

SUSPENSION SYSTEMS

“Over 36 years of my research, personal usage, and racing have gone into the development of the Dick Miller Racing Inc. line of suspension systems. With different levels of enhancements I suggest you call me at technical help to discuss your cars particular needs. I have horsepower levels that I use as a basis to determine which kit level you should shoot for. However, you will never over do it with any of my kits. If you go for the next higher horsepower kit you’ll be ready for the future when, as we all do sooner or later, your next engine has significantly more horsepower. Thank you for looking at the best. If you settle for less you will always wonder what your car could have done. I have the experience to help you make your cars suspension do what you want it to. A DMR rear suspension system is the strongest, most adjustable, and lightest weight bolt on rear suspension system offered for rear wheel drive rear coil sprung cars. The 4130 chrome moly tubing is far superior in strength and lighter in weight than mild steel or aluminum. The Heim joints are 3/4” and bushed down to the bolt size required for far superior strength. The no-hop bars are 3/4” plate steel (not cast iron) and perfected in height so that the car’s suspension does not hit the tire to hard as other taller cast iron no-hop bars do. All bushings have grease zerks for longevity and are replaceable. All adjustable arms have double adjustable 3/4” 4140 chrome moly adjusters to allow the user to make all adjustments without removing any bolts (loosen two jamb nuts and turn the adjuster clockwise or counter clockwise to make the arm longer or shorter). I use these same parts on my 1970 Cutlass.”

“But remember just because I make the strongest yet lightest weight, most adjustable, and best working bolt on suspension systems on the market my customers success would not be as good without my experience and expert technical advise. You can talk to me as a salesman, user, designer, installer, and manufacturer. I can make my parts work while others hopefully can find the right answer in a manual.”

Dick Miller

DMR-9003 This technical manual on the dynamics of suspension physics by Dick Miller, suspension expert, is designed to help the reader understand the principle of why coil sprung rear wheel drive cars act the way they do under acceleration. Being armed with this knowledge the reader can then take advantage of the information to maximize their cars’ traction. This will give them an advantage their competitor may not have.

DMR-5041 This bolt-on leaf-link traction aid fits 82-03 S-10 and Sonoma. Made from powder coated 1-1/4”x.095 chrome moly tubing with a swing-link at the front and a double adjuster, this leaf-link bar will produce results better than a ladder bar system. The leaf-link bar will prevent the leaf spring from wrapping-up by not allowing the rearend housing to rotate upon launch. The swing link prevents binding during chassis movement and allows a full range of movement to allow for maximum tire planting by not binding which can cause tire loading and unloading. The swing-link has two height adjustment holes for adjusting how hard and quick the tire is hit upon launch. The bars can be adjusted for the amount of travel before the bar takes control and each side can be adjusted independently (preload) to allow straight line launches all without removing any bolts or components.



DMR-5041

DMR-5047-F-350 Chrome moly torque tube (resembles a ladder bar). Designed to bolt in. Allows setting of the pinion angle and with the swing link assembly it won’t bind up the suspension when the body lifts or squats on the rear end. Most of the power is transferred to the crossmember and not the transmission tail shaft. Fits 82-02 Camaro or Firebird with 350-T transmission swap. May need “Y” pipe modifications.



DMR-5047-F

DMR-5047-F-400 Same as DMR-5047-F-350 except fits 400-T transmission swap.

DMR-5047-F-A Same as DMR-5047-F-350 except fits factory automatic (480LE) transmission.

DMR-5047-F-M Same as DMR-5047-F-350 except fits factory stick transmission.

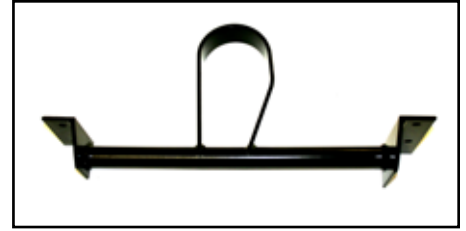
DMR-5047-F-R4 Same as DMR-5047-F-350 except fits 700-R4 trans.

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DMR 5049-F Suspension driveshaft loop. Fits 93-02 Camaro and Firebird. 4th generation only. A simple bolt in installation to existing holes. In some cases minor exhaust modifications may be necessary.

DMR-5048-F Suspension panhard bar. Fits 82-02 Camaro and Firebird.

DMR-5048-F-ADJ Adjustable suspension panhard bar. Fits 82-02 Camaro and Firebird.



