MIDNITE SERIES BRAKE BOOSTERS



1967-72 Chevy Truck, kit (9" or 11" single booster) \$299.00 MNS6466CBB24 MNS7387BB24 1973-87 Chevy Truck, kit (9" or 11" single booster) \$299.00 MNS6772CBB24 MNS6466BB24 1964-66 Ford Mustang, kit (7" or 8", single or dual; 9" single booster) \$299.00 FRAME MOUNT: 1948-52 Ford Truck, kit (7" or 8", single or dual; 9" single booster) MNS4852FBB24 \$299.00 MNS5356FBB24 1953-56 Ford Truck, kit (7" or 8", single or dual; 9" single booster) \$299.00 MNS4754BB24 MNS5559BB24 MNS5760BB24 1957-60 Ford Truck, kit (7" or 8", single or dual; 9" single booster) \$299.00 MNS4852BB2 **MNS4954FBB24** 1949-54 Chevy Fullsize, kit (7" or 8", single or dual; 9" single booster) \$299.00 MNS5356BB2 MNS5557BB24 1955-57 Chevy Fullsize, kit (7" or 8", single or dual; 9" single booster) \$299.00



MIDNITE SERIES STREET ROD/UNIVERSAL KITS

STREET ROD/UNIVERSAL W/7" SINGLE BOOSTER:		
MNS7SRB-MC	With aluminum cast master cylinder, kit	\$209.00
7SBMCB1	Smooth top master cylinder with adj. prop valve, kit	\$269.00
7SBMCB2	Smooth top master cylinder with adj. prop valve distribution block, kit	\$299.00

STREET ROD/UNIVERSAL W/7" DUAL BOOSTER: MNS7DSRB-MC With aluminum cast master cylinder, kit \$209.00 7DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 7DSBMCB2 Smooth top master cylinder with adj. prop valve, kit \$299.00 STREET ROD/UNIVERSAL W/8" SINGLE BOOSTER: MNS8SRB-MC With aluminum cast master cylinder, kit \$209.00 BSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$209.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$209.00 8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$269.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 BDSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$209.00			
7DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 7DSBMCB2 Smooth top master cylinder with adj. prop valve, kit \$299.00 7DSBMCB2 Smooth top master cylinder with adj. prop valve, kit \$299.00 STREET ROD/UNIVERSAL W/8" SINGLE BOOSTER: MNS85RB-MC With aluminum cast master cylinder, kit \$209.00 8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$269.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: \$299.00 MNS8DSRB-MC With aluminum cast master cylinder with adj. prop valve, kit \$209.00 BSBMCB2 Smooth top master cylinder with adj. prop valve, kit \$209.00 BSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$209.00	STREET ROD/L	JNIVERSAL W/7" DUAL BOOSTER:	
7DSBMCB2 Smooth top master cylinder with adj. prop valve distribution block, kit \$299.00 STREET ROD/UNIVERSAL W/8" SINGLE BOOSTER: MNS8SRB-MC With aluminum cast master cylinder, kit \$209.00 8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$299.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: \$299.00 MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 BDSBMCB1 Smooth top master cylinder, kit \$209.00	MNS7DSRB-MC	With aluminum cast master cylinder, kit	\$209.00
NDSBMCB2 with adj. prop valve distribution block, kit \$299.00 STREET ROD/UNIVERSAL W/8" SINGLE BOOSTER: MNS8SRB-MC With aluminum cast master cylinder, kit \$209.00 8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$269.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: \$299.00 MNS8DSRB-MC With aluminum cast master cylinder, kit \$299.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$209.00	7DSBMCB1	Smooth top master cylinder with adj. prop valve, kit	\$269.00
MNS8SRB-MC With aluminum cast master cylinder, kit \$209.00 8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve, kit \$299.00 8SBMCB2 Smooth top master cylinder with adj. prop valve distribution block, kit \$299.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$209.00	7DSBMCB2		\$299.00
8SBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00 8SBMCB2 Smooth top master cylinder with adj. prop valve distribution block, kit \$299.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1 Smooth top master cylinder, kit \$209.00	STREET ROD/L	JNIVERSAL W/8" SINGLE BOOSTER:	
8SBMCB2 Smooth top master cylinder with adj. prop valve distribution block, kit \$299.00 STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00	MNS8SRB-MC	With aluminum cast master cylinder, kit	\$209.00
STREET ROD/UNIVERSAL W/8" DUAL BOOSTER: MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1	8SBMCB1	Smooth top master cylinder with adj. prop valve, kit	\$269.00
MNS8DSRB-MC With aluminum cast master cylinder, kit \$209.00 8DSBMCB1 Smooth top master cylinder with adj. prop valve, kit \$269.00	8SBMCB2		\$299.00
8DSBMCB1 Smooth top master cylinder with adji. prop valve, kit \$269.00	STREET ROD/U	JNIVERSAL W/8" DUAL BOOSTER:	
	MNS8DSRB-MC	With aluminum cast master cylinder, kit	\$209.00
Smooth tan master gulinder	8DSBMCB1	Smooth top master cylinder with adj. prop valve, kit	\$269.00
8DSBMCB2 Should top master cylinder with adj. prop valve distribution block, kit \$299.00	8DSBMCB2	Smooth top master cylinder with adj. prop valve distribution block, kit	\$299.00

1964-66 Chevelle, kit (7" or 8", single or dual; 9" single booster)

1947-54 Chevy Truck, kit (7" or 8", single or dual booster)

1955-59 Chevy Truck, kit (7" or 8", single or dual booster)

1948-52 Ford Truck, kit (7" or 8", single or dual booster)

1953-56 Ford Truck, kit (7" or 8", single or dual booster)

1967-72 Chevelle, kit (9" or 11" single booster)

\$299.00

\$299.00

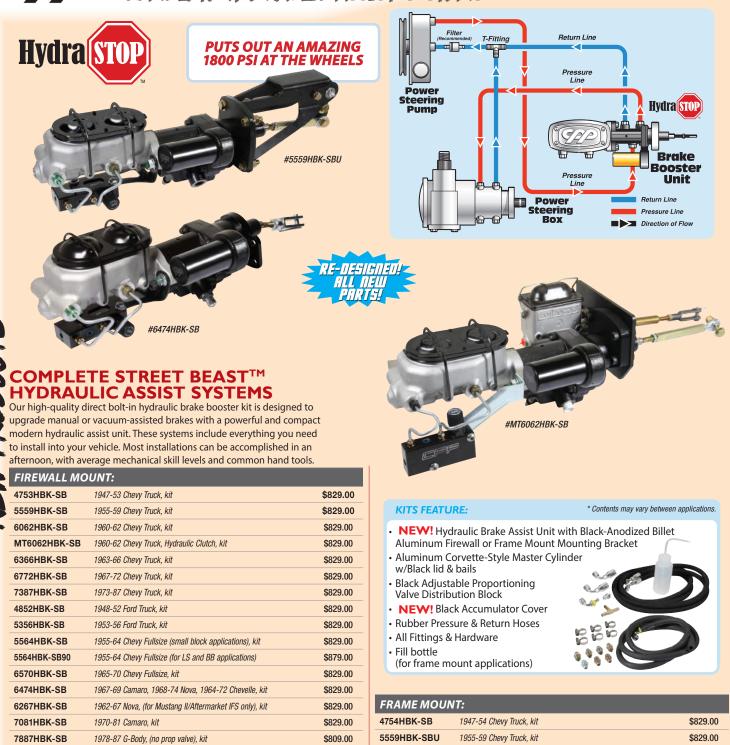
\$299.00

\$299.00

\$299.00

\$299.00

COMPLETE HYDRAULIC ASSIST SYSTEMS





SCAN QR CODÉ: to view installation of Street Beast WEEK TO System and more! 7,17 #WEEKTOWICKED See page 5 #HBA-IK 🐠 for more #HAHK-S fittings & accessories #CP5100 #RP5100 #BP5100

HYDRAULIC ASSIST BARE UNITS

COMPLETE SHOW STOPPER[™] HYDRAULIC ASSIST SYSTEMS

Our high-quality direct bolt-in hydraulic brake booster kit is designed to upgrade manual

or vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. These systems include everything you need to install into your vehicle. Most installations can be accomplished in an

#4852HBK-SS

SHOW STOPPER

Restricted

afternoon, with average mechanical skill levels and common hand tools.

FIREWALL MOUNT:

7387HBK-SS	1973-87 Chevy Truck, kit	\$979.00
4852HBK-SS	1948-52 Ford Truck, kit	\$979.00
5356HBK-SS	1953-56 Ford Truck, kit	\$979.00
6570HBK-SS	1965-70 Chevy Fullsize, kit	\$979.00
6267HBK-SS	1962-67 Nova (IFS* only), kit	\$979.00
7081HBK-SS	1970-81 Camaro, kit	\$979.00
7887HBK-SS	1978-87 G-Body, (no valve), kit	\$959.00
FRAME MOUNT:		
4754HBK-SS	1947-54 Chevy Truck, kit	\$979.00
Part# 6267HBK-SS is for use with an aftermarket Mustang II-type subframe only.		

* Contents may vary between applications.

Hydra STOP

• NEW! Hydraulic Brake Assist Unit with Billet Aluminum Firewall or Frame Mount Mounting Bracket

#6474HBK-SS

SHOW STOPPER

SHOW QUALITY BILLET ALUMINUM,

CHROME & STAINLESS FEATURES

- Chrome Corvette-Style Master Cylinder
- Chrome Adjustable Proportioning Valve Distribution Block
- Chrome Accumulator Cover
- Stainless Pressure Hoses &
- **Rubber Return Hoses**
- All Fittings & Hardware

KITS FEATURE:



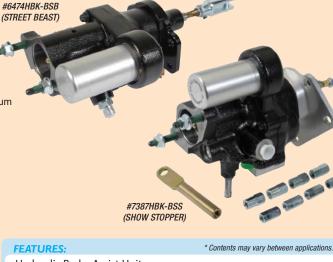


HYDRAULIC ASSIST BARE UNITS

Our HydraStop[™] units are also available as a stand-alone unit. This makes switching to hydraulically assisted brakes easier than ever. If you are currently running a larger vacuum assisted booster setup on your car but are lacking vacuum these will allow you to use your current power brake 1-1/8" bore Chevy master cylinder (3-3/8" mounting flange).

STREET BEAST™

FIREWALL MOUNT:		
4753HBK-BSB	1947-53 Chevy Truck, ea.	\$469.00
5559HBK-BSBU	1955-59 Chevy Truck, ea.	\$469.00
6062HBK-BSB	1960-62 Chevy Truck, ea.	\$469.00
MT6062HBK-BSB	1960-62 Chevy Truck, Hydraulic Clutch, ea.	\$469.00
6366HBK-BSB	1963-66 Chevy Truck, ea.	\$469.00
6772HBK-BSB	1967-72 Chevy Truck, ea.	\$469.00
7387HBK-BSB	1973-87 Chevy Truck, ea.	\$469.00
4852HBK-BSB	1948-52 Ford Truck, kit	\$469.00
5356HBK-BSB	1953-56 Ford Truck, kit	\$469.00
5564HBK-BSB	1955-64 Chevy Fullsize, (small block applications) ea.	\$469.00
5564HBK-BSB90	1955-64 Chevy Fullsize (for LS & BB applications), ea.	\$469.00
6570HBK-BSB	1965-70 Chevy Fullsize, ea.	\$469.00
6267HBK-BSB	1962-67 Nova (IFS* only), ea.	\$469.00
6474HBK-BSB	1968-74 Nova, 1967-69 Camaro, 1964-72 Chevelle, ea.	\$469.00
7081HBK-BSB	1970-81 Camaro, ea.	\$469.00
7887HBK-BSB	1978-87 G-Body, ea.	\$469.00
FRAME MOUNT:		
4754HBK-BSB	1947-54 Chevy Truck, ea.	\$469.00
5559HBK-BSBU	1955-59 Chevy Truck, ea.	\$469.00



- Hydraulic Brake Assist Unit
- Mounting Hardware
- Billet Aluminum Mounting Bracket with Black Anodized Finish for Street Beast[™]; or Clear Machined Finish for Show Stopper[™]

SHOW STOPPER™

FIREWALL MOUNT:		
7387HBK-BSS	1973-87 Chevy Truck, ea.	\$549.00
6570HBK-BSS	1965-70 Chevy Fullsize, ea.	\$549.00
6267HBK-BSS	1962-67 Nova (IFS* only), ea.	\$549.00
7081HBK-BSS	1970-81 Camaro, ea.	\$549.00
7887HBK-BSS	1978-87 G-Body, ea.	\$549.00
FRAME MOUNT:		
4754HBK-BSS	1947-54 Chevy Truck, ea.	\$549.00

Note: Part# 6267HBK-BSS and #6267HBK-BSB is for use with an aftermarket Mustang II-type subframe only. See Part # HAHK-R and HAHK-S for HyrdaStop hose kits available separately.



ALUMINUM MASTER CYLINDERS

ALUMINUM MASTER CYLINDERS Ported on left side only. Available in black and chrome bails. Available in 1" or 1-1/8" bore.		
MASTER CYLI	••••••	
M-C100-APLF	1" bore aluminum cast master cylinder, ea.	\$65.00
M-C118-APLF	1-1/8" bore aluminum cast master cylinder, ea.	\$65.00
M-C100-APBLF	1" bore aluminum cast master cylinder with black top, ea.	\$65.00
M-C118-APBLF	1-1/8" bore aluminum cast master cylinder with black top, ea.	\$65.00
M-C100BAS	1" bore, 2 port 1/2-20, 9/16-18 thread black aluminum master cylinder with flat top, ea.	\$79.00
M-C118BAS	1-1/8" bore, 2 port 1/2-20, 9/16-18 thread black aluminum master cylinder with flat top, ea.	\$89.00
M-C100CAS	1" bore, 2 port 1/2-20, 9/16-18 thread chrome aluminum master cylinder with flat top, ea.	\$79.00
M-C118CAS	1-1/8" bore, 2 port 1/2-20, 9/16-18 thread chrome aluminum master cylinder with flat top, ea.	\$89.00

#MNSBM		
MASTER CYI MNSMCPV-K	LINDER & PROP VALVE KITS: Aluminum cast master cylinder with GM prop valve, 1" bore, kit	\$139.00
MNS0221	Aluminum cast master cylinder, black lid with black GM prop valve, 1" bore, kit	\$139.00
MNSBMC1	Smooth top black aluminum master cylinder with adj. prop valve, 1" bore, kit	\$129.00
MNSBMC2	Smooth top black aluminum master cylinder with adi, prop valve distribution block, 1-1/8" bore, kit	\$139.00

#M-C100CAS



For disc/drum or disc/disc applications.

N 4

PROP VALVE KITS:		
PVKS-10	Side mount with black GM-style prop valve, kit	\$75.00
PVKS-00	Side mount with aluminum GM-style prop valve, kit	\$75.00
PVKU-10	Under mount with black GM-style prop valve, kit	\$89.00
PVKU-00	Under mount with aluminum GM-style prop valve, kit	\$89.00
PROP VALVES:		
PV-24BBH		
	Black GM-style prop valve, ea.	\$49.00
PV-24AH	Black GM-style prop valve, ea. Aluminum GM-style prop valve, ea.	\$49.00 \$49.00
PV-24AH APV		



FITTINGS & ACCESSORIES

45045 FEATURE:

• (1) 3/8-24 inverted male x 9/16-18 inverted female

* Contents may vary between applications.



