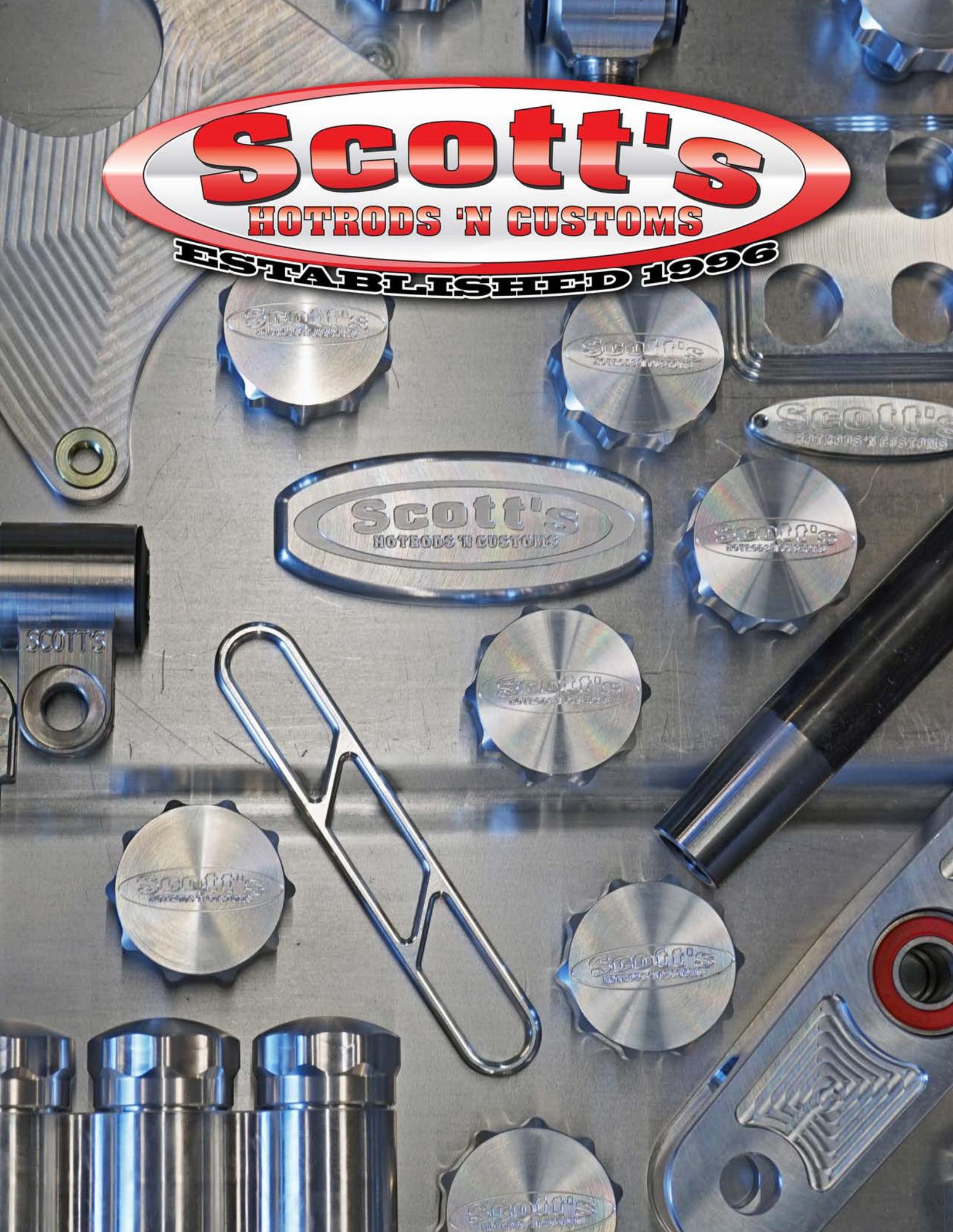
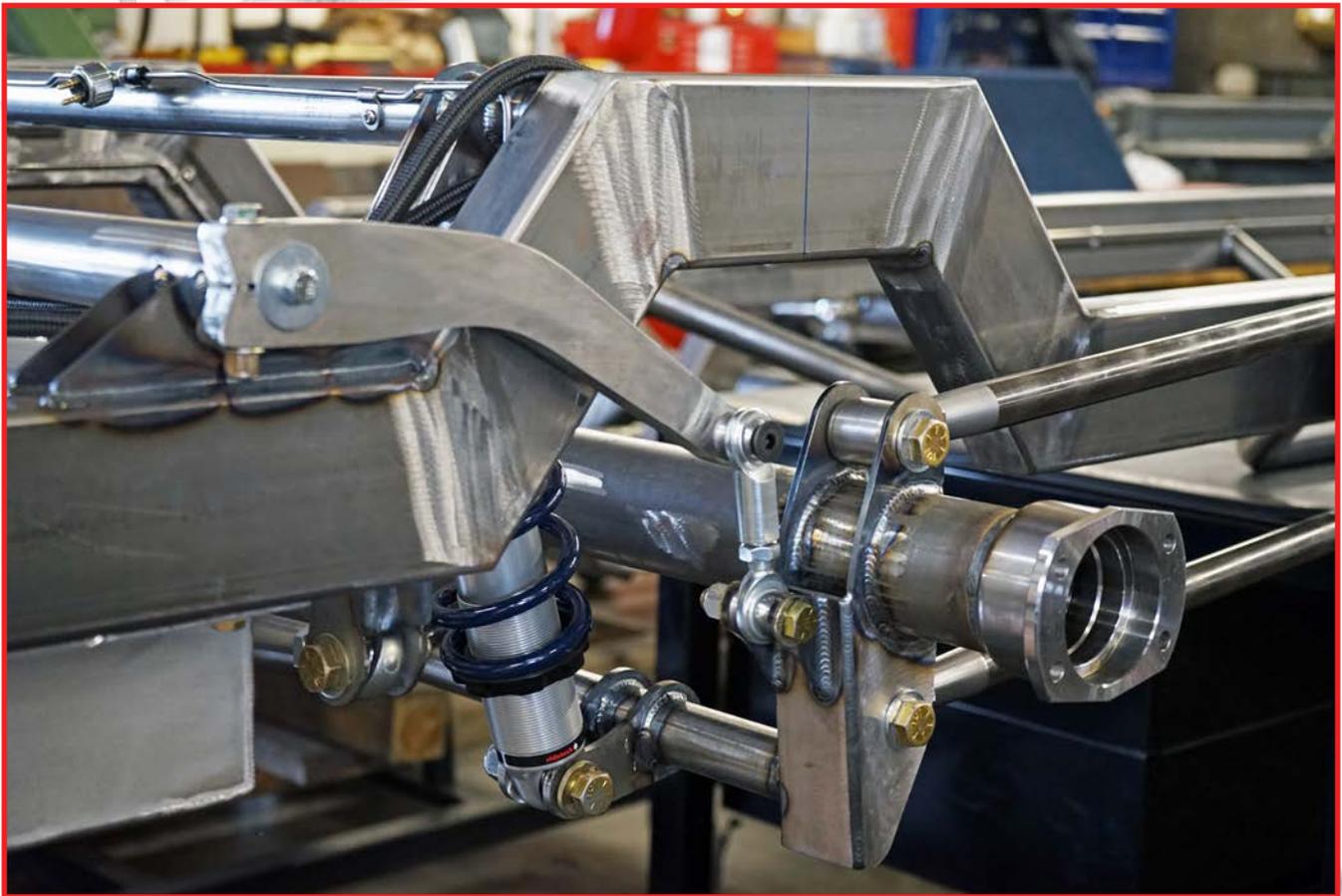


Scott's

HOTRODS 'N CUSTOMS

ESTABLISHED 1996





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HISTORY OF SCOTT'S

Scott's Hotrods 'n Customs was established in 1996 by Justin Scott Padfield in a small 1200 sq. foot facility in Ventura, CA. When the shop opened its doors, Justin had less than \$2000 in the bank and only a handful of jobs lined up...mostly fabrication work.

Justin's reputation as a master fabricator grew and within a year the shop was bursting at the seams with jobs and builds. Knowing that the shop would ultimately be too busy to handle alone, one employee at a time was brought aboard; but only those that met a strict qualification checklist. Justin once said "I would rather hire a kid that can learn, than a man that already knows everything. I can teach the kid, but I can't un-teach the man." It was with that method of hiring employees and his drive to create the business that has established Scott's Hotrods into what it is today.

Scott's has grown to a size that is not typical of an average "hotrod" shop, and Scott's is no average shop. The 9,700 square foot building in Oxnard, CA is again, bursting at the seams.

Over the last 23-years Scott's has placed in the Great Eight at the Detroit Autorama; notably the most prestigious show in the country comparable only to the Grand National Roadster Show. Scott's has also been featured in an countless shows on Discovery Channel, TLC and the Speed Channel. Scott's has never been a shop to seek the limelight, but through networking, the limelight has sought out Scott's and provided for an unsolicited boost in business.

In the last few years, Scott's has taken home the GM Design Award at SEMA 2008 for a trend setting 1955 Chevrolet, dozens of individual 1st place trophies at a number of the car shows traveled to across the country, and still remains the only company in history to win back to back the title of "America's Most Beautiful Roadster (AMBR)" at the Grand National Roadster Show, which Scott's did in 2008 and again when competing in 2010.

It is without question that Scott's Hotrods builds high profile cars to win high profile shows and does so with great success, but the unexpected success of the business is the manufacturing of parts that has catapulted Scott's to its current level of success.

The staple of the mail order business is the line of custom independent front suspension kits that are designed and built in-house. With the ability to design, engineer and CNC parts, Scott's offers Top-Quality products that are light years ahead of any other on the market at a very competitive price.

To add to their lineup of chassis, suspensions and frame parts, Scott's offers many CNC billet items that stand out from others with a custom, yet purpose built look. The attention to what is needed in the hotrod market is the key to Scott's success, and is the reason Justin's dream of owning one of the best Hotrod Shops in the country is coming true.





PRODUCT OVERVIEW

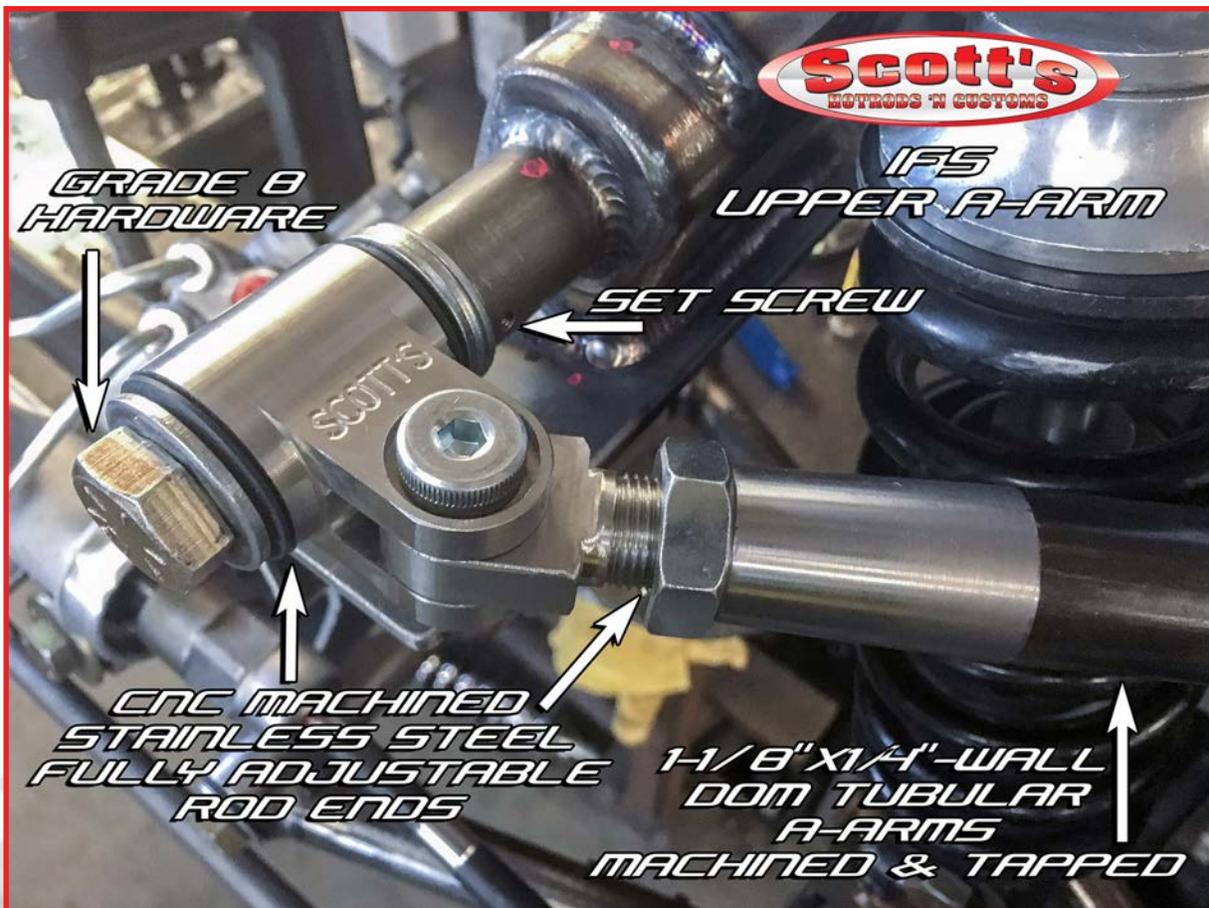
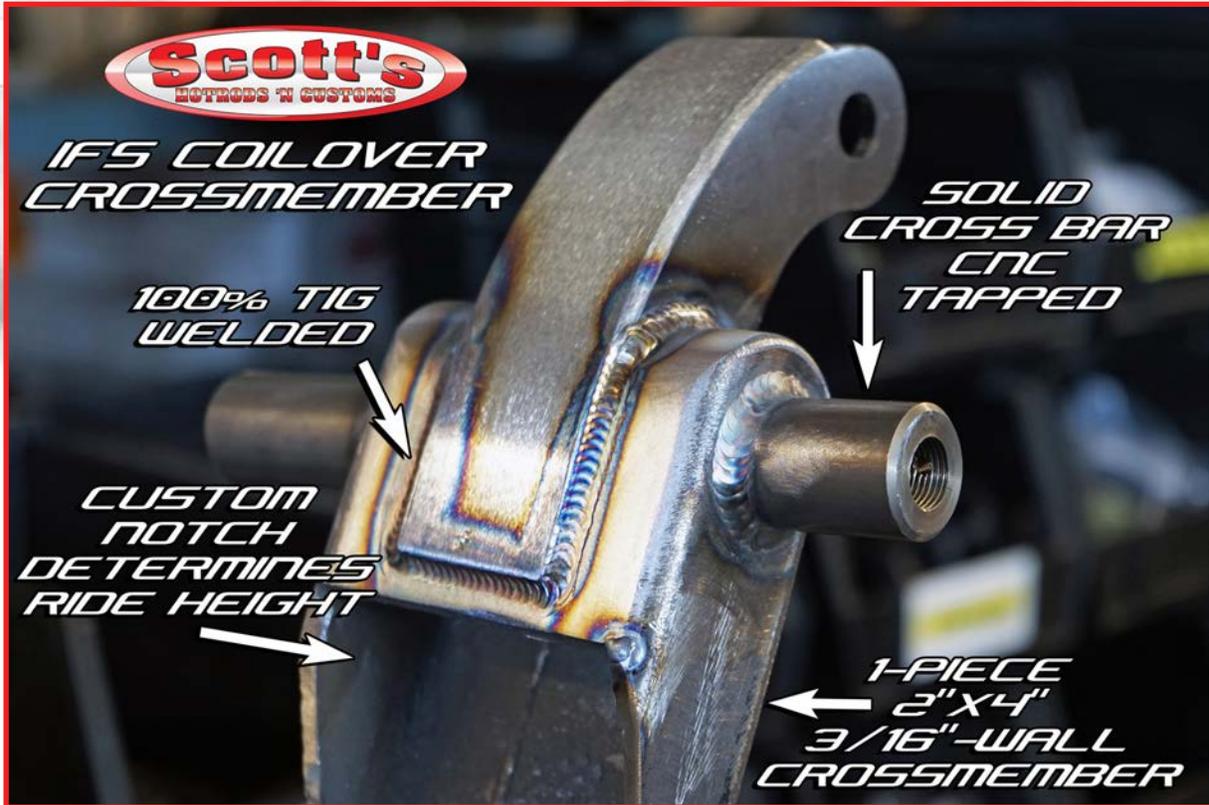
SCOTT'S INDEPENDENT FRONT SUSPENSION (IFS)

At Scott's we believe that the key to enjoying a hotrod lies in the suspension underneath it and in making the decision to never settle for anything less than perfection.

Every Scott's IFS comes with a limited lifetime guarantee because of a refusal to use inferior materials. 1-1/8"x1/4" wall DOM seamless tubing is used to make ALL of Scott's A-arms, both upper and lower. Each and every one is CNC machined to provide the highest level of quality and durability. 2"x4"x3/16" wall box tubing is used for every crossmember and are all 100% TIG welded for rigidity and strength.

The concept of a "one-off" suspension built for each and every customer was a difficult one to grasp because of the long standing use and availability of Mustang II's in the hotrod and street rod community. Fortunately for us, as more and more Scott's IFS systems began hitting the street, the concept was realized. Scott's knows that in order for a suspension to function properly, it must have the correct geometry. To achieve this, it must have all of its pivot points in the location they were designed to be in. The moment you change a single one of those pivot points, your suspension will cease to function as it was designed, which is the common mistake of those installing Mustang II's in their cars. When you order a Scott's suspension we start from scratch. We gather pertinent vehicle information such as type of vehicle, motor, track width, ride height and work to create something that will net you the correct handling characteristics you are seeking. Your a-arm lengths, cross-member pivot points and entire cross-member will be unique to your vehicle. This will ensure that your suspension will work exactly as advertised, guaranteed! Scott's Hotrods builds the best IFS kit on the market. Scott's has never built a Mustang II Kit. All of Scott's Hotrods manufactured parts are guaranteed to be free from manufacturer's defects for the lifetime of the part. Warranty is non-transferable.

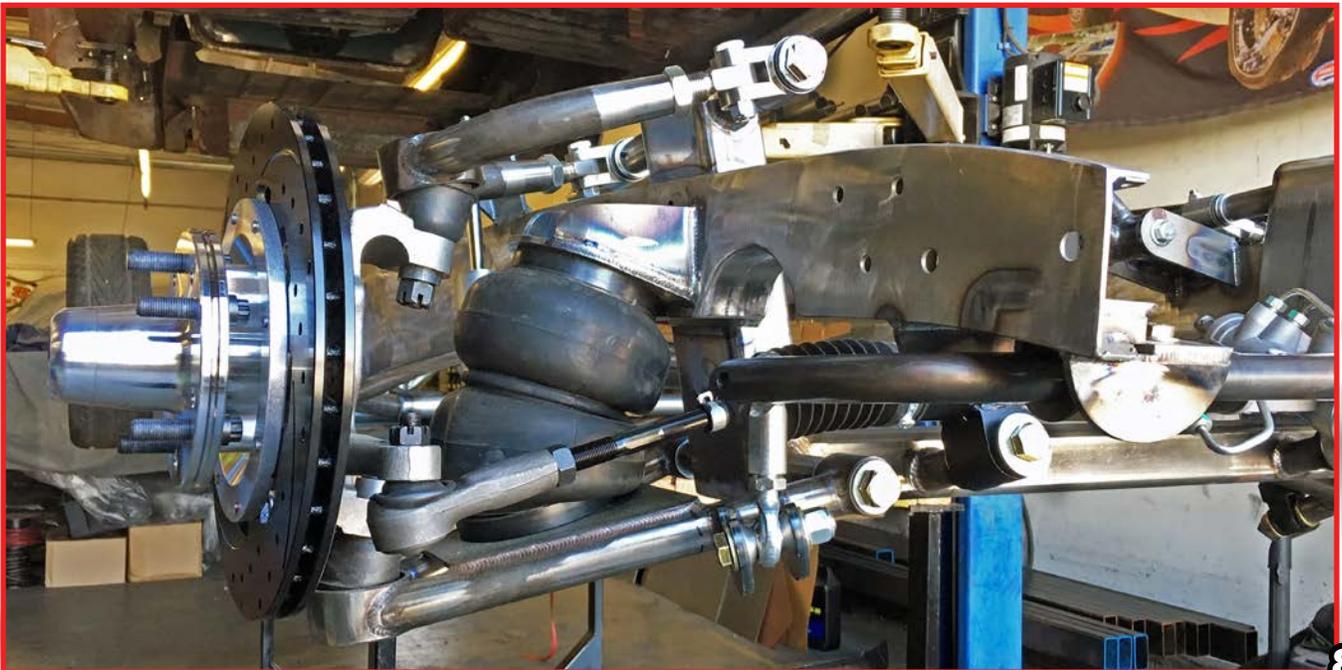




PRODUCT OVERVIEW

SCOTT'S INDEPENDENT FRONT SUSPENSION (IFS)





PRODUCT OVERVIEW

SCOTT'S 4-LINK & 4-BAR KITS

Most hot-rodder's upgrade their front suspension, but forget to address their rear suspension, which is just as important to the ride and handling of their car. Often times so much focus is spent on the front suspension of a hotrod that it can actually reduce the drivability of the vehicle because of excessive rake or unmatched spring rates.

Scott's Rear Suspension is quite simply....simple. The 4-LINK Kit is designed to be both user friendly and fully adjustable at the same time. This kit is. With a Scott's 4-LINK, you decide on the optimal roll center, as well as the correct length bars. The 4-LINK Kit is for the serious racer that needs to dial in their rear suspension for launches. We use our CNC machined Billet stainless rod-ends with right-hand and left-hand thread. This allows the user to adjust pinion angle and set up without the need to unbolt the rod-end or take apart the 4-LINK. The same 1"-1/8"x 1/4" wall, seamless DOM tubing is used for all the bars as well as the panhard (where applicable). All bars are CNC machined in house by Scott's to maintain the strictest quality control in manufacturing.

Scott's parallel 4-BAR Kit is designed for your basic street-rodder application. Set up to work for a variety of applications, this design will be set up for maximum handling and comfort. The parallel bar design works very well for most applications. If you are not sure which one is right for you, Scott's can help you decide. Both the 4-LINK and 4-BAR kits are available with Coilovers or Airbags and Shocks. All the included brackets are 100% TIG welded and come with a lifetime guarantee.





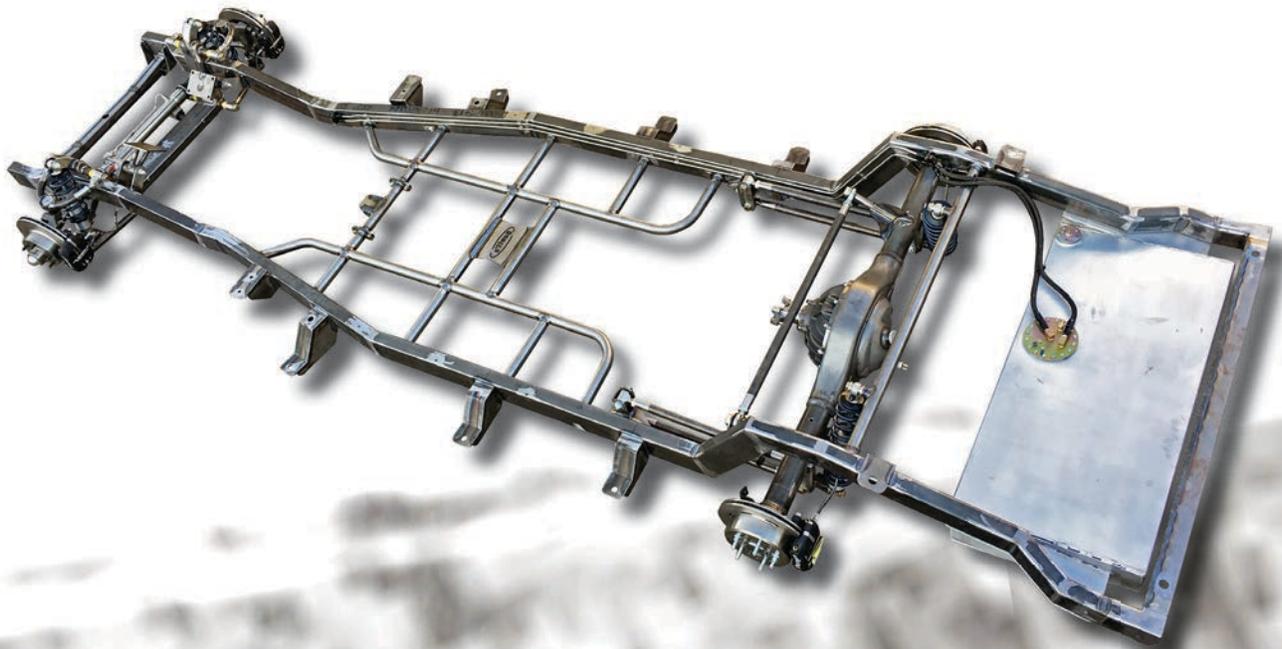
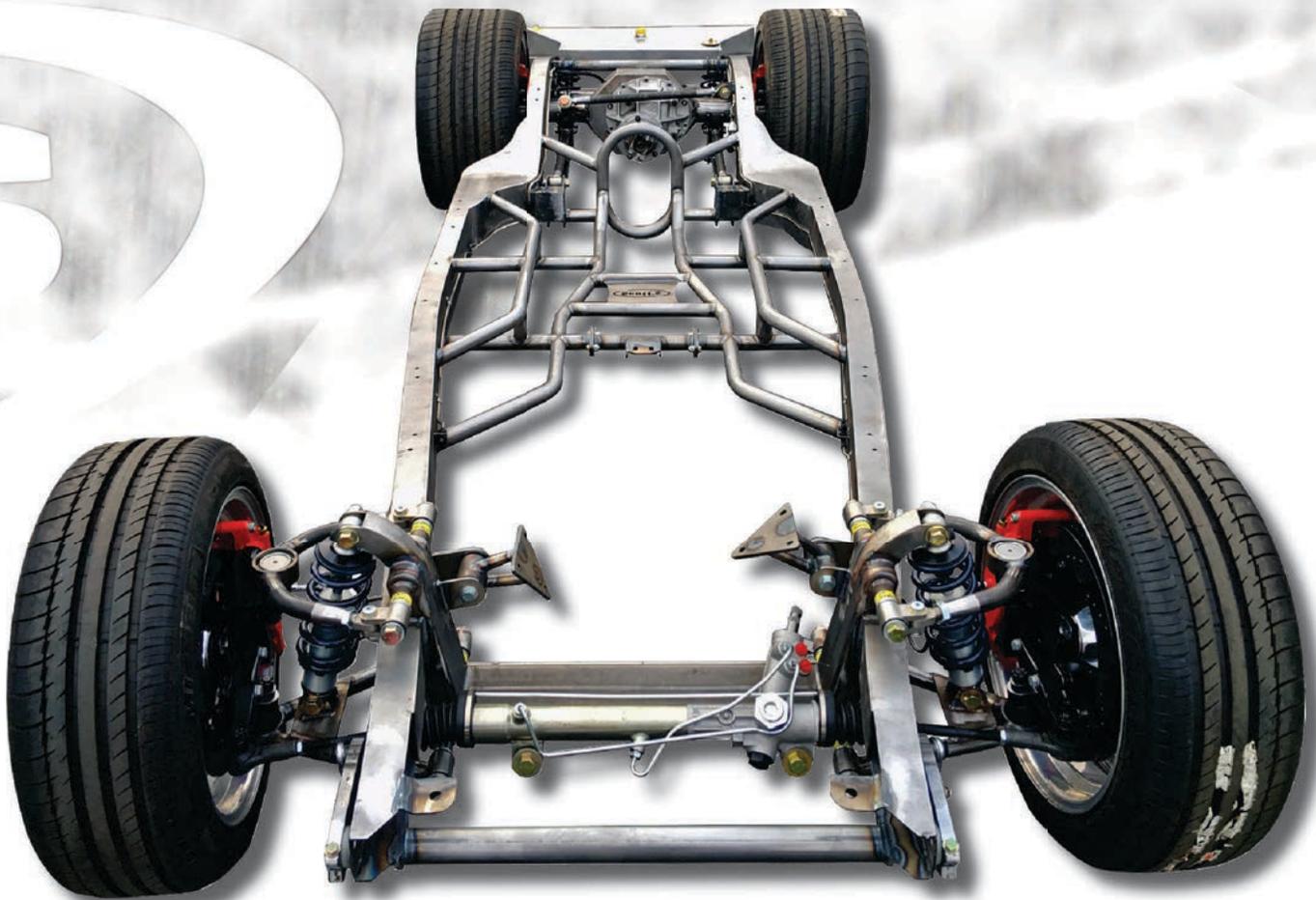
PRODUCT OVERVIEW

SCOTT'S COMPLETE CHASSIS

Scott's Hotrods is your #1 source for custom chassis no matter what American made vehicle you drive! That's right...we build them for virtually ANY American Made application from 1925 to 1987! And, they're designed and engineered by the finest chassis & suspension engineering team. At Scott's Hotrods, form follows function. Our custom chassis not only look great, they truly perform on the street, on the track or wherever the road takes you! They deliver without compromising ride quality, handling or the stance you're looking for. Each chassis is precision hand crafted in-house utilizing premium USA made materials and backed by a limited lifetime guarantee. Trust Scott's Hotrods to build the custom chassis of your dreams.

