

HRpartsNstuff

"Better Design = Better Performance"

2014 Catalog

US 50 States - \$3.00
Canada - \$4.00
Overseas - \$5.00



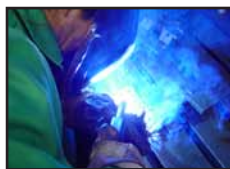
**Top Quality Street/Strip Performance
Products for American Muscle Cars**



A little HRpartsNstuff history:

HRpartsNstuff was created in 1999 by 3 precision Machinists that were all true gearheads and racers at heart. We now have thousands of parts in use today. For years, we made "proto-type" components for our own cars because while the performance products that were currently available may have had good designs in theory, the actual products had several shortcomings. With the concept of producing CUSTOM PREMIUM QUALITY performance upgrades that ACTUALLY WORK, HRpartsNstuff relies on the philosophy that people would like to purchase a certain part ONE TIME, have it work AS ADVERTISED, and last a LONG TIME. The performance applications for our products range from daily drivers, through 8 sec extreme duty street/strip cars, and down to all-out race cars in the 6's! Let us know if you are trying to run a 7 sec pass, or have that exclusive 6 sec goal in mind, we can help make it happen!

We have created innovative new products and upgraded versions of existing products, that have the best quality, craftsmanship, and performance potential available today. An incredible amount of pride goes into each and every step, from the initial design all the way to packaging and shipping. Extra attention is given on each and every detail, from splatter removal and deburring, test fitting and constant double/triple checks, to REAL WORLD street and race testing. Many of our customers come to us looking for a fix to the poor design or unfavorable side-effects of a competitor's product that they purchased previously. HRpartsNstuff components stay on a happy customer's car for years, instead of ending up on a shelf in the garage, swap meet, or on E-Bay.



An additional 4,800 sq. ft.
to better serve you!

We also include detailed instructions with each product for fast and easy installation, plus tips on how to setup and tune your combination for maximum performance. All products include the necessary top grade hardware for installation (except performance series), and other items that allow installation and fitment to be correct and complete. Many customers install our kits/products right at the track and start to enjoy the benefits immediately!

Each and every product is built with US pride to the highest standards, utilizing CNC machines and precision laser cut materials, powder-coated, painted, or plated for maximum protection from the elements, and comes with a ONE YEAR replacement policy! MANY extra efforts and steps are made to make the ENTIRE product/kit fit as perfect as possible, be installed by the average racer with simple tools (instead of paying a professional), and have an increased performance and pride of your car that should last a lifetime. When ALL aspects of our products are compared to our competitors products (regardless of price), ours stands out FAR ABOVE the rest, performs much better, lasts longer, and provides an excellent value. Some of our products are so innovative that there is NOTHING to compare them to!

Because of this, we have achieved 100% customer satisfaction with MANY great testimonials, and customers in the winners circle! To date, we have had extremely positive customer feedback, ZERO critical defects, with less than 1/2% return rate on all our products! Our only "complaint" from our customers is that they wished they had heard of us sooner! Unfortunately, the one downside to all this is that we can't seem to keep up with the ever increasing demand for our products! There are sometimes delays in shipping due to stock running out, as our products become more popular and word travels, so please don't delay! Visit our newly updated website at: www.HRpartsNstuff.com for MUCH MORE!!!

Contents:

SUSPENSION COMPONENTS & ACCESSORIES BY TYPE:

Swaybar / Anti-Roll systems	4-10
Rear Control Arms (New - 5 levels of suspension)	11-18
Performance, Street/Strip, Extreme Duty, Ultimate & Insane Series	
Custom Greaseable Poly Suspension Bushings	19,20
Suspension Packages	21-24
Custom Suspension Tools	20,25
Rear End Cover/Girdle, "No-Hop" Traction Bars.....	25
Bolt Kits	25
Frame Brace Kits	26
Stock Rear Control Arm Boxing Kits	27
Drive Shaft Safety Loops	27

SUSPENSION COMPONENTS & PACKAGES BY VEHICLE:

'78-'87 GM G-Body	4-24
'68-'72 GM A-Body	4-24
'64-'67 GM A-Body	4-24
'73-'77 GM A-Body	4-24
'77-'84 GM C-Body	4-24

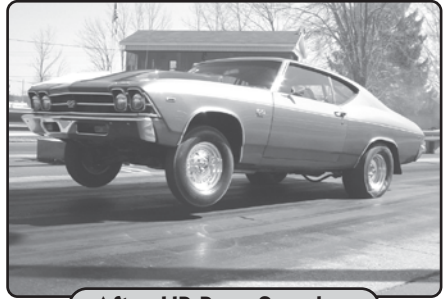
POLYURETHANE ENGINE / TRANSMISSION MOUNTS:

Poly Motor (Engine) Mounts	28,29
Poly Transmission Mounts	30,31

MISC COMPONENTS / ITEMS:

Weld-on Bungs, T-shirts, Sweat Shirts and more	31,32
HRpartsNstuff Ordering, Warranty/Return Info, Etc.....	33,34

Before HR Rear Swaybar



After HR Rear Swaybar

This new design also eliminates any binding and rapid wear common on the “race only” style (weld-in) anti-roll setups, and is absolutely quiet at all times. Even though most of the stress is up & down on the axle tube clamps, we went further and laser-cut “teeth” into the upper & lower brackets to dig into the axle tubes. The main design feature that makes it work so much better than even a bigger diameter HD stock style swaybar, is that it isolates the body roll correction away from the lower control arms, allowing weight to transfer more easily (and faster), giving you even more traction. The factory swaybar design puts unwanted pressure and binding onto the bushings in the lower control arms. With an upgraded factory style swaybar, it can easily destroy the bushings, even in new name-brand control arms. Our design eliminates all those problems, and does a much better and efficient job of controlling body roll. In most cases, this is also done with **NO preload** (in swaybar links, control arms OR passenger side airbag) and **NO** special coil springs, and either minimum equal pressure in the airbags or no bags at all. Cars running mid 9’s and faster may benefit from a slight amount of pre-load. Additional details and tuning tips are included with the directions to each kit. Individual parts are available for replacement or changes in application. Please call or visit www.HRpartsNstuff.com for details

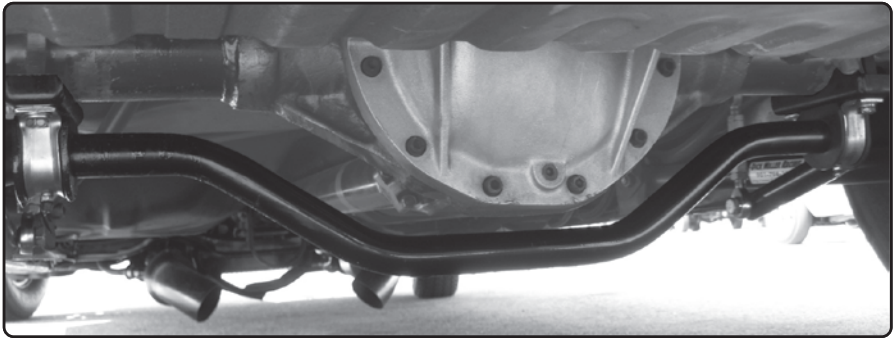
*“I would like to thank you for **building a great product.***

*The sway bar really **straightened out** the launch and **the car hooked** on a street car night with basically **no traction compound** on the track. Thanks again, Bob G.”*

Another HUGE benefit for many is that it fits similar to the factory swaybar (out of the way), allowing just about **any exhaust system to clear**, up to dual 4” so far! Our competitors “weld-in” style kits make it almost impossible to get any size exhaust past it. Some of those kits require large holes in the trunk floor to let their struts to come up into the trunk. None of this complicated and unwanted cutting/features are involved with our setup. As with all of our products, this new swaybar is built to the highest standards with USA pride, using the best possible materials & components, with a show quality finish and 1 year replacement policy. Not only do we use top of the line 4130 Chromoly seamless tubing, we also heat treat it for greatly improved torsional and memory characteristics. This all translates into the absolute BEST setup that you can install on your car that you will be thrilled to own for years to come. Replacement parts are also available, so adapting the bar to fit future rearend changes is EASY.

Kits available for '64-'72 GM A-body, '78-'87 GM G-body, '73-'77 GM A-body and '77-'84 GM C-body vehicles, with specific brackets to fit any axle tube size. This setup has many more features, installs MUCH easier, and will **out-perform any other swaybar and/or anti-roll system out there in any application**, including the more expensive “race” versions selling for \$800+.





“...let you know how much I appreciated you getting my parts rushed to me in time for The Super Chevy Show in Columbus, OH. The **quality** of the parts are **excellent** and they were **easy to install**. I wish more manufacturer's were running their business such as you are. The anti-roll bar **did exactly what you said** it would do. My car is now leaving **straight** and feels more **stable**...” Thanks again, Kevin P.

Features with the HR Swaybar / Anti-roll system include:

- 1.) No welding necessary, easily bolts in place in under 2 hrs.
- 2.) Legal for IHRA and NHRA Stock Eliminator
- 3.) Mounts similar to stock swaybar for stealth appearance.
- 4.) Fits 10 and 12 bolt GM, Dana 60, and 9" Ford rear ends.
- 5.) Fits ALL 9" housings, even with back braces.
- 6.) Clears most any standard single and dual exhaust systems.
- 7.) Lower center of gravity compared to other "race only" anti-roll kits.
- 8.) MUCH more effective than HD stock-type swaybars.
- 9.) Designed to be used on daily driven vehicles AND race cars.
- 10.) Reduces or eliminates tire rubbing around corners.
- 11.) Quiet smooth operation with HD Polyurethane mounts.
- 12.) Does NOT bind or restrict suspension movement.
- 13.) Launches level and straight, safer and more consistent.
- 14.) Allows much more power to be applied at launch.
- 15.) Designed to last longer and be easily rebuilt if ever needed.
- 16.) Light weight, high strength 1.25 dia. 4130 Chromoly seamless tubing.
- 17.) Large HD 1/2" Chromoly Rod Ends + steel hex adjusters.
- 18.) Zinc plated grade 8 hardware.
- 19.) Smooth exterior with gloss black powdercoating.
- 20.) Easily adapts from car to car and different rearends.
- 21.) Strong enough to use to jack up the rearend! (Just protect the finish)
- 22.) Comes with a ONE YEAR Replacement Policy too!

NOTE: Add a "-W" to any Anti-Roll / Swaybar part number to change the "bolt-on" kit to include **WELD ON** lower axle brackets. The kit will **NOT** include upper axle brackets, and **WILL** include the correct hardware to attach the poly/swaybar to the lower axle brackets. This will make it stronger, more secure and also reduce weight. Prices will be \$20 less for 2-5/8" and 3-1/4" axle tubes, and \$30 less for 3" axle tubes. The remainder of the kit will bolt on the same as the standard kit.

Paul, I had a (well known competitor's) swaybar before your anti-roll bar and will never go back to them for anything, it's junk in my mind anyway... Thanks Paul for building great STUFF!

- Frank D.

"Just have to give my thumbs up for the HRparts sway bar... ran at the track this past weekend and my car launched straight as an arrow... used to lift the left side up when launching and tended to shoot to the right... not anymore... launched straight and stayed that way the entire run... I also had my best 60 ft times along with best ET...MPH... Nice piece guys... keep up the good work..."
-M. Scott D.

