Need a steering box for that street rod project? Looking to get rid of that manual steering box on your Chevy or wanting a better option? Whether you go with a Vega or 525 for your project, or go with one of our innovative 500 Series™ power steering boxes for your ProTouring ride you’ll get the best quality and a lifetime warranty from these 100% brand new steering boxes. Not a rebuilt! Our 500 replacements for your Tri 5 or Impala even have a one piece housing for ease of installation. No extra brackets or worrying about misalignment. Let CPP steer you right!

### VEGA BOX

This all new steering box is perfect for Ford and Chevy street rods, as well as customs. This 20:1 ratio unit has an all new casting, new internal parts, gasket and seals. The compact size and versatility have made the Vega gearbox a popular choice for custom car builders for years. Ideal for model A's, 1932-34 Ford and Chevrolet hot rods and other custom applications. Not recommended for vehicles over 2800 lbs.

### 525-BOX

This all new steering box is ideal for heavier street rod projects that are looking for the Vega style manual steering box. It’s 24:1 ratio unit has an all new casting new internal parts, gasket and seals. The compact size and versatility make it a great choice for those wanting a light weight heavy duty manual steering box.

### 500 SERIES™ BOX

CPP’s 500 Series™ power steering conversion gearbox is a modern alternative. This all new box is a direct replacement for 605 conversions or a great way to update your manual steering 55-57 Chevy Full Size car. It’s 14:1 ratio is ideal for a responsive great feel. All new parts (unlike other boxes on the market) make it functional, reliable and eliminate the need for extra bracketry. Uses m/s arm & 3/4”-30 rag.

### CP50003

CPP’s 500 Series™ power steering conversion gearbox is a modern alternative. This all new box is a direct replacement for original P/S or a great way to update your manual steering 64-79 Chevy A, F, or X car. It’s 14:1 ratio is ideal for a responsive great feel. All new parts (unlike other boxes on the market) make it functional and reliable. Uses P/S arm & 3/4”-30 rag. 11/16”-18 pressure fitting and 5/8”-18 return fitting.
Whether you’re just looking to freshen up that original arm, or doing a power steering conversion and need a pitman arm that’s matched for the new box, CPP has you covered! These high quality pieces will meet or exceed factory specifications. Most even come with a rust prohibiting coating.

**VEGA-PA**
Universal pitman arm for manual steering Vega or 525 box.

**647PA-P**  **6872PA-P**
1964-72 Chevelle power steering pitman arm for original or 500 series™ box.

**5557PA-M**
1955-57 Chevy car manual steering pitman arm for original or 500 series™ box.

**6364PA-M**
1963-64 Chevy car manual steering pitman arm for original or 500 series™ box.

**67PA-M**
1967 Camaro manual steering pitman arm for original box.

**6869PA-M**
1968-69 Camaro 1968-74 Nova manual steering pitman arm for original box.

**5559PA-T**
1955-59 Chevy truck power steering pitman arm for Toyota p/s box.

**4759PA-PS**  **4759PA-PR**
1947-59 Chevy truck power steering pitman arm for GM 69-79 power steering box conversion kit.

**FA694**
1967-82 Chevy truck power steering pitman arm for original box. Also fits 1960-66 Chevy truck with conversion kit using 69-79 p/s box.
Manual steering Mustang II rack and pinion with 16" center to center mounts.
M21400-MPC

Power steering Thunderbird rack and pinion with 15 1/2" center to center mounts. Works with most IFS kits.
M21400-P736

**SPLINED SHAFT**

CPP1870-4 .... 4" nickel plated; 3/4"-36 splined shaft
CPP1870-6 .... 6" nickel plated; 3/4"-36 splined shaft
CPP1870-12 ... 12" nickel plated; 3/4"-36 splined shaft
CPP1870-18 ... 18" nickel plated; 3/4"-36 splined shaft
CPP1870-24 ... 24" nickel plated; 3/4"-36 splined shaft
CPP1870-36 ... 36" nickel plated; 3/4"-36 splined shaft