All of Scott's Hotrods Chassis are built with the same quality as our IFS kits and are also 100% TIG welded. Scott's Chassis are all Built-To-Order and are the most complete chassis you can order in today's market meaning that you can tell us your desired ride height and chassis options including: Coilovers or Airbags and Shocks, Motor Mounts, Transmission Mount, Wilwood Brakes, complete MOSER Ford 9" rear end with a POSI 3rd member and axles, Stainless Steel Fuel & Brake lines plumbed on the chassis, aluminum fuel tank, your choice of sway bar styles and more! If you want your frame to lay out 100% front to back or have a static stock ride height, we are the shop for you. All of our chassis use an 8-point crossmember for superior strength and handling. We can build a chassis for all project vehicles, any year make or model and include a lifetime warranty on craftsmanship.





PRODUCT OVERVIEW

SCOTT'S IN-HOUSE CNC

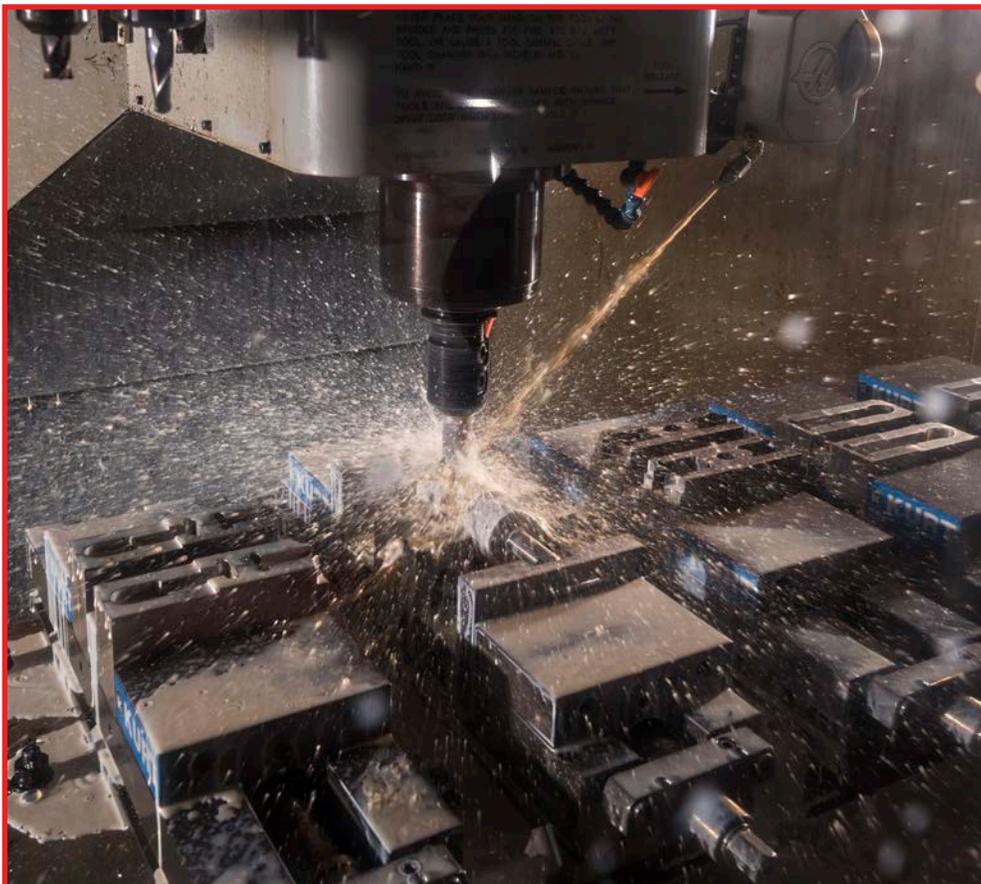
Scott's Hotrods is your one-stop-shop for world-class mechanical product fabrication services!

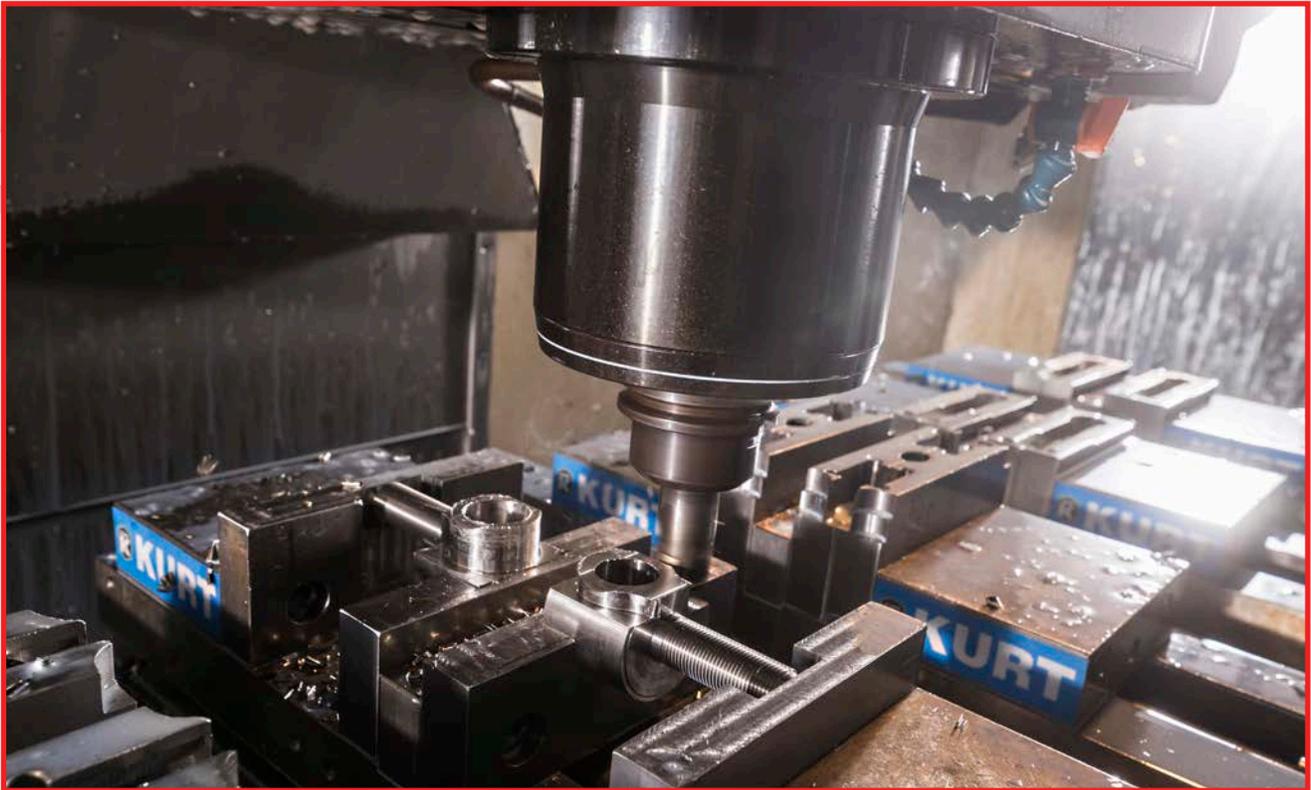
Scott's Hotrods offers comprehensive manufacturing services, backed by our award winning commitment to quality and service. Our vertically integrated contract manufacturing services include: CNC machining, sheet metal fabrication, welding, powder coating, hard anodizing, mechanical assembly, integration and test, warehousing and on-demand delivery.

Scott's Hotrods comprehensive in-house manufacturing capabilities allows us to control the quality and delivery of products at every step of the manufacturing process...if you can dream it, we can manufacture it. Just supply us with a drawing or a sample and let Scott's Hotrods turn your dream into reality! Can't draw or sketch? Don't worry Scott's CNC programmer can design your concept into reality.

Scott's Hotrods combines clean, modern facilities, the latest equipment, and a highly skilled work force all under one roof, to deliver parts to your specifications; on-time and at competitive prices.

Scott's Hotrods specializes in close-tolerance milling and turning of small to medium size parts in a wide variety of materials. We can machine everything from 6061 T6 aluminum to T-304 stainless steel to high nickel aerospace alloys. We regularly hold tolerances of .0005-inch. Lot quantities range from single-part prototypes to high-volume production runs. CNC Programming is done using Mastercam, which allows us to program directly from our customers engineering data.





PRODUCT OVERVIEW

SCOTT'S FABRICATION

Scotts Hot Rods employees...the best welders, fabricators and machinists in the industry who manufacture our products 100% in America at our facility. We have some of the top fabricators in the world working in our shop every day on numerous projects. The craftsmanship, quality and attention to detail has earned Scott's Hotrods multiple car show awards over the years including the AMBR award in 2008 and 2010. Putting quality material and the right tools in the hands of a skilled professional fabricator leads to works of art on wheels.





PRODUCT OVERVIEW

SCOTT'S AWARD WINNING VEHICLES



POSSESSED - 2010 AMBR AWARD WINNER





UNDISPUTED - 2008 AMBR AWARD WINNER



PRODUCT OVERVIEW





SHOP PICS





FRONT SUSPENSION

SCOTT'S IFS KITS

This is NOT a Mustang II kit. We manufacture our true Independent Front Suspension (IFS) kits with a 100% TIG Welded 1-piece crossmember built specifically for each and every application. If your American made car is built between 1925 and 1987, we can design and build a kit for it.

Want to swap in a late model drivetrain?

Want a specific ride height?

Want to lay frame?

Want to carve mountain roads?

We have you covered!



STANDARD FRONT STEER Base Price \$2,495

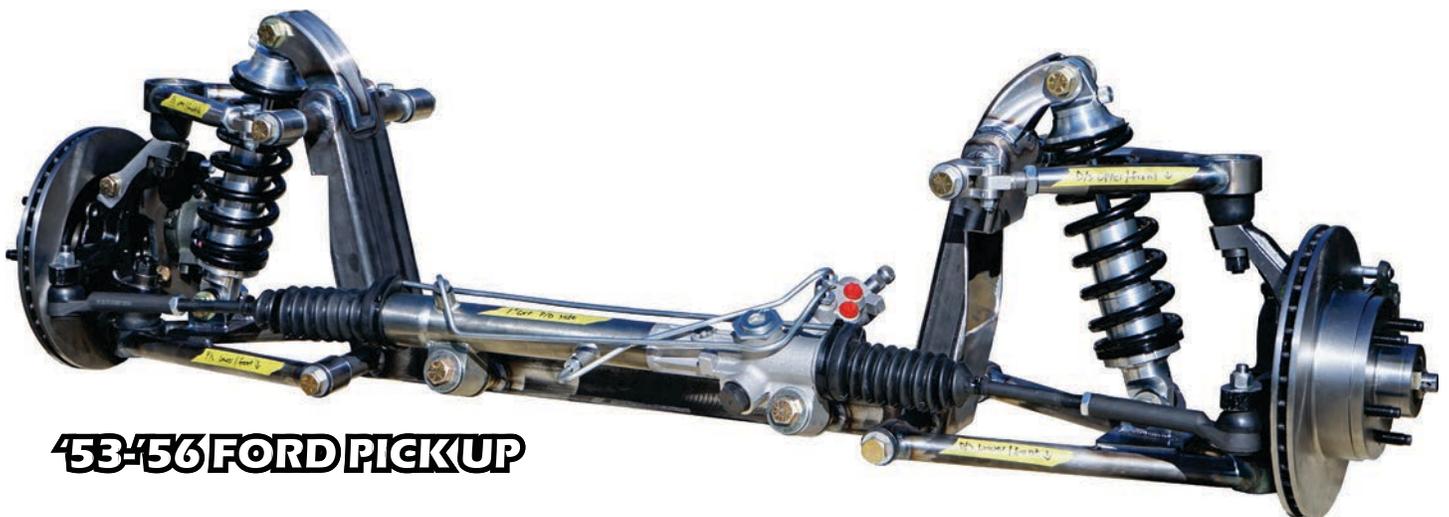
Scott's Standard Front Steer IFS kits can be built to fit any American made vehicle from 1936-1987. These kits come with Single Adjustable Coilovers that maintain a static ride height.

REAR STEER Base Price \$3,350

Scott's Standard Rear Steer IFS kits can be built to fit any American made vehicle prior to 1936. These kits come with Single Adjustable Coilovers that maintain a static ride height.

SUPERSLAM Base Price \$2,495

Scott's SuperSlam Front or Rear Steer IFS kits can be built to fit any American made vehicle from 1925-1987. These kits come with Airbags and shocks giving you the ability to adjust your ride height and even lay frame when coupled with Scott's 4-Bar Rear suspension kit.



43-56 FORD PICKUP



SCOTT'S IFS FEATURES

- One-piece crossmember 2"x4"x3/16"-wall box tubing
- Unequal-length A-Arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Oversized Serviceable Press-In Ball Joints
- 11" Plain Brake Rotors w/Single Piston GM Caliper (5 on 4.5" or 4.75" Bolt Pattern)
- Single-Adjustable coilovers OR airbags and shocks
- Frame Boxing Plates
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard or Dropped Forged Steel Spindles
- LIFETIME GUARANTEE

OPTIONS

- | | |
|---|--------|
| • Custom Track Width | \$150+ |
| • Motor Mounts | \$250 |
| • Power Rack & Pinion Steering | \$699 |
| • Right Hand Drive Rack & Pinion | \$499 |
| • Chrome power steering rack | \$140 |
| • Power Steering Steel Braided Line Kit | \$500 |
| • Polished Stainless Steel A-Arms | \$140 |
| • Polished Stainless Steel Tie-Rod Ends | \$450 |
| • Powder coating | \$200 |
| • Wilwood Pro spindles | \$300 |
| • 5 on 5", 5 on 5.5", and 6 lug bolt pattern | \$289 |
| • Standard 1" Solid Sway Bar | \$500 |
| • Polished Stainless Steel 1" Solid Sway Bar | \$625 |
| • Torsion Spline Sway Bar | \$88 |
| • Steel Braided Brake Lines w/Banjo fitting for GM Calipers | \$300 |
| • Wilwood 4-Piston Caliper Upgrade | \$74 |
| • Steel Braided Brake Lines w/-3AN for Wilwood Calipers | \$625+ |
| • Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits | |



COILOVER OPTIONS

- | | |
|---|---------|
| • Aldan American Single-Adjustable (Rebound) (included) | |
| • Aldan American Double-Adjustable (Rebound/Compression) | \$500 |
| • RideTech Single-Adjustable (Rebound) | \$650 |
| • RideTech Triple Adjustable (Rebound/High & Low Compression) | \$1,650 |
| • Polishing | \$200 |

SUPERSLAM SHOCK OPTIONS

- | | |
|--|-------|
| • Monroe Shocks (Included) | |
| • RideTech HQ Single-Adjustable Shocks (Rebound) | \$330 |

*Ford Rear Sump Oil Pan Required

*GM Performance Parts LS Engine Oil Pan 12628771



FRONT SUSPENSION

SCOTT'S IFS WILWOOD BRAKE UPGRADE OPTIONS

Scott's Standard and SuperSlam IFS kits come with 11" plain rotors with single-piston GM metric calipers. If you are a performance driven customer and are looking for a bit more stopping power or you are running a large open wheel and need to fill some of that empty space with a set of beautiful rotors and calipers we have upgrade options. Prices shown are IFS Kit Upgrade Prices.

Wilwood Caliper Upgrade

If you are running 15" wheels you must stick with the 11" rotor for clearance. You can upgrade to the Wilwood 4-Piston Caliper that will greatly increase the stopping power of your brakes. \$300



Scott's IFS Complete Wilwood Brake Kit Upgrade

11" WILWOOD DISC BRAKE KITS 4-PISTON CALIPERS

140-11017	Black Calipers, 11-inch Rotors, Undrilled Rotors	\$625
140-11017-D	Black Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$725
140-11017-DP	Polished Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$825
140-11017-DR	Red Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$725
140-11017-P	Polished Calipers, 11-inch Rotors, Undrilled Rotors	\$675
140-11017-R	Red Calipers, 11-inch Rotors, Undrilled Rotors	\$675



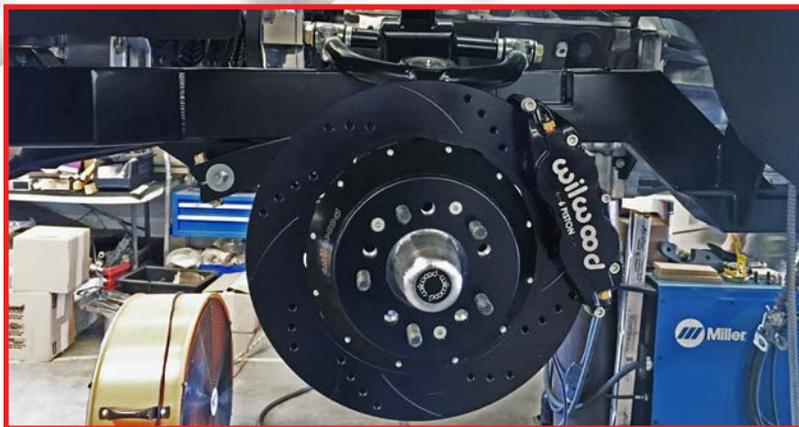
12" WILWOOD DISC BRAKE KITS 4-PISTON CALIPERS

140-10440-B	Black Calipers, 12-inch Rotors, Undrilled Rotors	\$750
140-10440-BD	Black Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$800
140-10440-DP	Polished Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$875
140-10440-DR	Red Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$800
140-10440-P	Polished Calipers, 12-inch Rotors, Undrilled Rotors	\$830
140-10440-R	Red Calipers, 12-inch Rotors, Undrilled Rotors	\$750



13" WILWOOD DISC BRAKE KITS 6-PISTON CALIPERS

140-9801	Black Calipers, 13-inch Rotors, Slotted Rotors	\$1,500
140-9801-D	Black Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$1,600
140-9801-DP	Polished Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$1,700
140-9801-DR	Red Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$1,650
140-9801-P	Polished Calipers, 13-inch Rotors, Slotted Rotors	\$1,675
140-9801-R	Red Calipers, 13-inch Rotors, Slotted Rotors	\$1,550



14" WILWOOD DISC BRAKE KITS 6-PISTON CALIPERS

140-9802	Black Calipers, 14-inch Rotors, Slotted Rotors	\$1,800
140-9802-D	Black Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$1,900
140-9802-DP	Polished Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$1,950
140-9802-DR	Red Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$1,900
140-9802-P	Polished Calipers, 14-inch Rotors, Slotted Rotors	\$1,900
140-9802-R	Red Calipers, 14-inch Rotors, Slotted Rotors	\$1,850

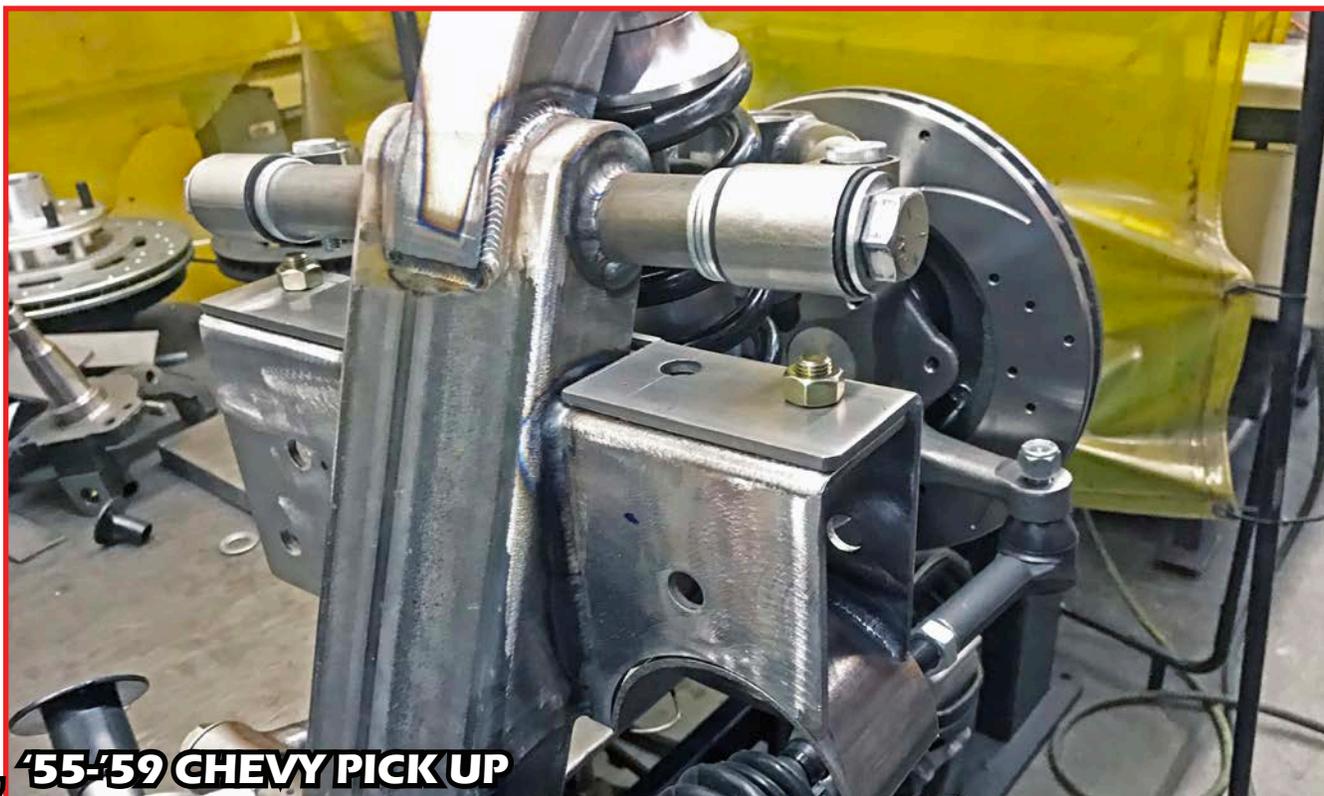


FRONT SUSPENSION

BOLT-ON KITS

With the increasing popularity of the '63-'87 C10 body style, it became clear to Scott's that a bolt-on suspension was a must. Although Scott's has manufactured a weld in IFS for these trucks for years, the frame dimensions allowed for a 100% bolt in custom suspension.