HRpartsNstuff Anti-Roll / Swaybar for '78-'87 GM G-Body:

#HR-0450 - Super Swaybar / Anti-Roll system for '78-'87 GM G-Body with original factory 10 bolt housing (2-5/8" axle tubes) : \$509

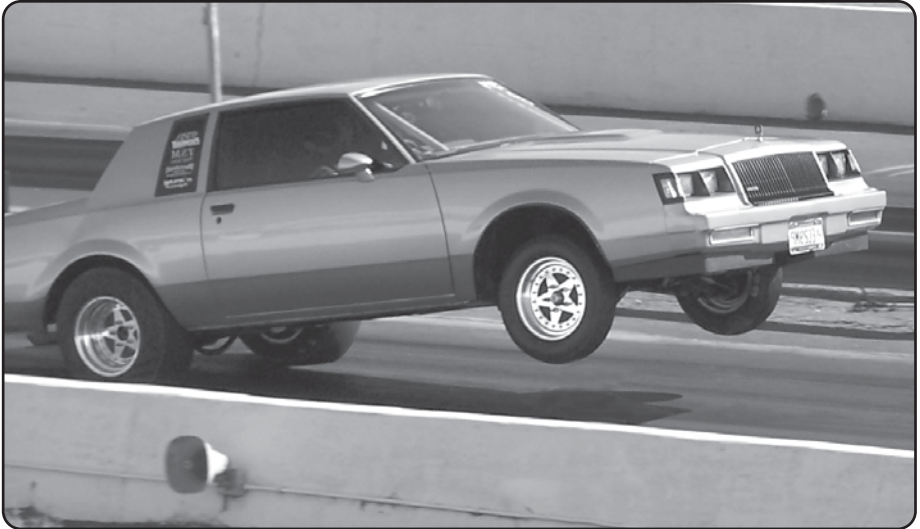
#HR-0451 - Super Swaybar / Anti-Roll system for '78-'87 GM G-Body with aftermarket "bolt-in" GM 12 bolt or Dana 60 rearend: (3" axle tubes) : \$509

#HR-0452 - Super Swaybar / Anti-Roll system for '78-'87 GM G-Body with aftermarket "bolt-in" 9" Ford standard housing (3" axle tubes) : \$529

#HR-0453 - Super Swaybar / Anti-Roll system for '78-'87 GM G-Body with aftermarket "bolt-in" 9" Ford standard housing (3-1/4" axle tubes) : \$529

Add \$10 for fabricated 9" housings. See pg 32 for measurements needed.

All different bracket sizes available separately - please call



"...Thanks...for building
GREAT stuff!"



I set the bar as Paul and his friend Dave England recommended, and set off for the staging lanes, all I can say is WOW!!! The car squatted down nice and even, the front wheels about 4-5 inches off the ground, and absolutely dead straight launch! every pass!!

HRpartsNstuff has put a ton of time and engineering into this project, and it clearly shows in the ability to stop the car from twisting so violently at the starting line. Congratulations to Paul and HRpartsNstuff for a top notch product!

- Bruce H.

"...all I can say is WOW!!!"



HRpartsNstuff Anti-Roll / Swaybar for '68-'72 GM A-Body:

HR-1471 - Super Swaybar / Anti-Roll system for '68-'72 GM A-Body with GM 10 bolt, 12 bolt or Dana 60 housing (3" axle tubes) : **\$509**

HR-1472 - Super Swaybar / Anti-Roll system for '68-'72 GM A-Body with 9" Ford standard housing (3" axle tubes) : **\$529**

HR-1473 - Super Swaybar / Anti-Roll system for '68-'72 GM A-Body with 9" Ford standard housing (3-1/4" axle tubes) : **\$529**

For 9" applications- See page 32 for measurements needed for custom fit brackets
NOTE: 9" bracket upgrade is available separately - please call.

HRpartsNstuff Custom Split Swaybar Collars:

We also have Swaybar collars available for anyone with an HRpartsNstuff Swaybar that had to put the axle mounting brackets in a place other than wide/narrow as possible. If somewhere in-between, it will still perform fine, but the bar will slide side to side & reduce handling performance. These collars simply bolt onto the swaybar (without taking off the car) and should be placed next to the poly brackets. These are zinc plated (gold) for rust prevention and will keep the bar from sliding side to side.

HR-5050 - Custom split collars for HRPartsNstuff Swaybar: **\$39**

HRpartsNstuff Anti-Roll / Swaybar - '64-'67 GM A-Body

#**HR-1451** - Super Swaybar / Anti-Roll system for '64-'67 GM A-Body with original factory GM 10 bolt, 12 bolt or Dana 60 housing (3" axle tubes) : **\$509**

#**HR-1452** - Super Swaybar / Anti-Roll system for '64-'67 GM A-Body with aftermarket "bolt-in" 9" Ford standard housing (3" axle tubes) : **\$529**

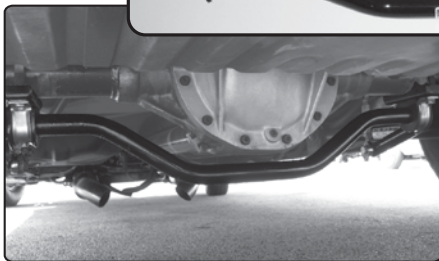
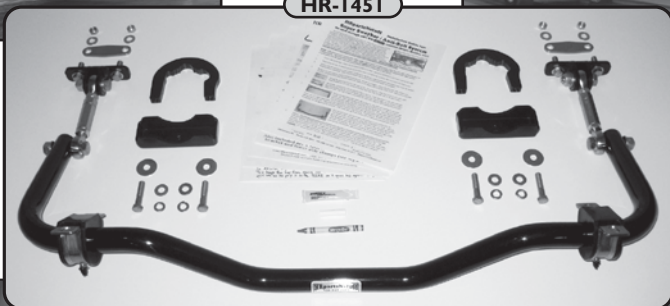
#**HR-1453** - Super Swaybar / Anti-Roll system for '64-'67 GM A-Body with aftermarket "bolt-in" 9" Ford standard housing (3-1/4" axle tubes) : **\$529**

Add \$10 for fabricated 9" housings. See pg 32 for measurements needed.
All different bracket sizes available separately - please call

"Hi Paul, my name is Gene I recently bought your anti-roll bar/sway bar. Finally got to do some testing, this past Saturday. Just wanted to let you know how pleased I am. The bar is amazing, it's like I've got a brand new car. Handling is awesome and never tried to twist... Thanks and once again the bar works perfect!" - Gene M.



HR-1451



**"...BIG IMPROVEMENT.
...drives like a slot car."**

Paul, on the sway bar... BIG IMPROVEMENT. The car handles much better which is something to say since the ET streets are on it. It does not drift like it used too. Also handles much better at higher speeds. Braking seems to be different as well. During hard braking the car would wiggle around. It seems to go much straighter now. Not half as much dancing around. I did some test launching and the car used to dance around quite a bit after hooking. The new bar it is straight as an arrow. I will say though that I just drove the car about 45 miles on twisty roads and the thing drives excellent. It is more fun then the convertible. I have drag radials on the back now and shocks are all set 50/50 and the thing drives like a slot car. I cant wait to step it up on the way home and see how it does.
- Jim P.

HRpartsNstuff Anti-Roll / Swaybar - '73-'77 GM A-Body

- #HR-2251 - Super Swaybar/Anti-Roll system for '73-'77 GM A-Body with 10/12 bolt housing (3" axle tubes) **\$509**
- #HR-2252 - Super Swaybar/Anti-Roll system for '73-'77 GM A-Body with 9 inch standard housing (3" axle tubes) **\$529**
- #HR-2253 - Super Swaybar/Anti-Roll system for '73-'77 GM A-Body with 9 inch standard housing (3.25" axle tubes) **\$529**

Add \$10 for fabricated 9" housings. See pg 32 for measurements needed. All different bracket sizes available separately - please call



Shawn Gilbert and his caddy as seen on "2007 Pinks All Out" in Milan MI.

HRpartsNstuff Anti-Roll / Swaybar for '77-'84 GM C-Body

- #HR-0751 - Super Swaybar/Anti-Roll system for '77-'84 GM C-Body with 12 bolt housing (3" axle tubes) **\$509**
- #HR-0752 - Super Swaybar/Anti-Roll system for '77-'84 GM C-Body with 9 inch standard housing (3" axle tubes) **\$529**
- #HR-0753 - Super Swaybar/Anti-Roll system for '77-'84 GM C-Body with 9 inch standard housing (3.25" axle tubes): **\$529**

Fits Cadillac DeVille, Olds 98, Buick Electra

HRpartsNstuff Anti-Roll / Swaybar - UNIVERSAL KIT

Our Swaybar/Anti-Roll system can be made to fit just about ANY car or truck, as long as it has 4 wheels! Even Street Rods can benefit from this system. They are also available for the Jack Irons Unlawfulracing / Irons Works 4-link conversion for Mopars & ALL leaf spring cars. We are putting a page together for our upcoming NEW website that will have a layout drawing with the dimensions needed to put it together. Basically, each kit would be CUSTOM to fit your exact specifications needed. So far, we have been able to fit this kit onto just about anything, using the standard parts we have available from all the different applications we already cover. This makes the cost VERY similar to our "standard" applications. If you have an application that we would be interested in making up a standard kit for, we would offer a discount for feedback and pictures/info on the install etc. Please E-Mail me directly at sales@hrpartsnstuff.com for details.



We helped install our Swaybar/Anti-Roll system at the 2008 Buick GSCA Nationals, after Larry Bell with his Buick 455 powered '67 Corvair came to us asking if we could help with traction at the event. With the addition of our new Swaybar, Larry got a LOT more traction & consistency, and went on to WIN the Hybrid Open Comp class. Larry went a 10.979 @ 122.27 with this daily driver, and also ran a 2nd class at the same event and got Runner Up in Bracket 2 the same weekend! He got 1st place in the car show (class H Race Car) at the same event as well! Needless to say, we definitely helped make his weekend!

HRpartsNstuff Rear Control Arms

HRpartsNstuff wants to know: What level are you looking for? **“PERFORMANCE”, “STREET/STRIP”, “EXTREME DUTY”, “ULTIMATE”, or “INSANE”**

We have designed 5 different levels of rear suspension components, ranging from 15 second daily drivers down to low 6's in a heavy car with factory-style suspension! All levels are available as complete packages with/without our Swaybar/Anti-Roll system (starting on page 21), and all come with our standard 1 year replacement policy (most others have a 30-90 day policy at best).

Please note that the following performance recommendations are estimates for OPTIMUM performance. All levels we make are built extremely well and designed to work fine going faster or slower than these performance estimates (note that the estimates/levels overlap each other). Performance, strength, reliability, and consistency increase with each level, but road “feel” and vibrations will increase (as noted) with the higher levels as well. That's why we don't make “one-size” that fits all, and the best available isn't always the best for everyone. Try to consider the performance level you are at now, as well as where you plan to go or might end up with your car/combination in the future. E.T. ranges are estimates for optimum performance.

Boxed type lowers are also available with NO stock swaybar mounts, which work great with our Swaybar/Anti-Roll system and will save you some money. Individual part numbers are listed first, with the complete packages listed further into the catalog. Please note that the 78-87 GM G-Body category is technically considered A-body on 78-81 models, but we refer to the entire 78-87 group as the more commonly known G-Body designation. CUSTOM COLORS available - additional fee and lead time apply.

PERFORMANCE - Stock to Mid 12's

Our first level of performance is appropriately named "Performance Series", which is actually the same or better than many of our competitors main product line! Ours are made from a thicker and better grade material than stock, and have a built-in center support inside to keep the lowers from crushing when attaching the stock swaybar. They are made from a 1-1/2" square structural steel tube (except on GM A-Body lowers which use a larger 1-1/2" x 2" rectangle tube).

These are great for people wanting better handling & dragstrip performance with stock or slightly modified cars going down into the mid 12's. They have the same quality, construction, and optimum design as our other suspension parts, and come powdercoated black. They come with performance Polyurethane (with graphite) bushings, with the bolts + bushings for the upper rearend ears available separately (to compare easily with our competitors), and priced per PAIR.

#HR-0240 – Lower CA's '78-'87 GM G-Body Performance Series (stk length w/stk sway prov): **\$149**

#HR-0242 – Upper CA's '78-'87 GM G-Body Performance Series – fixed length: **\$149**

#HR-0244 – Lower CA's '78-'87 GM G-Body Performance Series (stk length NO stk sway prov): **\$139**

HR-0242



HR-0240



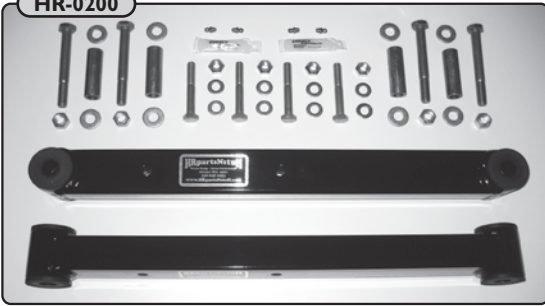
HR-0244



STREET / STRIP - High 14's to Low 10's

Our "**Street/Strip**" control arms are the next level above our "**Performance Series**" arms, and have been in use for many years now. This style of Control Arm spans a WIDE range of performance and drivability. Our custom design has reduced/eliminated the binding and squeaking that is usually associated with regular "poly" bushings. They are available with and without mounting provisions for stock swaybars, which are NOT needed when using our Swaybar/Anti-Roll system. They are available in sets or in packages for many different applications and priced per pair. They are great for daily drivers & street strip cars into the low 10's (**and beyond with XD option**), and have been proven time & time again with NO failures or issues to date! Our "**XD**" option is an "**Extreme Duty**" version of these by installing our "**Delrin Upgrade**" (new & improved design) into them (details in next section). That allows this style of Control Arm to be used from high 14's clear down into the mid 8's, making them the most versatile style we offer. They can also be custom ordered in just about ANY color powdercoat (additional cost & lead-time apply).