**DOUBLE D SHAFT**

CPP1850-D .... 18" raw; 3/4" DD shaft
CPP1850-DN ... 18" nickel; 3/4" DD shaft
CPP1850-S .... 36" raw; 3/4" DD shaft
CPP1850-SN ... 36" nickel; 3/4" DD shaft

**NICKEL PLATED U-JOINTS**

CPP-UJ0 ....... 3/4-smooth x 3/4-smooth
CPP-UJ1 ....... 9/16-26 x 3/4-DD
CPP-UJ2 ....... 1-48 x 3/4-DD
CPP-UJ3 ....... 3/4-30 x 3/4-DD
CPP-UJ4 ....... 3/4-36 x 3/4-36
CPP-UJ5 ....... 3/4-36 x 3/4-DD
CPP-UJ6 ....... 3/4-DD x 3/4-DD
CPP-UJ7 ....... 1-DD x 3/4-DD
CPP-UJ8 ....... 5/8-36 x 3/4-DD
CPP-UJ9 ....... 13/16-36 x 3/4-DD
CPP-UJ10 ....... 11/16-36 x 3/4-DD
CPP-UJ11 ....... 11/16-36 x 1-DD
CPP-UJ12 ....... 1-DD x 3/4-smooth
CPP-UJ13 ....... 3/4-30 x 1-DD
CPP-UJ14 ....... 3/4-36 x 3/4-DD
CPP-UJ15 ....... 1-DD x 13/16-36

**NICKEL PLATED DOUBLE U-JOINTS**

CPP-UJ21 ....... 11/16-36 x 3/4-DD
CPP-UJ22 ....... 11/16-36 x 1-DD
CPP-UJ23 ....... 3/4-DD x 3/4-DD
CPP-UJ24 ....... 3/4-36 x 3/4-DD
CPP-UJ25 ....... 1-DD x 13/16-36

**RAG JOINTS**

RJC-730R ....... 3/4-30 (500 series™)
RJC-736R ....... 3/4-36 (manual steering)
RJC-836R ....... 13/16-36 (power steering)
STANDING COLUMNS

1955-57 FULL SIZE CHEVY CAR

TC-5556-SB . . . Tilt column with shift black finish
TC-5556-SC . . . Tilt column with shift chrome finish
TC-5556-SP . . . Tilt column with shift plain finish
TC-57-SB . . . Tilt column with shift black finish
TC-57-SC . . . Tilt column with shift chrome finish
TC-57-SP . . . Tilt column with shift plain finish

TC-5556-FB . . . Tilt column non shift black finish
TC-5556-FC . . . Tilt column non shift chrome finish
TC-5556-FP . . . Tilt column non shift plain finish
TC-57-FB . . . Tilt column non shift black finish
TC-57-FC . . . Tilt column non shift chrome finish
TC-57-FP . . . Tilt column non shift plain finish

1955-57 FULL SIZE CHEVY CAR

TC-6772-SB . . . Tilt column with shift black finish
TC-6772-SC . . . Tilt column with shift chrome finish

TC-6772-FB . . . Tilt column non shift black finish

5556OSC-K Original modified column kit

57OSC-K Original modified column kit

1967-72 CHEVY TRUCK

TC-6772-SC . . . Tilt column with shift chrome finish

TC-6772-FB . . . Tilt column non shift black finish

TC-30-SC . . . Tilt column with shift chrome finish
TC-30-SP . . . Tilt column with shift plain finish
TC-32-SC . . . Tilt column with shift chrome finish
TC-32-SP . . . Tilt column with shift plain finish

30”
32”
33”

TC-30-FC . . . Tilt column non shift chrome finish
TC-30-FP . . . Tilt column non shift plain finish
TC-32-FC . . . Tilt column non shift chrome finish
TC-32-FP . . . Tilt column non shift plain finish

TC-30-FC . . . Tilt column non shift chrome finish
TC-30-FP . . . Tilt column non shift plain finish
TC-32-FC . . . Tilt column non shift chrome finish
TC-32-FP . . . Tilt column non shift plain finish

