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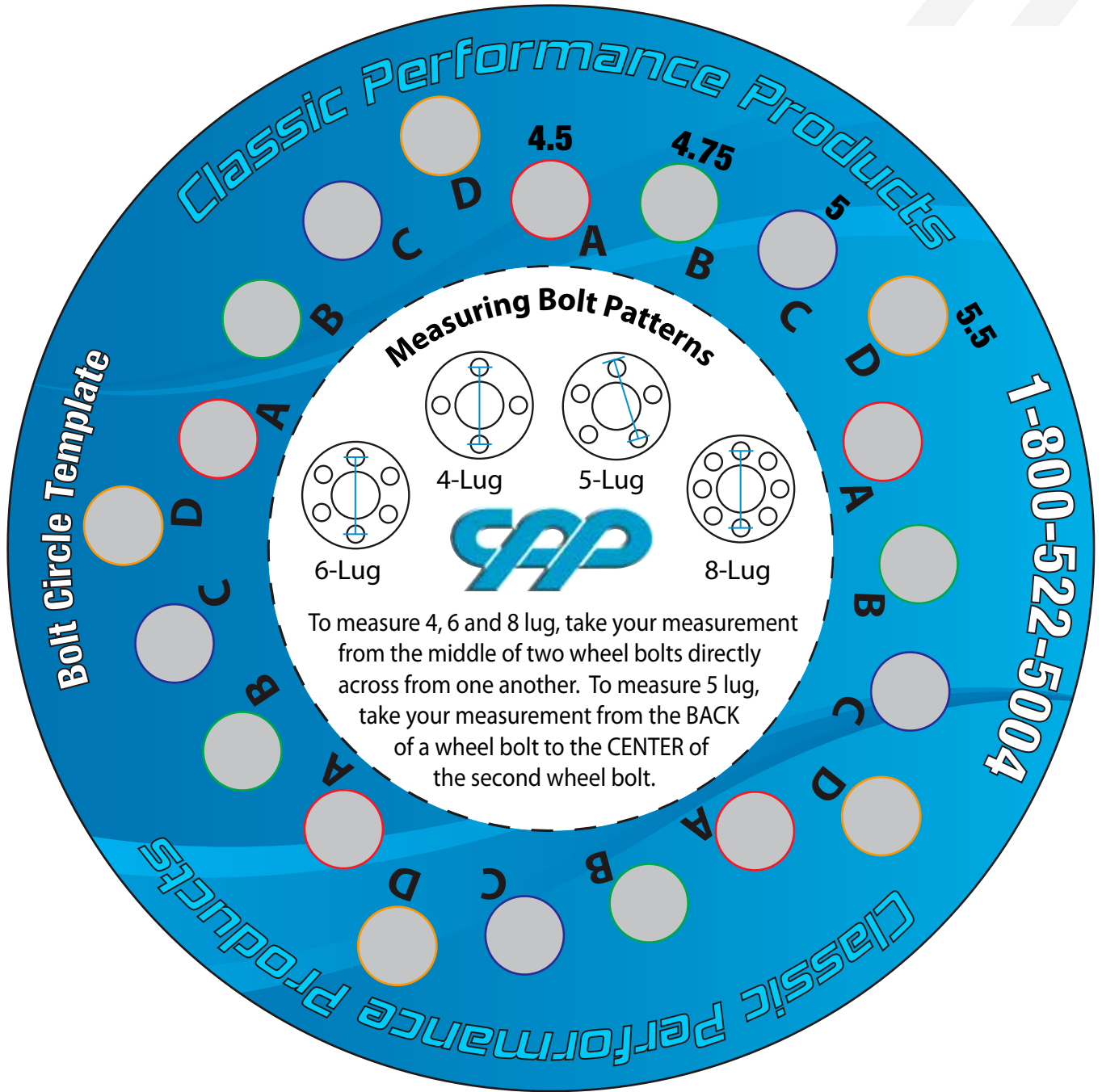
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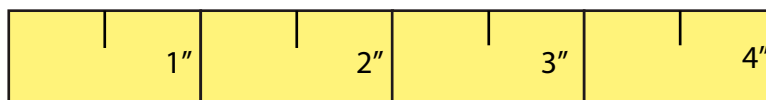


TECH

To use this template: Cut out the center of the template, and place over hub. Line up bolts with the grey "bolt circles". The best fit will be your bolt pattern. For example, a 5 bolt hub that lines up with the 4-3/4" "bolt circles" (B) will be a 5 on 4-3/4" bolt pattern.

