



Precision Handling Control

PRODUCT CATALOG

We put fun in every corner!™

Steeroids
RACK & PINION CONVERSION®

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CORVETTE SUSPENSION

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VECTOR Series
MUSTANG SUSPENSION

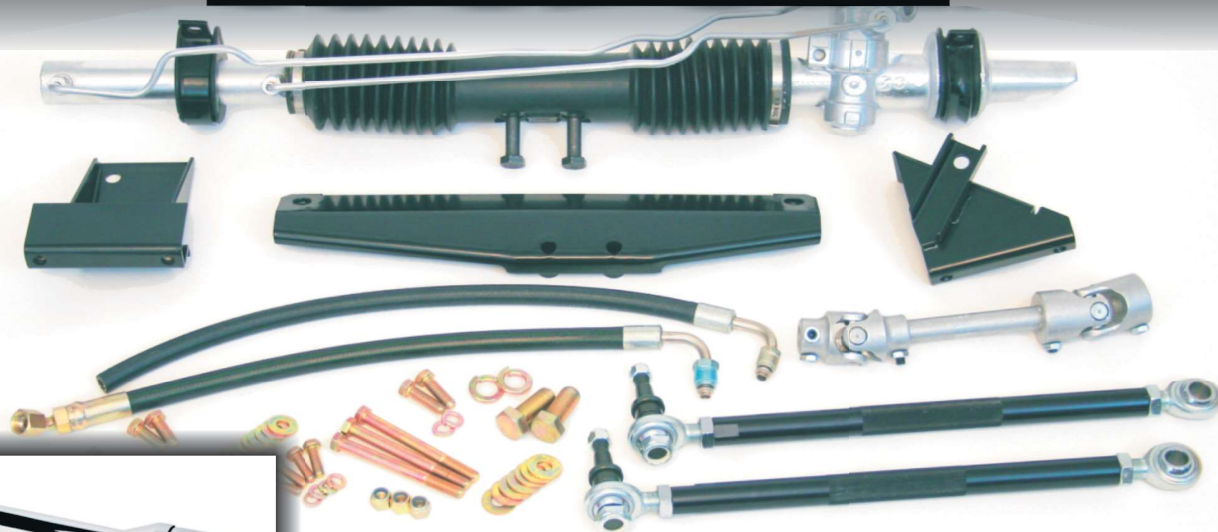
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ROD LINKS
CLUTCH LINKAGE™

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Steeroids® RACK & PINION CONVERSION®



Mustang Steeroids® rack and pinion conversion kit is shown above. Brand new steering columns are available to accompany most of our Steeroids® kits if you would like to do a column upgrade to compliment your brand new, modern Steeroids® rack & pinion conversion! Please note that parts and finishes can vary from kit photo due to supplier variations.

Steeroids® Rack & Pinion Steering Conversion Kits *We put fun in every corner!™*

We believe your classic deserves greatly enhanced steering control and improved steering feel. Why? Make your car more fun to drive and handle better with quick ratio rack and pinion steering! How? Steeroids® rack and pinion kits give you improved road feel and maximum performance by properly addressing steering geometry and eliminating bump steer!

The stock factory steering technology dating back to the 1940s and 50s is vague and unresponsive. This is especially true “on center” where modern cars with rack and pinion excel with the crisp response you have come to expect. The factory stock manual steering on many cars is four turns lock to lock! Not exactly what you are looking for if you intend any kind of 'spirited' driving. Steeroids® rack and pinion conversion kits update your classic so that it no longer feels like you are piloting an old truck. Steeroids® kits feature the quickest ratio you will find on the market. In addition, Steeroids® kits weigh up to 25 lbs less than the stock system and work with most aftermarket headers.

A major benefit to choosing a Steeroids® rack and pinion conversion kit is our unique tie rod end design featured by no other kit on the market. These adjustable tie rod ends and carefully engineered tie rod lengths, give you the ability to effectively eliminate bump steer, **even on lowered vehicles**. Bump steer is that unsettling feeling of your car rapidly changing alignment as it travels over rough surfaces (especially on lowered vehicles). This results in that wandering, darty and imprecise steering feel magnified by high speeds that new sports cars do not suffer from. (See “Notes from the Tech Bench : Bump Steer” on page 5) Your classic deserves the modern precision and control that only a Steeroids® rack and pinion conversion can provide!

There is absolutely no cutting or drilling to your frame, cross member or it's supports on ANY of these Steeroids® rack and pinion conversions. All kits are offered as a completely bolt-on installation. Select kits feature a money saving option to modify your stock steering column if you choose a basic kit without a new steering column. Kits install with basic hand tools, usually in 6-8 hours.

If your car had power steering from the factory, you can use your existing power steering pump and brackets. If you plan to go from manual to power steering, we can supply the pump and mounting brackets. If you wish to stay with manual steering or convert to manual steering, we offer manual rack and pinion kits as well. Yeah, we've got you covered.

So here is what it all comes down to: Steeroids® rack and pinion kits were designed to make your old classic steer like a new car. The steering will be tight, precise and controllable and more so than with any other kit on the market. But don't take our word for it; check out just a few of our Customer Testimonies on Page 18. Then you too can enjoy some quick ratio fun! Steeroids®. Feel the Road!

See the following page for applications and part #s or go to www.speeddirect.com or see Price List for more information & pricing



Go to www.speeddirect.com or see Price List for more information & pricing



CAMARO

Steeroids® rack & pinion conversion for 1967 - 1969 Camaro - Power
 Steeroids® rack & pinion conversion for 1967 - 1969 Camaro - Power w/ column options
 Steeroids® rack & pinion conversion for 1967 - 1969 Camaro - Manual
 Steeroids® rack & pinion conversion for 1967 - 1969 Camaro - Manual w/ column options

Part # 83001
 Part # 830##
 Part # 83005
 Part # 830##



CORVETTE C1

Steeroids® rack & pinion conversion for 1953 - 1957 Corvette, paintable column
 Steeroids® rack & pinion conversion for 1958 - 1962 Corvette, paintable column
 Steeroids® rack & pinion conversion for 1953 - 1957 Corvette, chrome or black column
 Steeroids® rack & pinion conversion for 1958 - 1962 Corvette, chrome or black column

Part # 838##



CORVETTE C2/C3

Steeroids® rack & pinion conversion for 1963 - 1966 Small Block Corvette - Power
 Steeroids® rack & pinion conversion for 1963 - 1966 Big Block Corvette - Power
 Steeroids® rack & pinion conversion for 1967 - 1979 Small Block Corvette - Power
 Steeroids® rack & pinion conversion for 1967 - 1979 Big Block Corvette - Power
 Steeroids® rack & pinion conversion for 1980 - 1982 All Corvette - Power
 Steeroids® rack & pinion conversion for 1963 - 1966 Sm/Big Block Corvettes - Manual
 Steeroids® rack & pinion conversion for 1967 - 1982 Sm/Big Block Corvettes - Manual

Part #83031-1
 Part # 83031-2
 Part # 83030-1
 Part # 83030-2
 Part # 83032
 Part # 83035
 Part # 83037



MUSTANG

Steeroids® rack & pinion conversion for 1965 - 66 Mustang, for stock steering column
 Steeroids® rack & pinion conversion for 1965 - 66 Mustang, paintable new steering column
 Steeroids® rack & pinion conversion for 1965 - 66 Mustang, chrome new steering column

Part #84513(Power), Part #84555(Manual)
 Part #84516(Power), Part #84557(Manual)
 Part #84519(Power), Part #84558(Manual)



MUSTANG

Steeroids® rack & pinion conversion for 1967 - 69 Mustang, for stock steering column
 Steeroids® rack & pinion conversion for 1967 - 69 Mustang, paintable new steering column
 Steeroids® rack & pinion conversion for 1967 - 69 Mustang, chrome new steering column
 Steeroids® rack & pinion conversion for 1970 Mustang, for stock steering column
 Steeroids® rack & pinion conversion for 1970 Mustang, paintable new steering column
 Steeroids® rack & pinion conversion for 1970 Mustang, chrome new steering column
 Billet Ignition Mount - 1970 Mustang Column

Part #84522(Power), Part #84559(Manual)
 Part #84525(Power), Part #84561(Manual)
 Part #84528(Power), Part #84562(Manual)
 Part #84531(Power), Part #84563(Manual)
 Part #84534(Power), Part #84565(Manual)
 Part #84537(Power), Part #84567(Manual)
 Part #910-12501



NOVA

Steeroids® rack and pinion conversion for 1968 - 1974 Nova - Power
 Steeroids® rack and pinion conversion for 1968 - 1974 Nova - Manual

Part # 83001
 Part # 83005



Tech Note:

Steeroids® rack and pinion conversion kits were developed to address the huge short comings of steering box systems. Rack and pinion was recognized as a breakthrough in steering technology on race cars in the '50s although it did not start to become offered on more production cars until the 1990's. Today most modern cars have rack and pinion steering. All of us have become accustomed to the precise feeling and feed-back that a well designed steering rack system gives the driver.





Steeroids® RACK & PINION CONVERSION®



Steeroids® Rack & Pinion Steering Conversion Kits for C1 Corvettes *This makes a fabulous, iconic car extraordinarily fun to drive!*

Speed Direct is extremely proud of our newest and most sophisticated Steeroids® Rack and Pinion steering conversion kit for 1953*-1962 Corvettes. Why? This conversion will dramatically update the 1940's steering design on these classics to 21st century standards making your car safer and more fun to drive.

