

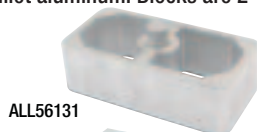


steering and suspension

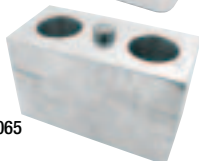
Aluminum Lowering Blocks

Easily adjust ride height on leaf spring cars. Standard and adjustable styles are available in extruded or billet aluminum. Blocks are 2-1/2" wide x 5" long. Sold each.

Part No.	Height	Pin Dia.
Extruded Aluminum		
ALL56130	1"	9/16"
ALL56131	1-1/2"	9/16"
ALL56132	2"	9/16"
ALL56133	2-1/2"	9/16"
ALL56134	3"	9/16"
Billet Aluminum		
ALL56060	3/4"	5/8"
ALL56061	1"	5/8"
ALL56062	1-1/2"	5/8"
ALL56063	2"	5/8"
ALL56064	2-1/2"	5/8"
ALL56065	3"	5/8"
ALL56136*	1-1/2" Adj.	5/8"
ALL56138*	2-1/2" Adj.	5/8"



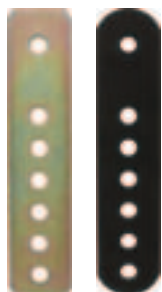
ALL56131



ALL56065



ALL56136



ALL60055 ALL60056

* Pins on blocks can be adjusted 1-1/4" to the front or rear of center position.

Leaf Spring Shackles

6-hole brackets for mounting leaf springs are 9" long x 2" wide and have 1/2" diameter holes spaced 1" on center. Package of two.

Part No.	Description
ALL60055.....	Steel 1/4" Thick
ALL60056.....	Aluminum 3/8" Thick

Leaf Spring Slider Box ALL60034

Leaf spring slider box replaces conventional leaf spring shackles to enable effortless suspension movement and prevent binding. May be welded, or bolted directly to chassis. Box includes two nylon bushings.

Replacement Component

Part No.	Description
ALL99055.....	Replacement Bushings



External Bump Stop Kit ALL56360

For use with Big Bar/Soft Spring set-ups, kit allows adjustment of suspension travel separate from the coil over unit. Bolt kit to the outside of lower control arm and to an upper chassis location (may need to drill a hole or use a clamp on bracket). 15.5" long with 1.5" of adjustment. Fine tune vehicle set-up by adjusting the upper bushing plate. Includes built-in travel indicator and two yellow bushings.

Replacement Component

Part No.	Description
ALL56372.....	Replacement Bushing



Jeff Leka

Photo By: Bob Appleget

Sway Bar Adjuster Kit

Kit includes a CNC-machined aluminum adjuster and a 17.5" long steel arm. Adjuster is 1-1/4" x 49-splined and available in 30 degree or zero drop. On cars with limited ground clearance, the zero drop kit positions the arm at the center line of the adjuster for additional ground clearance. Adjustment screw has detents to lock at each half turn.



ALL56380

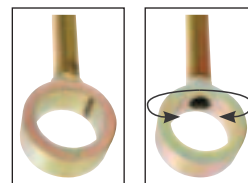


ALL56382

Part No.	Description
ALL56380.....	RH, 30 Degree Drop
ALL56382.....	RH, Zero Drop

Sway Bar Bolts

Bolts have 7/8"-10 thread and are available in a fixed or swivel end design. Fixed end bolts are 11" from center of eye to end of threads. Swivel end bolts are 11-3/4" from center of eye to end of threads and have a 1/2" square drive end for quick and easy adjustments. Choose 1-1/2" or 2" I.D. eye.



Non-Swivel

Swivel

Part No.	Description	Material
ALL56070	1.5" Swivel Eye	Steel
ALL56071	2.0" Swivel Eye	Steel
ALL56100	1.5" Non Swivel Eye	Steel
ALL56101	1.5" Non Swivel Eye	Aluminum
ALL56102	2.0" Non Swivel Eye	Steel



Replacement Components

Part No.	Description
ALL18266.....	Lock Nut For ALL56100, ALL56101, ALL56102
ALL56072.....	Weld Nut For ALL56070 And ALL56071



ALL56072

Adjustable Sway Bar Bolt Kit ALL56103

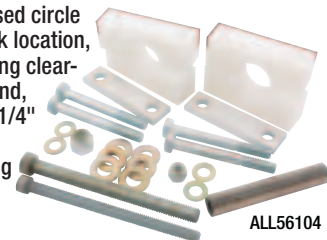
Kit includes a 3-5/8" long sleeve that welds into frame rail with a locking collar to prevent movement. Adjustment bolt has 4" of travel and adjusts with a 1/2" square drive ratchet. Inside eye diameter 1-1/2".



Adjustable Sway Bar Mount Kits

For Camaro and mid-size GM-based circle track cars. Mount sway bar in stock location, or below the A-arm for extra steering clearance. Urethane bushings reduce bind, and can be used with bars up to 1-1/4" dia. Sway bar (ordered separately) must be turned over when mounting below A-arm. Bolt centerline spacing is 2-3/4".

Part No.	Description
ALL56104.....	Standard SAE Threads
ALL56105.....	1978-Up GM Metric Threads



ALL56104

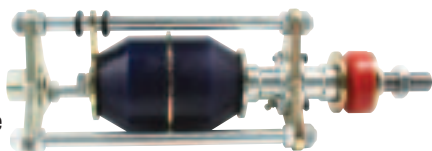


steering and suspension

Bushing Style Pull Bar (Single Shaft)

ALL56364

Torque link uses energy absorbing polyurethane bushings to absorb engine torque and increase traction

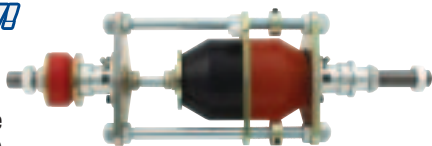


to rear tires. Includes two blue (80 durometer) poly bushings on the engine torque side and a single red (87 durometer) poly brake bushing. These durometers work well for a majority of racers, especially those running open class mods such as UMP and USMTS cars. Other bushings are available for unlimited tuning options. Unit is 15-1/2" long overall and most commonly used with two 3/4"-16 rod ends (1-RH Male and 1-LH Male) and a 3/4" suspension tube. Subtract 18-1/2" from center-to-center of the chassis mounting distance to determine required tube length. Weighs 9.23 lbs.

Bushing Style Pull Bar (Dual Shaft)

ALL56365 **NEW!**

Torque link uses energy absorbing polyurethane bushings to absorb engine torque and increase traction to



rear tires. Includes one orange (55 durometer) and one blue (80 durometer) poly bushing on the engine torque side. This bushing combination works similar to a progressive spring; the softer (primary bushing) collapses at a faster rate than the harder (secondary bushing) until the unit is solely working on the secondary bushing. A single red (87 durometer) poly brake bushing is also included. Unit is 18" long overall. Subtract 21" from center-to-center of the chassis mounting distance to determine required tube length. Weighs 11.25 lbs.

Spring Style Pull Bar (Single Shaft)

ALL56366

Torque link uses a combination of coil spring and poly bushings to absorb engine torque and increase

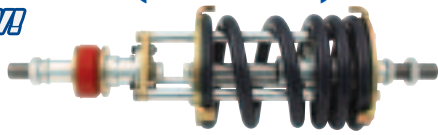


traction to rear tires. Ideal for the experienced driver and a car with radical suspension travel. Torque link comes standard with two yellow (75 durometer) poly bushings on the engine torque side and a single red (87 durometer) poly brake bushing. Other bushings are available for additional tuning options. Unit requires a 5" O.D. x 6-5/8" or 7" tall coil spring, sold separately. Unit is 16" long overall and most commonly used with two 3/4"-16 rod ends (1-RH Male and 1-LH Male) and a 3/4" suspension tube. Subtract 19" from center-to-center of the chassis mounting distance to determine required tube length. Weighs 8.5 lbs., without spring.

Spring Style Pull Bar (Dual Shaft)

ALL56367 **NEW!**

Torque link uses a coil spring to absorb engine torque and increase traction to rear



tires. The twin shaft design allows engine torque and brake bushings to be adjusted separately. A single red (87 durometer) poly bushing is included. Unit requires a 5" O.D. x 6-5/8" or 7" tall coil spring, sold separately. Unit is 18-1/2" long overall. Subtract 21-1/2" from center-to-center of the chassis mounting distance to determine required tube length. Weighs 8.5 lbs., without spring.

Poly Bushings

Poly bushings are designed for racing and work great in pull bars (torque links) and bump stops. Bushings' progressive rate, starts softly and quickly "ramps up." Bushings provide excellent performance when loaded, while offering good abrasion and solvent resistance. Sold each.



ALL56374

Part No.	Color	Hardness	O.D.	I.D.	Height
ALL56369	Green	50	2.25"	.75"	1.06"
ALL56370	Purple	60	2.25"	.75"	1.06"
ALL56372	Yellow	75	2.25"	.75"	1.06"
ALL56373	Blue	80	2.25"	.75"	1.06"
ALL56374	Red	87	2.25"	.75"	1.06"
ALL56375	Orange	55	3.375"	.75"	2.50"
ALL56376	Yellow	75	3.375"	.75"	2.50"
ALL56378	Blue	80	3.375"	.75"	2.50"
ALL56379	Red	87	3.375"	.75"	2.50"

Bushing Washers **NEW!**

Required between poly bushings when stacking for optimum performance.

Part No.	Description
ALL99178	Steel Washer For 2.25" Bushings
ALL99179	Aluminum Washer For 2.25" Bushings



Upper Third Links

Aluminum spring-loaded torque absorbers replace the upper solid link on the rear suspension for extra traction off the corner. Order 3/4" rod ends separately.



