FORD
Car & Truck

BRAKES

Big Brake Wheel Kit 59
Brake Boosters
- Firewall 66
- Frame Mount 66

Brake Pedal Brackets 67
Disc Bracket Kits 65
Front Brake Kits
- Baer Brake Systems 62
- F100 Complete Front Brake Kit 59
- Ford Mustang Complete 60
- Granada Complete 60
- Wilwood Brake Kits 62

Master Cylinders 67
MINI™ Disc Kits 65
Mustang Drum Spindle Kit 65
Performance Upgrade Brake Kit 61
Rear Axle Flex Hose 63
Rear Brake Kits
- 9" Ford Flange 63
- Baer Brake Systems 64
- Wilwood Brake Kits 64

Spindles 65
Wheel Brake Kits 61

SUSPENSION

Rear 4-Link Suspension Kits
- Heidt's 83
- TCI 84

Air Suspension Systems 74
Air Springs 75
Airbar 75
Ball Joints 81
Bushings 81
Chassis, Base & Complete 71
Chassis Upgrade Kits
- Basic 72
- Deluxe 72
- Components 70

Coil Over Conversion System 77
Coil Springs 77
Control Arms, Tubular 77
Cross Shaft Kits 78
Complete Performance Packages 76
Drop Axle 83
Drop Axle Tie Plates 83
Drop I-Beam 83
Export Brace 82
Front End Kits, Complete 78
Idler Arm 81
Independent Front Suspension System
- Mustang II IFS System 68
- Heidt's 69
- TCI 73
- Components 70

King Pin Set 83
Leaf Springs 79
Mini™ Sub-Frame Kit 77

Monte Carlo Bar 82
Mustang II Performance Brake Package 68
Poly Spring Perch 81
Pro-Touring Kits 76
Rear Frame C-Notch Kit 79
Rear Drop Shackle 79
Rear End, Currie 81
Rear End Conversion Kit 79
Shock Crossmember & Brackets 79
Shocks
- CPP Nitrogen Gas Shocks 78
- RCD Classics Bilstein Shock Absorbers 78
- Ridetech Q Series Shocks 78
- Shock Tower Brace Kit 82

Spindles 65
Spring Pin 79
Shackle Kits 79
Steering Linkage Kit 81
Subframe Connectors 82
Sway Bars 80
Sway Bar Mounts 80
Third Members 81
Tie Rod Drop Kit 83
Tie Rod Ends 81
Tie Rod Sleeves 81
Traction Bars 80
Transmission Mounts 89
Transmission Pads 89
X-Frame Brace 82

STEERING

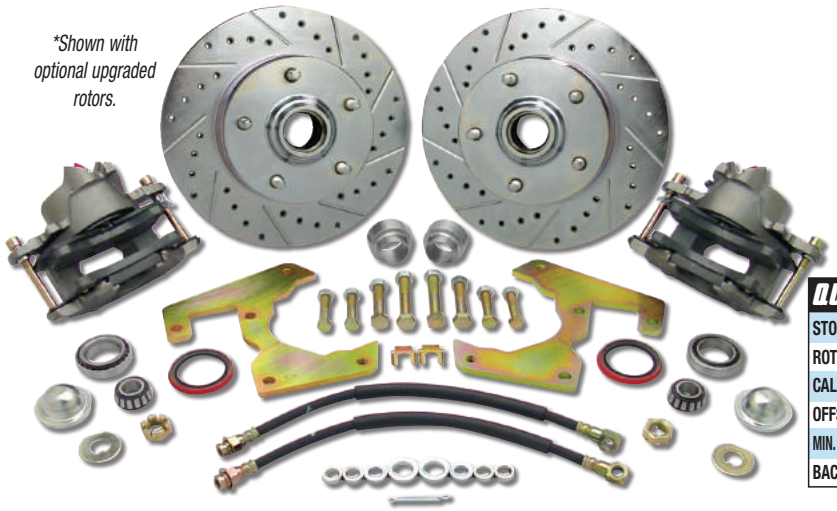
Floor Fill Plate, Ford 85
Pitman Arms, Custom 86
Power Assist Steering Kit 88
Power Steering Conversion Kit 86
Power Steering Pump Kits 86
Power Steering Brackets 87
Rack & Pinion Kits 87-88
Steering Boxes 87
Power Steering Rebuild Kits 85
Steering Sector Shaft Roller 85
Tilt Steering Columns, Ididit Steel 85

ACCESSORIES

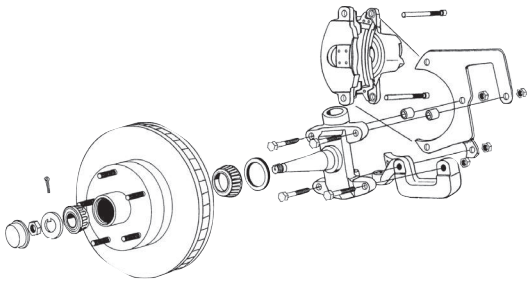
AOD Kit 89
Engine Mounts 89
Engine Pads 89
Front Fender Brace 92
Gas Tanks
- Aluminum Gas Tanks 90
- EFI Tanks 90
- OEM-Style Gas Tanks 90
- Stainless Steel Gas Tanks 91
- Steel Gas Tanks 91

Gas Tank Accessories
- Fuel Filter Regulator Kit, LS 92
- Fuel Line Kit, LS 92
- Fuel Pumps/Sending Units 91

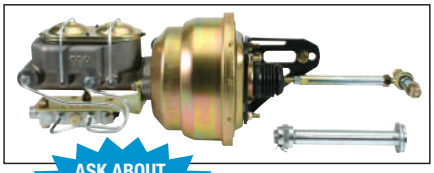
Headers 89
Hood Hinges 93
Hood Tilt Kits 92
Transmission Mounts 89
Transmission Pads 89
Wiring Kit 93
Wiper Assembly & Linkage Arm 92



*Shown with optional upgraded rotors.



QUICK FACTS...	
STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938""
OFFSET	+.4375"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



ASK ABOUT UPGRADING TO REMOTE RESERVOIR!

F100 COMPLETE FRONT BRAKE KITS

Our 5-lug disc brake kit not only upgrades your brakes, but also gives you the option to swap the factory lug pattern to either GM 5 on 4-3/4" bolt pattern or Ford 5x4.5 pattern. The kit is complete, bolts onto the stock spindle, and does not use stock hubs. Includes 1" thick 11" diameter rotors, tapered roller bearings, hoses, master cylinder, booster, and proportioning valve. *Note: Our 5-lug kit have 7/16" dia studs. Frame mount brake boosters may require #CP4136 transmission mount. 1953-56 F-100 with factory manual transmission requires #5356CK-1. Also, booster will not fit 1953-56 Panel trucks.*

4852CBK-4.5	*1948-52 Truck, 5 on 4-1/2", kit*	**$649.00**
4852CBK-4.75	*1948-52 Truck, 5 on 4-3/4", kit*	**$649.00**
4852CBK-5.5	*1948-52 Truck, 5 on 5-1/2", kit*	**$649.00**
5356CBK-4.5	*1953-56 Truck, 5 on 4-1/2", kit*	**$649.00**
5356CBK-4.75	*1953-56 Truck, 5 on 4-3/4", kit*	**$649.00**
5356CBK-5.5	*1953-56 Truck, 5 on 5-1/2", kit*	**$649.00**
5760CBK-5.5*	*1957-60 Truck, 5 on 5-1/2", kit*	**$649.00**
6164CBK-5.5	*1961-64 Truck, 5 on 5-1/2", kit*	**$649.00**
5356CK-1	*1953-56 Truck, Clutch Conversion Kit (required for manual transmission)*	**$59.00**
	Slotted cross drilled rotors upgrade	**$75.00**

*** Note: 1957-60 will not work with factory manual transmission.**

BIG BRAKE WHEEL KITS

CPP new 13″ front system uses a 13″ cross-drilled, gas slotted and zinc washed rotor, mounted to a 2024 T6 billet aluminum CNC machined anodized hub and a PBR C15 caliper that attaches to the spindle with CPP custom caliper mounting brackets. PBR C15 calipers have twin 52mm pistons and a larger brake pad surface area that offers about 60% more stopping power in the caliper than the popular C5 caliper at half the cost. Big Brake kits require larger diameter disc brake type wheels: our 13″ kit requires 17″ wheels. (easy-to-use wheel template available). *Note: Will not work with custom IFS kits.*

*Shown with upgrade powdercoated calipers.

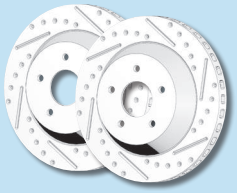
6364WBK-P13F	*1963-64 Galaxie, 5x4.5 (without spindles), kit*	**$799.00**
7580WBK-P13G	*1975-80 Granada, GM 5x4.75,(without spindles), kit*	**$799.00**
7580WBK-P13F	*1975-80 Granada, Ford, 5x4.5,(without spindles), kit*	**$799.00**

Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:

+ $200 for 4 Wheel

+ $100 for Front or Rear only



CALIPER COLOR UPGRADES:

POWDERCOATED SHOW CALIPERS

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

4 Wheel.....$200 Front or Rear only..... $100

PRODUCTION FINISH CALIPERS

(-B) black or (-R) red *Front or Rear..... $55*

FORD MUSTANG COMPLETE FRONT BRAKE KIT

This kit is compatible with '63-69 Falcon/ Comet ('60-62 as well with '63-65 control arm replacement) '62-69 Fairlane, '65-73 Mustang, '67-73 Cougar, Maverick/Comet, Granada/ Monarch, and some Torino. This kit installs onto existing V8 drum brake type spindles (see page 65). The spindles are not included. Users with 6 cylinder cars will need to acquire and install 5 lug, 8 cylinder type spindles. *Note: This kit only available with slotted rotors. Also, kit will work with original 14" 5-lug wheels. Note: Power kits will only fit Mustang.*

#6567FBP-M

6467FBP-M	*1964-67 Mustang, stock manual brake kit*	**$799.00**
6467FBP-P	*1964-66 Mustang, upgrade power kit*	**$999.00**
67FBP-PM	*1967 Mustang, power, with manual transmission, kit*	**$999.00**
67FBP-PA	*1967 Mustang, power, with automatic transmission, kit*	**$999.00**

#6873FBP-M

FORD MUSTANG COMPLETE FRONT BRAKE KIT

This kit includes everything needed to swap out your front drum brakes for OE type front disc brakes originally available on '68-73 Mustang. They are technically correct for '70-73 Mustang, but the '68-69 OE differed only in that their spindles have a smaller pin. This kit uses the larger "boss" type pin used after 1969. Our spindles use the Granada spec outer tire rod hole. ***Note: This kit only available with slotted rotors.***

6873FBP-M	*1968-73 Mustang, manual kit*	**$799.00**
6873FBP-P	*1968 Mustang, power kit*	**$999.00**
6770FBP-PM	*1967-70 Mustang, power, with manual transmission, kit*	**$999.00**
6770FBP-PA	*1967-70 Mustang, power, with automatic transmission, kit*	**$999.00**

GRANADA COMPLETE FRONT BRAKE KIT

This kit includes everything needed to swap out your front drum brakes for OE Granada type front disc brakes on your '65-73 Mustang. This kit uses the larger "boss" type pin used after 1969. Our spindles use the Granada spec outer tire rod hole. ***Note: This kit only available with slotted rotors.***

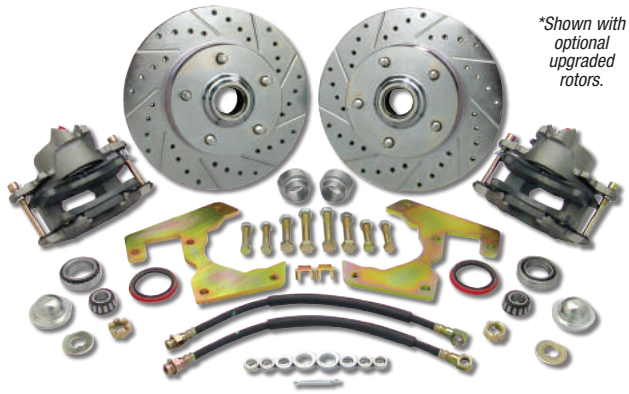
#7580FBP-M

7580FBP-M	*1975-80 Granada (1968-73 Mustang geometry), kit*	**$799.00**
7580FBP-M-E	*1975-80 Granada (1965-66 Mustang & Early Falcon geometry), kit*	**$799.00**
6265FBP-M	*1962-65 Fairlane, manual, kit* NEW	**$799.00**
6265FBP-P	*1962-65 Fairlane, power, kit*	**$999.00**

GRANADA PERFORMANCE UPGRADE BRAKE KIT

This high performance upgrade kit contains dual piston aluminum calipers and the rest of components that you'll need to put on your classic Ford car running Granada spindles. This kit designed for the 1975-80 Granada spindle will fit 1965-73 Mustang and many other Ford car applications that utilize the Granada spindle.

6466FBP-MHP-SP	*1964-66 Mustang (with spindles), manual, kit*	**$869.00**
6773FBP-MHP-SP	*1967-73 Mustang (with spindles), manual, kit*	**$869.00**
6770FBP-PHPM	*1967-70 Mustang, M/T w/Power Booster (with spindles), kit*	**$1,069.00**
6770FBP-PHPA	*1967-70 Mustang, A/T w/Power Booster (with spindles), kit*	**$1,069.00**
7580FBP-MHP	*1975-80 Ford Granada (without spindles), kit*	**$769.00**



**Shown with optional upgraded rotors.*

STOCK HEIGHT 5-LUG WHEEL BRAKE KIT

Change your front drum brakes to disc brakes with one of our bolt on disc brake wheel kits. Available in three bolt patterns. Kits bolt directly to the 1/2 ton stock spindle and do not require the use of the stock hub. Rotors, calipers, mounting brackets, bearings, seals, hoses and all mounting hardware included. Mounting brackets are also available separately.

4856WBK-4.5	*1948-56 Truck, 5 on 4-1/2", kit*	**$375.00**
4856WBK-4.75	*1948-56 Truck, 5 on 4-3/4", kit*	**$375.00**
4856WBK-5.5	*1948-56 Truck, 5 on 5-1/2", kit*	**$375.00**
5764WBK-5.5	*1957-64 Truck, 5 on 5-1/2", kit*	**$375.00**

**Shown with optional upgraded rotors.*

EARLY FORD SPINDLE WHEEL BRAKE KIT

These wheel kits are designed to work with early Ford style spindles found on many hot rod straight axle front ends. Kits come with rotors, loaded calipers, caliper brackets, bearing adapters, bearings, seals, rubber brake hoses and hardware. Kits are available in Ford (5x4.5) and Chevy (5x4.75) lug pattern. *Note: Spindles sold separately.*

3748WBK-F	*1937-48, 5x4.5, kit*	**$399.00**
3748WBK-G	*1937-48, 5x4.75, kit*	**$399.00**

STOCK HEIGHT WHEEL BRAKE KIT

This wheel kit is designed to bolt on to factory spindles on your Ford Shoebox. A forged aluminum hub helps to make the kit strong and lightweight. Kit includes aluminum hubs with races, wheel studs, bearings, seals, plain rotors, loaded calipers, mounting plates and brackets, brake houses, banjo bolts, spindle nut kits and mounting hardware. *Note: This kit keeps the factory 5x4.5 lug pattern. Will not work for Mercury.*

4953WBK-S	*1949-53 Ford Fullsize Car (stock spindle), kit*	**$599.00**

OE STOCK SPINDLE WHEEL BRAKE KIT

1965-72 Ford truck disc conversion kit includes spindles, loaded calipers, rotors, dust shields, king pins, bearings, seals, hoses, clips and hardware.

**Shown with optional upgraded rotors.*

6572SWBK-FT*	*1965-72 Truck, kit*	**$699.00**

**Due to limited spindle availability, this kit may take extended order time.*

Add "-UG" to any kit *for drilled/slotted rotors and stainless hoses:*
+ $200 for 4 Wheel
+ $100 for Front or Rear only

Add -WWB (black) or -WWR (red) to any front kit

Not available for Big Brake Kit

Includes: Upgrade to Wilwood D52 red or black calipers, cross drilled & gas slotted rotors, and stainless hoses.

$199.00

Note: Purchase of brake kit required.

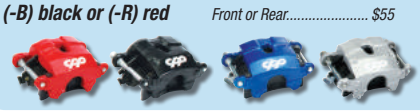
POWDERCOATED SHOW CALIPER UPGRADES:

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

4 Wheel.....$200 Front or Rear only..... $100

PRODUCTION FINISH CALIPER UPGRADES:

(-B) black or (-R) red *Front or Rear..... $55*



BRAKES

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R), or SILVER (-S)

BAER PRO+ FRONT BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). This is the first system they offer that will allow you to have the exact same looking brake front and rear! This kit is a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S). 1970-81 Camaro kits include modified spindles.

4261212	*1965-69 Mustang (with drum spindles)*	**$2,345.00**
4261214	*1968-69 Mustang (with disc spindles)*	**$2,345.00**
4261257	*1970 Mustang (with disc spindles)*	**$2,345.00**
4261218	*1971-73 Mustang (with disc spindles)*	**$2,345.00**
4261396	*1957-68 Fullsize Ford*	**$2,395.00**

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R), or SILVER (-S)

BAER TRACK4 FRONT BRAKE SYSTEM

The Track4 is Baer's most popular front offering, and replaces the Track 2 piston system that they offered for years with the PBR based calipers. The Track4 is only available with 13" one piece rotors and is a great brake upgrade for customers looking to fill their 17" wheels, update their car to a modern brake and have a great visual impact. Like all their other systems, this will come complete with everything needed to mount to the corners on the car. 1970-81 Camaro kits include modified spindles.

4261297	*1965-69 Mustang (with drum spindles)*	**$1,695.00**
4261295	*1968-69 Mustang (with disc spindles)*	**$1,695.00**
4261293	*1970 Mustang (with disc spindles)*	**$1,695.00**
4261275	*1970 Mustang (with disc spindles)*	**$1,695.00**

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R), or SILVER (-S)

BAER EXTREME+ FRONT BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it. 1970-81 Camaro kits include modified spindles.

4261086	*1965-69 Mustang (with drum spindles)*	**$3,795.00**
4261104	*1968-69 Mustang (with disc spindles)*	**$3,795.00**
4261202	*1970 Mustang (with disc spindles)*	**$3,795.00**
4261200	*1971-73 Mustang (with disc spindles)*	**$3,795.00**
4261382	*1957-68 Fullsize Ford*	**$3,795.00**

CLASSIC SERIES FRONT DYNALITE BRAKE KIT

Wilwood's Classic Series front disc brake kits for 1965 to 1969 Ford Mustangs offer disc brake upgrade solutions for OEM drum or disc spindles. These kits feature the FDL-M four piston forged aluminum caliper and 11.30" diameter x 0.94" thick one-piece rotors. The FDL-M caliper is a modified version of the time-tested forged Dynalite caliper, and provides the greatest amount of wheel clearance of any four piston caliper in its size class. The OEM style one-piece cast iron rotors with integrated hubs simplify installation while providing superb dimensional stability and wear resistance. These versatile kits are easily optioned to suit the braking requirements and style preferences for a daily driver or the most discriminating show enthusiast. Intended vehicle applications require no modifications for installation, and clear most 14" OEM wheels. Classic Series FDL-M kits can be used with either manual or power boost master cylinders, and come complete with calipers, rotors, brackets, hardware, flex lines and detailed installation instructions.

140-13476	*1965-70 Mustang, black caliper, plain rotor*	**$575.00**
140-13476-R	*1965-70 Mustang, red caliper, plain rotor*	**$664.00**
140-13476-D	*1965-70 Mustang, black caliper, drilled rotor*	**$675.00**
140-13476-DR	*1965-70 Mustang, red caliper, drilled rotor*	**$765.00**

FORGED NARROW SUPERLITE 6R BIG BRAKE FRONT BRAKE KIT

FNSL6R billet forged six-piston calipers with 13″-14″ rotors deliver the ultimate combination for braking power and style in this group of kits engineered for traditional non-ABS spindles on American muscle cars and vintage rods. Built exclusively for 17″ and larger wheels, SL6 kits enhance tire and suspension upgrades on all types of custom show and high performance dual-purpose street and track machines. A full range of options for caliper finishes and rotor designs are guaranteed to catch the eye of the most discriminating enthusiast while providing optimized brake performance for every individual application.