ASSIST HOSE KITS

#CP-HFK

We offer complete hose kits for completing your Hydraulic assist system installs. Our kits include all

the fittings and hoses needed to plumb your complete power steering and booster kit. Fittings include both SAE inverted flare and metric O-ring for your power steering pump and -AN fitting for your hose ends. Hoses are available in 4' (most firewall applications) and 6' (perfect for custom routing and under floor mount assemblies) lengths. Available in stainless and traditional rubber hose.

HAHK-R	4' Rubber Return & Pressure Hose kit	\$115.00
HAHK-S	4' Rubber Return & Stainless Pressure Hose Kit	\$199.00
HAHK-R6	6' Rubber Return & Pressure Hose kit	\$140.00
HAHK-S6	6' Rubber Return & Stainless Pressure Hose Kit	\$225.00
CP-HFK	Hydrastop ™ Fitting Kit, kit	\$30.00





#PSF-AN

HYDRAULIC BRAKE ASSIST INSTALLATION KIT

Our new Install Kit features an in-line filter, fitting kit and brake bleeding syringe. Our in-line filtration extends steering system life and ensures proper performance over the long haul. The fitting kit consists of three brake line adapters with 3/8-24 inverted flare male and three different inverted flare female ends. The included curved tip syringe makes bleeding a sn

snap as well as	s being brake fluid and solvent resistant.	#CP0105
HBA-IK	Hydraulic Brake Assist Install Kit, kit	\$29.00
PSFF-K	In-Line Filter & Fitting Kit, 3/8" lines, kit	\$16.00
PSF-AN	In-Line Filter only, 3/8" lines, ea.	\$11.00
CP0105	Brake Bleeding Syringe, curved tip, ea.	\$5.00

ACCUMULATOR COVERS

Finish your Hydrastop[™] unit with one of our chrome

accumulator	r covers for that show quality finish.	
CP5100	Chrome Accumulator Cover, ea.	\$69.00
RP5100	Aluminum Accumulator Cover, ea.	\$30.00
BP5100	Black Accumulator Cover, ea.	\$39.00



POWER STEERING PUMP FITTINGS

Our power steering flow valves are designed to be used with late model Type Il pumps. Some applications require lower flow for smoother operation or to convert to a high flow for applications like our 500 Series[™] steering gearbox and Hydrastop[™] applications.

45117	Type II High Flow, ea.	\$20.00
45115	Type II Low Flow, ea.	\$20.00





	same pad as the C5 effective pad replac springs and dual se with proper banjo f Xtreme and CS Corr		Zinc Coat • 6-Piston E • NAS Prem	e Pre-Assembled D ed Rotors (also avai Billet Aluminum Sta nium Stainless Hard et Stainless Brake H		
JINGO	6087B6WK-5D14	1960-87 Chevy Truck, 5x5 lug (for Modular drop spindles), kit	\$2,295.00	6481B	6WK-CS14	1968-79 Nova, 1967-81 ((for Corvette-style spindle
	6087B6WK-6D14 5568B6WK-S14	1960-87 Chevy Truck, 6x5 lug (for Modular drop spindles), kit 1955-68 Chevy Fullsize (for stock spindles), kit	\$2,295.00	6472B	6WK-S14	1964-72 Mid-Size (for sto
2	5870B6WK-D14	1958-70 Chevy Fullsize (for Modular drop spindles), kit	\$2,295.00	7888B	6WK-CS14	1978-88 G Body (for Corv
Z Z	Rear kits also availa specifically for rear	I I4" REAR BIG BRAKE KI ble with 6 piston calipers. Rear calipers have the ex applications and have smaller, yet staggered pistor	act same look a ns to minimize p	ad tape	r. Rear kits in	corporate a drum

- 6-Piston Billet Aluminum Stationary Calipers
- NAS Premium Stainless Hardware
- Braided Set Stainless Brake Hose Kit

6481B6WK-CS14	1968-79 Nova, 1967-81 Camaro, 1964-77 Mid-Size (for Corvette-style spindles), kit	\$1,895.00
6472B6WK-S14	1964-72 Mid-Size (for stock spindles), kit	\$2,295.00
7888B6WK-CS14	1978-88 G Body (for Corvette-style spindles), kit	\$1,895.00

specifically for rear applications and have smaller, yet staggered pistons to minimize pad taper. Rear kits incorporate a drum in hat park brake. Kits come with proper banjo fittings, not pipe thread fittings. Available with black or red calipers.



	6087B6RWBK-514	1960-87 Chevy Truck, 5-Lug pattern, kit	\$2,295.00	7074B6RWBK-C14	1970-74 Camaro, stock C-clip rear end, kit	\$2,295.00
2	6087B6RWBK-614	1960-87 Chevy Truck, 6-Lug pattern, kit	\$2,295.00	7581B6RWBK-C14	1975-81 Camaro, stock C-clip rear end, kit	\$2,295.00
•	5557B6RWBK-S14	1955-57 Fullsize, stock rear end, kit	\$2,295.00	6477B6RWBK-S14	1964-77 Mid-size, stock 10 or 12 bolt C-clip rear end, kit	\$2,295.00
	5864B6RWBK-S14	1958-64 Fullsize, stock rear end, kit	\$2,295.00	6472B6RWBK-B14	1964-72 Mid-Size, stock bearing on axle BOP rear end, kit	\$2,295.00
	6570B6RWBK-S14	1965-70 Fullsize, stock rear end, kit	\$2,295.00	7888B6RWBK-S14	1978-88 G Body, stock 10 bolt rear end, kit	\$2,295.00
	6769B6RWBK-B14	1967-69 Camaro, stock bearing on axle BOP rear end, kit	\$2,295.00	9B6RWBK-114	Ford 9" rear end, 5x4.5 and 5x4.75 lug pattern	\$2,245.00
	6774B6RWBK-S14	K-S14 1967-69 Camaro, 1968-74 Nova,			(does not include parking brake cable), kit	
	0//+BOILWBIC 01+	stock 10 or 12 bolt C-Clip rear end, kit	\$2,295.00	9B6RWBK-214	Ford 9" rear end, 5x5 lug pattern	\$2,245.00
	NOTE: These kits utilize a 14" rotor and require a minimum 18" wheel				(does not include parking brake cable), kit	



4-PISTON 13" REAR BIG BRAKE KIT Our new 13" 4 Piston rear brake kits feature powdercoated 2-piece billet aluminum calipers

with hard anodized aluminum pistons, full 2-piece rotor 13" vaned, drilled and slotted rotors, fully machined billet mounting brackets that install the calipers as well as incorporate an internal drum in hat parking brake design. DOT-approved dual seal piston seals making these kits fully street able and perfect for track use as well! These kits are complete and available for 10 bolt, 12 bolt and 9" Ford rear ends. Available with black or red calipers.

6087B4RWBK-513	1960-87 Chevy Truck, 5-Lug pattern, kit	\$1,295.00
6087B4RWBK-613	1960-87 Chevy Truck, 6-Lug pattern, kit	\$1,295.00
5557B4RWBK-S13	1955-57 Fullsize, stock rear end, kit	\$1,395.00
5864B4RWBK-S13	1958-64 Fullsize, stock rear end, kit	\$1,395.00
6570B4RWBK-S13	1965-70 Fullsize, stock rear end, kit	\$1,395.00
6769B4RWBK-B13	1967-69 Camaro, stock bearing on axle BOP rear end, kit	\$1,395.00
6774B4RWBK-S13	1967-69 Camaro, 1968-74 Nova, stock 10 or 12 bolt C-Clip rear end, kit	\$1,395.00
7074B4RWBK-C13	1970-74 Camaro, stock C-clip rear end, kit	\$1,395.00
7581B4RWBK-C13	1975-81 Camaro, stock C-clip rear end, kit	\$1,395.00
NOTE: These kits utilize a 1	3" rotor and require a minimum 17" wheel.	



#6087B4RWK

* Contents may vary between applications.

K	T.	S I	E	A1	ΓU	R
1	3″	2	Di	0	-0	n

 13" 2-Piece Drilled/Slotted & Zinc Coated Rotors 4-Piston Billet Aluminum Calipers with Unique Billet Backing 			 Parking Brake Cables (Except 9" Ford) Stainless Steel Brake All Necessary Hardw 	Hoses
6477B4RV	VBK-S13	1964-77 Mid-size, stock 10	or 12 bolt C-clip rear end, kit	\$1,395.00
6472B4R\	VBK-B13	1964-72 Mid-Size, stock be	aring on axle BOP rear end, kit	\$1,395.00
7888B4R\	WBK-S13	1978-88 G Body, stock 10 b	olt rear end, kit	\$1,395.00
9B4RWB	(-113	Ford 9" rear end, 5x4.5 and (does not include parking br	5x4.75 lug pattern rake cable), kit	\$1,345.00
9B4RWB	(-213	Ford 9" rear end, 5x5 lug pa (does not include parking br		\$1,345.00

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CORVETTE-STYLE BRAKE KITS & SPINDLES



QUICK FACTS				
STOCK/DROP	stock			
ROTOR	13"			
CALIPER	(2)40.5mm			
OFFSET	0			
MIN. WHEEL SIZE	17"			
BACKSPACING	factory			

KITS FEATURE:

- Corvette-Style Spindles
 13" Front Drilled/Slotted Rotors
- Large 52mm, Dual-Piston, Loaded Black or Red Calipers
- C7 High Performance Corvette-Style Hubs with 1/2-20 Screwin Studs & Sealed Bearings

* Contents may vary between applications

- Braided Stainless Steel Hose Kit
- Works with Stock or CPP Totoally Tubular[™] Control Arms

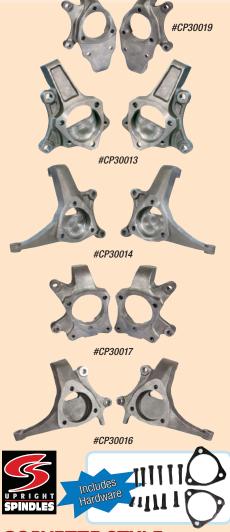
HIGH PERFORMANCE CORVETTE-STYLE WHEEL BRAKE KITS

CPP introduces its newest addition to the Corvette style spindle product line. Our high performance Corvette style wheel brake kit utilizes a C7 Corvette style hub assembly, which includes heavy duty 1/2-20"x 2" screw-in wheel studs and a stronger sealed bearing pack. With a sealed bearing pack, flex on the factory spindle pin, which causes caliper piston push back is resolved. This condition is especially a problem on aftermarket multi-piston radial mount style calipers. This kit also includes our Corvette style spindles, which are a direct bolt-on for a Nova, Chevelle and Camaro (early Camaro kit uses original or CPP replacement steering arms). The early AFX body tall spindle helps with improved geometry by giving a better camber change during suspension movement and also maintains the drum brake offset. Specify black or red calipers.

6474SWBK-STC7B	1967-69 Camaro (tall spindle), black calipers, kit	\$849.00
6474SWBK-STC7R	1967-69 Camaro (tall spindle), red calipers, kit	\$849.00
7081SWBK-SC7B	1975-79 Nova, 1970-81 Camaro, 1973-77 Chevelle, black calipers, kit	\$849.00
7081SWBK-SC7R	1975-79 Nova, 1970-81 Camaro, 1973-77 Chevelle, red calipers, kit	\$849.00

NOTE: These kits utilize a 13" rotor and require a minimum 17" wheel. It is recommended that you use CPP's front brake hose tabs for 1967-69 Camaro(#6769FDBL-TK). Also, these kits will not work with CPP budget tubular control arms #6774ETA-K.

STYLE HUB UPGR Whether you on your daily performance vehicle, CPP	ADES J're working y driver or high e Pro-Touring offers different Corvette-style	SRI Week	seen on
513139	* Entry level C7 hub assembly, \$79. M12-1.5 metric press-in studs, ea.		
CP35036	** High Performance C7 hub assembly, \$199. 1/2-20" screw-in wheel studs, ea.		PACE T
SKF HUB	S		
20981829	*** C7 hub assembly, \$149. M12-1.5 metric press-in studs, ea.	.00	
BR930544	X-Tracker Hub Assembly, \$429. M12-1.5 metric press-in studs, ea.		SCAN QR CODE: View the install of this kit
Brake Kit. **CP Corvette-Style	is included in our Entry Level Corvette-Style Whe 35036 is included with our High Performance Wheel Brake Kit. ***20981829 does not include • for wheel sensor.		& more CPP items on the WEEK TO WICKED 1972 Camaro!



CORVETTE-STYLE SPINDLES

Now available for most of our popular applications! These spindles allow the fitment of Corvette style hubs (C5-C7 generation) to your early muscle car. By utilizing this type of bolt-in sealed bearing pack, it virtually eliminates spindle pin flex found with traditional spindles. This will keep your braking system performing to its full potential by not allowing piston push back commonly found in traditional setups. These work with both factory Corvette brake kits as well as upgraded kits like CPP, Baer, Brembo, Wilwood and more. Part #CP30013 (A/F/X Body) are 1" taller than stock giving a better camber change during suspension movement without raising the vehicle height, leaving the factory position for stock bolt-in steering arms. Part #CP30014 (70-81 F-Body, 1975-79 X-Body) have steering arms already molded in place, and the first of its kind and exclusive to CPP. Includes spindle hardware. CP30019, CP30013 and CP30017 also include steering arm hardware.

c. 500., a.	so merade steering ann naran	urer
CP30019	1955-57 Fullsize, drop, pr.	\$269.00
CP30013	1967-69 Camaro, 1968-74 Nova, 1964-72 Chevelle, stock, pr.	\$269.00
CP30014	1970-81 Camaro & 1975-79 Nova, stock, pr.	\$269.00
CP30017	1967-69 Camaro, 1968-74 Nova, 1964-72 Chevelle, drop, pr.	\$269.00
CP30016	1978-87 G-Body, stock, pr.	\$269.00



•	5	
6366RWBK-5-P13	1963-66 C10 Rear (5x5) 5-Lug, kit	\$999.00
6366RWBK-6-P13	1963-66 C10 Rear (6x5.5) 6-Lug, kit	\$999.00
6772RWBK-5-P13	1967-72 C10 Rear (5x5) 5-Lug, kit	\$999.00
6772RWBK-6-P13	1967-72 C10 Rear (6x5.5) 6-Lug, kit	\$999.00
7187RWBK-5-P13	1973-87 C10 Rear (5x5) 5-Lug (does not include e-brake cables), kit	\$999.00
7187RWBK-6-P13	1973-87 C10 Rear (6x5.5) 6-Lug (does not include e-brake cables), kit	\$999.00
5557RWBK-P13	1955-57 Fullsize (Stock Rear end), kit	\$999.00
5864RWBK-P13	1958-64 Fullsize (Stock Rear end), kit	\$999.00
6570RWBK-P13	1965-70 Fullsize (Stock Rear end), kit	\$999.00
6265RWBK-P13	1962-65 Nova 5 Lug (10/12 Bolt), kit	\$999.00
6667RWBK-P13	1966-67 Nova (10/12 Bolt), kit	\$999.00
67RWBK-P13	1967 Camaro (10/12 Bolt Standard Shocks), kit	\$999.00
6869RWBK-P13	1968-74 Nova, 1968-69 Camaro (10/12 Bolt Stgrd Shks), kit	\$999.00
7078RWBK-P13	1970-78 Camaro (10/12 Bolt Staggered Shocks), kit	\$999.00

- Gas Slotted & Zinc Washed Rotors
- Calipers & Brackets
- Emergency Brake Cables
- Hard Lines & Hoses All Mounting Hardware
- * Contents may vary between applications.

