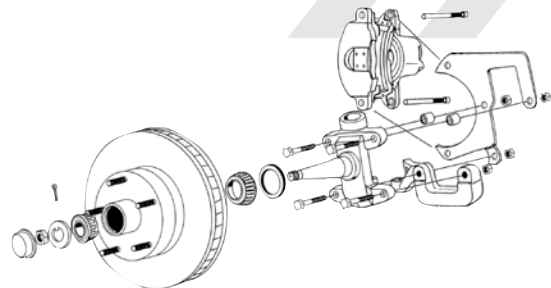
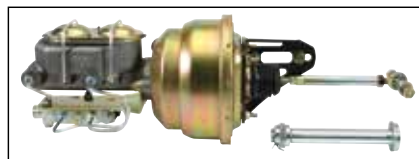


*Shown with optional upgraded rotors.



QUICK FACTS...

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



F100 COMPLETE FRONT BRAKE KIT

Our 5-lug disc brake kit not only upgrades your brakes, but also gives you the option to swap the factory lug pattern to either GM 5 on 4-3/4" bolt pattern or Ford 5x4.50 pattern. The kit is complete, bolts onto the stock spindle, and does not use stock hubs. Includes 1" thick 11" diameter rotors, tapered roller bearings, hoses, master cylinder, booster, and proportioning valve. *Note: Our 5-lug kit have 7/16" dia studs. Frame mount brake boosters may require #CP4136 transmission mount. Also, booster will not fit 1953-56 Panel trucks.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852CBK-4.5	1948-52 Truck, 5 on 4-1/2", kit	\$649.00	\$571.00	\$485.00
4852CBK-4.75	1948-52 Truck, 5 on 4-3/4", kit	\$649.00	\$571.00	\$485.00
4852CBK-5.5	1948-52 Truck, 5 on 5-1/2", kit	\$649.00	\$571.00	\$485.00
5356CBK-4.5	1953-56 Truck, 5 on 4-1/2", kit	\$649.00	\$571.00	\$485.00
5356CBK-4.75	1953-56 Truck, 5 on 4-3/4", kit	\$649.00	\$571.00	\$485.00
5356CBK-5.5	1953-56 Truck, 5 on 5-1/2", kit	\$649.00	\$571.00	\$485.00
5760CBK-5.5*	1957-60 Truck, 5 on 5-1/2", kit	\$649.00	\$571.00	\$485.00
6164CBK-5.5	1961-64 Truck, 5 on 5-1/2", kit	\$649.00	\$571.00	\$485.00
5356CK1	1953-56 Truck, Clutch Conversion Kit (required for manual transmission)	\$59.00	\$52.00	\$34.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

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



*Shown with upgrade powdercoated calipers.

BIG BRAKE WHEEL KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4953WBK-P13 NEW	1949-53 Fullsize, 5x4.50, (without spindles), kit	\$799.00	\$703.00	\$599.00
6364WBK-P13F	1963-64 Galaxie, 5x4.50, (without spindles), kit	\$799.00	\$703.00	\$599.00
7580WBK-P13G	1975-80 Granada, GM 5x4.75, (without spindles), kit	\$799.00	\$703.00	\$599.00
7580WBK-P13F	1975-80 Granada, Ford, 5x4.50, (without spindles), kit	\$799.00	\$703.00	\$599.00

FORD MUSTANG COMPLETE FRONT BRAKE KIT

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



#6567FBP-M

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6567FBP-M	1965-67 Mustang, manual kit (see description above for other application)	\$799.00	\$759.00	\$650.00
6567FBP-P	1965-66 Mustang, power kit	\$999.00	\$899.00	\$750.00
67FBP-PM	1967 Mustang, (with manual transmission) kit	\$999.00	\$939.00	\$819.00
67FBP-PA	1967 Mustang, (with power transmission) kit	\$999.00	\$939.00	\$819.00
6567SP-SK	1965-67 Mustang, V8 drum spindle kit	\$299.00	\$284.00	\$250.00

FORD CAR & TRUCK



FORD MUSTANG COMPLETE FRONT BRAKE KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6873FBP-M	1968-73 Mustang, manual kit	\$799.00	\$759.00	\$650.00
6770FBP-PM	1967-70 Mustang, power (with manual transmission) kit	\$999.00	\$939.00	\$819.00
6770FBP-PA	1967-70 Mustang, power (with automatic transmission) kit	\$999.00	\$939.00	\$819.00

Power Brakes Available!



See page 40

GRANADA COMPLETE FRONT BRAKE KIT

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7580FBP-M	1975-80 Granada, kit	\$799.00	\$759.00	\$650.00



GRANADA PERFORMANCE UPGRADE BRAKE KIT

This high performance upgrade kit contains dual piston aluminum calipers and the rest of components that you'll need to put on your classic Ford car running Granada spindles. This kit designed for the 1975-80 Granada spindle will fit 1965-73 Mustang and many other Ford car applications that utilize the Granada spindle. Kit does not include spindles, but if you need them, you can upgrade with a set of spindles for \$100.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7580FBP-MHP	1975-80 Ford Granada, kit	\$769.00	\$715.00	\$619.00
7580SP	Spindle upgrade, pair	\$100.00	\$100.00	\$100.00



STOCK HEIGHT WHEEL BRAKE KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4953WBK-S	1949-53 Ford Fullsize Car	\$599.00	\$527.00	\$449.00

Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:



+\$200 for 4 Wheel
+\$100 for Front or Rear only

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

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

\$199.00

Note: Purchase of brake kit required. Not available for Big Brake Kits



CPP CALIPER COLOR OPTIONS:

PLEASE SPECIFY WHEN ORDERING:

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

+ \$110 for 4 wheel powdercoat calipers, + \$55 for Front or Rear only



**Shown with optional upgraded rotors.*

EARLY FORD SPINDLE WHEEL BRAKE KIT

These wheel kits are designed to work with early Ford style spindles found on many hot rod straight axle front ends. Kits come with rotors, loaded calipers, caliper brackets, bearing adapters, bearings, seals, rubber brake hoses and hardware. Kits are available in Ford (5x4.50) and Chevy (5x4.75) lug pattern. **Note:** Spindles sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3748WBK-F	1937-48, 5x4.50, kit	\$399.00	\$307.00	\$260.00
3748WBK-G	1937-48, 5x4.75, kit	\$399.00	\$307.00	\$260.00



**Shown with optional upgraded rotors.*

STOCK HEIGHT 5-LUG WHEEL BRAKE KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4856WBK-4.5	1948-56 Truck, 5 on 4-1/2", kit	\$375.00	\$330.00	\$275.00
4856WBK-4.75	1948-56 Truck, 5 on 4-3/4", kit	\$375.00	\$330.00	\$275.00
4856WBK-5.5	1948-56 Truck, 5 on 5-1/2", kit	\$375.00	\$330.00	\$275.00
5764WBK-5.5	1957-64 Truck, 5 on 5-1/2", kit	\$375.00	\$330.00	\$275.00