140-12637	*1965-70 Mustang, black caliper, 13" slotted rotor*	**$1,599.00**
140-12637-D	*1965-70 Mustang, black caliper, 13" drilled rotor*	**$1,699.00**
140-12637-DR	*1965-70 Mustang, red caliper, 13" drilled rotor*	**$1,699.00**
140-12638	*1965-70 Mustang, black caliper, 14" slotted rotor*	**$1,725.00**
140-12638-D	*1965-70 Mustang, black caliper, 14" drilled rotor*	**$1,825.00**
140-12638-DR	*1965-70 Mustang, red caliper, 14" drilled rotor*	**$1,825.00**
140-13630	*1960-68 Galaxie, black caliper, 13" slotted rotor*	**$1,599.00**
140-13630-D	*1960-68 Galaxie, black caliper, 13" drilled rotor*	**$1,699.00**
140-13630-DR	*1960-68 Galaxie, red caliper, 13" drilled rotor*	**$1,699.00**
140-13655	*1960-68 Galaxie, black caliper, 14" slotted rotor*	**$1,724.00**
140-13655-D	*1960-68 Galaxie, black caliper, 14" drilled rotor*	**$1,825.00**
140-13655-DR	*1960-68 Galaxie, red caliper, 14" drilled rotor*	**$1,825.00**

9" FORD FLANGE REAR BRAKE KITS

We now offer bolt-on rear disc brake kits for cars and trucks using the always popular Ford 9" rear end. Perfect for the enthusiast that has upgraded his rear end and now wants the ultimate in braking. Kits include rotors, calipers, caliper mounting brackets, rubber hose kit, and mounting hardware. *Note: All kits work with small or large bearings. Caliper brackets work with both 2.37" and 2.50" for 9" flange. 3/8 flange bolt kits will also fit 8" Ford rear ends. Also, occasionally extra shims are required to align the rear caliper.*

QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.125"
OFFSET	+.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

**Shown with optional upgraded rotors, calipers & hoses.*

Upgrade starting at ***$199****/kit*

WILWOOD BRACKET KIT UPGRADE

9" KITS DO NOT INCLUDE E-BRAKE CABLES. PLEASE CONTACT US FOR CUSTOM CABLES.

CP2105-38-5412	*Ford 9" rear, (5x4.5 bolt pattern) 3/8" flange bolts, kit*	$599.00
CP2105-38-5434	*Ford 9" rear, (5x4.75 bolt pattern) 3/8" flange bolts, kit*	$599.00
CP2505-38-5500	*Ford 9" rear, (5x5 bolt pattern) 3/8" flange bolts, kit*	$599.00
CP2505-38-5512	*Ford 9" rear, (5x5.5 bolt pattern) 3/8" flange bolts, kit*	$599.00
CP2505-38-6512	*Ford 9" rear, (6x5.5 bolt pattern) 3/8" flange bolts, kit*	$599.00
CP2105-50-5412	*Ford 9" rear, (5x4.5 bolt pattern) 1/2" flange bolts, kit*	$599.00
CP2105-50-5434	*Ford 9" rear, (5x4.75 bolt pattern) 1/2" flange bolts, kit*	$599.00
CP2505-50-5500	*Ford 9" rear, (5x5 bolt pattern) 1/2" flange bolts, kit*	$599.00
CP2505-50-5512	*Ford 9" rear, (5x5.5 bolt pattern) 1/2" flange bolts, kit*	$599.00
CP2505-50-6512	*Ford 9" rear, (6x5.5 bolt pattern) 1/2" flange bolts, kit*	$599.00
9RBP12-38-5412	*Ford 9" rear, 12" rotor (5x4.5 bolt pattern) 3/8" flange bolts, kit*	$699.00
9RBP12-38-5434	*Ford 9" rear, 12" rotor (5x4.75 bolt pattern) 3/8" flange bolts, kit*	$699.00
9RBP12-38-5500	*Ford 9" rear, 12" rotor (5x5 bolt pattern) 3/8" flange bolts, kit*	$699.00
9RBP12-38-5512	*Ford 9" rear, 12" rotor (5x5.5 bolt pattern) 3/8" flange bolts, kit*	$699.00
9RBP12-38-6512	*Ford 9" rear, 12" rotor (6x5.5 bolt pattern) 3/8" flange bolts, kit*	$699.00
9RBP12-50-5412	*Ford 9" rear, 12" rotor (5x4.5 bolt pattern) 1/2" flange bolts, kit*	$699.00
9RBP12-50-5434	*Ford 9" rear, 12" rotor (5x4.75 bolt pattern) 1/2" flange bolts, kit*	$699.00
9RBP12-50-5500	*Ford 9" rear, 12" rotor (5x5 bolt pattern) 1/2" flange bolts, kit*	$699.00
9RBP12-50-5512	*Ford 9" rear, 12" rotor (5x5.5 bolt pattern) 1/2" flange bolts, kit*	$699.00
9RBP12-50-6512	*Ford 9" rear, 12" rotor (6x5.5 bolt pattern) 1/2" flange bolts, kit*	$699.00
5356EBC	*1953-56 Ford truck, emergency brake cables, pair*	$89.00
10271	*.048" shim, each (for 3/8" flange bolts)*	$4.00
10423	*.048" shim, each (for 1/2" flange bolts)*	$4.00
	**slotted cross drilled rotors upgrade*	$75.00

REAR AXLE FLEX HOSE

This replacement hose mounts on the rear axle and connects this hard lines to the sheels. For original rear end only.

RFH67	*1965-66 Mustang (single exhaust), kit*	$23.00
RFH77	*1965-66 Mustang (dual exhaust), kit*	$26.00
RFH68	*1967-69 Mustang (excluding 31 spline), kit*	$23.00
RFH53	*1970 Mustang, kit*	$45.00
RFH54	*1971-73 Mustang, kit*	$45.00
RFH78	*1960-65 Falcon, kit*	$13.00
RFH69	*1966 Falcon, kit*	$16.00
RFH72	*1962-65 Fairlane (excluding 289 4BBL) & 1960-64 Galaxie, kit*	$14.00
RFH73	*1966 Fairlane, kit*	$30.00
RFH74	*1967-70 Fairlane, kit*	$20.00

BRAKES

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R),
or SILVER (-S)

BAER SS4 REAR BRAKE SYSTEM

The SS4 rear system was designed to go along with Baer's Track4 front offering. This kit features a 12" one-piece rotor with drum in hat park brake. The billet backing plate supplied with the SS4 is rear specific and is available in a number of varieties. The SS4 for c-clip rears feature their unique VeriSlide mounting technology that allows a fix mounted caliper (4 piston) to properly work on a floating (c-clip) axle. *Note: 1958-70 kits do not include E-cables.*

4262249	*1965-66 Mustang*	**$1,295.00**
4262243	*1967-73 Mustang*	**$1,295.00**
4262236	*9" Ford (Torino) w/ 5x4.75*	**$1,245.00**

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R),
or SILVER (-S)

BAER PRO+ REAR BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). These calipers have 6 different size pistons. This is the first system they offer that will allow you to have the exact same looking brake front and rear! This kit is a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S).

4262286	*19565-66 Mustang*	**$2,345.00**
4262288	*1967-73 Mustang*	**$2,345.00**
4262149	*9" Ford (Torino) w/ 5x4.75*	**$2,295.00**

"LIKE" us on Facebook!

CALIPERS AVAILABLE IN:
BLACK (-B), RED (-R),
or SILVER (-S)

BAER EXTREME+ REAR BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it.

4262310	*1965-66 Mustang*	**$3,795.00**
4262097	*9" Ford (Torino) w/ 5x4.75*	**$3,665.00**

#140-7141

#140-9213-D

WILWOOD REAR WHEEL BRAKE KITS

Wilwood brake kits are loaded with cutting edge disc brake technology and backed by Wilwood's 25 year tradition of building championship brake systems. These kits provide Big Brake stopping power and are the perfect compliment to wheel, tire, and suspension system upgrades. 13" kits use the Superlite 4R 4 piston caliper and 12" kits use the Dynalyte 4 piston caliper. *NOTE: Hoses not included, use part #220-7056. Also, rotor finish may vary. All kits contain e-brakes.*

140-9282-D	*Small Ford 2.5 offset, black caliper drilled 12" rotor, kit*	**$753.00**
140-7143-D	*Small Ford 2.66 offset, black caliper drilled 12" rotor, kit*	**$753.00**
140-7142-D	*Big Ford 2.36 offset, black caliper, drilled 12" rotor, kit*	**$752.00**
140-7582-D	*Big Ford (new) 2.36 offset, black caliper, drilled 12" rotor, kit*	**$753.00**
140-9560-D	*Big Ford (new) 2.5 offset, black caliper, drilled 12" rotor, kit*	**$752.00**
140-9220-D	*Small Ford 2.5 offset, black caliper, drilled 13" rotor, kit*	**$1,595.00**
140-9216-D	*Small Ford 2.66 offset, black caliper, drilled 13" rotor, kit*	**$1,595.00**
140-9217-D	*Big Ford 2.36 offset, black caliper, drilled 13" rotor, kit*	**$1,595.00**
140-9218-D	*Big Ford (new) 2.36 offset, black caliper, drilled 13" rotor, kit*	**$1,595.00**
140-9219-D	*Big Ford (new) 2.5 offset, black caliper, drilled 13" rotor, kit*	**$1,595.00**
220-7056	*Stainless steel braided hose kit*	**$63.00**

Note: These Wilwood kits will not work with factory full size rear ends

MINI™ DISC KITS

Kits include the specialty parts you can't buy just anywhere. Save on freight with just the neccessities. Kits work with components available at your local auto parts store. Backed by our limited CPP lifetime warranty.

7580MDK	*1975-80 Granada spindle, kit*	**$299.00**

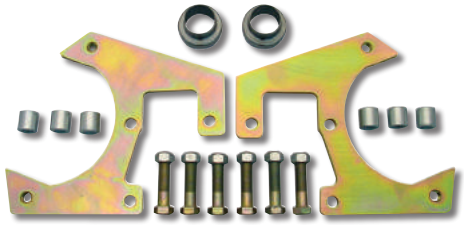
NEW

MUSTANG DRUM SPINDLE KIT

These replacement drum spindle kit will upgrade your original V8 spindles to the larger and stronger bearing pins. Kit will also upgrade 6 cylinder spindles for disc brake upgrades. Kit includes spindle pair, inner and outer bearings and spindle nut hardware kit. *Note: Uses Granada tie rods, see page 81.*

6567SP-SK	*1965-67 Mustang V8, kit*	**$299.00**

#CP730DBK



#4856DBK-5.5

DISC BRACKET KIT

Convert your straight axle truck to disc brakes with one of our bolt-on disc brake bracket kits. Our kits are designed to bolt on to your stock spindles using existing mounting holes. Blanchard ground to exact specs. Allows for perfect caliper fit. *Note:1957-64 does not use bearing adapter.*

CP730DBK	*1937-48 Ford car & 1937-47 Ford 1/2 ton pick-up, 5x5.5, kit*	**$189.00**
4856DBK-4.5	*1948-56 Truck, 5 on 4-1/2", kit*	**$95.00**
4856DBK-4.75	*1948-56 Truck, 5 on 4-3/4", kit*	**$95.00**
4856DBK-5.5	*1948-56 Truck, 5 on 5-1/2", kit (shown)*	**$95.00**
5764DBK-5.5	*1957-64 Truck, 5 on 5-1/2", kit*	**$95.00**

EARLY FORD SPINDLES

New 1928-48 chrome Ford spindles. Accepts stock king pin kits. *Note: Spindles come pre-fitted.*

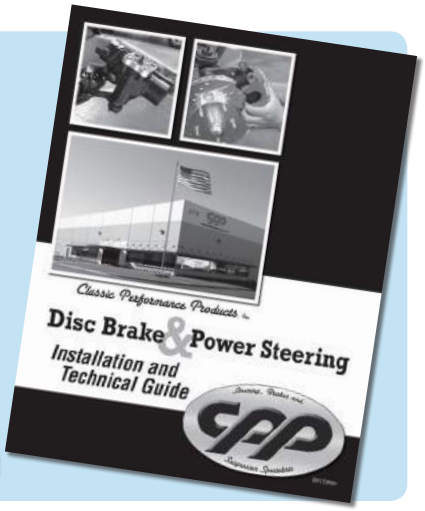
2848SP-C	*pair*	**$259.00**
2848SP-KC	*Fitted with king pins, kit*	**$289.00**

Are you stuck?

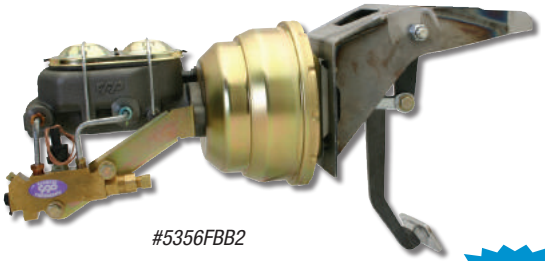
Grab our Brake & Power Steering Installation Guide...

Call for a copy today or access it on our website 24 hours a day

@ www.ClassicPerform.com



BRAKES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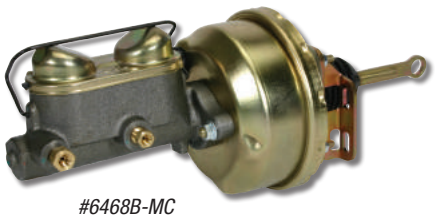
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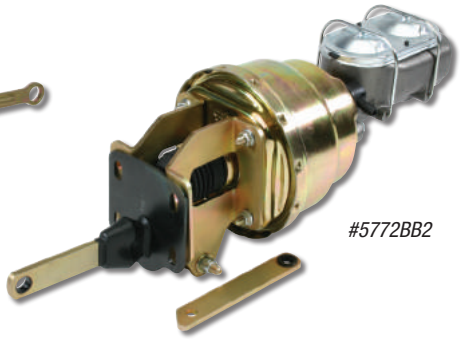
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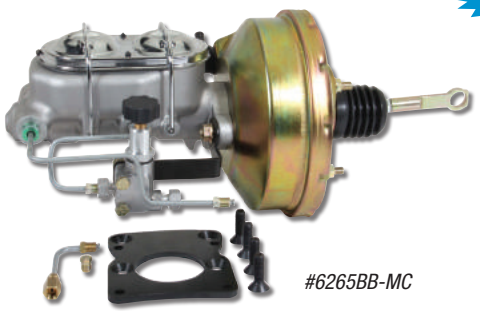
NEW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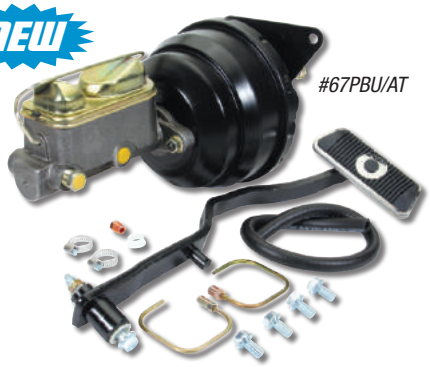
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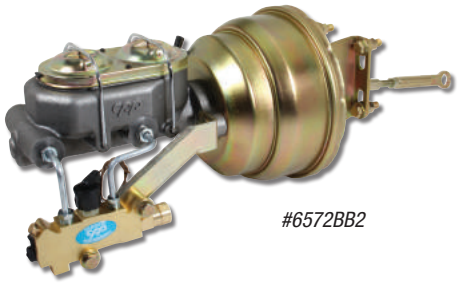
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FIREWALL BRAKE BOOSTER KITS

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster and 3/16" mounting brackets, linkage to connect to the pedal, firewall seal, and master cylinder. Disc/drum and disc/disc kits also include proportioning valve and bracket assembly. Kits available in 7", 8", 9" or 11" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. *Note: #6468B-MC does not include proportioning valve assembly.*

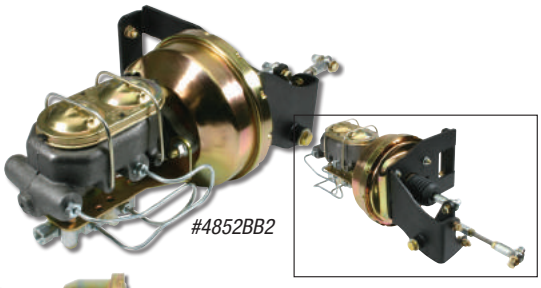
5356FBBD	*1953-56 Truck, drum/drum, kit*	**$299.00**
5356FBB2	*1953-56 Truck, disc/drum, kit*	**$299.00**
5356FBB4	*1953-56 Truck, disc/disc, kit*	**$299.00**
5760BBD*	*1957-60 Truck, drum/drum, kit*	**$299.00**
5760BB2*	*1957-60 Truck, disc/drum, kit*	**$299.00**
5760BB4*	*1957-60 Truck, disc/disc, kit*	**$299.00**
6164BBD	*1961-64 Truck, drum/drum, kit*	**$299.00**
6164BB2	*1961-64 Truck, disc/drum, kit*	**$299.00**
6164BB4	*1961-64 Truck, disc/disc, kit*	**$299.00**

**Will not work with factory clutch or factory 6 cyl.*

6572BB2	*1965-72 Truck, disc/drum, kit* NEW	**$329.00**
6572BB4	*1965-72 Truck, disc/disc, kit* NEW	**$329.00**
6468B-MC	*1964½-66 Mustang (auto only), kit*	**$299.00**
67PBU/AT	*1967-70 Mustang w/auto trans, kit*	**$329.00**
67PBU/MT	*1967-70 Mustang w/manual trans, kit*	**$329.00**
5772BBD	*1957-72 Fullsize, drum/drum, kit*	**$329.00**
5772BB2	*1957-72 Fullsize, disc/drum, kit*	**$329.00**
5772BB4	*1957-72 Fullsize, disc/disc, kit*	**$329.00**
6265BB-MC	*1962-65 Fairlane, kit* NEW	**$359.00**

FRAME MOUNT BRAKE BOOSTER KITS

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Frame mount booster kits bolt directly to where the original master cylinder mounted. Some kits include the pedal and others utilize the original pedal. Kits include: booster and frame mount brackets, linkage to connect to the pedal, and master cylinder. Disc/drum and disc/disc kits also include proportioning valve and bracket assembly. Kits available in 7" or 8" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. *1953-56 F-100 with factory manual transmission requires #5356CK-1. Note: #CP6XX kits do not include proportioning valve assembly.*


#4852BB2

#5356BB2

CP612BB-MC	*1948-52 Truck, with pedal, kit*	**$229.00**
4852BBD	*1948-52 Truck, drum/drum, kit*	**$299.00**
4852BB2	*1948-52 Truck, disc/drum, kit*	**$299.00**
4852BB4	*1948-52 Truck, disc/disc, kit*	**$299.00**
CP613BB-MC	*1953-56 Truck, with pedal, kit*	**$229.00**
5356BBD	*1953-56 Truck, drum/drum, kit*	**$299.00**
5356BB2	*1953-56 Truck, disc/drum, kit*	**$299.00**
5356BB4	*1953-56 Truck, disc/disc, kit*	**$299.00**
CP601BB-MC	*1928-31 Fullsize, with pedal, kit*	**$229.00**
CP602BB-MC	*1932 Fullsize, with pedal, kit*	**$229.00**
CP603BB-MC	*1933-34 Fullsize, with pedal, kit*	**$229.00**
CP604BB-MC	*1935-40 Fullsize, with pedal, kit*	**$229.00**
CP606BB-MC	*1941-48 Fullsize, with pedal, kit*	**$229.00**
5356CK-1	*Clutch Conversion Kit (required for manual trans. with 1953-56 frame mount booster kit & manual master cylinder)*	**$59.00**

Power Disc Booster Install Kit

Save yourself some time and tech phone calls with our install kit. When adding CPP brakes, these helpful tools will make your job much easier. These kits include the vacuum fitting, 25" or 50" vacuum hose, prop valve tool and curved tip syringe bleeder.