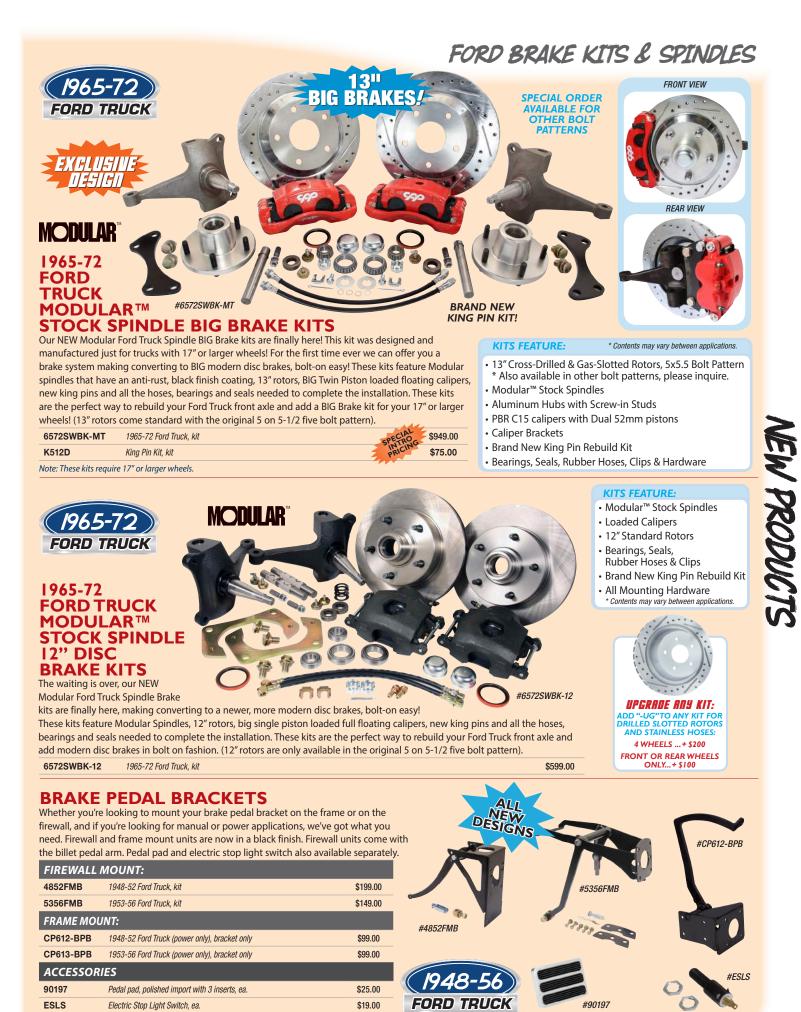
6467RWBK-P13	1964-67 Chevelle/El Camino (10/12 Bolt rear), kit	\$999.00
6872RWBK-P13	1968-72 Chevelle/El Camino (10/12 Bolt rear), kit	\$999.00
7887RBP-13	1978-87 G Body (Stock 10 Bolt), kit	\$999.00

13" RETRO-FIT UPGRADE KIT FEATURES:

- 13" Cross-Drilled, Gas-Slotted & Zinc-Washed Rotors
- Caliper Bridge & Replacement Pad Set

only \$349.00/kit

Toll Free: (800) 522-5004 • www.classicperform.com



10



N 10

PRO-TOURING TURN 9







PRO-TOURING TURN 9 STYLE

URRIE REAR ENDS С

Complete Currie 9" rear housing and axle kits are now available in 3 different styles. For years we have carried the traditional 9-Plus housing and axle sets and they are great, super strong and are truly top of the line. They work great in most applications but limit the type of sway bar that can be used due to the gusseted type center section. Working closely with Currie we now have a solution! We would like to introduce the Hot Rod and Pro-Touring Turn 9 housing and Axle setups. These 2 new housing designs will allow the use of our popular Pro-Touring rear sway bar applications! For a more traditional look the Hot Rod housing is a great choice. If you are looking for the top of the line, fully fabricated center section the Pro-Touring Turn 9 is a great option as well. Housings include 3rd member studs installed and Torino-style late model large bearing housing ends.



NEW PRODUCTS

All 3 styles are complete with 31 spline axles, your choice of bolt pattern and include bearings, seals and studs already installed. Each application is built specifically with rear suspension mounts already welded to make them a direct fit for your car or truck. All rear ends are available in 35-spline axles and with 1/2" studs. Custom widths and axle bracket positions available. Call a CPP Rep to discuss options. When ordering Hot Rod style, please add a "-HR" at the end of the number. For Pro-Touring Turn 9, please add a "-T9" at the end. Universal rear ends are bare ax;es, and do not include the spring seats or mounting brackets. Third members also available separately.

		,			ie spring se							
		9 PLUS	HOT ROD	TURN 9					9 PI	US	HOT ROD	TURN
CHEVY TRUCK					САМА	RO & NOVA	l					
GMC6062X5	1960-62, 5 lug (7/16" stud)	\$1,261.00	\$1,261.00	\$1,515.00	GMF6769	эмх		aro & 1968-74 Nov	<i>a</i> \$1,26	69.00	\$1,269.00	\$1,557
GMC6062X6	1960-62, 6 lug (7/16" stud)	\$1,261.00	\$1,261.00	\$1,515.00	GMF6769		w/multi-leaf, 7	776° stud aro & 1968-74 Nov		20.00	\$1,269.00	\$1,557
GMC6370X5	1963-70 C10 (62" hub to hub) 5 lug (1/2" stud)	\$1,261.00	\$1,261.00	\$1,515.00			w/multi-leaf, 1	1/2" stud				
GMC6370X6-1/2	1963-70 C10 (62" hub to hub) 6 lug (7/16" stud)	\$1,261.00	\$1,261.00	\$1,515.00	GMF6769	9SX	1967-69 Cam w/mono-leaf,	aro & 1968-74 Nov 7/16" stud	<i>'a</i> \$1,26		\$1,269.00	\$1,557
GMC7072X5	1970-72 C10, late, (63-5/8" hub to hub) 5 lug (1/2" stud)	\$1,261.00	\$1,261.00	\$1,515.00	GMF6769	9SX-1/2	1967-69 Cam w/mono-leaf,	aro & 1968-74 Nov 1/2" stud	<i>'a</i> \$1,26	59.00	\$1,269.00	\$1,557
GMC7387X5	1970-87 C10 (63-5/8" hub to hub) 5 lug (1/2" stud)	\$1,261.00	\$1,261.00	\$1,515.00	GMF7081	IX	1970-1/2 - 81 w/multi-leaf, 7		\$1,26	69.00	\$1,269.00	\$1,557
GMC7387X6	1970-87 C10 (63-5/8" hub to hub)	\$1,261.00	\$1,261.00	\$1,515.00	GMN636	7MX	1963-67 Nova	a w/multi-leaf	\$1,15	57.00	\$1,157.00	\$1,557
	6 lug (7/16" stud)	φ1,201.00	\$1,201.00	\$1,510.00	GMN636	7SX	1963-67 Nova	w/mono-leaf, 7/16" s	tud \$1,15	57.00	\$1,157.00	\$1,557
GMT7387X6-1/2	1970-87 C10 (63-5/8" hub to hub), 6-lug (1/2" stud)	\$1,269.00	\$1,269.00	\$1,515.00	GMN636			w/mono-leaf, 1/2" st		57.00	\$1,157.00	\$1,55
CHEVY FULLSIZE								ONTE CARLO				
GMB5557X	1955-57, 7/16" stud	\$1,209.00	\$1,209.00	\$1,494.00	GMA646	-	1964-66, 7/16		\$1,43		INQUIRE	\$1,702
GMB5557X-1/2	1955-57, 1/2" stud	\$1,209.00	\$1,209.00	\$1,494.00	GMA646		1964-66, 1/2'		\$1,43		INQUIRE	\$1,702
GMB5557X-LRK	1955-57 *	\$1,209.00	\$1,209.00	\$1,494.00	GMA67X		1967, 7/16" s		\$1,43		INQUIRE	\$1,702
GMB5557X-MT-LRK	1955-57, for wheel tubs *	\$1,209.00	\$1,209.00	\$1,494.00	GMA687		1968-72, 7/16" stud		\$1,43		INQUIRE	\$1,702
GMB5964DUX	1959-64, dual upper arm (7/16" stud)	\$1,549.00	INQUIRE	INQUIRE	GMA687		1968-72, 1/2'	stua	\$1,43	39.00	INQUIRE	\$1,702
GMB5964X	1959-64, single upper arm, 7/16" stud	\$1,439.00	INQUIRE	INQUIRE	G-BOD GMG788		1978-87, 12m	nm stud	\$1,43	39.00	INQUIRE	\$1,702
GMB5964X-1/2	1959-64, single upper arm, 1/2" stud	\$1,439.00	INQUIRE	INQUIRE		9 PL	.US	HOT R	0D		TURN 9	
GMB5964X-N	1959-64, single upper arm, narrowed 2" (7/16" stud)	\$1,439.00	INQUIRE	INQUIRE	UNIVE	RSAL						
ote: * GMB5557X-LRK kits	are for vehicles with a leaf spring rel	ocation kit.			55" Wide	UHD55INX	\$1,082.00	UHR55INX	\$1,082.00	UT95	55INX	\$1,410
					56" Wide	UHD56INX	\$1,082.00	UHR56INX	\$1,089.00	UT95	56INX	\$1,410
SHOWN WITH				Tra	60" Wide	UHD60INX	\$1,082.00	UHR60INX	\$1,089.00	UT96	60INX	\$1,410
CPP PRO-TOURI	NG		- A		61" Wide	UHD61INX	\$1,082.00	UHR61INX	\$1,089.00	UT96	61INX	\$1,410

CPP PRO-TOURING SWAY BAR KIT



E	UNIVE	RSAL					
	55" Wide	UHD55INX	\$1,082.00	UHR55INX	\$1,082.00	UT955INX	\$1,410.00
_	56" Wide	UHD56INX	\$1,082.00	UHR56INX	\$1,089.00	UT956INX	\$1,410.00
	60" Wide	UHD60INX	\$1,082.00	UHR60INX	\$1,089.00	UT960INX	\$1,410.00
	61" Wide	UHD61INX	\$1,082.00	UHR61INX	\$1,089.00	UT961INX	\$1,410.00
	63" Wide	UHD63INX	\$1,082.00	UHR63INX	\$1,089.00	UT963INX	\$1,410.00
	64" Wide	UHD64INX	\$1,082.00	UHR64INX	\$1,089.00	UT964INX	\$1,410.00

REAR PRO-TOURING SWAY BAR KITS

Our rear adjustable Pro-Touring-style sway bars with rod-end style end-links and hollow bars improve the cornering performance and traction of your vehicle.

#5557PTSBK SHOWN WITH UPGRADED **BILLET MOUNTS**

CPP's sway bar offers an attractive and effective way to tie the frame rails together for that Pro-Touring experience. The kits include adjustable heim end-links, premium mounting hardware, laser cut frame mount brackets, greasable polyurethane bushings, grade 8 bolts and gloss black powdercoated finish. 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.



UPGRADE TO

6470PTSBK	1964-70 Mustang, kit	\$189.00
		* 4 0 0 0 0
5557PTSBK	1955-57 Fullsize, kit	\$189.00
6267PTSBK	1962-67 Nova, kit	\$189.00
	· · · · · · · · · · · · · · · · · · ·	
6774PTSBK	1967-69 Camaro,	\$189.00
	1968-74 Nova, kit	
7081PTSBK	1970-81 Camaro. kit	\$189.00
		
6472PTSBK	1964-72 Chevelle, kit	\$189.00
7887PTSBK	1978-87 G-Body, kit	\$189.00
100/11001	1970-07 U-Douy, Kit	ψ105.00
RBM-DK	Deluxe Upgrade, kit	\$129.00
Note: Will not wo	rk with 9 Plus-style rea	onds
tote. manot wo	in main si has style leal	crias.

NII

SUSPENSION

#67NRLK-D

#7081NRLK-D

COMPLETE NARROW LEAF SPRING **UPGRADE** KITS

Our new CPP Narrow leaf spring upgrade kits are available for 1967-81 Camaros and 1962-74 Novas. These kits allow for the absolute largest wheel and tire to be used without relocating the leaf springs front and rear hangers inboard. No cutting and welding on the frame rails. Kits include a custom narrowed axle bracket to match the narrowed

leaf perfectly. These kits will gain you 1/2" additional tire clearance per side. Kits will fit original rear ends or any aftermarket 3" tube style 10/12 bolt or 9" ford. Great upgrade for any street, strip or Pro-Touring performer.

6874NRLK-D	1968-69 Camaro & 1968-74 Nova, 2" drop, kit	\$599.00
6874NRLK-S	1968-69 Camaro & 1968-74 Nova, stock, kit	\$599.00
67NRLK-D	1967 Camaro, 2" drop, kit	\$599.00
67NRLK-S	1967 Camaro, stock, kit	\$599.00
6267NRLK-D	1962-67 Nova, 2" drop, kit	\$599.00
6267NRLK-S	1962-67 Nova, stock, kit	\$599.00

-		•			
		KITS FEATUR	RE:	* Contents may vary between app	olications.
-		 (2) Multi-Leat (Stock Heigh Weld-on Axle U-Bolt Set 	t Ór 2″ Drop)	 Spring Tie Plates (on 1967-69 Cam. & 1968-74 Nova) High Performance Rear Shackle Kit All Hardware For Easy Installation 	
	7	7081NRLK-S	1970-81 Camaro, st	tock, kit	\$599.00
	7	7081NRLK-D	1970-81 Camaro, 2	" drop, kit	\$599.00



MUSTANG REAR LEAF SPRINGS

Kits work with traditional 3" axle tubes commonly found with 8 and 9" Ford rear ends. Assembled with teflon buttons for a smooth quiet ride. Kits yield a 2" drop.

6573RLS-D 1964-73 Mustang, mulitleaf, pr.

NEW PRODUCTS

REAR SHOCK RELOCATION κιτς

These kits feature an adjustable crossmember upper shock mount. It bolts onto the rear of the chassis tight to the trunk floor and include new lower shock



\$399.00

mounts/spring tie plates. There are 4 versions to work with: original style axle perch, a narrow leaf spring, with lowering blocks, and without lowering blocks. The kit requires new shocks that mount with loop style mounts top and bottom.

