



`32 - `34 Chassis [standard offer]

Stage 1 Chassis frames available

Comprises new frame rails, raised 2" on rear, fully boxed, all body, fender and bracketry holes blocked and marked, mandrel bent seamless tube centre X member, and rear coil-over cross member

Independent Front Suspensions

Comprises: S/S one piece Investment Cast upper and lower control arms, S/S ball joint covers, S/S stub axles, S/S steering arms, aluminium adjustable coil-over shocks, S/S finned Commodore Caliper mounts, finned Commodore calipers, Ford rotors, manual rack and pinion



Individual chassis components

Cast Stainless Steel Engine Mounts ~ suit Small Block Chev

Trans mount ~ suit Chev or Ford.

Auto pedal and booster mount (pedal is polished Investment Cast S/S)



S/S parallel rear 4 bar kit with tail shaft loop

S/S rear panhard bar kit

3 hole lower shock mounts

Adjustable Aluminium Coil-over shocks

Coil-over kit (uses new LHRP Investment Cast S/S double support mounts)



Rear End – we can supply brand new housings

New 9" Round Back Housing with axles, Internal Handbrake

rear brake assembly, with all bracketry welded to housing (no centre)



Brake lines – can be run and fitted for you

Comprises: New booster and master cylinder, adjustable proportioning valve, 2 pair S/S through frame fittings, S/S polished line fittings, hard line, clamps and flex lines, pushrod to booster with S/S rod-end

Chassis prices ready for your body ~ starting from \$15,000 depending on the options you choose



Lakes Chassis Main Features

Thank you for your inquiry on our range of Lakes Hot Rod Parts. The Lakes Hot Rod Parts components have raised the bar and set the new standard for Hot Rod chassis` of the present and into the future. Please take the time to consider the following features of these chassis` using Lakes Hot Rod Parts components when comparing other products.

When considering a Hot Rod chassis most people mainly look at what it is going to cost them to build, however consider for a moment your resale value. Should the unthinkable happen and you have to sell your beloved hot rod, you will want to maximise your sale value, so keep this in mind when making a decision on which chassis you buy as the Lakes components will be seen as the preferred method of chassis manufacture in the future. In actual fact, you don't pay more for better product, you get more for your money.



The IFS uses the new Lakes Hot Rod Parts components. Upper and Lower Control Arms are new Investment Cast 1 piece items where there is no welding at all on the arms. They have indented features cast into them which give them character and enhance their strength. The Control Arms come standard with neat Investment Cast ball joint covers fitted. The S/S finned calliper mounts and rotor covers are another standard item which have cooling holes cast into them and finish off the back side of your rotors. The IFS comes complete disc to disc with new rotors and calipers and adjustable aluminium coil-over shocks. Power rack and pinions are available as well.



Our standard chassis offers the ever popular Small Block Chev with auto trans combination. However Ford mounts and manual combinations are also available. The engine and trans mounts are the Lakes Investment Cast items.



The manual pedal assembly is unique in that it is the only set up that allows the booster to be positioned further to the centre of the vehicle. Usually the clutch master cylinder and mount inhibit the booster from being positioned away from the boxing plate. This new system allows you more accelerator pedal clearance inside the vehicle because the brake pedal has been moved inward towards the centre of the vehicle. The system is the only one that also leaves you with plenty of clearance for your exhaust system to run through the Chassis.



The pedals come standard polished S/S and are fixed to a cast pedal mount that is incorporated into the centre X member. The pedals have a S/S pedal pad pivot on top of them that allow you to position your pedal pad to where you like it and then tighten to fix it. This is a unique feature only available on the Lakes components.

The Tail shaft loop arrangement is the strongest and neatest available on the market. With its cast features, there is little paint preparation involved because the loop itself is cast as are the 4 bar brackets. They all have spigots that allow for the tubing to be slid over, welded then sanded so that the whole assembly appears to be an unwelded unit.



The Investment Cast LHRP diagonal panhard bar brackets have female indented features cast into them which allow them to fit firmly onto male cast features on the corresponding brackets both on the rear end and the Chassis. This effectively eliminates any turning of the brackets but, as the panhard brackets also incorporate the bolt as part of them, produces the strongest and aesthetically pleasing system available.



The rear cross member is fabricated using the same principal. The ends are cast with spigots and then the tube is slid over, welded, sanded and then gives the appearance of an unwelded cross member. The trans mount is made in this same manner. It too has minimal paint prep.



Another feature that comes standard with the Lakes product is that where ever there is the underside of a nut or bolt, there is a raised surface so that they are not tightened up onto large painted surfaces. This is a huge advantage over previously fabricated bracketry where the bolt and nut actually affected the whole face of the bracket's painted surface.



All lakes chassis can be supplied with brand new 9 inch diff housings and brakes, the advantages of new over a second hand unit is strength and straightness as it has not been welded before and the steel axle tubes in aftermarket housings hide no previous distortion. Those of you who have welded up an old diff that has had more than a few brackets on it at one time or another know how much the old diff can move around and warp once welded, even if you use a jig.



That is the difference between these Chassis using Lakes Hot Rod Parts and all the others. The advantages in all these features means that you haven't actually paid more, you get more in a standard Chassis using the full range of Lakes Hot Rod Parts.



I beam front end with Lakes one piece Hair Pin radius rods