Like all Scott's standard IFS systems, each unit is built to spec, individually for each customer. This allows us to "fine-tune" the suspension. For those looking to have a tight handling coilover suspension we can set it up to be fully tunable and adjustable to get that track handling on the weekends, and comfortable ride for everyday use. If laying low is your style, we can set you up to run up to a 31" tall tire and still lay frame, while maintaining superior drivability over our competitors. A Scott's '63-'87 bolt-on SuperSlam IFS gets nearly 11" of total travel! There is no other 100% bolt in suspension or dropped crossmember for these trucks. Scott's is the only true bolt on that will get you installed and driving in a weekend. Bolt-On Kits also available for '48-'50 & '57-'60 Ford Trucks and '48-'54 & '55-'59 Chevy Trucks. Starting at \$2,895



27

'55-'59 CHEVY PICK UP



SCOTT'S BOLT-ON IFS FEATURES

- One-piece crossmember 2"x4"x3/16"-wall box tubing
- Unequal-length A-Arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Oversized Serviceable Press-In Ball Joints
- 11" Plain Brake Rotors w/Single Piston GM Caliper (5 on 4.5" or 4.75" Bolt Pattern)
- Single-Adjustable coilovers OR airbags and shocks
- Frame Boxing Cradles
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard or Dropped Forged Steel Spindles
- LIFETIME GUARANTEE

OPTIONS

- | | |
|---|--------|
| • Custom Track Width | \$150+ |
| • Motor Mounts | \$250 |
| • Power Rack & Pinion Steering | \$699 |
| • Right Hand Drive Rack & Pinion | \$499 |
| • Chrome power steering rack | \$140 |
| • Power Steering Steel Braided Line Kit | \$500 |
| • Polished Stainless Steel A-Arms | \$140 |
| • Polished Stainless Steel Tie-Rod Ends | \$450 |
| • Powder coating | \$200 |
| • Wilwood Pro spindles | \$300 |
| • 5 on 5", 5 on 5.5", and 6 lug bolt pattern | \$289 |
| • Standard 1" Solid Sway Bar | \$500 |
| • Polished Stainless Steel 1" Solid Sway Bar | \$625 |
| • Torsion Spline Sway Bar | \$88 |
| • Steel Braided Brake Lines w/Banjo fitting for GM Calipers | \$300 |
| • Wilwood 4-Piston Caliper Upgrade | \$74 |
| • Steel Braided Brake Lines w/-3AN for Wilwood Calipers | \$625+ |
| • Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits | |



COILOVER OPTIONS

- | | |
|---|---------|
| • Aldan American Single-Adjustable (Rebound) (included) | |
| • Aldan American Double-Adjustable (Rebound/Compression) | \$500 |
| • RideTech Single-Adjustable (Rebound) | \$650 |
| • RideTech Triple Adjustable (Rebound/High & Low Compression) | \$1,650 |
| • Polishing | \$200 |

SUPERSLAM SHOCK OPTIONS

- | | |
|--|-------|
| • Monroe Shocks (Included) | |
| • RideTech HQ Single-Adjustable Shocks (Rebound) | \$330 |

*Ford Rear Sump Oil Pan Required

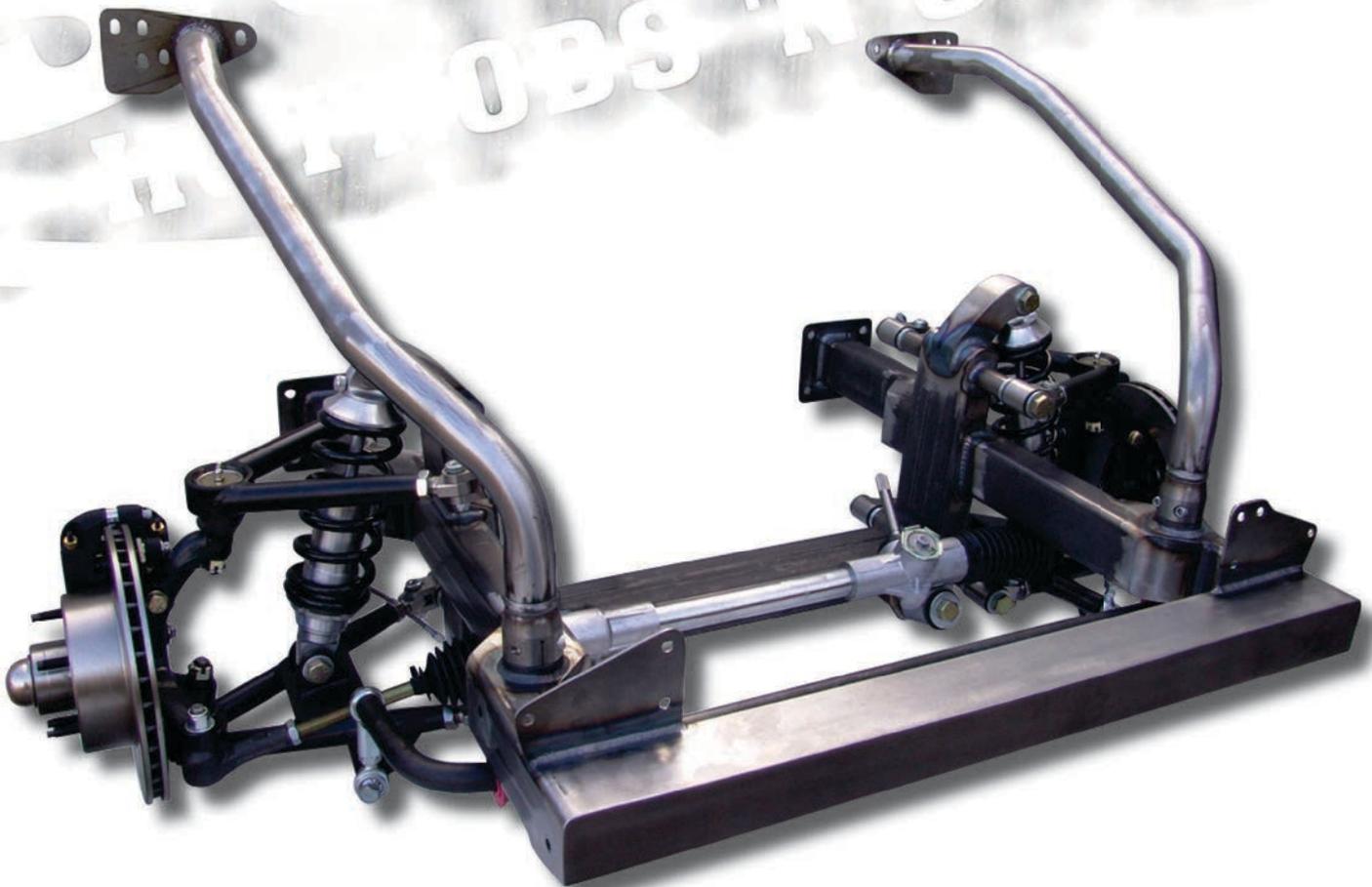
*GM Performance Parts LS Engine Oil Pan 12628771

FRONT SUSPENSION

NOVA II CLIP

All 1st Nova's can use the benefit of an updated suspension. Whether the car is a grocery getter or a track toy, the added handling, braking and steering provide both safety and comfort. A Scott's Nova clip provides all the added benefits, without the compromise of our competitors. There are other companies that offer bolt-on Nova clips, but they all fall short when it comes to achieving the correct suspension geometry. Scott's Nova clip is the ONLY system that is built with our IFS in mind. The new rails are pinched to accommodate a longer a-arm and brought back out at the firewall to allow for exhaust clearance. The core support is full length and the clip is complete with firewall supports. And always all of Scott's products are made to be driven hard, so rest assured you'll never look back.

Starting at \$3,495



SCOTT'S NOVA II CLIP FEATURES

- 1-piece crossmember 2"x4"x3/16"-wall box tubing
- Unequal-length A-Arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Bolt-In Frame Rails
- Bolt-In Down Tubes
- Oversized Serviceable Press-In Ball Joints
- 11" Plain Brake Rotors w/Wilwood 4-piston caliper (5 on 4.5 or 4.75 Bolt Pattern)
- Single-Adjustable coilovers OR airbags and shocks
- Frame Boxing Plates
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard 1" Solid Sway Bar
- Standard or Dropped Forged Steel Spindles
- LIFETIME GUARANTEE

MADE IN



U. S. A.

OPTIONS

- Custom Track Width
- Motor Mounts \$150+
- Power Rack & Pinion Steering \$250
- Chrome Power Steering rack \$499
- Power Steering Steel Braided Line Kit \$140
- Polished Stainless Steel A-Arms \$500
- Polished Stainless Steel Tie-Rod Ends \$140
- Powder Coating \$700
- Wilwood Pro spindles \$200
- Polished Stainless Steel 1" Solid Sway Bar \$500
- Torsion Spline Sway Bar \$625
- Steel Braided Brake Lines w/-3AN for Wilwood Calipers \$74
- Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits \$625+

COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$500
- RideTech Single-Adjustable (Rebound) \$650
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$1,650
- Polishing \$200

SUPERSLAM SHOCK OPTIONS

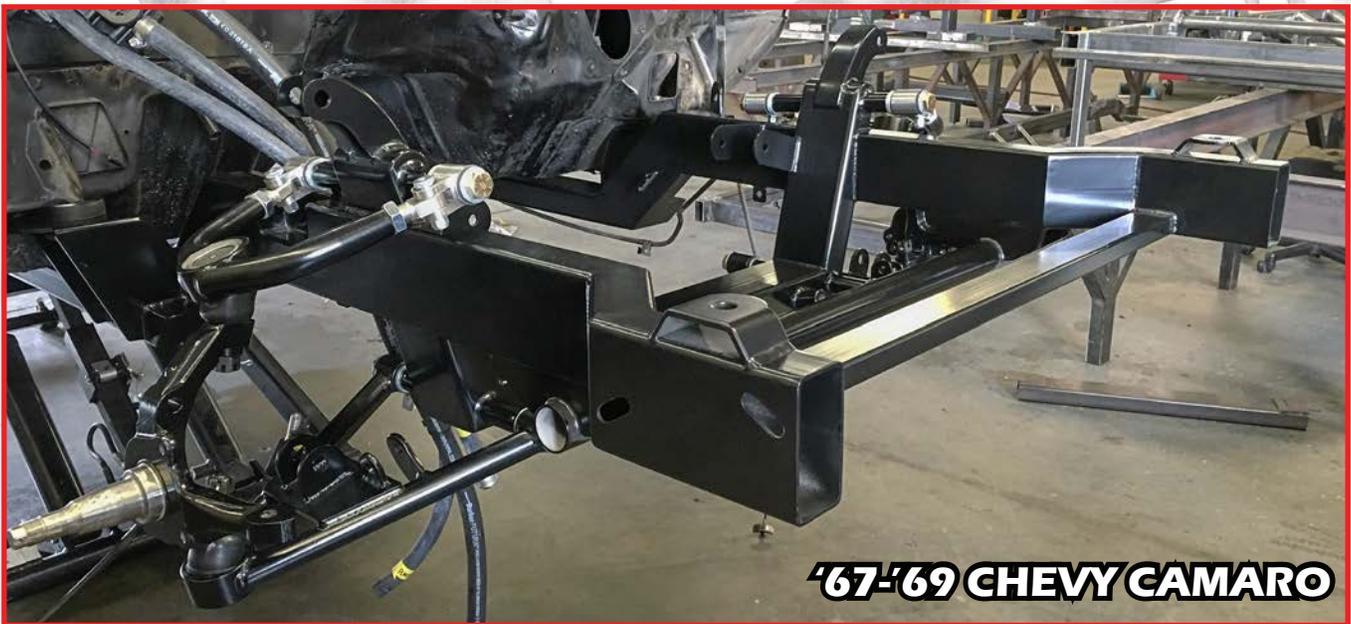
- Monroe Shocks (Included)
- RideTech HQ Single-Adjustable Shocks (Rebound) \$330

*GM Performance Parts LS Engine Oil Pan 12628771

FRONT SUSPENSION

CAMARO FRONT CLIP

This Bolt-On Camaro IFS clip is the perfect answer to those who want to update their suspension and handling without cutting or welding. Designed to be a truly bolt on unit for 1st and 2nd generation Camaro's and for those looking to get true G-machine handling; without all the hassle of welding and fabricating. Like all Scott's IFS systems, this unit is still a 100% custom unit, even though the clip itself is a bolt in. That is the reason why our Scott's clip is superior to our competitors. The difference is in the suspension and how we build it. If you are looking for a tunable coilover suspension, Scott's will manufacture each individual component to be user tunable with correct suspension geometry. We also offer this kit as a SuperSlam kit with Airbags and shocks that allows you to adjust your ride height while maintaining correct camber and caster with zero bump-steer. Can be configured to fit '68-'72 Novas & '67-'72 Firebirds
Starting at \$4,195





SCOTT'S CAMARO CLIP FEATURES

- 1-piece crossmember 2"x4"x3/16"-wall box tubing
- Bolt-In Sub Frame
- Unequal-length A-Arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Oversized Serviceable Press-In Ball Joints
- 11" Plain Brake Rotors w/Single Piston GM Caliper (5 on 4.5 or 4.75 Bolt Pattern)
- Single-Adjustable coilovers or airbags and shocks
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard 1" Solid Sway Bar
- Standard or Dropped Forged Steel Spindles
- LIFETIME GUARANTEE



OPTIONS

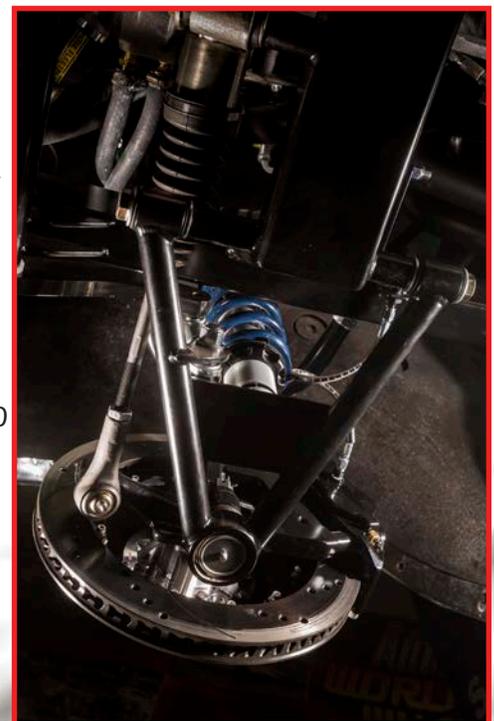
- Custom Track Width \$150+
- Motor Mounts \$250
- Power Rack & Pinion Steering \$499
- Chrome Power Steering rack \$140
- Power Steering Steel Braided Line Kit \$500
- Polished Stainless Steel A-Arms \$175
- Polished Stainless Steel Tie-Rod Ends \$700
- Powder Coating \$200
- Wilwood Pro spindles \$500
- Polished Stainless Steel 1" Solid Sway Bar \$625
- Torsion Spline Sway Bar \$88
- Steel Braided Brake Lines w/Banjo fitting for GM Calipers \$300
- Wilwood 4-Piston Caliper Upgrade \$74
- Steel Braided Brake Lines w/-3AN for Wilwood Calipers \$625+
- Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits

COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$500
- RideTech Single-Adjustable (Rebound) \$650
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$1,650
- Polishing \$200

SUPERSLAM SHOCK OPTIONS

- Monroe Shocks (Included)
- RideTech HO Single-Adjustable Shocks (Rebound) \$330



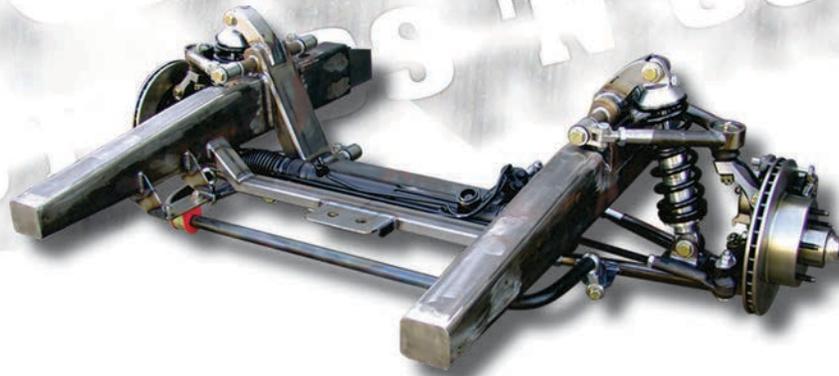
*GM Performance Parts LS Engine Oil Pan 12628771

FRONT SUSPENSION

TRI-5 FRONT CLIP

The problem with most generic suspension conversions for Tri-5 Chevy's ('55, '56, '57) is that they are not engineered to handle these heavy vehicles. Changing over to a tubular Upper and Lower A-Arm does not provide any advantage over the factory suspension geometry. We decided that in order to update the big Chevy to a modern suspension, we would need to start from scratch with a complete system, and this clip is truly a complete system. Complete with core support, cross member and bumper mounting bolts completely welded. The simple install with this kit makes it easier than ever for the home builder to update his or her pride and joy. By manufacturing a completely new front clip, Scott's was able to maintain all the factory locations for reattaching the front sheet metal and optimize the dimensions for accepting a Scott's IFS. Custom made to order, every "Tri-5" clip will be built to each customer's specification for ride-height, track width and handling characteristics. As a bolt-in clip, it does not get any simpler. The design was made to line up with factory frame rails and install in less than a weekend.

Starting at \$4,195



SCOTT'S TRI-5 CLIP FEATURES

- 1-piece crossmember 2"x4"x3/16"-wall box tubing
- Weld-In Frame Rails
- Unequal-length A-Arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Oversized Serviceable Press-In Ball Joints
- 1 1" Plain Brake Rotors w/Single Piston GM Caliper (5 on 4.5 or 4.75 Bolt Pattern)
- Single-Adjustable coilovers or airbags and shocks
- Frame Boxing Plates
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard 1" Solid Sway Bar
- Standard or Dropped Forged Steel Spindles
- LIFETIME GUARANTEE



OPTIONS

- Custom Track Width
- Motor Mounts \$150+
- Power Rack & Pinion Steering \$250
- Chrome Power Steering rack \$499
- Power Steering Steel Braided Line Kit \$140
- Polished Stainless Steel A-Arms \$500
- Polished Stainless Steel Tie-Rod Ends \$175
- Powder Coating \$700
- Wilwood Pro spindles \$200
- Polished Stainless Steel 1" Solid Sway Bar \$500
- Torsion Spline Sway Bar \$625
- Steel Braided Brake Lines w/Banjo fitting for GM Calipers \$88
- Wilwood 4-Piston Caliper Upgrade \$300
- Steel Braided Brake Lines w/-3AN for Wilwood Calipers \$74
- Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits \$625+

COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$500
- RideTech Single-Adjustable (Rebound) \$650
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$1,650
- Polishing \$200

SUPERSLAM SHOCK OPTIONS

- Monroe Shocks (Included)
- RideTech HQ Single-Adjustable Shocks (Rebound) \$330

*GM Performance Parts LS Engine Oil Pan 12628771

REAR SUSPENSION

4-BAR

Most hot-rodders upgrade their front suspension, but forget to address their rear suspension, which is just as important to the ride and handling of their car. Often times so much focus is spent on the front suspension of a hotrod that it can actually reduce the drivability of the vehicle because of excessive rake or unmatched spring rates.

Scott's Parallel 4-Bar is quite simply....simple. This kit is designed to be both user friendly and fully adjustable at the same time. With a Scott's 4-Bar, you let us decide on the optimal roll center, as well as the correct length bars. We CNC machine the stainless steel rod-ends in both right- and left-hand thread that allows the user to adjust pinion angle and set-up without the need to unbolt the rod-end or take apart the link. The same 1"-1/8"x1/4"-wall, seamless DOM tubing is used for all the bars as well as the panhard (where applicable). All bars are CNC machined in house by Scott's to maintain the strictest quality control in manufacturing. All the included brackets are 100% TIG welded and come with a lifetime guarantee.

Scott's Hotrods can also build you a fully adjustable 4-Link for those that are looking for an extreme performance suspension. Scott's adjustable 4-Link comes with all 4 bars, hardware and panhard bar. Your front brackets are adjustable and are made to your specifications. As a standard unit, the Scott's 4-Link will be adjustable with a set forward bracket. This option allows you to let us decide the best way to set up your suspension.

Scott's parallel 4-Bar is designed for your basic street-rodder application. Set up to work for a variety of applications, this design will be set up for maximum handling and comfort. This design can also be set up triangulated for those not wanting to run a panhard bar. If you are not sure which one is right for you, Scott's can help you decide.

Starting at \$1,499



SCOTT'S 4-BAR FEATURES

- 1"-1/8"x1/4"-wall, seamless DOM tubing bars (adjustable RHT and LHT)
- 1"-1/8"x1/4"-wall, seamless DOM tubing panhard bar (where applicable)
- Coilovers or Airbags & Shocks
- Upper Shock crossmember - standard on all kits
- Rear-end housing brackets
- Front frame brackets
- All Grade-8 hardware
- LIFETIME GUARANTEE



OPTIONS

- Torsion Spline Sway Bar
- Polished Link Bars

\$625
\$500



COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$500
- RideTech Single-Adjustable (Rebound) \$650
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$1,650
- Polishing \$200



SUPERSLAM SHOCK OPTIONS

- Monroe Shocks (Included)
- RideTech HQ Single-Adjustable Shocks (Rebound) \$330

WATTS LINK

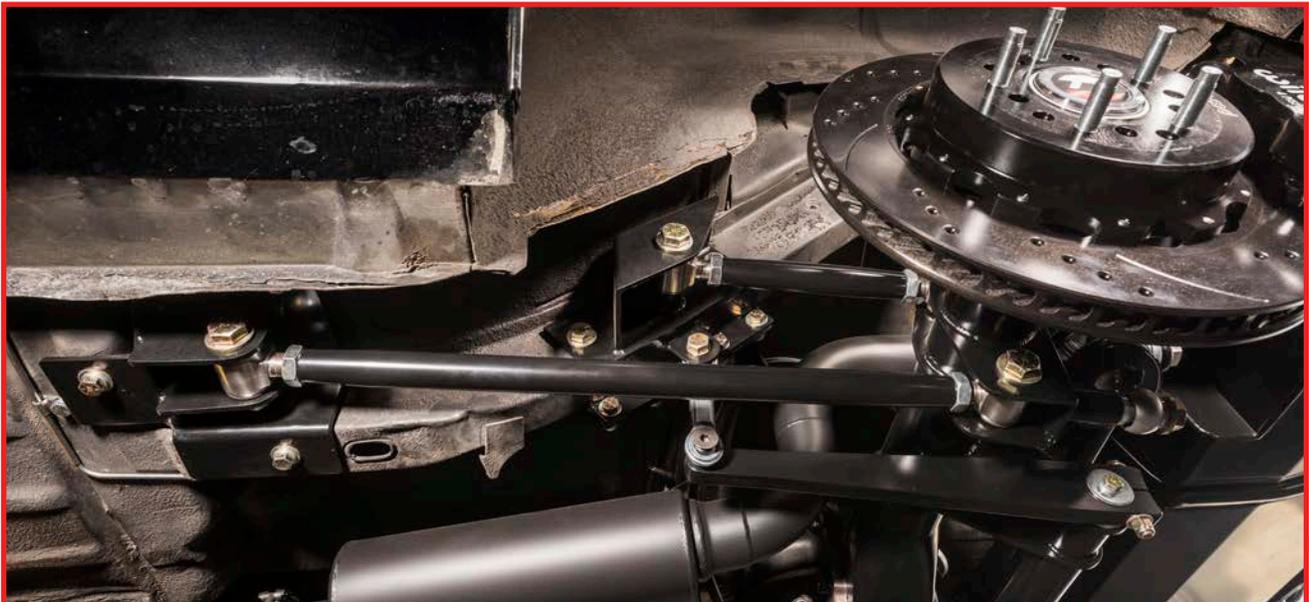
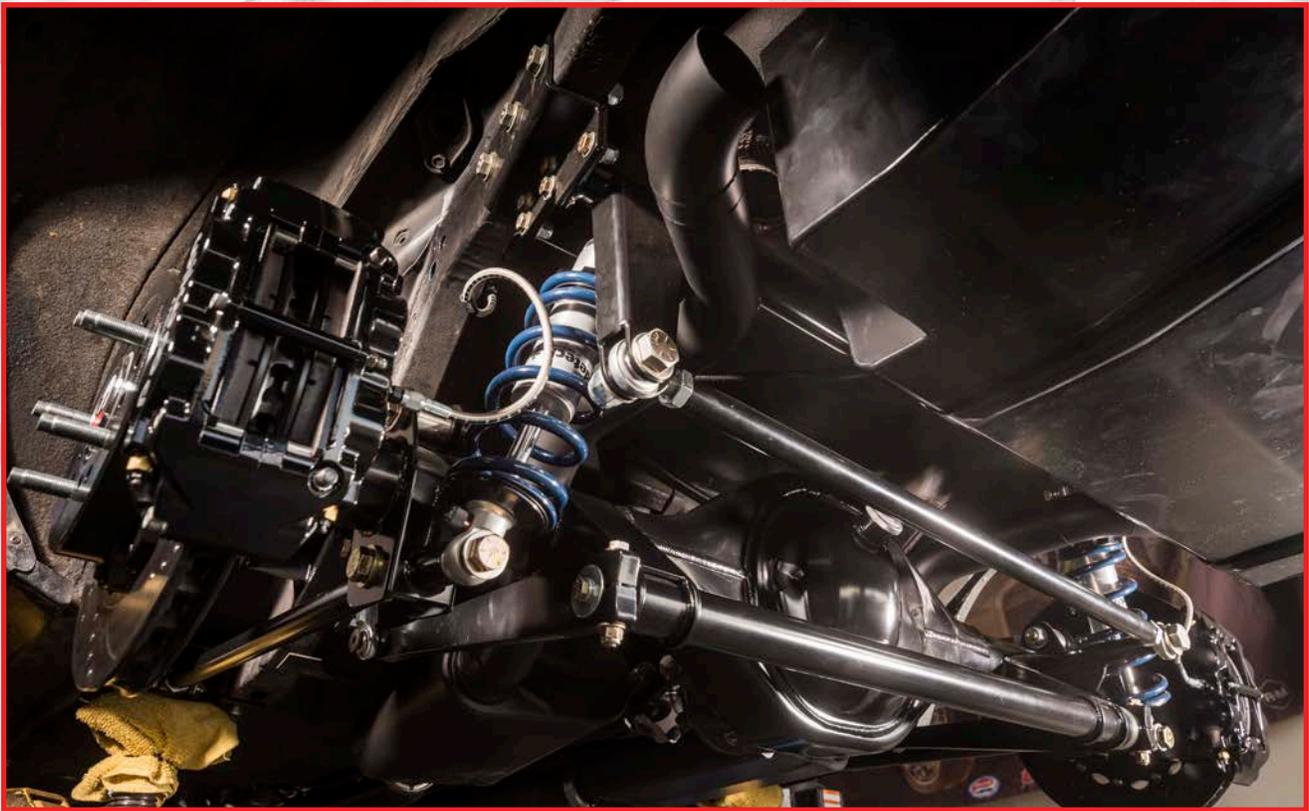
If you plan on driving your vehicle hard around some tight corners, whether it is in the canyons or on a race track, the Scott's Watts Link upgrade is perfect for you. Instead of a standard Panhard bar, the Watts Link provides consistent handling no matter the direction of the turn by allowing the rear end to travel vertically with ZERO lateral movement. \$995



REAR SUSPENSION

CAMARO BOLT-ON 4-BAR

If you have a '67-'69 Camaro and are looking to drastically increase its handling capability, Scott's has the simple solution for you. Combined with Scott's Camaro IFS, this 4-bar suspension package will turn your Camaro into a corner carving BEAST! This is truly the most complete and straightforward BOLT-ON Rear Suspension kit available. It uses stock frame holes to ensure proper fitment. The most technical step when installing is drilling a few holes in your frame using a provided template. Starting at \$3,495



SCOTT'S CAMARO BOLT-ON FEATURES

- 1"-1/8"x1/4"-wall, seamless DOM tubing bars (adjustable RHT and LHT)
- 1"-1/8"x1/4"-wall, seamless DOM tubing panhard bar
- Coilovers
- Upper Shock crossmember
- Rear-end housing with Brackets
- Bolt-On Frame Brackets
- Moser Ford 9" housing
- All Grade-8 hardware
- LIFETIME GUARANTEE



OPTIONS

- Torsion Spline Sway Bar \$625
- Polished Link Bars \$500
- Wilwood Brakes w/internal parking brake \$700+
- Complete 3rd Member w/POSI & 31-spline axles \$1,900
- Watts Link \$995
- Powder Coating \$600



COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$500
- RideTech Single-Adjustable (Rebound) \$650
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$1,650
- Polishing +\$200



CHASSIS

CUSTOM CHASSIS

What's better than a Scott's IFS and a Scott's 4-bar? A complete Built-To-Order chassis with a Scott's IFS and 4-Bar as part of the complete package ready for you to mount your existing car body or truck cab directly to! Every car project can benefit from replacing the old, worn out and weak stock chassis with a brand new, rigid, American made custom chassis. At Scott's we believe there is no need to compromise. Every Scott's Chassis is fully built from the ground up and precision built to your specifications with the tightest tolerances.

We engineer chassis for all different types of applications: Street Cruiser, ProStreet, ProTouring, Low Static Ride Height, 100% Stock-Appearing or completely laid out on the ground. Our SuperSlam Chassis will lay frame 100% front to back. Scott's Custom IFS can be installed at your factory centerline, or relocated to center the wheels in your wheel well. In every case, the chassis will be set up for your desired ride height, your handling characteristics and your custom track or wheelbase.

Scott's 4-Bar is installed in each one of our chassis. Every chassis is fully boxed and 100% TIG welded. We even build complete chassis for Unibody cars, giving them the rigidity they so desperately need. The chassis and crossmembers are built to accommodate the full seating area; unlike our competitors that can cause you to lose up to 4 inches of seating room.

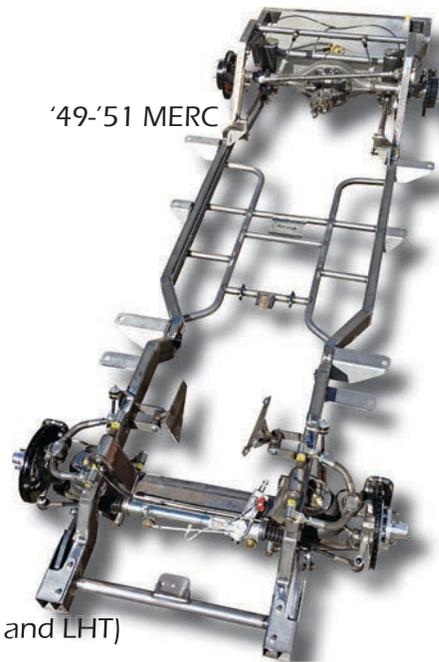
Our application specific, custom tubular crossmember, or square tube x-member in some cases, is tailored to the specific application of each customer.

Although the little things can get overlooked by our competitors, floor clearance, exhaust clearance, and rigidity are essential traits for every custom chassis to have. At Scott's we go the extra mile to ensure that your chassis will be built to suit with all of the small details taken care of.