FOR STOCK AXLE PERCH

6769RSR-AAK	1967-69 Camaro, without lowering blocks, kit	\$299.00
6769RSR-ALK	1967-69 Camaro, with lowering blocks, kit	\$329.00
7081RSR-AAK	1970-81 Camaro, without lowering blocks, kit	\$299.00
7081RSR-ALK	1970-81 Camaro, with lowering blocks, kit	\$329.00
FOR NARROV	V LEAF SPRINGS	
6769RSR-NAK	1967-69 Camaro, without lowering blocks, kit	\$299.00
6769RSR-NLK	1967-69 Camaro, with lowering blocks, kit	\$329.00
7081RSR-NAK	1970-81 Camaro, without lowering blocks, kit	\$299.00
7081RSR-NLK	1970-81 Camaro, with lowering blocks, kit	\$329.00



OFFSET

OFFSET SHACKLE KITS

These bolt in and reposition the rear of the spring allowing more room to fit wider rear tires. The 3/4" offset works with the original fuel tank. The 1-3/4" offset requires a narrower fuel tank.

b, i onserie	quires a narrower raer tarit.	
6774OSS-75	1967-69 Camaro, 1968-74 Nova, 3/4" offset, kit	\$139.00
6774OSS-175	1967-69 Camaro, 1968-74 Nova, 1-3/4" offset, kit	\$159.00

HIGH PERFORMANCE **REAR SHACKLE KITS**

1964-73 Mustang, kit

6473SHK-RE

This shackle is ideal for anyone that wants to drive their car harder, or run a larger tire. The design prevents the shackles and bushings from flexing side to side. They use D-spec bushings and steel pivot sleeves. The steel sleeves allow the shackles to become completely tight on the pivots with a precision fit to the spring and chassis. The OE and poly bushings are simply tightened, deforming the bushing, creating friction, and allow the spring to move side to side. The shackle is formed with a C-section to increase its side to side strength. These have virtually no deflection allowing you to confidently fit wider tires even closer to the fenders. 6267SHK-RE 1962-67 Nova, kit 6781SHK-RE 1967-81 Camaro, 1968-74 Nova, kit



SHOWN ON

1970 CAMARO



SMOOTH NO BIN ORI

#6267SHK-RE



\$89.00

\$89.00

\$89.00

SUSPENSION

CPP STREET-TRAC[™] TRACTION BARS

CPP's new Street-Trac[™] traction bars - where the power meets the road! Constructed from 1" 0.156-wall 4130 (same as our Pro-Touring sway bar), with 3/16" laser-cut, bent-steel mounts and self-lubricating plastic D-type bushings (same as used in our control arms) and 3/4" rod ends. The front mount features additional ground clearance and a forward-slanted approach angle. In the event it does hit something, the angled approach will act as a skid plate and help lift the car over the obstacle. The portion of the linkage that contacts the spring is a wider flat surface; this reduces the stress on the top of the leaf spring. The pivot positions are relocated to optimize weight transfer while reducing the spring load.

5557TB	1955-57 Fullsize (all aplications), kit	\$299.00	6473TB	1964-73 Mustang, for stock axle, kit	\$299.00
6281TB-S	1962-74 Nova, 1967-81 Camaro, stock axle applications, kit	\$299.00	6473TB-L	1964-73 Mustang, for 2 or 3" lowering blocks, kit	\$299.00
6274TB-L	1962-74 Nova, 1967-69 Camaro, for applications using lowering blocks, kit	\$299.00	6473TB-R	1964-73 Mustang, for reversed eye applications with stock axle, kit	\$299.00
7081TB-L	1970-81 Camaro, for applications using lowering blocks, kit	\$299.00	6473TB-RL	1964-73 Mustang, for reversed eye applications with 2 or 3" lowering blocks, kit	\$299.00

TREET

CPP 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. Available in black or silver powdercoated finish.

				•			
6267SFC-B	1962-67 Nova, kit	\$220.00	7081SFC-B	1970-81 Camaro, kit	\$169.00		
6769SFC-B	1967-69 Camaro, kit	\$220.00	6470SFC-B	1964-70 Mustang, kit	\$169.00	#7081SFC-B	



FRONT KITS FEATURE:

- Laser-Cut, CNC-Bent
- **Mounting Brackets** Upper Control Arm
- Totally Tubular[™] Lower
- Coil-Óver Control Arms
- Dual-Adjustable Coil Over Shocks
- **Thrust Bearings &** Spanner Wrench
- Grade 8 Hardware

REAR KITS FEATURE:

- Laser-Cut, CNC-Bent Mounting Brackets
- Totally Tubular[™] Trailing Arms
- Dual-Adjustable
- Coil-Over Shocks **Thrust Bearings &**
- Spanner Wrench
- Ġrade 8 Hardware

1963-87 CHEVY C10 COIL-OVER CONVERSION

Now available! Our new Coil-Over Kits are finally here for all you C10 Enthusiasts! Our Front Coil-Over Conversion kits are fully ride height adjustable from standard height to a 3" drop. This allows a full 5-1/2" drop when combined with our CPP Modular Drop Spindles. Coil-Over Conversion Kits available for use with stock control arms or can be purchased as a kit with our NEW Lower Tubular Control Arms. These new Coil-Over Control Arms were designed to make adding coil-overs easy. Please specify year of vehicle when ordering. Our Rear Coil-Over Kit offers a full 5" of ride height adjustment (Stock to 5" drop) and is specifically designed to work with CPP's Rear C-Notch kits (required when lowering 4" or more). Kits are available as Coil-Over upgrade or paired up as a rear suspension package with CPP Totally Tubular™ Trailing Arms. Our new Trailing Arms were designed to make adding coil-overs easy. This kit is available for 1963-72 C10's as well as 1973-87 Trailing Arm Converted Trucks. Please specify shock height when ordering. Both kits include necessary mounting hardware and are available as an upgrade to CPP's popular Pro-Touring and Complete Performance Package Kits in either black or silver powdercoat! Installation only requires standard hand tools and no major fabrication. Provides a clean look, with maximum clearance and consistent performance, all while dramatically improving the handling and control of your vehicle.

FRONT			REAR		
6387FCO-K	1963-87 Complete Kit, w/Upper & Lower Control Arms, kit	\$1,599.00	6372RCO-K	1963-72, Complete Kit, w/lower trailing arms	\$1,299.00
6387FCO-LK	1963-87 Conversion, w/Lower Control Arms	\$1,299.00	6372RCOK-03	1963-72, Upgrade Kit, for 0" to 3" lower, w/o lower trailing arms	\$699.00
6387COK-2A	1963-87 Conversion - w/o Control Arms	\$799.00	6372RCOK-35	1963-72, Upgrade Kit, for 3" to 5" lower, w/o lower trailing arms	\$699.00

ALL NEW DESIGN



1955-57 CHEVY CAR **REAR LEAF SPRING RELOCATION KIT**

This new basic rear leaf relocation kit from CPP includes front weld-in spring pockets, rear C-notch shackle plates, upper shackle hangers, and new shackles. Shackles have been re-designed to feature our high performance D-spec bushings, sleeves, and hardware. New upper shackle mounts are formed for proper fitment and alignment wit frame. Lower shock plate tucks the shock up to the leaf spring so fitment of our Pro-Tourin sway bar is perfect (sold separately). Rear poo moves the spring in-line with the frame to gain 3.5" of additional clearance to allow the use of up to 10" wide wheels and with the proper backspacing and about 12" tread to contact the pavement. The Complete kit includes everything included in the basic kit, plus u-bolts, nuts, lower shock plates and shock studs. 5557BLSRK 1955-57 Fullsize, basic, kit \$239.00

e CNC	
h the	
closer	
ng rear	
cket kits	

\$299.00

IEW PROD

5557CLSRK 1955-57 Fullsize, complete, kit

MIDNITE SERIES STEERING WHEELS



MIDNITE SERIES BILLET STEERING WHEELS

These 14" steering wheels are made from black machined aluminum for a beautiful shine. Each wheel is available with a black half wrap for the ultimate finishing touch. Our Complete Steering Wheel package includes your choice of steering wheel, a black billet horn cap, and a black steering wheel hub adapter. All for one low price! Please specify what model when ordering. **6794LSWB** *kit* **\$279.00**





Add the finishing touch to your black-billet wheel

addition with our black aluminum cap. Precision

machined billet aluminum for a perfect fit.

Large Plain, ea.

Plain, ea.

SERIES BILLET WHEEL HUB ADAPTER

For use with our black billet wheels only. Fits 1967-94 GM columns. 2" tall design.

6794KHB-A 1967-94 GM column, ea.

BLACK SET SCREW-STYLE STEERING U-JOINT

CPP's new black E-coated U-joints are CNC Machined and precision broached for a perfect fit. Stainless steel sealed bearing cap and a Nice E-coated finish will give you that black out look. Works up to 30 degree angle. Most popular sizes available.

\$55.00

,					
CPP-UJ1K	9/16-26 X 3/4DD, ea.	\$49.00	CPP-UJ6K	3/4DD X 3/4DD, ea.	\$49.00
CPP-UJ2K	1 "-48 X 3/4DD, ea.	\$49.00	CPP-UJ7K	1 " DD X 3/4DD, ea.	\$49.00
CPP-UJ3K	3/4-30 X 3/4DD, ea.	\$49.00	CPP-UJ9K	13/16-36 X 3/4DD, ea.	\$49.00
CPP-UJ4K	3/4-36 X 3/4-36, ea.	\$49.00	CPP-UJ16K	3/4DD X 3/4 Smooth , ea.	\$49.00
CPP-UJ5K	3/4-36 X 3/4DD, ea.	\$49.00			

HORN

CPPHB-SB

CPPHB-LB

BUTTON



COLUMN MOUNTING BRACKETS

\$39.00

\$39.00

CPP's new billet aluminum column mounting bracket (#CPKCMB) allows you to install a

#СРКСМВ

new tilt column with a key in place your old column. This bracket works on key columns and non-key 2" diameter columns. It attaches the column to GM dash mounts. This 2-piece bracket includes a set-screw to lock the column after it's been positioned. The mount is the same bolt pattern as the popular GM dash mount used from the early 1970's. Also available is a billet aluminum mounting bracket for a 1967 Nova to allow for an aftermarket (tilt, with or without tilt or shifter) column installation.

CPKCMB For Key Columns, kit		\$89.00	
67CMB	1967 Nova, For Key Columns, kit	\$89.00	

N 14

STEERING COLUMNS

Neutral

Lower

Shift Arm

Detent Kit

\$297.00 \$486.00

\$666.00

Safety Switch

Pre-Ínstalled

NEUTRAI

SAFETY SWITCH

INCLUDED!

#55560SC-AK-NS

1955-57 CHEVY **CAR OE** STEERING COLUMNS

CPP has re-designed its OE-style steering columns for the 1955-57 Chevy Fullsize cars! We have fitted our new columns with the proper

neutral safety switch and shifter detent set-up for all common 3 & 4 speed automatics. The length has been shortened to work with our 500 Series[™] power steering box, as well as older 605 and 600 style conversion boxes. Columns can use both stock and reproduction upper shifter, turn signal housing and factory shift indicator rod. Available with or without rag joint. 5556OSC-AK-NS 1955-56 Chevy Fullsize (w/o rag joint), ea. \$169.00 570SC-AK-NS 1957 Chevy Fullsize (w/o rag joint), ea \$169.00

	ion oner i anoze (in e ragjond), ear	
5556OSC-K-RAG	1955-56 Chevy Fullsize, with rag joint, ea.	\$199.00
57OSC-K-RAG	1957 Chevy Fullsize, with rag joint, ea.	\$199.00
NS5	Neutral safety switch, ea.	\$20.00

Note: Requires a rag joint (#RJC-605S) if installing on a 500 Series™ power steering box or older 605 conversion box.

RE-DESIGNED



quick release steering wheel hubs. Available in matte black finish.

1350646056	1962-66 Nova, kit	\$712.00
1350680056	1967-68 Camaro, kit	\$712.00
1350790056	1969 Camaro, kit	\$712.00
1350860056	1970-81 Camaro, kit	\$712.00
1350642056	1965-66 Ford Mustang, kit	\$712.00
Note: Steering wheel adapters are sold separately.		

DASH SYSTEMS
SYSTEMS
Keyless systems with LED halo lighting,
ignition activation/deactivation or
programmable/touch sensitive. Easy

installation. Safety features for safe operation.			
2600600100	id.PUSH Basic Push Button Start, kit		
2600610100	id.PUSH+ Push Button Start, kit		
2600670100	id.TOUCH Keyless Start Ignition Dash System w/22mm aluminum button, kit		



FUEL TANK & FUEL LINE KITS ANKS ALSO VAILABLE DIVIDUALLY



Accepts factory transfer hose/fuel neck



Fuel pump & sending unit tray comes pre-installed



* Contents may vary

#EC6467CFIT-K

COMPLETE FUEL INJECTION-READY TANK KITS

Our Complete Fuel Injection Tank Kit is the most complete choice when adding a fuel injection-ready tank to your vehicle. Our kit includes an original fit tank with built-in fuel tray, a fuel tank sending unit and a fuel regulator/filter combined with the most complete EFI fuel line kit in the market. This EFI Fuel Line Kit comes with the fuel hoses and all the fittings to plumb from the fuel pump forward. All our fuel fittings have a push lock connect end that does not require specialty tools to disassemble. Our kit also includes a 255 l/h In-tank pump That supports up to 600 HP, or an upgraded high-volume pump option, with the proper install components. In-tank pumps are much more efficient and run much cooler than running an inline pump. Contains all of the necessary pieces to mount to your vehicle.

FS5556CFIT-K 1955-56 Fullsize, kit \$429. FS57CFIT-K \$429 1957 Fullsize, kit FS6164CFIT-K 1961-64 Fullsize, kit \$455 CM6768CFIT-K \$480 1967-68 Camaro, kit CM69CFIT-K 1969 Camaro, kit \$450 1970-73 Camaro, kit \$455 CM7073CFIT-K FS6566CFIT-K 1965-66 Impala, kit \$460 MU6466CFIT-K 1964-66 Mustana, kit \$455

0.00	MU6768CFIT-K	1967-68 Mustang, kit	\$425.00
0.00	NV6267CFIT-K	1962-67 Nova, kit	\$455.00
i.00	NV6869CFIT-K	1968-69 Nova, kit	\$460.00
0.00	NV70CFIT-K	1970 Nova, kit	\$460.00
0.00	NV7172CFIT-K	1971-72 Nova, kit	\$460.00
i.00	MS6467CFIT-K	1964-67 Chevelle, kit	\$455.00
0.00	MS6869CFIT-K	1968-69 Chevelle, kit	\$455.00
i.00	MS70CFIT-K	1970 Chevelle, kit	\$455.00

1	HP (Hig • Sending	h-Volume Also Ávailable) g Unit	
MS717	72CFIT-K	1971-72 Chevelle, kit	\$455.00
EC646	67CFIT-K	1964-67 El Camino & Wagon, kit	\$425.00
EC687	OCFIT-K	1968-70 El Camino, kit	\$455.00
EC717	2CFIT-K	1971-72 El Camino, kit	\$455.00
GB788	B8CFIT-K	1978-88 Monte Carlo, kit	\$455.00
GB788	38CFIT-K	1978-83 Malibu, kit	\$455.00
GN788	B7CFIT-K	1978-87 Grand Nat'l/Regal, kit	\$455.00

KITS FEATURE:

 OE-Style, Fuel Injection-Ready Tank With Built-In Fuel Tray &

Mounting Hardware

Complete EFI Fuel Line Kit

• 255 l/h In-Tank Pump Up To 600

Fuel Regulator/Filter

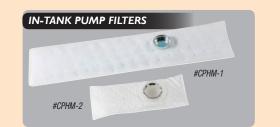


FUEL PUMP INSTALL KITS

Available for our OE-style gas tanks as a drop-in setup or as a universal setup to help you convert your stock fuel tank to a new internal style pump. Running an in-tank pump has many benefits over adding an inline pump to your current system. In-tank pumps run much cooler which increases the efficiency and will greatly extend the life of your pump. These in-tank fuel pumps are also much quieter than an inline fuel pump. The large mounting flange also offers the added benefit of a fuel tray to prevent fuel starvation and are recommended for competitive applications. The large mounting flange measures 4" dia.; small measures 2-1/4" dia. Each Universal In-Tank Pump kit comes with your choice of 255LH pump

up to 600 hp or 340LH pump up to 750 hp and a bracket install kit.

UNIVERSAL IN-TANK PUMP KITS			
CPUFPK-	Large flange, kit	\$175.00	
CPFK-	Small flange, kit	\$165.00	
BRACKET INSTALL KITS			
UFK-F1	Large Bracket, kit	\$93.00	
FK-F1	Small Bracket, kit	\$85.00	
Note: Fuel Filte	er/Regulator (#LS9904) will not work on 340l/h pump.		



