Competition Engineering Rear Coil-Over Springs depending on specific rear-end weight, accepts 2.5" I.D. Spring
- Sold in pairs; replacement shocks sold separately

PART # DESCRIPTION**C2051** Rear Coil-Over Shock Kit**PART # REPLACEMENT PARTS****C2755** Replacement Shock Absorber, each**C3420** Replacement Shock Mounts**NOTE:** Coil Springs not included

SEE MORE

For Spring Choices on page 413

LOWER COIL-OVER SHOCK MOUNT KIT

- Designed to be used either by itself or in conjunction with our Upper Coil-Over Shock Mount Kit
- Provides a solid, adjustable mounting point for racing coil-over shocks
- Fits housings with 3" O.D. axle tubes
- Allows 6" of height adjustment in ½" increments
- ¼" thick housing brackets, ⅜" thick shock brackets
- Fits most popular coil-over shocks
- Includes Grade 8 hardware and spacers for mounting two shocks
- Welding required

PART # DESCRIPTION**C2047** Lower Coil-Over Shock Mount Kit**PART # REPLACEMENT PARTS****C3417** Coil-Over Shock Bracket, Right**C3419** Coil-Over Shock Bracket, Left**C3414** Coil-Over Housing Bracket

No. C2047

COIL-OVER SHOCK ADJUSTING TOOL

- Makes adjusting coil-over shocks much easier than the commonly used hammer and screwdriver method
- Works with Moroso, Avo, Hal, Koni, Bilstein, Carrera, Monroe and most other coil-over shocks with adjusting nuts up to 3-¼" diameter
- Manufactured of cast steel with finger indents for sure grip operation

PART # DESCRIPTION**62030** Coil-Over Shock Adjusting Tool

No. 62030

REAR COIL-OVER MOUNT KIT

Fits: 1979-'04 Mustang, Without Shocks & Springs

- Designed specifically to improve traction and handling
- Upper and lower shock mounts to fit stock rear locations
- Bolt-in design with no welding or fabricating needed
- Includes all hardware and spacers

PART # DESCRIPTION
C2056 Rear Coil-Over Mount Kit



No. C2056

REAR SHOCK CROSSMEMBER

Fits: 1967-'69 Camaro, Firebird

- Required with **No. C2032** Offset Spring Hanger installation
- Ties rear subframe together for increased strength
- Relocates shocks inboard of frame
- Provides solid mounting point for rear shocks
- Welding required

PART # DESCRIPTION
C3019 Rear Shock Crossmember



No. C3019

NOTE: Crossmember may be shortened 1" to fit 1968-72 Nova, 1971-72 Ventura and 1970-81 Camaro, Firebird.

UPPER COIL-OVER SHOCK MOUNT KIT

- Works in conjunction with our Lower Coil-Over ShockMount Kit **No. C2047** to provide a solid mounting point
- Designed to mount between the rear frame rails on any Drag Race, Pro Street or Street Rod application
- Lightweight, tubular design makes it perfect for mounting shocks when "back-halving" a vehicle
- Includes one 40" long x 1.625" dia. mounting tube, 1/4" thick mounting brackets, 4 shock mount tabs, 4 shock spacers for older style coil-over shocks and all mounting hardware
- Fits most popular coil-over shocks
- Welding required

PART # DESCRIPTION
C2046 Upper Coil-Over Shock Mount Kit



No. C2046



REAR COIL-OVER SPRINGS

- Each spring is computer designed for specific rear end weights to establish the correct ride height and to allow the full range of suspension travel
- Maximizing the full potential of the springs based on vehicle weight provides optimum weight transfer, rear axle control and traction
- Manufactured on precise CNC equipment for superior accuracy and uniform spring rate from one spring to another
- Premium grade chrome silicon steel extends durability and maintains correct spring rate and ride height after repeated hard launches
- Powder coating provides an attractive finish and helps extend spring life
- Spring dimensions: 2.5" I.D. x 12" long
- Sold in pairs



No. C2550

REAR COIL-OVER SPRINGS APPLICATION CHART

PART NUMBER	SPRING RATE LBS./INCH	TOTAL WEIGHT ON REAR WHEELS
C2550	85	Under - 1050 lbs.
C2555	100	1050 - 1150 lbs.
C2560	125	1150 - 1250 lbs.
C2565	150	1250 - 1450 lbs.
C2570	200	1450 - 1800 lbs.

PROGRESSIVE WOUND REAR SPRINGS, 12", 100-200 LBS.

An excellent choice for multiple applications

- For vehicles of unspecified weight (under 3,400 lbs. total)
- Progressive design reduces rate of compression, making it less likely for vehicle to "drive up" on the tire during violent wheel stands — as the vehicle pitch rotates the weight to the rear wheels, this compresses the spring making it more conducive to lifting the front end
- Progressive springs compensate for added rear weight in Street Rods and Pro-street Cars using a back seat
- Sold in pairs

PART # DESCRIPTION

C2575 Progressive Wound Rear Springs, 12", 100-200 Lb.



No. C2575

OFFSET SPRING HANGERS

Fits: 1967-'69 Camaro, Firebird; 1962-'67 Chevy II; 1968-'74 Nova; 1971-'72 Ventura

- Created for Super Stock classes, designed to relocate the rear of the leaf springs inboard 4" for additional tire clearance
- An additional 2-½" of tire clearance can be had by relocating the front of the leaf springs inboard and modifying both the axle mounting pads and the inner fenderwell
- Allows you to accommodate a 13"-14" racing slick
- OEM gas tank needs to be narrowed 2", or use a fuel cell

PART # DESCRIPTION

C2032 Offset Spring Hangers, Two per package



No. C2032

NOTE: Some welding required.



SPRINGS



No. C2148

UNIVERSAL 80" SINGLE WHEEL-E-BAR™ KIT

Competition Engineering has designed a single wheel Wheel-E-Bar™ kit that is perfect for both the professional and amateur chassis builder. The lower tube and wheel pocket are fixture welded in house for perfect alignment while still allowing the builder to trim it to any desired length. The 1" O.D. x .065" wall chrome moly tube is strong yet lightweight, while the two hi-misalignment rod ends allow the bar to adjust to any rear axle housing without the need for a tubing bender. Each kit comes with all the necessary hardware and a detailed set of instructions.

- Extra Long Bar Improves Chassis Reaction Times
- Designed to Fit Any Application
- Includes All Necessary Hardware
- Strong, Lightweight Chrome Moly Construction
- Hard Plastic Wheel with Steel Bearings for Long Life
- Welding Required

PART #	DESCRIPTION
C2148	Universal 80" Single Wheel-E-Bar™ Kit

PART #	REPLACEMENT PART
C7060	Replacement Wheel

UNIVERSAL 60" WHEEL-E-BAR™ KITS

These Universal Wheel-E-Bar™ Kits allow the professional chassis builder to fabricate bars to fit a specific vehicle. Each kit is available in mild steel with a choice of sprung or unsprung versions. The 60" long tubes can be cut to the desired length to suit individual needs. As an added feature, each kit includes the necessary material to install an upper crossbrace for increased strength. Wheel-E-Bars™ are designed to mount to existing 4-Link or Weld-On Housing Brackets.

- Longer bar improves chassis reaction times
- Mild steel tubing
- Designed for 28" housing mounting width
- Hard plastic wheels with steel bearings for long life
- Material included for x-brace installation
- Welding required
- Housing Brackets sold separately No. C7048

PART #	DESCRIPTION
C2140	Universal 60" Wheel-E-Bar™ Kit, Unsprung, Seamless Steel Tubes
C2145	Universal 60" Wheel-E-Bar™ Kit, Sprung, Seamless Steel Tubes

PART #	AVAILABLE OPTIONS
C7048	Axle Housing Mounting Bracket, qty.1

PART #	REPLACEMENT PARTS
C7060	Replacement Wheel
C7051	Replacement Spring
90430	Wheel-E-Bar™ Quick Release Pins



No. C2145

REPLACEMENT PARTS FOR DISCONTINUED WHEEL-E-BARS™

PART #	DESCRIPTION	FITS DISCONTINUED WHEEL-E-BAR™
C7051	Wheel-E-Bar™ Professional Springs. One per package	C2015, C2038
C7052	Wheel-E-Bar™ Professional Spring Adjusting Mechanism. One per package	C2015, C2038, C2039, C2155
C7058	Wheel-E-Bar™ Replacement Wheel. Natural rubber w/ ball bearing center, 1/2" hole. One per package	C2015, C2038, C2039
C7060	Wheel-E-Bar™ Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole. One per package	C2042, C2130, C2140, C2150, C2155
C7066	Strut, Lower. Polished and Buffed Aluminum. One per package	C2015, C2045
90430	Wheel-E-Bar™ Quick Release Pin. Two per package	C2015, C2038, C2039



PROFESSIONAL WHEEL-E-BARS™

Wheelstands may look spectacular but they can actually hurt performance. Although some front end lift is beneficial to weight transfer, excessive lift can hurt. When a car wheelstands upon initial launch, it uses up power that could propel the vehicle forward. This results in slower ET's. As tire technology and horsepower levels progressed over the years, racers experimented with different ways to combat the wheelstanding problem. Most of the original designs consisted of merely bars or leaf springs that were welded directly to the rear end housing, hoping that they would prevent the front of the car from rising too high. One of the major problems with these early designs is that they caused the rear tires to unload resulting in a loss of traction.

Competition Engineering recognized this problem long ago and developed a series of Wheel-E-Bars™ designed to limit and control big wheelstands without unloading the rear tires. We accomplish this by utilizing an axle housing mounted bracket that allows the Wheel-E-Bar™ to react instantaneously with rear housing movement. As the rear housing rotates, the natural rubber wheels come in contact with the track. The shock of this contact is absorbed by both the lower aluminum struts and the coil spring upper struts which keep the tires from unloading. As the housing continues to rotate more and the front end begins to lift, the coil springs on the upper struts start to compress. The more that the springs are compressed, the more force they exert against the housing rotation, eventually overcoming the rising force of the front end and gently pushing it back down. This converts the rotational energy into forward motion, resulting in quicker ET's.

No. C2039



No. C2036



No. C2040



No. C2016



Designed to withstand the abuse of drag racing, the Competition Engineering Professional Wheel-E-Bar™ Series is the choice of more racers than any other design when quality and premium materials count.

Each bar features lower spring adjusters made from 7075-T6 aluminum to allow for ease in preload adjustment. The lower struts are made from high strength 6061-T6 aluminum, enabling them to handle the forces applied to them without fatiguing. Each kit includes all the required fasteners as well as quick release pins to allow access to the rear end housing for jacking. 44" overall length, 22-¹¹/₁₆" center to center mounting bracket distance.

- Fits 3" Axle Tube

PART # DESCRIPTION

C2016	Professional Wheel-E-Bars™, Chrome plated with natural finish aluminum components
C2036	Professional Wheel-E-Bars™, Chrome plated with black anodized aluminum components
C2039	Professional Wheel-E-Bars™, Chrome plated with blue anodized aluminum components
C2040	Professional Wheel-E-Bars™, Chrome plated with red anodized aluminum components

PART # REPLACEMENT PARTS

C7046	Conversion Kit, Bolt-on. Converts weld-in Wheel-E-Bars™ to bolt-on style
C7047	Conversion Kit, Weld-In. Converts bolt-on Wheel-E-Bars™ to weld-in style
C7048	Axle Mounting Bracket, quantity One
C7051	Replacement Springs
C7052	Professional. Spring Adjusting Mechanism. One per package
C7058	Replacement Wheel. Natural rubber w/ ball bearing center, 1/2" hole
C7060	Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole
C7066	Replacement Lower Strut, Aluminum with natural finish
90430	Quick Release Pins. Two per package



WHEEL-E-BARS

BOLT-ON WHEEL-E-BARS™

Competition Engineering has designed a bolt-on version of our famous Wheel-E-Bars™ specifically for street enthusiasts. Utilizing similar components as our Professional Wheel-E-Bars™ we were able to adapt them for street use by replacing the weld-in mounting brackets with bolt-on brackets.

BOLT-ON CHROME ROUND TUBE WHEEL-E-BAR™

- Bolt-On design, no welding required
- Round tube design, for 3" Axle Tubes
- Triple process, show quality, chrome plated finish
- Available in sprung and unsprung versions
- 44" overall length
- 18-5/8" center to center mounting bracket distance
- Includes all hardware and mounting instructions
- Synthetic Rubber Wheels



No. C2043

PART # DESCRIPTION
C2043 Bolt-On Chrome Round Tube Wheel-E-Bar™, Sprung

PART # AVAILABLE OPTIONS
C7058 Natural Rubber Replacement Wheel

PART # REPLACEMENT PARTS
C7051 Professional Springs. One per package
C7052 Professional Spring Adjusting Mechanism. One per package
C7060 Replacement Wheel. Synthetic rubber w/ ball bearing center, 3/8" hole

INSTALLATION ON REAR AXLE HOUSING

With car on level surface, locate Bolt-on Wheel-E-Bar™ under the car with the brackets up against the housing and prop up the Wheel-E-Bar™ wheels to a height of about 6" off the ground for street use (3-1/2" for strip use). In this position, fasten the Housing Saddle Brackets over the rear end housing and attach to Rear Housing Brackets using the hardware provided. If the Rear Housing Brackets are too big for your particular housing so that they cannot be bolted securely, The Housing Bracket Saddle can be welded to the housing and the Rear Housing Bracket bolted to it, thereby allowing the Wheel-E-Bars™ to be removed.

STATE AND LOCAL ORDINANCES

May prohibit the Bolt-on Wheel-E-Bars™ from extending beyond the rear bumper. If this situation exists and you wish to shorten the Wheel-E-Bars™, the upper and lower struts can each be shortened and re-drilled. Care must be taken to insure that the Bolt-on Wheel-E-Bars™ will clear driveways, etc., without being severely loaded. If the bars are to be used for street use, it is recommended that they be loosely bolted to the housing while backing out of and pulling into a driveway (for example) until the bars "adjust" to the required height. Once this height is determined, the bars can be secured to the housing.

CAN I USE A BOLT-ON STYLE WHEEL-E-BAR™ FOR RACING?

Although our Bolt-On Wheel-E-Bars™ are intended for a Pro Street look, they contain many of the same components used in our Weld-On Wheel-E-Bars™ for racing. In fact, the only difference is the bracketry which in its bolt-on configuration is not strong enough to control the vehicle in a wheelstand. By removing the clamp bracket and welding the axle bracket directly to the housing, you have a Wheel-E-Bar™ suitable for both street and strip use.

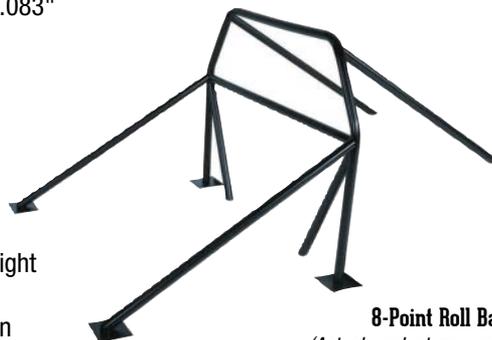


WHEEL-E-BARS

8-POINT ROLL BARS

Competition Engineering offers a variety of Roll Bars and Roll Cages to meet the different requirements of most racers. Countless hours were spent developing and perfecting these kits to offer the utmost in strength and fit without adding unnecessary weight. All tubing used in our kits exceeds the requirements of racing sanctioning bodies and is mandrel formed on computer controlled equipment for uniform wall thickness. Every Competition Engineering Kit has been designed to fit the specific application with only minor modifications necessary for installation.

- Manufactured from 1-3/4" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Increases chassis strength
- Provides added safety
- Mandrel formed, model-specific main hoop
- NHRA and IHRA approved
- Tube ends notched for better fit and easier installation
- Strut Kits include two rear struts, two front door bars, main hoop crossbrace, two diagonal hoop supports, six weld joint gussets and eight 6" x 6" x 1/8" thick steel mounting plates
- Complete instructions are included to ensure a hassle-free installation
- Welding required



8-Point Roll Bar
(Actual product may vary from image shown)

TWO PART NUMBERS are required to get a complete 8-Point Roll Bar Kit!