DMR-5049-F

TECH TIP: Our 5028 kits are recommended for cars with 450 horsepower or less. The basic 5028 kit has tubular chrome moly upper control arms with chrome moly double adjustable adjusters (for setting pinion angle and chassis preload for maximum traction at different tracks without removing any bolts or control arms). The more pinion angle the harder the suspension system will hit the rear tire but at a loss of horsepower to overcome the pinion angle. Therefore don't run any more pinion angle than what your car combination needs. Adjusting chassis preload will help the car with straight line launches (not the typical GM turn to the right launch). Also fixed length tubular chrome moly lower control arms (with sway bar mounts) for rigidity, strength, and repeatable performances. Plus 3/4" plate steel no-hop bars (to change the imaginary intersection point of the upper and lower control arms if they were extended forward) which will cause the car to lift in the rear and plant the tires harder. Just as you can't lift 100# without putting 100# additional pressure on your feet your cars chassis can't lift the body without pushing even harder on the tires. Our no-hop bars are shorter than other brands which are too tall and can hit the tire too hard.

Due to the fact that the car will now lift in the rear it is also recommended that the springs are changed to our lighter weight and taller rear springs which will assist the chassis in lifting by providing stored energy in the spring. Triangulation braces (5029) are highly recommended to strengthen the crossmember that the upper control arms are fastened to. The crossmember can and probably will flex and eventually crack. As it is flexing, a 1/8" flex can cause a change in your pinion angle of approximately 1 degree. On a car with 2 degrees of pinion angle that's a 50% loss. Don't forget shocks. You get what you pay for. A good adjustable shock is necessary to get maximum performance and have repeatable results. If you want to get rid of that typical body roll where the drivers side front corner lifts about a foot higher than the passenger side order a DMR-5413 anti roll bar. This will help eliminate the body roll and body flex plus help plant the rear tires more evenly do to a more even load on both rear tires. Most components can be purchased separately but we do offer package discounts based upon the components purchased. We have kits available to allow the use of non GM rearend in GM cars.

- A-E = GM Intermediate 64-67
- A-L = GM Intermediate 68-72
- A-R = GM Intermediate 73-77
- G = GM Intermediate 78-88
- F = GM 3rd and 4th Generation Camaros & Firebirds 82-02
- M = Ford Mustang 79-95 5.0L & 96-04 4.6L
- W = GM 94-96 Impala SS



DMR-5028-A-L-DA

DMR-5028-A-E-DA This kit described above fits 64-67 GM intermediate including Cutlass and Chevelle.

DMR-5028-A-L-DA Same as DMR-5028-A-E-DA except fits 68-72 GM intermediate including Cutlass and Chevelle.

DMR-5028-A-R-DA Same as DMR-5028-A-E-DA except fits 73-77 GM intermediate including Cutlass and Chevelle.

DMR-5028-G-DA Same as DMR-5028-A-E-DA except fits 78-88 GM intermediate including Cutlass and Chevelle.

DMR-5028-M-DA-S Same as DMR-5028-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

DMR-5028-W-DA-S Same as DMR-5028-A-E-DA except fits 94-96 GM Impala SS. 3/4" longer to center the tire in the wheel well opening. May require driveshaft lengthening.

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DMR-5035 Universal track locator kit to be bolted to the rear end axel tubes and lower control arms. By triangulating the lower control arms it will act like a track locator to help keep the rear end centered under the car. With the rear end not swinging side to side under the car, ET can be significantly reduced by forcing the rear tires to travel the same distance as the front tires thereby shortening the distance traveled. The kit will attach to DMR lower control arms set up for sway bars. NHRA accepted in stock eliminator using non adjustable lower control arms.



DMR-5035

POW-301370 Pinion angle checker. The only way to know if your car has optimum rear end pinion angle is to check it.

DMR-5413 Universal fit anti roll bar. Some fabrication and Tig welding necessary.

DMR-5413-T Kit to mount a DMR-5413 to the roll bar in the trunk. Arms extend down thru the rear coil spring. Comes with lower mounts that bolt to the lower spring pad perch.



DMR-5413

DMR-5413-T-S Tripod mount to be used with DMR-5413-T in a trunk mount non roll bar application.

DMR-5029-A-E A must for any GM coil sprung performance car whether using a DMR rear suspension system or stock. If your car hooks you will eventually twist or break the frame crossmember that the rear end upper control arms are fastened to. These bolt on support pieces will help eliminate this dangerous problem by triangulating both corners of the crossmember. Fits 64-67 GM intermediate including Cutlass & Chevelle.