In order to print to the correct dimensions, you must ensure that the "Page Scaling" option in the print dialog box is set to "None". Here is a ruler you can measure to make sure you have the right print size.

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SYMPTOM	CAUSE	SOLUTION
Not Enough Brake	Overheated Brake/Brake Fade	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad
Soft, Spongy, Low or No Pedal	Air in lines/aerated fluid	Bleed brake system Flush the brake fluid
	Parking brake out of adjustment	Adjust the parking brake
	Incorrect pedal ratio	Change pedal ratio
	Master cylinder bore size too small	Use a larger bore master cylinder
	Bad flexible brake hoses	Replace the brake hoses
	Booster pushrod out of adjustment	Adjust the booster push rod
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Brake pad kick back	Adjust wheel bearings Replace wheel bearings Repair loose axle C-clip (rear disc only) Adjust the parking brake
	Leaking caliper	Replace the caliper
	Bad master cylinder	Replace the master cylinder
	Drum shoes out of adjustment	Adjust the shoes
	Drum and shoe have different arch	Replace drums Replace shoes
	Oversized wheel cylinder	Use a smaller wheel cylinder Use a larger master cylinder
Vacuum Booster not Working	Not enough engine vacuum	Add a vacuum pump
	Broken or blocked vacuum check valve	Replace the check valve
	Collapsed vacuum hose	Replace the vacuum hose
	No vacuum to the vacuum hose	Connect the hose to a good vacuum source
	Bad power booster	Replace the booster
Pedal Too Hard	Vacuum booster not working	<i>See chart above</i>
	Frozen wheel cylinder	Replace wheel cylinder
	Binding pedal linkage	Correct the pedal linkage
	Blocked brake hose/line	Replace the brake hose/line
	Undersized caliper piston	Use a caliper with a larger piston Use a master cylinder with a smaller piston
	Undersized wheel cylinder	Use a larger wheel cylinder Use a master cylinder with a smaller piston
	Misadjusted proportioning valve	Readjust the proportioning valve
	Vehicle too heavy for brake system	Upgrade the brake system
Dragging Brakes	Improperly adjusted parking brake	Adjust the parking brake
	Pre-loaded master cylinder	Adjust pedal assembly Adjust the push rod between the master cylinder and brake pedal Adjust the push rod between the booster and the master cylinder
	Pre-loaded power booster	Adjust pedal assembly Adjust the push rod between the booster and brake pedal
	Residual check valves	Use a lower pressure residual check valve Remove residual check valve
	Blocked brake hose/line	Replace the brake hose/line
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Drum shoes out of adjustment	Adjust the shoes

SYMPTOM	CAUSE	SOLUTION
Brake Light on Dash is Lit <i>(Unequal Pressure Between Front and Rear)</i>	Leaking hose/line	Replace leaking hose/line
	Bad flexible brake hoses	Replace the brake hoses
	Air in lines/aerated fluid	Bleed brake system Flush the brake fluid
	Leaking caliper/wheel cylinder	Replace the leaking caliper/wheel cylinder
	Drum shoes out of adjustment	Adjust the shoes
	Improperly adjusted parking brake	Adjust the parking brake
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Brake pad kick back	Adjust wheel bearings Replace wheel bearings Repair loose axle C-clip (rear disc only) Adjust the parking brake
	Drum shoes out of adjustment	Adjust the shoes
	Drum and shoe have different arch	Replace drums Replace shoes
Parking Brake Not Working	Improperly adjusted parking brake	Adjust the parking brake
	Broken parking brake cable	Replace the parking brake cable
Brake Pulls to One Side	Bad wheel alignment	Align the suspension
	Oil/fluid on brake friction	Replace pads/shoes Clean the brake friction surfaces
	Drum shoes out of adjustment	Adjust the shoes
	Improperly adjusted parking brake	Adjust the parking brake
	Blocked brake hose/line	Replace the brake hose/line
Frozen wheel cylinder	Replace wheel cylinder	
Rear Brakes Lockup First	Misadjusted proportioning valve	Readjust the proportioning valve
	No proportioning valve	Use a proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Front calipers pistons too small	Use a larger front caliper Use a smaller rear caliper/wheel cylinder
	Oil/fluid on front brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Front drum shoes out of adjustment	Adjust the shoes
	Blocked front brake hose/line	Replace the brake hose/line
	Frozen front wheel cylinder	Replace wheel cylinder
	Front brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad
Not Enough Rear Brake	Misadjusted proportioning valve	Readjust the proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Oil/fluid on rear brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Rear drum shoes out of adjustment	Adjust the shoes
	Blocked rear brake hose/line	Replace the brake hose/line
	Frozen rear wheel cylinder	Replace wheel cylinder
	Rear brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad

