Builders Package-Basic  $10,995.00  
(T-5, A-Body, Camaro, Trucks, Etc.)

The idea behind the Builders Package-Basic is to get you building faster, with less initial out of pocket expense. You still get the best but you don’t have to buy it all at once. The Builders Package-Basic gets you the main platform and then you can add the rest later when you really need it. Here is what comes with the Builders Package-Basic:

You get the SRG Sculpted frame complete with our exclusive inner structure trussing. Fully boxed, back-welded, ground, all body mounting, core support mounting, bumper mounting. Super strong SRG center K-Member or X-Member support, Port Holes for the exhaust to flow through. All frame components are CNC cut for accuracy and Fixture built so that you get a consistent frame every time.

The SRG Engine and Transmission mounting system with engine and frame side mounts as well as our adjustable CNC cut transmission mount. All engine and trans mounts are mapped so if you want to make an engine change at a later date we can send you a mount system to bolt in to the existing mounts on the frame. No headaches!, No worries!

SRG-Force Independent Front Suspension purpose built and designed for your application. Includes the installed front cross member in the frame, power or manual (your choice) Rack and pinion steering, SRG adjustable tubular upper and lower control arms with Precision Rod ends, Spindles, Tie Rod ends, SRG Lever Type stabilizer bar with Energy Suspensions Urethane bushings frame mounted for strength. Engineered and Designed for performance and great ride quality.

SRG-Force Rear Suspension System for your application. Triangulated or Parallel 4-Link or Monster Bar Truck Arm setup in some apps. Adjustable 4-link bars (1” OD / .25” wall standard). New 9” Ford Hot Rod housing with 3” OD axle tube, Billet Big Bearing Ford ends, 31 Spline performance axles, All SRG Design CNC cut bracketry installed. Upper coil over / support / Stabilizer bar mount system installed on the frame, SRG lever type stabilizer bar with Energy Suspensions Urethane Bushings frame mounted. Precision Rod ends connecting Stab bar to rearend for a more stable and consistent stabilizer bar function. All frame bracketry installed and suspension pre-assembled and mapped.

What you will need to add for a complete chassis:
Brake Package, Center Section (Gears), Coilover Shocks and Springs.

Please see additional option sheet for upgrades and additional components pricing.
Components Add on Sheet (these are straight out price not upgraded price)

ADD THESE TO THE BUILDERS PACKAGE-BASIC PRICE
*prices are subject to change without notice

**BRAKE**
- $1,990 Wilwood 12” Front and Rear Brake package with slotted / drilled rotors & 4 piston calipers
- $3,898 Wilwood 13” Front and Rear Brake package with slotted / drilled rotors & 6 piston calipers
- $4,820 Wilwood 14” Front and Rear Brake package with slotted / drilled rotors & 6 piston calipers
- $7,390 Baer 15” Extreme Front and Rear Brake package w/ slotted / drilled rotors & 6 piston calipers

**COILOVER / AIR RIDE**
- $839 QA-1 Aluma Matic Coilover shock and spring kit (qty. 4)
- $1,024 QA-1 Single Adjustable Coilover shock and spring kit (qty. 4)
- $1,519 QA-1 Double Adjustable Coilover shock and spring kit (qty. 4) compression & rebound adj.
- $1,314 Bilstein Coilover shock and spring kit (qty. 4)

Note: all coil over packages include custom spring rates specific for your application.

- $2,339 Ride Tech Shockwave Air Spring over shock package. This includes mods needed for frame to utilize Shockwaves. We must know you are planning to use air ride when we are building frame.
- $2,339 SRG-Force Air Bag and Separate Shock Air Ride System (More drop vs. Shockwave)

**CENTER SECTION (GEARS) each w/ your choice of ratio**
- $1,095 Ford Trac-Lock, POSI
- $600 Open (one wheel pull)
- $1,095 Tru Trac / LSD
- $1,335 Aluminum or Nodular case (unpolished) Full Spool ADD $350 for polishing
- $1,545 Aluminum or Nodular case (unpolished) POSI
- $1,570 Aluminum or Nodular case (unpolished) TRU TRAC
- $1,625 Aluminum or Nodular case (unpolished) DETROIT LOCKER

For Custom Strange, Moser or Currie Centers please call.