This is a true bolt-on kit that can be power assisted, something never offered on C1's from the factory. Steeroids® kits do not require any drilling, cutting or welding on the vehicle. Tighter, more responsive steering feel and lighter weight are all advantages to this system with the exciting quick ratio rack supplied. Steeroids® kits also include adjustable tie rod ends to effectively eliminate bump steer so that your car not only steers better, it actually handles better. Curious to learn more? Read all about bump steer on page 5.

Both power and manual kits are available and include a new steering column. Power kits include a power steering pump and hoses. Steeroids® kits are completely bolt-on so an owner can return to the stock steering at any time, but why would they? An upgrade kit is available for use with some aftermarket headers.

Read more about Steeroids® highlights and benefits on the next page. Check out our cool video of the C1 Steeroids® in action on our website at www.speeddirect.com

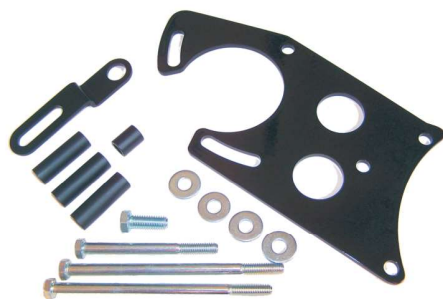
*53-54 with V8 only

Go to www.speeddirect.com or see Price List for more information & pricing





Power Steering Pumps, Pulleys & Mounting Brackets for Steeroids®



Mustang Power Steering Pump Brackets

Includes all the brackets and fasteners needed to install a factory pump on your 1965-70 small block V8 Mustang (260,289,302). Pump Not Included. Does not fit with 351C/W. For 351W, we have complete pump/bracket/pulley kits listed at right.

Mustang Bracket Kit Part #690-56582

We offer a variety of kits that include power steering pump, pulley and mounting bracket(s) available for customers who are converting a factory manual steering car to power steering along with a Steeroids® rack and pinion conversion. The below listed Part #s are to provide a starting point, all combinations are not listed here due to space constraints. There are many possible combinations, so call or go online for details specific for your application.

Manual to power steering pump kits: Mustang
Manual to power steering pump kits: Corvette
Manual to power steering pump kits: Camaro/Nova

Part #910-1598#
Part #910-8890#
Part #910-889##

Go to www.speeddirect.com or see Price List for more information & pricing

Notes from the Tech Bench: Bump Steer

Bump steer is an issue that regularly comes up regarding rack & pinion steering. Bump steer is difficult to eliminate completely, but our engineers have done an excellent job. Bump steer occurs when a vehicle travels over a rough surface and the suspension moves up and down. If bump steer is NOT properly addressed, the steering tie rods travel on a different radius than the suspension, causing the alignment to toe in and out during this travel, causing the car to wander and become 'darty'. Steeroids® kits effectively eliminate bump steer keeping the car well grounded – handling and feeling like a new car! Steeroids® rack and pinion kits are the only kits available with adjustable tie rod ends to eliminate bump steer. Our custom tie rod ends include adjustment spacers so that you can adjust the bump steer according to the suspension settings and ride height of your vehicle. This allows you to adjust the tie rod angle so that it matches the angle of the lower A-arm, giving you the least amount of bump steer.

Notes from the Tech Bench: Other Kits

When comparing our kit to others that may be on the market, we feel that our experience with manufacturing steering conversion kits helps us offer the best kit available. Our engineers have had years of fine tuning bump steer issues, header clearance issues, ease of install issues and geometry issues. We offer a COMPLETE kit - Everything you need to completely replace the old steering with the new Steeroids® and get you on the road, without any hidden parts that you will need to find on your own or modify to make fit. Some other companies do not include pricey U-joint steering shafts or do not work with big blocks. Another consideration is weight. Some kits on the market actually weigh MORE than the clunky factory steering! Don't be fooled by the numerous Steeroids® imitation kits out there - most are offered by companies that have little to no experience with designing and engineering rack & pinion kits, and thought they could make a quick buck by copying our brackets. We are still the only company on the market to offer our critically important adjustable tie rod ends. With over a decade of experience, we have a knowledgeable engineering staff that understands steering geometry to back it all up.

Notes from the Tech Bench: Mustang Steering Columns & Splines

The Mustang steering columns used are tilt with wiring harness and turn signals included. None of the columns that we offer have the ignition switch in the column. On stock 1970 Mustangs, the ignition switch was located in the column, so we have an aftermarket billet aluminum (mill finished) ignition mount on the price list. If you plan to use your stock column with the 1970 Mustang, please look into the tech section of our website at www.speeddirect.com to see additional notes. Steeroids® kits with columns come standard with aftermarket GM splines so that you can use Grant and other name brand aftermarket steering wheels. We do this because most customers do not want the big, cumbersome stock wheel with the new quick ratio rack. If you want to keep your stock steering wheel, we need to know that at the time of order so that we can include the stock style splines. The columns that fit the factory Ford splines are different and cost a bit more than the standard columns. If ordering online, please make note in the "Comments" section.

SpeedDirect has worked hard to give our customers the ability to outfit their Corvette with the most adjustable, durable and highest performing suspension package available. Now you can outfit your classic Corvette with a complete suspension package that has all the performance of modern technology, and all the adjustability you need to dial your car to exactly the way you want it to handle. Whether you are a street cruiser, a full out racer or anywhere in between, we have the suspension set up you need! These kits include front and rear coil over suspension with a variety of upgrades to choose from, including sway bars, Steeroids® rack and pinion conversion kits, aluminum control arms and brake upgrades.

With the front and rear coil over kits, you gain not only improved handling and ride quality, you also gain full adjustability that allows you to tune the car the way you want it to ride. Truly independent coil overs have many advantages over a monoleaf setup, which are detailed on page 12. Some advantages include: Truly independent suspension - no more bouncy communication between the left and right sides of the vehicle. Ride height is adjustable and adjustable shock valving is included along with multiple spring rates to choose from. Whether you are looking for a smooth ride that handles great or a knock-your-teeth-out race car, you can dial in exactly what you are looking for.

Our aluminum upper and lower control arms give you a variety of benefits over stock or even steel tubular control arms, which are detailed on page 10. Some advantages include: Improved geometry over tubular control arms currently on the market which changes caster, camber and roll center for improved handling. They are also much lighter weight than stock or tubular control arms. Save approximately 15 lbs total when using both upper and lower aluminum control arms!

Other components of the suspension stage kits offered include sway bars, which help eliminate body roll and keep the car more stable, and brake caliper and rotor upgrades. With our brake upgrades, you will improve stopping power and reduce the risk of brake fade. Couple our suspension kits with a Steeroids® rack and pinion steering conversion kit and you have just transformed your classic Corvette from handling like a dump truck to handling like a C6 Corvette at a fraction of the cost! See price list for current pricing. Go to our website to build your ideal kit and see prices calculated as you build!

1st STAGE CRUISER



The Cruiser:
For those who want a smooth ride that handles great!

Front Coil Over Kit - choice of spring rate / double adj. shocks
Rear Coil Over Kit - choice of spring rate / double adj. shocks
Front Sway Bar

Recommended items:

Rear sway bar
Front Suspension Spreader Bar
Upper and lower aluminum control arms
Steeroids® rack and pinion steering conversion kit
C6 Z06 Brake Upgrade with choice of pads: Performance Ceramic, Hi Performance Street or Hi Perf +/- Autocross

Cruiser Kit: Many options to choose from!!

See Price List or custom build at www.speeddirect.com



2nd STAGE INSTIGATOR



The Instigator:
For those looking for a little trouble!

Front Coil Over Kit - choice of spring rate / double adj. shocks
Rear Coil Over Kit - choice of spring rate / double adj. shocks
Front Sway Bar
Rear Sway Bar
Front Suspension Spreader Bar

Recommended items:

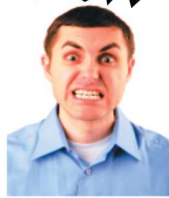
Upper and lower aluminum control arms
Steeroids® rack and pinion steering conversion kit
C6 Z06 Brake Upgrade with choice of pads: Performance Ceramic, Hi Performance Street or Hi Perf +/- Autocross

Instigator Kit: Many options to choose from!!

See Price List or custom build at www.speeddirect.com



3rd STAGE NEMESIS



The Nemesis:
When first place is the only place!

Front Coil Over Kit - choice of spring rate / double adj. shocks
Rear Coil Over Kit - choice of spring rate / double adj. shocks
Front Sway Bar
Rear Sway Bar
Upper Aluminum Control Arms
Front Suspension Spreader Bar
C6 Z06 Front Brake Upgrade with choice of pads (see below)
C6 Z06 Rear Brake Upgrade with choice of pads: Performance Ceramic, Hi Performance Street or Hi Perf +/- Autocross

Recommended items:

Upper and lower aluminum control arms
Steeroids® rack and pinion steering conversion kit

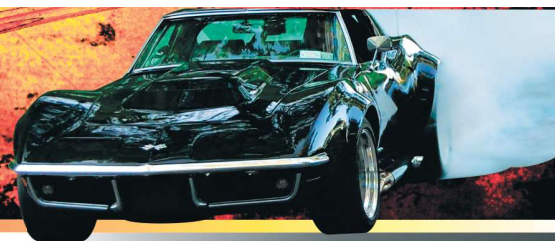
Nemesis Kit: Many options to choose from!!

See Price List or custom build at www.speeddirect.com



Speed Stage Kits

ion that is a blast to drive!