SCOTT'S CHASSIS FEATURES

- 100% TIG Welded 2"x4"x3/16"-wall box tube frame rails
- 1-piece 2"x4"x3/16"-wall box tube IFS Crossmember
- 8-Point tubular Chassis Crossmember
- Unequal-length A-arms, 1-1/8"x1/4"-wall seamless DOM tubing
- Oversized Serviceable Press-In Ball Joints
- Single-Adjustable coilovers or Airbags & Shocks
- Stainless Steel Fully Adjustable Upper A-Arm Rod Ends
- Built-in Anti-Dive
- Manual Steering Rack & Pinion
- Standard or Dropped Forged Steel Spindles
- Moser Ford 9" Housing & 31-spline axles, Fill & Drain Plug
- Rear Upper Shock Crossmember
- Rear 1"-1/8"x1/4"-wall, seamless DOM tubing Panhard Bar
- Rear 1"-1/8"x1/4"-wall, seamless DOM tubing link bars (adjustable RHT and LHT)
- 4-Bar Rear-End Housing Brackets
- 4-Bar Frame Brackets
- Body Mounts
- All Grade-8 hardware
- LIFETIME GUARANTEE

'49-'51 MERC



MADE IN



U. S. A.



OPTIONS

- Custom Track Width \$150+
- Motor Mounts \$250
- Power Rack & Pinion Steering \$699
- Right Hand Drive Rack & Pinion \$499
- Chrome power steering rack \$140
- Power Steering Steel Braided Line Kit \$289
- Drop-Out Transmission Crossmember \$500
- Polished Stainless Steel A-Arms \$140
- Polished Stainless Steel Tie-Rod Ends \$200
- Wilwood Pro spindles \$300
- 5 on 5, 5 on 5.5, and 6 lug bolt pattern \$289
- Standard 1" Solid Sway Bar \$500
- Polished Stainless Steel 1" Solid Sway Bar \$625
- Front Torsion Spline Sway Bar \$625
- Rear Torsion Spline Sway Bar \$995
- Watts Link \$625+
- Wilwood 11", 12", 13", 14" Drilled & Slotted Brake Kits \$148
- Steel Braided Brake Lines w/-3AN for Wilwood Calipers \$1,500
- Moser 3rd Member with POSI and choice of gears \$499 Carb or \$995 EFI
- Handcrafted Aluminum Baffled Fuel Tank w/Sending Unit \$320 Carb or \$610 EFI
- Stainless Steel Fuel Lines Plumbed \$700
- Stainless Steel Brake Lines Plumbed \$3,000
- Powder Coating & Reassembly



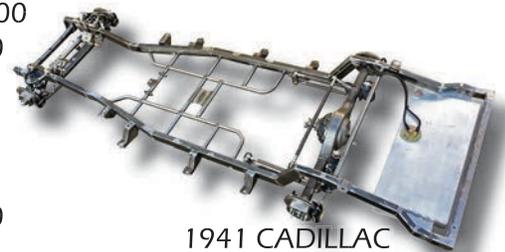
PROSTREET C10

COILOVER OPTIONS

- Aldan American Single-Adjustable (Rebound) (included)
- Aldan American Double-Adjustable (Rebound/Compression) \$1,000
- RideTech Single-Adjustable (Rebound) \$1,300
- RideTech Triple Adjustable (Rebound/High & Low Compression) \$3,300
- Polishing \$400

SUPERSLAM SHOCK OPTIONS

- Monroe Shocks (Included)
- RideTech HQ Single-Adjustable Shocks (Rebound) \$660



1941 CADILLAC

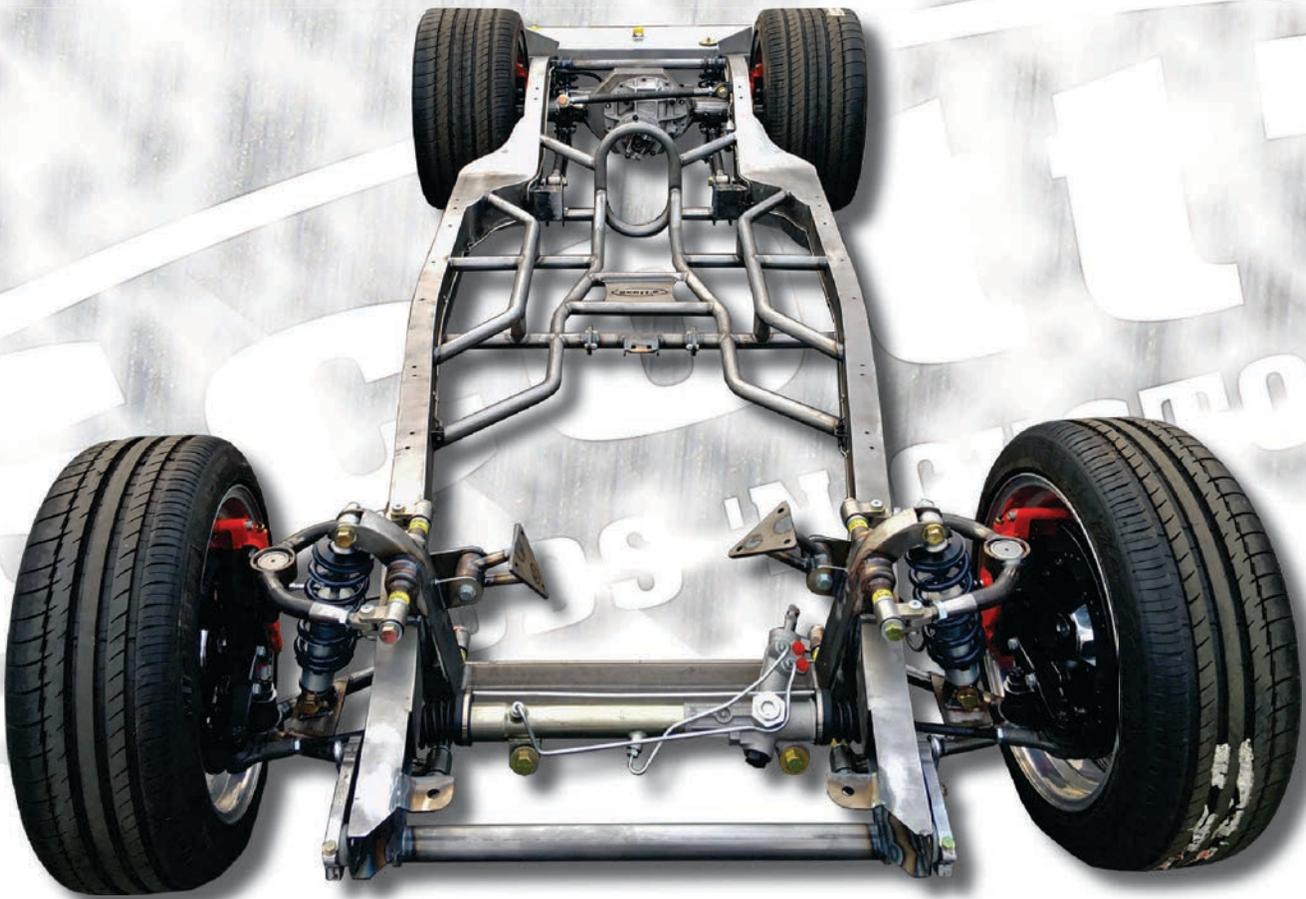
*Ford Rear Sump Oil Pan Required

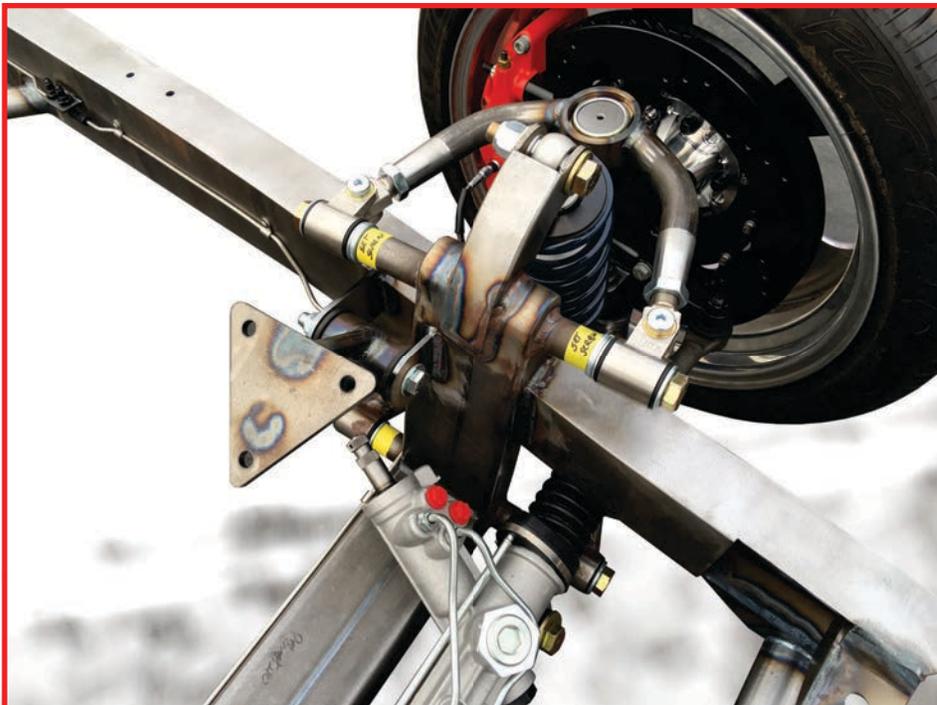
*GM Performance Parts LS Engine Oil Pan 12628771

THE MOST COMPLETE CHASSIS ON THE MARKET!

CHASSIS

'35-'40 FORD PRO STREET





CHASSIS

'48-'54 CHEVY TRUCK

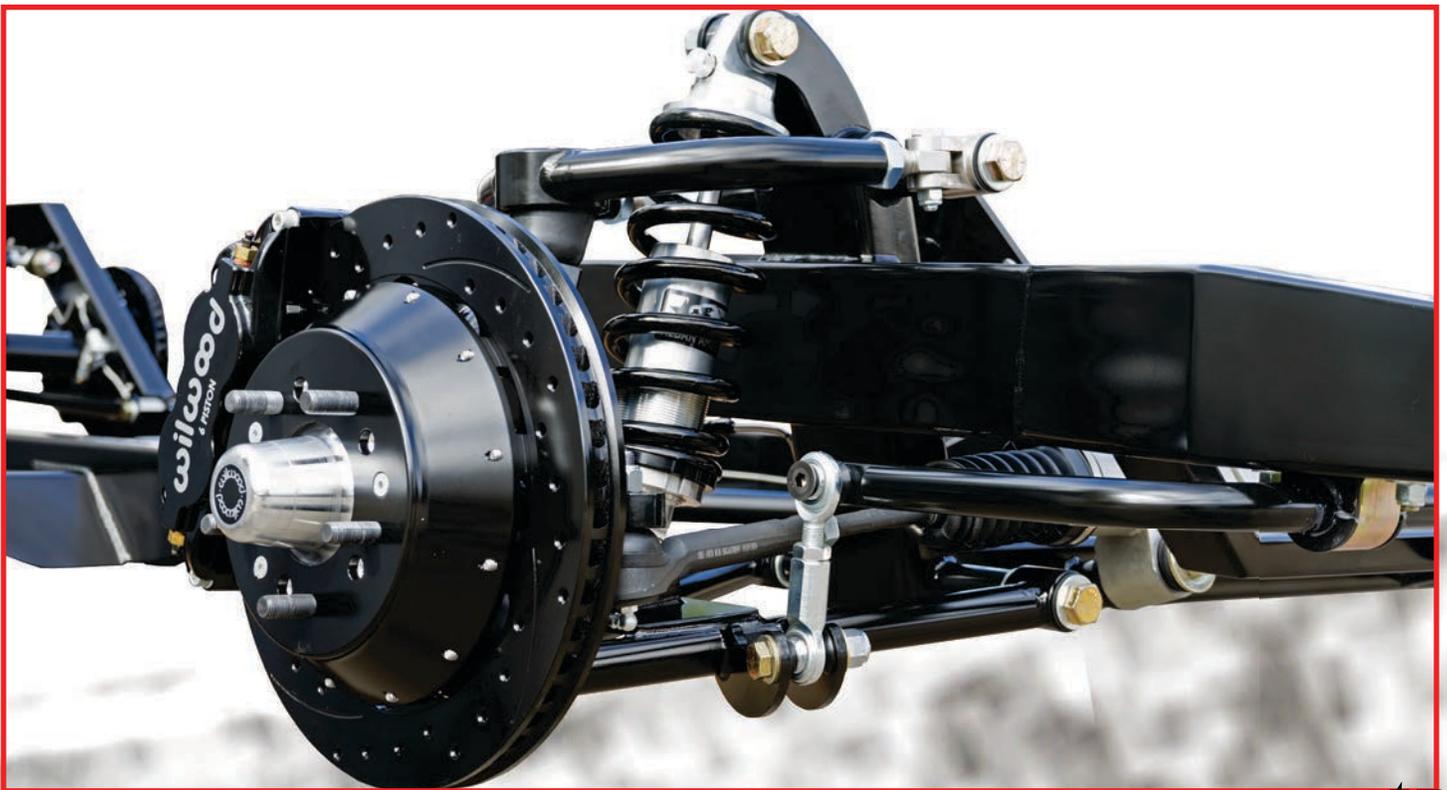
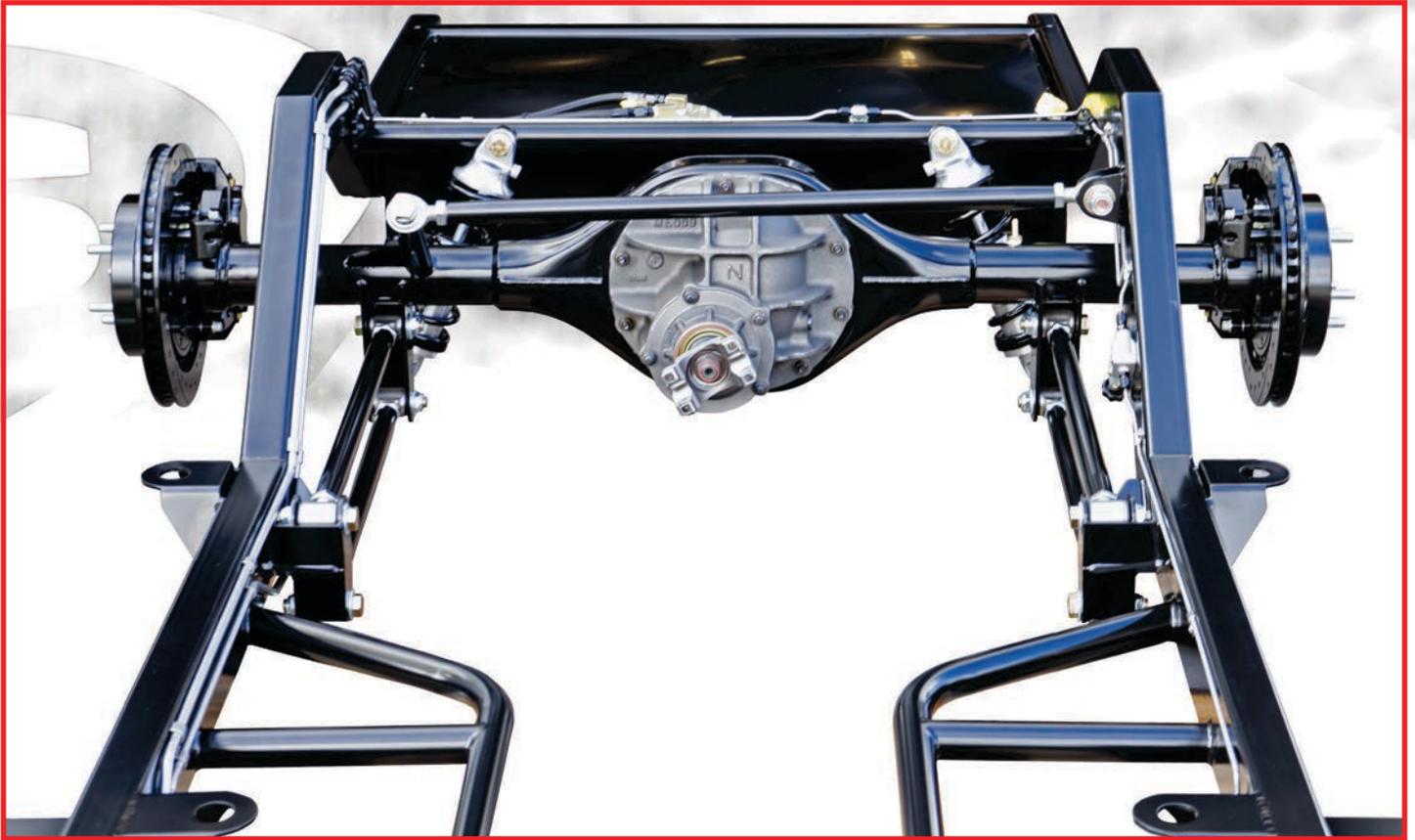




CHASSIS

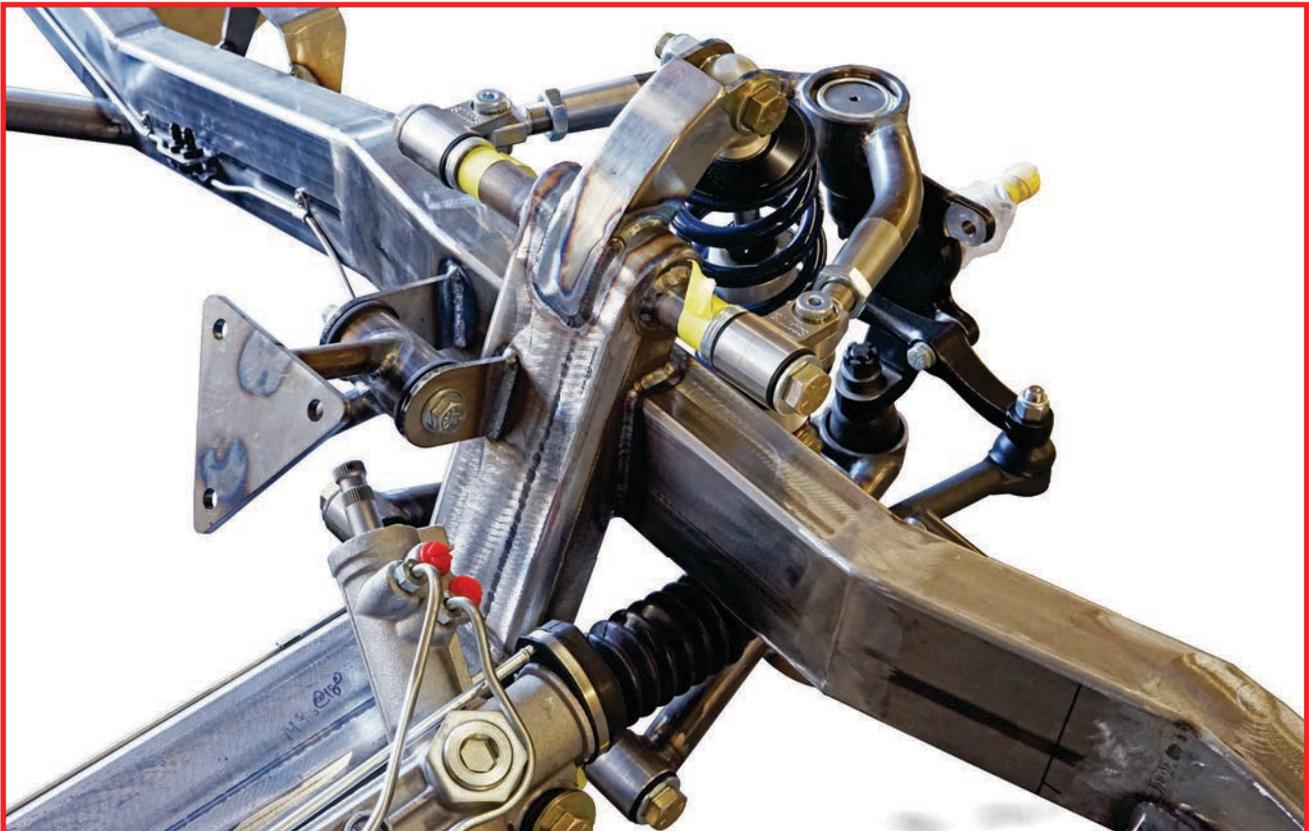
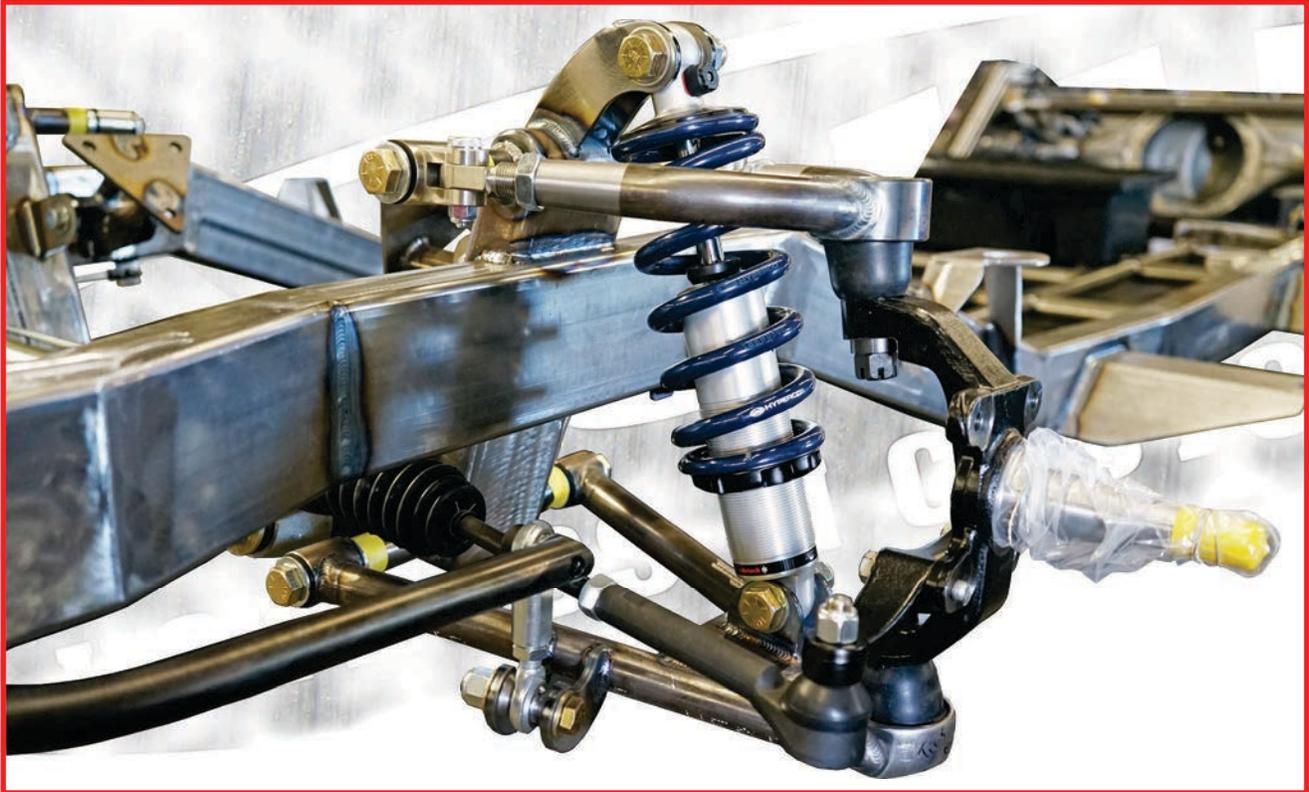
TRI-5





