



Dealer Catalog

Volume 7

Steering / Brakes / Suspension

**Early Chevy Truck • Ford Car & Truck • Chevy Fullsize • Nova & Camaro
Chevelle & El Camino • Other Customs & Popular Upgrades**



Dealer-Only Email:
dealer@classicperform.com



Fax Line:
(714) 522-2500



Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Mailing Address:
378 E. Orangethorpe Avenue
Placentia, CA 92870

How Are We Doing?

As we are always striving to make your experience with CPP better, we would love to hear how we are doing. Send in your comments...if you have had a great experience, bad one, or just mediocre...please let us know.

Please mail to:

Classic Performance Products, Inc.
Attn: CPP Feedback
378 E. Orangethorpe Avenue
Placentia, CA 92870

Or e-mail: dealer@classicperform.com
(use "Feedback" in the subject line)

CPP Programs

At Classic Performance Products, Inc., we understand the importance of forging long-lasting and beneficial partnerships. We also know that the products you choose to sell and the businesses you partner with is a big decision.

That's why we have **three** flexible programs, giving you the power of choice, with options that are flexible enough to work with your business.

Dealer Program: This program offers our deepest discount on all CPP manufactured products. This program is mostly tailored to wholesale stocking distributors. In order to qualify in becoming a dealer, there is a \$10,000 retail purchase buy in, which will immediately give the discounted dealer pricing on the opening order. In addition to the discount, authorized dealers will also receive the following benefits:

- ✓ *dedicated dealer-only email and telephone line*
- ✓ *consumer referrals and listing on CPP website*
- ✓ *displays, banners and marketing material*
- ✓ *usage of CPP images for websites and printed material*
- ✓ *customized shipments (drop shipping, LTL, shipping company of your choice)*

Jobber Program: This program is created for consumers who are retailers, independent garages, body shops and dealership parts departments. There is no buy-in to qualify for this program. This program extends a 5% to 12% discount on most products we carry.

Special Pricing Program: This program is custom designed if the Dealer program does not fit your business needs. The special discounted pricing is negotiated based on the volume of individual CPP manufactured products that your business wishes to carry. You will also be automatically enrolled in our Jobber program.

All three programs will require your business to provide the following documentations:

1. Fill out program application form.
2. A letter on company letterhead stating your desire to become a Jobber or Dealer for Classic Performance Products, Inc. and marketing strategy (how you plan on selling CPP)
3. A legible copy of your federal or state business license and resale certificate, plus proof of insurance (for resellers)
4. Meet initial buy-in amount, if applicable.
5. Provide storefront photo of your business ("virtual or online businesses" do not qualify)
6. Copies of a local or national advertisement

Please contact our Dealer Team to get you started with a pricing program catered to your business needs!

FEELING SOCIAL?



COMPANY BLOG:
classicperformance-products.blogspot.com



SUBSCRIBE TO OUR CHANNEL:
CPPMaster



LIKE US:
facebook.com/
ClassicPerform



INSTAGRAM US:
classicperform



TWEET WITH US:
@Classic_Perform

ASK FOR IT BY NAME!



See page 190 for more information on our brands

THE COMPLETE SOLUTION...

These members of Classic Performance make up the CPP Dealer Support Team. With over 50 years of combined experience between these guys, along with the support of the rest of the 65 employees, we are committed to you!

Highest Level of Support

The CPP Dealer team has one goal – provide you with excellent customer service. We can assist you with pricing, stock checks and shipping quotes, as well as scheduling your shipments, special fulfillment requests and so much more. Got installation questions? We've got you covered! Our tech representatives have decades of experience in the field to give expert advice. CPP's Dealer team is here – from placing your order to any issues or concerns you may have with your shipments. To reach us, please use the dedicated mailbox (available 24/7) so we can address your questions promptly – dealer@classicperform.com.



Competitive Pricing

We pride ourselves on offering high quality products at reasonable prices. Our pricing structures allow good profit margins for your company, no matter what your business model is. Even with the rising costs in manufacturing, we are finding ways through modern technology and improvements in manufacturing capabilities to result in effectively producing higher quality parts that cost less – and we pass these savings on to you.



Keeping You Updated

We want to make sure that you are always in the know! Visit our "Newest of New" section on our website regularly to stay updated. Our quarterly dealer-only newsletter brings you the newest products we offer and the latest CPP news.

Marketing Support

We can assist with marketing materials,

product images for print or electronic media, banners and much more. CPP has an in-house art and marketing department that enables us to prompt and full support to our dealers. If you have a showroom, we offer a variety of custom-designed product displays that will show your customers all the benefits in choosing CPP (see page 134). We also offer a co-op advertising program that offers credit incentives. Please contact the CPP Dealer Team for more information.



Recognized and Trusted Brand

CPP has been a recognized leader in the industry since 1991. Over 20 years later, we are one of the largest distributors of high quality brakes, steering and suspension products in the industry. Our CPP branded product line, like the 500 Series™ Power Steering Boxes, have been tested and proven to be a trusted modern alternative in over 25,000 classic cars and trucks on the road. Our products are featured in many restoration and performance magazines as testament to the value you are getting with our name. Your customers will Ask for it by Name!

Ease of Installation

Our build and assembly processes take place in-house by a team of highly-trained individuals who have extensive experience and are dedicated to producing only the finest products



Dear Valued Customer,

Whether you are new to CPP or have partnered with us for many years, we would like to say thank you. We wouldn't be where we are today without you and your continued support. The CPP team is committed to providing you and your customers with high quality products, competitive pricing, and outstanding customer service. Supporting your business is our goal!

We are continually striving to meet the needs of our dealers by developing new products and adding valued improvements to our existing line. In that effort, we are excited to debut our newest Dealer Catalog, Volume 7. This 188-page catalog is packed full of our newest products, including our HydraStop™ Hydraulic Brake Assist System and our Stock Style Offset Arms.

We encourage you to contact us if there is anything we can do to assist you with your steering, brakes, and suspension needs. We have created many different programs to enable us to accommodate whatever your business needs may be. We know how valuable your time is so we have made contacting us even easier via our dedicated Dealer Team and our dedicated Dealer Mail Box. If you need quick technical support, we have a robust website available to you and your customers 24 hours a day, 7 days a week. The "Need Help" section of our website is packed full of easy to access technical articles, instructions sheets, installation and trouble shooting guides, and so much more!

As always, we welcome your feedback and we are committed to earning your business. Thank you for allowing us the opportunity to do so.

Sincerely,

Jim Ries,
President



possible. We make sure that we offer the most complete kits on the market. Our kits come with all the components necessary, including premium hardware and installation instructions to make every build easy for you and your customers. We also include our Disc Brake and Power Steering Installation and

Technical Guide with most of our kits to assist you and your customers. With decades of knowledge in the restoration field, we have compiled installation tips with pictures and answers for common brake and steering questions like how to bleed your system, how to diagnose brake problems, how to put parts together, understanding common torque spec sizes and more. This guide is available online on our website or in print.



Innovators in the Industry

Our Engineering and R&D departments work closely with our machine shop in designing the latest products on the market today. We evaluate

consumer feedback regularly as we update our product lines to ensure we are producing and promoting parts that are beneficial in this industry. Most of our products are designed, engineered, assembled and road-tested in-house for the utmost quality control.



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*Powdercoated calipers upgrade shown.


MODULAR™


COMPLETE FRONT/REAR BIG BRAKE KITS

CPP's 13" Big Brake 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 requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). Our Big Brake rear kit utilizes a 12" rotor and Lincoln caliper. Kits are complete and include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, rear e-brake cables, hard lines and all necessary hardware and include a 4-wheel disc master cylinder and proportioning valve kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366FRBK5-BB	1963-66, 5x5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00
6366FRBK6-BB	1963-66, 6x5.5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00
6770FRBK5-BB	1967-70, 5x5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00
6770FRBK6-BB	1967-70, 6x5.5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00
7172FRBK5-BB	1971-72, 5x5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00
7387FRBK5-BB	1973-87, 5x5 kit, plain calipers	\$1,798.00	\$1,618.00	\$1,350.00



*Shown with powder coat upgrade.



*Shown with powder coat upgrade.

BIG BRAKE WHEEL KITS

Lowered truck owners with big wheels, this is the spindle and brake kit you have been waiting for! Our exclusive design gives you 1-1/8" more clearance at the fender and helps solves tire to fender interference commonly found with lowered trucks. For HIGH Performance, this kit combines the spindle with the CPP 13" rotor twin 52mm Piston Brake Kit.

****Upgrade kits include ball joints and tie rod ends. Note: These kits require 17" or larger wheels. Kit is also available with 5x4.75 bolt pattern.**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062SWBK-55213	1960-62, (5x5), 5 lug, kit	\$1,099.00	\$989.00	\$825.00
6062SWBK-65213	1960-62, (6x5.5), 6 lug, kit	\$1,099.00	\$989.00	\$825.00
6370SWBK-55213	1963-70, (5x5), 5 lug, kit	\$1,099.00	\$989.00	\$825.00
6370SWBK-65213	1963-70, (6x5.5), 6 lug, kit	\$1,099.00	\$989.00	\$825.00
7172SWBK-55213	1971-72, (5x5), 5 lug, kit	\$1,099.00	\$989.00	\$825.00
7172SWBK-65213	1971-72, (6x5.5), 6 lug, kit	\$1,099.00	\$989.00	\$825.00
7387SWBK-55213	1973-87, (5x5), 5 lug, kit	\$1,099.00	\$989.00	\$825.00
7387SWBK-65213	1973-87, (6x5.5), 6 lug, kit	\$1,099.00	\$989.00	\$825.00
6387SWBK-55213**	1963-87, (5x5), 5 lug, kit	\$1,199.00	\$1,079.00	\$899.00
6387SWBK-65213**	1963-87, (6x5.5), 6 lug, kit	\$1,199.00	\$1,079.00	\$899.00

NOTE: CPP FRONT BIG BRAKE KITS USE D785 BRAKE PADS AND REAR KITS USE D347.

REAR BIG BRAKE KIT

Our rear system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear ends. **Note: Kits also available for Ford 9", please inquire.**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366RWBK-5-P12	1963-66 C-10, 5 lug	\$699.00	\$629.00	\$525.00
6366RWBK-6-P12	1963-66 C-10, 6 lug	\$699.00	\$629.00	\$525.00
6772RWBK-5-P12	1967-72 C-10, 5 lug	\$699.00	\$629.00	\$525.00
6770RWBK-6-P12	1967-70 C-10, 6 lug	\$699.00	\$629.00	\$525.00
7187RWBK-5-P12*	1973-87 C-10, 5 lug (no cables and hard lines included)	\$599.00	\$539.00	\$455.00

*also fits 1963-72 rear leaf spring trucks

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

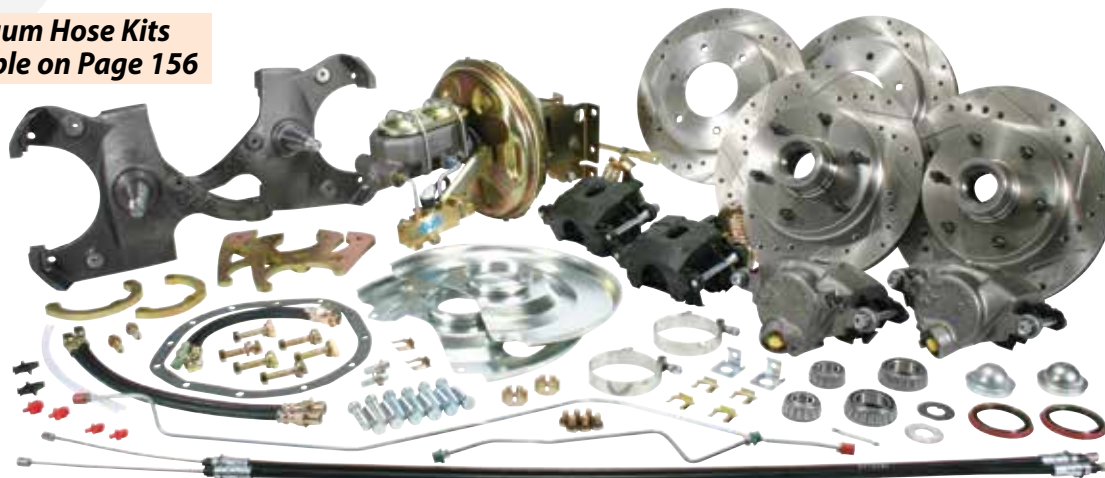
(-B) black, (-BLU) blue, (-R) red, or (-S) silver

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



Vacuum Hose Kits
available on Page 156

*Shown with optional upgraded rotors.



QUICK FACTS...	
STOCK/DROP	both
ROTOR	12", 12"
CALIPER	2.938", 2.125"
OFFSET	0; +.125"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

COMPLETE FRONT & REAR DISC BRAKE KITS

Complete kit for the serious builder looking for the best performance possible. This kit has it all! We have put this kit together to make it easy to buy, with one part number getting you everything you need for the most in front and rear disc brake performance. Upgrades available upon request! Specify stock or drop spindle. Works with factory ball joints.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366FRBK-5	1963-66, (5x5), 5-lug, (+.06 offset), kit	\$1,445.00	\$1,301.00	\$1,095.00
6366FRBK-6	1963-66, (6x5.5), 6-lug, (+.06 offset), kit	\$1,545.00	\$1,391.00	\$1,170.00
6770FRBK-5	1967-70, (5x5), 5-lug, (+.06 offset), kit	\$1,445.00	\$1,301.00	\$1,095.00
6770FRBK-6	1967-70, (6x5.5), 6-lug, (+.06 offset), kit	\$1,545.00	\$1,391.00	\$1,170.00
7172FRBK-5	1971-72, (5x5), 5-lug, (-.44 offset), kit	\$1,445.00	\$1,301.00	\$1,095.00
7172FRBK-6	1971-72, (6x5.5), 6-lug, (-.44 offset), kit	\$1,545.00	\$1,391.00	\$1,170.00
	slotted cross drilled rotors upgrade (all 4)	\$150.00	\$150.00	\$80.00



*Shown with optional upgraded rotors.



*Shown with optional upgraded rotors.

MODULAR™ DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our exclusive new design gives 1-1/8" more clearance at the fender and helps solve tire to fender interference commonly found with lowered trucks. Spindle and brackets works with factory 1971-87 C10 brake components. Our Modular™ spindle offers many benefits available for the first time, installs easy without modifications, works with factory ball joints and tie rod ends and lowers trucks a full 2.5". This kit comes complete with spindles, rotors, loaded calipers, caliper mounting brackets, bearings, seals, hoses, spindle nut kit, mounting hardware, brake booster and brackets, master cylinder and proportioning valve kit. **Note: Booster will fit 1967-70 applications when not wanting the "factory" style booster. Works with factory ball joints. Puts wheels at stock drum offset.**

MODULAR™

QUICK FACTS...

STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938"
OFFSET	-.250"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370CBK-5MOD	1963-66, 12", (5x5), 5-lug, kit	\$1,098.00	\$966.00	\$823.00
6370CBK-6MOD	1963-66, 12", (6x5.5), 5-lug, kit	\$1,098.00	\$966.00	\$823.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

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

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



5X4.75 COMPLETE FRONT BRAKE KIT

This kit allows you to change your 6-lug drum brakes to the more commonly used 5-lug on 4-3/4" GM passenger car bolt circle disc brakes. A wheel change is required. Your stock spindle is retained and you get the increased performance of disc brakes. Kit includes rotors, caliper brackets, bearings, seals, spindle nuts, dust caps, banjo bolts, brake hoses, brake booster, master cylinder, proportioning valve and mounting hardware. Specify type of rear brakes when ordering. **Note: Drum brake spindles required, will not work with drop spindles. Pushes wheel out 1.25"**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062CBK-5	1960-62 (w/ auto transmission), kit	\$599.00	\$527.00	\$449.00
6366CBK-5	1963-66, kit	\$599.00	\$527.00	\$449.00
6770CBK-5	1967-70, kit	\$599.00	\$527.00	\$449.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

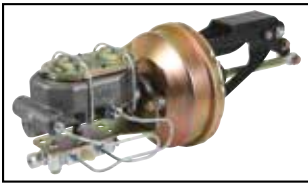


Included with #6062CBK-5 and #6366CBK-5



Included with #6770CBK-5

Roller Bearing Upgrade Kits
available on Page 11



QUICK FACTS...	
STOCK/DROP	stock
ROTOR	12"
CALIPER	2.938"
OFFSET	+.0625"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



*Shown with optional upgraded rotors and hoses.

6-LUG COMPLETE FRONT BRAKE KIT

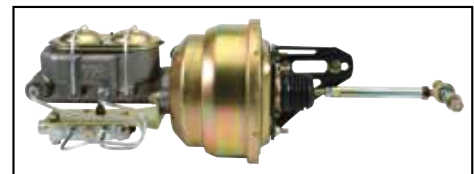
Our 6-lug disc brake kit contains all you'll need to put modern discs on your stock 1/2 ton spindles, and keep your original pattern. The 1-1/4" thick, 12" rotor uses a GM full-floating caliper. The 8" single diaphragm booster master cylinder and proportioning valve mounts in the stock location. The kit uses tapered roller bearings and new forged hub with the hub upgrade kit. Standard kit uses original hubs. May not work with some stock wheels. Also, 1947-50 trucks may need to drill out lower spindle hole from 7/16" to 1/2". 1954-59 models can upgrade to firewall booster at no charge. *Note: Frame mount brake boosters may require #CP9424 transmission mount. May not work with manual transmission or stock wheels, please inquire. Kit uses 7/16 wheel studs.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4954CBK-6HK	1947-54 with hub upgrade, kit	\$749.00	\$659.00	\$560.00
4954CBK-6	1947-54 6-Lug Complete Brake, kit	\$649.00	\$571.00	\$485.00
5559CBK-6HK	1955-59 with hub upgrade, kit (shown)	\$749.00	\$659.00	\$560.00
5559CBK-6	1955-59 6-Lug Complete Brake, kit	\$649.00	\$571.00	\$485.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

Vacuum Hose Kits
available on Page 156



*Shown with optional upgraded rotors.

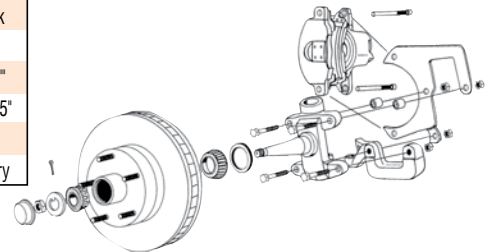


QUICK FACTS...	
STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"
OFFSET	+.4375"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

5-LUG COMPLETE FRONT BRAKE KIT

Our 5-lug disc brake kit not only upgrades your brakes, but swaps the factory 6-lug pattern to the common GM 5 on 4-3/4" bolt 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. 1947-50 trucks may need to drill out lower spindle hole from 7/16" to 1/2". 1954-59 models can upgrade to firewall booster at no charge. *Note: Both factory 6-lug and our 5-lug kit have 7/16" dia studs. Frame mount brake boosters may require #CP9424 transmission mount. May not work with manual transmission.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4754CBK-5	1947-54 5-Lug Complete Brake, kit	\$649.00	\$571.00	\$485.00
5559CBK-5	1955-59 5-Lug Complete Brake, kit	\$649.00	\$571.00	\$485.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00



MODULAR™ DROP SPINDLE WHEEL BRAKE KITS

Our exclusive new design gives you 1-1/8" more clearance at the fender and helps solve tire to fender interference commonly found with lowered trucks.

Spindle and brackets work with factory 1971-87 C10 brake components. The ALL NEW CPP Modular Spindle offers many benefits available for the first time, installs easy without modifications, works with factory ball joints and tie rod ends, lowers your truck a full 2.5". Note: Puts wheels at original drum offset.

QUICK FACTS...	
STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938
OFFSET	-.250
MIN. WHEEL SIZE	15
BACKSPACING	factory



*Custom lug patterns available, please inquire.

MODULAR™

*Shown with optional upgraded rotors and hoses.

12" Rotors

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062SWBK-5	1960-62, (5x5), 5 lug, 2 1/2" drop, kit	\$799.00	\$703.00	\$599.00
6062SWBK-6	1960-62, (6x5.5), 6 lug, 2 1/2" drop, kit	\$799.00	\$703.00	\$599.00
6370SWBK-5	1963-70, (5x5), 5 lug, 2 1/2" drop, kit	\$799.00	\$703.00	\$599.00
6370SWBK-6	1963-70, (6x5.5), 6 lug, 2 1/2" drop, kit	\$799.00	\$703.00	\$599.00
7172SWBK-5	1971-72, (5x5), 5 lug, 2 1/2" drop, (-.75 off set), kit	\$799.00	\$703.00	\$599.00
7172SWBK-6	1971-72, (6x5.5), 6 lug, 2 1/2" drop, (-.75 off set), kit	\$799.00	\$703.00	\$599.00
7387SWBK-5	1973-87, (5x5), 5 lug, 2 1/2" drop, (-.75 off set), kit	\$799.00	\$703.00	\$599.00
7387SWBK-6	1973-87, (6x5.5), 6 lug, 2 1/2" drop, (-.75 off set), kit	\$799.00	\$703.00	\$599.00
*slotted cross drilled rotors upgrade		\$75.00	\$75.00	\$40.00

*Shown with optional upgraded rotors.



NEW SPINDLE DESIGN

DUST SHIELDS INCLUDED

OE DROP SPINDLE WHEEL BRAKE KITS

We offer drop or stock spindle disc brake kits that bolt in place using stock suspension components. Each spindle has been designed to accept stock ball joints and tie rod ends, making the switch to disc brakes painless and easy. Kits include 2-1/2" drop spindles, rotors, calipers, bearings, seals, spindle nuts, dust caps, banjo bolts and brake hoses. Wheel kits are available in 5-lug and 6-lug applications. May not work with factory drum brake wheels. Note: Factory 6-lug applications had 7/16" dia. studs and 5 on 5-lug kits have 1/2" dia. studs. 8-lug kits have a 9/16" dia. studs. Please specify brake line size.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062SWBK-5OE	1960-62, (5x5), 5-lug, drop, kit	\$599.00	\$539.00	\$450.00
6062SWBK-6OE	1960-62, (6x5.5), 6-lug, drop, kit	\$599.00	\$539.00	\$450.00
6370SWBK-5OE	1963-70, (5x5), 5-lug, drop, kit	\$599.00	\$539.00	\$450.00
6370SWBK-6OE	1963-70, (6x5.5), 6-lug, drop, kit	\$599.00	\$539.00	\$450.00
7172SWBK-5OE	1971-72, (5x5), 5-lug, drop, kit	\$599.00	\$539.00	\$450.00
7387SWBK-5OE	1973-87, (6x5.5), 5-lug, drop, kit	\$599.00	\$539.00	\$450.00

QUICK FACTS...	
STOCK/DROP	both
ROTOR	12"
CALIPER	2.938"
OFFSET	0
MIN. WHEEL SIZE	15"
BACKSPACING	factory

*Shown with optional upgraded rotors.



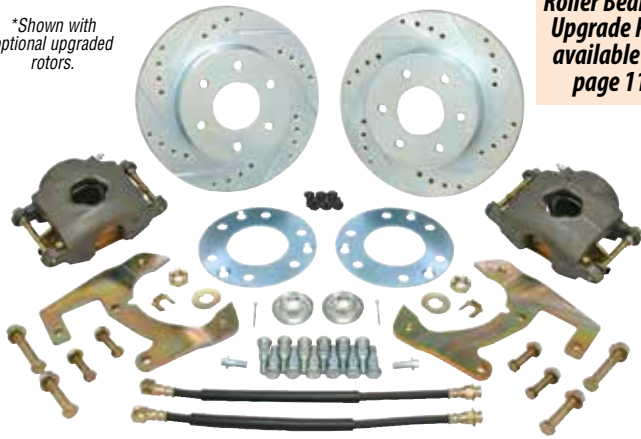
UPGRADE DROP SPINDLE WHEEL BRAKE KIT

Add disc brakes to your truck and upgrade your stock suspension with one of our disc brake upgrade wheel kits. Our upgrade kits use the more readily available, better designed 1973-87 ball joints and tie rod ends. Kits include 2-1/2" drop spindles, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts, banjo bolts, upper and lower ball joints, inner and outer tie rod ends and tie rod adjustment sleeves. Kits are available in 5-lug (5 on 5) and 6-lug applications. May not work with factory drum brake wheels. Note: Specify hose size.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370SWBK-5D	1963-70 (5x5), 5-lug drop, kit	\$699.00	\$629.00	\$525.00
6370SWBK-6D	1963-70 (6x5.5), 6-lug drop, kit	\$699.00	\$629.00	\$525.00
*slotted cross drilled rotors upgrade		\$75.00	\$75.00	\$40.00

QUICK FACTS...	
STOCK/DROP	both
ROTOR	12"
CALIPER	2.938"
OFFSET	0
MIN. WHEEL SIZE	15"
BACKSPACING	factory

*Shown with optional upgraded rotors.



Roller Bearing Upgrade Kits available on page 11

STOCK HEIGHT 6-LUG WHEEL BRAKE KIT

Our 6-lug disc brake kit contains all you'll need to put modern discs on your stock 1/2 ton spindles, and uses your stock hub. The 1-1/4" thick, 12" rotor uses a GM full-floating caliper. We recommend that you upgrade the stock ball bearings to tapered roller bearings (#4759RBK-U) when using this kit. Some stock wheels may rub the caliper, it may be necessary to use a spacer. May not work with some stock wheels. Also, 1947-50 trucks may need to drill out lower spindle hole from 7/16" to 1/2".

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4959WBK-6	1947-59, 6 on 5-1/2", kit	\$375.00	\$330.00	\$275.00
4959WBK-6HK	1947-59, 6 on 5-1/2", with hub kit	\$475.00	\$428.00	\$350.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

*Shown with optional upgraded rotors and hoses.



OE STOCK SPINDLE WHEEL BRAKE KIT

We offer drop or stock spindle disc brake kits that bolt in place using stock suspension components. Each spindle has been designed to accept stock ball joints and tie rod ends, making the switch to disc brakes painless and easy. Kits include stock spindles, rotors, calipers, bearings, seals, spindle nuts, dust caps, banjo bolts and brake hoses. Wheel kits are available in 5-lug and 6-lug applications. May not work with factory drum brake wheels. *Note: Factory 6-lug applications had 7/16" dia. studs and 5 on 5-lug kits have 1/2" dia. studs. 8-lug kits have a 9/16 dia. studs. Please specify brake line size.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062SWBK-50E-S	1960-62, (5x5), 5-lug, stock height, kit	\$599.00	\$539.00	\$450.00
6062SWBK-60E-S	1960-62, (6x5.5), 6-lug, stock, kit	\$599.00	\$539.00	\$450.00
6370SWBK-50E-S	1963-70, (5x5), 5-lug, stock, kit	\$599.00	\$539.00	\$450.00
6370SWBK-60E-S	1963-70, (6x5.5), 6-lug, stock, kit	\$599.00	\$539.00	\$450.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

*Shown with optional upgraded rotors.



#6370WBK-5

*Kit will not work with drop spindles.

STOCK HEIGHT 5-LUG WHEEL BRAKE KIT

This kit contains everything at the spindle needed to change your 6-lug drum brakes to 5-lug on 4-3/4" GM passenger car bolt circle disc brakes while retaining the stock spindles. Kit includes 1969-74 Chevelle rotors, 1969-72 Camaro calipers, caliper brackets, bearings, seals, spindle nuts, dust caps, brake hoses and banjo bolts. Caliper bracket kit also available separately. *Note: Factory 6-lug applications and 5-lug on 4-3/4" kits have 7/16" diameter studs.*

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"
OFFSET	+1.25"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759WBK-5	1947-59, 5 on 4-3/4", kit	\$375.00	\$330.00	\$275.00
6062WBK-5	1960-62, 5 on 4-3/4", kit	\$375.00	\$330.00	\$275.00
6370WBK-5	1963-70, 5 on 4-3/4", kit	\$375.00	\$330.00	\$275.00

*Shown with optional upgraded rotors and hoses.



UPGRADE STOCK SPINDLE WHEEL BRAKE KIT

BACKING PLATES INCLUDED

Add disc brakes to your truck and upgrade your stock suspension with one of our disc brake upgrade wheel kits. Our upgrade kits use the more readily available, better designed 1973-87 ball joints and tie rod ends. Kits include stock height spindles, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts, banjo bolts, upper and lower ball joints, inner and outer tie rod ends and tie rod adjustment sleeves. Kits are available in 5-lug (5 on 5), 6-lug and 8-lug applications. May not work with factory drum brake wheels. *Note: Specify hose size.*

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	12"
CALIPER	2.938"
OFFSET	0
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370SWBK-5S	1963-70 (5x5), 5-lug stock, kit	\$699.00	\$629.00	\$525.00
6370SWBK-6S	1963-70 (6x5.5), 6-lug stock, kit	\$699.00	\$629.00	\$525.00
6370SWBK-8S	1963-70 (8 lug), 8-lug stock, (does not include dust shields), kit	\$899.00	\$809.00	\$675.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

CHEVROLET TRUCKS

QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.5"
OFFSET	+1.25"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

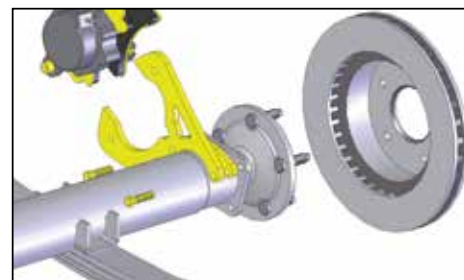
Includes rear differential gasket

*Shown with optional upgraded rotors.



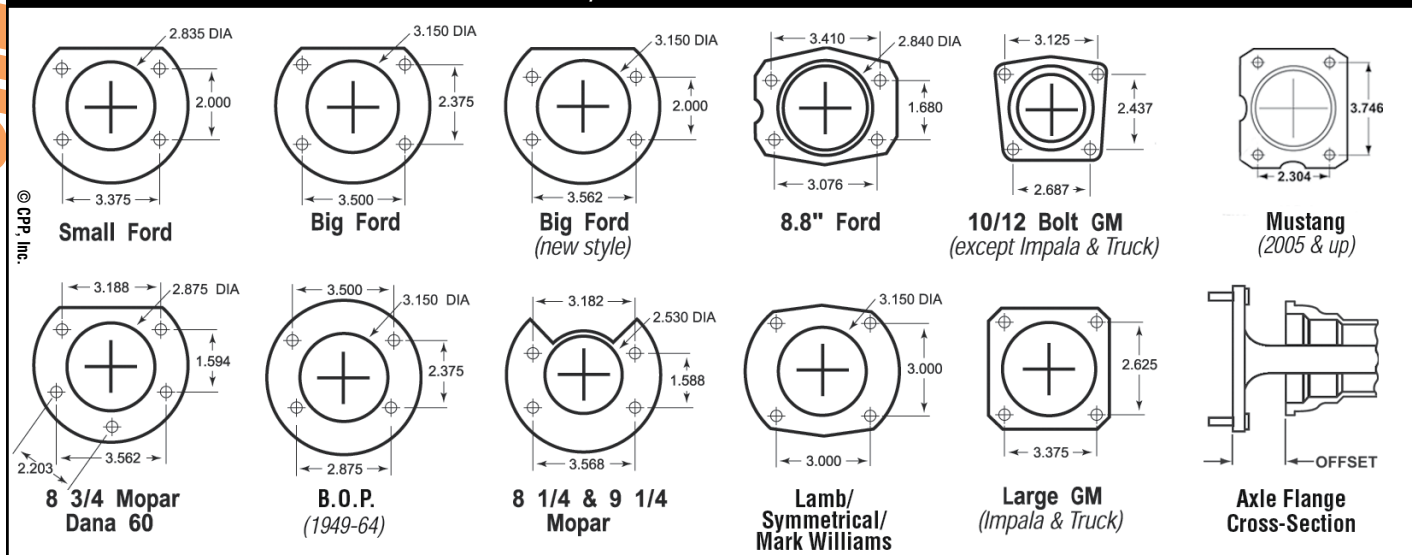
LARGE GM FLANGE REAR BRAKE KIT

All kits work with a stock rear-end. All are easy bolt-on installations. Kits include: rotors, loaded calipers with built-in E-brake, rubber hose kit, E-brake cable, and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary and occasionally extra shims are required to align the rear caliper. *Note: Kits will not fit early 1963 with pressed-on backing plates. #6366EBC does not fit long beds, custom cable required.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366RWBK-5E	1963-66 5-lug w/ E-brake, kit	\$599.00	\$569.00	\$499.00
6366RWBK-6E	1963-66 6-lug w/ E-brake, kit	\$599.00	\$569.00	\$499.00
6366RWBK-6S	1963-66 6-lug w/o E-brake, kit	\$499.00	\$449.00	\$399.00
6772RWBK-5E	1967-72 5-lug w/ E-brake, kit (shown)	\$599.00	\$569.00	\$499.00
6772RWBK-5S	1967-72 5-lug w/o E-brake, kit	\$499.00	\$449.00	\$399.00
6772RWBK-6E	1967-72 6-lug w/ E-brake, kit	\$599.00	\$569.00	\$499.00
6772RWBK-6S	1967-72 6-lug w/o E-brake, kit	\$499.00	\$449.00	\$399.00
7187RWBK-5E	1973-87 5-lug w/ E-brake, kit (does not include cables or hard lines)	\$599.00	\$569.00	\$499.00
7187RWBK-5S	1971-87 5-lug w/o E-brake, kit (does not include hard lines)	\$499.00	\$449.00	\$399.00
37009	.125" shim, each	\$4.00	\$4.00	\$3.00
37010	.048" shim, each	\$4.00	\$4.00	\$3.00

REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



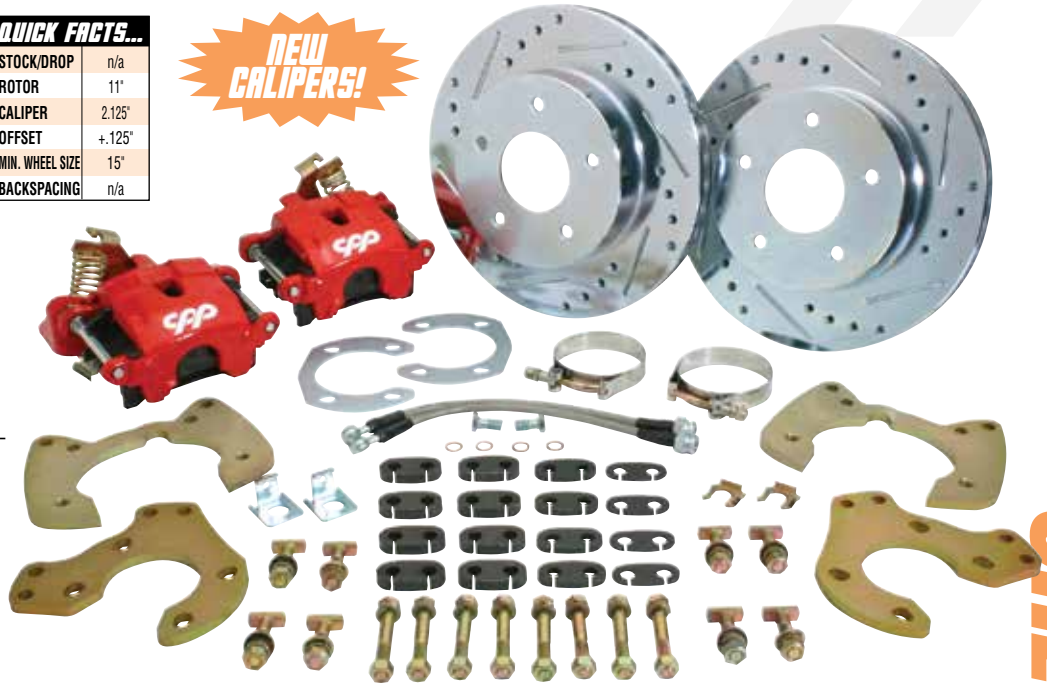
Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.125"
OFFSET	+1.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

NEW CALIPERS!

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.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
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
CP2505-50-5500	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
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

5-Lug Axle Conversions Available!

See page 29 in the Chevy Truck suspension section



WE DROP SHIP!

Our team can assist you with shipping quotes, scheduling, special labeling and packaging requirements.

Whether your needs are single shipments, drop ships, LTL, air or ground shipments, let us help you!

Send your requests to
dealer@classicperform.com

CHEVROLET TRUCKS



MINI™ DISC KITS

Kits include the specialty parts you can't buy just anywhere. Save on freight with just the necessities. Kits work with components available at your local auto parts store. Backed by our limited CPP lifetime warranty. Note: #7172DSK only includes upper ball joints and outer tie rod ends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370SSK	1963-70 stock, kit	\$339.00	\$298.00	\$255.00
6370SSK-C20	1963-70 C-20 stock, kit	\$619.00	\$557.00	\$465.00
6370DSK	1963-70 drop, kit	\$339.00	\$305.00	\$255.00
7172DSK	1971-72 drop, kit	\$269.00	\$242.00	\$202.00



2.5" MODULAR™ DROP SPINDLES

In a continued effort to bring fresh new products to the marketplace, CPP introduces their Modular™ Drop Spindle. One-piece forged nodular iron design with pressed in alloy steel axle pin; installs with no modifications; lowers your vehicle 2-1/2". In some cases, this is accomplished without moving the wheels out! When using the bracket kits, they work with rotors and calipers that you can purchase at your local parts store. They also work with CPP big brake and many manufacturers brake kits in a host of different brake sizes...ideal for today's larger wheels. Note: Bracket required when using stock 12" brake components.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30106-1	1960-62, pair	\$299.00	\$263.00	\$209.00
CP30106-2	1963-70, pair	\$299.00	\$263.00	\$209.00
CP30106-3	1971-72, pair	\$299.00	\$263.00	\$209.00
CP30106-4	1973-87, pair	\$299.00	\$263.00	\$209.00
CP30106-HD2	1963-70, 3/4 ton to 1/2 brakes, pair	\$299.00	\$263.00	\$209.00
CP30106-HD3	1971-87, 3/4 ton to 1/2 brakes, pair	\$299.00	\$263.00	\$209.00
6087DBK	1960-87, brackets, pair	\$75.00	\$66.00	\$50.00



C10 DISC BRAKE SPINDLES

Make your truck disc brake compatible with a set of our disc brake spindles. These are the same spindles sold in our OEM kits and upgrade kits. Cast from the highest quality Ductile Iron with 4140 Chrom-moly CNC machined pins. Accepts factory ball joints and tie rod ends. Designed to use 1971-87 1-1/4" rotors, calipers and bearings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP4S1	1960-62, 2-1/2" drop, set	\$239.00	\$210.00	\$175.00
CP4S2	1963-70, 2-1/2" drop, set	\$239.00	\$210.00	\$175.00
CP4S3	1971-72, 2-1/2" drop, set	\$239.00	\$210.00	\$175.00
CP4S4	1973-87, 2-1/2" drop, set	\$239.00	\$210.00	\$175.00
CP4S5	1973-87, stock height, set	\$239.00	\$210.00	\$175.00
CP4S6	1971-87, C-20 stock height, set	\$239.00	\$210.00	\$175.00
CP4S8	1960-62, stock height, set	\$239.00	\$210.00	\$175.00
CP4S9	1963-70, stock height, set	\$239.00	\$210.00	\$175.00
CP4S10	1971-72, stock height, set	\$239.00	\$210.00	\$175.00



CPP EXCLUSIVE: Original Offset C10 Disc Brake Spindles for 1960-87 Trucks

ASK FOR IT
BY NAME!

Why use 1980's technology on your classic truck when 21st century technology is available? Exactly! This modern design has become the professional builders choice!

CPP stock height or 2 1/2" drop spindle will allow you to add disc brakes to your drum equipped truck and keep the wheels in the drum brake location.

Best Quality! Most Benefit!

If using them on a factory disc equipped truck, the spindles will pull the offset in almost 1/2"! The high quality ductile iron castings and the 4140 chrom-oly pins are both CNC machined in house.

Scan QR Code with Your Smartphone App to Learn More

Check out more "ShopTalk" at www.classicperform.com

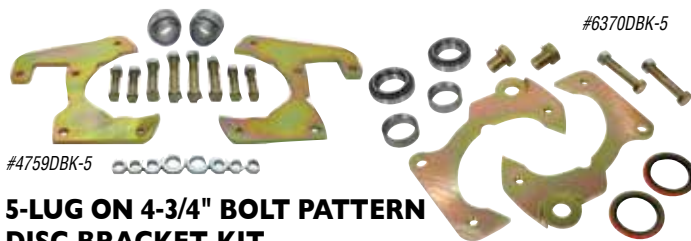




SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available. Upgraded kits with Wilwood D52 caliper also available. Please inquire.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP4CK-5	C-10 5x5 component kit	\$325.00	\$286.00	\$229.00
CP4CK-6	C-10 6-lug component kit	\$325.00	\$286.00	\$229.00
CP4R-5	C-10 5-lug Disc Brake Rotors, pair	\$99.00	\$89.00	\$75.00
CP4R-6	C-10 6-lug Disc Brake Rotors, pair	\$129.00	\$116.00	\$97.00
ARGX-8600L/R	C-10 5-lug 1963-87 Chevy C-10, drill/slot, pair	\$219.00	\$193.00	\$129.00
ARGX-8600SBL/R	C-10 6-lug 1963-87 Chevy C-10, drill/slot, pair	\$219.00	\$193.00	\$129.00
CP4R-8	C-20 8-lug Disc Brake Rotors, pair	\$149.00	\$134.00	\$112.00
CP4C	C-10 Disc Brake Calipers, pair	\$98.00	\$86.00	\$60.00
CP5C	C-20 Disc Brake Calipers, pair	\$98.00	\$86.00	\$60.00
CP4B	C-10 Wheel Bearing (incl. inner bearings, outer bearings & grease seals), kit	\$29.00	\$26.00	\$20.00
CP5B	C-20 Wheel Bearing (incl. inner bearings, outer bearings & grease seals), kit	\$89.00	\$80.00	\$67.00



5-LUG ON 4-3/4" BOLT PATTERN DISC BRACKET KIT

Convert your straight axle truck to disc brakes with our bracket kit. A true bolt-on kit using the factory holes on the 1/2 ton spindle. Blanchard ground to exact specs. Allows for perfect caliper fit. Includes caliper brackets, bearing adapters and mounting hardware. Uses 1970-77 Camaro rotors and calipers. (Bearing kit #4759BK recommended.)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759DBK-5	1947-59, kit	\$95.00	\$84.00	\$70.00
6062DBK-5	1960-62, bracket kit	\$119.00	\$105.00	\$89.00
6370DBK-5	1963-70, bracket kit	\$119.00	\$105.00	\$89.00

OEM-STYLE DISC BRAKE DUST SHIELDS

Stock type disc brake dust shields. Works with OE style disc brakes. Also works with CPP OE style stock & drop spindles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPDS-10	1960-87, 1/2 ton, pair	\$49.00	\$43.00	\$29.00



PERFORMANCE ROLLER BEARING KIT

Convert your original ball bearings to modern tapered roller bearings. Tapered bearings disperse heat better and can deal with today's grooved roads and modern wheels and tires much better than the original ball type. New and improved seal! Highly recommended for use with the 6-lug disc brake conversion kit.

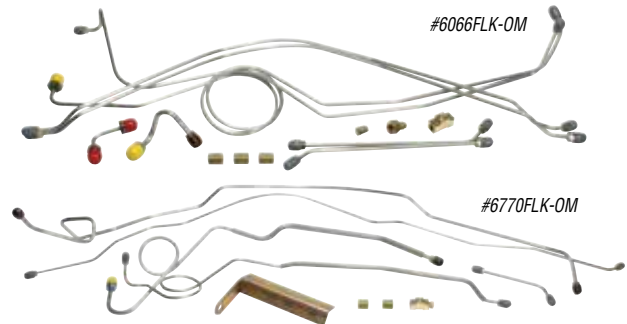
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759RBK	1947-59 Roller Bearing Kit	\$95.00	\$86.00	\$75.00
6064	Seal only, each	\$9.00	\$8.00	\$6.00



5-LUG BEARING KIT

Kit includes inner and outer bearings and grease seals. A must when converting to 5-lug disc brakes. (Use with #4759DBK)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759BK	kit	\$30.00	\$26.00	\$20.00



BRAKE LINE KITS

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. Universal kits available in an affordable basic kit and also a deluxe kit. Most line kits are available in original material (OM) or stainless steel (SS). Note: Some line kits ship O/S; additional freight charges apply.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP60F1-OM	1960-66 front, original material, kit	\$95.00	\$86.00	\$72.00
CPP60F1-SS	1960-66 front, stainless steel, kit	\$110.00	\$105.00	\$89.00
6770FLK-OM	1967-70 front, original material, kit	\$115.00	\$101.00	\$85.00
6770FLK-SS	1967-70 front, stainless steel, kit	\$130.00	\$117.00	\$98.00
6772RLK-OM*	1967-72 rear, original material (rear disc brakes), kit	\$35.00	\$31.00	\$26.00
6772RLK-SS*	1967-72 rear, stainless steel (rear disc brakes), kit	\$50.00	\$45.00	\$35.00
6772RLK-CURRIE-OM	1967-72 rear, original material (rear disc brakes), kit	\$35.00	\$31.00	\$26.00
6772RLK-CURRIE-SS	1967-72 rear, stainless steel (rear disc brakes), kit	\$50.00	\$45.00	\$35.00

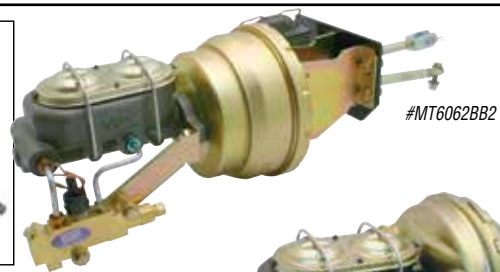
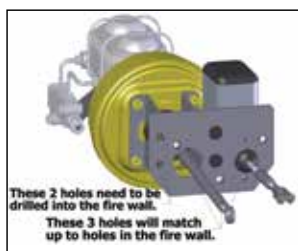
*Will not work with leaf springs.



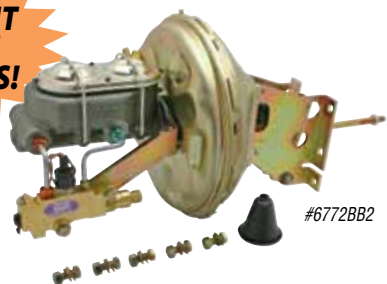
REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new Cadillac Seville rear calipers. Cables are made specifically for each application to ensure an easy installation and fit. Note: Will not fit drum applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4755EBC	1947-54, pair	\$89.00	\$78.00	\$65.00
5559EBC	1955-59, pair	\$89.00	\$78.00	\$65.00
6366EBC	1963-66, pair	\$89.00	\$78.00	\$65.00
6772EBC	1967-72, pair	\$69.00	\$66.00	\$49.00



ASK ABOUT CHROME UPGRADES!



Vacuum Hose Kits available on page 158

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. #MT6062BB kits also include hydraulic clutch cylinder. 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: #7387BB-MC and drum/drum kits do not include proportioning valve assembly. Also, 1955-59 will work with factory E-brake handle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4753FBB2	1947-53 drum/drum, kit	\$299.00	\$263.00	\$210.00
4753FBB4	1947-53 disc/drum, kit	\$299.00	\$263.00	\$210.00
4753FBB4	1947-53 disc/disc, kit	\$299.00	\$263.00	\$210.00
5559FBB2	1955-59 drum/drum, kit	\$299.00	\$263.00	\$210.00
5559FBB2	1955-59 disc/drum, kit	\$299.00	\$263.00	\$210.00
5559FBB4	1955-59 disc/disc, kit	\$299.00	\$263.00	\$210.00
MT6062BB2	1960-62 with M/T drum/drum, kit	\$449.00	\$395.00	\$335.00
MT6062BB2	1960-62 with M/T disc/drum, kit	\$449.00	\$395.00	\$335.00
MT6062BB4	1960-62 with M/T disc/disc, kit	\$449.00	\$395.00	\$335.00
6062BB2	1960-62 drum/drum, kit	\$299.00	\$263.00	\$210.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062BB2	1960-62 disc/drum, kit	\$299.00	\$263.00	\$210.00
6062BB4	1960-62 disc/disc, kit	\$299.00	\$263.00	\$210.00
6366BB2	1963-66 drum/drum, kit	\$299.00	\$263.00	\$210.00
6366BB2	1963-66 disc/drum, kit	\$299.00	\$263.00	\$210.00
6366BB4	1963-66 disc/disc, kit	\$299.00	\$263.00	\$210.00
6772BB2	1967-72, drum/drum, kit	\$299.00	\$263.00	\$210.00
6772BB2	1967-72, disc/drum, kit	\$299.00	\$263.00	\$210.00
6772BB4	1967-72, disc/disc, kit	\$299.00	\$263.00	\$210.00
7387BB-MC	1973-87, disc/drum, kit	\$299.00	\$263.00	\$210.00

Vacuum Hose Kits available on Page 156



ASK ABOUT CHROME UPGRADES!



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. Also, may require #CP9424 transmission mount. May not work with factory manual transmission.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP632BB-MC	1947-54 with pedal, kit	\$229.00	\$206.00	\$169.00
4754BB2	1947-54 drum/drum, kit	\$299.00	\$263.00	\$210.00
4754BB2	1947-54 disc/drum, kit	\$299.00	\$263.00	\$210.00
4754BB4	1947-54 disc/disc, kit	\$299.00	\$263.00	\$210.00
CP633BB-MC	1955-59 with pedal, each	\$229.00	\$206.00	\$169.00
5559BB2	1955-59 drum/drum, each	\$299.00	\$263.00	\$210.00
5559BB2	1955-59 disc/drum, each	\$299.00	\$263.00	\$210.00
5559BB4	1955-59 disc/disc, each	\$299.00	\$263.00	\$210.00

Proportioning Valve available on page 153



OEM REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. OE applications come with firewall bracketry and pedal linkage. All boosters come with a long and short pin for either deep or shallow master cylinders. CPP now also offers all brand new replacement vacuum assist brake boosters for 1973-99 Chevy 1/2 and 3/4 ton trucks in 11" dual diaphragm and also 9" dual diaphragm for 1988-93.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366BB-9	1963-66, gold cad	\$169.00	\$152.00	\$129.00
6366BB-9C	1963-66, chrome	\$289.00	\$260.00	\$210.00
6772BB-11CT	1967-72, (with brackets) gold cad	\$225.00	\$198.00	\$139.00
6772BB-11CT-C	1967-72, (with brackets) chrome	\$345.00	\$318.00	\$259.00
11SRB-T	1967-72, (without brackets) gold cad	\$149.00	\$131.00	\$95.00
11SRB-TC	1967-72, (without brackets) chrome	\$249.00	\$154.00	\$125.00
7387BB-11D	1973-87, (with brackets) black	\$269.00	\$234.00	\$179.00
8893BB-9D	1988-93, 1/2 & 3/4 ton, 9" dual	\$269.00	\$234.00	\$179.00
8893BB-11D	1988-93, 1/2 & 3/4 ton, 11" dual	\$269.00	\$234.00	\$179.00
9499BB-11D	1994-99, 1/2 & 3/4 ton, 11" dual	\$269.00	\$234.00	\$179.00

BOOSTER CLEVIS



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772BC	1967-72, 7/17" thread, each	\$9.00	\$8.00	\$6.00



FIREWALL & BOOSTER BOOT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
64031	1967-72 C10 Pedal Rod Boot, each	\$7.00	\$6.00	\$5.00

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CHEVROLET TRUCKS

Show Stopper



Street Beast



#HAHK-S Line Kit included with Show Stopper Kit.



#HAHK-R Line Kit included with Street Beast Kit.

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit 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 afternoon, using common hand tools, with average mechanical skill levels. These systems consist of a direct fit high performance, hydraulic brake assist 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. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, #MCPV1 master cylinder, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum corvette style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist only, master cylinder and hoses are not included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772HBK-SS	1967-72, Show Stopper, kit	\$899.00	\$829.00	\$675.00
6062HBK-SB	1960-62, Street Beast, kit	\$749.00	\$695.00	\$560.00
6366HBK-SB	1963-66, Street Beast, kit	\$749.00	\$695.00	\$560.00
6772HBK-SB	1967-72, Street Beast, kit	\$749.00	\$695.00	\$560.00

Bare Units:

6772HBK-BSS	1967-72, billet bracket, each	\$469.00	\$435.00	\$349.00
6062HBK-BSB	1960-62, steel bracket, each	\$389.00	\$365.00	\$299.00
6366HBK-BSB	1966-66, steel bracket, each	\$389.00	\$365.00	\$299.00
6772HBK-BSB	1967-72, steel bracket, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

#CP632-BPB

#CP633-BPB

#4753FMB
#5559FMB

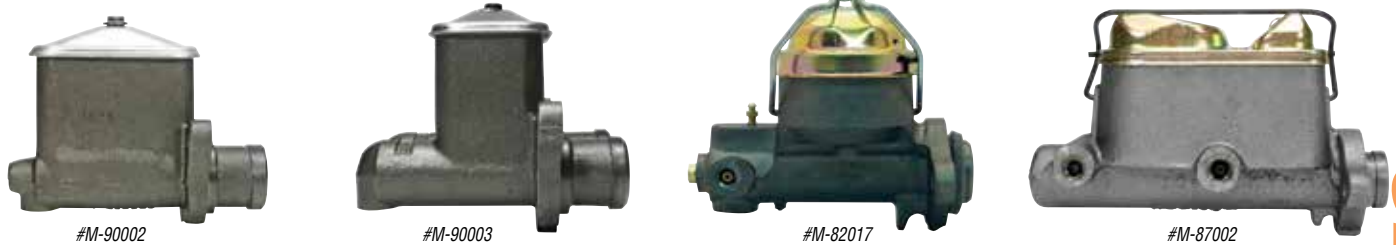
#4756MCA

#5559MCA

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 (for universal applications, see page 151). They have a raw finish and come with the pedal arm (except for #4756MCA and #5559MCA). Pedal pads sold separately. Frame mount units come black powder coated. Note: 1955-59 will work with original E-brake handle. See page 173 for pedal pads.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4753FMB	1947-53 firewall power	\$149.00	\$134.00	\$119.00
CP632-BPB	1947-54 frame mount power	\$89.00	\$78.00	\$55.00
4756MCA	1947-54 frame mount manual/power	\$79.00	\$70.00	\$59.00
CP633-BPB	1955-59 frame mount power	\$89.00	\$78.00	\$55.00
5559FMB	1955-59 firewall power	\$149.00	\$134.00	\$119.00
5559MCA	1955-59 frame mount manual	\$79.00	\$70.00	\$59.00



OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4751SMC	1947-51, each	\$85.00	\$81.00	\$75.00
5254SMC	1952-54, each	\$85.00	\$77.00	\$65.00
5559SMC	1955-59, each	\$85.00	\$77.00	\$65.00
M-90002	1960-62, w/ auto. transmission (2 bolt diagonal), each	\$89.00	\$80.00	\$69.00
M-90003	1963-66, w/ manual transmission (3 bolt mount), each	\$89.00	\$80.00	\$69.00
M-82017	1963-66, each	\$69.00	\$61.00	\$44.00
M-87002	1971-72, each	\$59.00	\$52.00	\$44.00



MANUAL MASTER CYLINDER & BRACKET KIT

Upgrade your 1947-59 Chevy truck from a single to a Corvette style dual reservoir master. Cylinder bracket and hardware included. Available for disc/drum and disc/disc applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4756MMK-2	1947-54, disc/drum, kit	\$219.00	\$197.00	\$165.00
4756MMK-4	1947-54, disc/disc, kit	\$219.00	\$197.00	\$165.00
5559MMK-2	1955-59, disc/drum, kit	\$219.00	\$197.00	\$165.00
5559MMK-4	1955-59, disc/disc, kit	\$219.00	\$197.00	\$165.00

CHEVROLET TRUCKS



See pages 148-152 for Boosters and Universal Master Cylinders



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. Rotors are available in 5x4.5, 5x4.75, 5x5, and 6 x5.5. Power rack upgrade available for \$100.00.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3739M2IFS-K	1937-39, Economy Mustang II kit (includes boxing plates)	\$1,489.00	\$1,349.00	\$1,099.00
E4754M2IFS-K	1947-54, Economy Mustang II kit	\$1,489.00	\$1,349.00	\$1,099.00
E5559M2IFS-K	1955-59, Economy Mustang II kit	\$1,489.00	\$1,349.00	\$1,099.00
E3739M2-X	1937-39, Crossmember only	\$209.00	\$189.00	\$149.00
E4754M2-X	1947-54, Crossmember only	\$209.00	\$189.00	\$149.00
E5559M2-X	1955-59, Crossmember only	\$209.00	\$189.00	\$149.00

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www.ClassicPerform.com





DELUXE CHASSIS UPGRADE KIT

Are you building a show truck or just want to update your original suspension? Plan on adding tubular components and lowering your truck at the same time? This deluxe chassis kit allows you to finish off that frame and has those upgraded pieces that you're looking for. Kit includes: front and rear coil springs (your choice of front stock height, 1", 2" or 3" lowered and your choice of stock height, 3", 4" or 5" lowered rear) front and rear shocks, front and rear sway bars, front upper and lower Totally Tubular™ control arms, steering linkage kit (inner & outer tie rod ends, billet sleeves, idler arm and P/S pitman arm) 500 Series™ Power Steering Box (1963-66 kit also includes frame mount brackets for box), front shock support brackets, motor perches (small or big block), transmission cross member, drop center cross member, Totally Tubular™ trailing arms, rear tubular shock cross member, shock relocation kit, deluxe trac bar, lowering block kit, rear coil spring retainer kit and c-notch kit.



NEW

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366DCU-K	1963-66, kit	\$3,399.00	\$3,158.00	\$2,554.00
6770DCU-K	1967-70, kit	\$3,299.00	\$3,068.00	\$2,474.00
7172DCU-K	1971-72, kit	\$3,299.00	\$3,068.00	\$2,474.00
7382DCU-K	1973-82, kit	\$3,299.00	\$3,068.00	\$2,474.00
8387DCU-K	1983-87, kit	\$3,299.00	\$3,068.00	\$2,474.00

CHEVROLET TRUCKS

*Shown with optional upgraded calipers.



ORIGINAL OFFSET SOS™ BIG BRAKE GRAND SLAM KIT

Looking to lower your truck and make it stop on a dime? CPP has the answer with our Modular™ Spindle Big Brake Grand Slam. At the heart of the kit is our Modular™ spindle 13" rotor twin 52mm piston caliper kit. This will improve your stop times tremendously from 60-0mph over stock! Also, the Modular™ spindle will bring your wheels in 1-1/8" to combat any fender to tire clearance issues. Grand Slam kits include: spindles, 13" rotors, aluminum hubs, loaded calipers, caliper mount brackets, bearings, seals, spindle nuts, banjo bolts, rubber brake hoses and a booster, master cylinder, prop valve assembly, front and rear coils and shocks. *Specify drop for coil springs.

QUICK FACTS...	
STOCK/DROP	drop
ROTOR	13"
CALIPER	52MM (x2)
OFFSET	-.250
MIN. WHEEL SIZE	17
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366GSK-55213	1963-66, 13", (5x5), 5 lug	\$1,799.00	\$1,619.00	\$1,260.00
6366GSK-65213	1963-66, 13", (6x5.5), 6 lug	\$1,799.00	\$1,619.00	\$1,260.00
6770GSK-55213	1967-70, 13", (5x5), 5-lug	\$1,799.00	\$1,619.00	\$1,260.00
6770GSK-65213	1967-70, 13", (6x5.5), 6-lug (shown)	\$1,799.00	\$1,619.00	\$1,260.00
7172GSK-55213	1971-72, 13", (5x5), 5-lug	\$1,799.00	\$1,619.00	\$1,260.00
7172GSK-65213	1971-72, 13", (6x5.5), 6-lug	\$1,799.00	\$1,619.00	\$1,260.00

*Shown with optional upgraded rotors.



ORIGINAL OFFSET SOS™ GRAND SLAM KIT

Looking for a spindle and brake kit for your lowered truck that won't push your wheels out? We have it! CPP's modular 2-1/2" drop spindle and wheel kits for 1960-87 Chevy pickups. The CPP Modular™ Spindle offers many benefits available for the first time, installs easy without modifications, lowers your truck a full 2-1/2", offers adjustable steering stops, provides 1-1/8" more fender to tire clearance. You can count on CPP for impressive quality, performance and price. Complete kits include: spindles, 12" rotors, loaded calipers, caliper mount brackets, bearings, seals, spindle nuts, banjo bolts, rubber brake hoses, ball joints, tie rod ends, adjusting sleeves and a booster, master cylinder, prop valve assembly, front and rear coils and shocks. *Specify drop for coil springs.

QUICK FACTS...	
STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938
OFFSET	-.250
MIN. WHEEL SIZE	15
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366GSK-5D-MOD	1963-66, 12", (5x5), 5 lug	\$1,499.00	\$1,350.00	\$1,120.00
6366GSK-6D-MOD	1963-66, 12", (6x5.5), 6 lug	\$1,499.00	\$1,350.00	\$1,120.00
6770GSK-5D-MOD	1967-70, 12", (5x5), 5-lug	\$1,499.00	\$1,350.00	\$1,120.00
6770GSK-6D-MOD	1967-70, 12", (6x5.5), 6-lug	\$1,499.00	\$1,350.00	\$1,120.00
7172GSK-5D-MOD	1971-72, 12", (5x5), 5-lug (shown)	\$1,499.00	\$1,350.00	\$1,120.00
7172GSK-6D-MOD	1971-72 12", (6x5.5), 6-lug	\$1,499.00	\$1,350.00	\$1,120.00

*Shown with optional upgraded rotors.

DUST SHIELDS INCLUDED

NEW SPINDLE DESIGN!

#6772GSK-5D

GRAND SLAM KIT

This kit includes stock or 2.5" dropped front spindles, bearings, loaded calipers, 12" rotors, brake hoses, master cylinder, power booster, prop-valve, four gas shocks, four lowered coil springs, inner and outer tie rod ends, custom adjusting sleeves, upper and lower ball joints, seals, spindle nuts, dust shields and dust caps. All necessary hardware is included. Tell us how much you want to drop the truck, and we'll send you the right coil springs to make it happen. May not work with factory drum brake wheels. If your truck has leaf springs, please inquire. Note: Factory 6-lug applications had 7/16" dia. studs and 5 on 5-lug kits have 1/2" dia. studs.

QUICK FACTS...

STOCK/DROP	both
ROTOR	12"
CALIPER	2.938"
OFFSET	0; +.875"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366GSK-5D	1963-66 Grand Slam Suspension/Brake (drop) Upgrade w/ 5-Lug Rotors, (5x5), kit	\$1,299.00	\$1,169.00	\$980.00
6366GSK-5S	1963-66 w/Stock Height (non-drop) Spindles, w/ 5-Lug Rotors, (5x5), kit	\$1,299.00	\$1,169.00	\$980.00
6366GSK-6D	1963-66 Grand Slam Suspension/Brake (drop) Upgrade w/ 6-Lug Rotors, (6x5.5), kit	\$1,299.00	\$1,169.00	\$980.00
6366GSK-6S	1963-66 w/Stock Height (non-drop) Spindles, w/ 6-Lug Rotors, (6x5.5), kit	\$1,299.00	\$1,169.00	\$980.00
6772GSK-5D	1967-72 Grand Slam Suspension/Brake (drop) Upgrade w/ 5-Lug Rotors, (5x5), kit	\$1,299.00	\$1,169.00	\$980.00
6770GSK-6D	1967-70 Grand Slam Suspension/Brake (drop) Upgrade w/ 6-Lug Rotors, (6x5.5), kit	\$1,299.00	\$1,169.00	\$980.00
6770GSK-5S	1967-70 w/Stock Height (non-drop) Spindles, w/ 5-Lug Rotors, (5x5), kit	\$1,299.00	\$1,169.00	\$980.00
6770GSK-6S	1967-70 w/Stock Height (non-drop) Spindles, w/ 6-Lug Rotors, (6x5.5), kit	\$1,299.00	\$1,169.00	\$980.00
	*slotted cross drilled rotors upgrade	\$75.00	\$75.00	\$40.00

#6370BDK

NEW SPINDLE DESIGN!

#7387D46-K

DROP KITS

Now our most popular drop components are available in one complete kit. 1963-72 kits feature 1" front and 5" rear drop springs and shocks, drop spindles, shock relocater kit and deluxe trac bar. 1973-87 kits include either drop spindles, shackles and hangers for a 2 1/4" drop or drop spindles, front drop springs, rear c-notch and flip kit for a 4 1/6" drop. Note: Drop spindles require disc brakes.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370BDK*	1963-70, kit	\$699.00	\$664.00	\$581.00
7172BDK*	1971-72, kit	\$699.00	\$664.00	\$581.00
7387D24-K	1973-87, 2 1/4" Drop Kit (does not include shocks)	\$289.00	\$274.00	\$215.00
7387D46-K	1973-87, 4 1/6" Drop Kit (does not include shocks)	\$399.00	\$360.00	\$299.00

* Deluxe bent track bar option also available.

CHEVROLET TRUCKS



*Rear sway bar also included.

COMPLETE PERFORMANCE PACKAGE

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. Totally Tubular™ Control arms in the front and the rear, front and rear coil springs, front and rear performance sway bar, front and rear Black Magic™ performance tuned shocks, a quick ratio power steering box, 2" drop Modular™ disc brake spindles and also a drop center cross member that is designed for lowered applications for mounting the trailing arms are a part of this kit. Arms are available in gloss black or silver powder coat. Put a C.P.P. under your ride today!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370CPP-K	1963-70 C10, (with trailing arms) kit	\$2699.00	\$2560.00	\$2019.00
7172CPP-K	1971-72 C10, (with trailing arms) kit	\$2699.00	\$2560.00	\$2019.00



*Rear sway bar also included.