You must order both **A)** the appropriate 8-Point Main Hoop Kit and

B) Strut Kit No. **C3000** for Mild Steel OR Strut Kit No. **C3100** for Chrome Moly (unless otherwise noted)*

B) STRUT KITS

PART #	DESCRIPTION
C3000	8-Point Strut Kit, Mild Steel
C3100	8-Point Strut Kit, Chrome Moly
PART #	ADDITIONAL OPTIONS
C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly

8-POINT ROLL BARS APPLICATION CHART

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
AMC		
C3039	C3151	1970-'83 Hornet, Concord, Sprint
CHRYSLER/DODGE		
C3129	C3159	1970-'74 Barracuda, Challenger
C3123	C3158	1970-'76 Duster, Demon, Sport, Scamp, 1968-'69 Dart, Barracuda, Valiant
C3128	C3157	1968-'74 Roadrunner, GTX, R/T, Satellite, Super Bee, Coronet, Belvedere
C3135*	C3150*	2008 - '15 Challenger, Custom Fit
FORD		
C3025	C3154	1979-'93 Capri, Mustang
C3124	C3152	1968-'72 Fairlane, Torino, Montego
C3039	C3151	1967-'73 Mustang, 1971-'77 Maverick, 1977-'81 Fairmont
C3126	C3153	1974-'78 Mustang II, 1971-'80 Pinto, Bobcat
C3125	C3155	1994-'04 Mustang Hardtop
C3132*	C3156*	2005 - '14 Mustang, Custom Fit
GENERAL MOTORS		
C3021	C3138	1967-'69 Camaro, Firebird
C3121	C3145	1970-'81 Camaro, Firebird
C3130	C3147	1982-'92 Camaro, Firebird
C3131	C3148	1993-'02 Camaro, Firebird

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
GENERAL MOTORS, continued		
C3124	C3152	1964-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3127	C3139	1955-'57 Chevrolet
C3023	C3137	1966-'67 Chevy II, Sedan/Wagon
C3122	C3149	1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442
C3024	C3136	1962-'65 Nova
C3022	C3144	1968-'79 Nova, Apollo, Omega, Ventura
C3026	C3146	1971-'77 Vega, 1975-'80 Monza, Astro, Skyhawk, Starfire
SPORT COMPACT		
HONDA		
C9402	C9412	1992-'00 Honda Civic Coupe, Hatchback
C9401	C9410	1988-'91 Honda CRX
MAZDA		
C9408	C9418	1979-'85 Mazda RX-7
MITSUBISHI		
C9405	C9415	1990-'94 Mitsubishi Eclipse
TRUCKS (See footnote below for appropriate Strut Kit)		
C3134**	C3133**	1982-'00 GM S-10, S-15

*NOTE: These part numbers ONLY come complete, Strut Kit included.

NOTE: Strut Kits for Trucks include 2" x 3" box tubing to connect rocker panel to the frame. Order No. **C3001 Mild Steel or No. **C3101** Chrome Moly

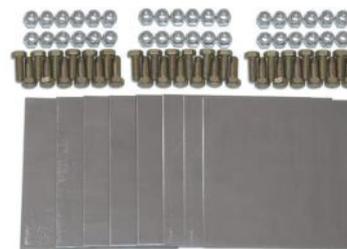


ROLL BARS

ROLL BAR BOLT-IN CONVERSION KIT

Fits: Any Uni-Body Race Vehicle, Domestic or Import, using an 8-Point Roll Bar

- Universal application allows installation of 8-Point Roll bar (mild steel or chrome moly) to meet sanctioning body rules without welding base plates to the floor
- 6" x 6" x 1/8" steel plates get positioned under the floor and are used with the existing roll bar plates to "sandwich" the floor pan
- Includes 3/8"-16 x 1" Grade 8 bolts and Nylock nuts for mounting
- Requires drilling floor pan and forming mounting plates to match under-floor contours



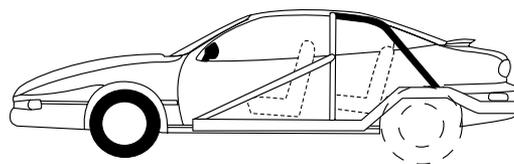
No. C3020

PART #	DESCRIPTION
C3020	Roll Bar Bolt-In Conversion Kit

FORMED REAR STRUTS

8-Point Roll Bar

- Designed to allow roll bar installation in most vehicles without permanently removing or modifying the rear seat
- Manufactured from 1-3/4" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS T-6736 chrome moly tubing with 50° bend
- NHRA and IHRA approved
- Welding and fabrication required
- Two per kit



No. C3185

PART #	DESCRIPTION
C3185	Formed Rear Struts, Mild Steel
C3195	Formed Rear Struts, Chrome Moly

10-POINT CONVERSION KITS

- Eliminates the hassle of replacing your existing bar with a new cage
- Designed to convert a legal 8-point roll bar into a legal 10-point roll cage
- Kit includes top hoop and two forward downstruts that tie into your existing 8-point roll bar
- Manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS T-6736 chrome moly tubing
- Mandrel formed on computer controlled equipment
- Meets NHRA requirements for cars running 10.99 or quicker
- Custom fit applications
- Welding required



No. C3325

(Actual product may vary from image shown)

10-POINT CONVERSION KIT APPLICATION CHART

MILD STEEL PART #	CHROME MOLY PART #	DESCRIPTION
FORD		
C3325	C3345	10-Point Conversion Kit, 1979-'93 Mustang, Capri
C3328	C3348	10-Point Conversion Kit, 1994-'04 Mustang
GENERAL MOTORS		
C3320	C3340	10-Point Conversion Kit, 1967-'69 Camaro, Firebird
C3323	C3343	10-Point Conversion Kit, 1970-'81 Camaro, Firebird
C3324	C3344	10-Point Conversion Kit, 1968-'72 GTO Chevelle, Cutlass, LeMans, Tempest
C3321	C3341	10-Point Conversion Kit, 1968-'79 Nova, Ventura, Omega, Apollo
C3322	C3342	10-Point Conversion Kit, 1962-'67 Nova, Chevy II



10-POINT ROLL CAGES

- Bridges the gap between an 8-Point Roll Bar and a 12-Point Roll Cage
- Meets NHRA & IHRA requirements for cars running 10.99 or quicker with modified firewalls and/or floorboards
- Provides increased driver protection in rollover
- Increases chassis rigidity for better reaction times
- Main Hoop Kit consists of one mandrel formed main hoop, one top hoop, two front downstruts, one main hoop crossbrace and two diagonal hoop supports designed specifically for your application
- Strut Kit consists of two door bars, two rear struts, ten 6" x 6" x 1/8" steel mounting pads and twelve weld joint gussets
- Manufactured from 1 5/8" O.D. x .134" wall mild steel or 1 5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- All bends mandrel formed on CNC equipment
- Tube ends notched for better fit and easier installation
- Complete instructions included to ensure a hassle-free installation
- Welding required



10-Point Roll Cage
(Actual product may vary from image shown)

Two Part Numbers are required to get a complete 10-Point Roll Bar Kit!

You must order both **A)** the appropriate 10-Point Main Hoop Kit and

B) Strut Kit No. C3310 for Mild Steel OR Strut Kit No. C3250 for Chrome Moly (unless otherwise noted)

10-POINT ROLL CAGES APPLICATION CHART

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
CHRYSLER/DODGE		
C3227	C3287	1968-'69 Barracuda, 1970-'76 Duster
C3235*	C3285*	2008 -'15 Challenger, Custom Fit
FORD		
C3225	C3275	1979-'93 Capri, Mustang
C3229	C3279	1994-'04 Mustang
C3240*	C3270*	2005 -'14 Mustang, Custom Fit

**NOTE: These part numbers ONLY come complete, Strut Kit included.*

B) STRUT KITS

PART #	DESCRIPTION
C3310	10-Point Strut Kit, Mild Steel
C3250	10-Point Strut Kit, Chrome Moly
PART #	ADDITIONAL OPTIONS
C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
GENERAL MOTORS		
C3220	C3260	1967-'69 Camaro, Firebird
C3222	C3262	1970-'81 Camaro, Firebird
C3226	C3266	1982-'92 Camaro, Firebird
C3231	C3267	1993-'02 Camaro, Firebird
C3223	C3263	1968-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3221	C3261	1966-'67 Chevy II, Nova
C3224	C3264	1968-'79 Nova, Apollo, Ventura, Omega
C3233	C3265	1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442
TRUCKS		
C3234	C3268	1982-'00 GM S-10, S-15

ROLL CAGE UPGRADE KIT

- Designed to upgrade your existing roll cage to meet NHRA requirements when the firewall, floor pan, or rocker panels have been modified or replaced with aluminum panels
- Manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Comes complete with one dash bar, two door diagonals, two rocker bars and six gussets
- Welding and fabrication required

PART #	DESCRIPTION
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly



No. C3184



ROLL BARS

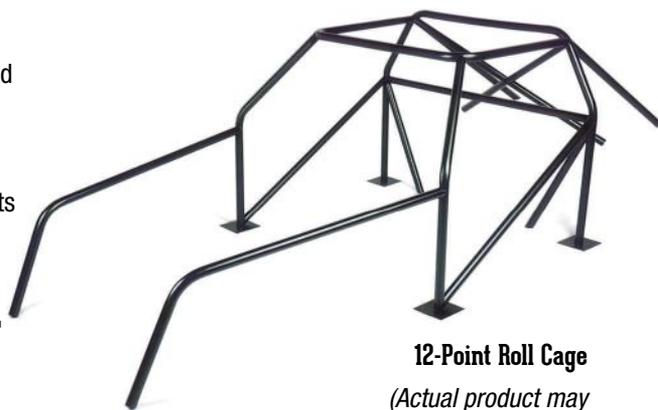
12-POINT ROLL CAGES

- Designed to provide the utmost in chassis strength and superior 360° driver protection with proper installation
- Design ties the front frame to the roll cage making it one solid unit, eliminating chassis flex and decreasing vehicle reaction time
- Hoop Kit includes one main hoop, one top hoop, two front downstruts, one main hoop crossbrace and two forward struts
- Strut Kit consists of two door struts, two rear struts, two diagonal hoop supports, one rear X-brace, ten 6" x 6" x 1/8" steel mounting pads and twelve weld joint gussets
- Manufactured from 1 5/8" O.D. x .134" wall mild steel or 1 5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Pre-notched tube ends provide for a better installation
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- Complete instructions are included to ensure a hassle-free installation
- Welding required

Two Part Numbers are required to get a complete 12-Point Roll Bar Kit!

You must order both **A)** the appropriate 12-Point Main Hoop Kit and

B) Strut Kit **No. C3300** for Mild Steel **OR** Strut Kit **No. C3350** for Chrome Moly (unless otherwise noted)*



12-Point Roll Cage

(Actual product may vary from image shown)

B) Strut Kits

PART #	DESCRIPTION
C3300	12-Point Strut Kit, Mild Steel
C3350	12-Point Strut Kit, Chrome Moly
PART #	ADDITIONAL OPTIONS
C3184	Roll Cage Upgrade Kit
C3194	Roll Cage Upgrade Kit, Chrome Moly

12-POINT ROLL BARS APPLICATION CHART

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
CHRYSLER/DODGE		
C3309	C3361	1968-'69 Barracuda 1970-'76 Duster
C3308*	C3373*	2008 -'15 Challenger, Custom Fit
FORD		
C3303	C3370	1979-'93 Mustang, Capri
GENERAL MOTORS		
C3305	C3380	1967-'69 Camaro, Firebird
C3307	C3381	1970-'81 Camaro, Firebird
C3302	C3382	1982-'92 Camaro, Firebird

A) MAIN HOOP

PART #		APPLICATION
MILD STEEL	CHROME MOLY	
GENERAL MOTORS, continued		
C3311	C3383	1968-'72 Chevelle, GTO, Tempest, Cutlass, Skylark, LeMans
C3312	C3371	1978-'87 Malibu, Monte Carlo, Grand Prix, Regal, Grand National, Cutlass, 442
C3306	C3384	1975-'80 Monza 1971-'77 Vega, Starfire, Skyhawk
C3313	C3385	1968-'79 Nova, Apollo, Omega, Ventura
TRUCKS		
C3314	C3372	1982-'00 GM S-10, S-15

*NOTE: These part numbers ONLY come complete, Strut Kit included.

ROLL BARS, CAGES & CHASSIS ACCESSORIES

ROLL CAGE X-BRACE KIT

Available In Mild Steel or Chrome Moly Finish

- Designed to increase the strength of your chassis by eliminating side to side twist and uneven suspension loading
- Use in conjunction with the rear struts found in our Roll Bar and Roll Cage Kits to create a solid racing chassis
- Kit includes one 60" long tube and two 30" long tubes; manufactured from 1-5/8" O.D. x .134" wall mild steel or 1-5/8" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Welding required



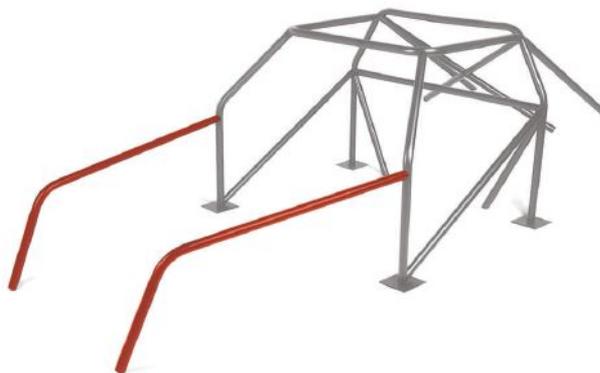
No. C3181

PART #	DESCRIPTION
C3181	Roll Cage X-Brace Kit, Mild Steel
C3191	Roll Cage X-Brace Kit, Chrome Moly



FRONT DOWN STRUT UPGRADE KIT

- Tie the front frame to the roll cage making it one solid unit, eliminating chassis flex and decreasing vehicle reaction time
- Front Down Struts have the same specifications as the Front Struts that are included in Competition Engineering 12-Point Roll Cage Kits
- Combine with Competition Engineering **Nos. C3181** or **C3191** to convert 10-Point Roll Cages to 12-Point Roll Cages
- Pre-notched tube ends provide for better installation
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- Welding required
- Sold as a pair



No. C3186

PART # DESCRIPTION

- C3186** Front Down Strut Kit, Mild Steel
C3196 Front Down Strut Kit, Chrome Moly

FUNNY CAR CAGE KITS

Note: Funny Car Cage Kit is the tubing highlighted in red on the image

- Available in 1-5/8" O.D. x .134" wall mild steel or 1-3/4" O.D. x .083" wall aircraft-quality AMS-T-6736 chrome moly tubing
- Upgrades 10 point or more point cage kit to have Funny Car cage protection
- Kits contain 10 pieces of pre-bent 1-5/8" O.D. x .134" wall or 1-3/4" O.D. x .083" wall tubing and 2 pieces of 1" O.D. x .118" wall mild steel or 1" O.D. x .058" wall chrome moly head/helmet guards
- Tubing is left long and un-notched so kit can be custom fitted to the application
- Meets NHRA and IHRA requirements
- All tubes mandrel formed in-house on CNC equipment
- All Welding required



No. C3197

PART # DESCRIPTION

- C3187** Funny Car Cage Kit, Mild Steel
C3197 Funny Car Cage Kit, Chrome Moly

SEAT BACK BRACES

- Designed to meet different sanctioning body rules on bracing non-FIA rated seats
- Non-FIA seats can be attached to the brace's 3" x 6" plate, 18 square inches
- On FIA approved seats this brace can be used as an additional support
- Adjustable back and forth with a locking collar
- No welding is required for installation
- Available for 3 different diameters of roll bar tubing



No. C4905

PART # DESCRIPTION

- C4905** Seat Back Brace, Adjustable for 1 3/4" Dia. Tubing
C4906 Seat Back Brace, Adjustable for 1 5/8" Dia. Tubing
C4907 Seat Back Brace, Adjustable for 1 1/2" Dia. Tubing



OFFSET ROLL BAR PADDING

- Our popular Roll Bar Padding is now packaged in single 3-foot lengths for improved convenience and pricing
- 3" O.D. padding is extruded from high-density foam for maximum safety and protection
- Inside diameter of 1-5/8" is offset by 7/16" to position extra cushioning towards the driver where it's needed the most
- Available in black, red, blue and orange



PART # DESCRIPTION

80939	Offset Roll Bar Padding, Black
80940	Offset Roll Bar Padding, Blue
80941	Offset Roll Bar Padding, Red
80942	Offset Roll Bar Padding, Orange

ROLL BAR PADDING, SFI 45.1 APPROVED

Meets the requirements of NHRA, IHRA, SCCA and other organizations

- SFI 45.1 Specified approved padding, approval marked on padding
- Comes in 36" lengths; 7/8" thickness fits 1-5/8"-2" bar diameter
- Padding backed with pressure-sensitive adhesive and can be cut to size to make installation easy
- Padding exceeds SFI 45.1 rating for dripping or melting in a fire, and is self-extinguishing
- SFI 45.1 approved Roll Bar Padding is more dense than traditional padding, and is designed to absorb the impact energy



No. 80944
MOROSO

PART # DESCRIPTION

80944	Roll Bar Padding, SFI 45.1 Approved, Black
--------------	--

ROLL BAR GUSSETS

These lightweight, stamped plate gussets provide additional strength to welded tube joints

- Available in mild steel or chrome moly
- Measures 1-1/4" x 2-1/4"
- 25 per package
- Welding required



No. C3172



No. C3173

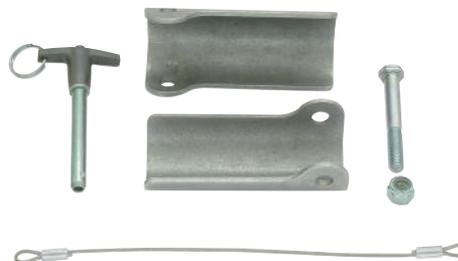
PART # DESCRIPTION

C3172	Roll Bar Gussets, 1/8" Mild Steel
C3173	Roll Bar Gussets, 4130 Chrome Moly

SWING OUT DOOR BAR KITS

For 6, 8, 10 or 12 Point

- Meets NHRA Sanctioning rule for OEM full body cars 7.50 E.T. and slower
- **No. C3182** is manufactured for 1-3/4" steel tubing and **No. C3183** is manufactured for 1-5/8" steel tubing
- One kit does one door bar
- Includes release pin and hinge bracket
- Welding required



