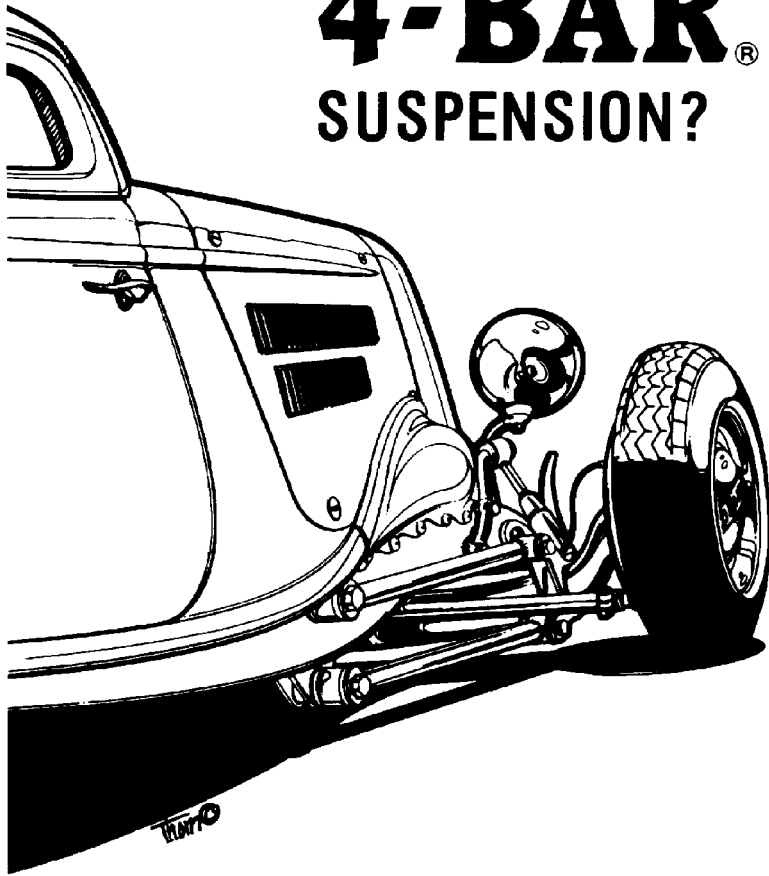


WHAT IS 4-BAR® SUSPENSION?

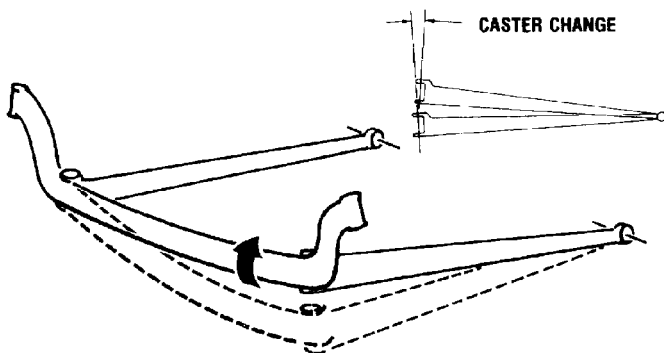


The term 4-Bar is a registered "trademark" name for the parallel link radius rod kits manufactured and sold only by Pete & Jake's. These kits represent the finest in workmanship and quality construction backed by a name that street rodders have come to know and trust as leaders in the hot rod parts industry. Each kit has been carefully engineered to give you the best design in front end and steering geometry, and to be as easy to install as possible. The parallel bar design forms a parallelogram figure which allows each end of the axle to move independently of the other without suspension bind (see illustrated explanation below). This means the smoothest riding suspension available with the traditional "looks" of a solid type axle.

The kits that feature mounting for Mustang or Cougar steering position the steering gear in the proper relation to the front end eliminating bumpsteer and other ill-handling characteristics associated with incorrect steering geometry. 4-Bar kits are also available without the steering mount for those who prefer the increasingly popular Vega cross steering set-up. The latest additions to the Pete & Jake's line are the "Hiboy" 4-Bar kits which are especially designed to improve the esthetics of non-fendered rods.

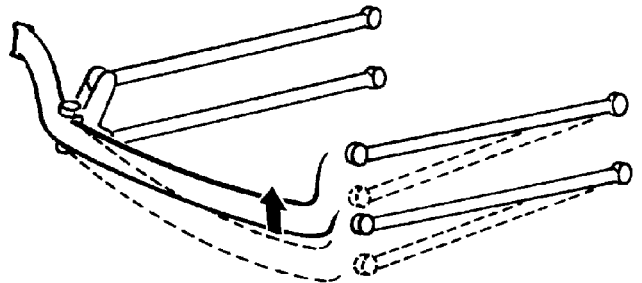
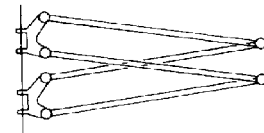
Pete & Jake's has also developed the use of urethane in street rod components. Microflex, another "trademark" name of Pete & Jake's, represents a continuously growing line of the finest quality urethane bushings available. These bushings have undergone a careful development and testing program that no other street rod parts manufacturer can claim. The result is a suspension bushing far superior to others for long lasting quality and improved performance. Microflex bushings are an exclusive feature of all Pete & Jake's 4-Bar kits.

So whatever you may expect from a front end set-up, good looks, superior engineering, lasting durability, or proven performance . . . Pete & Jake's 4-Bar kits have more to offer and at a price you can afford.



SPLIT TYPE WISHBONES

When an axle held by split wishbones moves up and down it experiences caster change. This is due to the axle pivoting from a centerline. This would be fine if everytime the right wheel went over a bump the left wheel did the same, or you entered every driveway straight on, or the car did not want to lean to one side when taking a corner. Unfortunately this is not the way it is. Bouncing up and down on the front of your frame in the garage is totally different than the kind of action it is going to see as soon as you get to the end of the driveway. Because each end of the axle is pivoting from a separate point (not a single point like unsplit stock wishbones), when the right wheel goes over a bump or moves vertically the caster on the right side is going to change but the left side is going to remain the same. What happens between the two sides changing caster is an axle that is twisting or trying to. An I-beam axle can twist and will probably never break. A tube axle will not twist so when you hit a bump something has to give, something is forced to twist, and eventually break. This is not good and in any case this noticeably affects ride and handling.



PETE & JAKE'S 4-BAR

The 4-Bar design uses the principle of the parallelogram. That is when one end of the figure moves in relation to the other, all sides remain parallel. Using this parallelogram for a hook-up on each side of the axle allows the axle to move vertically without caster change. Each end of the axle can move independently from the other with no bind. The axle is not trying to twist because caster is constant at each end of the axle regardless of axle movement. The axle can move freely being dampened only by the spring and shocks the way it should. Ride is improved much like independent because axle movement is not being transferred into the frame trying to rock the car with each bump.