HR-0200



CUSTOM +1/4" longer arms are also available to add approx. 1-1/2 degrees of pinion angle to your stock setting, which is recommended on cars in the 11's and faster at the drag strip and more extreme weekly driving. They provide the same great features and improvements as our standard length lowers (above), and are designed to work great on the street & track without any compromises in either area.

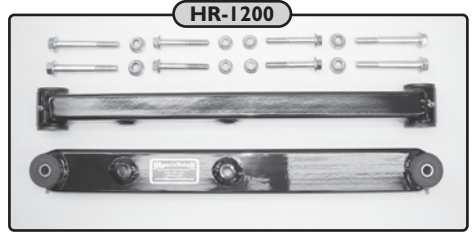
A magnetic protractor (**Part #HR-0297 or 0299**) to check and set your pinion angle with is also available through HRpartsNstuff.

Lengthening the lowers along with shortening the uppers is preferred over just shortening the uppers by themselves. This will keep the drive shaft from being pushed too far forward into the transmission, and also increases tire clearance under acceleration. The custom length control arms are designed to achieve maximum performance with higher HP cars with limited daily driving. If you do not know what your pinion angle is or if you drive your car a lot on the street, then the standard length arms will probably suit you best. The majority of benefits will be found from our innovative design and construction of the new control arms, and not so much from changing the length. Our new control arms have been proven by many racers down to low 8's at over 160 mph, and many daily drivers as well.

"...proven..down to the low 8's @ over 160 mph..."

Improved Design: Our lower control arms for stock swaybar applications have flush sides with a center spacer to keep it from crushing when attaching the stock swaybar.





- #HR-0200 - Lower CA's, '78-'87 G-body, Stk length, with stk sway prov: **\$239**
 - #HR-0201 - Lower CA's, '78-'87 G-body, +1/4" length, with stk sway prov: **\$249**
 - #HR-0204 - Lower CA's, '78-' 87 G-body , +1/4" length, NO stk sway prov.: **\$209**
 - #HR-0210 - Lower CA's, '78-'87 G-Body, Stk length, NO stk sway prov.: **\$209**
- NOTE:** Also fits '82-2001 GM F-Body
- #HR-1200 - Lower CA's, '64-'72 A-body, Stk length, with stk sway prov: **\$259**
 - #HR-1201 - Lower CA's, '64-'72 A-body, +1/4"length, with stk sway prov: **\$269**
 - #HR-1204 - Lower CA's, '64-'77 A-body, +1/4"length, NO stk sway prov.: **\$229**
 - #HR-1210 - Lower CA's, '64-'77 A-body, Stk length, NO stk sway prov.: **\$229**



HRpartsNstuff Upper Rear Double Adjustable and Non-Adj Control Arms:

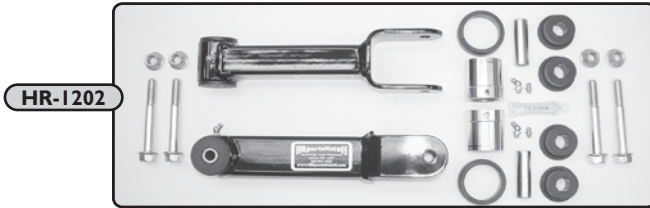
"...can be adjusted without being unbolted from the car,..."

Both styles have all the same great features and benefits as the lower control arms and are made to match. The double adjustable style can be adjusted without being unbolted from the car, making it MUCH easier to change settings. The center adjuster is CNC machined for a precision fit, and is a 1-1/8" hex with a 1 inch diameter thread for maximum strength (compared to others at only 3/4 inch), with more thread engagement as well. They weigh similar to other upper adjustable arms available (including the billet aluminum ones!), but are 33+% stronger (500+% stronger than stock!) And allow MUCH LESS thread distortion. Both designs come with our Custom Poly-Graphite Bushings (# HR-0500, a \$59 value) that can be greased for installation in the top ears of the rearend housing, and all new grade 8 or better hardware (# HR-0222, a \$10 value). They come with a beautiful black powdercoat finish, plated adjuster/nuts, installation instructions, a ONE YEAR replacement policy, and helpful information on setting pinion angles. The gains from a properly set pinion angle become more evident as E.T.'s improve, which start to be noticed in the 11 second range. Either style will provide more stability for better handling, quicker acceleration and lower 60 ft. times, and are designed to work great on the street & track without any compromises in either area. The adjustable uppers come assembled/tightened to the stock length for quick and easy installation.

The bushings that are in the top ears/brackets on your rearend housing are extremely difficult to remove and install. That is why we have designed and produced a tool that makes both removing and installing VERY easy to do. This tool (Part # HR-0599) makes doing this bushing upgrade a breeze, and saves hours of aggravation, and comes well recommended by many who have done this the hard way.

STREET / STRIP - High 14's to Low 10's continued

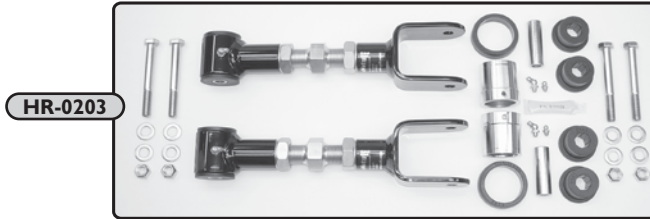
- # **HR-0202**- Upper Ca's, '78-'87 **GM G-Body**, Fixed length: **\$255**
- # **HR-1202**- Upper Ca's, '68-'72 **GM A-Body**, Fixed length: **\$255**
- # **HR-2202**- Upper Ca's, '73-'77 **GM A-Body**, Fixed length: **\$265**



- # **HR-0203**- Upper Ca's, '78-'87 **G-Body**, Double Adjustable style: **\$319**
- # **HR-1203**- Upper Ca's, '68-'72 **A-Body**, Double Adjustable style: **\$319**
- # **HR-1205**- Upper Ca's, '64-'67 **A-Body**, Double Adjustable style: **\$339**
- # **HR-2203**- Upper Ca's '73-'77 **GM A-Body** (Adjustable CA pair): **\$329**
- # **HR-0703**- Upper Ca's '77-'84 **GM C-Body** (Adjustable CA pair): **Call!**



Greaseable upper ear bushings & bolts INCLUDED with uppers on this page (a \$69 value)

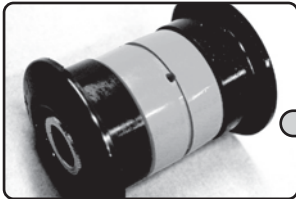
**EXTREME DUTY - High 10's to Mid 8's (Delrin Upgrade for Rear CA's)**

We have re-designed our Delrin Upgrade into a **TOTALLY NEW & IMPROVED** 3 piece setup for our Street/Strip Control Arms! Not only have we improved the actual design of them, we found a better material to make the centers from as well. This new assembly has an **EXTREMELY** strong and hard center bushing with 2 firm side bushings that allows a greater articulation of the control arm similar to a rod end. The material used for the centers are very similar in firmness and can handle extreme loads like the Delrin can, and also resists being permanently deformed better than the old Delrin material. Since there are only a few places in the USA that can work with this new material at this hardness level, we decided to keep it a "trade secret" and continue to use the better known term "Delrin".

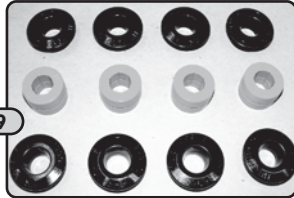
This new bushing assembly bridges the gap between **VERY** fast cars and daily drivers. Using our Control Arms, instead of having to purchase all new upper & lowers when you start going faster (like other brands), you can simply upgrade to these **XD** bushings! These turn our "**Street/Strip**" Control Arms into a truly race-inspired design that moves freely and handles a LOT more power. It's like having the strength & performance benefits of a rod end style control arm, without the negative side-effects of transferring vibrations & road noise like the rod ends would. Lower 60 ft times, quicker power transfer, and greater consistency are some additional benefits with our **XD** Bushings. These are recommended for cars in the 10's down well into the 8's with limited to moderate street use. They are great for stock appearing "sleeper" setups and for circle track use due to their standard Poly **APPEARANCE** from the side, and the **ONLY** way to go for **SUPER FAST** street/strip cars!

EXTREME DUTY - High 10's to Mid 8's (Continued)

Each kit contains 4 centers & 8 sides & 2 grease packs, enough for a pair of our uppers OR lowers. You can order these kits as an upgrade after getting our Control Arms, or order our **XD** Control arms with these Delrin Bushings already installed by simply adding a "**XD**" after the part number (like #0204-XD), which saves \$9 per set. There are quite a few mild looking setups out there going VERY fast and winning races with these **XD** Bushings! Please note that our Delrin upgrade fits our "**Street/Strip**" Series and #0500/0501 Bushing Shells, and is NOT available on our "**Performance Series**" Control Arms.



HR-1989



HR-1989 - Delrin upgrade for pair of **LOWER Ca's** (4 assy's)

Purchased SEPARATELY or after lowers: **\$79**

HR-1999 - Delrin upgrade for pair of **UPPER Ca's** (4 assy's)

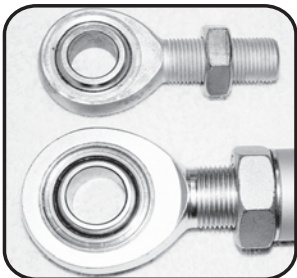
Purchased SEPARATELY or after uppers: **\$79**

Please add "-XD" to the end of the part # for the Extreme Duty Upgrade (pgs. 13 & 14)

(NOTE: Save \$9 EACH if purchased at the same time as the control arms.)

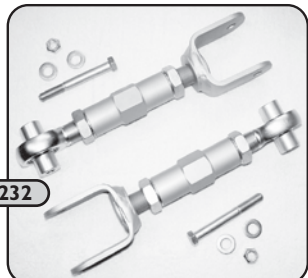
TOP LEVELS OF SUSPENSION FOR PRO RACERS: (Ultimate & Insane Series)

We are also making 2 NEW levels of double-adjustable Uppers AND Lower rear suspension components that are called "Ultimate" and "Insane" Series Control Arms. Both series are made with heavy duty Chromoly ROD ENDS designed to handle extreme loads (the best design you can get), with a Teflon/Kevlar lining for self lubrication (also available w/out Teflon). These are for the PRO racers down into the 7's (1/4 mile) with a heavy car, designed with the absolute BEST possible performance & strength in mind! We currently have several prototype sets out there on 10.5 tire cars going mid-low 8's all day long, most at 3400# + with full interior with drag radials and through the exhaust! There is absolutely NO need to cut the cars up and put in ladder bars or chassis-style 4-link setups anymore. If you want to go straight and get TOP power levels of 1000-3000+ HP down to the pavement, our new Rod End style Control Arms are up to the job! Our parts are made with top of the line components and laser cut/CNC machined materials, and will put them up against ANY others out there at ANY price!



Notice the HUGE difference just from going from a 3/4" to the 7/8" rod end!