DMR-5029-A-E

DMR-5029-A-L Same as DMR-5029-A-E excepts fits 68-72 GM intermediate including Cutlass & Chevelle.

DMR-5029-A-R Same as DMR-5029-A-E except fits 73-77 GM intermediate including Cutlass & Chevelle.

DMR-5029-G Same as DMR-5029-A-E excepts fits 78-88 GM intermediate including Cutlass & Chevelle.

DMR 5029-W Same as DMR-5029-A-E except fits 94-96 GM Impala SS. May require some heat shield trimming.

DMR-5025-A Non-adjustable lower only control arms. Fits 64-77 GM intermediate including Cutlass & Chevelle. Includes sway bar mount.

DMR-5025-F Same as DMR-5025-A except fits 82-02 Camaro & Firebird.

DMR-5025-G Same as DMR-5025-A except fits 78-88 GM intermediate including Cutlass & Chevelle.

DMR-5025-M Same as DMR-5025-A except fits Mustang 79-95 5.0L and 96-04 4.6L.

DMR-5025-W Same as DMR-5025-A except fits 94-96 Impala SS. 3/4" longer to center the tire in the wheel well opening. May require driveshaft lengthening.

DMR-5030-A-E-DA Adjustable upper control arms only. To use without no-hop bars or with cast iron no-hop bars. Fits 64-67 GM intermediate including Cutlass & Chevelle.

DMR-5030-A-L-DA Same as DMR-5030-A-E-DA excepts fits 68-72 GM intermediate including Cutlass & Chevelle.

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DMR-5030-A-R-DA Same as DMR-5030-A-E-DA excepts fits 73-77 GM intermediate including Cutlass & Chevelle.

DMR-5030-G-DA Same as DMR-5030-A-E-DA excepts fits 78-88 GM intermediate including Cutlass & Chevelle.

DMR-5030-M-DA Same as DMR-5030-A-E-DA excepts fits 79-95 5.0L and 96-04 4.6L Mustang.

DMR-5030-W-DA Same as DMR-5030-A-E-DA excepts fits 94-96 Impala SS.

DMR-5032-A-E-DA Adjustable upper control arms. Includes DMR 3/4" plate steel no-hop bars with two adjustable holes provided. Fits GM intermediate 65-67 including Cutlass & Chevelle.

DMR-5032-A-L-DA Same as DMR-5032-A-E-DA except fits 68-72 GM intermediate including Cutlass & Chevelle.

DMR-5032-A-R-DA Same as DMR-5032-A-E-DA except fits 73-77 GM intermediate including Cutlass & Chevelle.

DMR-5032-G-DA Same as DMR-5032-A-E-DA except fits 78-88 GM intermediate including Cutlass & Chevelle.

DMR-5032-M-DA Same as DMR-5032-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

DMR-5032-W-DA Same as DMR-5032-A-E-DA except fits 94-96 Impala SS.

TECH TIP: *Our 7028 kits have all the features that the 5028 kits have and more, and are recommended for cars with 450 horsepower or more (higher HP and/or NOS applications) or cars that need to square the rear end to get the car to roll easier or move the rearend forward or backward to allow a bigger tire on the car. The basic 7028 kit has tubular chrome moly upper control arms with chrome moly double adjustable adjusters (for setting pinion angle and chassis preload for maximum traction at different tracks without removing any bolts or control arm). The more pinion angle the harder the suspension system will hit the rear tire but at a loss of horsepower to over come the pinion angle. Therefore don't run any more pinion angle than what your car combination needs. Adjusting chassis preload will help the car with straight line launches (not the typical GM turn to the right launch). Also tubular chrome moly lower control arms with chrome moly double adjustable adjusters for squaring the rear end or moving it forward or rearward as necessary for maximum tire size. Plus 3/4" plate steel no-hop bars (to change the imaginary intersection point of the upper and lower control arms if they were extended forward) which will cause the car to lift in the rear and plant the tires harder. Just as you can't lift 100# without putting 100# additional pressure on your feet your cars chassis can't lift the body without pushing even harder on the tires. Our no-hop bars are shorter than other brands which are too tall and can hit the tire too hard. We have kits available to allow the use of non GM rearends in GM cars. The 7028 also includes diagonal links (track locaters) on the lower control arms to keep the rear end centered under the car which helps the car go straighter down the track for a shorter 1/4 mile and a quicker ET. Triangulation braces (7029) are included to strengthen the crossmember that the upper control arms are fastened to. The crossmember can and probably will flex and eventually crack. As it is flexing, a 1/8" flex can cause a change in your pinion angle of approximately 1 degree. On a car with 2 degrees of pinion angle that's a 50% loss. These bolt on support pieces will help eliminate this dangerous problem by triangulating both corners of the crossmember.*