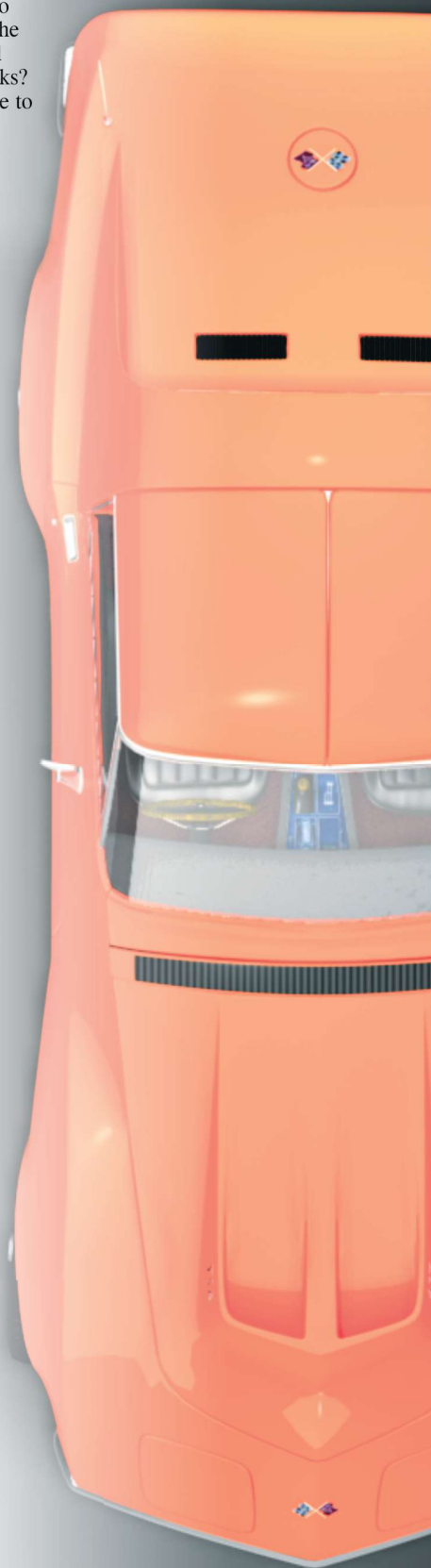
When you are ready for the whole enchilada and you want to transform your 1963-1979 Corvette into an asphalt-ripping dominator, here's your stage kit. This kit is the perfect answer for the driver who expects their classic to handle and perform like a new Corvette. With modern steering, suspension and brakes your car will drive with the ease and confidence that you expect in any new vehicle. No longer will you endure vague steering, darting and wandering suspension or weak, mushy brakes. Isn't it time your classic Vette drives and handles as good as it looks? Now it can! The Dominator kit will transform your Corvette into exactly what you want it to be. Go to our website to build your ideal kit and see prices calculated as you build! What you get:

- Front & Rear Sway Bars
- Front Suspension Spreader Bar
- Front & Rear C6 Z06 Brake Upgrade
- Steroids® rack and pinion steering conversion kit
- Upper & Lower aluminum control arms
- Shark Bite® Front and Rear Coil Over Kist -
- Double adjustable shocks with choice of spring rate
- Shark Bite® Aluminum Differential Cover
- Strut Rod Kit

See Price List or custom build at www.speeddirect.com

4th STAGE DOMINATOR

Crush the competition



Orders: 1.888.731.1382 Tech Info: 970.731.1381

VECTOR Series™ MUSTANG SUSPENSION



1965-1970 Mustang Vector Series™ Coil Over Suspension

Our Vector Series™ front coil over spring conversion kit for '65-'70 Mustangs is a true bolt-on kit and does not require any permanent modification to the vehicle. The life-long aluminum double adjustable shocks included are completely rebuildable and totally adjustable which allows for both rebound and compression adjustments individually with two dials (unlike many other adjustable shocks). Kits offer multiple spring rates to choose from to customize your ride quality. (Learn more about spring rates and shocks in "Notes from the Tech Bench" on p. 12)

Vector Series™ kits also utilize the stock control arms keeping them much more affordable than other coil over kits on the market. Additional benefits of the kit include: Easily adjustable ride height while on the vehicle; Lighter weight; No modifications necessary – kits conveniently bolt on using existing mounting locations. Kits come complete with clear instructions and all of the mounting hardware necessary to replace your factory springs with the fully adjustable Vector Series™ coil over suspension kit.

Vector Series 65-70 Mustang coil-overs, 450 in/lb springs, double adjustable shocks
Vector Series 65-70 Mustang coil-overs, 550 in/lb springs, double adjustable shocks
See Price List or custom build at www.speeddirect.com

Part #780-34690
Part #780-34698

suspension Kits
to drive to believe!

VECTOR Series **MUSTANG SUSPENSION**



1965-1970 Mustang Vector Series™ Performance Package

Your Mustang isn't handling nearly as great as it looks if you've still got the stock, clunky suspension. Our Vector Series™ Performance Package for 1965-1970 Mustangs has been carefully engineered to make that a thing of the past. The foundation of this customizable package is our innovative new Vector Series™ front coil over suspension and our legendary Steeroids® rack and pinion conversion kit.

The front coil over suspension features fully adjustable ride height and shock valving, and works with stock or aftermarket control arms. Double adjustable shocks allow for both rebound and compression adjustments individually with two dials (unlike many other adjustable shocks). All shocks have 4 inches of total ride height adjustment and are constructed out of aluminum for lighter weight and better heat transfer. Shocks are completely re-buildable, making them lifetime components. The Steeroids® rack & pinion steering conversion brings modern precision and feel by eliminating bump steer and offering a quick ratio with enhanced steering control. This is offered with an optional new steering column as well. Couple this with adjustable rear shocks, larger and stiffer sway bars and a rear leaf spring upgrade and your classic Mustang will handle like never before!

Items included in the kit:

Vector Series™ front coil over kit (adjustable ride height and shock valving)

Performance rear shocks (double adjustable shock valving)

Performance rear leaf springs

Steeroids® rack and pinion steering conversion kit

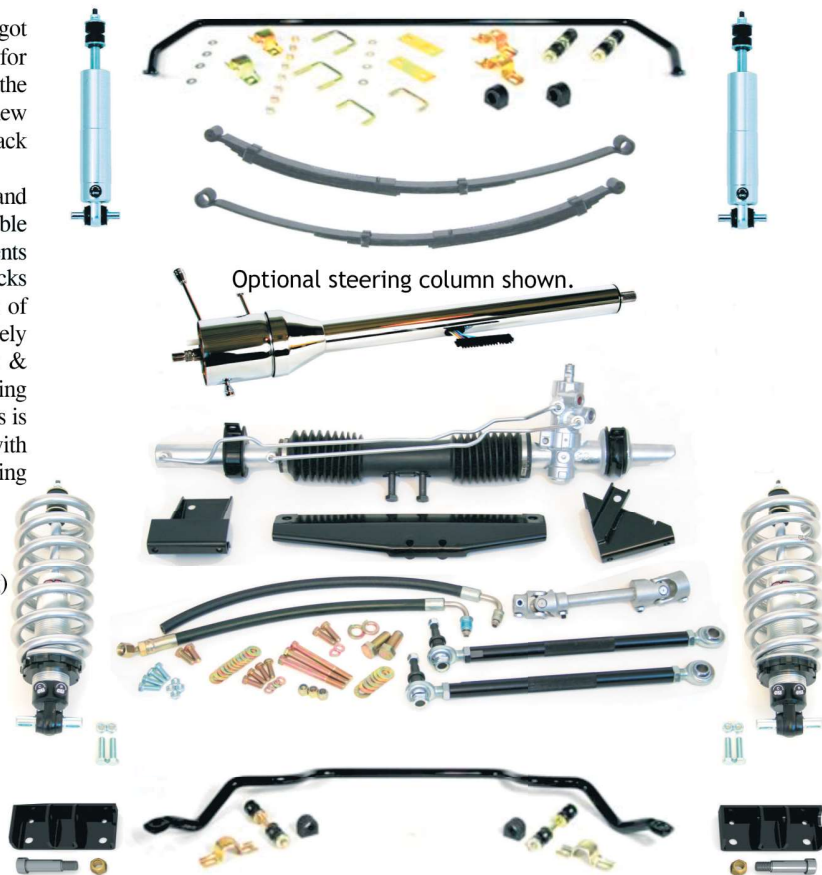
Larger front sway bar

Larger rear sway bar

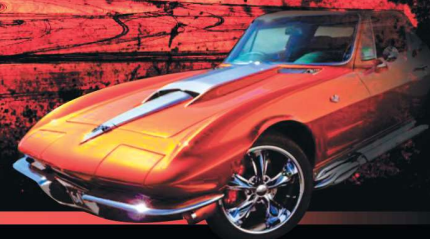
All misc. fasteners (grade-8), brackets and install instructions

Vector Series™ Performance Package Part #780-49010

See Price List or custom build at www.speeddirect.com



Orders: 1.888.731.1382 Tech Info: 970.731.1381



SHARK BITE® CORVETTE SUSPENSION



1963-1979 Corvette Shark Bite® Rear Coil-Over Suspension *We put fun in every corner!™*

Many improvements are possible on GM's original suspension design for the C2 and C3 Corvette. SpeedDirect has undertaken a pioneer effort to re-engineer a basic rear suspension element on this great car. In taking cues from the racing segment, we have developed our Shark Bite® rear coil over solution that replaces the original transverse leaf spring. Our design incorporates a rocker arm coupled to the existing trailing arm through spherical joints. The rocker arm uses an advanced composite PTFE bearing that is extremely rugged requiring no lubrication over its lifetime.