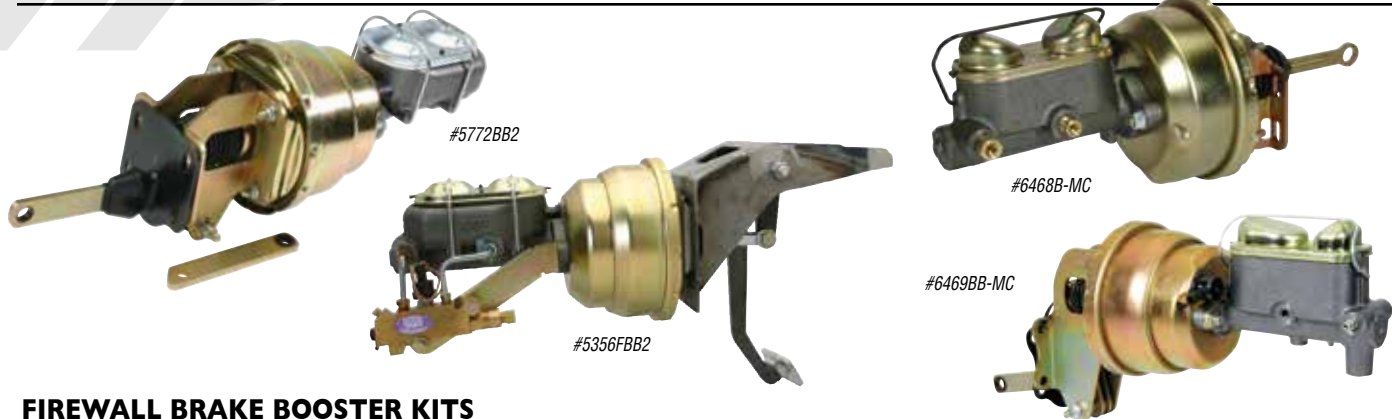


#4856DBK-5.5

DISC BRACKET KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4856DBK-4.5	1948-56 Truck, 5 on 4-1/2", kit	\$95.00	\$84.00	\$70.00
4856DBK-4.75	1948-56 Truck, 5 on 4-3/4", kit	\$95.00	\$84.00	\$70.00
4856DBK-5.5	1948-56 Truck, 5 on 5-1/2", kit	\$95.00	\$84.00	\$70.00
5764DBK-5.5	1957-64 Truck, 5 on 5-1/2", kit	\$95.00	\$84.00	\$70.00



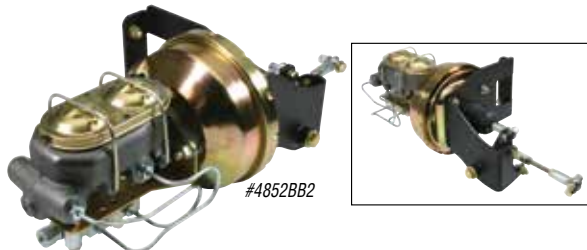
FIREWALL BRAKE BOOSTER KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356FBB2	1953-56 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00	6164BB4	1961-64 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00
5356FBB4	1953-56 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00	6468B-MC**	1964½-66 Mustang, auto, kit	\$359.00	\$263.00	\$210.00
5760BB2*	1957-60 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00	67PBU/AT	1967-70 Mustang, auto, kit	\$329.00	\$309.00	\$249.00
5760BB4*	1957-60 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00	67PBU/MT	1967-70 Mustang, manual, kit	\$329.00	\$309.00	\$249.00
6164BB2	1961-64 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00	5772BB2	1957-72 Fullsize, drum/drum, kit	\$329.00	\$309.00	\$249.00
6164BB4	1961-64 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00	5772BB4	1957-72 Fullsize, disc/disc, kit	\$329.00	\$290.00	\$246.00
					6469BB-MC	1964-69 Fairlane, kit	\$299.00	\$263.00	\$210.00

*Will not work with factory clutch.

**Automatic transmission only.



FRAME MOUNT BRAKE BOOSTER KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP612BB-MC	1948-52 Truck, with pedal, kit	\$229.00	\$206.00	\$169.00	CP601BB-MC	1928-31 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
4852BB2	1948-52 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00	CP602BB-MC	1932 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
4852BB4	1948-52 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00	CP603BB-MC	1933-34 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
CP613BB-MC	1953-56 Truck, with pedal, kit	\$229.00	\$206.00	\$169.00	CP604BB-MC	1935-40 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
5356BB2	1953-56 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00	CP606BB-MC	1941-48 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
5356BB4	1953-56 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00	5356CK1	Clutch Conversion Kit (required for manual trans. with 1953-56 frame mount booster kit)	\$59.00	\$52.00	\$34.00

UPGRADES FOR BOOSTERS

+CHROME-MC	Master Cylinder & Cap, chrome	\$100.00
+PWDR-HT	Master Cylinder & Cap, hammer-tone	\$60.00
+CHROME-PV	Prop Valve & Bracket, chrome	\$75.00
+CHROME-BB	Booster & Bracket, chrome	\$120.00
MCPV-1	Polished master cylinder, each	\$95.00
M-C100SAC	Aluminum master cylinder, each	\$60.00

NOTE: Upgrades require purchase of complete booster kits.

MANUAL MASTER CYLINDER & BRACKET KIT

Upgrade your 1953-56 Ford truck from a single to a Corvette-style dual reservoir master. Cylinder bracket and hardware included. Available for disc/drum and disc/disc applications. **Note: Manual transmission requires a #5356CK1.**



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4756MMK-2	1953-56 Truck, disc/drum, kit	\$219.00	\$197.00	\$165.00
4756MMK-4	1953-56 Truck, disc/disc, kit	\$219.00	\$197.00	\$165.00



BRAKE PEDAL BRACKETS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP612-BPB	1948-52 Truck, frame mount power	\$99.00	\$87.00	\$65.00	CP602-BPB	1932 Fullsize, frame mount power	\$89.00	\$78.00	\$55.00
5356FMB	1953-56 Truck, firewall power	\$149.00	\$134.00	\$120.00	CP614-BPB	1933-34 Fullsize, frame mount power	\$89.00	\$78.00	\$55.00
CP613-BPB	1953-56 Truck, frame mount power	\$99.00	\$87.00	\$65.00	CP616-BPB	1935-40 Fullsize, frame mount power	\$89.00	\$78.00	\$55.00
4756MCA	1953-56 Truck, frame mount manual/power	\$79.00	\$70.00	\$59.00	CP606-BPB	1941-48 Fullsize, frame mount power	\$89.00	\$78.00	\$55.00
CP601-BPB	1928-31 Fullsize, frame mount power	\$89.00	\$78.00	\$55.00					

9" FORD FLANGE REAR BRAKE KITS

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

QUICK FACTS...

