

MAKE GAINS

Ways to Make Your Car Go Faster, Stop Shorter & Handle Better



These days it has become easier than ever to generate good reliable horsepower. And if you're looking to crest the 500hp marker, then there

really isn't a need to tear an engine down to the bare bones. That is, unless you are searching for something far grander and are prepared to lay down some hefty cash. First, what's a bolt-on? It's subjective. While many will argue that anything can be considered a bolt-on, we say the true defining feature of a bolt-on is it lets you get in and get out. This minimizes downtime and gets you out on the road and track faster with the added benefits of positive results. Moreover, when you take into account the bang-for-the-buck factor and the install-in-no-time attitude, it makes

sense to consider a simple bolt-on.

Much like you, we're always in the mood for finding out what works. Besides, when you are guaranteed to pick up some power or some extra points on the skid pad with these bolt-on items, they are a shoe-in. We've done our homework and are presenting to you some of the finer bolt-on items that will increase power, won't break the bank, and will satiate your performance appetite. We compiled a list of the more popular and available off-the-shelf, bolt-on components that most anyone can handle and covered the gamut on everything from carburetor spacers to brakes to cylinder head swaps. Not only do we include the before and after numbers, but we also detail the price and where to pick one up for yourself. Basically, we did all the hard work for you, so you don't have to. If nothing else, our guide will give you an idea of what gains you

can expect. Read on. You may find something you can bolt on this weekend and enjoy the same day.

QUICK NOTES

WHAT WE DID

Generated a list of the more popular bolt-on items

BOTTOM LINE

Spent a couple days on the dyno to show you that the proof is in the numbers

COST (APPROX)

Starts at \$88

CLASSIC PERFORMANCE PRODUCTS SOS BIG BRAKE KIT

THE TEST

A '69 Chevy Nova was outfitted with CPP's Big Brake Kit. Out went the four-way drums in favor of a four-wheel disc set, including 13-inch discs in the front with 12-inch discs in the rear. The calipers were also swapped with new lines.

BEFORE

60-0 mph with OEM brakes: 188 feet
Peak deceleration force with OEM brakes: 0.89 g

AFTER

60-0 mph with CPP kit: 128 ft
Peak deceleration force with CPP kit: 1.12 g's
Difference: -60 feet; +0.23 g

PRICE: \$1,400

CLASSIC PERFORMANCE PARTS
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