Part No.	Description
ALL56168	Unit With 800 Lb. Blue Spring
ALL56169	Unit With 1,000 Lb. Red Spring
ALL56171	Unit With 1,600 Lb. Gold Spring
ALL56170	Unit With 2,300 Lb. Green Spring

Replacement Springs For Upper Third Links

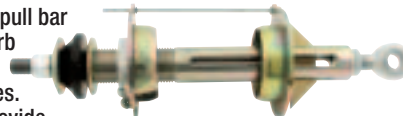
Replacement springs for upper third links are available in four rates. Spring heights are 3.560", inside diameters are 1.045", and outside diameters are 1.975".

Part No.	Rate/Color
ALL56173	800 Lb., Blue
ALL56172	1,000 Lb., Red
ALL56175	1,600 Lb., Gold
ALL56176	2,300 Lb., Green



Roller Bearing Pull Bar ALL56158

Heavy duty spring style pull bar uses a coil spring to absorb engine torque and increase traction to rear tires. Internal roller bearings provide smooth operation and help prevent binding. Unit requires a 5" O.D. x 6-5/8" or 7" tall coil spring, sold separately. Unit is 18-1/2" long overall and most commonly used with a 3/4"-16 LH rod end and a 3/4" suspension tube. Subtract 18-1/2" from center-to-center of the chassis mounting distance to determine required tube length.



Replacement Components

Part No.	Description
ALL56162	Rubber Bushing



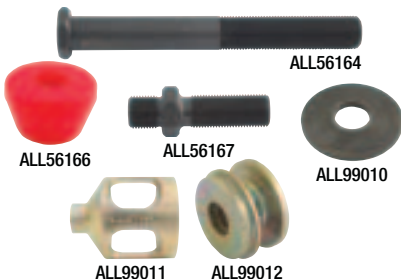
Torque Absorber ALL56165

The Allstar steel Torque Absorber may be used on circle track cars as the upper third link, right rear trailing arm or Panhard bar to increase traction. Measures 7-1/2" between jam nuts and 10.385" end to end. Accepts 3/4" rod ends or suspension tubes.



Replacement Components

Part No.	Description
ALL56164	Thru-Bolt
ALL56166	Bushing (Each)
ALL56167	End Stud
ALL99010	Washer
ALL99011	Barrel
ALL99012	End Cap



Rubber Bushings

Bushings absorb torque from rear end and may also be used as replacement in other applications. Sold each.

Part No.	Description
ALL56161	3" O.D., 1-1/2" Tall, 5/16" Shoulder
ALL56162	3" O.D., 1-1/2" Tall, No Shoulder



Pivot Assembly ALL56160

Rubber assembly mounts on top of rear end housing (3rd link) and absorbs energy from tires to increase traction.

Replacement Components

Part No.	Description
ALL18262	3/4"-16 Jam Nut
ALL18440	Washer
ALL56161	Bushing



Upper Link Chassis Brackets

Weld-on brackets have curved 3/4" slots to maintain pinion angle as the 3rd link is raised or lowered. Both brackets are notched for 1-3/4" round tubing and are 3/16" thick.

Part No.	Description
ALL60065	Short
ALL60066	Long



Quick Change Upper Link Brackets



Bracket bolts to top of quick change and accepts upper link. ALL60154 is 1/4" thick, gold anodized aluminum and has a 3/4" x 4-1/2" slot for quick adjustment. ALL60150 is steel with three 3/4" holes, 3" to the rear for forward traction. ALL60156 is 1/4" thick steel with multiple holes, popular on modifieds. Sold in pairs.

Part No.	Description
ALL60150	Steel Brackets With Three Holes
ALL60154	Aluminum Brackets With 4-1/2" Slot
ALL60156	Steel Brackets With Multiple Holes

steering and suspension

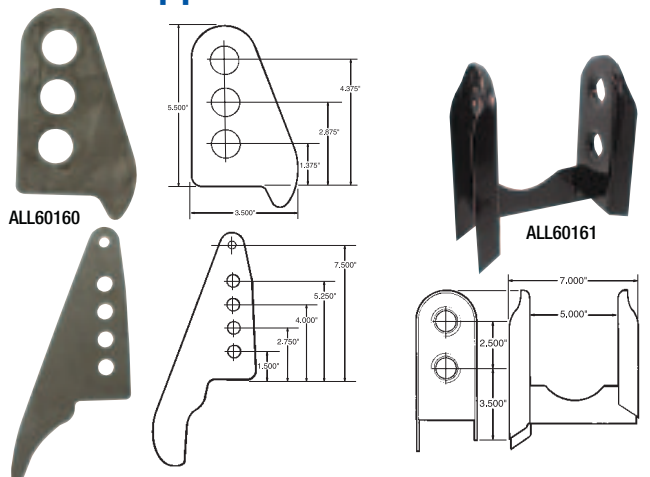
Ford 9" Upper Link Brackets

ALL60157 **NEW!**

Steel brackets weld to most Ford 9" style center sections, providing multiple mounting locations for 90/10 shock, upper link, third link or pull bar. Sold per pair.



Ford 9" Upper Link Brackets



Ford 9" housing brackets provide a mounting point for upper link. Weld-on brackets fit standard steel Ford housings.

Part No.	Description
ALL60160	1" Diameter Holes, Sold In Pairs
ALL60161	1" Diameter Holes, One Required
ALL60166	3/4" Diameter Holes, Sold In Pairs

Upper Link Bracket Kit ALL60155

Bracket bolts to top of most quick change rear ends to provide mounting locations for upper link and 90/10 shocks. Made from 1/4" aluminum, each bracket kit includes Grade 8 mounting hardware and aluminum sleeve spacers that can be cut to position upper link and shocks.



Upper Link Spacer Kit ALL60158

Kit with multiple spacers allows the top link to be positioned as required between brackets. Aluminum spacers have a .750" I.D. hole. Kit includes bolt, nut and spacers.



Dennis Erb

Photo By: Rick's Darkroom.com



steering and suspension

90/10 Shock Brackets

ALL60026

Weld brackets to the chassis, then mount shock between the chassis and the differential to control "unloading" during deceleration or hard braking. Brackets fit 1-1/2" dia. tubing and have four 1/2" holes, spaced 1" apart. Sold in pairs.



90/10 Spacer Kit ALL60159

Kit with multiple spacers allows positioning of the 90/10 shock as required between brackets. Aluminum spacers have a .500" I.D. hole. Kit includes bolt, nut and spacers.

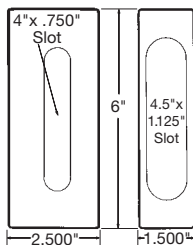


NEW!

3/4" Slider Box

ALL60188

Welds to frame. The 1/8" wall, 1-1/2" wide x 6" tall x 2-1/2" deep bracket has a 3/4" slot. May also be used as a front third link mount. Use with T-nut for easy adjustment (ALL60192 or ALL60193). Sold individually.



Panhard Bar/ Third Link Brackets

Brackets have a built-in arch for adjustment of the Panhard bar or third link angle without changing the length of the arm. Brackets are 1/8" thick. Sold as a pair.

Part No.	Description
ALL60162	6-Hole Brackets With 1/2" Holes
ALL60163	6-Hole Brackets With 5/8" Holes
ALL60165	6-Hole Brackets With 3/4" Holes
ALL60167	5-Hole Brackets With 3/4" Holes



Weld-On Panhard Bar Bracket ALL60168

Bracket is made from 1/4" steel and has six 3/4" mount holes for Panhard bar. Measures 8-1/2" tall by 2" wide.



Steel Panhard Bar Bracket ALL60169

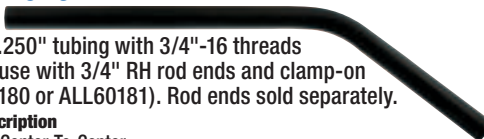
Bracket, has a 4" long x 3/4" wide slot, and connects Panhard bar to the frame. Sold individually. Two are required.



Panhard Bars

Panhard Bars are made from 1.250" tubing with 3/4"-16 threads in each end. For use with 3/4" RH rod ends and clamp-on brackets (ALL60180 or ALL60181). Rod ends sold separately.

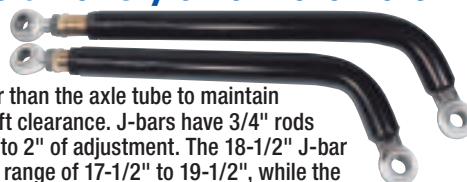
Part No.	Description
ALL56146	29" Center-To-Center
ALL56147	30-1/2" Center-To-Center
ALL56148	32-3/4" Center-To-Center



Adjustable J-Bar Style Panhard Bars

Bars are formed from 1-1/2" steel tubing and mount to the pinion rather than the axle tube to maintain adequate driveshaft clearance. J-bars have 3/4" rods ends and allow up to 2" of adjustment. The 18-1/2" J-bar has an adjustment range of 17-1/2" to 19-1/2", while the 20-1/2" bar may be adjusted from 19-1/2" to 21-1/2".

Part No.	Description
ALL56155	J-Bar Panhard Bar, 18-1/2" Adjustable, 6.2 Lbs.
ALL56156	J-Bar Panhard Bar, 20-1/2" Adjustable, 6.5 Lbs.
ALL99050	Replacement Threaded Adjuster
ALL99052	Adjuster Nut



J-Bar Style Panhard Bar With Rubber Center ALL56157

Adjustable J-bar style Panhard bar has a rubber center to cushion side loading and improve handling. Bar is 1-1/2" dia. steel tubing. Center-to-center length adjusts from 18-1/2" to 23".