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



*Shown with optional upgraded rotors, calipers & hoses.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5412	Ford psngr car 9" (4.5 bolt pattern), 3/8" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2105-38-5434	Ford psngr car 9" (4.75 bolt pattern), 3/8" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2105-50-5412	Ford psngr car 9" (4.5 bolt pattern), 1/2" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2105-50-5434	Ford psngr car 9" (4.75 bolt pattern), 1/2" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2505-38-5512	Ford truck 9" w/ 3/8" flange bolts (5.5 bolt pattern), kit	\$599.00	\$527.00	\$419.00
CP2505-38-5500	Ford truck 9" w/ 3/8" flange bolts (5x5 bolt pattern), kit	\$599.00	\$527.00	\$419.00
CP2505-38-6512	Ford truck 9" w/ 3/8" flange bolts (6 lug bolt pattern), kit	\$599.00	\$527.00	\$419.00
CP2505-50-5512	Ford truck 9" w/ 1/2" flange bolts (5.5 bolt pattern), kit	\$599.00	\$527.00	\$419.00
CP2505-50-5500	Ford truck 9" w/ 1/2" flange bolts (5x5 bolt pattern), kit	\$599.00	\$527.00	\$419.00
CP2505-50-6512	Ford truck 9" w/ 1/2" flange bolts (6 lug bolt pattern), kit	\$599.00	\$527.00	\$419.00
5356EBC	1953-56 Ford truck, Emergency brake cables, pair	\$89.00	\$78.00	\$65.00
10271	.048" shim, each (for 3/8" flange bolts)	\$4.00	\$4.00	\$3.00
10423	.048" shim, each (for 1/2" flange bolts)	\$4.00	\$4.00	\$3.00

12" BIG BRAKE KITS ALSO AVAILABLE. PLEASE INQUIRE.

*Shown with optional power rack & rotors.

**INCLUDES
POWER RACK &
PERFORMANCE
BRAKE KIT**



Crossmember also sold separately

Mustang II Power Steering
Hose Kits available on
Page 168



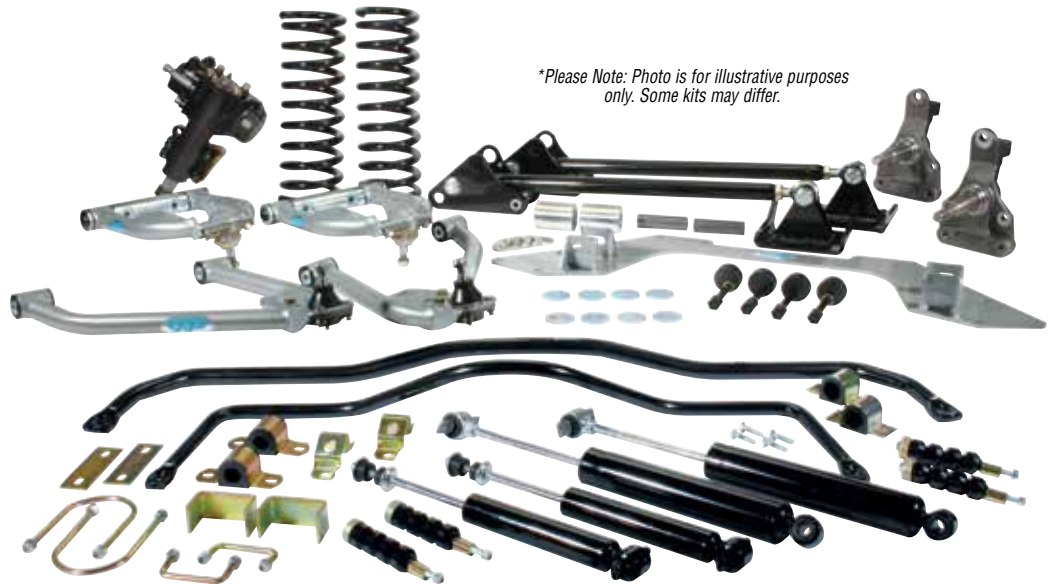
MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having an independent suspension system in your early truck without paying the big prices of other kits. These kits come with crossmember, coil springs, spindles, brakes, shocks, upper and lower control arms, rack & pinion, sway bar, plus mounting hardware. Specify manual or power steering and stock or dropped spindles. Available in 5x4.5, 5x4.75, 5x5, 5x5.5, 6x5.5 patterns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3540M2IFS-K	1935-40 Car, 1935-41 Truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E6470M2IFS-K	1964 1/2 -70 Mustang, kit	\$1,489.00	\$1,349.00	\$1,099.00
E4852M2IFS-K	1948-52 Truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E5356M2IFS-K	1953-56 Truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E5760M2IFS-K	1957-60 Truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E3540M2-X	1935-40 Car, 1935-41 Truck, Crossmember, each	\$209.00	\$189.00	\$149.00
E6470M2-X	1964 1/2 -70 Mustang, Crossmember, each	\$209.00	\$189.00	\$149.00
E4852M2-X	1948-52 Truck, Crossmember, each	\$209.00	\$189.00	\$149.00
E5356M2-X	1953-56 Truck, Crossmember, each	\$209.00	\$189.00	\$149.00
E5760M2-X	1957-60 Truck, Crossmember, each	\$209.00	\$189.00	\$149.00
	Power Rack Upgrade	\$100.00	n/a	n/a

NEW COMPLETE PERFORMANCE PACKAGES!

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



*Please Note: Photo is for illustrative purposes only. Some kits may differ.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6566CPP-K	1965-66 Mustang, kit	\$2239.00	\$2125.00	\$1679.00
6770CPP-K	1967-70 Mustang, kit	\$2239.00	\$2125.00	\$1679.00



