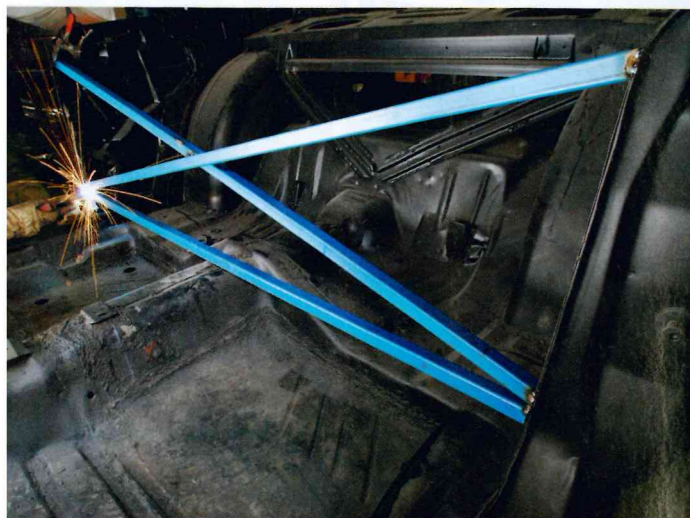


GT WRAP UP

NOTICE how neat a fit the chassis is under the body – even the factory fuel tank can be refitted. Morrison went to great lengths to ensure very little of the chassis protruded below the sill for the nicest possible appearance. The Chevelle can sit considerably lower without dragging its belly as the chassis is the lowest point, with the exhaust incorporated within. Being essentially a bolt-in exercise, fitting a GT Sport chassis is a straightforward job that most mechanically minded people could complete. However, it's highly advisable that you thoroughly read the supplied instructions and have a good think about the job before you start.



PART 2: MAX G FIT-UP



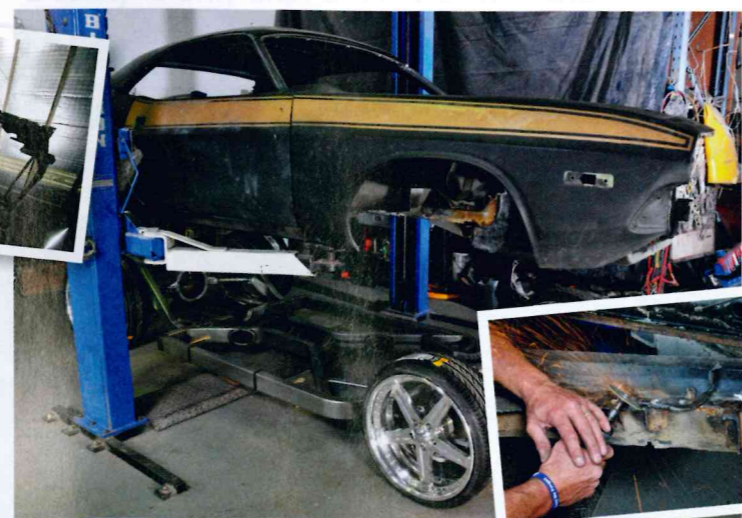
For unibody (monocoque) streeters that do not use a separate chassis, as with the Challenger shown here, Morrison offers the weld-in Max G chassis. Fitment is a lot more work as the floor has to be completely chopped out, the body then dropped over and reattached to the new chassis. Before any cutting takes place, cross-bracing is added to hold the body in shape once the support of the floor is removed.



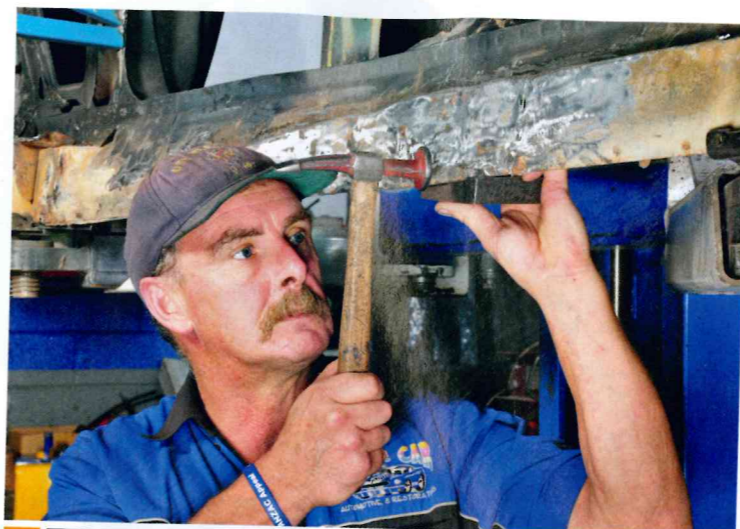
To remove the floor, use the tools you prefer; cutting discs, power hacksaw, even oxy or plasma-cutters for the heavier sections. Given the scope of material removal, it's essential the car is completely stripped of anything flammable, such as fuel lines and carpets. MCF removed the sections in manageable chunks as having the whole lower half of the car fall away as one would be quite dangerous.