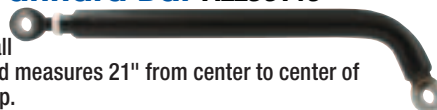
Replacement Components

Part No.	Description
ALL18440	Washer
ALL56162	Rubber Bushing
ALL99051	Threaded Rod



J-Bar Style Panhard Bar ALL56140

Panhard bar is formed from .250" wall 1-1/2" steel tubing and measures 21" from center to center of rod end with 4" of drop.



Cut-To-Fit J-Bar Style Panhard Bars

Cut-to-fit bar is an unwelded kit offering the ability to build a custom length J-Bar up to 27" long to work with most chassis. Bar is formed from .250" wall 1-1/2" steel tubing, has a 4" drop, includes a threaded insert and rod ends.

Part No.	Description
ALL56141	Bar With Standard Rod Ends
ALL56142	Bar With Aircraft Rod Ends
ALL56143	Replacement 3/4"-16 Insert



Brian Hoar/RPM Racing Engines



Brian Shirley

Photo By: Bob Appleget



Adjustable Panhard Bar Mounts

Easily adjusted on frame side of Panhard bar, mount has a threaded shaft and fastens to 1-3/4" diameter tubing. Standard mount kit has 2" of adjustment, drop mount kit has 5" of adjustment. Each turn of the shaft moves mount .100". Extension rod may be mounted in rear window or decking for quick, easy adjustments from outside of the car. Mounting hardware and a 3/4" Panhard bar bolt are included.

Part No.	Description
ALL60270.....	Standard Mount Kit
ALL60273.....	Drop Mount Kit

Replacement Component

ALL60272Extension Rod With Bushing For ALL60270/ALL60273



Internal Screw Style Panhard Bar Adjusters ALL56152

A screw bolt style adjuster is welded inside of the tube. When welded in place of current mount, Panhard bar can be easily adjusted by turning the screw bolt. Attach Panhard bar to this adjuster with Allstar ALL60183 Clevis (not included). Rear Panhard mount, 21" tall with 3" Of Adjustment.



Clamp-On Panhard Bar Brackets

Adjustable steel or aluminum brackets clamp to square tubing, providing multiple Panhard bar mounting locations. Brackets are tapped for 3/4"-10 bolts. Steel brackets have outer holes 5" apart. Aluminum brackets have outer holes 5.5" apart. Hole measurements are center-to-center.

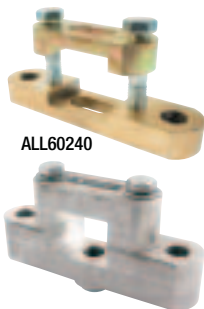
Part No.	Description
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Steel Brackets

ALL60240.....	For 2" x 2" Tubing	
ALL60244.....	For 1-1/2" x 1-1/2" Tubing	ALL60245

Aluminum Brackets

ALL60243.....	Straight, 2.5 Lbs., For 2" x 2" Tubing
ALL60245.....	Angled, 2.0 Lbs., For 2" x 2" Tubing



Frame Mount Panhard Bar Brackets/ Radiused Climbing Style **NEW!**

Easily adjust your Panhard bar with only one wrench! Climbing style adjuster allows any amount of adjustment without having to remove or re-align any spacer/tabs. Radiused slot so you don't have to re-square the rear end after adjustments. Aluminum brackets fit 2" x 2" tubing.

Part No.	Description
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ALL60246.....	Inside And Outside Mounting Holes (Most Modifieds And GRT)
ALL60247.....	Center And Inside Mounting Holes (Mastersbilt, Barry Wright, Hughes)
ALL60248.....	Outside And Center Mounting Holes (Rocket)



Steve Francis

Photo By: Bob Appleget

steering and suspension

Aluminum Panhard Bar Clevis

Gold anodized aluminum clevis clamps around a chassis tube and connects to the 3/4" rod end on the long end of a J-bar style Panhard bar. After loosening the two Allen bolts, the clamp may be slid up or down on the chassis tube to adjust the bar and change roll center.

Part No.	Description
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ALL60182.....	1-1/2" I.D.
ALL60183.....	1-3/4" I.D.



ALL60183

Ford 9" Bracket ALL60180

Bracket connects Panhard bar to Ford 9" axle housing. Roll center height can be changed by loosening clamp and pivoting bracket up or down. Measures 7-3/4" from housing to end of bracket, 3/4"-16 threads. Grade 5 hardware with Nyloc nuts included.



Quick Change Bracket ALL60181

Clamp-on bracket mounts on left side tube of quick change to connect Panhard bar. Change roll center height by loosening clamp and pivoting bracket up or down. Measures 11-3/4" from housing to end of bracket 3/4"-16 threads. Grade 5 hardware with Nyloc nuts included.



Panhard Bar Cones

Spaces Panhard bar away from rear mounted power steering, brackets, etc. Aluminum or steel. 3/4" I.D.

Part No.	Description
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ALL56144.....	Aluminum
ALL56145.....	Steel

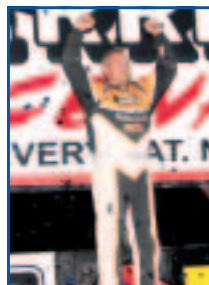
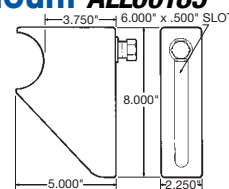


ALL56144

ALL56145

Weld-On Adjustable Panhard Bar Mount ALL60185

Weld bracket on rear of 3" axle tube to mount Panhard bar behind housing. Machined 6" slot makes it possible to change roll center by adjusting Panhard bar angle. Includes bolt, spacers, washer and sliding retainer nut.



Brady Smith



Photos By: John Berglund



steering and suspension

Double-Sided Ford 9" Brackets

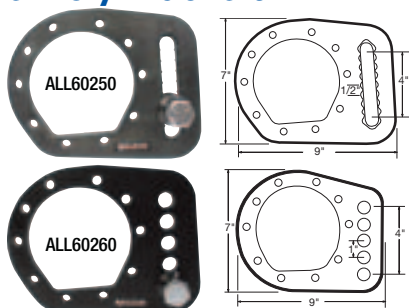


Double-sided, brackets are made of 1/2" steel and accept a right- or left-hand Panhard bar without alteration. Standard thread (3/4"-16") or 3/4" slotted type.

Part No.	Description
ALL60173	Slotted Double-Sided Ford 9" Panhard Bracket
ALL60175	Threaded Double-Sided Ford 9" Panhard Bracket
ALL99040	Replacement Spacer For ALL60173

Ford 9" Chrome Moly Brackets

Tired of bending Panhard bar brackets? Durable brackets are made of 4140 chrome moly steel and will solve the problem. Available with five holes or slotted. Bolt, nut and spacers included.



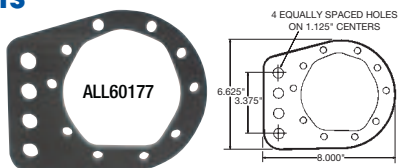
Part No.	Description
ALL60250	Slotted Bracket
ALL60260	5-Hole Bracket

Replacement Components

ALL60252	3/4"-16 Nut For ALL60250
ALL60254	Tapered Spacer For ALL60250 And ALL60260
ALL60256	Bolt Spacer For ALL60250 And ALL60260
ALL60258	3/4"-16 x 2.75" Bolt For ALL60250
ALL60266	3/4"-16 x 2.25" Bolt For ALL60260

Ford 9" Brackets

Ford center section brackets are 1/2" thick steel or aluminum. Each has four 3/4"-16 mount holes to provide 3.375" of adjustment. Both have dual patterns and may be flipped to accommodate right- or left-hand Panhard bars. Both attach with five bolts.



Part No.	Description
ALL60176	Steel Bracket
ALL60177	Aluminum Bracket

Quick Change Panhard Bar Mount

ALL60275

Replaces the front seal plate/bearing retainer on most quick changes to add 4" of adjustment. Includes yoke seal, O-ring, spacers and 3/4" lock nut.

Replacement Components

Part No.	Description
ALL99112	Stud
ALL99113	Large Spacer
ALL99114	Small Spacer
ALL99115	O-Ring



Close up of the bracket

Quick Change Panhard Bar Mount

ALL60171

Double slotted aluminum pinion mount bolts directly to quick change center section for use with a straight bar or Panhard bar. Both slots have serrations and mount includes seal, O-ring, tapered spacer and tapered washer. Anodized black.

Replacement Components

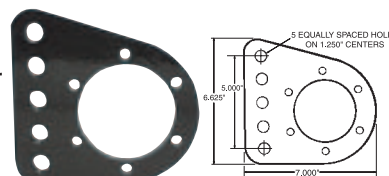
Part No.	Description
ALL99110	Tanged Washer
ALL99111	Tapered Spacer



Quick Change 5-Hole Bracket

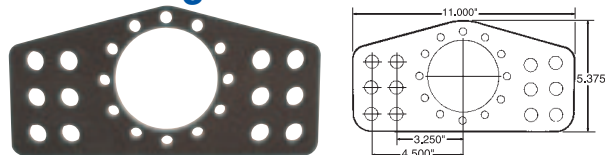
ALL60170

Bracket mounts to all standard quick change rear ends with six bolts. Made of 1/2" thick steel, bracket has five 3/4" Panhard bar mounting holes for up to 5" of adjustment.



Quick Change Bracket

ALL60174



Aluminum 12-hole Panhard bar bracket has six 3/4"-16 holes on each side of the pinion and fits all standard quick change rear ends. Bracket is 1/2" thick and is often used on dirt cars.

Quick Change Panhard Bar Mount

ALL60280

Bracket has arched serrated slots for easy adjustment. Designed by Scott Bloomquist.