HR-0232



TOP LEVELS OF SUSPENSION FOR PRO RACERS: (Continued)

Both newly designed Uppers have an interlocking design on the "U" bracket for the upper ears so they don't rely on just threads and/or welds. For additional strength, the welds on the U-bracket are designed to be at a bigger diameter to help support the sides of the bracket too. This keeps them from getting stretched or breaking the welds by reinforcing the area right where it needs it the most. Also, NONE of the parts used there are "off-the-shelf" nuts/bolts like other manufacturers use. We CNC machine precision threads & tolerances onto a custom stud made from 4140 Chromoly steel, and a custom made support boss that threads onto the stud and gets welded to the "U" bracket. This gives our design TRIPLE protection, using an interlock, threads, and welds to attach the stud to the "U" bracket, unlike ANY other Upper Control Arm on the market! Our center adjusters are made from a high-strength steel that has had a trademarked stress-relieving process applied to ensure it will last through repeated high stress cycles with high loads. The Chromoly Rod Ends on our Uppers have either 7/8" or 1" size threads with Heavy Duty shanks, verses our competitors 3/4" thread and standard shanks. This takes the ultimate load rating from approx 28k on a 3/4" regular shank, to 55k on a 7/8" HD shank and over 63k on a 1" HD shank, without adding hardly any weight! Ours are made to last longer and outperform ANY other Rod End type control arm, with a LOT more strength and safety built into them from one end to the other. They come zinc plated (silver color) and are available in black as well.

HR-0231-BK



HR-1238

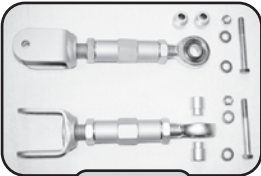


Both of our NEW Rod End style Lower are 100% custom built using high-strength tubing and precision CNC machining and close fitting tolerances. The material is just one step below the "Chromoly" range, and at the very top of the range for ALL types of mild and structural steel. We chose this level because it is within 2% of the ultimate strength of Chromoly under compression loading (which the Lower need during a launch), and more importantly allows us to get a MUCH better and stronger weld joint. Welds on Chromoly steel should get pre/post heating (that very few do), which can make those welds weak and brittle. Overall, our material choice and process creates a MUCH stronger Control Arm with a LOT more integrity and strength when considering the WHOLE component and not just one detail of it. Again, we do NOT use any "off-the-shelf" or any "one-size-fits-all" components (or popular imported tube ends) to weld these up with. Our threaded tube ends are custom made to fit the adjoining tubing with a precision fit, instead of a cheaper and easier loose fitting clearance fit. Our threads are CNC machined to give the best fit and strength, verses our competitors version that gets an oversize tap ran through a hole that is on the high side of tolerance (or worse), which gives us 20-40% better thread strength.

TOP LEVELS OF SUSPENSION FOR PRO RACERS: (Continued)

Our center tubes are not simply saw-cut to length and “maybe” deburred before assembly like our competitors. We fully machine the ends and I.D. to fit the tube ends perfectly, giving them a 100% contact patch to transfer the load/force. A saw-cut end will always touch in one spot first, which transfers the load/force into the weld. That and any extra clearance allows the components to move slightly under loading/unloading, which stresses the welds and could cause them to break, and can also create a side load on the tube which could cause it to buckle/fail. There are many ways to build these types (and other) Control Arms that “cover-up” all the small details that can make a HUGE difference in strength and safety. We decided to custom make them CORRECTLY instead of mass-producing them with the common problems we have seen in broken and failed parts from fellow racers around the world.

These revolutionary PRO Race Control Arms come with either a nickel-chrome finish or a flat black finish for more of a “stealth” look. Custom CNC made spacers with precision tolerances are included to locate/fit the Rod Ends, and come anodized clear (silver color) so that they don’t corrode or oxidize like our competitors bare aluminum ones do. The precision fit ensures that they DON’T allow any unwanted movement, which could loosen bolts, oval out bolt holes, and eventually ruin the Rod Ends and/or break parts (like many of our competitors). The only downside to these Rod End style Control Arms is that they don’t have any bushings to dampen road vibration/feel, so daily driving is OUT with these. Also, special attention MUST be paid to bracing up the mounting points on the frame and rearend, which we have custom laser-cut kits available to solve that issue (in Braces section). Our Pro Level Control Arms are assembled at optimum (equal) lengths for easy installation, and priced per pair with the necessary mounting grade 8 hardware included. Don’t get caught up in trying to save ounces or a little money when it comes to the suspension components that can get you that next win or greatly improve safety and reliability on higher HP applications.



HR-0232



HR-1231

You get what you pay for (and a whole lot more!) with HRpartsNstuff suspension components, and will only have to do it once with NO regrets. The SIZES of the threads and tubing (and prices) are the only differences between our “Ultimate” and “Insane” series, which gives us a MUCH better version and another EVEN BETTER version for those putting together the ever-growing “Insane” combinations. Think of it like having 2 speeds, FAST and FASTER! Add “T” for Teflon Lined rod ends - (No additional charge)

Both styles of Control Arms are available with Rod Ends on BOTH ends for those with rearend housings that are made to have a Rod End attach instead of a stock size bushing. The following performance recommendations are for OPTIMUM performance, and since they are designed/constructed to a MUCH higher standard than our competition, they can handle a LOT more than the “suggested range” even with heavy cars. Also, both the Ultimate and Insane series control arms work PERFECT with our Swaybar/Anti-Roll kit too, creating the BEST possible setup for fast and/or heavy racecars!

ULTIMATE - Mid 10's to Mid 8's (race only)

Our "Ultimate" series Lower's are made from 1.50" dia x .120 wall high strength round tube with HD Chromoly 3/4" Rod Ends. The matching Ultimate Uppers have 7/8" threaded HD Chromoly rod ends that are basically DOUBLE the strength of a HD 3/4" Rod End where it counts (since the uppers are being PULLED on).

- #HR-0230 - Ultimate Series - '78-'87 GM G-Body LOWER rear Control Arms: **\$419**
- #HR-0232 - Ultimate Series - '78-'87 GM G-Body UPPER rear Control Arms: **\$349**
- #HR-0238 - Ultimate Series - '78-'87 GM G-Body UPPER rear CA's (Rod Ends on BOTH ends): **\$399**

- #HR-1232 - Ultimate Series - '68-'72 GM A-Body UPPER rear Control Arms: **\$349**
- #HR-1238 - Ultimate Series - '68-'72 GM A-Body UPPER rear CA's (Rod Ends on BOTH ends): **\$399**
- #HR-1246 - Ultimate Series - '64-'67 GM A-Body UPPER rear Control Arms: **\$369**
- #HR-1248 - Ultimate Series - '64-'67 GM A-Body UPPER rear CA's (Rod Ends on BOTH ends): **\$419**
- #HR-1230 - Ultimate Series - '64-'77 GM A-Body LOWER rear CA's (3/4" Rod Ends): **\$419**
- #HR-2232 - Ultimate Series - '73-'77 GM A-Body UPPER rear CA's (7/8" Rod Ends): **\$349**

- #HR-0730 - Ultimate Series - '77-'84 GM C-Body LOWER rear Adj. Control Arms:
- #HR-0732 - Ultimate Series - '77-'84 GM C-Body UPPER rear Adj. Control Arms:



INSANE - Mid 9's to Mid 6's (Race only - ANY HP/Weight)

Our TOP level is called the "Insane" series, which is just what the name implies. These are by FAR the absolute BEST "factory 4-link" replacement components available, and MUCH stronger than ANY others out there PERIOD! The Lower's are made from a high strength 1.625" dia x .120 wall round tube with the "double strength" 7/8" Chromoly rod ends (used on our Ultimate uppers). The Insane Series Uppers are made with the same great design as the Ultimate series, but gets upgraded to 1" Rod Ends (approx 3 times as strong as HD 3/4" Rod Ends). These are made to NOT bind under any load, and last a LOT longer than smaller rod ends. Our Insane Series with the 1" Rod Ends make our competitors version with their 3/4" Rod End look like a TOY when placed next to ours. Remember, just because a Pro-Stock car uses 3/4" rod ends (replacing them often) doesn't mean they will work for you. They weigh in at 2350#, and the stress on parts goes up exponentially with added weight! At 3000-3500-4000 lbs, the stress & forces applied to the suspension parts on a fast car is staggering! Ask anyone that races a fast car (or ANY car for that matter), the rear suspension is NOT a place you want to have a part fail!!!

- #HR-0231 - Insane Series - '78-'87 GM G-Body LOWER rear Control Arms: **\$499**
- #HR-0233 - Insane Series - '78-'87 GM G-Body UPPER rear Control Arms: **\$469**

- #HR-1233 - Insane Series - '68-'72 GM A-Body UPPER rear Control Arms: **\$469**
- #HR-1239 - Insane Series - '68-'72 GM A-Body UPPER rear CA's (Rod Ends on BOTH ends): **\$679**
- #HR-1231 - Insane Series - '64-'77 GM A-Body LOWER rear Control Arms: **\$499**
- #HR-2233 - Insane Series - '73-'77 GM A-Body UPPER rear Control Arms: **\$469**
- #HR-1247 - Insane Series - '64-'67 GM A-Body UPPER rear Control Arms: **\$489**
- #HR-1249 - Insane Series - '64-'67 GM A-Body UPPER rear CA's (Rod Ends on BOTH ends): **\$699**

- #HR-0731 - Insane Series - '77-'84 GM C-Body LOWER rear Adj. Control Arms:
- #HR-0733 - Insane Series - '77-'84 GM C-Body UPPER rear Adj. Control Arms:



HRpartsNstuff Custom Greasable Polygraphite Bushings:

We have designed the optimum OEM replacement suspension bushings that replaces the stock rear control arm bushings. The factory bushings are extremely soft, and not acceptable for performance applications. Stiffer bushings will increase performance both in acceleration, handling, lower 60ft times, and eliminate wheel hop. These custom bushings will allow enough flex for comfortable street driving, but also be stiff enough to perform under the most severe racing conditions. Our new CA's have the same 360 degree lubrication system, eliminating all binding and squeaking common with OTHER "poly" bushings, allowing quicker movement for improved performance and traction.

There are 2 similar designs, one for installing into factory control arms and one for installing into the top ears on the rearend housing. Both are made with the same components as our new control arms that install directly into the factory control arms. They also have the same custom modified inner steel spacer and Poly bushings that our new control arms have. The outer shells are also much thicker to reduce any unwanted flexing, and plated for rust prevention.

The following part numbers fit ALL of these applications:

BUICK: '66-'87 RWD Regal/TR/GN, Skylark/GS,Century + '65-'70 Full Size Wildcat, RWD LeSabre, RWD Electra, Riviera, and Centurian,

CHEVY: '64-'88 Chevelle, Malibu, Monte Carlo, El Camino, Laguna + '82-'01 Camaro (LOWER CA's ONLY),

PONTIAC: '65-'88 GTO, LeMans, Tempest, Trans-Am (to '81) + '82-'87 Bonneville + '82-'01 Firebird/Trans-Am (LOWER CA's ONLY),

OLDSMOBILE: '65-'70 Olds + '65-'88 Cutlass +442 Olds + F85 Olds.

HR-0500 -Replaces the PAIR of top ear/bracket bushings on the rearend: **\$59**

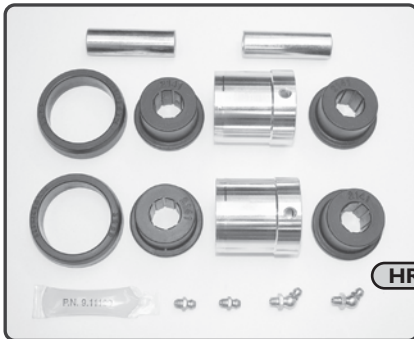
NOTE: #0500 is Included with our upper Control Arm sets.

NOTE: #0500 Bushings may not fit on some '64 Olds/Pontiacs

NOTE: Bushing tool # HR-0599 is HIGHLY recommended to remove & install these.