FUEL PUMPS				
FP-340LH	340LH pump up to 750 hp, ea.	\$89.00		
FP-255LH	255LH pump up to 600hp, ea.	\$89.00		
IN-TANK PUMP FILTER				
CPHM-1	Diaper-Style, 11.75x3", ea.	\$8.00		
CPHM-2	Diaper-Style, 5.25x2", ea.	\$4.00		

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FUEL TANK ACCESSORIES



UNIVERSAL PUMP ADAPTER RING

CPP's new fuel tank adapter ring mounts our small diameter fuel pump install kit. This is an easy-to-install, billet aluminum, adapter that can easily be attached to almost any fuel tank allowing our smaller fuel pump module to bolt directly. This kit features a thick, fuel safe, foam gasket to seal almost any tank. Not recommended for auto cross or racing applications.

CPFP-K	Adapter ring with bracket install kit for small In-Tank Pump, kit	\$114.00
CPFPA-1	Adapter ring only, kit	\$29.00

COMPLETE FUEL LINE KIT WITH FITTINGS #LSLK-F Includes:

- 25 feet of Fuel Injection High-Pressure Hose
- (1) 3/8" Fuel Filter -6 Male
- Feed-Line Fitting
- (1) 5/16" Female Fuel Filter Return-Line Fitting
- (2) 3/8" Female To -6AN Male Straight Filter Fitting
- (2) 1/4" NPT To -6AN Male Fuel Pump Adapters
- (6) Straight -6AN Female To 3/8" Hose Fittings
- (2) 45° -6AN Female to 3/8" Hose Fittings
- (1) Fuel Filter/Regulator



INSTALLED FUEL RAIL FITTING

EFI FUEL FILTER REGULATOR KITS

CPP now offers a EFI Fuel regulator/filter combined with the most complete EFI fuel line kit in the market. This kit comes with the fuel hoses, all the proper fittings to plumb from the fuel pump forward and regulator/filter combo. All our fuel fittings have a reusable spin lock connect end that does not require specialty tools to disassemble.

LSLK-F	EFI 58 psi Fuel Filter/Regulator with Complete LS Fuel Line & Fitting Kit	\$129.00	LSLF11-K	EFI Fuel Filter/Regulator 58 psi with AN style & Push Lock AN Fitting Kit	\$62.00	
LSLK	Complete EFI Fuel Line & Fitting Kit	\$95.00	LS9904	EFI Fuel Filter/Regulator 58 psi, ea.	\$35.00	
LSLF9	Complete EFI Fuel Fitting Kit only	\$75.00	Note: Fuel Filter/Regulator will not work on 3401/h pump.			

UNIVERSAL FUEL TANK RETURN FITTINGS



Installing an in-line fuel pump but need to adapt a stock tank to have a return? We've got the answer. Available in

both 9/16-18 inverted flare or 1/4 NPT. Simply drill a hole, install against the tank and use the supplied bolt to rivet the in-tank side in place. Works like a rivet nut insert. Super easy and clean installation. Many uses like

adding a vent, power steering line return, etc. Will work on up to 1/4" thick material. **45113** 9/16-18 adapter fitting \$17.00



Looking for more Fuel Fittings? You can find them on page 5

Toll-Free: (800) 522-5004 www.classicperform.com



FUEL FITTING KITS

#LSLF11-K

INSTALLED TOP VIE

#LSLF9 Includes:

- (1) 3/8" Fuel Filter -6 Male Feed-Line Fitting
- (1) 5/16" Female Fuel Filter Return-Line Fitting
 (2) 3/8" Female To -6AN
- (2) 5/8 Female 10-6AN Male Straight Filter Fitting
 (2) 1/4" NPT To -6AN Male
- Fuel Pump Adapters

 (6) Straight -6AN Female
- To 3/8" Hose Fittings
- (2) 45° -6AN Female
- to 3/8" Hose Fittings

#LSLF11-K Includes:

- (2) 3/8" Fuel Filter -6 Male Feed-Line Fitting
- (1) 5/16" Female Fuel Filter Return-Line Fitting
- (1) 3/8" Male To -6AN Male Straight Filter Fitting
 (1) Fuel Filter/Regulator
- (1) Fuel Filter/Regulate (shown on left)



NEW PRODUCTS







FUEL GAUGE CONVERTER

CPP's fuel gauge interface modules solves most fuel gauge problems most encounter. This easily installs between the sender and the gauge. No need to drop tank and replace sending unit. Will match any OHM rating. SG11214 kit \$125.00





#FN91 #FN92

FUEL FILLER NECKS

OE fuel filler necks are available for your new tank install. Why install that beautiful new tank with a rusted, dirty old neck? These are brand new built to OE specs.

N 18

FILLER NECKS			
FN5007	1955 Chevy Full Size, ea.	\$50.00	
FN5003	1957 Chevy Full Size, Upper, ea.	\$48.00	
FN5006	1957 Chevy Full Size, Lower, ea.	\$48.00	
VH57C	1957 Chevy Full Size Vent Hose (3ft), ea.	\$12.00	
FN5005	1961-63 Chevy Full Size, ea.	\$35.00	
FN5015	1962-64 Nova, ea.	\$75.00	
FN5016	1965-67 Nova, ea.	\$75.00	
FN91	1964-66 Ford Mustang, ea.	\$30.00	
FN92	1967-68 Ford Mustang, ea.	\$30.00	





#GH-2-F1

#NE-90

RUBBER FUEL TRANSFER HOSE BENDS

These straight rubber fuel transfer hoses are available in 4 different configurations. Combination styles will allow a mix-matched filler and tank combination. Perfect for flush fill fuel caps and can be trimmed if required for installation.

53C	8" Long - 30 Degree - 2" ID, ea.	\$10.00
37N	12-1/2" Long - 45 Degree - 2" ID x 2-1/4" ID, ea.	\$20.00
NE-1.5	6" Long Legs - 30 Degree - 1-1/2" ID, ea.	\$20.00
NE-45	6" Long Legs - 45 Degree - 2" ID, ea.	\$20.00
NE-60	6" Long Legs - 60 Degree - 2" ID, ea.	\$20.00
NE-60L	6" Long Legs - 60 Degree - 2-1/4" ID, ea.	\$20.00
NE-90	6" Long Legs - 90 Degree - 2" ID, ea.	\$20.00
GH-2-FT	2" ID Flexible Fuel hose, Steel wire reinforced, Sold by the Foot, ea.	\$16.00



FUEL FILLER HOSES & ADAPTERS

HOSES & ADAPTERS

II O JEJ		
GH-2	2" ID, 6" Long, ea.	\$10.00
GH-2.25	2-1/4" ID, 6" Long, ea.	\$10.00
GH2225	2" ID x 2-1/4" ID, 6" Long, ea.	\$20.00
GH1520	1-1/2" ID x 2" ID, 7-3/4" Long, ea.	\$20.00



FUEL TANK ACCESS DOORS

Gas tank access doors are assembled with a low profile aircraft style stainless steel hinge made with 18 gauge stainless steel. They feature a brass coin key latch assembly. Available in 3 different sizes.

AD-44	4-1/8" x 4-1/8", ea.	\$40.00
AD-85	4-3/4" x 8-1/2", ea.	\$45.00
AD-66	6-1/8" x 6-1/8", ea.	\$40.00



LOW PROFILE THREADED ALUMINUM FILLER CAP & NECK

This mirror polished billet aluminum fuel cap has a 3.5" diameter vented cap that only protrudes 5/8" up when installed on a flat surface. These feature a 2" long neck that is setup for a 2" ID filler hose. Flange measures 2-3/4" bolt circle with a 3-1/4" outer flange. Installation hardware and tethered cap included.



LOCKING FUEL CAP

These 1966-67 Nova locking fuel caps are
made from billet aluminum available with an
anodized finish in clear or black. Although
they are a direct-fit for Nova, they are highly
adaptable for other custom installations. Cap
includes 2 keys and all of the necessary hoses,
clamps and fasteners needed for installation.810000391966-67 Nova (clear), kit810000401966-67 Nova (black), kit

 \$250.00
\$260.00

FITECH FUEL INJECTION SYSTEMS



FITECH SELF-TUNING FUEL INJECTION SYSTEMS & EFI COMPONENTS

Go EFI Systems from FiTech are the most advanced, yet lowest cost, EFI systems available. From their outstanding throttle body systems to their super competitive port systems, LS induction systems, along with a number of other supporting components, the lineup of FiTech EFI products are truly state of the art in the fast moving world of electronic fuel injection.

TOUCH-SCREEN CONTROLLER

FI30001

TOUCH-SCREEN CONTROLLER

FI38005



FITECH SELF-TUNING THROTTLE BODY EFI SYSTEMS

FiTech self-tuning fuel injection systems are suitable for engines rated from 250 HP up to 1200 HP! Perfect for your every day driver right up to your weekend street machine or bracket racer. These systems feature the FASTEST, most accurate self-learning available, timing control, wet flow annular discharge and tons of additional features including a hand-held touch-screen controller for quick and easy initial setup. Fits any 4-bbl intake manifold and is the most self-contained and full-featured unit of this type. This EFI system can also be used with an engine compartment mounted Fuel Command Center, which provides a returnless system.

FI30003	Go Street 400 HP Cast Finish, kit	\$795.00
FI30008	Mean Street 800 HP Matte Blackout Finish, kit	\$1095.00
FI30001	Go EFI 4 600 HP Basic Kit - Bright Finish, kit	\$995.00
FI30002	Go EFI 4 600 HP Basic Kit - Black Finish, kit	\$995.00
FI30004	Go EFI 4 600 HP (Power Added Plus), kit	\$1195.00
FI30012	Go EFI 8 1200 HP (Power Added Plus), kit	\$1495.00
FI30020	Go EFI Classic 600HP EFI Gold External ECU, kit	\$995.00
FI38005	Easy Street EFI System Master Kit with Hy-Fuel Tight Fit In-Tank Module, kit	\$1014.00



	4.00				
FITECIT Fuel Injection	FITECH	FiTech	FiTech	FiTech	FiTech
Features	Go Street EFI	Mean Street EFI	Go EFI 4	Go EFI 4 PA	Go EFI 8 PA
Horsepower	150-400 HP	200-800 HP	200-600 HP	200-600 HP	250-1200 HP
Injectors	4-56lbs.	8-62lbs.	4-80lbs.	4-80lbs.	8-80lbs.
Self Learning	Yes	Yes	Yes	Yes	Yes
Integrated ECU	Yes	Yes	Yes	Yes	Yes
Timing Control	No	No	Yes	Yes	Yes
Fan Control	1 Fan	1 Fan	1 Fan	2 Fans	2 Fans
Boost Compatible	No	No	No	25 PSI	25 PSI
Nitrous Control	No	AFR Correction	No	Full Control	Full Control
Handheld Tuner	Yes	Color Touch Screen	Color Touch Screen	Color Touch Screen	Color Touch Screen
Laptop Tuning	No	No	No	Yes	Yes

FITECH FUEL INJECTION COMPONENTS





ULTIMATE EFI LS INDUCTION SYSTEMS

Complete self-tuning induction systems for LS engines designed for the do-it-yourself and the professional EFI tuner! This system is ready to go with everything needed to complete the induction system of your LS engine and get you on the road easier and faster than any system on the market today. Suitable for that junkyard 5.3 to a stroker 427. We've made it easy to get your new or pull-out LS up and running in a flash. Black anodized finish.

	w/Tra	w/Trans Ctrl w/o Trans		ans Ctrl
for LS1/LS2/LS6 - 500 HP, kit	FI70002	\$1745.00	FI70001	\$1495.00
for LS1/LS2/LS6 - 750 HP, kit	FI70004	\$1995.00	FI70003	\$1745.00
for LS3/L92 -500 HP, kit	FI70012	\$1745.00	FI70011	\$1495.00
for LS3/L92 -750 HP, kit	FI70014	\$1995.00	FI70013	\$1745.00
Cathedral Port Composite, 600 HP, kit	FI70020	\$1995.00	FI70019	\$1745.00
Standalone ECU, kit	FI70051	\$995.00	FI70050	\$795.00



HYPER-FUEL G-SURGE TANKS AND HY-FUEL IN-TANK RETROFIT PUMP KITS

The Hyper-Fuel Single and Dual Pump G-Surge Tanks are designed to be used in vehicles that have fuel starvation issues when being used in extreme lateral G environments. The pump in the G-Surge never gets uncovered because it receives a steady supply of fuel from your existing fuel system as well as the fuel returning from the fuel injection system. Hyper-Fuel In-Tank Retrofit is the easiest way to convert your existing or new fuel tank to an in-tank EFI fuel system.

HY-FUEL IN-TANK RETROFIT			
FI40019	Single Pump, High-Quality 340 l/h fuel pump for engines up to 800 HP, kit	\$349.00	
FI40020	Dual 340 l/h fuel pump for engines up to 1600 HP, kit	\$449.00	
FI40015	Tight Fit High-quality 255 I/h fuel pump for engines up to 600 HP, kit	\$219.00	



HYPER-FUEL G-SURGE TANK

FI40007	Single Pump, Single High -Volume 340 l/h pump for engines up to 800 HP, kit	\$299.00
FI40009	Single Pump, internally regulated, High-Volume for engines up to 800 HP, kit	\$379.00
FI40008	Dual Pump, Dual High-Volume 340 l/h pumps for engines up to 1600 HP, kit	\$399.00
FI40107	Hyper-255l/h Pump, In-Tank Flex Fuel, kit	\$105.00
FI40105	Hyper-255l/h Pump, Billet Inline, kit	\$249.00



Note: Designed to be used only with FiTech EFI Systems that include the Pulse Width Modulation (PWM) feature.



PSFF-K	3/8 Push-on Straight, kit	\$16.00
PSF-AN	Filter only, ea.	\$11.00

FUEL INJECTION COMPONENTS



INLINE FRAME MOUNT FUEL DELIVERY KIT

Use this kit with any FiTech 400-600 HP systems. Kit includes a 255 l/h fuel pump, pre- and post fuel fuel filters, necessary hose ends, billet fuel pump clamp and 25-feet of EFI rated fuel hose.

FI40005 kit

Note: A return line to the fuel tank is required when using this pump.



Air Cleaner Stud Adapters



THROTTLE BODY EFI AND CARBURETOR INSTALL ACCESSORIES

Install kit includes carburetor linkage bushings, air cleaner stud,

adapters and manifold mounting studs for an easy install.		
CPCI-K	Install Kit	\$15.00
CPCLB1	Carburetor Linkage Bushings for cable linkage	\$5.00
CPCLB2	Carburetor Linkage Bushings for mechanical linkage	\$9.00

FITECH Fuel Injection



\$245.00

CPACSA

KITS FEATURE: • 0-90 ohm fuel level sender • (1) -8 AN return line

aluminum cell

Single pump, 800hp, ea.

Single pump, returnless 800hp, ea.

(1) Rollover vent valve3.5mm thick, die-stamped,

* Contents may vary between applications

\$599

\$679

HYPER FUEL FUEL CELLS

Single pump, 800hp, ea.

Dual pump, 1600hp, ea.

Single pump, returnless 800hp, ea.

FiTech Fuel Injection and Hyper-Fuel Systems are proud to introduce the Hyper-Fuel Cells. These fuel cells feature welded aluminum, and an in-tank fuel pump meant to feed your engine's fuel needs, since the fuel pump is submerged, it virtually eliminates hot fuel handling issues. The Hyper-Fuel cells are available in 15 and 20 gallon sizes with a choice of a single or dual high quality fuel pump to support most power levels and engine combinations. Black anodized finish.