TECH

APPLICATION	PART NUMBER	SPINDLE	ROTOR	ROTOR SIZE	CHANGE FROM DRUM	
1955-1957 Fullsize Car	5564WBK-P13	OE	proprietary	13.0	Wide 7/8"	
	5564WBK-S	OE	AR8200	11.0	Wide 7/8"	
	5557SWBK-D12	5557DS-12	AR9003	12.0	Wide 5/8"	
	5557SWBK-D13	CP30102	proprietary	13.0	Wide 1/2"	
	5564WBK-0P13	OE	proprietary	13.0	Wide 7/16"	
	5564SWBK-S0	OE	proprietary	10.8	Wide 7/16"	
	CPP5557SWBK-D	CP30102	AR8215	10.5	Narrow 3/16"	
	5558WBK-SO	OE	proprietary	11.0	ZERO	
1958-1964 Fullsize Car	5564WBK-P13	OE	proprietary	13.0	Wide 1-1/16"	
	5870SWBK-D	CP30101	AR8200	11.0	Wide 1-1/16"	
	5564WBK-S	OE	AR8200	11.0	Wide 1-1/16"	
	5564WBK-P13	OE	proprietary	13.0	Wide 5/8"	
	5870SWBK-D13	CP30101	proprietary	13.0	Wide 5/8"	
	5564SWBK-S0	OE	proprietary	10.8	Wide 5/8"	
	5864SWBK-D12	5864DS-12	AR9003	12.0	Wide 3/8"	
	5964WBK-SO	OE	proprietary	11.0	ZERO	
1965-1968 Fullsize Car	5870SWBK-D	CP30101	AR8200	11.0	Wide 11/16"	
	5870SWBK-D13	CP30101	proprietary	13.0	Wide 1/4"	
	6568WBK-S	OE	AR8200	11.0	Wide 11/16"	
1969-1970 Fullsize Car	5870SWBK-D	CP30101	AR8200	11.0	Wide 11/16"	
	5870SWBK-D13	CP30101	proprietary	13.0	Wide 1/4"	
1962-1967 Chevy II Nova	6267SWBK-D13	CP30103	proprietary	13.0	ZERO	
	6267WBK-P13	OE	proprietary	13.0	ZERO	
	CPP6267SWBK-D	CP30103	proprietary	10.8	ZERO	
	6467WBK-S	OE	proprietary	10.8	ZERO	
1968-1974 Nova	6472SWBK-D13	CP30100	proprietary	13.0	Wide 7/16"	
	6472WBK-P13	OE	proprietary	13.0	Wide 7/16"	
	6474SWBK-D	CP30100	AR8200	11.0	Wide 7/16"	
	6472WBK-S	OE	AR8200	11.0	Wide 7/16"	
	6769SWBK-D12	6774DS-12	AR9003	12.0	Wide 3/16"	
	6474SWBK-D13	CP30100	proprietary	13.0	ZERO	
	6267WBK-P13	OE	proprietary	13.0	ZERO	
	6474SWBK-D0	CP30100	proprietary	10.8	ZERO	
	6467WBK-S	OE	proprietary	10.8	ZERO	
	1964-1972 Chevelle	6472SWBK-D13	CP30100	proprietary	13.0	Wide 7/16"