Replacement Component

Part No.	Description
ALL60282	Replacement Bolt And Spacers



Quick Change Radiused Climbing Pinion Mounts

Hex designed adjuster provides easy adjustment of panhard bar on rear-end mount for up to 4" of adjustment. Radiused slot eliminates the need to adjust length of the Panhard or J-bar.

Part No. Description

ALL60285	Single Sided
ALL60286	Double Sided



Bobby Pierce

Photo By: Rick Schwallie



Threaded Tubing Ends

Steel tubing ends are ideal for building custom length suspension tubes. Available in RH and LH threads.



Thread Size	Tubing Size	RH Part No.	LH Part No.
10-32	3/8" x .058"	ALL22500	-
5/16"-24	1/2" x .058"	ALL22504	-
3/8"-24	5/8" x .058"	ALL22508	ALL22509
3/8"-24	3/4" x .058"	ALL22512	ALL22513
1/2"-20	7/8" x .058"	ALL22518	ALL22519
1/2"-20	1" x .058"	ALL22522	ALL22523
1/2"-20	1" x .065"	ALL22526	ALL22527
1/2"-20	1-1/8" x .058"	ALL22530	ALL22531
5/8"-18	1" x .058"	ALL22534	ALL22535
5/8"-18	1" x .095"	ALL22538	ALL22539
5/8"-18	1-1/4" x .095"	ALL22542	ALL22543*
5/8"-18	1-1/4" x .120"	ALL22546	ALL22547*
3/4"-16	1-1/4" x .095"	ALL22550	ALL22551*
3/4"-16	1-1/4" x .120"	ALL22554	ALL22555*
3/4"-16	1-3/8" x .095"	ALL22558	ALL22559*

* Tube end has built-in hex for adjusting.

Steel Suspension Tubes

Swedged D.O.M. steel tubes are gold anodized.

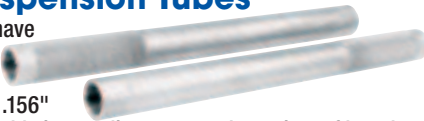


7/8" O.D. tubes are .083" thick, 1" O.D. tubes are .095".

Length	5/8" Thread	3/4" Thread	Length	5/8" Thread	3/4" Thread
4"	ALL57102	-	14.5"	ALL57123	-
5"	ALL57104	ALL57204	15"	ALL57124	ALL57224
6"	ALL57106	ALL57206	16"	ALL57126	ALL57226
7"	ALL57108	ALL57208	17"	ALL57128	ALL57228
8"	ALL57110	ALL57210	18"	ALL57130	ALL57230
9"	ALL57112	ALL57212	19"	ALL57132	ALL57232
10"	ALL57114	ALL57214	20"	ALL57134	ALL57234
11"	ALL57116	ALL57216	21"	-	ALL57236
12"	ALL57118	ALL57218	22"	-	ALL57238
12.5"	ALL57119	-	23"	-	ALL57240
13"	ALL57120	ALL57220	24"	-	ALL57242
13.5"	ALL57121	-	25"	-	ALL57244
14"	ALL57122	ALL57222			

Aluminum Suspension Tubes

Clear anodized tubes have a machined wrench flat on one end for ease of adjustment. Tubes have .156" wall thickness, are available in two diameters and a variety of lengths. The 56400 series tubes are 7/8" in diameter and both ends are tapped 5/8", one RH and LH. The 56500 Series tubes are 1" in diameter and both ends are tapped 3/4", one RH and one LH. 6061-T6 material.



Length	5/8" Thread	3/4" Thread	Length	5/8" Thread	3/4" Thread
5"	ALL56405	ALL56505	18"	ALL56418	ALL56518
6"	ALL56406	ALL56506	19"	ALL56419	ALL56519
7"	ALL56407	ALL56507	20"	ALL56420	ALL56520
8"	ALL56408	ALL56508	21"	ALL56421	ALL56521
9"	ALL56409	ALL56509	22"	ALL56422	ALL56522
10"	ALL56410	ALL56510	23"	-	ALL56523
11"	ALL56411	ALL56511	24"	-	ALL56524
12"	ALL56412	ALL56512	25"	-	ALL56525
13"	ALL56413	ALL56513	26"	-	ALL56526
14"	ALL56414	ALL56514	27"	-	ALL56527
15"	ALL56415	ALL56515	28"	-	ALL56528
16"	ALL56416	ALL56516	29"	-	ALL56529
17"	ALL56417	ALL56517	30"	-	ALL56530

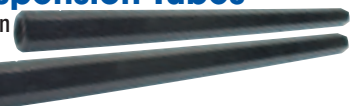
Unthreaded 72" Suspension Tubes

Part No. Description
 ALL56472..... 72" Long, 7/8" Dia. x .156" Wall For 5/8" Rod Ends
 ALL56572..... 72" Long, 1" Dia. x .156" Wall For 3/4" Rod Ends

steering and suspension

Aluminum Hex Suspension Tubes

Used in steering and suspension systems, hex tubes are easy to install and easy to adjust.



Available in 7/8" hex with

5/8" threads tapped RH and LH, and 1-1/8" hex with 3/4" threads tapped RH and LH, tubes are black anodized for appearance and corrosion resistance. 6061-T6 material.

Length	5/8" Thread	3/4" Thread	Length	5/8" Thread	3/4" Thread
7"	ALL56607	ALL56707	23"	-	ALL56723
8"	ALL56608	ALL56708	24"	-	ALL56724
9"	ALL56609	ALL56709	25"	-	ALL56725
10"	ALL56610	ALL56710	26"	-	ALL56726
11"	ALL56611	ALL56711	27"	-	ALL56727
12"	ALL56612	ALL56712	28"	-	ALL56728
13"	ALL56613	ALL56713	29"	-	ALL56729
14"	ALL56614	ALL56714	30"	-	ALL56730
15"	ALL56615	ALL56715	32"	-	ALL56732
16"	ALL56616	ALL56716	34"	-	ALL56734
17"	ALL56617	ALL56717	36"	-	ALL56736
18"	ALL56618	ALL56718	38"	-	ALL56738
19"	ALL56619	ALL56719	40"	-	ALL56740
20"	ALL56620	ALL56720	42"	-	ALL56742
21"	ALL56621	ALL56721	44"	-	ALL56744
22"	ALL56622	ALL56722			

Unthreaded 72" Suspension Tubes

Part No. Description
 ALL56672..... 72" x 7/8" Hex. For 5/8" Rod Ends
 ALL56772..... 72" x 1-1/8" Hex. For 3/4" Rod Ends

NEW!

3/4" Mono Ball Bearing ALL58002

Commonly used in the fabrication of J-bars, control arms and trailing arms. Bearing has an external grease ring and orifice, which allows lubrication without removal. Bearing has a 1.440" O.D., .750" I.D. and .625" height.

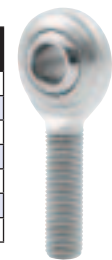


Rod Ends **NEW!**

Standard Series Steel

Thread Size	RH Male	LH Male	RH Female
1/4"	ALL58004	-	ALL58034
5/16"	ALL58005	-	ALL58035
3/8"	ALL58006	ALL58016	ALL58036
1/2"	ALL58008	ALL58018	ALL58038
5/8"	ALL58010	ALL58020	ALL58040
3/4"	ALL58012	ALL58022	ALL58042
3/4" Oversize Hole	ALL58013*	-	-

* Special size for use with 3/4" steering shaft tubing.



Pro Series Steel

Thread Size	RH Male	LH Male
1/2"	ALL58058	ALL58068
5/8" Thread x 1/2" Hole	ALL58059	ALL58069
5/8"	ALL58060	ALL58070
3/4"	ALL58062	ALL58072



Aluminum Series - Black

Thread Size	RH Male	LH Male
1/2"	ALL58088	ALL58098
5/8" Thread x 1/2" Hole	ALL58089	ALL58099





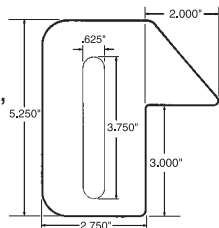
steering and suspension

Trailing Arm Brackets

Steel brackets can be used as front mount for leaf spring or trailing arm. Assorted styles are available. Sold each.

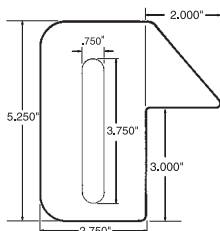
ALL60043

5/8" slot, 3/16" thick, 3-3/4" long.



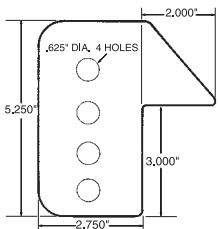
ALL60044

3/4" slot, 3/16" thick, 3-3/4" long.



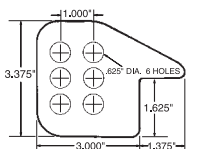
ALL60045

5/8" holes, 1/8" thick.



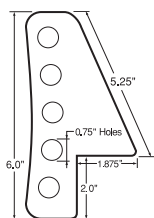
ALL60046

Adjustable front leaf spring mount, 5/8" holes, 3/16" thick.



ALL60048

Adjustable bracket welds to chassis, 3/4" holes, 1/8" thick.



Trailing Arm Bracket ALL60042

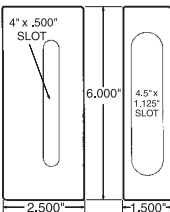
Weld-on bracket has a curved 3/4" slot so rear end remains square as the trailing arm is raised or lowered. Notched for 2" x 3" square tubing. 1/4" thick.



Trailing Arm Bracket (1/2" Slider Box)

ALL60186

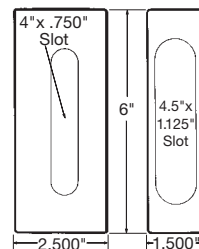
Welds to frame. The 1/8" wall, 1-1/2" x 6" x 2-1/2" rectangular bracket has a 1/2" slot. Use with T-nut for easy adjustment (ALL60194 or ALL60195). Sold each.