\$579.00

\$679.00

\$659.00

20-GALLON

FI49120

FI49320

550-511

black, ea

FITECH 🔔	
Fuel Injection	

FITECH MODULAR FUEL PRESSURE REGULATOR

FiTech Fuel Injection now offers the HyperFuel[™] Modular Fuel Pressure regulator, featuring the capability to interchange between carbureted and EFI applications with the switch of our interchangeable service kits. This regulator performs for both naturally aspirated and boosted applications providing performance and dependability.

	providing performance and dependability.						
9.00	FI44010	Carbureted, -6AN, ea.	\$149.00				
9.00	FI44020	EFI 650hp, -6AN, ea.	\$149.00				

Holley

15-GALLON

FI49115

FI49215

FI49315

550-510

HOLLEY SNIPER EFI SELF-TUNING KIT

Holley Sniper EFI self-tuning fuel injection systems from Holley deliver all the benefits and none of the hassles. These full-featured throttle bodies are easy to install, can support a lot of horsepower, and will keep your budget intact. They put an end to carburetor cold start issues, hesitations, vapor lock, and flooding. Each of these Holley Sniper EFI systems hit the performance mark with a mounted ECU and an integrated fuel pressure regulator. They're self-learning (no laptop is needed for set up) and they include a small color touchscreen to help you set up and tweak. Holley also provides you with a choice of finishes—satin black, gold and polished aluminum. Make your conversion simple, while getting maximum bang for your buck, with a Holley Sniper EFI self-tuning fuel injection system from Holley.

Holley Sniper EFI systems feature:

- · Bolt-on carburetor replacement designed to fit single and dual carburetor manifolds
- Supports up to 650 hp with 4-injectors
- 4-wire vehicle connection: battery +, battery -, switched ignition, and rpm
- · Integrated ignition timing control and coil driver
- Color touchscreen for setup and gauge views
- Calibration Wizard—answer a few questions about your engine and it creates the base map, then starts tuning on its own

shiny, ea. \$999.00



\$4.50





	* Contents ma	y vary be	tween applications.
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	I DIUU	(–	

5557LS1-FRK 1955-57 Chevy Fullsize, Tri-Five, kit \$1,249.00 6774LS1-FRK 1967-69 Camaro, 1968-74 Nova, kit \$1,199.00 6467LS1-FRK 1968-72 Chevelle, kit \$1,299.00 7887LS1-FRK 1978-87 G-Body, kit \$1,399.00	7387LS1-FRK	1973-87 Chevy Truck, kit	\$899.00	c and most LS en 7081LS1-FRK	1970-81 Camaro, kit	\$1,199.00	COATED HEADERS!
6872LS1-FRK 1968-72 Chevelle, kit \$1,299.00 headers provide better heat transfer, increasing performance to the state of t	5557LS1-FRK		\$1,249.00	6467LS1-FRK	1964-67 Chevelle, kit	\$1,249.00	Long-lasting, ceramic-coated
6774LS1-FRK 1967-69 Camaro, 1968-74 Nova, kit \$1,199.00 7887LS1-FRK 1978-87 G-Body, kit \$1,399.00		· · · · · · · · · · · · · · · · · · ·		6872LS1-FRK	1968-72 Chevelle, kit	\$1,299.00	headers provide better heat
	6774LS1-FRK		\$1,199.00	7887LS1-FRK	1978-87 G-Body, kit	\$1,399.00	by improving exhaust flow!
	k i				-		



All Mounting Hardware

APPLICATIONS:

 Exhaust Manifolds • Head Pipe Adapters

Transmission Pad

LS ECONOMY INSTALL KITS

CPP also offe	rs an economical alternative					
to install you	r LS/Vortec engine.		6570ELS-K	1965-70 Chevy Car, kit	\$799.00	НЕА
6372ELS-K	1963-72 Chevy Truck, kit	\$599.00	7081ELS-K	1970-81 Camaro, kit	\$899.00	
7387ELS-K	1973-87 Chevy Truck, kit	\$599.00	6467ELS-K	1964-67 Chevelle, kit	\$899.00	
5557ELS-K	1955-57 Chevy Fullsize, Tri-Five, kit	\$799.00	6872ELS-K	1968-72 Chevelle, kit	\$899.00	
5964ELS-K	1959-64 Chevy Car, kit	\$799.00	7887ELS-K	1978-87 G-Body, kit	\$699.00	Note: Will o

CPP's head pipe adapters are designed to perfectly fill the gap between our LS exhaust manifold and your exhaust system giving you maximum clearance where needed!

only work with CPP's LS Exhaust Manifolds.

DED

Notes: *Chevy truck applications do not include the oil pan, sump baffle or oil pick up tube. Camaro applications do not include engine side mount adapters. May not work with LSX heads, and dry sump oil systems. Kits will not work for LS7 engines. Kit contents and prices may vary between certain applications.

LS ENGINE COMPONENTS

SILVER

#CPLS-EH SERIES

WILL FIT APPLICATIONS WITH LS CONVERSION: • 1963-87 Chevy Truck

- 1955-70 Fullsize
- 1962-67 Nova (IFS only, headpipe adapter will only work with CPP's exhaust manifolds)
- 1970-81 Camaro
- 1964-72 Chevelle *NOT FOR LST
- 1978-87 G-Body



CAST IRON LS EXHAUST MANIFOLDS

Tight-to-the-block design makes these manifolds the perfect fit and it's contoured shape provides excellent performance! CPP's own head pipe adapters are designed to perfectly fill the gap between our LS exhaust manifold and your exhaust system, with maximum clearance in mind. Includes gaskets and mating flanges.

CPLSMK-R	raw manifold with head pipe adapter, kit	\$289.00
CPLS-EHR	raw, pr.	\$225.00
CPLS-EHB	black, pr.	\$250.00
CPLS-EHC	chrome, pr.	\$390.00
CPLS-EHSCA	silver ceramic, pr.	\$349.00
CPLS-EHBCA	black ceramic, pr.	\$410.00



#CPLS-EHSCA SHOWN INSTALLED ON CHEVY C-10 WITH LS SWAP



COMING

OON



CENTER DUMP CAST IRON LS EXHAUST MANIFOLDS

New LS Cast exhaust manifolds are now available, designed for rear steer applications such as the 1967-69 Camaro, 1968-74 Nova and other GM LS powered applications. These manifolds are designed with a center dump configuration. Unlike most stock style manifolds, this center dump configuration provides more space at the rear of the motor and firewall where extra space is often just not available. The smooth round ports allow for better flow and increased horsepower. Includes gaskets, head pipe flanges and all hardware. Available for all popular LS applications except LS7 and LS9.

LSCDM-R	raw, kit	\$225.00
LSCDM-C	chrome, kit	\$390.00
LSCDM-B	black, kit	\$330.00
LSCDM-SC	silver ceramic, kit	\$349.00



SHOWN INSTALLED ON 1967 CAMARO WITH LS SWAP & 500 SERIES™ POWER STEERING BOX



REAR DUMP CAST IRON LS EXHAUST MANIFOLDS

Our brand new Performance Exhaust Cast Iron Manifolds were designed with small engine compartments in mind. These slick-looking matched manifolds bolt on cleanly, providing plenty of space for plugs and plug wires. Features larger ports than old style manifolds for better flow and increased horsepower. Rear dump configuration makes any oxhaust system an easy installation

SIZE EXHAUST System an easy installation.						
LSRDM-R	raw, kit	\$225.00				
LSRDM-C	chrome, kit	\$390.00				
LSRDM-B	black, kit	\$330.00				
LSRDM-SC	silver ceramic, kit	\$349.00				

OLD STYLE LS CAST IRON MANIFOLD PORT



PERFORMANCE LS CAST_IRON_MANIFOLD LARGE PORT

HEAD PIPE ADAPTERS

CPP's head pipe adapters are designed to perfectly fill the gap between our LS exhaust manifold and your exhaust system, with maximum clearance in mind. Gaskets are included.

CPP-LSHAP	1963-87 Chevy Truck, 1955-70 Fullsize, pr.	\$69.00
6472LS-HP	1964-72 Chevelle, pr.	\$69.00
6769LSHAP	1967-69 Camaro, pr.	\$69.00
7081LSHAP	1970-81 Camaro, pr.	\$69.00
7887LSHAP	1978-87 G-Body, pr.	\$69.00



W PRODUCI



LS ENGINE PEDESTALS AND MOUNTS

Our fabricated direct replacement pedestals are made specifically with the LS install in mind. Direct, bolt-on, replacement for each specific application.

LSCSM-KR Clam Shell mount & LS side adapter mount (rubber), kit \$189.0					
LSCSM-KP	Clam Shell mount & LS side adapter mount (POLYPLUS), kit	\$209.00			
90294M	Clam Shell replacement mount, kit	\$89.00			
6467MP-LS	1964-67 Chevelle, kit	\$89.00			
6872MP-LS	1968-72 Chevelle, kit	\$89.00			
Note: #90294M Clam Shell Mount Kit only works with CPP's Fit Rite™ LS Mounts.					

DRIVE BY WIRE THROTTLE **PEDAL WITH MOUNTING BRACKE**

You will no longer need to try and figure out a proper way to mount your gas pedal when converting your car to late model "Drive by Wire" LS Engine conversions. Late model LS Series (2003-up) have an electronic actuated

throttle body verses older traditional cable actuated assemblies. All kits include a Corvette electric throttle pedal. This pedal is a direct interchange to the plastic CTS pedal included in GM crate engines. It looks the most like an original GM pedal used from the 1950's thru the 1980's. These conversion kits

are year and model specific giving you a platform to neatly mount the included GM throttle pedal.

6370ETPBK	1963-70 Chevy Truck, ea.	\$139.00	6874ETPBK	1968-74 Nova, ea.	\$139.00
7172ETPBK	1971-72 Chevy Truck, ea.	\$139.00	6769ETPBK	1967-69 Camaro, ea.	\$139.00
5557ETPBK	1955-57 Chevy Fullsize, Tri-Five, ea.	\$139.00	7081ETPBK	1970-81 Camaro, ea.	\$139.00
5864ETPBK	1958-64 Chevy Fullsize, ea.	\$139.00	6467ETPBK	1964-67 Chevelle, ea.	\$139.00
6267ETPBK	1962-67 Nova, ea.	\$139.00	25835421	GM Pedal Assembly, ea.	\$95.00





LS ENGINE REMOTE RESERVOIR KITS

CPP's LS Engine Remote Power Steering Reservoir Kit has everything you need to install a remote reservoir to your LS Engine. These kits include a mounting bracket along with the Corvette remote reservoir and cap. Our #CPLSRRACM comes with provisions to support an air intake tube and filter. Both mounting kits will only work with aftermarket accessory drives, not stock.

CPLSRRM	Remote reservoir mounting kit, kit	\$99.00
CPLSRRACM	Remote reservoir mounting kit for 90° air intake filter, kit	\$99.00

SHOWN WITH PEDAL ASSEMBLY #7081ETPBK

#6467ETPBK

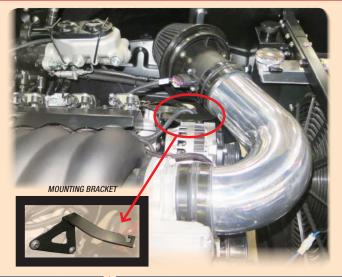
#25835421

1964-67 CHEVELLE

LS AIR **INTAKE** KITS

The Universal LS Air Intake Kit is a complete do-it-yourself custom cone filter intake kit. It includes the necessary tubing, clamps, and cone-style filter for your LS conversion. The 120-degree tube positions the filter closer to the engine and farther from the radiator, while the 90-degree kit positions the filter a little closer to the radiator. It works great with the Eddie Motorsports S Drive and we offer an optional bracket for use with a remote power steering reservoir/filter that supports the assembly. Both the 120° and 90° kits include a universal filter mounting bracket. The bracket attaches to the front of the cylinder head. The 6" filter kit has a built in MAF sensor mount while the 4" filter kit includes a weld on MAF sensor mount. Filters are washable and the tubes are polished aluminum.

#90ANF



COMPLETE KITS			MOUNTING BRACKET		
90ANF-4	4" filter, reducer MAF with 90° tube, kit	\$249.00	11624K	90°, kit	\$19.00
90ANF-6	6" filter, reducer MAF with 90° tube, kit	\$249.00	11577K	90° (for Corvette-style remote	\$19.00
120ANF-4	4" filter, MAF mount with 120° tube, kit	\$249.00	440041/	reservoir), kit	
120ANF-6	6" filter, MAF mount with 120° tube, kit	\$249.00	11621K	120°, kit	\$19.00

#5557ETPBK

LS COMPONENTS

#CP90304

\$175.00

\$175.00

\$175.00

\$29.00





CHEVELLE CROSSMEMBERS SHOWN WITH PARKING BRAKE CABLE BRACKETS

4 f f

1964-67 Chevelle, closed frame, kit

1968-72 Chevelle, closed frame, kit

1964-72 Chevelle, open frame, kit

1964-72 Chevelle, E-Brake Cable Bracket, kit

CP90304

CP90305

CP90295

6472ATCM-K

#CP90312

FIT RILE ADJUSTABLE TRANSMISSION CROSSMEMBERS

CPP Fit Rite[™] adjustable crossmembers take the guessing out of finding the right fit. These are designed to give the most amount of adjustability when installing your LS engine and 700R4 or 4L60 style transmissions. These work great when used with our LS install kit or CPP's Fit Rite[™] Adjustable engine brackets.

	· -· · - · · · · · · · · · · · · · · ·	
CP90337	1967-69 Camaro, 4L60, kit	\$175.00
CP90311	1970-81 Camaro, 4L60E, kit	\$175.00
CP90312	1970-81 Camaro, 4L75, kit	\$175.00

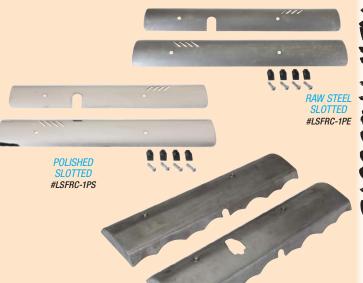
Notes: The parking brake cable will not re-attach to the transmission crossmembers on 1964-72 Chevelle. The adjustable cable bracket is needed to re-connect the parking brake cable. Use part #6472ATCM-K.



LS FUEL RAIL COVERS

Designed to fit most LS Engines (LS1, LS2, LS3, LS and LS92), these are perfect upgrade to the valve covers and to dress up the stock rails while hiding the wiring harness and injectors. Each kit includes left and right covers, stainless button head and mounting adapters. Available in raw paintable steel or polished chrome finish.

LSFRC-1PE	raw steel, slotted, kit	\$95.00
LSFRC-1PS	polished, slotted, kit	\$125.00
BWG13-LS3	raw steel, solid, kit	\$300.00





RAW STEEL SOLID #BWG13-LS3



LS & LT ENGINE RETO-FIT OIL PANS

CPP now offers the newest LT oil pan, along with the LS for your engine swap. Specifically designed for maximum ground clearance as well as overall fitment into your application. Available in natural Cast aluminum or black. Does not include dipstick or sump baffle. Hardware included.