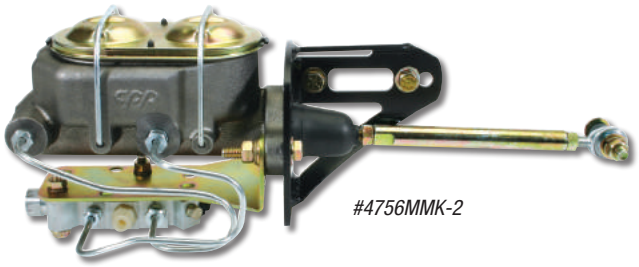
#PDBI-K25 (25" hose).....$27.00
#PDBI-K50 (50" hose).....$29.00

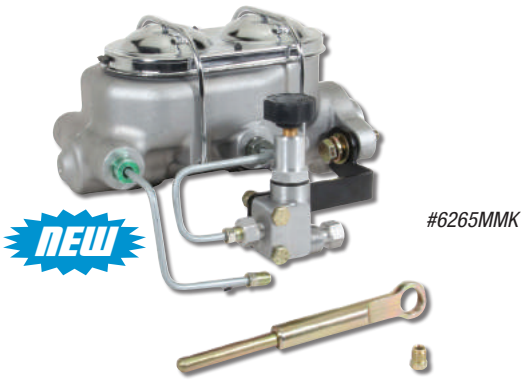
BRAKE PEDAL BRACKETS

Whether you're looking to mount your brake pedal bracket on the frame or on the firewall, and if you're looking for manual or power applications, we've got what you need. Firewall units come in specific fit and universal applications. Firewall units have raw finish and come with the pedal arm. Pedal pads sold separately. Frame mount units come black powder coated. #4756MCA utilizes original pedal.

CP612-BPB	*1948-52 Truck, frame mount power*	**$99.00**
5356FMB	*1953-56 Truck, firewall power*	**$149.00**
CP613-BPB	*1953-56 Truck, frame mount power*	**$99.00**
4756MCA	*1953-56 Truck, frame mount manual/power*	**$79.00**
CP601-BPB	*1928-31 Fullsize, frame mount power*	**$89.00**

CP602-BPB	*1932 Fullsize, frame mount power*	**$89.00**
CP614-BPB	*1933-34 Fullsize, frame mount power*	**$199.00**
CP616-BPB	*1935-40 Fullsize, frame mount power*	**$199.00**
CP606-BPB	*1941-48 Fullsize, frame mount power*	**$89.00**





MANUAL MASTER CYLINDER & BRACKET KIT

Upgrade your 1953-56 Ford truck or 1962-65 Fairlane from a single to a Corvette-style dual reservoir master. Cylinder bracket and hardware included. Available for disc/drum and disc/disc applications. *Note: Manual transmission on Ford truck requires a #5356CKI.*

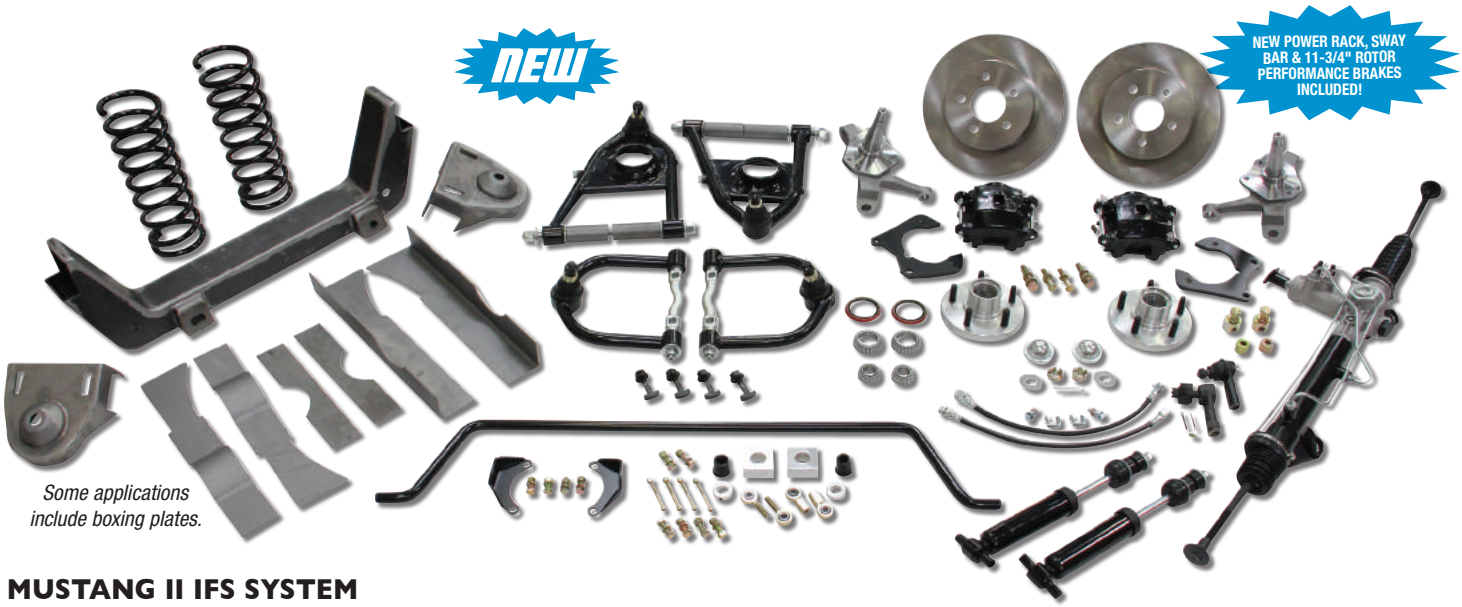
4756MMK-2	*1953-56 Truck, disc/drum, kit*	**$219.00**
4756MMK-4	*1953-56 Truck, disc/disc, kit*	**$219.00**
6265MMK	*1962-65 Fairlane (disc/drum or disc/disc), kit*	**$189.00**

OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

4852SMC	*1948-52 Truck, each*	**$115.00**
5356SMC	*1953-56 Truck, each*	**$89.00**
5760SMC	*1957-60 Truck, each*	**$79.00**
6166SMC	*1961-66 Truck, each*	**$89.00**

SUSPENSION



Some applications include boxing plates.

MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having an independent suspension system in your early truck. These kits come with crossmember, coil springs, spindles, brakes, shocks, upper and lower control arms, rack & pinion, plus mounting hardware. Specify manual or power steering and stock or dropped spindles.

Upgrade starting at ***$599****/kit*

AIR BAG UPGRADE

COILOVER UPGRADE

Upgrade starting at ***$479****/kit*

WILWOOD CALIPER UPGRADE

Available in black or red

Upgrade starting at ***$200****/kit*

E3540M2IFS-K	*1935-40 Car, 1935-41 Truck, kit*	**$1,489.00**
E6470M2IFS-K	*1964 ½-70 Mustang, kit*	**$1,489.00**
E4852M2IFS-K	*1948-52 Truck, kit*	**$1,489.00**
E5356M2IFS-K	*1953-56 Truck, kit*	**$1,489.00**
E5760M2IFS-K	*1957-60 Truck, kit*	**$1,489.00**
E3540M2-X	*1935-40 Car, 1935-41 Truck, Crossmember, each*	**$209.00**
E6470M2-X	*1964 ½ -70 Mustang, Crossmember, each*	**$209.00**
E4852M2-X	*1948-52 Truck, Crossmember, each*	**$209.00**
E5356M2-X	*1953-56 Truck, Crossmember, each*	**$209.00**
E5760M2-X	*1957-60 Truck, Crossmember, each*	**$209.00**
M2ABU-K	*Air Bag Upgrade Kit*	**$599.00**
M2COK	*Coil-over Upgrade Kit*	**$479.00**
-WWB	*Wilwood Caliper Upgrade Kit, black*	**$200.00**
-WWR	*Wilwood Caliper Upgrade Kit, red*	**$200.00**

PERFORMANCE BRAKE PACKAGE FOR MUSTANG II O.E. WHEEL 5 & 6-LUG BRAKE KIT

The NEW Mustang II Performance Brake Package is not your common small brake setup. CPP has introduced a complete 2-piece rotor and hub system that utilizes a forged aluminum hub, 11.75" slip on rotor, CPP Big Bore Calipers and all hardware required to easily bolt onto a stock or 2" drop spindle. Most common suppliers offer a stock 9" diameter rotor or an aftermarket 11" rotor brake kit for these setups. CPP's kit increases stopping power by 20% with its increased rotor size and new Big Bore calipers. Available in all popular bolt patterns. Spindles not included.

**Shown with optional upgraded rotors.*

M2WBK-450	*1947-87 Chevy Truck and other applications with 5x4.5 Mustang II Spindles, kit*	**$499.00**
M2WBK-475	*1947-87 Chevy Truck and other applications with 5x4.75 Mustang II Spindles, kit*	**$499.00**
M2WBK-5	*1947-87 Chevy Truck and other applications with 5x5 Mustang II Spindles, kit*	**$499.00**
M2WBK-5.5	*1948-56 Ford Truck and other applications with 5x5.5 Mustang II Spindles, kit*	**$499.00**
M2WBK-6	*1947-87 Chevy Truck and other applications with 6x5.5 Mustang II Spindles, kit*	**$499.00**
	**slotted cross drilled rotors upgrade, pair*	**$75.00**

HEIDTS MUSTANG II IFS SYSTEM

Heidts Mustang II Suspension kits come complete with crossmember, paintable tubular upper and lower full A-frame style control arms, 11" five lug rotors, bearings and seals, springs, shocks, stock spindles, GM calipers with brackets and pads, manual rack and pinion with tie rod ends and bushings, rubber spring cushions, spindle nuts w/washers, and all mounting hardware. Stabilizer bars are available for many applications. *Note: System painted for catalog purposes only.*

CX-104-E-K	*1948-52, kit*	**$1,899.00**
CX-105-E-K	*1953-64, kit*	**$1,899.00**

UPGRADES: *(all require rack extensions)*

MP-037-4	*Rack extensions, manual*	**$55.00**
MP-039-4	*Rack extensions, power*	**$53.00**
	Power rack and pinion	**$200.00**

HEIDTS HEAVY DUTY INDEPENDENT FRONT SUSPENSION

Looking for the ultimate suspension system to replace the original equipment? Look no further, Heidts has what you are looking for! Introducing their BOLT ON Heavy Duty Series Superide® II for 1965-72 F100 trucks. Heidts Heavy Duty Series, is built tough. The one piece main crossmember is made of 7 gauge HRPO steel, internally gusseted just to make it that much stronger, and bolts directly in place of the original crossmember.

BX-640	*1965-72 F100 Heavy Duty*	**$4,000.00**

HEIDTS SUPERIDE II IFS SYSTEM

Heidts SUPERIDE® II IFS System is the ultimate front suspension system. Enjoy driving with the smooth ride and good handling of independent suspension, and add to the value of your classic truck with a Heidts independent suspension system, the most popular suspension system in use today. Why? Because they are engineered right to work right!

All New! Not A Mustang conversion kit! Heidts SUPERIDE II IFS System uses a Mustang II spindle to allow for a front mount rack & pinion unit, this allows for easy engine installation. The upper control arms use threaded adjusters for the wheel alignment. These threaded adjusters, unlike eccentric adjusters, will never "slip" and lose alignment no matter how big a bump you hit. "Smooth" describes the ride: very low and highly steerable with no bumpsteer and built-in anti-dive. Installing the 3-piece cross member is an easy operation. Combined with detailed instructions your installation will be as smooth as your ride with your new SUPERIDE II from Heidts. *Note: System painted for catalog purposes only.*

BX-310	*1948-52, kit*	**$3,440.00**
BX-316	*1953-64, kit*	**$3,440.00**

UPGRADES: *(all require rack extensions)*

MP-037-4	*Rack extensions, manual*	**$55.00**
MP-039-4	*Rack extensions, power*	**$53.00**
	Power rack and pinion	**$200.00**

IN OUR AREA?

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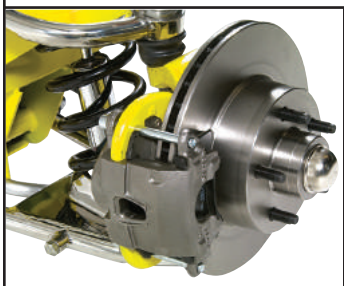
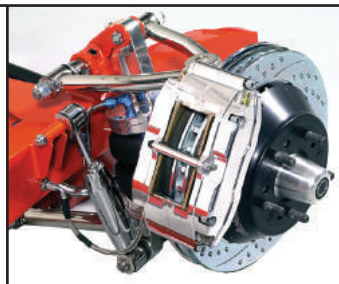
Chassis shown with standard Mustang II IFS system, front sway bar, rear leaf kit, 9" drum brake, rear axle, brake booster, and master cylinder.
As shown $9,199

Color powder coat shown for display purposes only.



Standard 11" Brakes

Complete Rear 4-Link Kit



Front 13" Brake Upgrade

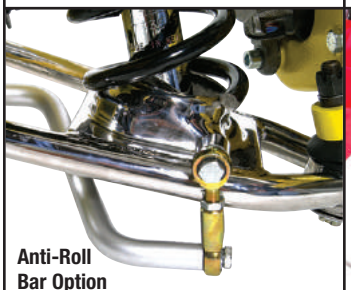
Air Spring Upgrade

Coil-Over Retro Fit Kit

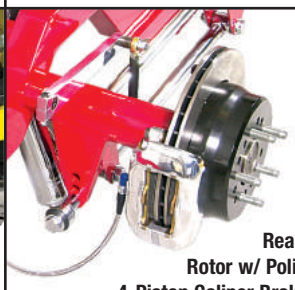
Mustang II IFS System -
Includes crossmember, coil spring-shock towers. 1" tubular A-arms, spindles (stock height of 2" drop), new manual rack and pinion gear, 11" disc kit, black powder coated springs and painted shocks.

Custom IFS System -
Tubular upper and lower A-arms, manual rack and pinion steering, billet aluminum coil-over shocks and anti-sway bar.

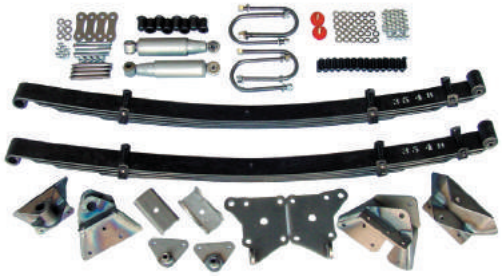
Front 12" Brake Upgrade



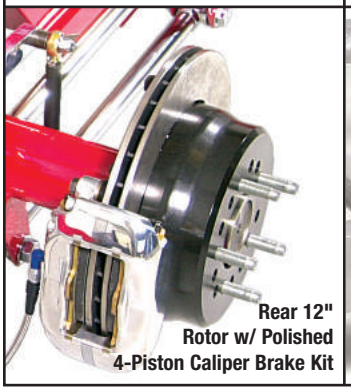
Anti-Roll Bar Option



Rear 12" Rotor w/ Polished 4-Piston Caliper Brake Kit



Complete Rear Leaf Kit



Rear 12" Rotor w/ Polished 4-Piston Caliper Brake Kit

Kick-Up Option

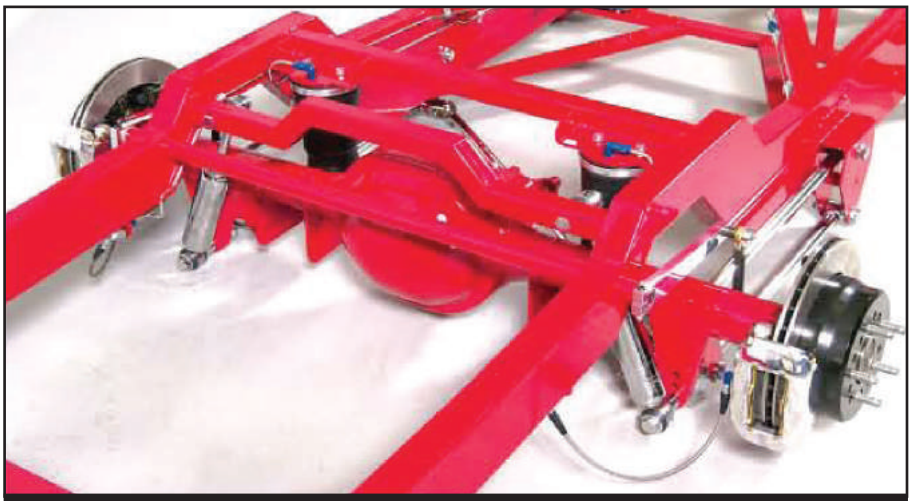
25 Gallon Aluminum Gas Tank Option

Frames are crated and ready for direct shipment to you

TOTAL COST INVOLVED BASE AND COMPLETE CHASSIS

Classic Performance Products is now offering base and complete chassis for many popular car and truck applications.

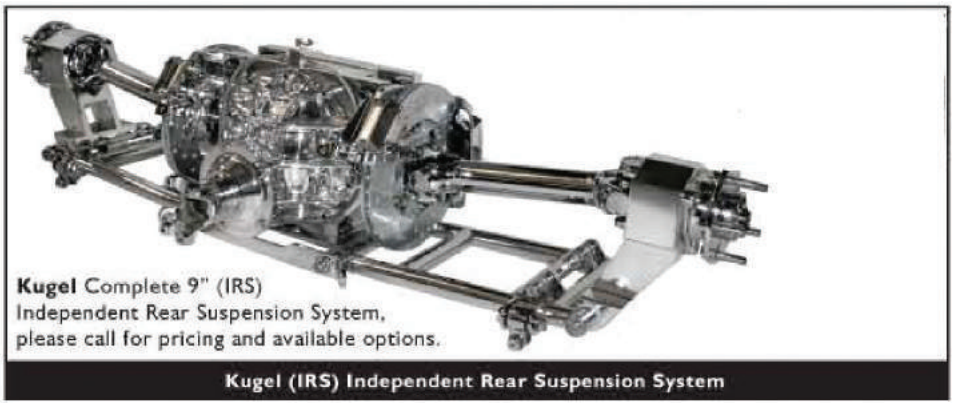
Chassis feature boxed frame design and include Mustang II IFS crossmember, small block Chevy or Ford motor mounts, brake pedal assembly and rear shock crossmember welded in. Base chassis also includes control arms, coil springs, shocks, 2" dropped spindles with GM brakes in either 5x4.5 Ford or 5x4.75 GM lug pattern, manual rack & pinion or Vega steering box (Ford car only), rear leaf spring kit and a rear 9" axle housing with axles.



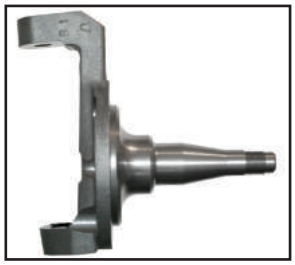
Stepped Rails

1928-34 Ford chassis have the option for either a front drop axle or custom IFS. These chassis also come standard with rear coil-overs. Complete chassis also include: 3rd member (with choice of gears), rear drum brakes, brake booster and master cylinder, proportioning valve, brake light switch, front & rear brake hoses and steel hard lines all installed with fittings and plumbing connected.

With many upgrades available, you can customize the chassis to your exact specifications.



Kugel (IRS) Independent Rear Suspension System



Stock height spindle option now available for custom IFS chassis.