Totally
TUBULAR™

MINI™ SUB-FRAME KIT

At the heart of these innovative kits are the 1/4" steel crossmember that bolts to the chassis in place of the factory strut rod mounts, eliminating the factory strut rods, and adding adjustable forward control arm mounts. These kits adds stability, alignability, improved steering response and over 2" of ground clearance. By eliminating the binding action caused by the factory strut rods you are able to maintain proper wheel alignment. The Mini™ Sub-Frame accommodates both factory and aftermarket sway bars. The upper control arms will accommodate stock coil springs, Shockwave™ and also coil over conversions. Available in gloss black or silver powder coat.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466TCA-UKB	1961-65 Falcon & 1965-66 Mustang, upper, black, pair	\$309.00	\$272.00	\$230.00
6466TCA-UKS	1961-65 Falcon & 1965-66 Mustang, upper, silver, pair	\$309.00	\$272.00	\$230.00
6770TCA-UKB	1967-70 Mustang, upper, black, pair	\$309.00	\$272.00	\$230.00
6770TCA-UKS	1967-70 Mustang, upper, silver, pair	\$309.00	\$272.00	\$230.00
6165TCA-KB	1961-65 Falcon, lower Mini™ Subframe Kit, black	\$399.00	\$351.00	\$299.00
6165TCA-KS	1961-65 Falcon, lower Mini™ Subframe Kit, silver	\$399.00	\$351.00	\$299.00
6466TCA-KB	1965-66 Mustang, lower Mini™ Subframe Kit, black	\$399.00	\$351.00	\$299.00
6466TCA-KS	1965-66 Mustang, lower Mini™ Subframe Kit, silver	\$399.00	\$351.00	\$299.00
6770TCA-KB	1967-70 Mustang, lower Mini™ Subframe Kit, black	\$399.00	\$351.00	\$299.00
6770TCA-KS	1967-70 Mustang, lower Mini™ Subframe Kit, silver	\$399.00	\$351.00	\$299.00

**400 SERIES™
STEERING KITS
AVAILABLE
ON PAGE 46**

COMPLETE STEERING LINKAGE KIT

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6365SLK-CPV8	1963-64 Falcon with V8 drum spindle-1/2" thread castle nut outer tie rod, kit	\$399.00	\$360.00	\$225.00
6365SLK-CPV8-716	1965 Falcon with V8 drum spindle-7/16" thread castle nut outer tie rod, kit	\$399.00	\$360.00	\$225.00
6365SLK-CPGR	1963-65 Falcon with Granada spindle, kit	\$399.00	\$360.00	\$225.00
6365SLK-V8	1963-64 Falcon with V8 drum spindle-1/2" thread castle nut outer tie rod (no pitman or idler arm), kit	\$219.00	\$197.00	\$159.00
6365SLK-V8-716	1965 Falcon with V8 drum spindle-7/16" thread castle nut outer tie rod (no pitman or idler arm), kit	\$219.00	\$197.00	\$159.00
6365SLK-GR	1963-65 Falcon with Granada spindle (no pitman or idler arm), kit	\$219.00	\$197.00	\$159.00
6566SLK-CPV8	1965-66 Mustang with V8 drum spindle, kit	\$360.00	\$324.00	\$270.00
6566SLK-CPGR	1965-66 Mustang with Granada spindle, kit	\$360.00	\$324.00	\$270.00
6566SLK-V8	1965-66 Mustang with V8 drum spindle (no pitman or idler arm), kit	\$190.00	\$171.00	\$139.00
6566SLK-GR	1965-66 Mustang with Granada spindle (no pitman or idler arm), kit	\$190.00	\$171.00	\$139.00

FORD CAR & TRUCK



FRONT DROP AXLE

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852DA	1948-52 Truck - 3" drop, each	\$419.00	\$409.00	\$359.00
5356DA	1953-56 Truck - 3" drop, each	\$419.00	\$409.00	\$359.00
5760DA	1957-60 Truck - 2" drop, each	\$419.00	\$409.00	\$359.00

DROP AXLE TIE PLATES

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356DA-TP	1948-60 Truck, each	\$8.00	\$7.00	\$5.00

KING PIN SET

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K365N	1948-52 Truck, set	\$45.00	\$43.00	\$38.00
K365N+10	1948-52 Truck, oversized, set	\$45.00	\$43.00	\$38.00
K445	1953-56 Truck, set	\$55.00	\$50.00	\$42.00
K469	1957-64 Truck, set	\$75.00	\$72.00	\$63.00



TIE ROD DROP KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
F-43	1948-60 Truck, pair	\$44.00	\$39.00	\$32.00

REAR SHACKLE KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4856SHK-RE	1948-56 Ford Truck, extended, kit	\$95.00	\$84.00	\$49.00

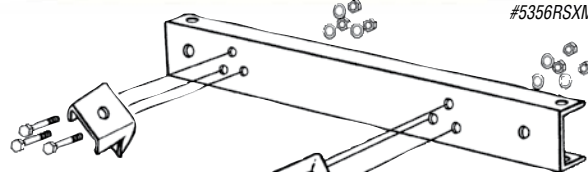


Black Magic™

CPP "BLACK MAGIC" NITROGEN GAS SHOCKS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-4052G	1948-52 Ford Truck, front, 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4095G	1948-52 Ford Truck, front, stock height, each	\$39.00	\$33.00	\$29.00
CPP-4809G	1953-55 Ford Truck, front, 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4052G	1953-55 Ford Truck, front, stock height, each	\$39.00	\$33.00	\$29.00
CPP-4095G	1948-55 Ford Truck, rear 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4163G	1948-55 Ford Truck, rear stock height, each	\$39.00	\$33.00	\$29.00
CPP-4095G	1961-64 Ford Truck, rear 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4163G	1961-64 Ford Truck, rear stock height, each	\$39.00	\$33.00	\$29.00



FORD F-100 REAR SHOCK CROSSMEMBER & BRACKETS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356RSXM	1953-56 Truck, crossmember, each	\$49.00	\$43.00	\$20.00
5359RSX	1953-56 Truck, each (may require shock change)	\$119.00	\$105.00	\$97.00
5356SXB	1953-56 Truck, bracket, each	\$19.50	\$17.00	\$14.00

REAR END CONVERSION KIT

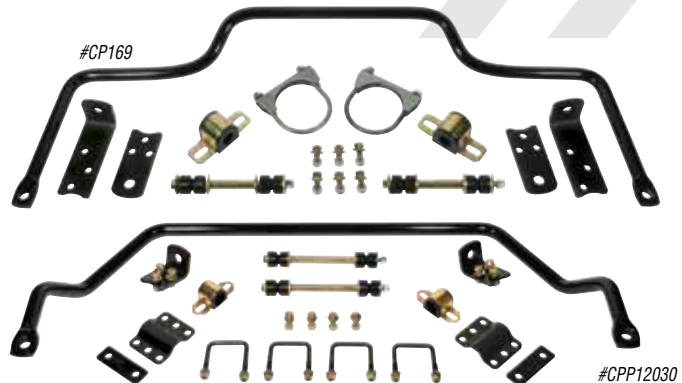
Makes rear end swaps a snap! Our kit allows practically any rear end with 3" axle tubes to be installed into your application. Kits include the necessary pieces to upgrade your rear end. Early truck kits can also be used as a flip kit for 4"-5" drop. Welding required!