TC-30-FC . . . Tilt column non shift chrome finish
TC-30-FP . . . Tilt column non shift plain finish
TC-32-FC . . . Tilt column non shift chrome finish
TC-32-FP . . . Tilt column non shift plain finish
STEERING COLUMNS ACCESSORIES

STEERING WHEELS

- Retro
- Bandit
- Cruiser
- Light Spoke
- Torch
- Bandini
- Classic Spoke
- Shadow
- Banjo
- Tracker
- Continental
- Deuce
- Flyer
- Hawk
- Sirius
- Tracker 2
- Wide Spoke

HORN BUTTONS AND ADAPTERS

- Plain
- Flame
- Plain
- Flame
- Large Chrome Billet Horn Button
- Chrome Billet Horn Button
- Chrome Billet Wheel Hub Adapter
- Short Column Adapter

COLUMN MOUNTS

- Universal Floor Plate
- Chrome Column Drop
- 1955-57 Column Floor Plate
CPP tubular control arms come complete with bushings, ball joints and when required, also cross shafts. Economy tubular arm kits (ETA) are a quality import. Totally Tubular™ arms are made in the USA and are available in silver or black.

- M2ETA-K Mustang II crossmembers
- 5557ETA-K 1955-57 Chevy Full Size Car
- 5557ETA-K 1955-57 Chevy Full Size Car
- 6570ETA-K 1965-70 Chevy Full Size Car
- 5864ETA-K 1958-64 Chevy Full Size Car
- 5864ETA-K 1958-64 Chevy Full Size Car
- 6472 ETA-K 1964-72 Chevelle/El Camino
- 1959-64 Chevy Full Size Car (S)ingle or (D)ual Upper Arms
- 5964RTUL-DKS
- 5964RTUL-DKB
- 5964RTUL-SKS
- 5964RTUL-SKB
- 6467RTUL-KB
- 6872RTULK-B
This CPP exclusive is an innovative design that eliminates the factory strut rods and incorporating a full lower control arm. This design allows for strength and will maintain alignability. The crossmember ties both frame rails together providing additional strength.

**MINI™ SUB-FRAME KITS**

- **1962-67 Chevy Nova**
  - 6267TCA-ULK-B (black)
  - 6267TCA-ULK-S (silver)

- **1964 1/2-70 Ford Mustang**
  - 6466TCA-ULK-B (black)
  - 6466TCA-ULK-S (silver)

- **1971-72 C10**
  - 7172TCA-ULK-B (black)
  - 7172TCA-ULK-S (silver)

- **1963-70 C10**
  - 6370TCA-ULK-B (black)
  - 6370TCA-ULK-S (silver)

- **1973-87 C10**
  - 7387TCA-ULK-B (black)
  - 7387TCA-ULK-S (silver)

Mopar Arms are stock replacements for B & E body & upgrades for A body.

- **1960-72 C10**
  - 6072TTA-B (black)
  - 6072TTA-S (silver)

CPP’s Totally Tubular™ front control arms for the C10 truck are a direct replacement for your stock arms and offer benefits like rigidity for cornering and added ground clearance. Available in black or silver.

- **1963-70 C10**
  - 6370TCA-ULK-B (black)
  - 6370TCA-ULK-S (silver)

- **1971-72 C10**
  - 7172TCA-ULK-B (black)
  - 7172TCA-ULK-S (silver)

- **1973-87 C10**
  - 7387TCA-ULK-B (black)
  - 7387TCA-ULK-S (silver)

Note: Lowers vehicle 1-1/2”. 
### SHOCKS

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPP-4052G</td>
<td>1955-59 CT (F) stock height, 15.5” ext., 10” col. loop/loop</td>
</tr>
<tr>
<td>CPP-4809G</td>
<td>1955-59 CT (F) 3” lowered, 13.5” ext., 9” col. loop/loop</td>
</tr>
<tr>
<td>CPP-M1200GLL</td>
<td>1960-62 CT (F) lowered, 12.5” ext., 8.5” col. loop/loop</td>
</tr>
<tr>
<td>CPP-1004</td>
<td>1962-67 Nova, 1965-70 Mustang (F) stem/plate; 14” ext., 9.5” col.</td>
</tr>
<tr>
<td>CPP-1107</td>
<td>1964-72 Chevelle, 1968-74 Nova, 1958-70 Full Size (R) loop/loop, 23.5” ext, 14” col.</td>
</tr>
</tbody>
</table>