No. C3182

PART # DESCRIPTION

C3182	8-Point Swing Out Door Bar Kit, 1-3/4" tube
C3183	10 & 12-Point Swing Out Door Bar Kit, 1-5/8" tube

ROLL BARS



UNIVERSAL DOOR WINDOW FRAME KIT

- Use on drag racing vehicles running a plastic/lexan type window
- Will complete two doors
- Includes 3/8" steel tubing (2-84" long, 2-48" long), bend to fit with supplied bending fixture, tabs and hardware
- Packaged in a tube with instructions
- Welding required



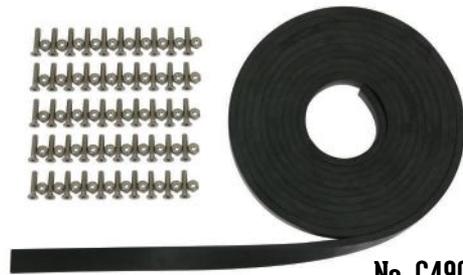
No. C4900

PART #	DESCRIPTION
C4900	Universal Door Window Frame Kit

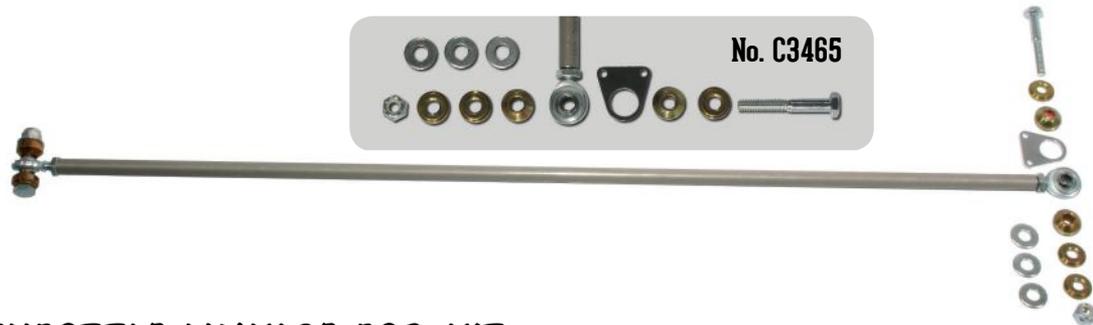
WINDSHIELD INSTALL KITS

- Kit includes rubber seal and (50) stainless steel flathead screws and lock nuts
- Can be used on rear windows

PART #	DESCRIPTION
C4901	Windshield Install Kit, 1/4" Thick
C4902	Windshield Install Kit, 3/8" Thick



No. C4901



No. C3465

THROTTLE LINKAGE ROD KIT

- Universal for vehicles with carburetors
- Kit includes a 23" aluminum rod, two spherical rod ends, throttle return spring tab and hardware
- Aluminum linkage rod is easy to install, bendable to simplify alignment issues and the length is easily adjusted by turning the rod ends in or out
- The rod ends will help to overcome misalignment problems
- This linkage is the preferred linkage for Oval Track claimeer racing
- Will not be affected by dirt as some cable linkages can be

PART #	DESCRIPTION
C3465	Throttle Linkage Rod Kit

PART #	AVAILABLE OPTIONS
C3461	Accelerator Pedal Kit

DOOR HINGE KIT

- For Race vehicles with fiberglass doors
- Longer hinge pins on bottom mounts facilitates quick removal and installation of doors
- Kit includes two door hinges and mounts (enough for 1 car)
- Lightweight design
- Welding required

PART #	DESCRIPTION
C4930	Door Hinge Kit



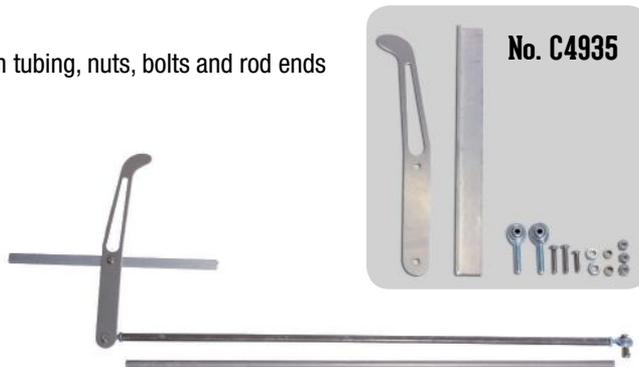
No. C4930



DOOR HANDLE LINKAGE KIT

- Kit includes two lightweight door handles with enough tubing, nuts, bolts and rod ends for two doors
- Easy to install in any door

PART # DESCRIPTION
C4935 Door Handle Linkage Kit



DOOR LIMITER STRAP

- Kit is complete with (2) Door Limiter Straps and all hardware necessary to complete one car
- Installation instructions included

PART # DESCRIPTION
C4931 Door Limiter Strap



No. C4931

RADIATOR MOUNTING KIT

- Radiator Mount for Scirocco style radiators
- For race cars with tube front ends
- Facilitates quick removal and installation of radiator
- Includes radiator mounting bracket, frame mount and hardware
- Welding required

PART # DESCRIPTION
C4925 Radiator Mounting Kit



No. C4925

ACCELERATOR PEDAL KIT

- Steel Accelerator Pedal with Steel Mounting Brackets and Hardware to mount where desired
- Installation instructions included

PART # DESCRIPTION
C3461 Accelerator Pedal Kit

PART # AVAILABLE OPTION
C3465 Throttle Linkage Rod Kit



No. C3461



PARACHUTE ANCHOR MOUNT

For attaching parachute anchor strap to chassis

- Accepted by NHRA and IHRA
- Manufactured from 1- $\frac{5}{8}$ " dia. DOM tubing
- Includes mount and support tubes, anchor strap bracket and aluminum bushing
- For use with Competition Engineering's Parachute Pack Mount **No. C3451**
- Welding and fabrication required

PART #	DESCRIPTION
C3450	Parachute Anchor Mount



No. C3450

PARACHUTE PACK MOUNT

Mounts Parachute Pack to Parachute Anchor Mount

- Includes pack mounting plate, mounting tube, weld bung and quick release pin
- Quick release mount for removal when working on car
- Manufactured from mild steel for extra strength
- For use with Competition Engineering's **No. C3450** or similar kits
- Welding and fabrication required

PART #	DESCRIPTION
C3451	Parachute Pack Mount



No. C3451

PARACHUTE RELEASE CABLE KIT

- Kit consists of 18' of Teflon lined Felsted cable
- Mounting Bracket and Rod End on one end of the cable
- Full handle

PART #	DESCRIPTION
C3452	Parachute Release Cable Kit



No. C3452

PARACHUTE RELEASE CABLE CLAMP

- Complies with NHRA General Regulations requiring the cable clamp to be attached within 12" of the parachute pack edge
- Works with Competition Engineering Parachute Mount **Nos. C3451, C3452** and can be used with other mounts
- Manufactured from $\frac{1}{8}$ " thick aluminum bracket with steel clamp and mounting hardware

PART #	DESCRIPTION
C3453	Parachute Release Cable Clamp



No. C3453



FUEL TANK SUMP KITS

Ensure positive fuel flow to your engine to help win the race

- Factory gas tank pickups located in the front of tanks allow fuel pumps to ingest air during acceleration causing a momentary loss of fuel pressure
- Installed in the lowest portion of the rear of the fuel tank, to guarantee consistent fuel pressure under the hardest acceleration
- Designed to fit stock steel fuel tanks
- Manufactured from 18-gauge cold rolled steel for easy welding with two pre-welded $\frac{3}{8}$ " or $\frac{1}{2}$ " NPT bungs to ensure adequate fuel flow
- I.D. $7\text{-}\frac{3}{8}$ " wide x 11" long x 3" tall
- Installation instructions include a template for baffling the tank, fittings not included
- Welding required

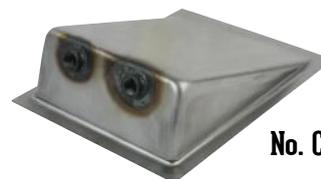
PART # DESCRIPTION

C4040 Fuel Tank Sump Kit, Two $\frac{3}{8}$ " NPT weld bungs

C4041 Fuel Tank Sump Kit, Two $\frac{1}{2}$ " NPT weld bungs



Moroso Aluminum
Fuel Line on pg. 268



No. C4040



No. C4041

ACCESS DOOR

- .050" aluminum door is hinged to frame, providing quick and easy access to fuel cells, dry sump tanks or any other component
- Comes with natural finish so customer can anodize or paint to match car color
- Door held securely closed with self-ejecting, flush-head Dzus fastener
- Includes all mounting hardware
- 6" x 6" door, 8- $\frac{1}{8}$ " x 8- $\frac{1}{8}$ " overall

PART # DESCRIPTION

85700 Access Door



No. 85700

MOROSO

ALUMINUM & STEEL REAR FENDERWELLS

- 24-gauge steel or .032" aluminum
- Pittsburgh locking seam for easy assembly
- Different widths to accommodate a variety of tire sizes
- Available in six diameters
- Bead rolled reinforcing ribs for strength
- Two Fenderwell/Wheel Tubs per Kit

DESCRIPTION	PART #	
DIMENSIONS	STEEL	ALUMINUM
LENGTH X HEIGHT X WIDTH		
30" (L) x 15" (H) x 23.25" (W)	C2998	C2999
36" (L) x 18" (H) x 23.25" (W)	C3006	C3007
38" (L) x 19" (H) x 23.25" (W)	C3008	C3009
40" (L) x 20" (H) x 23.25" (W)	C3010	C3011
43" (L) x 21.5" (H) x 23.25" (W)	C3002	C3004
46" (L) x 23" (H) x 23.25" (W)	N/A	C3005



No. C3006

REAR FIREWALL KIT, CUSTOM FIT FOR 2005-'10 MUSTANG

Makes it easy to install a firewall between the passenger compartment and trunk mounted fuel cell and/or battery

Fits: 2005-'10 Mustang

- Pre-cut and bent, only a small amount of trimming may be necessary
- Constructed out of .032" thick aluminum, which meets NMRA and other sanction bodies requirements
- Can be used with or without the factory rear seat

PART # DESCRIPTION

C4990 Rear Firewall Kit, 2005-'10 Mustang

No. C4990



STEERING COLUMN KITS, UNIVERSAL DESIGN

Two versions available; Drag Race Only which has a strong yet light weight $\frac{3}{4}$ " x .058" wall chrome moly shaft and the NEW Circle Track, Road Race and Street version that has a $\frac{3}{4}$ " x .156" wall mild steel shaft which is stronger and heavier for the rigors of Circle Track, Road Racing and the Street.

- Can be used in new car construction or used to replace a heavy bulky OEM steering column
- Kit contains a stop collar to prevent the steering shaft from entering the driver's compartment in the event of an impact.
- Inner shaft rides in two flanged polymer bushings that mount to the column tube
- Features unique grease fittings to keep the bushings lubricated
- Includes "SFI" Approved Quick Release Steering Wheel Hub and Shaft to Hub Adapter
- Also includes a precision needle bearing U-joint and complete installation instructions
- Welding and Fabrication required

PART #	DESCRIPTION
C5073	Steering Column Kit, Circle Track, Road Race, Street
C5074	Steering Column Kit, Drag Race Only

PART #	AVAILABLE OPTIONS
C5076	Steering Column Mount Kit
C9609	Steering Shaft Support Rod End



No. C5074

STEERING COLUMN MOUNTING KIT

- Mounts Steering Column Kit Nos. C5073 or No. C5074 into tube chassis vehicle
- Compact design allows column to be mounted rigidly to the chassis while keeping weight to a minimum
- Includes two split clamps that secure 1- $\frac{1}{2}$ " O.D. steering tube firmly in place and two lengths of tubing to mount column to chassis
- Split clamp mounting system makes it easy for the column tube to be removed or repositioned without cutting or re-welding
- Can be adapted to other steering column kits that use a 1- $\frac{1}{2}$ " dia. column tube
- Kit includes complete installation instructions
- Welding & fabrication required

PART #	DESCRIPTION
C5076	Steering Column Mounting Kit



No. C5076

STEERING SHAFT SUPPORT ROD END

- Rod end serves as both bearing and support for steering shaft
- Inside diameter of .757" is specially sized to allow steering shaft to pass through and rotate with a precise fit
- $\frac{3}{4}$ "-16 right hand threaded shank mounts to steering support bracket
- Includes two jam nuts for securing rod end in place
- Static radial load capacity of 11,518 lbs.
- One per package

PART #	DESCRIPTION
C9609	Steering Shaft Support Rod End



No. C9609



FIVE HOLE STEERING WHEEL ADAPTER

- Allows racers to continue to use Moroso's Quick Release Steering Wheel Hub No. 80160 or similar aftermarket hubs with 3 hole bolt pattern when converting to steering wheels with a 5 hole bolt pattern
- Billet aluminum adapter includes all mounting hardware (steering wheel to adapter and adapter to hub)



No. C5078

PART #	DESCRIPTION
C5078	Five Hole Steering Wheel Adapter

SFI APPROVED QUICK RELEASE STEERING WHEEL HUB AND ADAPTER

Fits: 3/4" O.D. steering shafts and steering wheels with a 3 hole, 1-3/4" diameter bolt pattern.

- Meets NHRA, IHRA and other sanctioning body criteria for meeting SFI (Safety Foundation Inc.) requirement #42.1 concerning steering wheel attachment and release
- Hub is manufactured from lightweight billet aluminum with anodized finish
- 5/16" -18 thread bolt holes
- Spring loaded quick release pin is integral with the hub and features a large diameter engagement surface for use with bulky racing gloves
- Includes steering shaft adapter manufactured from 1018 steel for extra strength and ease of welding



No. 80160



PART #	DESCRIPTION
80160	SFI Approved Quick Release Steering Wheel Hub and Adapter. <i>Fits: 3/4" O.D. steering shafts and steering wheels with a 3 hole, 1-3/4" diameter bolt pattern</i>

POWER STEERING TANKS

POWER STEERING TANKS

Fits: Universal Panel Mount

- Fabricated of aluminum for strength – can be polished, chromed, powder coated or left as-is for a race look
- Built in bracket allows convenient mounting on a panel
- -6 AN inlet and -10AN outlet with an internal baffle
- Includes a heavy duty vented screw on cap

PART #	DESCRIPTION
63506	Power Steering Tank, Universal Panel Mount, Inlet left side
63507	Power Steering Tank, Universal Panel Mount, Inlet right side



No. 63506

No. 63507



Power Steering Tanks
on Moroso pg. 190



FRONT SUSPENSION COMPONENTS

Competition Engineering has the components to make your front suspension work properly. Poor front suspension tuning can affect the way your race car reacts. OEM-style front suspension components can saddle your race car with excess weight. All Competition Engineering front suspension components are designed to be both lightweight and strong to provide you with the utmost in reliability and quicker ET's.



No. C2025

FRONT END TRAVEL LIMITER

Cable Style

- Designed to fit both A-arm and strut front suspensions
- 7-position adjuster for fast, between round changes
- Adjuster enables you to fine tune front-end separation, improving 60 foot times as well as vehicle reaction time
- Kit includes weld-on mounting tabs, cable assemblies, mounting hardware and detailed instructions
- Limits front suspension separation on launch
- Welding required

PART # DESCRIPTION

C2025 Front End Travel Limited

FRONT END TRAVEL LIMITER

Bolt-On

- Designed for race cars with factory upper A-arm suspensions
- Installs easily by removing the factory upper snubber and threading the adjuster bolt through the stock hole
- Threaded design allows you to quickly dial-in the right amount of front end lift without wasting power on high wheelstands
- Replaces rubber snubber in factory control arms
- Bolt-On, no welding requires
- Increases weight transfer

PART # DESCRIPTION

C2026 Front End Travel Limiter

PART # REPLACEMENT PART

C7024 Rubber Bumpers. 2" diameter base. Two/card



No. C2026

MUSTANG BUMPSTEER ADJUSTER KITS

- Corrects "Bumpsteer" that occurs when the Mustang's front end is lowered or raised from stock
- Fully adjustable kit replaces non-adjustable stock components with precision, aircraft-quality components that bolt into place with common hand tools
- Does not require the front spindles to be modified or drilled out
- Can also be used for easy, on-car toe adjustments
- Includes 6061-T6 billet aluminum adjuster tubes with anodized finish to resist corrosion, 5/8" rod ends and an assortment of adjustment shims

PART # DESCRIPTION

C2408 Bumpsteer Adjuster Kit, Mustang '79-'93

C2409 Bumpsteer Adjuster Kit, Mustang '94-'04



No. C2409

SOLID REPLACEMENT BUSHINGS

Competition Engineering offers solid aluminum replacement bushings for stock factory bushings that improve chassis/suspension control. By swapping solid bushings for the stock pieces, you increase vehicle reaction in both acceleration and cornering, as well as improve overall feel. Ride quality will be sacrificed due to the elimination of the factory bushing deflection.