On the other end of the rocker is a coil-over shock assembly in which the owner can adjust both shock valving and ride height. This allows maximum flexibility in custom settings to tune the handling balance to the driver's preference. (See more in "Notes from the Tech Bench" on page 12)

We believe this great new product provides a significant improvement over the stock leaf spring, and gives the adjustability that owners are looking for. The rear suspension is truly independent; no more bouncy communication between the left and right side of the car. In addition, this product is completely bolt on! We know Corvette owners want to keep the option to return to stock, yet be able to take advantage of new technology and concepts.

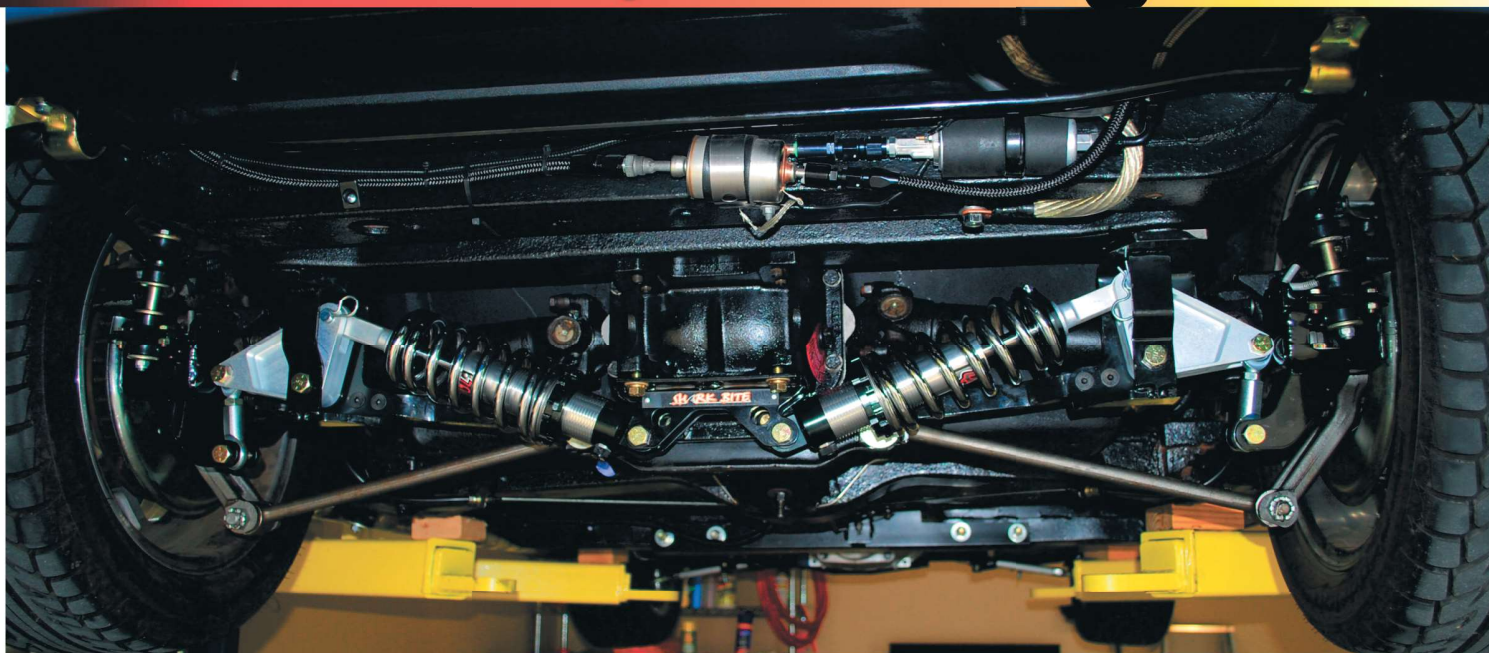
Additional Product Highlights:

- Shark Bite® kits offer easily adjustable ride height while on the vehicle.
- Variety of spring rates available - swap your springs out in less than 20 minutes at the track!
- Lighter weight - Shark Bite® kits weigh less than the factory spring.
- Shark Bite® kits are a Bolt-On installation - absolutely no welding, cutting or drilling. Installs with basic hand tools in approximately 6 hours.
- Shark Bite® kits work with factory exhaust and spare tire carrier.
- Shark Bite® kits offer adjustable shock valving so you can tune the ride to exactly the way you like it.
- Shark Bite® kits look awesome! Everyone will see how cool you are with your highly visible, trick rear suspension.
- Shark Bite® kits provide stable independent suspension, unlike the "bouncy" fiberglass and steel monosprings.

Check out our video of the Shark Bite® suspension in action on our website at www.speeddirect.com

Double adjustable shocks:
Part # 780-865##
Go to www.speeddirect.com
or see Price List for more
information & pricing





1963-1982 Shark Bite® Corvette Suspension Adjustable Front Coil-Over Spring & Shock Packages

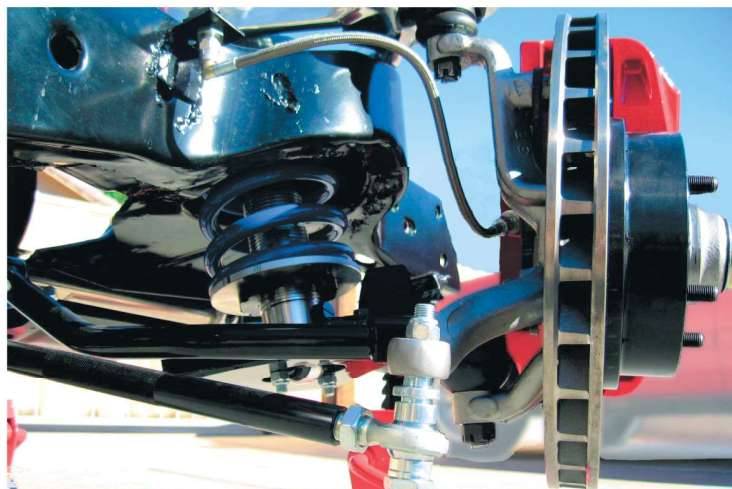
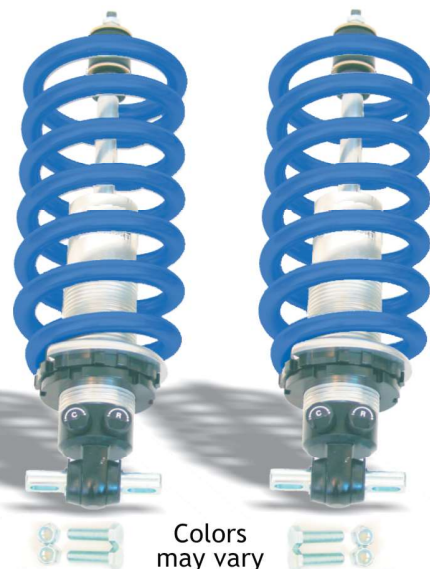
Our Shark Bite® coil over front spring and shock packages make it a breeze to dial in the handling you prefer on your Corvette. How? This kit allows for easy ride height changes without the need to disassemble the suspension. They also allow you to adjust the individual loads on each corner of the car for better, more balanced handling. Shark Bite® shocks are designed with cutting edge velocity sensitive valving.

Why? Whether you have a full time race car or a street car, these shocks will provide the best performance and ride quality available. Double adjustable shocks allow for both rebound and compression adjustments individually with two dials (unlike many other adjustable shocks). All shocks have 4 inches of total ride height adjustment and are constructed out of aluminum for lighter weight and better heat transfer. Shocks are completely re-buildable, making them lifetime components. A variety of spring rates are available in 50 in/lb increments from 400 in/lb, up to 1000 in/lb rates. We can help you choose what is best for your setup and driving preference.

Parts included: Each Kit Part# is a complete kit and includes 2 front shocks, 2 front springs, mounting adapters, installation instructions and all necessary hardware. Spanner wrench is included for quick and easy ride height adjustment.

NOTE: Aftermarket springs do not fit in a Corvette spring pocket. We have worked hard to engineer a solution to this problem and can now say that only SpeedDirect has the solution for the aftermarket spring fitting issue. Our springs correctly fit in the upper spring pocket and we also now have a greater variety of spring rates available.

Shark Bite® 63-82 Corvette front coil-overs - double adjustable shocks
Part #780-850## (6 spring rates available, choose from soft to hard)
Go to www.speeddirect.com or see Price List for more information & pricing



Notes from the Tech Bench: Suspension Briefing - How Shocks & Springs Interact

Understand more about how our front & rear Shark Bite coilovers, and our Vector Series coilovers function with this short description of how shocks and springs interact with each other. There can be confusion about offering different spring rates with adjustable shocks, so this can shed some light on the subject. If you still have questions, feel free to contact us at the number below!

Background Terms:

Springs: Springs are for the most part linear mechanical devices (although there are non-linear springs like variable rate springs that we will not cover here).

Linear Springs: For every increment of compression or extension from the resting length, a predictable force is produced. They are manufactured in a variety of form factors like coil, leaf, mono-leaf, torsion etc.

Spring Rate: The amount of force exerted by a spring as it is compressed, extended or rotated depending on the type.

Example: A coil spring with a spring rate of 200 inch/pounds will exert 200 lbs. of force for the first inch it is compressed, 400 lbs. of force if compressed 2 inches, 600 lbs. of force if compressed 3 inches and so on until the spring coils are touching (fully compressed).

Important Concept: This spring force is irrespective of how fast the spring is compressed. The spring force is independent of time.

