



est. 1946

Rear End Components

Note: Long version, compatible with SO-CAL '32 frames and K-member kit.



A.



B.

Note: Short version, compatible with SO-CAL Model A frames and K-member kit.



C.



D.

New

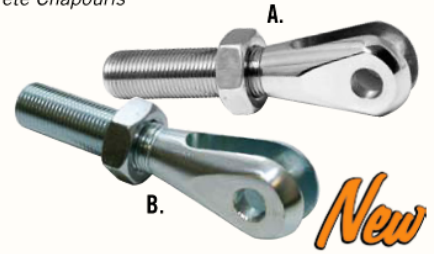
Ladder Bar Kits: We offer our ladder bar kits in two lengths: (A & B) long version, 45 1/2" from center of rear housing to front hook-up point and (C & D) short version 43 1/2" from center of rear housing to front hook-up point. Both are available in either show chrome or plain finish.

- (A) #001-60648 Long ladder bar, 45 1/2" chrome with polished clevises and S/S hardware: \$510.00 kit
- (B) #001-74002 Long ladder bar, 45 1/2" plain: \$292.99 kit
- (C) #001-74005 Short ladder bar, 43 1/2" chrome with polished clevises and S/S hardware: \$510.00 kit
- (D) #001-74006 Short ladder bar, 43 1/2" plain: \$292.99 kit

Tech Tip:

Ladder Bars; what makes them so good on street, strip or lakes? There's no doubt about the wisdom of the early Ford's rear triangulated (wishbone) suspension. This tried and true design served hot rodders well until the early 50's and the advent of open drivelines and the splitting of the stock wishbone. Of course the stock wishbones weren't designed to work like that so they bent or, even worse, broke and were eventually discarded for other, and somewhat dubious, suspensions. Meanwhile, in the 70's, at Blair's Speed Shop we were building hot rods and revisited Ford's wishbone system. However, in place of the stock wishbones, we fabricated tubular ladder bars that were located wide on the rear end housing and mounted at the front as close together as possible. This triangulated system proved ideal for the street as well as drag and lakes racing. Over the years we've installed this style of ladder bar on hundreds of hot rods without a single problem. For example, the Haas Racing roadster was driven to Bonneville and then earned a G/Blown Fuel record of 210.881 mph...you can't beat it for simplicity and sound engineering.

Pete Chapouris



A.

B.

New

Rear Clevises: We offer two types of clevises for rear ladder bars; (A) polished S/S, 5/8"-18 male shank with a 7/16" hole and (B) zinc plated steel, 5/8"-18 male shank with a 7/16" hole. Both clevises have a 3/8" slot and jam nut.

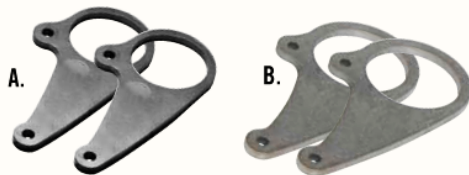
- (A) #001-62128 Rear S/S clevis, 7/16" hole: \$26.99 ea.
- (B) #001-62146 Rear zinc clevis, 7/16" hole: \$14.95 ea.



New

Ladder Bar Crossmember: This 5" dropped crossmember is designed for center mounted ladder bars and is cut extra long, at 43 1/4", to fit most any car.

#001-74001 Ladder crossmember: \$134.99 ea.



A.

B.

New

Ladder Bar Rear Housing Brackets: We offer two types of 3/8" thick steel housing brackets; (A) 3" dia. angle/oval holes for 3" tubular/stamped housings and (B) 3 1/2" dia. angle/oval holes for early Ford housings. Both have 1/2" dia. clevis holes on 5 3/4" centers.

- (A) #001-74003 Housing bracket, 3" dia. hole: \$44.10 pr.
- (B) #001-74007 Housing bracket, 3 1/2" dia. hole: \$44.10 pr.



A.



B.

Ladder Bar Bushing & Sleeve: These bushings were designed as a suspension component, but over the years they have found their way into numerous hot rod applications, even motor mounts. They feature 90 durometer hardness and the 1/2" I.D. sleeves are 1 3/4" wide.

- (A) #001-61816 Bushing halves rear: \$2.19 ea.
- (B) #001-61817 Inner sleeve rear 1/2": \$2.95 ea.



GT2 Polished S/S Rear Bushing Washers:

#001-61813 Polished S/S washer, 5/8" ID: \$2.95 ea.



GT2 S/S Weld-on Outer 4-link Rear Sleeves:

This outer weld-on sleeve is machined to match our GT2 S/S adjusters which have a peaked center. It fits many custom applications from suspension to motor mounts.

#001-61808 Rear S/S 4-link sleeve: \$20.00 ea.