SOLID ALUMINUM BODY MOUNTS

Fits: 1967-'81 Camaro, Firebird, 1968-'79 Nova; 1971-'77 Ventura, Apollo, Omega

- Replacement for the factory subframe bushings
- Eliminates deflection and twisting commonly found on GM unibody equipped vehicles
- CNC machined from 6061-T6 aluminum for a perfect fit and black anodized to eliminate corrosion
- Complete set of six for one car with complete instructions

PART # DESCRIPTION

C3027 Body Mounts, Solid Aluminum



No. C3027

GM A&G BODY REAR CONTROL ARM BUSHINGS

Fits: 1982-'02 Camaro, Firebird; 1964-'88 Chevelle, Malibu; 1964-'77 Skylark, Gran Sport; 1964-'77 LeMans, GTO, Tempest; 1966-'77 Cutlass 442; 1966-'70 Pontiac full-size; 1964-'70 Olds full-size

- Eliminates the twist and play found in the factory rear control arms
- CNC machined from 6061-T6 aluminum and black anodized for corrosion resistance
- Designed to replace the stock bushings on the lower control arms only
- Four to a package

PART # DESCRIPTION

C3165 Arm Bushings, GM A&G Body Rear Control



No. C3165

ALUMINUM SPRING EYE BUSHINGS

Fits: 1967-'81 Camaro, 1968-'79 Nova

- Solid Aluminum Bushings replace stock bushings and provide positive housing positioning, eliminating wheel-hop and excessive pinion angle
- Eliminates the deflection of stock bushings
- Packaged in pairs

PART # DESCRIPTION

C2022 Spring Eye Bushings, Aluminum, Front, 2" O.D. x 3-⁵/₁₆" long for 1/2" bolt

C2023 Spring Eye Bushings, Aluminum, Rear, 1-⁵/₁₆" O.D. x 3-¹/₄" long for 9/16" bolt



No. C2022

UPPER A-ARM BUSHINGS

Fits: 1965-'70 Chevrolet Full Size, 1967-'69 Camaro, Firebird; 1968-'79 Nova; 1963-'82 Corvette; 1964-'72 Chevelle, Tempest, LeMans, GTO; 1973-'74 Omega, Apollo, Skylark; 1971-'74 Ventura; 1971-'72 Monte Carlo; 1965-'72 F-85, Cutlass, 442

The stock upper control arm bushings found on most cars have a rubber bushing material that is bonded to the inner sleeve and the outer housing. Bonding the rubber bushings makes them resistant to rotation and suppresses front end lift and hinders weight transfer.

Competition Engineering's **Upper A-Arm Bushings** are a non-bonded design, which lets the bushing material rotate. This allows the A-Arm to pivot freely on the cross shaft, resulting in rapid front end lift and increased weight transfer. The superior polyurethane material comprising our Bushings doesn't flex or break down like stock conventional rubber bushings with exposure to oils, chemicals and ozone.

- Quicker front end rise produces quicker ETs
- Superior polyurethane bushing material is better performing and last longer

PART # DESCRIPTION

C3166 Upper A-Arm Bushings



No. C3166

PART # AVAILABLE OPTIONS

C2026 Front End Travel Limiter



MID-MOUNT PLATE REPLACEMENT MOUNTING KIT

- Recommended when more than one mounting kit is required
- Manufactured from 1/8" mild steel with four triangular gussets
- Includes mounting hardware
- Welding required

PART # DESCRIPTION

C4032 Mid-Mount Plate Replacement Mounting Kit



No. C4032

SHIM KITS, FLYWHEEL

- Replacement flywheel shims for Moroso and other mid-mount motor plates
- Can be used anytime that the spacing of the torque converter to the transmission pump needs adjustment
- Manufactured from .090" Steel
- 3 per pack

PART # DESCRIPTION

C4047 Shim Kit. *Fits: GM LS Series*

C4048 Shim Kit. *Fits: Chevy V-8, 2 piece seal & 90 Deg. V-6*

C4049 Shim Kit. *Fits: Ford 289-302*

C4050 Shim Kit. *Fits: Ford 351M, 400, 429, 460*

C4051 Shim Kit. *Fits: Mopar 426 or others with an 8 bolt aftermarket crankshaft*

C4052 Shim Kit. *Fits: Mopar 273-440 with a 6 bolt crankshaft*



No. C4047



No. C4048



No. C4049



No. C4050



No. C4051



No. C4052

ENGINE LIMITER KIT

- Mounts diagonally between the engine block and the frame rail preventing the forward and rearward movement of the engine/transmission assembly during launch and braking conditions
- Without this kit, the movement of the engine within the chassis would cause the front and rear motor plates to flex and eventually crack
- The use of two kits positioned on either side of the engine is highly recommend for high horsepower race cars
- Includes a 3/4" dia. DOM steel tube, two chassis tabs, a 1/2" high misalignment rod end, an engine mounting tube and complete instructions
- Improves reaction times
- Fabrication & welding required

PART # DESCRIPTION

C4034 Engine Limiter Kit



No. C4034

ENGINE TORQUE LINK, MUSTANG

- The benefits of a solid motor mount for racing with the comfortable ride of a stock motor mount for street use
- Removable Torque Link is installed with supplied pins and clips, limiting engine movement for racing use
- Torque Link can then be removed for street use
- Includes two zinc plated brackets, all hardware and complete installation instructions

PART # DESCRIPTION

C4010 Engine Torque Link. *Fits: Mustang 1979-'95 5.0L*



No. C4010



ENGINE MOUNTING

MID MOUNT PLATES

Available In Steel and Aluminum

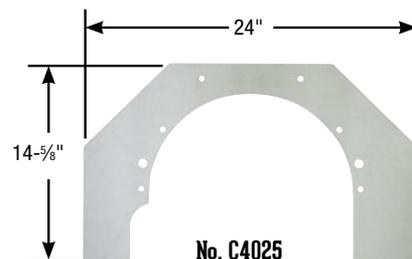
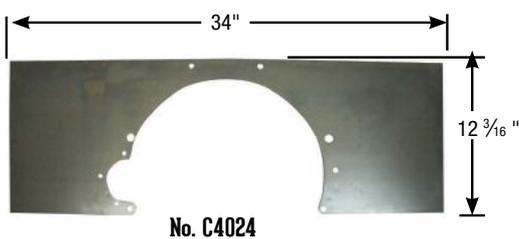
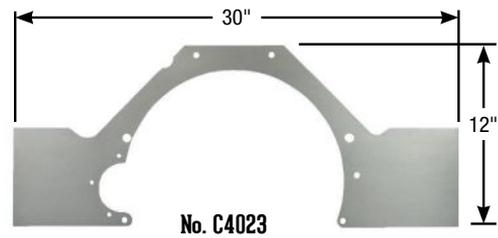
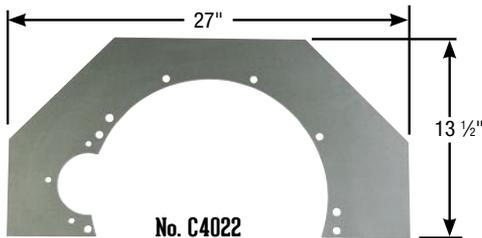
- Provides a solid connection between the transmission and the chassis
- Eliminates torsional chassis stress, block twisting and broken transmission cases
- Steel versions include flywheel shims to ensure accurate torque converter to front pump engagement, (except **No. C4024**)
- Allows easier transmission swaps and aids clutch operation
- Universal frame mounts included
- Designed on CAD equipment for a precise fit and easy installation
- CNC laser cut to eliminate warpage from metal stamping
- Universal Frame Mounts Included, welding required



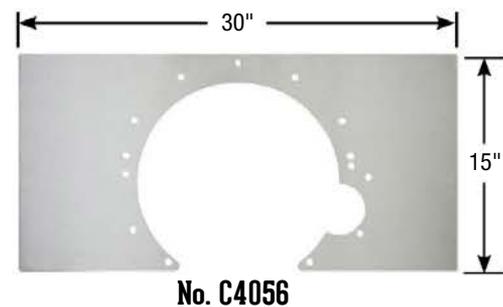
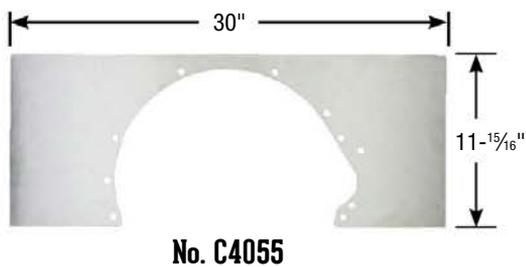
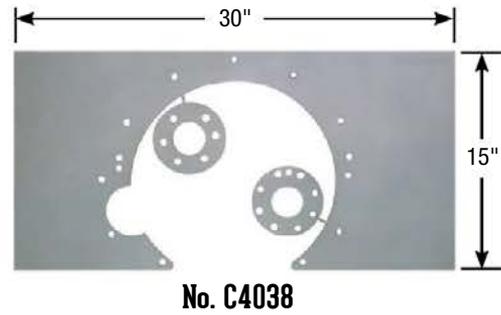
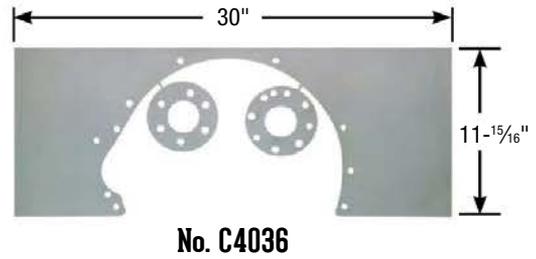
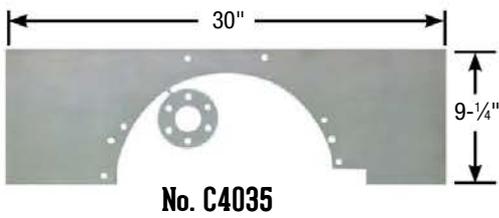
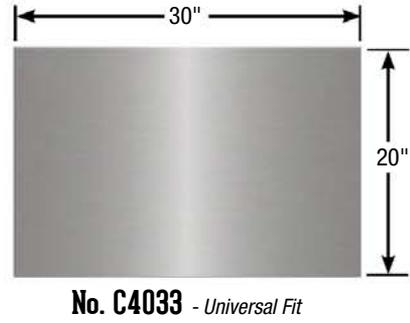
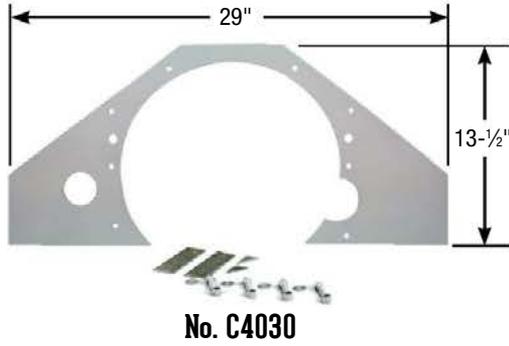
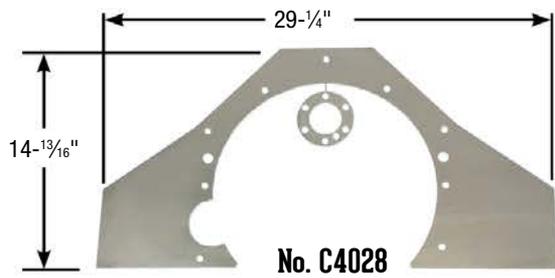
Flywheel Shims
on pg. 431

MID MOUNT PLATES APPLICATION CHART

PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4033	Universal Fit	6061-T6 Aluminum	30" x 20" x .188" thick
GENERAL MOTORS			
OLDSMOBILE/PONTIAC			
C4025	301-345 Engines	6061-T6 Aluminum	24" x 14-5/8" x .188" thick
CHEVROLET			
C4027	LS Series	6061-T6 Aluminum	29-1/4" x 14-13/16" x .188" thick
C4028	LS Series	Steel	29-1/4" x 14-13/16" x .090" thick
C4030	SBC, BBC, V8 & 90° V6 Engines	6061-T6 Aluminum	29-1/4" x 13-1/2" x .188" thick
C4031	SBC, BBC, V8 & 90° V6 Engines	Steel	29-1/4" x 13-1/2" x .090" thick
FORD			
C4022	Ford FE 352 - 428	6061-T6 Aluminum	27" x 13 1/2" x .188" thick
C4023	Modular 4.6, 5.4 & 6.8L	6061-T6 Aluminum	30" x 12" x .188" thick
C4024	Modular 4.6, 5.4 & 6.8L	Steel	34" x 12 3/16" x .090" thick
C4035	289-302, 351C, 351W Engines	Steel	30" x 9-1/4" x .090" thick
C4053	289-302, 351C, 351W Engines	6061-T6 Aluminum	30" x 9-1/4" x .188" thick
C4037	351M, 400, 429, 460 Engines	Steel	30" x 10-13/16" x .090" thick
C4054	351M, 400, 429, 460 Engines	6061-T6 Aluminum	30" x 10-13/16" x .188" thick
CHRYSLER			
C4036	383-440 Engines	Steel	30" x 11-15/16" x .090" thick
C4055	383-440 Engines	6061-T6 Aluminum	30" x 11-15/16" x .188" thick
C4038	273-360 Engines with 727 & A904 Transmissions	Steel	30" x 15" x .090" thick
C4056	273-360 Engines with 727 & A904 Transmissions	6061-T6 Aluminum	30" x 15" x .188" thick



MID MOUNT PLATES



ENGINE MOUNTING

FRONT MOTOR PLATES

Make sure your motor stays in place!

- Provides a solid connection between the engine and the chassis
- Improves reaction and 60-foot times
- Eliminates twisting of the chassis caused by engine torque and ensures that the power gets to the rear wheels
- Computer designed and machined for accuracy
- Used by leading chassis builders as a positive method of locating the engine in the chassis
- Perfect for performing engine swaps or setting motor back in chassis for increased weight transfer

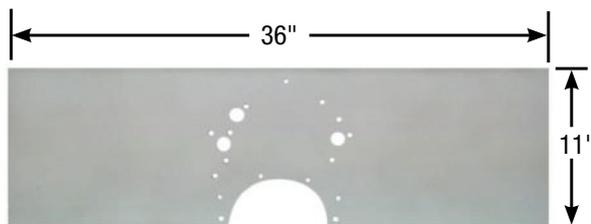


ENGINE MOUNTING

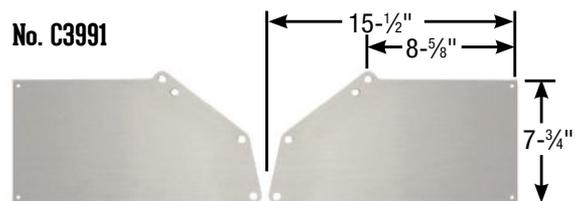
FRONT MOTOR PLATES APPLICATION CHART

PART #	APPLICATION	MATERIAL DESCRIPTION	DIMENSIONS
UNIVERSAL FIT			
C4014	Universal Fit	6061-T6 Aluminum	36" x 12" x .25" thick
GENERAL MOTORS			
SMALL BLOCK CHEVROLET			
C3995	LS Series, 2-piece	6061-T6 Aluminum	15" x 12" x .25" thick
C4003	SBC and 90°, V6 2 Piece Seal Engines, Pre-trimmed	6061-T6 Aluminum	27-1/2" x 13" x .25" thick
C4004	SBC and 90°, V6 2 Piece Seal Engines	6061-T6 Aluminum	36" x 10-1/2" x .25" thick
C4006	SBC and 90°, V6 Piece Seal Engines, 2-piece	6061-T6 Aluminum	10-1/2" x 8-1/2" x .25" thick
BIG BLOCK CHEVROLET			
C3997*	Gen. V & Gen. VI Engines	6061-T6 Aluminum	36" x 11" x .25" thick
C4005	BBC, 1-piece	6061-T6 Aluminum	36" x 10-15/16" x .25" thick
C4007	BBC, 2-piece	6061-T6 Aluminum	9" x 8-1/4" x .25" thick
FORD			
C3990	351C Engines	6061-T6 Aluminum	36" x 11" x .25" thick
C3991	2 & 3-Valve Modular, 4.6L Engines, 2-piece	6061-T6 Aluminum	15-1/2" x 7-3/4" x .25" thick
C3992	4-Valve Modular, V8, 4.6L Engines, 2-piece	6061-T6 Aluminum	15-1/2" x 7-3/4" x .25" thick
C3993	4-Valve Modular, V8, 5.4L Engines, 2-piece	6061-T6 Aluminum	15-1/2" x 7-3/4" x .25" thick
C4001	289-302, 351W Engines, 1970-93	6061-T6 Aluminum	36" x 10-1/2" x .25" thick
C4002	429-460 Engines	6061-T6 Aluminum	36-1/2" x 9-1/2" x .25" thick
C4011	Ford, FE 352-428	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
NEW! C4015	Ford, 289-302, 351W Engines, 1979-93	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
CHRYSLER			
C4000	318-360 Engines	6061-T6 Aluminum	36" x 9-1/2" x .25" thick
C4008	383-440, 426 Hemi Engines, 2-piece	6061-T6 Aluminum	11-3/4" x 13-3/8" x .25" thick
C4009	383-440, 426 Hemi Engines	6061-T6 Aluminum	36" x 10" x .25" thick
C4012	5.7 / 6.1/6.4 Engines	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick
PONTIAC			
C4013	V-8	6061-T6 Aluminum	See diagram on pg. 436 x .25" thick

* **NOTE:** Chevrolet Gen. V & Gen VI will need modifications.