	· · · · · · · · · · · · · · · · · · ·			- Prove a set Prove and a set of set	
302-1BK	LS Retro-Fit Oil Pan, Black	\$431.00	302-20	Gen V LT Retro-Fit Oil Pan, Aluminum	\$400.00
302-2BK	LS Retro-Fit Oil Pan, Black (additional front clearance)	\$410.00	302-20BK	Gen V LT Retro-Fit Oil Pan, Black	\$410.00
302-3	LS Retro-Fit Oil Pan (additional front clearance)	\$359.00			

VINTAGE AIR- AIR CONDITIONING KITS



GEN IV SURE FIT COMPLETE AC KIT

CPP now offers Vintage Air's most powerful and intelligent climate control system - the Gen IV Complete Kit! It features an exclusive electronic microprocessor control system that eliminates cables or vacuum connections. Utilizing a separate high capacity copper parallel-flow heat coil and aluminum plate and fin cooling coils, it delivers outstanding performance and instant temperature adjustment.

	w/Factory AC	w/o AC	Price
CHEVY TRUCK			
1947-49, V8 swap, kit		VA-941852	\$1,480.00
1947-49, Dlx, 6-cyl., kit		VA-941858	\$1,780.00
1950-53, V8 swap, kit		VA-941853	\$1,480.00
1950-53, Dlx, 6-cyl., kit		VA-941859	\$1,780.0
1954-55, V8 swap, kit (early 1955)		VA-941854	\$1,480.0
1954-55, Dlx, 6-cyl., kit (early 1955)		VA-941860	\$1,780.0
1955-57, Std. controls, kit (late 1955)		VA-941155	\$1,480.0
1955-57, Dlx controls, kit (late 1955)		VA-941156	\$1,595.0
1958-59, Dlx Ctrl, kit		VA-941158	\$1,595.0
1958-59, Std Ctrl, kit		VA-941157	\$1,480.0
1960-63, kit		VA-941160	\$1,480.0
1964-66, OEM Dlx Ctrl, kit		VA-941164	\$1,480.0
1964-66, Rotary Ctrl, kit		VA-941165	\$1,480.0
1967-72, kit	VA-944170	VA-941170	\$1,480.0
1967-72, using Factory AC panel, kit		VA-941171	\$1,480.0
1973-80, kit	VA-944175	VA-941175	\$1,480.0
1981-87, kit	VA-944181	VA-941181	\$1,480.0
FORD CAR			
1964-1/2-66 Mustang, kit		VA-954164	\$1,480.0
1967-68 Mustang, kit	VA-954168	VA-951168	\$1,480.0
1969-70 Mustang, kit	VA-954170	VA-951170	\$1,480.0
1967-68 Cougar, kit	VA-951171	VA-951169	\$1,480.0
1964-65 Falcon, kit		VA-954150	\$1,480.0
FORD TRUCK			
1953-55, kit		VA-74053-LFU-A	\$1,275.0
1956, kit		VA-74056-LFU-A	\$1,275.0
1961-64, 6-cyl. , kit		VA-951153	\$1,555.0
1961-64, V8, kit		VA-951150	\$1,480.0
1965, 6-cyl. , kit		VA-951154	\$1,555.0
1965, V8, kit		VA-951151	\$1,480.0
1966, 6-cyl. , kit		VA-951155	\$1,555.0
1966, V8, kit		VA-951152	\$1,480.0
CHEVY FULLSIZE			
1955-56, 4-vent, kit		VA-96156-PCU	\$1,480.0
1955-56, center vent, kit		VA-96155-PCU	\$1,480.0
1957, center vent, kit		VA-965701	\$1,480.0
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COMPLETE KIT FEATURES:

- · Evaporator and mounting bracket
- Louvers (when required)
- Duct Hose
- Wiring Harness
- Hardware and Installation Manual
- New Controls or Cable Converters

* Contents may vary between applications

- Compressor
- Engine Brackets
- Condenser with brackets

#VA-941852

- Pre-formed Refrigerant Lines
- Drier • Fittings
- w/Factory AC w/o AC Price IMPALA VA-961055 \$1,480.00 1959-60. 2-lever. kit 1959-60, 4-lever, kit VA-961056 \$1,480.00 1961-62, kit VA-964062 VA-961062 \$1.480.00 1963. kit VA-964063 VA-961063 \$1,480.00 1964, kit VA-964064 VA-961064 \$1,480.00 CAMARO 1967-68, kit VA-964167 VA-961167 \$1,480.00 1969, kit VA-964169 VA-961169 \$1,480.00 1970-73, kit VA-965070 VA-961170 \$1,480.00 VA-965073 VA-961173 1974-77, kit \$1,480.00 1978. kit VA-965078 VA-961178 \$1,480.00 1979-81, kit VA-965080 VA-961180 \$1,480.00 FIREBIRD 1967-68, kit VA-964167 VA-961167 \$1,480.00 1969, kit VA-964468 VA-961168 \$1,480.00 1970-81, kit VA-964080 VA-961080 \$1,480.00 NOVA 1962-65, kit VA-961164 \$1,480.00 1966-67, kit VA-961166 \$1,480.00 1968, kit VA-965069 VA-961069 \$1,480.00 1969-72, kit VA-965072 VA-961072 \$1,480.00

NOTES:

1. Some installations may require additional engine pulleys not included with kits.

You must provide pulleys, V-belts, heater hose and refrigerant.

2. SureFit systems may interfere with some OEM radios or in-dash speakers.

3. We recommend using a heavy-duty fan blade and a fan shroud.

1960-66 Chevy Trucks - The supplied firewall fill-plate is designed for non-air trucks. OEM air equipped trucks will rerquire a larger cover plate (not currently available).

Tri Five - Standard Sure fit condenser kits designed for original style core support and vertical flow radiators. Condenser hard lines route through core support (specify V8 - Radiator mounted behind core support, or 6-cylinder - Radiator mounted in front of core support) position. If using cross flow radiator, condenser must be matched to core size and additional fittings and refrigerant hose may be reauired.

Tri-Five - kit designed for original "non A/C" firewall and dash.

Tri-Five - If you are retaining the original 265 or 283 V8 engine in your car, you may need to upgrade the harmonic balancer and pulleys. You will also need to upgrade from the generator to an alternator

1968 Cutlass - 442 with cowl induction hood will require the use of our rear exit compressor.

VINTAGE AIR EVAPORATOR KITS

CON'T - GEN IV SURE FIT COMPLETE AC KIT

	w/Factory AC	w/o AC	Price
GM A-BODY			
1964-65 Chevelle, kit	VA-964464	VA-961065	\$1,480.00
1966-67 Chevelle, kit	VA-964465	VA-961066	\$1,480.00
1968-69 Chevelle, kit	VA-964471	VA-961068	\$1,480.00
1970-72 Chevelle, kit	VA-965071	VA-961071	\$1,480.00
1968 Cutlass, kit	V A-964069	VA-961061	\$1,480.00
1969 Cutlass, kit	VA-964069	VA-961074	\$1,480.00
1970-72 Cutlass, kit	VA-964171	VA-961076	\$1,480.00
1964-67 GTO, kit	VA-964467	VA-961067	\$1,480.00

EVAPORATOR KIT FEATURES: * Contents may vary between applications.

- Louvers (when required)
- Evaporator and mounting bracket New Controls or Cable Converters
 - Hardware and Installation Manual
- Duct Hose Wiring Harness
- Factory compressor or aftermarket setup

GEN IV SURE FIT EVAPORATOR KIT

CHEVY TRUCK 1947-49, V8 swap, kit 1947-49, Dlx, 6-cyl., kit 1950-53, V8 swap, kit		VA-754561 VA-754561	\$835.00
1947-49, Dlx, 6-cyl., kit			\$835.00
· · · · · · · · ·		VA-754561	
1950-53, V8 swap, kit			\$835.00
		VA-754562	\$835.00
1950-53, Dlx, 6-cyl., kit		VA-754562	\$835.00
1954-55, V8 swap, kit (early 1955)		VA-754563	\$835.00
1954-55, Dlx, 6-cyl., kit (early 1955)		VA-754563	\$835.00
1955-59, Dlx Ctrl Ctrl, kit (late 1955)		VA-751156	\$835.00
1955-59, Std controls, kit (late 1955)		VA-751155	\$835.00
1960-63, kit		VA-751163	\$835.00
1964-66, OEM Dlx Ctrl, kit		VA-751164	\$835.00
1964-66, Rotary Ctrl, kit		VA-751165	\$835.00
1967-72, kit	VA-754170	VA-751170	\$835.00
1967-72, using Factory AC panel, kit		VA-751171	\$835.00
1973-80, kit	VA-754175	VA-751175	\$835.00
1981-87, kit	VA-754181	VA-751181	\$835.00
FORD CAR			
1964-1/2-66 Mustang, kit		VA-554164	\$835.00
1967-68 Mustang, kit	VA-554168	VA-551168	\$835.00
1969-70 Mustang, kit	VA-554170	VA-551170	\$835.00
1967-68 Cougar, kit	VA-554168	VA-551168	\$835.00
1964-65 Falcon, kit		VA-554150	\$835.00
FORD TRUCK			
1953-55, kit		VA-75453-LFZ-A	\$675.00
1956, kit		VA-75456-LFZ-A	\$645.00
1961-64, 6-cyl. , kit		VA-754150	\$835.00
1961-64, V8, kit		VA-754150	\$835.00
1965, 6-cyl. , kit		VA-754151	\$835.00
1965, V8, kit		VA-754151	\$835.00
1966, 6-cyl. , kit		VA-754151	\$835.00
1966, V8, kit		VA-754151	\$835.00
CHEVY FULLSIZE			
1955-56, 4-vent, kit		VA-56156-PCZ	\$835.00
1955-56, center vent, kit		VA-56155-PCZ	\$835.00
1957, center vent, kit		VA-565701	\$835.00
1957, 4-vent, kit		VA-565702	\$835.00

	w/Factory AC	w/o AC	Price
MOPAR			
1970-74 Challenger, std gauges, kit	VA-974074-EDU	VA-971074-EDU	\$1,480.00
1970-74 Challenger, Rallye gauges, kit	VA-974073-EDU	VA-971074-EDU	\$1,480.00
1966-67 Coronet, Chrgr, kit	VA-971067	VA-971066	\$1,480.00
1966-67 Belvedere, Satellite, GTX, kit	VA-971061	VA-971060	\$1,480.00
1968 Rd Rnr, Satellite, GTX, Coronet, Super Bee, Chrgr, kit	VA-971063	VA-971062	\$1,480.00
1969-70 Rd Rnr, Satellite, GTX, Coronet, Super Bee, Chrgr, kit	VA-971065	VA-971064	\$1,480.00

	w/Factory AC	w/o AC	Price
IMPALA			
1959-60, 2-lever, kit		VA-561055	\$835.00
1959-60, 4-lever, kit		VA-561056	\$835.00
1961-62, kit	VA-564062	VA-561062	\$835.00
1963, kit	VA-564063	VA-561063	\$835.00
1964, kit	VA-564064	VA-561064	\$835.00
CAMARO			
1967-68, kit	VA-564190	VA-561190	\$835.00
1969, kit	VA-564169	VA-561169	\$835.00
1970-73, kit	VA-565073	VA-561173	\$835.00
1974-77, kit	VA-565073	VA-561173	\$835.00
1978, kit	VA-565073	VA-561173	\$835.00
1979-81, kit	VA-565080	VA-561180	\$835.00
FIREBIRD	·		
1967-68, kit	VA-564190	VA-561190	\$835.00
1969, kit	VA-564468	VA-561168	\$835.00
1970-81, kit	VA-564150	VA-561150	\$835.00
NOVA			
1962-65, kit		VA-561164	\$835.00
1966-67, kit		VA-561166	\$835.00
1968, kit	VA-565069	VA-561069	\$835.00
1969-72, kit	VA-565072	VA-561072	\$835.00
GM A-BODY			
1964-65 Chevelle, kit	VA-564464	VA-561065	\$835.00
1966-67 Chevelle, kit	VA-564466	VA-561066	\$835.00
1968-69 Chevelle, kit	VA-564471	VA-561068	\$835.00
1970-72 Chevelle, kit	VA-565071	VA-561071	\$835.00
1968 Cutlass, kit	VA-564069	VA-561061	\$835.00
1969 Cutlass, kit	VA-564069	VA-561070	\$835.00
1970-72 Cutlass, kit	VA-564171	VA-561076	\$835.00
1964-67 GTO, kit	VA-564467	VA-561067	\$835.00
MOPAR			
	VA-574074-EDZ	VA-571074-EDZ	\$675.00
1970-74 Challenger, std gauges, kit 1970-74 Challenger, Rallye gauges, kit	VA-574074-EDZ VA-574073-EDZ	VA-571074-EDZ VA-571074-EDZ	\$835.00
1966-67 Coronet, Chrgr, kit	VA-574073-EDZ VA-571067	VA-571074-EDZ VA-571066	\$835.00
1966-67 Belvedere, Satellite, GTX, kit	VA-571067 VA-571061	VA-571060 VA-571060	\$835.00
1968 Rd Rnr, Satellite, GTX,			
Coronet, Super Bee, Chrgr, kit	VA-571063	VA-571062	\$835.00

Steering | Brakes | Suspension N 27

VINTAGE AIR- ACCESSORIES



VINTAGE AIR DRIERS

VA-11079-VUS	male (standard painted replacement drier with male thread binary switch with o-ring)
VA-07322-VUC	switch, painted (standard painted drier with binary switch and mounting hardware)
VA-07308-VUQ	chrome finish
W/TRINARY	<i>ŚWITCH</i>
VA-11086-VUS	male (standard painted replacement drier with male thread binary switch with o-ring)
VA-07323-VUC	switch, painted (standard painted drier with binary switch and mounting hardware)
VA-07309-VUQ	chrome finish

VA-047010

SINGLE GROOVE VA-04808-SWA 508, std. finish \$249.00 **DOUBLE GROOVE** VA-04808-VUA 508, std. finish \$199.00 VA-047009 709, chrome finish \$319.00 VA-04709-VUA 709. std. finish \$209.00 **MULTI GROOVE** VA-04808-VMA 508, std. finish \$199.00 VA-047010 709 polished finish \$325.00 VA-047007 709, rear exit, std. finish \$209.00 VA-04709-VMA 709, std. finish \$209.00 VA-047009 \$319.00 709 polished finish, rear exit

709, chrome finish, rear exit







\$325.00

VINTAGE AIR SWITCHES

BINARY SWI	тсн		TRINARY SW	/ІТСН			
VA-11078-VUS	female	\$17.95	VA-11076-VUS	female	\$35.50		
VA-24677-VUS	w/barb	\$35.00	VA-24676-VUS	w/barb	\$51.00		
VA-24679-VUS	w/beadlock	\$35.00	VA-24678-VUS	w/beadlock	\$51.00		

VINTAGE AIR ALTERNATORS

STANDARD		
VA-09100-VUA	100 AMP CHV	\$167.00
VA-042905	140 AMP 3-wire V-Belt LT1 type	\$245.00
VA-42901	140 AMP, 3-wire	\$245.00
VA-04290-MBA	140 AMP	\$245.00
VA-09140-VUA	140 AMP CHV	\$253.00
VA-042903	140 AMP 1-wire V-Belt LT1 type	\$245.00
VA-042907	170 AMP Mechman	\$440.00
CHROME		
VA-09100-VUQ	100 AMP CHV	\$225.00
VA-04291-MBC	140 AMP	\$259.00
VA-09140-VUQ	140 AMP CHV	\$364.00
VA-042909	170 AMP Mechman	\$490.00
POLISHED		
VA-042906	140 AMP 3-wire V-Belt LT1 type	\$259.00
VA-042902	140 AMP, 3-wire	\$259.00
VA-042904	140 AMP 1-wire V-Belt LT1 type	\$259.00
VA-042908	170 AMP Mechman	\$475.00







