



GASSER AXLE SALES INFORMATION

The gasser thing is getting quite popular, we set up a couple of these per week. We have included a basic list of components needed, including the length of the tierod, for the available track widths that we offer. The drag link will be different for each application, and can be ordered under the appropriate part number after the initial mockup and measurement. Hub to hub complete to you is normally around \$1000, depending on options. The stock steering box can often be used in a simple cross-steer system by using the pitman adapter stud (as long as the original steering system is a rear steer setup). You can also convert to a forward mounted 525 box or the Saginaw 605 power box.

For the majority of applications we recommend that you use the Chevy spindle, it works out better for several reasons. In essence the brake kit determines the type of spindle used. Most people feel that the big 11" Chevelle brakes as used on the Ford spindle does not look right, and prohibits the use of small wheels. Normally, we set most gassers up with the Metric Mustang II brakes, they look better, allow the use of any wheel, and increase the track width slightly over the Ford spindle setup. The Chevy spindle setup is also more compact and provides more clearance for steering components and shock mounting. As for stopping power, the MII brakes were designed to stop a 2800 lb car.

Many cars run the quarter mile in the 10.0's @135 with the MII brakes and stop just fine. Most people don't go slalom racing with a straight axle so the big heavy brakes are normally not necessary, but if your car is heavy and you want the extra safety margin, we can go to 11" OEM style brakes, or update to the Wilwood high performance brake setups. When determining your desire for straight or dropped axle note that the straight axle places the spindle centerline approximately 10" below the frame rail with no load. Weight will drop it from 1" to 3" depending on your components (glass front end or all steel, aluminum small block or blown bigblock, etc). The springs are rated at 400 lbs per inch, therefore, every 800 lbs of front end weight will reduce ride height 1". If you desire a lower ride height, we have a drop axle which will lower the car 4". It is only available in the 48" kingpin width, which provides a 56 1/2" hub to hub width. We have kits available for both Ford & Chevy spindle setups, note that Ford and Chevy refer only to the type of spindle, not the bolt circle of the wheel that fits it. We can put Ford wheels on Chevy spindles and visa-versa. If you would rather ask some questions in person, contact our tech department @ 1-800-979-0122.

GASSER AXLE KITS FOR CHEVY SPINDLE- USE HARDWARE KIT #910-3516

916-39036-44	FRONT AXLE KIT =HUB TO HUB WIDTH 52 ½"
910-32100	SPINDLES
910-616005	NUTS
91632026	STEERING ARMS
916-32501-41.5	TIE ROD KIT
910-07225	SHOCK TABS
910-36096	SHOCK STUDS
910-36055-GM	PITTMAN ADAPTER STUD
910-31071	DUST CAPS
910-31955	OR 956 MII/METRIC BRAKE KIT
916-39036-46	FRONT AXLE KIT =HUB TO HUB WIDTH 54 ½"
910-32100	SPINDLES
910-616005	NUTS
91632026	STEERING ARMS
916-32501-43.5	TIE ROD KIT
910-07225	SHOCK TABS
910-36096	SHOCK STUDS
910-36055-GM	PITTMAN ADAPTER STUD
910-31071	DUST CAPS
910-31955	OR 956 MII/METRIC BRAKE KIT
916-39036-48	FRONT AXLE KIT =HUB TO HUB WIDTH 56 ½"
910-32100	SPINDLES
910-616005	NUTS
91632026	STEERING ARMS
916-32501-45.5	TIE ROD KIT
910-07225	SHOCK TABS
910-36096	SHOCK STUDS
910-36055-GM	PITTMAN ADAPTER STUD
910-31071	DUST CAPS
910-31955	OR 956 MII/METRIC BRAKE KIT
916-39036-50	FRONT AXLE KIT =HUB TO HUB WIDTH 58 ½"
910-32100	SPINDLES
910-616005	NUTS
91632026	STEERING ARMS
916-32501-47.5	TIE ROD KIT
910-07225	SHOCK TABS
910-36096	SHOCK STUDS
910-36055-GM	PITTMAN ADAPTER STUD
910-31071	DUST CAPS
910-31955	OR 956 MII/METRIC BRAKE KIT
910-32501-??	DRAG LINK KIT IS REQUIRED FOR EACH KIT. LENGTH TO BE DETERMINED BY CUSTOMER FOR EACH APPLICATION.

FOR DELUXE KITS – ALL 4 NUMBERS

REPLACE 910-31955 / 31956 BRAKE KIT
WITH 835-140151 WILWOOD KIT

NOTE: WILWOOD BRAKES INCREASE TRACK WIDTH 1" IN ALL KITS.

GASSER AXLE KITS FOR FORD SPINDLE – USE HARDWARE KIT #910-3515

916-39035-44	FRONT AXLE KIT = HUB TO HUB WIDTH 52¼"
910-32104	SPINDLES
910-616004	SPINDLE NUT KIT
916-32038	GASSER STEERING ARMS
916-32501-41.5	TIE ROD KIT
910-07225	LOWER SHOCK MOUNT TABS
910-36096 (2)	UPPER SHOCK MOUNT STUDS
910-36055-P	PITMAN ADAPTER STUD
910-31945 or 31946	11" METRIC BRAKE KIT
910-2486	DUST CAPS
916-39035-46	FRONT AXLE KIT = HUB TO HUB WIDTH 54¼"
910-32104	SPINDLES
910-616004	SPINDLE NUT KIT
916-32038	GASSER STEERING ARMS
916-32501-43.5	TIE ROD KIT
910-07225	LOWER SHOCK MOUNT TABS
910-36096 (2)	UPPER SHOCK MOUNT STUDS
910-36055-P	PITMAN ADAPTER STUD
910-31945 or 31946	11" METRIC BRAKE KIT
910-2486	DUST CAPS
916-39035-48	FRONT AXLE KIT = HUB TO HUB WIDTH 56¼"
910-32104	SPINDLES
910-616004	SPINDLE NUT KIT
916-32038	GASSER STEERING ARMS
916-32501-45.5	TIE ROD KIT
910-07225	LOWER SHOCK MOUNT TABS
910-36096 (2)	UPPER SHOCK MOUNT STUDS
910-36055-P	PITMAN ADAPTER STUD
910-31945 or 31946	11" METRIC BRAKE KIT
910-2486	DUST CAPS
916-39035-50	FRONT AXLE KIT = HUB TO HUB WIDTH 58¼"
910-32104	SPINDLES
910-616004	SPINDLE NUT KIT
916-32038	GASSER STEERING ARMS
916-32501-47.5	TIE ROD KIT
910-07225	LOWER SHOCK MOUNT TABS
910-36096 (2)	UPPER SHOCK MOUNT STUDS
910-36055-P	PITMAN ADAPTER STUD
910-31945 or 31946	11" METRIC BRAKE KIT
910-2486	DUST CAPS
916-32501-??	DRAG LINK KIT IS REQUIRED FOR EACH KIT. LENGTH TO BE DETERMINED BY CUSTOMER FOR EACH APPLICATION.

DELUXE KITS – ALL 4 PART NUMBERS

REPLACE 910-31945 / 31946 BRAKE KIT
WITH 835-1401501 WILWOOD BRAKE KIT

NOTE: WILWOOD KITS INCREASE TRACK WIDTH ½" IN ALL KITS.