



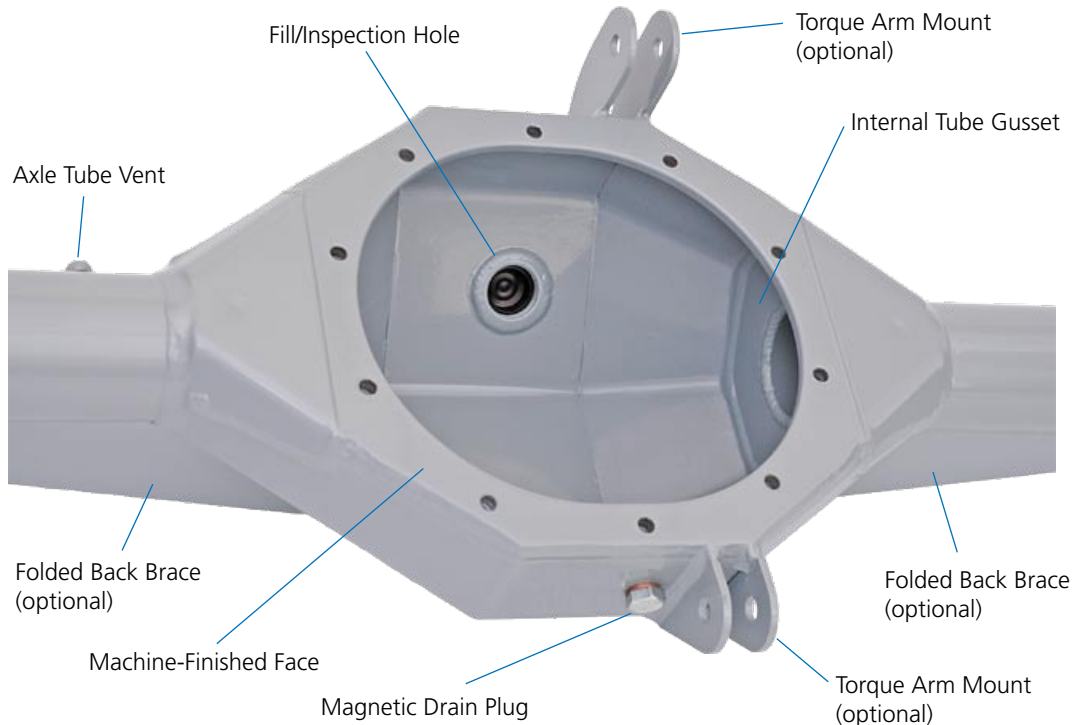
FAB9™ Direct-Fit, Leaf-Spring Housings

The Chassisworks FAB9™ direct-fit, leaf-spring housing offers exceptional performance and reliability with ease of installation. Spring pads accept 2-1/2" wide, OEM or aftermarket leaf springs, positioned 43" apart (on center). This enables a simple, bolt-on replacement or 9" conversion for many 1960s and 1970s Ford/Mercury vehicles, including: Cougars, Falcons, Fairlanes and Mustangs. The FAB9™ housing's superior strength comes from fabricated center-section panels, internal tube gussets, and consistent robotic-spray-arc-welded seams. A folded back brace is also available to further strengthen the entire assembly. Mounting tabs can be added to the assembly for customers choosing to equip their vehicle with our tubular torque arm. Standard housings are built from mild steel, with 4130 chromemoly construction offered as an upgrade. The 4130 upgrade is strongly recommended for vehicles exceeding 600 hp. Stock Mustang, wheel-to-wheel¹, housing widths of 60-3/4" ('71-73), 59-1/4" ('67-70") and 57-1/4" ('64-66) are available for use with stock-offset wheels. Narrowed housing widths are also offered in 1/4" increments to a minimum of 55-1/4". Complete correct-length axle packages and third members are also available. Ask our sales representatives for details.

Footnote 1: Wheel-to-wheel dimension calculated using 1/4" thick hats.

