

For Immediate Release - June 13, 2020

***ACME Hi-Performance Laboratories releases the ACME “Big Stick”
Traction Enhancement Module for 2005-2020+
Challenger/Charger/Magnum/300C, available for pre-order today!***

Want 4-link traction and handling, plus solid-axle strength—without having to cut your car apart? Look no further than the ACME “Big Stick”! Our new 100% bolt-in module uses your independent rear suspension (IRS) driveline components and reconfigures them into a live-axle 4-link configuration. Get the traction and consistency of a 4-link without the fabrication cost hangover.

Independent rear suspension systems can be great for the right application, but they tend to suffer from reaching their full potential when paired with nose-heavy, high powered platforms. Now you can purchase one system that is tunable for the ultimate in drag racing/road racing performance, while also being robust and comfortable enough for everyday use. Convert your engine’s torque to work in your favor by assisting with planting the tire on acceleration. Known as anti-squat, this effect is the result of the suspension geometry utilizing input forces from the engine and transmission physically push the tire into the ground, adding extra traction at the exact moment you need it.

This 100% bolt-in kit reuses your 2015-and-newer driveshaft, rear differential module, CV shafts, wheel speed sensors, e-brake cables, rotors and calipers* (see application chart). Designed to be budget friendly with rock-reliability, the ACME “Big Stick” can increase the robustness and reliability of those pesky rear differential modules and CV shafts that like to break by eliminating wheel hop while acting as a reinforcement girdle for the differential. The new upper cradle assembly also reinforces the body of the vehicle by bolting solidly to the factory cradle-mounts, eliminating the flexible cradle mounts for the ultimate in strength. Noise, vibration and harshness is controlled by body-side, high-durometer rubber bushings that isolate the live-axle links and coil-overs from transmitting noise into the cockpit.

Maintain factory traction control, ABS, e-brake functionality and brake sizing as you would with your factory IRS!

Running 15-inch wheels and bias-ply slicks? This kit is designed to accept anything the factory spindle would, allowing your brake kits that you’ve already purchased (or want to purchase) to work with the ACME “Big Stick.” Running big brakes or small brakes? As long as it was designed to fit the 6.1L/6.2L/6.4L variants, you’re good to go*. (The 3.6L and 5.7L cars have different provisions for caliper mounts, that do not interchange with 6.1L/6.2L/6.4L variants.)

ACME HPL collaborated with Wesley Motorsports yet again during testing and tuning, ensuring the components live up to the high standards that Wesley Motorsports has held at events such as Pikes Peak, Mt. Washington Hill Climb, One Lap of America and Hot Rod Drag Week! Each ACME “Big Stick” comes standard with non-adjustable Wesley Motorsports Bilstein rear shocks, with front non-adjustable shocks available as well as double adjustable front and rear shocks. Initial shock offerings are tuned for street and drag-race use, with offerings coming soon for road course and autocross.

Pre-order yours today at ACMEHPL.com. Each kit comes with a setup guide that can help even the most novice user to become a well-versed tuner in no time. Specify your car’s year, make, model, horsepower, transmission, tire and ride height in the notes section, and we’ll even adjust your rear suspension to an optimal baseline setup that’ll get you running record-setting e.t.’s and laps in no time!