Trailing Arm Bracket (3/4" Slider Box)

ALL60188

Welds to frame. The 1/8" wall, 1-1/2" wide x 6" tall x 2-1/2" deep bracket has a 3/4" slot. May also be used as a front third link mount. Use with T-nut for easy adjustment (ALL60192 or ALL60193). Sold each.



Slider Box T-Nuts

T-nuts have slot built in to keep them from turning. No second wrench is needed to tighten or loosen. Use with ALL60186 and ALL60188 slider box. Sold each.

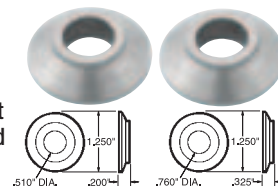
Part No.	Description
ALL60194	1/2"-13 (Coarse Thread)
ALL60195	1/2"-20 (Fine Thread)
ALL60196	5/8"-11 (Coarse Thread)
ALL60197	5/8"-18 (Fine Thread)
ALL60192	3/4"-10 (Coarse Thread)
ALL60193	3/4"-16 (Fine Thread)



Rod End Spacers

Machined to work with ALL60186 and ALL60188 trailing arm brackets. Fits between bracket and rod end to prevent binding. May also be used as a standard rod end spacer. Package of two.

Part No.	Description
ALL60187	1/2" Hole, Use With ALL60186 Bracket
ALL60189	3/4" Hole, Use With ALL60188 Bracket

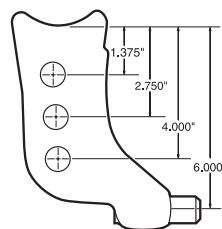


Weld-On Trailing Arm Brackets

Weld brackets to 3" axle tube to mount coil-overs and trailing arms. Brackets are 1/4" thick steel with 1/2" shock hole. Available with either 3/4" trailing arm holes or a 2" long slot.

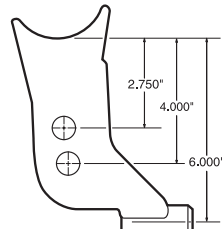
ALL60122

Bracket with three trailing arm holes.



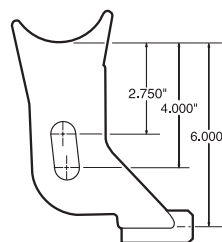
ALL60126

Bracket with two trailing arm holes.



ALL60128

Bracket with 2" slot.



A Tapered Spacers are available to aid shock or radius rod mounting where required, while preventing the possibility of bind. Please see page 36 for listing.

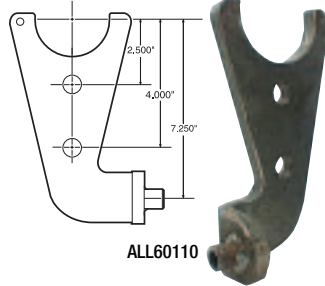


steering and suspension

Weld-On Trailing Arm/Shock Brackets

Flame cut, 1/2" thick steel bracket welds to 3" diameter axle tube and provides mounting points for trailing arm and shock. Bracket has two 3/4"-10 threaded holes to mount trailing arm and 1/2" diameter hole with spacer.

Part No.	Description
ALL60110.....	LH Bracket
ALL60111.....	RH Bracket



Clamp-On Trailing Arm Bracket ALL60138

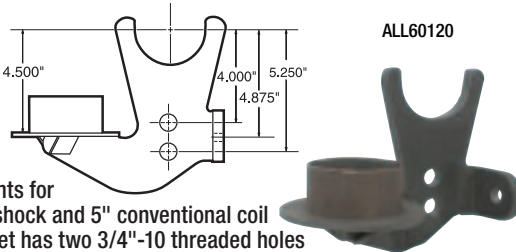
Aluminum bracket clamps to a 3" axle tube, has three 3/4" mounting holes for trailing arm location and a mount for coil-over shock. May be used on the right or left hand side of housing.



Weld-On Trailing Arm/Spring Brackets

Flame cut, 1/2" thick steel bracket welds to 3" diameter axle tube and provides mounting points for trailing arm, shock and 5" conventional coil spring. Bracket has two 3/4"-10 threaded holes to mount trailing arm and 1/2" diameter hole with spacer. Spring mount is positioned 3" below axle tube.

Part No.	Description
ALL60120.....	LH, 1/2" Hole
ALL60121.....	RH, 1/2" Hole



Swing Arms

Lower rear suspension link. Each arm is zinc plated for corrosion resistance, with a 3/4" rod end on one end and threads in the other end to accept a 3/4" male rod end. Used on Dirt Late Models and Modifieds. Available in 13-1/2", 15-1/2" and 19" lengths.

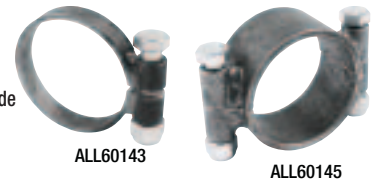
Part No.	Description
ALL56052.....	13-1/2"
ALL56053.....	15-1/2"
ALL56054.....	19"



Clamp-On Rings

Steel brackets bolt to 3" axle tubes. Choose from five widths in 1-, 2- and 4-bolt designs.

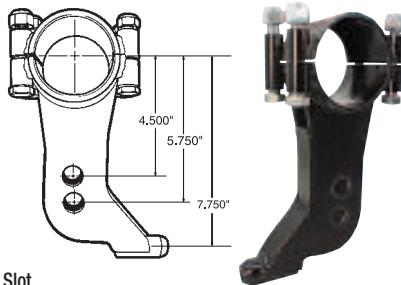
Part No.	Description
ALL60143.....	1-Bolt, 5/8" Wide
ALL60144.....	2-Bolt, 1" Wide
ALL60145.....	2-Bolt, 1-3/4" Wide
ALL60146.....	2-Bolt, 2" Wide
ALL60147.....	4-Bolt, 3" Wide



Clamp-On Trailing Arm Brackets

Steel brackets clamp on 3" axle tube for attachment of coil-over shocks and trailing arms. Available with two 3/4" holes or a 2" slot. Grade 5 hardware and Nyloc nuts included.

Part No.	Description
ALL60134.....	Bracket With Two 3/4" Holes
ALL60135.....	Bracket With 2" Slot



QC Axle Tube Support Brackets

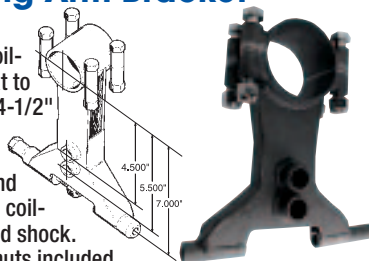
ALL68320 attaches to the top of side bell bolts on most quick change rear ends and is notched for clearance of bell support rib on old style rear ends. Brackets have 1/2" holes and mount directly onto a 3" axle tube.

Part No.	Description
ALL68320.....	Center Section Mount
ALL68322.....	Axle Tube Mount, Parallel Mount
ALL68324.....	Axle Tube Mount, Vertical Mount



Clamp-On Trailing Arm Bracket ALL60136

Universal bracket mounts coil-over eliminator and shock next to axle and mounts trailing arm 4-1/2" below axle centerline, either inside or outside of bracket. Allows Limited Late Models and Modifieds to be changed from coil-over to coil-over eliminator and shock. Grade 5 hardware and Nyloc nuts included.



Lift Bar Retainer Clamp ALL68325

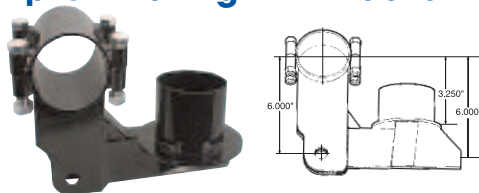
1" wide bracket clamps to 3" axle tube providing a mounting point for lift bar support rod.



Clamp-On Trailing Arm Bracket

Steel brackets clamp on 3" axle tube to provide mounts for trailing arm, shock, and 5" O.D. coil spring. Grade 5 hardware included.

Part No.	Description
ALL60140.....	LH Bracket
ALL60141.....	RH Bracket



Birdcage Bearings

Part No.	Description
ALL72330.....	3.004"
ALL72332.....	3.008"



Brock Coyer



steering and suspension

GM Metric Chassis Trailing Arm Bracket Kits

Includes rear upper and lower control arm mounts. Upper mount must be cut to desired height depending upon where housing is located in the chassis.

Part No.	Description
ALL60052	Kit With Single Hole Lower, In Stock Location
ALL60053	Kit With Single Hole Lower, Lowered To Increase Traction
ALL60054	Kit With Multi-Hole Lower



Stock Trailing Arm Brackets



ALL60050

ALL60051

ALL60058

Stock brackets have three 1/2" mounting holes spaced 1-1/4" apart and may be welded to 3" axle tubes to provide three trailing arm mount locations. ALL60058 is made of 3/16" steel and welds to the top of the rear end housing, providing a point of attachment for upper trailing arms.

Part No.	Description
ALL60050	Lower Bracket
ALL60051	Shock Bracket For Lower
ALL60058	Upper Bracket

GM Trailing Arm Bushing ALL56247

GM bushing with on elastomer bearing improves handling and traction, while eliminating bind. Use with stock trailing arms for race or street. Fits most 1965-88 Chevy Chevelle/Malibu, Buick Skylark/GS, Olds Cutlass/442 and Pontiac LeMans/GTO.



GM Trailing Arm Bushing ALL56245

Direct replacement, heavy duty polyurethane bushing improves handling and traction. Fits most 1965-88 Chevy Chevelle/Malibu, Buick Skylark/GS, Olds Cutlass/442 and Pontiac LeMans/GTO.