CHASSIS

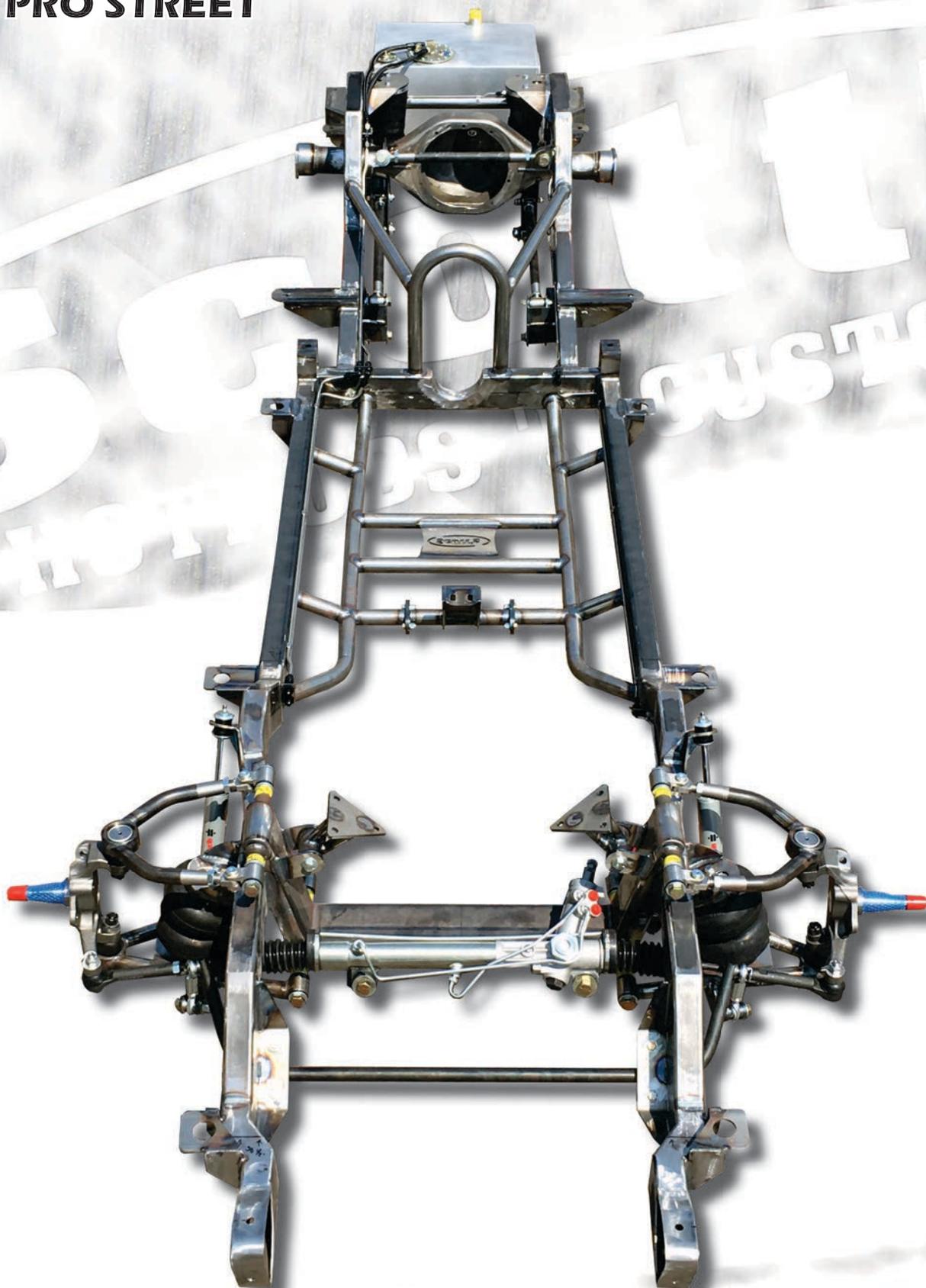
TRI-5





CHASSIS

C10 PRO STREET



C10 CHASSIS



CHASSIS

'55-'59 CHEVY TRUCK





CHASSIS

1941 CADILLAC



'49-'51 MERC SUPERSLAM



CHASSIS

1954 BEL AIR SUPERSLAM



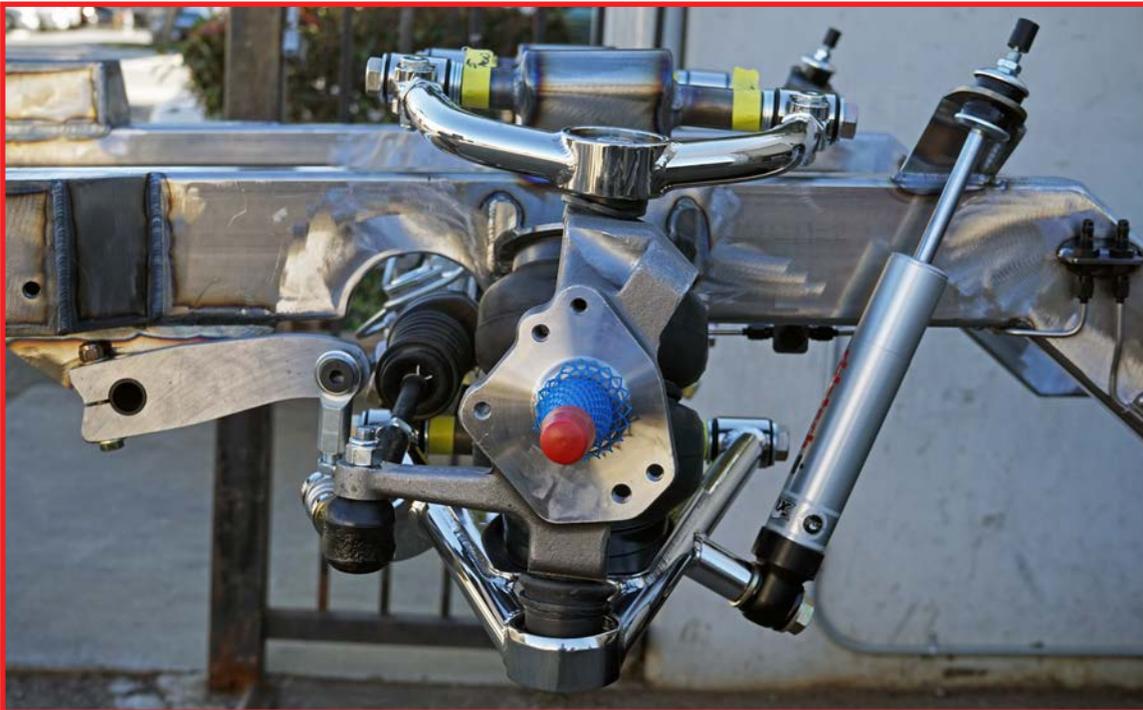
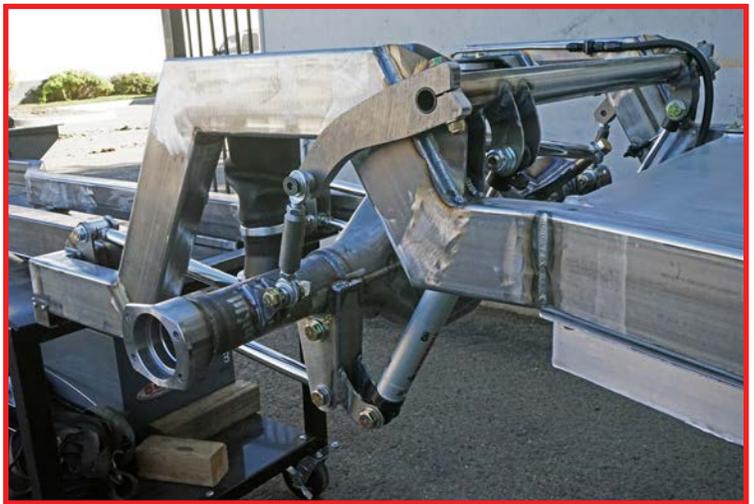
1957 BUICK SPECIAL



CHASSIS

1964 RIVIERA SUPERSLAM





CHASSIS

CHASSIS COMPONENTS

TUBULAR CROSSMEMBER from \$895

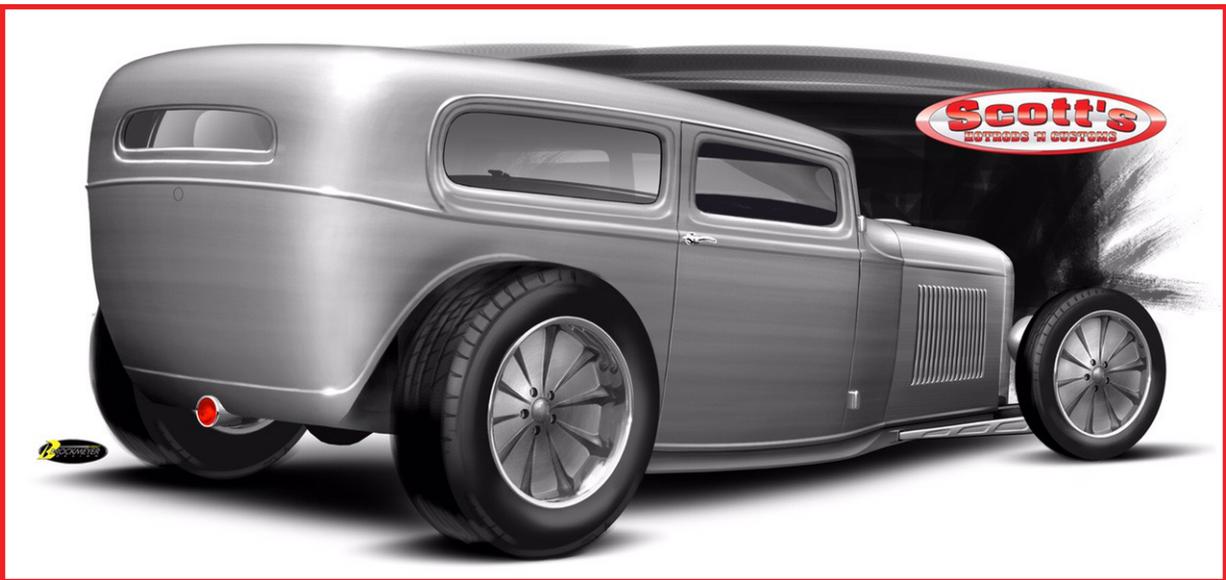
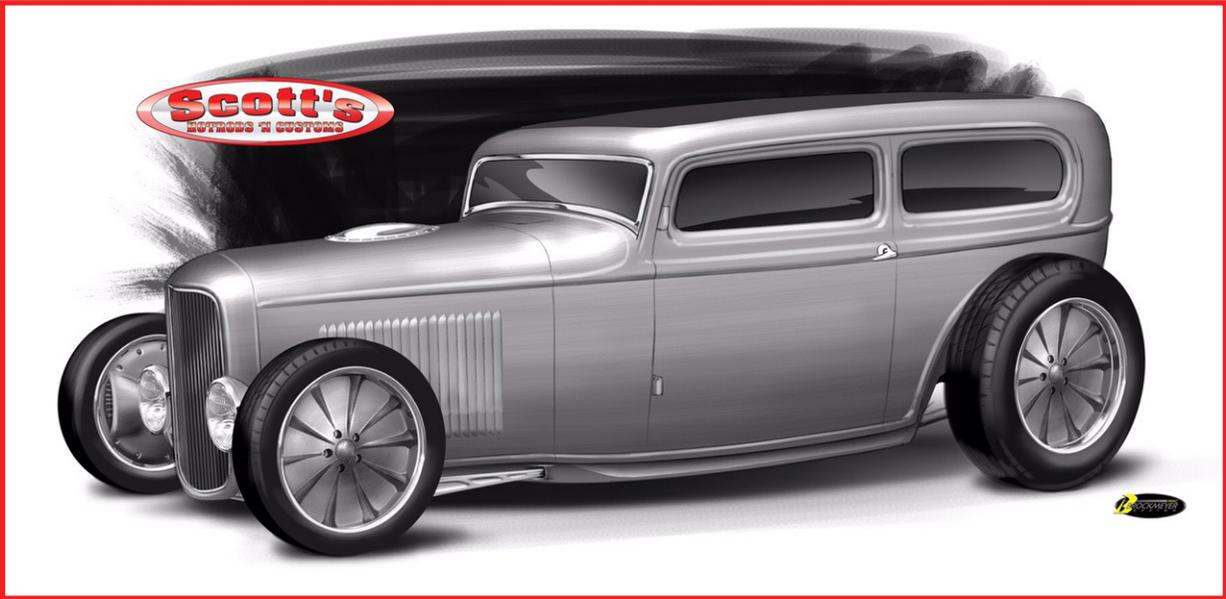
Scott's seamless DOM tubular crossmembers are the perfect way to strengthen your stock chassis. Designed not only to be strong, but also to provide maximum clearance for exhaust. These crossmembers are designed to be used to add rigidity to your existing frame.



TRANSMISSION CROSSMEMBER from \$189

Scott's Transmission crossmembers are available for all transmissions and include a drop out center section for easy transmission removal. You can also purchase our standard bolt-in cross member for certain applications.





BRAKES

COMPLETE WILWOOD FRONT BRAKE KITS

Wilwood Forged Dynalite Pro Series Front Brake Kit

FDL Pro-Series Front Hub Kits offer complete disc brake upgrade solutions for traditional non-ABS spindle applications on American muscle cars, vintage rods, and heavy weight drag cars. Based on the venerable forged billet 4-piston Dynalite caliper, these versatile kits are easily optioned to suit the braking requirements and style preferences for a daily driver, serious competition, or the most discriminating show enthusiast. Most kits require no modifications for installation, and provide plenty of clearance inside popular 15" wheels. FDL Pro-Series kits can be used with either manual or power boost master cylinders. 5x4.5" or 5x4.75" Bolt Patterns. 1/2-20 Studs

11" WILWOOD DISC BRAKE KITS

4-PISTON CALIPERS

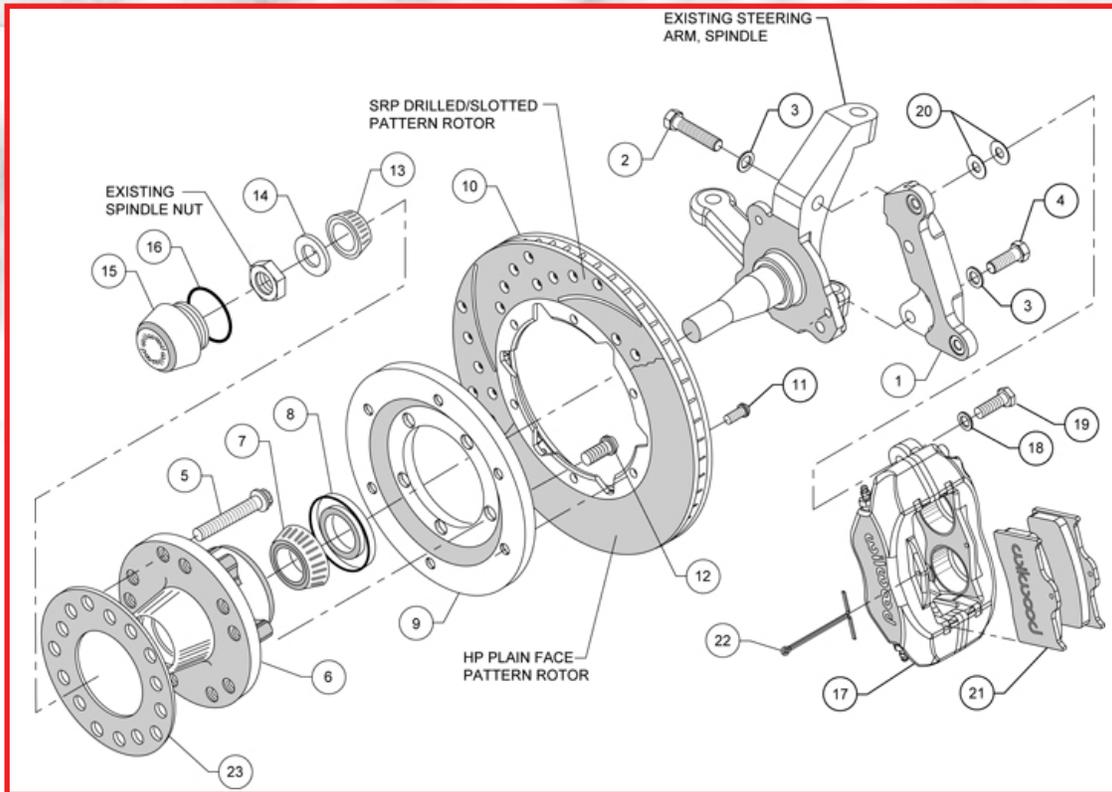
140-11017	Black Calipers, 11-inch Rotors, Undrilled Rotors	\$769.99
140-11017-D	Black Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$881.99
140-11017-DP	Polished Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$988.39
140-11017-DR	Red Calipers, 11-inch Rotors, Drilled & Slotted Rotors	\$985.59
140-11017-P	Polished Calipers, 11-inch Rotors, Undrilled Rotors	\$873.59
140-11017-R	Red Calipers, 11-inch Rotors, Undrilled Rotors	\$864.96

12" WILWOOD DISC BRAKE KITS

4-PISTON CALIPERS

140-10440-B	Black Calipers, 12-inch Rotors, Undrilled Rotors	\$825.99
140-10440-BD	Black Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$937.99
140-10440-DP	Polished Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$1,041.59
140-10440-DR	Red Calipers, 12-inch Rotors, Drilled & Slotted Rotors	\$1,038.79
140-10440-P	Polished Calipers, 12-inch Rotors, Undrilled Rotors	\$929.59
140-10440-R	Red Calipers, 12-inch Rotors, Undrilled Rotors	\$926.79





140-11017-DR

BRAKES

COMPLETE WILWOOD FRONT BRAKE KITS

Forged Narrow Superlite 6R Front Brake Kit (Hub)

FNSL6R Billet Forged six-piston calipers with 13"-14" rotors deliver the ultimate combination for braking power and style in this group of kits engineered for traditional non-ABS spindles on American muscle cars and vintage rods. Built exclusively for 17" and larger wheels, SL6 kits enhance tire and suspension upgrades on all types of custom show and high performance dual-purpose street and track machines. A full range of options for caliper finishes and rotor designs are guaranteed to catch the eye of the most discriminating enthusiast while providing optimized brake performance for every individual application.

13" WILWOOD DISC BRAKE KITS

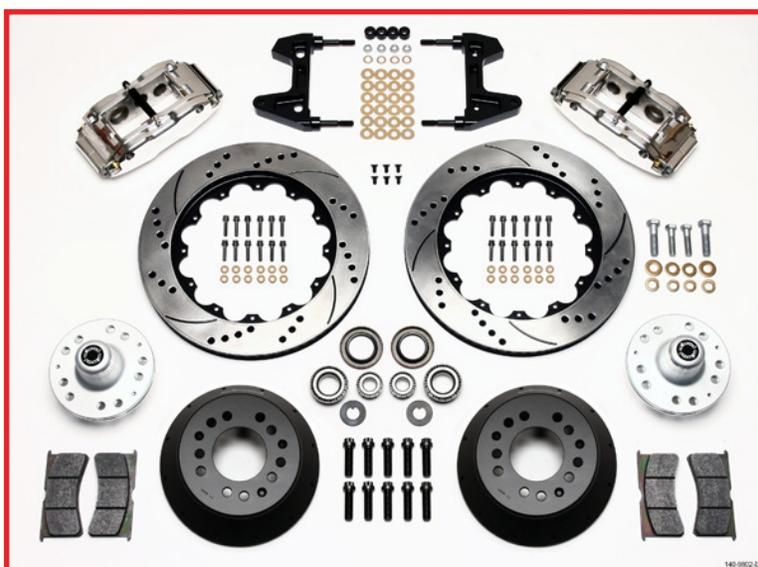
6-PISTON CALIPERS

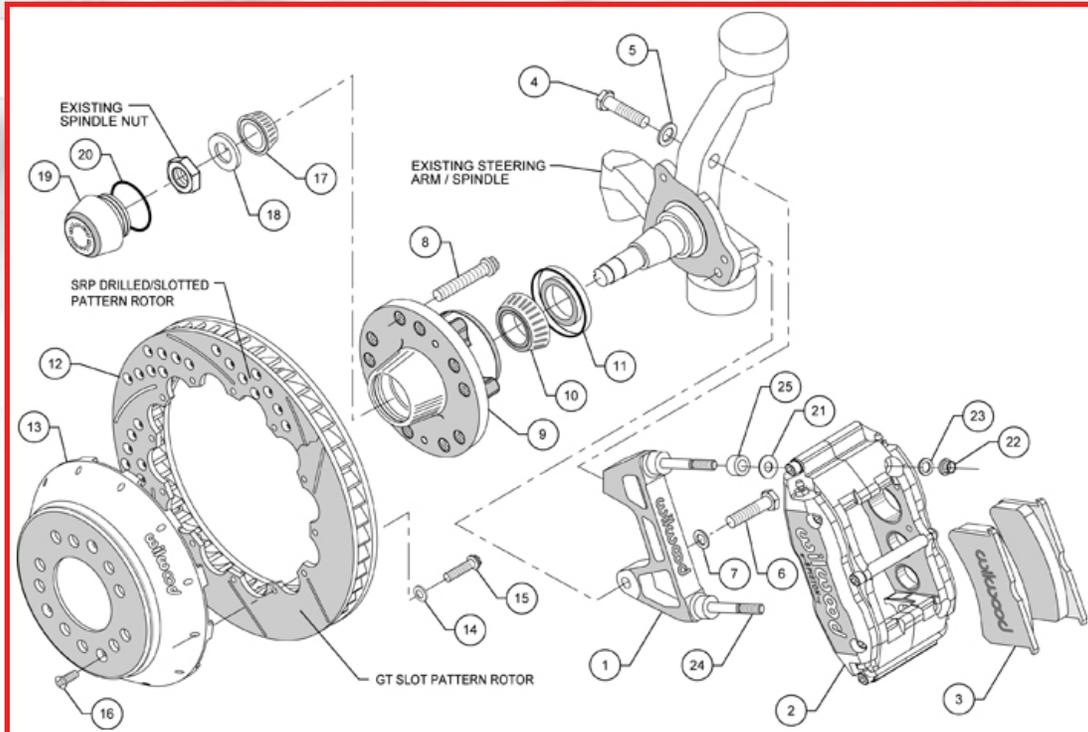
140-9801	Black Calipers, 13-inch Rotors, Slotted Rotors	\$1,791.99
140-9801-D	Black Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$1,903.99
140-9801-DP	Polished Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$2,111.19
140-9801-DR	Red Calipers, 13-inch Rotors, Drilled & Slotted Rotors	\$1,903.99
140-9801-P	Polished Calipers, 13-inch Rotors, Slotted Rotors	\$1,999.19
140-9801-R	Red Calipers, 13-inch Rotors, Slotted Rotors	\$1,791.99

14" WILWOOD DISC BRAKE KITS

6-PISTON CALIPERS

140-9802	Black Calipers, 14-inch Rotors, Slotted Rotors	\$1,931.99
140-9802-D	Black Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$2,043.99
140-9802-DP	Polished Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$2,251.19
140-9802-DR	Red Calipers, 14-inch Rotors, Drilled & Slotted Rotors	\$2,043.99
140-9802-P	Polished Calipers, 14-inch Rotors, Slotted Rotors	\$2,139.19
140-9802-R	Red Calipers, 14-inch Rotors, Slotted Rotors	\$1,931.99





140-9802-DP

BRAKES

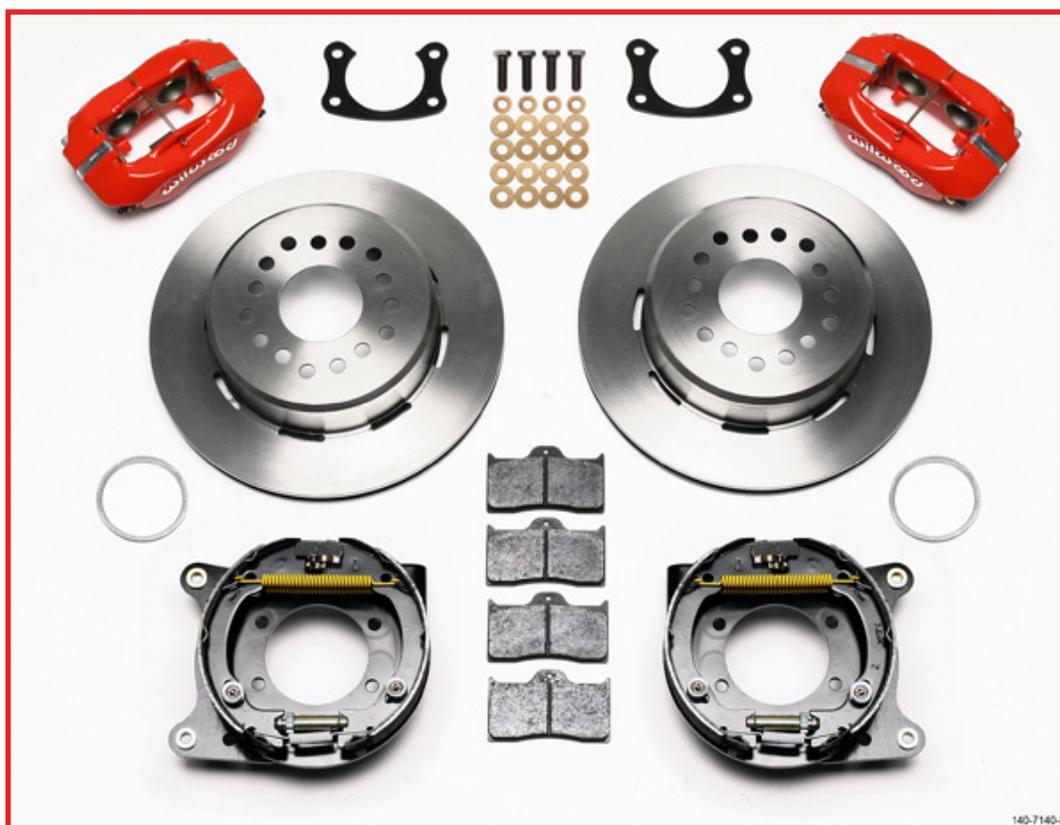
COMPLETE WILWOOD REAR BRAKE KITS

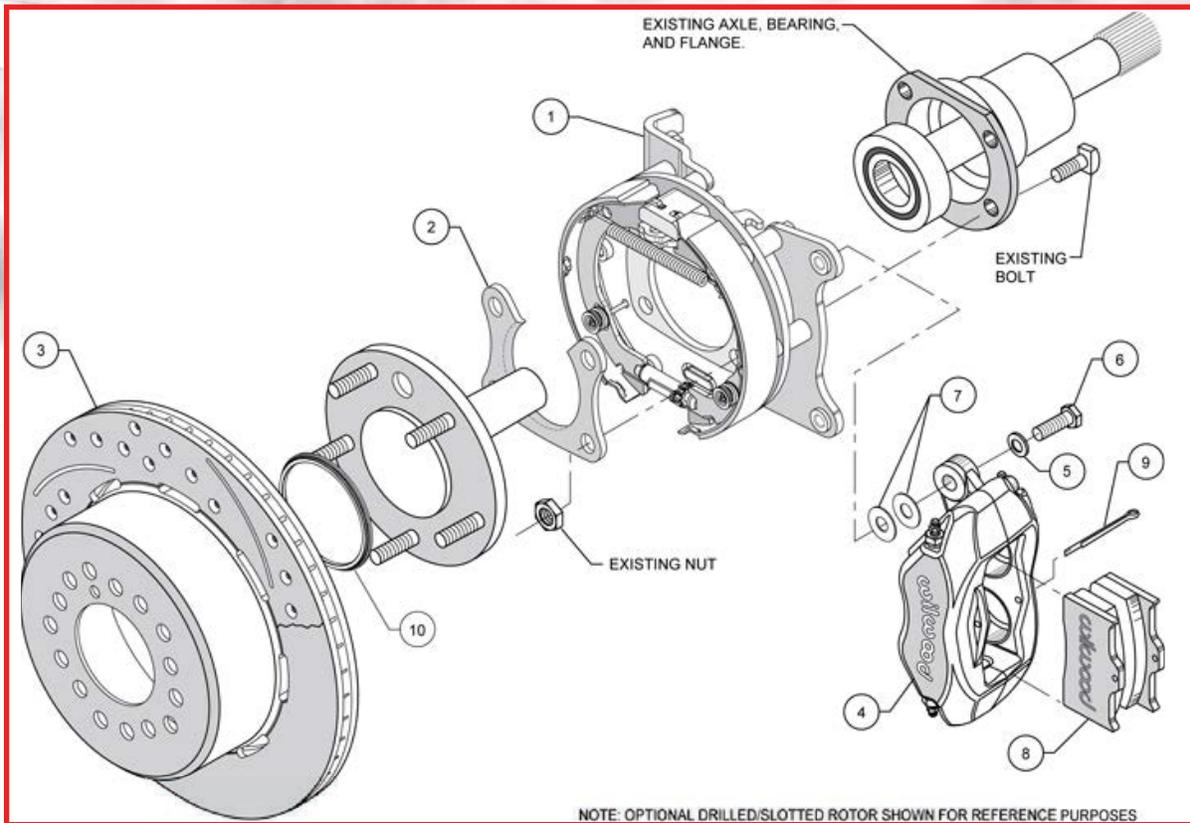
Wilwood Rear Brake Kits with Internal Parking Brake

The Forged Dynalite Pro-Series rear disc kits provides a complete solution for popular muscle car rear axles that require a parking brake. Forged billet Dynalite four piston calipers, 12.19" one-piece drum/rotors, and high friction pads provide optimized and balanced braking for all types of custom performance street/strip and show machines. The neatly hidden internal shoe system provides a clean installation with superior static holding power for parking. Optional caliper finishes and rotor designs enable the builder to personalize the style and optimize brake performance for every individual application.

12" WILWOOD DISC BRAKE KITS 4-PISTON CALIPERS REAR INTERNAL PARKING BRAKE

140-7140	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, UNDRILLED, BLACK	\$726.64
140-7140-D	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, DRILLED/SLOTTED, BLACK	\$842.52
140-7140-DP	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, DRILLED/SLOTTED, POLISH	\$958.26
140-7140-DR	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, DRILLED/SLOTTED, RED	\$945.84
140-7140-P	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, UNDRILLED, POLISH	\$842.52
140-7140-R	KIT, REAR, BIG FORD, NEW STYLE 2.50 OFFSET, 1PC, UNDRILLED, RED	\$827.44





140-7140-R

BRAKES

COMPLETE WILWOOD REAR BRAKE KITS

Wilwood Rear Brake Kits with Internal Parking Brake

Forged Narrow Superlite 4R rear disc kits provide the ultimate Big Brake solution for popular muscle car rear axles that require a parking brake. FNSL4R four piston calipers, 13" or 14" two-piece rotors, and high performance BP-10 compound pads provide optimized and balanced braking to compliment front big brake upgrades on all types of custom, show and high performance street machines. The neatly hidden internal shoe system provides a clean installation with superior static holding power for parking. Optional caliper finishes and rotor designs allow builders to personalize the style and performance for every application.