FORD TRUCK

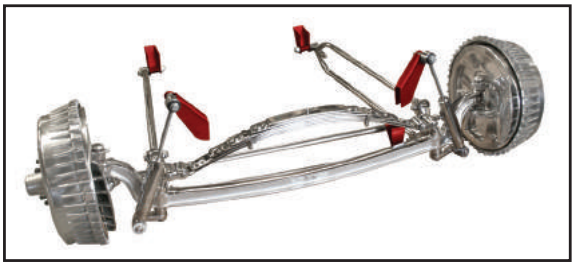
113-1240-00	*1953-56 base chassis*	**$7,923.00**
113-1245-00	*1953-56 complete chassis*	**$9,939.00**

FORD CAR

101-1210-00	*1928-31 drop axle base*	**$6,862.00**
101-1215-00	*1928-31 drop axle complete*	**$8,874.00**
101-1220-00	*1928-31 custom IFS base*	**$6,862.00**
101-1225-00	*1928-31 custom IFS complete*	**$8,874.00**
102-1210-00	*1932 drop axle base*	**$8,782.00**
102-1215-00	*1932 drop axle complete*	**$10,794.00**
102-1220-00	*1932 custom IFS base*	**$8,782.00**
102-1225-00	*1932 custom IFS complete*	**$10,794.00**
103-1210-00	*1933-34 drop axle base*	**$8,782.00**
103-1215-00	*1933-34 drop axle complete*	**$10,724.00**
103-1220-00	*1933-34 custom IFS base*	**$8,782.00**
103-1225-00	*1933-34 custom IFS complete*	**$10,794.00**
104-1240-00	*1935-40 base chassis*	**$7,923.00**
104-1245-00	*1935-40 complete chassis*	**$9,939.00**

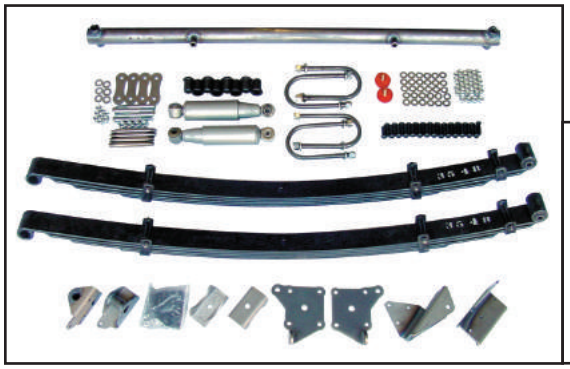
UPGRADES

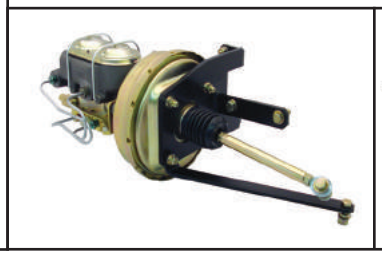
313-3910-00	*Power rack and pinion*	**$100.00**
412-4856-00	*Rear anti-roll bar/ 4 link*	**$302.00**
600-6920-00	*Stainless/AN brake lines*	**$269.00**
401-4241-00	*Front shockwaves (custom IFS)*	**$945.00**
400-4420-00	*Front air spring (Mustang II)*	**$399.00**
600-6917-03	*12" rotor/polished caliper (custom IFS)*	**$826.00**
600-6918-03	*13" rotor/polished caliper (custom IFS)*	**$1,719.00**
600-6930-00	*Hi tech rear disc (GM caliper)*	**$289.00**
200-2920-00	*Stock height spindles (Mustang II only)*	**EXCHANGE**
UG-M2WBK-6	*6-lug brakes (Mustang II only)*	**$499.00**
UG-M2WBK-5	*5x5 lug brakes (Mustang II only)*	**$499.00**
UG-M2WBK-5.5	*5x5.5 lug brakes (Mustang II only)*	**$400.00**

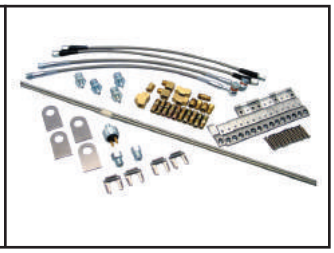


Ask about the new nostalgic drop axle option for 1928-34 chassis.

*Shown with upgrades





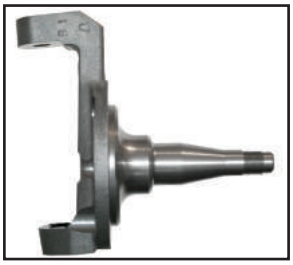


BASIC CHASSIS UPGRADE KIT

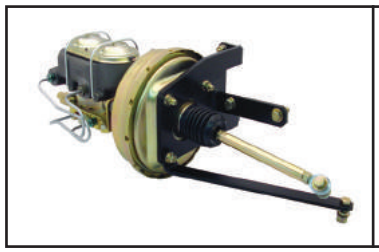
If you are planning a frame-off project, or just want to update your original suspension, this kit allows you to finish off that frame. Kit includes Mustang II IFS, rear leaf kit, booster kit and universal brake line kit. Please specify stock or drop spindles and GM 5x4.75 or Ford 5x4.5 brakes when ordering. *Not recommended for 6 cylinder.*

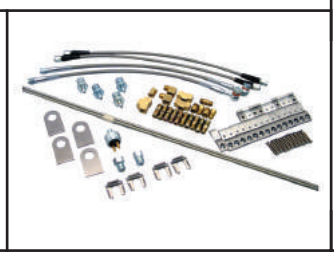
4852BCU-K	*1948-52 Truck, kit*	**$3,099.00**
5356BCU-K	*1953-56 Truck, kit*	**$3,099.00**

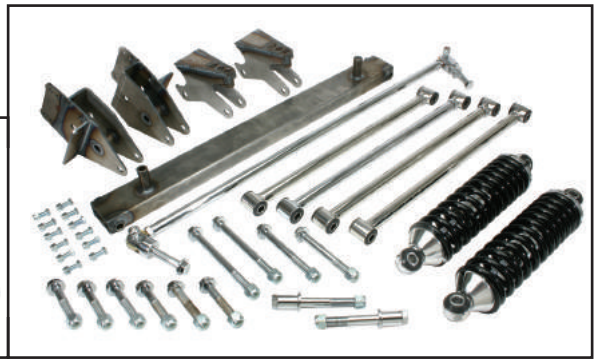
*Show Package Shown



Stock height spindle option now available for custom IFS chassis.







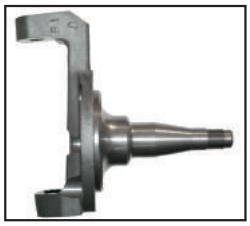
DELUXE CHASSIS UPGRADE KIT

Are you building a show truck or just want to update your original suspension? This deluxe chassis kit allows you to finish off that frame. Kit includes custom IFS, plain rear 4-link, booster kit and stainless steel universal brake line kit. When ordering, specify stock or drop spindles, your choice of through frame or bulkhead fitting and GM 5x4.75 or Ford 5x4.5 brakes. *Not recommended for 6 cylinder.*

5356DCU-K	*1953-56 Truck, kit*	**$4,199.00**

*Show Package Shown

*Show Package Shown



Stock height spindle option now available for custom IFS chassis.

#TCIWBK-5

TOTAL COST INVOLVED CUSTOM IFS

Our custom IFS is the ultimate front suspension system. Enjoy the smooth ride and handling of independent suspension and lower your truck 6". Our kits feature a one piece crossmember (caster and camber adjusted by means of an eccentric), 1" upper and 1-1/8" lower tubular arms with polyurethane bushings, new manual rack & pinion with tie rod ends, adjustable billet coil-overs with black powder coated springs, heavy duty forged steel spindles, GM calipers and 11" rotors. Sway bars sold separately. *Note: Will only work with V8 conversions. Come with 5x4.5 lugs. Ask about optional lug pattern upgrades. Not recommended for 6 cylinder.*

TRUCK:

213-2200-00	*1953-56, kit*	**$2,986.00**
214-2200-00	*1957-64, kit*	**$2,986.00**

CAR:

201-2200-00	*1928-31 (rear steer), kit*	**$2,986.00**
202-2200-00	*1932 (rear steer), kit*	**$2,986.00**
203-2200-00	*1933-34 (rear steer), kit*	**$2,986.00**
204-2200-00	*1935-40, kit*	**$2,986.00**

*Shown with upgrades

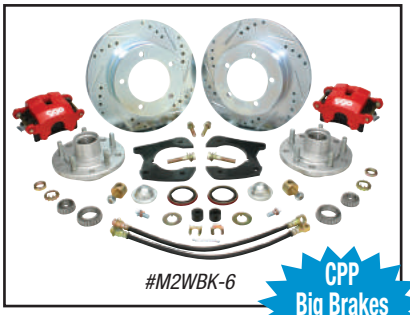
TOTAL COST INVOLVED COIL OVER IFS

CPP Big Brakes Available!

Kit includes weld-in crossmember, coil overs, tubular upper and lower control arms, 2" drop spindles, 11" disc brakes, manual steering, rack & pinion, sway bar, engine brackets and steel inner fender panels.

230-2200-00	*1964½-70 Mustang, 1967-68 Cougar*	**$3,295.00**
227-2200-00	*1966-67 Fairlane*	**$3,295.00**

TOTAL COST INVOLVED MUSTANG II IFS



#M2WBK-6

CPP Big Brakes Available!

Enjoy the benefits of an IFS system without paying top dollar for the Custom IFS with one of our Mustang II IFS systems. The Mustang II IFS kits come with a weld-in crossmember and spring hats, tubular upper and lower control arms, screw in ball joints, 11" 5 rotors, GM calipers, your choice of 2" drop spindles, coil springs, shocks, manual steering rack and pinion with tie rod ends plain sway bar and all mounting hardware. Installation of this kit will yield a 2" to 4" drop depending on your choice of spindles. Please specify motor being used. *Note: Will only work with V8 conversions. Ford kits come with 5x4.5 and Chevy kits come with 5x4.75 lugs. Ask about our optional lug pattern upgrades. Not recommended for 6 cylinder.*

TRUCK:

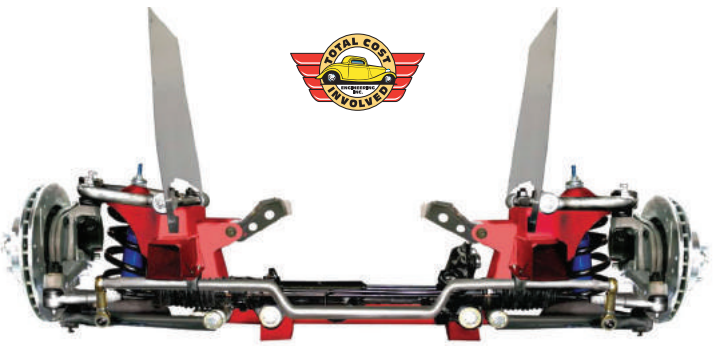
204-2352-00	*1935-41, kit*	**$2,295.00**
212-2352-00	*1948-52, kit*	**$2,295.00**
213-2352-00	*1953-56, kit*	**$2,295.00**
214-2352-00	*1957-64, kit*	**$2,295.00**

CAR:

204-2352-00	*1935-40, kit*	**$2,295.00**
206-2352-00	*1942-48, kit*	**$2,295.00**

UPGRADES:

306-3910-00	*Power rack and pinion*	**$100.00**
400-4420-00	*Air spring kit*	**$399.00**
200-2920-00	*Stock height spindles*	**Exchange**
UG-M2WBK-5.5	*5x5.5 Brakes (Mustang II)*	**$400.00**
UG-TCIWBK-5.5	*5x5.5 Brakes (Custom IFS)*	**$400.00**



TOTAL COST INVOLVED COIL SPRING IFS

CPP Big Brakes Available!

Kit includes weld-in crossmember, coil shock towers, boxing plates, coil springs, shocks, tubular upper and lower control arms, 2" drop spindles, 11" disc brakes, manual steering, rack & pinion, sway bar, engine brackets and steel inner fender panels.

227-2352-00	*1960-65 Falcon, 1960-65 Ranchero, 1962-65 Comet*	**$2,589.00**

AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 1

ridetech Air Ride Technologies

The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: AirBar Bolt-In 4-Link, Black Series ShockWaves front and rear shocks, and RidePRO analog controls 3 gallon single compressor.

12090199	*1964-66 Mustang (air suspension), kit*	**$3,700.00**
12090109	*1964-66 Mustang (coil over suspension), kit*	**$5,050.00**
12100199	*1967-70 Mustang (air suspension), kit*	**$3,700.00**
12100109	*1967-70 Mustang (coil over suspension), kit*	**$3,850.00**

AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 2

ridetech Air Ride Technologies

Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: AirBar Bolt-In 4-Link, Upper and Lower StrongArms, front and rear HQ ShockWave TruTurn System (1964-66 Mustang), and RidePRO e3 controls 3 gallon dual compressor.

12090299	*1964-66 Mustang, kit (air suspension)*	**$7,300.00**
12090210	*1964-66 Mustang, kit (coil over suspension)*	**$5,250.00**
12100299	*1967-70 Mustang, kit (air suspension)*	**$6,000.00**
12100210	*1967-70 Mustang, kit (coil over suspension)*	**$4,050.00**

FRONT SHOCKWAVES FOR 1960-64 GALAXIE

The ShockWave mounts just like a coil-over and replaces the coil-spring with an adjustable air spring for a huge range of tuning options.

12162401	*Master Series Single Adjustable, pair*	**$900.00**
12162411	*Triple Adjustable, pair*	**$1,400.00**
12162407	*Select Series Electronic Adjustable, pair*	**$1,200.00**
12162403	*Master Series Single Adjustable (with internal sensors), pair*	**$1,300.00**
12162412	*Triple Adjustable (with internal sensors), pair*	**$1,800.00**
12162408	*Select Series Electronic Adjustable (with internal sensors), pair*	**$1,600.00**

REAR AIRBAR SYSTEM FOR 1960-64 GALAXIE

The RideTech Bolt-On 4-Link, formally known as the Airbar, replaces OEM leaf springs entirely. A Ridetech 4-Link system will lower your vehicle while improving handling and load capacity.

Note: Does not include airsprings, shocks or ShockWaves.

12167199	*AirBar Bolt-In 4-Link (w/poly/rubber ends)*	**$1,300.00**

FRONT COOLRIDE FOR 1960-64 GALAXIE

The CoolRide system replaces the traditional coil-spring and shock with an air spring and shock as separate units.

12161099	*CoolRide Airsprings & Brackets (for factory arms)*	**$400.00**
12160500	*Black Series Shocks, pair*	**$200.00**
12160501	*Master Series Single Adjustable Shocks, pair*	**$450.00**
12160511	*Triple Adjustable Shocks, pair*	**$1,200.00**
12160507	*Select Series Electronic Adjustable Shocks, pair*	**$800.00**

REAR SHOCKWAVES FOR AIRBAR FOR 1960-64 GALAXIE

The ShockWave mounts just like a coil-over and replaces the coil-spring with an adjustable air spring for a huge range of tuning options.

21150801	*Master Series Single Adjustable, pair*	**$900.00**
24350801	*Triple Adjustable, pair*	**$1,400.00**
25450801	*Select Series Electronic Adjustable, pair*	**$1,600.00**
21155801	*Master Series Single Adjustable (with internal sensors), pair*	**$1,300.00**
24355801	*Triple Adjustable (with internal sensors), pair*	**$1,400.00**
25455801	*Select Series Electronic Adjustable (with internal sensors), pair*	**$1,600.00**

NEW

NEW COMPLETE PERFORMANCE PACKAGES

Get a Complete Performance Package and tune up your chassis with some of the best upgrades for a great price! This package teams up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. Kits feature our innovative MINI™ Sub-Frame and 400 Series™ performance steering box and also includes Totally Tubular™ upper control arms, Caltracs traction bars, front coil springs, front and rear performance sway bars, front and rear Black Magic™ performance tuned shocks and a set of Granada disc brake spindles. Arms are available in gloss black or silver powder coat. Put a C.P.P. under your ride today!

6466CPP-K	**1964-66 Mustang, kit**	**$2,239.00**
6770CPP-K	**1967-70 Mustang, kit**	**$2,239.00**

PRO-TOURING KITS

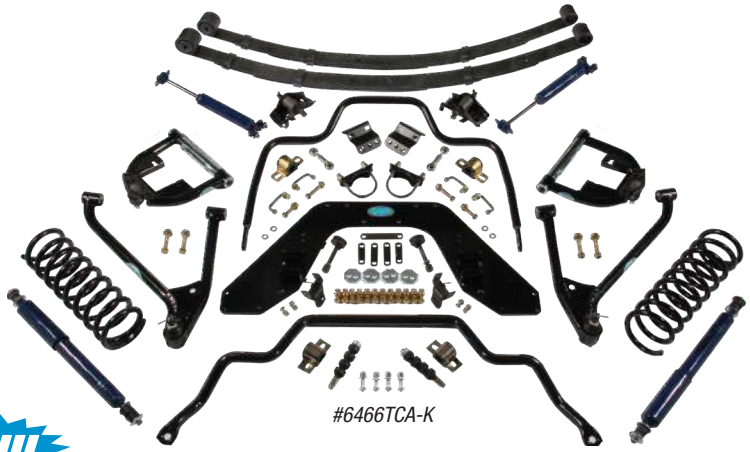
Totally TUBULAR™

Classic Performance's Pro-Touring Kits provide the best in suspension upgrades for your stock Mustang.

Stage I: Include Totally Tubular™ upper and lower control arms (also known as our Mini-subframe kit), coil springs, front and rear shocks, front sway bar, spring perches, rear Pro-Touring adjustable sway bar, and leaf springs.

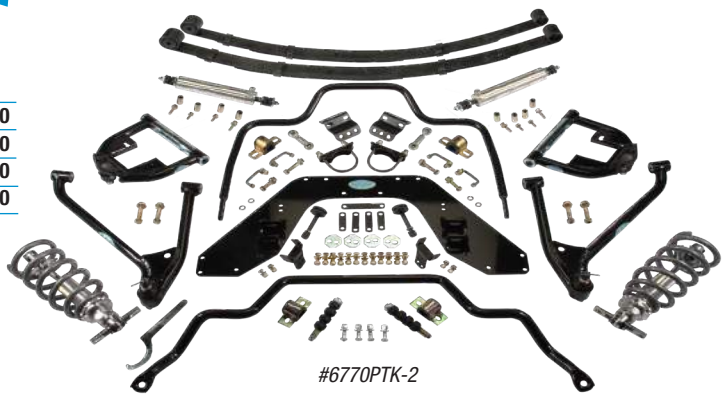
Stage 2: Replace the traditional coil springs and shocks with CPP's adjustable front coil-overs and rear dual-adjustable shocks in our Stage 1 kit and you have our complete Stage 2 kit.

Checkout CPP 400 Series™ steering boxes on page 87 for the ultimate upgrade.



#6466TCA-K

NEW



#6770PTK-2

6466PTK-1	**1964-66 Mustang, Stage 1, kit**	**$1,599.00**
6466PTK-2	**1964-66 Mustang, Stage 2, kit**	**$2,199.00**
6770PTK-1	**1967-70 Mustang, Stage 1, kit**	**$1,599.00**
6770PTK-2	**1967-70 Mustang, Stage 2, kit**	**$2,199.00**

MINI™ SUB-FRAME KIT

At the heart of these innovative kits are the 1/4" steel crossmember that bolts to the chassis in place of the factory strut rod mounts, eliminating the factory strut rods, and adding adjustable forward control arm mounts. These kits adds stability, alignability, improved steering response and over 2" of ground clearance. By eliminating the binding action caused by the factory strut rods you are able to maintain proper wheel alignment. The Mini™ Sub-Frame accommodates both factory and aftermarket sway bars. The upper control arms will accommodate stock coil springs, Shockwave™ and also coil over conversions. Available in gloss black or silver powder coat. *Note: Will not work with citation based brake kits.*

6466TCA-UKB	*1961-65 Falcon & 1965-66 Mustang, upper, black, pair*	**$309.00**
6466TCA-UKS	*1961-65 Falcon & 1965-66 Mustang, upper, silver, pair*	**$309.00**
6770TCA-UKB	*1967-70 Mustang, upper, black, pair*	**$309.00**
6770TCA-UKS	*1967-70 Mustang, upper, silver, pair*	**$309.00**
6165TCA-KB	*1961-65 Falcon, lower Mini™ Subframe Kit, black*	**$399.00**
6165TCA-KS	*1961-65 Falcon, lower Mini™ Subframe Kit, silver*	**$399.00**
6466TCA-KB	*1965-66 Mustang, lower Mini™ Subframe Kit, black*	**$399.00**
6466TCA-KS	*1965-66 Mustang, lower Mini™ Subframe Kit, silver*	**$399.00**
6770TCA-KB	*1967-70 Mustang, lower Mini™ Subframe Kit, black*	**$399.00**
6770TCA-KS	*1967-70 Mustang, lower Mini™ Subframe Kit, silver*	**$399.00**

TUBULAR CONTROL ARM CONVERSION KIT

Increase the strength, rigidity, performance and looks of the factory suspension on your Fairlane with this Totally Tubular kit. The lower portion is designed to eliminate the factory strut rod, thus allowing better control and alignability to your vehicle. Upper kits have a helical stamping for the coil springs just like the factory and also allow shimming for improved alignments as well. Kits come complete with ball joints, upper cross shafts and all mounting hardware. Available in silver or black powder coat.