Coil-Over Eliminator With Roller Bearings ALL64110

Internal roller bearings reduce friction between shaft and housing. Works with 5" OD springs. Not to be used as a suspension limiting device, check maximum travel before use.

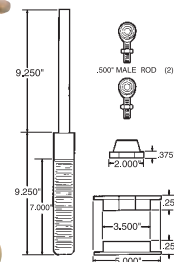
Part No.	Description
ALL99034	Spring Cup With Hole
ALL99035	Spring Cup With Slot
ALL99036	Main Slider Shaft
ALL99037	Bearing Kit



Coil-Over Eliminator ALL64100

Eliminator fits conventional 5" coil springs. Adjuster locks spring into place. Kit includes a threaded shaft, two spring plates, one adjuster, two rod ends and two jam nuts. Easily adjusted with Allstar ALL11146 wrench. Not to be used as a suspension limiting device, check maximum travel before use.

Part No.	Description
ALL64101	Rebuild Kit
ALL64102	Shaft
ALL64103	Spring Cup Only, Slotted
ALL64104	Spring Cup Only, Holed



Shock Travel Indicator Kit ALL60094

Check compression and rebound of coil-over shocks. Clamp the aluminum bracket to the shock body and bolt the opposite end to the existing shock eye bolt. May be used with most coil-over and non-coil-over shocks. Clamp is included.



Shock Extensions

Steel extensions fasten directly to Bilstein 2" body shock absorbers for added suspension travel. Sold each.

Part No.	Description
ALL60096	1" Extension
ALL60097	2" Extension



Steel Shock Quick Pins

Steel shock quick pins allow coil-over shocks to be quickly serviced or changed. ALL60108 will work with Allstar coil-over brackets eliminating the need for a separate bushing. ALL60109 is commonly used on non-bushing type brackets, but can be used with Allstar brackets along with bushing. Hair pin is included.

Part No.	Description
ALL60108	Shock Quick Pin With Shoulder, Steel
ALL60109	Shock Quick Pin Without Shoulder, Steel
ALL18442	1-5/8" Replacement Hair Pin
ALL18444	2-1/2" Large Replacement Hair Pin



Chris Madden

Photo By: STL Racing



Coil-Over Brackets

Coil-Over brackets are available in six configurations: left- or right-hand notched brackets, for use where tubing runs at an angle; notched short or long straight, for easy welding to round tubing; narrow and flat style, which is easily welded to square or rectangular tubing. Brackets include bolt, locknut and spacer.



Part No.	Description
ALL60100	Left Hand, Notched Style
ALL60101	Right Hand, Notched Style
ALL60103	Short Straight, Notched Style
ALL60104	Long Straight, Notched Style
ALL60106	Wide Flat Mount Style
ALL60107	Narrow Radius Mount Style
ALL99100	Replacement Bolt, Locknut And Spacer
ALL99101	Replacement Spacer Only

Hydraulic 2.5" Coil Over Spring Adjuster ALL64220

With weight jack assembly, driver can adjust car handling while driving. Adjustment knob can be used to increase or decrease spring pressure. Adjuster includes hydraulic ram, hydraulic pump with adjustment knob, 9' braided hose and two washers for use with standard or threaded body shocks.

Replacement Component

Part No.	Description
ALL64222	O-Ring Kit For ALL64220



Coil-Over Load Bolt Assembly ALL56074 **NEW!**

Threaded aluminum bolt is 6" long with 1-1/8"-12 fine threads and is commonly used on big bar soft spring cars. Load bolt offers the ability to easily change corner weights, change the center-to-center distance of the shock, adjust bump stop distances without adding shims and adjust ride height without running out of shock travel. Commonly used with ALL56098 threaded sleeve.

Replacement Component

Part No.	Description
ALL56075	Replacement Shock End



Ken Schrader

Photo By: Jim DenHamer

steering and suspension

2.5" Coil-Over Kits

Kits fit 2" steel bodied shocks and include everything to assemble one complete shock. Slotted tops allow quick and easy spring changes. Choice of 5" or 7" adjusting sleeve. Use with 2.5" coil-over springs



Part No.	Description
AFCO/Monroe	
ALL64141	2.5" C/O Kit 7"
ALL64160	Aluminum Sleeve 5"
ALL64161	Aluminum Sleeve 7"
ALL64170	C/O Slotted Top
Bilstein	
ALL64143	2.5" C/O Kit 7"
ALL64162	Aluminum Sleeve 5"
ALL64163	Aluminum Sleeve 7"
ALL64171	C/O Slotted Top
Koni	
ALL64146	2.5" C/O Kit 5"
ALL64147	2.5" C/O Kit 7"
ALL64173	C/O Slotted Top
Replacement Components	
ALL64180	2.5" C/O Adjusting Nut
ALL64182	2.5" C/O Diaper Pin

Part No.	Description
Penske	
ALL64149	2.5" C/O Kit 7"
ALL64162	Aluminum Sleeve 5"
ALL64163	Aluminum Sleeve 7"
ALL64174	C/O Slotted Top
Pro	
ALL64151	2.5" C/O Kit 7"
ALL64165	Aluminum Sleeve 7"
ALL64175	C/O Slotted Top
QA1 2" Steel	
ALL64145	2.5" C/O Kit 7"
ALL64165	Aluminum Sleeve 7"
ALL64172	C/O Slotted Top
QA1 - Aluminum Smooth Body	
ALL64154	2.5" C/O Kit 7"
ALL64167	Aluminum Sleeve 7"

Coil-Over Thrust Bearing Kit ALL64210

Kit installs between the spring and the coil-over nut to enable easier turning of the nut under pressure. A must with coil bind, soft spring setups. 2.5" I.D. x 3.25" O.D.



Shock Protector ALL64200

Plastic shock protector slides over aluminum threaded body shock to protect against wear from spring. Protector measures 6" from spring seat to end, has an I.D. that measures 2.25" and works with all 2.5" I.D. springs. Unit should just cover shock body and may need to be cut to specific length.



Shock Covers **NEW!**

Neoprene coil-over shock covers help protect expensive shocks and springs from rock damage, keep them clean and prevent the competition from knowing your secrets. 2" hook and loop material makes cover easily removable for adjustments.

Part No.	Description
ALL64204	14" Cover For Front Springs
ALL64205	16" Cover For Rear Springs



Bryan Barber

Photo By: SRA Photos



engine

6 Qt. Claimer Oil Pans And Pick-Up

Small block Chevy pans have a 6 quart capacity and are 7" deep. Two swinging trap doors and a built in baffle provide consistent oil control. Oil pan fits pre-1986 blocks with 2-pc rear main seal.

Part No.	Description
ALL26132	L.H. (Driver's Side) Dipstick
ALL26133	R.H. (Passenger's Side) Dipstick
ALL26134	Pick-Up For Use With Standard Volume Pumps
ALL26135	Pick-Up For Use With High Volume Pumps



SB Chevy Rear Main Seal Adapters

May be used to convert one-piece rear main seal on 1986 and newer Chevy small blocks to the old style, two-piece rear seal in order to install a pre-1986 crankshaft. Billet aluminum adapters include hardware. Alignment tool is available for quick, easy adapter installation.



Part No.	Description
ALL26125	Seal Adapter For Early (Pre-1986) Oil Pan
ALL26126	Seal Adapter For Late (1986-Up) Oil Pan
ALL26127	Alignment Tool

SB Chevy Oil Filter Adapter ALL92000

Stock replacement adapter bolts to the engine block and accepts oil filter.

Part No.	Description
ALL92001	Two Fasteners For ALL92000



Oil Filter Adapters

Part No.	Description
ALL92003	SB Ford - 302-351W OEM Style
ALL92004	BB Chevy - OEM Style



In-Line Oil Filter

Aluminum in-line oil filter housing includes a specially made high flow, high performance Wix filter element. Hex end caps disassemble for easy cleaning and are O-ringed for a leak-proof seal. CNC-machined clear anodized housing is 7-3/4" long x 2-1/2" diameter.

Part No.	Description
ALL92040	-16AN Fittings
ALL92041	-12AN Fittings

Related Components

ALL92043	Replacement Filter Element
ALL92044	1-1/2" Bracket
ALL92045	1-3/4" Bracket
ALL92046	Flush Mount Bracket



Jonathan Davenport

Photo By: John Berglund

Oil Inlet Fittings

Aluminum fittings in -10 or -12 ease oil line installation.

Part No.	Description
ALL90043	-10 To 1/2" NPT, 3.00" Long
ALL90044	-12 To 1/2" NPT, 3.00" Long
ALL90046	-10 To 1/2" NPT, 4.00" Long
ALL90048	-10 To 3/8" NPT, 3.00" Long



Ported Oil Inlet Fitting ALL90045

Aluminum -12 x 1/2" NPT fitting is 3.500" long with two 1/8" NPT ports for plumbing valve spring oilers.



Inline Oil Temperature Tees

Install in the oil return line (pump-to-tank) to adapt a probe for an oil temperature gauge. All inline tees have 1/2" NPT threads for probe fittings and 1/4" holes for mounting.

Part No.	Description
ALL90040	-10
ALL90041	-12
ALL90042	-16



Reducer Fittings **NEW!**

Reducer fittings are an economical way to reduce the male AN thread size on items such as oil coolers and inline temperature tee's.

Part No.	Description
ALL90075	-10AN To -8AN
ALL90076	-12AN To -10AN



SB Chevy Oil Restrictors



Oil restrictors replace the production oil galley plugs at the rear of the block and restrict oil flow to top end, forcing more oil to the bearings and cutting power loss from windage. Sold in pairs with two extra O-ring seals.