HR-0500-XD -0500 set with Extreme Duty Delrin Bushings 1 pair: **\$94**

HR-0501 -Replaces ONE end of 2 rear control arms - 1 pair: **\$51**



HR-0502 -COMPLETE SET for up & low - 4 pairs (1-#0500/3-#0501): **\$199**

HR-0503 -Replaces bushings in UPPER CA's - 2 pairs (1-#0500/1-#0501): **\$107**

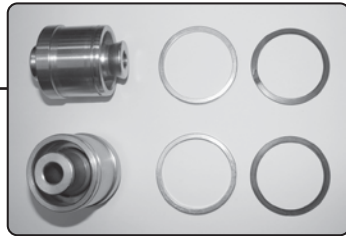
HR-0504 -Replaces bushings in LOWER CA's - 2 pairs (2-#0501): **\$99**

HR-0510 -Standard Energy Suspension Gold Poly Bushings 1 Pair **\$29**

PRO RACE SPHERICAL BUSHING ASSEMBLY

The matching Pro Race Bushings that go into the upper ears are a totally NEW design as well, and are available separately due to the wide variety of pro level rearend housings available. Our best competitor uses a smaller bearing in an aluminum housing that has a 1.437 OD and a 1.187 dia. ball (which is even smaller than a 3/4" Rod End would have). Our design uses the biggest bearing that fits into a factory style rearend housing, which has a 1.562 OD and a 1.312 dia ball. Our bearing is even wider than our competitors. This allows ours to handle more force/load and apply the load over a MUCH larger surface area, (similar to what our 7/8" HD Rod Ends use) which will outlast and outperform ALL others currently available. Ours also come with the Teflon Liner upgrade, so they are self-lubricating just like the Rod Ends in our PRO RACE Control Arms. The side spacers are made from steel for added strength/support, and have clearance built into them to extend the range of motion available. The spacers are available with a precision fit for 1/2" grade 8 bolts (available separately for \$6) to fit your needs (simply specify when ordering). There is simply NO better choice for strength, safety, and durability available! They are priced per pair, and come with adapter rings designed to fit into all rearends (stock or aftermarket) that accept a factory style bushing. These press in place (like the stock ones & our HR-0500 style), and are retained by a spiral snap ring that can easily be put on by hand. Our Bushing Install Tool HR-0599 is recommended for removal of the old bushing & installation of these new bushings.

HR-0520 -Bushing Assy - \$129 /pair



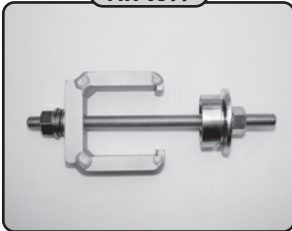
Note: Bolts available on top of page 25

HRpartsNstuff Bushing Removal / Installation Tool:

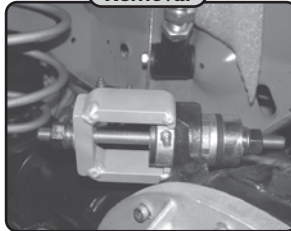
This custom Bushing Tool is designed to remove AND install the bushings into the top ears on the rearend housing. This tool is made to fit housings on GM Vehicles, and may fit others as well. Our design includes a roller bearing and thrust washers for ease of use and long life. The Bushing Tool is also plated and/or painted for rust prevention and appearance. The Tool PULLS the bushing out and also PULLS it into the ears in under 2 minutes with an air ratchet, without stressing the ears. Ask anyone that has done this the hard way, and they will tell you this tool is a life saver. Hours of aggravation and/or broken housings can easily be avoided with this new tool. Some generic pullers with adapters to (hopefully) fit your application sell for over \$400!

HR-0599 -Custom Bushing Tool - \$89 (\$10 off with suspension packages!)

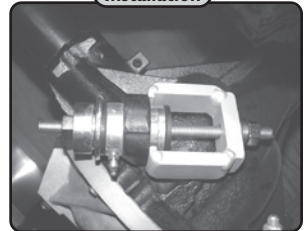
HR-0599



Removal



Installation



HRpartsNstuff SUSPENSION PACKAGES:

The following packages are carefully selected combinations and recommendations of the previous suspension components, for those looking for a "matched" setup that will work well together. Tuning and technical assistance is MUCH easier when all the parts are matched together, so there is NO guess-work on tuning steps. There are also "package discounts" figured into the prices for savings over purchasing the same items individually. All of these kits are well suited for daily driving and/or racing within +/- 2 sec. of recommended E.T. Range.



Note: HR-0599 Bushing Tool highly recommended with packages

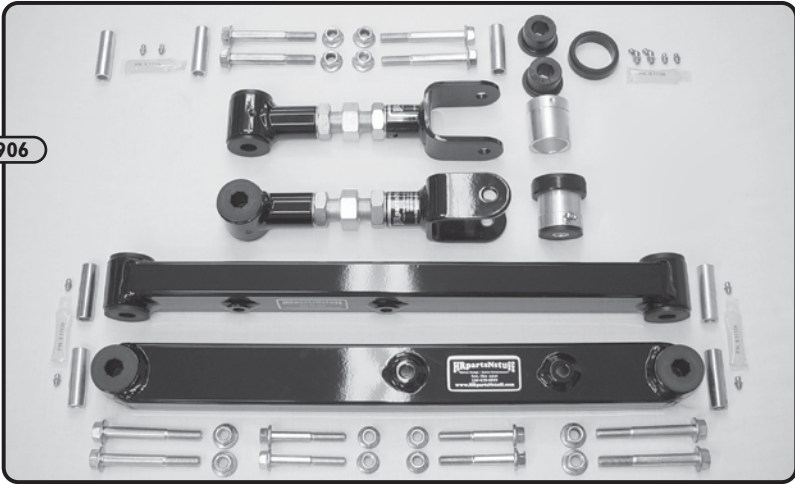
HR-0907

'78-'87 GM G-Body Suspension PACKAGES:

- # HR-0940 - Perf. Series Pkg '78-'87 GM G-Body - 0242 Upper & 0240 Lower CA's + 0500 Bushings + bolts = E.T. stock to mid 12's (1/4 mile): **\$369**
- # HR-0941 - Perf. Series Pkg '78-'87 GM G-Body - 0242 Upper & 0244 Lower CA's + 0500 Bushings + bolts + Swaybar = E.T. stock to mid 12's (1/4 mile): **\$859**
- # HR-0900 - DIY Package Standard '78-'87 GM G-Body #0502 Bushings + #0300 Boxing Kit = E.T. stock to mid 11's (1/4 mile): **\$239**
- # HR-0901 - DIY Package Deluxe '78-'87 GM G-Body #0502 Bushings + #0300 Boxing Kit + Swaybar = E.T. stock to mid 11's (1/4 mile): **\$739**
- # HR-0902 - Street/Strip Handling Package Standard '78-'87 GM G-Body #0202 uppers + #0200 lowers = high 14's to low 12's: **\$479**
- # HR-0903 - Street/Strip Handling Package Deluxe '78-'87 GM G-Body #0202 uppers + #0210 lowers + Swaybar = high 14's to low 12's: **\$949**
- # HR-0904 - Street/Strip Race Package Standard '78-'87 GM G-Body #0202 uppers + #0201 lowers = high 12's to high 10's **\$489**
- # HR-0905 - Street/Strip Race Package Deluxe '78-'87 GM G-Body #0202 uppers + #0204 lowers + Swaybar = high 12's to high 10's **\$949**
- # HR-0906 - Street/Strip Pro Race Package Standard '78-'87 GM G-Body #0203 uppers + #0201 lowers = high 12's to high 9's **\$555**
- # HR-0906-XD -HR0906 pkg WITH XD DELRIN UPGRADE = high 10's to mid 8's: **\$695**
- # HR-0907 - Street/Strip Pro Race Package Deluxe '78-'87 GM G-Body #0203 uppers + #0204 lowers + Swaybar = high 12's to high 9's **\$1015**
- # HR-0907-XD -HR0907 pkg WITH XD DELRIN UPGRADE = high 10's to mid 8's **\$1155**
- # HR-0908 - Ultimate Series- Race Package '78-'87 GM G-Body - (w/out Swaybar) = mid 10's to mid 8's **\$755**
- # HR-0909 - Ultimate Series- Race Package '78-'87 GM G-Body - (with Swaybar) = mid 10's to mid 8's **\$1245**
- # HR-0910 - Insane Series- Race Package '78-'87 GM G-Body - (w/out Swaybar) = mid 9's to mid 6's **\$955**
- # HR-0911 - Insane Series- Race Package '78-'87 GM G-Body - (with Swaybar) = mid 9's to mid 6's **\$1445**

NOTE: Add \$20 for standard 9" and \$30 for fab 9" applications

HR-1906

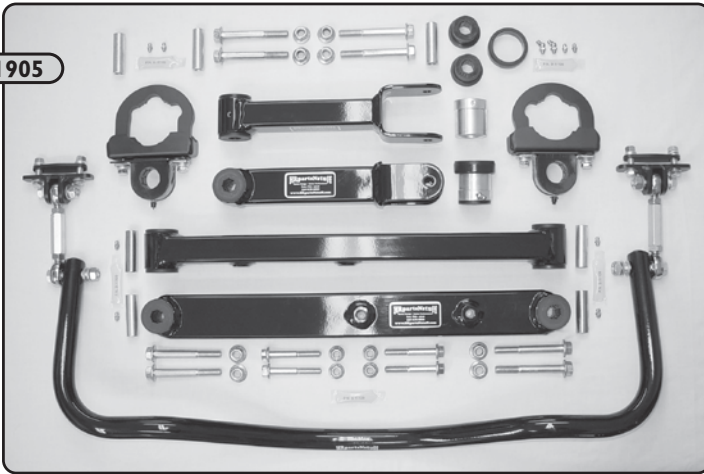


'68-'72 GM A-Body Suspension PACKAGES:

- # HR-1900- **DIY Package '68-'72 GM A-Body** #0502 Bushings
+ #1300 Boxing Kit = stock to mid 11's **\$239**
- # HR-1901- **DIY Package '68-'72 GM A-Body** #0502 Bushings
+ #1300 Boxing Kit **WITH SWAYBAR** = stock to mid 11's **\$739**
- # HR-1902- **Handling Package '68-'72 GM A-Body** #1202 uppers
+ #1200 lowers = high 14's to low 12's **\$499**
- # HR-1903- **Handling Package '68-'72 GM A-Body** #1202 uppers
+ #1210 lowers **WITH SWAYBAR** = high 14's to low 12's **\$969**
- # HR-1904- **Race Package '68-'72 GM A-Body** #1202 uppers
+ #1201 lowers = high 14's to low 12's **\$509**
- # HR-1905- **Race Package '68-'72 GM A-Body** #1202 uppers
+ #1204 lowers **WITH SWAYBAR** = high 12's to high 10's **\$969**
- # HR-1906- **Pro Race Package '68-'72 GM A-Body** #1203 uppers
+ #1201 lowers = high 12's to high 9's **\$575**
- # HR-1906-XD -HR0906 pkg **WITH XD DELRIN UPGRADE** - high 10's to mid 8's **\$715**
- # HR-1907- **Pro Race Package '68-'72 GM A-Body** #1203 uppers
+ #1204 lowers **WITH SWAYBAR** = high 12's to high 9's: **\$1035**
- # HR-1907-XD -HR0907 pkg **WITH XD DELRIN UPGRADE** - high 10's to mid 8's **\$1175**
- # HR-1908- **Ultimate Series- Race Package '68-'72 GM A-Body** - (w/out Swaybar)
-mid 10's to mid 8's: **\$755**
- # HR-1909- **Ultimate Series- Race Package '68-'72 GM A-Body** - (**WITH SWAYBAR**)
-mid 10's to mid 8's: **\$1245**
- # HR-1910- **Insane Series- Race Package '68-'72 GM A-Body** - (w/out Swaybar)
-mid 9's to mid 6's: **\$955**
- # HR-1911- **Insane Series- Race Package '68-'72 GM A-Body** - (**WITH SWAYBAR**)
-mid 9's to mid 6's: **\$1445**

NOTE: Add \$20 for standard 9" and \$30 for fab 9" applications

HR-1905



'64-'67 GM A-Body Suspension PACKAGES:

- # HR-1924 - Handling/Race Package '64-'67 GM A-Body #1205 uppers
+ #1200 lowers = high 14's down to mid 11's (1/4 mile): **\$585**
- # HR-1925 - Handling/Race Package '64-'67 GM A-Body #1205 uppers
+ #1210 lowers **WITH SWAYBAR** = high 14's down to mid 11's: **\$1,055**
- # HR-1926 - Pro Race Package '64-'67 GM A-Body #1205 uppers
+ #1204 lowers = high 11's to mid 9's: **\$595**
- # HR-1926-XD -HR1926 pkg **WITH XD DELRIN UPGRADE** - high 10's to mid 8's: **\$735**
- # HR-1927 - Pro Race Package '64-'67 GM A-Body #1205 uppers
+ #1204 lowers **WITH SWAYBAR** = mid 11's to mid 9's: **\$1055**
- # HR-1927-XD -HR1927 pkg **WITH XD DELRIN UPGRADE** - high 10's to mid 8's: **\$1195**
- # HR-1928 - Ultimate Series- Race Package '64-'67 GM A-Body - (w/out Swaybar)
-mid 10's to mid 8's: **\$755**
- # HR-1929 - Ultimate Series- Race Package '64-'67 GM A-Body - (**WITH SWAYBAR**)
-mid 10's to mid 8's: **\$1245**
- # HR-1930 - Insane Series- Race Package '64-'67 GM A-Body - (w/out Swaybar)
-mid 9's to mid 6's: **\$955**
- # HR-1931 - Insane Series- Race Package '64-'67 GM A-Body - (**WITH SWAYBAR**)
-mid 9's to mid 6's: **\$1445**

NOTE: Add \$20 for standard 9" and \$30 for fab 9" applications

Upgrades for ALL Suspension PACKAGES:

The bushing tool on page 20 is highly recommended for easy removal and installation of the bushings in the upper ears on the rearend housing.