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356RCK	1953-56 Truck, kit	\$89.00	\$78.00	\$65.00
5356RAS	1953-56 Truck, axle seats (weld on), pair	\$19.00	\$17.00	\$14.00

COMPLETE FRONT END KITS

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



STOCK SUSPENSION SWAY BARS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS:				
6466SFK-PFM-MS6	1965-66 Mustang, 6 cyl man. steering, kit	\$279.00	\$252.00	\$209.00
6466SFK-PFM-MS8	1965-66 Mustang, 8 cyl man. steering, kit	\$399.00	\$359.00	\$299.00
6466SFK-PFM-PS	1965-66 Mustang, pwr steering, kit	\$419.00	\$379.00	\$319.00
67SFK-PFM-MS	1967 Mustang, man. steering, kit	\$286.00	\$258.00	\$214.00
67SFK-PFM-PS	1967 Mustang, pwr steering, kit	\$385.00	\$349.00	\$288.00
6869SFK-PFM-MS	1968-69 Mustang, man. steering, kit	\$379.00	\$349.00	\$285.00
6869SFK-PFM-PS	1968-69 Mustang, pwr steering, kit	\$479.00	\$431.00	\$359.00
7073SFK-PFM-MS	1970-73 Mustang, man. steering, kit	\$379.00	\$349.00	\$285.00
7073SFK-PFM-PS	1970-73 Mustang, pwr steering, kit	\$379.00	\$349.00	\$285.00
M2FK-P	Stock Mustang II only, basic kit	\$169.00	\$152.00	\$129.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RUBBER:				
6466SFK-RFM-MS6	1965-66 Mustang, 6 cyl man. steering, kit	\$279.00	\$252.00	\$209.00
6466SFK-RFM-MS8	1965-66 Mustang, 8 cyl man. steering, kit	\$399.00	\$359.00	\$299.00
6466SFK-RFM-PS	1965-66 Mustang, pwr steering, kit	\$419.00	\$379.00	\$319.00
67SFK-RFM-MS	1967 Mustang, man. steering, kit	\$286.00	\$258.00	\$214.00
67SFK-RFM-PS	1967 Mustang, pwr steering, kit	\$385.00	\$349.00	\$288.00
6869SFK-RFM-MS	1968-69 Mustang, man. steering, kit	\$379.00	\$349.00	\$285.00
6869SFK-RFM-PS	1968-69 Mustang, pwr steering, kit	\$479.00	\$431.00	\$359.00
7073SFK-RFM-MS	1970-73 Mustang, man. steering, kit	\$379.00	\$349.00	\$285.00
7073SFK-RFM-PS	1970-73 Mustang, pwr steering, kit	\$379.00	\$349.00	\$285.00
M2FK-R	Stock Mustang II only, basic kit	\$159.00	\$144.00	\$129.00

EARLY FORD SPINDLES

New 1928-48 chrome Ford spindles. Accepts stock king pin kits.



Early Ford Brake Kit Now Available
(#3748WBK-F) See Page 39

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2848SP-C	pair	\$259.00	\$239.00	\$179.00
2848SP-KC	With king pins, kit	\$289.00	\$259.00	\$209.00

TIE ROD ENDS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852TR-HD	1948-52 Ford Truck, Heavy Duty Tie Rod, each	\$49.00	\$44.00	\$30.00
4852TRK	1948-52 Ford Truck, Heavy Duty Tie Rod & Ends, kit	\$99.00	\$79.00	\$75.00
4864TRE	1948-64 Ford Truck, Tie Rod Ends, pair	\$59.00	\$52.00	\$45.00
5364TR-HD	1953-64 Ford Truck, Heavy Duty Tie Rod, each	\$49.00	\$43.00	\$30.00
5364TRK	1953-64 Ford Truck, Heavy Duty Tie Rod & Ends, kit	\$99.00	\$79.00	\$75.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CPP12030	1953-56 Ford Truck, 1", kit	\$139.00	\$129.00	\$105.00
CPP12030FBM	1953-56 Ford Truck, 1", billet mount upgrade, kit	\$189.00	\$170.00	\$139.00
CP536	1964-66 Mustang, 1" bar, kit	\$129.00	\$123.00	\$112.00
CP549	1964-66 Mustang, 1-1/8" bar, kit	\$129.00	\$123.00	\$112.00
CP537	1967-70 Mustang, 1" bar, kit	\$129.00	\$123.00	\$112.00
CP708	1967-70 Mustang, 1-1/8" bar, kit	\$129.00	\$123.00	\$112.00
CP870	1971-73 Mustang, 1" bar, kit	\$149.00	\$142.00	\$135.00
CP550	1971-73 Mustang, 1-1/8" bar, kit	\$149.00	\$142.00	\$135.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
REAR:				
CP169	1948-56 Ford Truck, kit	\$169.00	\$149.00	\$105.00
CP676	1964-66 Mustang, 7/8" bar, kit	\$139.00	\$132.00	\$105.00
CP533K2	1963-65 Falcon, 1965-66 Mustang, 7/8" improved clearance, kit	\$139.00	\$129.00	\$112.00
CP662	1964-66 Mustang, 1" bar, kit	\$139.00	\$129.00	\$112.00
CP995	1967-70 Mustang, 3/4" bar, kit	\$139.00	\$129.00	\$125.00
CP678	1967-70 Mustang, 7/8" bar, kit	\$139.00	\$129.00	\$125.00
CP996	1971-73 Mustang, 3/4" bar, kit	\$139.00	\$129.00	\$125.00
CP679	1971-73 Mustang, 7/8" bar, kit	\$139.00	\$129.00	\$125.00
6770PTSBK	1967-70 Mustang, pro-touring, 1" bar, kit	\$189.00	\$170.00	\$139.00
6770PTSBK-U	1967-70 Mustang, pro-touring, 1" bar (w/ billet hardware), kit	\$279.00	\$250.00	\$209.00

UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4953UCS	1949-53 Fullsize, upper, each	\$25.00	\$22.00	\$19.00
4953LCS	1949-53 Fullsize, lower, each	\$25.00	\$22.00	\$19.00

REAR FRAME C-NOTCH KIT

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5360CNK	1953-60 Truck, kit	\$59.00	\$52.00	\$44.00

**13.6:1
RATIO**

#CPP5356PSK-OC

400Series™



**13.6:1
RATIO**



#6566PSK-SB

POWER STEERING CONVERSION KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5356PSK-AC	1953-56 Truck, with CPP 400 Series™ box, aftermarket 1" DD column, kit	\$569.00	\$529.00	\$425.00
CPP5356PSK-OC	1953-56 Truck, with CPP 400 Series™ box, original column, kit	\$539.00	\$500.00	\$400.00
CPP5760PSK-AC	1957-60 Truck, with CPP 400 Series™ box, aftermarket 1" DD column, kit	\$569.00	\$529.00	\$425.00
CPP5760PSK-OC	1957-60 Truck, with CPP 400 Series™ box, original column, kit	\$539.00	\$500.00	\$400.00
6566PSK-SB	1965-66 Mustang, with CPP 400 Series™ box, kit	\$675.00	\$609.00	\$506.00
6770PSK-SB	1967-70 Mustang, with CPP 400 Series™ box, kit	\$675.00	\$609.00	\$506.00

#PSPK-SBF



CUSTOM PITMAN ARMS

Our custom pitman arms are made to factory specs. Replacing a worn pitman arm will help reduce play in the steering system. This custom unit is required when converting your 1953-60 Ford truck to Toyota or 400 Series™ power steering box.