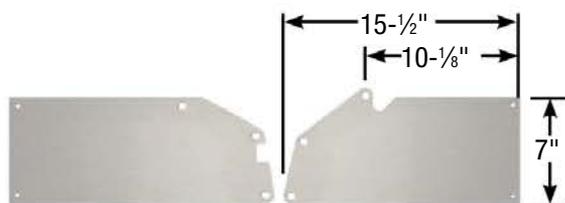
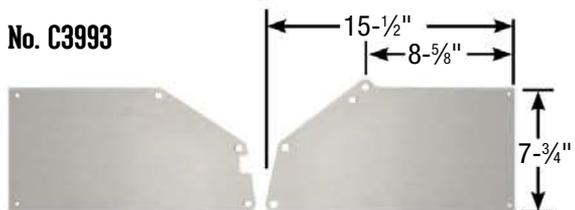
No. C3990



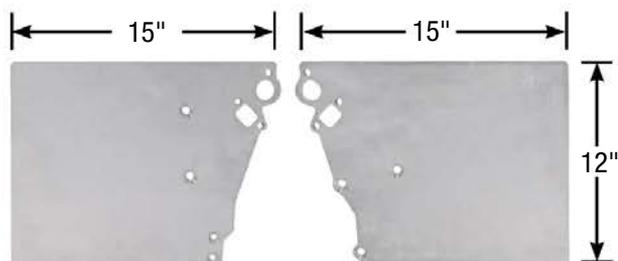
No. C3991

FRONT MOTOR PLATES

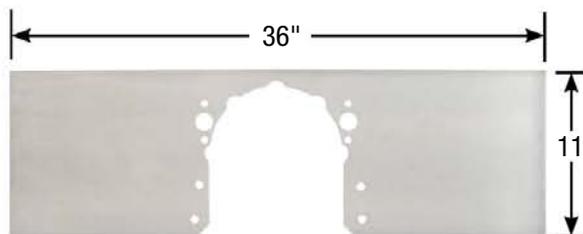
No. C3993



No. C3992



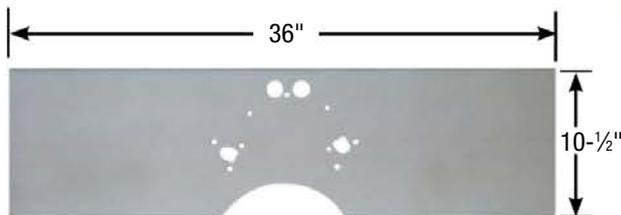
No. C3995



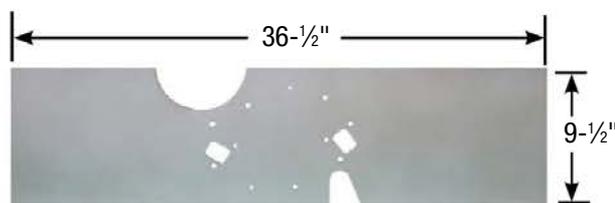
No. C3997



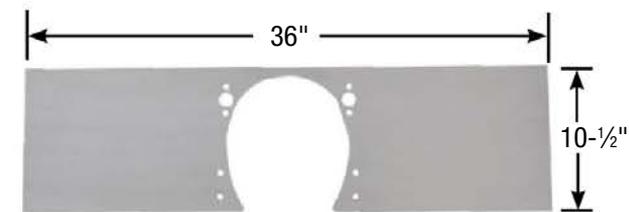
No. C4000



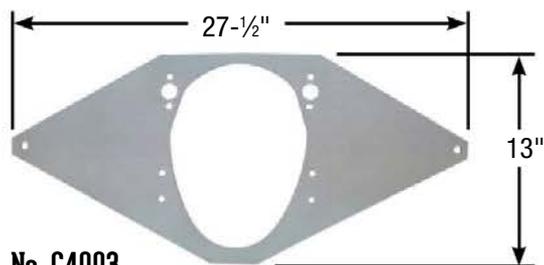
No. C4001



No. C4002



No. C4004



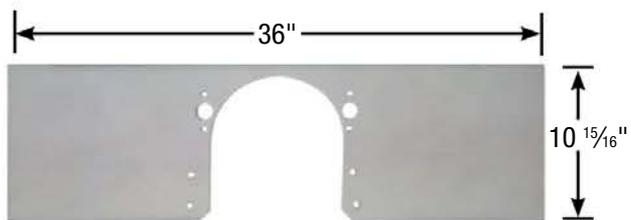
No. C4003



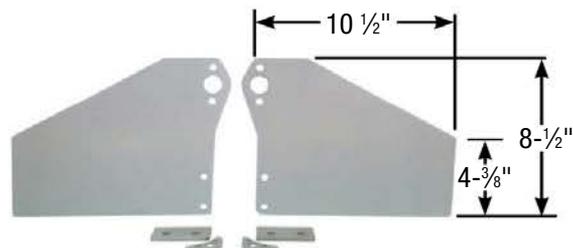
ENGINE MOUNTING

FRONT MOTOR PLATES

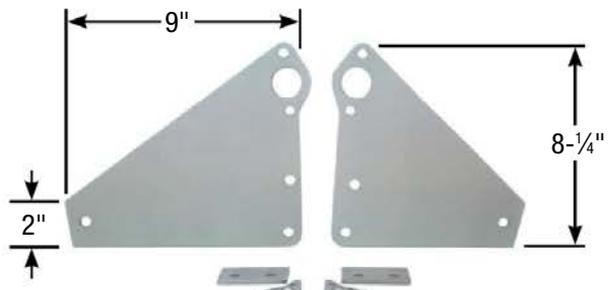
ENGINE MOUNTING



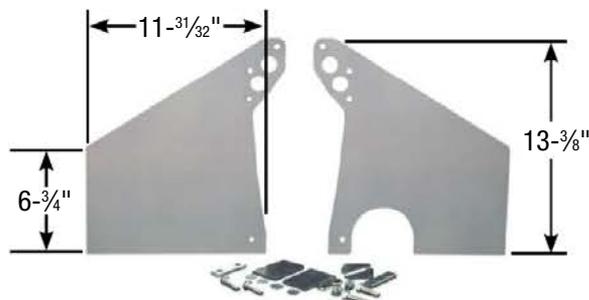
No. C4005



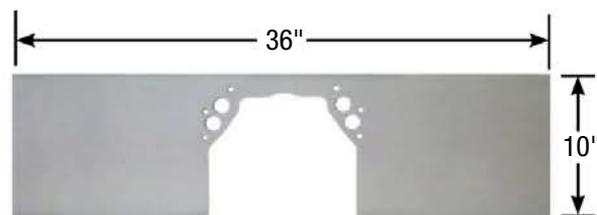
No. C4006



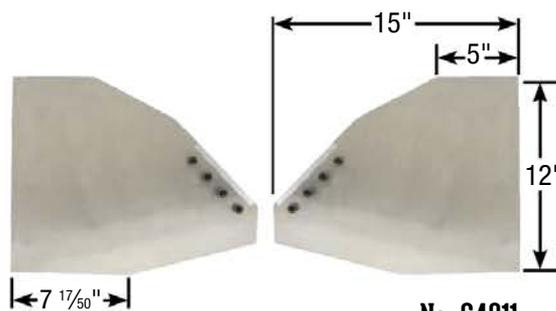
No. C4007



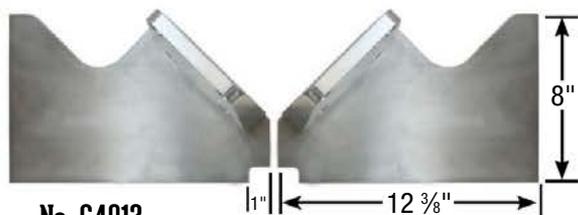
No. C4008



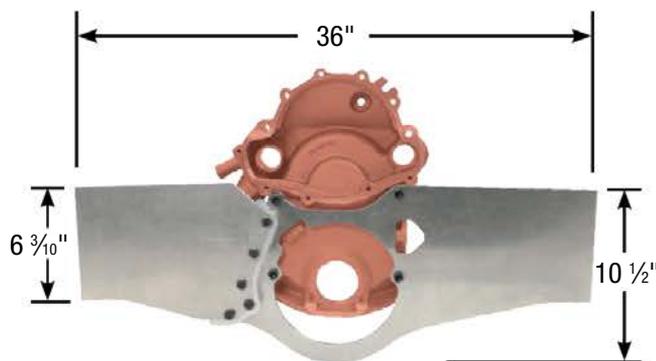
No. C4009



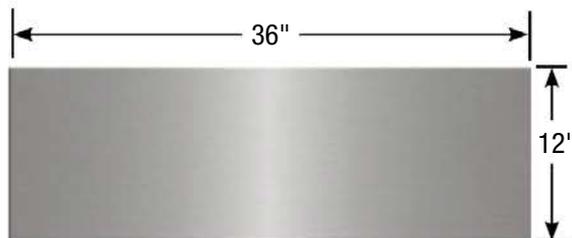
No. C4011



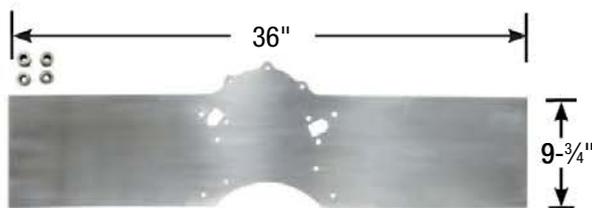
No. C4012



No. C4013



No. C4014 - Universal Fit



No. C4015 NEW!

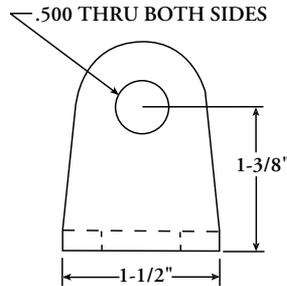
TABS & BRACKETS

Competition Engineering offers several different types of brackets and tabs to help make it easier for you to mount and install accessories to your chassis. We also offer mounting brackets for our Ladder Bars and 4-Links that enable you to replace bent and damaged brackets or when updating your rear end housing.

REPLACEMENT CLEVIS BRACKETS

- Replaces Clevis Brackets found in **No. C2031, C2045, C2052 & C2053** Diagonal Links
- Also allows **No. C2024** Magnum Series Wishbone Locator or other locating devices to be converted to $\frac{3}{4}$ " mounting as needed
- Stamped from $\frac{3}{16}$ " mild steel
- $\frac{1}{2}$ " rod end mounting holes
- Inside dimension 1.160"
- One per package

PART #	DESCRIPTION
C3422	Replacement Clevis Bracket, $\frac{5}{8}$ "
C3423	Replacement Clevis Bracket, $\frac{3}{4}$ "
C3431	Replacement Clevis Bracket, $\frac{1}{2}$ "



No. C3422

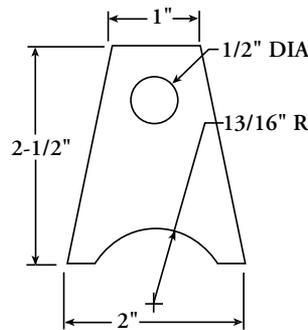


No. C3423

UNIVERSAL LARGE CHASSIS BRACKETS

- $\frac{13}{16}$ " radius accepts 1- $\frac{5}{8}$ " tube
- $\frac{1}{2}$ " mounting hole
- Stamped from $\frac{1}{8}$ " cold rolled steel
- Four per package

PART #	DESCRIPTION
C3424	Universal Large Chassis Bracket

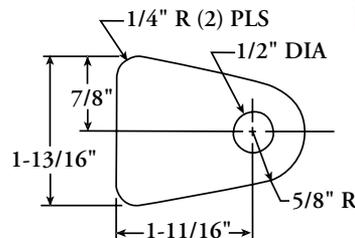


No. C3424

SEAT BELT HARNESS TABS

- Provides a professional and simple way of installing a 5-Point Safety Harness
- Rugged $\frac{1}{4}$ "-thick steel mounting tabs can be welded to roll bars, seat anchors or other locations to provide secure attachment points
- Includes $\frac{1}{2}$ " center holes for attaching harness
- Five tabs per package; enough to install a complete harness
- Welding required

PART #	DESCRIPTION
C3425	Seat Belt Harness Tabs

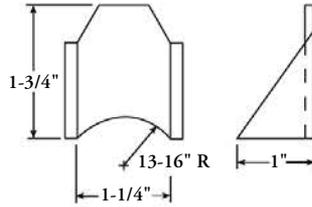


No. C3425



UNIVERSAL FRAME BRACKETS

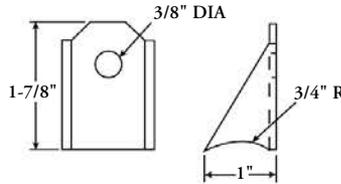
- Can be drilled for any size hole
- $1\frac{3}{16}$ " radius accepts $1\text{-}\frac{5}{8}$ " tube
- Gusseted for strength
- Stamped from $\frac{1}{8}$ " cold rolled steel
- Four per package



No. C3428

UNIVERSAL BELLCRANK TABS

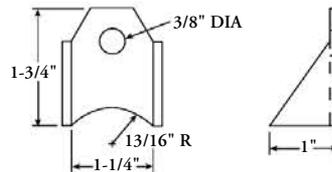
- Provides convenient mount for linkages
- Gusseted for strength
- Stamped from $\frac{1}{8}$ " cold rolled steel
- $\frac{3}{8}$ " mounting hole
- Four per package



No. C3430

UNIVERSAL GUSSETED CHASSIS TABS

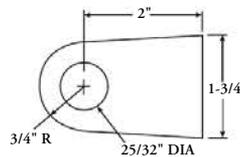
- $1\frac{3}{16}$ " radius accepts $1\text{-}\frac{5}{8}$ " tube
- Gusseted for strength
- $\frac{3}{8}$ " mounting hole
- Stamped from $\frac{1}{8}$ " hot rolled steel
- Two per package



No. C3432

HEAVY-DUTY FLAT CHASSIS BRACKETS

- Great for mounting suspension components
- Stamped from $\frac{3}{16}$ " cold rolled steel
- $\frac{3}{4}$ " mounting hole
- Available with straight or radiused bottom
- Four per package

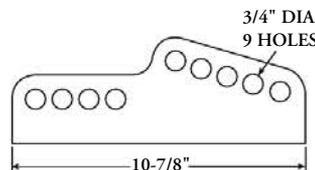


No. C3434

PART # DESCRIPTION
C3434 Heavy-Duty Flat Chassis Brackets, Straight

UNIVERSAL 4-LINK CHASSIS BRACKETS

- Replaces chassis brackets found in No. C2017 4-Link Kit
- Stamped from $\frac{3}{16}$ " cold rolled steel
- $\frac{3}{4}$ " rod end mounting holes
- Two per package; four Brackets required per car



No. C3410

PART # DESCRIPTION
C3410 Universal 4-Link Chassis Brackets

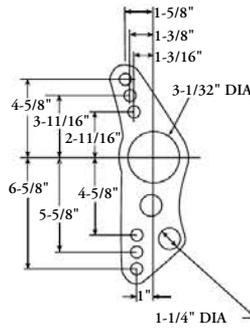


TABS & BRACKETS

4-LINK REAR END BRACKETS

- Replaces chassis brackets found in **No. C2017** 4-Link Kit
- Stamped from 1/4" cold rolled steel
- 3" dia axle mounting hole
- 3/4" rod end mounting holes
- Two per package; four Brackets required per car

PART #	DESCRIPTION
C3412	4-Link Rear End Brackets



No. C3412

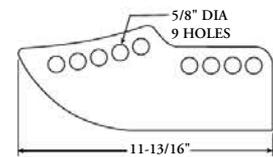
MAGNUM SERIES 4-LINK BRACKET

- Radiused bracket replaces the universal, square-end brackets found in our Magnum Series 4-Link to mate perfectly with our 4-Link Frame Rails
- Radiused profile simplifies welding and saves hours of fabrication time
- Rugged 1/4"-thick steel construction eliminates bending in ultra high horsepower cars
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- Nine mounting holes provide a wide range of chassis adjustments; accepts 5/8" hole, 3/4" shank rod ends
- One per package; four brackets required per car

PART #	DESCRIPTION
C3421	Heavy-Duty Flat Chassis Brackets, Straight



No. C3421



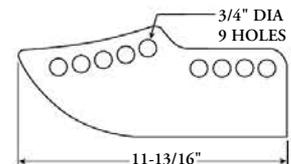
4-LINK CHASSIS BRACKET

- Bracket radius is shaped to provide an exact fit when welding to our 4-Link Formed Frame Rails
- Entire profile, including the nine rod end mounting holes, is stamped from 3/16" hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- 3/4" rod end mounting holes
- Can also be used as replacements for the chassis brackets found in our 4-Link Rear Frame Kits
- One per package; four brackets required per car