6472WBK-P13		OE	proprietary	13.0	Wide 7/16"	
6474SWBK-D		CP30100	AR8200	11.0	Wide 7/16"	
6472WBK-S		OE	AR8200	11.0	Wide 7/16"	
6472SWBK-S12		6472SS-12	AR9003	12.0	Wide 1/8"	
6472SWBK-D12		6472DS-12	AR9003	12.0	Wide 1/16"	
6474SWBK-D13		CP30100	proprietary	13.0	ZERO	
6267WBK-P13		OE	proprietary	13.0	ZERO	
6474SWBK-D0		CP30100	proprietary	10.8	ZERO	
6467WBK-S		OE	proprietary	10.8	ZERO	
1967-1969 Camaro		6472SWBK-D13	CP30100	proprietary	13.0	Wide 7/16"
		6472WBK-P13	OE	proprietary	13.0	Wide 7/16"
	6474SWBK-D	CP30100	AR8200	11.0	Wide 7/16"	
	6472WBK-S	OE	AR8200	11.0	Wide 7/16"	
	6769SWBK-D12	6774DS-12	AR9003	12.0	Wide 3/16"	
	6474SWBK-D13	CP30100	proprietary	13.0	ZERO	
1967-1969 Camaro (Continued)	6267WBK-P13	OE	proprietary	13.0	ZERO	
	6474SWBK-D0	CP30100	proprietary	10.8	ZERO	
	6467WBK-S	OE	proprietary	10.8	ZERO	
	1960-1962 C10	6062WBK-5	OE	AR8200	11.0	Wide 1-1/4"
		6062SWBK-5OE	CP4S1	AR8600	12.0	Wide 1/16"
6062SWBK-5OE-S		CP4S8	AR8600	12.0	Wide 1/16"	
6062SWBK-6OE		CP4S1	AR8600SB	12.0	Wide 1/16"	
6062SWBK-6OE-S		CP4S8	AR8600SB	12.0	Wide 1/16"	
6062SWBK-55213		CP30106-1	proprietary	13.0	Narrow 1/4"	
6062SWBK-65213		CP30106-1	proprietary	13.0	Narrow 1/4"	
6062SWBK-5		CP30106-1	AR8600	12.0	Narrow 1/4"	
6062SWBK-6		CP30106-1	AR8600SB	12.0	Narrow 1/4"	
1963-1970 C10		6370WBK-5	OE	AR8200	11.0	Wide 1-1/4"
	6370SWBK-5OE	CP4S2	AR8600	12.0	Wide 1/16"	
	6370SWBK-5OE-S	CP4S9	AR8600	12.0	Wide 1/16"	
	6370SWBK-6OE	CP4S2	AR8600SB	12.0	Wide 1/16"	
	6370SWBK-6OE-S	CP4S9	AR8600SB	12.0	Wide 1/16"	
	6370SWBK-55213	CP30106-2	proprietary	13.0	Narrow 1/4"	
	6370SWBK-65213	CP30106-2	proprietary	13.0	Narrow 1/4"	
	6370SWBK-5	CP30106-2	AR8600	12.0	Narrow 1/4"	
	6370SWBK-6	CP30106-2	AR8600SB	12.0	Narrow 1/4"	