POWER STEERING PUMP KIT

This is an ideal kit for adding the components needed to operate a power box when converting to power steering. Perfect compliment to #CP50005MU on page 47!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356PA-T	1953-56 Ford Truck, Toyota or 400 Series™ box, each	\$59.00	\$52.00	\$39.00
54027	1957-60 Ford Truck, Toyota or 400 Series™ box, each	\$59.00	\$52.00	\$39.00
54039	1965-66 Mustang, each	\$79.00	\$72.00	\$59.00
54047	1967-70 Mustang, each	\$165.00	\$149.00	\$135.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PSPK-SBF	Small block Ford Mustang, kit	\$299.00	\$270.00	\$224.00
PSPK-6F	Straight 6 cylinder, kit	\$299.00	\$270.00	\$224.00
PSPK-SBF400	Small block Ford Truck, kit	\$299.00	\$270.00	\$224.00

400Series™



STEERING BOXES

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852RSB-EX*	1948-52 Truck, OE rebuilt (w/core), each	\$450.00	\$405.00	\$350.00
5355RSB-EX*	1953-55 Truck, OE rebuilt (w/core), each	\$450.00	\$405.00	\$350.00
CP50006F	1953-56 Truck, 400 Series™, each	\$379.00	\$334.00	\$284.00
CP50006F2	1957-60 Truck, 400 Series™, each	\$379.00	\$334.00	\$284.00
56RSB-EX	1956 Truck, OE rebuilt (w/core), each	\$450.00	\$405.00	\$350.00
5760RSB-EX*	1957-60 Truck, OE rebuilt (w/core), each	\$450.00	\$405.00	\$350.00
CP50005MU	1965-70 Mustang, 1963-65 Falcon, 400 Series™, each	\$379.00	\$334.00	\$284.00

*Note: Core charge without exchange is \$100 extra



STEERING SECTOR SHAFT ROLLER

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852SG	1948-52 Truck, each	\$69.00	\$66.00	\$57.00
5360SG	1953-60 Truck, each	\$69.00	\$66.00	\$57.00

FORD FLOOR FILL PLATE WITH CPP 400 SERIES™ STEERING BOX

Keeps drafts and engine fumes out of the cab. Specially designed to fit with aftermarket columns.

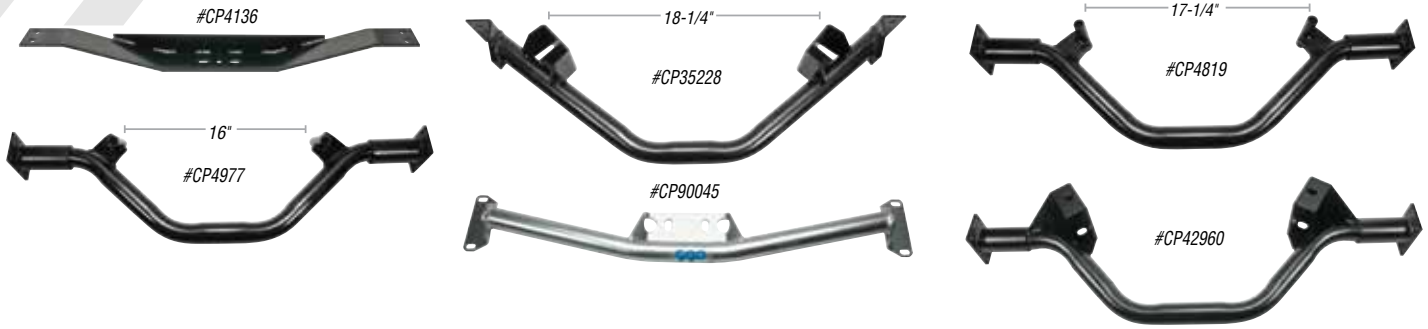


STEERING BOX REBUILD KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852SOK	1948-52 Truck, kit	\$259.00	\$228.00	\$189.00
5355SOK	1953-55 Truck, kit	\$259.00	\$228.00	\$189.00
56SOK	1956 Truck, kit	\$259.00	\$228.00	\$189.00
5760SOK	1957-60 Truck, kit	\$259.00	\$228.00	\$189.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356FP-200	1953-56, 2", each	\$19.00	\$17.00	\$10.00
5356FP-225	1953-56, 2.25", each	\$19.00	\$17.00	\$10.00



ENGINE AND TRANSMISSION MOUNTS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP4819*	1948-56 Truck, engine crossmember, small block Ford, each	\$59.00	\$52.00	\$32.00
CP4819-S*	Weld in side mounts, small block Ford, pair	\$79.00	\$70.00	\$50.00
CP4810*	1948-56 Truck, engine crossmember, small/big block Ford, ea	\$59.00	\$52.00	\$32.00
CP4810-S*	Weld in side mounts, small/big block Chevy, pair	\$79.00	\$70.00	\$50.00
CP4977	1948-56 Truck, engine crossmember, 351C/400M, each	\$59.00	\$52.00	\$32.00

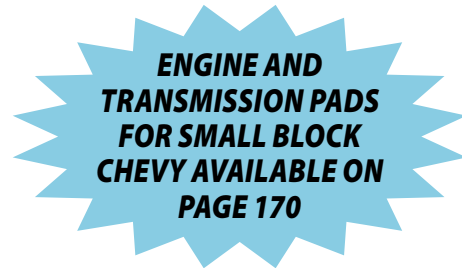
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP35228	1948-56 Truck, engine crossmember, 352/428, each	\$99.00	\$94.00	\$81.00
CP42960	1948-56 Truck, engine crossmember, 429/460, each	\$109.00	\$98.00	\$85.00
CP4136	1948-56 Truck, transmission crossmember, each	\$49.00	\$43.00	\$26.00
CP90045	1957-60 Truck, transmission crossmember, each	\$59.00	\$52.00	\$44.00

* These may fit other applications as well.