PART #	DESCRIPTION
C3408	4-Link Chassis Bracket



No. C3408

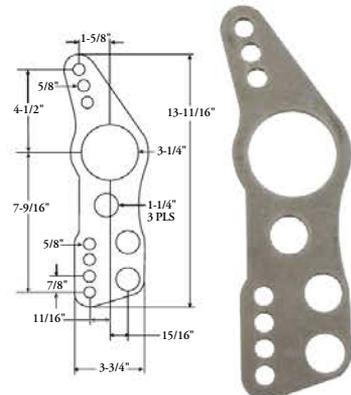


MAGNUM SERIES 4-LINK BRACKET

Without Integral Shock Mounting Holes

- Designed for use on 3" dia. Axle Tubes
- Radiused profile simplifies welding and saves hours of fabrication time
- 5/8" dia. rod end holes
- Rugged 1/4"-thick steel construction eliminates bending in ultra high horsepower cars
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- One per package; four brackets required per car
- Use with two Competition Engineering Magnum Series 4-Link Brackets **No. C3427**

PART #	DESCRIPTION
C3429	Magnum Series 4-Link Bracket

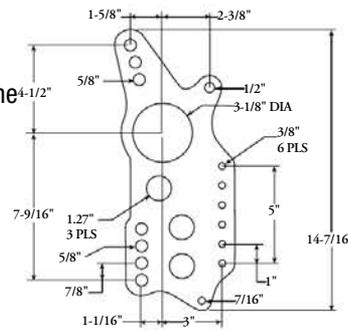


No. C3429

"MAGNUM SERIES" 4-LINK BRACKET

With Integral Shock Mounting Holes

- Designed for 3" diameter Axle Tubes
- Radiused profile simplifies welding and saves hours of fabrication time
- Rugged 1/4" thick steel construction eliminates bending in ultra high horsepower cars
- 5/8" dia. rod end holes
- Mounting holes for Wheel-E-Bars™, Sway Bar and Shock Mounting
- Entire profile is stamped from hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- One per package; four brackets required per car
- Use with two Competition Engineering Magnum Series 4-Link Brackets **No. C3429**



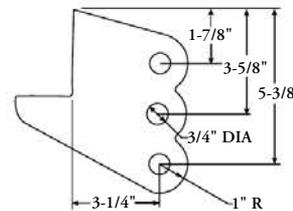
No. C3427

PART # DESCRIPTION

C3427 "Magnum Series" 4-Link Bracket

LADDER BAR 2" X 3" CROSSMEMBER BRACKET

- Pre-notched to simplify welding and provide a neat installation
- Stamped from 3/16" mild steel
- Three 3/4" mounting holes in a 33.5" radius for chassis adjustments
- One per package; four Brackets required per car



No. C3409

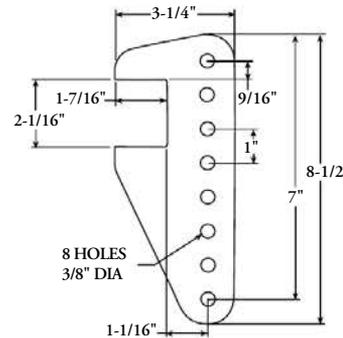
PART # DESCRIPTION

C3409 Ladder Bar 2" X 3" Crossmember Bracket

SHOCK MOUNTING BRACKET

For Use With Housing Back Brace

- Designed to work with Housing Brace **Nos. C3405, C9105, C9205** and other 2" tall back braces
- Stamped from 1/4" steel
- Eight 3/8" dia. mounting holes, spaced 1" apart
- Welding required
- One per package, two brackets required per car
- Designed for use with Shock Bracket **Nos. C3417 and C3419**



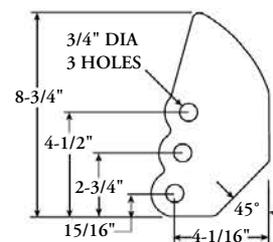
No. C3413

PART # DESCRIPTION

C3413 Shock Mounting Bracket

LADDER BAR CHASSIS BRACKET

- Bracket is radiused to mate perfectly with our Ladder Bar Frame Rails to simplify welding
- Provides a front mounting location for Ladder Bars with 3/4" rod ends
- Entire profile, including the three rod end mounting holes, is stamped from 3/16" hot rolled steel in one operation to eliminate distortion and to ensure exact dimensions
- Can also be used as replacement for the brackets found in our Ladder Bar Rear Frame Kits
- One per package; four brackets required per car



No. C3411

PART # DESCRIPTION

C3411 Ladder Bar Chassis Bracket



TABS & BRACKETS

COIL-OVER HOUSING BRACKET

- Replaces weld-in axle brackets found in **Nos. C2047 & C2051**
Lower Coil-Over Shock Mount Kit
- 1-1/2" radius accepts 3" dia axle tube
- 3/8" shock bracket mounting holes
- Stamped from 1/4" hot rolled steel
- One per package; two brackets required per car

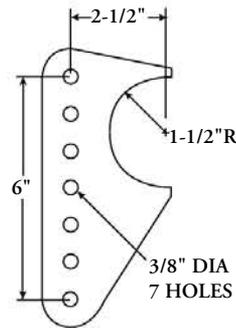
PART # DESCRIPTION

C3414 Coil-Over Housing Bracket

PART # AVAILABLE OPTIONS

C3417 Lower Coil-Over Shock Mounting Bracket, Right

C3419 Lower Coil-Over Shock Mounting Bracket, Left



No. C3414

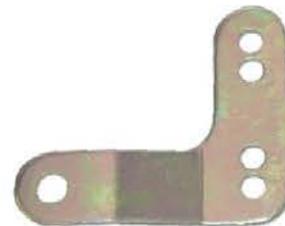
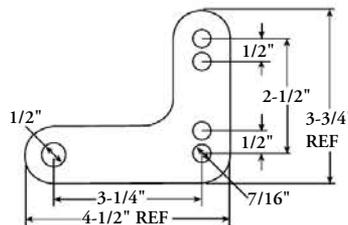
LOWER COIL-OVER SHOCK MOUNTING BRACKETS

- Replacement bracket, also used in **Nos. C2047 & C2051**
Lower Coil-Over Shock Mount Kit
- Stamped from 3/16" cold rolled steel
- 3/8" bracket mounting holes
- 1/2" shock mounting hole
- One per package; two of each bracket required per car

PART # DESCRIPTION

C3417 Lower Coil-Over Shock Mounting Bracket, Right

C3419 Lower Coil-Over Shock Mounting Bracket, Left



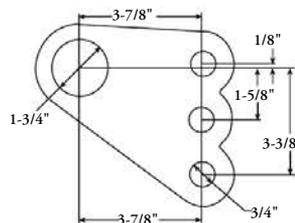
No. C3417

LADDER BAR CROSSMEMBER BRACKETS

- Replaces brackets found in **No. C2019** Ladder Bar Crossmember
- Stamped from 3/16" hot rolled steel
- 1-25/32" bar mounting hole
- 25/32" rod end mounting holes
- Two per package; four brackets required per car

PART # DESCRIPTION

C3418 Ladder Bar Crossmember Brackets



No. C3418



WELDING TABS AND BRACKETS

Before welding any tabs and brackets permanently, tack weld them in place first to check the final alignment. It's much easier to realign a tab or bracket with a temporary tack weld.

"MAGNUM SERIES" LADDER BAR HOUSING BRACKET KIT

Universal

- Innovative, four-piece housing bracket design allows for easy axle upgrades
- Creates a 360° housing bracket that can be tack welded in half the time of older systems – no more safety straps and individual plates!
- Kit allows you to adjust preload and pinion angle without bind
- Complete with two large, formed 180° housing brackets; two small, formed 180° housing brackets and four gussets
- Can be used as a replacement



No. C7212

PART # DESCRIPTION

C7212 "Magnum Series" Ladder Bar Housing Bracket Kit

U-BEND UNIVERSAL MOUNT

- This kit can be used in different applications; battery mount, shifter mount, drive shaft loop, etc.
- Comes complete with weld tube for mounting and safety pins to make removing it a snap



No. C3030

PART # DESCRIPTION

C3030 U-Bend Universal Mount

TOW HOOK, UNIVERSAL

- Steel, zinc plated
- 3/16" Universal with 2" opening
- Bolt-on or weld-on
- Can be used for trailer tie-down points

No. C3440



PART # DESCRIPTION

C3440 Tow Hook, Universal

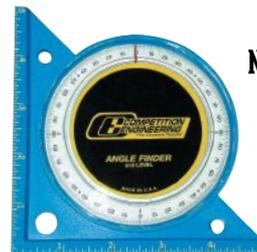
ALIGNMENT & LEVEL TOOL

PROFESSIONAL ANGLE FINDER & LEVEL

- Handy, easy-to-read gauge face
- Perfect for setting pinion angle or determining level
- Accurate to 1/2 of 1°
- Angle and grade chart on back of gauge
- Made from ABS plastic with convenient grooved base to sit flat

PART # DESCRIPTION

C5020 Professional Angle Finder & Level



No. C5020



SEALED BATTERY BOX

- Ideal for relocating a battery to the rear of any race, street or show vehicle with or without a rear firewall
- Holds a Series 21, 24, 26, 34, 42, 54, 55, 56, 61, 62, 63, 85, 86, 96R batteries with either top-post or side-post terminals
- Outside Dimensions: 13-1/8" W, 11-1/8" D, 11-1/8" T
- Fully approved for racing by NHRA, IHRA and SCCA
- Includes grommets and all mounting hardware
- Does not include battery cable; use with Moroso Battery Cable Kit No. 74055, below

PART #	DESCRIPTION
74051	Sealed Battery Box, Black

No. 74051
MOROSO

**BATTERY CABLE KITS**

- High-grade 2 gauge copper cable provides unrestricted current flow
- Rugged PVC insulation resists most car fuels, oils and under hood cleaners
- Available with and without battery terminals
- Ideal for relocating a battery to the rear for improved weight transfer

PART #	DESCRIPTION
74005	Battery Cable Kit, 20' with 4 terminals
74055	Battery Cable Kit, 20' with 4 terminals, 8' with top-post terminals and 6" 12 gauge leads with butt connectors*, rubber-lined clamps, grommets and shrink sleeving. Use with Sealed Battery Box No. 74050.

**Terminated at both ends. Cut in two to desired length.*



No. 74055

MOROSO

BATTERY/WEIGHT BOX

- Bolts together for easy installation
- Bottom flange for secure attachment
- Holes provided for battery cables
- Constructed from 1/8" thick mild steel
- Includes 3/8" hold down rod and grommets
- Fits "Series 24" batteries
- Meets sanctioning body requirements for weight box and battery containment in cars with rear firewall
- Inside dimensions: 12-3/8" long x 9-3/4" wide x 10" high
- Weighs approximately 28 pounds

PART #	DESCRIPTION
C4029*	Battery/Weight Box



No. C4029

***NOTE:** Check your rule book for specific mounting requirements





**MOROSO PERFORMANCE
REPLACEMENT PARTS**

PART #	PAGE #
97000	105
97001	105
97002	105
97003	105
97005	106
97006	105
97010	106
97011	106
97015	146
97020	281-299
97030	281-299
97035	281-299
97036	212
97037	212
97040	302
97050	145
97060	444
97062	369
97070	277
97080	273-274
97081	273-274
97085	276
97090	274
97110	172, 178
97120	172, 178
97130	172, 178
97140	172, 178
97170	169, 172, 176
97171	176
97172	176
97180	152
97181	152
97200	186-188
97210	249
97220	249
97230	249
97250	249
97252	249
97255	249
97257	249
97275	245
97290	205
97291	205
97319	63
97321	134-135
97322	134
97323	134
97324	134
97325	134
97330	273-274
97331	276
97340	281-299
97341	281-299

PART #	PAGE #
97345	281-299
97346	281-299
97450	250
97480	239
97500	229
97510	275
97520	275
97530	140
97535	358
97542	358-359
97543	358
97545	350
97550	350
97551	350
97552	350
97553	350
97570	187
97571	184-185
97580	187
97590	149
97641	152
97642	152
97644	152
97690	444
97730	223
97731	223
97732	223
97751	184-185
97800	146
97810	146
97817	444
97830	331
97832	331
97833	331
97835	331
97848	331
97849	333, 336
97850	333
97851	333
97852	333
97853	333
97854	333
97855	333
97856	333
97857	335
97858	335
97859	335
97860	333, 336
97861	333
97862	333
97866	334
97867	334



**COMPETITION ENGINEERING
REPLACEMENT PARTS**

For a list and descriptions of replacement parts for discontinued Wheel-E-Bars™, please refer to page 399

PART #	PAGE #
C2755	408
C3414	441
C3417	441
C3418	441
C3419	441
C3420	411
C3422	437
C3423	437
C6011	401
C6150	401
C6151	401
C7024	388
C7030	388
C7031	388
C7032	415
C7046	415
C7047	415
C7048	414
C7051	414
C7052	414
C7058	414
C7059	414
C7060	414
C7066	414
C9700	389
90430	414

MOROSO NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
17023		20385	62	20608	87	21318	41	22150	118
17025	365	20401	57	20609	86	21319	41	22159	117
17026	365	20403	57	20612	90	21320	40	22160	118
17028	365	20405	60	20614	89	21322	41	22162	118
17029	365	20406	59	20616	89	21323	41	22163	112-113, 117
17040	365	20408	56	20620	88	21324	41	22164	112-113, 117
17050	365	20411	65	20625	88	21330	43	22167	112-113, 117
17100	365	20412	58	20710	68	21551	45	22171	112, 116
17600	365	20413	65	20730	68	21552	45	22175	114, 117
20032	59	20431	58	20760	70	21553	43	22185	114, 117
20043	71	20433	66	20766	11, 70	21554	43	22186	114, 117
20044	71	20449	55	20901	93	21555	43	22187	115, 117
20045	71	20451	55	20910	93	21556	43	22195	114
20140	46	20460	56	20911	93	21581	64	22241	131
20141	46	20480	91	20912	94	21592	67	22243	131
20142	50	20485	62	20915	95	21597	67	22244	131
20143	51	20490	92	20917	94	21600	63	22245	131
20144	53	20492	92	20919	12, 95	21631	91	22251	131
20145	47	20500	92	20930	100	21811	39	22253	131
20146	49	20501	78	20935	100	21812	39	22254	131
20147	8, 47	20502	73	20940	96	21813	38	22255	131
20148	9, 50	20503	73	20942	96	21814	38	22300	142
20149	10, 51	20506	74	20960	97	21815	38	22305	142
20150	9, 48	20507	77	20965	99	22000	148	22320	142
20151	10, 53	20511	75	20966	99	22010	148	22321	125
20155	11, 54	20520	79	20967	13, 97	22016	148	22323	128
20160	33	20521	75	20968	99	22017	148	22324	128
20165	33	20522	81	20969	98	22018	148	22325	128
20170	32	20523	79	20970	101	22045	148	22326	128
20171	32	20527	76	20971	101	22050	148	22335	16, 127
20172	32	20528	76	20975	98	22070	123	22341	125
20180	32	20529	80	21017	36	22072	123	22343	128
20181	32	20530	82	21019	44	22074	123	22344	128
20182	32	20533	77	21047	60	22077	123	22345	128
20185	38	20534	80	21048	61	22080	123	22346	128
20190	33	20535	74	21049	61	22082	123	22361	14, 125
20191	34	20536	78	21150	48	22090	123	22362	14, 126
20193	44	20546	83	21151	49	22099	117	22363	15, 129
20195	34	20548	84	21155	52	22101	118	22364	15, 129
20196	35	20549	12, 84	21156	52	22109	117	22365	15, 129
20200	33	20554	84	21161	69	22111	118	22366	15, 129
20201	34	20555	83	21234	8, 37	22120	118	22400	142
20205	33	20557	81	21245	45	22124	114, 116	22421	132
20206	34	20558	82	21308	40	22134	114, 116	22423	132
20211	35	20570	85	21312	42	22139	115, 116	22424	132
20212	35	20571	85	21314	42	22144	114, 116	22425	132
20230	36	20572	85	21315	42	22146	115, 116		
20372	66	20606	86	21316	40	22147	115, 116		
20376	63	20607	87	21317	40	22149	117		