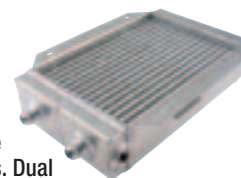
Part No.	Description
ALL90070	SB/BB Chevy, Aluminum With Hex Head, .055" Hole
ALL90071	SB Chevy Bowtie Block, Steel With Allen Head, .055" Hole
ALL90072	SB Chevy Dart SHP, Steel With Allen Head, .090" Hole NEW!

Note: Not recommended for hydraulic lifter engines.

Deck Mount Oil Cooler

ALL30145

Cooler is 8-1/2" x 15" and has built-in flanges for mounting to the underside of the deck of most dirt late models and modifieds. Dual pass design places both -12 fittings at the same end for easy connections.



Deck Mount Oil Cooler (Wet Sump)

ALL30146 **NEW!**

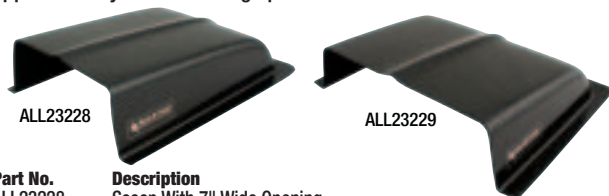
New, smaller size oil cooler commonly used with wet sump oil systems. Built-in flanges for mounting to the deck underside on most modifieds and late models. 4" x 15" cooler is 3-1/3" tall and has -10 fittings.





Oil Cooler Scoops *NEW!*

Scoop mounts to the deck of most race cars above the oil cooler, forcing air through the unit to aid cooling. Black plastic scoop has a carbon fiber look and measures 11" x 7" with a 3" tall opening and approximately a 1" mounting lip.



Part No.	Description
ALL23228.....	Scoop With 7" Wide Opening
ALL23229.....	Scoop With 11" Wide Opening

Linear Engine Oil Coolers



Finned aluminum coolers have 3/4" NPT ends and T-slots for easy mounting.

Part No.	Length
ALL30142.....	3 Ft.
ALL30143.....	4 Ft.
ALL30144.....	5 Ft.

Main Bearing Spacer Kit *ALL26124*



Use main bearing spacers to install Chevy 350 crank in a 400 block.

Breather Tanks

Aluminum breather tanks are 11-1/2" x 3", include mounting bracket, clamp on breather element, drain, and one or two 3/8" NPT bung(s). ALL36109 can vent two systems. Ideal for dry sumps and rear ends.

Part No.	Description
ALL36108.....	Tank With One Bung
ALL36109.....	Tank With Two Bungs

Replacement Components

ALL36202.....	1-1/2" Washable Breather
ALL99030.....	1/4" NPT Petcock
ALL99031.....	3/8" NPT To 1/4"NPT Fitting



ALL36109

Mini Breather Tanks

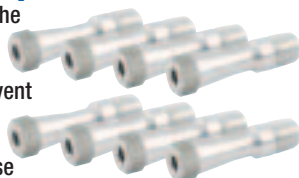
Small capacity, spun aluminum tank will vent dry sump tank, transmission or rear end. Tank has a 1/4" NPT bung on bottom and a clamp style bracket for mounting to chassis tubing.

Part No.	Description
ALL36140.....	Clamps To 1-1/2" Dia. Tubing
ALL36141.....	Clamps To 1-3/4" Dia. Tubing
ALL36103.....	Replacement Breather Element



SB Chevy Lifter Valley Vents *ALL90065*

Lifter valley vents positively vent the crankcase and eliminate oil drain-through and windage losses. When used with valley screens, vents prevent damage from broken valvetrain components. Vents have 1/4" NPT threads and a 9/16" hex head to ease installation. Package of eight.



Polished Round Dry Sump Tanks

Aluminum tanks are available in four sizes and capacities. All are 6" in diameter with a removable top for thorough cleaning. Tanks have two 3/8" NPT tapped outlets on top cover, two 3/4" NPT ports near the top, and one 3/4" NPT port located at the bottom. Polished to a brilliant finish, tanks are ideal for use on any dry sump-equipped race car. Mounting bracket must be purchased separately. Three internal baffles are drilled and fastened to the lid for easy removal and cleaning.

Part No.	Description
ALL36095.....	16" Tall, 7-1/2 Qts.
ALL36096.....	18" Tall, 8-1/2 Qts.
ALL36097.....	20" Tall, 9 Qts.
ALL36098.....	22" Tall, 10 Qts.

Replacement Components

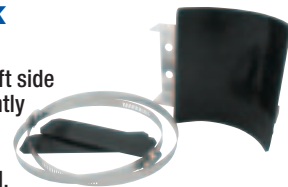
ALL36124.....	Replacement Cap
ALL99075.....	Replacement O-Ring



ALL36098

Round Dry Sump Tank Mounting Kit *ALL36094*

Mounting with front motor plate on left side of engine, bracket angles outward slightly for extra clearance, and its non-slip material protects the tank. Mounting straps and tank protectors are included.



Polished Rectangular Dry Sump Tank *ALL36100*

Polished rectangular aluminum tank is completely washable. With removable top, three -12AN male fittings (two located near the top, one near the bottom), and two 3/8" NPT female outlets (one top, one bottom). It's perfect for use on open wheel cars or even on dynamometers. Internally baffled tank is 5" deep x 7" wide x 19" tall with an 11 quart capacity. Three internal baffles are drilled and fastened to the lid for easy removal and cleaning.

Replacement Component

Part No.	Description
ALL36124.....	Replacement Cap



Immersion Heaters *NEW!*

Immersion style heater preheats oil in wet sump oil pan or dry sump tanks to reduce overall warm up time and improve lubrication during initial start up. 5/8" diameter stainless steel sleeve inserts into pan or tank and secures with a welded on 1/2-14 NPT brass screw-in fitting. 120-volt operation.

Part No.	Description
ALL76415.....	4-3/4" Long Heater Element With 3' Long Cord, 400 W
ALL76416.....	7-1/2" Long Heater Element With 12" Long Cord, 250 W



WARNING!

Do not plug heater into electrical outlet without being installed in tank and submersed in liquid, element heats up quickly and damage will result.



engine

Heating Pads *NEW!*

High temperature silicone heating pads externally preheat oil in wet sump oil pans, dry sump tanks and automatic transmission pans reducing overall warm up time and improving lubrication during initial start up. 3" cord, 120-volt operation.

Part No.	Description
ALL76420	.....2"x15", Self Adhesive Pad, 200 W
ALL76422	.....5"x7", Self Adhesive Pad, 375 W
ALL76424	.....6"x12", Velcro Strapped Pad For 6" O.D. Tanks, 800 W

WARNING!

Do not plug heater into electrical outlet without being installed on tank or metallic surface to absorb heat. Element heats up quickly and damage will result.

SB Chevy Aluminum Gear Drive *ALL90000*

Accurate valve timing is assured with the Allstar aluminum gear drive for the small block Chevrolet V-8. Plate with built-in idler gear fits under most two-piece timing covers and includes crankshaft and cam gears, needle bearing sets for the front and rear of cam gear, four camshaft dowel pins, and five camshaft gear offset bushings for precise timing adjustments. Gear drive is commonly used with KSEKSD1002 cover and will fit under most stock-type covers such as ALL90010 with slight modifications.

Replacement Component

Part No.	Description
ALL90007	.....Thrust Washer Set

Chevy Cam Lock Plate And Bolts *ALL90060*

Kit includes camshaft retaining plate with locking tabs and three alloy steel, 150,000 PSI bolts. Fits all small and big block Chevys.

Cam Button Spacers

Buttons limit lateral movement of the camshaft in engines without cam thrust plates and reduce friction for "free" horsepower. Machining of the cam sprocket may be required.

Part No.	Description
ALL90050	.....SB Chevy Aluminum, Early With Flat Timing Cover
ALL90052	.....SB Chevy Aluminum, Late With Indented Cover
ALL90054	.....SB Chevy Roller Bearing
ALL90053	.....BB Chevy Aluminum
ALL90055	.....BB Chevy Roller

A Cam Bearing Installation Tool is offered to ease the installation and prevent damage to cam bearings. It can be found on page 11.

Chevy V-8 Camshaft Degree Bushing Kit *ALL90062*

Use machined, color-coded degree bushings to adjust valve timing when degreasing the cam. Includes one of each bushing (0°, 2°, 4°, 6° and 8°).

SB Chevy Aluminum Crankshaft Hub *ALL90030*

Designed specifically for circle track use on internally balanced small block Chevys. Aluminum crank hub is significantly lighter than harmonic balancers and dramatically reduces rotating weight for quicker acceleration off the turn. Hub has 4-3/8" diameter with timing marks at 0° and from 30°-42° and three 3/8"-16 accessory threads. Weighs just one pound.

Note: This is not a damper and must be balanced with rotating assembly.

Timing Pointer *ALL90031*

Adjustable aluminum pointer for use with ALL90030.

Timing Pointers

Black anodized, billet aluminum timing pointers are adjustable to precise timing increments.

Part No.	Description
ALL90023*	.....SB Chevy 6-1/4" Dia. Balancers
ALL90020*	.....SB Chevy 6-3/8" Dia. Balancers
ALL90021*	.....SB Chevy 7" Dia. Balancers
ALL90024*	.....SB Chevy 7-1/4" Dia. Balancers
ALL90025*	.....SB Chevy 8" Dia. Balancers
ALL90026*	.....BB Chevy 6-1/4" Dia. Balancers
ALL90022*	.....BB Chevy 7" Dia. Balancers
ALL90027*	.....BB Chevy 8" Dia. Balancers
ALL90034**	.....SB Ford SVO B, 3/8" Bolt
ALL90035†	.....SB Ford SVO C, 3/8" Bolt
ALL90036**	.....SB Ford Stock B, 5/16" Bolt
ALL90037†	.....SB Ford Stock C, 5/16" Bolt

* 11-O'Clock tab position

** Pointers are designed for use with stamped steel covers. Longer hardware will be required if using a cast aluminum cover.