Due to the fact that that the car will now lift in the rear it is also recommended that the springs are changed to our lighter weight and taller NOS rear springs which will assist the chassis in lifting by providing stored energy in the spring. Don't forget shocks. You get what you pay for. A good adjustable shock is necessary to get maximum performance and have repeatable results. If you want to get rid of that typical body roll where the drivers side front corner lifts about



DMR-5030-A-L-DA



DMR-5032-A-L-DA

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a foot higher than the passenger side order a NOS-7413 anti roll bar. This will help eliminate the body roll and body flex plus help plant the rear tires more evenly do to a more even load on both rear tires. Most components can be purchased separately but we do offer package discounts based upon the components purchased. We have kits available to allow the use of non GM rearend in GM cars.

- A-E = GM Intermediate 64-67
- A-L = GM Intermediate 68-72
- A-R = GM Intermediate 73-77
- G = GM Intermediate 78-88
- F = GM 3rd and 4th Generation Camaros & Firebirds 82-02
- M = Ford Mustang 79-95 5.0L & 96-04 4.6L
- W = GM 94-96 Impala SS



**NOS-7028-A-L-DA +
NOS-500-110**

NOS-7028-A-E-DA This kit described above fits 64-67 GM intermediate including Cutlass and Chevelle.

NOS-7028-A-L-DA Same as NOS-7028-A-E-DA except fits 68-72 GM intermediate including Cutlass and Chevelle.

NOS-7028-A-R-DA Same as NOS-7028-A-E-DA except fits 73-77 GM intermediate including Cutlass and Chevelle.

NOS-7028-G-DA Same as NOS-7028-A-E-DA except fits 78-88 GM intermediate including Cutlass and Chevelle.

NOS-7028-M-DA Same as NOS-7028-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L. Includes adjustable height spring perches. Triangulation braces (7029) are not included.



NOS-7028-M-DA

NOS-7028-W-DA Same as NOS-7028-A-E-DA except fits 94-96 GM Impala SS. 3/4" longer to center tire in wheel well opening. May require driveshaft lengthening.



POW-301370

POW-301370 Pinion angle checker. The only way to know if your car has optimum rear end pinion angle is to check it.

NOS-7413 Universal fit anti roll bar. Some fabrication and Tig welding necessary.

NOS-7413-T Kit to mount a NOS-7413 to the roll bar in the trunk. Arms extend down thru the rear coil spring. Comes with lower mounts that bolt to the lower spring pad perch.



NOS-7413

NOS-7413-T-S Tripod mount to be used with NOS-7413-T in a trunk mount non roll bar application.

NOS-7025-A Adjustable lower only control arms plus diagonal links (track locator) on the lower control arms to help keep the rear end centered under the car which helps the car go straighter down the track for a shorter 1/4 mile and a quicker ET. Fits 65-77 GM intermediate including Cutlass & Chevelle.

NOS-7025-F Same as NOS-7025-A except fits 82-02 Camaro & Firebird.

NOS-7025-G Same as NOS-7025-A except fits 78-88 GM intermediate including Cutlass & Chevelle.

NOS-7025-M Same as NOS-7025-A except fits 79-95 5.0L and 96-04 4.6L Mustang.

NOS-7025-W Same as NOS-7025-A except fits 94-96 Impala SS. 3/4" longer to center tire in wheel well opening. May require driveshaft lengthening.



NOS-7025-W

NOS-7030-A-E-DA Adjustable upper control arms only. To use without no-hop bars or with cast iron no-hop bars. Fits 64-67 GM intermediate including Cutlass & Chevelle.

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NOS-7030-A-L-DA Same as NOS-7030-A-E-DA excepts fits 68-72 GM intermediate including Cutlass & Chevelle.

NOS-7030-A-R-DA Same as NOS-7030-A-E-DA excepts fits 73-77 GM intermediate including Cutlass & Chevelle.