PRO-TOURING KITS

CPP's Pro-Touring Kits provide the ultimate performance for an affordable price. Our kits have Totally Tubular™ products, which are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a front and rear sway bar, combined with the lowered stance and performance enhancements of the lowered coil springs and gas shocks, front upper and lower Totally Tubular™ control arms, rear Totally Tubular™ trailing arms and drop center crossmember. These kits are not for leaf spring trucks.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370PTK-1	1963-70, kit	\$2,269.00	\$2,049.00	\$1,679.00
7172PTK-1	1971-72, kit	\$2,269.00	\$2,049.00	\$1,679.00



TOTALLY TUBULAR™ COIL SPRING & SHOCK KIT

Get improved handling and ground clearance and a lowered stance from our Tubular Complete Coil Spring and Shock Kit. Your choice of 1", 2" or 3" lowered front coils and 3", 4" or 5" lowered rear coils. Kit also includes complete front upper and lower Totally Tubular™ control arms in black or silver and all (4) Black Magic™ lowered performance shocks. Specify year, lowered stance and black or silver arms when ordering. Not for leaf spring trucks and #7387TCA-CSSK does not include rear coils or shocks.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370TCA-CSSK	1963-70 C10, kit	\$1,059.00	\$959.00	\$869.00
7172TCA-CSSK	1971-72 C10, kit	\$1,059.00	\$959.00	\$869.00
7387TCA-CSSK	1973-87 C10, kit	\$925.00	\$859.00	\$729.00

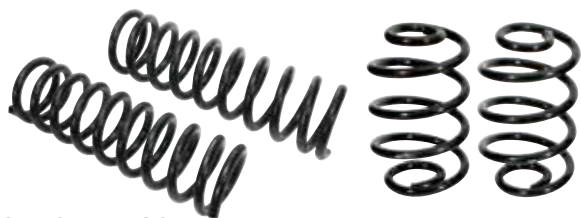
#6372CSSK-D



COIL SPRING KITS

Our coil spring kits, which include front and rear coils, are available with your choice of stock height, 1" drop, 2" drop and 3" drop front coils and stock height 2" drop, 3" drop, 4" drop and 5" drop rear coils. For even bigger savings, we also offer a coil spring and shock kit. This kit includes front coils, rear coils and all four shocks. When ordering, please specify desired drop. Part #6372CSSK-D includes drop coils, shocks, shock relocation kit, adjustable track bar, coil spring retainers and hardware. Please specify preferred drop. *Note: Coils and trac bar come powder coated black.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372CSSK-D	1963-72, Deluxe drop, kit	\$439.00	\$400.00	\$329.00
6372CSSK	1963-72, Coil Spring & Shock (front & rear), kit	\$329.00	\$296.00	\$240.00
6372CSK	1963-72, Coil Spring (front & rear), kit	\$189.00	\$171.00	\$140.00



COIL SPRINGS

High quality OE fit and finish stock height and lowered coil springs. Sold in pairs and come black powdered coated. Heavy duty coils are for Panels, Suburbans and trucks that will be used for towing. *Note: 4" or lower drop recommend C-notch.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS6102-S	1963-87, front stock height, pair	\$95.00	\$84.00	\$69.00
FCS6102-1	1963-87, front 1" drop, pair	\$95.00	\$84.00	\$69.00
FCS6102-2	1963-87, front 2" drop, pair	\$95.00	\$84.00	\$69.00
FCS6102-3	1963-87, front 3" drop, pair	\$95.00	\$84.00	\$69.00
RCS603-S	1960-72, rear stock height, pair	\$105.00	\$100.00	\$85.00
RCS603-3	1960-72, rear 3" drop, pair	\$95.00	\$84.00	\$69.00
RCS603-4	1960-72, rear 4" drop, pair	\$95.00	\$84.00	\$69.00
RCS603-4HD	1960-72, rear 4" heavy duty drop, pair	\$125.00	\$113.00	\$95.00
RCS603-5	1960-72, rear 5" drop, pair	\$95.00	\$84.00	\$69.00

REAR COIL RETAINERS

Whether installing new rear coils on your C-10 or looking for those finishing pieces for your restoration, this kit is what you need. Kit includes four retainers (they even have the welded nuts like the factory) and mounting hardware.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RCR-K	1960-72, kit	\$20.00	\$18.00	\$10.00



LOWERING & HANDLING PERFORMANCE KIT

If you want to lower your truck and gain handling performance, this is the perfect kit for you. Choose between 1", 2", 3" lowered front springs and 3", 4", or 5" lowered rear springs and we'll do the rest. Includes front (1-1/4" dia.) and rear (1-1/8" dia.) sway bars, drop springs and shocks, brackets, bushings, hardware and adjustable trac bar. *Note: Sway bars and coils come black powder coated.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572LHP-K	1965-72, kit	\$599.00	\$569.00	\$484.00



5" DROP REAR SUSPENSION KIT

This kit contains the components required to drop the rear of your trailing arm C10 5". *Note: C-notch required on truck with 4" or lower rear coils, to provide proper rear end travel.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572RDK	1965-72, kit	\$329.00	\$296.00	\$247.00

CHEVROLET TRUCKS

SUSPENSION | CONTROL ARMS | FRONT END KITS

TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Includes cross shafts, bushings, ball joints and bumpstops. *Note: Lower arms will only work with end-link style sway bar.*

Totally
TUBULAR™



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372TCA-UKB480	1963-70, Upper, black, pair	\$327.00	\$288.00	\$239.00
6372TCA-UKS480	1963-70, Upper, silver, pair	\$327.00	\$288.00	\$239.00
6372TCA-UKB683	1971-72, Upper, black, pair	\$327.00	\$288.00	\$239.00
6372TCA-UKS683	1971-72, Upper, silver, pair	\$327.00	\$288.00	\$239.00
6372TCA-UKB903	1973-87, Upper, black, pair	\$327.00	\$288.00	\$239.00
6372TCA-UKS903	1973-87, Upper, silver, pair	\$327.00	\$288.00	\$239.00
6372TCA-LKB481	1963-70, Lower, black, (coil spring) pair	\$529.00	\$466.00	\$396.00
6372TCA-LKS481	1963-70, Lower, silver, (coil spring) pair	\$529.00	\$466.00	\$396.00
6372TCA-LAB481	1963-70, Lower, black, (air bag) pair (Note: will not work with coil springs)	\$529.00	\$466.00	\$396.00
6372TCA-LAS481	1963-70, Lower, silver, (air bag) pair (Note: will not work with coil springs)	\$529.00	\$466.00	\$396.00
6372TCA-LKB1014	1971-87, Lower, black, (coil spring) pair	\$529.00	\$466.00	\$396.00
6372TCA-LKS1014	1971-87, Lower, silver, (coil spring) pair	\$529.00	\$466.00	\$396.00
6372TCA-LAB1014	1971-87, Lower, black, (air bag) pair (Note: will not work with coil springs)	\$529.00	\$466.00	\$396.00
6372TCA-LAS1014	1971-87, Lower, silver, (air bag) pair (Note: will not work with coil springs)	\$529.00	\$466.00	\$396.00



STOCK-TYPE CONTROL ARMS

These factory-correct upper and lower front control arms are exactly what you're looking for. Both versions are precision engineered and stamped from heavy-gauge steel for superior strength and durability. All arms are coated for protection. Units come with cross shafts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372SCA-U	1963-72, upper, pair	\$199.00	\$175.00	\$132.00
6372SCA-L	1963-72, lower, pair	\$279.00	\$246.00	\$209.00



COMPLETE FRONT END KITS

CPP's POLYPLUS™ front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. 1973-87 truck applications also include upper and lower control arm bushings, and bump stops. Sway bar bushings and end links sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS:				
6062SFK-PT	1960-62, kit	\$319.00	\$287.00	\$223.00
6364SFK-PT	1963-64, kit	\$249.00	\$224.00	\$175.00
6566SFK-PT	1965-66, kit	\$219.00	\$197.00	\$153.00
6770SFK-PT	1967-70, kit	\$289.00	\$260.00	\$202.00
7172SFK-PT	1971-72, kit	\$289.00	\$260.00	\$202.00
7382SFK-PT	1973-82, kit	\$289.00	\$260.00	\$202.00
8387SFK-PT	1983-87, kit	\$309.00	\$279.00	\$216.00
RUBBER:				
7382SFK-R	1973-82, kit	\$269.00	\$242.00	\$189.00
8387SFK-R	1983-87, kit	\$289.00	\$260.00	\$202.00

Ball Joints Available on page 24

**CPP NITROGEN GAS SHOCKS**

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-4052G	1955-59, stock, front, each	\$39.00	\$33.00	\$29.00
CPP-4809G	1960-62, stock height, front, each	\$39.00	\$33.00	\$29.00
CPP-4052G	1963-87, stock height, front, each	\$39.00	\$33.00	\$29.00
CPP-4809G	1963-87, 1"-2" lowered, front, each	\$39.00	\$33.00	\$29.00
CPP-M1200GLL	1963-87, 3" lowered, front, each	\$39.00	\$33.00	\$29.00
CPP-4163G	1955-59, lowered, rear, each	\$39.00	\$33.00	\$29.00
CPP-4163G	1960-72, stock height, rear, each	\$39.00	\$33.00	\$29.00
CPP-4095G	1960-72, 2"-4" lowered, rear, each	\$39.00	\$33.00	\$29.00
CPP-4052G	1960-72, 5" lowered, rear, each	\$39.00	\$33.00	\$29.00

See page 189 for Shock Specs

**TUBULAR REPLACEMENT REAR SHOCK CROSSMEMBER**

Heavy gauge steel replacement fits 1955-59 Chevy trucks. May require a shock change.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5359RSX	1955-59, each	\$119.00	\$105.00	\$97.00

Step-by-Step...

Tech Articles



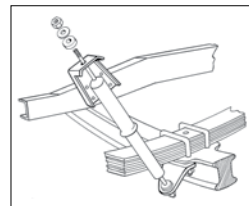
Videos

Instruction Sheets

www.ClassicPerform.com

**FRONT SHOCK MOUNTS**

Our front shock mount kits are designed to be used in conjunction with our power steering kit (part #4754 or #5559PSK). The upper bracket mounts on the frame and the lower bracket located off the u-bolts. Kits include all hardware and templates needed to make this a quick and easy install. Brackets available separately or in a kit.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4754FSB-L	1947-54 lower front bracket, pair	\$38.00	\$33.00	\$24.00
4754FSB-U	1947-54 upper bracket, each	\$29.00	\$26.00	\$19.00
4754FSBK	1947-54 front bracket (incl. upper & lower shock mounts), kit	\$85.00	\$75.00	\$60.00
5559FSM	1955-59, kit	\$59.00	\$53.00	\$45.00

FRONT UPPER SHOCK BRACKETS

Designed for trucks with air-bags these brackets provide a sturdy anchor point for your front shocks. Brackets mount to top of the frame. Right and left brackets and mounting hardware included in kit.
Note: Requires longer shocks.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6072FUSB	1960-87, kit	\$39.00	\$34.00	\$29.00

FRONT & REAR SHOCK SUPPORT BRACKET

A common problem with these GM trucks is the area where the front shock mounting studs bolts to the frame cracks. These support brackets help prevent the shock absorber stud from damaging the frame by enhancing the studs strength. Includes left and right sides.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372FSRB	1963-87, front, pair	\$29.00	\$26.00	\$20.00
7387RSRB	1973-87, rear, pair	\$29.00	\$26.00	\$20.00

**REAR SHOCK RELOCATOR BRACKETS**

These useful pieces will help to put your rear shocks into the proper position and at the correct angle when lowering your truck.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372SRK	1963-72, kit	\$59.00	\$52.00	\$44.00

UPPER SHOCK STUD

Fits the following shocks for 1963-87 Chevy Truck:
#CPP-4809G, #CPP-4052G and #CPP-M1200GLL.



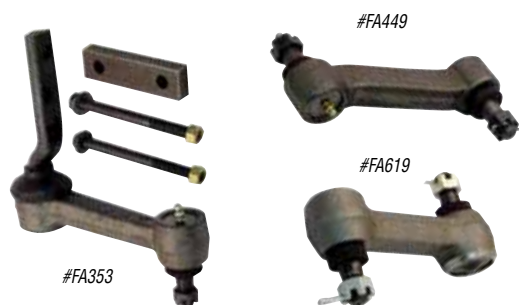
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
140357	1963-87, each	\$8.00	\$7.00	\$6.00



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
6062UCS	1960-62, upper, each	\$54.00	\$51.00	\$45.00
FA538	1963-72, upper, each	\$39.00	\$34.00	\$29.00
6062LCS-L	1960-62, left lower, each	\$89.00	\$78.00	\$65.00
6062LCS-R	1960-62, right lower, each	\$89.00	\$78.00	\$65.00
FA1142	1963-72, lower, each	\$49.00	\$43.00	\$34.00
FA1017	1963-72, upper - 3/4 ton, each	\$39.00	\$34.00	\$29.00
FA1178	1973-87, upper, each	\$55.00	\$50.00	\$42.00
FA9016	1973-87, lower, each	\$89.00	\$80.00	\$75.00



IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA449	1960-62, each	\$69.00	\$61.00	\$45.00
FA353	1963-66, each	\$49.00	\$43.00	\$35.00
FA619	1967-82, each	\$39.00	\$34.00	\$29.00
FA1397	1983-87, each	\$39.00	\$35.00	\$28.00



CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3161G	1973-87 Chevy Truck, POLYPLUS, set	\$69.00	\$66.00	\$55.00



UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA548	1960-62, upper, each	\$39.00	\$37.00	\$32.00
FA327	1960-62, lower, each	\$39.00	\$34.00	\$29.00
FA480	1963-70, upper, each	\$19.00	\$17.00	\$13.00
FA481	1963-70, lower, each	\$25.00	\$22.00	\$18.00
FA680	1963-70, lower, 3/4 & 1 ton, each	\$35.00	\$31.00	\$25.00
FA683	1971-72, upper, each	\$39.00	\$34.00	\$25.00
FA903	1973-87, upper, each	\$25.00	\$22.00	\$15.00
FA1014	1971-87, lower, each	\$25.00	\$22.00	\$15.00
FA997	1971-82 C-20, lower, each	\$29.00	\$26.00	\$19.00
FA681	1971-83 C-20, upper, each	\$29.00	\$26.00	\$19.00

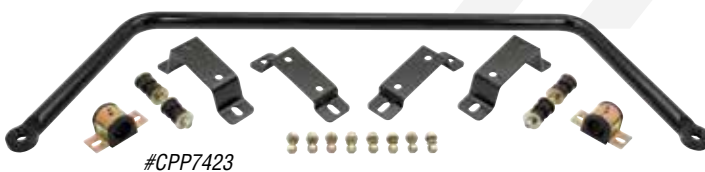


MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.

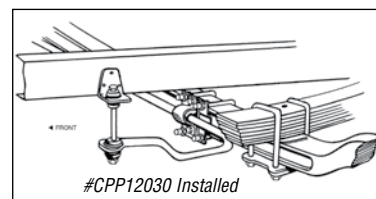
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759PA-PS	1947-59, standard, for basic p/s kit, each	\$59.00	\$52.00	\$39.00
4759PA-PR	1947-59, reversed (for lowered trucks), for basic p/s kit	\$59.00	\$52.00	\$39.00
5559PA-T	1955-59, Toyota, or 400 Series, each	\$59.00	\$52.00	\$39.00
FA556	1960-66, each	\$69.00	\$61.00	\$45.00
FA626	1967-72, manual steering, each	\$69.00	\$61.00	\$45.00
FA694 *	1967-72, power steering, each	\$39.00	\$34.00	\$29.00
FA917	1973-86, manual steering, each	\$69.00	\$61.00	\$45.00
FA918	1973-86, power steering, each	\$69.00	\$61.00	\$45.00

* Also fits 1960-66 power steering box



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 TCL rear leaf kits.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CP179	1947-54, 1-1/8", kit	\$149.00	\$142.00	\$124.00
CPP12030	1955-59, 1", kit (works w/ stock or drop axle)	\$139.00	\$129.00	\$105.00
CPP12030FBM	1955-59, 1" w/ billet mount upgrade	\$189.00	\$170.00	\$139.00
CPP7423	1963-87, 1-1/4", kit	\$139.00	\$129.00	\$105.00
CPP7423FBM	1963-87, 1-1/4" w/ billet mount upgrade	\$189.00	\$170.00	\$139.00

REAR:

CP169*	1947-59, kit (Leaf only)	\$169.00	\$149.00	\$105.00
CPP7401	1960-72, Coil Spring, 1-1/8", kit	\$139.00	\$129.00	\$85.00
CPP7401-TA	1960-72, Coil Spring, with CPP tubular trailing arms, kit	\$179.00	\$159.00	\$119.00
CP7402	1960-72, Leaf Spring, 7/8", kit	\$149.00	\$129.00	\$85.00
CP202U	1973-87, Leaf Spring, 1", kit	\$149.00	\$129.00	\$105.00

FRONT SWAY BAR BRACKETS

These lowered front sway bar brackets will provide more ground clearance. Recommended for trucks lowered 3" or more. (Trucks with air bags use stock brackets.)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372LSB	1963-87, Lowered, pair	\$24.00	\$21.00	\$14.00
6372SSB	1963-87, Stock, pair	\$24.00	\$21.00	\$14.00

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
4754TR-HD	1947-54, 1" diameter Tie Rod, each	\$69.00	\$61.00	\$48.00
4754TRK	1947-54, Tie Rod & Ends, kit.	\$115.00	\$101.00	\$83.00
4759TRE	1947-59, Tie Rod Ends, new style, pair	\$49.00	\$43.00	\$35.00
5559TR-HD	1955-59, 1" diameter Tie Rod, each	\$69.00	\$61.00	\$48.00
5559TRK	1955-59, Tie Rod & Ends, complete	\$115.00	\$101.00	\$83.00
ES323L	1960-64, outer, 5/8"-18 4" left, each	\$22.00	\$21.00	\$18.00
ES350L	1965-70, outer, 5/8"-18 7.19" left, each	\$22.00	\$21.00	\$18.00
ES415R	1971-72, outer, 11/16"-18 6.36" right, ea	\$19.00	\$18.00	\$14.00
ES631	1960-62, inner, 5/8"-18 8.66" right, each	\$29.00	\$26.00	\$21.00
ES678	1963-64, inner, 5/8"-18 6.66" right, each	\$29.00	\$26.00	\$21.00
ES370R	1965-70, inner, 5/8"-18 7.19" right, each	\$19.00	\$17.00	\$14.00
ES403L	1971-72, inner, 11/16"-18 8.79" left, each	\$19.00	\$17.00	\$14.00
ES409R	1973-87, outer, 11/16"-18, each	\$19.00	\$18.00	\$15.00
ES409L	1973-87, inner, 11/16"-18, each	\$19.00	\$17.00	\$13.00

TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES312S	1960-64, 5/8"-18 thread, 8-11/16" length, ea	\$15.00	\$13.00	\$11.00
ES350S	1965-70, 5/8"-18 thread, 6" length, ea	\$12.00	\$11.00	\$9.00
ES2004S	1971-87, 11/16"-16 thread, 4-3/4" length, ea	\$15.00	\$13.00	\$11.00



BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES312SP-A	1960-64, 5/8"-18, pair	\$69.00	\$61.00	\$49.00
ES350SP-A	1965-70, 5/8"-18, pair	\$69.00	\$61.00	\$49.00
ES2004SP-A	1971-87, 11/16"-18, pair	\$69.00	\$61.00	\$49.00
CP4SC-SA	5-1/4", custom (for disc brake conversions), pr	\$69.00	\$61.00	\$49.00



FRONT DROP AXLE

Get that I.F.S. look without the high cost. Lowers your truck 2- 3" while retaining stock suspension travel. 2" seamless steel tubing with CNC machined ends. Chevy axles require tie plates (#4754DA-TP or #5559DA-TP) and king pins (#K484) and it is recommended to use tie rod ends (#4759TRE). *Caution: Using lowered leaf springs may result in bump steer. Drop axles ships O/S; additional freight charges apply.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4754DA	1947-54, each	\$419.00	\$377.00	\$319.00
5559DA	1955-59, each	\$419.00	\$377.00	\$319.00

DROP AXLE TIE PLATES

For use when installing our 3" drop axle onto your 1947-59 Chevy truck. Sold separately; two required.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4754DA-TP	1947-54, each	\$8.00	\$7.00	\$5.00
5559DA-TP	1955-59, 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
K484	1947-59, set	\$55.00	\$52.00	\$42.00

REAR TRAILING ARM BUSHING KITS

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings for cars and lower only for trucks. Some POLYPLUS™ bushings require the use of original shells.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3123G	1960-72, POLYPLUS™ (req. existing shells), pair	\$24.00	\$21.00	\$16.00
376-K	1960-72, Rubber, pair	\$32.00	\$28.00	\$26.00

LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. Fixed end kits may have a solid bushing or 2 part bushing depending on the application.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-2106G	1973-87, (1-1/2" frame shackle), kit	\$69.00	\$62.00	\$51.00
3-2108G	1981-87, (1-3/8" frame shackle), kit	\$69.00	\$62.00	\$51.00



ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade (can be used on 1947-59 Chevy Trucks with slip-over style disc brake rotors). Kit comes complete with two new 6 lug forged aluminum hubs, inner and outer bearings and races, wheel studs (drum brakes), wheel hub seals, hub caps, hub washers, grease caps and cotter pins.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759RBH-KDI	1947-59, for disc brakes (does not include studs), kit	\$189.00	\$166.00	\$139.00
4759RBH-KDR	1947-59, for drum brakes, kit	\$215.00	\$194.00	\$165.00

FRONT BUMP STOPS & SWAY BAR BUSHINGS

Use our bump stops to keep your suspension from bottoming out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
377	1963-72, Upper - rubber, pair	\$19.00	\$17.00	\$10.00
140	1963-72, Lower - rubber, pair	\$19.00	\$18.00	\$15.00
9-9151G	1963-72, Upper - POLYPLUS, pair	\$15.00	\$14.00	\$10.00
3-9101G	1963-72, Lower - POLYPLUS, pair	\$15.00	\$14.00	\$10.00
3-5133G	1963-72, Sway Bar - POLYPLUS, (4-pcs)	\$39.00	\$34.00	\$29.00
FA1166	1963-72, Sway Bar - rubber, ea	\$12.00	\$11.00	\$8.00



REAR BUMP STOPS

Whether you are replacing your rear suspension bushings with factory rubber bushings or upgrading to high performance polyurethane we have the bushings and bump stops for you.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-9103G	1963-72, Polyurethane, pair	\$15.00	\$14.00	\$11.00
19-1316-BL	1960-72, "Pancake" bump stops	\$12.00	\$11.00	\$9.00

REAR TRAC BAR BUSHINGS

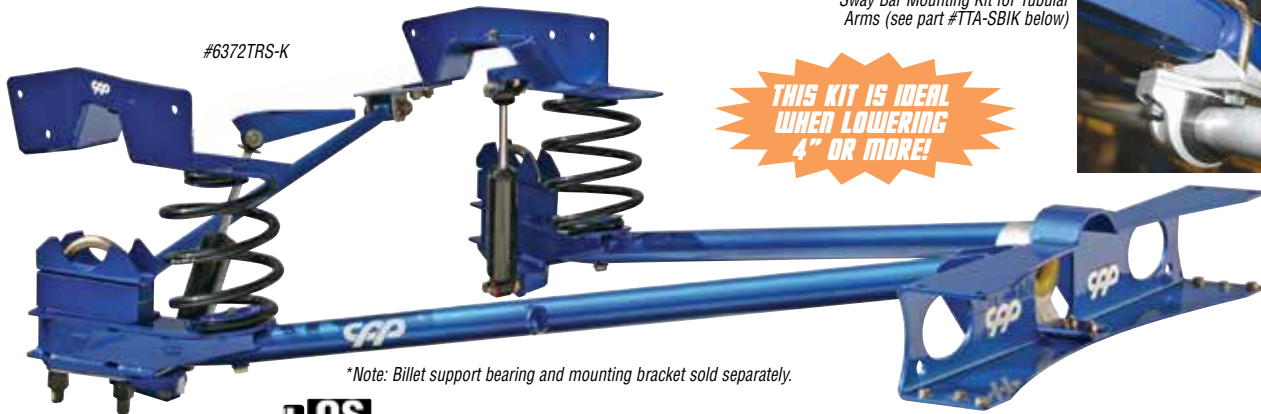
Whether you are replacing your rear suspension bushings with factory rubber bushings or upgrading to high performance polyurethane we have the bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-7104G	1963-72, POLYPLUS™, pair	\$19.00	\$18.00	\$13.00
3-7116G	1967-72, 3/4 ton, POLYPLUS™, pair	\$19.00	\$18.00	\$13.00
382	1967-72, 3/4 ton, rubber, each	\$19.00	\$18.00	\$13.00
851	1963-72, 1/2 ton, rubber, each	\$16.00	\$18.00	\$13.00

Sway Bar Mounting Kit for Tubular Arms (see part #TTA-SBIK below)



#6372TRS-K



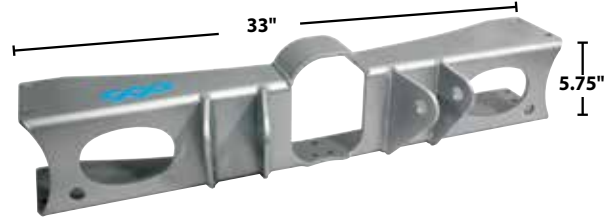
*Note: Billet support bearing and mounting bracket sold separately.

THIS KIT IS IDEAL WHEN LOWERING 4" OR MORE!

REAR SUSPENSION KIT

Looking for a kit that has the rear end items that you need with one part number? CPP has got you covered with these rear suspension kits. Our Totally Tubular™ trailing arms are made from heavy duty gauge tubing and utilize a patented non-squeak self lubricating bushing that will never need to be greased and will outlast any material on the market. #6372TRS-K comes with trailing arms, crossmember, c-notch kit, shock relocater kit, drop block kit, lowered coil springs and lowered shocks. Specify height of coils and blocks when ordering. #7387TAC-A does not include coils, shocks or u-bolts and retrofits stock leaf springs. Available in black or silver powdercoat. Note: Coils are black powder coat.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372TRS-K	1963-72, kit	\$1,379.00	\$1,214.00	\$1,033.00
6372TRS-AK	1963-72, (with air) kit	\$1,599.00	\$1,439.00	\$1,279.00
7387TAC-A	1973-87 - conversion kit (not shown)	\$1,199.00	\$1,079.00	\$950.00



REAR TRAILING ARMS

Replace those worn out trailing arms with new original replacement or CPP Totally Tubular™ arms. Original replacements come with rubber bushings. Totally Tubular™ arms are a stronger alternative to the factory arms and come with our patented bushings that are self-lubricating and will outlast any material on the market. OE stamped also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6072TTA-B	1960-72 C10, black, pair	\$599.00	\$527.00	\$449.00
6072TTA-S	1960-72 C10, silver, pair	\$599.00	\$527.00	\$449.00

SWAY BAR MOUNTING KIT

Already have a CPP sway bar and need to mount it to our tubular trailing arms? This kit will do the trick! (See install photo at top of page.)



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TTA-SBIK	1960-72, C-10, with CPP tubular arms and CPP sway bar, kit	\$49.00	\$44.00	\$35.00

REAR LOWERING BLOCK KITS & U-BOLTS

This is an easy and inexpensive way to lower your truck without affecting ride quality. Kits include aluminum blocks and new u-bolts. Kit comes with bare steel u-bolts and bare aluminum blocks.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP4-5	1960-72, 1/2" drop, kit	\$69.00	\$61.00	\$49.00
CP4-1	1960-72, 1" drop, kit	\$69.00	\$61.00	\$49.00
CP4-15	1960-72, 1-1/2" drop, kit	\$69.00	\$61.00	\$49.00
CP4-2	1960-72, 2" drop, (not recommended for 15" wheels), kit	\$69.00	\$63.00	\$49.00
6072RUB-S	1960-72, stock length (9"), pair	\$49.00	\$47.00	\$41.00
6072RUB	1960-72, extended length (10"), pair	\$49.00	\$47.00	\$41.00

DROP CENTER CROSSMEMBER

Specially designed for trucks with a 4" or more drop. This crossmember is made from 1/4" thick laser cut steel plate, the hoop design eliminates drive shaft interference on slammed trucks. The exhaust passages allow you to tuck your 3" dual exhaust up out of the way. It bolts up in the stock location and includes trailing arm mounts. No cutting or welding is required. Grade 8 hardware included and comes with a silver powdercoat finish. Note: Works with one- or two-piece driveline pickups (two-piece driveline pickups require #CPSBB, shown below).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372LDL-S	1963-72, silver, each	\$199.00	\$175.00	\$149.00
6372LDL-B	1963-72, black, each	\$199.00	\$175.00	\$149.00

CARRIER BEARING BRACKET

This bracket is required when using a two-piece drive shaft and carrier bearing with CPP's Drop Center Crossmember. (Shown above) Bracket is black finish. See page 29 for carrier bearings.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSBB	1963-72, each	\$22.00	\$19.00	\$14.00



REAR SHOCK CROSSMEMBER

Complete that custom tubular look when installing CPP Tubular Trailing Arms on your truck. Also a great way to add a shock crossmember when converting from leaf to coil springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372RTSC-S	1963-72, each	\$129.00	\$114.00	\$95.00
6372RTSC-B	1963-72, black, each	\$129.00	\$114.00	\$95.00

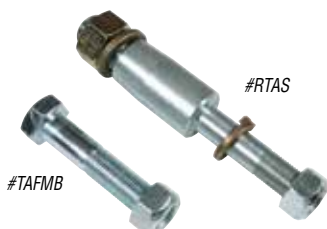


TRAC BARS

These items are designed for lowered vehicles and will allow for the rear to be lowered and still keep proper alignment of the rear end. Our adjustable units will adjust to the correct length to improve your vehicle's handling ability and take full advantage of your lowered center of gravity. Adjustable trac bars have double adjustment with left hand and right hand threads to allow ease of installation. Deluxe trac bars connect from the trailing arm of your truck to the frame, tying both sides of the truck together for strength. #CP32021 allows for clearance of large after-market differential covers.

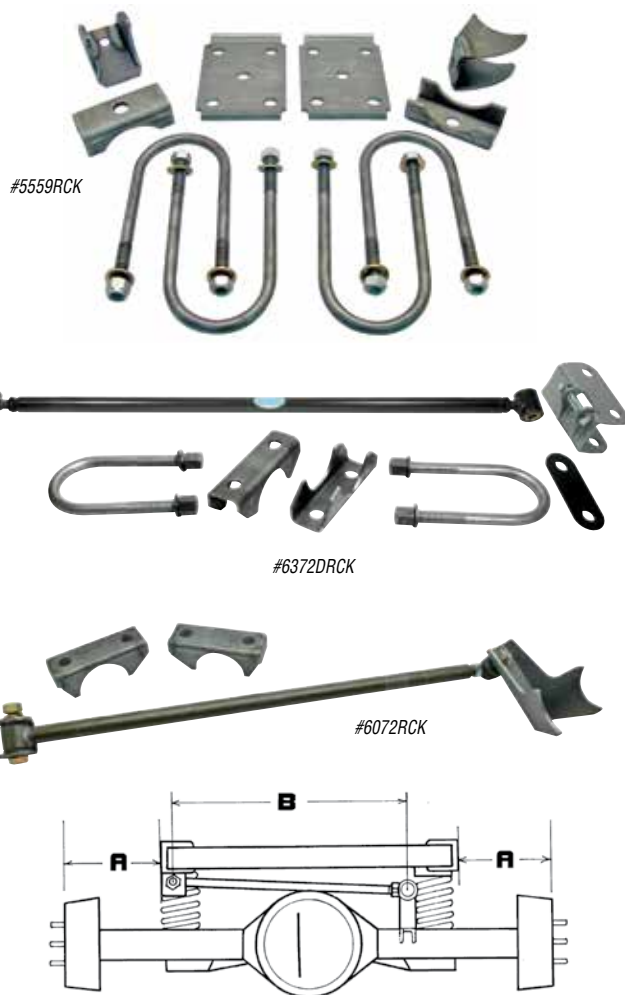
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6062DATB	1960-62, adjustable, each	\$59.00	\$52.00	\$39.00
*6062DTBK	1960-62, deluxe, kit	\$109.00	\$98.00	\$82.00
6364DATB	1963-64, adjustable, each	\$59.00	\$52.00	\$39.00
*6572DTBK	1963-72, deluxe, kit	\$109.00	\$98.00	\$82.00
CP32021	1963-72, deluxe (bent bar), kit	\$129.00	\$116.00	\$97.00
6572DATB	1965-72, adjustable, each	\$59.00	\$52.00	\$39.00

* Kits will not work with trailing arm reinforcement kit



REAR TRAC BAR MOUNT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RTAS	Rear End Trac Arm Mount Stud, ea	\$19.00	\$17.00	\$14.00
TAFMB	Trac Bar Frame Mount Bolt & Nut, ea	\$3.00	\$3.00	\$2.00



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
4754RCK	1947-54, kit (not for factory driveline)	\$139.00	\$122.00	\$97.00
5559RCK	1955-59, kit (not for factory driveline)	\$89.00	\$78.00	\$65.00
6072RCK	1960-72 basic, kit	\$129.00	\$123.00	\$104.00
6062DRCK	1960-72 deluxe, kit	\$169.00	\$149.00	\$126.00
6372DRCK	1963-72 deluxe, kit	\$169.00	\$149.00	\$126.00



WELD-ON REAR AXLE SEATS

When you lower your vehicle or convert to a later year axle these are a must. 1947-54 fits with original leaf springs when upgrading to later style rear axle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4754RAS	1947-54, 1-3/4" wide, pair	\$19.00	\$17.00	\$12.00
5559RAS	1955-59, 2" wide, pair	\$19.00	\$17.00	\$12.00
6072RAS	1960-72, pair	\$39.00	\$34.00	\$29.00



REAR FRAME C-NOTCH KIT

Give your truck 3" of added rear suspension travel with one of our rear C-notch kits. The 1947-59 Chevy truck kits weld into place, the 1960-87 C-10 kits bolt in. The heavy duty kit uses 3/8" material and is 1/8" thicker than the standard version. Heavy duty is **ONLY** recommended for towing applications. *Note: C-notch is required on 1963-72 trucks lowering 4+."*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4753CNK	1947-53, kit	\$59.00	\$52.00	\$41.00
5455CNK	1954-55 1st series, kit	\$59.00	\$52.00	\$41.00
5559CNK	1955-59 2nd series, kit	\$59.00	\$53.00	\$45.00
6372CNK	1963-72, kit	\$119.00	\$105.00	\$85.00
6372CNK-HD	1963-72, heavy duty, kit	\$179.00	\$161.00	\$135.00
7387CNK	1973-87, kit	\$109.00	\$98.00	\$80.00



REAR AXLE FLIP KITS & EXTENDED SHACKLES

This rear axle flip kit will allow you to lower the rear of your 1973-87 C-10 6". Kit includes: axle locators, axle mounting plates, u-bolts, lock nuts and washers. *Note: When using this kit, it must be used with C-notch. As seen above.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7387CNF-K	1973-87, C-10, flip kit	\$109.00	\$98.00	\$80.00
6372SHK-RE	1963-72, 2" drop shackles, pair	\$69.00	\$60.00	\$50.00
7387SHK-RE	1973-87, rear 2" drop shackles, pair	\$69.00	\$60.00	\$50.00

5-LUG REAR AXLE CONVERSION KITS

If you've upgraded your 6 lug truck to 5x5 in front this is the kit to convert the rear. Complete kit come with axles and drums. 1963-64 kit also include spider gears. 1/2" studs. *Note: 1/2 ton only, not for Dana rear ends.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6364RACK*	1963-64 Complete kit, (30.75" axle), kit	\$499.00	\$474.00	\$413.00
6569RACK	1965-69 Complete kit, (30.75" axle), kit	\$329.00	\$313.00	\$290.00
70RACK	1970 Complete kit, (31.5" axle), kit	\$329.00	\$313.00	\$290.00
6369RAC-5	1963-69 Axles, pair	\$289.00	\$275.00	\$240.00
70RAC-5	1970 Axles, pair	\$289.00	\$275.00	\$240.00
C12TOSS*	1963-64 Spider gear, set	\$175.00	\$154.00	\$123.00
CP8602	1971-72 5-lug brake drum, pair	\$69.00	\$62.00	\$52.00

* Will not work with 17 Spline Posi Unit



SLIP SHAFT DRIVELINE

The ultimate in drivelines is now available from Classic Performance Products. Slip shaft drivelines with aluminum housing, are self adjusting - 33.75" collapsed to 36.5" expanded, which minimizes wear and tear on the carrier bearing and rear-end on vehicles where the ride height has been altered. We also carry OEM rubber carrier bearings and heavy duty polyurethane carrier bearings. *Note: works with 2 piece driveline truck.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSSD	1963-72, Slip Shaft Driveline, ea	\$199.00	\$189.00	\$169.00
CPRCB	1963-72, Stock Rubber Carrier Bearing, ea	\$29.00	\$26.00	\$15.00
CPPCB	1963-72, Polyurethane Carrier Bearing, ea	\$109.00	\$96.00	\$79.00

CARRIER BEARING CONVERSION KIT

Support your truck's driveshaft with our center carrier bearing conversion kit. Bracket and hardware included. For use with 2-piece driveshaft.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CSBC	1963-72, Bearing and Bracket, kit	\$84.00	\$75.00	\$59.00
CBC	1963-72, Bearing only, kit	\$35.00	\$31.00	\$24.00
CBB	1963-72, Bracket only, kit	\$49.00	\$44.00	\$34.00

TRAILING ARM REINFORCEMENT KIT

Includes two pairs of laser cut upper and lower reinforcement plates, POLYPLUS™ bushings, U-bolts and mounting hardware. Upgrade and rebuild at the same time. Gives you a much stronger rear suspension for your truck. *Note: Will not work with deluxe trac bar.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6072TAR-K	1960-72, kit	\$99.00	\$89.00	\$75.00

FRAME STIFFENERS

Our frame stiffeners add extra reinforcement to your sagging or corroded frame rails. 17" sections. Sold in pairs. Heavy gauge steel. Trim or drill as needed.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372RFS	1963-72, pair	\$39.00	\$35.00	\$29.00

BLOCKS WITH 4° BUILT-IN SHIMS

These blocks will lower your 1960-72 C10 truck up to 2" and include a 4 additional pinion angle built right in! Sold in pairs. Available in .5", 1", 1.5" and 2". U-bolts sold separately.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP39026	1960-72 C10, .5", pair	\$80.00	\$72.00	\$59.00
CP39027	1960-72 C10, 1.0", pair	\$80.00	\$72.00	\$59.00
CP39028	1960-72 C10, 1.5", pair	\$80.00	\$72.00	\$59.00
CP39029	1960-72 C10, 2.0", pair	\$80.00	\$72.00	\$59.00



ENGINE AND TRANSMISSION MOUNTS

CPP has everything from trim to fit universal engine pedestals and transmission crossmembers to specific applications for your classic Chevy 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 small block engine crossmembers are designed to fit vehicles with an inside distance between the frame rails of 24"-37". *Note: Engine pads #2142 and #3-11148 fit all engine perches and crossmembers. Transmission pads #9425 and #3-1108G fit all transmission crossmembers.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP4810*	1947-59 engine crossmember, small/big block, each	\$59.00	\$52.00	\$32.00
CP4810-S*	Weld in side mounts with IFS, small/big block, pair	\$79.00	\$70.00	\$50.00
6372MP-SM	1963-72 small block, engine pedestals, pair	\$159.00	\$143.00	\$110.00
6372MP-BM	1963-72, big block, engine pedestals, pair	\$169.00	\$152.00	\$119.00
CP9424	1947-59 transmission crossmember, each	\$59.00	\$52.00	\$32.00
CP9427	1963-72 transmission crossmember, each	\$79.00	\$70.00	\$45.00
CP90171	1973-87 transmission crossmember, each	\$79.00	\$70.00	\$45.00

* These may fit other applications as well.



ENGINE INSTALL KITS FOR LS 1, LS 2, LS 3, & LS 6

It's time to install an engine that requires no maintenance, is super lightweight, puts out unbelievable horsepower and torque yet gives you a truck you can just jump in, hit the key and go. We've got just what you need to finish off that motor and get it into your ride. These kits will work on all LS motors (except LS7) and 2000 and newer Vortec motors. Kit includes: engine mounts perches, engine mount adapters, engine pads, full length ceramic coated headers, transmission crossmember and all mounting hardware and will work for your truck. *Note: These kits must also use Lokar dipstick #ED-5020 for 1997 and later car LS or #ED-5021 for 1999 and later truck LS engines.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366LS1-FRK	1963-66 C10, kit	\$869.00	\$825.00	\$699.00
6772LS1-FRK	1967-72 C10, kit	\$869.00	\$825.00	\$699.00



CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in chrome and black finish. Columns come with 3/4"-36 output shafts. All columns accept any 1967-94 GM steering wheel or aftermarket adapter. Column shift columns come with both 3-speed and 4-speed shift indicators. 1967-72 truck columns feature factory style floor seal, retaining ring dash seal and knobs. *Note: Columns are 35.5" in length.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TC-6772-SB	1967-72, black, with shift	\$325.00	\$286.00	\$239.00
TC-6772-FB	1967-72, black, without shift	\$325.00	\$286.00	\$239.00
TC-6772-SC	1967-72, chrome, with shift	\$399.00	\$351.00	\$299.00
TC-6772-FC	1967-72, chrome, without shift	\$399.00	\$351.00	\$299.00

FLOOR MOUNT PLATE

When installing a CPP Classic Fit™ or Ididit steering column in your 1955-59 Chevy truck, it is necessary to replace the original floor plate with this new plate that will accommodate a 2" diameter steering column.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CFM-C-200	1955-59 Tilt Column Floor Mount Plate - 2", each	\$19.00	\$17.00	\$11.00
CFM-C-225	1955-59 Tilt Column Floor Mount Plate - 2-1/4", each	\$19.00	\$17.00	\$11.00

WIRE HARNESS FOR STEERING COLUMN

Required to connect CPP Classic Fit™ columns to original wiring.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772WHP	1967-72, each	\$19.00	\$17.00	\$14.00

Let our Dealer Team Help You...
We are here to help!



Dealer-Only Email:
dealer@classicperform.com



Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Fax Line:
(714) 522-2500



Mailing Address:
378 E. Orangethorpe Ave., Placentia, CA 92870

*See pages 160-165 for
additional steering columns,
steering wheels, U-Joints
and column accessories*





#4759PSK-S500



#CPP6366PSK-S



#CPP5559PSK-OC

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, 500 Series™ for your classic Chevy and now offer late model performance steering for your classic Ford car or Chevy Corvette. All kits include power steering box ready to bolt to your frame. Kit contents may vary. *Note: For #4759PSK-S500 please specify stock or lowered height. Also, #CPP5559PSK-OC and -AC mount in original box location and, may, in rare occasions, require the use of custom drag link kit.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759PSK-S500	1947-59, with CPP 500 Series™ box, kit	\$749.00	\$675.00	\$524.00
CPP5559PSK-AC	1947-59, for 1"DD aftermarket column, kit	\$549.00	\$510.00	\$407.00
CPP5559PSK-OC	1955-59, with CPP 400 Series™ box for stock column, kit	\$539.00	\$500.00	\$400.00
CPP6062PSK-S	1960-62, with CPP 500 Series™ box, kit	\$749.00	\$675.00	\$524.00
CPP6366PSK-S	1963-66, with CPP 500 Series™ box, kit	\$749.00	\$675.00	\$524.00
CPP6772PSK-S	1967-72, with CPP 500 Series™ box, kit	\$699.00	\$629.00	\$489.00
5559DL-K400	1955-59, Custom Drag Link	\$59.00	\$55.00	\$44.00



#4759PSK



#6366PSK

BASIC POWER STEERING KIT

These conversion kits have the basic pieces needed to add power steering to your stock suspension Classic Chevy truck. Kits will allow the use of a 1969-87 Chevy 2WD pickup power steering box or CPP #CP50014 500 Series™ Power Steering Box. #4759PSK also requires the use of a 4" custom pitman arm available on page 24.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759PSK	1947-59, kit	\$119.00	\$107.00	\$90.00
6062PSK	1960-62, kit	\$95.00	\$84.00	\$75.00
6366PSK	1963-66, kit	\$95.00	\$84.00	\$75.00

ALTERNATOR BRACKETS

These brackets are designed to allow for additional clearance for items like tall valve covers, power steering and certain carb set ups.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
37-1250	1937-55 1st series 6 cyl conv. bracket, kit	\$75.00	\$66.00	\$55.00
55-1250	1955-62 6 cyl conv. bracket, kit	\$75.00	\$66.00	\$55.00



EARLY CHEVY TRUCK POWER STEERING KIT

This new kit allows you to install a 1969-87 Chevy 2WD power steering box or CPP #CP50014 500 Series™ Power Steering Box onto your 1947-59 Chevy Truck. Includes power steering conversion kit, pitman arm and collapsible intermediate shaft. CPP's new intermediate shaft is much safer than a solid shaft and includes 13/16"-36 steering box U-joints. Column U-joint sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759BSK	1947-59, kit	\$299.00	\$263.00	\$170.00



INTERMEDIATE STEERING SHAFT

Whether installing late model power steering on your straight axle or adding an independent front suspension, this collapsible intermediate shaft is much safer than a solid shaft. Sold with or without U-joints.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759ISS	1947-59, without U-joints, each	\$45.00	\$40.00	\$31.00
4759CSS	1947-59, with U-joints, each	\$139.00	\$122.00	\$94.00

NEW!

#CP50014

500Series™


#19-6168SB-6



#19-6168SB-6C



#72PSR-H*



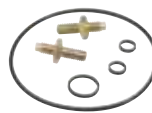
#19-6372BB



#6872PSR-C



#6872PSH-KBB*



*All reservoir kits include O-rings and fittings!



*All pump kits include NEW 19-pump installed!



#CP7501V

400Series™

#CP50006C



STEERING BOXES

CPP carries a host of power steering boxes. 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. Original replacement power steering boxes are available in standard and quick ratios. 400 Series™ & 500 Series™ use 3/4"-30 coupler. OE power boxes use 13/16"-36 coupler. All power boxes use inverted flare hoses.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50006C	1955-59, 400 Series™, each	\$379.00	\$349.00	\$284.00
CP7501C	1969-76, 2WD truck, 16:1 ratio, ea	\$275.00	\$261.00	\$225.00
CP7501V	1969-76, 2WD truck, 14:1 ratio, ea	\$275.00	\$261.00	\$225.00
CP50014	1969-87, 2WD 500 Series™, 14:1 sport ratio, each	\$379.00	\$349.00	\$284.00

OE-STYLE BIG BLOCK POWER STEERING PUMP & BRACKETS

Original fit and finish! Kit includes NEW pump with housing, remote canister with cap, lower pump cradle bracket, upper pump adjuster bracket and mounting hardware.



#6872PSPBK-BB



#6572PSBK-BB

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6872PSPBK-BB	1968-72 C-10, complete kit	\$289.00	\$260.00	\$199.00
6572PSBK-BB	1968-72 C-10, pump cradle & adjuster	\$69.00	\$53.00	\$40.00

Note: Kit includes #PSRR-H remote supply hose.

POWER STEERING PUMP AND RESERVOIR KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6168SB-6P	1963-72 6 cyl and small block, plain, ea	\$159.00	\$140.00	\$89.00
19-6168SB-6PC	1963-72 6 cyl and small block, chrome, ea	\$169.00	\$149.00	\$97.00
19-6372BB-P	1968-72 big block, each	\$179.00	\$158.00	\$105.00
6872PSP-KBB	1968-72 big block with canister, kit	\$229.00	\$202.00	\$140.00
RESERVOIR KITS:				
19-6168SB-6	1963-72 6 cyl and small block, plain, ea	\$39.00	\$34.00	\$24.00
19-6168SB-6C	1963-72 6 cyl and small block, chrome, ea	\$49.00	\$43.00	\$30.00
19-6372BB	1968-72 big block, each	\$69.00	\$61.00	\$40.00
6872PSH-KBB	1968-72 big block with canister, kit	\$129.00	\$114.00	\$75.00
72PSR-H	1968-72 big block canister, each	\$59.00	\$52.00	\$35.00
6872PSR-C	1968-72 big block canister cap, each	\$15.00	\$13.00	\$9.00
PSRR-H	Remote supply hose, each	\$17.00	\$16.00	\$14.00

See pages 166-169 for pulleys, rag joints and other steering accessories

**FUEL INJECTED
TANKS NOW AVAILABLE!
INCLUDES IN TANK
FUEL PUMP**



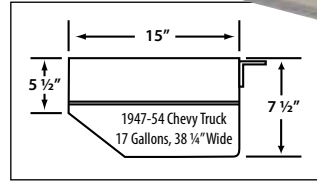
22 Gallons

#4753AGT-BS



#5455AGT-BS

17 Gallons



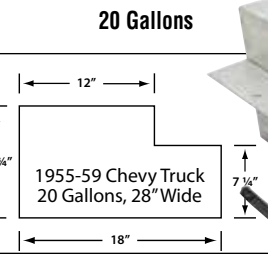
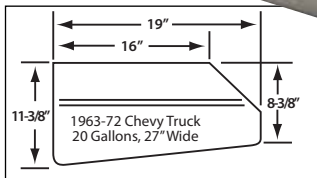
#6372AGT-20BS

20 Gallons



26 Gallons

#6372AGT-SB



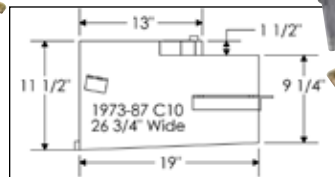
20 Gallons



#7387AGT-22BF

22 Gallons

#5559AGT-20BS



NEW

ALUMINUM GAS TANKS

Tanks fit between the frame rails, are fully baffled and compatible with EFI or carbureted applications. Suburban tanks are designed to fill in the original location and all other 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! #5559AGT is notched for leaf spring clearance and will NOT work on 1958-59 Fleetsides. **Sending units sold separately.** Custom tanks available, please inquire. *Note: Gas tanks ship O/S; additional freight charges apply. Also, 1947-54 tanks will not work on 3/4 ton. Fuel Injected tanks include in tank pumps. See chart on page 35 to choose the right tank. Also, side fill tanks require C-notching the frame.*

TANK INSTALL KITS AVAILABLE!



\$119⁰⁰

#AGT-BFIK30 (0-30 OHM) and #AGT-BFIK90 (0-90 OHM)
plus other accessories and separate components available on page 230.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CARBURATED: *Note: Will not work on 1958-59 Fleetside				
4753AGT-S	1947-53, Side Fill	\$479.00	\$431.00	\$360.00
4753AGT-BF	1947-53, Bed Fill - flush	\$479.00	\$431.00	\$360.00
4753AGT-BS	1947-53, Bed Fill - standard	\$479.00	\$431.00	\$360.00
5455AGT-S	1954-55, Side Fill	\$479.00	\$431.00	\$360.00
5455AGT-BF	1954-55, Bed Fill - flush	\$479.00	\$431.00	\$360.00
5455AGT-BS	1954-55, Bed Fill - standard	\$479.00	\$431.00	\$360.00
5559AGT-20S*	1955-59, Side Fill	\$479.00	\$431.00	\$360.00
5559AGT-20BF*	1955-59, Bed Fill - flush	\$479.00	\$431.00	\$360.00
5559AGT-20BS*	1955-59, Bed Fill - standard	\$479.00	\$431.00	\$360.00
6372AGT-SB	1963-72 Suburban	\$509.00	\$448.00	\$380.00
6372AGT-20BF	1963-72, Bed Fill - flush	\$479.00	\$431.00	\$360.00
6372AGT-20BS	1963-72, Bed Fill - standard	\$479.00	\$431.00	\$360.00
6372AGT-20S	1963-72, Side Fill	\$479.00	\$431.00	\$360.00
7387AGT-22S	1973-87, Side Fill	\$479.00	\$431.00	\$360.00
7387AGT-22BF	1973-87, Bed Fill - flush	\$479.00	\$431.00	\$360.00
7387AGT-22BS	1973-87, Bed Fill - standard	\$479.00	\$431.00	\$360.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FUEL INJECTED: *Note: Will not work on 1958-59 Fleetside				
4753AGT-S-FI	1947-53, Side Fill	\$769.00	\$692.00	\$575.00
4753AGT-BF-FI	1947-53, Bed Fill - flush	\$769.00	\$692.00	\$575.00
4753AGT-BS-FI	1947-53, Bed Fill - standard	\$769.00	\$692.00	\$575.00
5455AGT-S-FI	1954-55, Side Fill	\$769.00	\$692.00	\$575.00
5455AGT-BF-FI	1954-55, Bed Fill - flush	\$769.00	\$692.00	\$575.00
5455AGT-BS-FI	1954-55, Bed Fill - standard	\$769.00	\$692.00	\$575.00
5559AGT-20S-FI*	1955-59, Side Fill	\$769.00	\$692.00	\$575.00
5559AGT-20BF-FI*	1955-59, Bed Fill - flush	\$769.00	\$692.00	\$575.00
5559AGT-20BS-FI*	1955-59, Bed Fill - standard	\$769.00	\$692.00	\$575.00
6372AGT-SB-FI	1963-72 Suburban	\$799.00	\$720.00	\$600.00
6372AGT-20BF-FI	1963-72, Bed Fill - flush	\$769.00	\$692.00	\$575.00
6372AGT-20BS-FI	1963-72, Bed Fill - standard	\$769.00	\$692.00	\$575.00
6372AGT-20S-FI	1963-72, Side Fill	\$769.00	\$692.00	\$575.00
7387AGT-22S-FI	1973-87, Side Fill	\$769.00	\$692.00	\$575.00
7387AGT-22BF-FI	1973-87, Bed Fill - flush	\$769.00	\$692.00	\$575.00
7387AGT-22BS-FI	1973-87, Bed Fill - standard	\$769.00	\$692.00	\$575.00



#5455SGT-BF



#5559SGT-BF



#6372SGT-BF

STEEL ZINC PAINTED GAS TANKS

These frame mounted, bed fill gas tanks are manufactured with quality steel and zinc painted. Perfect for underbed conversions. Mounts to frame rails behind the rear axle, allowing you to remove the original in-cab tank. *Note: Only available in bed flush. Will not work with 3/4 ton frame.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4753SGT-BF	1947-53 Chevrolet/GMC truck, 19 gallon, each	\$379.00	\$345.00	\$284.00
5455SGT-BF	1954-55 1st Series Chevrolet/GMC truck, 19 gallon, each	\$379.00	\$360.00	\$312.00
5559SGT-BF	1955-59 Chevrolet/GMC truck, 19 gallon, each	\$379.00	\$360.00	\$312.00
6372SGT-BF	1963-72 Chevrolet/GMC truck, 20 gallon, each	\$379.00	\$360.00	\$312.00



Gas Tanks ship O/S additional freight charges apply.

OEM STYLE GAS TANKS

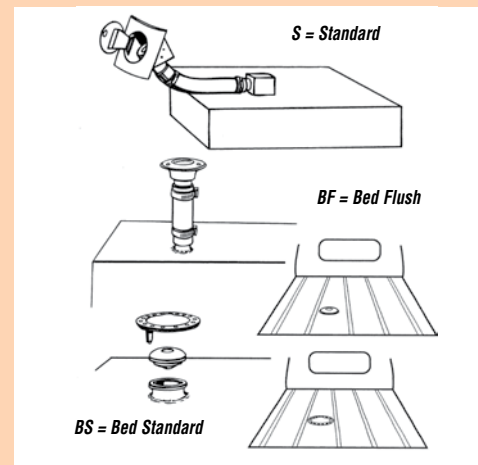
OEM gas tanks available for your classic car or truck. Tanks are the factory dimensions and have the factory capacity. #6366FMT-K and #6772FMT-K are designed to convert from cab to under the bed. In some applications it may be necessary to notch rear bed cross sill 1/8"-1/4" to provide clearance for this tank. *Note: Also, gas tanks ship O/S; additional freight charges apply.*



#6366FMT-K

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366FMT-K	1963-66 complete kit (21 gallon), Blazer Tank Conversion	\$249.00	\$224.00	\$199.00
6772FMT-K	1967-72 complete kit (21 gallon), Blazer Tank Conversion	\$249.00	\$224.00	\$199.00

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)



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www.ClassicPerform.com

ACCESSORIES | HIDDEN TOW HITCH | STEALTH LATCHES



HIDDEN TOW HITCH

Hides unsightly platform hitch out of sight behind license plate. Positions hitch receiver behind license plate. Complete with hardware. *Note: For use with stock bumper, will not work with roll pans. Will not fit rear leaf spring trucks.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772HTH	1967-72, Hidden Hitch, each	\$245.00	\$233.00	\$199.00
6772HTH-K	1967-72, w/ License Plate Bracket, kit	\$275.00	\$261.00	\$235.00
6772LPB	1967-72, License Plate Bracket only, ea	\$39.00	\$35.00	\$32.00



Gas Tanks ship O/S additional freight charges apply.

STEALTH TAILGATE LATCHES

These cool tailgate latches install into the top of the tailgate so you can eliminate those unsightly tailgate chains. These latches rely on spring loaded pins to securely lock your tailgate in position. Available in stainless steel or plain steel. *Helpful "How-To" available at www.classicperform.com*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSLK-S1	1947-66, stainless steel, kit	\$59.00	\$52.00	\$42.00



RADIO DASH REPAIR PANEL

Fix that butchered-up radio hole with our quality dash patch panel. Correct contour and knob holes for an OEM look.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5559RRP	1955-59, each	\$35.00	\$31.00	\$25.00



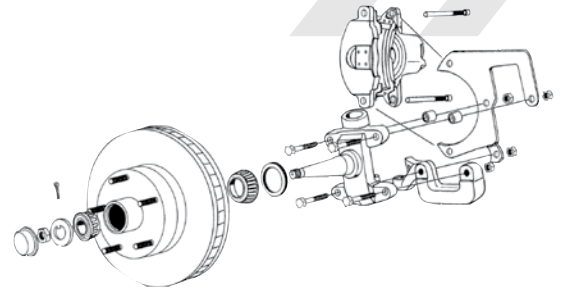
NEED DISPLAYS?

See page 134 for all of our CPP custom displays and banner.

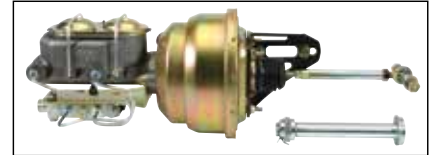


We have a complete line of custom built displays to showcase CPP products.

*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 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 light-weight. 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

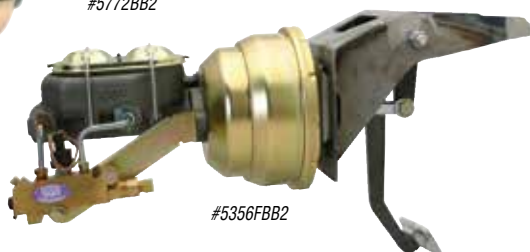
DISC BRACKET KIT

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.

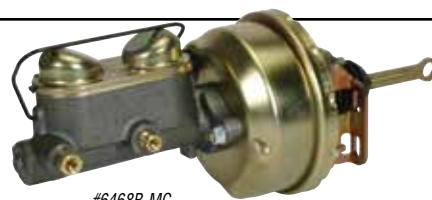
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4856DBK-4.5	1948-56 Truck, 5 on 4-1/2", kit	\$95.00	\$84.00	\$70.00
4856DBK-4.75	1948-56 Truck, 5 on 4-3/4", kit	\$95.00	\$84.00	\$70.00
4856DBK-5.5	1948-56 Truck, 5 on 5-1/2", kit	\$95.00	\$84.00	\$70.00
5764DBK-5.5	1957-64 Truck, 5 on 5-1/2", kit	\$95.00	\$84.00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



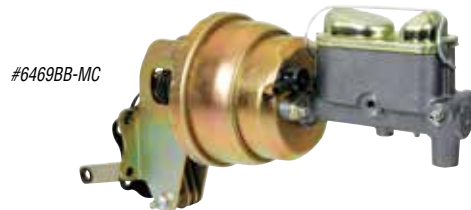
#5772BB2



#5356FBB2



#6468B-MC



#6469BB-MC

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
5356FBB0	1953-56 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00
5356FBB2	1953-56 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00
5356FBB4	1953-56 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00
5760BB0*	1957-60 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00
5760BB2*	1957-60 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00
5760BB4*	1957-60 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00
6164BB0	1961-64 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00
6164BB2	1961-64 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00

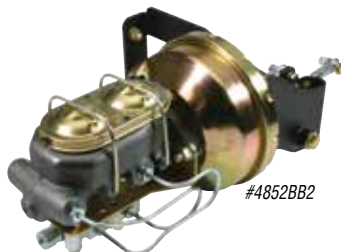
*Will not work with factory clutch.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6164BB4	1961-64 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00
6468B-MC**	1964½-66 Mustang, auto, kit	\$359.00	\$263.00	\$210.00
67PBU/AT	1967-70 Mustang, auto, kit	\$329.00	\$309.00	\$249.00
67PBU/MT	1967-70 Mustang, manual, kit	\$329.00	\$309.00	\$249.00
5772BB0	1957-72 Fullsize, drum/drum, kit	\$329.00	\$309.00	\$249.00
5772BB2	1957-72 Fullsize, disc/drum, kit	\$329.00	\$290.00	\$246.00
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

**Automatic transmission only.



#5356BB2



#4852BB2



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
CP612BB-MC	1948-52 Truck, with pedal, kit	\$229.00	\$206.00	\$169.00
4852BB0	1948-52 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00
4852BB2	1948-52 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00
4852BB4	1948-52 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00
CP613BB-MC	1953-56 Truck, with pedal, kit	\$229.00	\$206.00	\$169.00
5356BB0	1953-56 Truck, drum/drum, kit	\$299.00	\$263.00	\$210.00
5356BB2	1953-56 Truck, disc/drum, kit	\$299.00	\$263.00	\$210.00
5356BB4	1953-56 Truck, disc/disc, kit	\$299.00	\$263.00	\$210.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP601BB-MC	1928-31 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
CP602BB-MC	1932 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
CP603BB-MC	1933-34 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
CP604BB-MC	1935-40 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
CP606BB-MC	1941-48 Fullsize, with pedal, kit	\$229.00	\$206.00	\$169.00
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

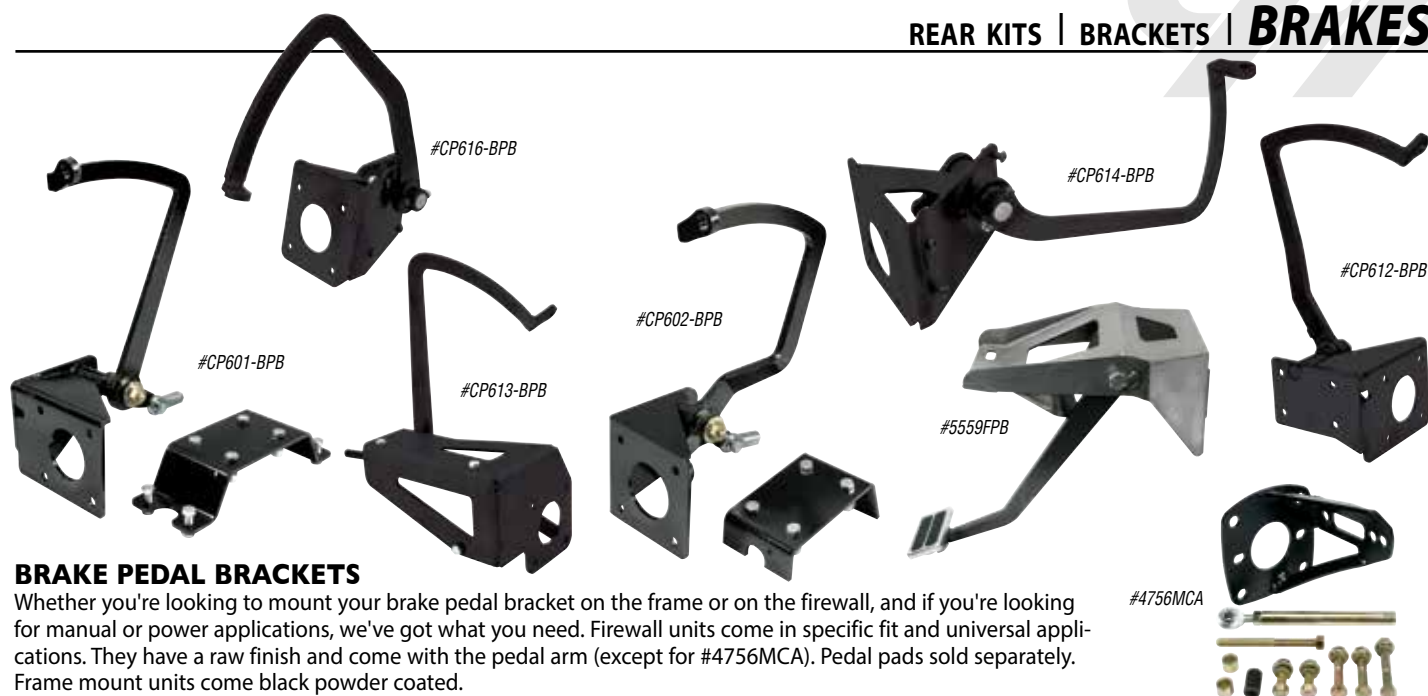
NOTE: Upgrades require purchase of complete booster kits.

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



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.

steering, brakes, and suspension specialists | 800.522.5004

*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*



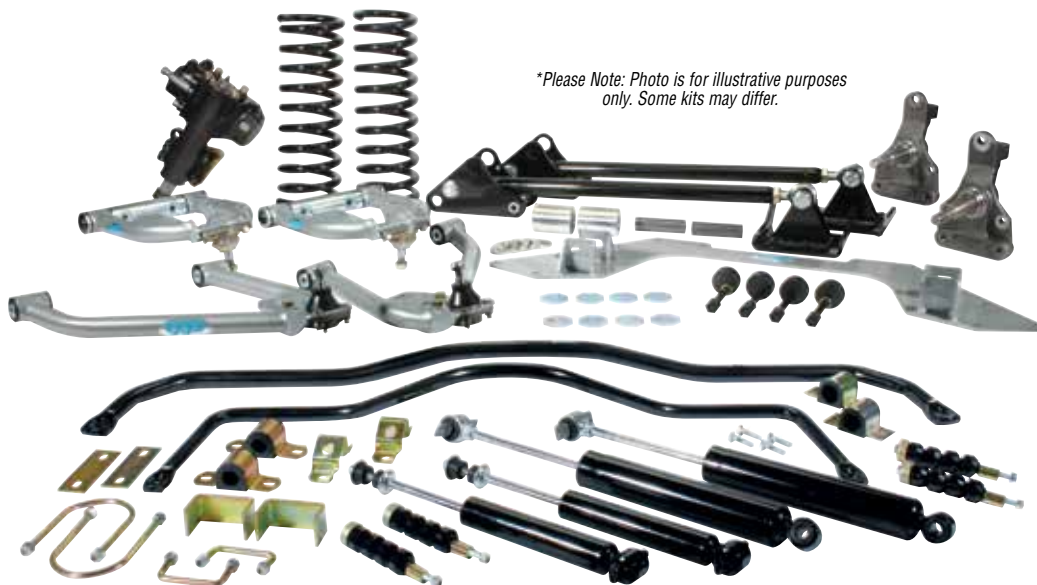
MUSTANG II IFS SYSTEM

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 ½ -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 ½ -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



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



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.