The frame braces on page 26 are also highly recommended with all suspension packages.

I added your anti-roll bar to my '70 Cutlass convertible and had terrific results. The car hooks straight and level and drives right down the middle. I'm no longer scrubbing speed as the chassis fights the tires and because it launches so predictable, I can concentrate on cutting lights instead of wrestling an unpredictable steering wheel. Thank you for offering this part. It's simply the best bolt on part I've ever added to my car that did so much to improve its performance.

- Scott B.

"...simply the best bolt-on part..."

'73-'77 GM A-Body Suspension PACKAGES:

# HR-2273 - Handling- Suspension Package '73-'77 GM A-Body #2202 Uppers + #1210 Lower Control Arms - (WITH SWAYBAR)	\$979
# HR-2275 - Race- Suspension Package '73-'77 GM A-Body #2202 Uppers + #1204 Lower Control Arms - (WITH SWAYBAR)	\$979
# HR-2277 - Pro Race- Suspension Package '73-'77 GM A-Body #2203 Uppers + #1204 Lower Control Arms - (WITH SWAYBAR)	\$1045
# HR-2277-XD - Pro Race w/XD Delrin Upgrade- '73-'77 GM A-Body #2203 Uppers + #1204 Lower Control Arms - (WITH SWAYBAR)	\$1185
# HR-2279 - Ultimate Series Race- Susp. Pkg. '73-'77 GM A-Body #2232 Uppers + #1230 Lower Control Arms - (WITH SWAYBAR)	\$1245
# HR-2281 - Insane Series Race- Susp. Pkg. '73-'77 GM A-Body #2233 Uppers + #1231 Lower Control Arms - (WITH SWAYBAR)	\$1445

'77-'84 GM C-Body Suspension PACKAGES:

# HR-0787 - Pro Race- Suspension Package '77-'84 GM C-Body Upper + Lower Control Arms - (WITH SWAYBAR)	\$1065
# HR-0787-XD - Pro Race- w/XD Delrin Upgrade- '77-'84 GM C-Body Upper + Lower Control Arms - (WITH SWAYBAR)	\$1205
# HR-0789 - Ultimate Series Race- Susp. Pkg. '77-'84 GM C-Body Upper + Lower Control Arms - (WITH SWAYBAR)	\$1265
# HR-0791 - Insane Series Race- Susp. Pkg. '77-'84 GM C-Body Upper + Lower Control Arms - (WITH SWAYBAR)	\$1465

NOTE: Add \$20 for standard 9" and \$30 for fab 9" applications



COMING SOON: F-Body and Mustang Suspension parts and packages!

Paul, I just wanted to say Thanks for making such a well made kit.
The quality and service is exceptional.

- Robert W.

HRpartsNstuff Bolt Packs for Rear Suspension:

G = '78-'87 G-body, A = '64-'72 A-body (Grade 8 or 10.9)

- # HR-0221 - Low G CA - 8 Bolts, 16 Washers, 8 Nuts: **\$16**
- # HR-0222 - Up G CA - 4 Bolts, 8 Washers, 4 Nuts: **\$10**
- # HR-1221 - Low A CA - 8 Flange Bolts, 8 Flange Nuts: **\$18**
- # HR-1222 - Up A CA - 4 Flange Bolts, 4 Flange Nuts: **\$12**
- # HR-1223 - 1/2" - 2 Flange Bolts, 2 Flange Nuts: **\$6**



Note: Bolt packs are included with our new rear control arms. EXCEPT Performance Series CA's.

HR-1270



Eliminator Traction Bars:

TA Performance Eliminator bars are made from billet steel and fit factory rearend housings, and work great with our suspension parts. By relocating the upper ear mounting points, the improved geometry puts more weight on the rear tires when power is applied. They are HIGHLY recommended for GM A-body cars from '64-'72 with the standard 1-7/8" bushings (some '64 GTO's use smaller bushings).

- HR-1270 - Eliminator kit with NO bushings **\$159**
- HR-1271 - Eliminator's with Energy Susp bushings **\$179**
- HR-1272 - Eliminator's with our greaseable bushings **\$215**
- HR-1273 - Eliminator's with greaseable XD bushings **\$249**
- HR-1274 - Eliminator's with our Spherical bushings **\$279**

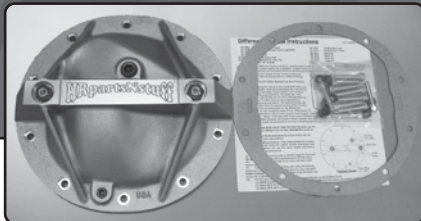
Rear End Cover/Girdle:

Fits 8.5" GM 10 bolt rearends ('78-'87 G-Body) - This Heavy Duty rearend cover/girdle comes with a gasket, hardware, and instructions, with our HRpartsNstuff logo. It helps support the bearings and is highly recommended for cars going 12 sec & faster. Installing the stud kit is a great idea since you will have the cover off and is easy to do.

HR-0275 **\$159**

Recommended stud kit (for bearing caps inside)

HR-0280 **\$25**



We went racing on the weekend. Car was much more consistent after fitting the anti roll bar. Traction was vastly improved and it felt much more stable in the deep end than before. Thanks for a great product. I followed the install instructions to the letter and it worked exactly as you said. Its nice to be able to fit a true bolt on a part and have it workly how it is supposed to."

- Colin B. Australia

HRpartsNstuff Frame Brace Kits:

As you increase the HP/TQ and install stronger/stiffer suspension bushings, more stress gets transferred to the chassis. That will always cause the next weakest link to show up, which are the brackets that the rear control arms attach to. A few people have reported that they have experienced the lower control arms going through the floor boards and/or ripping out the main crossmember when launching!

Our brace kits are laser cut for a precise fit with quick installation, and designed to reinforce the brackets and frame in critical areas that need the extra support. The HR-0251 lower kit reinforces the forward end of the lower ca's so it resists being pushed forward or upward, and come in 3 pieces for each side (updated design!). The HR-0252 kit reinforces the forward end of the upper CA's so it resists being pulled out, and come in 1 piece for each side made from structural tubing. Both kits will also help transfer the power quicker without wasting it with unwanted flex/movement.

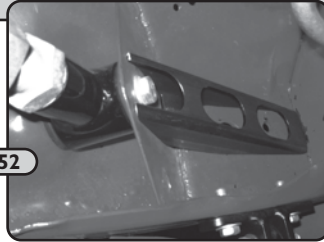
Both kits are a weld-in application, and come with detailed instructions with pictures. These are recommended on all cars with performance modifications or suspension upgrades going low 12's or faster, and will clear any exhaust system. They should be considered a must-have upgrade for cars using slicks and/or going for 1.50 60ft times or better.



HR-0251



HR-0252



HR-0251 - LOWER Frame Brace Kit for '78-'87 GM G-Body: **\$39** (NEW lower price!)

HR-0252 - UPPER Frame Brace Kit for '78-'87 GM G-Body: **\$35** (Introductory price!)

HR-0253 - BOTH kits, HR-0251 lower + HR-0252 upper: **\$69** (Save even more!)

(NOTE: Bracing kits for other locations and applications coming soon, please check website.)

Magnetic Protractor:

Magnetic Protractors (also known as angle finders), are used to check pinion angle, which is the DIFFERENCE in angle between the drive shaft and the pinion gear of the rearend. This setting becomes more important as power levels increase, and also if you are racing more often. Included with each protractor is helpful information, instructions, and recommendations for changing your pinion angle setting. This protractor has a weighed pointer that makes it MUCH easier to read around the mufflers/exhaust on the car.

HR-0297 - **PRO** Magnetic Protractor with instructions / recommendations: **\$20**



HR-0297

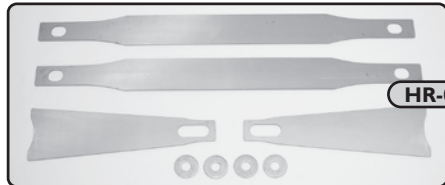
Paul, just wanted to sat thanks for an awesome product, not only are they well made, they actually fit!! Took all of 10 min. to get them installed. I wish other companies would take notes of what you're doing. Thanks again for a great product with fast shipping and great support.

HRpartsNstuff Boxing Kits for Stock Rear Control Arms:

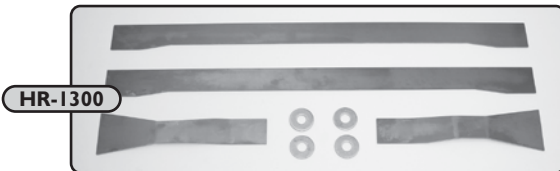
HRpartsNstuff Boxing Kits and Custom Replacement Bushings are available for the "Do-it-Yourself" person or where rules mandate, to gain performance using your stock rear control arms. The boxing plates are laser-cut for a custom fit, making welding them into place MUCH easier. Also, we have added 4 extra reinforcing washers for around the bolt-holes on the stock upper arms. Our Custom Replacement Poly-Graphite Bushings (on next page) are designed for installation into your stock rear control arms as well. They have a heavy duty steel shell, the same great poly bushings as our new arms, with grease fittings designed to fit with the stock arms! The boxing plates and bushings are available in pairs (for those partial upgrades), complete sets, and packages. These modifications provide similar benefits to our new arms, and are good for cars as fast as low 11's, while saving you a little money. Better handling, improved traction and quicker acceleration are just some of the additional benefits of having stronger and stiffer rear control arms and bushings. They are still well suited for street/strip applications, and designed to eliminate squeaking and binding common with OTHER "poly" bushings. The boxing kits are a "weld-in" application, and all come with detailed instructions and tips.

- Laser Cut •
 - Quicker Acceleration •
 - Works Best with •
- HR Bushings**

- # **HR-0300** -Boxing kit **'78-'87 GM G-body** stk rear CA' s (Complete Set): **\$49**
- # **HR-0301** -Boxing kit **'78-'87 GM G-body** (upper CA's ONLY): **\$24**
- # **HR-0302** -Boxing kit **'78-'87 GM G-body** (lower CA' s ONLY): **\$29**



- # **HR-1300** -Boxing kit **'68-'72 GM A-body** stk rear CA' s (Complete Kit): **\$52**
- # **HR-1301** -Boxing kit **'68-'72 GM A-body** (upper CA's ONLY): **\$27**
- # **HR-1302** -Boxing kit **'64-'72 GM A-body** (lower CA' s ONLY): **\$30**



- # **HR-2300** - Boxing Kit **'82-'01 GM F-Body** (lower CA's ONLY): **\$29**

HRpartsNstuff Drive Shaft Loop:

NHRA require these on cars that are 13.99 or quicker with slicks, or 13.00 with street tires, and are a good idea on just about every performance car out there. Our Heavy-Duty Driveshaft Loop comes with the MUCH preferred round design (for necessary clearance + safer), and EXCEEDS the NHRA requirements with a thicker 5/16" wall main ring/tube. This is for added protection at higher power & speeds, since we have seen the name-brand 1/4" wall rings FAIL! Our loops are built with either laser-cut or CNC machined mounting plates for a perfect fit, welded all the way around each plate (vs. just top & bottom like other brands). Ours get sandblasted and cleaned before the powdercoat finish, and is available in black or red (just add "-BLK" or "-RED" to part numbers).

Note: May need modified to fit some '78-'81 El Camino & Malibu's

- #**HR 0630** - Drive Shaft Safety Loop, '78-'87 G-body: **\$79**
Custom Flanged bolts - grade 10.9 & HD washers included!