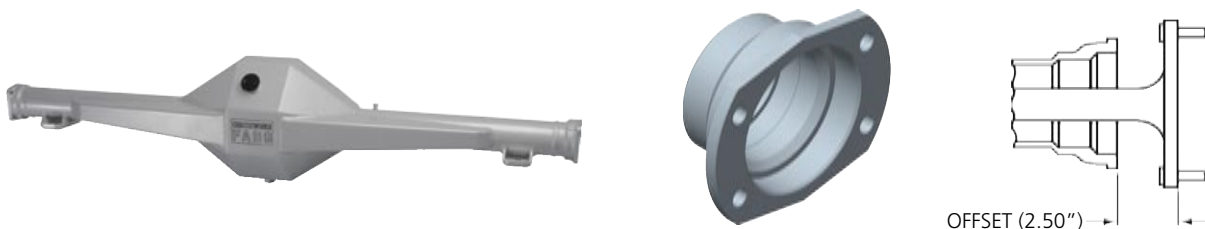
FAB9™ Construction

Finite element analysis software was used to create a fabricated 9" (FAB9™) center section stronger yet lighter than its OEM counterpart. Angular panels, internal gussets, and a heavy-wall, machine-finished front face are assembled by a robotic-spray-arc welder to ensure every housing is built to exacting standards. Axle tubes are 3" in diameter and welded along the internal tube gusset as well as the tapered edge of the center section. It is this enclosed internal chamber at each end of the center section that gives the entire assembly superior strength over OEM and competitor's designs. The housing can be further strengthened by adding an optional folded back brace. FAB9™ back braces are exact fit boxed structures spanning from the outer edge of the back panel to the inside edge of the spring pads. The tapered design is broad closest to the center section for maximum support and narrows towards the housing ends for lighter weight.



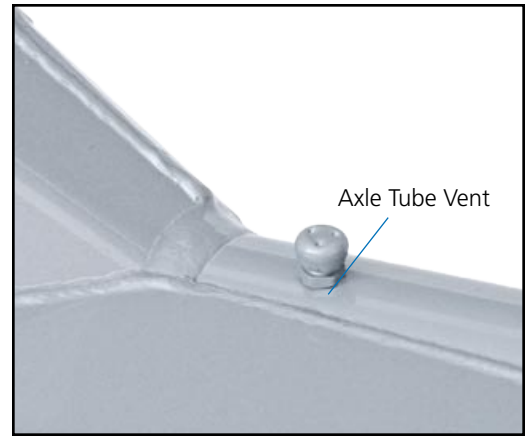
Housing Ends & Brake Options

Each housing receives billet, Late Big Ford (Torino) housing ends. This housing end accepts standard-replacement, 3.150"-diameter wheel bearings and grease seals, or can be used with sealed bearings. The billet housing ends also feature direct threads that eliminate additional mounting hardware for a cleaner installation. Aftermarket rear brake systems designed for the 'late Ford' bolt pattern with 2.50" offset can be used. We also offer a selection of direct fit Wilwood brake kits, for street or drag race use.



Complete Hardware Kit

Each FAB9™ housing comes equipped with an easily accessible fill hole, drain, and all necessary hardware. The fill hole is purposely oversized and strategically placed to allow visual inspection of the ring gear without draining fluid or disrupting gaskets or seals. A black anodized, billet aluminum cap with o-ring seal prevents any unwanted fluid seepage. A specially slotted drain insert, welded to the floor of the center section, allows complete drainage of fluid and increases drain plug thread engagement. The magnetic drain plug with reusable copper gasket captures metal particles suspended in the fluid, reducing the rate of wear on gears and seals. To relieve internal pressure, housings are fitted with an axle vent located along the top of the axle tube. Equalized pressure improves the effectiveness of all seals and gaskets for trouble free extended use. If an external fluid catch can is required, axle vents can be easily removed using the 7/16" hex and replaced with an appropriate 1/8" NPT fitting. Third-member mounting hardware consists of high-strength 12-point studs, hardened SAE flat washers, and nylon insert locknuts.