† 10-O'Clock tab position



Mike "Opie" Spatola

Photo By: John Berglund



SB Chevy Timing Cover ALL90010

Excellent replacement for distorted and leaky timing covers. Cover fits most popular standard small block Chevrolets.



SB Chevy Timing Cover (BB Chevy Seal) ALL90012

Timing cover is designed for small block chevy fitted with an aftermarket crankshaft including big block Chevy snout sizing.



Aluminum SB Chevy Timing Cover ALL90008

Polished cast aluminum timing cover adds a nice touch to mild street engines. Will clear most double roller timing chains.



Timing Cover Seals

Seal works with stamped steel or aluminum covers.

Part No.	Description
ALL87280	SB Chevy
ALL87282	BB Chevy

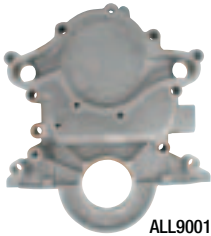


SB Ford 302/351 Replacement Timing Covers

New cast aluminum stock replacement timing covers are available in several styles.



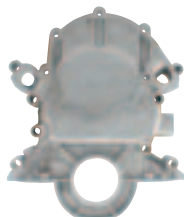
ALL90014



ALL90015



ALL90016



ALL90017



ALL90018

Part No.	Description
ALL90014	Early Style, With Fuel Pump Mounting Boss And Dipstick Tube Opening
ALL90015	1995 Mustang/1996-01 Explorer/Mountaineer Rev. Rotation With Short Water Pump
ALL90016	1983-89 Cars/Trucks/SUV's, With ECC Sensor Mount And Fuel Pump Boss
ALL90017	1985-94 Mustang With EFI Rev. Rotation
ALL90018	1987-96 Trucks

engine

SB Chevy Steel Valve Covers

Small block Chevy steel valve covers are sold in pairs. One cover has two 1-1/2" baffled breather tubes. Both feature reinforced rails. Breathers sold separately.

Part No.	Description
ALL26140	Zinc Plated, Tubes Welded In
ALL26143	Unpainted, Tubes Pressed In
ALL26145	Zinc Plated, Tubes Pressed In
ALL26147	Black Painted, Tubes Pressed In



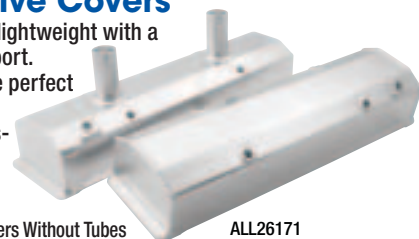
SB Chevy Fabricated Aluminum Valve Covers

Tig welded covers are lightweight with a thick rail for gasket support. Covers without tubes are perfect for custom modification and use on dry sump systems. 1-3/8" breathers sold separately.

Part No.	Description
ALL26170	Standard Covers Without Tubes
ALL26171	Standard Covers With Tubes
ALL26172	Centerbolt Covers Without Tubes

Related Components

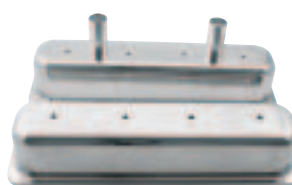
ALL36204	Non-Shielded Breather, 1-3/8"
ALL36205	Shielded Breather, 1-3/8"



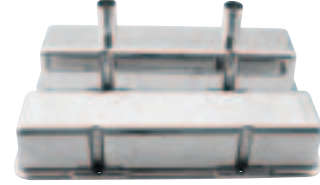
ALL26171

SB Chevy Cast Aluminum Valve Covers

Tall polished aluminum valve covers are sold in pairs, with two 1-3/8" baffled breather tubes on one cover. Breathers sold separately.



ALL26137



ALL26139

Part No.	Description
ALL26137	Centerbolt Covers
ALL26139	Standard Covers

Related Components

ALL36204	Non-Shielded Breather, 1-3/8"
ALL36205	Shielded Breather, 1-3/8"

Fill Plug Kit **NEW!**

Kit includes a bung with a 1-3/8" opening for use as an inspection or filler plug, an easy grip cap with brushed finish, an O-ring for positive seal. Choose from kits with aluminum or steel bungs.

Part No.	Description
ALL36160	Kit With Weld-In Aluminum Bung
ALL36161	Kit With Weld-In Steel Bung
ALL36163	Kit With Bolt-In Aluminum Bung
ALL36162	Replacement Filler Cap



Brandon Williams

Photo By: John Berglund

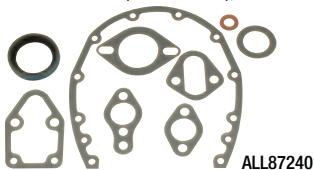


engine

SB Chevy Gaskets



Part No.	Description
ALL87210.....	Valve Cover, 5/16" Thick (Cork), Pair
ALL87212.....	Valve Cover, 5/16" Thick w/Steel Core (Cork), Pair
ALL87214.....	Valve Cover, 5/16" Thick With Steel Core (Black Coated), Pair
ALL87216.....	Valve Cover, 3/16" Thick Vortec Centerbolt (Black Coated), Pair
ALL87220.....	Oil Pan Set, 1955-85
ALL87230.....	Water Pump To Block
ALL87232.....	Thermostat Housing
ALL87236.....	Fuel Pump
ALL87238.....	Fuel Pump Plate
ALL87240.....	Front Of Engine Set
ALL87250.....	Distributor Gasket



Breathers

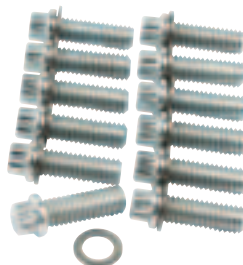
Shielded or non-shielded clamp-on breathers will fit valve cover tubes.

Part No.	Description
ALL36202.....	Non-Shielded Breather, 1-1/2"
ALL36203.....	Shielded Breather, 1-1/2"
ALL36204.....	Non-Shielded Breather, 1-3/8"
ALL36205.....	Shielded Breather, 1-3/8"



Intake Bolt Kit ALL87010

Grade 8, 12-point flange clear zinc bolts are 3/8" x 1-1/8" long to fit small block Chevys and Chrysler "A" and "B" engines where clearance is insufficient for standard hex head bolts. Sets of 12 include stainless washers.



High Performance Umbrella Valve Seals ALL90235

High quality .675" O.D. seals are compatible with stock diameter valve springs and require no machining for installation. For all engines with 11/32" valve stems. Set of 16.



High Performance PTFE Valve Seals

Seals have spring loaded wipers for maximum oil control. Machining is required for most installations. Set of 16.

Part No.	Description
ALL90240.....	11/32" Valve Seals, .620" Seal O.D., .531" Mach. Tool Guide O.D.
ALL90241.....	11/32" Valve Seals, .600" Seal O.D., .500" Mach. Tool Guide O.D.
ALL90242.....	3/8" Valve Seals, .620" Seal O.D., .531" Mach. Tool Guide O.D.
ALL90244.....	5/16" Valve Seals, .620" Seal O.D., .531" Mach. Tool Guide O.D.



SB Chevy Rocker Arm Stud Kit ALL90230

Grade 8, 3/8"-24 original equipment style studs require a 7/16"-14 tapped hole in the head. Studs have a 2.375" overall length. Package of eight.



Chevy Guide Plates

Guide plates stabilize valvetrains using high lift camshafts and high pressure valve springs. Small block Chevy guide plates are for 5/16" pushrods; big block Chevy guide plates accept 3/8" pushrods. Hardened pushrods are required.

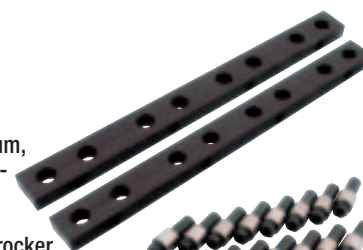


Part No.	Description
ALL90250.....	SB Chevy Flat
ALL90251.....	SB Chevy Raised

Stud Girdles

CNC-machined from aluminum, girdles weigh just 6 lbs. Countersunk cap screws provide more valve cover clearance. Girdles will not fit .550" wide rocker arms. Locks included.

Part No.	Description
ALL90200.....	SB Chevy Girdles For 3/8" Studs
ALL90202.....	SB Chevy Girdles For 7/16" Studs
ALL90204.....	BB Chevy Girdles For 7/16" Studs



Replacement Nuts

ALL90201.....	3/8"
ALL90203.....	7/16" SB Chevy, BB Chevy Intake
ALL90205.....	7/16" BB Chevy Exhaust



Rocker Arm Nut Kits

Sets include 16 matched rocker arm nuts. Replacements for Allstar and many other stud girdles.

Part No.	Description
ALL90206.....	SB Chevy 3/8"
ALL90207.....	SB Chevy 7/16"
ALL90208.....	BB Chevy 7/16"

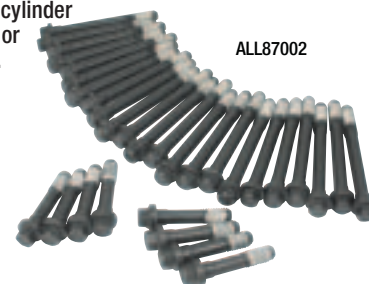


Valve Lash Wrenches are available to aid the lash adjustment process. Please see page 11 for a complete listing.

Chevy Cylinder Head Bolts

Original equipment Grade 8 cylinder head bolts are ideal for stock or budget performance rebuilds.

Part No.	Description
ALL87000.....	SB Chevy, 34-Pack
ALL87002.....	BB Chevy, 32-Pack



John Foote

Photo By: Jim DenHamer