**MISC & OTHER ADD-ONS**
- $850 Stainless Steel Brake Line Package
- $750 Stainless Fuel Line Package
- $1,195 Stainless Fuel Tank for Carb (Add $350 for Polish)
- $1,395 Stainless Fuel Tank for Fuel Injection (Add $350 for Polish)
- $100 Install Tabs for frame mount tank
- $4,000 Show paint and detail frame and all components (* this may vary depending on frame type, components and color combinations)
- $2,500 Texture Frame and Paint components. *
- CALL Powder Coating please call
- CALL Primer Only please call

FOR UPGRADES OVER STANDARD BUILDERS PACKAGE-BASIC PRICING SEE ADDITIONAL UPGRADE SHEET.
*UPGRADE FOR BUILDERS PACKAGE & BUILDERS PACKAGE-BASIC
(add these prices to total price) (these are upgrade prices, not straight out purchase prices)

**SUSPENSION UPGRADES**
- $1,200 Polished Stainless Control arms and 4 link package
- $1,800 Brushed and Clear coated Control arm and 4 link package
- $1,200 Show Chrome Control arm and 4 link package
- CALL Custom CNC Cut Billet Control arm and 4 link package
- $1,500 Custom SRG parallel 4 link and reversed watts link rear suspension
- $1,500 Custom SRG Truck Arm Rear Suspension
- CALL Custom Rear Suspension (Candileaver setups, etc)
- $ 300 Upgrade to Monster Arm 1.25” OD Upper and Lower Control Arms
- $ 350 Upgrade to Monster Arm 1.25” OD Rear 4 link bars
- $ 500 Upgrade to Mega Monster Arm 1.50” OD Rear 4 link bars w/ A-link centering device
- $ 750 Upgrade to Monster Bar Rear suspension with Johnny Joint Rod Ends
- CALL Remote Res. Coilovers

**STEERING UPGRADES**
- $ 400 Flaming River Billet Power Rack and Pinion Unit
- $ 340 Flaming River Billet Straight Arrow Manual Rack and Pinion Unit

**REAR DIFFERENTIAL UPGRADES**
- $ 350 HD 9” Housing
- $ 750 Currie Polished Finned Housing
- $ 900 Moser M9 Fabricated Housing
- $ 400 Strange Fabricated Housing
- $ 200 35 spline axles
- $ 285 40 spline axles
- $ 100 Gun Drilled axles
- CALL Moser Drag Housing
- $4,500 Heidts IRS Plain, For polished and all Heidts IRS upgrades please call for exact quote
- CALL C4 or C5 Corvette IRS
- CALL Dutchman Quickchange Solid axle or IRS
- CALL Winters Quickchange
- CALL 321 Motorsports IRS
- CALL SRG Custom One-Off IRS

*prices subject to change without notice

THESE ARE NOT ALL AVAILABLE OPTIONS. IF YOU DO NOT SEE WHAT YOU ARE LOOKING FOR OR YOU WANT OUR CUSTOM DESIGN SERVICE PLEASE CALL OR EMAIL
About SRG

Street Rod Garage (SRG) is a family owned and operated Hot Rod & Chassis Shop. We have been in business at the same location since 1979 and have continued to grow and add new products the entire time. The business was started in 1979 by Alvie Sutton (father) and David Sutton (son). In 1990 Chris Sutton (grandson) entered the business full time after school and continued to grow the business at a moderate pace until sometime in 2001. At that time we shifted into high gear and went from doing a couple of cars at a time and one type chassis to doing multiple cars and now over 75 different year, make and model chassis and adding more every year. Our goal since the beginning is to provide the best possible products on the market and always continue to improve them whether it be through knowledge or better technology and never be satisfied with where we are as a company. Always wanting to be better and ultimately the best.

SRG has expanded its customer base from local business to nationwide and then in recent years globally due to word of mouth advertising. We do very little national advertising other than our website and still have grown to be a leader in our market. In recent months we have been seen on several TV shows including Horsepower TV on Spike. Our best advertising though still remains our products and work.

We currently have the best group of guys in the business that can handle just about any aspect of car building and fabrication as well as a well equipped shop. When you add the right people with the right equipment you have no choice but to end up with the best products on the planet. SRG is staffed by 12 people that handle it all from Customer Support to Design to Fab to complete builds and everything in between. We are large enough to get it done and small enough to keep it personal.

Let us show you what we can do for you whether it be a chassis or a complete design and build of your next project.
How SRG Designs and Constructs

At SRG we are constantly thinking “outside the box”, we are not going to get set in our ways or go with the crowd when it comes to anything from designs to construction process to geometry, etc. Unlike some of our competitors that are still building the same think they were 20 years ago, we are always improving our products in any way we can whether it be to make something look better, drive better, be stronger or simplify the install process we are always looking for that little something to make them better. Hey and guess what.....We like our customers input as well, sometimes input from customers leads us to make a change. Try that with the other guys!

When we decide to design and build a new chassis that we do not currently do we start out by usually purchasing a complete vehicle of that year make and model or a customer supplies us with one. Prior to disassembly of the original car with take hundreds of photos and thousands of measurements with it setup on a surface plate. These measurements are then plugged into our state of the art computer program where we then generate a digital image or CAD drawing of the original frame. From that point we start the design of the new frame, cross members and most importantly the new suspension system. So basically we have a digital version of the new chassis before we cut the first piece of metal. Now we start getting serious and start the construction of the precision fixture that will usually build many frames of that year, make and model. This fixture with be where the frame rails are constructed, cross members are constructed and installed, where all body mounts are located and installed as well as some of the suspension. After the frame is complete it is then pulled from the fixture and setup on one of our many setup tables at the desired ride height, this is where the complete suspension is installed, any customizations are done, brake and fuel lines (if needed) are installed. Then its ready for final cleanup, pics, crating and shipping.