6265TCA-ULK-B	*1962-65 Fairlane, black, kit*	**$799.00**
6265TCA-ULK-S	*1962-65 Fairlane, silver, kit*	**$799.00**

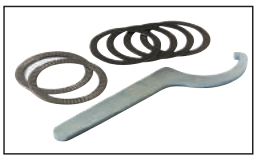
TOTALLY TUBULAR™ CONTROL ARMS

Now available as a bolt-in with no modification required. These tubular arms eliminate stock king pin-style spindles allowing the use of newer style braking, traditional front end alignment and much better handling and ride. Comes complete with cross-shafts, ball joints and mounting hardware. Powder coated black and ready to install. Allows the use of CPP Granada spindles and brakes, see page 65.

4951TCA-UKB	*1949-51 Ford Car, upper, black*	**$349.00**
4953TCA-LKB	*1949-53 Ford Car, lower, black*	**$679.00**
4951TCA-ULK-B	*1949-51 Ford Car, upper & lower, black, kit*	**$999.00**
5253TCA-ULK-B	*1952-53 Ford Car, upper & lower, black, kit*	**$999.00**
5253TCA-UKB	*1952-53 Ford Car, upper, black*	**$349.00**

ADJUSTABLE COIL OVER CONVERSION SYSTEM

Springs are designed so that the lower end sets on the coil-over shock and the upper end sets in the original spring bucket in the frame. This allows for the use of a longer and lighter spring for more stored energy, offering increased weight transfer. Greater durability is also achieved by locating the spring pressure in the frame and not on a single stud. The threaded aluminum body allows ride height adjustment and boasts an easy bolt-in installation. The system includes coil-over shocks, specially designed conical springs and all mounting hardware.



6165COK-SA	*1961-65 Falcon, Single Adjustable, pair*	**$449.00**
6165COK-DA	*1961-65 Falcon, Dual Adjustable, pair*	**$499.00**
6470COK-SA	*1964½-70 Mustang, Single Adjustable, pair*	**$449.00**
6470COK-DA	*1964½-70 Mustang, Dual Adjustable, pair*	**$499.00**
CPSPAN-K	*Spanner Wrench & Thrust Bearing Kit (required when installing coil over system)*	**$39.00**

COIL SPRINGS

High quality OE fit and finish stock height and lowered coil springs. Sold in pairs and come black powdered coated.

FCS8088-D	*Drop, pair*	**$105.00**
FCS8088-S	*Stock, pair*	**$105.00**

COMPLETE FRONT END KITS

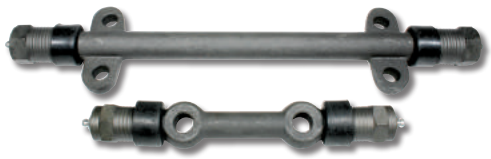
POLYPLUS™ bushings, used in our front end kits, are the ultimate combination of polyurethane and graphite. The first for performance and durability; the second for superior lubricating qualities which provides smooth operation. Kits include upper and lower ball joints, outer tie rod ends, control arm bushing kit and lower bump stops. Complete kits also include inner tie rods, tie rod sleeves and idler arm or idler arm bushing.

POLYPLUS:

6466SFK-PFM-MS6	*1965-66 Mustang, 6 cyl manual steering, complete kit*	**$279.00**
6466SFK-PFM-MS8	*1965-66 Mustang, 8 cyl manual steering, complete kit*	**$399.00**
6466SFK-PFM-PS	*1965-66 Mustang, power steering, complete kit*	**$419.00**
67SFK-PFM-MS	*1967 Mustang, manual steering, complete kit*	**$286.00**
67SFK-PFM-PS	*1967 Mustang, power steering, complete kit*	**$385.00**
6869SFK-PFM-MS	*1968-69 Mustang, manual steering, complete kit*	**$379.00**
6869SFK-PFM-PS	*1968-69 Mustang, power steering, complete kit*	**$479.00**
7073SFK-PFM-MS	*1970-73 Mustang, manual steering, complete kit*	**$379.00**
7073SFK-PFM-PS	*1970-73 Mustang, power steering, complete kit*	**$379.00**
M2FK-P	*1974-78 Mustang, basic kit*	**$169.00**

RUBBER:

6466SFK-RFM-MS6	*1965-66 Mustang, 6 cyl manual steering, complete kit*	**$279.00**
6466SFK-RFM-MS8	*1965-66 Mustang, 8 cyl manual steering, complete kit*	**$399.00**
6466SFK-RFM-PS	*1965-66 Mustang, power steering, complete kit*	**$419.00**
67SFK-RFM-MS	*1967 Mustang, manual steering, complete kit*	**$286.00**
67SFK-RFM-PS	*1967 Mustang, power steering, complete kit*	**$385.00**
6869SFK-RFM-MS	*1968-69 Mustang, manual steering, complete kit*	**$379.00**
6869SFK-RFM-PS	*1968-69 Mustang, power steering, complete kit*	**$479.00**
7073SFK-RFM-MS	*1970-73 Mustang, manual steering, complete kit*	**$379.00**
7073SFK-RFM-PS	*1970-73 Mustang, power steering, complete kit*	**$379.00**
M2FK-R	*1974-78 Mustang, basic kit*	**$159.00**



UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

Cross shafts are an essential components of your front suspension. Without them you aren't going anywhere. OEM replacement for this high wear item kit includes one shaft with grease seals and end caps, or bushings.

4953UCS	*1949-53 Ford Car, upper, each*	**$25.00**
4953LCS	*1949-53 Ford Car, lower, each*	**$25.00**

CPP NITROGEN GAS SHOCKS

Our nitrogen gas shocks are designed to enhance your car or trucks performance and provide quick response to road conditions. The 180 psi nitrogen gas cylinder was specifically built with lowered vehicles in mind to give a boost in cornering performance. The outstanding quality is backed with a lifetime warranty.

CPP-4052G	*1948-52 Ford Truck, 3" - 4-1/2" lowered, front, each*	**$39.00**
CPP-4095G	*1948-52 Ford Truck, stock height, front, each*	**$39.00**
CPP-4809G	*1953-55 Ford Truck, 3" - 4-1/2" lowered, front, each*	**$39.00**
CPP-4052G	*1953-55 Ford Truck, stock height, front, each*	**$39.00**
DT-4039GSS	*1956-60 Ford Truck, 3" - 4-1/2" lowered, front, each*	**$49.00**
DT-4078GSS	*1956-60 Ford Truck, stock height, front, each*	**$49.00**
CPP-4095G	*1948-55 Ford Truck, rear 3" - 4-1/2" lowered, rear, each*	**$39.00**
CPP-4163G	*1948-55 Ford Truck, rear stock height, rear, each*	**$39.00**
DT-4112	*1956-60 Ford Truck, rear 3" - 4-1/2" lowered, rear, each*	**$49.00**
DT-4180	*1956-60 Ford Truck, rear stock height, rear, each*	**$49.00**
CPP-4095G	*1961-64 Ford Truck, rear 3" - 4-1/2" lowered, rear, each*	**$39.00**
CPP-4163G	*1961-64 Ford Truck, rear stock height, rear, each*	**$39.00**

RCD CLASSICS BILSTEIN SHOCK ABSORBERS

Bilstein gas shocks are made with seamless shock bodies, hardened chrome plated and polished shaft. Precision valving, and the highest quality seals improves ride, handling, and control. Lifetime warranty.

55-R145	*1948-56 Ford Truck, stock height, front, each*	**$89.00**
55-R035	*1957-60 Ford Truck, stock height, front, each*	**$99.00**
55-R123	*1961-64 Ford Truck, stock height, front, each*	**$89.00**
55-R054	*1965-66 Mustang, front, each*	**$89.00**
55-R057	*1967-70 Mustang, front, each*	**$89.00**
55-R145	*1948-55 Ford Truck, stock height, rear, each*	**$89.00**
55-R026	*1956-60 Ford Truck, stock height, rear, each*	**$89.00**
55-R123	*1957-64 Ford Truck, stock height, rear, each*	**$89.00**
55-R056	*1965-73 Mustang, rear, each*	**$89.00**

RIDETECH Q SERIES SHOCKS

Monotube design allows large piston for superior oil control (which increases ride quality and handling performance). Performance is optimized and uses fewer components than a twin tube design. These are the RQ series and are non-adjustable. *Note: Applications designed for stock height springs.*

22069841	*1955 F100, front, each*	**$125.00**
22079850	*1957-60 F100, front, each*	**$125.00**
22049851	*1960-70 Falcon, front, each*	**$125.00**
22059846	*1960-70 Galaxie, front, each*	**$125.00**
22039852	*1964-70 Mustang, front, each*	**$125.00**
22069841	*1948-52 F100, rear, each*	**$125.00**
22079841	*1955, 1961-64 F100, rear, each*	**$125.00**
22089845	*1957-60 F100, rear, each*	**$125.00**
22099854	*1965-70 Galaxie, rear, each*	**$125.00**

REAR LEAF SPRING KITS

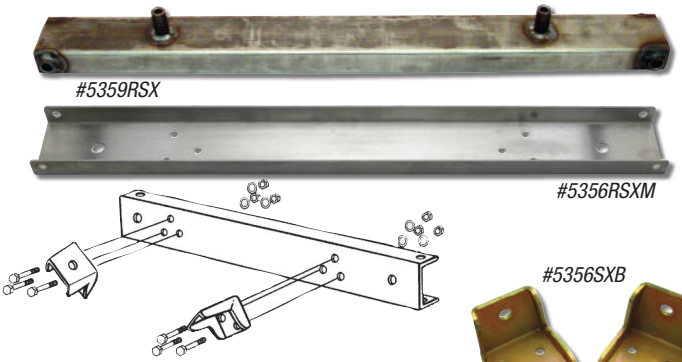
When replacing your original rear end with an aftermarket or 9" or 10/12 bolt with a 3" axle tube, these leaf kits are the perfect addition. Teflon buttons and wide leafs allow for a comfortable ride. Kits will yield a 2" drop from stock. Kits include newly-designed parabolic leaf springs, shocks, shackle kit, u-bolts, axle plates and all necessary brackets and hardware to install. *Note: Works with 3" axle tubes.*

412-4610-00	*1948-56 Truck, kit*	**$572.00**
404-4610-00	*1935-40 Fullsize, kit*	**$572.00**
406-4610-00	*1942-48 Fullsize, kit*	**$572.00**

MULTI LEAF SPRINGS

Now available are new stock height and drop leaf springs for your car or truck. These are not reconditioned orginals, but new leaf springs made to the original factory specs. Sold in pairs. Does not include bushings or U-bolts. *Note: Will not work with vehicles that were equipped with monos.*

4852FLS-S	*1948-52 Ford Truck, front, stock height, pair*	**$399.00**
5356FLS-S	*1953-56 Ford Truck, front, stock height, pair*	**$599.00**
5356FL-DF	*1953-56 Ford Truck, front, 2" lowered, pair*	**$525.00**
5760FL-DF	*1957-60 Ford Truck, front, 1-1/2" drop, front, pair*	**$449.00**

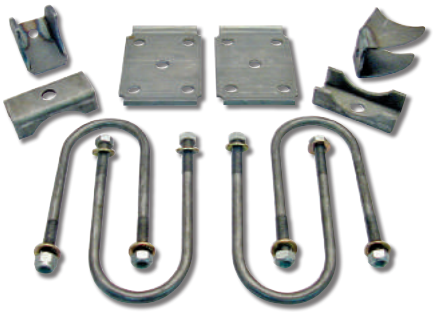


FORD F-100 REAR SHOCK CROSSMEMBER & BRACKETS

Pre-drilled for an easy installation. Add our heavy gauge steel precision-made replacement brackets for a perfect fit.

5359RSX	*1953-56 Truck, each (may require shock change)*	**$119.00**
5356RSXM	*1953-56 Truck, crossmember, each*	**$49.00**
5356SXB	*1953-56 Truck, brackets, pair*	**$39.00**

REAR END CONVERSION KIT



Makes rear end swaps a snap! Our kit allows practically any rear end with 3" axle tubes to be installed into your application. Kits include the necessary pieces to upgrade your rear end. Early truck kits can also be used as a flip kit for 4"-5" drop. Welding required!

5356RCK	*1953-56 Truck, kit*	**$89.00**
5356RAS	*1953-56 Truck, axle seats (weld on), pair*	**$19.00**

SPRING PIN & SHACKLE KITS

Quality replacements for your worn or corroded pins and shackles.

4852SHK-F	*1948-52 Truck, front kit*	**$59.00**
5356SHK-F	*1953-56 Truck, front kit*	**$59.00**
5760SHK-F	*1957-60 Truck, front kit*	**$85.00**
6164SHK-F	*1961-64 Truck, front kit*	**$219.00**
4856SHK-R	*1948-56 Truck, rear, kit (shown)*	**$59.00**
5760SHK-R	*1957-60 Truck, Rear Spring Hanger, kit*	**$59.00**

REAR SHACKLE KIT

Our shackles are designed to be a direct replacement for the factory units.

C6DZ-5630	*1964-70 Falcon & 1965-70 Mustang, each*	**$20.00**

REAR FRAME C-NOTCH KIT

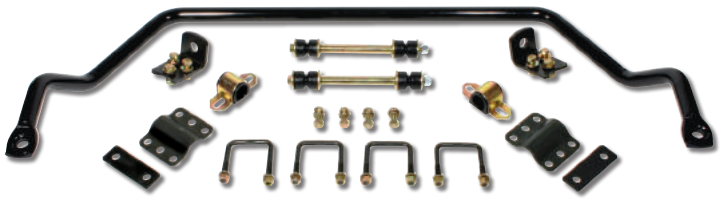
Give your truck 3" of added rear suspension travel with one of our rear C-notch kits. This kit welds into place.

5360CNK	*1953-60, kit*	**$59.00**

REAR DROP SHACKLE

Our 2" drop shackles are designed to be a direct replacement for the factory units. Some of the original hardware will have to be reused.

4856SHK-RE	*1948-56 Ford Truck, extended, kit*	**$95.00**



#CPP12030

#CP169

#6770PTSBK

STOCK SUSPENSION SWAY BARS

Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. Kits come complete with sway bar, poly bushings, mounting brackets and all necessary hardware. Black powder coated finish. **Note: #CP169 will not work with TCI rear leaf kits. Also, Protouring sway bars will not work with aftermarket rear ends.*

FRONT:

CPP12030	*1953-56 Ford Truck, 1", kit*	**$139.00**
CPP12030FBM	*1953-56 Ford Truck, 1", with billet mounts, kit*	**$189.00**
CP536	*1964-66 Mustang, 1" bar, kit*	**$129.00**
CP549	*1964-66 Mustang, 1-1/8" bar, kit*	**$129.00**
CP537	*1967-70 Mustang, 1" bar, kit*	**$129.00**
CP708	*1967-70 Mustang, 1-1/8" bar, kit*	**$129.00**
CP870	*1971-73 Mustang, 1" bar, kit*	**$149.00**
CP550	*1971-73 Mustang, 1-1/8" bar, kit*	**$149.00**

REAR:

CP169	*1948-56 Ford Truck, kit*	**$169.00**
CP676	*1964-66 Mustang, 7/8" bar, kit*	**$139.00**
CP533K2	*1963-65 Falcon 1965-66 Mustang, 7/8" improved clearance, kit*	**$129.00**
CP662	*1964-66 Mustang, 1" bar, kit*	**$129.00**
CP995	*1967-70 Mustang, 3/4" bar, kit*	**$129.00**
CP678	*1967-70 Mustang, 7/8" bar, kit*	**$139.00**
CP996	*1971-73 Mustang, 3/4" bar, kit*	**$139.00**
CP679	*1971-73 Mustang, 7/8" bar, kit*	**$139.00**
6770PTSBK	*1967-70 Mustang, pro-touring, 1" bar, kit*	**$189.00**
6770PTSBK-U	*1967-70 Mustang, pro-touring, 1" bar (w/ billet hardware), kit*	**$279.00**

SEE OUR TRUCK SWAY BARS DIAGRAM IN THE TECH SECTION - PAGE 345

CALTRACS TRACTION BARS

Specializing in leafspring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever! With unsurpassed quality and craftsmanship, all competition is eliminated. Why settle for anything less than the original system that set the standards? Calvert Racing's CalTracs are the most innovative traction bar units today, often imitated, but never duplicated. If you have a leafspring car, we have a set of bars for you. From daily driven cars, to 8-second outlaw cars, this system is made to out perform.

6200	*1959-62 Galaxie, kit*	**$339.00**
6220	*1963-68 Galaxie, kit*	**$339.00**
6100	*1960-63 Falcon, kit*	**$339.00**
6400	*1964-65 Falcon, kit*	**$339.00**
6130	*1966-70 Falcon, kit*	**$339.00**
6500	*1962-65 Fairlane, kit*	**$339.00**
6520	*1966-67 Fairlane, kit*	**$339.00**
6530	*1968-70 Fairlane, kit*	**$339.00**
6400	*1965-73 Mustang, kit*	**$339.00**
6800	*1967-73 Mercury Cougar, kit*	**$339.00**
6521	*1968-76 Torino, kit*	**$339.00**
6600	*1970-77 Maverick, kit*	**$339.00**

#RBM-SK

#FBM25

#RBM-DK

All sway bar diameters available

BILLET ALUMINUM SWAY BAR MOUNTS

For the ultimate in looks and longevity when pounding your street machine on and off the track, upgrade to these billet sway bar mount bracket kits. They feature greasable poly bushings and are available in a brushed machine, black or polished finish. Specify finish and diameter of sway bar.

FBM25	*Front, pair*	**$69.00**
RBM-SK	*Rear, Standard kit*	**$89.00**
RBM-DK	*Rear, Deluxe kit*	**$129.00**

COMPLETE STEERING LINKAGE KIT

This improved steering linkage uses components designed to prevent bump-steer and is required when installing CPP 400 Series™ Box in your original P/S Falcon or Mustang. Must use V8 drum or Granada disc spindles.

6365SLK-CPV8	*1963-64 Falcon with V8 drum spindle- 1/2" thread castle nut outer tie rod, kit*	**$399.00**
6365SLK-CPV8-716	*1965 Falcon with V8 drum spindle- 7/16" thread castle nut outer tie rod, kit*	**$399.00**
6365SLK-CPGR	*1963-65 Falcon with Granada spindle, kit*	**$399.00**
6365SLK-V8	*1963-64 Falcon with V8 drum spindle- 1/2" thread castle nut outer tie rod (no pitman or idler arm), kit*	**$219.00**
6365SLK-V8-716	*1965 Falcon with V8 drum spindle- 7/16" thread castle nut outer tie rod (no pitman or idler arm), kit*	**$219.00**
6465SLK-GR	*1964-65 Falcon w/ Granada spindle (no pitman or idler arm), kit*	**$219.00**
6466SLK-CPV8	*1964-66 Mustang w/ V8 drum spindle, kit*	**$360.00**
6466SLK-CPGR	*1964-66 Mustang w/ Granada spindle, kit*	**$360.00**
6466SLK-V8	*1964-66 Mustang w/ V8 drum spindle (no pitman or idler arm), kit*	**$190.00**
6566SLK-GR	*1965-66 Mustang w/ Granada spindle (no pitman or idler arm), kit*	**$190.00**

#FDM6466X

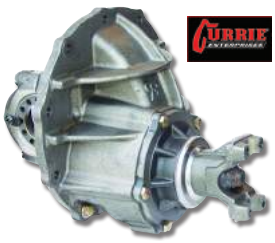
CURRIE CRATE REAR ENDS

Featuring the 9-Plus heavy duty housing and 31 spline "Currie Axle", these are built to stock overall width and pinion offset specifications. Housings have all the original bracketry to remove your original rear end and bolt this new 9" housing directly in. Housings include 3rd member studs installed and Torino-style late model large bearing housing ends. Ford applications come with 5x4.5 bolt circle and 1/2" wheel studs. Third members and brake kits sold separate.

FDM6466X	*1965-66 Mustang, kit*	**$1,209.00**
FDM6770X	*1967-70 Mustang, kit*	**$1,209.00**
FDM7173X	*1971-73 Mustang, kit*	**$1,209.00**

THIRD MEMBERS

These Currie Third Members are designed to fit Ford 9" applications with 31 spline axles and are all new parts. Available with open differential or traction lock. Specify gear ratio when ordering. *Note: An additional $39 fee for protective case when shipping from manufacturer or CPP. No additional charge for Will Call pick up. 3.00-5.14 ratios available.*



9OD	*Open Differential*	**$1,499.00**
9TL	*Traction Lock*	**$1,799.00**
9IK-OD	*Fluid, kit (open diferential)*	**$21.00**
9IK-TL	*Fluid, kit (traction lock)*	**$28.00**

#FB226 #FB938

BUSHINGS

FB226	*1965-66 Mustang, lower control arm, each*	**$10.00**
FB938	*1965-66 Mustang, strut rod, kit*	**$21.00**

IDLER ARM

FA546	*1965-66 Mustang, each*	**$99.00**

#6573PCH-P

POLY SPRING PERCH

Replace those squeeking spring perches with a set of our heavy duty polyurethane spring perches.

