

**2005-2009 MUSTANG
CLASSIC LOUVER LOOK**

If you're looking to give your new Mustang that classic louver look for the rear window, you'll be happy to know that one company—Willpak—still makes them under the Astra-Hammond



brand. Louvers have always been an effective mod, both from an aesthetic standpoint, and from a functional stand-

point. Louvers provide a cooler interior, less glare, and improved privacy without running afoul of prevailing window-tint laws. The Astra-Hammond louver for new Mustangs is made out of UV resistant ABS, and mounts via a stainless mounting plate for a flush fit. It can also be easily removed for cleaning as needed.

SOURCE:
WILLPAK INDUSTRIES
(905) 827-2357
www.willpak.com

**TRACTION AID
90-10 DRAG SHOCK**

Calvert Racing makes no bones about their purpose in life: to get down the quarter-mile as quickly and drama-free as possible. When you're as single-minded about your goals as Calvert, you're going to be darned good at getting the job done, especially when you don't have to compromise. As with their Caltracs bars and Split-Mono Leaf springs, Calvert is also attacking the track in mind-bending fury with their new line of 90-10 shocks. These are designed for maximum weight transfer on launch, and feature a unique dual-stage valving that allows for quick extension on launch, and a more settled stance at the top end for better high-speed stability. Most applications are just \$59 each, making it well worth the investment in a lower e.t.

SOURCE:
CALVERT RACING
(661) 728-9600
www.calverttracing.com



**BETTER BRAKES
CPP HAS BREMBO**

Classic Performance Products (CPP) has been selling great braking systems for muscle cars for years. In fact, CPP sells most of the popular brands already, and that simple fact allows them to do a very good job of matching the right brake system to the car, driver, intended use, and budget. Now that CPP has worked a special deal with Brembo to be the exclusive dealer of AFX Muscle Car disc brake systems for GM applications, that job becomes even easier.

The Brembo AFX system falls at the high end of the spectrum price-wise, with kits for '64-72 Chevelle (GM A-body), '67-69 Camaro, and '68-74 Nova running \$3,595.

According to the information provided to *Popular Hot Rodding*, Brembo's unique float bushings on their billet aluminum bells allow the disc to seek true centerline for consistent braking. This floating-disc design reduces stress to the wheel bearings and hubs. Two-piece rotors also reduce un-

sprung weight by approximately 8 pounds per corner for better handling and acceleration. The mounting system is designed to allow a specific amount of float in both radial and axial directions. Brembo has designed special anti-rattle springs that are used on some fasteners in order to slightly preload the assembly, and prevent excessive noise during street use. Brembo's high-performance calipers have four sequentially sized pistons for even pad wear (40-44mm diameter) and zero off-pedal drag.

SOURCE:
CLASSIC PERFORMANCE PRODUCTS
(714) 522-2000
www.classicperform.com

