

Another Great Addition To The AME GT-Sport Line: 1949-54 Chevrolet



The latest "family" of vehicles to benefit from a GT-Sport chassis from Art Morrison Enterprises is the venerable 1949-54 Chevy. But it's important to tell you how we got there. Our first GT Sport chassis were CAD engineered, but all the data on the base frame rails was accumulated via physical measurements. Not so this latest masterpiece. A remarkable device called a "Faro Arm" which literally "traced" every square inch of the OEM Chevrolet frame was employed to directly transmit X-Y-Z data directly into the computer. This eliminates any chance of human error, and guarantees that the body of your 1949-54 Chevrolet will fit superbly.

Once the basic parameters were obtained, Morrison's engineering staff went about designing a front and rear suspension package that would deliver the handling and ride that has made the original GT-Sport chassis for Tri-5 Chevys the unquestioned industry leader. With almost 900 of these

chassis in use as of this writing, there is a strong foundation to build on.

Up front, Morrison's engineering team has developed a sophisticated Independent Front Suspension (IFS) that employs tubular steel control arms, adjustable coil-over shocks, a beefy sway bar and AME/Wilwood front spindles. A power rack & pinion (15:1 or 20:1 ratio) handles the steering.

Since most builders will want to have something more potent than the original 6-cylinder "stovebolt" engine, the chassis will also have motor mounts for the popular small block V8, its big block brother, or the new LS-series powerplants. Likewise, a wide variety of manual and automatic transmissions can be employed, including Powerglide, TH350, TH400 and 700R4 automatics, plus any 4-speed, Tremec TKO and T-56 6-speed, as well as Richmond 5 or 6-speed manual transmissions.

The rear suspension is AME's highly regarded triangulated 4-bar setup, which

gives excellent straight-line and lateral control. Strange Engineering adjustable coil-over shocks and a sway bar complete the package.

With a wide variety of body styles that this chassis will work with, including the unique "fastback" sedans and elegant Bel Air hardtops, let your imagination take over!

CHASSIS WITH SUSPENSION: Includes frame, with 3" exhaust hole, uncoated upper and lower control arms, spindles, power rack & pinion, front and rear sway bars, 9" housing, triangulated 4-bar links and Strange adjustable front and rear coil-over shocks with springs. **\$12,200.00**

COMPLETE CHASSIS; Includes chassis with suspension, front disc brake kit, SVO rear disc brake kit, Strange 31-spline axles, center section mounting kit, Strange nodular iron center section with Positraction. It's a rolling chassis, less tires and wheels. **\$14,995.00**



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