THE FOLLOWING KITS OFFSET IS CHANGED FROM FACTORY DISC BRAKES

APPLICATION	PART NUMBER	SPINDLE	ROTOR	ROTOR SIZE	CHANGE FROM DISC
1971-1972 C10	7172SWBK-5OE	CP4S3	AR8600	12.0	Narrow 7/16"
	7172SWBK-5OE-S	CP4S10	AR8600	12.0	Narrow 7/16"
	7172SWBK-55213	CP30106-3	proprietary	13.0	Narrow 3/4"
	7172SWBK-5	CP30106-3	AR8600	12.0	Narrow 3/4"
1973-1987 C10	7387SWBK-5D	CP4S4	AR8600	12.0	Narrow 7/16"
	7387SWBK-5S	CP4S5	AR8600	12.0	Narrow 7/16"
	7387SWBK-55213	CP30106-4	proprietary	13.0	Narrow 3/4"
	7387SWBK-5	CP30106-4	AR8600	12.0	Narrow 3/4"

NITROGEN GAS SHOCK DIMENSIONS

YEAR	DESCRIPTION	MOUNTING	PART NUMBER	EXTENDED	COLLAPSE
1949-54 Chevy Truck	Front Mono	S/S	DT-4039GSS	14"	8-1/2"
1949-54 Chevy Truck	Front Stock	S/S	DT-4078GSS	15-1/2"	10-1/2"
1949-54 Chevy Truck	Rear Lowered	S/L	CPP-4078G	14-1/2"	9-1/4"
1949-54 Chevy Truck	Rear Stock	S/L	CPP-4248	22-1/4"	13-1/8"
1955-59 Chevy Truck	Front Mono	L/L	CPP-4809	13-1/2"	9"
1955-59 Chevy Truck	Front Stock	L/L	CPP-4052G	15-1/2"	10"
1955-59 Chevy Truck	Rear Mono	L/L	CPP-4163G	20-1/2"	12-3/4"
1955-59 Chevy Truck	Rear Stock	L/L	CPP-4231G	22-1/2"	13-3/4"
1960-62 Chevy Truck	Front Lowered	L/L	CPP-M1200GLL	12-1/2"	8-1/2"
1960-62 Chevy Truck	Front Stock	L/L	CPP-4809G	13-1/2"	9"
1960-62 Chevy Truck	Rear Lowered	L/L	CPP-4163G	20-1/2"	12-3/4"
1960-62 Chevy Truck	Rear Stock	L/L	CPP-4231G	22-1/2"	13-3/4"
1963-72 Chevy Truck	Front Lowered 1" - 2"	L/L	CPP-4809G	13-1/2"	9"
1963-72 Chevy Truck	Front Lowered 3"	L/L	CPP-M1200GLL	12-1/2"	8-1/2"
1963-72 Chevy Truck	Front Stock	L/L	CPP-4052G	15-1/2"	10"
1963-72 Chevy Truck	Rear Lowered 2" - 4"	L/L	CPP-4095G	18-1/2"	11-3/4"
1963-72 Chevy Truck	Rear Lowered 5-1/2"	L/L	CPP-4052G	15-1/2"	10"
1963-72 Chevy Truck	Rear Stock	L/L	CPP-4163G	20-1/2"	12-3/4"
1948-52 Ford Truck	Front Stock	L/L	CPP-4095G	18-1/2"	11-3/4"
1948-52 Ford Truck	Front Lowered 3" - 4-1/2"	L/L	CPP-4052G	15-1/2"	10"
1948-55 Ford Truck	Rear Stock	L/L	CPP-4163G	20-1/2"	12-3/4"
1948-55 Ford Truck	Rear Lowered 3" - 4-1/2"	L/L	CPP-4095G	18-1/2"	11-3/4"
1953-55 Ford Truck	Front Stock	L/L	CPP-4052G	15-1/2"	10"
1953-55 Ford Truck	Front Lowered 3" - 4-1/2"	L/L	CPP-4809G	13-1/2"	9"
1956-60 Ford Truck	Front Stock	S/S	DT-4078GSS	15-1/2"	10-1/2"
1956-60 Ford Truck	Front Lowered 3" - 4-1/2"	S/S	DT-4039GSS	14"	9-3/4"
1956-60 Ford Truck	Rear Stock	S/L	CPP-4180G	20-1/2"	12-3/4"
1956-60 Ford Truck	Rear Lowered 3" - 4-1/2"	S/L	CPP-4112G	18-1/2"	12"
1961-64 Ford Truck	Front Stock	S/L	CPP-4078G	14-1/2"	9-1/4"
1961-64 Ford Truck	Rear Stock	L/L	CPP-4163G	20-1/2"	12-3/4"
1961-64 Ford Stock	Rear Lowered 3" - 4-1/2"	L/L	CPP-4095G	18-1/2"	11-3/4"
Misc.	Front or Rear	S/S	CPP-4007GSS	12"	8-1/4"
Misc.	Front or Rear	S/S	DT-4293G	23-1/2"	14-1/4"

3-WAY ADJUSTABLE SHOCKS

1967-69 Camaro	Front	S/L	CPP-1000	14-3/4"	9-3/4"
1968-79 Nova	Front	S/L	CPP-1000	14-3/4"	9-3/4"
1964-83 Chevelle	Front	S/L	CPP-1000	14-3/4"	9-3/4"
1970-81 Camaro	Front	S/L	CPP-1001	15-3/4"	10-1/4"
1955-70 Fullsize	Front	S/L	CPP-1001	15-3/4"	10-1/4"
1963-82 Corvette	Front	S/L	CPP-1001	15-3/4"	10-1/4"
1962-1967 Nova	Front	S/Plate	CPP-1004	14"	9-1/2"
1965-70 Mustang	Front	S/Plate	CPP-1004	14"	9-1/2"
1967-69 Camaro	Rear	S/L	CPP-1105	20-1/2"	13"
1955-57 Fullsize	Rear	S/L	CPP-1105	20-1/2"	13"
1970-81 Camaro	Rear	L/S	DT-1106	23-1/4"	13-3/4"
1964-72 Chevelle	Rear	L/L	CPP-1107	20-1/2"	13-1/2"
1968-74 Nova	Rear	L/L	CPP-1107	20-1/2"	13-1/2"
1958-70 Fullsize	Rear	L/L	CPP-1107	20-1/2"	13-1/2"