CONSTRUCTION……This is what sets us apart. We could take some structural tubing and mandrel bend it, cut and weld different angles to make it somewhat fit and look like something that might fit under that particular vehicle. It would be a lot faster which would allows us to build several more a year, make more money……But, That’s not what we do here! We want to build the best, the best isn’t done that way. All of our frames are sculpted from flat steel, this allows us to flow it and we are not limited to the same width front to back, we can transition our frames more like the original frame was done. This allows us to fit the bottom of the body better, build more strength into them and just make them look much, much better. Also by not using tube this allows us to get down to business on the inside of the frame before the boxing plate is installed. At SRG every frame we build get a inner structure truss system installed inside the frame to drastically reduce the torsional flex of the frame over stock or any competitors frame which in turn results in a better drive and feel. You say, “how does it do that?” By reducing the torsional flex of the frame it allows the suspension to do what its trying to do. It is trying to absorb the energy, that’s what its suppose to do but if the frame is flexing it can’t do that work. Stop the frame flexing and the suspension can do it’s thing. But to take it further it keeps cars like Convertibles, Woodies , etc from flexing. Have you ever lifted a convertible up on a lift or a jack and tried to open the doors? Don’t open them does it. The frame has flexed. With a super strong SRG Chassis yours will not do that. That how we are the only aftermarket frame manufacturer to offer a lifetime warranty on our products. Build it good and don’t worry about it. Give us a try and we are sure you will see the difference.
SRG Chassis Payment Terms Revision 7.1.2009

OPTION #1
75% down and the 25% balance when complete and ready to ship. Payment is due within 3 days of notice the chassis is complete.

OPTION #2
50% down to get your spot on the list then additional 25% when perimeter frame is complete and prior to starting suspension, etc., then the final 25% balance when chassis is complete and ready to ship. Payment is due within 3 days of notice the chassis is complete.

OPTION #3
Payment in full made prior to start of project. For this option we do give additional 2% discount.

Payments accepted by SRG:
VISA, MC, DISC, AMEX Service charges may apply when using credit card on purchases over $10k
PAYPAL Service charges may apply when paying by paypal on purchases over $5k
COMPANY CHECK Service charges may apply when paying by paypal on purchases over $5k
PERSONAL CHECK Service charges may apply when paying by paypal on purchases over $5k
CERTIFIED FUNDS Preferred and no fees apply.
WIRE TRANSFER Preferred and no fees apply. Please call for wire transfer instructions.
CASH in person only. No further discount for paying with cash.

NOTE: FOR ALL MAILED PAYMENTS WE ASK THAT THEY BE MAIL BY UPS OR FEDEX OVERNIGHT DELIVERY FOR TRACKING PURPOSES. SRG WILL COVER OVERNIGHT CHARGES UPON REQUEST.

Full payment must be made within 3 days of SRG notice that your project is complete. No exceptions please. There may be additional storage charges incurred if payment not made within the 3 days. We are always limited for space to store completed projects.

REMIT ALL PAYMENTS TO:

STREET ROD GARAGE
5510 MAIN STREET
GRANT, AL 35747
ATTN: CHRIS

If you have questions or comments about SRG revised payment options please do not hesitate to call!
How SRG determines your chassis needs.

Stage 1, 2 &3….We don’t do that. Most Chassis manufacturers build different stages and its take it or leave it. Not at SRG. We build each chassis for each customer as we were building a one-off custom. We understand that different folks are going to do different things with their vehicles. Not everybody is going drag racing or auto crossing. We want to build your chassis for you, what you want. We do have guys that call and know what the want or need and there we go, but we want to know some things before we start most chassis.

1. We want to know what your going to do with the car. Drag, Autocross, Drive it grocery store, etc.

2. What type driving style?

3. The feel you are looking for.

4. We want to know the look you are trying to achieve. (chromed out, modern, etc.)

5. We want to know what kind of budget we are working with so we can get you the best bang for your buck.

6. We want to know ride heights, where do you want the car to sit. We have done them from laying frame on the ground to 2 inches above stock ride height and everything in between.

7. What drive train? LS, BBC, HEMI, Flathead???? Transmission 400, 700, 4L, 6X Tremec, etc.

8. What wheel and tire sizes are you wanting to run. Overall tire diameters determine ride height and widths can determine rear axle widths, if tubbing is required, etc.

9. Are your needs going to work with one of our current designs or are we going to need to custom design a chassis or frame to accommodate your needs. Sometimes we build chassis for cars we have never done one for or maybe a crazy design never seen before.

We want to make sure you are getting what you want, what you need and what you pay for. Always!