Shock Absorber: A mechanical device to damp, or slow motion. It does this by absorbing energy which it converts into heat in the case of a hydraulic shock absorber found in a car.

Important Concept: A shock absorber in combination with a spring affects how quickly a spring will compress and rebound. Shock absorbers have a damping rate that is dependent on time.

Changing The Damping Rate (like Stiffer Shocks) Will Not Affect Spring Rate

It is very important to understand that the shock rates of a given spring are set to work with the spring rates and the weight of the car. The dampening (shock) rates are then tuned, or adjusted, to a somewhat subjective compromise between sport and casual driving for the given spring rate. This means that a major change in spring rates REQUIRES a change in the shock valving. This is the principal advantage of adjustable shocks.

Example: Different springs will give you a stiffer or softer ride, but shock adjustment can affect that ride. If you go cruising into a long corner, the stiffer your springs are, the less body roll (leaning) you will get. The softer the springs are, the more body roll you will get.

The valving of the shocks will determine how fast you get to that maximum roll point.

You can read even more at www.speeddirect.com, see Technical Support under the category Suspension & Brakes.

Notes from the Tech Bench: More on Shocks & Springs - Advantages of Adjustable Shocks

The goal in "tuning" a suspension is to allow the tire to stay in contact with the road surface for maximum traction. Any given spring / shock combination has different characteristics when it is compressed (loaded) versus extended (unloaded). That is because there are other factors like gravity at work to help the spring extend and then hinder it when it compresses.

Having the ability to independently adjust extension and compression friction or damping allows the suspension to be set for optimum traction.

With the Shark Bite suspension system, adjustment is as simple as turning two knobs at the base of the shock to increase or decrease damping. Double adjustable shocks have two knobs, one for compression and one for extension.

Heavy vs. Light Spring Rate: The higher the spring rate, the more force it takes to compress the spring. This means less body roll during cornering, less "squatting" under acceleration and less "diving" under braking will occur. In general stiffer springs improve handling by limiting body roll and increasing overall vehicle responsiveness to steering inputs and changes in direction. The car feels more controllable and "solid". The down side to high spring rates is a stiff ride. There are other factors like anti-roll bars that affect this as well, but spring rate is significant in handling.

Notes from the Tech Bench: Which Spring Rate?

So which spring rate is right for you?

Soft Springs: For the person looking for a smooth ride and does very little spirited driving - not on the street or the track. This is for those looking for a tad more sporty than factory, but without the race car ride stiffness.

Medium Springs: For the person who likes spirited driving both on the street and at the track. This is the setup for people who cruise the car on the street regularly and take the car to the track too. This is our most popular spring rate.

Hard Springs: For the person who loves aggressive driving whether on the street or the track (and no, we don't promote aggressive driving on the street.) The ride is hard and the car is grounded all the time whether you are on the street or the track. Regardless of which Shark Bite spring package you choose to go with, you can be sure that you have the adjustability you need to dial the car into the ride you like. Shark Bite coil over suspension kits give you truly independent suspension that is not found with monoleaf spring kits. Bring Shark Bite's modern precision and control to your classic and feel the difference!

Notes from the Tech Bench: Swapping Springs Shark Bite Setup Suggestions

You can choose the rate for the type of driving you are planning on doing for the majority of the time, then have a set of springs for track day or auto cross events, or a softer set for a long road trip.

With our rear coilover system springs can be changed in twenty minutes or so with a good jack and floor stands. We have provided quick release pins on the coilovers so you can quickly change spring rates. In addition to the spring rate changes, our kit allows you to set ride height on the car by using a spanner wrench to raise or lower the vehicle ride height - without removing anything!

Notes from the Tech Bench: Ride Height Adjustment

How much ride height adjustment you will get out of the kit is a common question. This amount, of course, varies between different vehicles. There is a total of 4" available adjustment. Typical lowering amounts are 1 1/2" to 2" from stock height. Unfortunately, the old stock springs may have sagged from years of use so a 1" lowering from our kit may actually wind up being even or higher than the worn springs' ride height. If you are looking to lower the vehicle more, there are further options available. You can cut the spring, just like many people have done to their stock springs. The great advantage of doing this with our kit is that there is still ride height adjustment available. Cutting springs used to be a very delicate game because you had to get it right the first time or you would need to start over. With Shark Bite coil over kits, you can cut the springs for extreme lowering, and still have the ability to raise it back up again while it is still on the vehicle - no disassembly of the suspension is required. If you decide to cut the springs, be sure you cut the TOP of the spring. If you cut the bottom, it will not fit on the shock.



Suspension



SHARK BITE® CORVETTE SUSPENSION

We put fun in every corner!

1963-1982 Corvette Shark Bite® Upper Aluminum Control Arms

SpeedDirect's Shark Bite® aluminum control arms greatly improve the suspension geometry which directly translates into improved handling and cornering ability. This kit provides increased positive caster for greater stability while relocating the front roll center for significantly improved handling. They are also lighter than both stock and steel tubular control arms. Each side is 4 lbs less than the stock control arm, resulting in an 8 lb weight savings!

Designed as a true bolt-on kit, these control arms do not require any modification to the vehicle. Kits supplied in natural aluminum finish (which can be polished for a brilliant chrome-like appearance) and come complete with both upper control arms, custom cross shafts, bushings, hardware, installation instructions and optional ball joints.

Additional Product Highlights:

New concept - no other aluminum control arms for 63-82 Corvettes available

Improved geometry over tubular control arms currently on the market

Heat treated cast

Rulon bushings - high performance fluoropolymer composite bearing (PTFE)

Compatible with stock ball joint dimensions

Available without ball joints or with performance ball joints

Works with all other stock suspension parts, or Shark Bite® front suspension & Steeroids® r&p kits

Lighter weight than stock or tubular control arms

Changes caster, camber and roll center for improved handling

Analyzed using Finite Element Method (FEM) to validate strength

Design strength safety factor of 5X - Stress / failure analysis results in 5X required load strength

Kits work with monoleaf conversions

Part #780-874## Control Arm Kit '63-'82 Corvette, No Ball Joints - See Price List

Part #780-874## Control Arm Kit '63-'82 Corvette, Performance Ball Joints - See Price List



1963-1982 Corvette Shark Bite® Lower Aluminum Control Arms

The Shark Bite® aluminum alloy lower control arm for C2-C3 Corvettes has been engineered for strength, durability and great looks. This latest innovation for Corvettes rounds out our Shark Bite® front suspension package and delivers the handling and solid suspension performance you expect from SpeedDirect.

The design incorporates a major improvement to the C2-C3 lower control arm by including a rugged cross shaft which greatly reduces the flexing found in the factory shaft. In addition, we specify durable composite PTFE impregnated spherical bearings instead of the soft factory rubber bushings. This stabilizes and locks in alignment by eliminating the front to back movement of the lower control arm experienced on the factory design during hard braking and cornering - even when using urethane bushings. The result is controlled and contained steering geometry during the most severe track or road conditions.

Additional Product Highlights:

Made from heat treated aerospace alloy aluminum for rugged durability.

Analyzed using Finite Element Method (FEM) to validate strength.

Over 3 lbs lighter than factory steel control arms per side, reducing that all important un-sprung weight!

Tough composite no-flex bearings hold alignment in hard acceleration & braking, improving response.

Much stronger, stiffer cross shaft than stock to precisely locate lower control arms and resist flexing.

Accommodates Shark Bite® coil overs or other coil overs. **NOTE: Will not work with factory spring & shock arrangement.**

Rigid sway (anti-roll) bar attachment fitting.

Factory ball joint.

Part #780-88200 Control Arm Kit '63-'82 Corvette- See Price List



1963-1979 Corvette Shark Bite® Aluminum Differential Cover

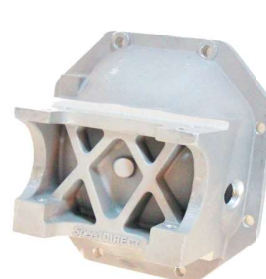
Spice up your pumpkin with SpeedDirect's Cast Aluminum Differential Cover for C2 & C3 (1963-79) Corvettes.

SpeedDirect announces a new cast aluminum differential cover for 1963 - 1979 C2 & C3 Corvettes. Improve appearance and decrease weight with one easy installation. Designed to replace the ugly, bulky OE cover. This new cover weighs only 12 lbs, nearly half the weight of the OE cover.

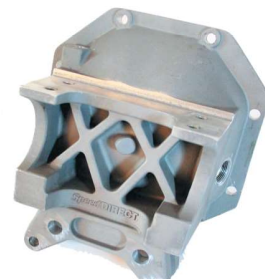
Always improving form and function, SpeedDirect has added extra webbing for greater strength, and included bosses to allow for plumbing a cooler - exclusive to their design. The interior diameter of the cover is also larger than the OE cover, allowing for installation of larger ring & pinion gears.

The differential cover is offered in two styles: one to work with your stock suspension setup, or an integrated Shark Bite® rear coil-over shock mount. Available as a Cover Only, which includes the cover plus a vent; or a Cover Kit including the cover, vent, gasket, magnetic allen head drain plug, and 12-point cover bolts.

Part #780-005## Aluminum Differential Covers '63-'79 Corvette- See Price List



Stock Suspension
Version



Shark Bite
Suspension Version

1963-1982 Corvette Shark Bite® Suspension Spreader Bar *We put fun in every corner!*



SpeedDirect is pleased to announce a Spreader Bar designed for 1963-1982 Corvettes. With this important accessory it is now possible to stabilize and stiffen the cross member for cars with SharkBite aluminum upper control arms AND for cars with stock control arms.