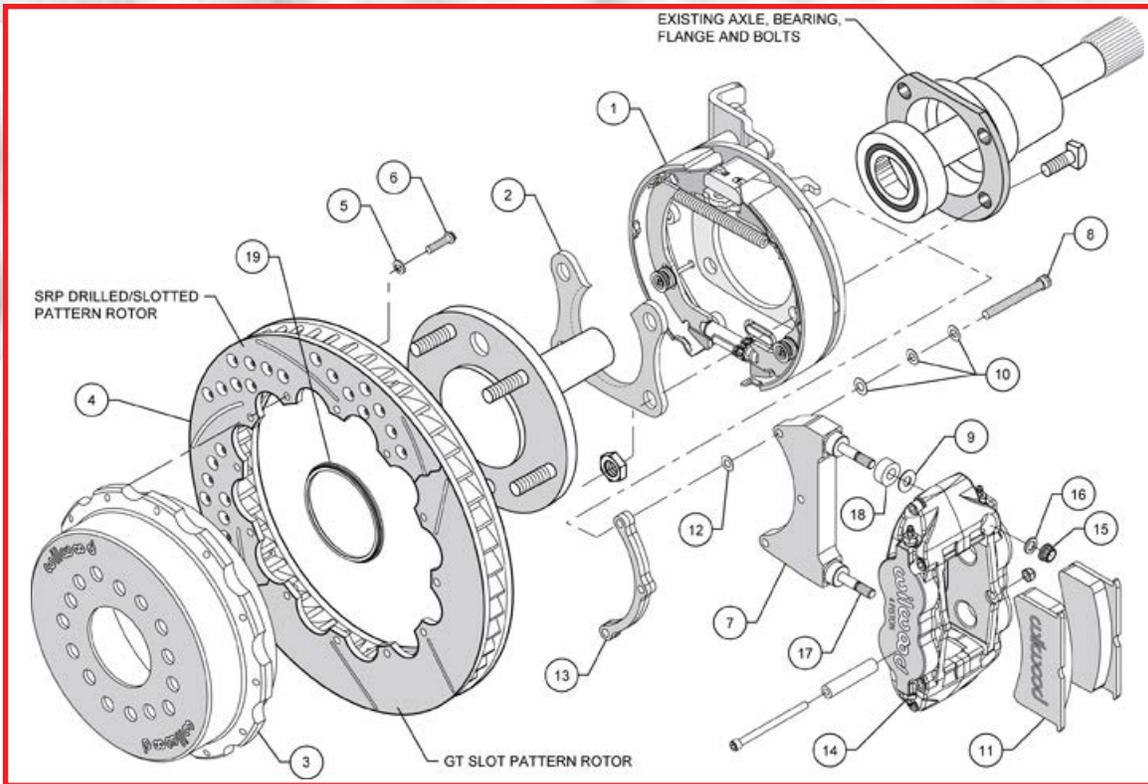
13" WILWOOD DISC BRAKE KITS 4-PISTON CALIPERS REAR INTERNAL PARKING BRAKE

140-9219	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET	\$1,674.39
140-9219-D	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED	\$1,786.39
140-9219-DP	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED, POLISH	\$1,993.59
140-9219-DR	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED, RED	\$1,786.39
140-9219-P	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, POLISH	\$1,881.59
140-9219-R	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, RED	\$1,674.39

14" WILWOOD DISC BRAKE KITS 4-PISTON CALIPERS REAR INTERNAL PARKING BRAKE

140-10012	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET	\$1,814.39
140-10012-D	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED	\$1,926.39
140-10012-DP	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED, POLISH	\$2,133.59
140-10012-DR	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, DRILLED, RED	\$1,926.39
140-10012-P	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, POLISH	\$2,021.59
140-10012-R	KIT, REAR, BIG FORD, NEW STYLE, 2.50 OFFSET, RED	\$1,814.39





140-10012

68

BRAKES

PEDAL ASSEMBLIES

UNDER DASH

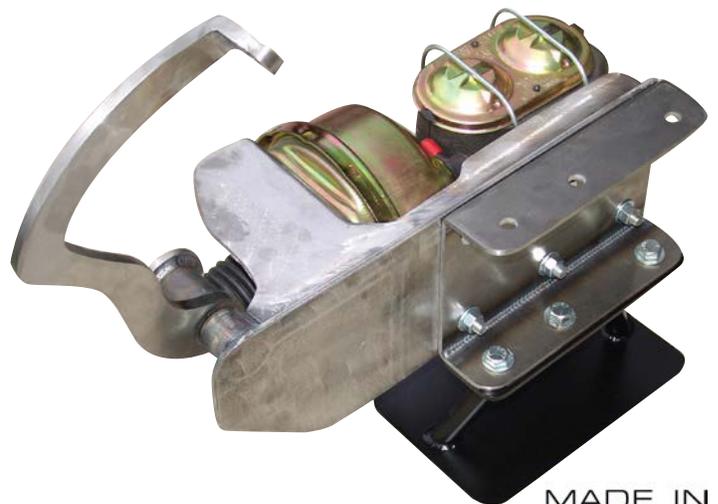
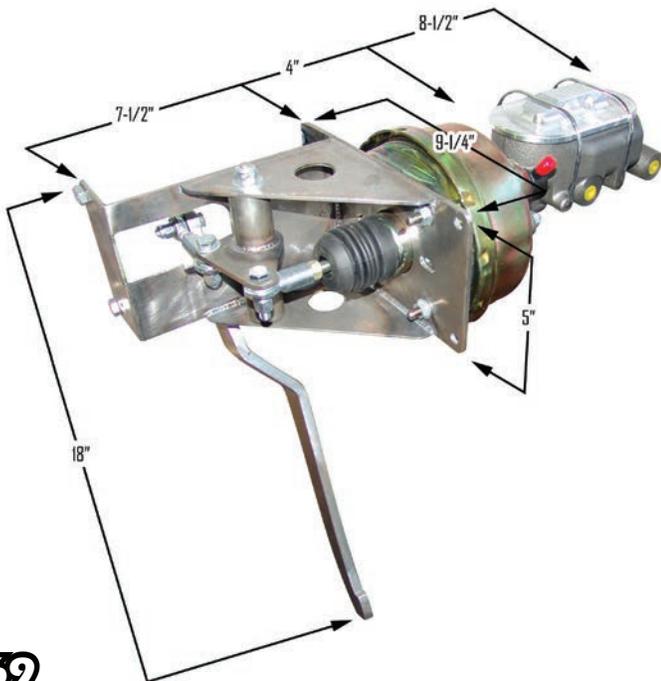
Over the last few years Scott's has noticed the increase in demand for an affordable under dash pedal assembly. Having always built custom units in house, we already had the experience and engineering to create a production unit for the public.

FRAME MOUNT

Sold with or without master cylinder/booster, all pedal assemblies will readily accept most standard 4 bolt flange boosters and is 100% bolt on, and engineered for the proper pedal throw and leverage to take the guess work out of the installation.

All units house no plastic bushings or sleeves; only 100% bronze bushings and steel sleeves. And they are 100% made in the USA in house, and ALWAYS in stock. Only available as a bolt in unit for '55-'59 & '67-'72 Chevy Trucks. Also available in a universal style to fit dozens of applications

Bare Under-Dash assembly (brake only):	\$235
Bare Under-Dash assembly (brake/clutch)	\$315
Bare Frame Mount assembly	\$289
Bare Firewall Mount assembly	\$289
Wilwood Brake Master Cylinder	\$195
Wilwood Clutch Master Cylinder with reservoir	\$70
Wilwood Clutch Master Cylinder for remote reservoir	\$53
Brake Light Pressure switch	\$45
Master Cylinder and Power Booster	\$189



69



BRAKE ACCESSORIES

PROPORTIONING VALVES

Wilwood Adjustable Proportioning valves and residual pressure valves are a necessity to finish off your brake system. The adjustable prop valve eliminates the guess work of choosing the right prop block, and the residual pressure valves are needed for all applications where the master cylinder lies below the level of the calipers. Use 2lb valves for disc brakes and 10lb valves for drum brakes

- | | |
|---------------------------------------|-------|
| Knob style prop valve 260-8419 | \$48 |
| 2lb residual pressure valve 260-1874 | \$20 |
| 10lb residual pressure valve 260-1876 | \$20 |
| Combo prop valve 260-13190 | \$128 |

DOT RATED BRAIDED LINES

Braided brake lines available in the following lengths: 14", 16", 18", 20", 22", 24"

- | | |
|-------------------|------|
| -3AN x -3AN | \$74 |
| -3AN x 7/16 banjo | \$88 |



SCOTT'S CNC PARTS

VALVE COVERS

There's no better way to dress up your LS engine than a set of custom valve covers, but those ugly LS coils cover up all the glory. Scott's new billet LS Valve 'n Coil Covers solve that problem perfectly with its stunning two-piece design featuring a Scott's Hotrods 'n Customs medallion and vent grills. These covers are precision 3D CNC-machined in-house out of solid 6061 Billet Aluminum for top-quality fit and finish. Your vehicle will really stand out among the rest!

Scott's designed these covers to work with GM LS3/LSA Coils (12611424). The covers hide all of the stock wiring from sight and have a port for the plug wire to exit. Each set comes with polished 12-point ARP hardware and a custom oil fill cap. Available in a raw cut billet, polished or a powder-coated gloss black finish. Scott's can even custom machine these covers with your personal vehicle name or your company logo for an additional charge! If you are building a custom car or truck with something other than a LS under the hood, Scott's can build a set of custom valve covers just for you! You name it, Scott's can build it.

- 100% 6061 T-6 Solid Aluminum
- 3D CNC Machined In-House
- Two-Piece Design w/Scott's Hotrods Medallion & Vent Grills
- Clears Aftermarket High Ratio Roller Rocker Arms & Stud Girdles
- Hides Stock Coils From Sight, Works With GM LS3/LSA Coils (P/N 12611424)
- Hides Stock Wiring From Sight w/Port For The Plug Wire To Exit)
- Includes 12-Point ARP Hardware & Custom Oil Fill Cap
- Available In Raw, Polished Or Powder Coated Black Finish
- Custom Machined Personal Vehicle Name Or Company Logo Available
- Sold As A Pair, Does NOT Include Valve Cover Gaskets
- Made in the USA
- Limited lifetime manufacturer warranty
- CUSTOM MEDALLIONS AVAILABLE

Raw Finish	\$1,120
Polished Finish	\$1,320
Gloss Black Powder Coated Finish	\$1,370



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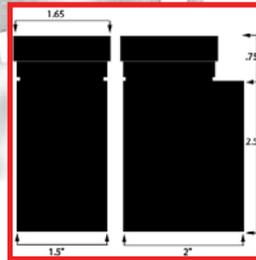
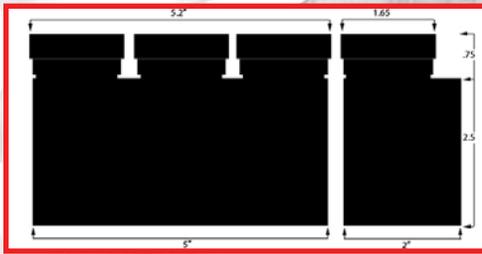
SCOTT'S CNC PARTS

REMOTE RESERVOIRS

With such emphasis put on cleaning up firewalls these days, it only made sense to manufacture a remote reservoir for use with brake/clutch master cylinders. One of the key features to our reservoir is the double port so the end user has the option of running hoses out of the bottom, or out of the back of the reservoir. Our remote reservoirs are made from 6061 billet and are available in single, double or triple configurations. All reservoirs come complete with gasket, diaphragm and billet lid. A remote reservoir lid is also available for Corvette master cylinders and are tapped for 1/8" npt fittings.

- Single
- Double
- Triple
- Master Cylinder Lid Drilled & Tapped
- Add Polish or Black Powder Coat

- \$95
- \$120
- \$135
- \$59
- \$25





SCOTT'S CNC PARTS

LED TAILLIGHTS

Stock taillights don't provide much light output and aren't very effective at alerting drivers you are braking or turning. Standard bulbs create a lot of heat, don't last very long and aren't exciting to look at. Scott's Hotrods billet 10"x3" LED taillights are the solution. With 174 LED's per side, they will make your eyes water. Plus, they will conduct far less heat, last for 1,000's of hours and give a unique look. A 6061 T-6 billet aluminum housing features a mirror polished finish and blinkers, brake and taillights are built-in. They are made in the USA using solid state, epoxy coated and fully sealed electronics. All necessary hardware & installation instructions are included and backed by a 5-year limited warranty.

Scott's LED taillights

\$400 Pr.



75

**SCOTT'S LED TAIL LIGHT
TEMPLATE**

3"



10"

Wiring
Black - GROUND
Red - HIGH
Yellow - LOW



76

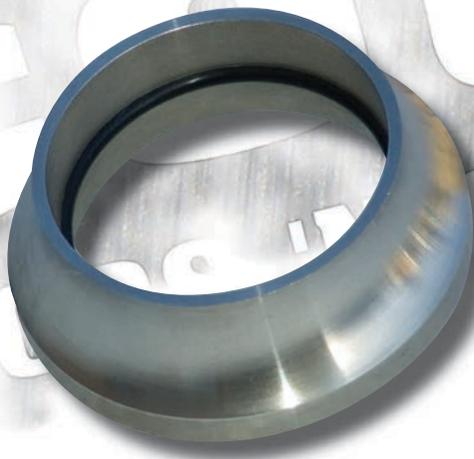
SCOTT'S CNC PARTS

FLOOR MOUNTS

This is the smallest Steering Column floor mount available, featuring a 15 degree angle ability with virtually nothing showing, but a small billet ring. This is a great way to get rid of that unsightly floor mount sitting in your favorite show car. These floor mounts are also the only fully CNC machined out of T-304 stainless steel on the market!

1-3/4", 2" or 2-1/4" diameter, satin finish
Polish or Gloss Black Powder Coat

\$126
\$15

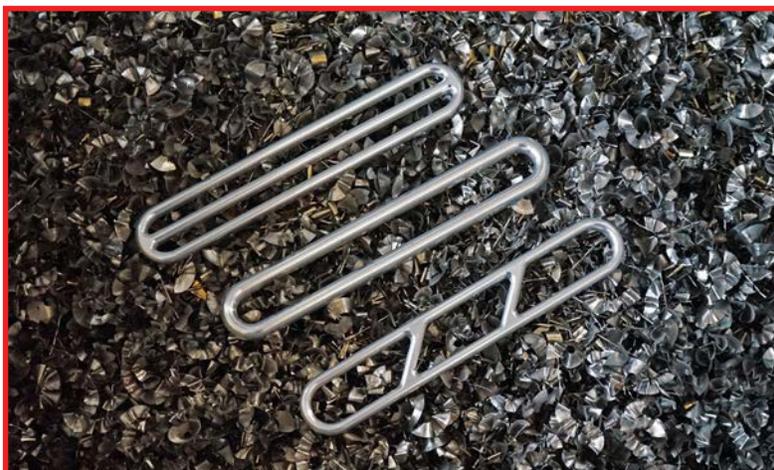


DEFROSTER VENTS

Our custom CNC machined 6061 billet aluminum defroster vents are machined in-house and come in 3 different styles. They dress up an otherwise overlooked area of your vehicles interior. Designed to work with Vintage Air (#633810-VUA) injection molded universal defrost ducts with dual mounting options and integrated air diverters. For 2" hose.

Open, Angled or Straight Fins Raw Aluminum Finish
Polish or Black Powder Coat Finish

\$90 Pr.
\$15 Pr.



COLUMN DROPS

Are you fed up with not being able to adjust your column drop? Well here's the answer! Scott's has engineered a column drop that is fully adjustable, so no more need for old knee banging column kits, our drop column is all you need! Comes in 1-3/4", 2" or 2-1/4" diameter and drops from 1-1/2" to 6". These column drops are the only fully CNC machined out of 304 SS on the market!

Kit Includes 3-lengths
Add Polish

\$124
\$15



COLUMN SAVER KIT

The Column Saver Kit will allow you to maintain your factory steering column while upgrading your front suspension with a new Manual or Power Rack. This allows you to join the factory steering shaft to a 3/4" DD Shaft.

1-1/2", 1-3/4" or 2"

\$95



MADE IN
 U. S. A.

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SCOTT'S CNC PARTS

A/C BULKHEADS

Custom billet AC Bulkheads include all necessary hardware and general instructions. Lines are not included. Some adapting may be required for installation depending on your configuration.

- CNC Machined 6061 Billet Aluminum Bulkhead
- Clear & Clean Access To AC & Heater Hoses
- Unique 3 Step Face Plate Finishes Firewall In Style
- Fits All Bulkheads, Available In -6, -8, -10 Sizes
- Machined, Polished Or Black Anodize
- For O-Ring Lines For A Leak Proof Seal
- Manufactured By Scott's Hotrods In House
- Limited Lifetime Manufacturer's Warranty

2 Port

4 port

Polished or Black Anodize

\$70

\$90

\$15





SCOTT'S CNC PARTS

ROD ENDS

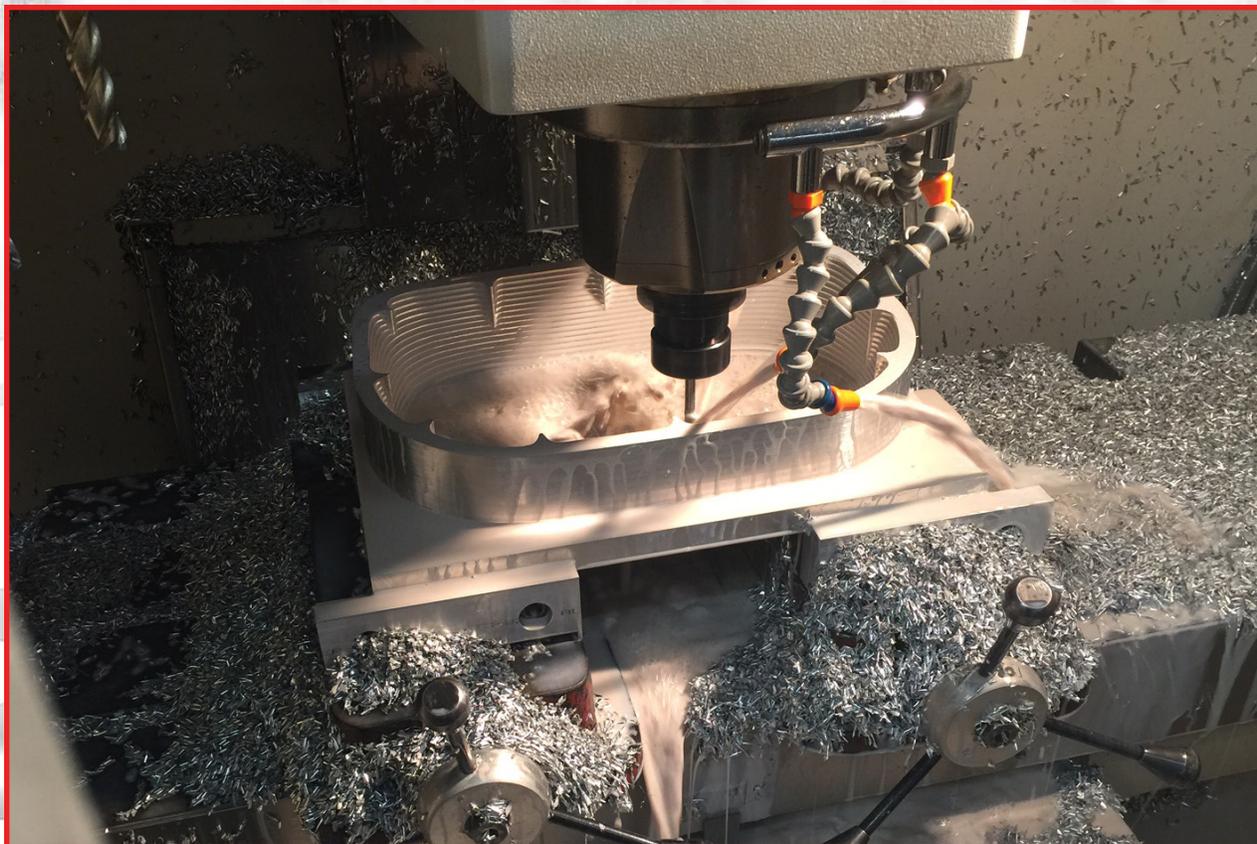
Building your own IFS or 4-link suspension? You need Scott's Rod Ends! CNC machined out of billet 304 stainless steel, these are for the builder that refuses to settle for second best. Available as our famous swivel configuration or in a straight with right or left hand thread. Bushings and jam nuts included.

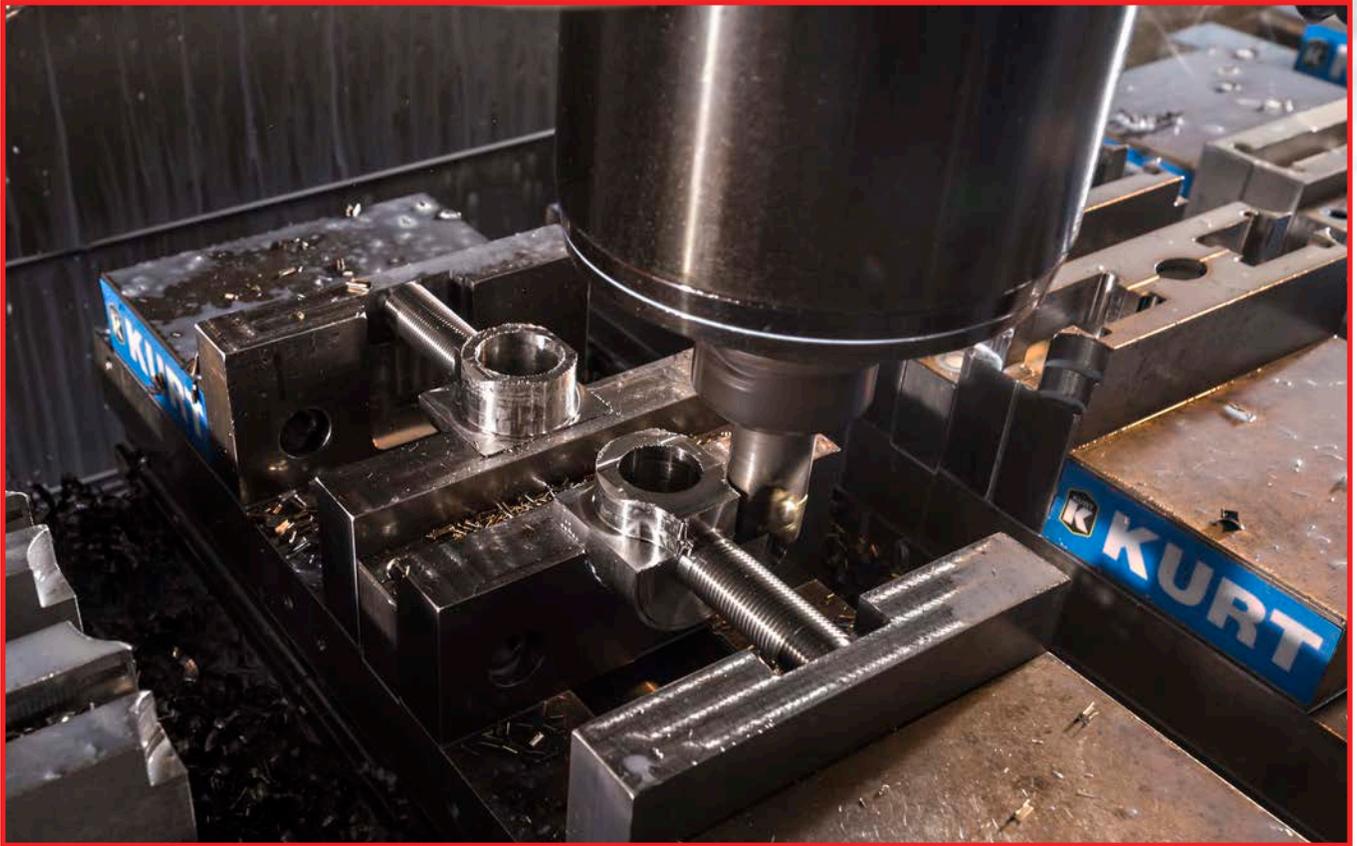
Swivel	\$68
Straight (RHT)	\$68
Straight (LHT)	\$68
Polished	\$12





SCOTT'S CNC PARTS





SCOTT'S MANUFACTURING

CUSTOM A-ARMS

Scott's Hotrods and Customs manufactures A-Arms every day for their IFS kits and full chassis builds. However, there are often times that a customer will need a custom application to suit their needs. Scott's can build you a custom set of A-Arms no matter the application.

The Scott's custom A-Arm program simply requires you to ship your set of A-Arms to the shop. They will make a custom set of jigs for your a-arms and before you know it, you will have a set of custom built tubular a-arms for your street rod car or truck.

The new A-Arms will be built from 1-1/8"x1/4" wall DOM tubing, 100% TIG welded and will include oversized ball joints, custom cross shafts if applicable and will carry the same lifetime warranty as all of their other manufactured products. Scott's guarantee's all of their custom A-Arms to align to spec, or to match the customer's specifications.

Using the billet stainless rod-ends for more adjustability these a-arms will properly align the camber and castor for less tire wear and more drivability. A-arms can be ordered in plain steel or polished stainless steel and can be set up for airbag, Shockwave or coil-over. Scott's offers custom powder coating also.

Scott's has been in the business of building custom suspensions and chassis since the 90's, so it is no surprise that when a need is found, they are quick to fill it. Starting at \$1099.00

Typical custom application requests are:

- Narrowed tracks
- Wider tracks
- Limited production vehicles
- Late model vehicles



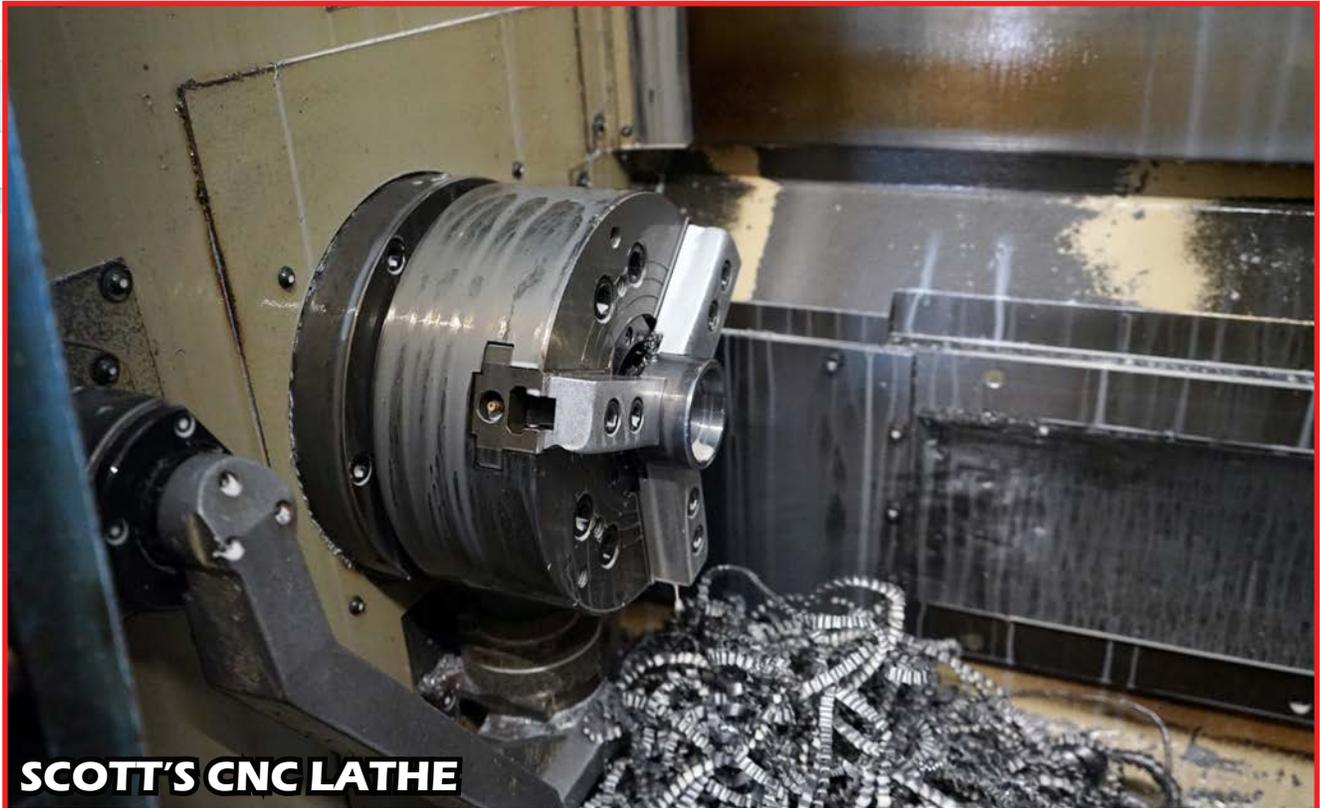
BALL JOINT CUPS

Scott's Ball Joint cups are machined in-house from solid bar stock to insure quality, fit and finish. The more parts we can manufacture ourselves, the less chance there is for manufacturing defects out of our control. Our in-house CNC machine shop is constantly cutting parts for all of our kits and chassis. From Rod Ends to Ball Joint Cups to Billet Valve Covers, we do it all.