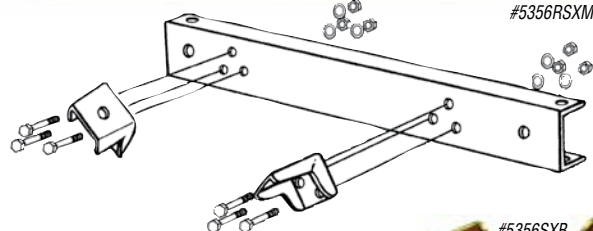
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-4052G	1948-52 Ford Truck, front, 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4095G	1948-52 Ford Truck, front, stock height, each	\$39.00	\$33.00	\$29.00
CPP-4809G	1953-55 Ford Truck, front, 3" - 4-1/2" lowered, each	\$39.00	\$33.00	\$29.00
CPP-4052G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



#5359RSX



#5356RSXM



#5356SXB

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.



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

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

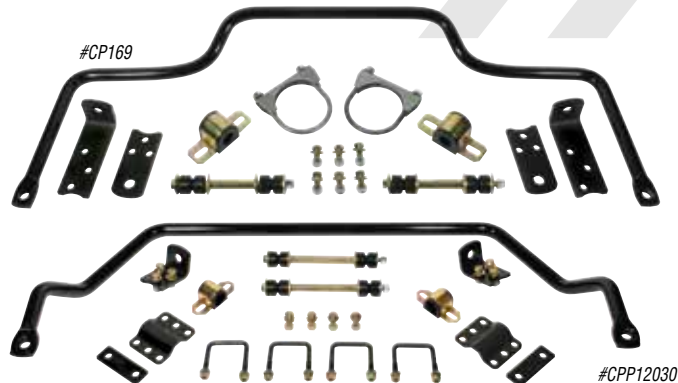
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2848SP-C	pair	\$259.00	\$239.00	\$179.00
2848SP-KC	With king pins, kit	\$289.00	\$259.00	\$209.00

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



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
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

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™

NEW

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

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
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

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.

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

400Series™

#CP50005MU

#CP50006F



#56RSB-EX

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

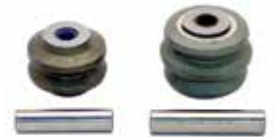
**STEERING BOX REBUILD KITS**

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

STEERING SECTOR SHAFT ROLLER

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



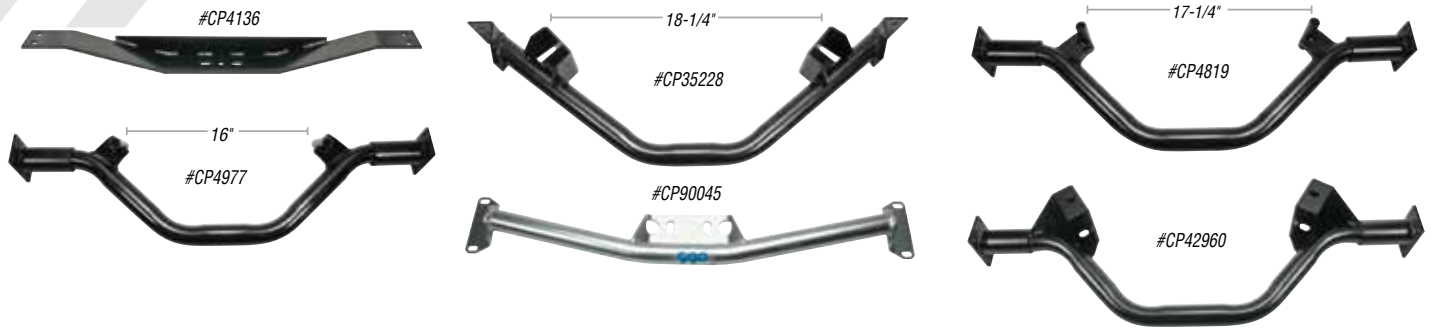
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4852SG	1948-52 Truck, each	\$69.00	\$66.00	\$57.00
5360SG	1953-60 Truck, each	\$69.00	\$66.00	\$57.00

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.



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.

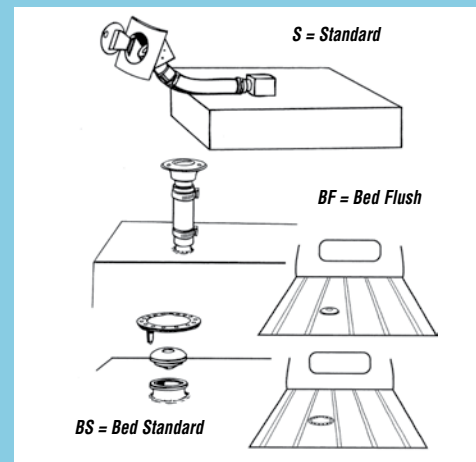


ENGINE AND TRANSMISSION PADS

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

ENGINE AND TRANSMISSION PADS FOR SMALL BLOCK CHEVY AVAILABLE ON PAGE 170

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

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.

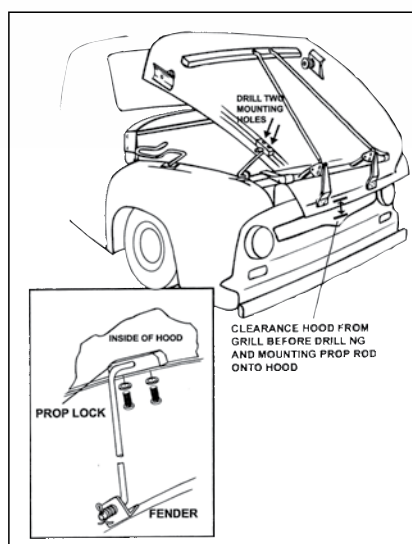


Gas Tanks ship O/S
additional freight
charges apply.



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.

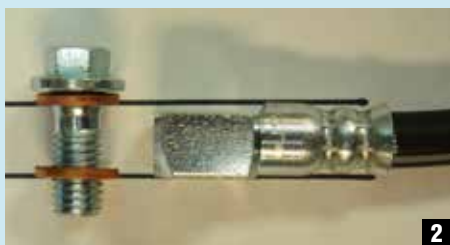
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5355WLB	1953-55 Truck, Brace & Arms, kit	\$99.00	\$87.00	\$59.00
5355WLA	1953-55 Truck - Arms only	\$32.00	\$28.00	\$24.00
5355WLK	1953-55 Truck - Complete Assembly, kit	\$125.00	\$110.00	\$92.00
56WLA	1956 Truck - Linkage arm, each	\$39.00	\$34.00	\$13.00

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.**



*Shown with optional upgraded calipers.



WORKS WITH 17" OR LARGER WHEELS!

COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The 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 requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit. *Note: 1955-57 kit moves wheels out 5/8", 1958-64 kit moves wheels out 7/16" on each side. The kits are for ORIGINAL stock spindles and ORIGINAL rear ends. Inquire for alternative rear end kits.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FRBK-BB	1955-57, 5x4.75 kit, plain calipers (+7/16" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00
5864FRBK-BB	1958-64, 5x4.75 kit, plain calipers (+5/8" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00
6568FRBK-BB	1965-68, 5x4.75 kit, plain calipers (+1/4" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00

Shown with powdercoated caliper upgrade



#5557SWBK-D13-R

Shown with powdercoated caliper upgrade



BIG BRAKE WHEEL KIT

These big brake wheel kits are designed around our 2" drop spindles or original drum spindle. Includes rotors, calipers (upgraded powdercoat shown), hoses, bearings, seals, mounting brackets and all necessary hardware. *Requires a minimum 17" wheels.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SWBK-D13	1955-57, plain calipers, 2" drop, kit	\$999.00	\$899.00	\$764.00
5564WBK-P13	1955-64 (uses original spindles), kit	\$799.00	\$703.00	\$599.00
5870SWBK-D13	1958-70, plain calipers, 2" drop, kit	\$999.00	\$899.00	\$764.00
6568WBK-P13	1965-68 (uses original spindles), kit	\$799.00	\$703.00	\$599.00



NOTE: CPP FRONT BIG BRAKE KITS USE D785 BRAKE PADS AND REAR KITS USE D347.

1/2" STUD UPGRADE KIT AVAILABLE FOR 20"+ WHEELS (#CP47043-10)

\$39 - RETAIL \$29 - DEALER



REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. *Note: Kits also available for Ford 9" and 10 and 12 bolt Chevy rear ends..*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RWBK-P12	1955-57, kit	\$699.00	\$615.00	\$490.00
5864RWBK-P12	1958-64, kit	\$699.00	\$615.00	\$490.00
6570RWBK-P12	1965-70, kit	\$699.00	\$615.00	\$490.00

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

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

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only

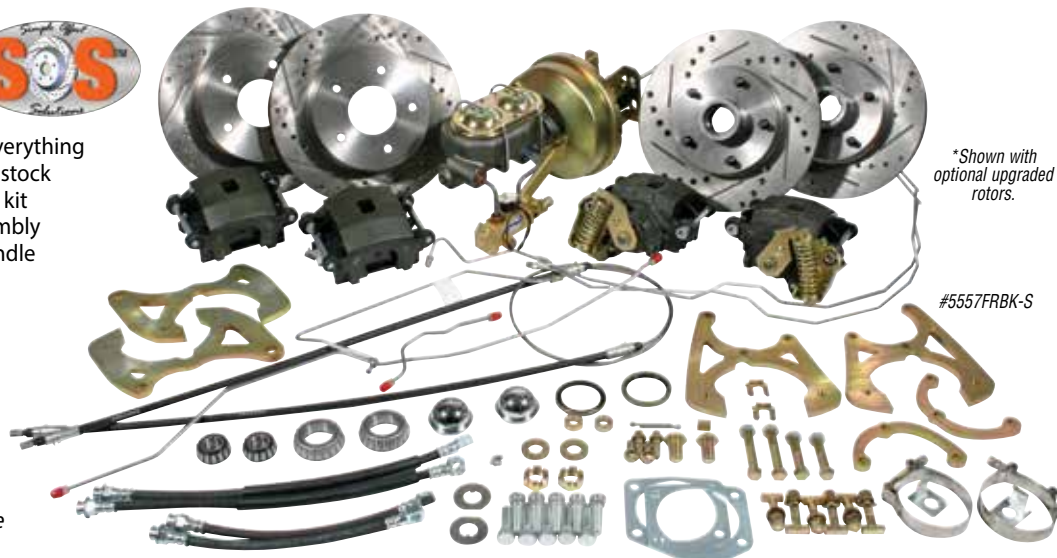


CHEVROLET FULL SIZE

BRAKES | COMPLETE BRAKE KITS

COMPLETE FRONT & REAR DISC BRAKE KIT

Finally a disc brake system that is a true bolt-on. This kit includes everything shown. Kit includes minimum offset stock or drop spindle wheel kit, rear brake kit for original rear end 8" booster assembly and pre-bent hard line kit. Stock spindle kit shown; drop spindle kit varies a little. Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. *Note: 1969-70 models require 1965-68 spindles for stock spindle kit. Specify if using rear end other than stock. 1965-70 drop kits require slight modification to steering arms. Kit includes all brand new components and features Big Bore™ calipers as seen on page 157.*



*Shown with optional upgraded rotors.

#5557FRBK-S

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FRBK-S	1955-57 stock, kit - uses original spindles (shown), kit	\$1,199.00	\$1,055.00	\$899.00
5557FRBK-D	1955-57 drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00
5864FRBK-S	1958-64, stock, kit - uses original spindles, kit	\$1,199.00	\$1,055.00	\$899.00
5864FRBK-D	1958-64, drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00
6568FRBK-S	1965-68, stock, kit - uses original spindles, kit	\$1,199.00	\$1,055.00	\$899.00
6570FRBK-D	1965-70, drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00



*Shown with optional upgraded rotors.



STOCK SPINDLE COMPLETE FRONT BRAKE KIT

Improve your vehicle's stopping power, while retaining stock ride height with our complete stock spindle disc brake kit. Nobody should come up short when it comes to braking performance. All kits work with most 14" disc brake wheels. Kit includes: Minimum Offset disc brake bracket kit, rotors, loaded Big Bore™ calipers (seen on page 213), bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: 1965-68 kit will fit 1969-70 models if you use 1965-68 spindles. Kits will come with 8" booster unless otherwise specified.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CBK-S	1955-57, kit	\$599.00	\$539.00	\$450.00
5864CBK-S	1958-64, kit	\$599.00	\$539.00	\$450.00
6568CBK-S	1965-68, kit	\$599.00	\$539.00	\$450.00

FOR DRILLED/SLOTTED ROTORS AND STAINLESS HOSES:

ADD *-UG* TO ANY KIT

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



*Shown with optional upgraded rotors.

DROP SPINDLE COMPLETE FRONT BRAKE KIT

Lower your vehicle 2" and also improve handling and braking power with our complete drop spindle disc brake kit. This kit works with most 15" wheels. Kit includes: 2" drop spindles, rotors, loaded Big Bore™ calipers, bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: Kit will come with 8" booster unless otherwise specified.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CBK-D	1955-57, kit	\$699.00	\$629.00	\$525.00
5864CBK-D	1958-64, kit	\$699.00	\$629.00	\$525.00
6570CBK-D*	1965-70, kit	\$699.00	\$629.00	\$525.00

*These kits may require modification to original steering arms.

STOCK/DROP	drop
ROTOR	11"
CALIPER	2.75"
OFFSET	1955-57 0 1958-64 +1.063" 1965-68 +1.063"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

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.



#5870SWBK-D

Shown with optional upgraded rotors & hoses



#5557SWBK-D12

DROP SPINDLE WHEEL BRAKE KITS

Add front disc brakes and a 2" drop with this kit. High quality rotors and calipers handle the braking chores and 2" drop spindles provide a lowered stance without losing ride quality. #5557SWBK-D and #5864SWBK-D moves wheels out 5/16", while #5870SWBK-D moves wheel 1-1/16". Works with most 14" wheels. Kit includes: 2" drop spindles, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts and hoses. (Brake booster not included, see page 56 and 57).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557SWBK-D	1955-57, 0 offset, kit	\$499.00	\$439.00	\$374.00
5870SWBK-D	1958-70, +1.063 offset, kit	\$499.00	\$439.00	\$374.00

12" ROTOR DROP SPINDLE WHEEL BRAKE KITS

This new and revised kit has almost everything you need to add 12" disc brakes and 2" drop spindles to your disc or drum brake car, including NEW loaded (with disc pads) big piston calipers, 12" one-piece rotors, bearings, seals, dust caps, spindle nuts, hardware, and rubber brake hoses. Works with most 15" or larger disc brake wheels. Provides a full 2" drop and does not change the car's steering geometry.

QUICK FACTS...

STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938"
OFFSET	1955-57 + .625" 1958-64 + .375"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SWBK-D12	1955-57, set	INQUIRE		
5864SWBK-D12	1958-64, set	\$439.00	\$386.00	\$320.00



*Shown with optional upgraded rotors & hoses.

MINIMUM OFFSET WHEEL BRAKE KIT

Pull the wheels in 1/2" from the standard stock spindle disc brake kit. Includes new rotors, loaded Big Bore™ calipers, brackets, bearings, seals, spindle nuts, dust caps, hoses, and hardware for a hassle free bolt on installation. 10.8" rotor works with 14" disc brake wheels or larger. Designed for more turning, and tire clearance.

QUICK FACTS...

STOCK/DROP	stock
ROTOR	10.75"
CALIPER	2.75"
OFFSET	1955-57 + .438" 1958-64 + .625"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564WBK-S0	1955-64, kit	\$449.00	\$395.00	\$300.00



*Shown with optional upgraded rotors and hoses.

WIDE OFFSET WHEEL BRAKE KIT

Convert your car to disc brakes without having to change your spindles or lower your vehicle. This kit bolts right onto your existing spindle for a quick and hassle free installation. Works with most 15" wheels. Kit includes: disc brake bracket kit, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts and hoses.

QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.5"
OFFSET	1955-57 + .875" 1958-64 + 1.063" 1959-68 + .688"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4148WBK-S	1941-48, kit	\$399.00	\$351.00	\$299.00
4954WBK-S	1949-54, kit	\$399.00	\$351.00	\$299.00
5564WBK-S	1955-64, kit	\$339.00	\$298.00	\$225.00
5558WBK-SL	1955-58, large caliper, kit	\$399.00	\$351.00	\$299.00
5964WBK-SL	1959-64, large caliper, kit	\$399.00	\$351.00	\$299.00
6568WBKS	1965-68, kit	\$339.00	\$298.00	\$225.00



Shown with upgraded rotors & hoses

ZERO OFFSET WHEEL BRAKE KIT

CPP introduces a TRUE original offset brake kit for 1955-1964 fullsize Chevrolet cars. These kits utilize a forged aluminum billet hub with a slip on rotor and use the large GM calipers, like those found on Chevy fullsize cars and trucks. Get the best stopping power for your classic Chevy with GM's large 2-15/16" bore calipers and keep your wheels in the same location as the drums. All brackets and hardware included. (Note: Upgraded rotors and hoses available for additional costs. Wilwood D52 calipers also available as an upgrade.) Does not move wheels out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5558WBK-S0	1955-58, kit	\$499.00	\$439.00	\$374.00
5964WBK-S0	1959-64, kit	\$499.00	\$439.00	\$374.00
6568WBK-S0	1965-68, kit	\$499.00	\$439.00	\$374.00

QUICK FACTS...

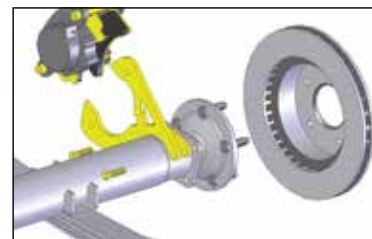
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.5"
OFFSET	+.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a



*Shown with optional upgraded rotors.

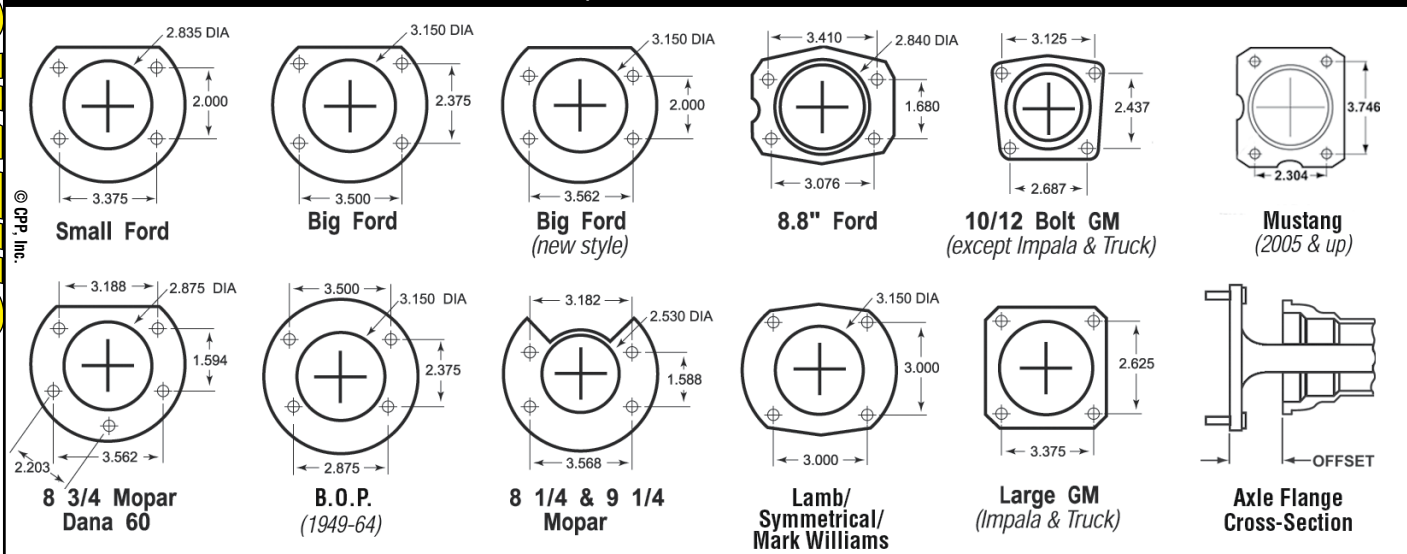
LARGE GM FLANGE REAR BRAKE KIT

All kits work with a stock rear-end. All are easy bolt-on installations. Kits include: rotors, loaded calipers with built-in E-brake, rubber hose kit, E-brake cable, and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. Also, occasionally extra shims are required to align the rear caliper.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RWBK-E	1955-57 Stock, kit	\$599.00	\$527.00	\$449.00
5557RWBK-S	1955-57 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
5864RWBK-E	1958-64 Stock, kit	\$599.00	\$527.00	\$449.00
5864RWBK-S	1958-64 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
6570RWBK-E	1965-70 Stock bolt, kit	\$599.00	\$527.00	\$449.00
6570RWBK-S	1965-70 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
37009	.125" shim, each	\$4.00	\$4.00	\$3.00
37010	.048" shim, each	\$4.00	\$4.00	\$3.00

REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



Vacuum Hose Kits



Available on page 156

Combination Valve Tool

Use this handy tool when bleeding brakes to avoid having to reset your prop valve. See page 154



Need Help?

Our brake bleeding syringes make bleed-ing a snap! See page 155



*Shown with optional upgraded rotors.


QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. *Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
1012RWBK-SE-5557 *	1955-57 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-5557 *	1955-57 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
1012RWBK-SE-5864 *	1958-64 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-5864 *	1958-64 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
1012RWBK-SE-6570 *	1965-70 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6570 *	1965-70 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
37012	.125" shim, each	\$4.00	\$4.00	\$3.00
37013	.048" shim, each	\$4.00	\$4.00	\$3.00

* NOTE: Will NOT work for factory rear end. They are designed for Chevy 10 or 12 bolt axles

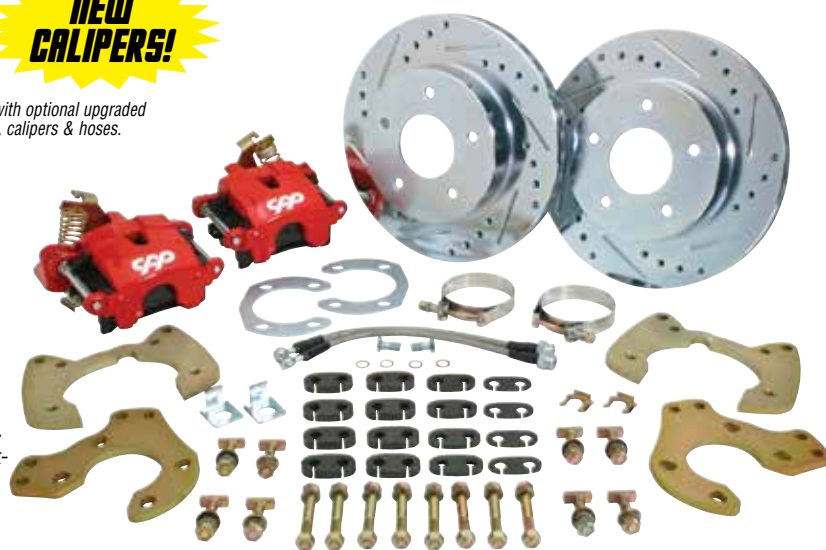
Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

QUICK FACTS...

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

NEW CALIPERS!

*Shown with optional upgraded rotors, calipers & hoses.


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.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5434	Ford 9" (4.75 bolt pattern), 3/8" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2105-50-5434	Ford 9" (4.75 bolt pattern), 1/2" flange bolts, kit	\$599.00	\$527.00	\$419.00
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

Add "-UG" to any kit
for drilled/slotted rotors
and stainless hoses:
+ \$150 for 4 Wheel
+ \$75 for Front or Rear only


CPP CALIPER COLOR OPTIONS:

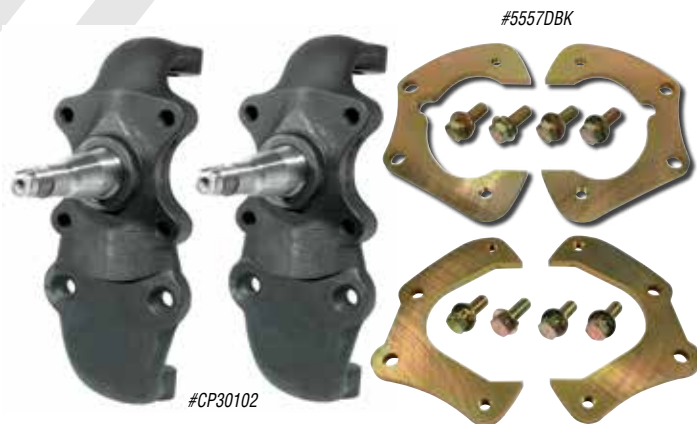
PLEASE SPECIFY WHEN ORDERING:

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

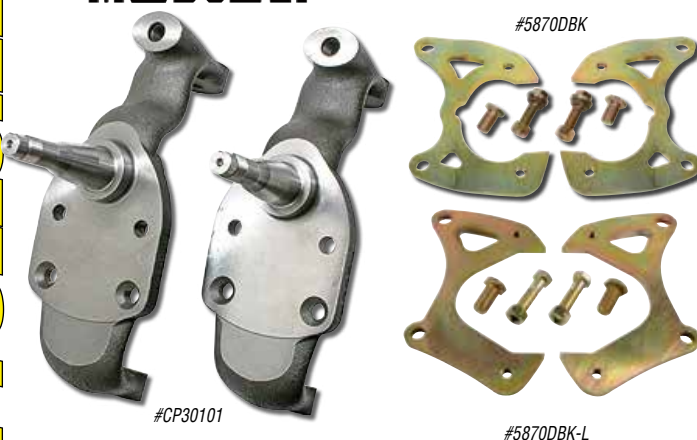
+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



CHEVROLET FULL SIZE



MODULAR™



2" MODULAR™ DROP SPINDLES

In a continued effort to bring fresh new products to the marketplace, CPP introduces their Modular™ Drop Spindle. One-piece forged nodular iron design with pressed in alloy steel axle pin; installs with no modifications; lowers your vehicle 2". In some cases, this is accomplished without moving the wheels out! When using the bracket kits, they work with rotors and calipers that you can purchase at your local parts store. They also work with CPP big brake and many manufacturers brake kits in a host of different brake sizes...ideal for today's larger wheels. *Note: Not for drum brakes.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30102	1955-57, pair	\$225.00	\$198.00	\$165.00
5557DBK	1955-57, brackets, pair	\$75.00	\$66.00	\$50.00
5557DBK-L	1955-57, brackets, large caliper, pair	\$75.00	\$66.00	\$50.00
CP30101	1958-70, pair	\$225.00	\$198.00	\$165.00
5870DBK	1958-70, brackets, pair	\$85.00	\$77.00	\$50.00
5870DBK-L	1958-70, brackets, large caliper, pair	\$75.00	\$66.00	\$50.00

ORIGINAL REPLACEMENT SPINDLES

Perfect for that concours restoration or when replacing after market drop spindles to get back to stock height. Also work with CPP brake kits. *Note: #CP30113 will work for 1958 and #CP30114 will work for 1969-70 when using CPP brake kits.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30109	1955-57, pair	\$159.00	\$140.00	\$112.00
CP30113	1959-64, pair	\$159.00	\$140.00	\$112.00
CP30114	1965-68, pair	\$159.00	\$140.00	\$112.00



NEW SCHOOL 2" DROP SPINDLES FOR 12" DISC BRAKE FOR 15" + WHEELS

These new and revised cast iron spindles allow you to add 12" disc brakes, and drop your car 2". Works with 1970-78 Camaro calipers and 1988-92 Camaro 1LE 12" rotors. Will accept most 15" disc or larger custom wheels. Provides a full 2" drop and does not change the car's geometry.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557DS-12	1955-57, set	\$189.00	\$166.00	\$115.00
5864DS-12	1958-64, set	\$219.00	\$193.00	\$139.00

ECONO LINE DROP SPINDLES

Introducing our brand new line of Econo Drop Spindles. These spindles work with original disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and 10.5" single piston disc brakes all for a very affordable price.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E5557DS	1955-57, pair	\$179.00	\$159.00	\$125.00
H5557DBK	Brackets, pair	\$75.00	\$66.00	\$50.00

STEERING ARMS

A new reproduction forged to look and perform just like the original steering arms. No more having to grind them down or dispose of them when using the old style spindles and brake kits. Install these when you upgrade the brakes, spindles or lower control arms.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SP-A	1955-57, kit	\$69.00	\$61.00	\$49.00

LARGE CALIPER DISC BRACKET KIT

CPP's new caliper bracket kits for 1955-1964 stock spindles and Chevrolet 11" rotors with large GM calipers like those found on Chevy fullsize cars and trucks. Get the best stopping power for your classic Chevy with GM's large 2-15/16" bore calipers. These kits will move the wheels out 7/8" per side from stock drum brakes on a 1955-58 and 1-1/16" on 1959-64 cars. All brackets and hardware included.

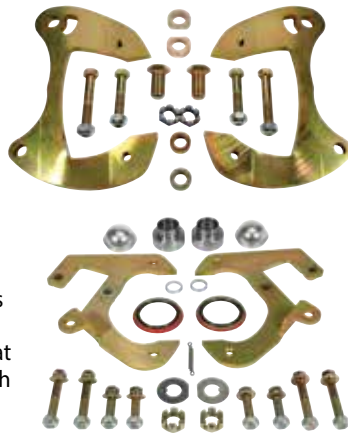


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5558DBK-L	1955-58, brackets only, kit	\$129.00	\$114.00	\$95.00
5964DBK-L	1959-64, brackets only, kit	\$129.00	\$114.00	\$95.00



DISC BRACKET KITS

Get the basics to add disc brakes to your classic rod with original suspension. Use parts available at your local parts house or through CPP.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP711DBK	1941-54 Chevy car/truck, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP707DBK	1937-40 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP706DBK	1941-48 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP702DBK	1949-54 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
5564DBK-V2	1955-64 - works w/ most 14" disc brake wheels, kit	\$89.00	\$78.00	\$65.00
6568DBK	1965-68 - works w/ most 15" disc brake wheels, kit	\$89.00	\$78.00	\$65.00

BRAKE LINE KITS

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. Universal kits available in an affordable basic kit and also a deluxe kit. Note: Some line kits ship O/S; additional freight charges apply.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FLK-OM	1955-57 front, original material, kit	\$65.00	\$57.00	\$48.00
5557FLK-SS	1955-57 front, stainless steel, kit	\$80.00	\$72.00	\$60.00
5557RLK-OM	1955-57 rear, original material, kit	\$35.00	\$31.00	\$24.00
5557RLK-SS	1955-57 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
5557RLK-CURRIE-OM	1955-57 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
5557RLK-CURRIE-SS	1955-57 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00
5864FLK-OM	1958-64 front, original material, kit	\$65.00	\$57.00	\$48.00
5864FLK-SS	1958-64 front, stainless steel, kit	\$75.00	\$71.00	\$65.00
5864RLK-OM	1958-64 rear, original material, kit	\$35.00	\$31.00	\$24.00
5864RLK-SS	1958-64 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
5864RLK-CURRIE-OM	1958-64 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
5864RLK-CURRIE-SS	1958-64 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00
6570FLK-OM	1965-70 front mini kit, original material, kit	\$19.00	\$17.00	\$14.00
6570FLK-SS	1965-70 front mini kit, stainless steel, kit	\$25.00	\$24.00	\$22.00
6570RLK-OM	1965-70 rear, original material, kit	\$35.00	\$31.00	\$24.00
6570RLK-SS	1965-70 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00

DROP SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2700	standard - fits #5564DBK & #CP30101 w/#5870DBK	\$225.00	\$214.00	\$205.00
2700UG	deluxe - fits #5564DBK & #CP30101 w/#5870DBK	\$325.00	\$309.00	\$275.00
2704	standard - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101	\$225.00	\$214.00	\$205.00
2704UG	deluxe - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101	\$325.00	\$309.00	\$275.00
2703	standard fits #5557DS, #6472DS, and #CP30102 w/#5557DBK, kit	\$225.00	\$214.00	\$205.00
2703UG	deluxe fits #5557DS, #6472DS, and #CP30102 w/#5557DBK, kit	\$325.00	\$309.00	\$275.00
2711	standard fits ALL 12" rotor spindles, kit	\$225.00	\$214.00	\$205.00
2711UG	deluxe fits ALL 12" rotor spindles, kit	\$325.00	\$309.00	\$275.00



REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new CPP rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557EBC	1955-57, each	\$69.00	\$61.00	\$49.00
5864EBC	1958-64, pair	\$69.00	\$61.00	\$49.00
6570EBC	1965-70, each	\$89.00	\$78.00	\$65.00



CHEVROLET FULLSIZE



Show Stopper



#HAHK-S included with Show Stopper Kit



Street Beast



#HAHK-R Line Kit included with Street Beast Kit.

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit 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 afternoon, using common hand tools, with average mechanical skill levels. These systems consist of a direct fit high performance, hydraulic brake assist 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. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, #MCPV1 master cylinder, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum Corvette style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist **only**, master cylinder and hoses are **not** included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564HBK-SS90	Show Stopper (1955-57 Big Block, 1958-64 Column Shift), LS engine, kit	\$899.00	\$829.00	\$675.00
5564HBK-SS	1955-64, SB Floor Shift, Show Stopper, kit	\$899.00	\$829.00	\$675.00
5564HBK-SB	1955-64, SB Floor Shift, Street Beast, kit	\$749.00	\$695.00	\$560.00
6570HBK-SB	1965-70, Street Beast, kit	\$749.00	\$695.00	\$560.00

Bare Units:

5564HBK-BSS90	1955-64, (BB or Column Shift), each	\$519.00	\$480.00	\$386.00
5564HBK-BSS	1955-64, billet bracket, each	\$469.00	\$435.00	\$349.00
5564HBK-BSB	1955-64, steel bracket, each	\$389.00	\$365.00	\$299.00
6570HBK-BSB	1965-70, steel bracket, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

HYDRAULIC BOOSTER BRACKET KIT

This attractive billet bracket will allow the use of a GM L/T hydraulic brake assist on your Chevy fullsize and bolt directly to your firewall. Kit includes billet mounting bracket and installation tool.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564HBB-K	1955-64, SB Floor Shift, kit	\$129.00	\$116.00	\$95.00

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

HYDRAULIC BRAKE ASSIST UNIT COVER



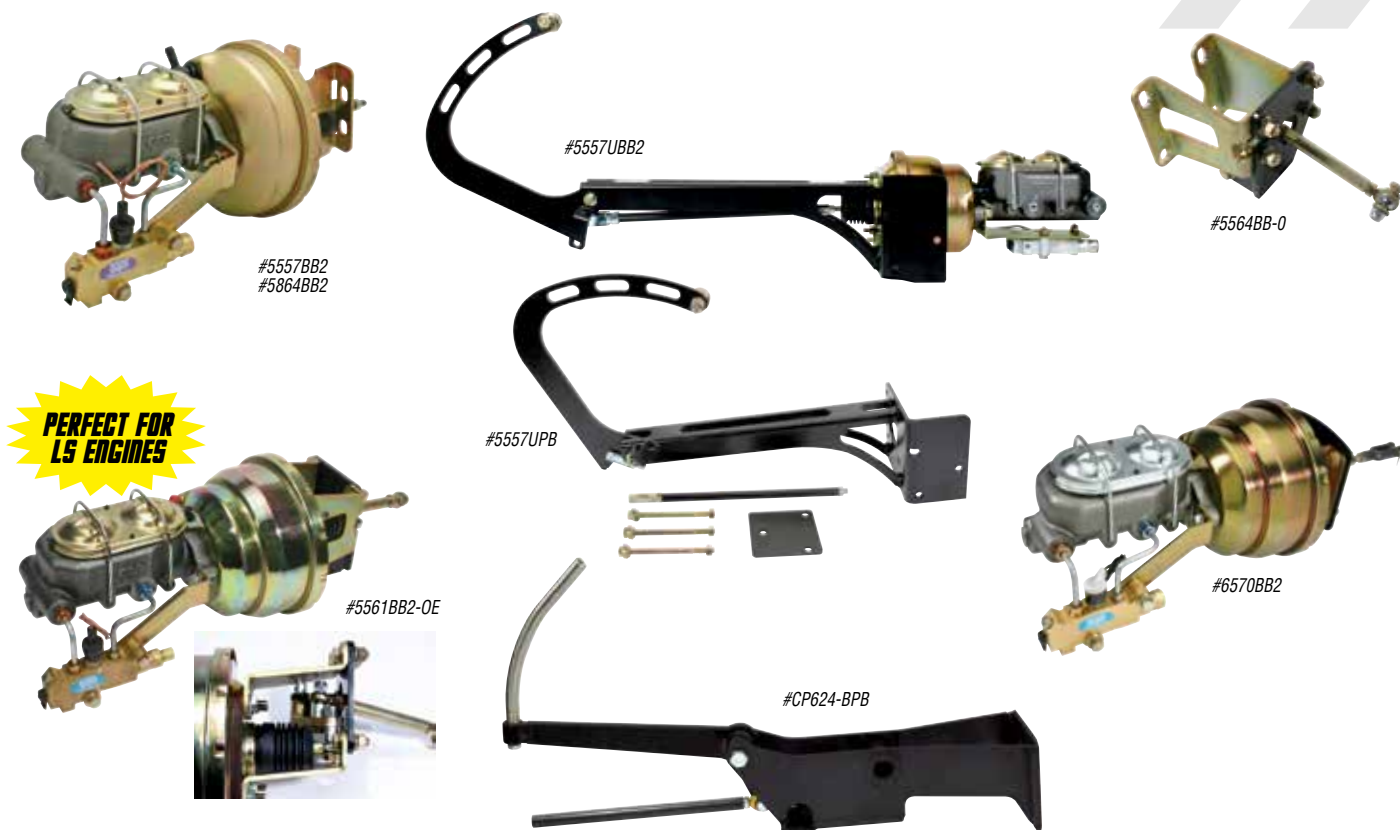
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP5100	Chrome Accumulator cover, each	\$69.00	\$62.00	\$49.00



OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4952SMC	1949-52, w/ manual trans, each	\$179.00	\$169.00	\$135.00
5354SMC	1953-54, w/ manual trans, each	\$179.00	\$169.00	\$135.00
M-82008	1955-57, each	\$69.00	\$61.00	\$50.00
M-82017	1962-64, each	\$69.00	\$61.00	\$44.00



BRAKE BOOSTER KITS & PEDAL BRACKETS

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", or 9" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. *Chrome options available.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FIREWALL MOUNT BOOSTER KITS:				
5557BBD	1955-57, drum/drum, kit	\$299.00	\$263.00	\$210.00
5557BB2	1955-57, disc/drum, kit	\$299.00	\$263.00	\$210.00
5557BB4	1955-57, disc/disc, kit	\$299.00	\$263.00	\$210.00
5561BBD-OE *	1955-64, drum/drum (offset mount), kit	\$349.00	\$307.00	\$245.00
5561BB2-OE *	1955-64, disc/drum booster (offset mount), kit	\$349.00	\$307.00	\$245.00
5561BB4-OE *	1955-64, disc/disc booster (offset mount), kit	\$349.00	\$307.00	\$245.00
5864BBD	1958-64, drum, kit	\$299.00	\$263.00	\$210.00
5864BB2	1958-64, disc/drum, kit	\$299.00	\$263.00	\$210.00
5864BB4	1958-64, disc/disc, kit	\$299.00	\$263.00	\$210.00
6570BBD	1965-70, drum/drum, kit	\$299.00	\$263.00	\$210.00
6570BB2	1965-70, disc/drum, kit	\$299.00	\$263.00	\$210.00
6570BB4	1965-70, disc/disc, kit	\$299.00	\$263.00	\$210.00

* Offsets 2" to driver side

FRAME MOUNT BOOSTER KITS:

CP621BB-MC	1935-36, with pedal, each	\$229.00	\$206.00	\$169.00
CP622UBB-MC	1937-48, with pedal (automatic only), each	\$229.00	\$206.00	\$169.00
CP624UBB-MC	1949-54, with pedal (automatic only), each	\$229.00	\$206.00	\$169.00
5557UBBD	1955-57, drum/drum, each	\$375.00	\$330.00	\$259.00
5557UBB2	1955-57, disc/drum, each	\$375.00	\$330.00	\$259.00
5557UBB4	1955-57, disc/disc, each	\$375.00	\$330.00	\$259.00

BRAKE PEDAL BRACKETS:

CP621-BPB	1935-36, frame mount power	\$89.00	\$78.00	\$55.00
CP622-BPB	1937-48, frame mount power	\$89.00	\$78.00	\$55.00
CP624-BPB	1949-54, frame mount power	\$99.00	\$87.00	\$64.00
5557UPB	1955-57, frame mount power	\$199.00	\$180.00	\$125.00
5564BB-O	1955-64, offset firewall power	\$149.00	\$131.00	\$99.00

Shown with optional rotors and power rack.

**INCLUDES
NEW POWER RACK,
PERFORMANCE BRAKE
KIT & SWAY BAR!**



#E4954M2IFS-K

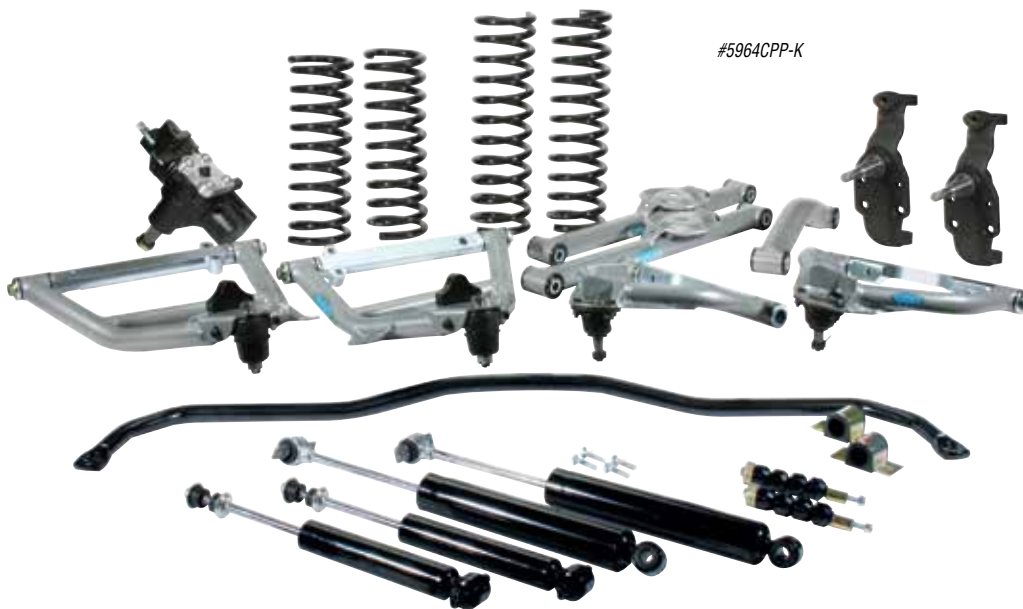
MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having a more modern suspension system in your early car 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, and 6x5.5 lug patterns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3748M2IFS-K	1937-48 Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
E4954M2IFS-K	1949-54 Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
	Power Rack upgrade	\$100.00		

COMPLETE PERFORMANCE PACKAGE

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 come with front Totally Tubular™ control arms, front coil springs, front performance sway bar, front and rear Black Magic™ performance tuned shocks, 500 Series™ power steering box and 2" drop Modular™ disc brake spindles. 1955-57 kits also come with rear lowered leafs and a rear performance sway bar. 1959-64 kits come with rear Totally Tubular™ trailing arms and rear coils. Arms are available in gloss black or silver powder coat. Put a C.P.P. under your ride today!



#5964CPP-K

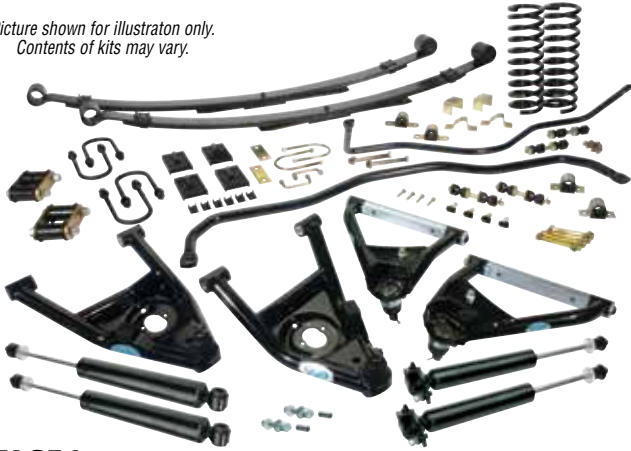
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CPP-K	1955-57, kit	\$2,019.00	\$1,920.00	\$1,515.00
5964CPP-K	1959-64 (with single upper rear arm), kit (shown)	\$2,055.00	\$1,950.00	\$1,539.00
5964CPP-KD	1959-64 (with dual upper rear arm), kit	\$2,155.00	\$2,045.00	\$1,615.00

CHEVROLET FULLSIZE

PRO-TOURING KITS

CPP's new Pro-Touring Kits provides the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a 1-1/8" front and 1" rear sway bar, combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the QA1 adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's award-winning MCPV-1 master cylinder; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.

Picture shown for illustration only.
Contents of kits may vary.



Picture shown for illustration only.
Contents of kits may vary.



STAGE I

Includes front lowered coil springs, front and rear shocks, front and rear sway bar kits, front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-1	1955-57, kit (shown)	\$1,597.00	\$1,517.00	\$1,300.00
5964PTK-1	1959-64, with single upper rear arm, kit	\$1,799.00	\$1,709.00	\$1,445.00
5964PTK-1D	1959-64, with dual upper rear arm, kit	\$1,899.00	\$1,804.00	\$1,525.00

STAGE II

Includes front coil over kits, rear QA1 shocks and front and rear sway bar kits, front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-2	1955-57, kit	\$2,159.00	\$2,051.00	\$1,800.00
5964PTK-2	1959-64, single upper rear arm, kit	\$2,159.00	\$2,051.00	\$1,800.00
5964PTK-2D	1959-64, dual upper rear arm, kit	\$2,259.00	\$2,141.00	\$1,875.00

*Shown with
optional upgraded
rotors.

Picture shown for illustration only.
Contents of kits may vary.



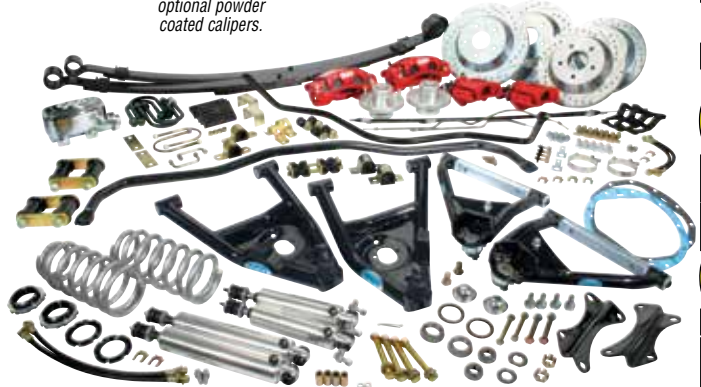
STAGE III

Includes all Stage II pieces plus front and rear 11" stock height brakes and MCPV1 master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-3	1955-57, kit	\$3,299.00	\$3,199.00	\$2,899.00
5964PTK-3	1959-64, single upper rear arm, kit	\$3,299.00	\$3,199.00	\$2,899.00
5964PTK-3D	1959-64, dual upper rear arm, kit	\$3,399.00	\$3,289.00	\$2,974.00

*Shown with
optional powder
coated calipers.

Picture shown for illustration only.
Contents of kits may vary.



STAGE IV

Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes and our MCPV1 master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-4	1955-57, kit	\$3,799.00	\$3,549.00	\$3,299.00
5964PTK-4	1959-64, single upper rear arm, kit	\$3,799.00	\$3,549.00	\$3,299.00
5964PTK-4D	1959-64, dual upper rear arm, kit	\$3,899.00	\$3,639.00	\$3,374.00

**ADD A 500 SERIES™
POWER STEERING BOX
FOR THE
ULTIMATE PERFORMANCE!**
Available for 1955-70 applications.

500Series™



CHEVROLET FULL SIZE

#5557TCA-UKB



Totally TUBULAR™

#5864TCA-UK



**CPP ARMS:
BLACK OR
SILVER
AVAILABLE**

#5557TCA-LKB

#5864TCA-LK

#5557ETA-K

#6570ETA-K

#5864ETA-K

TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Economy import arms also available for some applications. Note: 1955-57 and 1958-64 upper arms allow for 5° extra caster. Ball joints included with all arms.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557TCA-UKB	1955-57, Upper Arms, black, pair	\$359.00	\$316.00	\$260.00
5557TCA-UKS	1955-57, Upper Arms, silver, pair	\$359.00	\$316.00	\$260.00
5557TCA-LKB	1955-57, Lower Arms, black, pair	\$479.00	\$422.00	\$354.00
5557TCA-LKS	1955-57, Lower Arms, silver, pair	\$479.00	\$422.00	\$354.00
5557TCA-SKB	1955-57, Upper/Lower, black, set	\$829.00	\$730.00	\$619.00
5557TCA-SKS	1955-57, Upper/Lower, silver, set	\$829.00	\$730.00	\$619.00
5557ETA-K	1955-57, Economy Import, Upper/Lower, black, set	\$399.00	\$351.00	\$284.00
5864TCA-UKB	1958-64, Upper Arms, black, pair	\$373.00	\$328.00	\$260.00
5864TCA-UKS	1958-64, Upper Arms, silver, pair	\$373.00	\$328.00	\$260.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5864TCA-LKB	1958-64, Lower Arms, black, pair	\$493.00	\$434.00	\$354.00
5864TCA-LKS	1958-64, Lower Arms, silver, pair	\$493.00	\$434.00	\$354.00
5864TCA-SKB	1958-64, Upper/Lower, black, set	\$859.00	\$773.00	\$645.00
5864TCA-SKS	1958-64, Upper/Lower, silver, set	\$859.00	\$773.00	\$645.00
5864ETA-K	1958-64, Economy Import Upper/Lower, black, set	\$499.00	\$449.00	\$349.00
6570ETA-K	1965-70, Economy Import, Upper/Lower, black, set	\$599.00	\$539.00	\$419.00
5557SS-K	1955-57, Steering Stops, pair (not for Economy Import Arms)	\$19.00	\$17.00	\$14.00

ORIGINAL REPLACEMENT CONTROL ARMS

These beautifully stamped replacements have the look and feel of original factory control arms! They come complete with ball joints and cross shafts installed and have a beautifully painted semi-gloss black finish. The 1955-57 upper control arms are available with 5° of additional caster built right into the arm or stock geometry. This additional caster is a must for power steering and today's modern roads. Uppers or lowers available in pairs with your choice of rubber or POLYPLUS™.

NEW



#5557SCA-U



#5864SCA-L

"SHOP TALK"
CHECK OUT "SHOP TALK"
ON PAGE 68

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SCA-U	1955-57 Upper, rubber bushings, pr (factory geometry)	\$199.00	\$179.00	\$139.00
5557SCA-U-P	1955-57 Upper, poly bushings, pr (factory geometry)	\$219.00	\$196.00	\$155.00
5557SCA-U5	1955-57 Upper, rubber bushings, pr (w/added 5° caster geometry)	\$199.00	\$179.00	\$139.00
5557SCA-U5-P	1955-57 Upper, poly bushings, pr (w/added 5° caster geometry)	\$219.00	\$196.00	\$155.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5864SCA-U	1958-64 Upper, rubber bushings, pr	\$199.00	\$179.00	\$139.00
5864SCA-U-P	1958-64 Upper, poly bushings, pr	\$219.00	\$196.00	\$155.00
5557SCA-L	1955-57 Lower, rubber bushings, pr	\$269.00	\$250.00	\$200.00
5557SCA-L-P	1955-57 Lower, poly bushings, pr	\$289.00	\$267.00	\$215.00
5864SCA-L	1955-57 Lower, rubber bushings, pr	\$269.00	\$250.00	\$200.00
5864SCA-L-P	1955-57 Lower, poly bushings, pr	\$289.00	\$267.00	\$215.00



#5860SDFK-PF

PERFORMANCE PLUS FRONT END KIT

CPP's Performance Plus kits complement CPP's POLYPLUS™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, tempered and factory tested front coil springs, front shocks, POLYPLUS™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber. POLYPLUS™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. Sway bar bushings and end links are sold separately. *Note: the POLYPLUS™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SDFK-PF	1955-57, kit	\$519.00	\$468.00	\$373.00
5860SDFK-PF	1958-60, kit	\$519.00	\$468.00	\$373.00
6164SDFK-PF	1961-64, kit	\$509.00	\$459.00	\$365.00
6566SDFK-PF	1965-66, kit	\$499.00	\$450.00	\$358.00
6768SDFK-PF	1967-68, kit	\$499.00	\$450.00	\$358.00
6970SDFK-PF	1969-70, kit	\$529.00	\$476.00	\$379.00



#6164SFK-P



#5864FK-P

COMPLETE FRONT END KIT

CPP's front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing (1955-57). Include upper and lower POLYPLUS™ or rubber control arm bushings, and bump stops. 1965-70 Impala kits also include strut rod bushings. Sway bar bushings and end links sold separately. *Note: 1955-57 kit will not work with original power steering.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS™:				
5557SFK-P	1955-57, complete, kit	\$349.00	\$315.00	\$245.00
5860SFK-P	1958-60, complete, kit	\$349.00	\$315.00	\$245.00
6164SFK-P	1961-64, complete, kit	\$339.00	\$305.00	\$237.00
6566SFK-PF	1965-66, complete, kit	\$329.00	\$296.00	\$230.00
6768SFK-P	1967-68, complete, kit	\$329.00	\$296.00	\$230.00
6970SFK-P	1969-70, complete, kit	\$359.00	\$323.00	\$251.00

RUBBER:

5557SFK-R	1955-57, complete, kit	\$329.00	\$296.00	\$230.00
5860SFK-R	1958-60, complete, kit	\$329.00	\$296.00	\$230.00
6164SFK-R	1961-64, complete, kit	\$319.00	\$287.00	\$223.00
6566SFK-RF	1965-66, complete, kit	\$309.00	\$279.00	\$216.00
6768SFK-R	1967-68, complete, kit	\$309.00	\$279.00	\$216.00
6970SFK-R	1969-70, complete, kit	\$349.00	\$315.00	\$244.00

BASIC 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.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS™:				
5557FK-P	1955-57, basic, kit	\$259.00	\$229.00	\$167.00
5864FK-P	1958-64, basic, kit	\$209.00	\$189.00	\$146.00
6568FK-P	1965-68, basic, kit	\$209.00	\$189.00	\$146.00
6970FK-P	1969-70, basic, kit	\$229.00	\$207.00	\$160.00

RUBBER:

5557FK-R	1955-57, basic, kit	\$239.00	\$215.00	\$168.00
5864FK-R	1958-64, basic, kit	\$189.00	\$170.00	\$142.00
6568FK-R	1965-68, basic, kit	\$189.00	\$170.00	\$142.00
6970FK-R	1969-70, basic, kit	\$219.00	\$198.00	\$169.00

IDLER ARM CONVERSION BRACKET

This bracket is used to update your 1958-1960 idler arm to the 1961-64 idler arm (#FA353). We recommend using the later idler arm when installing a 500 Series™ power steering box. *Note: Some 1961 models may require this bracket.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5860ICB	1958-60, kit	\$29.00	\$26.00	\$20.00

IDLER ARM BUSHINGS

When replacing front end bushings remember the center link and idler arm bushings. New bushings will tighten up your steering and make your car safer to drive



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K377	1955-57 Centerlink - 1.68" length, each	\$14.00	\$12.00	\$10.00
K379	1955-57 Idler Arm Support - 2.49" length, ea	\$14.00	\$12.00	\$10.00



MANUAL STEERING CENTERLINK REPAIR KIT & DUST COVER

Rebuild that worn out manual centerlink with one of our rebuild kits. Kit includes all of the items needed to make your centerlink as good as new.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CLRK	1955-57, kit	\$39.00	\$34.00	\$20.00
5557CD	1955-57 Centerlink Dust Cover & Seal, set	\$5.00	\$4.00	\$3.00
5862CLRK	1958-64, kit	\$39.00	\$34.00	\$27.00

IDLER ARM BEARING CONVERSION KIT

Improve your manual steering with one of our idler arm bearing conversion kits. This conversion kit makes your vehicle steer easier and it also outlasts the original rubber bushings.



See Upgraded Idler Arm on page 67

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557IBC	1955-57, kit	\$89.00	\$78.00	\$50.00



CENTERLINKS

We now offer stock replacement steering centerlinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
59057	1955-57, manual, each	\$89.00	\$78.00	\$65.00
5862CL	1958-62, manual, each	\$89.00	\$78.00	\$65.00
6164CL	1963-64, manual, each	\$69.00	\$61.00	\$50.00



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
ES577	1955-57, inner, each	\$29.00	\$26.00	\$20.00
ES597	1958-64, inner, each	\$34.00	\$32.00	\$29.00
ES370R	1965-68, inner, each	\$19.00	\$17.00	\$14.00
ES378R	1969-70, inner, each	\$29.00	\$26.00	\$23.00
ES234L	1955-57, outer, each	\$24.00	\$22.00	\$19.00
ES323L	1958-64, outer, each	\$22.00	\$21.00	\$18.00
ES350L	1965-68, outer, each	\$22.00	\$21.00	\$18.00
ES378L	1969-70, outer, each	\$29.00	\$26.00	\$23.00

CENTERLINK ADAPTER

The adapter screws onto the end of the centerlink in place of the factory power steering control valve. Allows for simple conversion from factory power steering to 500 Series™, 600 Series or 605 power steering. Works with factory pitman arm. Needed for original power assist vehicle when converting to power steering box.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CLA	1955-57, each	\$89.00	\$78.00	\$49.00
5864CLA	1958-64, each	\$89.00	\$78.00	\$49.00



#ES577SP-AR



#ES350SP-AB



#ES312SP-AP

BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES577SP-A	1955-57, pair	\$69.00	\$61.00	\$49.00
ES312SP-A	1958-64, pair	\$69.00	\$61.00	\$49.00
ES350SP-A	1965-70, pair	\$69.00	\$61.00	\$49.00

TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.



#ES312S

#ES350S

#ES577S

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES577S	1955-57 - stock, 8.25" length, 9/16-18, ea	\$20.00	\$18.00	\$14.00
ES312S	1958-64 - stock, 8.75" length, 5/8-18, ea	\$15.00	\$13.00	\$12.00
ES350S	1965-70 - stock, 7.19", 5/8-18, each	\$12.00	\$11.00	\$8.00



#5864LCS-KP

#TG119-OP

#5864UCS-KP

#5557LCS-KP

UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

Cross shafts are an essential components of your front suspension. OEM replacement for this high wear item.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TG119-OP	1955-57, upper, poly bushing, 2° offset, pr	\$89.00	\$78.00	\$65.00
TG119-O	1955-57, upper, rubber bushing, 2° offset, pr	\$69.00	\$61.00	\$50.00
5557LCS-PK	1955-57, lower, poly bushing, pair	\$89.00	\$78.00	\$65.00
5557LCS-RK	1955-57, lower, rubber bushing, pair	\$69.00	\$61.00	\$50.00
5864LCS-PK	1958-64, lower, poly bushing, pair	\$89.00	\$78.00	\$65.00
5864LCS-RK	1958-64, lower, rubber bushing, pair	\$69.00	\$61.00	\$50.00
5864UCS-PK	1958-64, upper, poly bushing, pair	\$89.00	\$78.00	\$65.00
5864UCS-RK	1958-64, upper, rubber bushing, pair	\$69.00	\$61.00	\$50.00

UPPER CROSS SHAFT WASHER

End washers for control arm cross shafts. Requires 4, sold individually.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564UCA-W	1955-64, each	\$3.00	\$3.00	\$2.00



#FA500

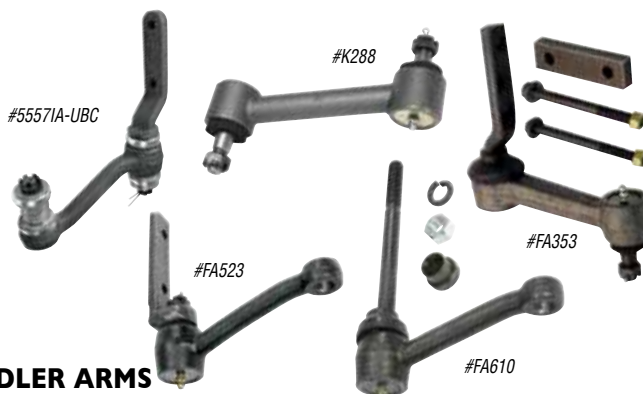
#FA219

#FA533G

UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meets OE specs. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA500	1955-70, upper, each	\$24.00	\$21.00	\$15.00
FA219	1955-57, lower, each	\$32.00	\$28.00	\$17.00
FA533G	1958-70, lower, each	\$19.00	\$18.00	\$16.00



#5557IA-UBC

#K288

#FA523

#FA353

#FA610

IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system. Note: #5557IA-UBC is a recommended performance upgrade ideal for 500 Series™ steering. See 1958-64 Conversion Kit on page 66.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557IA	1955-57, each	\$49.00	\$44.00	\$37.00
5557IA-UBC	1955-57, (with upgrade bearing kit) ea	\$129.00	\$114.00	\$90.00
K288	1958-60, each	\$59.00	\$52.00	\$40.00
FA353	1961-64, each	\$49.00	\$43.00	\$35.00
FA610	1965-66, each	\$79.00	\$75.00	\$65.00
FA523	1967-70, each	\$79.00	\$75.00	\$65.00

How it all began...



Read about the
CPP Story on
page 187





STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: 1958-60 cars must also use #5860ICB. 1965-70 Chevy fullsize car kits do NOT include pitman arm. Basic kit does not include tie rod ends or sleeves.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COMPLETE KIT:				
5557SLK-CP	1955-57, kit	\$239.00	\$215.00	\$169.00
6164SLK-CP	1958-64, kit	\$199.00	\$179.00	\$139.00
6566SLK-CP	1965-66, kit	\$399.00	\$360.00	\$299.00
6768SLK-CP	1967-68, kit	\$399.00	\$360.00	\$299.00
6970SLK-CP	1969-70, kit	\$399.00	\$360.00	\$299.00

BASIC KIT:

5557SLK	1955-57, kit	\$169.00	\$152.00	\$135.00
6164SLK*	1958-64, kit	\$129.00	\$114.00	\$90.00

*1950-60 and some 1961 models will require #5860ICB bracket (found on page 66).



ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade. Kit comes complete with two new forged aluminum hubs, inner and outer bearings & races, wheel studs, wheel hub seals,, hub washers, grease caps and cotter pins. *Note: Converts 1955-60 cars to new style tapered bearings.*

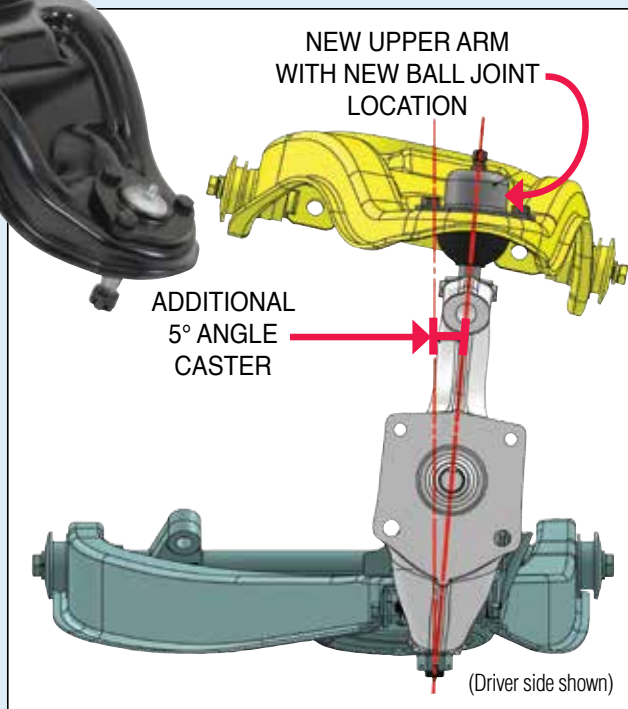
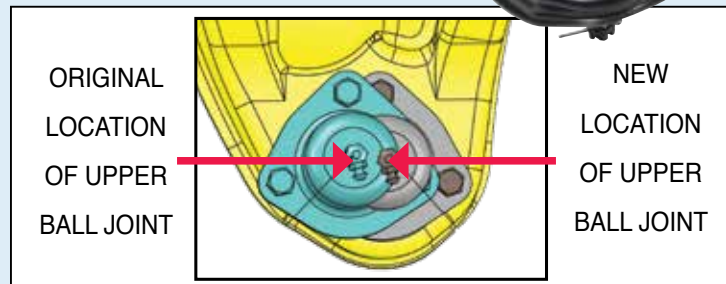
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564RBH-K	1955-64, kit	\$189.00	\$166.00	\$139.00

CHEVROLET FULLSIZE



CPP EXCLUSIVE: Original Replacement Upper Control Arms with 5" Caster

These beautifully stamped replacements have the look and feel of original factory control arms! They come complete with ball joints and cross shafts installed and have a beautifully painted semi-gloss black finish. These brand new control arms have 5 degrees of additional caster built right into the arm, not the cross shaft. This additional caster is a must for power steering and today's modern roads.