Here's what was cut out of the Challenger – not much left, is there? Now you can see why it's essential to adequately brace the body. Note how both the front rails along with the original front suspension mounts have been completely removed. The rear section, along with the boot floor, was also chopped out after this photo was taken. The whole floor was cut as flush as possible to the inner sill panels.



The chassis are manufactured to precise tolerances and fit very neatly between the inner sills. Therefore any material that isn't removed will prevent an accurate fit and could cause misalignment of the body. It's impossible to get it all in one go, no matter how good you are, so you'll have to go back and clean up a few areas before you're able to get the body sitting snugly over the new rails.



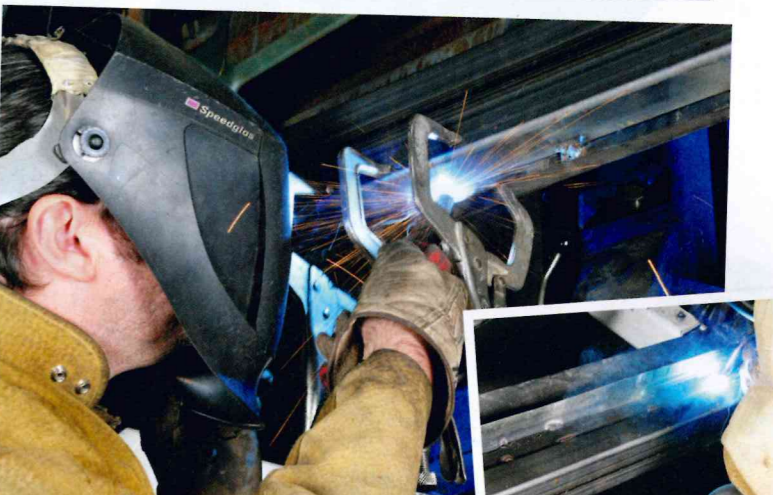
Forty years of road use tends to leave inner sills somewhat battered and it's not uncommon for them to need repairing. It's vital they're straight and smooth, otherwise they won't sit flush against the sides of the chassis rails and they need to touch so that they can be stitch-welded. Stitch welding is preferred over seam welding as it prevents the propagation of cracks that might develop in service.



Unlike the bolt-in nature of the GT Sport, Morrison supplies the Max G with generic front and rear sections due to the variations in fitment and design. This means parts such as radiator support panels, fender mounts, fuel tanks and bumper bar mounts will require some finessing and fabrication work. Here, the MCF team had to kick the front rails out around the front wheels to align with the factory mounts.



Ideally you want the rails to sit nearly flush with the bottom of the sill panel. MCF positioned the cross bracing so that it held the body at the desired height. Using specifications supplied when ordering the chassis, final ride height is determined by the amount of kick-up in the front and rear of the chassis – this is preferable to sinking the body down over the rails. Adjustable shocks can fine-tune the stance.



Despite bracing, the sills still tend to bow outwards near the centre. These bowed sections need to be pulled (clamped) in tight against the chassis before welding. Weld each side alternately and start in the middle, progressively working towards the ends. The Challenger's inner sill is canted, creating a gap at the top. A steel strip was shaped to follow the factory pressing, then welded in place to bridge the gap.

MAX G WRAP UP

WITH the sills welded up, the body is now attached to the chassis. From here, a new floor and firewall must be fabricated. One drawback is that the new chassis raises the floor around 100mm, rendering most generic seat mounts useless. The Muscle Car Factory uses ProCar seats, which work with custom adaptors.

This is the Challenger's intended ride height! Being able to set the desired stance without compromising suspension geometry is a tremendous advantage. Furthermore, those big fat tyres will be able to turn in the stock wheel openings thanks to the C6 architecture.

Morrison's promise of vastly improved handling, ride and safety is not just hype. A US car mag tested a GT Sport-equipped '55 Chev and pulled more than 1G cornering – impressive stuff!

While both these chassis are for American iron, Morrison can custom-fabricate the Max G to suit any car, including Aussie streeters. See www.musclecarfactory.com.au for details.