The C2-C3 cross member is notorious for the flimsy vertical attachment on the cross member where the upper control arm bolts on. This weak point allows the upright to settle and flex inward, adversely changing the suspension geometry. In addition, the front cross member lower control arm attachment point is a focal point for fatigue and cracking of the mount.

With this new accessory owners can spread the sagging vertical mounts back to their proper upright position in minutes. This spreader bar fits on existing tapped holes in the Shark Bite upper control arm alloy cross shaft and on stock control arms. Installation takes about ten minutes, with normal hand tools - and once in place the bar can be easily adjusted to greatly stiffen and re-align the entire cross member / upright suspension attachments. The front suspension will then be back to where it was designed to be positioned, and will resist flexing associated with cornering.

Kits come complete with durable black powder coated left and right fittings, mounting hardware and aluminum spreader bar with spherical rod ends. Fits all 1963-1982 Small Block equipped vehicles.

Part# 780-86960 Spreader Bar, 1963-82 Corvettes - with Shark Bite aluminum upper control arms

Part #780-86962 Spreader Bar, 1963-82 Corvettes - with stock or tubular upper control arms

Go to www.speeddirect.com or see Price List for more information & pricing



C6 Z06 Brake Upgrade for 1965-1982 Corvette



In road racing, virtually all passing is done during braking. Be confident in your Corvette's braking capability with SpeedDirect's brake conversion kits. These kits will improve braking power, reduce brake fade and have higher durability than factory brakes. It goes without saying that they look awesome and will transform your wheels into picture frames. Bring the new braking technology that C6 drivers enjoy to your C2 or C3! Kits bolt directly into place without any drilling, cutting or modifying* (see note below for fitment on 1963-64 models). Please note that 17" or larger wheels are required.

Kits include the following: 13" rotors that are made in the USA - perfect for street or road course applications. Solid, slotted or drilled rotors available. Rotor hats are aluminum.

All aluminum Corvette C6 Z06 brake calipers - six piston front, four piston rear.

Choice of brake pads: Performance Ceramic, Hi Performance Street or Hi Perf +/- Autocross

Stainless steel braided brake lines and all mounting brackets and fasteners

Part # 780-42### Various options, go to www.speeddirect.com or see Price List for more information & pricing

* Kits will fit 63-64 Corvettes if the spindle has been upgraded to the 65-82 style spindle. Drilling may be required if the rotor has never been off of the car. If that is the case you will only need to drill out the rivets to remove the factory rotor.



1968-1982 Corvette NeverNight™ High Output Xenon Headlight Wiring



**C3
Headlight
Magic**

Harness features include:

- Cross-Linked-Polyethylene jacketed wire resistant to oil, grease, gasoline and acids, Temp rated to 257 deg. F (125 C)
- Fully covered in Polyethylene Loom
- Bosch Automotive Relays
- Aircraft quality crimp connections
- Rated at 480 Watts total (240 per side)
- Easy 'Plug and Play' installation, no splicing required
- Interchangeable Lamp Sub-Harnesses available for different Lamp configurations

NeverNight Harness & Lamp Package, 68-82 Corvette (Including All Four Xenon Headlamps)

NeverNight Harness Only, 68-82 Corvette

Go to www.speeddirect.com or see Price List for more information & pricing

Over thirty years of experience in the Aerospace, Aircraft and Defense Industries have gone into the development and manufacturing of this product. This harness is designed to provide maximum voltage at your headlights and therefore maximum light output for night time driving.

The stock high resistance wiring can reduce light output drastically. For example, a 10% drop in voltage (from 12.8 to 11.5) can result in a drop of more than 30% in light output! NeverNight headlight harnesses utilize an 8-gauge feed from the alternator to the relays, as well as 12 gauge feeds to the lamps and provide a low resistance path for the headlamp system.

The NeverNight Harness for this application (1968-1982 Corvettes) consists of four separate pieces, the Main Alternator Harness, the Main Lamp Harness and the left and right Lamp Sub-Harnesses. The Main Harness is split to facilitate ease of installation. This is an easy 'Plug and Play' installation, with no splicing required. The lights provided are Delta XENON headlamps. **PLEASE NOTE:** Xenon lamps require modifying the stock headlight bucket to fit.

The harness can be purchased alone and will improve the light output of your existing headlights, but the greatest improvement in brightness will be with the complete kit including XENON headlamps. Delta XENON headlamps are only sold with the NeverNight Harness. (They will melt your stock wiring harness!)

Headlamp features include:

- Increase safety and peace of mind (brighter lights and safer circuitry)
- Highest Output Lighting Available for C3's without Going to HID
- 60 / 55 W XENON System
- Rubber Boot to Protect from Elements
- Lead Crystal European Optics "E" Mark Certified
- Hi & Low Beam Lens Configurations with Metal Reflector
- Direct Replacement for #6024, 6024H

NOTE: Delta XENON headlamps only sold with the NeverNight Harness. (They will melt your stock wiring harness!)

Part # 910-SK505

Part # 910-SK503

1973-1982 Corvette Hood Strut Kit



SpeedDirect is proud to offer this Hood Strut kit for 1973-82 Corvettes. Eliminate the outdated, quirky hood lock mechanism with a new gas filled strut conversion kit. The streamlined force assist strut will modernize your car with easy single hand opening and closing of the hood. Set your Corvette apart from the others!

Simplicity of design adds to the overall engine compartment aesthetic. This Hood Strut from SpeedDirect is a bolt on kit using the factory hood prop mounting locations. No drilling, cutting or welding is required - kits bolt in without any modification! Kits come with all necessary brackets, strut, fasteners and installation instructions. Installs in about 15 minutes.

Hood Strut Kit, 1973-82 Corvette* Part #780-45461

*Sorry, NO air freight on this item

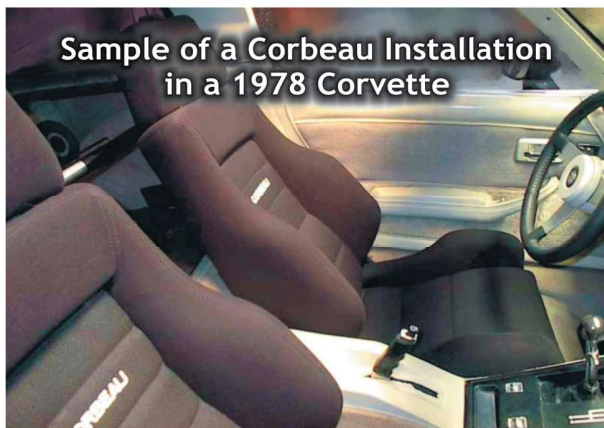
Go to www.speeddirect.com or see Price List for more information & pricing





1968-1982 Corvette Custom Fitted Corbeau Seat Conversion

Sample of a Corbeau Installation in a 1978 Corvette



Looking for seats for other classics? Check our website!

Finally you can get a BOLT-IN seat conversion kit using Corbeau racing seats for 1968-1982 Corvettes. Now you can be securely held in place with custom bucket seats instead of being tossed around in your worn-out factory seats. Even new or re-upholstered factory replacement seats are flat and offer very little support when cornering. A very unique feature with this kit is that we offer custom shaved seats with our custom engineered, significantly lowered mounting brackets and sliders to allow drivers up to 6' tall to comfortably ride without rubbing your head on the roof! Other brackets that supposedly "fit" set the driver up much higher in the vehicle than the factory seats did, creating an awkward riding position.

The extremely comfortable GTS II is the perfect seat for the everyday driver. This heavily padded seat features deep side and lateral bolsters providing maximum comfort and support. Standard features include: high density injection molded foam, orthopedic design, adjustable headrest, and a fully adjustable seat back with a flip forward fingertip controlled lever for rear access. The GTS II will fit up to a 38" waist.

The dynamic A4 is the perfect application for tight spaces and minimal headroom

applications. Standard features include: high-density injection molded foam, ergonomic design, shoulder racing harness belt capability, integrated shoulder, kidney and thigh support, leatherette high wear patches, and a fully adjustable seat back with a flip forward fingertip controlled lever for rear access. The A4 is extra aggressive in the kidney area and will fit up to a 36" waist. Prices listed include BOTH seats, all brackets and hardware. Kits bolt directly in without any modification necessary.

Our exclusive bracket designs available only from SpeedDirect place the occupant as low as the original (pre-sagging) factory seat. There are other Corbeau seat kits on the market for Corvettes but they place the driver much higher than the factory seat position. This is fine for drivers who enjoy their head sticking out of the T-tops, but not so good for the rest of us!

A4



GTS II



A4 prices are listed for black cloth seats. Colors other than black are considered custom and are non-returnable.

1968-72 Corvette Custom A4, black cloth

1974 Corvette Custom A4, black cloth

1975 Corvette Custom A4, black cloth

1976-82 Corvette Custom A4, black cloth

Many options available for all seats, including leather upgrade, lumbar support and 5th slot harness hole.

Looking for 1973? We can accommodate various bolt patterns. Call or email for more information.

Part # 690-60010

Part # 690-60020

Part # 690-60030

Part # 690-60091

GTS II prices are listed for black cloth seats. Colors other than black are considered custom and are non-returnable.

1968-72 Corvette Custom GTS II, black cloth

1974 Corvette Custom GTS II, black cloth

1975 Corvette Custom GTS II, black cloth

1976-82 Corvette Custom GTS II, black cloth

Many options available for all seats, including leather upgrade, lumbar support and 5th slot harness hole.