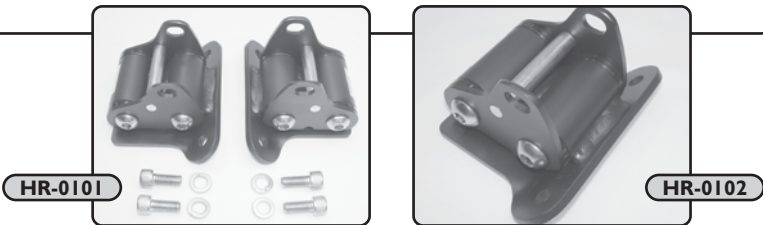
HRpartsNstuff ENGINE / TRANSMISSION MOUNTS:

Poly Motor Mounts (mounts with polyurethane bushings):

These are custom super-duty Motor Mounts with Polyurethane bushings built into a 360 degree interlocking design. There is ZERO metal-to-metal contact, so vibrations and sensitivity to knock sensors is minimized. These Poly mounts are actually STRONGER than a solid style mount, and still work great for daily drivers. These mounts greatly reduce engine movement, transfer power more quickly, and eliminate the need for any engine tie-down strap. Tie-down straps have been known to break alternators, accessory brackets, help blow head gaskets, and other negative side effects. We have fine-tuned the stiffness of the Poly over the years, and are currently using a softer grade that allows for minimum vibrations and maximum HP potential (still WAY stronger and stiffer than stk rubber) with NO side-effects. They are available separately or in pairs, and work great for daily driving AND racing. For over 500 HP (approx mid-11's) and for maximum performance, a pair is recommended. They come with a high temp GM satin black finish, installation instructions, new plated hardware to bolt up to the block, and a ONE YEAR replacement guarantee. Good to 1200+ HP and years of faithful service!

For PRODUCTION Buick 3.8 block ONLY in '82-'87 GM G-Body:

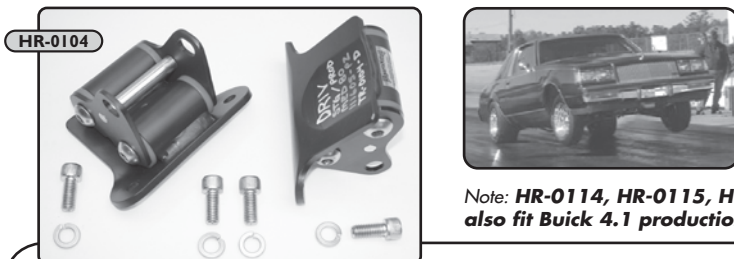
- # HR-0101 - Pair of Poly Motor Mounts: **\$249**
- # HR-0102 - Drivers side Polyurethane Mount: **\$129**
- # HR-0103 - Passenger Side Polyurethane Mount: **\$129**



For ALL Buick 3.8/4.1 Production, Stg I & II blocks in '78-'87 GM G-Body:

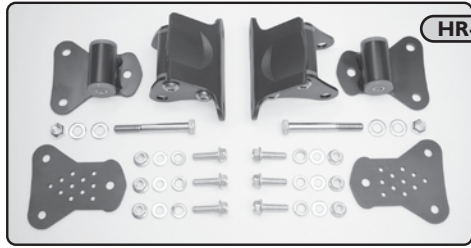
These mounts are referred to as "Stage" mounts by most, even though they will fit Buick production AND stage blocks. They are virtually the same as the production mounts, but have added clearance milled into the back side for fitting near the casting around the cylinder bores. They also have 1 level stronger poly installed, good to well over 2000 HP and street friendly.

- # HR-0104 - Pair of "Stage" Poly Motor Mounts: **\$269**



- # HR-0114 - Pair of Poly Motor Mounts for Buick V-6 & 350 V-8: **\$269**
- # HR-0115 - Drivers Side Poly Motor Mounts for Buick V-6 & 350 V-8: **\$139**
- # HR-0116 - Passenger Side Poly Motor Mounts for Buick V-6 & 350 V-8: **\$139**

HRpartsNstuff Poly Motor Mounts Continued:



HR-0121

Motor Mounts for Buick V-6's in '89 F-Body (Turbo Trans-Am):

These kits include the Right and Left side motor mounts, Right and Left side frame pedestals, custom installation wrench, and all necessary new plated hardware. They also include a special dampening pad that goes between the crossmember and the frame pedestals, to further reduce any possible vibrations. The bushings have been updated to softer versions (still SUPER strong), to greatly reduce vibrations from the original production run. They also have all the other great benefits and features listed with the TR mounts on the previous page. They are well suited for daily driving, and been proven to mid 9's, and can take plenty more!

HR-0121 - Poly Motor Mount Kit for Buick Production 3.8: **\$379**

HR-0124 - Poly Motor Mount Kit for All Buick V-6's 3.8/4.1 Prod/Stg: **\$399**

NOTE: HR-0124 is also best for Buick V-6 swaps into other chassis/year vehicles.

HR-0122 - Poly Motor Mount Kit - DRIVERS side ONLY Prod 3.8: **\$209**



HR-0150

"WOW, Paul - I am speechless. The stuff you sent me is the best! I will be proud to show these pieces to the club,...."

Rocky

Motor Mounts for new T/A Performance Alum V-6 blocks in '78-'87 GM G-Body:

While these are a completely NEW design that was necessary to fit the T/A block, they still retain some of the basic proven characteristics and components that our standard motor mounts have. These will ONLY work with the NEW aluminum "Buick" V-6 block from T/A Performance, because their pan rails are wider and freeze plugs stick out further. They are designed for a perfect bolt-in on the '78-'87 G-Body chassis, but could easily be adapted to fit other vehicles. Installing these into a non-TR chassis is very easy, simply E-mail us for details and information about it. They are MUCH better and safer than solid mounts, and can be used with a mid-plate or by themselves. We have seen cylinder bores distort even on iron blocks with a little chassis flex and solid mounts. That is another reason why our Poly mounts work so well on high HP applications. These have seen mid-low 8 sec. runs with 3400 lb. + "True Street" cars, and can take any HP level you want to put to them.

HR-0150 - Poly Motor Mounts - T/A Alum V-6 (Pair): **\$349**



HR-1001 - Poly Motor Mounts - Buick 400/430/455 V-8 (Pair):

HR-1002 - Poly Motor Mount - Buick 400/430/455 V-8 (Driver):

HR-1001-HR-1003

Coming Soon

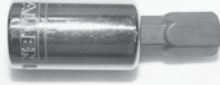
HR-1003 - Poly Motor Mount - Buick 400/430/455 V-8 (Pass):

Check Website for Details

Installation Tool for Motor Mounts:

A (somewhat) special tool is needed for installing all HRpartsNstuff Motor Mounts. Due to the use of socket head cap screws (Allen Bolts) for clearance and our thicker flange/base plate, a 3/8" hex bit driver x 3/8" drive (for a ratchet) will be needed. Do NOT use the factory bolts on ANY HRpartsNstuff mount, they will NOT be long enough!.

HR-0199- Motor Mount Installation tool (3/8" hex bit driver): \$ 12



HR-0199

Poly Transmission Mount '84-'87 Turbo Regals.

We have designed new Polyurethane Transmission Mounts for direct bolt-in on '84-'87 Buick Turbo Regals with the 200R4 transmissions and Turbo-400 trans. Our Trans Mounts are bolt-in heavy duty replacements for the offset OEM flimsy rubber mount using the stock cross-member. This design effectively controls transmission torque MUCH better than stock units, especially in high-performance applications. They are designed for daily driving as well as extreme racing conditions, without having to change the stock cross-member. Some increase in vibrations should be expected, but varies widely from car to car. They are soft enough to absorb vibrations for performance street use, yet rugged enough for racing. In most cases it is not a big issue, and the rubber crossmember mounting pads should be retained for best results.

"...daily driving as well as extreme racing..."

These mounts also have a unique, metal safety locking feature, effectively controlling torque and retaining alignment. Each mount comes with: Poly Trans Mount (interlocking design), Special HD offset plate adapter, Grade 8 hardware to attach mount to plate and mount to cross-member, Grade 8 and/or 10.9 hardware to attach plate to trans, Spacer plate (to be used when no exhaust hanger is used), and Instructions for easy installation. All hardware, offset plate, shim, and metal components in the kit are painted or plated for rust prevention and appearance, and it comes with a One Year replacement guarantee. A slight modification will be necessary (details included) to the stock exhaust hanger (if used) with these new Poly trans mounts. This is a very easy modification, and does not significantly effect the hanger's strength.

HR-0600- Poly 200R4 Transmission Mount for '84-'87 Turbo Regal: \$89

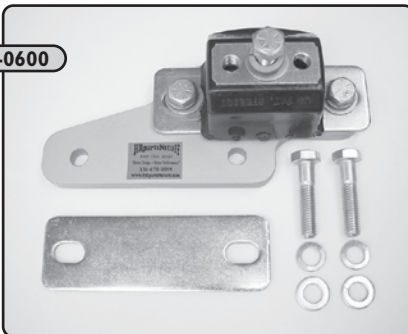
HR-0601- Poly T-400 Transmission Mount for '84-'87 Turbo Regal: \$95

HR-1600- Poly Trans Mount for OTHER GM cars (does NOT fit TR's): \$35

NOTE: HR-1600 for NON-TR vehicles does NOT have the offset bracket.

New Lower Price!!

HR-0600



HR-1600



New Poly Transmission Crossmember Mounts

Among our new products for 2008 we have 2 new replacement rubber mounts for the Transmission Crossmember in GM G-Body cars. They are made from a MUCH stronger & tougher Polyurethane material. The BLACK Poly is a Performance Upgrade of the stock rubber, with basically no additional vibrations transferred. These are great for daily drivers and cars down into the 10's at the strip.

The RED Poly is our race version which is made from a stronger grade of Poly, and can handle ANY power level with minimal vibrations transferred. These are great for faster street/strip cars or all-out race cars. The replacement steel brackets are a LOT thicker & stronger, with all new CNC machined threaded mounting bosses. Grade 10.9 bolts are also included, and the brackets & bolts are zinc plated for rust prevention & appearance. Each KIT comes with 2 steel brackets, 4 Poly isolators, and 4 bolts (enough for BOTH sides of the crossmember).

HR-0610 - Black Performance Version \$79

HR-0611 - Red Race Version \$89



Miscellaneous HRpartsNstuff items:



Weld-on threaded bungs:

HR-5000 - Stainless Steel O-2 Bungs, correct size for weld-on application: \$8 ea.

HR-5001 - Aluminum injector bosses for converting manifolds to EFI: \$9 ea.

HR-5002 - Stainless EGT bungs 1/8" NPT (for small probes): \$7 ea.

HR-5003 - Stainless EGT bungs 1/4" NPT (for big probes): \$8 ea.

HR-5010 - Aluminum 3/8" NPT bung (for IAT/MAT sensors): \$9 ea.

HR-5011 - Stainless Steel 3/8" NPT bung (for IAT/MAT sensors): \$11 ea.



HR-5030



Engine Lift Strap with instructions/picture:

HR-5030 - Engine Lifting Strap, SUPER Quick and Easy, works on Buick V-6 Turbo and most other open plenum intakes, No extra bolts, chains, scratched paint, tilts easy: \$25 ea.

HRpartsNstuff/Buick T-Shirts & Sweatshirts, 2 sided! FULL COLOR front, black back:

- # HR-6001 - Youth Med (10/12) Tee **\$13 ea.**
- # HR-6002 - Youth Lg (14/16) Tee **\$13 ea.**

- # HR-6004 - Adult Med Tee **\$14 ea.**
- # HR-6005 - Adult Large Tee **\$14 ea.**
- # HR-6006 - Adult XL Tee **\$14 ea.**
- # HR-6007 - Adult 2XL Tee **\$16 ea.**
- # HR-6008 - Adult 3XL Tee **\$17 ea.**

- # HR-6014 - Youth Lg (14/16) Sweat **\$27 ea.**
- # HR-6015 - Adult Large Sweat **\$29 ea.**
- # HR-6016 - Adult XLarge Sweat **\$29 ea.**
- # HR-6017 - Adult 2XLarge Sweat **\$32 ea.**
- # HR-6018 - Adult 3XLarge Sweat **\$34 ea.**

- # HR-6033 - Ladies Sm Pink Tee **\$15 ea.**
- # HR-6034 - Ladies Med Pink Tee **\$15 ea.**
- # HR-6035 - Ladies Large Pink Tee **\$15 ea.**
- # HR-6036 - Ladies XL Pink Tee **\$15 ea.**
- # HR-6037 - Ladies 2XL Pink Tee **\$17 ea.**



NEW!!