MOROSO NUMERICAL INDEX



NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
22426	132	22682	184	22912	107	23679	135	23970	106
22435	16, 127	22683	184	22928	111	23681	137	23980	149
22441	125	22684	184	22930	110	23682	136	23990	149
22443	130	22686	184	22933	110	23683	136	23991	149
22444	130	22687	184	22934	107	23684	136	23995	149
22445	130	22688	184	22935	110	23685	136	23996	149
22446	130	22689	184	22939	110	23686	136	23997	149
22459	143	22691	185	22940	111	23687	137	24010	122
22460	143	22703	150	22941	110	23688	137	24011	122
22461	143	22704	150	23000	108	23690	135	24012	122
22462	143	22706	150	23010	108	23691	136	24050	120
22463	143	22708	150	23020	108	23692	136	24100	119
22465	143	22709	150	23030	108	23693	136	24101	119
22470	143	22710	146	23035	108	23694	136	24103	119
22521	132	22711	151	23036	108	23695	136	24104	119
22523	132	22712	151	23040	109	23698	136	24120	119
22524	132	22713	151	23045	109	23699	136	24122	119
22525	132	22714	151	23210	111	23700	137	24144	120
22605	150	22715	151	23520	172, 174, 178	23702	136	24150	119
22606	150	22716	151	23523	167, 172, 174, 178	23710	137	24161	121
22610	151	22717	151	23528	172, 176, 178	23750	137	24170	119
22620	150	22718	151	23532	172, 176, 178	23760	137	24171	119
22622	150, 246	22719	151	23533	164, 177	23763	138	24212	119
22625	150	22720	151	23534	164, 177	23764	138	24213	119
22626	150, 152, 156	22722	151	23535	177	23766	138	24308	119
22629	155	22724	151	23537	177	23770	134	24314	119
22630	153, 155	22725	151	23538	177	23775	134	24315	119
22631	155	22726	151	23539	177	23782	134	24316	119
22632	156	22727	151	23540	164, 177	23790	134	24317	119
22633	155	22728	151	23541	177	23820	135	24318	119
22634	156	22729	151	23542	177	23840	135	24320	119
22635	156	22730	278	23543	177	23845	145	24325	13, 119
22636	155	22731	278	23544	177	23850	145	24330	119
22637	155	22732	278	23545	177	23860	145	24340	119
22640	152	22733	278	23546	177	23870	145	24350	119
22641	152	22734	278	23547	177	23875	141	24351	119
22642	153	22737	151	23548	177	23900	140	24360	119
22643	153	22738	106	23556	177	23901	140	24430	120
22644	153	22741	131-132	23558	177	23902	140	24440	120
22645	152	22742	131-132	23560	172	23903	140	24441	120
22646	152	22743	131-132	23561	172	23905	141	24446	120
22649	157	22744	131-132	23562	172	23907	141	24448	120
22651	157	22749	149	23675	135	23908	141	24450	120
22674	185	22753	106, 156, 309	23676	135	23920	140	24460	120
22677	185	22840	152	23677	135	23921	140	24463	120
22678	185	22842	153	23678	135	23960	151	24480	120
22679	185	22843	153			23961	151	24482	120
22681	184	22850	111, 148			23962	151	24501	121
						23965	145	24504	121

MOROSO NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
24505	121	25970	104	38361	212	41301	204	47180	224-225
24507	121	25971	105	38366	211	41302	204	47190	224-225
24508	121	25973	105	38385	212	41303	204	47195	224-225
24509	121	26140	336	38387	212	41305	204	47200	224-225
24511	121	26150	336	38390	212	42000	201-202	47205	224-225
24515	121	26200	337	38400	213	42001	201-202	47210	224-225
24516	121	26210	337	38410	213	42010	201-202	47215	224-225
24517	121	26211	337	38415	107	42020	201-202	47220	224-225
24518	121	26215	337	38420	213	42025	201-202	47230	224-225
24520	121	26217	337	38541	211	42030	201-202	47240	224-225
24522	121	27043	334	38542	22, 211	42040	201-202	47500	225
24523	121	27293	104	38550	212	42050	201-202	47510	225
24527	121	27336	90	38551	213	42060	201-202	47520	225
24528	121	27601	69	38555	212	42080	201-202	49500	146
24530	121	27862	72	38560	212	42090	201-202	60008	345
24532	121	34800	206	38590	213	44050	221	60009	26, 345
24534	121	35000	206	38710	213	44052	221	60010	26, 346
24547	12, 121	35500	207	38755	214	46140	223	60012	27, 346
24548	12, 121	35520	207	38760	214	46150	222	60055	346
24558	121	35560	206	38764	205, 213	46160	222	60100	347
24570	121	35570	207	38765	205, 213	46180	222	60105	347
24601	69	35571	207	38770	214	46185	222	60110	347
24602	69	35581	207	38772	214	46190	222	60115	347
24608	121	37800	208	38775	214	46200	223	60120	347
24609	121	37810	208	39000	214	46220	222	60125	347
24700	121	37812	208	39005	215	46240	222	60130	347
24750	121	37900	208	39010	215	46245	222	60135	347
24766	11, 70, 121	37920	208	39015	215	46300	223	60140	347
24800	121	37930	208	39016	215	46310	223	60145	347
24811	39, 119	37932	209	39020	215	46320	222	60150	27, 347
24814	39, 119	37934	209	39021	215	46330	222	60155	27, 347
24840	122	37936	209	39022	215	46340	222	60200	133
24861	122	37938	209	39023	215	46345	222	60201	133
24862	122	37944	209	39025	22, 214- 215	46420	222	60205	133
24964	123	37950	210	39050	214	46440	222	60206	133
24965	122	37955	210	39152	208	46445	222	60355	346
25000	145	37960	210	39153	208	46450	222	60460	220
25001	145	37961	210	39154	208	46460	222	60461	220
25025	147	38150	210	41060	205	46480	222	60462	220
25026	145	38191	210	41090	157, 272	46485	222	60464	220
25050	147	38192	210	41091	157, 272	46490	222	61740	226
25100	147	38193	210	41100	204	47130	224-225	61741	226
25150	147	38194	210	41200	205	47135	224-225	61742	226
25175	147	38300	209	41201	205	47140	224-225	61743	226
25176	147	38310	209	41205	205	47150	224-225	61744	226
25800	107	38315	107	41205	205	47160	224-225	61745	23, 226
25830	107	38350	211	41221	189	47165	224-225	61746	23, 226
25900	146, 304	38356	211	41222	189	47170	224-225	61755	227
		38360	211	41300	204	47175	224-225	61756	227



MOROSO NUMERICAL INDEX



NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
61757	227	62500	241	63469	257	63565	245	63805	199
61760	227	62510	241	63471	256	63566	245	63806	196
61765	227	62515	241	63473	252	63570	246	63809	18, 194
61770	227	62520	243	63474	252	63571	246	63810	167
61790	227	62530	241	63475	253	63575	245	63811	18, 194
61805	227	62535	241	63476	253	63585	245	63812	19, 194
61820	228	62540	243	63477	252	63595	245	63815	167
61840	228	62544	244	63485	253	63610	250	63817	164
61850	228	62545	244	63486	253	63611	250	63818	164
61870	228	62550	242	63490	196	63615	247	63819	164
61880	228	62555	243	63491	196	63616	248	63821	166
62010	223, 237	62600	242	63492	197	63645	252	63822	166
62026	236	62602	244	63493	197	63650	191	63823	166
62027	236	62610	242	63494	197	63651	191	63824	166
62030	236	62630	242	63495	197	63655	191	63825	167
62050	229	62635	242	63496	197	63656	191	63827	164
62070	232	62640	243	63497	194	63657	190	63828	164
62080	229	62641	243	63498	195	63660	190	63829	164
62160	234	62670	230	63499	194	63700	251	63832	164
62190	227	63307	251	63500	250	63730	251	63833	164
62191	227	63309	251	63501	196	63740	251	63834	164
62192	227	63313	251	63502	197	63745	251	63836	164
62200	230	63316	251	63503	192	63750	249	63837	164
62205	230	63320	251	63505	250	63760	251	63838	164
62210	230	63324	251	63506	190	63765	251	63840	168
62220	230	63328	251	63507	190	63766	191	63841	168
62250	230	63332	251	63508	197	63767	196	63842	168
62255	228	63401	189	63509	18, 197	63768	196	63843	168
62256	228	63402	189	63510	250	63769	191	63844	169
62260	235, 328	63403	189	63511	250	63771	191	63845	169
62268	235, 328	63420	254	63512	248	63780	199	63846	169
62270	234, 328	63421	255	63513	248	63781	199	63847	170
62271	235, 328	63422	255	63514	248	63782	196	63848	169
62272	235, 328	63423	254	63515	248	63783	196	63849	170
62280	240	63424	255	63516	248	63784	200	63853	170
62284	230	63425	257	63519	247	63785	200	63857	170
62293	232	63426	257	63521	246	63786	196	63858	170
62295	233	63427	257	63522	246	63787	193	63859	170
62348	234, 338	63430	256	63523	246	63788	193	63860	170
62370	231	63431	256	63525	246	63791	195	63861	170, 347
62371	231	63432	256	63539	249	63793	195	63865	165
62372	231	63440	252	63541	246	63795	200	63866	165
62373	231	63455	252	63542	246	63796	194	63867	165
62380	230	63456	252	63543	246	63797	199	63875	165
62385	234	63461	253	63544	246	63800	192	63876	165
62388	232	63465	253	63546	234	63801	192	63877	165
62389	232	63466	253	63547	245	63802	192	63880	171
62390	231	63467	254	63555	249	63803	192	63881	171
62391	232	63468	253	63557	245	63804	199	63882	171

MOROSO NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
63883	171	64923	260	65170	269	65443	265	68025	286
63884	171	64925	259	65222	267	65444	265	68026	286
63885	171	64926	259	65223	267	65531	265	68027	286
63886	171	64927	260	65224	267	65532	266	68028	286
63895	168	64928	259	65225	264	65534	266	68050	285
63897	168	64929	261	65226	264	65750	271	68102	281
63903	152-153, 163	64930	263	65227	264	65752	271	68103	281
63909	153	64935	261	65228	266	65770	271	68112	289
63910	163	64940	263	65230	269	65800	233	68113	289
63911	163	64941	263	65231	269	65801	233	68161	294
63915	163	64943	263	65234	22, 269	65802	233	68181	295
63917	163	64945	263	65300	269	65803	233	68201	296
63918	163	64947	263	65310	269	65805	233	68202	296
63921	163	64950	262	65315	269	65820	277	68210	296
63922	163	64951	262	65330	268	65904	273	68281	299
63923	163	64952	263	65340	268	65905	273	68310	294
63924	163	64960	262	65345	268	65906	273	68326	284
64000	252	64964	262	65360	269	65910	273	68328	284
64030	172	64965	262	65370	270	65911	274	68329	285
64031	172	64966	262	65372	270	65912	275	68333	290
64035	172	64970	262	65374	270	65913	275	68335	284
64050	173	64980	262	65375	268	65915	273	68345	291
64051	174	64981	262	65380	268	65920	276	68348	299
64060	173	64985	262	65381	181, 268	65928	274	68349	299
64070	173	64991	262	65382	181, 268	65945	274	68350	291
64100	173	64996	262	65385	270	65946	274	68353	291
64110	173	65000	262	65388	181, 268	65947	276	68356	291
64111	174	65015	263	65389	181, 268	65950	277	68365	283
64120	173	65016	263	65390	268	65951	277	68370	283
64200	173	65017	263	65391	268	65960	277	68371	283
64201	174	65018	263	65392	271	65961	277	68374	283
64210	173	65030	264	65393	271	66210	275	68380	283
64211	174	65042	261	65394	271	66303	275	68381	283
64550	173	65045	259	65395	271	66304	275	68385	283
64551	174	65047	258	65396	271	66305	275	68388	298
64700	173	65050	259	65397	157, 271	66310	275	68389	298
64800	173	65052	258	65398	157, 271	66390	277	68392	281
64860	174	65062	258	65401	267	67100	280	68401	282
64870	175	65064	258	65408	267	67150	280	68405	282
64885	175	65070	259	65411	267	67160	280	68411	282
64886	176	65075	259	65412	267	67170	280	68420	290
64887	175	65090	272	65413	267	67250	280	68425	289
64888	176	65130	268	65414	265	67300	280	68426	289
64917	261	65131	181, 268	65425	265	67320	280	68429	289
64918	260	65140	268	65426	266	67650	279	68432	290
64919	260	65141	268	65432	266	67700	148, 280	68444	296
64920	261	65144	268	65440	264	68003	282	68450	296
64922	259	65145	269	65441	264	68005	282	68455	293
		65160	269	65442	265	68006	282	68456	293



NUMERICAL INDEX

MOROSO NUMERICAL INDEX



NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
68457	292	68740	303	71296	216	71383	217	72004	329
68458	292	68741	303	71297	216	71400	217	72011	329
68459	292	68762	307	71298	216	71410	217	72012	329
68460	292	68770	307	71299	21, 216	71420	217	72013	329
68461	299	68771	307	71300	216	71425	217	72020	329
68463	293	68772	308	71301	216	71430	217	72023	327
68467	295	68773	308	71302	216	71440	217	72030	329
68468	295	68775	308	71310	216	71441	20, 217	72031	329
68469	293	68776	308	71311	216	71450	217	72038	327
68470	287	68780	303	71312	216	71451	20, 217	72040	327
68471	287	68781	303	71325	21, 216	71460	217	72041	315
68472	287	68785	304	71327	21, 216	71470	217	72060	327
68473	287	68788	304	71329	21, 216	71490	218	72061	315
68474	297	68790	308	71330	216	71495	218	72070	327
68475	297	68791	156, 305	71331	21, 216	71500	217	72071	315
68479	292	68800	305	71332	216	71501	20, 217	72075	327
68480	287	68810	305	71333	21, 216	71502	20, 217	72076	315
68481	292	68811	306	71340	216	71505	20, 217	72081	315
68482	292	68812	306	71341	216	71506	20, 217	72130	330
68483	294	68813	306	71345	216	71507	20, 217	72131	330
68484	294	68815	306	71346	21, 216	71510	217	72132	330
68485	309	68816	306	71349	216	71530	217	72133	330
68486	292	68817	306	71350	216	71531	20, 217	72140	331
68487	24, 294	68818	185, 306	71351	216	71532	20, 217	72141	331
68490	295	68820	301	71352	216	71540	217	72142	331
68501	300	68830	302	71353	216	71550	218	72143	331
68505	300	68831	302	71354	216	71551	218	72150	330
68506	300	68841	306	71355	21, 216	71552	218	72151	330
68510	300	68850	307	71356	20, 217	71553	218	72152	330
68512	302	68900	308	71358	21, 216	71554	218	72153	330
68516	300	68910	308	71359	216	71555	218	72160	332
68519	302	71161	69	71360	216	71556	218	72161	332
68525	300	71162	52	71361	216	71557	218	72162	332
68526	300	71260	216	71362	216	71559	22, 218	72163	332
68530	302	71270	216	71363	216	71600	219, 237	72166	332
68550	302	71271	216	71364	21, 216	71601	219, 236	72167	330
68561	301	71272	216	71365	21, 216	71602	219, 236	72168	330
68562	209, 301	71274	216	71370	217	71605	219, 236	72169	330
68603	301	71275	216	71371	217	71606	219, 237	72170	330
68604	301	71276	216	71372	217	71607	219, 237	72171	330
68605	301	71277	216	71373	20, 217	71610	219	72172	330
68610	301	71278	216	71375	217	71900	336	72173	330
68621	301	71279	216	71376	217	71910	336	72174	330
68630	301	71280	216	71377	217	71992	329	72175	330
68640	301	71290	216	71378	20, 217	71993	329	72176	330
68660	309	71291	21, 216	71379	20, 217	71994	329	72177	330
68717	303	71293	21, 216	71380	217	71995	329	72178	330
68718	303	71294	21, 216	71381	217	72000	329	72180	331
68719	303	71295	216	71382	217	72002	329	72181	331

MOROSO NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
72182	331	72565	320-324	73537	314	73694	313	73820	314
72183	331	72570	320-324	73600	314	73695	313	73821	314
72195	331	72600	320-324	73602	314	73696	313	73822	314
72231	333	72605	320-324	73605	314	73699	313	73823	314
72251	334	72635	320-324	73607	314	73700	317-319	73824	314
72252	334	72645	320-324	73614	314	73701	317-319	73825	314
72280	334	72646	320-324	73615	314	73702	317-319	73826	314
72300	335	72650	320-324	73616	314	73703	313	73827	314
72310	335	72655	320-324	73617	314	73704	313	73828	312
72315	335	72656	320-324	73621	314	73705	313	73830	315
72350	338	72660	320-324	73622	314	73706	313	73832	314
72355	340-344	72673	324	73626	314	73707	313	73833	314
72358	340-344	72674	324	73628	314	73708	313	73834	314
72360	340-344	72680	324	73630	314	73709	313	73835	314
72380	340	72682	324	73631	314	73710	313	73836	312
72381	340	72751	318	73657	313	73711	313	73837	312
72390	338	72752	318	73658	313	73712	313	73838	315
72395	339	72753	318	73660	313	73713	313	73839	312
72396	339	72754	318	73661	313	73714	313	73840	312
72397	288, 339	72792	318	73662	313	73715	313	73841	312
72398	288, 339	72800	326	73663	313	73716	313	73842	314
72402	317	72820	326	73664	313	73717	313	73843	314
72405	317	72830	326	73665	313	73718	313	73845	24, 288, 314
72407	317	72855	326	73666	313	73719	313	73846	24, 288, 314
72415	317	73160	332	73667	313	73722	313	74005	349
72416	317	73163	332	73668	313	73723	313	74016	348
72426	317	73210	319	73669	313	73724	313	74051	348
72430	317	73214	319	73670	313	73725	313	74055	349
72475	318	73215	319	73671	313	73726	313	74100	352
72500	320-324	73216	319	73672	313	73727	313	74101	352
72510	320-324	73217	319	73673	313	73728	313	74102	352
72520	320-324	73218	319	73674	313	73729	313	74103	349
72521	320-324	73219	319	73675	313	73800	312	74104	349
72522	320-324	73220	319	73676	313	73801	312	74105	354
72523	320-324	73225	319	73677	313	73802	312	74106	352
72524	320-324	73226	319	73680	313	73803	312	74107	353
72525	320-324	73229	319	73681	313	73804	312	74108	27, 352
72526	320-324	73230	318	73682	313	73808	312	74109	28, 354
72527	320-324	73231	319	73683	313	73809	312	74110	353
72528	320-324	73232	319	73684	313	73810	312	74111	28, 354
72529	320-324	73233	319	73685	313	73811	312	74114	349
72530	320-324	73235	318	73686	313	73812	312	74115	356
72535	320-324	73236	25, 318	73687	313	73813	312	74116	28, 353
72538	320-324	73237	315	73688	313	73814	312	74117	29, 355
72540	320-324	73238	25, 315	73689	313	73815	312	74118	29, 355
72542	320-324	73240	25, 315	73690	313	73816	312	74119	29, 350
72550	320-324	73241	25, 315	73691	313	73817	314	74120	356, 359
72560	320-324	73535	314	73692	313	73818	314		
72561	320-324	73536	314	73693	313	73819	314		