VINTAGE AIR FORD ALTERNATOR BRACKETS

VA-131112	1964-69 260-302 KIT	\$70.00
VA-131138	61-64, 223 COMP/ALT w/pulley	\$225.00
VA-131140	61-64, 223 PWR STR w/pump	\$299.00
VA-131127	65-66, 240/300 w/P/S pump OPT	\$299.00
VA-131119	65-66, 240/300 w/pulley	\$225.00

VINTAGE AIR DUCTING & HOSES

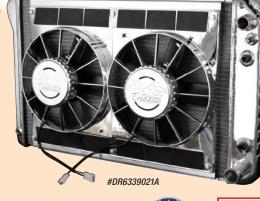
VA-31700-VUD	w/Drier	\$109.00
VA-31700-VBD	w/Drier (beadlock)	\$115.00
VA-31702-VUD	w/o Drier	\$105.00
VA-31703-VBD	w/o Drier (beadlock)	\$110.00
VA-318010	2-1/2" duct hose, 10ft.	\$12.00
VA-318005	2-1/2" duct hose, 5ft.	\$6.00
VA-06250-VUE	2-1/2" duct hose, per foot	\$1.20
VA-317110	2" duct hose, 10ft.	\$12.00
VA-317105	2" duct hose, 5ft.	\$6.00
VA-06200-VUE	2" duct hose, per foot	\$1.20
VA-06300-VUE	3" duct hose, per foot	\$1.50
VA-099000	90-degree molded heater hose, 5/8 x 4" x 6"	\$15.95
VA-099003	90-degree molded heater hose, 5/8 x 4" x 60"	\$29.95



RADIATORS







Wiring

DEWITTS DIRECT-FIT™ LSX ALUMINUM RADIATOR CONVERSION KITS

Direct-Fit radiators for vehicles with LS engines with manual transmissions. Inlet and outlet are on the passenger side. Features factory type press formed end tanks, dual row core, and serpentine fins. Provide 30% more cooling than the stock copper unit at half the weight. 1955-57 Chevy Fullsize cars feature a 16" single-spal fan, all other applications feature an 11" dual-spal fan. It is epoxy free, and will fit into the stock core support. Aluminum plate style coolers will offer twice the cooling of the OE Copper style coolers. Transmission cooler is located on the passenger side. DeWitts is the only manufacturer that can integrate an internal dual-flow cooler. For automatic transmission, use A instead of M for part number (\$30 upgrade).

FEATURES FEATURE:

- 2 Rows of 1" Tubes
- Single or Dual Fans
- Billet Dewitt's Cap
- Stem Line
- Relays
- Aluminum Plate Cooler with 3/8" NPT Port Threads
- Temp Sensor in the Radiator
- Jiffy-Tite Quick Connect Fittings

* Contents may vary between application

PLAIN FINIS	1	
DR6139017M	1963-66 Chevy Truck, kit	\$1,049.00
DR6139018M	1967-87 Chevy Truck, kit	\$1,049.00
DR6139013M	1955-57 Chevy Car 6 cyl position, kit	\$889.00
DR6139012M	1955-57 Chevy Car 8 cyl position, kit	\$889.00
DR6139015M	1959-62 Fullsize, kit	\$1,049.00
DR6139016M	1963-70 Fullsize, kit	\$1,049.00
DR6139010M	1962-67 Nova, kit	\$1,049.00
DR6139011M	1968-72 Nova, kit	\$889.00
DR6139022M	1967-69 Camaro, kit	\$1,049.00
DR6139005M	1970-81 Camaro, kit	\$1,049.00
DR6139021M	1970-81 Firebird, kit	\$1,049.00
DR6139002M	1964-67 Chevelle, kit	\$1,049.00
DR6139003M	1968-72 Chevelle, kit	\$1,049.00
DR6139005M	1978-87 G Body, kit	\$1,049.00

	15	
BLACK ICE FII	NISH	
DR6239017M	1963-66 Chevy Truck, kit	\$1,109.00
DR6239018M	1967-87 Chevy Truck, kit	\$1,109.00
DR6239013M	1955-57 Chevy Car 6 cyl position, kit	\$949.00
DR6239012M	1955-57 Chevy Car 8 cyl position, kit	\$949.00
DR6239015M	1959-62 Fullsize, kit	\$1,109.00
DR6239016M	1963-70 Fullsize, kit	\$1,109.00
DR6239010M	1962-67 Nova, kit	\$1,109.00
DR6239011M	1968-72 Nova, kit	\$949.00
DR6239022M	1967-69 Camaro, kit	\$1,109.00
DR6239005M	1970-81 Camaro, kit	\$1,109.00
DR6239021M	1970-81 Firebird, kit	\$1,109.00
DR6239002M	1964-67 Chevelle, kit	\$1,109.00
DR6239003M	1968-72 Chevelle, kit	\$1,109.00
DR6239005M	1978-87 G Body, kit	\$1,109.00

POLISHED FI	NISH	
DR6339017M	1963-66 Chevy Truck, kit	\$1,309.00
DR6339018M	1967-87 Chevy Truck, kit	\$1,309.00
DR6339013M	1955-57 Chevy Car 6 cyl position, kit	\$1,149.00
DR6339012M	1955-57 Chevy Car 8 cyl position, kit	\$1,149.00
DR6339015M	1959-62 Fullsize, kit	\$1,309.00
DR6339016M	1963-70 Fullsize, kit	\$1,309.00
DR6339010M	1962-67 Nova, kit	\$1,309.00
DR6339011M	1968-72 Nova, kit	\$1,149.00
DR6339022M	1967-69 Camaro, kit	\$1,309.00
DR6339005M	1970-81 Camaro, kit	\$1,309.00
DR6339021M	1970-81 Firebird, kit	\$1,309.00
DR6339002M	1964-67 Chevelle, kit	\$1,309.00
DR6339003M	1968-72 Chevelle, kit	\$1,309.00
DR6339005M	1978-87 G Body, kit	\$1,309.00

#HTSEC90-125-BLK

RADIATOR PLUMBING HOSES

Our radiator plumbing hoses are now available

#AT90-150-CLR-2

specifically for LS conversions in mind. These 90 degree, 16-gauge aluminum tubes in 1.25 and 1.50" OD allows for a neat and clean installation when coupled with the 4-ply reinforced silicone ends. Both parts can be trimmed and fitted for an easy installation. Upper Radiator connections will use the 1.25" OD while most lower hose kits use 1.5" OD.

AT90-125-CLR-2	1.25" OD 90 degree bend aluminum tube, 16 gauge w/6" leg & 2" clear, ea.	\$23.00
AT90-150-CLR-2	1.50" OD 90 degree bend aluminum tubing 16 gauge w/6" leg & 2" clear, ea.	\$27.00
HTSEC90-125-BLK	1.25" OD 90 degree bend black elbow coupler, 4-ply reinforced silicone, ea.	\$24.00
HTSEC90-150-BLK	1.50" OD 90 degree bend black elbow coupler, 4-ply reinforced silicone, ea.	\$26.00



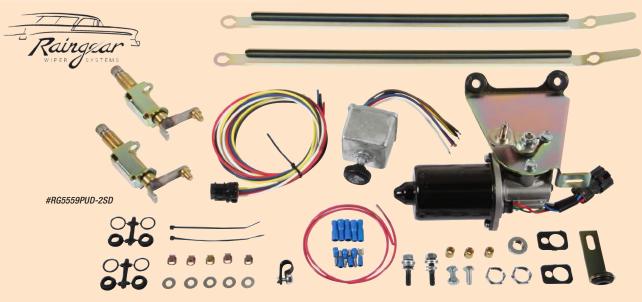
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RAINGEAR WIPER SYSTEMS

RainGear wiper system is a modern, high-quality replacement for the old system. It is the only replacement wiper system that is completely hidden, fitting entirely within the airbox in the cowl! This allows you to remove the stock wiper motor. The wiper motor hole in the firewall can be covered up with the cover plate supplied in the kit or you can weld in a patch panel to eliminate the hole entirely. Perfect for Pro Street cars or if you just desire a clean looking firewall.

	· · · · · · · · · · · · · · · · · · ·		5		
RG4754PU-2SD	1947-54 Chevy Truck, 2 speed w/ delay, kit	\$500.00	RG67-2SD	1967 Camaro/Firebird, 2 speed w/ delay, kit	\$650.00
RG4754PU-2S	1947-54 Chevy Truck, 2 speed, kit	\$445.00	RG67-2S	1967 Camaro/Firebird, 2 speed, kit	\$600.00
RG5559PUD-2SD	1955-59 Chevy Pickup, 2 speed w/ delay, kit	\$400.00	RG68-2SD	1968 Camaro/Firebird/Nova, 2 speed w/ delay, kit	\$650.00
RG5559PU-2S	1955-59 Chevy Pickup, 2 speed, kit	\$350.00	RG68-2S	1968 Camaro/Firebird/Nova, 2 speed, kit	\$600.00
RGF4852PU-2SD	1948-52 Ford F-1 Pickup, 2 speed w/ delay, kit	\$480.00	RG6974-2SD	1969 Camaro/Firebird, 1969-74 Nova, 2 speed w/ delay, kit	\$650.00
RGF4852PU-2S	1948-52 Ford F-1 Pickup, 2 speed, kit	\$430.00	RG6974-2S	1969 Camaro/Firebird, 1969-74 Nova, 2 speed, kit	\$600.00
RGF5355PU-2SD	1953-55 Ford F-100, 2 speed w/ delay, kit	\$480.00	RG7078-2SDP	1970-78 Camaro/Firebird, 2 speed w/ delay & pantograph, kit	\$630.00
RGF5355PU-2S	1953-55 Ford F-100, 2 speed, kit	\$430.00	RG7078-2SD	1970-78 Camaro/Firebird, 2 speed w/ delay, kit	\$600.00
RGF56PU-2SD	1956 Ford F-100 Pickup, 2 speed w/ delay	\$500.00	RG7078-2SP	1970-78 Camaro/Firebird, 2 speed w/ pantograph, kit	\$580.00
RGF56PU-2S	1956 Ford Pickup, 2 speed, kit	\$450.00	RG7078-2S	1970-78 Camaro/Firebird, 2 speed, kit	\$550.00
RG5354-2SD	1953-54 Chevy Car, 2 speed w/ delay, kit	\$500.00	RG6467-2SD	1964-67 Chevelle/Tempest/Cutlass/Skylark, 2 speed w/ delay, kit	\$550.00
RG5354-2S	1953-54 Chevy Car, 2 speed, kit	\$445.00	RG6467-2S	1964-67 Chevelle/Tempest/Cutlass/Skylark, 2 speed, kit	\$500.00
RG5556-2SD	1955-56 Chevy, 2 speed w/ delay, kit	\$500.00	RG5357-2SD	1953-57 Corvette, 2 speed w/ delay, kit	\$550.00
RG5556-2S	1955-56 Chevy, 2 speed, kit	\$445.00	RG5357-2S	1953-57 Corvette, 2 speed, kit	\$500.00
RG57-2SD	1957 Chevy, 2 speed w/ delay, kit	\$550.00	RG5862-2SD	1958-62 Corvette, 2 speed w/ delay, kit	\$550.00
RG57-2S	1957 Chevy, 2 speed, kit	\$500.00	RG5862-2S	1958-62 Corvette, 2 speed, kit	\$500.00

Note: The RainGear unit cannot be controlled by any General Motors column-mounted wiper switches. You must use the included switch. This is due to the fact that GM switches control the wiper motor via the ground wire and our systems must be controlled by switching the positive wire.

DAKOTA DIGITAL INSTRUMENTS

CPP now carries Dakota Digital gauges, the finest in aftermarket systems. Whether you want a classic or aftermarket look, we have you covered!



VHX SERIES GAUGES

The VHX Series features fully lit needles, backlit faces, and highly visible LCD message centers. A few additional features which you don't normally see are the micro-controlled precision stepper motors, solid state sensors for unparalleled accuracy, and user-customizable display feedback, all supported by an unrivaled limited lifetime warranty which has become the standard for Dakota Digital instrumentation systems. Gauge faces are available in Carbon Fiber or Black Alloy with either blue, red or white backlight options.

applications	starting z
1947-87 Chevy Truck	\$755.25
1937-70 Ford Truck	\$755.25
1937-57 Chevy Car	\$755.25
1967-81 Camaro	\$850.25
1958-70 Impala	\$755.25
1963-76 Nova	\$755.25
1964-72 Chevelle	\$755.25
1978-88 Monte Carlo	\$755.25
1984-87 Regal	\$755.25
	1947-87 Chevy Truck 1937-70 Ford Truck 1937-57 Chevy Car 1967-81 Camaro 1958-70 Impala 1963-76 Nova 1964-72 Chevelle 1978-88 Monte Carlo

HDX INSTRUMENT SYSTEMS

Available with your choice of black or silver alloy gauge-face styling, each HDX system allows the user to select independent illumination colors for the gauge readings and needles, as well as the message centers. Calibration and personal settings are manipulated with the built-in, capacitive-touch buttons, or the available Bluetooth app for Apple and Android devices. Each needle hub is black nickel plated spun-aluminum to match the buttons. All HDX instrument systems feature dead-faced indicators (turn signals, high beam, check engine, cruise control, parking brake, plus two user-definable), and a red, settable warning light for each gauge. With our central control box, installation is greatly simplified with vehicle-harness sourced signals and supplied, solid state sending units connecting cleanly to their respective terminal.

** Call for spec	ific applications	
HDX-**C-PU	1947-87 Chevy Truck	\$1,230.25
HDX-**F-PU	1953-72 Ford Truck	\$1,230.25
HDX-**F-MUS	1965-70 Mustang	\$1,230.25
HDX-**C	1953-57 Chevy Car	\$1,230.25
HDX-**C-IMP	1959-64 Impala	\$1,230.25
HDX-**C-NOV	1963-76 Nova	\$1,230.25



1965 MUSTANG

SERIES III INSTRUMENT SYSTEMS

Dakota Digital Series III instrument systems offer the latest technologies and features for your custom vehicle. High brightness vacuum fluorescent displays provide a lifetime of trouble free use while offering increased accuracy and features! Dash bezel is available in camera case, wood grain or GT-style. Gauges are available in blue or teal lettering.

** Call for specific	applications	starting at
VFD3-**C-PU-*	1947-72 Chevy Truck	\$565.25
VFD3-**F-*	1949-53 Ford Car	\$603.25
VFD3-**M-*	1965-70 Ford Mustang	\$593.75
VFD3-**F-PU-*	1948-87 Ford Truck	\$593.75
VFD3-**C-*	1941-57 Chevy Car	\$565.25
VFD3-**C-CAM-*	1967-81 Camaro	\$593.75
VFD3-**P-FIR-*	1967-69 Firebird	\$565.25
VFD3-**C-IMP-*	1959-70 Impala	\$631.75
VFD3-**C-NOV-*	1963-76 Nova	\$660.25
VFD3-**C-CVL-*	1964-72 Chevelle	\$688.75
VFD3-**C-MC-*	1981-88 Monte Carlo	\$688.75
VFD3-**B-REG-*	1984-87 Regal	\$688.75
VFD3-**M-*	1950-51 Mercury	\$688.75



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Kit is designed to fit 3" axle tubes with 2.25" leaf springs.

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\$39.00

Rear Axle Perch kit

Brackets only

• (2) U-Bolt Tie Plates

Shock Mounts

(2) Leaf Spring Axle

• (4) U-Bolts & Hardware

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