Check out more "ShopTalk" at www.classicperform.com



CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings. 1965-70 kits also include strut rod bushings. Note: 1965-70 fullsize must utilize original lower shells when using POLYPLUS™ kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3108G	1955-64, POLYPLUS™, kit	\$69.00	\$66.00	\$55.00
CP5196	1955-64, rubber - O.E.M., kit	\$39.00	\$34.00	\$28.00
6570CAB-P	1965-70, POLYPLUS™, kit	\$79.00	\$70.00	\$59.00
6570CAB-R	1965-70, rubber, kit	\$49.00	\$47.00	\$40.00



BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3773361	1955-70, rubber, upper, each	\$9.00	\$8.00	\$6.00
5557BS	1955-57, rubber, lower, each	\$9.00	\$8.00	\$7.00
9-9151G	1955-70, POLYPLUS™, upper, pair	\$15.00	\$14.00	\$10.00
9-9154G	1955-57, POLYPLUS™, lower, pair	\$15.00	\$14.00	\$10.00
3742252	1958-64, rubber, lower, each	\$9.00	\$8.00	\$7.00



REAR TRAILING ARM BUSHING KITS

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings. Some POLYPLUS™ bushings require the use of original shells.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3153G	1959-64, POLYPLUS™, with single upper arm, kit	\$74.00	\$70.00	\$55.00
3-3152G	1959-64, POLYPLUS™, with dual upper arm, kit	\$79.00	\$70.00	\$59.00
5964RCAB-RS	1959-64, rubber, with single upper arm, kit	\$79.00	\$70.00	\$59.00
5964RCAB-RD	1959-64, rubber, with dual upper arm, kit	\$89.00	\$80.00	\$67.00
3-3148G	1965-70, POLYPLUS™, with single upper arm, kit	\$79.00	\$70.00	\$59.00
3-3149G	1965-70, POLYPLUS™, with dual upper arm, kit	\$89.00	\$85.00	\$66.00
3-3151G	1965-70, POLYPLUS™, V8 with dual upper arm, kit	\$89.00	\$85.00	\$66.00
6570RCAB-RS	1965-70, rubber (includes shells), w/ single upper arms, kit	\$72.00	\$65.00	\$55.00
6570RCAB-RD	1965-70, rubber (includes shells), w/ dual upper arms, kit	\$89.00	\$85.00	\$73.00



LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. #SK8154-K also includes bolts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-2118G	1955, Complete POLYPLUS™, kit	\$35.00	\$33.00	\$26.00
3-2119G	1956-57, Complete POLYPLUS™, kit	\$35.00	\$33.00	\$26.00
SK8154-K	1955-57, fixed end, rubber, kit	\$16.00	\$14.00	\$12.00

REAR TRAC BAR BUSHINGS

Whether you are replacing your rear suspension bushings with factory rubber bushings or upgrading to high performance polyurethane we have the bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-7113G	1959-64, 1.13" x 2", kit	\$14.00	\$13.00	\$11.00
3-7110G	1965-70, 1.71" & 1.13", kit	\$19.00	\$18.00	\$13.00
3-7112G	1965-70, 1.125" x 2", kit	\$19.00	\$18.00	\$13.00



Black Magic™

CPP NITROGEN GAS SHOCKS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CPP-1001	1955-70, each	\$39.00	\$33.00	\$29.00
REAR:				
CPP-1105	1955-57, each	\$39.00	\$33.00	\$29.00
CPP-1107	1958-70, each	\$39.00	\$33.00	\$29.00



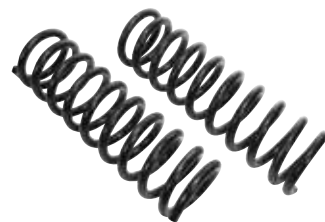
STOCK SUSPENSION SWAY BARS

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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CPP594	1955-57, 1" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CPP594FBM	1955-57, 1", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP706U	1958-64, 1" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CP706UFBM	1958-64, 1", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP864U	1965-70, 1-1/8" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CP864UFBM	1965-70, 1-1/8", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00

REAR:				
CP253U	1955-57, 7/8" dia. sway bar, kit	\$149.00	\$139.00	\$112.00
5557PTSBK	1955-57, Pro-Touring style, kit	\$189.00	\$170.00	\$139.00
5557PTSBK-U	1955-57, Pro-Touring style, billet, kit	\$279.00	\$250.00	\$209.00
CPP934	1958-64, 1" dia. sway bar, kit	\$139.00	\$129.00	\$105.00
CP380U	1965-70, 1" dia. sway bar, kit	\$149.00	\$139.00	\$112.00

DROP OR STOCK HEIGHT AVAILABLE



FRONT COIL SPRINGS

Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. Rear coils are also available in standard rates and heavy duty spring rates. *Note: Passenger car applications not recommended to use lowered coils with drop spindles.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS638-S	1955-57, stock height - SB, pair	\$95.00	\$84.00	\$69.00
FCS638-D	1955-57, 1-1/2" lowered - SB, pair	\$95.00	\$84.00	\$69.00
FCS656-S	1955-57, stock height - BB, pair	\$95.00	\$84.00	\$69.00
FCS656-D	1955-57, 1-1/2" lowered - BB, pair	\$95.00	\$84.00	\$69.00
FCS6000-S	1958-64, stock height - SB, pair	\$95.00	\$84.00	\$69.00
FCS6000-D	1958-64, 2-1/2" lowered - SB, pair	\$95.00	\$84.00	\$69.00
FCS6004-S	1958-64, stock height - BB, pair	\$95.00	\$84.00	\$69.00
FCS6004-D	1958-64, 3" lowered - BB, pair	\$95.00	\$84.00	\$69.00
FCS6192-S	1965-70, stock height - SB, pair	\$105.00	\$92.00	\$78.00
FCS6192-D	1965-70, 1-1/2" lowered - SB, pair	\$105.00	\$92.00	\$78.00
FCS658A	1965-70, stock height - BB, pair	\$105.00	\$92.00	\$78.00
FCS658A-D	1965-70, 1-1/2" lowered - BB, pair	\$105.00	\$92.00	\$78.00



REAR COIL SPRINGS

Our rear coils are designed to work with either a 6 cylinder, small block V8 or big block V8. Heavy duty coils are for Station Wagons. Coils come black powder coated.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RCS661-S	1958-64, stock height, pr	\$105.00	\$92.00	\$78.00
RCS661-D	1958-64, 1-1/2" lowered, pr	\$95.00	\$84.00	\$69.00
RCS6041-S	1958-64, heavy duty - stock height, pr	\$105.00	\$92.00	\$78.00
RCS6041-D	1958-64, heavy duty - 1-1/2" lowered, pr	\$105.00	\$92.00	\$78.00
RCS6187-S	1965-70, stock height, pr	\$105.00	\$92.00	\$78.00
RCS6187-D	1965-70, 1-1/2" lowered, pr	\$105.00	\$92.00	\$78.00



LEAF SPRING PLATES WITH LOWER SHOCK MOUNTS

Our leaf spring plates with lower shock mounts provide the ideal solution for returning modified suspension to stock. These super strong plates bolt right into the stock location.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557LSP	1955-57, pair	\$79.00	\$70.00	\$55.00

CHEVROLET FULLSIZE



SLIP SHAFT DRIVELINE

The ultimate in drivelines is now available from Classic Performance Products. Slip shaft drivelines with aluminum housing, are self adjusting - 33.75" collapsed to 36.5" expanded, which minimizes wear and tear on the carrier bearing and rear-end on vehicles where the ride height has been altered. We also carry OEM rubber carrier bearings and heavy duty polyurethane carrier bearings. *Note: works with 2 piece driveline truck.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSSD	1958-64, Slip Shaft Driveline, each	\$199.00	\$189.00	\$169.00
CPRCB	1958-64, Stock Rubber Carrier Bearing, ea	\$29.00	\$26.00	\$15.00
CPPCB	1958-64, Polyurethane Carrier Bearing, ea	\$109.00	\$96.00	\$79.00



TRAC BARS

These items are designed for lowered vehicles and will allow for the rear to be lowered and still keep proper alignment of the rear end. Our adjustable units will adjust to the correct length to improve your vehicle's handling ability and take full advantage of your lowered center of gravity. Adjustable trac bars have double adjustment with left hand and right hand threads to allow ease of installation. Original style non adjustable bars also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5964TB	1959-64, non adjustable, each	\$59.00	\$53.00	\$39.00
5964DATB	1959-64, adjustable, each	\$69.00	\$61.00	\$51.00
5964TB-C	1959-64, non adjustable, chrome, ea	\$109.00	\$99.00	\$75.00
5964DATB-C	1959-64, adjustable, chrome, each	\$119.00	\$105.00	\$85.00
6570DATB	1965-70, adjustable, each	\$69.00	\$61.00	\$51.00

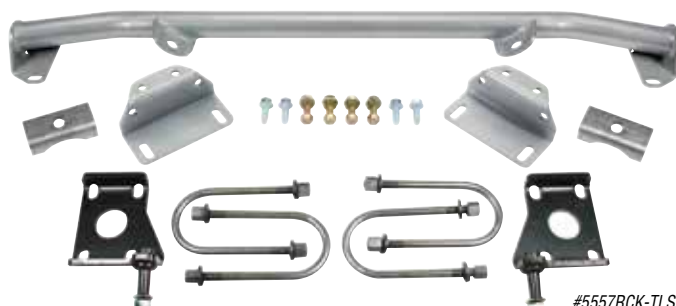


REAR TRAILING ARMS

Replace your worn out trailing arms with new original replacement or CPP Totally Tubular™ arms. Original replacements come with rubber bushings. Totally Tubular™ arms are a stronger alternative to the factory arms and come with our patented bushings that are self lubricating and will outlast any material on the market. #5964RTCA-U is sold each, all others are sold in pairs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5964RTCA-UB	1959-64, upper, black tubular, each	\$109.00	\$98.00	\$82.00
5964RTCA-US	1959-64, upper, silver tubular, each	\$109.00	\$98.00	\$82.00
5964RTCA-LB*	1959-64, lower, black tubular, pair	\$229.00	\$206.00	\$172.00
5964RTCA-LS*	1959-64, lower, silver tubular, pair	\$229.00	\$206.00	\$172.00
5964RLCA	1959-64, lower, boxed stock, pair	\$199.00	\$189.00	\$175.00
5964RUCAB-K	1959-64, upper adjustable arm bracket kit	\$69.00	\$62.00	\$49.00

*Note: Will not work with #CPP934 sway bar.



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. Welding required!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RCK-TLS	1955-57, seamed or seamless frame, kit	\$189.00	\$166.00	\$140.00
CP90158	1955-57, seamed or seamless frame, crossmember only	\$99.00	\$89.00	\$75.00

REAR LOWERING BLOCK KITS & U-BOLTS

This is an easy and inexpensive way to lower your car without affecting ride quality. Kits include 2-1/4" wide aluminum blocks and new u-bolts. Kit comes with bare steel u-bolts and bare aluminum blocks.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2031	1955-57 1" drop, kit	\$39.00	\$34.00	\$31.00
CP2032	1955-57 2" drop, kit	\$40.00	\$36.00	\$31.00
CP2033	1955-57 3" drop, kit	\$42.00	\$38.00	\$31.00

Let our Dealer Team Help You...
We are here to help!



Dealer-Only Email:
dealer@classicperform.com



Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Fax Line:
(714) 522-2500



Mailing Address:
378 E. Orangethorpe Ave.,
Placentia, CA 92870



#CPP5557PSK-F



#CPP5864PSK-S



#CPP6568PSK-S

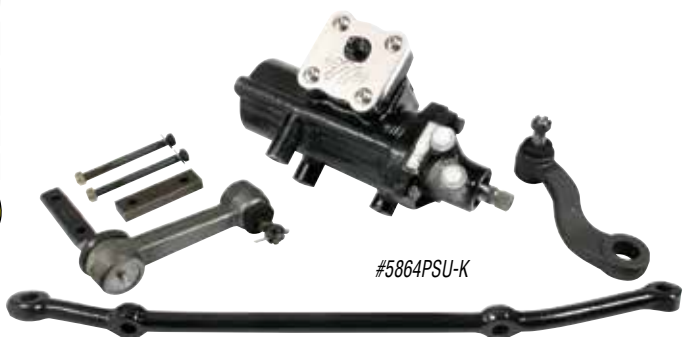
POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame. Kit contents may vary. Uses 3/4"-30 rag joint. Note: #CPP5864PSK-S may require notched radiator. Also, positive caster recommended for power steering.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557PSK-F	1955-57, with 500 Series™ box and front mounts, kit	\$669.00	\$602.00	\$515.00
CPP5557PSK-S	1955-57, with 500 Series™ box and side mounts, kit	\$669.00	\$602.00	\$515.00
CPP5557PSK-D	1955-57, with 500 Series™ box deluxe chrome, kit	\$1,399.00	\$1,259.00	\$1,050.00
*CPP5860PSK-S	1958-60, with 500 Series™ box, kit	\$629.00	\$554.00	\$457.00
*CPP6164PSK-S	1961-64, with 500 Series™ box, kit	\$629.00	\$554.00	\$457.00
CPP6568PSK-S	1965-68, with 500 Series™ box, kit	\$649.00	\$571.00	\$479.00
CPP6970PSK-S	1969-70, with 500 Series™ box, kit	\$649.00	\$571.00	\$479.00



#5557PSU-K



#5864PSU-K

**PERFECT FOR
500 SERIES™
BOX**



#5557PA-M



#6364PA-M

MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system. These pitman arms are perfect for 500 Series™ and 605 applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PA-M	1955-57, each	\$49.00	\$43.00	\$29.00
6364PA-M	1963-64, each	\$69.00	\$61.00	\$49.00

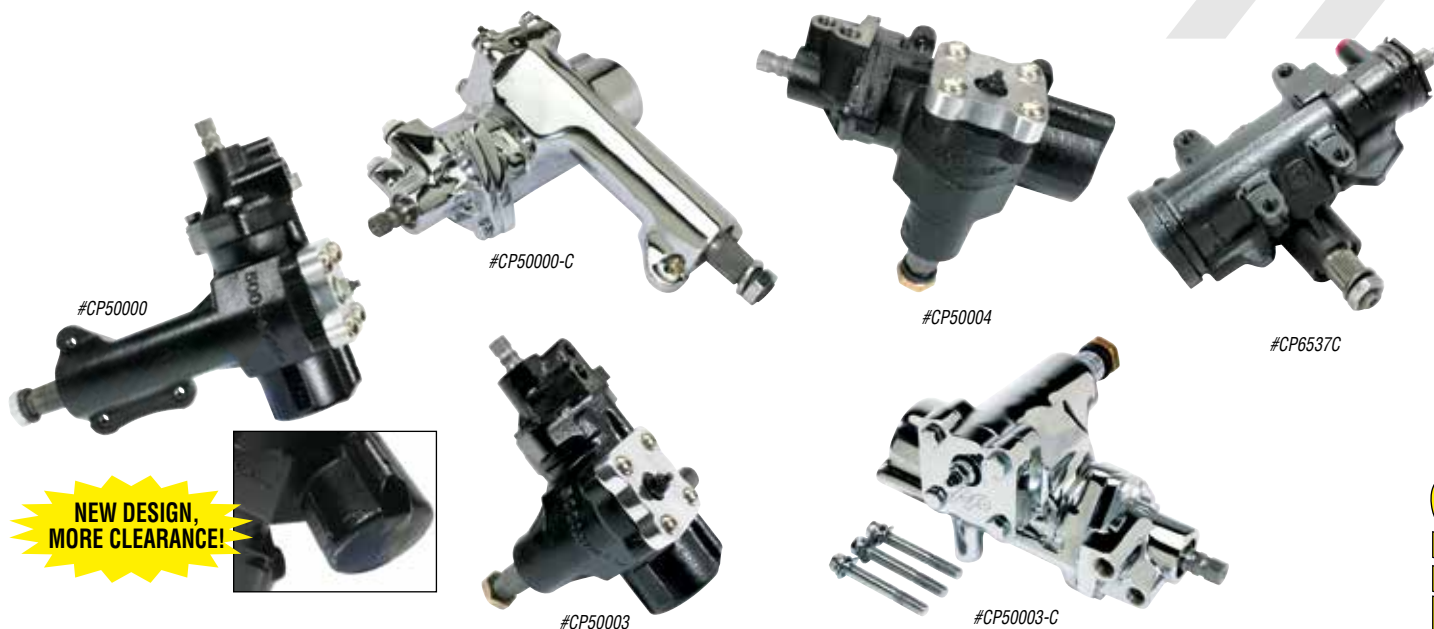
COMPLETE POWER STEERING UPGRADE KIT

Featuring the 500 Series™ power steering box, this kit updates both factory manual and power steering cars. This kit gives you everything to add/update power steering that mounts to the frame. Kit includes 500 Series™ steering box, pitman arm, idler arm and center link. 1958-60 models will require our #5860ICB adaptor shown on page 66. Note: 1958-64 cars - this is a new and improved center link design that is cleaner, safer and easier to install.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PSU-K	1955-57, kit	\$549.00	\$494.00	\$412.00
5864PSU-K	1958-64, kit	\$499.00	\$449.00	\$375.00

Be sure to check out our CPP blog.

@
classicperformanceproducts.blogspot.com



STEERING BOXES

CPP carries a host of power steering boxes and even a couple of manual boxes and rack & pinions! Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. Original replacement power steering boxes are available in standard and quick ratios. Notes: #CP500003 and #CP50003-C may require the use of notched radiator. 500 Series™ use a 3/4"-30 coupler. OE power boxes use 13/16"-36 coupler. All power boxes use inverted flare hoses.

500 Series™



Maximize your 500 Series™
Steering Box Performance with a
heavy duty sway bar.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50000-1	1955-57, 500 Series™, each	\$419.00	\$369.00	\$314.00
CP50000-C	1955-57, 500 Series™, chrome, each	\$999.00	\$909.00	\$799.00
*CP50003	1958-64, 500 Series™, each	\$379.00	\$334.00	\$284.00
*CP50003-C	1958-64, 500 Series™, chrome, each	\$999.00	\$909.00	\$799.00
CP50004	1965-96, 500 Series™, 14:1 ratio, each	\$379.00	\$334.00	\$284.00
CP6537C	1965-76, OE reman, 16:1 ratio, each	\$299.00	\$269.00	\$225.00
CP6537Q	1965-76, OE reman, 12:1 ratio, each	\$299.00	\$269.00	\$225.00



MAX CLEARANCE POWER STEERING SHAFT

If you're trying to gain a little more header clearance or just like a smooth clean look, this is the way to go. For 1958-64 cars with power box and tilt column installed. Note: Specify column and box spline count and diameter.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5864MAX-KB	1958-64, black, each	\$139.00	\$122.00	\$90.00
5864MAX-KN	1958-64, nickel, each	\$139.00	\$122.00	\$90.00
55020	Shaft only (-N, -B)	\$49.00	\$43.00	\$35.00

ORIGINAL STEERING COLUMN CONVERSION KIT

Required when installing an original steering column with power steering conversion. Brackets require welding. These are the same ones used on our modified columns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557OSCB-K	1955-57, bracket & rag joint, kit	\$59.00	\$52.00	\$40.00
5557OSCB	1955-57, brackets only, pair	\$19.00	\$17.00	\$15.00

CUSTOM POWER STEERING RAG JOINTS

Available on page 166



CHEVROLET FULL SIZE



#19-6768BB



#19-6768BB-C



#19-6970SB



#19-6970SB-C



#19-6970BSB



#19-6970BSB-C



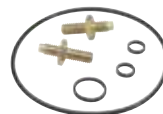
#19-6168SB-6



#19-6168SB-6C

POWER STEERING PUMP AND HOUSING KITS

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



*All reservoir kits include O-rings and fittings!



*All pump kits include NEW 19- pump installed!

*Reservoir canisters and canister kits include cap. Caps also sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6768BB-P	1961-64 small block, 1967-68 big block, plain, each	\$159.00	\$140.00	\$89.00
19-6768BB-PC	1961-64 small block, 1967-68 big block, chrome, each	\$169.00	\$149.00	\$97.00
19-6168SB-6P	1961-68 6 cyl and 1965-68 small block, plain, each	\$159.00	\$140.00	\$89.00
19-6168SB-6PC	1961-68 6 cyl and 1965-68 small block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970BSB-P	1969-70 big block, plain, each	\$159.00	\$140.00	\$89.00
19-6970BSB-PC	1969-70 big block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970SB-P	1969-70 small block, plain, each	\$159.00	\$140.00	\$89.00
19-6970SB-PC	1969-70 small block, chrome, each	\$169.00	\$149.00	\$97.00
RESERVOIR KITS:				
19-6768BB	1961-64 small block, 1967-68 big block, plain, each	\$39.00	\$34.00	\$24.00
19-6768BB-C	1961-64 small block, 1967-68 big block, chrome, each	\$49.00	\$43.00	\$30.00
19-6168SB-6	1961-68 6 cyl, 1965-68 small block, plain, each	\$39.00	\$34.00	\$24.00
19-6168SB-6C	1961-68 6 cyl, 1965-68 small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970BSB	1969-70 big block, plain, each	\$39.00	\$34.00	\$24.00
19-6970BSB-C	1969-70 big block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970SB	1969-70 small block, plain, each	\$39.00	\$34.00	\$24.00
19-6970SB-C	1969-70 small block, chrome, each	\$49.00	\$43.00	\$30.00

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Check us out at:
www.facebook.com/ClassicPerform



GENERATOR RELOCATE BRACKET

Moves the original generator and power steering pump 1" down and outward to allow clearance for upgraded power brake boosters. For use with original power steering pump.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557GRK	1955-57, each	\$24.00	\$22.00	\$19.00



CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in plain, chrome and black finish. Columns come with 1" DD output shaft. All columns accepts any 1967-94 GM steering wheel or aftermarket adapter. Automatic column shift columns work with original dash indicators. *Note: Column Shift not for stock power glide.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TC-5556-SB	1955-56 black with shift, each	\$399.00	\$351.00	\$299.00
TC-5556-FB	1955-56 black without shift, each	\$349.00	\$307.00	\$245.00
TC-5556-SC	1955-56 chrome with shift, each	\$399.00	\$351.00	\$299.00
TC-5556-FC	1955-56 chrome without shift, each	\$349.00	\$307.00	\$245.00
TC-5556-SP	1955-56 plain with shift, each	\$349.00	\$307.00	\$245.00
TC-5556-FP	1955-56 plain without shift, each	\$299.00	\$263.00	\$209.00
TC-57-SB	1957 black with shift, each	\$399.00	\$351.00	\$299.00
TC-57-FB	1957 black without shift, each	\$349.00	\$307.00	\$245.00
TC-57-SC	1957 chrome with shift, each	\$399.00	\$351.00	\$299.00
TC-57-FC	1957 chrome without shift, each	\$399.00	\$351.00	\$299.00
TC-57-SP	1957 plain with shift, each	\$349.00	\$307.00	\$245.00
TC-57-FP	1957 plain without shift, each	\$299.00	\$263.00	\$209.00



4-WAY FLASHER & WIRE ADAPTER KIT

Adapts factory wire harness to turn signal switch in new CPP replacement fit columns. Adds 4-way flashers and fuse to your CPP Classic Fit™ column.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP20115	1955, kit	\$35.00	\$31.00	\$26.00
CP20116	1956, kit	\$35.00	\$31.00	\$26.00
CP20117	1957, kit	\$35.00	\$31.00	\$26.00



ALL NEW DESIGN

ORIGINAL AUTOMATIC COLUMNS FOR 500 SERIES™ POWER STEERING

Finally a NEW column that doesn't require an exchange. These columns are manufactured for factory automatic column shift cars that are upgrading to a 500 Series™ power steering system. Notice the improved shift lever design and added clearance at the firewall. Will also work with 605 conversions. *Note: TH350, 400 & 700 require #NS5 neutral safety switch.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5556OSC-K	1955-56, complete kit	\$169.00	\$149.00	\$125.00
570SC-K	1957, complete kit	\$169.00	\$149.00	\$125.00
5557ISS	1955-57, modified inner steering shaft, ea	\$34.00	\$31.00	\$26.00
NS5	Neutral Safety Switch, each	\$19.00	\$19.00	\$17.00

RAG JOINTS

Rag joints designed for 500 series power steering box and original column on 1955-64 Chevy fullsize cars (also works with 605 power steering).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RJC-S	1955-57, 3/4-30 female 3/4 DD, each	\$39.00	\$34.00	\$28.00
RJC-605L	1958-64, 3/4-30 female 3/4 smooth, ea	\$49.00	\$43.00	\$35.00



1955-57 COLUMN FLOOR PLATE

Engineered to mount original steering columns into your 1955-57 Chevrolet. Easy installation; no drilling, cutting, or fabrication required. Attaches the bottom of your column to the floor at the original mounting location. The unique design has a knock out panel that works with the factory clutch linkage. Includes a new foam rubber seal between the firewall, column and the floor plate. Fits behind the original foam and rubber seals.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP11200	1955-57, kit	\$39.00	\$34.00	\$29.00

ENGINE INSTALL KIT FOR LS1, LS2, LS3, & LS6

NEW

It's time to install an engine that requires no maintenance, is super lightweight, puts out unbelievable horsepower and torque yet gives you a car you can just jump in, hit the key and go. We've got just what you need to finish off that motor and get it into your ride. These kits will work on all LS motors and 2000 and newer Vortec motors. Includes oil pan, windage tray, oil pick up tube, engine side mounts, engine side mount adaptors, ceramic coated headers, transmission cross-member and all mounting hardware and will work for your 1955-57 Chevy fullsize car.



#5557LS1-FRK

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557LS1-FRK	1955-57 (works with 500 Series™, 600 Series or 605 Box), kit	\$1,149.00	\$1,092.00	\$1,034.00
5557LS1-FRK-RACK	1955-57 (works with Unisteer), rack kit	\$1,199.00	\$1,139.00	\$1,079.00
5964LS1-FRK	1959-64, kit	\$999.00	\$900.00	\$749.00
6570LS1-FRK	1965-70, kit	\$999.00	\$900.00	\$749.00



#CP90044



ENGINE AND TRANSMISSION MOUNTS

**Totally
TUBULAR™**

CPP has everything from trim to fit universal engine mounts and transmission crossmembers to specific applications for your classic Chevy car. We've also got you covered for those LS motor conversions with our plates and conversion kits.



#CPP5557SM-S

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557SM-SB	1955-57 engine pedestals, SB, pr	\$59.00	\$54.00	\$41.00
CPP5557SMF-SB	1955-57 3/4" forward pedestals, SB, pr	\$59.00	\$54.00	\$41.00
CPP5557SM-BB	1955-57 engine pedestals, BB, pr	\$69.00	\$54.00	\$41.00
5964MP-LS	1959-64 engine pedestals, LS, pr	\$89.00	\$80.00	\$67.00
6570MP-LS	1965-70 engine pedestals, LS, pr	\$89.00	\$80.00	\$67.00
CP90044	1955-57 trans crossmember, ea	\$89.00	\$80.00	\$67.00
CP90245	1959-64 trans crossmember, 700R, ea	\$175.00	\$149.00	\$119.00
CP90241	1965-70 trans crossmember, 700R, ea	\$175.00	\$149.00	\$119.00
2142	Rubber motor mounts, SB, ea	\$12.00	\$11.00	\$7.00
3-1114G	Polyurethane motor mounts, SB, ea	\$34.00	\$30.00	\$19.00
9425	GM transmission mount, rubber, ea	\$14.00	\$11.00	\$8.00



#5557AGT-L25

ALUMINUM GAS TANKS

Tanks fit between the frame rails, are fully baffled and compatible with EFI or carbureted applications. Tanks are designed to fill in the original location. These tanks are made from .125" 5051 aluminum and have a .187" mounting bracket. It's the thickest and strongest in the industry! Our 29 gallon tanks require relocating the spare tire. Sending units sold separately. Custom tanks available, please inquire. Note: Gas tanks ship O/S; additional freight charges apply.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CARBURATED				
5557AGT-L25	1955-57, 25 gal, seamless frame, ea	\$579.00	\$510.00	\$405.00
5557AGT-S25	1955-57, 25 gal, seamed frame, ea	\$579.00	\$510.00	\$405.00
5557AGT-L29	1955-57, 29 gal, seamless frame, ea	\$599.00	\$539.00	\$450.00
5557AGT-S29	1955-57, 29 gal, seamed frame, ea	\$599.00	\$539.00	\$450.00

CARBURATED

5557AGT-L25-FI	1955-57, 25 gal, seamless frame, ea	\$869.00	\$782.00	\$649.00
5557AGT-S25-FI	1955-57, 25 gal, seamed frame, ea	\$869.00	\$782.00	\$649.00
5557AGT-L29-FI	1955-57, 29 gal, seamless frame, ea	\$899.00	\$810.00	\$675.00
5557AGT-S29-FI	1955-57, 29 gal, seamed frame, ea	\$899.00	\$810.00	\$675.00

CHEVROLET FULLSIZE

*Shown with optional upgraded calipers.

**1/2" STUD
UPGRADE KIT
AVAILABLE FOR
20"+ WHEELS**

(#CP47043-10)

\$39/RETAIL
\$29/DEALER

#67FRBK-BB
Shown

**WORKS WITH
STOCK OR DROP
SPINDLES**

COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The 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 requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits are complete and include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit. *Note: Kits are all original **drum brake** offset. Also, 1962-65 kit requires 5-lug drum spindles and steering arms and 5-lug rear end.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6265FRBK-BB	1962-65 Nova, 5x4.75 kit, plain calipers	\$1,498.00	\$1,318.00	\$1,089.00
6667FRBK-BB	1966-67 Nova, 5x4.75 kit, plain calipers	\$1,498.00	\$1,318.00	\$1,089.00
67FRBK-BB	1967 Camaro, 5x4.75 kit, plain calipers	\$1,498.00	\$1,318.00	\$1,089.00
6869FRBK-BB	1968-74 Nova, 68-69 Camaro, 5x4.75 kit w/ plain calipers	\$1,498.00	\$1,318.00	\$1,089.00



*Shown with upgraded powder coating.



BIG BRAKE WHEEL KIT

These big brake wheel kits are designed around our 2" drop spindles. Includes rotors, calipers, hoses, bearing seals, mounting brackets and all necessary hardware. *Note: Big Brakes do NOT move wheels out from stock disc brake location. Also, #6267WBK-P13 and #6472WBK-P13 kits require disc brake spindles.*

*Shown with upgraded calipers.



QUICK FACTS...

STOCK/DROP	drop
ROTOR	13"
CALIPER	(2)52mm
OFFSET	+438"
MIN. WHEEL SIZE	17"
BACKSPACING	factory

REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. *Note: Kits also available for Ford 9", please inquire.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267SWBK-D13	1962-67 Nova, plain calipers, (incl. 2" drop spindles) kit	\$999.00	\$899.00	\$764.00
6472SWBK-D13	1968-74 Nova & 1967-69 Camaro, plain calipers, (includes 2" drop spindles) kit	\$999.00	\$899.00	\$764.00
6472SWBK-S13	1968-74 Nova & 1967-69 Camaro, plain calipers, (incl. stock height spindles) kit	\$999.00	\$879.00	\$717.00
6267WBK-P13	1962-67 Nova, plain calipers, (no spindles) kit	\$799.00	\$703.00	\$599.00
6472WBK-P13	1968-74 Nova & 1967-69 Camaro, plain calipers, (no spindles) kit	\$799.00	\$703.00	\$599.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6265RWBK-P12	1962-65 Nova, kit	\$699.00	\$615.00	\$490.00
6667RWBK-P12	1966-67 Nova, kit	\$699.00	\$615.00	\$490.00
67RWBK-P12	1967 Camaro, kit	\$699.00	\$615.00	\$490.00
6869RWBK-P12	1968-74 Nova & 1968-69 Camaro, kit	\$699.00	\$615.00	\$490.00
7078RWBK-P12	1970-78 Camaro, kit	\$699.00	\$615.00	\$490.00

BRAKES | COMPLETE BRAKE KITS

COMPLETE FRONT & REAR DISC BRAKE KITS

This is absolutely the most complete disc brake kit on the market and it is bolt-on easy to install. It includes a complete front disc brake wheel kit, (stock or drop spindle) complete rear disc brake kit, power brake booster with a 4-wheel disc brake master cylinder, OE style proportioning valve. Fully assembled kits also include front and rear OE material hard line kits and rear emergency brake cables. Please specify choice of booster size 7", 8", 9" and 11". Note: Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. 1962-67 stock height does not include spindles.

QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"; 2.125"
OFFSET	+ .438"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6264FRBK-D*	1962-64 Nova - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
65FRBK-DN*	1965 Nova - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
66FRBK-DN*	1966 Nova - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
67FRBK-DN*	1967 Nova - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
67FRBK-S	1967 Camaro, Stock spindle, kit	\$1,199.00	\$1,055.00	\$899.00
67FRBK-D	1967 Camaro, Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
6874FRBK-S	1968-74 Nova, 1968-69 Camaro - Stock, kit	\$1,199.00	\$1,055.00	\$899.00
6874FRBK-D	1968-74 Nova, 1968-69 Camaro - Drop, kit	\$1,299.00	\$1,169.00	\$975.00

* Specify when using Mini Sub Frame Kit

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
UNASSEMBLED KITS:				
6264FRBK-S	1962-64 Nova - stock height (no spindles), kit	\$1,199.00	\$1,055.00	\$899.00
6566FRBK-SN	1965-66 Nova - stock height (no spindles), kit	\$1,199.00	\$1,055.00	\$899.00
67FRBK-SN	1967 Nova - stock height (no spindles), kit	\$1,199.00	\$1,055.00	\$899.00
6774FRBP-11	1967 Camaro, 11" booster, stock, kit	\$1,069.00	\$941.00	\$800.00
6774FRBP-11D	1967 Camaro, 11" booster, drop, kit	\$1,169.00	\$1,041.00	\$900.00
6474FRBP-9	1967 Camaro, 9" booster, stock, kit	\$1,069.00	\$941.00	\$800.00
6474FRBP-9D	1967 Camaro, 9" booster, drop, kit	\$1,169.00	\$1,059.00	\$876.00
6869FRBP-11	1968-69 Camaro, 1968-74 Nova, 11" booster, kit	\$1,169.00	\$1,059.00	\$876.00
6869FRBP-11D	1968-69 Camaro, 1968-74 Nova, 11" booster, drop, kit	\$1,069.00	\$1,941.00	\$800.00

#6774FRBP-11



*Shown with optional upgraded rotors.

#6264CBK-S



*Shown with optional upgraded rotors.

STOCK SPINDLE COMPLETE FRONT BRAKE KITS

Improve the stopping power of your car while retaining your vehicles stock ride height. The early Nova kit works with 14" disc brake type wheel and keeps the wheels at the stock DRUM offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Kits include rotors, load-ed calipers, caliper brackets, bearings, seals, dust caps, spindle nuts, banjo bolts, power brake booster, master cylinder and OE style proportioning valve. 1968-74 Nova and 1967-69 Camaro kits also include disc brake spindles and dust shields. All "CBK" kits also include an OE material pre-bent hard line kit, but "FBP" kits do not. Note: 1962-67 Nova kit and #6474FBP-9 will come with 9" booster and all other kits will come with 11" booster unless otherwise specified.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6874CBK-S	1968-74 Nova & 1967-69 Camaro, kit	\$699.00	\$629.00	\$525.00
UNASSEMBLED KITS:				
6264CBK-S	1962-64 Nova, kit	\$699.00	\$629.00	\$525.00
6566CBK-SN	1965-66 Nova, kit	\$699.00	\$629.00	\$525.00
67CBK-SN	1967 Nova, kit	\$699.00	\$629.00	\$525.00
6474FBP-9	1968-74 Nova & 1967-69 Camaro, 9" booster, kit	\$575.00	\$506.00	\$431.00
6774FBP-11	1968-74 Nova & 1967-69 Camaro, 11" booster, kit	\$575.00	\$506.00	\$431.00



DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our complete 2" drop spindle disc brake kit accepts factory ball joints and utilizes factory 5-lug steering arms, thus minimizing the modifications required for installation. The early Nova kit works with 14" disc brake type wheel and keeps the wheels at the stock DRUM offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields (only late Nova and Camaro), bearings, seals, dust caps, spindle nuts, banjo bolts, power brake booster, master cylinder and OE style proportioning valve. Assembled ("CBK") kits also include an OE material hard line kit. Unassembled kits include our Econo drop spindle and assembled kits include our premium Modular™ drop spindles. *Notes: 1962-67 kit will come with 9" booster and all other kits will come with 11" booster unless otherwise specified. 1962-64 Nova kit requires the use of factory 5 lug steering arms or CPP replacement #6267SA.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
CPP6264CBK-D *	1962-64 Nova, kit	\$799.00	\$703.00	\$599.00
CPP6566CBK-D *	1965-66 Nova, kit	\$799.00	\$703.00	\$599.00
CPP67CBK-DN *	1967 Nova, kit	\$799.00	\$703.00	\$599.00
CPP6874CBK-D	1968-74 Nova & 1967-69 Camaro, kit	\$799.00	\$703.00	\$599.00
*Specify when using tubular upper arms		\$799.00	\$703.00	\$599.00
UNASSEMBLED KITS:				
E6474FBP-D9	1968-74 Nova & 1967-69 Camaro, 9" booster, kit	\$675.00	\$600.00	\$500.00
E6474FBP-D11	1968-74 Nova & 1967-69 Camaro, 11" booster, kit	\$675.00	\$600.00	\$500.00



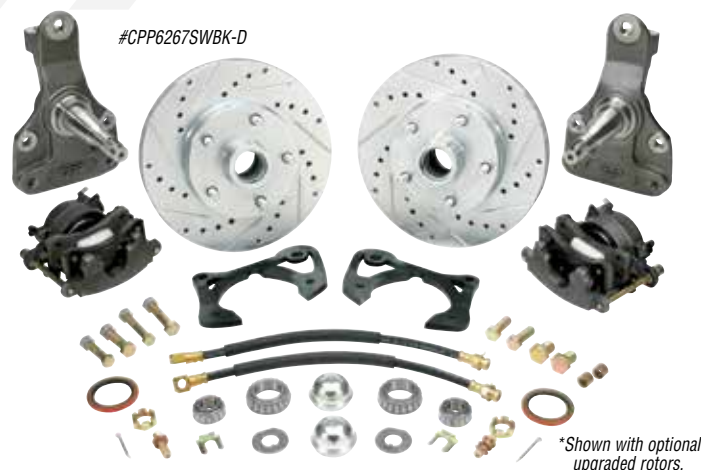
*Shown with optional upgraded rotors.



STOCK SPINDLE COMPLETE FRONT BRAKE KITS

Improve the stopping power of your car while retaining your vehicles stock ride height. The early Nova kit works with 14" disc brake type wheel and keeps the wheels at the stock DRUM offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Kits include rotors, loaded calipers, caliper brackets, bearings, seals, dust caps, spindle nuts, banjo bolts, power brake booster, master cylinder and OE-style proportioning valve. 1968-74 Nova and 1967-69 Camaro kits also include disc brake spindles and dust shields. All "CBK" kits also include an OE material pre-bent hard line kit, but "FBP" kits do not. *Note: 1962-67 Nova kit and #6474FBP-9 will come with 9" booster and all other kits will come with 11" booster unless otherwise specified.*

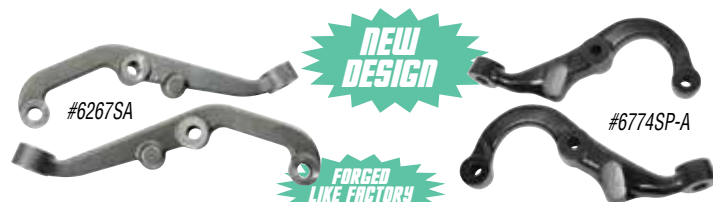
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6267SWBK-S	1962-67 Nova (includes spindles and steering arms), kit	\$649.00	\$571.00	\$485.00
6472SWBK-S	1968-74 Nova & 1967-69 Camaro, stock height, kit	\$449.00	\$395.00	\$330.00
7078SWBK-S	1975-79 Nova, 1970-78 Camaro, stock height, kit	\$549.00	\$483.00	\$410.00
UNASSEMBLED KITS:				
6467WBK-S	1962-67 Nova (does not include spindles), kit	\$449.00	\$395.00	\$315.00
6474WBP-S	1968-74 Nova & 1967-69 Camaro, stock height, kit	\$399.00	\$351.00	\$299.00



DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our 2" drop spindle wheel brake kit accepts factory ball joints and utilizes factory 5-lug steering arms, thus minimizing the modifications required for installation. The early Nova kit works with 14" disc brake type wheel and maintains the factory DRUM brake offset. The later Nova and Camaro kits work with most 15" wheels and moves the wheels out 7/16". Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields, bearings, seals, dust caps, spindle nuts, banjo bolts, and hardware. Unassembled kits include our Econo drop spindle and assembled kits include our premium Modular™ drop spindles. Notes: 1962-64 Nova kit requires the use of factory 5-lug steering arms or CPP replacement #6267SA.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
CPP6267SWBK-D	1962-64 Nova, Modular™ 2" drop, kit	\$525.00	\$472.00	\$394.00
6474SWBK-D	1968-74 Nova & 1967-69 Camaro, Modular™ 2" drop, kit	\$499.00	\$449.00	\$375.00
7078SWBK-D	1975-79 Nova & 1970-78 Camaro, kit	\$549.00	\$483.00	\$410.00
7981SWBK-D	1979-81 Camaro, kit	\$549.00	\$483.00	\$410.00
UNASSEMBLED KIT:				
E6474WBP-D	1968-74 Nova & 1967-69 Camaro, Econo 2" drop, kit	\$449.00	\$395.00	\$330.00



STEERING ARMS

A new reproduction forged to look and perform just like the original steering arms. No more having to grind them down or dispose of them when using the old style spindles and brake kits. Install these when you upgrade the brakes, spindles or lower control arms.

12" ROTOR DROP SPINDLE WHEEL BRAKE KITS

This new and revised kit has almost everything you need to add 12" disc brakes and 2" drop spindles to your disc or drum brake car, including NEW loaded (with disc pads) big piston calipers, 12" one-piece rotors, bearings, seals, dust caps, spindle nuts, hardware, and rubber brake hoses. Works with most 15" or larger custom wheels. Provides a full 2" drop and does not change the car's steering geometry. Note: maximum backspace 4 3/8".

QUICK FACTS...

STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938"
OFFSET	+1.188"
MIN. WHEEL SIZE	16"
BACKSPACING	max 4 3/8"

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769SWBK-D12	67-69 Camaro, 68-74 Nova, kit	\$409.00	\$368.00	\$309.00
6769SWBK-D12-UG	w/ upgraded rotors & hoses, kit (shown)	\$509.00	\$427.00	\$375.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267SA	1962-67 Nova (5 Lug), pr	\$69.00	\$61.00	\$49.00
6774SP-A	1968-74 Nova & 1967-69 Camaro, pr	\$69.00	\$61.00	\$49.00

STEERING ARM HARDWARE KIT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSAH-K	kit	\$7.00	\$6.00	\$5.00

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

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

\$199.00

Note: Purchase of brake kit required.



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





#7081SWBK

**BEST
VALUE!****C5 SPINDLE WHEEL BRAKE KIT**

The New CPP's Upright/Spindles are a direct bolt in replacement for many of GM's A/F/X body applications. These use the popular Generation 5 (C5) Corvette Bearing hub assemblies.

By using this new style setup, you eliminate common brake issues caused by spindle pin flex like caliper piston pushback. This is common with brake systems using the traditional spindle pin design.

This is taken care of by utilizing the modern sealed bearing and hub as one assembly. This hub bolts directly into the new upright/spindle. No bearings to grease since the hub and bearing is fully sealed.

These new design spindles also allow the use of other popular brake kit options from brands like Baer, Brembo, Wilwood, Stock C5 Corvette and others. Our part # CP30013 is also a slightly taller spindle from ball joint to ball joint and will have a better less effected camber change during suspension travel creating this tall spindle effect without the need to change upper control arms like other "Tall" spindles that are on the market today. Other key features of these new spindles are that the track width will remain the same as stock drum brakes so your tires will not move out; Keeping the front hub to hub distance the same as factory. Also, they allow the factory bolt on steering arms to be mounted keeping the steering geometry stock and true.

The CPP C5 uprights/Spindles are available today for the very popular GM A/F/X body and the 2nd generation F body cars. The CP30013 Will fit 64-72 Chevy Chevelle, El Camino, 1970-72 Monte Carlo as well as all the other Popular GM A body cars from 1964-72. These also fit 1967-69 F body applications like the 1967-69 Camaro, 1967-69 Firebird and Trans Am as well as the 1968-74 GM X body like the Nova, Apollo, Omega and Ventura's though the same year span. The CP30014 fit 1970-81 F Body cars like the Camaro, Firebird and Trans Am.



#6474SWBK

**AVAILABLE IN
RED OR
BLACK**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SWBK-STC5-B	1968-74 Nova & 1967-69 Camaro, black caliper, kit	\$649.00	\$589.00	\$480.00
6474SWBK-STC5-R	1968-74 Nova & 1967-69 Camaro, red caliper, kit	\$649.00	\$589.00	\$480.00
7081SWBK-SC5-B	1970-78 Camaro & 1975-79 Nova, C5, black caliper, kit	\$649.00	\$589.00	\$480.00
7081SWBK-SC5-R	1970-78 Camaro & 1975-79 Nova, C5, red caliper, kit	\$649.00	\$589.00	\$480.00

*Shown with optional upgraded rotors.



QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+1.25"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. *Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6263RWBK-E	1962-63 Nova, 4-lug, (requires axles to be drilled to 5 lug), kit	\$599.00	\$527.00	\$449.00
6263RWBK-S	1962-63 Nova, 4-lug, (requires axles to be drilled to 5 lug), w/o Emergency Brake, kit	\$499.00	\$439.00	\$339.00
1012RWBK-SE-6265	1962-65 Nova, 5-lug, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6265	1962-65 Nova, w/o E-Brake (non E-Brake caliper), kit	\$499.00	\$439.00	\$339.00
1012RWBK-SE-6667	1966-67 Nova, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6667	1966-67 Nova, w/o E-Brake (non E-Brake caliper), kit	\$499.00	\$439.00	\$339.00
1012RWBK-SE-67	1967 Camaro w/ E-Brake, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-67	1967 Camaro w/o E-Brake, staggered (non E-Brake caliper), kit	\$499.00	\$439.00	\$339.00
1012RWBK-SE-6869	1968-69 Camaro, 1968-74 Nova, w/ E-Brake, staggered, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6869	1968-69 Camaro, 1968-74 Nova, w/o E-Brake, staggered (non E-Brake caliper), kit	\$499.00	\$439.00	\$339.00
1012RWBK-SE-7078	1970-78 Camaro w/E-Brake, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-7078	1970-78 Camaro w/o E-Brake, kit	\$499.00	\$439.00	\$339.00
37012	.125" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	\$4.00	\$4.00	\$3.00
37013	.048" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	\$4.00	\$4.00	\$3.00

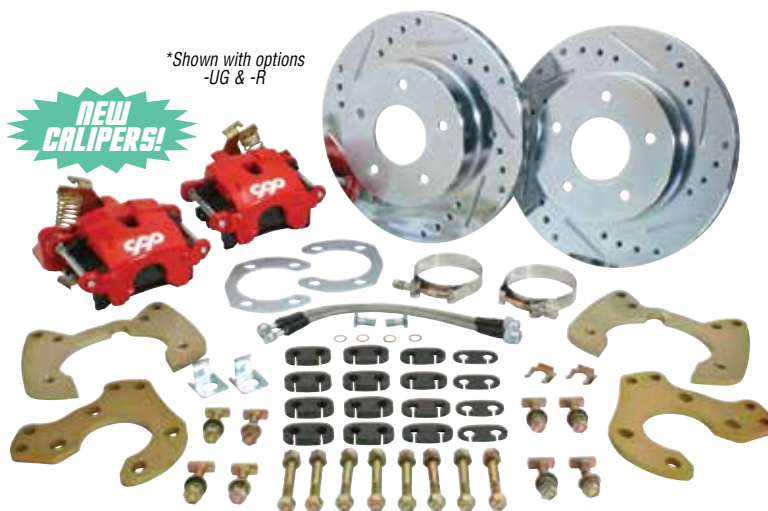
Note: Add BOP to end of part number for Buick, Olds, or Pontiac rear ends.

Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

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	+1.25"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a



*Shown with options -UG & -R

NEW CALIPERS!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5434	Ford psngr car 9" (4.75 bolt pattern), 3/8" 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
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

REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new CPP rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267EBC	1962-67 Nova, each	\$89.00	\$78.00	\$65.00
67EBC	1967 Camaro, pair	\$89.00	\$78.00	\$65.00
6869EBC	1968-74 Nova & 1968-69 Camaro, pair	\$69.00	\$66.00	\$49.00
7078EBC	1970-78 Camaro, pair	\$89.00	\$78.00	\$65.00
7981 EBC	1979-81 Camaro, pair	\$89.00	\$78.00	\$65.00



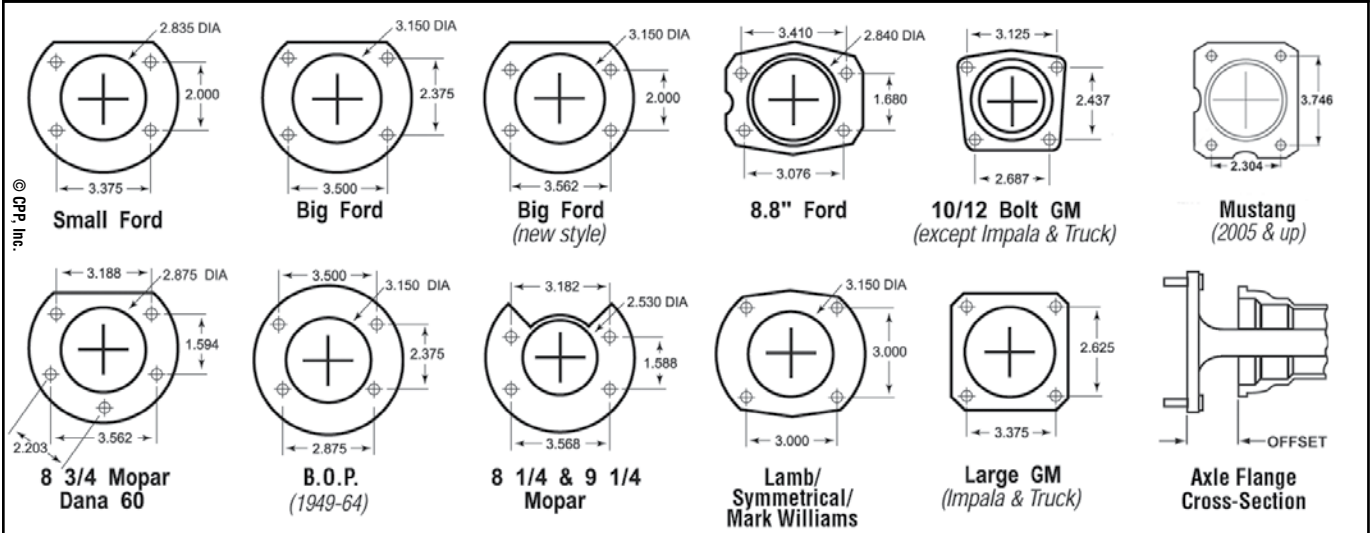
REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits 10 or 12 bolt axle. Also, occasionally extra shims are required to align the rear caliper.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
GM 10 or 12 BOLT REAR END				
1012RBP	1967 Camaro, kit	\$499.00	\$449.00	\$375.00
1012RBP-S	1968-78 Camaro, 1968-74 Nova kit	\$499.00	\$449.00	\$375.00
37012	.125" shim, each	\$4.00	\$4.00	\$3.00
37013	.048" shim, each	\$4.00	\$4.00	\$3.00

*Not for BOP rear ends.

REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



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

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

\$199.00

Note: Purchase of brake kit required.



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





MINI™ DISC KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SMK-S	1967-69 Camaro & 1968-74 Nova, stock spindle	\$189.00	\$166.00	\$115.00
6474SMK-D	1967-69 Camaro & 1968-74 Nova, drop spindle	\$299.00	\$263.00	\$205.00
E6474SMK-D	1967-69 Camaro & 1968-74 Nova, econo drop spindle	\$249.00	\$225.00	\$175.00

ECONO LINE DROP SPINDLES

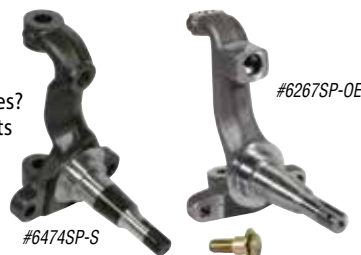
These spindles work with original disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and the factory 11" single piston disc brakes all for a very affordable price.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6474DS	1964-72, pair	\$179.00	\$160.00	\$135.00

STOCK DISC BRAKE SPINDLES

Looking to convert to front disc brakes? If so, then you'll need our components designed specifically to allow you to complete the job the right way. Note: #6267SP-OE will retrofit 1966-67 with included anchor bolt and spacer.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SP-S	1968-74 Nova & 1967-69 Camaro, disc, each	\$99.00	\$89.00	\$59.00
6267SP-OE	1964-65 Nova, 1/2"-20 anchor bolt, drum, each	\$99.00	\$89.00	\$59.00
6267SP-S	1964-65 Nova, 1/2"-20 anchor bolt, disc, each	\$99.00	\$89.00	\$59.00

NEW C5 SPINDLES

These spindles are a direct bolt on for many "A", "F" & "X" body applications. This spindle utilizes a C5 bearing. Flex on the factory spindle pins, which causes caliper piston push back, is eliminated by using this type of sealed bearing pack. This condition is especially apparent with aftermarket radial mount style calipers. These spindles also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo and Wilwood C5 applications). #CP30013 is also a tall spindle and has a different, or aggressive camber change during suspension movement, keeps the drum brake offset and utilizes original or CPP replacement steering arms. The CP30014 is the first of its kind and exclusive to CPP.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30013	1967-69 Camaro & 1968-74 Nova, pair	\$269.00	\$249.00	\$195.00
CP30014	1970-81 Camaro & 1975-79 Nova, pair	\$269.00	\$249.00	\$195.00
513139	Hub and bearing pack, each	\$79.00	\$71.00	\$59.00

2" MODULAR™ DROP SPINDLES

CPP's one-piece forged iron design with pressed in alloy steel axle pin; installs with no modifications; and lowers your vehicle 2". In some cases, this is accomplished without moving the wheels out! These work with CPP Big Brakes and many manufacturers brake kits in many different brake sizes...ideal for today's larger wheels.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30103	1962-67 Nova, pair	\$225.00	\$198.00	\$165.00
CP30100	1967-69 Camaro, 68-74 Nova, pair	\$225.00	\$198.00	\$165.00

ORIGINAL COMPONENT DROP SPINDLES

These newly designed drop spindles will allow the use of your original rotors and calipers, yield a 2" drop and will not affect the offset of your wheels.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7078DS	1970-78 Camaro, 1975-78 Nova, pair	\$249.00	\$225.00	\$184.00
7981DS	1979-81 Camaro, pair	\$249.00	\$225.00	\$184.00

NEW SCHOOL SPINDLES FOR 12" DISC BRAKE FOR 15" + WHEELS

These newly revised cast iron spindles allow you to add 12" disc brakes to your car. Works with 1970-78 Camaro calipers and 1988-92 Camaro 1LE 12" rotors. Will accept most 15" disc or larger custom wheels. Provides a full 2" drop and does not change the car's geometry. Note: Wheels can not exceed 3 1/2" backspace.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6774DS-12	1967-69 Camaro & 1968-74 Nova, pr	\$189.00	\$166.00	\$115.00

**OEM-STYLE DISC BRAKE DUST SHIELDS**

Stock type disc brake dust shields. Works with OE style disc brakes.

#CPDS-10 also work with CPP OE style stock & drop spindles. #DBDS-M work with #CP30100 Modular™ and Econo drop spindles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DBDS	1967-69 Camaro & 1968-74 Nova, stock disc spindle, pair	\$39.00	\$34.00	\$20.00
DBDS-M	CP30100 Modular™ & econo drop spindles, pair	\$49.00	\$43.00	\$29.00

DISC BRACKETS

These caliper brackets are designed to fit 1967-69 Camaro and 1968-74 Nova (requires disc brake spindles).



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474DB	1967-69 Camaro & 1968-74 Nova, pair	\$55.00	\$48.00	\$40.00
6474DB-M	Fits #CP30100 and #E6474DS, pair	\$80.00	\$70.00	\$55.00

**DROP SPINDLE BRAKE COMPONENTS & KITS**

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2705	standard fits #7078DS, pair	\$225.00	\$214.00	\$205.00
2705UG	deluxe fits #7078DS, pair	\$325.00	\$309.00	\$275.00
2709	standard fits #6474SP-S, #CP30100, pair	\$225.00	\$214.00	\$205.00
2709UG	deluxe fits #6474SP-S, #CP30100, pair	\$325.00	\$309.00	\$275.00
2711	standard fits ALL 12" rotor spindles, kit	\$225.00	\$214.00	\$205.00
2711UG	deluxe fits ALL 12" rotor spindles, kit	\$325.00	\$309.00	\$275.00

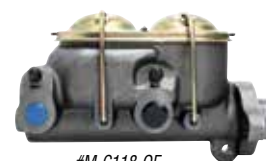
**BRAKE LINE KITS**

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. Universal kits available in an affordable basic kit and also a deluxe kit. Most line kits are available in original material (OM) or stainless steel (SS). Note: Some line kits ship O/S; additional freight charges apply. Also, these kits will not work with aftermarket IFS clips.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6264FLK-OM	1962-64 Nova front, original material, kit	\$69.00	\$66.00	\$57.00
6264FLK-SS	1962-64 Nova front, stainless steel, kit	\$89.00	\$86.00	\$77.00
6265RLK	1962-65 Nova rear, original material, kit	\$35.00	\$31.00	\$24.00
6367RLK-CURRIE-OM	1963-67 Nova w/ Currie rear end, disc, orig. mat., kit	\$35.00	\$31.00	\$24.00
6367RLK-CURRIE-SS	1963-67 Nova w/ Currie rear end, disc, stainless st., kit	\$50.00	\$44.00	\$32.00
6566FLK-OM	1965-66 Nova front, original material, kit	\$69.00	\$66.00	\$57.00
6566FLK-SS	1965-66 Nova front, stainless steel, kit	\$89.00	\$85.00	\$77.00
6667RLK-OM	1966-67 Nova rear, original material, kit	\$35.00	\$31.00	\$24.00
67FLK-OM-NP	1967 Nova mini kit, front, original material, kit	\$35.00	\$31.00	\$24.00
67FLK-SS-NP	1967 Nova mini kit, front, stainless steel, kit	\$50.00	\$44.00	\$32.00
6769FLK-OM	1967-69 Camaro, 1968-74 Nova mini kit, front, original material, kit	\$29.00	\$26.00	\$19.00
6769FLK-SS	1967-69 Camaro, 1968-74 Nova mini kit, front, stainless steel, kit	\$39.00	\$34.00	\$29.00
6769LK-OM	1967-69 Camaro, 1968-74 Nova front, original material, kit	\$79.00	\$70.00	\$59.00
6769LK-SS	1967-69 Camaro, 1968-74 Nova front, stainless steel, kit	\$99.00	\$90.00	\$75.00
6769RLK-OM	1967-69 Camaro, 1968-74 Nova rear, original material, kit	\$35.00	\$31.00	\$24.00
6769RLK-SS	1967-69 Camaro, 1968-74 Nova rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
6769RLK-CURRIE-OM	1967-67 Camaro, 1968-74 Nova w/ Currie rear end, disc, orig. mat., kit	\$35.00	\$31.00	\$24.00
6769RLK-CURRIE-SS	1967-67 Camaro, 1968-74 Nova w/ Currie rear end, disc, stainless st., kit	\$50.00	\$44.00	\$32.00



#M-82017



#M-C118-OE

OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

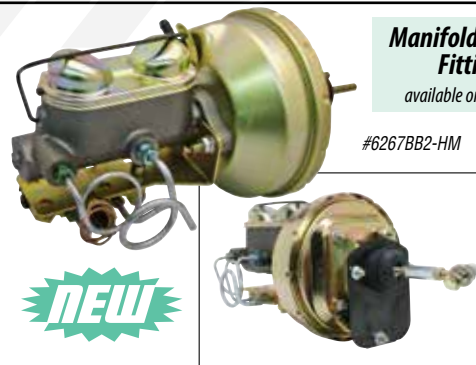
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M-82017	1964-66, each	\$69.00	\$61.00	\$44.00
M-C118-OE	1967-72 Power w/5468309 stamping, ea	\$89.00	\$78.00	\$55.00

FRONT DISC BRAKE LINE TAB KIT

These improved design tabs are engineered to keep the hard lines in an ideal location for disc brakes. Sold in pairs.

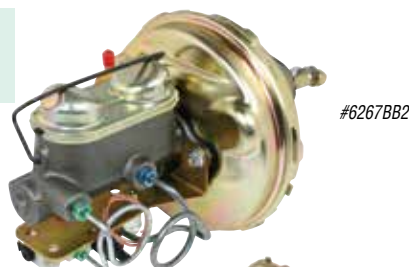


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769FDBL-TK	1967-69 Camaro, 1968-74 Nova, pr	\$29.00	\$26.00	\$20.00



Manifold Vacuum Fittings

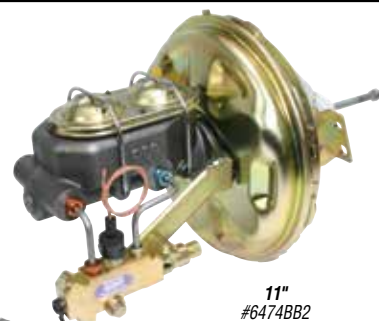
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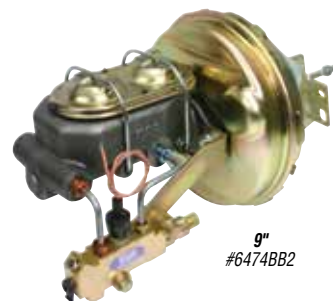
#6267BB2



#6769BB2-OE



11"
#6474BB2



9"
#6474BB2

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: #7377B-MC does not include proportioning valve assembly.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267BBD	1962-67 Nova, drum/drum, kit	\$299.00	\$263.00	\$210.00
6267BB2	1962-67 Nova, disc/drum, (3-bolt) kit	\$299.00	\$263.00	\$210.00
6267BB4	1962-67 Nova, disc/disc, (3-bolt) kit	\$299.00	\$263.00	\$210.00
6267BB2-HM*	1962-67 Nova, (high mount) disc/drum, kit	\$329.00	\$290.00	\$230.00
6267BB4-HM*	1962-67 Nova, (high mount) disc/disc, kit	\$329.00	\$290.00	\$230.00
6474BBD	1968-74 Nova, 1967-69 Camaro, drum/drum, kit	\$299.00	\$263.00	\$210.00
6474BB2	1968-74 Nova, 1967-69 Camaro, disc/drum, kit	\$299.00	\$263.00	\$210.00
6474BB4	1968-74 Nova, 1967-69 Camaro, disc/disc, kit	\$299.00	\$263.00	\$210.00
6769BB2-OE	1967-69 Camaro, (OE style) disc/drum, kit	\$299.00	\$263.00	\$210.00
7079BB2	1970-79 Camaro, disc/drum, kit	\$299.00	\$263.00	\$210.00
7079BB4	1970-79 Camaro, disc/disc, kit	\$299.00	\$263.00	\$210.00

*Will not work with stock inner fender panels.



#6267SRB-O



#6774SRB-O

OEM REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. Applications come with firewall bracketry and pedal linkage. All boosters come with a long and short pin for either deep or shallow master cylinders.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267SRB-O	1962-67 Nova, gold cad	\$149.00	\$131.00	\$95.00
6267SRB-OC	1962-67 Nova, chrome	\$249.00	\$220.00	\$170.00
6774SRB-O	1967-69 Camaro, 1968-74 Nova, gold cad	\$149.00	\$131.00	\$95.00
6774SRB-OC	1967-69 Camaro, 1968-74 Nova, chrome	\$249.00	\$220.00	\$170.00

POWER BRAKE BOOSTER BOOT, CLEVIS & PIN KIT

Necessary when converting from manual to power brakes. 2-3/8" and 4" booster pins available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SRB-BK	1967-69 Camaro & 1968-74 Nova, complete, kit	\$12.00	\$11.00	\$6.00
6474SRB-B	1967-69 Camaro & 1968-74 Nova, boot, each	\$5.00	\$4.00	\$3.00
6474SRB-C	1967-69 Camaro & 1968-74 Nova, booster clevis, each	\$5.00	\$4.00	\$3.00
6474SRB-SP	1967-69 Camaro & 1968-74 Nova, 2-3/8" booster pin (shallow bore master), each	\$2.00	\$2.00	\$1.00
6474SRB-DP	1967-69 Camaro & 1968-74 Nova, 4" booster pin (deep bore master), each	\$2.00	\$2.00	\$1.00



Show Stopper



Street Beast



#HAK-S Line Kit included with Show Stopper Kit



#HAK-R Line Kit included with Street Beast Kit

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit 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 afternoon, using common hand tools, with average mechanical skill levels. These systems consist of a direct fit high performance, hydraulic brake assist 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. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, #MCPV1 master cylinder, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum corvette style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist only, master cylinder and hoses are not included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HBK-SS	1967-69 Camaro & 1968-74 Nova, Show Stopper, kit	\$899.00	\$829.00	\$675.00
6474HBK-SB	1967-69 Camaro & 1968-74 Nova, Street Beast, kit	\$749.00	\$695.00	\$560.00

Bare Units:

6474HBK-BSS	1967-69 Camaro & 1968-74 Nova, billet bracket, each	\$469.00	\$435.00	\$349.00
6474HBK-BSB	1967-69 Camaro & 1968-74 Nova, steel bracket, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

**HYDRAULIC BOOSTER BRACKET KIT**

This attractive billet bracket will allow the use of a GM L/T hydraulic brake assist on your 1st gen Camaro or 2nd gen Nova and bolt directly to your firewall. Kit includes billet mounting bracket and installation tool.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HBB-K	1967-69 Camaro & 1968-74 Nova, kit	\$129.00	\$116.00	\$95.00
7079HBB-K	1970-79 Camaro, kit	\$129.00	\$116.00	\$95.00

HYDRAULIC BRAKE ASSIST UNIT COVER

This attractive chrome plated cover will add a little something extra to the appearance of your hydraulic brake booster when used to slip over the accumulator unit. Includes hex head set screws to lock in place.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP5100	Chrome Accumulator cover, each	\$69.00	\$62.00	\$49.00

**MAGNA-PURE™ IN-LINE FILTER**

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

Tools to Help Your Customers Get the Job Done!

