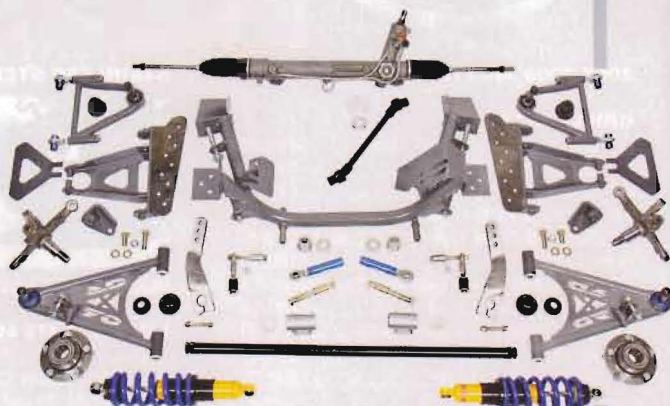


## GRIGGS RACING GRIGGS GREATNESS

**T**he Griggs GR350 front suspension for '64-'70 Mustangs takes Mustang handling to new heights by increasing chassis rigidity and engineering in optimum suspension geometry. When combined with Griggs' race-proven Torque Arm rear suspension, early Mustang owners can now run with the big dogs at open track days and vintage race events even while improving ride quality. One kit is available for '64-'66 models while another covers the '67-'70 models. Both are also available as separate front and rear kits, and as individual components. The GR350 front kit shown features a tubular K-member and mini-towers that allow the optional removal of the OE shock towers. Also featured are fabricated upper and lower control arms, power rack-and-pinion steering, coilover shocks, and late-model spindles that accept several brake options. A front antiroll bar with billet arms enables fine chassis tuning. Wheel hubs and all related hardware are included. The Street Performance kit for a '65 Mustang with a Windsor engine is PN GR350 SP-E-50 priced at \$6,664.45. The Street Performance rear suspension to match goes for \$3,104.60. The standard K-member accepts 302/351-style engines and Griggs Racing offers a GR350 K-member that swaps in Ford Modular engines and LSX powerplants as well.

(707) 939-2244

[www.griggsracing.com](http://www.griggsracing.com)



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**E**very enthusiast could use a vehicle lift, but not everyone has room for one. Now EZcarlift has solved this problem. It's compact (2.8cu ft), lightweight (145 lbs), and provides exceptional stability at all heights. Developed specifically for the home mechanic and the racetrack, the lift is free standing and has an open design, providing access to all areas of the car. Works like a floor jack—just roll under the car and raise your 4,400-pound (or less) car 26 inches high in a mere 140 seconds. EZcarlift will accommodate vehicles ranging from your '62 Falcon to an Econoline van. The MSRP is \$1,995, but it's currently available for \$1,795 plus \$150 shipping.

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## COMP CAMS MODULAR THUMPR

**C**omp Cams designed its line of Thumpr cam sets for Ford 4.6L/5.4L modular Three-Valve engines to deliver an aggressive exhaust note at idle and generous power gains in the middle and upper rpm range. These new hydraulic roller camshafts install with a minimum of difficulty requiring only the addition of the Comp Cams Cam Phaser Limiter Kit (PN 5449) and computer tuning. The Phaser Limiter Kit safely modifies the factory variable cam timing (VCT) system, allowing the use of aggressive camshaft-lobe technology without sacrificing the benefits of the VCT. Another feature is that the camshaft is compatible with stock valve springs, eliminating expensive valve spring changes. Like the original Thumpr camshaft line, the Ford camshafts have three different grind profiles for each engine, all of which will produce a rough, racy exhaust note and impressive gains in horsepower and torque. Testing of these new combinations has confirmed repeatable power gains of 25-plus rear wheel horsepower with no sacrifices in long-term durability. We found the Comp 4.6 Ford Three-Valve cam sets for \$729 while the Phase Limiter kit costs \$209.95.

(800) 999-0853

[www.compcams.com](http://www.compcams.com)