Front shock valving ratios are: 90/10, 80/20, and 60/40; rear shock valving ratios are: 70/30, 50/50, and 40/60

ASK FOR IT BY NAME!



TOTALLY TUBULAR™ CONTROL ARMS

CPP's thick tubing and new patented D-Spec heat resistant bushings and driven our Tubular Control Arms to the top of the industry's list.



POLYPLUS™ GRAPHITE BUSHINGS

POLYPLUS™ Performance Graphite Bushings deliver superior performance and vastly increased durability. Your vehicle will be a dream to drive and the performance will last much longer than vehicles equipped with the original OEM rubber bushings. Everyday wear and tear along with environmental elements such as, oil, fluid spills, road salts, ultraviolet rays and dry rot have little or no effect on POLYPLUS™ Performance Graphite Bushings. The advanced materials used in POLYPLUS™ products allow them to withstand the abusive elements that your vehicle encounters on a daily basis that will destroy ordinary rubber bushings. One of the most important systems on your vehicle is the suspension, and it pays to use the best components.

400Series™

400 SERIES™ POWER STEERING BOXES

These compact power steering boxes utilize late model steering technology for your classic with direct replacement for the original manual steering box and keep perfect alignment with the OE or aftermarket column.

500Series™

500 SERIES™ POWER STEERING BOXES

A modern alternative to the popular but outdated power steering box. CPP's 500 Series™ box provides superior directional control and road feedback, as well as a more stable feel to the driver.

MODULAR™

MODULAR™ SPINDLES

One-piece nodular iron design with pressed in alloy steel axle pin; installs with no modifications; allows early years to update to larger bearing. Lowers your truck 2" without moving the wheels out; works with many manufacturers brake kits and many different brake sizes...ideal for today's larger wheels.



HYDRASTOP™ HYDRAULIC ASSIST SYSTEMS

CPP'S all new Hydraulic Assist Systems put out an amazing 1800psi at the wheels! Find out about The Street Beast and The Show Stopper! Kits include a direct fit high performance, hydraulic assist systems unit (with options for steel or billet aluminum firewall mounting bracket); braided stainless or rubber, high pressure line set; heavy duty power steering return line; pedal rod hardware and mounting hardware.



CLASSIC FIT™ STEERING COLUMNS

Classic Fit™ 5-way adjusting tilt columns are designed for those who want great performance at affordable pricing. CPP's columns are made from stainless steel tube in both plain and chrome finishes, and available for automatic column shift and all floor shift applications.



SOS™ KITS - SIMPLE OFFSET SOLUTION™

To address concerns about using aftermarket wheels and tires, CPP has introduced brake kits that provide more tire to fender clearance using different rotor offsets. If you are upgrading from drum to disc brakes, be aware that most disc brake kits on the market today will push your wheels out towards the fender and depending on the size and backspace of your wheels, can cause interference problems. If you have or are planning to buy aftermarket wheels, a CPP SOS™ Brake Kit is the perfect option for you. Contact your CPP sales team for more information.

MINI™ Disc Kits

MINI™ DISC KITS

These new disc kits include the specialty parts you can't buy just anywhere.

BIG BORE™ Metric Calipers

BIG BORE™ METRIC CALIPERS

CPP's new big bore metric caliper is a new design to replace the popular small piston GM metric (S10) caliper. This caliper is lighter, stronger, has more stopping power, universal, and fits any application that uses the small GM metric (S10) caliper.