Looking for 1973? We can accommodate various bolt patterns. Call or email for more information.

Go to www.speeddirect.com or see Price List for more information & pricing

Part # 690-20310

Part # 690-20320

Part # 690-20330

Part # 690-20301

Brackets will vary depending on year



Notes from the Tech Bench: Stock v. Corbeau Seat Dimensions

Note on stock v. Corbeau dimensions: When comparing the size of the Corbeau seat to the factory seat, it is obvious that the Corbeau is significantly larger than the stock seat. Please recognize that these seats do not occupy the exact amount of space that the stock seats did - it is a very tight fit. Due to variations in door panels, tunnels and center consoles, there can be slight contact areas. However, the seats are securely mounted and have tough material. You will not need to body-check your door to get it to close - that is not what we are talking about. Our doors close with the gentle push of a finger. However, there may be some slight contact areas.



ROD LINKS™ CLUTCH LINKAGE



Rod Links™ Spherical Rod End Clutch Linkage for Cars

Have you ever seen the destruction that years of metal-to-metal wear causes on a factory clutch linkage and pedal? Have you ever repeatedly welded clutch rods back together only to have them fail time and again? Are you disgusted with the slop in your clutch linkage, and are you convinced there must be a better way? Finally, there is! We at SpeedDirect struggled with these very same issues on our own high-performance vehicles and 4x4's and knew we could solve these problems associated with old-tech OE unforgiving clutch linkage designs.

As a result our ever-creative engineering team developed Rod Links™, a completely bolt-on spherical rod end clutch linkage replacement kit. Installation of Rod Links™ will smooth clutch operation and provide maintenance free durability. For even greater versatility, each rod allows for up to 1.5" of length adjustability. For 4x4 and drag racing applications the rod ends also allow up to 15 degrees of pivot to accommodate for frame flex. The high quality rod ends feature a PTFE lining that keeps dirt out and requires no lubrication. This results in a solid feeling, zero slop linkage that will outlast your car or truck! Step up to better technology for your vehicle with Rod Links™. Each kit includes upper pushrod, lower pushrod and all necessary hardware. Uses your stock existing Z-bar/bellcrank.

All lower pushrods are aluminum, all upper pushrods are aluminum on applications that do not require bends, or black zinc plated steel on applications that do require bends. *Please note: these kits are designed as stock replacement parts unless otherwise noted below.*

Camaro '67-'69 small block	Part# 7000
Camaro '67-'69 big block	Part# 7005
Camaro '70-'81 sm/bg block	Part# 7010
Firebird/TA '67-69 Pontiac eng.	Part# 7020
Firebird/TA '70-'81 all engines	Part# 7010
Chevelle '64-'67 small block	Part# 7100
Chevelle '64-'67 big block	Part# 7105
Chevelle '68-'72 small block	Part# 7110
Chevelle '68-'72 big block	Part# 7115
Chevelle '78-'88 small block	Part# 7130

Chevrolet (Vehicles with stock clutch fork:)	
'55-'56 sm/bg block	Part # 7400
'57 sm/bg block	Part # 7410
Chevrolet (Vehicles with aftermarket/latemodel/or Lakewood style clutch fork:)	
'55-'56 sm/bg block	Part # 7400-1
'57 sm/bg block	Part # 7410-1

Corvette (Vehicles with stock clutch fork:)	
'55-'62 sm/bg block	Part # 7505
'63-'67 sm/bg block	Part # 7520
'68-'81 sm/bg block	Part # 7500
Corvette (Vehicles with aftermarket/latemodel/or Lakewood style clutch fork:)	
'63-'67 sm/bg block	Part # 7520-1
'68-'81 sm/bg block	Part # 7500-1

Nova '68-'74 small block	Part # 7000
Nova '68-'74 big block	Part # 7005
Nova '75-'79 sm/bg block	Part # 7010

Impala '65-'70 big block	Part # 7210
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Go to www.speeddirect.com or see Price List for more information & pricing

Rod Links™ Spherical Rod End Clutch Linkage for Trucks & Jeeps



Chevy/GMC Truck w/ stock or lifted Suspension:

'63-'66 (straight upper rods only)	Part # 7882
'67-'72 (straight upper rods only)	Part # 7885
'73-'87	Part # 7550

Chevy/GMC Truck w/ up to 3" body lift:

'67-'72 (straight upper rods only)	Part # 7885-1
'73-'87	Part # 7550-1

Jeep CJ w/ stock or lifted Suspension:

'72-'75	Part # 7568
'76-'86	Part # 7560

Jeep CJ w/ up to a 3" body lift:

'72-'75	Part # 7568-1
'76-'86	Part # 7560-1

Go to www.speeddirect.com or see Price List for more information & pricing



Sample installation detail on a 1973 GM truck

Rod Links™ Spherical Rod End Alternator Bracket

Now you can replace that ugly alternator bracket with a high tech spherical rod end strut. Designed specifically for 1970 and up small block Chevs with the long style water pump and stock lower bracket. This strut replaces the large and unsightly upper bracket. The result is a less cluttered appearance and a one pound weight reduction. Setting belt tension is simplified by eliminating the need to pry with a screwdriver. Simply turn the shaft until proper tension is achieved. Shaft is constructed of polished aluminum.

Please Note: Requires long style water pump with passenger side alternator - uses existing lower bracket.

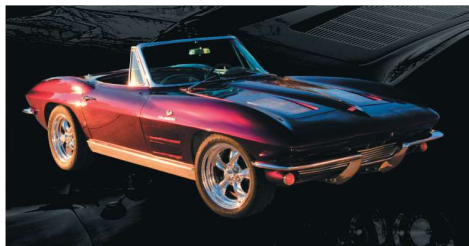
Part # 7510 Go to www.speeddirect.com or see Price List for more information & pricing



Here at SpeedDirect we're passionate about the vehicle applications we work with and we drive them hard, both daily driving and racing - pushing our products to their design limitations to make sure they work for you in the real world and on the track. We are dedicated car enthusiasts who want to make sure you're as excited about our innovations as we are.

Our development team is made up of accomplished engineers, utilizing the latest CAD design technologies and stress testing methods available. All of our parts go through an extensive series of tests to make sure they meet our own high standards of excellence.

With over a decade of automotive aftermarket experience, we provide excellent technical support and service. We know what works and what doesn't work. We know that other companies can sell you aftermarket parts, but can they solve your installation or fine-tuning questions? Do they truly have the necessary experience with both stock and highly modified vehicles? Can they really explain why their product is better than the competition's? These are the questions you should ask before you buy! Don't just take our word for it, listen to what our customers say about us:



I absolutely love this rack & pinion set-up from Steeroids. It takes a tired, old, sloppy drag link setup and makes the car super fun to drive. It is a home run for sure and your service is the best as well. I am a walking advertisement for your company. Thanks again, - Dan Z.

I used to drive GT racecars - this kit makes my Corvette like one! I can't wait to do some autocrossing with this quick ratio! -Jeff L.

"I bought your power steering rack and pinion kit for Nova/Camaro. I own a 1974 Olds Omega which is an X-body. I have a 455 Olds in it with headers. I had no problems installing the kit. I also have a Moroso 7 qt oil pan and had to dent it very slightly to clear the mounting bracket. Over all it was a no hassle install and it works beautifully! It steers better than my 1989 WS6 Formula Firebird!" -Eric K.

"I'm just writing to comment on the new Steeroids kit I installed in my 68 Corvette. I bought one of the first batch produced. Needless to say it has been in my possession for some time but I have had the car down for various upgrades and just got it back together. My only comment is WOW what an improvement that is for this car. The kit was top notch and directions clear and precise. So far I'm extremely happy with the results... Just wanted to let you know that I will be highly recommending this upgrade to any I come in contact with. I also used your clutch linkage kit with similar results, very nice. Thanks for developing these great products..." -Chad

I can't tell you how pleased I am with your Steeroids/Corvette rack... what a difference it makes in handling. I rave at every show and race about your product. -Dave R.

I just took the Flaming River rack and pinion kit off of my Mustang and replaced it with yours. I am really happy with your kit over theirs, and especially with the customer service and knowledgeable staff. Please feel free to use me as a reference if anyone is considering your kit! -Richard B.

This was the first directly bolt-on kit that I have ordered that was ACTUALLY BOLT ON! I didn't need to use my drill or hammer to make things go together - they actually fit right out of the box. -Ken L.

(Regarding a beautiful IMSA wide bodied race car...) The car was put away in 85 and never saw the light of day again until 4 years ago when we began a complete bare frame bare block restoration, everything is original to the seats and window nets, except for two "bolt on" upgrades, a BeCool racing Radiator and dual electric fans, and what has turned out to be the most dynamic change in the car, the addition of a "Steeroids" rack and pinion ... The addition of the power steering rack has converted this mean handling 700HP lumbering dinosaur, into an easy to handle, well, still a beast. The ease of installation was incredible, and our concerns on loss of clearance turned out to be unfounded ... I'm sold on your products. -David R.

Thanks for the great customer service. It is not very often that I find good service these days ... I will definitely pass the word along!!!! Thank you again. -Don B.

Every aspect of your business, from your website, to sales, to delivery, to customer service is top rate. Great to do business with you. -Steven K.

I used your Rod Links clutch linkage kit on my Corvette, and it is the best seventy bucks I have spent on the car! The clutch is better than ever. -Bill W.