6473PCH-P	*1964-73 Mustang, POLYPLUS, pair*	**$189.00**
6473PCH-R	*1964-73 Mustang, rubber, each*	**$49.00**

#FA418G #6566SCA-L

BALL JOINTS

FA418G	*1965-69 Mustang, upper each*	**$22.00**
6566SCA-L	*1965-66 Mustang, 1963-65 Falcon/Comet, lower (with arm), each*	**$45.00**

#ES336R #ES713

TIE ROD ENDS

Replacing the tie rod ends on your front end greatly reduces steering "slop" and makes your car much safer to drive. Includes all hardware and dustboots.

#4852TR-HD

4852TR-HD	*1948-52 Ford Truck, Heavy Duty Tie Rod, each*	**$49.00**
4852TRK	*1948-52 Ford Truck, Heavy Duty Tie Rod & Ends, kit*	**$99.00**
4864TRE	*1948-64 Ford Truck, Tie Rod Ends, pair*	**$59.00**
5364TR-HD	*1953-64 Ford Truck, Heavy Duty Tie Rod, each*	**$49.00**
5364TRK	*1953-64 Ford Truck, Heavy Duty Tie Rod & Ends, kit*	**$99.00**
ES713	*1965-66 Mustang, inner (manual steering), each*	**$23.00**
ES336R	*1965-66 Mustang, outer, each*	**$22.00**

TIE ROD SLEEVE

ES2004S	*1965-67 Mustang, each*	**$15.00**

TOTALLY TUBULAR™ SUBFRAME CONNECTORS

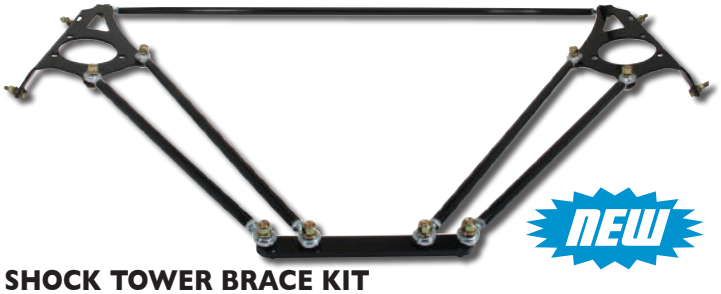
CPP introduces their brand new connectors made using round tubing with 1.5″ od x .120 wall. Round tube resists torsional twist better than square tube versions and also provide for maximum ground clearance. The connectors are 100% bolt in and include all mounting hardware. Subframe connectors provide resistance to chassis flex and therefore increase the integrity and rigidity of the chassis and are a must for any performance application. Your choice of black or silver powder coating.

6470SFC-B	*1964-70 Mustang, black, kit*	**$169.00**

X-FRAME BRACE FOR MUSTANG

Use in combination with CPP Subframe Connectors for added strength and stability

6470XFB-KS	*1964-70 Mustang, silver, kit*	**$299.00**
6470XFB-KB	*1964-70 Mustang, black, kit*	**$299.00**



SHOCK TOWER BRACE KIT

CPP's Shock Tower Brace Kit strengthens and improves chassis rigidity and overall vehicle handling. No drilling and no welding. The one piece mounting bracket on each shock tower also attaches to the inner finder structure. This braces the fender and shock tower together. Then the one piece mount also attaches the cross bar and triangulated style fire wall braces. The firewall braces have 1/4″ steel both above and below the firewall flange. This steel sandwich captures all 4 firewall bolts while providing a rigid mount for the rear braces. More rigidity and less hardware than a traditional Monte Carlo bar and export brace. Rod ends provide an adjustable attachment to ensure a perfect fit every time. Your choice of black or silver powder coating.

6466STB-BK	*1964-66 Mustang, black, kit*	**$189.00**

EXPORT BRACE

This export brace will strengthen the front chassis and help eliminate shock tower flex on all 1965-1970 Mustangs. Features a high quality black painted finish that will be sure to dress up the engine bay of your Mustang.

3635M	*1965-70 Mustang, kit*	**$49.00**

MONTE CARLO BAR

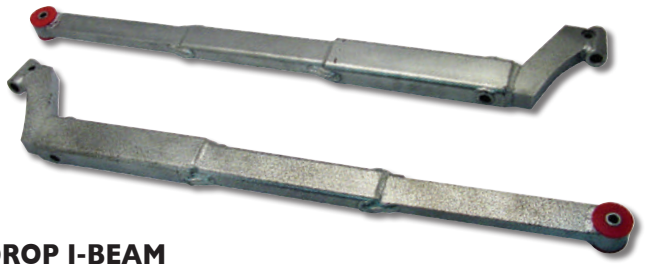
A big help in strengthening the front of your classic for improved handling. The Monte Carlo bar bolts between the two shock towers, and is available in straight and curved style. Available in both painted and chrome plated finish.

3635H	*1965-66 Mustang, kit*	**$20.00**

"SHOP TALK"

For a more in-depth look at some of our featured products, go to:

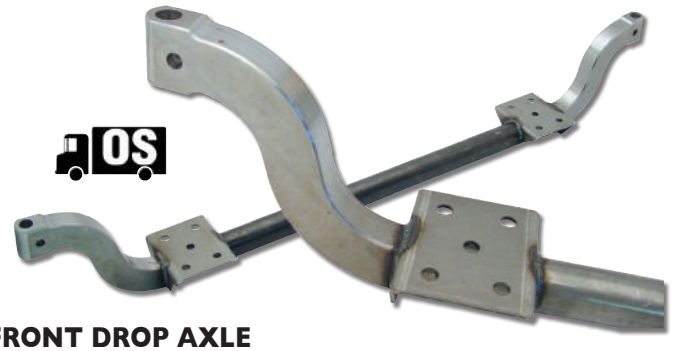
http://www.cpptalk.com/ShopTalkSite



DROP I-BEAM

Provides a 3″ drop while retaining stock springs. Helps maintain proper alignment which is a common problem with I-beam suspensions. Installation is the same as replacing factory beams. (Not designed for air bags.)

6574DIB	*1965-74 Truck, pair*	**$716.00**



FRONT DROP AXLE

Get that I.F.S. look without the high cost. Lowers your truck 2- 3″ while retaining stock suspension travel. 2″ seamless steel tubing with CNC machined ends. Ford axles requires tie rod drop kit (#F-43) our drop axle tie plates (#5356DA-TP) all sold separately. Also, 1957-60 requires slight modification on axle. *Caution: Using lowered leaf springs may result in bump steer. Drop axles ships O/S; additional frieght charges apply.*

4852DA	*1948-52 Truck - 3" drop, each*	**$419.00**
5356DA-PE	*1953-56 Truck - 3" drop, each*	**$495.00**
5760DA	*1957-60 Truck - 2" drop, each*	**$419.00**

DROP AXLE TIE PLATES

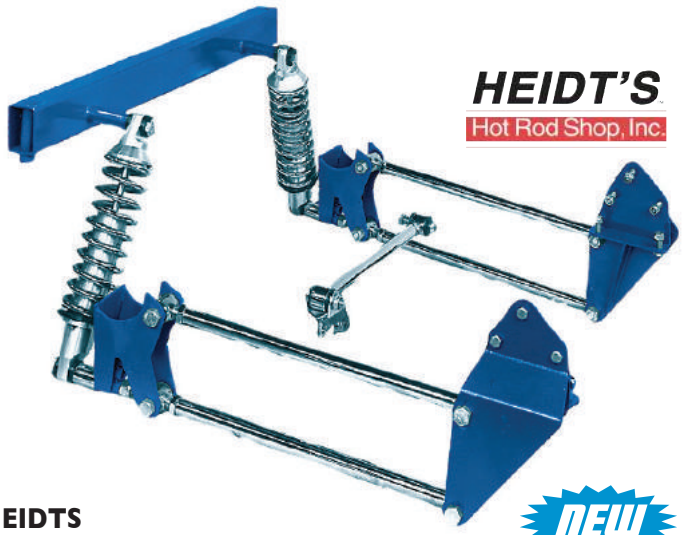
For use when installing our 3" drop axle onto your 1948-60 Ford truck. Sold separately; two required.

5356DA-TP	*1948-60 Truck, each*	**$8.00**

KING PIN SET

Quality replacements includes hardened steel pins, spacers and hardware. Recommended when adding drop axle. Works with stock or drop axle.

K365N	*1948-52 Truck, set*	**$75.00**
K365N+10	*1948-52 Truck, oversized, set*	**$45.00**
K445	*1953-56 Truck, set*	**$55.00**
K469	*1957-64 Truck, set*	**$75.00**



NEW

HEIDTS REAR 4-LINK SUSPENSION KIT

A 4 link provides control of the axle during suspension cycling and to locate the axle under the vehicle. The most common 4 link is used with panhard bar. This is found in many cars and pickup trucks. The 4 link for a solid axle has a few variations such as the triangulated 4 link and the Parallel 4 link.

Typically each arm has a spherical joint or rubber bushing at each end. Consequently they react to loads along their own length, in tension and compression, but not in bending.

In a solid axle suspension the upper arms may have an angle of at least 45 degrees between them, to prevent the axle from moving from side to side while allowing the axle to articulate and move freely up and down.

In a solid axle the lower arms control forward and backward motion, the upper arms control forward and backward rotation. This rotation is present under acceleration and braking.

1955-56 Ford F-100 Rear 4-Link, (includes bars, brackets, coil-over crossmember). Coil-over 4-Link rear suspension provides the best ride for any classic truck. These kits attach directly to the stock frame rails. The adjustable axle brackets let you set ride height in one of three positions. A bolt-in upper crossmember for coil-overs is included. *Note: Fits 1948-54 and 1957-64 with slight modifications.*

RB-121	*1955-56 F100, kit*	**$686.00**
RB-113	*1965-72 Ford F100, kit*	**$3,110.00**

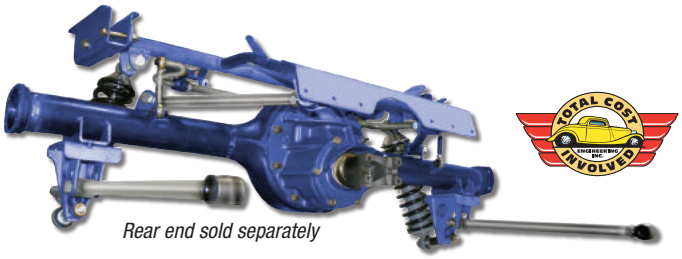
UPGRADES: *(requires use of panhard bar and coil over shocks and springs, sold separately)*

	Panhard bars	**$107.00**
	Coil over shock sets	**$292.00**
	Spring sets	**$98.00**

TIE ROD DROP KIT

Lowers tie rod assembly 2" for added clearance at the leaf spring. For use with drop axle for 1948-60 Ford Truck.

F-43	*1948-60 Truck, pair*	**$44.00**



Rear end sold separately

REAR 4-LINK SUSPENSION KIT

Upgrade your rear leaf spring suspension to a fully adjustable 4-link suspension with one of these kits. These kits help to improve handling and ride quality and allows for better weight transfer which improves traction. Kits will allow the rear end to be lowered up to 4" in some applications and most have 3 different settings for height. Kits include coil over shocks, crossmember member, 4 bars, mounting bracketry and hardware. Some kits contain drive shaft loop. All truck kits include trac bar. Some kits available with chrome or stainless bars. Air bag kits also available. *Note: Works with 3" axle tubes.*

512-5102-00	*1948-52 Truck, plain bars, kit*	**$979.00**
512-5102-02	*1948-52 Truck, stainless steel bars, kit*	**$1,629.00**
512-5120-00	*1948-52 Truck, air bag, plain bars, kit*	**$1,229.00**
512-5120-02	*1948-52 Truck, air bag, stainless steel bars, kit*	**$1,951.00**
513-5102-00	*1953-56 Truck, plain bars, kit*	**$979.00**
513-5102-02	*1953-56 Truck, stainless steel bars, kit*	**$1,629.00**
513-5120-00	*1953-56 Truck, air bag, plain bars, kit*	**$1,300.00**
513-5120-02	*1953-56 Truck, air bag, stainless steel bars, kit*	**$2,005.00**
527-5106-00	*1960-65 Falcon, triangular plain, kit*	**$1,345.00**
530-5102-00	*1965-70 Mustang, plain torque arm, kit*	**$1,985.00**
531-5102-00	*1967-68 Mercury Cougar, plain torque arm, kit*	**$1,985.00**

UPGRADES:

412-4856-00	*4-Bar sway bar for trucks, each*	**$302.00**
430-4856-00	*Mustang/Falcon sway bar, each*	**$180.00**
400-4251-00	*Shockwave upgrade for muscle car kits*	**$799.00**

FRONT DROP AXLE

Premium units come with stainless batwings and adjustors. Chrome package comes with GM brakes. Premium show package has polished stainless bars and Wilwood smooth rotors with polished 360° caliper brackets and aluminum hubs. Rotors, spindles and brake units come assembled with bearings packed. 46" Axle. Assemblies include: tube axle, 4 link kit, mono leaf spring, tie rod, drag link, spindles, shock kit, shackles, perchs, king pins, panhark kit, steering arms, GM brake kit and hardware.

**Show Package shown*

201-2001-00	*1928-31 Fullsize, plain, kit*	**$2,086.00**
201-2001-02	*1928-31 Fullsize, chrome with Wilwood, kit*	**$3,675.00**
202-2001-00	*1932 Fullsize, plain, kit*	**$2,086.00**
202-2001-02	*1932 Fullsize, chrome with Wilwood, kit*	**$3,675.00**
203-2001-00	*1933-34 Fullsize, plain, kit*	**$2,086.00**
203-2001-02	*1933-34 Fullsize, chrome with Wilwood, kit*	**$3,675.00**

OPTIONAL UPGRADES:

200-2945-00	*I-beam axle (plain)*	**$89.00**
200-2950-00	*radius rods*	**Exchange**

IDIDIT STEEL TILT STEERING COLUMNS

The ididit, inc. company has been manufacturing quality steering columns made in the USA for 25 years! These columns are all 100% brand new and come with turn signal and 4 way flashers. Retrofit columns for vehicles 1967 and later will adapt to factory wiring. Earlier models and Street Rod columns will require adapter kits or custom wiring. Available in plain steel and chrome and come standard with 3-7/8" GM wiring and accept GM wheels or aftermarket wheels except those specified as Ford style, which come ready to adapt into your stock Ford wiring and accept your stock Ford steering wheel. Many custom options are available like: black powder coating, brushed or polished aluminum, keyed and keyless ignition, dimmer and cruise control, please inquire.

Retrofit Column Shift:

FORD TRUCK (GM STYLE):

1130800010	*1953-56 plain steel (1"DD spline), each*	**$620.00**
1130800020	*1953-56 chrome (1"DD spline), each*	**$804.00**
1130820010	*1965-66 plain steel (3/4"-36 spline), each*	**$706.00**
1130820020	*1965-66 chrome (3/4"-36 spline), each*	**$890.00**
1130730010	*1967-72 M/S plain steel (3/4"-36 spline), each*	**$706.00**
1130730020	*1967-72 M/S chrome (3/4"-36 spline), each*	**$890.00**
1130740010	*1967-72 P/S plain steel (3/4"-36 spline), each*	**$706.00**
1130740020	*1967-72 P/S chrome (3/4"-36 spline), each*	**$890.00**
1130750010	*1973-77 plain steel (3/4"-36 spline), each*	**$706.00**
1130750020	*1973-77 chrome (3/4"-36 spline), each*	**$890.00**
1130810010	*1978-79 plain steel (3/4"-36 spline), each*	**$706.00**
1130810020	*1978-79 chrome (3/4"-36 spline), each*	**$890.00**

FALCON:

1130904010	*1964 plain steel, each*	**$767.00**
1130904020	*1964 chrome, each*	**$951.00**
1130906010	*1965 plain steel, each*	**$767.00**
1130906020	*1965 chrome, each*	**$951.00**

Retrofit Floor Shift:

FORD TRUCK (GM STYLE):

1120800010	*1953-56 plain steel (1"DD spline), each*	**$417.00**
1120800020	*1953-56 chrome (1"DD spline), each*	**$540.00**
1170820010	*1965-66 plain steel (3/4"-36 spline), each*	**$442.00**
1170820020	*1965-66 chrome (3/4"-36 spline), each*	**$564.00**
1170730010	*1967-72 M/S plain steel (3/4"-36 spline), each*	**$442.00**
1170730020	*1967-72 M/S chrome (3/4"-36 spline), each*	**$564.00**
1170740010	*1967-72 P/S plain steel (3/4"-36 spline), each*	**$442.00**
1170740020	*1967-72 P/S chrome (3/4"-36 spline), each*	**$564.00**
1170750010	*1973-77 plain steel (3/4"-36 spline), each*	**$442.00**
1170750020	*1973-77 chrome (3/4"-36 spline), each*	**$564.00**
1170810010	*1978-79 plain steel (3/4"-36 spline), each*	**$442.00**
1170810020	*1978-79 chrome (3/4"-36 spline), each*	**$564.00**

FORD TRUCK (FORD STYLE):

1170825010	*1965-66 plain steel (3/4"-36 spline), each*	**$601.00**
1170825020	*1965-66 chrome (3/4"-36 spline), each*	**$727.00**
1170735010	*1967-72 plain steel (3/4"-36 spline), each*	**$601.00**
1170735020	*1967-72 chrome (3/4"-36 spline), each*	**$727.00**
1170755010	*1973-77 plain steel (3/4"-36 spline), each*	**$601.00**
1170755020	*1973-77 chrome (3/4"-36 spline), each*	**$727.00**
1170815010	*1978-79 plain steel (3/4"-36 spline), each*	**$661.00**
1170815020	*1978-79 chrome (3/4"-36 spline), each*	**$787.00**

FALCON (FORD STYLE):

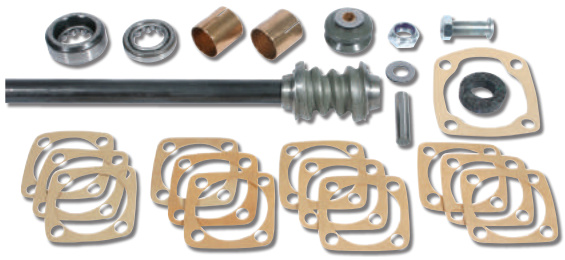
1170904010	*1964 plain steel, each*	**$525.00**
1170904020	*1964 chrome, each*	**$648.00**
1170906010	*1965 plain steel, each*	**$525.00**
1170906020	*1965 chrome, each*	**$648.00**

MUSTANG (GM STYLE):

1120647110	*1965½-66½ plain (3/4"-36 spline), each*	**$417.00**
1120647120	*1965½-66½ chrome (3/4"-36 spline), each*	**$540.00**
1120690010	*1966½-69 plain (3/4"-36 spline), each*	**$417.00**
1120690020	*1966½-69 chrome (3/4"-36 spline), each*	**$540.00**

MUSTANG (FORD STYLE):

1120642010	*1965-66 plain (3/4"-36 spline), each*	**$525.00**
1120642020	*1965-66 chrome (3/4"-36 spline), each*	**$648.00**
1120644010	*1965-66 w/rack, plain (3/4"-36 spline), each*	**$525.00**
1120644020	*1965-66 w/rack, chrome (3/4"-36 spline), each*	**$648.00**
1120643010	*1967 plain (3/4"-36 spline), each*	**$525.00**
1120643020	*1967 chrome (3/4"-36 spline), each*	**$648.00**
1120645010	*1967 w/rack, plain (3/4"-36 spline), each*	**$525.00**
1120645020	*1967 w/rack, chrome (3/4"-36 spline), each*	**$648.00**
1300644010	*1968-69 plain (3/4"-36 spline), each*	**$589.00**
1300644020	*1968-69 chrome (3/4"-36 spline), each*	**$711.00**
1300645010	*1968-69 w/rack, plain (3/4"-36 spline), each*	**$589.00**
1300645020	*1968-69 w/rack, chrome (3/4"-36 spline), each*	**$711.00**



STEERING BOX REBUILD KITS

Get all of the parts needed to rebuild your stock steering box with one of our rebuild kits. Kit includes worm gear and shaft, bearings and races, sector roller gear, sector bushings, sector seal, adjusting screw with locknut and a complete gasket set.