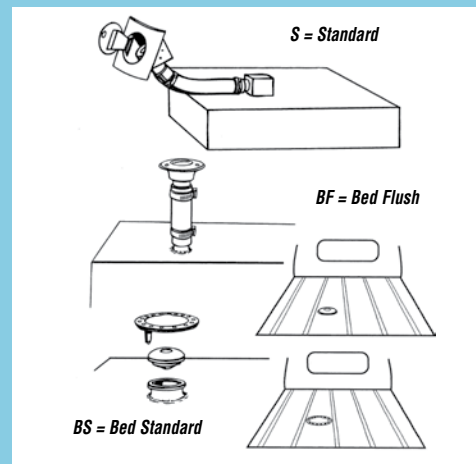


ENGINE AND TRANSMISSION PADS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2141	Ford 352/428 Rubber motor mnts, ea	\$25.00	\$22.00	\$18.00
2310	Ford 289/302/351W Rubber motor mnts, ea	\$25.00	\$16.00	\$13.00
2341L	Ford 351C/400M Rubber motor mnts, left, ea	\$25.00	\$22.00	\$18.00
2341R	Ford 351C/400M Rubber motor mnts, right, ea	\$25.00	\$22.00	\$18.00
2367L	Ford 429/460 Rubber motor mnts, left, ea	\$35.00	\$31.00	\$27.00
2368R	Ford 429/460 Rubber motor mnts, right, ea	\$35.00	\$31.00	\$27.00
4-1104G	Ford Transmission Pad, Polyurethane, ea	\$34.00	\$32.00	\$24.00
2333	Ford Transmission Pad, rubber, ea	\$14.00	\$12.00	\$8.00



CHOOSING THE RIGHT TANK



When ordering your bed mounted tank and replacement parts, use the diagrams above to order the correct one.

1. Side Fill (S)
2. Bed Fill - Flush (BF)
3. Bed Fill - Standard (BS)



ALUMINUM GAS TANKS FOR FORD TRUCKS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CARBURATED				
4860AGT-21BS	1948-60 Truck, bed fill (Requires bed crossmember to be moved)	\$479.00	\$431.00	\$360.00
4860AGT-21S	1948-60 Truck, side fill (Requires bed crossmember to be moved)	\$479.00	\$431.00	\$360.00
4860AGT-21BF	1948-60 Truck, bed fill (Requires bed crossmember to be moved)	\$479.00	\$431.00	\$360.00
4860AGT-17BS	1948-60 Truck, bed fill	\$479.00	\$431.00	\$360.00
4860AGT-17BF	1948-60 Truck, bed fill	\$479.00	\$431.00	\$360.00
4860AGT-17S	1948-60 Truck, side fill	\$479.00	\$431.00	\$360.00
5356AGT-20BF	1953-56 Truck, bed fill (flush)	\$479.00	\$431.00	\$360.00
5356AGT-20S	1953-56 Truck, side fill	\$479.00	\$431.00	\$360.00
5356AGT-20BS	1953-56 Truck, bed fill (standard)	\$479.00	\$431.00	\$360.00
5356AGT-23BF	1953-56 Truck, bed fill (flush), TCI frame	\$509.00	\$448.00	\$380.00
5356AGT-23BS	1953-56 Truck, bed fill (std) TCI frame	\$509.00	\$448.00	\$380.00
5760AGT-BF	1957-60 Truck, bed fill (flush)	\$479.00	\$431.00	\$360.00
5760AGT-BS	1957-60 Truck, bed fill (standard)	\$479.00	\$431.00	\$360.00
5760AGT-S	1957-60 Truck, side fill	\$479.00	\$431.00	\$360.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FUEL INJECTED				
4860AGT-21BS-FI	1948-60 Truck, bed fill (Req. bed crossmember to be moved)	\$769.00	\$692.00	\$575.00
4860AGT-21S-FI	1948-60 Truck, side fill (Req. bed crossmember to be moved)	\$769.00	\$692.00	\$575.00
4860AGT-21BF-FI	1948-60 Truck, bed fill (Req. bed crossmember to be moved)	\$769.00	\$692.00	\$575.00
4860AGT-17BS-FI	1948-60 Truck, bed fill	\$769.00	\$692.00	\$575.00
4860AGT-17BF-FI	1948-60 Truck, bed fill	\$769.00	\$692.00	\$575.00
4860AGT-17S-FI	1948-60 Truck, side fill	\$769.00	\$692.00	\$575.00
5356AGT-20BF-FI	1953-56 Truck, bed fill (flush)	\$769.00	\$692.00	\$575.00
5356AGT-20S-FI	1953-56 Truck, side fill	\$769.00	\$692.00	\$575.00
5356AGT-20BS-FI	1953-56 Truck, bed fill (standard)	\$769.00	\$692.00	\$575.00
5356AGT-23BF-FI	1953-56 Truck, bed fill (flush), TCI frame	\$769.00	\$692.00	\$575.00
5356AGT-23BS-FI	1953-56 Truck, bed fill (std) TCI frame	\$769.00	\$692.00	\$575.00
5760AGT-BF-FI	1957-60 Truck, bed fill (flush)	\$769.00	\$692.00	\$575.00
5760AGT-BS-FI	1957-60 Truck, bed fill (standard)	\$769.00	\$692.00	\$575.00
5760AGT-S-FI	1957-60 Truck, side fill	\$769.00	\$692.00	\$575.00

FORD CAR & TRUCK

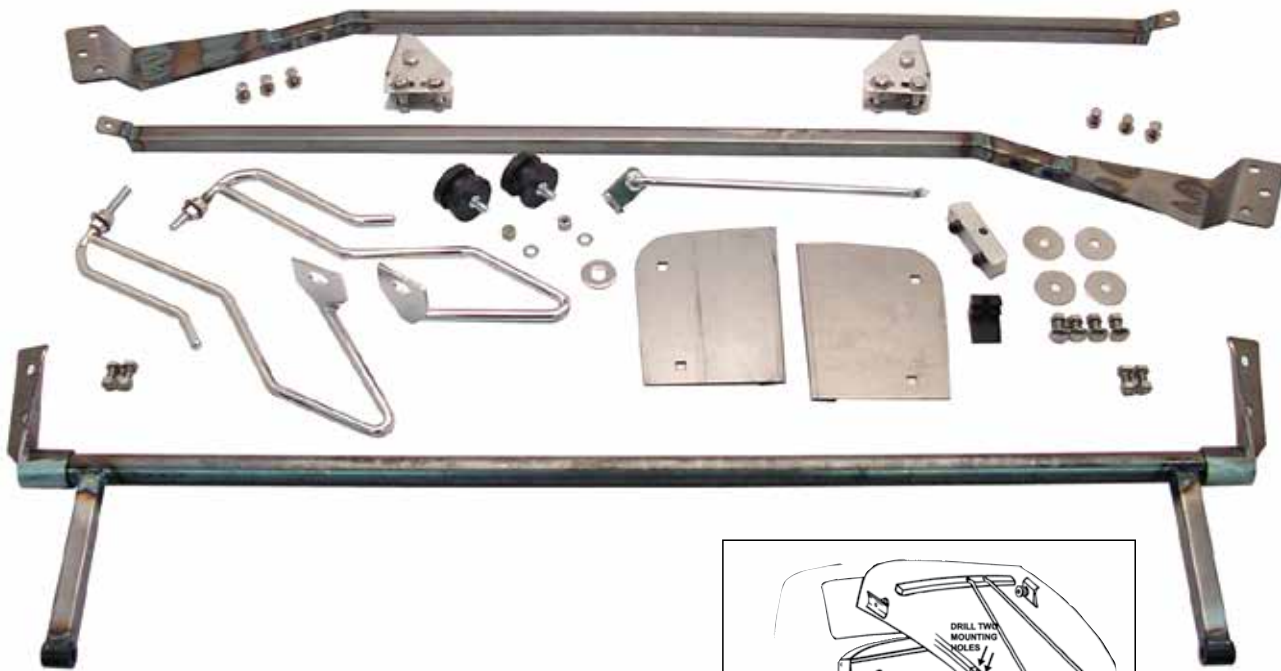
TANK INSTALL KITS AVAILABLE!