Check out our new Power Brake
Booster Install Kits

#PDBI-K25 (25" hose)
\$27.00

#PDBI-K50 (50" hose)
\$29.00



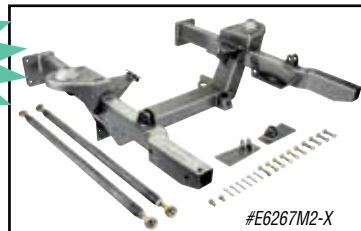
**BRAND
NEW!**

#E6267M2IFS-K

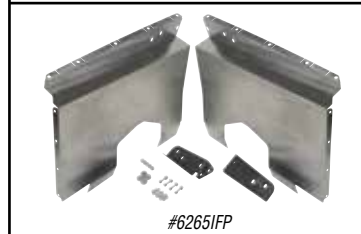
**INCLUDES
NEW POWER RACK,
PERFORMANCE BRAKE
KIT & SWAY BAR!**



Shown with Power Rack & Upgraded Rotors



#E6267M2-X



#6265IFP



#6667IFP

MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having an independent suspension system in your Nova without paying the big prices of other kits. These kits come with Mustang II clip, coil springs, 2" drop or stock spindles, brakes with billet aluminum hubs, shocks, upper and lower control arms, rack & pinion, adjustable heim jointed down bars, plus mounting hardware. Specify manual or power steering and stock or dropped spindles. Rotors are 5x4.75 lug pattern. Mustang II clip also sold separately. Modified inner fender panels also available. Available with 5x4.5 and 5x4.75 patterns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6267M2IFS-K	1962-67 Economy Mustang II, complete kit	\$1,799.00	\$1,629.00	\$1,299.00
E6267M2-X	1962-67 Economy Mustang II, welded crossmember, kit	\$509.00	\$459.00	\$359.00
6265IFP	1962-65, inner fender panels, pair	\$199.00	\$179.00	\$139.00
6667IFP	1966-67, inner fender panels, pair	\$199.00	\$179.00	\$139.00

STOCK SUBFRAME KIT

Freshen up or completely restore your stock Camaro front subframe with all new parts and enjoy the modern amenities of disc brakes and power steering. This kit comes with a stock subframe that is painted for protection from the elements. It also includes a stock spindle disc brake wheel kit, power steering gear box, stamped OE style control arms, steering linkage, steering arms, coil springs, shocks, sway bar, and small block Chevy motor perches. Many brake, control arm and steering box upgrades are available, ask your customer service rep when ordering.

**BRAND
NEW!**



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
67FSC-K	1967 Camaro, kit	\$2,759.00	\$2,639.00	\$2,399.00
68FSC-K	1968 Camaro, kit	\$2,759.00	\$2,639.00	\$2,399.00
69FSC-K	1969 Camaro, kit	\$2,759.00	\$2,639.00	\$2,399.00

NEW



#6774CPP-K



COMPLETE PERFORMANCE PACKAGE

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. Early Nova kits feature our innovative MINI™ Sub-Frame and 400 Series™ performance steering box and also includes Totally Tubular™ upper control arms, Caltracs traction bars and a set of 2" drop Modular™ disc brake spindles. Late Nova & Camaro kits include upper and lower Totally Tubular™ control arms,

500 Series™ performance power steering box, 2" drop rear leaf kit and feature our C5 spindles & hubs that offer the latest in braking technology. All kits also include front coil springs, front and rear performance sway bars and front and rear Black Magic™ performance tuned shocks.

Arms are available in gloss black or silver powder coat. Put a C.P.P. under your ride today!



#7081CPP-K



#6267CPP-K



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267CPP-K	1962-67 Nova, kit	\$1,959.00	\$1,860.00	\$1,469.00
6774CPP-K *	1967-69 Camaro & 1968-74 Nova, kit	\$2,229.00	\$2,100.00	\$1,669.00
7081CPP-K *	1970-81 Camaro & 1975-79 Nova, kit	\$2,289.00	\$2,175.00	\$1,715.00

* Requires 17" or larger wheel.

SUSPENSION | PRO-TOURING KITS

PRO-TOURING KITS

CPP's new Pro-Touring Kits provide the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a front and rear sway bar, combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's award-winning MCPV-1 master cylinder; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.



#6267PTK-1

STAGE I

Includes front lowered coil springs, front and rear shocks, front and rear sway bar kits. The 1962-67 Nova kit also comes with a front MINI™ Sub Frame kit, front upper control arms and rear Caltracs traction bar kit. 1968-74 Nova and 1967-81 Camaro kits also include front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267PTK-1	1962-67 Nova, kit	\$1,499.00	\$1,350.00	\$1,203.00
6774PTK-1	1967-69 Camaro, 1968-74 Nova, kit	\$1,599.00	\$1,450.00	\$1,280.00
7081PTK-1	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$1,699.00	\$1,529.00	\$1,329.00

500Series™

Add a 500 Series™ Box for the Ultimate Performance!

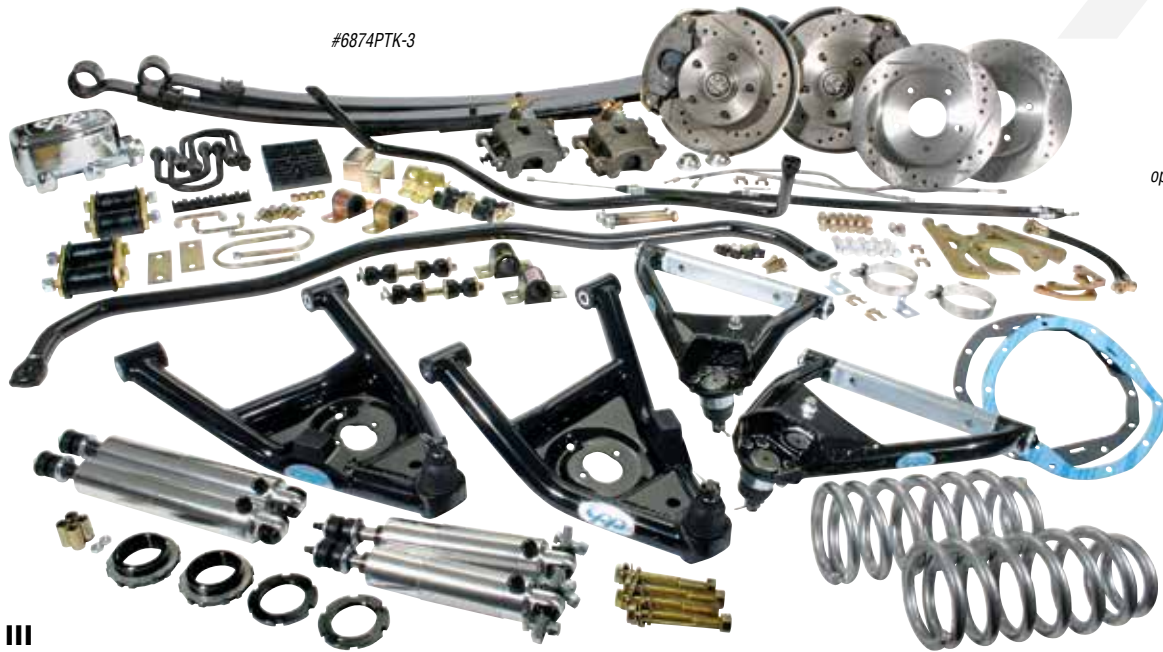


#6267PTK-2

STAGE II

Includes front coil over kits, rear QA1 shocks and front and rear sway bar kits. The 1962-67 Nova kit also comes with a front MINI™ Sub Frame kit, front upper control arms and rear Caltracs traction bar kit. 1968-74 Nova and 1967-81 Camaro kits also include front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267PTK-2	1962-67 Nova, kit	\$2,099.00	\$1,999.00	\$1,839.00
6774PTK-2	1967-69 Camaro, 1968-74 Nova, kit	\$1,999.00	\$1,899.00	\$1,797.00
7081PTK-2	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$2,199.00	\$2,137.00	\$1,890.00



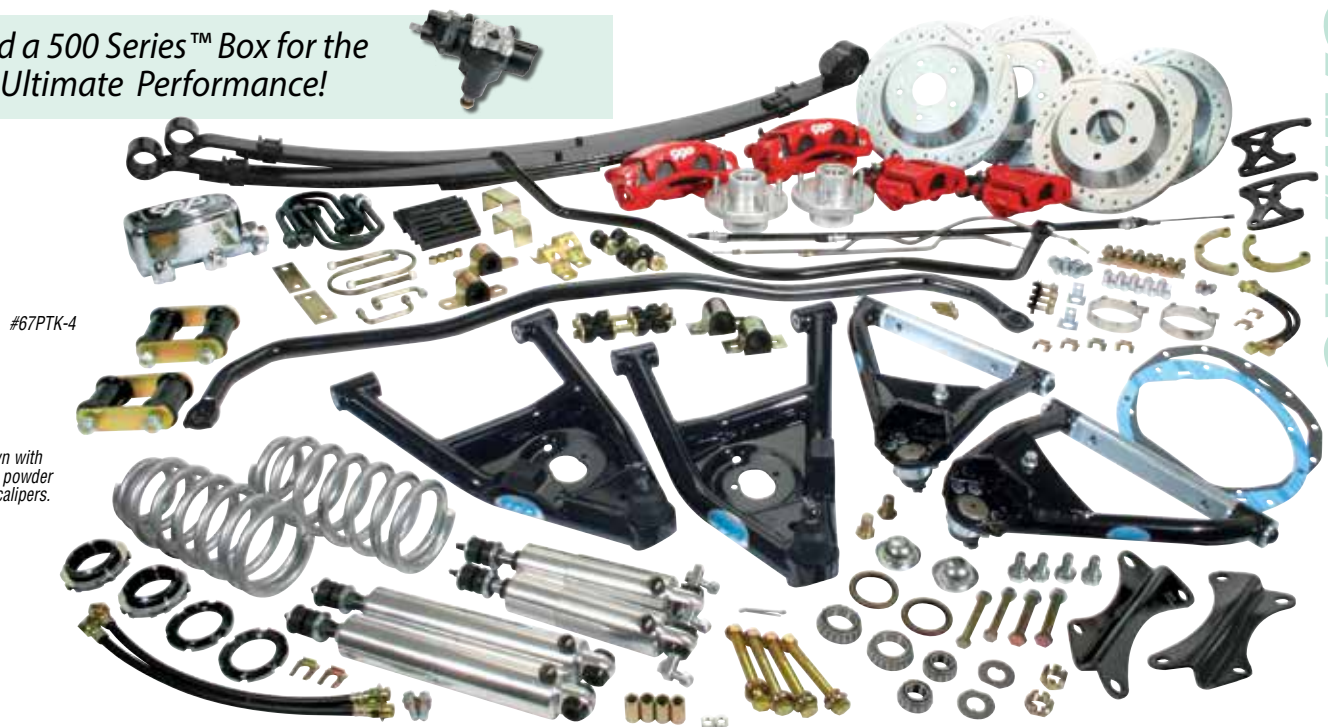
*Shown with optional upgraded rotors.

STAGE III

Includes all Stage II pieces plus front and rear 11" stock height brakes and MCPV1 master cylinder. *Note: Drop spindle upgrade available.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6265PTK-3	1962-65 Nova, kit	\$3,099.00	\$2,949.00	\$2,799.00
6667PTK-3	1966-67 Nova, kit	\$3,099.00	\$2,949.00	\$2,799.00
67PTK-3	1967 Camaro, kit	\$2,999.00	\$2,849.00	\$2,699.00
6874PTK-3	1968-69 Camaro, 1968-74 Nova, kit	\$2,999.00	\$2,849.00	\$2,699.00
7078PTK-3	1970-78 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$3,299.00	\$2,999.00	\$2,499.00

Add a 500 Series™ Box for the Ultimate Performance!



*Shown with optional powder coated calipers.

STAGE IV

Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes and our MCPV1 master cylinder. *Note: Requires disc brake spindles.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6265PTK-4	1962-65 Nova, kit	\$3,699.00	\$3,519.00	\$3,199.00
6667PTK-4	1966-67 Nova, kit	\$3,699.00	\$3,519.00	\$3,199.00
67PTK-4	1967 Camaro, kit	\$3,599.00	\$3,419.00	\$3,099.00
6874PTK-4	1968-69 Camaro, 1968-74 Nova, kit	\$3,599.00	\$3,419.00	\$3,099.00



#6267TCA-ULK



Totally TUBULAR™

MINI™ SUB-FRAME KIT

At the heart of the innovative kit is 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. This kit adds stability, alignability, improved steering response and over 2" of ground clearance for your early Nova. By eliminating the binding action caused by the factory strut rods you are able to maintain proper wheel alignment. The Mini Sub-Frame accommodates both factory and aftermarket sway bars. The upper control arms will accommodate stock coil springs, Shockwave™ and also coil over conversions. Available in gloss black or silver powder coat. *Note: Lowered coils not recommended with drop spindles.*



#6267DTCA-KS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267TCA-UKB	1962-67 Nova, Upper only, black, kit	\$309.00	\$272.00	\$230.00
6267TCA-UKS	1962-67 Nova, Upper only, silver, kit	\$309.00	\$272.00	\$230.00
6267TCA-KB	1962-67 Nova, Lower, Mini™ Subframe, black, kit	\$399.00	\$351.00	\$299.00
6267TCA-KS	1962-67 Nova, Lower, Mini™ Subframe, silver, kit	\$399.00	\$351.00	\$299.00
6267TCA-ULK-B	1962-67 Nova, Upper/Lower, black, kit	\$699.00	\$615.00	\$485.00
6267TCA-ULK-S	1962-67 Nova, Upper/Lower, silver, kit	\$699.00	\$615.00	\$485.00
6267DTCA-KB	1962-67 Nova, Upper/Lower, deluxe, black, kit	\$929.00	\$839.00	\$696.00
6267DTCA-KS	1962-67 Nova, Upper/Lower, deluxe, silver, kit	\$929.00	\$839.00	\$696.00



STEERING STOPS

When you want to add steering stops to your CPP Tubular Arms. *Note: These are adjustable.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP12028	1962-67 Nova, pair	\$19.00	\$17.00	\$14.00

ALIGNMENT LOCK OUT KIT

CPP's lock out plates eliminate the alignment cams and provide 13 different positions for the control arm. They will never slip and cause a lost alignment.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP10134	1962-67 Nova, kit	\$35.00	\$31.00	\$25.00

CAM BOLT KIT

Replace your old rusty alignment cams with new replacement cam bolt kits. Two are required with original control arms and four are required with CPP Mini Sub-Frame.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
264-3594	1962-67 Nova, each	\$9.00	\$8.00	\$6.00

#6774TCA-UKB

#7081TCA-UKS



#6774TCA-LKB

**Totally
TUBULAR™**


#7081TCA-LKS

TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept QA-1 coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Economy import arms also available for some applications. Ball joints included with all arms. *Note: #6774ETA-K will lower vehicle 1-1/2".*



#6774ETA-K



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6774TCA-UKB	1968-74 Nova & 1967-69 Camaro, Upper, black, pair	\$337.00	\$297.00	\$244.00
6774TCA-UKS	1968-74 Nova & 1967-69 Camaro, Upper, silver, pair	\$337.00	\$297.00	\$244.00
6774TCA-LKB	1968-74 Nova & 1967-69 Camaro, Lower, black, pair	\$445.00	\$392.00	\$327.00
6774TCA-LKS	1968-74 Nova & 1967-69 Camaro, Lower, silver, pair	\$445.00	\$392.00	\$327.00
6774TCA-ULK-B	1968-74 Nova & 1967-69 Camaro, Upper/Lower, black, set	\$733.00	\$645.00	\$533.00
6774TCA-ULK-S	1968-74 Nova & 1967-69 Camaro, Upper/Lower, silver, set	\$733.00	\$645.00	\$533.00
6774ETA-K	1968-74 Nova & 1967-69 Camaro, Economy Import, Upper/Lower, black, set	\$399.00	\$351.00	\$299.00
7081TCA-UKB	1970-78 Camaro, Upper, black, pair	\$337.00	\$297.00	\$244.00
7081TCA-UKS	1970-78 Camaro, Upper, silver, pair	\$337.00	\$297.00	\$244.00
7081TCA-LKB	1970-78 Camaro, Lower, black, pair	\$445.00	\$392.00	\$327.00
7081TCA-LKS	1970-78 Camaro, Lower, silver, pair	\$445.00	\$392.00	\$327.00
7081TCA-ULK-B	1970-78 Camaro, Upper/Lower, black, set	\$733.00	\$645.00	\$533.00
7081TCA-ULK-S	1970-78 Camaro, Upper/Lower, silver, set	\$733.00	\$645.00	\$533.00

Need to help a customer?

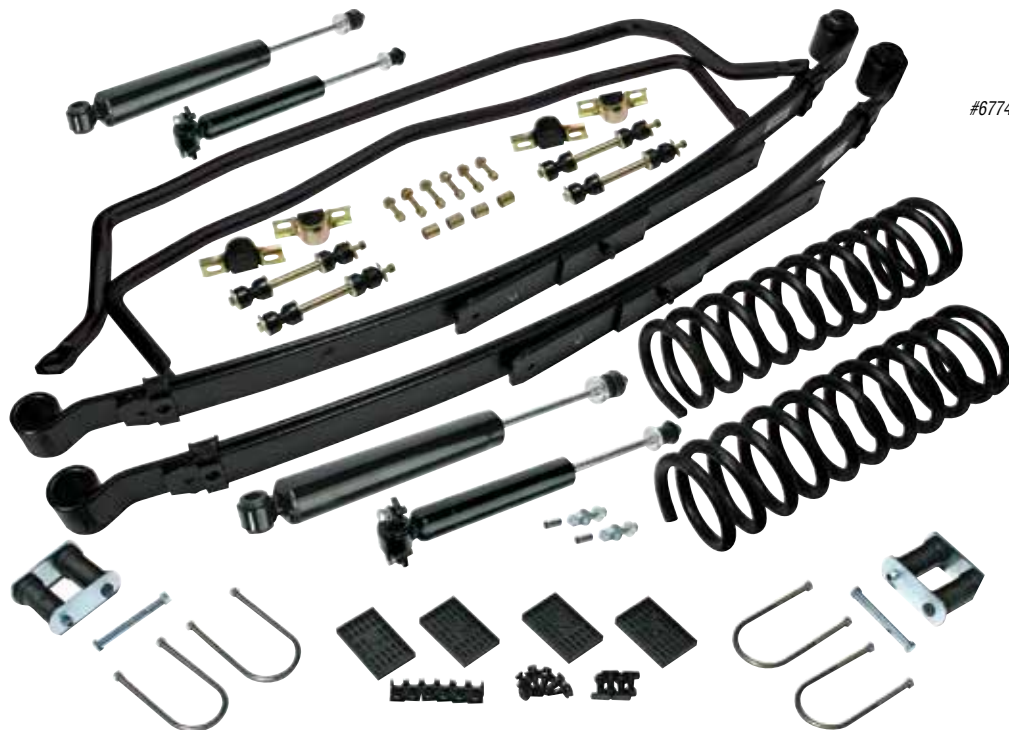
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#6774LHP-K

PERFORMANCE HANDLING KIT

The 1-1/8" front and 1" rear sway bars play an important role in providing your car with the great handling you're after. They reduce body roll and help to reduce over and under steer. Combined with a lowered stance and the enhancements of the lowered front and rear coil springs and gas shock combo, the performance handling kit is the upgrade that is designed for the budget minded. Kit includes front and rear sway bars, front and rear gas shocks and front lowered springs and rear lowered leaf kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6774LHP-K	1967-69 Camaro & 1968-74 Nova, kit	\$829.00	\$749.00	\$629.00
7078LHP-K	1970-78 Camaro, kit	\$889.00	\$799.00	\$669.00



*Kit components may vary

PERFORMANCE PLUS FRONT END KITS

CPP's Performance Plus kits complement CPP's POLYPLUS™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, CNC wound and factory tested front coil springs, front Black Magic™ shocks, POLYPLUS™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, POLYPLUS™ strut rod bushings (when applicable), upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, and idler arm or idler arm bushing. Sway bar bushings and end links are sold separately. *Note: the POLYPLUS™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6367SDFK-P	1963-67 Nova, kit	\$639.00	\$575.00	\$456.00
6874SDFK-P	1968-74 Nova, kit	\$549.00	\$495.00	\$393.00
67SDFK-PC	1967 Camaro, kit	\$469.00	\$422.00	\$337.00
6869SDFK-P	1968-69 Camaro, kit	\$469.00	\$422.00	\$337.00



COMPLETE POLYPLUS™ FRONT END KITS

CPP's POLYPLUS™ front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. All car include upper and lower POLYPLUS™ control arm bushings, and bump stops. Sway bar bushings and end links sold separately.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
62SFK-P	1962 Nova, kit	\$559.00	\$519.00	\$419.00
6367SFK-PP	1963-67 Nova - power, kit	\$469.00	\$423.00	\$328.00
6367SFK-PM	1963-67 Nova - manual, kit	\$469.00	\$423.00	\$328.00
6874SFK-P	1968-74 Nova, kit	\$299.00	\$269.00	\$209.00
67SFK-PC	1967 Camaro, kit	\$379.00	\$341.00	\$265.00
6869SFK-P	1968-69 Camaro, kit	\$299.00	\$269.00	\$209.00
7072SFK-P	1970-72 Camaro, kit	\$419.00	\$379.00	\$329.00
7374SFK-P	1973-74 Camaro, kit	\$469.00	\$422.00	\$350.00
7579SFK-P	1975-79 Camaro, kit	\$329.00	\$296.00	\$250.00



POLYPLUS™ 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.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
62FK-P	1962 Nova, kit	\$399.00	\$359.00	\$299.00
6367FK-P	1963-67 Nova, kit	\$349.00	\$315.00	\$244.00
6874FK-P	1968-74 Nova, kit	\$209.00	\$189.00	\$146.00
67FK-P	1967 Camaro, kit	\$219.00	\$207.00	\$160.00
6869FK-P	1968-69 Camaro, kit	\$229.00	\$209.00	\$160.00
7078FK-P	1970-78 Camaro, kit	\$209.00	\$189.00	\$146.00



COMPLETE RUBBER FRONT END KITS

Don't overlook your front end when rebuilding your classic Chevy, replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing, upper and lower rubber control arm bushings, and bump stops. Sway bar bushings and end links sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
62SFK-R	1962 Nova, kit	\$559.00	\$519.00	\$419.00
6367SFK-RP	1963-67 Nova - power, kit	\$469.00	\$428.00	\$328.00
6367SFK-RM	1963-67 Nova - manual, kit	\$469.00	\$428.00	\$328.00
6874SFK-R	1968-74 Nova, kit	\$279.00	\$251.00	\$195.00
67SFK-RC	1967 Camaro, kit	\$359.00	\$323.00	\$251.00
6869SFK-R	1968-69 Camaro, kit	\$279.00	\$251.00	\$195.00
7072SFK-R	1970-72 Camaro, kit	\$419.00	\$379.00	\$329.00
7374SFK-R	1973-74 Camaro, kit	\$449.00	\$405.00	\$336.00
7579SFK-R	1975-78 Camaro, kit	\$309.00	\$278.00	\$216.00



RUBBER FRONT END KITS

Never overlook your front end when rebuilding your classic Chevy vehicle. Replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits include: upper and lower ball joints, outer tie rod ends, control arm bushings, and bump stops.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
62FK-R	1962 Nova, kit	\$399.00	\$359.00	\$299.00
6367FK-R	1963-67 Nova, kit	\$349.00	\$315.00	\$244.00
6874FK-R	1968-74 Nova, kit	\$189.00	\$170.00	\$132.00
67FK-R	1967 Camaro, kit	\$209.00	\$189.00	\$146.00
6869FK-R	1968-69 Camaro, kit	\$189.00	\$170.00	\$132.00
7072FK-R	1970-72 Camaro, kit	\$209.00	\$189.00	\$146.00

Parts shown for illustration only.
Actual components of kits will vary.



POWER STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: Basic kits do not include the tie rod ends or adjuster sleeves.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COMPLETE KIT:				
6869SLK-CP	1967-69 Camaro, 1968-74 Nova, kit	\$269.00	\$242.00	\$215.00
6367SLK-CP	1963-67 Nova, kit	\$349.00	\$315.00	\$259.00
6367SLK-CP-U	1963-67 Nova, with upgraded deluxe idler arm, kit	\$399.00	\$360.00	\$299.00

BASIC KIT:

6869SLK	1967-69 Camaro, kit	\$169.00	\$152.00	\$135.00
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ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade. Kit comes complete with two new forged aluminum hubs, inner and outer bearings & races, wheel studs, wheel hub seals, hub washers, grease caps and cotter pins.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474RBH-K	1968-74 Nova & 1967-69 Camaro, kit	\$189.00	\$166.00	\$139.00



OE DRUM HUB KIT

Replace your worn out drum hubs with this kit that contains all new components.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HK-OE	1967-69 Camaro & 1968-74 Nova, kit	\$69.00	\$50.00	\$40.00



**WORKS WITH
CPP TUBULAR
ARMS!**



ADJUSTABLE COIL OVER CONVERSION SYSTEM

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267COK-SA	1962-67 Nova, Single Adjustable, 325# spring rate, kit	\$569.00	\$512.00	\$455.0
6267COK-DA	1962-67 Nova, Double Adjustable, 325# spring rate, kit	\$739.00	\$715.00	\$599.00
7888-110	Spanner Wrench & Thrust Bearing Kit (nec. when installing coil over system)	\$49.00	\$44.00	\$39.00

IDLER ARM BUSHINGS

When replacing front end bushings remember the center link and idler arm bushings. New bushings will tighten up your steering and make your car safer to drive.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FB249	1963-67 Nova, Center Link 1.25" length, ea	\$9.00	\$8.00	\$7.00
IB5386	1963-67 Nova, Idler Arm support 1.88" length, ea	\$9.00	\$8.00	\$7.00



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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267UCS-RK	1962-67 Nova, rubber bushing, pair	\$99.00	\$89.00	\$75.00
6267UCS-PK	1962-67 Nova, poly bushing, pair	\$159.00	\$143.00	\$126.00
FA1019	1967-69 Camaro, 1968-70 Nova, each	\$49.00	\$44.00	\$38.00
FA9009	1970-73 Camaro, each	\$49.00	\$44.00	\$34.00



UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP406	1962-67 Nova, upper, each	\$45.00	\$40.00	\$25.00
FA487	1968-74 Nova, 1967-69 Camaro, ea	\$19.00	\$17.00	\$10.00
CPP407	1962-67 Nova, lower, each	\$45.00	\$40.00	\$25.00
FA993	1968-74 Nova, 1967-69 Camaro, ea	\$23.00	\$20.00	\$14.00
FA688	1970-79 Camaro, upper, each	\$19.00	\$17.00	\$14.00
FA921	1970-79 Camaro, lower, each	\$23.00	\$20.00	\$14.00



IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K6058	1963-67 Nova, p/s, (will work for m/s) ea	\$79.00	\$70.00	\$35.00
FA609	1968-74 Nova & 1968-69 Camaro (manual steering), 1967-69 Camaro (power steering) ea	\$49.00	\$43.00	\$35.00
FA695	1970-79 Camaro, each	\$69.00	\$61.00	\$51.00

DELUXE IDLER ARM

Our new CPP Deluxe Upgrade Idler Arm is the perfect compliment to our CPP Mini™ Subframe and 400 Series™ steering box or Borgeson power steering box. Also recommended when running large wheels. Our exclusive design will eliminate the steering play associated with the original design. Includes premium Daraleen bushings (same ones found in CPP control arms), frame mount bracket and sleeves for centerlink.



Works great with our Mini™ Sub-Frame on page 92

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6367IA-UK	1963-67 Nova, pair	\$129.00	\$116.00	\$96.00

CENTERLINKS

CPP has stock replacement steering draglinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DS829	1972-78 Camaro, each	\$69.00	\$61.00	\$51.00
6367CL	1963-67 Nova, each	\$89.00	\$78.00	\$63.00



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
ES323L	1962-67 Nova, inner, each	\$22.00	\$21.00	\$18.00
ES681N	1968-74 Nova & 1967-69 Camaro, inner, ea	\$16.00	\$14.00	\$12.00
ES443L	1975-79 Camaro, RH inner, each	\$20.00	\$18.00	\$15.00
ES442L	1975-79 Camaro, LH inner, each	\$20.00	\$18.00	\$15.00
ES661	1962 Nova, outer - 1st design straight, ea	\$79.00	\$72.00	\$69.00
ES675	1962 Nova, outer - 2nd design & 1963-67, ea	\$49.00	\$43.00	\$25.00
ES381R	1968-74 Nova & 1967-69 Camaro, outer, ea	\$21.00	\$19.00	\$16.00
ES404R	1970-74 Camaro, outer, each	\$40.00	\$38.00	\$36.00
ES441R	1975-81 Camaro, outer, each	\$19.00	\$17.00	\$14.00



TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES312S	1962 Nova, stock - 1st design straight, ea	\$15.00	\$13.00	\$11.00
ES2032S	1962 Nova, stock - 2nd design & 1963-67 Nova, stock, each	\$9.00	\$8.00	\$7.00
ES350S	1968-74 Nova, stock, each	\$12.00	\$11.00	\$8.00
ES2004S	1970-78 Camaro, stock, each	\$15.00	\$13.00	\$11.00



BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES2032SP-A	1963-67 Nova, pair	\$69.00	\$61.00	\$49.00
ES350SP-A	1968-74 Nova & 1967-69 Camaro, pr	\$69.00	\$61.00	\$49.00
ES2004SP-A	1970-78 Camaro, pair	\$69.00	\$61.00	\$49.00



Black Magic™

CPP NITROGEN GAS SHOCKS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-1004	1962-67 Nova, front stock, each	\$39.00	\$33.00	\$29.00
CPP-1000	1968-74 Nova, 1967-81 Camaro, front, each	\$39.00	\$33.00	\$29.00
CPP-1105*	1962-67 Nova, 1967-69 Camaro, rear stock, each	\$39.00	\$33.00	\$29.00
CPP-1107*	1968-74 Nova, 1967-69 Camaro, rear stock, each	\$39.00	\$33.00	\$29.00

* 1967-69 Camaro with factory upper shock plate or #CPP-1105STK (see left) use #CPP-1105, otherwise use #CPP-1107.



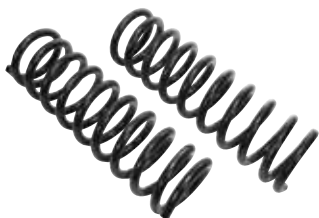
REAR UPPER SHOCK MOUNT

One of CPP's newest parts is a must when mounting original style or stock replacement shocks to your Camaro. The rear shock upper mount plate is located in the forward trunk area of the Camaro and mounts the upper shock rod to the shock tower. Two required per car.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-1105STK	1967-69 Camaro, each	\$9.00	\$8.00	\$6.00

FRONT COIL SPRINGS

Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. Rear coils are also available in standard rates and heavy duty spring rates.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS6080-S	1962-67 Nova, stock height, pair	\$105.00	\$92.00	\$78.00
FCS6080-D	1962-67 Nova, 2" lowered, pair	\$95.00	\$84.00	\$69.00
FCS6246-D	1962-67 Nova, 2" lowered - HD, pair	\$105.00	\$92.00	\$78.00
FCS6246-S	1962-67 Nova, stock height - HD, pair	\$105.00	\$92.00	\$78.00
FCS638-S	1968-74 Nova, stock height, pair	\$95.00	\$84.00	\$69.00
FCS638-D	1968-74 Nova, 2" lowered, pair	\$95.00	\$84.00	\$69.00
FCS6310-S	1967-69 Camaro, stock height - SB, pr	\$105.00	\$92.00	\$78.00
FCS6310-D	1967-69 Camaro, 1-1/2" drop - SB, pr	\$95.00	\$84.00	\$69.00
FCS5276-S	1970-78 Camaro, stock height - SB, pr	\$105.00	\$92.00	\$78.00
FCS5276-D	1970-78 Camaro, 1-1/2" drop - SB, pr	\$105.00	\$92.00	\$78.00
FCS656-S	1967-69 Camaro, stock height - BB, pr	\$105.00	\$84.00	\$69.00
FCS656-D	1967-69 Camaro, 1-1/2" drop - BB, pr	\$95.00	\$84.00	\$69.00
FCS590-S	1970-78 Camaro, stock height - BB, pr	\$105.00	\$92.00	\$78.00
FCS590-D	1970-78 Camaro, 1-1/2" drop - BB, pr	\$105.00	\$92.00	\$78.00



#CPP599



#CP671U



#7081PTSBK



#7081PTSBK-U

NEW DESIGNS!

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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CP108U	1962-67 Nova, 1", kit	\$149.00	\$139.00	\$111.00
CP108FBM	1962-67 Nova, 1", w/billet mount upgrade, kit	\$199.00	\$179.00	\$149.00
CPP599	1968-74 Nova & 1967-69 Camaro, 1-1/8", kit	\$149.00	\$119.00	\$95.00
CPP599FBM	1968-74 Nova & 1967-69 Camaro, 1-1/8", w/billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP709U	1970-78 Camaro & 1975-79 Nova, 1-1/4", kit	\$129.00	\$119.00	\$97.00
CP709FBM	1970-78 Camaro & 1975-79 Nova, 1-1/4", w/billet mount upgrade, kit	\$179.00	\$160.00	\$135.00

REAR:				
CP916U	1962-67 Camaro, 3/4" diameter, kit	\$139.00	\$129.00	\$105.00
CP671U	1967-69 Camaro & 1968-74 Nova, 7/8", kit	\$139.00	\$129.00	\$105.00
CP681U	1970-78 Camaro, 1", kit	\$149.00	\$139.00	\$111.00
6774PTSBK	1967-69 Camaro & 1968-74 Nova, Pro-Touring, kit	\$189.00	\$170.00	\$139.00
6774PTSBK-U	1967-69 Camaro & 1968-74 Nova, Pro-Touring, billet upgrade, kit	\$279.00	\$250.00	\$209.00
7081PTSBK	Pro-Touring, kit	\$189.00	\$170.00	\$139.00
7081PTSBK-U	Pro-Touring, billet upgrade, kit	\$279.00	\$260.00	\$229.00



SPRING RETAINER PLATE

Replace your worn, broken or missing upper coil spring retainer in your early Nova with the factory front end.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267CRP	1962-67 Nova, pair	\$16.00	\$14.00	\$11.00



CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings. Early Nova kits also include strut rod bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267CAB-P	1963-67 Nova, POLYPLUS, kit (shown)	\$79.00	\$70.00	\$62.00
6267CAB-R	1962-67 Nova, rubber, kit	\$79.00	\$70.00	\$62.00
3-3101G	1968-74 Nova & 67-69 Camaro, w/ 1.65" O.D. rear round lower bushing, POLYPLUS, kit	\$69.00	\$66.00	\$55.00
CP9595	1968-74 Nova, rubber, kit	\$39.00	\$34.00	\$29.00
3-3102G	1970-72 Camaro, POLYPLUS, kit	\$69.00	\$66.00	\$55.00
3-3103G	1973-74 Camaro, POLYPLUS w/ 1-5/8" front lower bushing, kit	\$69.00	\$66.00	\$55.00
3-3104G	1973-74 Camaro, POLYPLUS w/ 1-3/8" front lower bushing, kit	\$69.00	\$66.00	\$55.00
3-3105G	1975-79 Camaro, POLYPLUS, kit	\$69.00	\$66.00	\$55.00
6769CAB-R	1967-69 Camaro, rubber, kit (shown)	\$39.00	\$34.00	\$29.00
7072CAB-R	1970-72 Camaro, rubber, kit	\$39.00	\$34.00	\$29.00
7374CAB-R5	1973-74 Camaro, rubber w/ 1-5/8" front lower bushing, kit	\$39.00	\$34.00	\$29.00
7374CAB-R3	1973-74 Camaro, rubber w/ 1-3/8" front lower bushing, kit	\$39.00	\$34.00	\$29.00
7579CAB-R	1975-79 Camaro, rubber, kit	\$39.00	\$34.00	\$29.00



LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. Fixed end kits may have a solid bushing or 2 part bushing depending on the application.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K979-K	1962-67 Nova, shackle bushing, rubber, kit	\$69.00	\$66.00	\$51.00
SK9002-K	1968-79 Nova, fixed end, rubber, kit	\$69.00	\$62.00	\$39.00
3-2122G	1962-67 Nova, complete POLYPLUS™, mono-leaf, kit	\$69.00	\$66.00	\$51.00
3-2101G	1968-74 Nova, complete POLYPLUS™, mono-leaf, kit	\$69.00	\$66.00	\$51.00
3-2103G	1968-79 Nova, complete POLYPLUS™, multi-leaf, kit	\$69.00	\$66.00	\$51.00
SK1188-K	1970-74 Nova, fixed end, rubber, kit	\$24.00	\$22.00	\$18.00

SPRING PERCH

Replace those squeeking spring perches with a set of our OEM rubber spring perches.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267PCH-R	1962-67 Nova, rubber, each	\$39.00	\$34.00	\$24.00



BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
402410	1968-69 Nova/Camaro, rubber, lower, each	\$9.00	\$8.00	\$7.00
G7080	1970-81 Nova/Camaro, rubber, lower, each	\$9.00	\$8.00	\$7.00
3773361	1967-69 Nova/Camaro, rubber, upper, each	\$9.00	\$8.00	\$7.00
G7078	1970-81 Nova/Camaro, rubber, upper, each	\$9.00	\$8.00	\$7.00
9-9154G	1968-69 Nova/Camaro, POLYPLUS, lower, pr	\$15.00	\$14.00	\$10.00
9-9150G	1970-81 Nova/Camaro, POLYPLUS, lower, pr	\$15.00	\$14.00	\$10.00
9-9151G	1968-69 Nova/Camaro, POLYPLUS, upper, pr	\$15.00	\$14.00	\$10.00
3-9102G	1970-81 Nova/Camaro, POLYPLUS, upper, pr	\$15.00	\$14.00	\$10.00

REAR SHACKLE KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-2136G	1967-69 Camaro for mono leaf springs, kt	\$89.00	\$85.00	\$79.00
3-2134G	1967-81 Camaro for multi leaf springs, kt	\$89.00	\$85.00	\$79.00



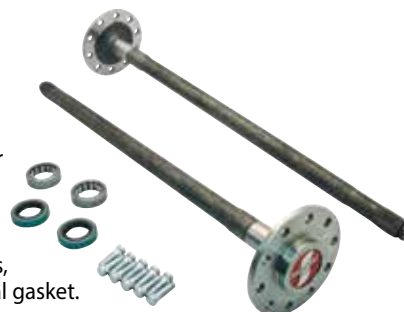
MULTI LEAF SPRINGS

Now available are new stock height and drop leaf springs for your car. These are not reconditioned originals, but new leaf springs made to the original factory specs. Sold in pairs. Only lowered leaf kits include bushings or U-bolts. Note: Stock height springs will not work with vehicles that were equipped with monos.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769RLS-D	1968-74 Nova, 1967-69 Camaro, kit	\$399.00	\$360.00	\$299.00
7081RLS-D	1970-81 Camaro, kit	\$449.00	\$405.00	\$335.00

HEAVY DUTY REAR AXLE KITS

Our cold rolled spline manufacturing process produces an axle spline up to 35% stronger than cut splines. Axles also include dual bolt patterns to allow for upgrading to larger studs. Kits include: axles, studs, bearings, seals, and differential gasket.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP10-1	1967-69 Camaro, 10 Bolt, kit	\$299.00	\$284.00	\$238.00
CP10-2	1970-81 Camaro, 10 Bolt, kit	\$299.00	\$284.00	\$238.00
CP10-3	1965-67 Nova, 10 Bolt, kit	\$299.00	\$284.00	\$238.00
CP12-1	1970-82 Camaro, 12 Bolt, kit	\$299.00	\$284.00	\$238.00
CP12-2	1967-69 Camaro & 1968-72 Nova, 12 Bolt, kit	\$299.00	\$284.00	\$238.00
CP12-3	1965-67 Nova, 12 Bolt, kit	\$299.00	\$284.00	\$238.00

#6267PSK-SB



500 Series™

#6768PSK



400 Series™

POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our brand new 400 Series™ as well as our very popular 500 Series™ power steering boxes for your classic Chevy. Both boxes have 3/4"-30 input shaft and utilize inverted flare hoses with 11/16"-18 pressure and 5/8"-18 return fittings. Pulleys available on page 167.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267PSK-SB	1962-67 Nova with 400 Series™ box, (with SBC) kit *Note: Will not work with 1967 factory column	\$599.00	\$549.00	\$449.00
6768PSK	1967-68 Camaro with 500 Series™ box, kit	\$599.00	\$549.00	\$449.00
69PSK	1969 Camaro & 1968-74 Nova with 500 Series™ box, kit	\$599.00	\$549.00	\$449.00



400 Series™



MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K6102	1963-67 Nova, manual steering, each	\$69.00	\$61.00	\$49.00
FA989	1971-74 Nova, power steering, each	\$89.00	\$78.00	\$65.00
67PA-M	1967 Camaro, manual steering, each	\$49.00	\$43.00	\$25.00
6869PA-M	1968-69 Camaro, manual steering, ea	\$49.00	\$43.00	\$25.00
6769PA-P	1967-69 Camaro, power steering, ea	\$49.00	\$43.00	\$25.00

400 SERIES™ POWER STEERING CONVERSION KIT

This powerful little power steering box will give you a great feel and allow more clearance for engine accessories and exhaust. This box utilizes the stock inverted flare hoses, 3/4"-30 rag joint and works with MANUAL steering pitman arm. Kit includes box, rag joint extension adapter and pitman arm. Rag joint sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6774PSC-K400	1967-69 Camaro & 1968-74 Nova	\$399.00	\$359.00	\$279.00

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

RUBBER HOSE KIT

Complete your 400 Series™ power steering installation with this rubber hose kit. Includes pressure and return lines.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267HK	1962-67 Nova, kit	\$55.00	\$48.00	\$39.00


400Series™

#CP50005NV



#CP50004



#CP6537C

500Series™


CPP's new 400 Series™ Power Steering Box is compact and lightweight but really packs a punch!

POWER STEERING BOXES

The compact 400 Series™ power steering box utilizes late model steering technology for your classic. These are a direct replacement for the original manual steering box and keep perfect alignment with the OE or aftermarket column. The compact design is closely modeled after the original manual steering box. With its 13.6:1 ratio (2.75 turns lock to lock) it has the performance handling of many rack and pinion conversions without the need for extensive modifications. This box uses the original MANUAL steering pitman arm. The 400 Series box will NOT work with factory column on 1967 Nova.

Our 500 Series Box for your Camaro or Nova car is truly the best of its kind. A direct replacement for the factory power steering box or an easy way to upgrade from manual steering to power steering. The 14 to 1 ratio adds a new dimension of handling to your car, smooth operation and excellent road feedback. This box works with factory POWER steering pitman arm. Both the 400 Series™ & 500 Series have a ¾"-30 input shaft and use inverted flare hoses (11/16"-18 pressure fitting & 5/8"-18 return fitting). These are the perfect solution for your bolt on performance power steering needs! OE power steering boxes are remanufactured units and use inverted flare hoses (11/16"-18 pressure fitting & 5/8"-18 return fitting), 13/16"-36 rag joint and original power steering pitman arm.



Maximize your 500 Series™ Steering Box Performance with a heavy duty sway bar, see page 98

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50005NV	1962-67 Nova, 400 Series™, 13.6:1 ratio, each	\$379.00	\$334.00	\$284.00
CP50004	1968-79 Nova, 1967-79 Camaro, 500 Series™, 14:1 ratio, each	\$379.00	\$334.00	\$289.00
CP6537C	1968-76 Nova, 1967-79 Camaro, OE reman, 16:1 ratio, each	\$299.00	\$269.00	\$225.00
CP6537Q	1968-76 Nova, 1967-79 Camaro, OE reman, 12:1 ratio, each	\$299.00	\$269.00	\$225.00



#19-6768SB



#19-6969SB



#19-6969SB-C



#19-6969BB



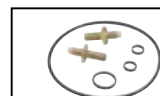
#19-6969BB-C



#19-7074SB



#19-7074SB-C



*All reservoir kits include O-rings and fittings!



*All pump kits include NEW 19- pump installed!

POWER STEERING PUMP AND HOUSING KITS

These 100% brand new pumps and reservoirs have a beautiful OEM appearance and function. Reservoirs come with all o-rings and fittings, including an AN adapter, if necessary to install in your application. All pump kits include **brand new** #19-PUMP installed. When appearance is a concern, use these OE style pumps and reservoirs. *Reservoir canisters and canister kits include cap. Caps also sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6768SB-P	1967-68 Camaro, small block, plain, ea	\$159.00	\$140.00	\$89.00
19-6768SB-PC	1967-68 Camaro, small block, chrome, ea	\$169.00	\$149.00	\$97.00
19-6969SB-P	1969 Nova, 1969 Camaro small block, plain, ea	\$159.00	\$140.00	\$89.00
19-6969SB-PC	1969 Nova, 1969 Camaro small block, chrome, ea	\$169.00	\$149.00	\$97.00
19-6969BB-P	1969 Camaro, '69 Nova, big block, plain, ea	\$159.00	\$140.00	\$89.00
19-6969BB-PC	1969 Camaro, '69 Nova, big block, chrome, ea	\$169.00	\$149.00	\$97.00
19-7074BSB-P	1970-74 Camaro, 1970-74 Nova 8 cyl, plain, ea	\$159.00	\$140.00	\$89.00
19-7074BSB-PC	1970-74 Camaro, 1970-74 Nova 8 cyl, chrome, ea	\$169.00	\$149.00	\$97.00

RESERVOIR KITS:

19-7074BSB	1970-74 Camaro, 1970-74 Nova 8 cyl, plain, each	\$39.00	\$34.00	\$26.00
19-7074BSB-C	1970-74 Camaro, 1970-74 Nova 8 cyl, chrome, ea	\$49.00	\$43.00	\$30.00
19-6768SB	1967-68 Camaro, small block, plain, each	\$39.00	\$34.00	\$26.00
19-6768SB-C	1967-68 Camaro, small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6969SB	1969 Nova, 1969 Camaro, small block, plain, each	\$39.00	\$34.00	\$26.00
19-6969SB-C	1969 Nova, 1969 Camaro, small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6969BB	1969 Camaro, 1969 Nova, big block, plain, each	\$39.00	\$34.00	\$26.00
19-6969BB-C	1969 Camaro, 1969 Nova, big block, chrome, each	\$49.00	\$43.00	\$30.00



CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in plain, chrome and black finish. Columns come with 3/4"-36 output shaft. All columns accepts any 1967-94 GM steering wheel or aftermarket adapter. Column shift columns come with both 3-speed and 4-speed shift indicators.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TC-6267-FP	1962-67 Nova, Floor Shift	\$299.00	\$270.00	\$209.00
TC-6266-SP	1962-66 Nova, Column Shift	\$349.00	\$315.00	\$245.00
TC-67-SP	1967 Nova, Column Shift	\$349.00	\$315.00	\$245.00

COLUMN INSTALL KITS

This kit has all the essentials for installing a CPP 400 Series™ Box on your early Nova. Whether using an original column or floor shift column or an aftermarket tilt column, we have you covered. *Note: Aftermarket DD column must have hollow 1" DD output shaft.*

#6266SCI-KOS



#SCG-6266N



#SCG-67N



#SCG-6768F



FIREWALL COLUMN SEALS

Made of foam material.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SCG-6266N	1962-66 Nova, each	\$5.00	\$4.00	\$3.00
SCG-67N	1967 Nova, each	\$5.00	\$4.00	\$3.00
SCG-6768F	1967-68 Camaro, each	\$5.00	\$4.00	\$3.00
SCG-69F	1969 Camaro, each	\$5.00	\$4.00	\$3.00
SCG-7081F	1970-81 Camaro, each	\$5.00	\$4.00	\$3.00

CUSTOM RAG JOINTS

Already have an aftermarket column and 400 Series™ Box for your early Nova and just need that custom rag joint to connect them? Available for 3/4"-36 and DD output shaft.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP59060	1962-67 Nova, 3/4"-30 x 3/4"-36	\$79.00	\$70.00	\$55.00
CP59065	1962-67 Nova, 3/4"-30 x 3/4" DD	\$79.00	\$70.00	\$55.00

POWER STEERING PUMP BRACKETS

These power steering brackets will allow you to easily bolt a power steering pump to your engine and enjoy the comfort of either a power steering box or rack & pinion steering. Brackets come in black powder coated finish.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PS708-S	1962-67 Nova, V8, set	\$42.00	\$42.00	\$37.00

STEERING BOX FITTINGS

#605SQL



#500IOA



#605ANF-IF



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
605SQL	O-ring box to inv flare hoses, pair	\$16.00	\$14.00	\$10.00
605ANF-IF	IF inv flare box to-6AN hose, pair	\$16.00	\$14.00	\$10.00
605ANF-OR	O-ring box to-6AN hose, pair	\$16.00	\$14.00	\$10.00
500IOA	inv flare box to O-ring hose, pair	\$16.00	\$14.00	\$10.00

See page 168 for Small Block and Big Block Pump Brackets



**BIG BRAKE PACKAGES
INCLUDE UPGRADED
ROTORS**

#6872FRBK-BB-R


*Shown with optional
upgraded calipers.

COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The 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 requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits are complete and include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit. *Note: Kits are all original drum offset. These kits are for original rear end. Inquire for alternate rear end kits.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467FRBK-BB	1964-67, 5x4.75 kit, plain calipers	\$1,498.00	\$1,318.00	\$1,089.00
6872FRBK-BB	1968-72, 5x4.75 kit, plain calipers	\$1,498.00	\$1,318.00	\$1,089.00


*Shown with
upgraded
calipers.

BIG BRAKE WHEEL KIT

These big brake wheel kits are designed around disc brake spindles. Includes rotors, calipers, hoses, bearing seals, mounting brackets and all necessary hardware. *Note: Big Brakes do NOT move wheels out from stock disc brake location.*


QUICK FACTS...

STOCK/DROP	drop
ROTOR	13"
CALIPER	(2) 52mm
OFFSET	0
MIN. WHEEL SIZE	17"
BACKSPACING	factory


REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. *Note: Kits also available for Ford 9", please inquire. Specify when using 3" rear drop.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472SWBK-D13	1964-72, plain calipers, (includes 2" drop spindles) kit	\$999.00	\$899.00	\$764.00
6472SWBK-S13	1964-72, plain calipers, (incl. stock height spindles), kit	\$999.00	\$899.00	\$764.00
6472WBK-P13	1964-72, plain calipers, (no spindles), kit	\$799.00	\$703.00	\$599.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467RWBK-P12	1964-67, kit	\$699.00	\$615.00	\$490.00
6872RWBK-P12	1968-72, kit	\$699.00	\$615.00	\$490.00

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

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

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



*Shown with optional upgraded rotors.

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938", 2.125"
OFFSET	+4.38"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



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

Upgrade any assembled kit to drum (D) offset for \$50!

#6774FRBP-11-UG

COMPLETE FRONT & REAR DISC BRAKE KITS

This is absolutely the most complete disc brake kit on the market and it is bolt-on easy to install. It includes a complete front disc brake wheel kit, (stock or drop spindle) complete rear disc brake kit, power brake booster with a 4-wheel disc brake master cylinder, OE style proportioning valve. Fully assembled kits also include front and rear OE material hard line kits and rear emergency brake cables. Please specify choice of booster size 7", 8", 9" and 11". Note: Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. Rear kits are for original rear ends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6466FRBK-S	1964-66 - Stock spindle, kit	\$1,199.00	\$1,055.00	\$899.00
6466FRBK-D	1964-66 - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
67FRBK-S-MS	1967 - Stock spindle, kit	\$1,199.00	\$1,055.00	\$899.00
67FRBK-D-MS	1967 - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00
6872FRBK-S	1968-72 - Stock spindle, kit	\$1,199.00	\$1,055.00	\$899.00
6872FRBK-D	1968-72 - Drop spindle, kit	\$1,299.00	\$1,169.00	\$975.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
UNASSEMBLED KITS:				
6774FRBP-11	1967-72, 11" booster, kit	\$1,069.00	\$941.00	\$800.00
6774FRBP-11D	1967-72, 11" booster (drop with econo spindles), kit	\$1,169.00	\$1,041.00	\$875.00
6474FRBP-9	1964-72, 9" booster, kit	\$1,069.00	\$941.00	\$800.00
6474FRBP-9D	1964-72, 9" booster (drop with econo spindles), kit	\$1,169.00	\$1,041.00	\$875.00

*Shown with optional upgraded rotors.



*Shown with optional upgraded rotors.

STOCK SPINDLE COMPLETE FRONT BRAKE KITS

Our complete stock spindle kit accepts factory ball joints and tie rod ends, thus minimizing the modifications required for installation. Works with most 15" wheels and moves the wheels out 7/16". Stock steering arms may need to be modified. Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields, bearings, seals, dust caps, spindle nuts, banjo bolts, choice of 7", 8", 9" and 11" power brake booster, master cylinder and OE style proportioning valve. Assembled kits also include an OE material hard line kit. Note: 1964-66 kit will come with 9" booster and 1967 & later kit will come with 11" booster unless otherwise specified.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6466CBK-S	1964-66, kit	\$699.00	\$629.00	\$525.00
67CBK-S	1967, kit	\$699.00	\$629.00	\$525.00
6872CBK-S	1968-72, kit	\$699.00	\$629.00	\$525.00
UNASSEMBLED KITS:				
6774FBP-11	1967-72, 11" booster, kit	\$575.00	\$506.00	\$431.00
6474FBP-9	1964-72, 9" booster, kit	\$575.00	\$506.00	\$431.00

DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our complete drop spindle disc brake kit accepts factory ball joints and tie rod ends, thus minimizing the modifications required for installation. Works with most 15" wheels and moves the wheels out 7/16". Stock steering arms may need to be modified. Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields, bearings, seals, dust caps, spindle nuts, banjo bolts, choice of 7", 8", 9" and 11" power brake booster, master cylinder and OE style proportioning valve. Assembled kits also include an OE material hard line kit. Unassembled kits include our Econo drop spindle and assembled kits include our premium Modular™ drop spindles. Note: 1964-66 kit will come with 9" booster and 1967 & later kit will come with 11" booster unless otherwise specified.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
CPP6466CBK-D	1964-66, kit	\$799.00	\$719.00	\$600.00
CPP67CBK-D	1967, kit	\$799.00	\$719.00	\$600.00
CPP6872CBK-D	1968-72, kit	\$799.00	\$719.00	\$600.00
UNASSEMBLED KITS:				
E6474FBP-D9	1964-72, 9" booster, kit	\$675.00	\$600.00	\$500.00
E6774FBP-D11	1967-72, 11" booster, kit	\$675.00	\$600.00	\$500.00

C5 SPINDLE WHEEL BRAKE KIT

The New CPP's Upright/Spindles are a direct bolt in replacement for many of GM's A/F/X body applications. These use the popular Generation 5 (C5) Corvette Bearing hub assemblies.

By using this new style setup, you eliminate common brake issues caused by spindle pin flex like caliper piston push-back. This is common with brake systems using the traditional spindle pin design.

This is taken care of by utilizing the modern sealed bearing and hub as one assembly. This hub bolts directly into the new upright/spindle. No bearings to grease since the hub and bearing is fully sealed.

These new design spindles also allow the use of other popular brake kit options from brands like Baer, Brembo, Wilwood, Stock C5 Corvette and others. Our part # CP30013 is also a slightly taller spindle from ball joint to ball joint and will have a better less effected camber change during suspension travel creating this tall spindle effect without the need to change upper control arms like other "Tall" spindles that are on the market today. Other key features of these new spindles are that the track width will remain the same as stock drum brakes so your tires will not move out; Keeping the front hub to hub distance the same as factory. Also, they allow the factory bolt on steering arms to be mounted keeping the steering geometry stock and true.

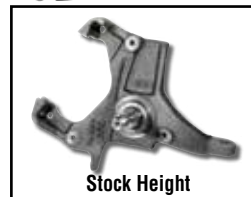
The CPP C5 uprights/Spindles are available today for the very popular GM A/F/X body and the 2nd generation F body cars. The CP30013 Will fit 64-72 Chevy Chevelle, El Camino, 1970-72 Monte Carlo as well as all the other Popular GM A body cars from 1964-72. These also fit 1967-69 F body applications like the 1967-69 Camaro, 1967-69 Firebird and Trans Am as well as the 1968-74 GM X body like the Nova, Apollo, Omega and Ventura's though the same year span. The CP30014 fit 1970-81 F Body cars like the Camaro, Firebird and Trans Am.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SWBK-STC5B	1964-72, black caliper, kit	\$649.00	\$589.00	\$480.00
6474SWBK-STC5R	1964-72, red caliper, kit	\$649.00	\$589.00	\$480.00
7081SWBK-SC5B	1973-77, black caliper, kit	\$649.00	\$589.00	\$480.00
7081SWBK-SC5R	1973-77, red caliper, kit	\$649.00	\$589.00	\$480.00



12" ROTOR SPINDLE WHEEL BRAKE KITS

This new and revised kit has almost everything needed to add 12" disc brakes and 2" drop spindles to your disc or drum brake car, including NEW loaded (with disc pads) big piston calipers, 12" one-piece rotors, bearings, seals, dust caps, spindle nuts, hardware, and rubber brake hoses. Works with most 15" or larger custom wheels. Provides a full 2" drop and does not change the car's steering geometry. UG kits include slotted cross drilled rotors and stainless steel hoses.



SPINDLE WHEEL BRAKE KITS

Kits work with factory ball joints and tie rod ends, thus minimizing the modifications required for installation. *Note: some vehicles may require the steering arms to be drilled out from 7/16" diameter to 1/2" diameter. Works with most 15" wheels and moves wheels out an 7/16". Includes spindles, rotors, loaded calipers, caliper brackets, dust shields, bearings, seals, dust caps, spindles nuts and brake hoses. Note: Assembled drop kits include Modular™ spindles and unassembled kits include econo drop spindles.*

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"
OFFSET	+438/0
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ASSEMBLED KITS:				
6472SWBK-S	1964-72, stock height, disc offset, kit	\$449.00	\$395.00	\$330.00
6472SWBK-SO	1964-72, stock height, drum offset, kit	\$499.00	\$449.00	\$375.00
6474SWBK-D	1964-72, Modular™ 2" drop, disc offset, kit	\$499.00	\$449.00	\$375.00
6474SWBK-DO	1964-72, Modular™ 2" drop, drum offset, kit	\$549.00	\$495.00	\$409.00

UNASSEMBLED KITS:

6474WBP-S	1964-72, stock height, kit	\$399.00	\$351.00	\$299.00
E6474WBP-D	1964-72, econo 2" drop, kit	\$449.00	\$395.00	\$330.00

QUICK FACTS...	
STOCK/DROP	stock/drop
ROTOR	12"
CALIPER	2.938"
OFFSET	+125
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472SWBK-S12	1964-72, stock height, kit	\$439.00	\$386.00	\$320.00
6472SWBK-D12	1964-72, 2" drop, kit	INQUIRE		

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.



QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+1.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

NEW CALIPERS!



10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. *Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper. Also, occasionally extra shims are required to align the rear caliper.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
1012RWBK-SE-6467	1964-67, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6467	1964-67, w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
1012RWBK-SE-6872	1968-72, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6872	1968-72 w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
37012	.125" shim, each	\$4.00	\$4.00	\$3.00
37013	.048" shim, each	\$4.00	\$4.00	\$3.00

Add BOP to end of part number for Buick, Olds, or Pontiac rear ends.

Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.125"
OFFSET	+1.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

NEW CALIPERS!

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.*



*Shown with options -UG & -R

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5434	Ford psngr car 9" (4.75 bolt pattern), 3/8" 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
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



REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new CPP rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472EBC	1964-72, each	\$69.00	\$66.00	\$49.00

*Shown with optional upgraded rotors.

REAR BRAKE PACKAGE

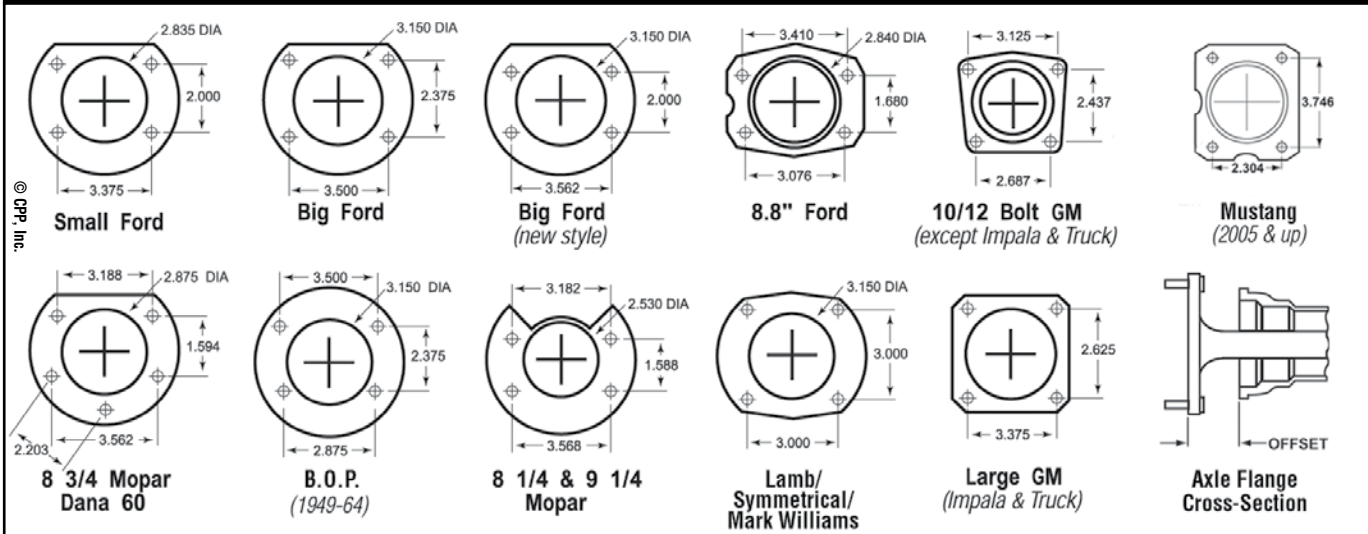
CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits 10 or 12 bolt axle. Also, occasionally extra shims are required to align the rear caliper.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
1012RBP	1964-77, kit	\$499.00	\$449.00	\$375.00
37012	.125" shim, each	\$4.00	\$4.00	\$3.00
37013	.048" shim, each	\$4.00	\$4.00	\$3.00

*Not for BOP rear ends.

REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:
(-B) black, (-BLU) blue, (-R) red, or (-S) silver

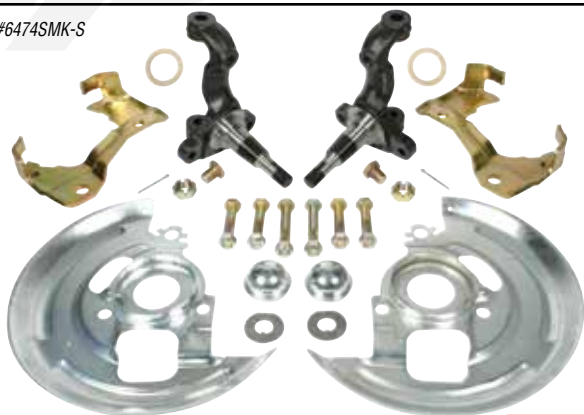
+ \$110 for 4 wheel powdercoat calipers, + \$55 for Front or Rear only



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



#6474SMK-S



#6474SMK-D



#E6474SMK-D



MINI™ DISC KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Stock Height				
6474SMK-S	1964-72, stock spindle	\$189.00	\$166.00	\$115.00
Drop				
6474SMK-D	1964-72, drop spindle	\$299.00	\$263.00	\$205.00
E6474SMK-D	1964-72, econo drop spindle	\$249.00	\$225.00	\$175.00

STOCK DISC BRAKE SPINDLES

Looking to convert to front disc brakes? If so, then you'll need our components designed specifically to allow you to complete the job the right way.



Steering Arms available on page 116

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SP-S	1964-72, each	\$99.00	\$87.00	\$59.00

NEW C5 SPINDLES

These spindles are a direct bolt on for many "A", "F" & "X" body applications. This spindle utilizes a C5 bearing. Flex on the factory spindle pins, which causes caliper piston push back, is eliminated by using this type of sealed bearing pack. This condition is especially apparent with aftermarket radial mount style calipers. These spindles also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo and Wilwood C5 applications). CP30013 is also a tall spindle and has a different, or aggressive camber change during suspension movement, keeps the drum brake offset and utilizes original or CPP replacement steering arms. The CP30014 is the first of its kind and exclusive to CPP.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30013	1964-72, pair	\$269.00	\$249.00	\$195.00
CP30014	1973-77, pair	\$269.00	\$249.00	\$195.00
513139	Hub and bearing pack, each	\$79.00	\$71.00	\$59.00

NEW SCHOOL SPINDLES FOR 12" DISC BRAKE FOR 15" + WHEELS

These newly revised cast iron spindles allow you to add 12" disc brakes to your car. Works with 1970-78 Camaro calipers and 1988-92 Camaro 1LE 12" rotors. Will accept most 15" disc or larger custom wheels. Provides a full 2" drop and does not change the car's geometry.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472DS-12	1964-72 Drop Spindle, pair	\$219.00	\$193.00	\$139.00
6472SS-12	1964-72 Stock Spindle, pair	\$219.00	\$193.00	\$139.00

2" MODULAR™ DROP SPINDLES

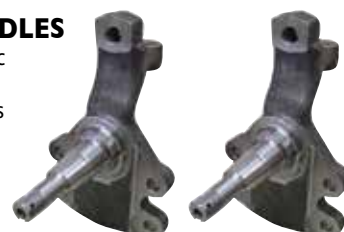
CPP's one-piece forged iron design with pressed in alloy steel axle pin; installs with no modifications; and lowers your vehicle 2". In some cases, this is accomplished without moving the wheels out! These work with CPP Big Brakes and many manufacturers brake kits in many different brake sizes...ideal for today's larger wheels.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30100	1964-72, pair	\$225.00	\$198.00	\$165.00

ECONO LINE DROP SPINDLES

These spindles work with original disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and the factory 11" single piston disc brakes all for a very affordable price.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6474DS	1964-72, pair	\$179.00	\$160.00	\$135.00

**OEM-STYLE DISC BRAKE DUST SHIELDS**

Stock type disc brake dust shields. Works with OE style disc brakes. #CPDS-10 also work with CPP OE style stock & drop spindles. #DBDS-M work with #CP30100 Modular™ and Econo drop spindles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DBDS	1964-72, stock disc spindle, pair	\$39.00	\$34.00	\$20.00
DBDS-M	CP30100 Modular™ & econo drop spindles, pair	\$49.00	\$43.00	\$20.00

DISC BRACKETS

These caliper brackets are designed to fit 1967-69 Camaro, 1964-72 Chevelle and 1968-74 Nova (requires disc brake spindles).