CT=Chevy truck   FT=Ford truck   (F)=Front   (R)=Rear

### COIL SPRINGS

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCS6102-S</td>
<td>1963-87 C10 front stock</td>
</tr>
<tr>
<td>FCS6102-1</td>
<td>1963-87 C10 front stock</td>
</tr>
<tr>
<td>FCS6102-2</td>
<td>1963-87 C10 front stock</td>
</tr>
<tr>
<td>FCS6102-3</td>
<td>1963-87 C10 front stock</td>
</tr>
<tr>
<td>RCS603-3</td>
<td>1963-87 C10 rear 3” drop</td>
</tr>
<tr>
<td>RCS603-4</td>
<td>1963-87 C10 rear 4” drop</td>
</tr>
<tr>
<td>RCS603-5</td>
<td>1963-87 C10 rear 5” drop</td>
</tr>
<tr>
<td>M2CS-L</td>
<td>Mustang II front 350# for SB</td>
</tr>
<tr>
<td>M2CS-H</td>
<td>Mustang II front 425# for BB</td>
</tr>
<tr>
<td>FCS638-S</td>
<td>55-57 FS, 67-69 Camaro 68-74 Nova</td>
</tr>
<tr>
<td>FCS638-D</td>
<td>55-57 FS, 67-69 Camaro 68-74 Nova</td>
</tr>
<tr>
<td>FCS6000-S</td>
<td>1958-64 Full Size Chevy front stock</td>
</tr>
<tr>
<td>FCS6000-D</td>
<td>1958-64 Full Size Chevy front 2” drop</td>
</tr>
<tr>
<td>FCS6080-D</td>
<td>1962-67 Nova 2” drop</td>
</tr>
<tr>
<td>FCS6330-D</td>
<td>1964-72 Chevelle front 1 1/2 drop</td>
</tr>
<tr>
<td>RCS661-D</td>
<td>1958-64 Full Size Chevy rear 2” drop</td>
</tr>
<tr>
<td>RCS6197-D</td>
<td>1964-66 Chevelle rear 1 1/2 drop</td>
</tr>
</tbody>
</table>
BRAKE ACCESSORIES

DBDS 1964-72 Chevelle, 1967-69 Camaro & 1968-74 Nova with disc brakes

*For use with CPP CP30100, CP30103 & E6474DS

MDS 1963-74 Mopar with disc conversions

CPDS-10 1971-87 Chevy C10
*Also works with 1960-70 disc conversions.

5356BLS-K Hydraulic brake light switch kit

CP2090 Master cylinder fittings
M=1/2"-20 & 9/16"-18
F=3/8"-24

CP2091 Proportioning valve fitting kit
M=9/16"-18; F=3/8"-24
M=1/2"-20; F=3/8"-24
M=9/16"-18; F=7/16"-24

BRAKE HOSE KITS
BHK-R7 Front 7/16"
BHK-R10 Front 10mm
RDHK-R Rear 10mm
*Brake hose kits include banjo bolts & washers!

BHK-S7 Front 7/16"
BHK-S10 Front 10mm
RDHK-S Rear 10mm

CP2090 Master cylinder fittings
M=1/2"-20 & 9/16"-18
F=3/8"-24

CP2091 Proportioning valve fitting kit
M=9/16"-18; F=3/8"-24
M=1/2"-20; F=3/8"-24
M=9/16"-18; F=7/16"-24

CPSAH-K Steering arm bolts

CPPHWF-B 2" zinc cap
CPPHWF-BC 2" chrome cap
CPPHWF-C 1.78" zinc cap
CPPHWF-CC 1.78" chrome cap

VACCUUM FITTINGS
IN38
IN38-C
IN38V60-C
IN38RS
IN38RS-C