Black Magic™

BLACK MAGIC™ NITROGEN GAS SHOCKS

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

FIT Rite™

FITRITE™ LS ENGINE INSTALL AND MOUNT KITS

Are you ready to put in an LS engine into your classic? Classic Performance Products, Inc. introduces their new FitRite™ LS Engine Kits to help with your project. CPP's exclusive design no-weld brackets are CNC laser cut steel and features a durable black powder coat finish. FitRite™ kits include Polyplus™ engine mounts.

THE CPP STORY

Who could've guessed what was going to become of a little Southern California parts shop called Classic Performance Products, Inc. back in December 1991. 20 years later, CPP has become the industry's "go to" specialist in steering, brakes and suspension products for classic cars and trucks.

With the support of his wife, Jill, Jim Ries opened for business in December of 1991 and has not looked back since. Ries grew up watching his dad, Jack "JR" Ries, run a successful classic truck parts business in the '60s and '70s, but wasn't ready to open shop until he had a few of his own real world experiences. When the monster truck craze hit Southern California, Ries got in on the action at the very beginning. Building and racing several of these massive vehicles for Horse Power Promotions gave him valuable knowledge on the inner workings of steering, brakes and suspension truck parts.

Moving from monster trucks to classic trucks, Ries worked for Seth Doulton at Golden State Pickup Parts for several years before venturing out on his own. Not satisfied to just sell parts, Ries set out to redefine the classic truck steering, brakes and suspension industry with better quality and better cost products. Based on the early success of the first manufactured products, the engine and transmission crossmembers, CPP went on to design Brake Booster Kits, C10 Lowering Kits and Suspension Kits, "Bolt On" Disc Brake Kits, and the list goes on.

In recent years, the development of CPP's Mini™ Sub-Frame Suspension Kits, Totally Tubular™ Control Arms, 500 Series™ Power Steering Boxes, Modular™ Spindles, SOS™ Brake Kits, and the award-winning MCPV1™ Master Cylinder has put Classic Performance Products, Inc. on the map. Working with the industry's top magazine editors at Super Chevy, Classic Trucks, Custom Classic Trucks, Hot Rod, Street Rodder, Rod & Custom, Drive!, and many more have provided us many opportunities to test our newly developed parts on vehicles for our customers to read about.

The early days were not glamorous for CPP. The Ries family was growing, and space in their initial company headquarters (the garage) was shrinking. Big decisions had to be made on the future of Classic Performance. In September of 1993, the lease was signed on a new storefront, complete with 300 sq. ft. showroom, sales office and warehouse in Buena Park, California. A new build department was added along with shipping and storage shelves. Finding success with the classic truck industry, and more room to grow, CPP expanded its product line to include classic car market, once again providing the same top quality products. CPP also added a full line of all the top brands in the industry: Brembo, RideTech, Lokar, Ididit, Total Cost Involved, Heidt's, Unisteer, Wilwood, Baer Brakes, and many more. CPP's engineers work closely with these companies when developing new products, having found that partnering together compliments each other's parts and ultimately benefitting the end user.

In May of 2005, CPP once again moved buildings to Anaheim, California. With an additional 10,000 sq. ft. added in 2008 and 2011, CPP was occupying over 40,000 sq. ft., including a beautiful 3,000 sq. ft. showroom, plus sales and business offices and shipping and receiving departments. This also allowed us to expand our manufacturing facilities including four milling centers and three lathes centers, R&D department, and graphics and marketing department. At the end of 2012, CPP once again grew, purchasing our own 80,000 sq. ft. building in Placentia, California. This enormous undertaking doubled our office, showroom, shipping and manufacturing space. This has enabled us to house our entire operation under one roof and more effectively and efficiently get parts to our customers.

As we move forward into our 22nd year of business, we have not forgotten where it all began....building quality parts at an affordable price for our customers.



CPP's first storefront located in Buena Park, circa 1995



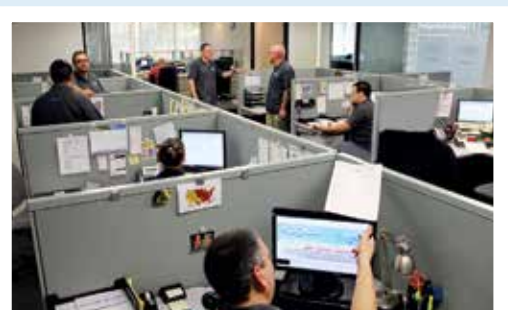
The new CPP Tech Center allows us to test new products on vehicles to ensure quality and fit.