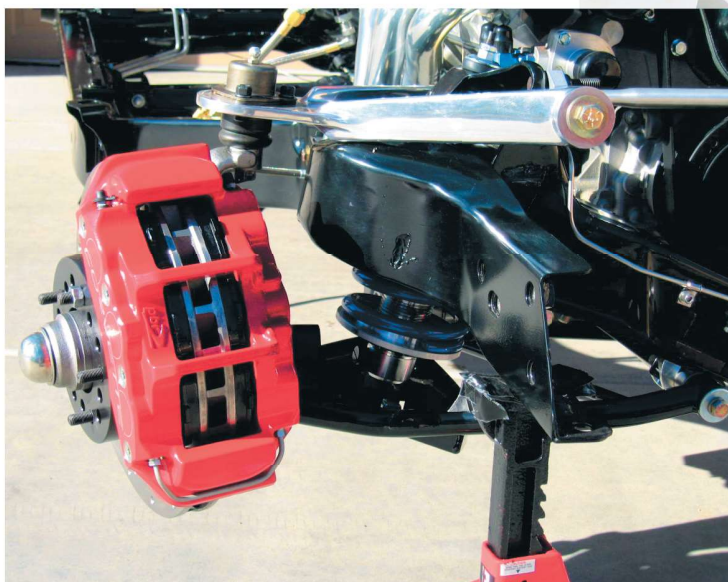
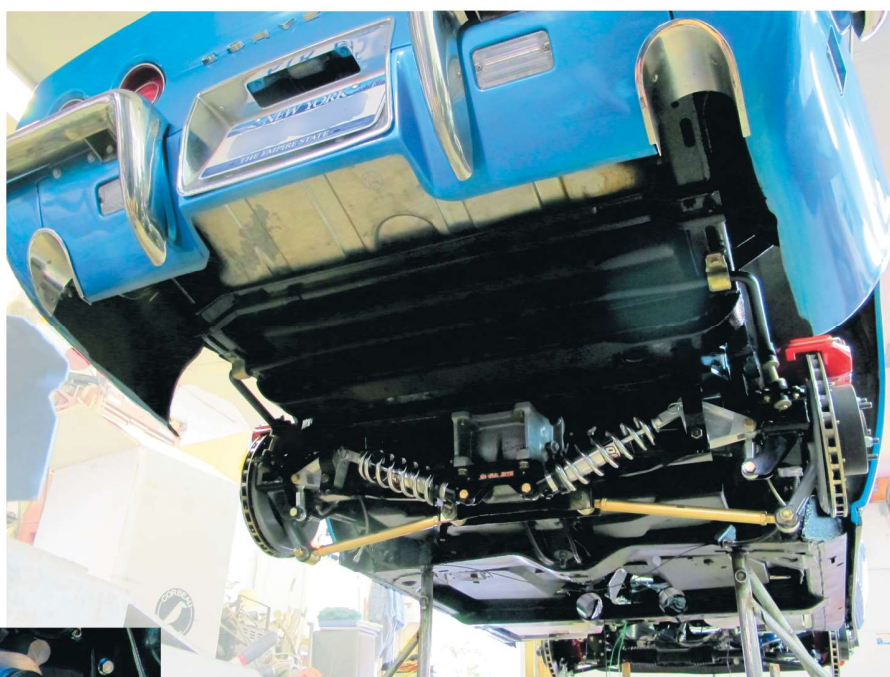
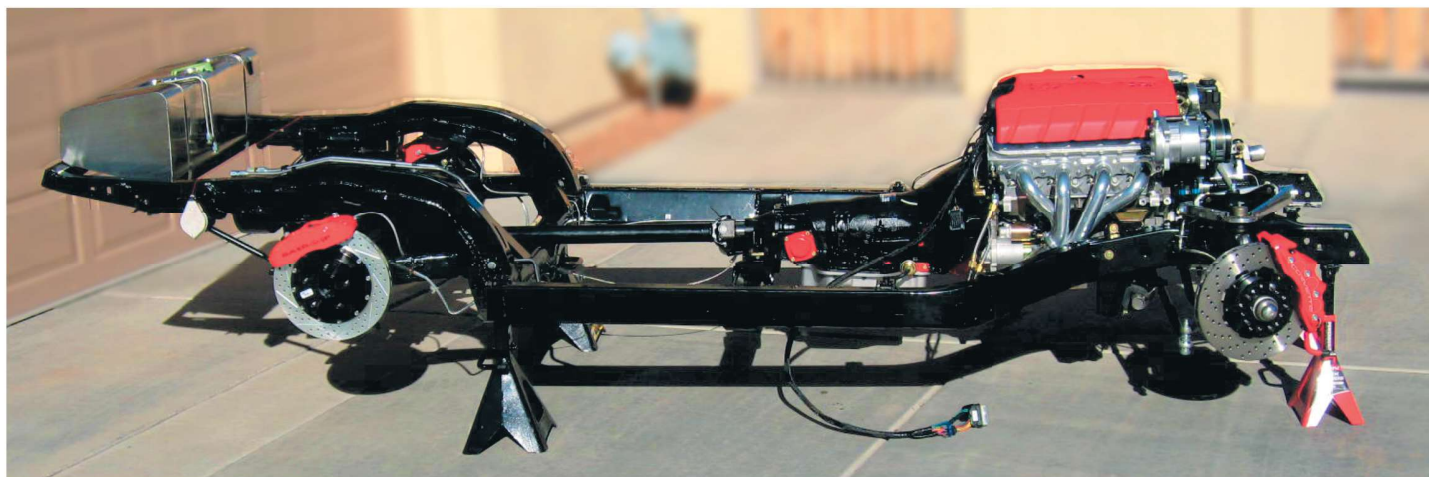
The Corvette Steeroids is one of the best things I have done to my car. -John D.

Well I'd like to give some positive feedback for SpeedDirect. I purchased and installed their clutch rod linkage and there was a problem with one of the rod ends. Not sure if it was something I did or if it was a defective part - but no questions asked they sent me a replacement within 2 days. Now that's great customer service and the right way to stand behind their products. Steve C.

Read even more at www.speeddirect.com/



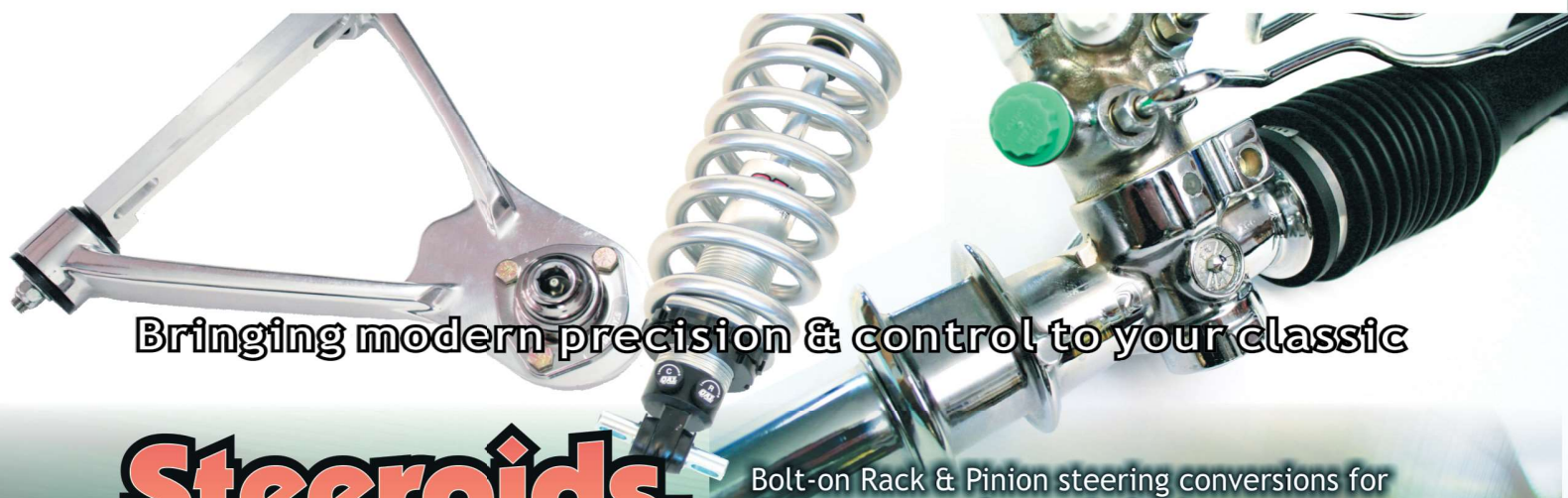
Here are some examples of our products installed on customer cars:





1901 S FM 129
Santo TX 76472

Order online 24/7: www.speeddirect.com
Order by phone: 1.888.731.1382



Bringing modern precision & control to your classic

Steeroids
RACK & PINION CONVERSION®

Bolt-on Rack & Pinion steering conversions for muscle cars & classics.

SHARK BITE
CORVETTE SUSPENSION

Bolt-on front & rear coil-over suspension & aluminum a-arms for 1963-82 Corvettes.

VECTOR Series
MUSTANG SUSPENSION

Bolt-on front coil-over suspension & complete performance packages for 1965-70 Mustangs.

ROD LINKS
CLUTCH LINKAGE™

Bolt-on spherical rod end clutch linkage for muscle cars, classics, jeeps & trucks.



During the length of time our catalogs circulate, cost and/or availability of items sometimes change, often without notice. Therefore, prices and products may change without notice, or may not be consistent with the copy or pictures in this catalog. While every effort is made to ensure accuracy, Speed Direct is not responsible for errors or omissions in this catalog. We are frequently asked to design, produce and carry new products. Please visit our website for the most current information on our products, technical tips, information and lots more.