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474DB	1964-72, pair	\$55.00	\$48.00	\$40.00
6474DB-M	Fits #CP30100 and #E6474DS, pair	\$80.00	\$70.00	\$55.00

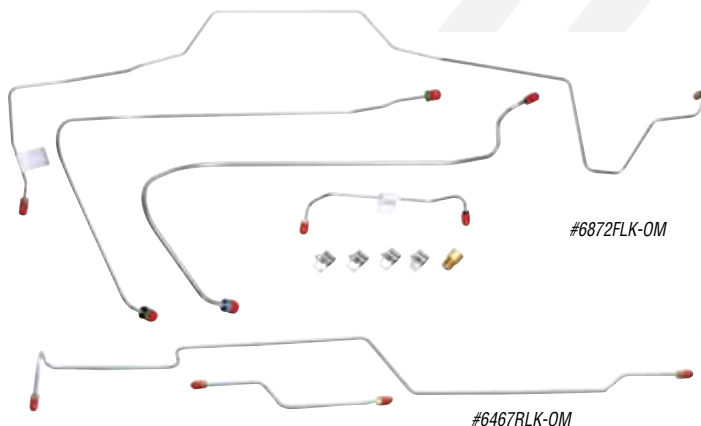
**DROP SPINDLE BRAKE COMPONENTS & KITS**

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2709	standard fits #6474SP-S, #CP30100, pair	\$225.00	\$214.00	\$205.00
2709UG	deluxe fits #6474SP-S, #CP30100, pair	\$325.00	\$309.00	\$275.00
2711	standard fits ALL 12" rotor spindles, kit	\$225.00	\$214.00	\$205.00
2711UG	deluxe fits ALL 12" rotor spindles, kit	\$325.00	\$309.00	\$275.00

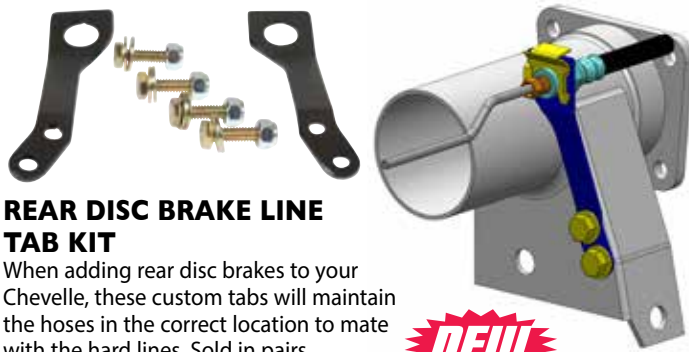
STOCK SPINDLE STEERING ARM HARDWARE KIT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSAH-K	kit	\$7.00	\$6.00	\$5.00

**BRAKE LINE KITS**

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. Universal kits available in an affordable basic kit and also a deluxe kit. Most line kits are available in original material (OM) or stainless steel (SS). Note: Some line kits ship O/S; additional freight charges apply. Also, rear kits are for disc applications only.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466FLK-OM	1964-66, front mini, orig. material, kit	\$29.00	\$26.00	\$19.00
6466FLK-SS	1964-66, front mini, stainless steel, kit	\$39.00	\$34.00	\$29.00
6467RLK-OM	1964-67, rear, original material, kit	\$35.00	\$31.00	\$24.00
6467RLK-SS	1964-67, rear, stainless steel, kit	\$55.00	\$48.00	\$32.00
6467RLK-CURRIE-OM	1964-67 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
6467RLK-CURRIE-SS	1964-67 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00
67FLK-OM-B	1967, Big Block front, orig. material, kit	\$79.00	\$70.00	\$59.00
67FLK-SS-B	1967, Big Block front, stainless, kit	\$99.00	\$89.00	\$75.00
67FLK-OM-S	1967, Small Block front, orig. material, kit	\$79.00	\$70.00	\$59.00
67FLK-SS-S	1967, Small Block front, stainless, kit	\$99.00	\$89.00	\$75.00
6872FLK-OM	1968-72, front, original material, kit	\$79.00	\$70.00	\$48.00
6872FLK-SS	1968-72, front, stainless steel, kit	\$99.00	\$89.00	\$69.00
6872RLK-OM	1968-72, rear, original material, kit	\$35.00	\$31.00	\$24.00
6872RLK-SS	1968-72, rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
6872RLK-CURRIE-OM	1968-72 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
6872RLK-CURRIE-SS	1968-72 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00

**REAR DISC BRAKE LINE TAB KIT**

When adding rear disc brakes to your Chevelle, these custom tabs will maintain the hoses in the correct location to mate with the hard lines. Sold in pairs.

NEW

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472RDBL-TK	1964-72, pair	\$29.00	\$26.00	\$20.00



Upgrade Booster, Master Cylinder & Prop Valve to full chrome for \$300

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: #7377B-MC does not include proportioning valve assembly.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474BBD	1964-72, drum/drum, kit (<i>Note: This kit will not work with 1967-72 line kits</i>)	\$299.00	\$263.00	\$210.00
6474BB2	1964-72, disc/drum, kit (<i>Note: This kit will not work with 1967-72 line kits</i>)	\$299.00	\$263.00	\$210.00
6474BB4	1964-72, disc/disc, kit (<i>Note: This kit will not work with 1967-72 line kits</i>)	\$299.00	\$263.00	\$210.00
6772CBB2	1967-72, drum/drum, kit (use with CPP line kits) (prop valve mounting on frame)	\$289.00	\$263.00	\$210.00
6772CBB2	1967-72, disc/drum, kit (use with CPP line kits) (prop valve mounting on frame)	\$289.00	\$263.00	\$210.00
6772CBB4	1967-72, disc/disc, kit (use with CPP line kits) (prop valve mounting on frame)	\$289.00	\$263.00	\$210.00
7377B-MC	1973-77, kit (booster and master only)	\$299.00	\$263.00	\$210.00

OEM REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. OE applications come with firewall bracketry and pedal linkage. Universal street rod applications have a 4 bolt mounting pattern that is 3-3/8" square and accept a master cylinder that has a 3-3/8" spread. All boosters come with a long and short pin for either deep or shallow master cylinders.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466SRB-O	1964-66, gold cad	\$149.00	\$131.00	\$95.00
6466SRB-OC	1964-66, chrome	\$249.00	\$225.00	\$170.00
6774SRB-O	1967-72, gold cad	\$149.00	\$131.00	\$95.00
6774SRB-OC	1967-72, chrome	\$249.00	\$225.00	\$170.00

POWER BRAKE BOOSTER BOOT, CLEVIS & PIN KIT

Necessary when converting from manual to power brakes. 2-3/8" and 4" booster pins available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474SRB-BK	1964-72, complete, kit	\$12.00	\$11.00	\$6.00
6474SRB-B	1964-72, boot, each	\$5.00	\$4.00	\$3.00
6474SRB-C	1964-72, booster clevis, each	\$5.00	\$4.00	\$3.00
6474SRB-SP	1964-72, 2-3/8" booster pin (shallow bore master), each	\$2.00	\$2.00	\$1.00
6474SRB-DP	1964-72, 4" booster pin (deep bore master), each	\$2.00	\$2.00	\$1.00

Vacuum Hose Kits



Available on page 156

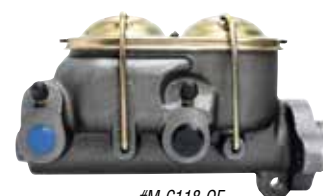
Combination Valve Tool



Use this handy tool when bleeding brakes to avoid having to reset your prop valve. See page 154



#M-82017



#M-C118-OE

OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M-82017	1964-66, each	\$69.00	\$61.00	\$44.00
M-C118-OE	1967-72 Power w/5468309 stamping, ea	\$89.00	\$78.00	\$55.00



Show Stopper



Street Beast



#HAHK-S Line Kit included with Show Stopper Kit



#HAHK-R Line Kit included with Street Beast Kit

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit 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 afternoon, using common hand tools, with average mechanical skill levels. These systems consist of a direct fit high performance, hydraulic brake assist 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. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, #MCPV1 master cylinder, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum corvette style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist **only**, master cylinder and hoses are **not** included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HBK-SS	1964-72 Chevelle & El Camino, Show Stopper, kit	\$899.00	\$829.00	\$675.00
6474HBK-SB	1964-72 Chevelle & El Camino, Street Beast, kit	\$749.00	\$695.00	\$560.00

Bare Units:

6474HBK-BSS	1964-72 Chevelle & El Camino, billet bracket, each	\$469.00	\$435.00	\$349.00
6474HBK-BSB	1964-72 Chevelle & El Camino, steel bracket, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

**HYDRAULIC BOOSTER BRACKET KIT**

This attractive billet bracket will allow the use of a GM L/T hydraulic brake assist on your Chevelle or El Camino and bolt directly to your firewall. Kit includes billet mounting bracket and installation tool.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HBB-K	1964-72 Chevelle & EC, kit	\$129.00	\$116.00	\$95.00

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

HYDRAULIC BRAKE ASSIST UNIT COVER

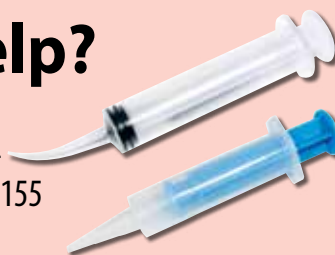
This attractive chrome plated cover will add a little something extra to the appearance of your hydraulic brake booster when used to slip over the accumulator unit. Includes hex head set screws to lock in place.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP5100	Chrome Accumulator cover, each	\$69.00	\$62.00	\$49.00

Need Help?

Our brake bleeding syringes make bleeding a snap! See page 155





**CPP
EXCLUSIVE!**

Put a C. P. P. under your ride today!

COMPLETE PERFORMANCE PACKAGE

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. Totally Tubular™ Control arms in the front and the rear, front and rear coil springs, front and rear performance sway bars and front and rear Black Magic™ performance tuned shocks are part of the kits. Kits also feature our C5 spindles & hubs that offer the latest in braking technology and 500 Series™ performance power steering box. Arms are available in gloss black powder coat. *Note: Requires 17" or larger wheels.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467CPP-K	1964-67, kit	\$2,119.00	\$2,000.00	\$1,589.00
6872CPP-K	1968-72, kit	\$2,119.00	\$2,000.00	\$1,589.00

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

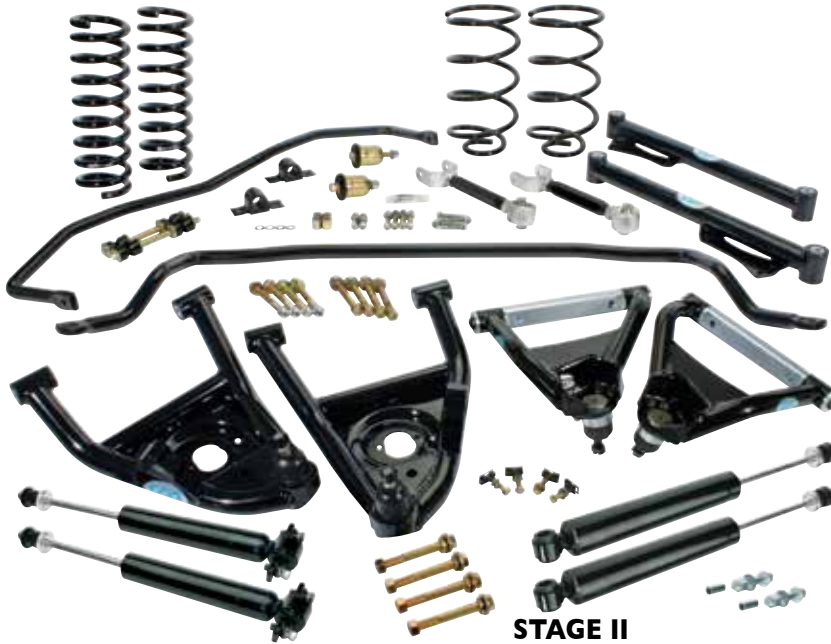


The finest parts at the lowest price!

PRO-TOURING KITS

CPP's new Pro-Touring Kits provide the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a front and rear sway bar, combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's award-winning MCPV-1 master cylinder; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.

#6467PTK-1



500Series™

Add a 500 Series™
Steering Box
for the Ultimate
Performance!

STAGE I

Includes front lowered coil springs, front and rear shocks, front and rear sway bar kits, upper and lower control arms, rear control arms and rear lowered coil springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PTK-1	1964-67, kit	\$1,699.00	\$1,529.00	\$1,329.00
6872PTK-1	1968-72, kit	\$1,699.00	\$1,529.00	\$1,329.00

STAGE II

Includes front coil over kits, rear QA1 shocks and front and rear sway bar kits, front upper & lower control arms, rear upper and lower control arms and rear lowered coil springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PTK-2	1964-67, kit	\$2,199.00	\$2,089.00	\$1,813.00
6872PTK-2	1968-72, kit	\$2,199.00	\$2,089.00	\$1,813.00

*Please specify style of rear
spring perch for 1967 models*



#6872PTK-4

STAGE III

Includes all Stage II pieces plus front and rear 11" stock height front and rear brakes and MCPV1 master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PTK-3	1964-67, kit	\$2,999.00	\$2,849.00	\$2,699.00
6872PTK-3	1968-72, kit	\$2,999.00	\$2,849.00	\$2,699.00

STAGE IV

Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes with red calipers and our MCPV1 master cylinder. Note: Requires disc brake spindles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PTK-4	1964-67, kit	\$3,599.00	\$3,419.00	\$3,099.00
6872PTK-4	1968-72, kit	\$3,599.00	\$3,419.00	\$3,099.00



**AVAILABLE IN
BLACK OR SILVER**

TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept QA-1 coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Economy import arms also available for some applications. *Note: #6472ETA-K will lower vehicle 1-1/2".*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472TCA-UKB	1964-72, Upper, black, pair	\$337.00	\$297.00	\$244.00
6472TCA-UKS	1964-72, Upper, silver, pair	\$337.00	\$297.00	\$244.00
6472TCA-LKB	1964-72, Lower, black, pair	\$445.00	\$392.00	\$327.00
6472TCA-LKS	1964-72, Lower, silver, pair	\$445.00	\$392.00	\$327.00
6472TCA-ULK-B	1964-72, Upper/Lower, black, kit	\$733.00	\$645.00	\$533.00
6472TCA-ULK-S	1964-72, Upper/Lower, silver, kit	\$733.00	\$645.00	\$533.00
6472ETA-K	1964-72, Economy Import, Upper/Lower, black, set	\$399.00	\$351.00	\$299.00

See ShopTalk on Page 121

Complete details on our Tubular Control Arms



Our team can assist you with shipping quotes, scheduling, special labeling and packaging requirements.

Whether your needs are single shipments, drop ships, LTL, air or ground shipments, let us help you!

Send your requests to
dealer@classicperform.com

#6467SLK-CP


**PERFECT WITH
OUR 500 SERIES™
GEAR BOXES**

POWER STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: Basic kits do not include the tie rod ends or adjuster sleeves.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COMPLETE KITS:				
6467SLK-CP	1964-67, kit	\$199.00	\$179.00	\$159.00
6870SLK-CP	1968-70, kit	\$199.00	\$179.00	\$159.00
7172SLK-CP	1971-72, kit	\$199.00	\$179.00	\$159.00
BASIC KITS:				
6467SLK	1964-67, kit	\$145.00	\$138.00	\$116.00
6872SLK	1968-72, kit	\$145.00	\$138.00	\$116.00



ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade. Kit comes complete with two new forged aluminum hubs, inner and outer bearings & races, wheel studs, wheel hub seals, hub caps, hub washers, grease caps and cotter pins.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474RBH-K	1964-72, kit	\$189.00	\$166.00	\$139.00



OE DRUM HUB KIT

Replace your worn out drum hubs with this kit that contains all new components.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6474HK-OE	1964-72, kit	\$69.00	\$50.00	\$40.00

Tools to Help Your Customers Get the Job Done!

Check out our new Power Brake
Booster Install Kits

#PDBI-K25 (25" hose)
\$27.00

#PDBI-K50 (50" hose)
\$29.00



#6466LHP-K



PERFORMANCE HANDLING KIT

The 1-1/8" front and 1" rear sway bars play an important role in providing your car with the great handling you're after. They reduce body roll and help to reduce over and under steer. Combined with a lowered stance and the enhancements of the lowered front and rear coil springs and gas shock combo, the performance handling kit is the upgrade that is designed for the budget minded. Kit includes front and rear sway bars, front and rear gas shocks and front and rear lowered springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466LHP-K	1964-66, kit	\$639.00	\$579.00	\$490.00
6872LHP-K	1967-72, kit	\$639.00	\$579.00	\$490.00



Picture shown for display only. Actual components may vary.

PERFORMANCE PLUS FRONT END KIT

CPP's Performance Plus kits complement CPP's Polyplus™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, tempered and factory tested front coil springs, front 3 way adjustable shocks, which allow you to set the compression / rebound to 70/30, 50/50 or 40/60, Polyplus™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, Polyplus™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, and idler arm. Sway bar bushings and end links are sold separately. Note: the Polyplus™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
64SDFK-P7	1964 with 7/8" Idler, kit	\$479.00	\$431.00	\$344.00
64SDFK-P13	1964 with 13/16" Idler, kit	\$459.00	\$413.00	\$330.00
65SDFK-P	1965, kit	\$479.00	\$431.00	\$344.00
66SDFK-P	1966, kit	\$499.00	\$450.00	\$367.00
67SDFK-PM	1967, kit	\$499.00	\$450.00	\$367.00
6870SDFK-P	1968-70, kit	\$479.00	\$431.00	\$344.00
7172SDFK-PM	1971-72, kit	\$559.00	\$504.00	\$401.00

STEERING ARMS

A new reproduction forged to look and perform just like the original steering arms. No more having to grind them down or dispose of them when using the old style spindles and brake kits. Install these when you upgrade the brakes, spindles or lower control arms.



STEERING ARM HARDWARE KIT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472SP-A	1964-72, pair	\$69.00	\$61.00	\$49.00
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSAH-K	kit	\$7.00	\$6.00	\$5.00



COMPLETE POLYPLUS™ FRONT END KIT

CPP's POLYPLUS™ front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. All car include upper and lower POLYPLUS™ control arm bushings, and bump stops. Sway bar bushings and end links sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
64SFK-P7	1964, 7/8" idler arm, kit	\$309.00	\$279.00	\$216.00
64SFK-P13	1964, 13/16" idler arm, kit	\$289.00	\$270.00	\$202.00
65SFK-P	1965, kit	\$309.00	\$279.00	\$216.00
66SFK-P	1966, kit	\$329.00	\$296.00	\$239.00
67SFK-PM	1967, kit	\$329.00	\$296.00	\$239.00
6870SFK-P	1968-70, kit	\$309.00	\$279.00	\$216.00
7172SFK-PM	1971-72, kit	\$389.00	\$350.00	\$272.00
73SFK-P58	1973, w/ 1-5/8" lower bushing, kit	\$389.00	\$350.00	\$272.00
73SFK-P38	1973, w/ 1-3/8" lower bushing, kit	\$389.00	\$350.00	\$272.00
74SFK-P58	1974, w/ 1-5/8" lower bushing, kit	\$389.00	\$350.00	\$272.00
74SFK-P38	1974, w/ 1-3/8" lower bushing, kit	\$389.00	\$350.00	\$272.00
7577SFK-P	1975-77, kit	\$389.00	\$350.00	\$272.00

COMPLETE RUBBER FRONT END KIT

Don't overlook your front end when rebuilding your classic Chevy, replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing, upper and lower rubber control arm bushings, and bump stops. Sway bar bushings and end links sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
64SFK-R7	1964, w/ 7/8" idler arm, kit	\$289.00	\$260.00	\$202.00
64SFK-R13	1964, w/ 13/16" idler arm, kit	\$269.00	\$242.00	\$188.00
65SFK-R	1965, kit	\$259.00	\$233.00	\$202.00
66SFK-R	1966, kit	\$289.00	\$260.00	\$202.00
67SFK-RM	1967, kit	\$309.00	\$279.00	\$216.00
6870SFK-R	1968-70, kit	\$309.00	\$279.00	\$216.00
7172SFK-RM	1971-72, kit	\$289.00	\$260.00	\$202.00
73SFK-R58	1973, w/ 1-5/8" lower bushing, kit	\$369.00	\$332.00	\$258.00
73SFK-R38	1973, w/ 1-3/8" lower bushing, kit	\$369.00	\$332.00	\$258.00
74SFK-R58	1974, w/ 1-5/8" lower bushing, kit	\$369.00	\$332.00	\$258.00
74SFK-R38	1974, w/ 1-3/8" lower bushing, kit	\$369.00	\$332.00	\$258.00
7577SFK-R	1975-77, kit	\$369.00	\$332.00	\$258.00



POLYPLUS™ 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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6465FK-P	1964-65, kit	\$229.00	\$207.00	\$160.00
66FK-P	1966, kit	\$239.00	\$216.00	\$169.00
6770FK-PM	1967-70, kit	\$239.00	\$216.00	\$169.00
7172FK-P	1971-72, kit	\$259.00	\$235.00	\$181.00
73FK-P58	1973, w/ 1-5/8" lower bushing, kit	\$259.00	\$235.00	\$181.00
73FK-P38	1973, w/ 1-3/8" lower bushing, kit	\$259.00	\$235.00	\$181.00
74FK-P58	1974, w/ 1-5/8" lower bushing, kit	\$259.00	\$235.00	\$181.00
74FK-P38	1974, w/ 1-3/8" lower bushing, kit	\$259.00	\$235.00	\$181.00
7577FK-P	1975-77, kit	\$259.00	\$235.00	\$181.00

RUBBER FRONT END KITS

Never overlook your front end when rebuilding your classic Chevy vehicle. Replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits include: upper and lower ball joints, outer tie rod ends, control arm bushings, and bump stops.

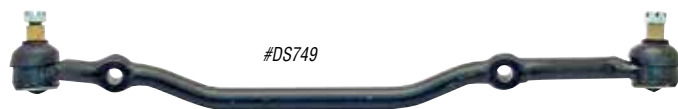
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6465FK-R	1964-65, kit	\$209.00	\$189.00	\$146.00
66FK-R	1966, kit	\$219.00	\$197.00	\$153.00
6770FK-RM	1967-70, kit	\$219.00	\$197.00	\$153.00
7172FK-R	1971-72, kit	\$239.00	\$215.00	\$167.00
73FK-R58	1973, w/ 1-5/8" lower bushing, kit	\$239.00	\$215.00	\$167.00
73FK-R38	1973, w/ 1-3/8" lower bushing, kit	\$239.00	\$215.00	\$167.00
74FK-R58	1974, w/ 1-5/8" lower bushing, kit	\$239.00	\$215.00	\$167.00
74FK-R38	1974, w/ 1-3/8" lower bushing, kit	\$239.00	\$215.00	\$167.00
7577FK-R	1975-77, kit	\$239.00	\$215.00	\$167.00



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
FA1019	1964-72, each	\$49.00	\$44.00	\$38.00



CENTERLINKS

We now offer stock replacement steering centerlinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

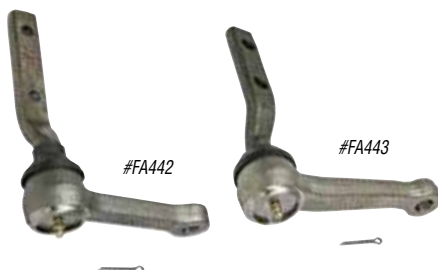
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DS682	Early 1964 Chevelle/El Camino - (uses 13/16" idler arm), each	\$99.00	\$87.00	\$69.00
DS740	Late 1964-67 Chevelle/El Camino - 14.5" eye-to-eye (uses 7/8" idler arm), each	\$89.00	\$78.00	\$63.00
DS749	1968-72 Chevelle/El Camino - 15.25" eye-to-eye (uses 13/16" idler arm), each	\$74.00	\$67.00	\$56.00



UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA487	1964-72, each	\$19.00	\$17.00	\$10.00
FA993	1964-72, each	\$23.00	\$20.00	\$14.00



IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA442	1964-67, 7/8" diameter, each	\$49.00	\$43.00	\$35.00
FA443	1964 & 1968-72, 13/16" diameter, ea	\$29.00	\$26.00	\$21.00



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
ES681N	1964-70, inner, each	\$16.00	\$14.00	\$12.00
ES406L	1971-72, inner, each	\$49.00	\$43.00	\$29.00
ES333R	1964-70, outer, each	\$39.00	\$34.00	\$25.00
ES406R	1971-72, outer, each	\$49.00	\$43.00	\$29.00



BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES2032SP-A	1964-70, 5/8-18, pair	\$69.00	\$61.00	\$49.00
ES2004SP-A	1971-72, 11/16-18, pair	\$69.00	\$61.00	\$49.00



TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES2032S	1964-70, stock, each	\$9.00	\$8.00	\$7.00
ES2004S	1971-72, stock, each	\$15.00	\$13.00	\$11.00



CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3117G	1964-66, POLYPLUS w/ 1.90" O.D. Rear Lower Bushing, kit	\$69.00	\$66.00	\$55.00
3-3172G	1967-72 POLYPLUS w/ Oval Rear Lower Bushing, kit	\$69.00	\$66.00	\$55.00
64CAB-RR	1964-66 rubber w/ 1.90" O.D. Rear Lower Bushing, kit	\$69.00	\$66.00	\$55.00
6672CAB-RR	1967-72 rubber w/ 1.65" O.D. Rear Round Lower Bushing, kt	\$59.00	\$52.00	\$44.00
6772CAB-RR	1967-72 rubber w/ Oval Rear Lower Bushing, kit	\$59.00	\$52.00	\$44.00

REAR TRAILING ARM BUSHING KITS

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings for cars and lower only for trucks. Some POLYPLUS™ bushings require the use of original shells.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3133G	1964, POLYPLUS™, kit	\$98.00	\$93.00	\$73.00
64CAB-RR	1964, rubber, kit	\$69.00	\$66.00	\$56.00
3-3132G	1965-72, POLYPLUS™, kit	\$98.00	\$93.00	\$73.00
6572CAB-RR	1965-72, rubber, kit	\$69.00	\$66.00	\$56.00



BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
402410	1964-72, rubber, lower, each	\$9.00	\$8.00	\$6.00
3773361	1964-72, rubber, upper, each	\$9.00	\$8.00	\$6.00
9-9154G	1964-72, POLYPLUS™, lower, pair	\$15.00	\$14.00	\$10.00
9-9151G	1964-72, POLYPLUS™, upper, pair	\$15.00	\$14.00	\$10.00



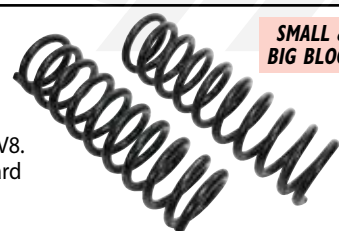
CPP NITROGEN GAS SHOCKS *Black Magic™*

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-1000	1967-72, front, each	\$39.00	\$33.00	\$29.00
CPP-1107	1964-72, rear stock, each	\$39.00	\$33.00	\$29.00

FRONT COIL SPRINGS

Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. Rear coils are also available in standard rates and heavy duty spring rates.



SMALL &
BIG BLOCK

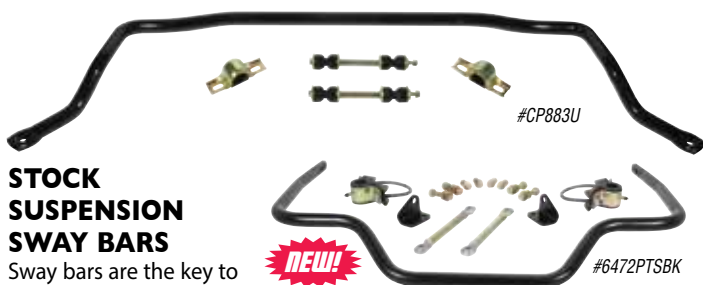
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS6200-S	1964-66, stock height, pair	\$105.00	\$92.00	\$78.00
FCS6200-D	1964-66, 1-1/2" drop, pair	\$95.00	\$84.00	\$69.00
FCS6204-S	1964-66, stock height, big block, pair	\$105.00	\$92.00	\$78.00
FCS5272-S	1967-72, stock height, big block, pair	\$105.00	\$92.00	\$78.00
FCS6330-S	1967-72, stock height, pair	\$105.00	\$92.00	\$78.00
FCS6330-D	1967-72, 1-1/2" drop, pair	\$95.00	\$84.00	\$69.00

REAR COIL SPRINGS

High quality OE fit and finish stock height and lowered coil springs. Sold in pairs and come in black powdered coat finish. Note: Passenger car applications not recommended to use lowered coils with drop spindles.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RCS6197-S	1964-66, stock height, pair	\$105.00	\$92.00	\$78.00
RCS6197-D	1964-66, 1-1/2" drop, pair	\$95.00	\$84.00	\$69.00
RCS6435-S	1967-72, stock height, pair	\$105.00	\$92.00	\$78.00
RCS603-4	1967-72, 2" drop, pair	\$95.00	\$84.00	\$69.00
RCS603-5	1967-72, 3" drop, pair	\$95.00	\$84.00	\$69.00
RCR-K	1964-66, coil spring retainers, kit	\$20.00	\$18.00	\$10.00



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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP883U	1964-72, 1-1/8", front, kit	\$129.00	\$119.00	\$97.00
CP883FBM	1964-72, 1-1/8", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP709U	1964-72, 1-1/4", front, kit	\$129.00	\$119.00	\$97.00
CP709U	1964-72, 1-1/4", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP939U	1964-72, 1" (CPP trailing arms), rear, kit	\$139.00	\$129.00	\$105.00
6472PTS BK	Protouring-style (standard hardware), kit	\$189.00	\$170.00	\$139.00
6472PTS BK-U	Protouring-style (billet hardware), kit	\$279.00	\$250.00	\$209.00



REAR SHOCK RELOCATION BRACKETS

These bolt-on brackets move the lower shock mount in board 3". Recommended when using big calipers or large diameter air shocks.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472RSRB	1964-72, pair	\$39.00	\$34.00	\$29.00



#6467RTCA-K

REAR SUSPENSION KIT

Looking for a kit that has the rear end items that you need with one part number? CPP has got you covered with these rear suspension kits. Our Totally Tubular™ trailing arms are made from heavy duty gauge tubing and utilize a patented non-squeak self lubricating bushing that will never need to be greased and will outlast any material on the market. Kits include upper and lower trailing arms and rear sway bar. Lower arms are available in black powdercoat, upper arms are black anodized aluminum.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467RTCA-K	1964-67, kit	\$525.00	\$473.00	\$395.00
6872RTCA-K	1968-72, kit	\$525.00	\$473.00	\$395.00



#6872RTCA-UB

REAR TRAILING ARMS

Replace those worn out trailing arms with new original replacement or CPP Totally Tubular™ arms. Original replacements come with rubber bushings and lower arms come boxed for added support and strength. Totally Tubular™ arms are a stronger alternative to the factory arms and come with our patented bushings that are self lubricating and will outlast any material on the market. #6467RTCA-U & #6872RTCA-U come with poly bushings and are double adjustable. #6467RUCA and #6872RUCA are sold each, all others are sold in pairs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467RUCA	1964-67, OE upper, each	\$79.00	\$71.00	\$62.00
6872RUCA	1968-72, OE upper, each	\$79.00	\$71.00	\$62.00
6472RLCA	1964-72, OE lower, pair	\$199.00	\$189.00	\$175.00
6467RTCA-UB	1964-67, upper tubular, black, pair	\$219.00	\$193.00	\$164.00
6872RTCA-UB	1968-72, upper tubular, black, pair	\$219.00	\$193.00	\$164.00
6472RTCA-LB	1964-72, lower tubular, black, pair	\$229.00	\$206.00	\$172.00
6472RTCA-LS	1964-72, lower tubular, silver, pair	\$229.00	\$206.00	\$172.00

ADJUSTABLE TRAILING ARM MOUNT BRACES

Brand new part! A perfect compliment for your CPP rear tubular arms. These adjustable braces are designed to mount to the rear upper arm and add strength, stability and control.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467TAMB	1964-67, pair	\$89.00	\$78.00	\$63.00
6872TAMB	1968-72, pair	\$89.00	\$78.00	\$63.00



NEW!

ADJUSTABLE RIDE HEIGHT FROM 1"-7" LOWER!

REAR COIL-OVER CONVERSION KIT

These kits include specially designed USA made mounting brackets and single or double adjustable aluminum shocks specific to Chevelles, springs and all necessary hardware. With the highly popular adjustable front kits and the addition of this Rear Coil-Over Conversion Kit, you can now get a complete suspension makeover for both ends of the vehicle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472RCOK-SA	1964-72, single adjustable, kit	\$569.00	\$529.00	\$460.00
6472RCOK-DA	1964-72, double adj., kit	\$729.00	\$700.00	\$585.00

HEAVY DUTY REAR AXLE KITS

Our cold rolled spline manufacturing process produces an axle spline up to 35% stronger than cut splines. Axles also include dual bolt patterns to allow for upgrading to larger studs. Kits include: axles, studs, bearings, seals, and differential gasket.



FITS STOCK REAR ENDS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP10-1	1965-67, 10 Bolt, kit	\$299.00	\$284.00	\$238.00
CP10-2	1968-72, 10 Bolt, kit	\$299.00	\$284.00	\$238.00
CP12-1	1968-72, 12 Bolt, kit	\$299.00	\$284.00	\$238.00
CP12-2	1965-67, 12 Bolt, kit	\$299.00	\$284.00	\$238.00



"SHOP TALK"

Totally Tubular™ Control Arms for 1964-72 Chevelle & El Camino

Totally
TUBULAR™

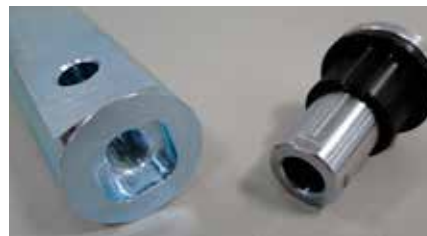


Helical stamping with coil index, just like the factory with Heli Arc welded mandrel bent D.O.M. tubing. Built with more ground clearance and designed to work with most after market products like air ride, coil overs, rack and pinion and big brakes.

Self-lubricated and able to withstand temperatures up to 400°, patented material bushing are silent and stronger than polyurethane or delron!

Interlocking design cross-shaft captures both sides of bushing and allows virtually no flex on arm when cornering!

Check out more "ShopTalk"
at www.classicperform.com



Complete Sets starting at **\$733/set**

Check out more "ShopTalk" at www.classicperform.com

CHEVELLE / EL CAMINO

**GREAT ADDITION TO
OUR PROTOURING
PACKAGES.**

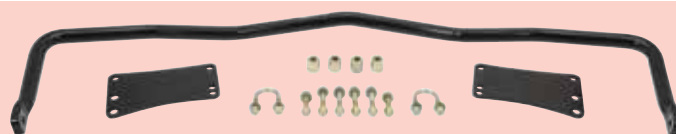
See page 113



500 Series™

500 SERIES™ POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame, power steering pump, pitman arm, hose kit and rag joint.



Maximize your 500 Series™ Steering Box Performance with a heavy duty sway bar, see page 119

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP6467PSK	1964-67, with 500 Series™ box, kit	\$599.00	\$527.00	\$449.00
CPP68PSK	1968, with 500 Series™ box, kit	\$599.00	\$527.00	\$449.00
CPP69PSK	1969, with 500 Series™ box, kit	\$599.00	\$527.00	\$449.00
CPP70PSK	1970, with 500 Series™ box, kit	\$599.00	\$527.00	\$449.00
CPP7172PSK	1971-72, with 500 Series™ box, kit	\$599.00	\$527.00	\$449.00



NEW!

POWER STEERING PUMP AND BRACKET KITS

These components will allow you to add power steering just like the factory big block cars came originally. The fit and finish of all of the pieces are OE correct and mouting hardware is included. Pump brackets, adjuster bracket, power steering pump and reservoir tank are included. Pulleys and canister mounting brackets are sold separately. For pulleys, see page 167.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6566PSPBK-BB	1965-66, with big block, kit	\$289.00	\$260.00	\$199.00
6768PSPBK-BB	1967-68, with big block, kit	\$289.00	\$260.00	\$199.00



NEW!

400 SERIES™ POWER STEERING CONVERSION KITS

This powerful little power steering box will give you a great feel and allow more clearance for engine accessories and exhaust. Our 400 Series™ box utilizes the stock inverted flare hoses, 3/4"-30 rag joint and works with MANUAL steering pitman arm. Kit includes 400 Series™ box and pitman arm. Rag joint sold separately. Note: Uses manual pitman arm.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PSC-K400	1964-67	\$339.00	\$305.00	\$229.00
6872PSC-K400	1968-72	\$339.00	\$305.00	\$229.00

500Series™

#CP50004



#CP6537C

STEERING BOXES

CPP carries a host of power steering boxes. Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. Original replacement power steering boxes are available in standard and quick ratios. *Notes: 500 Series™ use a 3/4"-30 coupler, OE power boxes use 13/16"-36 coupler. All power boxes use inverted flare hoses.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50004	1964-77, 500 Series™, 14:1 ratio, each	\$379.00	\$334.00	\$284.00
CP6537C	1964-76, OE reman, 16:1 ratio, each	\$299.00	\$269.00	\$225.00
CP6537Q	1964-76, OE reman, 12:1 ratio, each	\$299.00	\$269.00	\$225.00

**MAX CLEARANCE POWER STEERING SHAFT**

If you're trying to gain a little more header clearance or just like a smooth clean look, this is the way to go. *Note: Specify column and box spline count and diameter. Works with both standard and power steering.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPMAX-KB	1964-72, black, each	\$139.00	\$122.00	\$90.00
CPMAX-KN	1964-72, nickel, each	\$139.00	\$122.00	\$90.00



#SCG-6467A



#SCG-6872A

FIREWALL COLUMN SEALS

Made of foam material.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SCG-6467A	1964-67, each	\$5.00	\$4.00	\$3.00
SCG-6872A	1968-72, each	\$5.00	\$4.00	\$3.00



#6467PA-M



#6872PA-P

MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6467PA-P	1964-67, 7/8" dia. P/S, each	\$49.00	\$43.00	\$25.00
6467PA-M	1964-67, 7/8" dia. M/S, each	\$49.00	\$43.00	\$25.00
6872PA-P	1964 & 1968-72, 13/16" dia. P/S, each	\$49.00	\$43.00	\$25.00
6872PA-M	1964 & 1968-72, 13/16" dia. M/S, each	\$49.00	\$43.00	\$25.00

**OE STYLE POWER STEERING PUMP BRACKETS**

These replacement brackets have the original fit and finish of the factory and will allow you to add power steering to your Chevelle. *Note: SBC designed to work with stock exhaust manifold.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572PSBK-BB	1965-68, BBC, each	\$59.00	\$53.00	\$40.00



See page 167 for Pulleys

POWER STEERING PUMP AND HOUSING KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6468SB-P	1964-68, small block, plain, each	\$159.00	\$140.00	\$89.00
19-6468SB-PC	1964-68, small block, chrome, each	\$169.00	\$149.00	\$97.00
19-6468BB-P	1965-68, big block, each	\$179.00	\$158.00	\$105.00
6566PSP-KBB	1965-66, big block with canister, kit	\$229.00	\$202.00	\$140.00
6768PSP-KBB	1967-68, big block with canister, kit	\$229.00	\$202.00	\$140.00
19-6969BB-P	1969, big block, plain, each	\$159.00	\$140.00	\$89.00
19-6969BB-PC	1969, big block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970BSB-P	1969, small block, plain, each	\$159.00	\$140.00	\$89.00
19-6970BSB-PC	1969, small block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970SB-P	1970, small block, plain, each	\$159.00	\$140.00	\$89.00
19-6970SB-PC	1970, small block, chrome, each	\$169.00	\$149.00	\$97.00
19-7074BSB-P	1971-74, 8 cyl, plain, each	\$159.00	\$140.00	\$89.00
19-7074BSB-PC	1971-74, 8 cyl, chrome, each	\$169.00	\$149.00	\$97.00
RESERVOIR KITS:				
19-6468SB	1964-68, small block, plain, each	\$39.00	\$34.00	\$24.00
19-6468SB-C	1964-68, small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6468BB	1965-68, big block, each	\$69.00	\$61.00	\$40.00
6566PSH-KBB	1965-66, big block with canister, kit	\$129.00	\$114.00	\$75.00
6768PSH-KBB	1967-68, big block with canister, kit	\$129.00	\$114.00	\$75.00
66PSR-H	1965-66, big block canister, each	\$59.00	\$52.00	\$35.00
68PSR-H	1967-68, big block canister, each	\$59.00	\$52.00	\$35.00
66PSR-C	1965-68, big block canister cap, each	\$15.00	\$13.00	\$9.00
19-6969BB	1969, big block, plain, each	\$39.00	\$34.00	\$24.00
19-6969BB-C	1969, big block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970BSB	1969, small block, plain, each	\$39.00	\$34.00	\$24.00
19-6970BSB-C	1969, small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970SB	1970, small block, plain, each	\$39.00	\$34.00	\$24.00
19-6970SB-C	1970, small block, chrome, each	\$59.00	\$52.00	\$35.00
19-7074BSB	1971-74, 8 cyl, plain, each	\$39.00	\$34.00	\$24.00
19-7074BSB-C	1971-74, 8 cyl, chrome, each	\$49.00	\$43.00	\$30.00
PSRR-H	1965-68 big block remote reservoir hose, each	\$17.00	\$16.00	\$14.00

Low, Standard & High Volume / Pressure Pumps Available!

"G" BODY - MONTE CARLO, CUTLASS, REGAL, MALIBU, EL CAMINO



STOCK HEIGHT WHEEL BRAKE KIT

Rebuilding that G Body or just looking to freshen up your brake system? This stock height spindle kit has the stuff to do it and the looks and performance of Wilwood. Includes: drilled and slotted rotors, stock height spindles, stainless hoses and Wilwood Twin Piston D154 calipers. Specify black or red powdercoat.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7987SWBK-SWWR	1979-87, red caliper, kit (will also fit 1978)	\$639.00	\$579.00	\$479.00
7987SWBK-SWWB	1979-87, black caliper, kit (will also fit 1978)	\$639.00	\$579.00	\$479.00



2" DROP WHEEL BRAKE KIT

Get the looks and performance of Wilwood D154 twin piston calipers and drop your G body 2" at the same time. Includes: 2" drop spindles, drilled and slotted rotors, stainless hoses, loaded Wilwood Twin Piston D154 calipers and mounting hardware. Specify black or red powdercoat.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7987SWBK-DWWR	1979-87, red caliper, kit (will also fit 1978)	\$689.00	\$620.00	\$515.00
7987SWBK-DWWB	1979-87, black caliper, kit (will also fit 1978)	\$689.00	\$620.00	\$515.00

G-BODY 1978-87

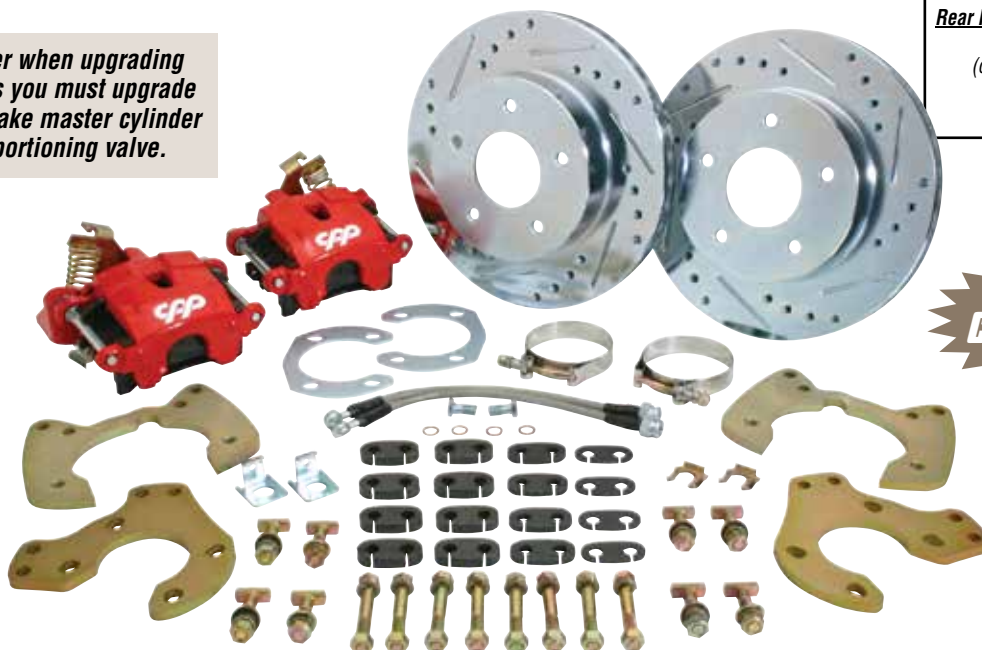
Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

Rear Hardlines for Currie Rear End:

#7887RLK-CURRIE-OM
(original materials) \$35.00
#7887RLK-CURRIE-SS
(stainless steel) \$50.00

QUICK FACTS...

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



NEW CALIPERS!

*Shown with options
-UG & -R

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. Will not fit stock wheels. Also, occasionally extra shims are required to align the rear caliper.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5434	Ford psngr car 9" (4.75 bolt pattern), 3/8" 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
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



REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new CPP rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887EBC	1978-87, pair	\$89.00	\$78.00	\$65.00

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



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



Tools to Help Your Customers Get the Job Done!

Check out our brand new Power Brake Booster Install Kits

#PDBI-K25 (25" hose) - \$27.00

#PDBI-K50 (50" hose) - \$29.00



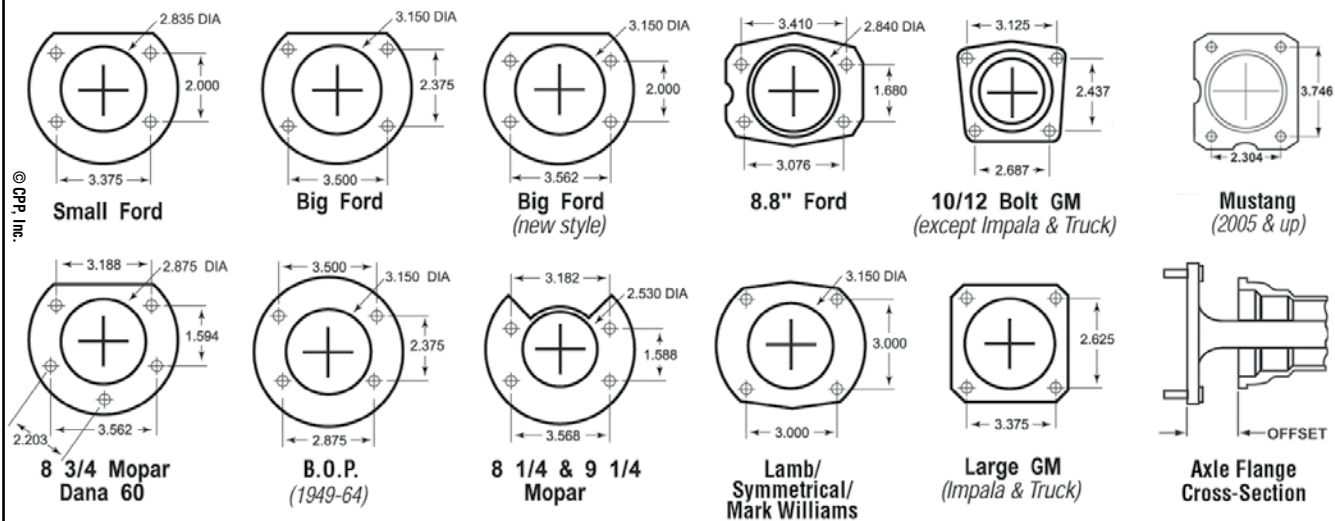
REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our rear emergency brake kits, but without the hard lines or e-brake cables. Fits factory rear axle. Works with factory wheels. *Note: Kits may vary between applications.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887RBP	1978-87, kit	\$599.00	\$527.00	\$449.00

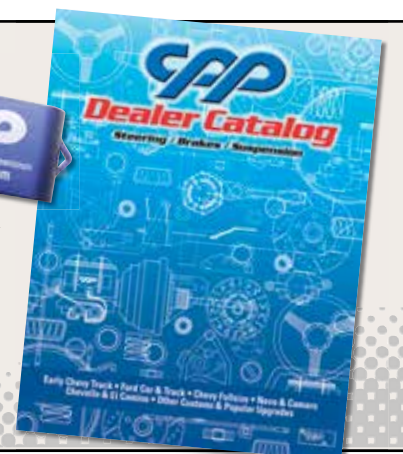
REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



CPP Digital Catalogs Now Available...

Get our catalogs at your fingertips!

Available for immediate download at classicperform.com.
Also available on flashdrive, call for one today.





2" DROP & ORIGINAL STOCK SPINDLES

These cast iron spindles allow you to drop your car 2" (or keep stock height) and utilize your original rotors and calipers.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30199	1979-87, stock height, pair	\$199.00	\$179.00	\$139.00
78DS	1978, 2" drop, pair	\$249.00	\$239.00	\$189.00
7987DS	1979-87, 2" drop, pair	\$219.00	\$209.00	\$169.00



NEW C5 SPINDLES

These spindles are a direct bolt on for G-Body. This spindle utilizes a C5 bearing hub assembly; by utilizing this type of sealed bearing pack flex on the factory spindle pins, which causes caliper piston push back is eliminated. This condition is especially a problem on aftermarket multi piston radial mount style calipers. They also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo, and Wilwood C5 applications).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30016	1978-87, pair	Coming Soon		



OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters. (For power brakes only.)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M-82004	1978-87, 15/16", each	\$99.00	\$78.00	\$50.00



DROP SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2703	standard fits #7987DS, #CP30199, pr	\$225.00	\$214.00	\$205.00
2703UG	deluxe fits #7987DS, #CP30199, pr	\$325.00	\$309.00	\$275.00
ARGX-8215L/R	drilled & slotted rotors, pr	\$219.00	\$193.00	\$100.00



HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offers a high-quality direct bolt-in hydraulic kit designed to upgrade vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounted Prop & Stop Block kit, rubber pressure and return hoses, and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist only, master cylinder and hoses are not included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887HBK-SB	1978-87, Street Beast, kit	\$749.00	\$695.00	\$560.00
Bare Units:				
7887HB-BSB	1978-87, steel bracket, each	\$389.00	\$365.00	\$290.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

FIREWALL VACUUM BRAKE BOOSTER KIT

Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster, linkage to connect to the pedal, firewall seal, and master cylinder. Kits available in 9" dual diaphragm.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887B-MC	1978-87, kit	\$299.00	\$263.00	\$210.00

*Photo is for illustration purposes only. Actual kit components will vary.



PERFORMANCE PLUS FRONT END KIT

CPP's Performance Plus kits complement CPP's POLYPLUS™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, CNC wound and factory tested front coil springs, front shocks, POLYPLUS™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, POLYPLUS™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, and idler arm. Sway bar bushings and end links are sold separately. *Note: the POLYPLUS™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887SDFK-P	1978-87, kit	\$559.00	\$504.00	\$401.00

STEERING LINKAGE KITS

A must when upgrading to a 500 Series™ power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: Basic kits do not include the tie rod ends or adjuster sleeves.*



*Photo is for illustration purposes only. Actual kit components will vary.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COMPLETE KITS:				
7887SLK-CP	1978-87, kit	\$299.00	\$269.00	\$209.00
BASIC KITS:				
7887SLK	1978-87, kit	\$245.00	\$221.00	\$171.00

COMPLETE FRONT END KIT

Don't overlook your front end when rebuilding your classic Chevy, replace your old worn out bushings, ball joints and tie rod ends. CPP's complete front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing, upper and lower rubber control arm bushings, and bump stops. Sway bar bushings and end links sold separately. Available in POLYPLUS™ and rubber.



FRONT END KITS

Don't need everything our complete kit has to offer? Try this one of for size instead. Available in both rubber and POLYPLUS™. Can't decide? POLYPLUS™ bushings are the ultimate combination of polyurethane and graphite. The first for performance and durability; the second for superior lubricating qualities which provides smooth operation. You won't be disappointed. Kits include upper and lower ball joints, outer tie rod ends, control arm bushing kit and lower bump stops.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7888SFK-P	1978-87, w/o handling package, POLYPLUS™ kit	\$389.00	\$350.00	\$272.00
7888SFK-R	1978-87, w/o handling package, rubber, kit	\$369.00	\$332.00	\$258.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7888FK-P	1978-87, w/o handling package, POLYPLUS™, kit	\$259.00	\$235.00	\$181.00
7888FK-R	1978-87, w/o handling package, rubber, kit	\$239.00	\$215.00	\$167.00



CPP TUBULAR CONTROL ARMS

CPP's quality upper and lower tubular control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept QA-1 coil over and Ridetech Shockwave™ units as well. Most arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7888TCA-UKB	1978-87, Upper, black, pair	\$399.00	\$379.00	\$319.00
7888TCA-LKB	1978-87, Lower, black, pair	\$449.00	\$419.00	\$359.00
7888TCA-ULK-B	1978-87, Upper/Lower, black, kit	\$809.00	\$798.00	\$678.00



CPP NITROGEN GAS SHOCKS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-1000	1978-83, front, each	\$39.00	\$33.00	\$29.00
CPP-1107	1978-88, rear, each	\$39.00	\$33.00	\$29.00

FRONT COIL SPRINGS

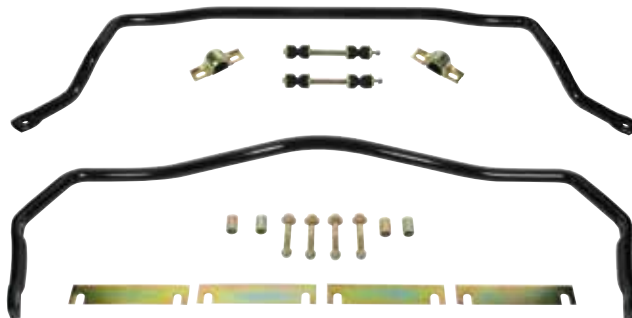
Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS5600-S	1978-87, stock height, pair	\$105.00	\$92.00	\$78.00
FCS5600-D	1978-87, 1-1/2" drop, pair	\$105.00	\$92.00	\$78.00

REAR COIL SPRINGS

Our rear coils are designed to work with either a 6 cylinder, small block V8 or big block V8. Coils come black powder coated.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RCS5379-S	1978-87, stock height, pair	\$105.00	\$92.00	\$78.00
RCS5379-D	1978-87, 1-1/2" drop, pair	\$105.00	\$92.00	\$78.00



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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP898U	1978-87, 1-1/8", front, kit	\$129.00	\$120.00	\$97.00
CP898FBM	1978-87, 1-1/8", front, w/billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP696	1978-87, 1" stock or boxed trailing arm, rear, kit	\$129.00	\$120.00	\$97.00
CP2282U	1978-87, 1-3/8" rear, kit	\$129.00	\$120.00	\$97.00



UPPER AND LOWER TRAILING ARMS

All lower rectangular trailing arms use polyurethane bushings on both ends, while upper adjustable use a spherical ball or rod end assembly on the chassis end to eliminate bushing bind, allowing the suspension to move smoother for better control. These rectangular trailing arms are constructed from 0.120" wall cold rolled steel tubing for maximum strength and flex elimination. These trailing arms have fluted, greasable, graphite/polyurethane bushings, which are superior to the stock rubber bushings. Heavy-Duty Adjustable Trailing Arms allow easy rear suspension adjustments for optimum handling and traction.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887RTCA-UB	1978-87, Upper, pair	\$219.00	\$193.00	\$164.00
7887RTCA-LB	1978-87, Lower, pair	\$229.00	\$206.00	\$172.00

**CENTERLINKS**

We now offer stock replacement steering draglinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DS909	1978-87, each	\$89.00	\$80.00	\$69.00

**UPPER & LOWER BALL JOINTS**

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA688	1978-87, upper, each	\$19.00	\$17.00	\$14.00
FA921	1978-87, lower, each	\$23.00	\$20.00	\$14.00

**IDLER ARMS**

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA1013	1978-87, each	\$49.00	\$45.00	\$39.00

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
ES2034L	1978-87, inner, each	\$29.00	\$26.00	\$21.00
ES2033R	1978-87, outer, each	\$29.00	\$26.00	\$21.00

TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. 4-1/2" long, 5/8 thread. Sold individually, two required per vehicle.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES2032S	1978-87 stock, each	\$9.00	\$8.00	\$7.00

**BILLET ALUMINUM TIE ROD SLEEVES**

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES2032SP-A	1978-87, aluminum, pair	\$69.00	\$61.00	\$49.00

**CONTROL ARMS BUSHINGS**

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3156G	1978-87, POLYPLUS, kit	\$69.00	\$65.00	\$52.00

**REAR TRAILING ARM BUSHING KITS**

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings. Some POLYPLUS™ bushings require the use of original shells.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3132G	1978-87, POLYPLUS™, kit	\$98.00	\$93.00	\$71.00

BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-9102G	1978-87, POLYPLUS, upper, pair	\$15.00	\$14.00	\$10.00

POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame, power steering pump, pitman arm, hose kit and rag joint.



500Series™

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7887PSK	1978-87, with 500 Series™ box, kit	\$649.00	\$600.00	\$489.00



500Series™



Maximize your 500 Series™ Steering Box with a Heavy Duty Sway Bar, see page 130

STEERING BOXES

CPP carries a host of power steering boxes. Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. *Notes: 500 Series™ use a 3/4"-30 coupler. All power boxes use inverted flare hoses. When using factory o-ring hoses, part #500IOA is required. See page 169.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50004	1978-87, 500 Series™, 14:1 ratio, ea	\$379.00	\$334.00	\$284.00

We Can Meet ALL Your Shipping Needs...



Let our dealer team assist you with your shipping quotes, scheduling, and special labeling and packaging requirements.



DEALER@CLASSICPERFORM.COM

Let our Dealer Team Help You...

We are here to help!



Dealer-Only Email:
dealer@classicperform.com



Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Fax Line:
(714) 522-2500



Mailing Address:
378 E. Orangethorpe Ave., Placentia, CA 92870

*Tools to Help
Your Customers
Get the Job Done!*

**Check out our new
Power Brake Booster
Install Kits**



#PDBI-K25 (25" hose) - \$27.00

#PDBI-K50 (50" hose) - \$29.00

We Design It...We Make It...

You Benefit!



The finest parts at the lowest price!

G-BODY 1978-87

Custom Displays Available

Attractive, Affordable Ways to Show Off our Products



CPP DEALER BANNERS

Made of heavy-gauge canvas and includes eyelets for easy hanging in your showroom or booth.

BANNER-1	2' x 4', each	\$12.00
BANNER-2	1' x 2', each	\$6.00
BANNER-3	4' x 10', each	\$50.00



#CPBK-D

BOOSTER DISPLAY STAND

We have received such rave reviews on our custom designed booster display, we have made them available to you, our dealers. *Note: Booster and master cylinder not included.*

\$29.00/ea.

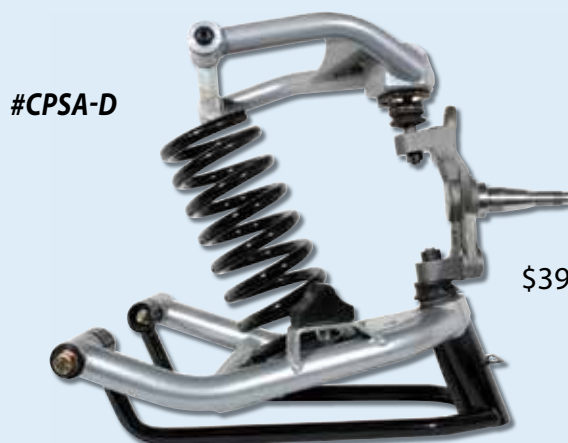
CP50000 DISPLAY STAND

A perfect way to show your customers all the benefits of our #CP50000 Power Steering Box. *Note: Power steering box not included.*



#CPSB-D

\$19.00/ea.



#CPSA-D

\$39.00/ea.

TUBULAR CONTROL ARM DISPLAY STAND

We now offer a complete line of tubular control arms. Our custom designed display stand shows how the upper and lower arms install with the rest of the components of the vehicle. An excellent addition to your showroom or trade show booth. *Note: Control arms, spring and spindle not included.*



#CPWK-D

WHEEL KIT DISPLAY STAND

Note: Wheel kit not included.

\$169.00/ea.



CUSTOM BILLET ALUMINUM TIE ROD SLEEVES DISPLAY

Our custom built display houses three sets of our Billet Aluminum Tie Rod Sleeves. A perfect way to market these parts.

#CPBTS-D

\$19.00/ea.

CPP OFFERS PARTS FOR MANY OTHER APPLICATIONS...

CADILLAC, CORVETTE, LINCOLN AND MOPAR

**BIG BRAKE PACKAGES
INCLUDE UPGRADED
ROTORS**

*Shown with powdercoated
caliper upgrade*



OTHER CUSTOMS

OTHER CUSTOMS BIG BRAKE COMPLETE FRONT BRAKE KIT

The 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).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6168CBK-13	1961-68 Cadillac, kit	\$1,134.00	\$1,020.00	\$850.00
6163CBK-13	1961-63 Lincoln, kit	\$1,134.00	\$1,020.00	\$850.00

Add "-UG" to any kit
for drilled/slotted rotors
and stainless hoses:

+ \$150 for 4 Wheel
+ \$75 for Front or Rear only



CPP CALIPER COLOR OPTIONS:

PLEASE SPECIFY WHEN ORDERING:

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

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



OTHER GM BIG BRAKE WHEEL KIT

CPP introduces its own line of 13" front Big Brake kits. The 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: These kits are 5x5.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5055WBK-13	1950-55 Cadillac, kit	\$799.00	\$703.00	\$599.00
5760WBK-13	1957-60 Cadillac, kit	\$799.00	\$703.00	\$599.00
6168WBK-13	1961-68 Cadillac, kit	\$799.00	\$703.00	\$599.00
5557WBK-13PON	1955-57 Pontiac, kit NEW!	\$799.00	\$703.00	\$599.00

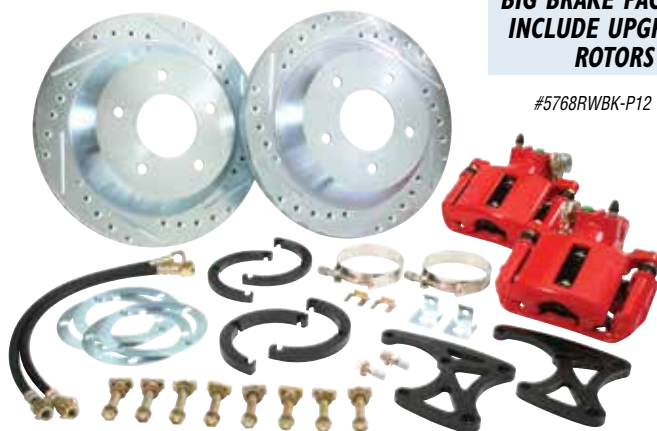


LINCOLN BIG BRAKE WHEEL KIT

CPP introduces its own line of 13" front Big Brake kits. The 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).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6164WBK-P13	1961-64 Lincoln Continental, kit	\$799.00	\$703.00	\$599.00
6569WBK-P13	1965-69 Lincoln, kit	\$799.00	\$703.00	\$599.00

BIG BRAKE PACKAGES INCLUDE UPGRADED ROTORS



OTHER CUSTOMS REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. Note: Kits also available for Ford 9".

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5768RWBK-P12	1957-68 Cadillac, kit	\$699.00	\$615.00	\$490.00
6169RWBK-P12	1961-69 Lincoln, kit	\$699.00	\$615.00	\$490.00



*Shown with optional upgraded rotors.

#A6374CBK-S

A-BODY KITS INCLUDE UPPER ARMS

MOPAR COMPLETE FRONT BRAKE KIT

Everything needed to add power disc brakes to your "A", "B" or "E" body Mopar. Includes: spindles, brackets, dust shields, loaded calipers, rotors, bearings, seals, hoses, booster/master/proportioning value assembly and mounting hardware.

*Shown with optional upgraded rotors.



#6374CBK-S

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6374CBK-S	1963-74 "B" & "E" body, kit	\$599.00	\$539.00	\$450.00
A6374CBK-S	1963-74 "A" body, kit (includes upper arms and lower ball joints)	\$899.00	\$809.00	\$675.00



#A6374WBIK-T



#A6374WBIK-S

TUBULAR & STOCK-TYPE CONTROL ARMS

Factory stamped style with ball joints and upgraded tubular available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TUBULAR:				
A6374WBIK-T	Mopar, kit	\$399.00	\$351.00	\$280.00
*Kit required to install "B" and "E" body disc brake kits on your "A" body				
6374TCA-UKS-BE	1963-74 "B" and "E" body, silver, pr	\$349.00	\$314.00	\$265.00
6374TCA-UKB-BE	1963-74 "B" and "E" body, black, pr	\$349.00	\$314.00	\$265.00
Includes tubular control arms, a must when installing the "B" and "E" body kit on your "A" body Mopar.				
STOCK:				
A6374WBIK-S*	Mopar, kit (incl. with #A6374CBK-S)	\$299.00	\$270.00	\$225.00
*Kit required to install "B" and "E" body disc brake kits on your "A" body				
6374SCA-UK-BE	1963-74 "B" & "E" body, pair	\$249.00	\$225.00	\$179.00
6374SCA-UK	1963-74 "A" body, pair	\$249.00	\$225.00	\$179.00

*Shown with optional upgraded rotors and hoses.