NOS-7030-G-DA Same as NOS-7030-A-E-DA excepts fits 78-88 GM intermediate including Cutlass & Chevelle.

NOS-7030-M-DA Same as NOS-7030-A-E-DA excepts fits 79-95 5.0L and 96-04 4.6L Mustang.

NOS-7030-W-DA Same as NOS-7030-A-E-DA excepts fits 94-96 Impala SS.



DMR-7030-A-L-DA

NOS-7032-A-E-DA Adjustable 4-link upper control arms. Includes DMR 3/4" plate steel no-hop bars with two adjustable holes provided. Fits 64-67 GM intermediate including Cutlass & Chevelle.

NOS-7032-A-L-DA Same as NOS-7032-A-E-DA except fits 68-72 GM intermediate including Cutlass & Chevelle.

NOS-7032-A-R-DA Same as NOS-7032-A-E-DA except fits 73-77 GM intermediate including Cutlass & Chevelle.

NOS-7032-G-DA Same as NOS-7032-A-E-DA except fits 78-88 GM intermediate including Cutlass & Chevelle.



NOS-7032-M-DA Same as NOS-7032-A-E-DA except fits Mustang 79-95 5.0L & 96 to 04 4.6L.

NOS-7032-W-DA Same as NOS-7032-A-E-DA except fits 94-96 Impala SS.

TECH TIP: *Just because you have a great suspension kit in the rear, to get full potential out of it you must also address the front suspension.*

NOS-7032-G-DA

DMR-5055 Upper A-Arm ball joint spacers to allow the front of the car to lift further and transfer more weight sooner. The stock rubber bumpers should be trimmed to 3/8" and retained to prevent the A-Arms from clunking while allowing maximum travel. To be used in cars without enough front end travel. Sold in pairs.



DMR-5250

DMR-5250 Upper "A" arm offset shaft kit. A real problem solver for factory control arms. Most production cars do not have enough caster. Caster provides straight-line stability and reduces wander at high speed while helping to provide front end self-alignment. Caster is essential on drag cars. This kit provides 1 to 2 degrees of additional positive caster. 1 shaft and 2 rubber bushings per kit. Fits 1965-1972 GM intermediate including Cutlass and Chevelle. See below for lower "A" arm bushings.

DMR-6148 Same as DMR-5250 except fits 1973 GM intermediate including Cutlass and Chevelle. See below for lower "A" arm bushings.

DMR-6146 Same as DMR-5250 except fits 1974-1977 GM intermediate including Cutlass and Chevelle. See below for lower "A" arm bushings.

DMR-6218 Same as DMR-5250 except fits 1978-1988 GM intermediate including Cutlass and Chevelle. See below for lower "A" arm bushings.

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TECH TIP: *I have personally had better weight transfer over a longer period of time using rubber bushings in the front "A" arms rather than polyurethane. You must grind the serrations off of one end of the steel sleeve inside the bushing.*

DMR-9018 Lower front "A" arm rubber bushings. Fits 1965-1966 GM intermediate including Cutlass and Chevelle. 1.670 diameter round.

DMR-11008 Lower front "A" arm rubber bushings. Fits 1965-1974 GM intermediate including Cutlass and Chevelle. 1.375 diameter round.

DMR-9026 Lower front "A" arm rubber bushings. Fits 1973-1977 GM intermediate including Cutlass and Chevelle. 1.625 diameter round.

DMR-9045 Lower front "A" arm rubber bushings. Fits 1978-1988 GM intermediate including Cutlass and Chevelle.

DMR-11002 Lower rear "A" arm rubber bushings. Fits 1965-1966 GM intermediate including Cutlass and Chevelle. 1.900 diameter round.

DMR-9018 Lower rear "A" arm rubber bushings. Fits 1965-1972 GM intermediate including Cutlass and Chevelle. 1.670 diameter round.

DMR-11007 Lower rear "A" arm rubber bushings. Fits 1967-1971 GM intermediate including Cutlass and Chevelle. Oval.

DMR-11013 Lower rear "A" arm rubber bushings. Fits 1973-1977 GM intermediate including Cutlass and Chevelle.

DMR-9044 Lower rear "A" arm rubber bushings. Fits 1978-1988 GM intermediate including Cutlass and Chevelle.



Jay Trisel

3100# 1984 Mustang with a small block Ford engine.

Using a DMR-7028-F suspension.

Best 60' to date 1.23. Best E.T. to date 8.02 @ 175 MPH.