4852SOK	*1948-52 Truck, kit*	**$259.00**
5355SOK	*1953-55 Truck, kit*	**$259.00**
56SOK	*1956 Truck, kit*	**$259.00**
5760SOK	*1957-60 Truck, kit*	**$259.00**

STEERING SECTOR SHAFT ROLLER

Replace your worn out sector roller gear and pin with this OEM quality assembly.

4852SG	*1948-52 Truck, each*	**$69.00**
5360SG	*1953-60 Truck, each*	**$69.00**

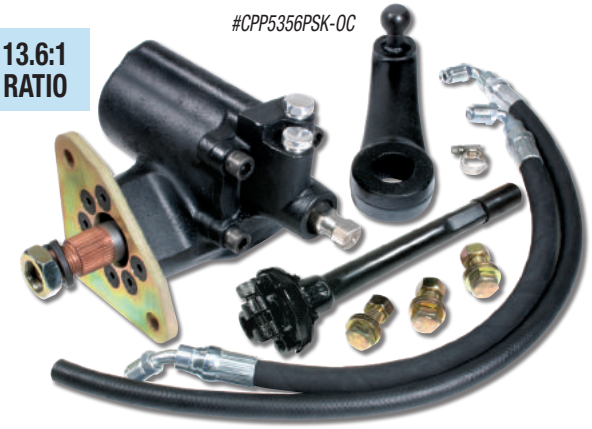
FORD FLOOR FILL PLATE

Keeps drafts and engine fumes out of the cab. Specially designed to work with our 400 Series™ power steering box and fit with aftermarket columns.

5356FP-200	*1953-56, 2", each*	**$19.00**
5356FP-225	*1953-56, 2.25", each*	**$19.00**

STEERING

13.6:1 RATIO



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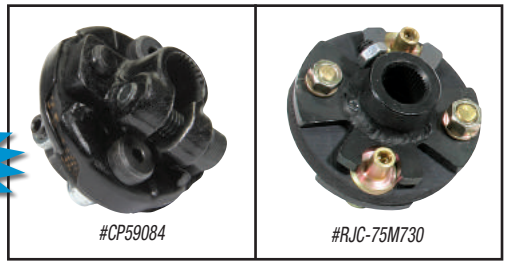
13.6:1 RATIO

400 Series™

#6566PSK-SB

SEE PAGE 81 FOR STEERING LINKAGE KITS



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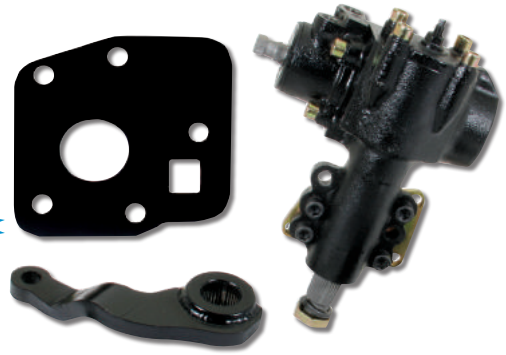
#RJC-75M730

NEW



#6265PSK

POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 400 Series™ for your vintage truck, and now offer late model performance steering for your classic Ford car. All kits include power steering box ready to bolt to your frame. Kit contents may vary. *Note: Mustang kits will not work with factory z-bar clutch linkage.*

CPP5356PSK-AC	*1953-56 Truck, with CPP 400 Series™ box, aftermarket 1" DD column, kit*	**$569.00**
CPP5356PSK-OC	*1953-56 Truck, with CPP 400 Series™ box, original column, kit*	**$539.00**
CPP5760PSK-AC	*1957-60 Truck, with CPP 400 Series™ box, aftermarket 1" DD column, kit*	**$569.00**
CPP5760PSK-OC	*1957-60 Truck, with CPP 400 Series™ box, original column, kit*	**$539.00**
6265PSK	*1962-65 Fairlane with CPP 400 Series™ box, kit* NEW	**$569.00**
6566PSK	*1965-66 Mustang with CPP 400 Series™ box, kit* NEW	**$675.00**
6466PSK-SB **	*1964-66 Mustang & 1963-65 Falcon, with CPP 400 Series™ box (small block Ford), kit*	**$675.00**
6770PSK-SB **	*1967-70 Mustang with CPP 400 Series™ box (small block Ford), kit*	**$675.00**
999052	*1967-70 Fairlane & Falcon, 8 cylinder, with factory manual steering, kit*	**$947.00**
999053	*1967-70 Fairlane & Falcon, 8 cylinder, with factory power steering, kit*	**$817.00**
400UHK	*1953-60 Truck with CPP 400 Series™ box, hose kit*	**$75.00**
6267HK	*1963-65 Falcon & 1965-70 Mustang with CPP 400 Series™ box, hose kit*	**$55.00**
CP59084	*1963-65 Falcon & 1965-70 Mustang with aftermarket 1"DD column, MINI rag joint*	**$79.00**
RJC-7SM730	*1963-65 Falcon & 1965-70 Mustang with original modified column, custom rag joint*	**$85.00**

*** For A/T applications. Steering box modifications are required for M/T and clutch linkage modifications may be required to drivers side inner fender panel for all applications.*

POWER STEERING PUMP KIT

This is an ideal kit for adding the components needed to operate a power box when converting to power steering. Perfect compliment to #CP50005MU or #CP50006F on page 87!

PSPK-SBF400	*Small block Ford, kit (with #CP50006F or #CP50006F1)*	**$299.00**
PSPK-SBF	*Small block Ford, kit (with #CP50005MU box)*	**$299.00**
PSPK-6F	*Straight 6 cylinder, kit*	**$299.00**

#5356PA-T

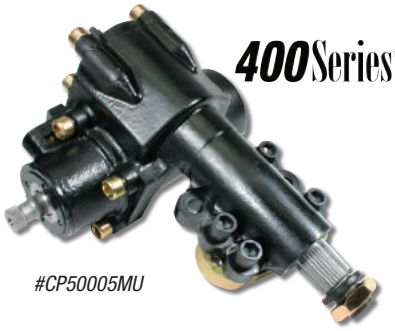
CUSTOM PITMAN ARMS

Our custom pitman arms are made to factory specs. Replacing a worn pitman arm will help reduce play in the steering system. This custom unit is required when converting your 1953-56 Ford truck to Toyota or 400 Series™ power steering box.

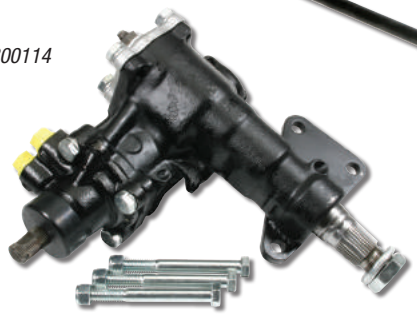
5356PA-T	*1953-56 Ford Truck, Toyota or 400 Series™ box, each*	**$59.00**
54027	*1957-60 Ford Truck, Toyota or 400 Series™ box, each*	**$59.00**
54039	*1963-65 Falcon & 1965-66 Mustang w/400 Series™ box, each*	**$79.00**
54047	*1968-70 Mustang w/400 Series™ box, each*	**$165.00**

#CP50006F

#800117



#CP50005MU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#56RSB-EX

STEERING BOXES AND RACK & PINIONS

CPP carries a host of power steering boxes and even a couple of manual boxes and rack & pinions! These boxes bolt directly to your frame without any need for additional brackets or adapters. CPP 400 Series™ are a compact design power steering box that is an easy bolt on alternative to rack & pinion systems or the traditional Toyota box conversion for classic trucks. Ford car applications have a 16:1 ratio and are also remanufactured units. *Notes: 400 Series™ use 3/4"-30 coupler. Ford car box uses 11/16"-36 coupler. 400 Series™ boxes use inverted flare hoses, others use metric O-ring fittings. IMPORTANT INSTALLATION NOTES: Steering column may need to be shortened to fit conversion box. Column modifications can be extensive on column shift cars. Also, power conversion box will not fit with factory clutch linkage.*

4852RSB-EX *	*1948-52 Truck, OE rebuilt (w/core), each EXCHANGE ONLY*	**$450.00**
5355RSB-EX *	*1953-55 Truck, OE rebuilt (w/core), each*	**$450.00**
CP50006F	*1953-56 Truck, 400 Series™, each*	**$379.00**
CP50006F2	*1957-60 Truck, 400 Series™, each*	**$379.00**
56RSB-EX	*1956 Truck, OE rebuilt (w/core), each*	**$450.00**
5760RSB-EX *	*1957-60 Truck, OE rebuilt (w/core), each*	**$450.00**
800115	*1952-64 Fullsize, each*	**$579.00**
CP50005MU **	*1965-70 Mustang, 1963-65 Falcon, each*	**$379.00**
800114	*1966-70 Falcon/Ranchero, each*	**$521.00**

** Core charge without exchange is $100 extra*

*** For A/T applications. Steering box modifications are required for M/T and clutch linkage modifications may be required to drivers side inner fender panel for all applications.*

#PS901-S

#802410

#802411

POWER STEERING PUMP BRACKETS

These power steering brackets will allow you to easily bolt a power steering pump to your engine and enjoy the comfort of either a power steering box or rack & pinion steering. Brackets come powder coated. All pump brackets work with the GM Saginaw style power steering pump.

PS901-S	*289/302/351W, black powdercoat, each*	**$49.00**
802410	*200/250 (I6), black powdercoat, each*	**$69.00**
802411	*292/312 Y-block, black powdercoat, each*	**$122.00**

#19-6969BB

#19-6969BB-C

**All pump kits include NEW 19- pump installed!*

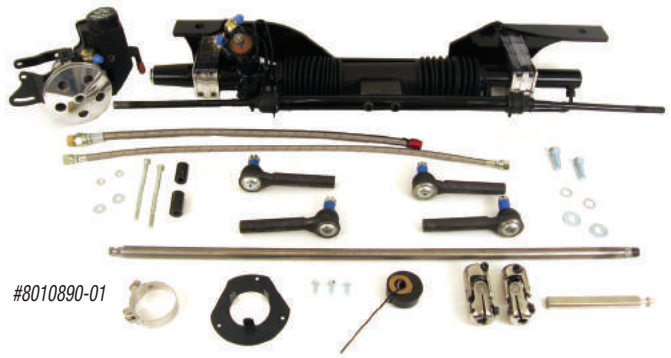
POWER STEERING PUMP AND HOUSING KITS

These 100% brand new pumps have a beautiful OEM appearance and function. Reservoirs come with all o-rings and fittings, including an AN adapter, if necessary to install in your application. All pump kits include **brand new** #19-PUMP installed. When appearance is a concern, use these OE style pumps and reservoirs. Works perfect with CPP pump brackets (shown at left),

19-6969SB-P	*GM Saginaw-style pump, plain, each*	**$159.00**
19-6969SB-PC	*GM Saginaw-style pump, chrome, each*	**$169.00**

#8000470-01

#8000680



#8010890-01

POWER STEERING RACK & PINION KITS

Specifically designed with your application in mind, these rack & pinion kits are a direct bolt in and include all of the necessary items required to install into your car. No fabrication required! Steering shaft kits sold separately (see page 284). Many applications available in chrome finish and some applications are available with manual steering. Please inquire.

8000460-01	*1928-32 Fullsize, without shaft kit (new build), kit*	**$389.00**
8000470-01	*1928-32 Fullsize, with shaft kit (retro fit)*	**$410.00**
8000680	*1933-34 Fullsize, without shaft kit (new build)*	**$379.00**
8000510	*1935-40 Fullsize, kit*	**$479.00**
8011400	*1957-59 Fullsize, with original motor, kit*	**$1,455.00**
8011430	*1957-59 Fullsize, with small block Ford, kit*	**$1,599.00**
8011410	*1960-64 Fullsize, with original motor, kit*	**$1,569.00**
8011440	*1960-64 Fullsize, with small block Ford, kit*	**$1,649.00**
8010720-01	*1960-65 Falcon/Comet, kit*	**$1,233.00**
8011570	*1963-65 Fairlane, kit*	**$1,625.00**
8010890-01	*1965-66 Mustang, with small block, kit*	**$1,440.00**
8010900-01	*1965-66 Mustang, with big block, kit*	**$1,620.00**
8010820-01	*1967 Mustang, with small block, kit*	**$1,440.00**
8010910-01	*1967 Mustang, with big block, kit*	**$1,650.00**
8010830-01	*1968-70 Mustang, with small block, kit*	**$1,440.00**
8010920-01	*1968-70 Mustang, with small block, kit*	**$1,599.00**

POWER ASSIST STEERING KIT

#4852PSK-A includes pitman arm

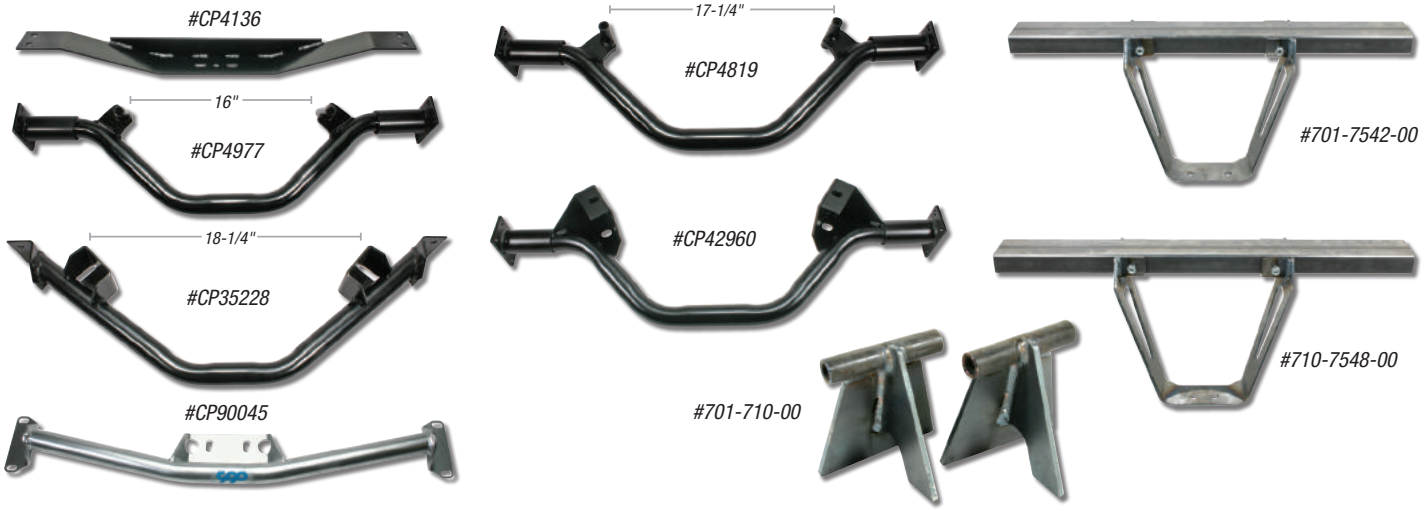
This system is great for the purist. It bolts to the existing steering system and clears all of the factory components. This will allow the use of factory steering columns and allow for a stock look without having to suffer with manual steering. Kit includes power cylinder, drag link, heavy duty tie rod, new style tie rod ends, rebuilt control valve assembly, hoses and all necessary mounting hardware. Power steering pump not included. *Note: Will require modification to the original pitman arm. Modified pitman arms available for $89 exchange or $239 outright. Also, wheels wider than stock may rub control valves.*

4852PSK-A	*1948-52 Truck, each*	**$899.00**
5356PSK-A	*1953-56 Truck, each*	**$899.00**
5764PSK-A	*1957-64 Truck, each*	**$899.00**

We Design It...
We Make It... You Benefit!

Read more on our design and manufacturing facilities on page 2

The best parts at the best price!



ENGINE AND TRANSMISSION MOUNTS

CPP has everything from trim to fit universal engine mounts and transmission crossmembers to specific applications for your classic Ford car or truck. We've also got you covered for those LS motor conversions with our plates and conversion kits. Engine crossmembers are not recommended for vehicles with IFS. GM and Ford small block engine mounts are designed to fit vehicles with an inside distance between the frame rails of 24"-37".

CP4819*	*1948-60 Truck, engine crossmember, small block Ford, each*	**$59.00**
CP4819-S*	*Weld in side mounts with IFS, small block Ford, pair*	**$79.00**
CP4810*	*1948-60 Truck, engine crossmember, small/big block Chevy, ea*	**$59.00**
CP4810-S*	*Weld in side mounts with IFS, small/big block Chevy, pair*	**$79.00**
CP4977	*1948-56 Truck, engine crossmember, 351C/400M, each*	**$59.00**
CP35228	*1953-56 Truck, engine crossmember, 352/428, each*	**$99.00**
CP42960	*1948-56 Truck, engine crossmember, 429/460, each*	**$109.00**
CP4136	*1948-56 Truck, transmission crossmember, each*	**$49.00**
CP90045	*1957-60 Truck, transmission crossmember, each*	**$59.00**
701-7010-00	*1928-31 Fullsize, with small block Ford, each*	**$84.00**
701-7012-00	*1928-31 Fullsize, with small block Chevy, each*	**$84.00**
702-7010-00	*1932 Fullsize, with small block Ford, each*	**$84.00**
702-7012-00	*1932 Fullsize, with small block Chevy, each*	**$84.00**
703-7010-00	*1933-34 Fullsize, with small block Ford, each*	**$84.00**
703-7012-00	*1933-34 Fullsize, with small block Chevy, each*	**$84.00**
704-7010-00	*1935-40 Fullsize, with small block Ford, each*	**$84.00**
704-7012-00	*1935-40 Fullsize, with small block Chevy, each*	**$84.00**
701-7542-00	*1928-31 Fullsize, with Ford trans, each*	**$163.00**
710-7548-00	*1928-31 Fullsize, with Chevy trans, each*	**$163.00**

** These may fit other applications as well.*

ENGINE AND TRANSMISSION PADS

2141	*Ford 352/428 rubber motor mounts, each*	**$25.00**
2310	*Ford 289/302/351W rubber motor mounts, each*	**$18.00**
2341L	*Ford 351C/400M rubber motor mounts, left, each*	**$25.00**
2341R	*Ford 351C/400M rubber motor mounts, right, each*	**$25.00**
2367L	*Ford 429/460 rubber motor mounts, left, each*	**$35.00**
2368R	*Ford 429/460 rubber motor mounts, right, each*	**$35.00**
CP-41104G	*Ford Transmission Pad, Polyurethane, each*	**$29.00**
2333	*Ford Transmission Pad, rubber, each*	**$14.00**

FORD AOD KIT

Converting your small black Mustang to an AOD trans has never been easier with one of our AOD install kits. Installing an AOD trans will produce up to a 40% increase in gas mileage and 33% reduction in motor speed. Kit includes the AOD trans crossmember, throttle valve cable, speedo gear, flywheel, dipstick, shift lever kit, carburetor adapter, trans mount, block plate, inspection plate and torque converter bolts.

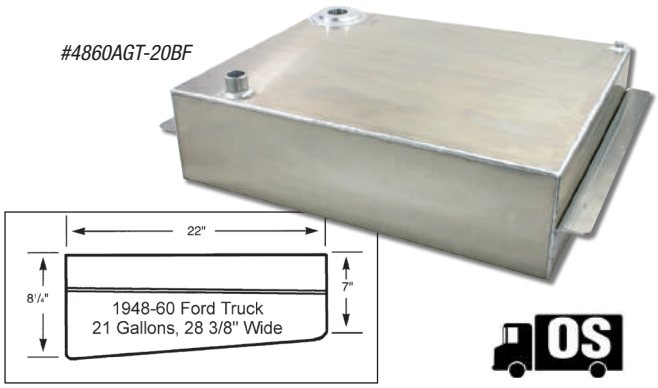
130243917280	*1965-73 Mustang*	**$799.00**

HEADERS

For the price, no other part can give you the horsepower and fuel economy improvements of Hedman headers. They make Hedman Street Hedders so well that they guarantee them to be free from defects--including cracks in the tubes and welds--for the life of the headers. Hedman Street Hedders are available in black painted (not hi-temp paint, only meant to protect prior to installation) or their polished HTC thermal ceramic coated finishes and, as an added bonus, they also come with all necessary gaskets and mounting hardware. Unless otherwise noted, these headers are designed to fit the vehicle as it came from the manufacturer. This includes components like cylinder heads, chassis, steering, motor mounts, body mounts and bushings, etc. If your vehicle is using aftermarket components, parts from other applications, or custom altered parts, then it is the installer's responsibility to verify fitment. Collector is 2.5" and the primary tubing is 1.5". These are a square port design shorty header.