#5055WBK-S



#6168WBK-S

OTHER GM WHEEL BRAKE KITS

This kit contains everything at the spindle needed to change your Cadillac or classic Pontiac's drum brakes to disc brakes while retaining the stock spindles. Kit includes rotors, calipers, caliper brackets, bearings, seals, spindle nuts, dust caps, brake hoses and banjo bolts. Caliper bracket kit also available separately for 1961-68 models. Note: These kits are 5x5.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5055WBK-S	1950-55 Cadillac, kit	\$599.00	\$527.00	\$449.00
5760WBK-S	1957-60 Cadillac, kit	\$599.00	\$527.00	\$449.00
6168WBK-S	1961-68 Cadillac, kit	\$599.00	\$527.00	\$449.00
5557WBK-PON	1955-57 Pontiac, kit	\$599.00	\$527.00	\$449.00

Add -UG to any part number for \$100 to add drilled rotors and stainless hoses.



MOPAR WHEEL BRAKE KIT

Everything needed to add disc brakes components at the wheels to your "B" or "E" body Mopar. Includes: spindles, brackets, dust shields, loaded calipers, rotors, bearings, seals, hoses, booster/master/proportioning valve assembly and mounting hardware.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6374SWBK-S	1963-74 "B" & "E" body, wheel kit	\$399.00	\$351.00	\$299.00



CADILLAC DISC BRACKET KIT

Convert your Cadillac to disc brakes with our bracket kit. A true bolt-on kit using the factory holes on the spindle. Blanchard ground to exact specs. Allows for perfect caliper fit. Includes caliper brackets, and mounting hardware.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6168DBK	1961-68 Cadillac, kit	\$129.00	\$116.00	\$99.00

MOPAR MINI™ DISC KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6374SDBK	1963-74 "B" & "C" body, Mopar, kit	\$249.00	\$219.00	\$185.00

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



Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.

QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.125"
OFFSET	+1.25"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

NEW CALIPERS!



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

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.*



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

**Shown with optional upgraded rotors.*

GM 10 AND 12 BOLT CHEVY REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits 10 or 12 bolt axle.

NEW CALIPERS!



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
GM 10 or 12 BOLT REAR END: (PASSENGER CAR)				
1012RBP	1964-77 5x4.75, kit	\$499.00	\$449.00	\$375.00

OTHER CUSTOMS



#6374BB2



#5968BB2

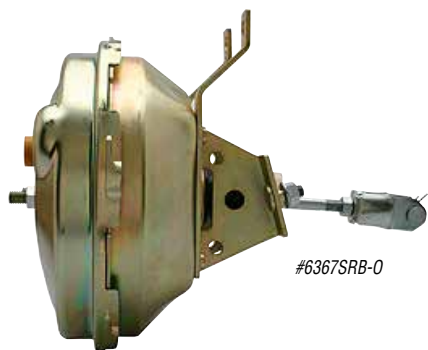


#6163BB-MC

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: #6163BB-MC includes proportioning valve assembly.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6163BB-MC	1961-63 Lincoln, kit	\$299.00	\$263.00	\$210.00
6374BBD	1963-74 Mopar drum/drum, kit	\$299.00	\$263.00	\$210.00
6374BB2	1963-74 Mopar disc/drum, kit	\$299.00	\$263.00	\$210.00
6374BB4	1963-74 Mopar disc/disc, kit	\$299.00	\$263.00	\$210.00
5968BB2	1959-68 Cadillac disc/drum, kit	\$299.00	\$263.00	\$210.00
5968BB4	1959-68 Cadillac disc/disc, kit	\$299.00	\$263.00	\$210.00



#6367SRB-0

CORVETTE REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. OE applications come with firewall bracketry and pedal linkage. All boosters come with a long and short pin for either deep or shallow master cylinders.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6367SRB-0	1963-67 Corvette, gold cad	\$149.00	\$134.00	\$95.00
6367SRB-OC	1963-67 Corvette, chrome	\$299.00	\$263.00	\$210.00



CORVETTE MASTER CYLINDERS

Original fit and finish, all brand new masters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M-C100-LV	1953-62 Corvette, 1" bore	\$59.00	\$51.00	\$37.00

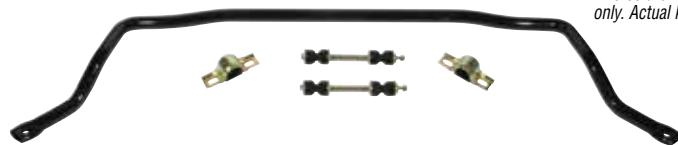


MOPAR DISC BRAKE DUST SHIELDS

Stock type disc brake dust shields. Works with OE style disc brakes.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DS-M	1963-74 B & E, pair	\$39.00	\$35.00	\$20.00

Photos are for illustration only. Actual kits may vary.



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
FRONT:				
CP855	1953-62 Corvette, 7/8" bar, kit	\$149.00	\$135.00	\$111.00
CP760	1963-82 Corvette, 1-1/8" bar, kit	\$149.00	\$135.00	\$111.00
CP761	1963-82 Corvette, 1-1/4" bar, kit	\$149.00	\$135.00	\$111.00
CP149	1970-74 Challenger/Baracuda, 1970 Charger, 1" bar, kit	\$149.00	\$135.00	\$111.00
CP595	1970-74 Challenger/Baracuda, 1970 Charger, 1-1/8" bar, kit	\$149.00	\$135.00	\$111.00
CP2046	1967-69 Continental, 1-1/8" bar, kit	\$149.00	\$135.00	\$111.00
CP2052	1948-53 Cadillac, 1" bar, kit	\$149.00	\$135.00	\$111.00
CP5042	1954-57 Cadillac, 1-1/8" bar, kit	\$149.00	\$135.00	\$111.00
CP2292	1958-60 Cadillac, 1" bar, kit	\$149.00	\$135.00	\$111.00
CP897	1965-76 Cadillac, 1" bar, kit	\$149.00	\$135.00	\$111.00
REAR:				
CP452	1955-57 Corvette - 7/8" bar, kit	\$139.00	\$124.00	\$105.00
CP913	1958-64 Corvette - 1" bar, kit	\$139.00	\$124.00	\$105.00
CP907	1965-70 Corvette - 1" bar, kit	\$139.00	\$124.00	\$105.00
CP261	1970-74 Challenger, 3/4" bar, kit	\$139.00	\$124.00	\$105.00
CP674	1970-74 Challenger, 7/8" bar, kit	\$139.00	\$124.00	\$105.00



**Check out our NEW
Billet Sway Bar Mounts
on page 159**

Front & Rear kits available - fits all sway bar diameters



**Cool
New
Videos!**

**Subscribe to our channel:
CPPMaster**



OTHER CUSTOMS

*Shown with optional upgraded rotors.



QUICK FACTS...

STOCK/DROP	both
ROTOR	11"
CALIPER	2.5"
OFFSET	GM - .25" Ford - .5"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



MUSTANG II COMPLETE FRONT BRAKE KIT

Our Mustang II Disc Brake Wheel kit ships preassembled and includes spindles, loaded calipers and rotors, 7" dual booster and 1" dual ported master cylinder. Choose from stock or 2" drop, 11" x 1" rotors and GM style calipers. Chevy or Ford bolt pattern. Uses CPP Big Bore™ calipers.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CBK-SF	Ford stock spindle - 5x4.5" bolt pattern, kit	\$699.00	\$629.00	\$525.00
M2CBK-DF	Ford drop spindle - 5x4.5" bolt pattern, kit	\$699.00	\$629.00	\$525.00
M2CBK-SG	GM stock spindle - 5x4.75" bolt pattern, kit	\$699.00	\$629.00	\$525.00
M2CBK-DG	GM drop spindle - 5x4.75" bolt pattern, kit	\$699.00	\$629.00	\$525.00

**BIG BRAKE PACKAGES
INCLUDE UPGRADED
ROTORS**



*Shown with upgrade powdercoated calipers.

**ALL BOLT
PATTERNS
AVAILABLE!**

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).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2WBK-D13G	Mustang II, GM 5x4.75, drop, kit	\$959.00	\$844.00	\$694.00
M2WBK-S13G	Mustang II, GM 5x4.75, stock, kit	\$959.00	\$844.00	\$694.00
M2WBK-D13F	Mustang II, GM 5x4.5, drop, kit	\$959.00	\$844.00	\$694.00
M2WBK-S13F	Mustang II, GM 5x4.5, stock, kit	\$959.00	\$844.00	\$694.00
M2WBK-P13G	Mustang II, GM 5x4.75, (without spindles), kit	\$799.00	\$703.00	\$599.00
M2WBK-P13F	Mustang II, Ford 5x4.50, (without spindles), kit	\$799.00	\$703.00	\$599.00
TCIWBK-P13F	TCI Custom Spindle, 5x4.5, (without spindles), kit	\$799.00	\$703.00	\$599.00
TCIWBK-P13G	TCI Custom Spindle, 5x4.75, (without spindles), kit	\$799.00	\$703.00	\$599.00
TCIWBK-P13TC	TCI Custom Spindle, 5x5, (without spindles), kit	\$799.00	\$703.00	\$599.00
TCIWBK-P13TF	TCI Custom Spindle, 5x5.5, (without spindles), kit	\$799.00	\$703.00	\$599.00
TCIWBK-P13T6	TCI Custom Spindle, 6x5.5, (without spindles), kit	\$799.00	\$703.00	\$599.00

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:
(-B) black, (-BLU) blue, (-R) red, or (-S) silver

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:

+ \$150 for 4 Wheel, + \$75 for Front or Rear only



*Shown with optional upgraded rotors and hoses.



MUSTANG II WHEEL BRAKE KITS

Our Mustang II Disc Brake Wheel kit ships preassembled and includes spindles, loaded calipers and rotors. Choose from stock or 2" drop, 11" x 1" rotors and GM style calipers. Chevy or Ford bolt pattern. Uses Chevrolet S-10 calipers. *Note: Kits without spindles are also available.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2SWBK-SF	Ford stock spindle 5x4.5" bolt pattern, kt	\$499.00	\$449.00	\$375.00
M2SWBK-SG	GM stock spindle 5x4.75" bolt pattern, kt	\$499.00	\$449.00	\$375.00
M2SWBK-DF	Ford drop spindle 5x4.5" bolt pattern, kt	\$499.00	\$449.00	\$375.00
M2SWBK-DG	GM drop spindle 5x4.75" bolt pattern, kt	\$499.00	\$449.00	\$375.00
M2WBK-F	Ford pattern, 5x4.5" bolt pattern, (without spindles) kit	\$319.00	\$303.00	\$275.00
M2WBK-G	GM pattern, 5x4.75" bolt pattern, (without spindles) kit	\$319.00	\$303.00	\$275.00



MUSTANG II SPINDLES

CPP's new stock spindles and 2" drop spindles for the Mustang II IFS are forged from 1045 alloy steel and machined to OE specification. CPP spindles use all stock bearings and rotors and brackets for an easy installation.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2DS	2" drop, pair	\$169.00	\$149.00	\$95.00
M2SP	stock height, pair	\$169.00	\$149.00	\$95.00

*Shown with optional upgraded rotors.



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

These awesome wheel kits work with stock or drop Mustang II spindles and will accept original wheels. Sold outright or as an upgrade to any of our independent front suspension Mustang II Kits. *Note: Spindles sold separately.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2WBK-6	1947-87 Chevy Truck and other applications with 6x5.5" Mustang II Spindles, kit	\$499.00	\$449.00	\$375.00
M2WBK-5	1947-87 Chevy Truck and other applications with 5x5" Mustang II Spindles, kit	\$499.00	\$449.00	\$375.00
M2WBK-5.5	1947-87 Chevy Truck and other applications with 5x5.5" Mustang II Spindles, kit	\$499.00	\$449.00	\$375.00
M2WBK-475	GM 5x4.75" Bolt Pattern	\$499.00	\$449.00	\$375.00
M2WBK-450	GM 5x4.50" Bolt Pattern	\$499.00	\$449.00	\$375.00

MUSTANG II GM CALIPER DISC BRACKET KIT

Our bracket kits allows for the stock Mustang II rotors and calipers to be updated to larger 11" diameter rotors and GM calipers. Our kit will bolt-on to any 1974-78 Mustang II spindles. Ford kits uses 1975-80 Ford Granada rotors. Kit includes caliper brackets and mounting hardware. #M2DBK can also be used with CPP rotor #31824 for a 5x4.75 lug pattern.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2DBK	Ford, 4.5, kit	\$109.00	\$98.00	\$75.00
31824	Granada Rotor w/4.75 Pattern	\$49.00	\$42.00	\$30.00

Tools to Help Your Customers Get the Job Done!

Check out our new Power Brake
Booster Install Kits

#PDBI-K25 (25" hose)
\$27.00

#PDBI-K50 (50" hose)
\$29.00



CHEVROLET

**INCLUDES
NEW POWER RACK,
PERFORMANCE BRAKE
KIT & SWAY BAR!**

#E6267M2IFS-K

**Shown with optional upgraded rotors and power rack.*

**INCLUDES
BOXING
PLATES**

MUSTANG II IFS SYSTEMS

Enjoy the comfort and benefits of having an independent suspension system in your car or 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, plus mounting hardware. Specify manual or power steering and stock or dropped spindles.

#E3739M2IFS-K

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3739M2IFS-K	1937-39 Chevy Truck, Economy Mustang II kit	\$1,489.00	\$1,349.00	\$1,099.00
E4754M2IFS-K	1947-54 Chevy Truck, Economy Mustang II kit	\$1,489.00	\$1,349.00	\$1,099.00
E5559M2IFS-K	1955-59 Chevy Truck, Economy Mustang II kit	\$1,489.00	\$1,349.00	\$1,099.00
E3748M2IFS-K	1937-48 Chevy Car, Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
E4954M2IFS-K	1949-54 Chevy Car, Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
E6267M2IFS-K	1962-67 Nova, Economy Mustang II, complete kit	\$1,799.00	\$1,629.00	\$1,299.00

#E4754M2-Y

#E6267M2-X

#6667IFP

MUSTANG CROSSMEMBERS

Looking to add a Mustang II IFS kit to your classic? Already have the components and just need the crossmember? CPP has you covered. These high quality crossmembers will bolt in or weld into your original frame and allow Mustang II components to bolt on. Inner fender panels for Novas also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3739M2-X	1937-39 Chevy Truck, crossmember only	\$209.00	\$189.00	\$149.00
E4754M2-X	1947-54 Chevy Truck, crossmember only	\$209.00	\$189.00	\$149.00
E5559M2-X	1955-59 Chevy Truck, crossmember only	\$209.00	\$189.00	\$149.00
E3748M2-X	1937-48 Chevy Car, crossmember only, kit	\$209.00	\$189.00	\$149.00
E4954M2-X	1949-54 Chevy Car, crossmember only, kit	\$209.00	\$189.00	\$149.00
E6267M2-X	1962-67 Nova, welded crossmember only, kit	\$509.00	\$459.00	\$359.00
6265IFP	1962-65 Nova, inner fender panels, pair	\$199.00	\$179.00	\$139.00
6667IFP	1966-67 Nova, inner fender panels, pair	\$199.00	\$179.00	\$139.00

FORD
**INCLUDES
NEW POWER RACK,
PERFORMANCE BRAKE
KIT & SWAY BAR!**

**Shown with optional upgraded rotors and power rack.*



MUSTANG II IFS SYSTEMS

Enjoy the comfort and benefits of having an independent suspension system in your early Ford truck or car 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, plus mounting hardware. Specify manual or power steering and stock or dropped spindles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3540M2IFS-K	1935-40 Ford car & 1935-41 Ford truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E6470M2IFS-K	1964 1/2 - 1970 Mustang, kit	\$1,489.00	\$1,349.00	\$1,099.00
E4852M2IFS-K	1948-52 Ford truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E5356M2IFS-K	1953-56 Ford truck, kit	\$1,489.00	\$1,349.00	\$1,099.00
E5760M2IFS-K	1957-60 Ford truck, kit	\$1,489.00	\$1,349.00	\$1,099.00



MUSTANG CROSSMEMBERS

Looking to add a Mustang II IFS kit to your classic Ford? Already have the components and just need the crossmember? CPP has you covered. These high quality crossmembers will bolt in or weld into your original frame and allow Mustang II components to bolt on.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3540M2-X	1935-40 Ford car & 1935-41 Ford truck, crossmember only	\$209.00	\$189.00	\$149.00
E6470M2-X	1964 1/2 - 70 Mustang, crossmember only	\$209.00	\$189.00	\$149.00
E4852M2-X	1948-52 Ford truck, crossmember only	\$209.00	\$189.00	\$149.00
E5356M2-X	1953-56 Ford truck, crossmember only	\$209.00	\$189.00	\$149.00
E5760M2-X	1957-60 Ford truck, crossmember only	\$209.00	\$189.00	\$149.00

#P211B



Black Magic™

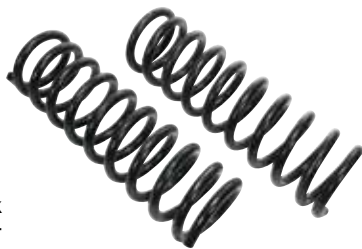
CPP "BLACK MAGIC" STREET ROD SHOCKS

Our newly designed Street Rod Shocks are a twin tube design with a light gas charge. These shocks have excellent performance and great response to road conditions. The outstanding quality is backed with a lifetime warranty. All hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
P211B	Mustang II front, each	\$39.00	\$34.00	\$28.00

FRONT COIL SPRINGS

Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CS-L	Medium - for small block - 350 lbs., pair	\$95.00	\$84.00	\$70.00
M2CS-H	Heavy - for big block - 425 lbs., pair	\$95.00	\$84.00	\$70.00

#FA972



#FA912



MUSTANG II UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meets OE specification. Direct replacement that requires no modifications. Boots and hardware included. For factory control arms only.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA912	1974-78 original suspension, upper, ea	\$20.00	\$18.00	\$15.00
FA972	1974-78 original suspension lower, ea	\$20.00	\$18.00	\$15.00

CONTROL ARMS BUSHINGS

Our rubber bushings are exact reproductions of the originals. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4-3130G	1974-78, POLYPLUS™, kit	\$69.00	\$62.00	\$52.00
M2CAB-R	1974-78, rubber, kit	\$39.00	\$34.00	\$26.00



MUSTANG II CONTROL ARMS

Looking for a budget arm to finish off that Mustang II crossmember? These come complete with black finish, cross shafts, ball joints and all the mounting hardware required for installation.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2ETA-U	Tubular Upper, pair	\$199.00	\$175.00	\$119.00
M2ETA-L	Tubular Lower, pair	\$259.00	\$227.00	\$180.00
M2ETA-K	Upper/Lower, kit	\$450.00	\$396.00	\$299.00

MUSTANG II UPPER CONTROL ARM HARDWARE

Complete hardware kit. Required when upgrading to Mustang II tubular A-arms. Bolts and nuts included.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2TBOLT	kit	\$40.00	\$35.00	\$20.00

MUSTANG II SWAY BAR BRACKETS

These will allow provision to mount a CPP sway bar to your econo Mustang II Tubular control arms.

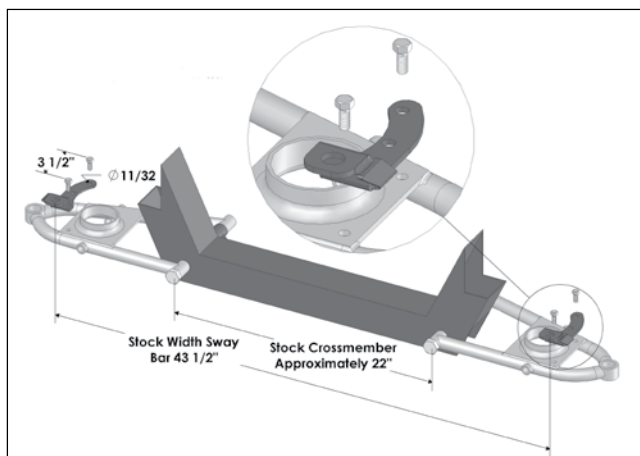


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2SBB-U	Universal, pair	\$29.00	\$26.00	\$20.00

MUSTANG II SWAY BARS

Adding a front sway bar kit to your Mustang II independent suspension is a great upgrade to the handling and overall performance of your front end. These sway bars reduce body roll and helps better control under and over steering in the corners. To help pick the correct bar for your application, you will need to determine if our standard or narrow bar is best for your setup. Most standard width crossmembers have a 22" center to center measurement between the lower control arm pivot points. With the use of a standard width control arm, the overall bar width is 43.5" (standard bar) while some systems use a narrow bar that is 42.5" overall length. By using the guideline below, this will help determine what bar best fits your needs. Remember to use part# M2SBB-U brackets to attach the end links to your control arms.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPM2SB-N	Narrow, each	\$129.00	\$115.00	\$90.00
CPPM2SB-S	Standard, each	\$129.00	\$115.00	\$90.00



NEW, NOT REBUILT!
INCLUDES FITTINGS

#M21400-PK

#M21400-MPC

RACK & PINIONS

These OEM replacements are available for both manual and power. All rack & pinion kits are brand new and built to the original specs, and exacting standards. Manual racks have a 9/16"-18 splined shaft and power racks have a 3/4"-36 splined shaft. All come with a limited lifetime warranty.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M21400-MPC	Manual, each	\$99.00	\$87.00	\$70.00
M21400-PK	Power, each	\$299.00	\$263.00	\$219.00

#19-6969BB

#19-6969BB-C

*All pump kits include NEW 19-pump installed!

*Reservoir canisters and canister kits include cap. Caps also sold separately.

*All reservoir kits include O-rings and fittings!

MUSTANG II POWER STEERING PUMP AND HOUSING KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6969SB-P	Mustang II (ideal for any R&P app), plain, each	\$159.00	\$140.00	\$89.00
19-6969SB-PC	Mustang II (ideal for any R&P app), chrome, each	\$169.00	\$149.00	\$97.00
RESERVOIR KITS:				
19-6969SB	Mustang II (ideal for any R&P app), plain, each	\$39.00	\$34.00	\$24.00
19-6969SB-C	Mustang II (ideal for any R&P app), chrome, each	\$49.00	\$43.00	\$30.00

POWER STEERING PUMP BRACKETS AND PULLEYS AVAILABLE ON PAGE 167



MUSTANG II RACK & PINION INSTALL KITS

When installing a manual or power rack & pinion to your crossmember, these invaluable pieces will help complete the job. Includes bushings, spacers, bolts, washers and lock nuts. Offset bushings allow rack with 15.5" center to center mount to be installed on cross member with 16" center to center mount.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2PIK	Mustang II, kit	\$49.00	\$44.00	\$29.00
6-701G-O	Offset rack & pinion mount bushings, pr	\$23.00	\$23.00	\$19.00



MUSTANG II TIE ROD ENDS

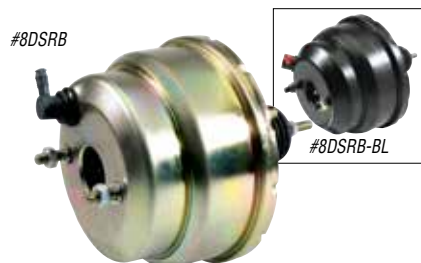
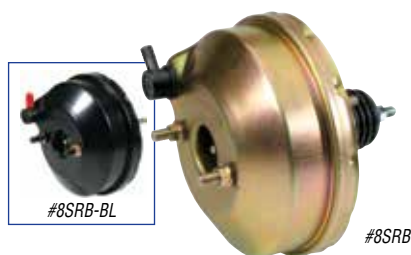
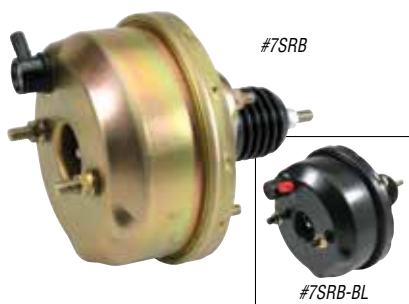
Replacing the tie rod ends on your front end greatly reduces steering "slop" and makes your car much safer to drive. Includes all hardware and dustboots.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES429R	OEM & our IFS 3.42" long, ea	\$19.00	\$17.00	\$13.00
ES2128	OEM & our 48-60 IFS 5.00" long, ea	\$22.00	\$19.00	\$15.00
ES2150R	OEM 5.75" long, ea	\$35.00	\$31.00	\$26.00



POWER STEERING HOSE KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2PSH-RT	GM Pump to 1982-88 T-Bird Power Rack, kit	\$69.00	\$61.00	\$43.00
M2PSH-RM	GM Pump to 1974-78 Mustang Power Rack, kit	\$69.00	\$61.00	\$43.00



**MASTER CYLINDERS
AVAILABLE ON
PAGE 152**



UNIVERSAL REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. OE applications come with firewall bracketry and pedal linkage. Universal street rod applications have a 4 bolt mounting pattern that is 3-3/8" square and accept a master cylinder that has a 3-3/8" spread. All boosters come with a long and short pin for either deep or shallow master cylinders.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7SRB	7" single diaphragm, gold cad	\$139.00	\$122.00	\$59.00
7SRB-BL	7" single diaphragm, black e-coat	\$139.00	\$122.00	\$69.00
7SRB-C	7" single diaphragm, chrome	\$180.00	\$158.00	\$79.00
7DSRB	7" dual diaphragm, gold cad	\$179.00	\$161.00	\$99.00
7DSRB-BL	7" dual diaphragm, black e-coat	\$179.00	\$157.00	\$99.00
7DSRB-C	7" dual diaphragm, chrome	\$219.00	\$193.00	\$100.00
8SRB	8" single diaphragm, gold cad	\$149.00	\$131.00	\$95.00
8SRB-BL	8" single diaphragm, black e-coat	\$149.00	\$131.00	\$95.00
8SRB-C	8" single diaphragm, chrome	\$229.00	\$202.00	\$129.00
8DSRB	8" dual diaphragm, gold cad	\$179.00	\$158.00	\$99.00
8DSRB-BL	8" dual diaphragm, black e-coat	\$179.00	\$158.00	\$99.00
8DSRB-C	8" dual diaphragm, chrome	\$229.00	\$202.00	\$129.00
9SRB-C	9" single diaphragm, chrome	\$180.00	\$158.00	\$110.00
9DSRB-C	9" dual diaphragm, chrome	\$229.00	\$202.00	\$129.00

Vacuum Hose Kits & Fittings



Available on page 156

Combination Valve Tool

Use this handy tool when bleeding brakes to avoid having to reset your prop valve. See page 154



Need Help?

Our brake bleeding syringes make bleeding a snap! See page 155





#7DSRB-MC



#7DSRB-MC-C



#7DSRB-MCPV1



#7DSRB-MC-BA

NEW!



#7SRBC-MC-CR

NEW!

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! Kits include: booster and master cylinder. Kits available in all diameters, all finishes and all master cylinders. If you don't see what you need, please inquire.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Booster/Master Combo (no bracketry):				
7DSRB-MC	7" dual cad plated booster & raw master	\$209.00	\$184.00	\$139.00
7DSRB-MC-BA	7" dual black booster & aluminum master	\$219.00	\$199.00	\$159.00
7DSRB-MC-C	7" dual chrome booster & master	\$249.00	\$219.00	\$175.00
7SSBC-MC-CR	7" chrome booster & chrome master with milled lid	\$279.00	\$250.00	\$199.00
7DSRB-MC-MCPV1	7" dual chrome booster & MCPV1	\$349.00	\$307.00	\$245.00



UNIVERSAL FIREWALL BOOSTER KIT

Wanting to add a booster to the firewall of your custom project? This universal firewall kit is the answer. Fully adjustable with different pedal positions and adjustable dash support bracket.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPUFM-7SRB-MC	7" kit	\$279.00	\$250.00	\$199.00



NEW!

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00



Hydra STOP

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

This unit is the same high quality direct bolt-in brake assist system as our Show Stopper units. These units come with a factory coated hydraulic assist unit, zinc coated steel firewall mounting bracket, and plain hardware. Hoses sold separately. Note: Must use 1-1/8" master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
UNIHBK-BSB	Universal, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose Kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose Kit	\$115.00	\$104.00	\$85.00

HYDRAULIC BRAKE ASSIST UNIT COVER

This attractive chrome plated cover will add a little something extra to the appearance of your hydraulic brake booster when used to slip over the accumulator unit. Includes hex head set screws to lock in place.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP5100	Chrome Accumulator cover, each	\$69.00	\$62.00	\$49.00



#MCPVS-2



#MCAPV-DB



#MCPVM-2
#MCPVU-2



#MCPVN-2



#MCPVS-2A



#MCPVS-2C



#M-C100SAC-2



#MCPVS-2CR



#CP31500-C

MASTER CYLINDER & PROPORTIONING VALVE KITS

Whether you're looking to run a manual or power set up, these master cylinder and proportioning valve units are what you'll need when adding disc brakes to your ride. Available in many different finishes and configurations, we're bound to have the style that you want! Manual applications, 7", 7" dual, 8" & 9" power booster will use 1" bore applications and 8" dual, 9" dual, 11", 11" dual and hydraulic brake assist units will use 1-1/8" bore applications. Available for 2 or 4 wheel discs. Our MCPV1 master cylinder includes an adjustable proportioning valve built right into the unit!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Cast Iron M/C with side mount prop valve:				
MCPVS-2	1" bore, disc/drum, kit	\$139.00	\$122.00	\$100.00
MCPVS-4	1" bore, disc/disc, kit	\$139.00	\$122.00	\$100.00
MCPVS-2-118	1-1/8" bore, disc/drum, kit	\$139.00	\$122.00	\$100.00
MCPVS-4-118	1-1/8" bore, disc/disc, kit	\$139.00	\$122.00	\$100.00

Cast Iron M/C with side mount adj prop block:

MCAPV-DB	1" bore, kit	\$149.00	\$131.00	\$111.00
MCAPV-DB-118	1-1/8" bore, kit	\$149.00	\$131.00	\$111.00

Cast Iron M/C with under mount prop valve (frame):

MCPVU-2	1" bore, disc/drum, kit	\$149.00	\$131.00	\$111.00
MCPVU-4	1" bore, disc/disc, kit	\$149.00	\$131.00	\$111.00
MCPVU-2-118	1-1/8" bore, disc/drum, kit	\$149.00	\$131.00	\$111.00
MCPVU-4-118	1-1/8" bore, disc/disc, kit	\$149.00	\$131.00	\$111.00

Cast Iron M/C with under mount prop valve (firewall):

MCPVM-2	1" bore, disc/drum, kit	\$139.00	\$122.00	\$100.00
MCPVM-4	1" bore, disc/disc, kit	\$139.00	\$122.00	\$100.00
MCPVM-2-118	1-1/8" bore, disc/drum, kit	\$139.00	\$122.00	\$100.00
MCPVM-4-118	1-1/8" bore, disc/disc, kit	\$139.00	\$122.00	\$100.00

Aluminum M/C with side mount prop valve:

MCPVS-2A	1" bore, disc/drum, kit	\$159.00	\$143.00	\$119.00
MCPVS-4A	1" bore, disc/disc, kit	\$159.00	\$143.00	\$119.00
MCPVS-2A-118	1-1/8" bore, disc/drum, kit	\$159.00	\$143.00	\$119.00
MCPVS-4A-118	1-1/8" bore, disc/disc, kit	\$159.00	\$143.00	\$119.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Chrome M/C with side mount prop valve:				
MCPVS-2C	1" bore, disc/drum, kit	\$199.00	\$175.00	\$139.00
MCPVS-4C	1" bore, disc/disc, kit	\$199.00	\$175.00	\$139.00
MCPVS-2C-118	1-1/8" bore, disc/drum, kit	\$199.00	\$175.00	\$139.00
MCPVS-4C-118	1-1/8" bore, disc/disc, kit	\$199.00	\$175.00	\$139.00

Custom M/C with side mount prop valve:

M-C100SAC-2	1" bore, disc/drum, kit	\$259.00	\$233.00	\$195.00
M-C100SAC-4	1" bore, disc/disc, kit	\$259.00	\$233.00	\$195.00
M-C118SAC-2	1-1/8" bore, disc/drum, kit	\$259.00	\$233.00	\$195.00
M-C118SAC-4	1-1/8" bore, disc/disc, kit	\$259.00	\$233.00	\$195.00

Flat Top Chrome M/C with side mount prop valve:

MCPVS-2CR	milled lid, disc/drum, kit	\$259.00	\$233.00	\$195.00
MCPVS-2CS	smooth lid, disc/drum, kit	\$259.00	\$233.00	\$195.00
MCPVS-4CR	milled lid, disc/disc, kit	\$259.00	\$233.00	\$195.00
MCPVS-4CS	smooth lid, disc/disc, kit	\$259.00	\$233.00	\$195.00

MCPV1 M/C with built in adjustable prop valve:

CP31500-C	1" bore, kit	\$199.00	\$175.00	\$129.00
CP31501-C	1-1/8" bore, kit	\$199.00	\$175.00	\$129.00



See page 155

Try our Brake Bleeding Syringe #CP0105 for easy bleeding!



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 universal applications. They have a black e-coat finish and come with the pedal arm. Pedal pads sold separately. Frame mount units come black powder coated. Units #CP608-BPB and #CP609-BPB are designed to use mini master cylinder part number #430. Units #CP607-BPB, #CP609-BPB, #CP611-BPB, and #CP615BPB use CMC hydraulic clutch cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP605-BPB	Firewall 90° manual or power brake pedal bracket	\$199.00	\$180.00	\$139.00	CP610-BPB	Universal Firewall manual or power brake pedal bracket	\$199.00	\$180.00	\$139.00
CP607-BPB	Firewall 90° manual or power brake & clutch pedal bracket	\$269.00	\$245.00	\$189.00	CP611-BPB	Universal Firewall manual or power brake & clutch pedal bracket	\$269.00	\$245.00	\$189.00
CP608-BPB	Firewall 180° manual brake pedal bracket	\$199.00	\$180.00	\$139.00	CP615-BPB	Universal frame-mounted brake/clutch pedal	\$269.00	\$245.00	\$189.00
CP609-BPB	Firewall 180° manual brake & clutch pedal bracket	\$269.00	\$245.00	\$189.00	CPUFM-B	Universal manual or power brake pedal firewall bracket	\$149.00	\$135.00	\$115.00
					CPUFM-CB	Universal power brake pedal for clutch	\$1229.00	\$207.00	\$175.00



PEDAL BRACKETS ACCESSORIES

Just the pieces that you'll need to finish off or make an easier installation of your brake pedal brackets. Pedal pads work with all power brake pedal brackets except #5557FMB. Pedal pads will also work on all firewall mount pedal brackets when using in conjunction with pedal shaft adapter #299. (Excluding #4950FMB & #5154FMB, these units do NOT require the use of #299.) Import pedal pads are available in polished aluminum and domestic pedal pads are available in chrome or black powder coat.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90197	Pedal pad, polished import with 3 inserts	\$25.00	\$18.00	\$15.00
CP8501P	Pedal pad, polished import with 2 inserts	\$25.00	\$22.00	\$15.00
308	Universal pedal installation brackets	\$49.00	\$47.00	\$44.00
5665701	Stoplight switch, 90° bracket	\$34.00	\$32.00	\$30.00
5668701	Stoplight switch, straight bracket	\$34.00	\$32.00	\$30.00
299	Pedal shaft adapter	\$20.00	\$18.00	\$14.00



#M-C100-L



#M-C100-AP



#MC-100-AC



#M-83028P



#M-C100SAC



#430



#CMC



#M-82016

UNIVERSAL FIT MASTER CYLINDERS

Whether you're looking for a master cylinder with a show stopping finish or just want to upgrade your drum brakes to a dual circuit, CPP's got the fit and finish that you're looking for. These units are all brand new and many come in different bore sizes for whatever your project demands.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Corvette style cast iron:				
M-C1516-L	15/16" bore, 1/2"-20 & 9/16"-18 ports	\$59.00	\$52.00	\$37.00
M-C1516-S	15/16" bore, 3/8"-24 ports	\$59.00	\$52.00	\$37.00
M-C100-L	1" bore, 1/2"-20 & 9/16"-18 ports	\$59.00	\$52.00	\$37.00
M-C100-S	1" bore, 3/8"-24 ports	\$59.00	\$52.00	\$37.00
M-C118-L	1-1/8" bore, 1/2"-20 & 9/16"-18 ports	\$59.00	\$52.00	\$37.00
M-C118-S	1-1/8" bore, 3/8"-24 ports	\$59.00	\$52.00	\$37.00

Corvette style aluminum:

MC-C100-AP	1" bore, 1/2"-20 & 9/16"-18 ports	\$65.00	\$59.00	\$45.00
MC-C118-AP	1-1/8" bore, 1/2"-20 & 9/16"-18 ports	\$65.00	\$59.00	\$45.00

Corvette style chromed aluminum:

MC-100-AC	1" bore, 1/2"-20 & 9/16"-18 ports	\$85.00	\$74.00	\$55.00
MC-118-AC	1-1/8" bore, 1/2"-20 & 9/16"-18 ports	\$85.00	\$74.00	\$55.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Mopar performance style aluminum:				
M-83028P	1-1/32" bore, 1/2"-20 & 9/16"-20 ports	\$79.00	\$71.00	\$59.00

Dual bowl 4-wheel drum cast iron:

M-82016	15/16" bore, 1/2"-20 & 9/16"-18 ports	\$59.00	\$52.00	\$44.00
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Custom chromed aluminum:

M-C100SAC	1" bore, 3/8"-24 ports	\$119.00	\$105.00	\$89.00
M-C118SAC	1-1/8" bore, 3/8"-24 ports	\$119.00	\$105.00	\$89.00

Mini aluminum (ideal for 180° brackets):

430	1" bore, 3/8"-24 ports	\$69.00	\$62.00	\$45.00
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Clutch master cylinder:

CMC	7/8" bore	\$69.00	\$61.00	\$49.00
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#M-C100LAC



#M-C100LACM

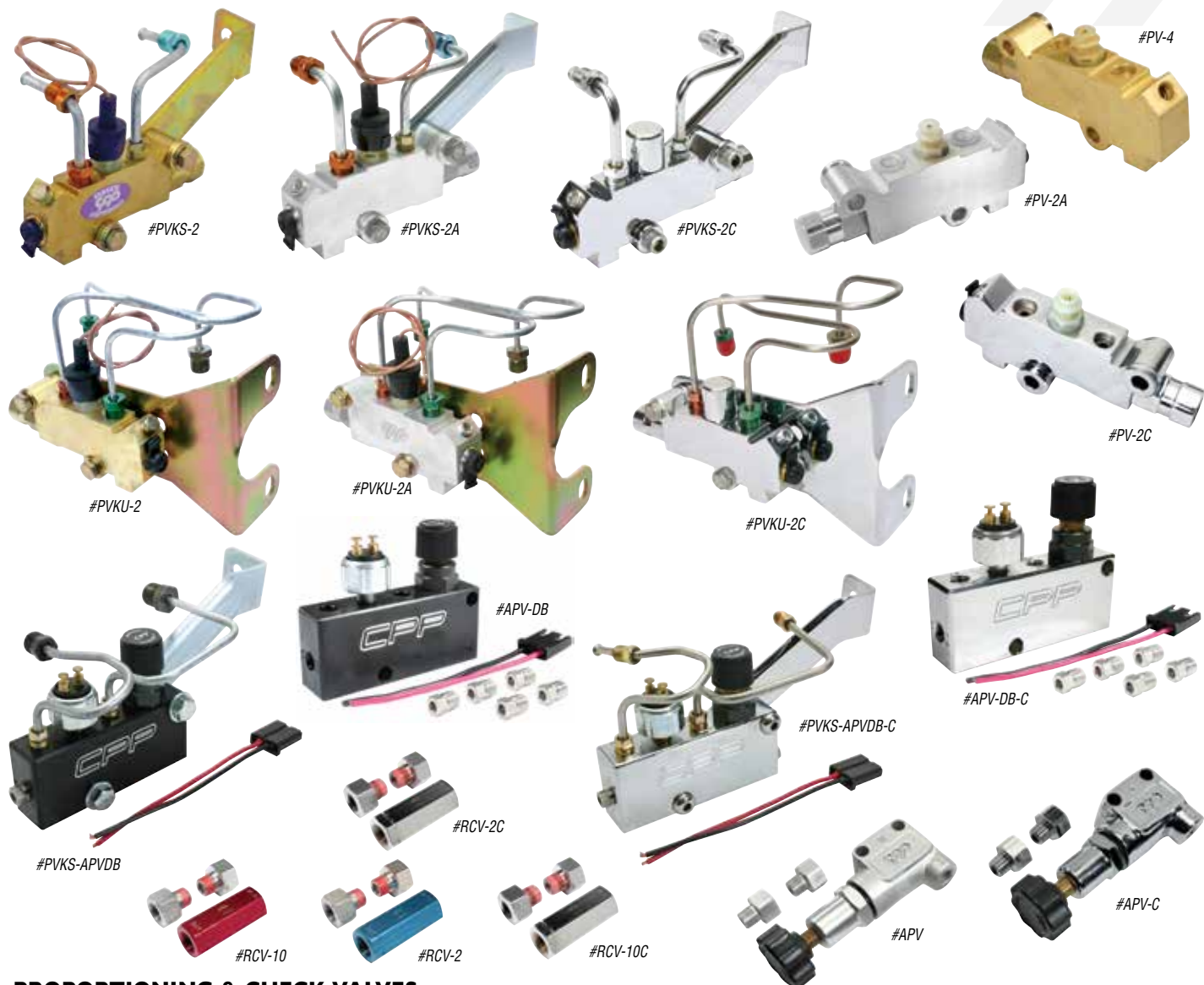


#EM-C100LAC

CHROME FLAT TOP MASTER CYLINDERS

CPP introduces its newest addition to our custom flat top master cylinders. They are available with a standard Corvette-style casting and also a smoothed casting to provide even more of a custom look.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M-C100LAC	Smooth Casting, 1" Bore	\$119.00	\$105.00	\$89.00
M-C100LACM	Smooth Casting, milled, 1" Bore	\$119.00	\$105.00	\$89.00
EM-C100LAC	Standard Casting, 1" Bore	\$119.00	\$105.00	\$89.00
M-C118LAC	Smooth Casting, 1-1/8" Bore (not shown)	\$119.00	\$105.00	\$89.00



UNIVERSAL

PROPORTIONING & CHECK VALVES

When upgrading your stock drum brake system to a disc brake system, a proportioning valve is needed to ensure that proper amount of brake fluid pressure is going to the front and rear wheels. We offer both fixed and adjustable proportioning valves for disc/drum and disc/disc systems. Residual check valves are needed when using an adjustable valve.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
Recommended when large port GM master cylinder is mounted on frame:				
PVKU-2	Disc/Drum Prop Valve, brass, kit	\$89.00	\$85.00	\$75.00
PVKU-2A	Disc/Drum Prop Valve, aluminum, kit	\$89.00	\$85.00	\$75.00
PVKU-2C	Disc/Drum Prop Valve, chrome, kit	\$139.00	\$122.00	\$99.00
PVKU-4	Disc/Disc Prop Valve, brass, kit	\$89.00	\$85.00	\$75.00
PVKU-4A	Disc/Disc Prop Valve, aluminum, kit	\$89.00	\$85.00	\$75.00
PVKU-4C	Disc/Disc Prop Valve, chrome, kit	\$139.00	\$122.00	\$99.00

Recommended when large port GM master cylinder is on firewall:

PVKS-2	Disc/Drum Prop Valve, brass, kit	\$75.00	\$68.00	\$59.00
PVKS-2A	Disc/Drum Prop Valve, aluminum, kit	\$75.00	\$68.00	\$59.00
PVKS-2C	Disc/Drum Prop Valve, chrome, kit	\$109.00	\$96.00	\$80.00
PVKS-4	Disc/Disc Prop Valve, brass, kit	\$75.00	\$68.00	\$59.00
PVKS-4A	Disc/Disc Prop Valve, aluminum, kit	\$75.00	\$68.00	\$59.00
PVKS-4C	Disc/Disc Prop Valve, chrome, kit	\$109.00	\$96.00	\$80.00
PVKS-APVDB-C	chrome, kit	\$139.00	\$122.00	\$99.00
PVKS-APVDB	black, kit	\$99.00	\$87.00	\$70.00
PV-2	Disc/Drum Prop Valve, brass, ea	\$49.00	\$43.00	\$36.00
PV-2A	Disc/Drum Prop Valve, alum, ea	\$49.00	\$43.00	\$36.00
PV-2C	Disc/Drum Prop Valve, chrome, ea	\$89.00	\$78.00	\$65.00
PV-4	Disc/Disc Prop Valve, brass, ea	\$49.00	\$43.00	\$36.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PV-4A	Disc/Disc Proportioning Valve, alum, ea	\$49.00	\$43.00	\$36.00
PV-4C	Disc/Disc Prop Valve, chrome, ea	\$89.00	\$78.00	\$65.00

Custom applications:

APV	Adjustable Prop Valve, plain, ea	\$59.00	\$52.00	\$25.00
APV-C	Adjustable Prop Valve, chrome, ea	\$69.00	\$61.00	\$35.00
RCV-2	2lb. Residual Check Valve, blue	\$17.00	\$15.00	\$8.00
RCV-2C	2lb. Residual Check Valve, chrome	\$24.00	\$21.00	\$12.00
RCV-10	10lb. Residual Check Valve, red	\$17.00	\$15.00	\$8.00
RCV-10C	10lb. Residual Check Valve, chrome	\$24.00	\$21.00	\$12.00
*APV-DB	"Prop & Stop Block", black, each	\$69.00	\$61.00	\$50.00
*APV-DB-C	"Prop & Stop Block", chrome, each	\$99.00	\$87.00	\$70.00
*Line modifications required				

Combination Valve Tool

Use this handy tool when bleeding brakes to avoid having to reset your prop valve. See page 154



PUSH ROD HEIM JOINT

Quality replacement heim joint and rod ends. Available in the most popular shank sizes.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6072K185	7/16-20 female, each	\$10.00	\$9.00	\$7.00
6072K43	3/8-24 female, each	\$10.00	\$9.00	\$3.00
6072K27	7/16-20 male, each	\$10.00	\$9.00	\$4.00
6072K23	3/8-24 male, each	\$10.00	\$9.00	\$4.00



PROP METERING VALVE

The metering valve section of the combination valve is required on cars that have disc brakes on the front wheels and drum brakes on the rear wheels. This replacement metering valve works on both factory and after market proportioning or combination valves. When a valve is sticking and hard to bleed or leaking from the front, often just replacing the metering valve will solve the problem and it may not be necessary to replace the complete valve assembly. Works with #PV-2, #PV-2A, #PV-2C, #PV-4, #PV-4A and #PV-4C.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PVMVK-T	each	\$10.00	\$9.00	\$5.00
PVMVK-D	each	\$10.00	\$9.00	\$5.00



BRACKET & LINE KIT

GM master cylinder proportioning valve bracket with correctly bent lines and fittings. Available for right and left hand applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PVBLK-SR	right hand (engine side), kit	\$25.00	\$22.00	\$10.00
PVBLK-S	left hand (fender side), kit	\$25.00	\$22.00	\$10.00
PVBLK-APVDB-C*	"prop & stop block" chrome, kit	\$50.00	\$44.00	\$35.00
PVBLK-APVDB	"prop & stop block", kit	\$35.00	\$31.00	\$25.00

*Note: Fittings only available for 3/8"-24 master cylinder.

PROPORTIONING VALVE COVER

Have a chrome show unit booster assembly and need a way to cover up that warning light switch? CPP now offers a chrome cover to dress up your show booster.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PVC-C	each	\$2.00	\$2.00	\$1.00

PROPORTIONING VALVE WIRE

Pressure differential warning light socket and pigtail. Required when adding disc brake master cylinder and proportioning valve. This is an important safety item.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SP015130	each	\$9.00	\$6.00	\$5.00

COMBINATION VALVE TOOL

For brake systems utilizing CPP's Proportioning Valve, use this tool when bleeding your brakes to lock the valve in place and keep the valve from tripping. Simply remove the warning light switch (white plug) on the valve, then screw in this tool while bleeding your brakes. After the bleeding process is finished replace the warning light switch. Save yourself the headache of having to reset the valve. Works with #PV-2, #PV-2A, #PV-2C, #PV-4, #PV-4A and #PV-4C.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PV-TOOL	each	\$10.00	\$9.00	\$7.00

PROPORTIONING VALVE WARNING LIGHT SWITCH

These are the original style switches that came in disc brake equipped GM vehicles proportioning valves from 1971-77. They can also retrofit aftermarket style proportioning valves to use the original style plug.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PR102A	1971-77 GM original style, each	\$12.00	\$12.00	\$10.00



PROP VALVE FITTINGS

Prop valve adapter fitting kit. 9/16"-18 inverted male flare, 3/8"-24, 7/16"-24, 1/2"-20 inverted female.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2091	kit	\$10.00	\$9.00	\$6.00



REMOTE RESERVOIR CAP KITS

We are proud to offer this beautiful billet aluminum brake reservoir kit. This kit are designed to easily converts your standard CPP dual reservoir master cylinder to a remote reservoir unit. The billet is unsurpassed in quality and looks and an absolute must for show trucks. We also offer a plastic reservoir for the budget enthusiast. Both reservoirs are completely compatible with any underfloor power unit. Designed to work with most aftermarket and GM power brake boosters as well as manual or power brakes. The kits include the reservoir, cap, chrome bails, gasket, and hose. Can also be purchased separately. A new option we are now offering is the reservoir (#ALL42026). This high-impact plastic remote reservoir simplifies brake bleeding, especially when master cylinder is mounted low in the chassis. Connects to master cylinder 5/16" hose. All reservoirs are dual outlet.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BRCK	Billet, kit	\$209.00	\$188.00	\$157.00
RRCK	Plastic, kit	\$89.00	\$78.00	\$65.00
BBR	Billet Reservoir only, each	\$139.00	\$122.00	\$100.00
PBR	Plastic Reservoir only, each	\$19.00	\$17.00	\$14.00
BBRL	Cap only, each	\$59.00	\$53.00	\$45.00

BILLET MASTER CYLINDER COVERS

Show quality polished aluminum covers fit CPP or any GM dual bail disc brake master cylinders. Stainless steel clips included. Gasket sold separately.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BMCC-C	chrome, each	\$99.00	\$87.00	\$70.00
BMCC-B	brushed, each	\$79.00	\$70.00	\$50.00
BMCC-P	polished each	\$79.00	\$70.00	\$50.00
MC-G	Master Cylinder Cap Gasket	\$5.00	\$4.00	\$3.00

DELCO BOOSTER OEM CHECK VALVE & GROMMET

Required when upgrading to power brakes, or can be used as an OEM replacement.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
11SRB-CV-C	chrome, each	\$6.00	\$5.00	\$4.00
11SRB-CV	each	\$6.00	\$5.00	\$4.00
CVG-1	check valve grommet, each	\$2.00	\$2.00	\$1.00
CVG-2	OE style, each	\$2.00	\$2.00	\$1.00



MASTER CYLINDER PORT PLUGS

Hex drive, flush mount.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
MC-PF	1/2" -20 & 9/16" -18, pair	\$2.00	\$2.00	\$1.00
MC-PF316	3/8" -24, pair	\$2.00	\$2.00	\$1.00



MANUAL MASTER PUSH ROD KIT

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPMPR-U1	Heim style, kit	\$15.00	\$13.00	\$10.00
CPMPR-U2	Long clevis, kit	\$15.00	\$13.00	\$10.00
CPMPR-U3	Short clevis, kit	\$15.00	\$13.00	\$10.00



BRAKE BLEEDING SYRINGES

Our syringes makes bleeding a snap! Brake fluid and solvent resistant.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP0105	curved tip, each	\$5.00	\$4.00	\$3.00
CP0108	straight tip, each	\$9.00	\$8.00	\$6.00



FIREWALL & BOOSTER BOOTS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3715	GM Booster, each	\$5.00	\$4.00	\$3.00
3717	GM Booster, each	\$5.00	\$4.00	\$3.00
6474FWB	Booster Boot, each	\$10.00	\$9.00	\$7.00
5564FWB	Booster Boot, each	\$10.00	\$9.00	\$7.00
6374FWB	Flat Pushrod Boot, each	\$5.00	\$4.00	\$3.00
64020	Firewall Boot, each	\$10.00	\$9.00	\$7.00
64021	Firewall Boot, each	\$10.00	\$9.00	\$7.00
64022	Firewall Boot, each	\$15.00	\$13.00	\$10.00
6772FWB	1967-72 C10 Pedal Rod Boot, each	\$7.00	\$6.00	\$5.00



MASTER CYLINDER FITTINGS

Converts your 3/8-24 fitting master cylinder to GM 1/2-20 & 9/16-18.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
MC-SF	3/8"-24 male to 1/2"-20 & 9/16"-18 female, pair	\$15.00	\$13.00	\$10.00
CP2070	1/2"-20 & 9/16"-18 male to -3AN, pair	\$13.00	\$12.00	\$10.00
CP2090	1/2"-20 & 9/16"-18 male to 3/8"-24 female, pair	\$10.00	\$9.00	\$6.00



MANIFOLD VACUUM FITTING

CPP's new manifold vacuum fittings available in 3 sizes. Fits 3/8" ports.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
IN38	90° Intake vacuum port, each	\$8.00	\$7.00	\$5.00
IN38RS	1/4" Intake vacuum port - T fitting, ea	\$8.00	\$7.00	\$5.00
IN38V60	60° V-fitting, each	\$8.00	\$7.00	\$5.00
IN38-C	90° Intake vacuum port, chrome, ea	\$10.00	\$9.00	\$7.00
IN38RS-C	1/4" Intake vac. port - T fitting, chrome, ea	\$10.00	\$9.00	\$7.00
IN38V60-C	60° V-fitting, chrome, each	\$10.00	\$9.00	\$7.00



VACUUM HOSE KITS

Connects vacuum source to booster.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
VHK1-25	25" hose for firewall booster - 90° fitting, kit	\$12.00	\$11.00	\$9.00
VHK2-25	25" hose for firewall booster - "T" fitting, kit	\$12.00	\$11.00	\$9.00
VHK1-50	50" hose for frame mnt. booster - 90° fitting, kit	\$14.00	\$12.00	\$10.00
VHK2-50	50" hose for frame mnt. booster - "T" fitting, kit	\$14.00	\$12.00	\$10.00



BRAKE LINE FITTINGS

High quality teflon steel brake line adapter fittings in 90° and 45° styles.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2340	90° 3 an male to 3 an female, pair	\$30.00	\$28.00	\$23.00
CP2360	90° 3 an male to 1/8 NPT male, pair	\$30.00	\$28.00	\$23.00
CP2370	45° 3 an male to 1/8 NPT male, pair	\$30.00	\$28.00	\$23.00



BRAKE LINE ADAPTERS

Use for converting from standard to 'AN' type fittings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP10324-03	3 an male to 3/8-24 male, each	\$5.00	\$5.00	\$4.00
CPFM10324-03	3 an male to 3/8-24 female, each	\$5.00	\$5.00	\$4.00
CP10716-03	3 an male to 7/16-20 male, each	\$5.00	\$5.00	\$4.00
CPFM10716-03	3 an male to 7/16-20 female, each	\$5.00	\$5.00	\$4.00



BRAKE LINE ADAPTER KITS

Kits include hose clips and weld on tabs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2140	3 an male to 3/16 inverted flare, kit	\$16.00	\$16.00	\$14.00
CP2150	3 an male to 1/4 inverted flare, kit	\$16.00	\$16.00	\$14.00



BANJO BRAKE LINE ADAPTERS

For adapting stainless steel brake lines.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2190	3 AN male to 10mm female banjo, pair	\$25.00	\$23.00	\$19.00
CP2200	3 AN male to 7/16 female banjo, pair	\$25.00	\$23.00	\$19.00

HYDRAULIC BRAKE LIGHT SWITCH

This switch is the answer to any vehicle that has an old out of date high pressure brake light switch. The new switch turns the brake lights on at 45PSI not 95PSI, like the original, allowing for a faster signal to your taillights and allowing more time for the car behind you to react. Kit includes hydraulic switch and fitting kit for easy installation. Fitting kit and switch both also sold separately.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5356BLS-K	kit	\$19.00	\$17.00	\$13.00
5356BLS	switch only, each	\$14.00	\$12.00	\$10.00
45000	fitting kit (switch not included), kit	\$10.00	\$9.00	\$6.00

SPEED BLEEDERS

The speed bleeder is designed with a one way check valve that opens with the pressure that is produced when the brake pedal is depressed. Once the pedal is released, the valve closes, keeping unwanted air out of your brake system. No car should be without these!



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SB1010	10mm-10 CPP rear 12" disc kits, pair	\$15.00	\$13.00	\$8.00
SB1015	10mm-15, CPP front disc kits, pair	\$15.00	\$13.00	\$8.00
SB3824	3/8-24, pair	\$15.00	\$13.00	\$8.00
SB51624	5/16-24, rear OE drum, pair	\$15.00	\$13.00	\$8.00

BIG BORE™ METRIC CALIPER

All new design to replace the popular small piston GM metric (S10) caliper. The bore size has been increased to offer more than a 20% increase in stopping power. This new caliper is universal and can be used on the left and right sides. The casting has been cleaned up to make chrome, powder coat, or custom painting look even better. This caliper is lighter, stronger, has more stopping power, and fits any application that uses the small GM metric (S10) caliper. CPP's calipers have all new parts and come loaded with standard D154 brake pads, clips, slide pins, banjo bolts, washers and bleeder screws (banjo and bleeder are 10mm-1.50). These calipers can replace D154 type GM metric calipers (1978-88 mid-size and 1983-02 S10) used on most Mustang II conversions (Note: mounting pin is 5.5").



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP412526	each	\$59.00	\$52.00	\$40.00

SPINDLE WASHER / DUST CAP KITS

This is a simple all-in-one kit. Each kit includes everything you need to install your drum or disc brakes and protect your bearings. All work for 1947-87 GM cars and trucks, excluding #05194 which fits Ford.

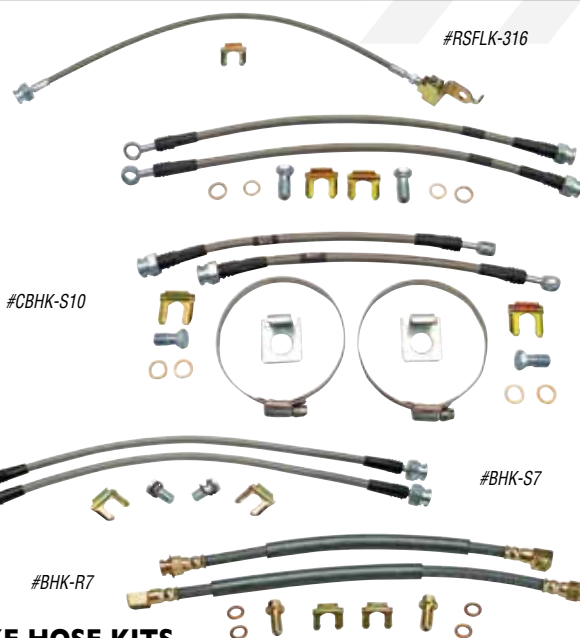


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPHWF-B	Large cap 2", plain, each (shown)	\$9.00	\$8.00	\$5.00
CPPHWF-BC	Large cap 2", chrome, each	\$15.00	\$13.00	\$7.00
CPPHWF-C	Small cap 1-25/32", plain, each	\$9.00	\$8.00	\$5.00
CPPHWF-CC	Small cap 1-25/32", chrome, each	\$15.00	\$13.00	\$7.00
05194	Ford (nut kit only - no caps), each	\$9.00	\$8.00	\$5.00

INVERTED FLARE FITTINGS



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SP2	red, 7/16"-24; 3/16" tube, each	\$3.00	\$3.00	\$2.00
SP3	orange, 1/2"-20; 1/4" tube, each	\$3.00	\$3.00	\$2.00
SP4	black, 1/2"-20; 3/16" tube, each	\$3.00	\$3.00	\$2.00
SP5	green, 1/2"-20; 3/16" tube, each	\$3.00	\$3.00	\$2.00
SP6	blue, 7/16"-18; 1/4" tube, each	\$3.00	\$3.00	\$2.00
11069	3/8"-24; 3/16" tube, each	\$3.00	\$3.00	\$2.00
11070	3/8"-24; 1/4" tube, each	\$3.00	\$3.00	\$2.00



BRAKE HOSE KITS

Kits designed for disc brake conversions. Available in front/rear, front only, rear only and rear axle line. Front lines are 16" long and rear lines are 11" long. All lines are designed for 3/8"-24 hard line. Front lines are available with both 7/16" and 10mm banjo bolts and rears are only available with 10mm banjos. All kits include brake hose clips and banjo bolts. Available in rubber and stainless steel.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7387FBH-S7	1973-87 Chevy Truck front 7/16", stainless steel, kit	\$59.00	\$52.00	\$44.00
7387FBH-S10	1973-87 Chevy Truck front 10mm, stainless steel, kit	\$59.00	\$52.00	\$44.00
CBHK-S7	7/16" front & 10mm rear, stainless steel, kit	\$129.00	\$114.00	\$79.00
CBHK-S10	10mm front & rear, stainless steel, kit	\$129.00	\$114.00	\$79.00
BHK-S7-38	7/16" - 16" front, braided stainless steel, kit	\$59.00	\$52.00	\$35.00
BHK-S10	10mm - 16" front, braided stainless steel, kit	\$59.00	\$52.00	\$35.00
BHK-R7	7/16" - 16" front, rubber, kit	\$39.00	\$34.00	\$29.00
BHK-R10	10mm - 16" front, rubber, kit	\$39.00	\$34.00	\$29.00
RDHK-R	10 mm rear, rubber, kit	\$49.00	\$43.00	\$29.00
RDHK-S	10 mm rear, stainless steel, kit	\$69.00	\$61.00	\$44.00
RSFLK-316	3/16" rear axle line, stainless steel, kit	\$49.00	\$44.00	\$29.00
RSFLK-AN	3/16" rear axle line, -3AN, stainless steel, kit	\$59.00	\$53.00	\$47.00

MASTER CYLINDER BLEEDER KIT

Ensure the best possible braking performance by removing air from your master cylinder before installation. Fits 9/16"-18, 1/2"-20 or 3/8"-24 master cylinders.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-BK	kit	\$3.00	\$3.00	\$2.00

BRAKE HOSE TABS AND CLIPS



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
1005906	brake hose clip, each	\$2.00	\$2.00	\$1.00
BHT	weld on tab, each	\$2.00	\$2.00	\$1.00
BHT-B	bolt on tab, each	\$3.00	\$3.00	\$2.00



E-CABLE EXTENDERS

For adapting emergency brake cables on rear disc brake conversions, which allows you to connect the front cable to disc brake calipers.

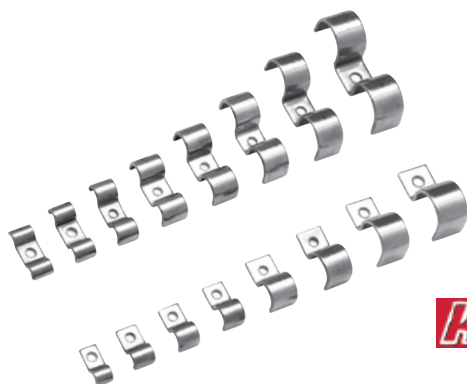
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
EBC-ES	short - 2-1/2" sleeve, pair	\$29.00	\$26.00	\$21.00
20036	big brake extender, each	\$10.00	\$9.00	\$7.00

BRAKE PADS

CPP brake pads feature friction compounds that have been specifically formulated to match original equipment. Each pad goes through a positive molding process which eliminates any impurities in the friction compound ensuring consistent pedal feel and stopping performance for all driving styles.



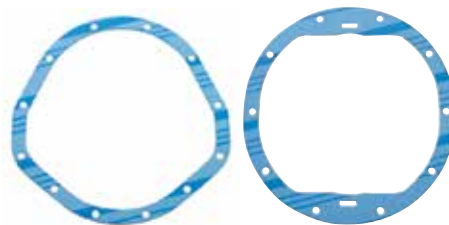
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPBP-52	1970-77 Camaro calipers, set	\$49.00	\$47.00	\$38.00
CPBP-154	1982-92 S-10 calipers, set	\$49.00	\$47.00	\$38.00



STAINLESS STEEL HOLD DOWN CLAMPS

Kugel Komponenten clamps are made of heavy gauge stainless steel. Each package includes stainless steel 10/32 button head allen screws and stainless steel Phillip head sheet metal screws.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP34	3/4" single line, each	\$15.00	\$15.00	\$13.00
CP78	7/8" single line, each	\$15.00	\$15.00	\$13.00
CP3434	3/4" x 3/4" double line, each	\$15.00	\$15.00	\$13.00
CP51638	5/16" x 3/8" double line, each	\$15.00	\$15.00	\$13.00
CP316316-90	3/16" x 3/16" double line, 90° stand off, each	\$18.00	\$17.00	\$15.00
CP3838-90	3/8" x 3/8" double line, 90° stand off, each	\$18.00	\$17.00	\$15.00
CP316316-F	3/16" x 3/16" double line, flat stand off, each	\$18.00	\$17.00	\$15.00
CP3838-F	3/8" x 3/8" double line, flat stand off, each	\$18.00	\$17.00	\$15.00
CP316316-S	3/16" x 3/16" double line, separators, each	\$18.00	\$17.00	\$15.00
CP3838-S	3/8" x 3/8" double line, separators, ea	\$18.00	\$17.00	\$15.00
CP316316-H	3/16" x 3/16" double line, hold down w/base, each	\$18.00	\$17.00	\$15.00
CP3838-H	3/8" x 3/8" double line, hold down w/base, each	\$18.00	\$17.00	\$15.00



REAR DIFFERENTIAL GASKETS

Our quality differential gaskets will ensure a tight leak-free seal. For GM 10 and 12 bolt applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DG-10	10-bolt, each	\$5.00	\$4.00	\$3.00
DG-12C	12-bolt car, each	\$5.00	\$4.00	\$3.00
DG-12T	12-bolt truck, each	\$6.00	\$5.00	\$4.00

REAR BRAKE HOSE TAB KIT

Keeps rubber brake hoses in place. Cad plated custom hose tabs and clips.