MOROSO NUMERICAL INDEX



NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
74122	356	74247	192	85464	188	85600	183	85667	183
74123	356	74248	192	85465	186	85601	183	85668	183
74124	357, 359	74253	198	85466	187	85602	182	85669	183
74125	357, 359	74254	198	85467	186	85603	182	85670	183
74126	357, 359	74255	198	85468	16, 187	85604	183	85671	183
74129	357	74256	198	85469	187	85605	183	85672	183
74130	359	74258	19, 192	85470	186	85606	183	85673	183
74131	359	74299	357	85471	179, 188	85607	183	85674	183
74132	359	74300	357	85472	182	85608	183	85675	183
74133	359	78740	362	85473	187	85609	183	85676	183
74134	359	78000	363	85474	179, 183	85610	183	85677	183
74135	359	78010	363	85475	186	85611	183	85678	182
74136	359	80110	364	85477	183	85612	182	85679	182
74139	359	80120	364	85478	183	85613	182	85680	183
74140	350	80130	364	85479	182	85616	183	85681	183
74143	359	80131	364	85481	182-183	85617	183	85682	180
74144	351	80160	364	85482	183	85626	183	85683	180
74145	351	80700	240	85483	183	85627	183	85684	17, 183
74148	359	80740	240	85484	183	85628	183	85685	17, 183
74149	29, 350	80750	240	85485	183	85629	183	85686	17, 182
74155	350	80805	279	85486	183	85632	182	85687	17, 182
74156	350	80807	279	85487	182	85633	182	85699	180
74170	349	80808	279	85488	183	85634	182	85700	362
74172	349	80809	279	85489	183	85635	182	85800	361
74173	349	80810	279	85491	183	85636	183	85810	361
74174	349	80939	240	85492	183	85637	183	85820	361
74175	349	80940	240	85493	182	85638	183	85830	361
74180	358	80941	240	85494	183	85639	183	85850	361
74181	358	80942	240	85495	179	85640	182	85860	361
74183	358	80944	240	85496	180, 183	85641	182	89550	239
74186	358	84750	360	85497	180, 183	85642	182	89552	239
74190	358	84751	360	85498	183	85643	182	89555	239
74193	358	85080	360	85499	182	85644	183	89560	239
74200	351	85280	309, 361	85500	186	85645	183	89562	239
74201	351	85282	309, 361	85505	190	85646	183	89570	239
74220	198	85283	309, 361	85510	183	85647	183	89574	238
74221	198	85284	309, 361	85511	183	85648	182	89575	238
74222	198	85330	360	85513	183	85649	182	89576	238
74224	198	85400	186	85514	183	85650	183	89585	237, 366
74225	198	85402	186	85515	183	85651	183	89590	239
74226	195	85404	186	85516	182	85652	182	89592	23, 238
74228	198	85406	186	85517	183	85653	182	89593	23, 238
74229	198	85450	187	85518	183	85654	183	89594	23, 238
74230	198	85456	186	85519	183	85655	183	89595	23, 238
74231	200	85458	186	85520	183	85660	183	89600	229
74240	193	85459	186	85521	182	85661	183	89602	229
74241	193	85461	188	85522	183	85664	182	89603	229
74245	357	85462	188	85523	23, 183	85665	182	89610	156, 270
74246	192	85463	188	85524	17, 182	85666	183		

MOROSO NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
89611	156, 196, 270	94050	278	97151	164, 178	97551	350	99538	367
89650	231	94051	278	97152	178	97552	350	99541	367
90100	223	94052	278	97154	178	97553	350	99542	367
90110	223	94054	278	97156	178	97570	187	99543	367
90380	220	94055	278	97157	178	97571	184-185	99544	367
90390	220	94056	278	97159	178	97580	187	99545	367
90395	220	97000	105	97164	178	97590	149	99546	367
90400	220	97001	105	97170	172, 176, 178	97641	150, 152, 156	99547	367
90401	220	97002	105	97171	176	97642	152	99548	367
90402	220	97003	105	97172	153, 176	97644	152	99549	367
90404	220	97005	106	97180	152	97690	444	99550	367
90410	220	97006	105	97181	152	97730	223	99551	367
90415	220	97010	106	97200	186-191	97731	223	99552	367
90420	220	97011	106	97210	249	97732	223	99553	367
90430	220	97015	146	97220	249	97751	184-185	99554	367
90440	220	97020	281-299	97230	249	97800	146	99555	367
90770	221	97030	281-299	97250	249	97810	146	99557	367
93020	300	97035	281-299	97252	249	97817	444	99581	368
93021	300	97036	212	97255	249	97830	331	99582	368
93025	24, 300	97037	212	97257	249	97832	331	99583	368
93040		97040	302	97275	245	97833	331	99584	368
93045	300	97050	145	97290	205	97835	331	99586	368
93050	300	97060	444	97291	205	97848	333	99587	368
93055	300	97062	269	97300	181	97849	333, 336	99588	368
93060	300	97070	277	97301	180-181	97850	333	99589	368
93065	300	97080	273	97319	63	97851	333	99591	368
93100	203	97081	273	97321	134-135	97852	333	99592	368
93102	203	97085	276	97322	134	97853	333	99593	368
93103	203	97090	274	97323	134	97854	333	99594	368
93105	203	97105	178	97324	134	97855	333	99601	367
93106	203	97110	172, 178	97325	134	97856	333	99610	368
93107	203	97113	178	97330	273-274	97857	335	99611	368
93108	203	97115	178	97331	276	97858	335	99612	368
93110	203	97120	172, 178	97340	307	97859	335	99613	368
93150	104	97123	178	97341	307	97860	333, 336	99614	368
93151	104	97125	178	97345	281-299	97861	333	99615	368
93152	104	97130	172, 178	97346	281-299	97862	333	99616	368
93153	104	97133	178	97450	250	97866	334	99617	368
93154	104	97135	178	97480	239	97867	334	99618	368
93160	104	97136	178	97500	229	99400	228	99619	368
93161	104	97138	178	97510	275	99406	232	99620	367
93162	104	97140	172, 178	97520	275	99410	366	99621	367
93163	104	97141	178	97530	140	99421	366	99622	367
93164	104	97142	178	97535	358	99430	363	99623	367
93166	104	97143	178	97542	358-359	99534	367	99625	368
93167	104	97144	178	97543	358	99535	367	99626	368
93174	104	97146	178	97545	350	99536	367	99627	368
93175	104	97147	178	97550	350	99537	367	99628	368
		97149	164, 178						



COMPETITION ENGINEERING NUMERICAL INDEX

PART#	PAGE								
C0411	382	C1412	382	C1461	382	C2017	390	C2140	414
C0412	382	C1413	382	C1462	382	C2019	384	C2145	414
C0413	382	C1414	382	C1463	382	C2021	400	C2148	414
C0414	382	C1415	382	C1464	382	C2022	430	C2199	389
C0415	382	C1416	382	C1465	382	C2023	430	C2201	388
C0416	382	C1417	382	C1466	382	C2024	394	C2408	429
C0417	382	C1421	382	C1467	382	C2025	429	C2409	429
C0421	382	C1422	382	C1468	382	C2026	429	C2422	382
C0422	382	C1423	382	C1469	382	C2027	400	C2423	382
C0423	382	C1424	382	C1470	382	C2028	390	C2425	382
C0424	382	C1425	382	C1471	382	C2029	390	C2426	382
C0425	382	C1426	382	C1473	382	C2030	387	C2427	382
C0426	382	C1427	382	C1611	382	C2031	394	C2428	382
C0427	382	C1431	382	C1612	382	C2032	413	C2429	382
C0611	382	C1432	382	C1613	382	C2035	394	C2430	382
C0612	382	C1433	382	C1614	382	C2036	415	C2431	382
C0613	382	C1434	382	C1615	382	C2037	395	C2432	382
C0614	382	C1435	382	C1616	382	C2039	415	C2433	382
C0615	382	C1436	382	C1617	382	C2040	415	C2434	382
C0616	382	C1437	382	C1621	382	C2043	416	C2436	382
C0617	382	C1438	382	C1622	382	C2045	394	C2437	382
C0621	382	C1439	382	C1623	382	C2046	412	C2550	413
C0622	382	C1440	382	C1624	382	C2047	411	C2555	413
C0623	382	C1441	382	C1625	382	C2051	411	C2560	413
C0624	382	C1442	382	C1626	382	C2052	394	C2565	413
C0625	382	C1443	382	C1627	382	C2053	394	C2570	413
C0626	382	C1444	382	C1811	382	C2056	412	C2575	413
C0627	382	C1445	382	C1812	382	C2090	389	C2600	405-408
C0811	382	C1446	382	C1813	382	C2091	389	C2605	405-408
C0812	382	C1447	382	C1814	382	C2093	389	C2610	405-408
C0813	382	C1448	382	C1815	382	C2094	389	C2611	382
C0814	382	C1449	382	C1816	382	C2096	389	C2612	382
C0815	382	C1450	382	C1817	382	C2097	389	C2613	382
C0816	382	C1451	382	C1821	382	C2099	389	C2614	382
C0817	382	C1452	382	C1822	382	C2100	389	C2615	405-408
C0821	382	C1453	382	C1823	382	C2101	388	C2616	405-408
C0822	382	C1454	382	C1824	382	C2103	388	C2617	382
C0823	382	C1455	382	C1825	382	C2109	388	C2618	382
C0824	382	C1456	382	C1826	382	C2111	388	C2619	382
C0825	382	C1457	382	C1827	382	C2112	399	C2620	405-408
C0826	382	C1458	382	C2005	386	C2137	395	C2621	382
C0827	382	C1459	382	C2006	386	C2138	395	C2622	382
C1411	382	C1460	382	C2016	415	C2139	395	C2623	382



NUMERICAL INDEX

COMPETITION ENGINEERING NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
C2624	382	C3006	426	C3113	402	C3158	417	C3262	421
C2625	382	C3007	426	C3114	442	C3159	417	C3263	420
C2626	382	C3008	426	C3115	383	C3160	417	C3264	419
C2627	382	C3009	426	C3116	383	C3161	417	C3265	418
C2630	405-408	C3010	426	C3117	383	C3162	417	C3266	421
C2639	405-408	C3011	426	C3118	383	C3165	417	C3267	421
C2640	405-408	C3012	385	C3120	417	C3166	385	C3268	419
C2645	405-408	C3013	385	C3121	385	C3168	385	C3270	419
C2646	405-408	C3014	385	C3122	385	C3170	385	C3275	419
C2647	405-408	C3016	385	C3123	385	C3172	417	C3279	419
C2700	405-408	C3019	412	C3124	385	C3173	417	C3285	419
C2705	405-408	C3020	418	C3125	385	C3174	417	C3287	419
C2710	405-408	C3021	417	C3126	383	C3175	417	C3300	419
C2720	405-408	C3022	417	C3127	383	C3180	417	C3302	419
C2730	405-408	C3023	417	C3128	384	C3181	417	C3303	419
C2735	405-408	C3024	382	C3129	383	C3182	417	C3305	419
C2740	405-408	C3025	426	C3130	384	C3183	417	C3306	419
C2750	405-408	C3026	426	C3131	402	C3184	417	C3307	419
C2755	405-408	C3027	417	C3132	417	C3185	417	C3308	419
C2765	410	C3028	417	C3133	417	C3186	417	C3309	419
C2770	409	C3029	426	C3134	385	C3187	417	C3310	419
C2806	409	C3030	426	C3135	385	C3191	417	C3311	419
C2811	382	C3031	426	C3136	385	C3194	417	C3312	419
C2812	382	C3032	426	C3137	385	C3195	417	C3313	419
C2813	382	C3034	426	C3138	385	C3196	417	C3314	419
C2814	382	C3035	426	C3139	385	C3197	403	C3320	419
C2815	382	C3039	426	C3140	385	C3220	403	C3321	419
C2816	382	C3040	426	C3141	385	C3221	403	C3322	419
C2817	382	C3043	426	C3142	385	C3222	430	C3323	419
C2821	382	C3046	385	C3144	385	C3223	430	C3324	419
C2822	382	C3047	385	C3145	417	C3224	399	C3325	419
C2823	382	C3048	385	C3146	417	C3225	410	C3328	419
C2824	382	C3059	385	C3147	417	C3226	422	C3340	419
C2826	382	C3060	412	C3148	417	C3227	422	C3341	419
C2827	382	C3061	418	C3149	417	C3229	402	C3342	419
C2828	382	C3062	417	C3150	417	C3231	402	C3343	420
C2998	426	C3065	417	C3151	417	C3233	385	C3344	420
C2999	426	C3090	417	C3152	417	C3234	420	C3345	420
C3000	417	C3100	417	C3153	417	C3235	422	C3348	420
C3001	417	C3101	417	C3154	417	C3240	422	C3350	420
C3002	426	C3108	417	C3155	417	C3250	419	C3361	420
C3004	426	C3111	430	C3156	417	C3260	418	C3370	420
C3005	426	C3112	402	C3157	417	C3261	421	C3371	420



NUMERICAL INDEX

COMPETITION ENGINEERING NUMERICAL INDEX

PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE	PART#	PAGE
C3372	419	C3990	434-436	C4049	431	C6153	401	C9405	417
C3373	420	C3991	434-436	C4050	431	C6154	401	C9408	417
C3380	420	C3992	434-436	C4051	431	C6155	401	C9410	417
C3381	420	C3993	434-436	C4052	431	C6156	401	C9412	417
C3382	420	C3995	434-436	C4053	432-433	C6157	401	C9415	417
C3383	418	C3997	434-436	C4054	432-433	C6160	401	C9418	417
C3384	418	C4000	434-436	C4055	432-433	C6161	401	C9505	392
C3385	418	C4001	434-436	C4056	432-433	C6162	401	C9507	392
C3405	418	C4002	434-436	C4900	423	C6163	401	C9510	392
C3406	418	C4003	434-436	C4901	423	C7024	388	C9609	427
C3408	418	C4004	434-436	C4902	423	C7025	393	C9700	389
C3409	418	C4005	434-436	C4905	421	C7030	388		
C3410	418	C4006	434-436	C4906	421	C7031	388		
C3411	418	C4007	434-436	C4907	421	C7032	388		
C3412	418	C4008	434-436	C4925	424	C7046	415		
C3413	418	C4009	434-436	C4930	423	C7047	415		
C3414	418	C4010	425	C4931	424	C7048	415		
C3417	418	C4011	434-436	C4935	424	C7051	414		
C3418	418	C4012	434-436	C4990	426	C7052	414		
C3419	420	C4013	434-436	C5020	442	C7058	414		
C3420	420	C4014	434-436	C5073	427	C7059	414		
C3421	420	C4015	372, 434-436	C5074	427	C7060	414		
C3422	420	C4022	432-433	C5076	427	C7066	414		
C3423	420	C4023	432-433	C5078	428	C7212	442		
C3424	420	C4024	432-433	C6003	401	C8003	396		
C3425	420	C4025	432-433	C6004	401	C8007	399		
C3427	420	C4027	432-433	C6007	401	C8008	393		
C3428	420	C4028	432-433	C6009	401	C8009	396		
C3429	420	C4029	443	C6010	401	C8010	396		
C3430	420	C4030	432-433	C6011	401	C8015	398		
C3431	420	C4031	432-433	C6012	401	C8016	398		
C3432	392	C4032	431	C6014	401	C8017	398		
C3434	393	C4033	432-433	C6017	401	C8019	398		
C3440	439	C4034	431	C6019	401	C9004	391		
C3450	440	C4035	432-433	C6020	401	C9006	393		
C3451	438	C4036	432-433	C6021	401	C9020	365		
C3452	440	C4037	432-433	C6130	401	C9085	393		
C3453	439	C4038	432-433	C6131	401	C9100	391		
C3461	440	C4040	426	C6132	401	C9105	391		
C3465	441	C4041	426	C6133	401	C9200	391		
C3600	441	C4047	431	C6150	401	C9205	392		
C3601	441	C4048	431	C6151	401	C9401	417		
C3610	441			C6152	401	C9402	417		



NUMERICAL INDEX