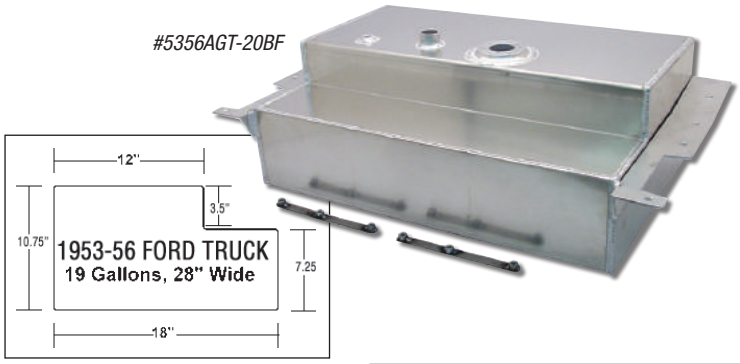
88400	*1962-70 Falcon, 1965-73 Mustang & 1966-70 Fairlane, black paint, pair*	**$181.00**
88406	*1962-70 Falcon, 1965-73 Mustang & 1966-70 Fairlane, htc coated, pair*	**$479.00**

#4860AGT-20BF



OS

#5356AGT-20BF



ALUMINUM GAS TANKS FOR FORD TRUCKS

Tanks fit between the frame rails, are fully baffled and compatible with EFI or carbureted applications. Tanks are available in a bed fill standard (-BS), which is accessible through a fuel fill door, in a bed fill flush (-BF), which is accessible through a flush mount cap and in a side fill (-S). These tanks are made from .125" 5051 aluminum and have a .187" mounting bracket. It's the thickest and strongest in the industry! #5356AGT are notched for leaf spring clearance. Our 21 gallon Ford tanks require the bed crossmember to be moved. Sending units sold separately. Custom tanks available, please inquire. *Note: gas tanks ship O/S; additional freight charges apply.*

TANK INSTALL KITS AVAILABLE!

$119.00

#AGT-BFIK30 (0-30 OHM) and **#AGT-BFIK90 (0-90 OHM)**
plus other accessories and separate components available

CARBURETED:		
4860AGT-21BS	*1948-60 Truck, 21 gal. bed fill (Requires bed crossmember to be moved), each*	**$479.00**
4860AGT-21S	*1948-60 Truck, 21 gal. side fill (Requires bed crossmember to be moved), each*	**$479.00**
4860AGT-21BF	*1948-60 Truck, 21 gal. side fill (Requires bed crossmember to be moved), each*	**$479.00**
4860AGT-17BS	*1948-60 Truck, 17 gal. bed fill, each*	**$479.00**
4860AGT-17BF	*1948-60 Truck, 17 gal. bed fill, each*	**$479.00**
4860AGT-17S	*1948-60 Truck, 17 gal. side fill, each*	**$479.00**
5356AGT-20BF	*1953-56 Truck, 20 gal. bed fill (flush), each*	**$479.00**
5356AGT-20S	*1953-56 Truck, 20 gal. side fill, each*	**$479.00**
5356AGT-20BS	*1953-56 Truck, 20 gal. bed fill (standard), each*	**$479.00**
5760AGT-BF	*1957-60 Truck, 26 gal. bed fill (flush), each*	**$479.00**
5760AGT-BS	*1957-60 Truck, 26 gal. bed fill (standard), each*	**$479.00**
5760AGT-S	*1957-60 Truck, 26 gal. side fill, each*	**$479.00**

FUEL INJECTED:		
4860AGT-21BS-FI	*1948-60 Truck, 21 gal. bed fill (Requires bed crossmember to be moved), each*	**$769.00**
4860AGT-21S-FI	*1948-60 Truck, 21 gal. side fill (Requires bed crossmember to be moved), each*	**$769.00**
4860AGT-21BF-FI	*1948-60 Truck, 21 gal. side fill (Requires bed crossmember to be moved), each*	**$769.00**
4860AGT-17BS-FI	*1948-60 Truck, 17 gal. bed fill, each*	**$769.00**
4860AGT-17BF-FI	*1948-60 Truck, 17 gal. bed fill, each*	**$769.00**
4860AGT-17S-FI	*1948-60 Truck, 17 gal. side fill, each*	**$769.00**
5356AGT-20BF-FI	*1953-56 Truck, 20 gal. bed fill (flush), each*	**$769.00**
5356AGT-20S-FI	*1953-56 Truck, 20 gal. side fill, each*	**$769.00**
5356AGT-20BS-FI	*1953-56 Truck, 20 gal. bed fill (standard), each*	**$769.00**
5760AGT-BF-FI	*1957-60 Truck, 26 gal. bed fill (flush), each*	**$769.00**
5760AGT-BS-FI	*1957-60 Truck, 26 gal. bed fill (standard), each*	**$769.00**
5760AGT-S-FI	*1957-60 Truck, 26 gal. side fill, each*	**$769.00**

OEM STYLE GAS TANKS

OS

OEM gas tanks available for your classic car or truck. Tanks are the factory dimensions and have the factory capacity. 1955-57 Chevy passenger car tanks are available with factory style bent corners (-S) and also rounded corners (-R). In some applications it may be necessary to notch rear bed cross sill 1/8"-1/4" to provide clearance for this tank. *Note: Gas tanks ship O/S; additional freight charges apply.*

#5355GSO

5355GSO	*1953-55, each*	**$179.00**

ORIGINAL STYLE GAS TANKS FOR FUEL INJECTION

CPP carries a wide variety of fuel injection ready tanks with built-in trays and appropriate fittings. These are original-fit tanks and require no modifications to mount. This is the best choice for adding a fuel injection ready tank to your classic vehicle! These come as kits and include all the necessary pieces to mount to your vehicle. Pumps and sending units sold separately.

MU6466OGT-FI	*1965-66 Mustang, kit*	**$255.00**
MU6768OGT-FI	*1967-68 Mustang, kit*	**$255.00**

NEW

TANKS INC. FUEL TANK FOR FUEL INJECTION

Tanks Inc. fuel tank features EFI-style internal baffling and extra large 4.3 liter internal fuel tray to prevent fuel pump starvation. Uses aftermarket 5 bolt hole senders. Multiple ohm ranges available to work with factory or aftermarket gauges. Comes with bolt-on neck and billet cap. 32-3/4" x 24-1/2" x 7-1/2"

MU-T	*1964-68 Mustang, 16 gallon, each*	**$235.00**

STAINLESS STEEL GAS TANKS

These tanks are hand formed from 304 grade stainless and TIG welded. All tanks feature unique baffle system that will control fuel tank slosh. Each tank has baffles running front to rear, side to side and surrounding the fuel tank pickups to eliminate fuel starvation during acceleration and hard braking. All tanks include stainless steel mounting strap and/or hardware. Tanks have a brushed finish and accept aftermarket sending units (sold separately). Carbureted tanks have a 3/8" NPT fuel supply. Fuel injection tanks include fuel pump, installed, that supports up to 405HP. Fuel pumps sits in a separate chamber within the tank to eliminate starvation during low tank levels. Fuel injection tanks feature a -6AN supply and return. *Note: Gas tanks ship O/S; additional freight charges apply.*

SS482C	*1948-52 Truck, 19 gal., carbureted, each*	**$726.00**
SS482FI	*1948-52 Truck, 19 gal., fuel injected, each*	**$1,128.00**
SS536C	*1953-56 Truck, 18 gal., carbureted, each*	**$726.00**
SS536FI	*1953-56 Truck, 18 gal., fuel injected, each*	**$1,128.00**
SS570C	*1957-60 Truck, 20 gal., carbureted, each*	**$748.00**
SS570FI	*1957-60 Truck, 20 gal., fuel injected, each*	**$1,162.00**
SS614C	*1961-64 Truck, 18 gal., carbureted, each*	**$748.00**
SS614FI	*1961-64 Truck, 18 gal., fuel injected, each*	**$1,162.00**
1111	*1964-66 Mustang, carbureted*	**$903.00**
3111	*1964-66 Mustang, fuel injection*	**$1,316.00**
1211	*1967-68 Mustang, carbureted*	**$903.00**
3211	*1967-68 Mustang, fuel injection*	**$1,316.00**

#32Z-D2
39" x 17" x 10"

#40G
42-1/2" x 15-1/2" x 10"

#48G
33-1/2" x 19" x 8"

#51F
24-1/2" x 23-1/2" x 7-3/4"

TANKS INC. ALLOY COATED STEEL FUEL TANKS

For 30 years, Tanks Inc. has been manufacturing quality replacement fuel tanks for classic cars and trucks. #32Z-D2, #40G and #48G are fully baffled tanks and have an internal reservoir tray, great for carbs and absolutely necessary for fuel injection. #32Z-D2 are stamped to look original, but with added street rod features. Tanks are alloy coated steel for rust protection (#48G is galvanized steel painted silver). Accepts all 5-hole aftermarket sending units. Leak tested for your safety. Mounting hardware included.

32Z-D2	*1932 Ford, 14.5 gallon extra deep capacity, each*	**$299.00**
40G	*1938-40 Ford & 1938-41 Ford truck, 16 gallon, each*	**$215.00**
48G	*1941-48 Ford & 1939-48 Mercury, 17 gallon, each*	**$235.00**
51F	*1949-51 Ford, stock capacity, each*	**$230.00**

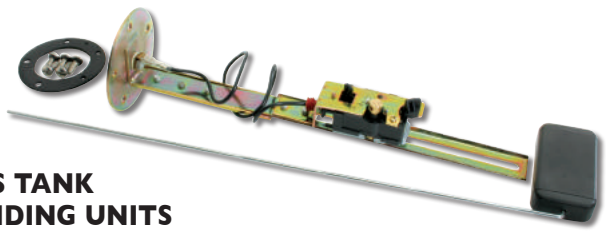
#UFPK-FI

#FPK-FI

FUEL PUMP KITS FOR ORIGINAL-STYLE FUEL INJECTED TANKS

These high quality 8 amp/12 volt electric fuel pumps are quiet, reliable, and a must for your fuel injected engine. Kits include cushioned mounting brackets, fittings, clamps, and hardware.

UFPK-FI	*Universal In-Tank Pump, kit*	**$235.00**
FPK-FI	*255 Liters per hour – up to 600hp*	**$220.00**
LV-FPK-FI	*109 Liters per hour for TBI*	**$190.00**
HV-FPK-FI	*400 Liters per hour – 500-1000hp high performance*	**$280.00**



GAS TANK SENDING UNITS

For use with our aluminum, stainless, and zinc painted bed mounted relocation gas tanks.

VSU-3	*0-30 ohm, each*	**$49.00**
VSU-9	*0-90 ohm, each*	**$49.00**
VSU-F	*73-10 ohm, each*	**$49.00**
VSU-240	*240-330 ohm, each*	**$69.00**

NEW

LS FUEL LINE KIT

Purchasing a LS style gas tank conversion? We now have a complete fuel line and regulator kit to plumb all your fuel lines in your ride. Comes with fuel hose, all fittings (standard or 45° ends), and regulator/filter combo.

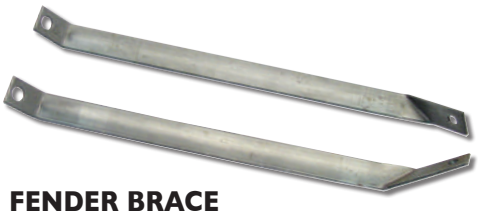
LS-LINE-KIT	*Fuel line kit for LS engine*	**$235.00**
LS9904-KIT	*Fuel line kit for LS engine with 2- 45 degree hose ends*	**$70.00**

NEW

LS FUEL FILTER REGULATOR KIT

These fuel regulator/filter combinations are a must with any LS engine conversion. Available in standard barb or -6AN Quick disconnect fittings. Perfect for plumbing your own fuel system.

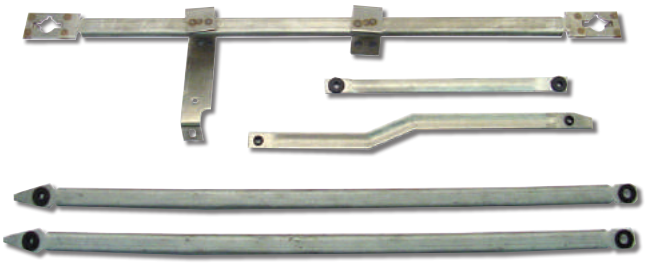
LS9904	*LS fuel filter/regulator 58 psi, each*	**$35.00**
LS9904-KIT	*LS fuel filter/regulator 58 psi, with -6 AN quick disconnect fittings, kit*	**$70.00**



FRONT FENDER BRACE

Quality steel braces for replacing bent or missing originals.

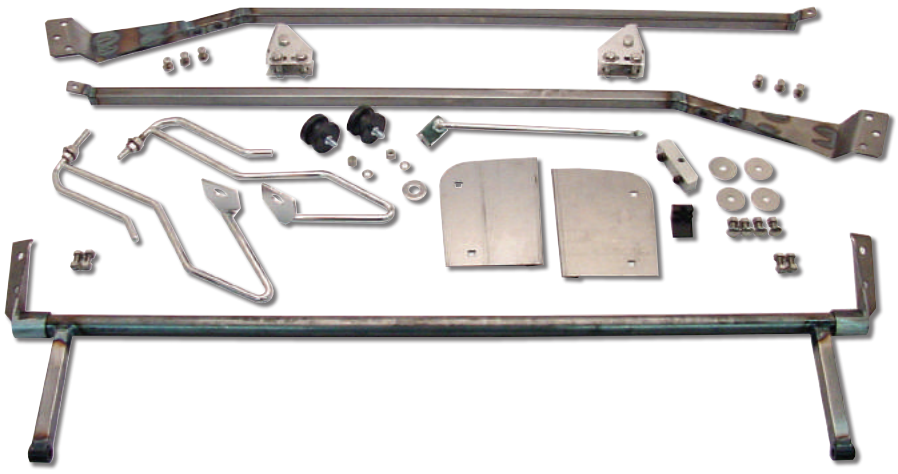
5356FFB	*1955-56 Truck, pair*	**$25.00**

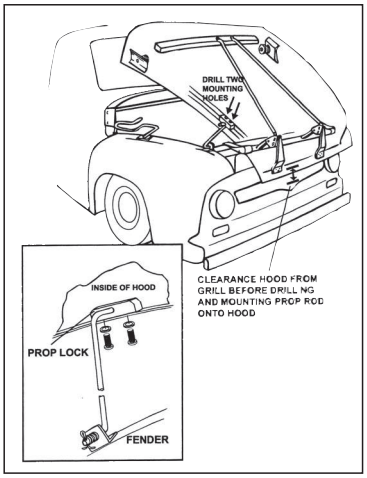


WIPER ASSEMBLY & LINKAGE ARM

New linkage, bushings, and hardware restores smooth wiper operation on your 1953-56 Ford truck.

5355WLB	*1953-55 Truck, Brace & Arms, kit*	**$99.00**
5355WLA	*1953-55 Truck - Arms only*	**$32.00**
5355WLK	*1953-55 Truck - Complete Assembly, kit*	**$125.00**
56WLA	*1956 Truck - Linkage arm, each*	**$39.00**





HOOD TILT KITS

CPP's kit for 1953-56 F-100's allows the hood to flip forward, offering a unique custom look while providing improved access to the engine compartment. Kits available in plain steel and a combination of plain steel and stainless steel (hinge cover, roller guides, hood prop rod are stainless).

5356MMB-P	*1953-56 Truck, plain steel hood, kit*	**$349.00**
5356MMB-C	*1953-56 Truck, combo plain & stainless steel, kit*	**$449.00**

EDDIE MOTORSPORTS BILLET HOOD HINGES

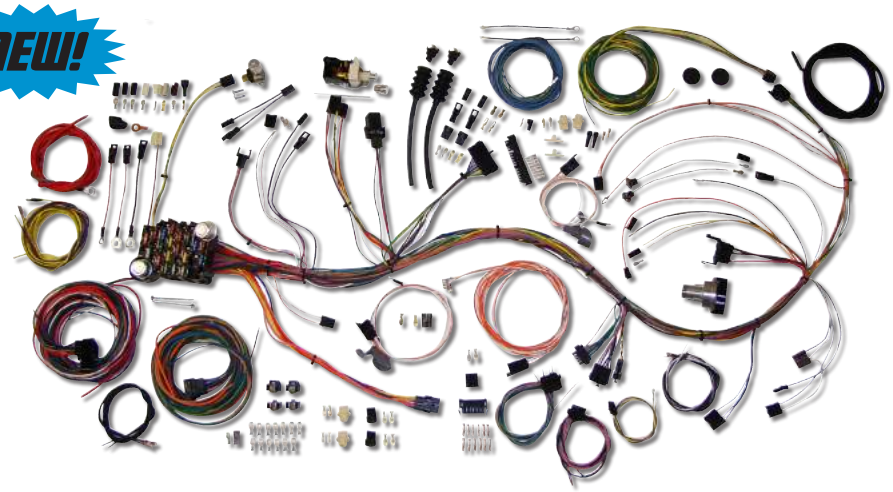
Eddie Motorsports billet hood hinges are CNC machined to perfection. They are made of 6061-T6 billet aluminum and utilize sealed bearings for smooth and long lasting operation. These hood hinges are a great value without sacrificing quality. Available in a machined, polished or powdercoated custom color fusioncoated finish. Sold in pairs. Kits come standard with 360 lb. struts. 400 lb. also available if needed. *Note: Extreme cold may affect strut performance. These hinges will not allow you to lift hood up as high as factory.*

EMS149-80M	*1964-66 Mustang, Machined*	**$475.00**
EMS149-80P	*1964-66 Mustang, Polished*	**$545.00**
EMS149-80CC	*1964-66 Mustang, Custom Color (specify)*	**$599.00**
EMS149-81M	*1967-70 Mustang, Machined*	**$475.00**
EMS149-81P	*1967-70 Mustang, Polished*	**$545.00**
EMS149-81CC	*1967-70 Mustang, Custom Color (specify)*	**$599.00**
EMS149-82M	*1971-73 Mustang, Machined*	**$575.00**
EMS149-82P	*1971-73 Mustang, Polished*	**$625.00**
EMS149-82CC	*1971-73 Mustang, Custom Color (specify)*	**$665.00**
EMS149-86M	*1964-65 Falcon, Machined*	**$475.00**
EMS149-86P	*1964-65 Falcon, Polished*	**$545.00**
EMS149-86CC	*1964-65 Falcon, Custom Color (specify)*	**$599.00**
EMS149-84M	*1963-65 Fairlane, Machined*	**$475.00**
EMS149-84P	*1963-65 Fairlane, Polished*	**$545.00**
EMS149-84CC	*1963-65 Fairlane, Custom Color (specify)*	**$599.00**

AMERICAN AUTOWIRE CLASSIC UPDATE SERIES WIRING KIT

NEW!

Classic Update complete wiring kits are made for the automotive enthusiast who wants some modern amenities in their classic vehicle. These kits include everything you need to modernize your classic vehicle: Headlight, dimmer, and ignition switches; boots, tubes and grommets; fuses, relays, and flashers; original connectors, terminals, and disconnects. Classic update wiring systems are made for specific make/model/year vehicles and are currently available in 27 kits. *Note: These kits are designed for MODIFIED original vehicles, not OEM restoration projects.*



510125	*1964-66 Mustang, kit*	**$599.00**
510055	*1967-68 Mustang, kit*	**$636.00**
510177	*1969 Mustang, kit*	**$636.00**
510243	*1970 Mustang, kit*	**$699.00**
510379	*1960-64 Falcon, kit*	**$636.00**
510386	*1965 Falcon, kit*	**$636.00**
510391	*1966-67 Fairlane, kit*	**$636.00**
510303	*1953-56 F-100, kit*	**$590.00**
510260	*1961-66 F-100, kit*	**$572.00**
510368	*1967-72 F-100, kit*	**$636.00**