Our new Placentia showroom displays thousands of our products.



In the early days, CPP's first showroom and front counter.



Our new sales department.



DEALER POLICIES:

PLEASE NOTE: Possession of a Classic Performance Products, Inc. price list does not constitute acceptance in a pricing program. All new accounts are subject to approval by Classic Performance Products, Inc. Please see Qualifications on front inside cover to apply and qualify for a CPP pricing program.

ORDER VALUES

Accounts applying under the Dealer program must meet an initial buy-in amount and yearly minimum of \$10,000. We do not require a minimum on any subsequent orders. All accounts are reviewed on an annual basis and can be terminated at any time.

PRICING

CPP reserves the right to change prices, terms, specifications and other information without notice. However, all efforts are made to provide Dealers with a minimum of 30 days notice prior to change in printed prices of products whenever possible. Please check on our website or with our Dealer Team for updated pricing regularly.

ORDERING INFORMATION

We encourage orders to be submitted in writing – by email, fax or mail. Purchase Orders sent before 2 PM PST will be entered in our system during the same business day. Purchase Orders must include Purchase Order number, individual and extended pricing per part number and complete shipping information including desired method and carrier. Order confirmations are sent via email once a Purchase Order is entered. Please contact us immediately with any change or cancellation of orders. Changes or cancellation requests must be submitted in writing – by email, fax or mail.

Via Email – please send your Purchase Orders to dealer@classicperform.com. Our direct mailbox is available 24 hours a day and your orders are processed regularly.

Via Fax – please send your Purchase Orders to (714) 522-2500. Our fax line is available 24 hours a day. Confirmations for faxed orders will be sent via email.

Via Phone – you may call us at (800) 522-5004 direct extension 608 to speak with a dealer team representative. CPP's Dealer Team is available during normal business hours: Monday to Friday, 8 AM to 5 PM PST and Saturday, 8 AM to 1:30 PM PST.

PAYMENT INFORMATION

For immediate shipment, we accept Visa, Master and Discover credit cards. COD shipments are also available but limited to established accounts only. A \$10 COD charge will be added to the Shipping & Handling fees. Refused or undeliverable COD orders will result in prepayment on all future orders. Prepayments such as wire transfer, company check or money orders are also accepted but will be held until cleared.

Orders for international accounts require prepayment in US funds. We currently offer open account terms to stocking dealers only and applications are approved on a case by case basis.

SHIPPING INFORMATION

All orders are shipped F.O.B Placentia, CA. Items shipped directly from our manufacturers will be F.O.B. Manufacturer's Location.

For Freight Prepaid Orders - Unless specified we always choose the most economical shipping method. We ship via Fedex and UPS for most packages, truck freight for palletized orders and USPS for small parts. The shipping charge is determined at the time of shipment using the carrier's Published Rate + 15% Handling Fee. Oversized items and certain destinations (AK, HI, PR, out of US) will be higher. International shipments are only shipped via Air Freight. These shipments may incur duties, custom broker fees and other charges related to importing the merchandise. All charges are sole responsibility of the customer; please check with your local customs office for more information.

For Freight Collect Orders – We can use your shipping carrier upon request. Please make sure the request for Third Party Billing is clear under the freight instructions of your Purchase Order, including your carrier's contact information and your company's account number. All freight collect orders will incur a \$5 processing fee per order. Palletized shipments will incur a \$25 per skid processing and handling fee.

Rush and Express Orders – We will do our best to accommodate your request. Orders requesting Rush Processing or Express Shipping Methods will be processed and shipped the same day, bypassing our current lead time, provided that the parts are available and the Purchase Order is received in writing before 2 PM PST. Items that require assembly may ship the following business day. Rush Processing requested on orders will be shipped via Ground. There is a \$20 Rush fee associated with this service. For faster shipping methods, we offer Next Day Air, 2-Day Air or 3-Day Air Express Shipping Methods. We do not charge a fee for processing Express Shipping orders; however, freight charges will be higher and is the responsibility of the customer.

DAMAGES OR SHORTAGES

Please inspect all packages upon receipt. If you receive a shipment that has been damaged or opened or packages with shortages, please report it to us immediately. Claims must be made in writing – via email or fax. Claims should refer to the invoice number, date of invoice, date of shipment, part number, description and carton count. We may request