RACK EXTENSIONS

Eliminate nasty Bump Steer and align the pivot point of your Tie Rod with your lower A-Arm. Available for Manual and Power Racks in multiple sizes from 1/2" to 2-1/4". \$95 pr. Custom sizes upon request.





SCOTT'S CNC LATHE



BALL JOINT CUPS

SCOTT'S FABRICATION

C-NOTCH

If you are lowering the ride height of your truck with one of Scott's 4-Bar Rear Suspension kits you will most likely need to at least C-Notch your frame. This will allow your rear end to cycle through all of its travel without bottoming out against your frame.

Scott's C-Notch

\$149



STEP NOTCH

Are you installing a Scott's SuperSlam IFS kit and want your vehicle to lay all the way out? You will need Scott's Step Notches in the rear for proper axle clearance. These Step Notches are cut to fit per application and are weld-in only. Built from 2"x4"x3/16"-wall tubing. Note: Body modifications will need to be made for clearance.

Scott's Step Notch

\$389



C10 COWL FILLER PANELS

The 1963-1972 C-10 truck is very popular among performance enthusiasts. It's so common, you'll likely see yourself coming and going at shows and at the track. You can make yours stand out from the crowd with this custom cowl filler panel upgrade from Scott's Hotrods.

Manufactured in the USA by Scott's from 16-gauge sheet metal, it replaces your factory cowl panel for a smooth and unique look. Because it retains your factory windshield wipers and the correct shape, Scott's cowl filler panel is ideal for your daily driver, pro touring, street rod and racing applications. Scott's backs every custom cowl filler panel with a limited lifetime manufacturer's warranty.

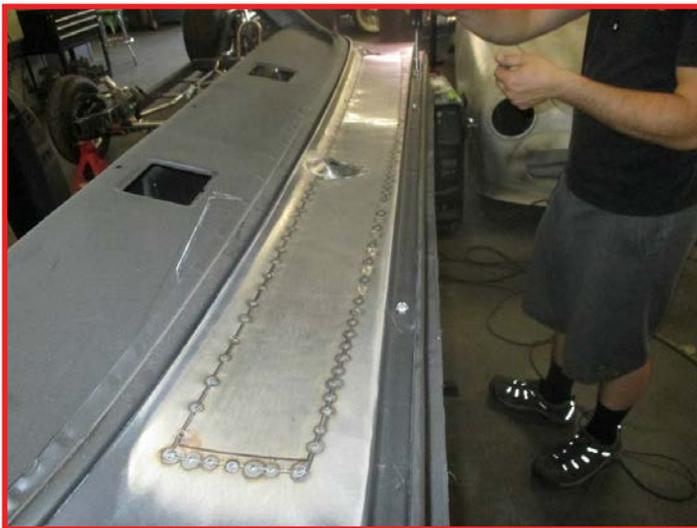
NOTE: Scott's cowl filler panel requires removal of your factory grilles and welding on top of your existing cowl panel

'63-'67

\$149

'73-'87

\$149



SCOTT'S FABRICATION

FUEL TANKS

All tanks are built per order and per application. 100% TIG welded aluminum ensures a tank that will not fail under pressure and last the lifetime of the vehicle. All tanks can be set up for your choice of sending unit and are all baffled to avoid fuel starvation at low levels.

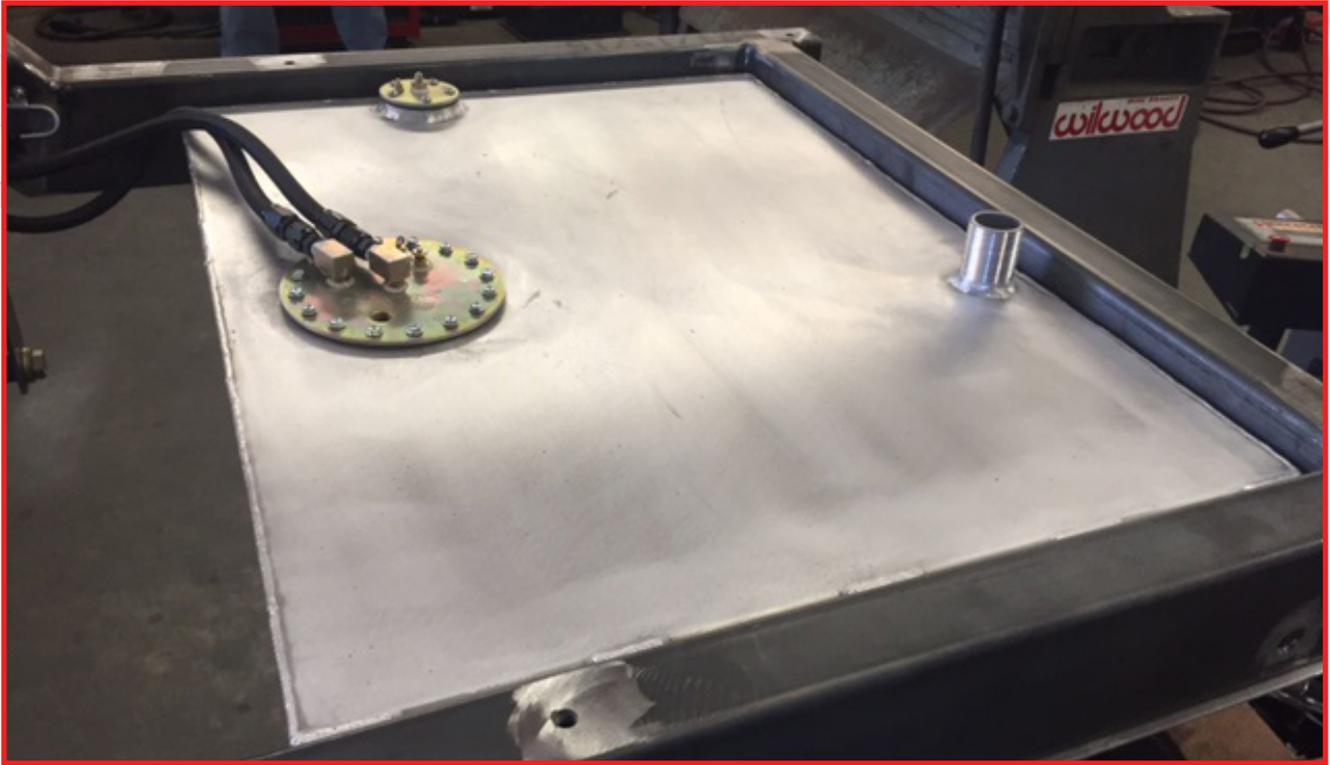
Starting at: \$499

- 100% TIG Welded
- Fully baffled
- Individually pressure tested
- Boss for fuel sender
- Choice of pickup locations
- Mounting tabs and hardware
- Series 3000 .120-wall aluminum

OPTIONS

- Fuel Sending Unit
- In-tank Fuel Pump





SCOTT'S FABRICATION

SCOTT'S EXHAUST

Scott's Hotrods manufacturers complete custom headers and exhaust systems for all chassis we build as well as nearly ANY car or truck. Each system is custom built to order to exacting specifications that will exceed your requirements. We back every set with a limited lifetime warranty and guarantee your complete satisfaction! NO ONE builds a better custom header / custom exhaust system than Scott's Hotrods. Starting at \$1,600

CUSTOM HEADERS

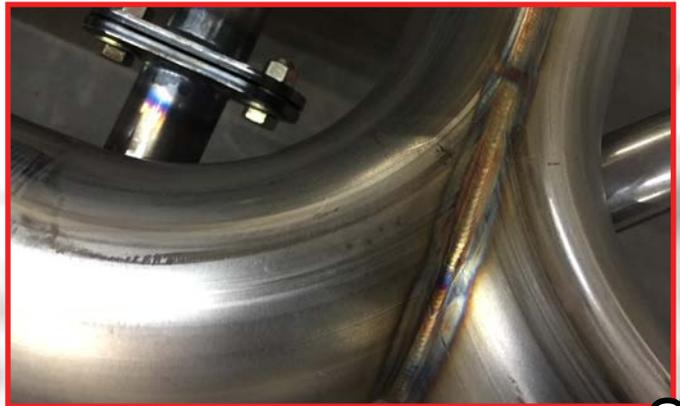
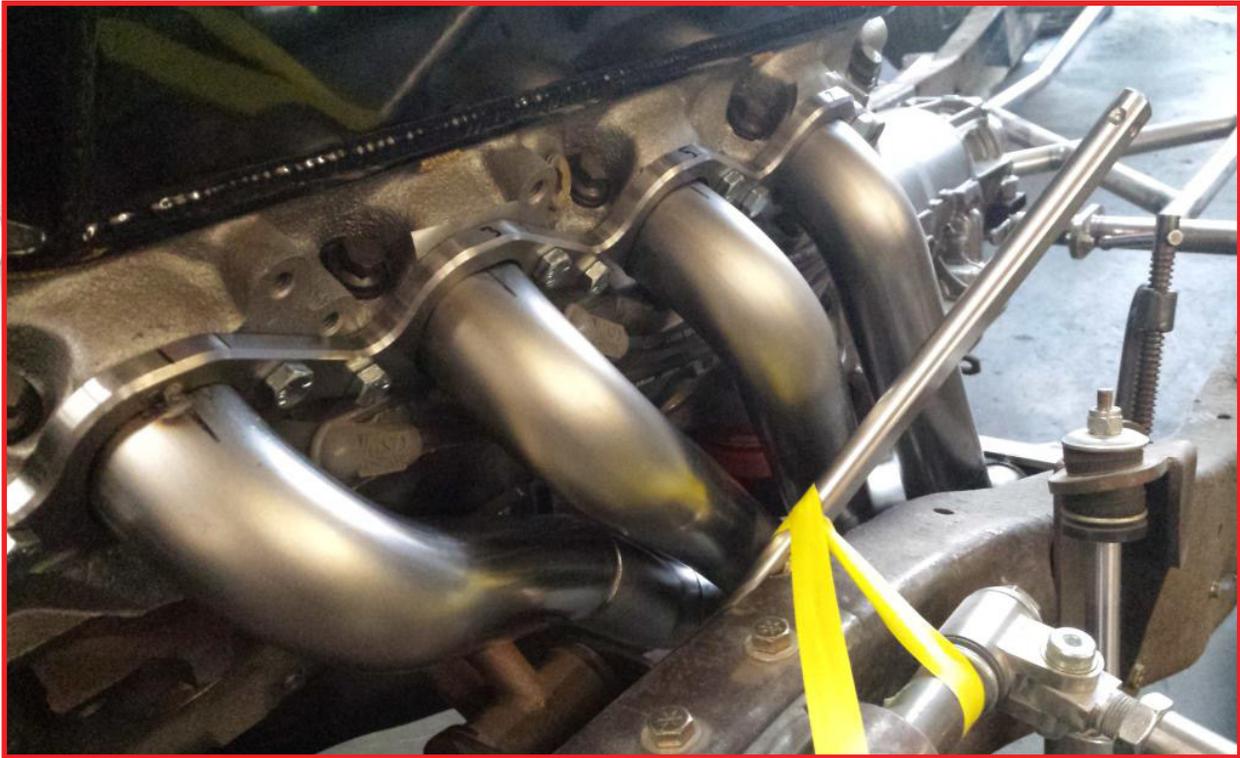
- Custom, Hand Built, JIG Fit
- Smooth Mandrel Bends
- Polished TIG Welds
- 100% T-304 Stainless Steel or 14 Gauge Mild Steel
- 1 3/4", 1 7/8", 2", 2 1/8", 2 1/4", or Larger
- Standard, Tri-Y, Or Stepped Designs
- 3/8" CNC Flanges
- Full Length, Mid-Length, Or Shorty
- NASCAR Style Merge Collectors
- O2 Sensor Bungs (Where Appropriate)
- Chrome Or Black Ceramic Coating Available
- Includes ARP Bolts & Cometic Gaskets



CUSTOM EXHAUST SYSTEMS

- Custom, Hand Built, JIG Fit
- Smooth Mandrel Bends
- Polished TIG Welds
- 100% T-304 Stainless Steel or 14 Gauge Mild Steel
- 2", 2.25", 2.5", 3" or larger
- Ball Flange Design
- X-Pipe or H-Pipe
- High Flow Converters (Where Necessary)
- Racing Quality Chambered Mufflers
- Custom Tips, One Off Designs Available
- Chrome Or Black Ceramic Coating Available





SCOTT'S FABRICATION

MOTOR MOUNTS

Scott's Motor Mounts are custom built in-house and can be used for stock or custom fit on any car utilizing any motor combination. These Motor Mounts are designed to save space, reduce engine twist and reduce motor vibrations throughout the chassis. These are heavy-duty TIG welded mounts that come with a guarantee not to break under stress.

Ford Modular V-8, 4.6L and 5.4L	\$245 Pr.
Ford SBF 289, 302, 351 – Windsor, Cleveland	\$165 Pr.
GM SBC 283, 327, 350, 383, GM BB, Big Block, 396, 427, 454, 502	\$150 Pr.
GM SBC 283, 327, 350, 383, GM BB, Big Block, 396, 427, 454, 502 – Polished	\$225 Pr.
GM LSX, LS1, LS2, LS3, LS6, LS7, LS9, LSA, L99, LO9, LO4	\$165 Pr.
GM LSX, LS1, LS2, LS3, LS6, LS7, LS9, LSA, L99, LO9, LO4 – Polished	\$240 Pr.
Buick 3.8L V6	\$165 Pr.
Dodge and Chrysler – 392 Hemi	\$210 Pr.
Dodge and Chrysler – 5.7L and 6.1L	\$175 Pr.
Dodge, Chrysler, Plymouth – 440 Big Block	\$175 Pr.
Cadillac Northstar 4.4L V-8	\$210 Pr.



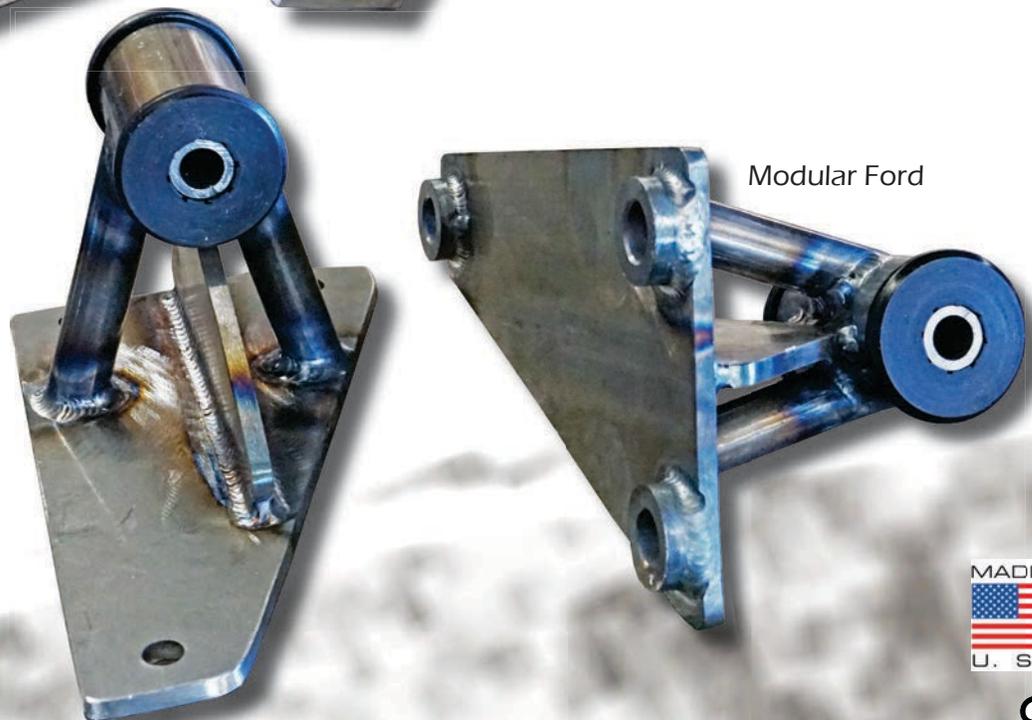
SBF



392 HEMI



Modular Ford



SCOTT'S FABRICATION

SCOTT'S SOLID SWAY BARS

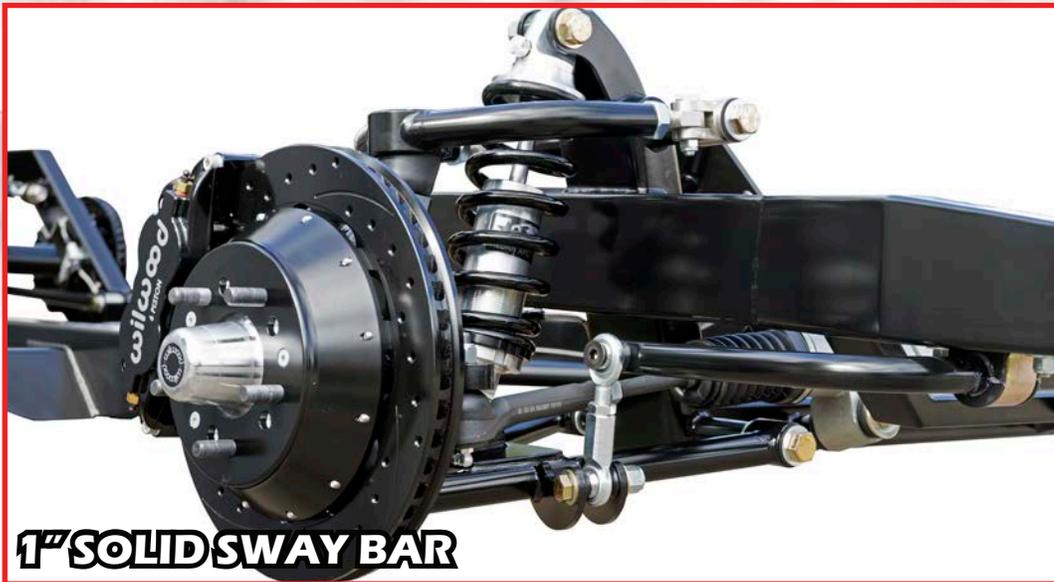
At Scott's, we manufacture our standard sway bars from scratch. Made from 1" solid bar stock cut to length, machined, slabbed and threaded to mount with a heim link to the lower A-Arm. This allows for smooth engagement throughout the suspension travel without any binding. If you are looking for a show quality polished shine, we also build the sway bars from Stainless Steel. All sway bars are heat treated, built to order and come with all necessary hardware and mounting tabs, brackets and bushings. Front Only.

TORSION SPLINE SWAY BARS

If you are serious about carving corners in the canyons, autocross or road course, the Torsion Spline Sway Bar is what you need! If you are looking for quality consistent response from your suspension through your chassis and the ability to dial-in your suspension at the track this is the sway bar you want. Front & Rear applications available.

1" SOLID	\$389
1" SOLID Stainless Steel, POLISHED	\$500
TORSION SPLINE STYLE	\$625





STEERING

IDIDIT COLUMNS

UNIVERSAL

ididit Universal Series steering columns can be easily installed in your street rod, hot rod, kit car or any application you see fit. ididit customers are continuously pushing the boundaries of where our Universal Series columns can go, while adding performance, style and function. Because of the endless possibilities, our Straight and Tilt Universal columns are sold by length rather than by application. The most important factor to consider when measuring for a universal steering column is driver comfort and functionality. We provide you with all the necessary information you'll need to correctly measure and install your ididit steering column. Use the detailed drawings and column specifications on each product page to help you determine the critical measurements for your application, and any customizing that you may need to make. In all cases, planning ahead will greatly increase the success of your project.

RETROFIT

To us the term "Retrofit" means we have done the research, and have designed and developed a column that will fit your specific vehicle, often times with NO modification required to your vehicle. This means that when you buy one of our retrofit columns you are getting a perfectly engineered aftermarket column that will fit in the original steering column location, and in most cases, will put the steering wheel back in its original location. This is NOT a stock replacement, it's better! ididit Retrofit columns are designed with the vehicle in our shop to ensure the perfect fit and flawless installation. We've done the work so you won't have to!

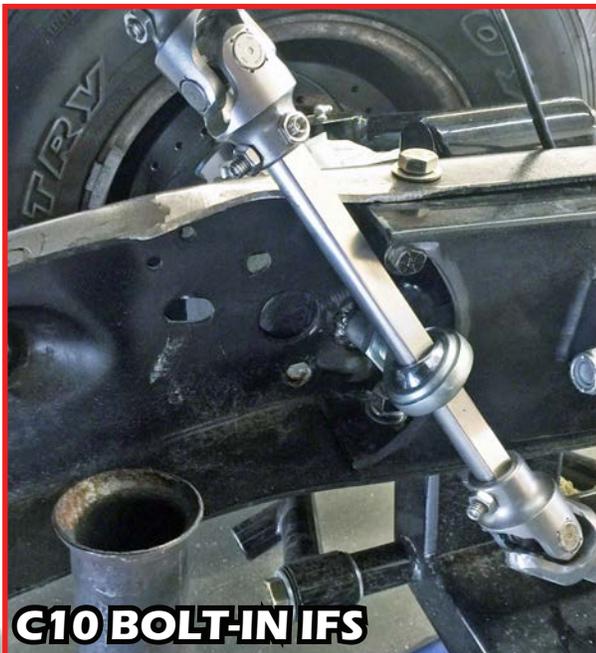


STEERING ACCESSORIES

36" DD SHAFTS	\$70
STAINLESS STEEL BORGESON UNIVERSAL JOINTS	\$85 ea
HEIM	\$25
BUNG	\$35

Power Steering Hose Kits

Braided Stainless steel hose kit for Ford rack to GM or Ford pump (1-piece cast aluminum rack housing including TRW built Mustang II, Thunderbird and late model Mustang) - each hose 22" \$140



G10 BOLT-IN IFS



SHOCKS

RIDETECH SHOCKS

for use with Airbags

Shocks are the BRAINS of your suspension! Nothing influences how your car rides and handles more than shock absorbers. If you could pick only one thing to change on your car to get the most overall improvement...upgrade the brains of your suspension...the shocks! It took us 16 years to find shock technology that we felt was worthy of our customers. After engaging the expertise of FOX Racing Shocks, we felt we were able to bring the already crowded shock market a product that was both unique and improved.



Twin-Tube vs Mono-Tube

The mono-tube design is the choice of nearly all high end and OEM and extreme performance shock manufacturers. Its main advantage is that a larger piston and a more efficient oil flow path leads to cooler operating temps and more consistent performance in extreme environments.

Features

- Mono-tube design allows large piston for superior oil control – increases ride quality and handling performance
- 1/2" hardened shaft is precision ground and straightened to a tolerance of .001" inch for increased durability and performance
- Billet end cap with integrated debris wiper to prevent seal damage
- Teflon piston wiper allows consistent piston/bore contact and repeatable performance
- Oversized rod guide improves piston rod stability
- Integral internal bumpstop eliminates extension crashing
- Mono-tube bore is cathode anodized for years of wear resistance
- Hard coat external anodizing ensures years of lasting beauty and performance
- Specially contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation
- Mono-tube design not only optimizes performance, but uses fewer components than a twin tube design. This is superior fluid control in its most simple and efficient form!



ridetech

Air Ride Technologies



The HO (handling quality) Series shocks adds rebound adjustment for the driver who wants to tune ride quality AND handling quality to their specific taste. A wide rebound adjustment range allows you to cruise down the road in plush comfort or firm up your suspension for those Saturday morning canyon roads! \$330/pair

HQ PART#	STROKE	MOUNTS	COMPRESSED	EXTENDED
22139841	3.85"	EYE/EYE	9.15"	13"
22139845	3.85"	STUD/EYE	7.55"	11.4"
22149841	4.75"	EYE/EYE	10.15"	14.9"
22149845	4.75"	STUD/EYE	8.55"	13.3"
22159841	5.25"	EYE/EYE	10.65"	15.9"
22159845	5.25"	STUD/EYE	9.05"	14.3"
22169841	5.75"	EYE/EYE	11.15"	16.9"
22169845	5.75"	STUD/EYE	9.55"	15.3"
22179841	6.65"	EYE/EYE	12.15"	18.8"
22179845	6.65"	STUD/EYE	10.55"	17.2"
22189841	7.55"	EYE/EYE	13.15"	20.7"
22189845	7.55"	STUD/EYE	11.55"	19.1"
22199841	8.35"	EYE/EYE	14.15"	22.5"
22199845	8.35"	STUD/EYE	12.55"	20.9"



100

COILOVERS

ALDAN AMERICAN COILOVERS

Established in 1981, Aldan American is the professionals' choice for high quality, performance shock absorbers, coil-overs and suspension products designed for street performance, racing and everyday driving. Aldan American develops, tests and manufactures its full-line suspension products in Los Angeles, California. U.S.A. Every Aldan shock, coil-over, spring and suspension component offered is sourced and manufactured using the highest quality materials found in the U.S.A.

Scott's Coilover IFS, 4-Bar and complete chassis come standard with Aldan American Single-Adjustable Coilovers. Aldan American's professional grade coilover shocks are made from lightweight, high strength 6061-T6 billet aluminum. Since aluminum dissipates heat faster than steel, Aldan's specially designed manufacturing process allows for cooler operating temperatures and results in a longer shock life.

ALDAN AMERICAN PHANTOM SERIES SINGLE-ADJUSTABLE, REBOUND

Aldan American rebound adjustable coil-overs provide 11 Rebound Settings of adjustment, giving you the ability to control the rebound speed of your shocks (rate at which the shock returns to its normal position after compressing). We recommend our rebound adjustable series of shocks for street performance, custom IFS or IRS applications as well as track or drag racing use. Our stud mount or Mustang II shock variants are offered as rebound adjustable shocks.