HRpartsNstuff Decals, License Plate and Banner:

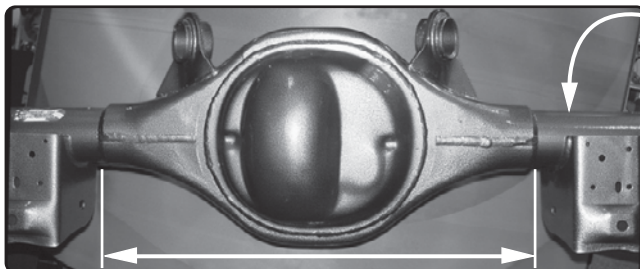
- # HR-6100 - Small White HR Logo Side Window Decal
- # HR-6105 - Large White HR Logo Rear Window Decal
- # HR-6110 - Long White HR Logo Windshield Decal
- # HR-6120 - HR Parts License Plate (Black w/Silver)
- # HR-6140 - Full Color 3' x 5' Banner

Call or email
for details



Contingency money available, Email us for details.

Dimensions needed for 9" swaybar application:



Axle Tube Diameter

(Measure at approximately 26 1/2" spacing center to center)

Weld to Weld Dimension

HRpartsNstuff Technical Assistance and Ordering:

Most any technical question regarding any of the many products we manufacture can usually be answered on our website in the PRODUCTS or FAQ (frequently Asked Questions) section. There is a HUGE wealth of additional information, pictures, installation tips, tuning tips, and much more on our website: www.HRpartsNstuff.com If you can't find the info you need, we are generally available for technical assistance and/or ordering by e-mail (preferred) and phone. We have extended hours and usually check E-mails and faxes daily. Our general hours of operation are Monday through Friday from 9 a.m. to 7 p.m. Eastern Standard Time, and from 10 A.M. to 5 p.m. on Saturday. If we are temporarily unavailable, PLEASE try again later or try using E-mail and/or fax to reach us. That usually means that we are on another line, or busy designing, producing, and packaging more products.

E-mails usually work best for detailed technical help.

Orders can be placed easily, safely and securely on our brand new website. You can also place orders by phone, fax, or Postal Mail, whichever you prefer.

Do NOT send credit card information in an E-mail, it is NOT safe! Any & all information received from all of our customers is held in the strictest of confidence by HRpartsNstuff, and will NEVER be sold, given, traded, or shown to any outside agency or company for any reason. All unnecessary paperwork is burned for max protection. Most of our orders are received through our website for best accuracy and protection.

HRpartsNstuff Shipping and Payment Policy:

All orders are shipped out ASAP, many within 1-3 days. At any time, items can be out of stock or order may not be complete, which can delay shipping. Since we actually **manufacture** our own top of the line custom components (instead of just being a high quantity distributor or retail outlet), it is best to place your order SEVERAL WEEKS in advance to ensure a timely delivery. Credit Cards are charged within 24 hours of scheduled shipping date, so there is really no downside to ordering early. PLEASE check with us and let us know if your order (or partial order) must ship by a certain date, or will require special notes or attention. **For rush orders or special instructions, PLEASE CONTACT US ASAP to coordinate.** Generally, 2nd day charges are approx. double the normal ground rate, and next day service is 4-7 times the ground rate. Exact rush shipping amounts can be quoted at time of order placement. In some RUSH situations, if we do not have an item in stock, we may be able to refer you to one of our approved vendor/dealers that might have it in stock. We ship via UPS Ground to the continental 48 states, unless US Postal Service must be used. For shipments to Alaska, Hawaii, and for Canada orders, we use the US Postal Air Mail to help reduce shipping / customs costs while still delivering in a timely manner. We also ship outside the US if pre-paid and arranged via internet.

Payment can be in the form of a POSTAL Money Order (available at your local post office), Visa/MasterCard/American Express/Discover, Bank Money Orders, or Certified Bank Checks. If for any reason you have difficulty with any part of your order and/or purchase, please contact us ASAP. We make our best effort to correct any problems that might occur, before, during, and after your purchase. Your patronage is very important to us, and greatly appreciated! We are also happy to help with any questions, technical info, and recommendations when at all possible. *If purchasing our products through another retailer/vendor/installation center, PLEASE contact them ASAP for any missing or damaged parts. You are WELCOME to contact us at any time after your purchase for installation or tuning assistance, regardless of where you purchased it.*

Phone (330) 947-2433 (9am to 7pm EST. Mon-Fri, 10am to 5pm Sat) Fax (330) 947-2977 (24/7) Prices subject to change without notice. Not responsible for typographical errors. Please call or visit our Website: www.HRpartsNstuff.com for most current price / availability / selection. NOTICE: Pictures in this catalog and our website are for illustration purposes only. Call or Email us for information and availability for installation/tuning.

HRpartsNstuff RETURN POLICY:

HRpartsNstuff will issue a R.G.A. number for every return. **Returns will NOT be accepted without the R.G.A number.** All authorized returns MUST have the R.G.A number on all cartons and shipping documents, and be packaged in either its original packaging or packaging affording an equal degree of protection. Returned products MUST be shipped pre-paid - collect shipments will be refused. Modified, used, or damaged products are NOT eligible for returns. All returns are subject to a 20% restocking fee. All Credit Card refunds will have an additional 8% fee applied. Special orders are NOT returnable. Returns made within 20 days after shipping date are eligible for a full credit (minus shipping/handling fees) towards other HRpartsNstuff products. NO returns are accepted after 90 days. Freight and/or handling charges are NOT refundable.

HRpartsNstuff WARRANTY:

HRpartsNstuff makes no warranty either expressed or implied, as to the quality or suitability of any and all products manufactured, offered, or sold by HRpartsNstuff for any use, and Buyer and/or end user assumes all risk and liability resulting from the use of the goods. Seller neither assumes nor authorizes any person to assume for Seller any other liability in connection with the sale or use of the goods sold, and there are no oral agreements or warranties collateral to or affecting the agreement. Included in said disclaimer is any service or remanufacturing performed by HRpartsNstuff on any product.

HRpartsNstuff REPLACEMENT POLICY:

In the event of a defect in material or workmanship, the manufacturer's sole responsibility is to repair or replace the defective Product. Final replacement determination will be the decision of the manufacturer. This replacement policy only applies to the original purchaser and defective product must be returned without alteration or repair, including welding, along with your original invoice number and R.G.A. number. This replacement policy is not a warranty either expressed or implied.

HRpartsNstuff at its' sole discretion will repair, replace or refund the purchase price of the incorrect or defective product or component parts, provided the product in question is returned within ninety (90) day period from the original purchase date as listed on the original invoice. Proper documentation must be presented for the product in question, specifically the original invoice, or a copy thereof, presented by the original purchaser of the product.

In addition, HRpartsNstuff will replace their Anti-Roll / Swaybar, Upper and Lower Rear Control Arms, and Poly Motor / Transmission mounts within **ONE YEAR** period from the original purchase date as listed on the original invoice if broken from excessive horsepower and/or normal use.

Excluded from these discretionary considerations are finish and wear parts including bearings and seals, U-joints, rod ends, failure of a bearing or U-joint and any consequential damage resulting from failure of a bearing, U-joint, or other component. This replacement policy does not cover and is not limited to cosmetic damage due to acts of God, accident, misuse, abuse, negligence, or modification of, or to any part of the Product. This policy also does not cover damage due to improper operation or maintenance, installation, alterations, or attempted repair by anyone other than HRpartsNstuff. This warranty is valid only in the USA. This replacement policy is invalid if the factory applied serial number or identification marking has been altered or removed from the Product.

In addition, HRpartsNstuff will not be responsible for damage due to accident or collision, abuse misuse, or improper installation or service. In no event will HRpartsNstuff be responsible for damages including but not limited to down time, lost profits, goodwill, damage to or replacement of equipment and property, loss of use or cost of substituted products. Responsibility shall not include and not be limited to actual or alleged labor, transportation, other incidental charges, or consequential damages, property damage or personal injury damages to the extent permitted by law.

REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS REPLACEMENT POLICY IS THE EXCLUSIVE REMEDY OF THE CONSUMER. HRpartsNstuff SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES. EXCEPT TO THE EXTENT PROHIBITED BY APPLICABLE LAW, THIS REPLACEMENT POLICY IS LIMITED IN DURATION NOTED ABOVE.

THE BUYER UNDERSTANDS AND RECOGNIZES that racing parts, performance products, and ALL parts and services sold by HRpartsNstuff are exposed to many and varied conditions due to the manner in which they are installed and used. HRpartsNstuff shall bear no liability for any loss, damage or injury, either to a person or to property, resulting from the direct or indirect use of any HRpartsNstuff products or products and/or services that HRpartsNstuff offers, or inability by the buyer to determine proper use or application of HRpartsNstuff products. HRpartsNstuff SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY HRpartsNstuff PRODUCTS.

MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO ANY PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK AND ALL OTHER RISKS ASSOCIATED WITH THE END USE OF ANY PRODUCT OF/FROM HRpartsNstuff. (Note: Any reference to HRpartsNstuff mentioned throughout this catalog also pertains to HRpartsNstuff, HRpartsNstuff, Inc, and HRpartsNstuff, LLC).

A SPECIAL THANKS to ALL our happy customers!

Can't fit them all, so here are just a few:



Red Armstrong
Kip Asplund
Lloyd & Shari Bonecutter
Ed Brewer
David & Jim Buschur
Dennis Butt
Odell Cantrell
Dale Cherry
Rob Chilenski
Scott Claridge
Sam/Toni Colalillo
Doug Conway
Jack Cotton
Jim Craley
Jason Cramer
Don Cruz
Lonnie Diers
Ken Diersing
Paul DuBois
Keith Egan
Dave England
Dave Fiscus
Jamie Foster-Wolcott
Len Freeman
Roy Garcia - Laz Racing

Shaun Gilbert
Matt Gordon
Bob Gullet
Tom Gurnee
Cal Hartline
Bob Hinson
Brian Hogan
Bruce Hunter
Rick Jensen
Vince Janis
Jim Kaekel Jr.
Dominic Lamorte
Brian Lorenz
Michael Lough
Chris Lyons
Bob Makely
Russ Merritt
Nick Micale
Ed Milo
Buddy Mitchum
Michael Nogrady
Milan Obradovich
Gary Paine
John Pearcy
Otto Pernek

Don Palumbo
Jeff Puckett
Steve Reynolds
Jim Rogers
David Roland
Bret Rudbeck
Jason Rueckert
Mike & Tonya Ruminski
Ken Seggie
Scott Simpson
Bob Slusser
Keith Soffa
Steve Sullivan "Sully"
Billy T. (Triantafillou)
Aaron Thorpe (Avon)
Dick Walker
Brian Weaver
Jim Weise
Bob West
Dan White
Jason White
Bruce Wilson
John Wilson
Tom Wilson

Jason Rueckert - VP Racing Fuels
1982 Olds Cutlass Supreme - 3500# on Drag Radials
5.30 at 140 MPH in 1/8, 8.30 at 170 in the 1/4 w/1.27 60 ft.

"Received sway bar Friday, installed this weekend, and so far I love it, no track time with it yet, but went for about a 20 mile street cruise, didn't have time to get it on before the races Sat....., but WOW it is fun to drive my car around corners now, I had none on it before and it felt like it was tipping over around every corner, with the tires rubbing and now that is gone too."

- Thanks, Brian G.



Dave Fiscus - Buick V-6 Turbo Street Outlaw
7.92 @ 176 MPH on Drag Radials w/1.20 60ft.
Also 4.99 @ 143 MPH in the 1/8th

35



HRpartsNstuff

2002 Industry Rd.

PO Box 67

Atwater, OH 44201-0067

Ph: (330) 947-2433

Fax: (330) 947-2977

Sales@HRpartsNstuff.com

www.HRpartsNstuff.com

"Your patronage is VERY important to us, and greatly appreciated!!" Thanks!