#AGT-BFIK30 (0-30 OHM) and #AGT-BFIK90 (0-90 OHM) plus other accessories and separate components available on page 172.

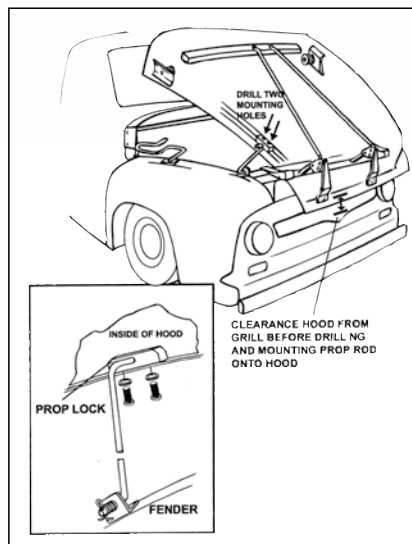


Gas Tanks ship O/S additional freight charges apply.



HOOD TILT KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356MMB-P	1953-56 Truck, plain steel hood, kit	\$349.00	\$307.00	\$260.00
5356MMB-C	1953-56 Truck, combo plain & stainless steel, kit	\$449.00	\$395.00	\$335.00



FRONT FENDER BRACE

Quality steel braces for replacing bent or missing originals.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356FFB	1955-56 Truck, pair	\$25.00	\$22.00	\$16.00



WIPER ASSEMBLY & LINKAGE ARM

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5355WLB	1953-55 Truck, Brace & Arms, kit	\$99.00	\$87.00	\$59.00
5355WLA	1953-55 Truck - Arms only	\$32.00	\$28.00	\$24.00
5355WLK	1953-55 Truck - Complete Assembly, kit	\$125.00	\$110.00	\$92.00
56WLA	1956 Truck - Linkage arm, each	\$39.00	\$34.00	\$13.00

Brake Hose Installation Tip

Incorrect (backwards) installation of the caliper brake hose will prevent the banjo fitting from properly sealing, ultimately causing the hose fitting to leak. To ensure a proper seal, the fitting must be installed with the stepped side facing "OUT". Test fit before installing banjo bolt—hose fitting shoulder should not touch caliper.



1. Banjo-style rubber brake hoses with an offset fitting must be installed with the notched side facing outward in order to attain a complete, proper seal. (photo 1)



2. The reference marks indicate "top" and "bottom" of the banjo fitting; the stepped side (top) faces outward, allowing the bottom to seal tight onto the caliper without coming in contact with the fitting's crimped shoulder. (photo 2)



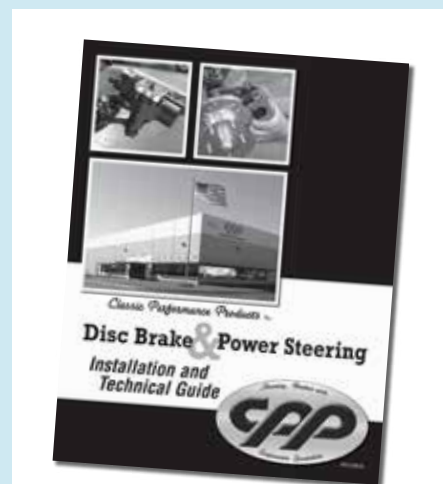
3. Always use copper compression washers on both sides of the banjo fitting. (photo 3)



4. Installed backwards, as shown, the shoulder of the hose fitting will come in contact with the caliper, causing the banjo to crush the compression washer at an angle, ultimately leading to fluid leaks. (photo 4)



5. Properly installed and tightened, no portion of the brake hose fitting (other than the copper washer) should come in contact with the caliper body, as shown. (photo 5)



Need More Tech Assistance?

Our FREE Disc Brake & Power Steering Installation and Tech Guide is available online at www.classicperform.com.

DIY Cast-Iron Master Cylinder "Rust Prevention"

Classic Performance Products' Corvette-style cast-iron master cylinders are shipped to customers with "raw" cylinder bodies—which means left un-prepared, they will start to form rust on the exterior from exposure to the elements, namely brake fluid.

To help prevent this and keep your master cylinder looking good as new, CPP recommends sealing the bare cast iron, with either a suitable aerosol spray paint or a baked-on coating (do-it-yourself or, preferably, via powdercoating).*



Painting the Master Cylinder

While conventional aerosol paint is the easiest method, to our knowledge, no brand of "brake" paint is truly resistant to all chemicals. Over time, you may notice some wear through if any brake fluid comes in contact with the painted surface. That being said, proper preparation—and paint application—is a must.



1. Though highly unlikely it will ever rust completely through, left untreated, a bare cast-iron master cylinder can get pretty ugly pretty quickly. (photo 2) The following steps will help prevent that from occurring.



2. First and foremost is proper pre-paint preparation: use a quality brake cleaner to degrease and ready the surface for paint application. Do not use shop rags, as the porous cast iron will collect cotton lint; use a clean abrasive pad instead. (photo 3)



3. Remove all debris and surface rust; on new masters, thoroughly clean and scuff with abrasive. (photo 4)



4. Plug and mask off any/all areas such as brake line ports and fluid chambers where you do not want paint. (photo 5)



5. Start off by applying a light "dust" coat; allow to tack up before continuing with subsequent light, even coats; do not load up paint in one heavy coat, as that will prevent it from properly curing/adhering. (photo 6)



6. For masters with residual fluid inside, it's best not to flip them over, as that will allow it to leak onto your painted surface. And since masking tape may be difficult to adhere, try using a cut out piece of cardboard or similar to cover reservoirs in the process. (photo 7)

7. Cured, sealed, and ready for service. In the process, we used Eastwood's Brake Gray, as it requires no heat curing. Used out of the can (on properly prepped surface), Eastwood's aerosol holds up to brake fluid contact.



*CPP cannot warranty any parts that have been painted, plated, or powdercoated; before doing so, ensure proper fit and, most importantly, functionality of your master cylinder.