- Designed & Manufactured in Los Angeles, California. U.S.A.
- Coil-Over
- Rebound Adjustable
- Nitrogen Charged
- Adjustable Ride Height
- 6061-T6 Body & Mounts
- Factory Serviceable
- 6061-T6 Hardware – Included
- 2.5" I.D. Coil Springs (Sold Separately)
- "AS" Models Include 5/8" Bushings
- Four Stage Active Seal



MODEL	EXTENDED	COMPRESSED	TRAVEL	COIL LENGTH	RIDE HEIGHT	PRICE
AS-654	13.4"	9.7"	3.7"	10"	12-12.5"	\$195.95
AS-655	15"	11.3"	3.7"	10"	13.5-14"	\$195.95
AS-656	13"	9.5"	3.5"	9"	11.5-12"	\$195.95
AS-657	13.5"	9.8"	3.7"	9"	12-12.5"	\$195.95
AS-658	16.5"	11.5"	5"	12"	14-14.5"	\$195.95
AS-658/5B	18"	13"	5"	12"	15.5-16"	\$195.95
AS-659	11.6"	8.65"	2.95"	8"	9.75-10.5"	\$195.95
AS-659T	11"	8.15"	2.85"	8"	9.75-10.5"	\$195.95

ALDAN AMERICAN STRIKER SERIES

DOUBLE-ADJUSTABLE, REBOUND/COMPRESSION

Aldan American double adjustable coil-overs offer 11 Rebound Settings and 6 Compression Settings of adjustment. Each adjustment or click allows precise tuning of how your shocks will compress and rebound. Using double adjustable shocks can provide faster ET's at the drag strip as well as faster lap times at the track. We recommend double adjustable shocks for drag racing, track, autocross and street performance use.

- Designed & Manufactured in Los Angeles, California. U.S.A.
- Coil-Over
- Double Adjustable
- Independent Rebound and Compression Adjustments
- Nitrogen Charged
- Adjustable Ride Height
- 6061-T6 Body & Mounts
- Aldan American Factory Serviceable
- 6061-T6 Hardware – Included
- 2.5" I.D. Coil Springs (Sold Separately)
- "AS" Models Include 5/8" Bushings
- Four Stage Active Seal



MODEL	EXTENDED	COMPRESSED	TRAVEL	COIL LENGTH	RIDE HEIGHT	PRICE
AS-754	14"	10.1"	3.9"	10"	12.5-13"	\$288.95
AS-755	15.4"	11.5"	3.9"	10"	14-14.5"	\$288.95
AS-758	17"	12"	5.0"	12"	15-15.5"	\$294.95
AS-758/5B	13.2"	13.2"	5.3"	12"	16-16.5"	\$299.95

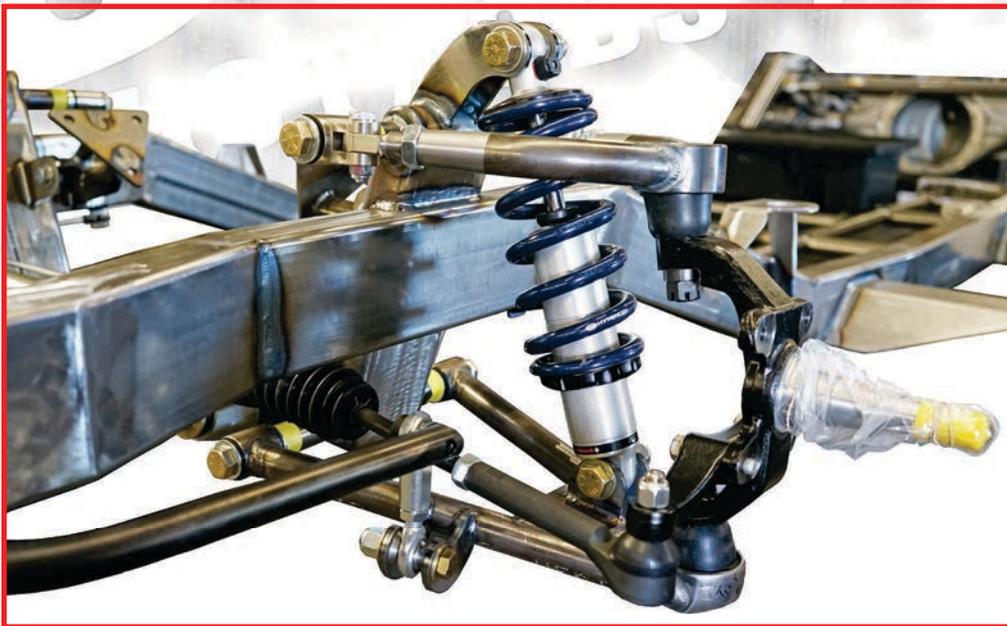


COILOVERS

RIDETECH COILOVERS

RideTech continues to offer today's hot rodders the ultimate in ride quality, handling performance, technical support, and now, SIMPLICITY, with the new coilover suspension components.

- Monotube gas pressure design offers superior fade free performance
- Impact forged aluminum body provides superior strength and reliable service
- Larger 1.834" piston provides outstanding ride quality
- Double sealed rod guide with dust cover eliminates oil leakage
- 5/8" chrome shock shaft
- Stainless steel spanner wrench that attaches to a 3/8 ratchet allowing coil adjustment in a tight area
- Anodized finish protects against corrosion
- Available as a fixed valve, rebound single adjustable, or triple adjustable shock
- CNC machined billet hardware
- Unique pinch clamp height adjuster uses finer thread for easy adjustment
- Includes 5/8" bore x 1" kevlar lined bearings for noise free operation
- High-quality Delrin spring washers allow bind free pre-load adjustments



RideTech Aluminum MonoTube Shocks

Great Performance: Mono-tube construction sets this coil-over shock apart - it means consistent performance and great ride quality

RideTech 2 1/2" coil over springs built in Indiana by HyperCo

High tensile premium steel CNC cold wound, less weight, more resistant to bowing, increased travel with durable powered coated finish

103

SINGLE-ADJUSTABLE

HQ COILOVERS	STROKE	COMPRESSED	EXTENDED	RIDE HEIGHT	SPRING LENGTH
24129901	2.9"	8.73"	11.63"	10.5"	8"
24139901	3.6"	9.43"	13.03"	11.5"	8"
24149901	4.1"	10.13"	14.23"	12.5"	10"
24159901	5.2"	11.23"	16.43"	14.5"	12"
24169901	6.3"	12.33"	18.63"	16"	14"
24179901	6.9"	13.13"	20.03"	17.5"	14"

TRIPLE-ADJUSTABLE

TQ COILOVERS	STROKE	COMPRESSED	EXTENDED	RIDE HEIGHT	SPRING LENGTH
24329901	2.9"	8.73"	11.63"	10.5"	7"
24339901	3.6"	9.43"	13.03"	11.5"	8"
24349901	4.1"	10.13"	14.23"	12.5"	8"
24359901	5.2"	11.23"	16.43"	14.5"	10"
24369901	6.3"	12.33"	18.63"	16"	12"
24379901	6.9"	13.13"	20.03"	17.23"	14"

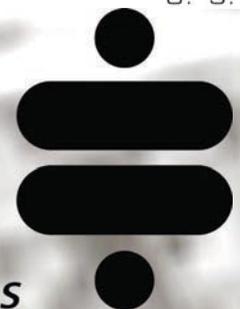


MADE IN

U. S. A.

ridetech

Air Ride Technologies



104

Compressors

FLO Airride Mfg. THE ART OF AIR SUPPLY

FLO-BTS (Billet Tank Series) - From \$199

The FLO Airride line of modular billet tanks are specifically designed for the air suspension enthusiast and installer seeking high-quality parts that are completely customizable. Crafted from high-grade 6061-t6 billet aluminum right here in the USA, we are able to control the process from start to finish. With burst pressures exceeding 1480 psi, you'll never need another air tank again.

RAW-CLASSIC

- FLO-BTS-RAW tank is finished with a natural brushed finish
- Unique threaded end cap design for the ultimate air-tight seal
- Each billet end cap offers port configurations suited for the majority of setups
- Two 1/4-inch NPT, two 3/8-inch NPT, and three 1/8-inch NPT (pressure relief valve, pressure switch, and optional drain)
- The BTS Raw is available in 18, 24, and 28-inch lengths
- Threaded end cap design allows for extremely high burst pressure capability (exceeding 1400psi - more than triple the industry standard)
- Made in USA



FLO-BTS (Colors)

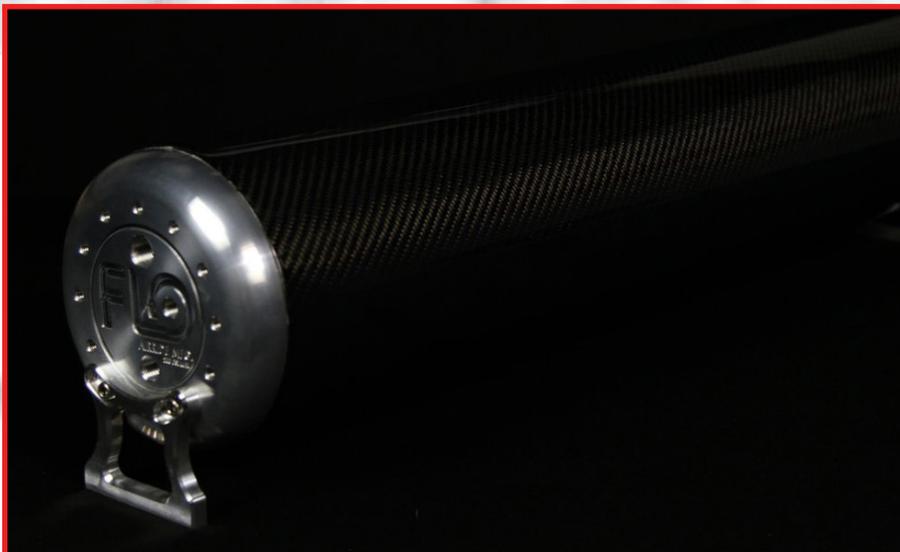
FLO-BTS (Billet Tank Series) COLOR Options - From \$229

The FLO Airride line of modular billet air tanks are specifically designed for the air suspension enthusiast and installer seeking high-quality parts that are completely customizable. Crafted from high-grade 6061-t6 billet aluminum in the USA, with burst pressures exceeding 1480 psi, you'll never need another air tank again.

Color Options

- FLO-BTS Color options include - Silver, Metallic Grey, Satin Black, and White
- Unique threaded end-cap design for the ultimate air-tight seal
- Each billet end-cap offers port configurations suited for the majority of setups
- Two 1/4-inch NPT, two 3/8-inch NPT, and three 1/8-inch NPT (pressure relief valve, pressure switch, and optional drain)
- The FLO-BTS tank is available in 18, 24, and 28-inch lengths
- Threaded end-cap design allows for extremely high burst pressure capabilities (exceeding 1500psi - more than triple the industry standard)
- Made in the USA

105



SPECIALTY - From \$529

The BTS Specialty Series are our most elite tanks. Customized with the most unique and exotic materials, FLO Specialty tanks truly help to define the craftsmanship and exclusivity of the rides they are teamed up with. Genuine Carbon Fiber overlay is available as the standard finish for the Specialty series, however limitless customization is available.

If you are looking for a finish that won't be found on any other tank, or have a one-off design in mind, please contact us so we can make your dream tank a reality.

For the final key to completing your bespoke airride system, look no further than the FLO-BTS Specialty Series.

FLO-BTS

The FLO Airride line of modular billet tanks are specifically designed for the air suspension enthusiast and installer seeking high-quality parts that are completely customizable. Crafted from high-grade 6061-t6 billet aluminum right here in the USA, we are able to control the process from start to finish.

Our patent pending design allows each tank to thread together with a permanent seal to help eliminate pesky air leaks. Our proprietary modular mount system will give you the custom options you've been asking for and much more.

FLO-BCS (Billet Compressor Series) - From \$399

Billet Compressor Series - COMING SOON



AIRRIDE MFG.

106

PROMOTIONAL

Scott's Hotrods 'n Customs Apparel Scott's Can Koozies

A Step Up from your standard foam can coolers! Made from 3mm thick neoprene wet-suit material, giving your drink premium insulation. Scott's Hotrods 'n Customs Koozies are available in 3 different colors! Red, Black & Camo! \$2



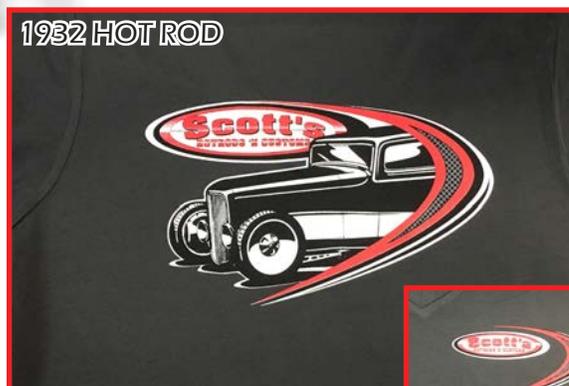
Scott's T-Shirts

Anytime is the right time for the perfect gift...a Scott's Hot Rod's t-shirt! Our t-shirts feature cool graphics on the front and back that ANY hot rodder will appreciate. And, they're available in popular sizes in a variety of colors for men and women.

WOMEN'S \$18

- Women's V-Neck Sizes S-XL
- Pre-Shrunk District Thread
- 100% Ring Spun Combed Cotton w/Tag
- Seamless Double-Needle 7/8' Collar
- Taped Neck & Shoulders
- Double Needle Sleeve & Bottom Hems
- Quarter-Turned To Eliminate Center Crease

1932 Hot Rod – Black or Charcoal (Back)
1940 Pickup Truck – Black or Charcoal (Front)



BACK



FRONT

MEN'S \$20

- Men's Sizes M-3XL
- 100% Pre-Shrunk Gildan Ultra Cotton w/Tag (M-3XL)
- Seamless Double-Needle 7/8' Collar
- Taped Neck & Shoulders
- Double Needle Sleeve & Bottom Hems
- Quarter-Turned To Eliminate Center Crease

1940 Pickup Truck – Black or Charcoal (Front)
C10 Shop Truck – Black or Charcoal (Back)
Scott's Hot Rods Distressed – Black or Charcoal (Front)
Scott's Hot Rods Roadster – Black or Charcoal (Back)
1932 Hot Rod – Black or Charcoal (Back)



FRONT

ROADSTER



BACK



FRONT

DISTRESSED



FRONT

PROMOTIONAL

C10



BACK



FRONT





KEYCHAINS



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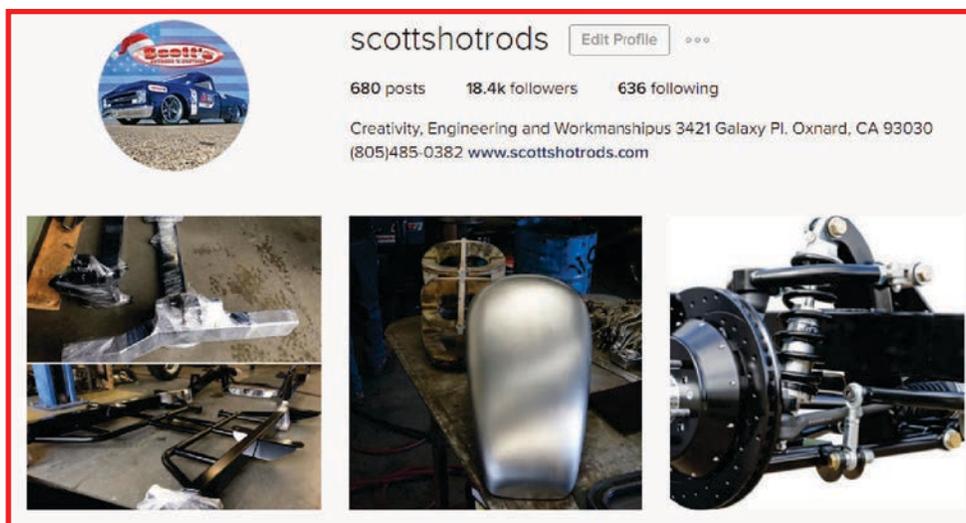
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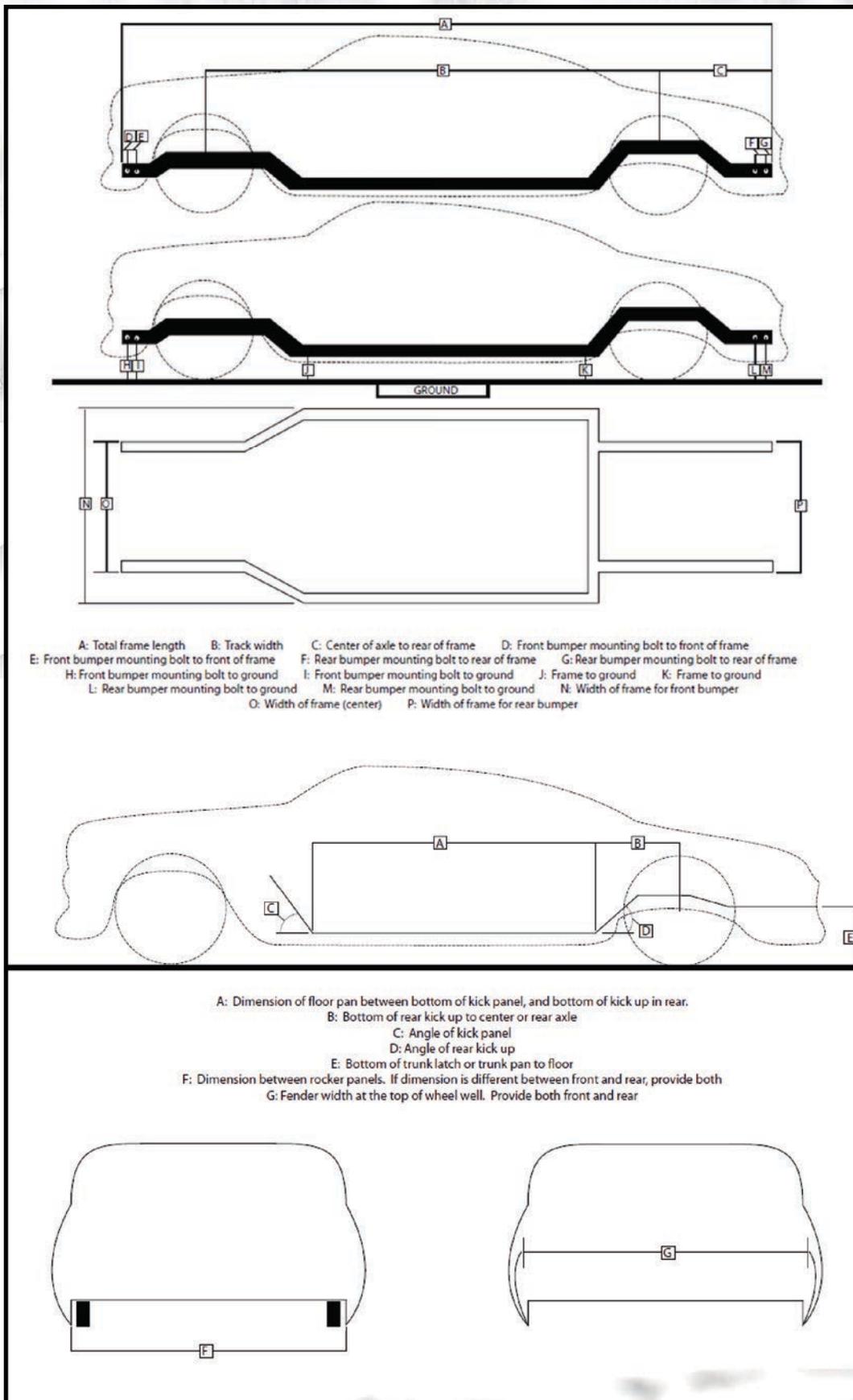
Do you have a question about our products? Give us a call! We are open Monday-Friday 8am-5pm Pacific Time. The only dumb question is the one you don't ask.

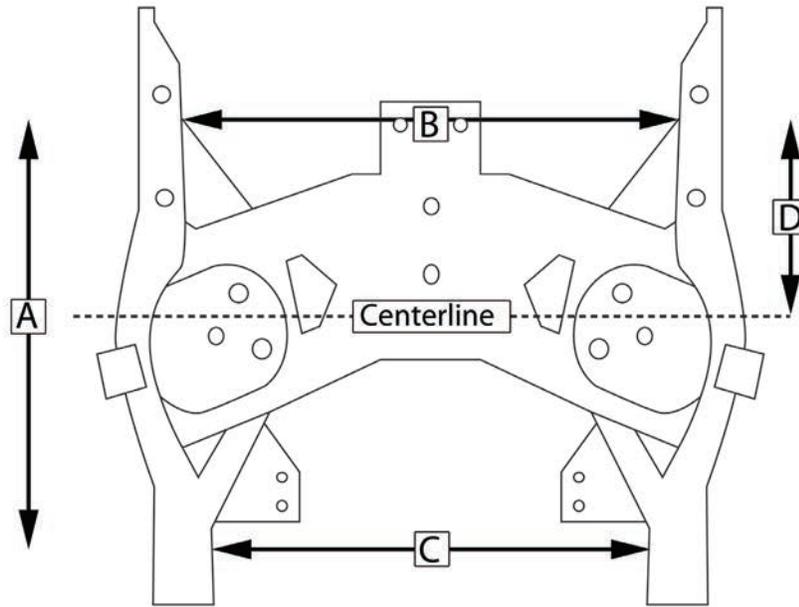
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CUSTOM CHASSIS MEASUREMENTS





A: Distance from where frame separates and comes back together _____

B: Inside of frame rail to inside of frame rail _____

C: Inside of frame rail to inside of frame rail _____

D: Distance from centerline to front measurement _____

(A) Represents the portion of the frame that will be removed. Everything from this point forward will remain and everything behind this point will remain

A. This dimension is going to be the length of the frame rails that will be attached to your crossmember. This measurement should be within 1" tolerance. Allow enough room to trim to fit. Remember, a little too long is better than a little too short.

B. This dimension is where the front of the frame rail pieces will be welded to the crossmember will line up. This measurement should be within 1/8"

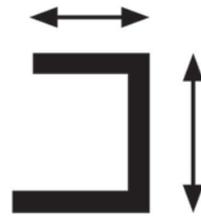
C. This dimension is where the rear of the frame rail pieces will be welded to your crossmember will line up. This measurement should be within 1/8"

D. Before removing any of your existing suspension it is very important to get this measurement. This measurement represents the distance from the centerline of your existing spindles in relation to the front of the frame rails that will be welded to the crossmember.

Ex: If the total amount you were removing from your frame was 18" and the centerline of your wheel was 4 inches behind the point at which you are going to cut your frame, then (D) would be 4" that would leave 14" of frame rail behind the centerline of your wheels. On our ifs the centerline of spindles is also the centerline of crossmember, so this dimension tells us where to place the crossmember in your frame.

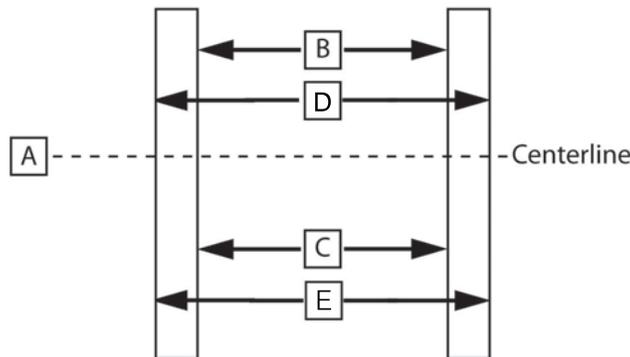
CUSTOM IFS MEASUREMENTS

1. Circle the one that closest resembles your frame rail.



Height _____ x Width _____

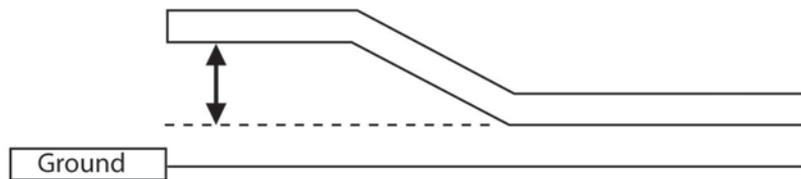
2. Measure centerline @ existing center of spindle. (Not center of existing crossmember) *if frame has existing spring pockets, refer to page 2 for dimension chart



- A) Inside to inside @ Centerline _____
- B) Inside to inside 2 inches in front of Centerline _____
- C) Inside to inside 2 inches behind Centerline _____
- D) Outside to Outside 2 inches in front of Centerline _____
- E) Outside to Outside 2 inches behind Centerline _____

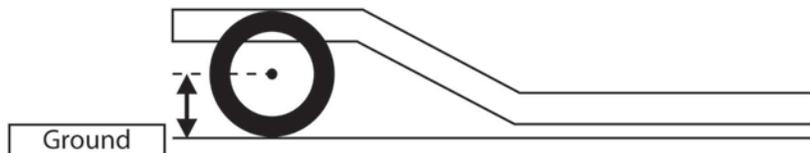
3. Track width _____
Track is measured from wheel mounting surface to wheel mounting surface

4. Frame rise



5. Ride height is determined by locating the spindle in relation to the bottom of the frame. The center of spindle is determined by the wheel and tire combination you choose.

Spindle to ground _____
Frame to ground _____



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4-BAR

Shipping & Returns

Shipping Policy

No product shall be shipped until payment has been received in full. Shipping and handling charges on all orders vary depending on size, weight, insured value and shipping destination. Occasionally actual shipping charges differ from those quoted, in which case you will be contacted by a Scott's Hotrods representative before your order is processed. Email scotts@scottshotrods.com for details.

Return Policy

- Orders that are cancelled before any product is shipped will be subject to a 10% credit card processing fee.
- Scott's Hotrods offers a 30-day return policy on select items. For further information not listed, please contact a Scott's Hotrods customer support representative. Please call 805-485-0382 or e-mail our Returns Department at scotts@scottshotrods.com to obtain a Return Merchandise Authorization (RMA) number before shipping your product. NO returns of any type will be accepted without an RMA number. For faster service, please have the following information on hand when calling for an RMA number: customer name, invoice number and nature of the problem.
- All products returned MUST BE: 100-percent complete, contain ALL original boxes and packing materials, have original UPC codes on the manufacturer boxes, contain all manuals, blank warranty cards and other accessories and documentation provided by the manufacturer.
- Customer is responsible for shipping charges on returned items.
- Scott's Hotrods strongly recommends you fully insure your return shipment in case it is lost or damaged and use a carrier that can provide you with "Proof of Delivery" for your protection.
- Scott's Hotrods recommends you package returns properly so no damage will occur to the parts during transit. Make sure all items are secure and cannot cause damage to each other during shipment. If non-defective parts arrive damaged, we have a right to refuse the return. All returns have to be in like new condition.
- All non-defective returns must be in "like new condition": "Like new condition" is defined as all parts having no damage, complete, no missing parts and blemish free.
- If merchandise arrives damaged: save the merchandise AND the original box and packing it arrived in, notify Scott's Hotrods immediately to arrange for a carrier inspection and a pick-up of damaged merchandise.
- DEFECTIVE returns can be returned directly to Scott's Hotrods within 30-days from the invoice date, at Scott's Hotrods discretion for: credit, replacement, exchange or repair.
- Manufacturer restrictions apply and are outlined in our detailed policy. Any item that is missing the UPC can ONLY be replaced with the same item. After 30-days, all manufacturers' warranties apply.
- NON-DEFECTIVE returns can be accepted directly by Scott's Hotrods within 30 days from the invoice date, at Scott's hotrods discretion for: credit, exchange. All NON-DEFECTIVE returns are subject to a 25-percent restocking fee. Any credits will be issued by check or a credit card by Scott's Hotrods within 30-days of receiving the returned goods.

Scott's Hotrods reserves the right to authorize product returns beyond 30 days from the invoice date. IF the product is accepted after 30 days, credit will be issued. Original shipping charges are not refunded on returned items. Customers are responsible for all shipping charges back to Scott's hotrods on returned items, unless Scott's Hotrods is at fault.

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