U-bolt Set

Our u-bolts are much stronger because they are manufactured from larger, 1/2"-diameter, alloy steel instead of stock 7/16" material. Gold irradiated for durability and formed to fit 3"-diameter axle tubes. These u-bolts will fit with 4- through 5-leaf springs and axle housings, with 2-13/16" through 3"-diameter axle tubes. Included are hardened alloy steel washers and Grade 8 nylon-insert locknuts. Recommended to use LSP-01 or LSP-02 because the stock leaf-spring plates will not accept these larger diameter u-bolts.



Part Number	Description	Price
TCP LSP-03	U-bolt set, 1/2 x 6-1/2" for 3" axle tubes	\$39 ⁰⁰

Leaf-Spring Plates

Our direct-replacement leaf-spring plates feature an integrated tie-down loop for added convenience when securing a vehicle to a trailer. The oversized loop measures 1.5x3.7", allowing plenty of clearance for heavy-duty strap hooks. The plate is manufactured from 3/16" plate steel. Sides formed on our CNC press brake create seamless top-edge corners and precision fit side joints for the strongest welds possible. Radiused gussets extend downward to support the loop at its lower corners and improve structural stability at the shock-mount tab. To give more clearance for brake lines on common 9"-housing conversions, the shock mount position has been moved slightly forward. The shock tab uses heavier, 1/4"-thick steel and features a 0.85"-diameter mounting hole for use with aftermarket shock urethane bushings. The plates are designed for 2-1/2"-wide leaf springs and can be installed on various make and model vehicles. Slotted holes enable the use of 7/16" or 1/2" u-bolts and 2-1/4" to 3-1/4"-diameter axle tubes. For appearance, all corner welds are ground smooth, adding to the overall curved, flowing design. Zinc plating enhances the quality finish and provides protection against corrosion.



Part Number	Applications	Price
TCP LSP-01	Leaf-spring plates, standard shocks	\$135 ⁰⁰
TCP LSP-02	Leaf-spring plates, staggered shocks	135 ⁰⁰

Applications

Model	Year	Dimensions ¹		Pinion Position	Mild Steel	4130
		Wheel to Wheel ²	Housing Only ³		\$689 ⁰⁰	\$1039 ⁰⁰
Comet	1964-1965	57-1/4"	51-3/4"	Centered	84M10-101	84M10-111
Cougar	1967-1970	59-1/4"	53-3/4"	Centered	84M20-101	84M20-111
	1971-1973	60-3/4"	55-1/4"	1/2" Offset	84M30-101 ⁴	84M30-111 ⁴
Falcon	1964-1965	57-1/4"	51-3/4"	Centered	84M10-101	84M10-111
Mustang	1964-1966	57-1/4"	51-3/4"	Centered	84M10-101	84M10-111
	1967-1970	59-1/4"	53-3/4"	Centered	84M20-101	84M20-111
	1971-1973	60-3/4"	55-1/4"	1/2" Offset	84M30-101 ⁴	84M30-111 ⁴
Ranchero	1964-1965	57-1/4"	51-3/4"	Centered	84M10-101	84M10-111
Options (installed)						
Folded back brace					150 ⁰⁰	200 ⁰⁰
Torque-arm brackets					100 ⁰⁰	100 ⁰⁰
Footnotes:						
All	Uses Big Ford (Late/Torino), seal-style housing ends 3.150" bearing bore, 2.50" brake offset Housings are shipped fully welded as bare steel.					
1	Dimensions given are for standard stock widths. Wheel-to-wheel housing widths are available in 1/4" increments from 60-3/4" to a minimum of 55-1/4".					
2	Wheel-to-wheel dimension calculated using 1/4" thick hats.					
3	Housing only dimension is measured to outside surfaces of housing ends.					
4	Add \$50					

All prices subject to change. Current pricing available at www.cachassisworks.com.



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