Stainless steel clamps included. Same as tabs included with our rear disc kits.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RBHTK	kit	\$15.00	\$13.00	\$11.00



CENTER BRAKE HOSE TAB KIT

This bolt-on kit is perfect to add a center flex line to your finished rear end.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RBHTK-UG	kit	\$19.00	\$17.00	\$14.00

Tools to Help Your Customers Get the Job Done!

Check out our new Power Brake Booster Install Kits

#PDBI-K25 (25" hose)
\$27.00

#PDBI-K50 (50" hose)
\$29.00



**CPP "BLACK MAGIC" STREET ROD SHOCKS**

Our newly designed Street Rod Shocks are a twin tube design with a light gas charge. These shocks have excellent performance and great response to road conditions. The outstanding quality is backed with a lifetime warranty. All hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP1084	Long shock (straight axle), each	\$39.00	\$34.00	\$28.00
CP1088	Hooded rear shock, each	\$39.00	\$34.00	\$28.00

SHOCK POLY BUSHINGS

Bushings worn out? We have a replacement poly bushing that will work with Doestch Tech and our own "Black Magic" shocks. Note: these will not work with Bilstein, KYB or Monroe shocks.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
EBI	each	\$4.00	\$4.00	\$2.00

SHOCK MOUNTING STUD

Fits all 5/8" x 1-1/4" eye holes. 1/2"-20 x 1" on one side and 7/16"-20 x 3/4" on the other.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSMS	pair	\$16.00	\$14.00	\$12.00

UNIVERSAL SHOCK HARDWARE KIT

Includes mounting pieces for many different applications. One kit needed per shock.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPUSH-K	kit	\$9.00	\$8.00	\$7.00



All sway bar diameters available

BILLET ALUMINUM SWAY BAR MOUNTS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FBM25	Front, pair	\$69.00	\$62.00	\$48.00
RBM-SK	Rear, Standard kit	\$89.00	\$80.00	\$62.00
RBM-DK	Rear, Deluxe kit	\$129.00	\$115.00	\$90.00

**SWAY BAR FRAME & ENDLINK BUSHINGS**

Everything eventually wears out. To ensure a smooth and safe ride be sure to periodically check and replace these important parts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS™:				
9-5105G	11/16" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5106G	3/4" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5107G	13/16" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5108G	7/8" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5109G	15/16" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5110G	1" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5111G	1-1/16" Sway Bar Frame Bushing, pair	\$15.00	\$14.00	\$12.00
9-5112G	1-1/8" Sway Bar Frame Bushing, pair	\$15.00	\$14.00	\$12.00
9-5113G	1-1/4" Sway Bar Frame Bushing, pair	\$14.00	\$13.00	\$12.00
9-5133G	1-1/4" Sway Bar Frame Bushing, set (4)	\$39.00	\$35.00	\$29.00
9-8117G	2-5/8" Sway Bar Endlinks, pair	\$19.00	\$18.00	\$15.00
9-8119G	2-7/8" Sway Bar Endlinks, pair	\$19.00	\$18.00	\$15.00
9-8120G	3-3/8" Sway Bar Endlinks, pair	\$19.00	\$18.00	\$15.00
CPSBL-UK	Heim style with weld tabs, pair	\$29.00	\$26.00	\$20.00

RUBBER:

FA986	3/4" Sway Bar Frame Bushing, each	\$12.00	\$11.00	\$8.00
FA988	15/16" Sway Bar Frame Bushing, each	\$12.00	\$11.00	\$8.00
FA1166	1-1/4" Sway Bar Frame Bushing, each	\$12.00	\$11.00	\$8.00
FA1243	1-1/8" Sway Bar Frame Bushing, each	\$12.00	\$11.00	\$8.00
K74	Sway Bar Endlinks, pair	\$14.00	\$12.00	\$10.00

TIE ROD END BOOTS

POLYPLUS™ graphite impregnated for long life and no squeaks. Also available in rubber.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
9-13101G	POLYPLUS™, pair	\$6.00	\$5.00	\$4.00
CPTRB-K	Rubber, small, pair	\$6.00	\$5.00	\$3.00
CPTRB-LK	Rubber, large, pair	\$6.00	\$5.00	\$3.00

IDLER & PITMAN FOAM SEAL

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPAS	Universal, each	\$3.00	\$3.00	\$2.00



CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in plain, chrome and black finish. Universal columns come with 1" DD output shaft. All columns accepts any 1967-94 GM steering wheel or aftermarket adapter. Column shift columns come with both 3-speed and 4-speed shift indicators.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TC-28-SCK	28" chrome with shift and key	\$375.00	\$339.00	\$265.00
TC-30-SB	30" black with shift	\$289.00	\$254.00	\$199.00
TC-30-FB	30" black without shift	\$289.00	\$254.00	\$199.00
TC-30-SC	30" chrome with shift	\$289.00	\$254.00	\$199.00
TC-30-SCK	30" chrome with shift and key	\$375.00	\$339.00	\$265.00
TC-30-FC	30" chrome without shift	\$289.00	\$254.00	\$199.00
TC-30-SP	30" plain with shift	\$289.00	\$254.00	\$199.00
TC-30-FP	30" plain without shift	\$289.00	\$254.00	\$199.00
TC-32-FB	32" black without shift	\$289.00	\$254.00	\$199.00
TC-32-FC	32" chrome without shift	\$289.00	\$254.00	\$199.00
TC-32-FP	32" plain without shift	\$289.00	\$254.00	\$199.00
TC-32-SCK	32" chrome with shift and key	\$375.00	\$339.00	\$265.00
TC-33-SB	33" black with shift	\$289.00	\$254.00	\$199.00
TC-33-SC	33" chrome with shift	\$289.00	\$254.00	\$199.00
TC-33-SP	33" plain with shift	\$289.00	\$254.00	\$199.00
TC-33-SCK	33" chrome with shift and key	\$375.00	\$339.00	\$265.00
TC-35-SCK	35" chrome with shift and key	\$375.00	\$339.00	\$265.00

BILLET STEERING COLUMN DRESS-UP KITS

Perfect for your new custom column. These dress-up kits include an emergency flasher knob, a turn signal arm and knob, and a tilt arm and knob are all included. Both the arms are stainless steel, and all the knobs are polished billet aluminum. For you column shift-types, we also include a matching billet column shifter knob.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6794BCK-K	kit	\$29.00	\$26.00	\$23.00



CHROME COLUMN DROP

CPP's fully-adjustable swivel universal column drops allow for perfect column alignment. The unique design allows them to be used with all popular aftermarket column diameters. Available in 2-1/2", 3-1/2" & 4-1/2" drop. Chrome finish. Can accommodate 1-3/4", 2" and 2-1/4" columns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPCD-2	2-1/2" drop	\$49.00	\$43.00	\$34.00
CPCD-3	3-1/2" drop	\$49.00	\$43.00	\$34.00
CPCD-4	4-1/2" drop	\$49.00	\$43.00	\$34.00



UNIVERSAL FLOOR PLATE

CPP's fully adjustable swivel ball universal floor plates allow for perfect column alignment. Flush stainless allen head fasteners for show-finish installation. Will fit most steering columns of cars and trucks. Chrome finish. Can accommodate 1-3/4", 2" and 2-1/4" columns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFM	each	\$49.00	\$43.00	\$29.00



HAZARD WARNING ADAPTER KIT

This wiring harness will allow you to add a hazard warning option to your CPP **Classic Fit™** column.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
41382	kit	\$15.00	\$13.00	\$11.00



CLASSIC FIT™

SHIFT INDICATOR HOUSINGS AND LENSES

For the budget minded, CPP introduces an economy line of shift indicator housings and lenses. Available in chrome and black finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ECCSH	chrome housing	\$10.00	\$9.00	\$6.00
ECPSH	black housing	\$8.00	\$7.00	\$5.00
ECL-3	3-speed lens	\$5.00	\$4.00	\$3.00
ECL-4	overdrive lens	\$5.00	\$4.00	\$3.00
ECSP	pointer	\$5.00	\$4.00	\$3.00



CLASSIC FIT™ COLUMN REPLACEMENT PIECES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ECHW	horn wire, each	\$9.00	\$8.00	\$5.00
ECHC	horn contact, each	\$15.00	\$13.00	\$10.00
ECPN	turn signal pivot nut, each	\$2.00	\$2.00	\$1.00
ECIB	bulb, each	\$2.00	\$2.00	\$1.00
ECSL-O	offset, kit	\$13.00	\$11.00	\$9.00
ECSL-S	straight, kit	\$13.00	\$11.00	\$9.00
ECSC-TURN	turn signal switch, kit (import)	\$15.00	\$13.00	\$11.00
41454	turn signal switch, kit (domestic)	\$40.00	\$38.00	\$31.00

CLASSIC FIT™ AUTOMATIC SHIFT HANDLE

Fits economy columns.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ECSC-ASH	kit	\$19.00	\$17.00	\$15.00



AUTOMATIC SHIFT LINKAGE ARMS

Our stainless steel shift linkage kits take care of shift linkage problems encountered when a steering column and transmission swap is done. The linkage arm is fully adjustable to match any shifting mechanism and indicator perfectly. Linkage kits are available in short (10" to 17"), long (17" to 23"), and (7" to 24") lengths. Includes all mounting hardware.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPTSL	T350, 400, & 700R4, 7" to 24" kit	\$39.00	\$30.00	\$21.00

Step-by-Step...

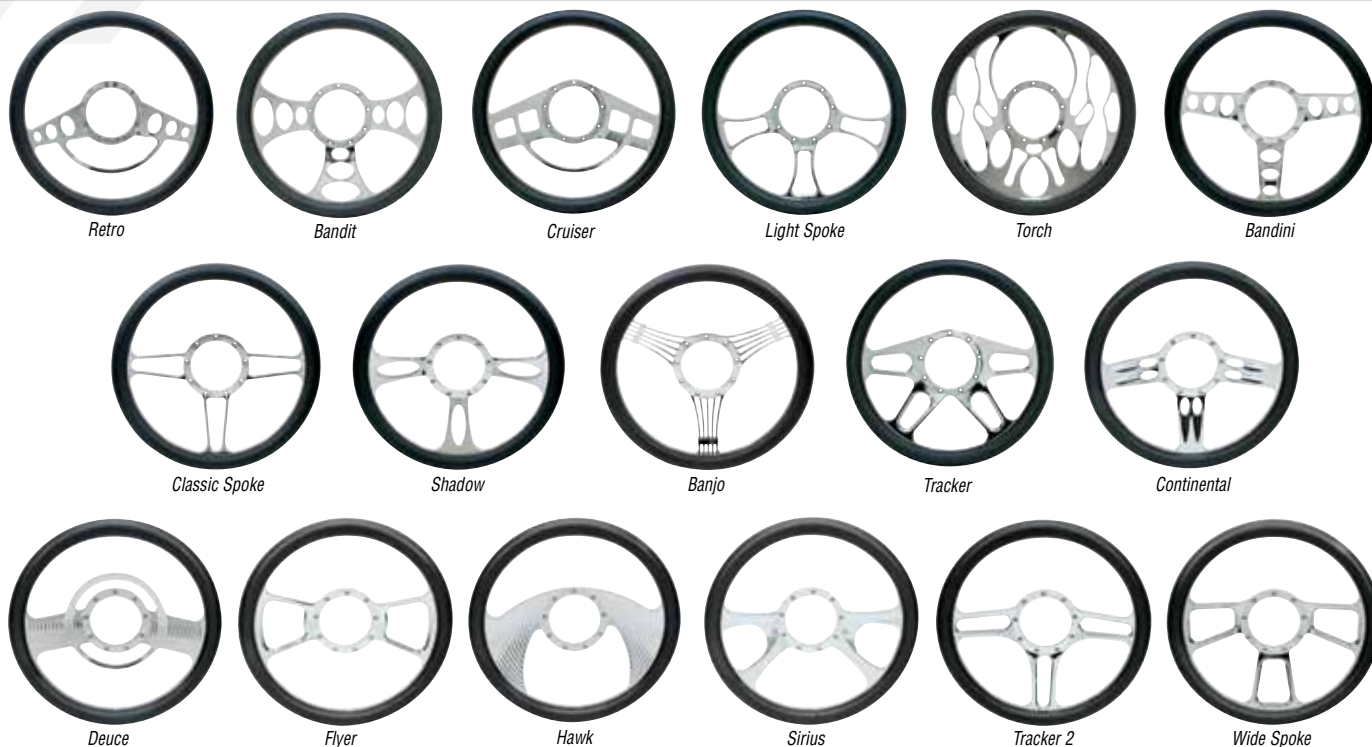
Tech Articles



Videos

Instruction Sheets

www.ClassicPerform.com



CPP CHROME BILLET STEERING WHEELS

These 14" steering wheels are made from machined aluminum and then chromed for a beautiful shine. Each wheel is available with a black half wrap for the ultimate finishing touch. Please specify what model when ordering.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPSW-	Black rim, each	\$199.00	\$179.00	\$150.00



Cruiser shown

CHROME BILLET STEERING WHEEL PACKAGE

Kit includes your choice of our billet chrome steering wheels shown, a billet chrome horn cap, and our steering wheel hub adapter. All for one low price!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6794LSW	Leather, each	\$279.00	\$251.00	\$219.00



COLOR WRAPS

Comes in black, lt. grey, red, and wood grain.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPWC-	please specify color, each	\$15.00	\$13.00	\$10.00



CHROME BILLET HORN BUTTON

Add the finishing touch to your billet chrome wheel addition with our chrome aluminum cap. These beauties are precision machined billet aluminum for a perfect fit. (Will not fit polished billet wheels.)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPHB-SC	Plain, each	\$39.00	\$35.00	\$27.00
CPPHB-SFC	Flame, each	\$39.00	\$35.00	\$27.00
CPPHB-LC	Large Plain, each	\$39.00	\$35.00	\$27.00
CPPHB-LFC	Large Flame, each	\$39.00	\$35.00	\$27.00

CHROME BILLET WHEEL HUB ADAPTER

For use with our billet chrome wheels only. Fits early and late columns. Bright chrome aluminum finish. 2" tall design. (Will not fit polished billet wheels.)



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6794CHB-A	1967-94 GM column, each	\$55.00	\$48.00	\$39.00

SHORT COLUMN ADAPTER

These low profile steering wheel adapters provide more room for the driver when adding aftermarket tilt columns.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSCA-C	chrome, each	\$65.00	\$58.00	\$49.00
CPSCA-P	polished, each	\$60.00	\$54.00	\$45.00

Power Steering Tech Tips

POWER STEERING FLUID

Always use the correct type of power steering fluid that is recommended by the manufacture. If you have components from several different manufactures it is important that the fluid used is compatible with all the components. Most high quality fluids will list the manufactures that their fluid is compatible with on their label.

VIBRATIONS IN THE STEERING WHEEL AND COLUMN

In some installations the steering wheel or column could vibrate while the car is being driven. When ever possible, use a rag joint to connect the steering box or rack and pinion to the steering shaft. If there is not enough space for a rag joint you may be able to use a smaller diameter vibration damper. The diameter of these dampers is only slightly larger than a steering shaft coupler, but a couple of inches longer than a rag joint.

PRESSURE REDUCTION

It is highly unlikely that you will need to reduce the pump pressure. Reducing the pressure will not make the steering less sensitive. It may make the car more difficult to steer at low (parking lot) speeds or when stopped. A better way to make the steering less sensitive, or require more effort at driving speeds is to increase the caster. Caster makes the steering wheel return to center, and increases the steering wheel effort. Most manual steering cars use about 1 degree positive caster, while most power steering systems work well between 3.5 and 7 of degrees positive caster.

REMOTE RESERVOIR SYSTEMS

When using a remote reservoir, always mount the reservoir higher than the pump, and as close as possible to the pump. Long hoses and a low mounted reservoir can reduce the fluid flow to the pump causing the fluid to cavitate. Cavitation will not allow the pump to create pressure, and causes the pump to wear at a faster rate. Always use the largest size hose possible between the reservoir and the pump.

CONNECTING THE STEERING SHAFTS

1. Determine whether you will need a two or three U-joint system. This is dictated by the angle between the shafts. We recommend up to 15° per U-joint for the optimum system, however up to 30° is acceptable. A support bearing will be needed if you are using more than 2 U-joints.
2. Select the type of couplers, or U-joints and shaft that will be needed. The Application Guide list the most common shaft sizes used on steering boxes and rack and pinions. If the Application Guide does not list your application, then measure the diameter of the shaft and count the number of splines. If there is a section without splines, count the number of splines that go half way around the shaft and multiply by 2 to determine the correct spline count. Some shafts do not use splines; instead they have 2 large flats. These are known as DD shaft. They are usually 3/4" DD or 1" DD.
3. Measure the length of steering shafts that you will need to connect the column to the steering box or rack and pinion. It may be necessary to order the shaft longer than you need and adjust the shaft length after you install the couplers or U-joints on the column and steering box/rack and pinion.
4. Connect all of the shafts and couplers. Turn the steering wheel back and forth to the ends of the steering travel, checking to see if any of the shafts, U-joints, or other parts of the steering system can bind; make any changes needed to get a smooth steering movement. Also make certain that all of the U-joints are phased correctly.
5. Were any set screws used you will need to make a small indentation were the set screw contacts the steering shaft. Simply the set screws one at a time use a drill bit that is just small enough to not damage the threads in the U-joint, and drill a very shallow hole. This hole should be just deep enough to prevent the U-joint from coming off the shaft if the set screw were to come loose. Re-install the set screw and start this process over at the next set screw.

FASTENERS

All bolt and nut fasteners are important attaching parts in that they can affect the performance of vital components. If replacement of these fasteners becomes necessary, style, type, quality and grade MUST be equivalent to OEM. DO NOT use a lesser substitute. Torque values must be maintained during assembly to assure proper retention of vital components.

NEW VS. USED VS. REBUILT

Purchasing used is gambling, especially when you don't know the history of the source vehicle. When you connect a power steering pump to a rack or gear, you are instantly contaminating one with the other. The fluid can flow 8 to 10 quarts per minute and at that volume, it doesn't take long for the contaminated fluid from one unit to infect the other. If using a used pump, we highly recommend using a power steering return line filter (#20-0038F). So, now your choices are new or rebuilt. In many cases, new is no longer available and in some cases a new unit may never have been tested. When purchasing from CPP, all of our units are 100% tested.

GETTING IT UP AND RUNNING

Building a street rod or other specialty vehicle requires a different start up procedure than just replacing a worn out unit. Power steering systems are self bleeding, but we must help

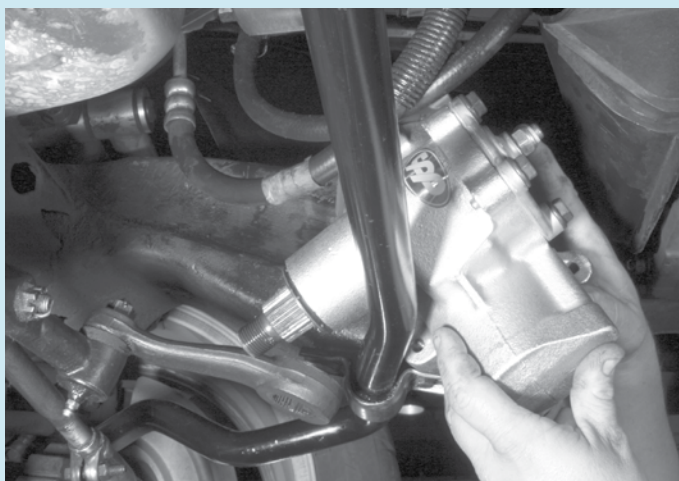
them a little along the way. It is preferred that the power steering system be the last to get going. This is because you will have your hands plenty busy firing up a fresh engine. After everything is working fine and all your adjustments completed, now is the time to hook up the power steering pump belt

V-BELT SYSTEMS

1. Fill the system with your high quality fluid and let it set undisturbed for a few minutes while you recheck your work. Leave the reservoir cap off. Use this time to wipe the components off in preparation for leak check and visually inspect the hose routing, belt alignment and attaching hardware.
2. After your inspection, raise the front wheels off the ground and support the vehicle. Without starting the engine, slowly begin to cycle the steering wheel. The key here is "slowly"; about one revolution per 8-10 seconds. Continue to top off the fluid level at the reservoir. When the level remains steady, inspect for leaks and start the engine.
3. Check the fluid level and inspect for leaks. Some vane type pumps require 1000 RPM or more to take the fluid down. Slowly cycle the steering wheel in both directions, lightly contacting the wheel stops. Continue to check the fluid level and add if necessary. If the pump begins to get noisy, turn the engine off and let the system set for 15 minutes. Air in the system will cause the pump to growl and the fluid level may rise when the engine is turned off.
4. Repeat the above steps until the system is operating normally. If air is still a problem after several rest periods, it may be that air is entering the system faster that it can be expelled at the reservoir fill. Look for leaks. Even the smallest of fluid leaks can be a source of massive amounts of air entering the system.
5. Always test drive the vehicle, making sure it is safe.

SERPENTINE SYSTEMS

Obviously, the serpentine system does not allow for engine startup prior to power steering startup. Therefore, follow all of the above steps and take special precaution on step #2.



CPP SET SCREW-STYLE STEERING U-JOINTS

CPP's new nickel-plated u-joints are CNC machined and precision broached for a perfect fit.

Stainless steel sealed bearing cap and nickel plating gives a polished stainless look. Works up to a 30° angle. All popular sizes available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-UJ0	3/4-smooth x 3/4-smooth, each	\$49.00	\$43.00	\$31.50
CPP-UJ1	9/16-26 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ2	1-48 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ3	3/4-30 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ4	3/4-36 x 3/4-36, each	\$55.00	\$48.00	\$33.50
CPP-UJ5	3/4-36 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ6	3/4-DD x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ7	1-DD x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ8 *	5/8-36 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ9	13/16-36 x 3/4-DD, each	\$49.00	\$43.00	\$31.50
CPP-UJ10	11/16-36 x 3/4-DD, each	\$55.00	\$48.00	\$33.50
CPP-UJ11	11/16-36 x 1-DD, each	\$55.00	\$48.00	\$33.50
CPP-UJ15	1-DD x 3/4-smooth, each	\$55.00	\$48.00	\$33.50
CPP-UJ16	3/4-DD x 3/4-smooth, each	\$49.00	\$43.00	\$31.50
CPP-UJ17	11/16-36 x 3/4-smooth, each	\$55.00	\$48.00	\$33.50
CPP-UJ18	3/4-36 x 1-DD, each	\$55.00	\$48.00	\$33.50
CPP-UJ19	11/16-36 x 3/4-36, each	\$55.00	\$48.00	\$33.50
CPP-UJ24	3/4-30 x 1-DD, each	\$55.00	\$48.00	\$33.50
CPP-UJ25	1-DD x 13/16-36, each	\$55.00	\$48.00	\$33.50
CPP-UJ26	1-DD x 1-DD, each	\$55.00	\$48.00	\$33.50
CPP-UJTRI	3/4-DD x Ford Triangle Power Rack, ea	\$49.00	\$43.00	\$31.50
CPP-UJ1759DD	17MMDDx3/4" DD, each	\$55.00	\$48.00	\$33.50

* Will not work with Chrysler applications.

STEERING BOXES & RACKS SPLINE SIZES

APPLICATION	SIZES	SPLINE DIA.	SPLINES
Ford Rack			
Mustang II & Pinto Manual	9/16"-26	.563	26
Mustang II & Pinto Power	3/4"-36	.750	36
Ford Box			
Manual & Power	3/4"-36	.750	36
GM Box Manual			
Vega	5/8"-36	.625	36
Corvette (1963-67)	3/4"-36	.750	36
Corvette (1968-83)	3/4"-30	.750	30
Model 122 (1965-85)	3/4"-30	.750	36
	3/4"-36	.750	36
Model 525 (1986-Present)	3/4"-30	.750	30
GM Box Power			
Model 605 (1978-84)	3/4"-30	.625	30
Model 800 (1977-Prior)	13/16"-36	.813	36
Model 800 (1978-Present)	3/4"-30	.750	30
GM Rack			
1979-Present	5/8"-36	.625	36
Variations	3/4"-30	.750	30
Corvette (1984-Present)	17mm DD	.670	570
Fiero 1	7mm DD	.670	570
Chrysler Box or Rack			
Chrysler - Omni Manual	9/16"-36	.563	26
Chrysler - Omni Power	9/16"-36	.563	36
Chrysler - Volare	9/4"-30	.750	36
Chrysler	5/8"-36	.625	36
Chrysler	3/4"-36	.750	36
Chrysler	13/16"-36	.813	36

CPP'S DOUBLE U-JOINTS

The design of this double u-joint can accommodate up to a 60° angle. Sealed needle bearing design uses aircraft quality billet steel with nickel plating.



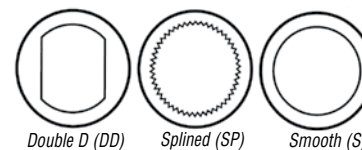
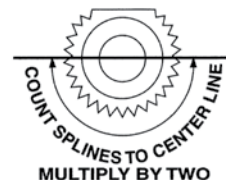
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-UJ21	11/16"-36 x 3/4" DD, each	\$169.00	\$149.00	\$99.00
CPP-UJ22	11/16"-36 x 1" DD, each	\$169.00	\$149.00	\$99.00
CPP-UJ23	3/4" DD x 3/4" DD, each	\$169.00	\$149.00	\$99.00
CPP-UJ27	3/4-DD x 3/4-smooth, each	\$169.00	\$149.00	\$99.00
CPP-UJ28	11/16-36 x 1" -48, each	\$169.00	\$149.00	\$99.00
CPP-UJ32	3/4-36 x 3/4-DD, each	\$169.00	\$149.00	\$99.00
CPP-UJ33	3/4-36 x 1-DD, each	\$169.00	\$149.00	\$99.00
CPP-UJ36	13/16-36 x 3/4-DD, each	\$169.00	\$149.00	\$99.00

STEERING COLUMNS SPLINE SIZES

APPLICATION	SIZES	SPLINE DIA.	SPLINES
GM Column			
Small Spline	3/4"-36	.750	36
Large Spline	1"-48	1.00	48
Small DD	3/4"-DD	.750	DD
Large DD	1"-DD	1.00	DD

DETERMINING SPLINE SIZE

To determine the spline size of a component (rack and pinion, steering column and steering box), measure the outside diameter and count the number of splines. If there is a flat spot on the shaft and some of the splines are missing, count halfway around where there are splines and double that number. We need to know how many teeth are in a theoretical full circle.



Available U-joint
Combinations are: A)
Smooth Bore on both ends; B) Smooth Bore and Spline or Double D;
C) Spline and/or Double D on each end.

© CPP, Inc.



DOUBLE D INTERMEDIATE STEERING SHAFTS

There are many different possible front suspension and steering box combinations available, and we carry a complete line of top quality steering universal joints and steering shafts. We also carry steering shaft support bearings for those instances when three or more universals are used. When ordering, please have the following information ready: year, make and model of steering column and steering box, and steering shaft length, so we can better serve you.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP1850-DN	3/4 DD, nickel plated, 18", each	\$29.00	\$26.00	\$19.00
CPP1850-D	3/4 DD, plain - 18", each	\$19.00	\$18.00	\$10.00
CPP1850-SN	3/4 DD, nickel plated, 36", each	\$59.00	\$52.00	\$38.00
CPP1850-S	3/4 DD, plain - 36", each	\$39.00	\$34.00	\$19.00
CPP1850SS	3/4 DD, stainless - 22", each	\$39.00	\$34.00	\$19.00
CPP1850SS-D	3/4 DD, polished stainless - 22", each	\$59.00	\$52.00	\$38.00



NICKEL PLATED STEERING SPLINE SHAFTS

Nickel plated steering shafts, splined on both ends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP1870-36	36", 3/4"-36", each	\$29.00	\$26.00	\$20.00
CPP1870-24	24", 3/4"-36", each	\$24.00	\$21.00	\$16.00
CPP1870-18	18", 3/4"-36", each	\$20.00	\$18.00	\$14.00
CPP1870-12	12", 3/4"-36", each	\$18.00	\$16.00	\$12.00
CPP1870-6	6", 3/4"-36", each	\$15.00	\$13.00	\$10.00
CPP1870-4	4", 3/4"-36", each	\$15.00	\$13.00	\$10.00



DOUBLE D SLIP SHAFT

When exchanging your stock steering column for one of our tilt steering columns, it is highly recommended that the steering shaft be swapped out for a much safer slip steering shaft.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP1626-ADJ	adjustable 16"-26", nickel plated, ea	\$59.00	\$52.00	\$39.00
CPP2436-ADJ	adjustable 24"-36", nickel plated, ea	\$59.00	\$52.00	\$39.00
CPP1626-ADJ-R	adjustable 16"-26", raw, each	\$49.00	\$43.00	\$29.00
CPP2436-ADJ-R	adjustable 24"-36", raw, each	\$49.00	\$43.00	\$29.00



NICKEL PLATED SLIP SHAFT COMBO

When exchanging your stock steering column for one of our tilt steering columns, it is highly recommended that the steering shaft be swapped out for a much safer slip steering shaft. The slip shaft combo includes a universal joint, to connect to the end of the tilt steering column, and a rag joint, to connect to the top of the power steering box. *Note: Please specify spline count and diameter when ordering.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSS-CS	adjustable 16"-26", kit	\$149.00	\$131.00	\$99.00
CPSS-CL	adjustable 24"-36" with rag joint, kit	\$149.00	\$131.00	\$99.00
CPSS-CSUJ	adjustable 16"-26" w/ 2 u-joints, kit	\$149.00	\$131.00	\$99.00
CPSS-CLUJ	adjustable 24"-36" w/ 2 u-joints, kit	\$149.00	\$131.00	\$99.00

COLLAPSIBLE STEERING SHAFT

When exchanging your stock steering column for one of our tilt steering columns, it is highly recommended that the steering shaft be swapped out for a much safer collapsible steering shaft. The collapsible steering shaft includes a universal joint, to connect to the end of the tilt steering column, and a rag joint, to connect to the top of the power steering box. Not recommended for stock columns.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CSS-148730	1" -48 column u-joint, 3/4" -30 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-148736	1" -48 column u-joint, 3/4" -36 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-148836	1" -48 column u-joint, 13/16" -36 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-1DD730	1" DD column u-joint, 3/4" -30 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-1DD736	1" DD column u-joint, 3/4" -36 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-1DD836	1" DD column u-joint, 13/16" -36 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-736730	3/4" -36 column u-joint, 3/4" -30 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-736736	3/4" -36 column u-joint, 3/4" -36 rag joint, each	\$119.00	\$109.00	\$89.00
CSS-736836	3/4" -36 column u-joint, 13/16" -36 rag joint, each	\$119.00	\$109.00	\$89.00



RAG JOINT & SLEEVE

This rag joint and sleeve is ideal when installing a tilt column and power steering in vehicles with a direct line from the column to the box. Specify box when ordering.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RJC730-CS	3/4-30, each	\$69.00	\$61.00	\$48.00
RJC736-CS	3/4-36, each	\$69.00	\$61.00	\$48.00
RJC836-CS	13/16-36, each	\$69.00	\$61.00	\$48.00

INTERMEDIATE SHAFT & FLANGE

Create your own custom rag joint connection with the 9-1/4" connector. Accepts 3/4" DD shaft and bolt-on rag joint. Includes rubber dust bolt.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CSS-LG	each	\$19.00	\$17.00	\$13.00

CUSTOM POWER STEERING RAG JOINTS

These custom rag joint couplers are designed to connect the bottom of the most common steering columns to the top of many popular steering boxes.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RJC-1DD17DD	1" DD column, 17mmDD, each	\$85.00	\$75.00	\$45.00
RJC-1DD18DD	1" DD column, 18mmDD, each	\$85.00	\$75.00	\$45.00
RJC-1DD636	1" DD column, 11/16"-36, each	\$85.00	\$75.00	\$45.00
RJC-1DD730	1" DD column, 3/4"-30, each	\$85.00	\$75.00	\$45.00
RJC-1DD736	1" DD column, 3/4"-36, each	\$85.00	\$75.00	\$45.00
RJC-1DD7DD	1" DD column, 3/4"DD, each	\$85.00	\$75.00	\$45.00
RJC-1DD7SM	1" DD column, 3/4" smooth, each	\$85.00	\$75.00	\$45.00
RJC-14817DD	1"-48 column, 17mmDD, each	\$85.00	\$75.00	\$45.00
RJC-14818DD	1"-48 column, 18mmDD, each	\$85.00	\$75.00	\$45.00
RJC-148636	1"-48 column, 11/16"-36, each	\$85.00	\$75.00	\$45.00
RJC-148736	1"-48 column, 3/4"-36, each	\$85.00	\$75.00	\$45.00
RJC-1487DD	1"-48 column, 3/4"DD, each	\$85.00	\$75.00	\$45.00
RJC-1487SM	1"-48 column, 3/4" smooth, each	\$85.00	\$75.00	\$45.00
RJC-73617DD	3/4"-36 column, 17mmDD, each	\$85.00	\$75.00	\$45.00
RJC-73618DD	3/4"-36 column, 18mmDD, each	\$85.00	\$75.00	\$45.00
RJC-736636	3/4"-36 column, 11/16"-36, each	\$85.00	\$75.00	\$45.00
RJC-736730	3/4"-36 column, 3/4"-30, each	\$85.00	\$75.00	\$45.00
RJC-736736	3/4"-36 column, 3/4"-36, each	\$85.00	\$75.00	\$45.00
RJC-7367DD	3/4"-36 column, 3/4"DD, each	\$85.00	\$75.00	\$45.00
RJC-7367SM	3/4"-36 column, 3/4" smooth, each	\$85.00	\$75.00	\$45.00



STEERING SHAFT COUPLERS

When rebuilding or modifying your steering system, it is often necessary to replace the worn factory steering shaft coupler (or "ragjoint") to regain the "factory new" feel. These couplers are made of forged steel and broached to precise factory specifications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RJC-730R	3/4"-30 Steering Rag Joint, each	\$49.00	\$44.00	\$25.00
RJC-736R	3/4"-36 Steering Rag Joint, each	\$49.00	\$44.00	\$25.00
RJC-836R	13/16"-36 Steering Rag Joint, each	\$49.00	\$44.00	\$25.00

CUSTOM MINI RAG JOINTS

For that custom application running CPP's 400 Series™ or 500 Series™ box. This new small design at just over 2.5" in diameter. These are the smallest, most compact custom rag joint in the industry.

*Other sizes coming soon.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP59060	3/4"-36 x 3/4"-30, each	\$79.00	\$70.00	\$55.00
CP59065	3/4"DD x 3/4"-30, each	\$79.00	\$70.00	\$55.00
CP59084	1"DD x 3/4"-30, each	\$79.00	\$70.00	\$55.00
CP59085	1"-48 x 3/4"-30, each	\$79.00	\$70.00	\$55.00



CLASSIC CHEVY TILT COLUMN FLOOR MOUNT

Perfect when installing a tilt column. Secures lower part of column using existing holes in toeboard.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
IDI4140	each	\$12.00	\$11.00	\$9.00

STEERING COUPLING DISC KIT

Quality replacement steering coupling and hardware.



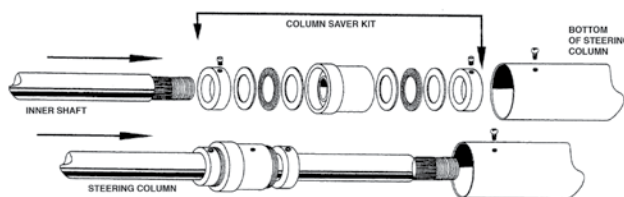
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RJC-R3	3-3/16" diameter, kit	\$10.00	\$9.00	\$6.00

STEERING SHAFT SUPPORT BEARING AND BRACKETS

Steering shaft support bearings for those instances when three or more universals are used.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SB	Steering Shaft Support Bearing, each	\$24.00	\$22.00	\$17.00
10256	Support Bearing Bracket, flat, each	\$19.00	\$17.00	\$13.00
11260	Support Bearing Bracket, angled, each	\$19.00	\$17.00	\$13.00
10256-N	Support Bearing Bracket, flat, nickel plated, ea	\$25.00	\$22.00	\$17.00
11260-N	Support Bearing Bracket, angled, nickel plated, ea	\$25.00	\$22.00	\$17.00



COLUMN SAVER KIT

This kit is designed to allow you to use the original steering column when upgrading your steering box (Toyota, 400 Series power steering or rack & pinion, etc.). Works when column and box are two separate units. Kit adds a lower column bearing and secures inner steering shaft (see sample column in photo inset). Dimensions are measured on the outside of the outer column tube. *Note: Does not work with most column shift columns.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP150BCS	1.5" outer diameter, kit	\$69.00	\$61.00	\$45.00
CP175BCS	1.75" outer diameter (1947-59), kit	\$69.00	\$61.00	\$45.00
CP200BCS	2.0" outer diameter (1960-72), kit	\$69.00	\$61.00	\$45.00



#CP38810



#CP38809



#CP38808



#CPP2025P



#CPP2027P



#CPP2031C

POWER STEERING PULLEYS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
--------	-------------	--------	--------	--------

BLACK

CP38808	GM SB (2 groove) (replaces GM 3941107), each	\$32.00	\$28.00	\$24.00
CP38809	GM SB (1 groove) (replaces GM 3770509), each	\$32.00	\$28.00	\$24.00
CP38810	283/327 GM SB back spaced (replaces GM 3834720), each	\$32.00	\$28.00	\$24.00

CHROME

CPP2025C	GM SB (1 groove) (replaces GM 3770509), each	\$49.00	\$43.00	\$36.00
CPP2027C	GM SB (1 groove) (replaces GM 3834720), each	\$49.00	\$43.00	\$36.00
CPP2031C	GM SB (2 groove) (replaces GM 39941107), each	\$59.00	\$49.00	\$44.00

POLISHED ALUMINUM

CPP2025P	GM SB (1 groove) (replaces GM 3770509), each	\$49.00	\$43.00	\$36.00
CPP2027P	GM SB (1 groove) (replaces GM 3834720), each	\$49.00	\$43.00	\$36.00
CPP2031P	GM SB (2 groove) (replaces GM 39941107), each	\$59.00	\$49.00	\$44.00

SATIN ALUMINUM

CPP2025B	GM SB (1 groove) (replaces GM 3770509), each	\$39.00	\$35.00	\$29.00
CPP2027B	GM SB (1 groove) (replaces GM 3834720), each	\$39.00	\$35.00	\$29.00
CPP2031B	GM SB (2 groove) (replaces GM 39941107), each	\$49.00	\$43.00	\$36.00



#CP33812

CRANK PULLEYS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
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BLACK

CP38811	283/327 GM SB (2 groove), each	\$39.00	\$34.00	\$29.00
CP38812*	283/327 GM SB (1 groove), each	\$39.00	\$34.00	\$29.00

* can be combined w/ #CP38811 to make 3 groove



#CP33813

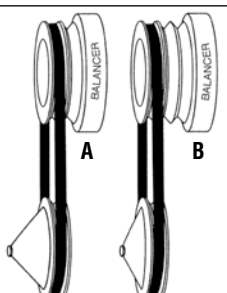
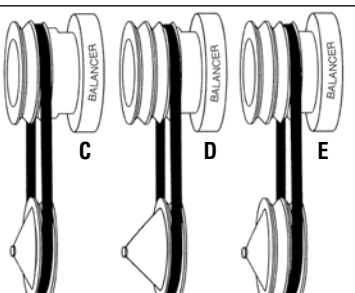
WATER PUMP PULLEYS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
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BLACK

CP38813	SWP for SB (2 groove), each	\$59.00	\$52.00	\$44.00
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POWER STEERING PUMP PULLEY CHART

Short Water Pump Applications		Long Water Pump Applications		
				
<p>A. If you have a 2 Groove Crank Pulley use our #CP34720 (steel) or #CP8848P (polished alum.)</p>		<p>C. If you have a 2 Groove Crank Pulley use our #CP38809 (steel) or #CP8848P (polished alum.)</p>		
<p>B. If you have a 3 Groove Crank Pulley use our #CP38809 (steel) or #CP8848P (polished alum.)</p>		<p>D. If you have a 3 Groove Crank Pulley use our #CP34720.</p>		
		<p>E. If you have a 3 Groove Crank Pulley and require a 2 Groove Power Steering Pulley use our #CP38808 (steel) or #CP8848P (polished alum.)</p>		

UNIVERSAL

Need to help a customer?

Grab our Brake & Power Steering
Installation Guide...

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



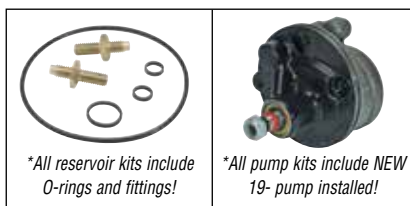
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POWER STEERING PUMP AND HOUSING KITS

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6969SB-P	Mustang II (ideal for any R&P app), plain, each	\$159.00	\$140.00	\$89.00
19-6969SB-PC	Mustang II (ideal for any R&P app), chrome, each	\$169.00	\$149.00	\$97.00
PSP2547	Small Block Chevy, each	\$159.00	\$140.00	\$89.00
PSP2547-C	Small Block Chevy, chrome, each	\$169.00	\$149.00	\$97.00
19-PUMP	NEW pump only, each	\$109.00	\$99.00	\$65.00

RESERVOIR KITS:

19-6969SB	Mustang II (ideal for any R&P app), plain, each	\$39.00	\$34.00	\$24.00
19-6969SB-C	Mustang II (ideal for any R&P app), chrome, each	\$49.00	\$43.00	\$30.00
2547	Universal Reservoir only - plain, ea	\$39.00	\$34.00	\$24.00
2547C	Universal Reservoir only - chrome, ea	\$49.00	\$43.00	\$30.00



POWER STEERING PUMP BRACKETS

These power steering brackets will allow you to easily bolt a power steering pump to your engine and enjoy the comfort of either a power steering box or rack & pinion steering. Note: #PS808 is designed to work on 1955-57 Chevy cars and 1955-59 Chevy trucks with V8 engines and original front mounts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PS301-S *	Chevy SB, side mounts, black powdercoat, ea	\$49.00	\$43.00	\$29.00
PS301-C *	Chevy SB, side mounts, chrome, each	\$59.00	\$52.00	\$35.00
PS501 *	Chevy BB, short water pump, raw, each	\$65.00	\$62.00	\$58.00
PS501-C *	Chevy BB, short water pump, chrome, each	\$95.00	\$90.00	\$85.00
PS501L *	Chevy BB, long water pump, raw, each	\$65.00	\$62.00	\$58.00
PS501L-C *	Chevy BB, long water pump, chrome, each	\$95.00	\$90.00	\$85.00
PS808	Chevy SB, front mounts, black powdercoat, ea	\$49.00	\$43.00	\$29.00

*Not recommended for exhaust mount alternators.



POWER STEERING HOSE KITS

CPP has both original rubber and stainless steel power steering hoses for many popular applications. Whether it be for a Toyota or GM power steering box or Ford rack & pinion. Even for the 500 Series™ box in your 55-64 Bel Air or Impala!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RUBBER:				
605HK	Inverted flare pre set fittings, pair	\$55.00	\$44.00	\$39.00
CPUHK	Inverted flare adjustable fittings, pair	\$55.00	\$48.00	\$39.00
5356THK*	GM or Ford pump to Toyota box, kit	\$75.00	\$66.00	\$55.00
M2PSH-RM	GM pump to 1974-78 Mustang power rack, pair	\$69.00	\$61.00	\$43.00
M2PSH-RT**	GM pump to 1982-88 Thunderbird power rack, pair	\$69.00	\$61.00	\$43.00
STAINLESS STEEL:				
131151	GM pump to GM inverted flare, kit	\$149.00	\$142.00	\$125.00
131112	GM or Ford pump to Toyota box, kit	\$149.00	\$142.00	\$125.00
131105	GM pump to 1974-78 Mustang power rack, kit	\$149.00	\$142.00	\$125.00
131101**	GM pump to 1982-88 Thunderbird power rack, kit	\$149.00	\$142.00	\$125.00
131106*	Hydroboost Remote Reservoir Hose Kit	\$59.00	\$59.00	\$50.00

* Please note that box or rack hose kit is also required.

** Used with CPP rack.

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

POWER STEERING CAP & COVERS

New OEM-style GM power steering reservoir cap with attached dipstick is the perfect replacement. Then add some flash with an aluminum power steering cap cover which easily attaches.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP1006-1C	billet - chrome, each	\$15.00	\$14.00	\$11.00
CP1009-1P	OEM cap - plastic, each	\$7.00	\$6.00	\$5.00
CP1006-1C	chrome finished plastic cover, each	\$6.00	\$5.00	\$4.00


400Series™

#VEGA-MSB



#VEGA-PSB

STEERING BOX AND POWER STEERING PUMP FITTINGS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
605SOL	O-ring box to inv flare hoses, pair	\$16.00	\$14.00	\$10.00
605ANF-IF	IF inv flare box to-6AN hose, pair	\$16.00	\$14.00	\$10.00
605ANF-OR	O-ring box to-6AN hose, pair	\$16.00	\$14.00	\$10.00
50010A	inv flare box to O-ring hose, pair	\$16.00	\$14.00	\$10.00
CP2005-1	Power steering pump stud and bolt	\$9.00	\$8.00	\$5.00
CPFCV-K	Power steering flow fitting (reduces fluid flow for rack & pinion steering)	\$19.00	\$17.00	\$10.00



#54052

#VEGA-PA

MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
VEGA-PA	Manual, each	\$49.00	\$43.00	\$29.00
54052	Power, each	\$65.00	\$58.00	\$45.00

VEGA STEERING BOXES

Our new 400 Series™ Vega Power Steering Box is a must for any hot rod application that uses a manual Vega box. This new box utilizes late model steering technology and allows use of the original steering column or aftermarket tilt column to keep perfect alignment with the box. *Note: Uses universal Vega pitman arm and 5/8"-36 steering coupler for manual and 3/4"-30 coupler for power. *Manual box not recommended for vehicles over 2000 lbs.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
VEGA-MSB	Manual steering box, each	\$139.00	\$125.00	\$105.00
VEGA-PSB	Power steering box, each	\$299.00	\$269.00	\$209.00

VEGA STEERING BOX MOUNTING BRACKET



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
8020670	each	\$30.00	\$27.00	\$21.00

Let our Dealer Team Help You...
We are here to help!



Dealer-Only Email:
dealer@classicperform.com



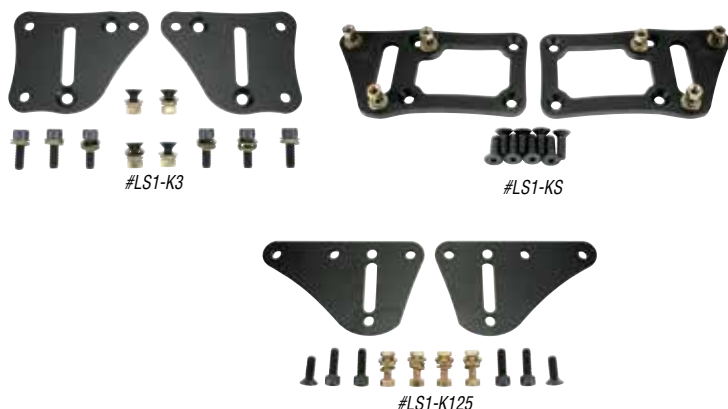
Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Fax Line:
(714) 522-2500



Mailing Address:
378 E. Orangethorpe Ave., Placentia, CA 92870



LSI ENGINE MOUNTS

CPP has all the combinations of LS engine brackets to get your motor into your project.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
LS1-KS	LS swap engine plates (stock location), kit	\$69.00	\$61.00	\$50.00
LS1-K3	LS swap engine plates (3" forward), kit	\$69.00	\$61.00	\$50.00
LS1-K125	LS swap engine plates (1.25" forward), kit	\$69.00	\$61.00	\$50.00
LS1-KU-P	FitRite™ LS swap engine plates (adjustable 1/2" rear - 3-1/2" forward) with POLYPLUS™ pad mounts, kit	\$129.00	\$117.00	\$97.00
LS1-KULAC-P	FitRite™ LS swap engine plates (adjustable 2-1/4" - 3-3/4" forward for low A/C compressor) with POLYPLUS™ pad mounts, kit	\$129.00	\$117.00	\$97.00



ENGINE AND TRANSMISSION PADS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2142	Rubber motor mounts, small block, each	\$12.00	\$11.00	\$7.00
3-1114G	Polyurethane motor mounts, small block, ea	\$34.00	\$30.00	\$19.00
3-1115G	Polyurethane motor mounts, chrome, small block, chrome, each	\$54.00	\$51.00	\$40.00
3-1108G	GM transmission mount, polyurethane, ea	\$34.00	\$30.00	\$14.00
9425	GM transmission mount, rubber, each	\$14.00	\$11.00	\$8.00
2141	Ford 352/428 rubber motor mounts, each	\$25.00	\$22.00	\$18.00
2310	Ford 289/302/351W rubber motor mounts, ea	\$18.00	\$16.00	\$13.00
2341L	Ford 351C/400M rubber motor mounts, left, ea	\$25.00	\$22.00	\$18.00
2341R	Ford 351C/400M rubber motor mounts, right, ea	\$25.00	\$22.00	\$18.00
2367L	Ford 429/460 rubber motor mounts, left, ea	\$35.00	\$31.00	\$27.00
2368R	Ford 429/460 rubber motor mounts, right, ea	\$35.00	\$31.00	\$27.00
4-1104G	Ford transmission pad, polyurethane, each	\$34.00	\$32.00	\$24.00
2333	Ford transmission pad, rubber, each	\$14.00	\$12.00	\$8.00

MOTOR MOUNT BOLT KIT

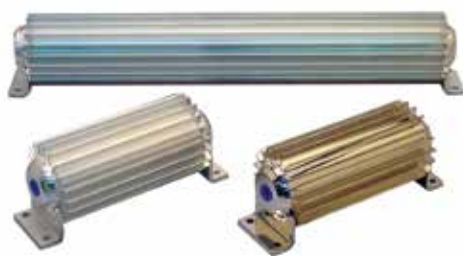
Tough care hardened replacement bolts. Fits small and big block Chevy V8s. Nuts and washers included.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPMMB-K	kit	\$10.00	\$9.00	\$7.00

TRANS-SAVER SERIES COOLERS

Designed to cool any vehicle fluids including automatic transmission fluid, power steering fluid, engine oil, engine coolant, fuel and street hydraulics. Available in single or dual pass and in polished or plain finish. Specify when ordering.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP0050	12" Chrome Single Pass, each	\$48.00	\$46.00	\$44.00
CP0052	18" Chrome Single Pass, each	\$55.00	\$52.00	\$48.00
CP0054	12" Chrome Dual Pass, each	\$55.00	\$52.00	\$48.00
CP0056	18" Chrome Dual Pass, each	\$75.00	\$67.00	\$58.00

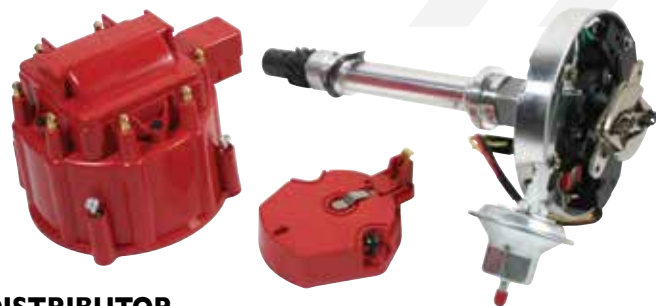
**STAINLESS STEEL RADIATOR OVERFLOW TANK**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP6079A	19", each	\$36.00	\$34.00	\$31.00
CP6075A	15", each	\$37.00	\$35.00	\$32.00
CP6073A	13", each	\$35.00	\$33.00	\$30.00

**WATER NECK**

Fits small block Chevy V8. Attaches to Intake Manifold, which allows the upper radiator hose to connect to the radiator.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP6002	polished, each	\$10.00	\$9.00	\$8.00

**DISTRIBUTOR**

Designed for 8 cylinder Chevrolet with H.E.I. Constructed with die-cast aluminum housing, brass terminals, hardened steel drive gear and polished shaft. Kit includes cap, rotor, and coil.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP8908R	each	\$99.00	\$94.00	\$89.00

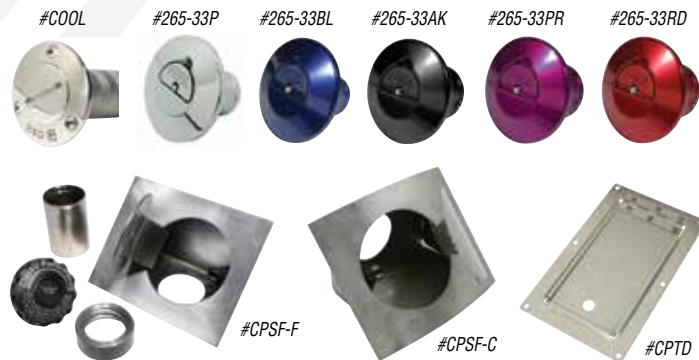
**ELECTRIC WATER PUMPS**

These brand new aluminum electric high volume water pumps are designed to eliminate unnecessary weight and impeller drag experienced at high RPMs. Pumps are durable yet lightweight and will pump between 30 and 35 GPM. Available in black, blue or red e-coat.

NEW!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
EAWP-CBB-BK	Chevy, big block, black, each	\$199.00	\$175.00	\$115.00
EAWP-CBB-BLUE	Chevy, big block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-CBB-RED	Chevy, big block, red, each	\$199.00	\$175.00	\$115.00
EAWP-CSB-BK	Chevy, small block, black, each	\$199.00	\$175.00	\$115.00
EAWP-CSB-BLUE	Chevy, small block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-CSB-RED	Chevy, small block, red, each	\$199.00	\$175.00	\$115.00
EAWP-FBB-BK	Ford, big block, black, each	\$199.00	\$175.00	\$115.00
EAWP-FBB-BLUE	Ford, big block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-FBB-RED	Ford, big block, red, each	\$199.00	\$175.00	\$115.00
EAWP-FSB-BK	Ford, small block, black, each	\$199.00	\$175.00	\$115.00
EAWP-FSB-BLUE	Ford, small block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-FSB-RED	Ford, small block, red, each	\$199.00	\$175.00	\$115.00
EAWP-MBB-BK	Mopar, big block, black, each	\$199.00	\$175.00	\$115.00
EAWP-MBB-BLUE	Mopar, big block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-MBB-RED	Mopar, big block, red, each	\$199.00	\$175.00	\$115.00
EAWP-MSB-BK	Mopar, small block, black, each	\$199.00	\$175.00	\$115.00
EAWP-MSB-BLUE	Mopar, small block, blue, each	\$199.00	\$175.00	\$115.00
EAWP-MSB-RED	Mopar, small block, red, each	\$199.00	\$175.00	\$115.00

POPULAR UPGRADES | GAS TANK ACCESSORIES



GAS TANK FILLERS

Now that your gas tank is out of the cab you are going to need a new fuel filler. We offer everything from a trap door bed filler to weld-in fuel doors to flush mount billet fuel fillers. Flush mount fillers setup to work with 1-1/2" fill hose.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COOL	Flush Mount, each	\$49.00	\$43.00	\$29.00
CPTD	Bed Mount Fuel Filler Trap Door, 5" x 8", ea	\$27.00	\$25.00	\$23.00
265-33P	Pol. Billet Alum. Flush Mount Fuel Filler, 3", each	\$69.00	\$62.00	\$52.00
265-33AK	Anodized Billet Alum. - black Flush Mount Fuel Filler, 3", each	\$69.00	\$62.00	\$52.00
265-33BL	Anodized Billet Alum. - blue Flush Mount Fuel Filler, 3", each	\$69.00	\$62.00	\$52.00
265-33RD	Anodized Billet Alum. - red Flush Mount Fuel Filler, 3", each	\$69.00	\$62.00	\$52.00
265-33PR	Anodized Billet Alum. - purple Flush Mount Fuel Filler, 3", ea	\$69.00	\$62.00	\$52.00
CPSF-C	Weld-in Side Fill Fuel Door - Curved, ea	\$119.00	\$107.00	\$94.00
CPSF-F	Weld-in Side Fill Fuel Door - Flat, ea	\$119.00	\$107.00	\$94.00



POLISHED FUEL DOORS

Finish off your bed-standard gas tank with one of our billet aluminum fuel doors. Available in locking and (push/pop) non-locking styles. Hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PFD	round - standard, each	\$105.00	\$95.00	\$83.00
PFD-L	round - locking, each	\$129.00	\$114.00	\$96.00
CPP1656-OGC	oval, grooved, chrome, each	\$79.00	\$70.00	\$59.00
CPP1656-OGP	oval, grooved, polished, each	\$69.00	\$62.00	\$49.00
CPP1656-RGC	rectangular, grooved, chrome, each	\$79.00	\$70.00	\$59.00
CPP1656-RGP	rectangular, grooved, polish, each	\$69.00	\$62.00	\$49.00

FUEL FILLER BREATHER FILTER

A one-piece design featuring a rubber top and vent tube at the base. Comes with air filter oil.

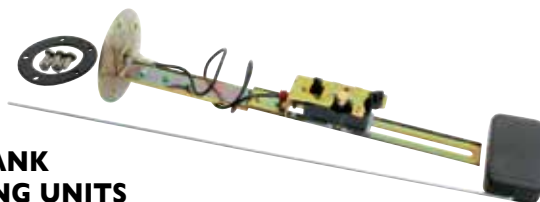
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
62-1000	each	\$23.00	\$23.00	\$20.00



TANK INSTALL KIT

Use this kit to install our aluminum bed flush gas tank. Kit includes cap, hose clamps and sending unit. Specify 30 or 90 OHM sending unit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
AGT-BFIK30	30 OHM, kit	\$119.00	\$105.00	\$85.00
AGT-BFIK90	90 OHM, kit	\$119.00	\$105.00	\$85.00



GAS TANK SENDING UNITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
VSU-3	0-30 ohm, each	\$49.00	\$43.00	\$35.00
VSU-9	0-90 ohm, each	\$49.00	\$43.00	\$35.00
VSU-F	73-10 ohm, each	\$49.00	\$43.00	\$25.00
VSU-240	240-33 ohm, each	\$49.00	\$43.00	\$25.00

SIDE FILL GAS TANK HOSE & CLAMP KIT

Connects your side fill fuel neck to a rear mounted gas tank. 24" 1-1/2 ID and 4-1/4", 2" ID fuel resistant hoses, adapter and clamps included. *Note: Used with our aluminum side fill tanks.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFFK-S	kit	\$30.00	\$26.00	\$22.00



BED FILL GAS TANK HOSE & CLAMP KITS

Adapts your flush gas filler assembly to your bed fill gas tank with a 4" of 1-1/2" ID fuel resistant hose and aircraft style clamps. *Note: Used with our steel and aluminum flush fill tanks.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFFK-B	each	\$15.00	\$13.00	\$11.00



FUEL TANK SAFETY VALVE VENTS

These roll over valves vent and prevent fuel from leaking from your fuel tank in the event that the tank turns over. *Note: For use with our aluminum tanks.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90-02622	3/8"-18 NPT, each	\$10.00	\$9.00	\$7.00
90-00340	1/4"-18 NPT, each	\$10.00	\$9.00	\$7.00





ECONOMY FLOOR MOUNT THROTTLE PEDAL ASSEMBLIES

Equal in design and fit, these high-quality imports are an economical option to our premium pedals listed above. Throttle cable is not included.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP8503C	"Eliminator" chrome w/ rubber inserts, ea	\$65.00	\$62.00	\$59.00
CP8503P	"Eliminator" polished w/ rubber inserts, ea	\$65.00	\$62.00	\$59.00
CP8602P	oval, chrome w/ rubber inserts, each	\$49.00	\$45.00	\$35.00
CP8854C-R	1955-57 Chevy fullsize, chrome, billet w/o rubber inserts, each	\$55.00	\$50.00	\$44.00

ALUMINUM AUTOMATIC BRAKE PEDAL PAD

Choose between three rubber and two rubber inserts.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90197	Polished w/ 3 Rubber Inserts, each	\$25.00	\$18.00	\$15.00
CP8501P	Chrome w/ 2 Rubber Inserts, each	\$25.00	\$22.00	\$15.00

ALUMINUM DIMMER SWITCH PAD

Now you have a choice: high quality chrome pad, or economy polished pad.



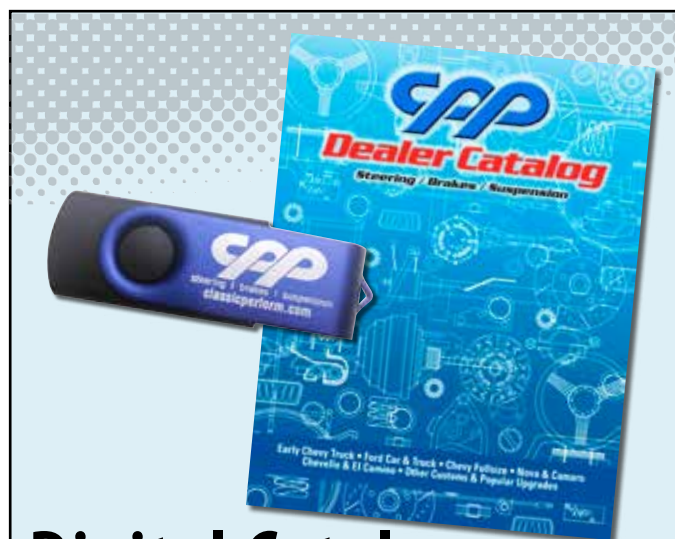
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP8502P	Polished w/ 2 Rubber Inserts, each	\$12.00	\$11.00	\$9.00



BATTERY DROPOUT BOX

Mount your battery on the frame or replace your existing frame mounted battery box with one of our steel battery drop out boxes. We have two styles to choose from: black powdercoated steel or stainless steel construction, both feature a drop out bottom for easy battery maintenance. (L: 10-1/4", W: 6-13/16", H: 8-7/8") #BDB-S24 accepts Optima and group 24 batteries.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BDB-S24	Group 24 - stainless steel, each	\$109.00	\$96.00	\$69.00
BDB-S24-BK	Group 24 - black, each	\$109.00	\$96.00	\$69.00



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THROTTLE CABLES

Our throttle cables work with either factory or aftermarket throttle pedals. They are designed with a specially extruded liner for extended life of the cable. They come equipped with aluminum fittings and aluminum ferrule to eliminate fraying. The cable housing is 24" long and can be cut to fit. Cables available with either a black plastic housing or stainless steel braided cable housing.



FLEXIBLE TRANSMISSION DIPSTICKS

Our flexible transmission dipsticks are the perfect compliment to our engine dipsticks. The dipsticks feature a braided stainless steel outer housing with an easy-to-read teflon inner rod. All applications are for push-in style transmissions. The dipstick seals to the tranny with o-rings. Available for Chevy and Ford transmissions in both firewall mount and transmission mount styles.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP8254	Economy, braided stainless steel, 24" length	\$27.00	\$24.00	\$23.00
CP8255	Economy, braided stainless steel, 36" length	\$27.00	\$24.00	\$23.00

THROTTLE CABLE BRACKET & SPRINGS

Our stainless steel cable bracket and dual spring set up are designed to work with throttle cables and kickdown cables. Bracket mounts to virtually any carb and features a teardrop extender for added clearance on some carburetors.



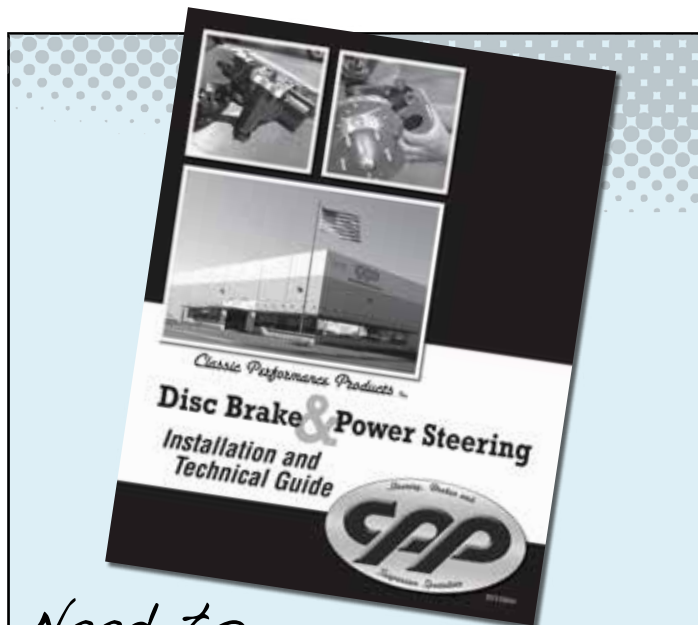
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP6055	Economy, stainless steel, kit	\$15.00	\$13.00	\$11.00



STAINLESS STEEL KICKDOWN CABLES

Kickdown cables feature a cut-to-fit braided stainless steel outer housing and feature aluminum fittings with ferrule to prevent the cable ends from fraying. The cables will work with virtually any manifold. For easy installation, use our stainless steel throttle cable and springs (#SRK-4000). Kit comes complete with detailed instructions.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2001	Economy, C-4 Transmission, kit	\$50.00	\$45.00	\$35.00
CP2003	Economy, TH-350, kit	\$50.00	\$45.00	\$35.00
CP2007	Economy, 700R-4, kit	\$50.00	\$45.00	\$35.00
CP2009	Economy, Chrysler 904-4, kit	\$50.00	\$45.00	\$35.00
CP2004	Economy, TH-350, TPI, kit	\$50.00	\$45.00	\$35.00
CP2008	Economy, 700R4, TPI, kit	\$50.00	\$45.00	\$35.00



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@ www.ClassicPerform.com



HEAVY DUTY TUBE BENDER

Accepts 3/16", 1/4", 5/16" and 3/8" tubing. Roller action makes brake line bending easy.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TBT-HD	each	\$29.00	\$26.00	\$15.00

4 IN 1 TUBE BENDER TOOL

For the do-it-yourselfer we have a great tubing bender. It bends 3/16", 1/4", 5/16" and 3/8" tubing.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TBT-90	0-90 degree bends, each	\$19.00	\$17.00	\$12.00



TRIPLE TUBE BENDER

Our bender accepts 3/8", 5/16" and 1/4" line and is easy to use. It features a side opening so you can slip the tool on tubing at any point. Great for making those tight 0-180° bends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TBT	each	\$9.00	\$8.00	\$7.00



TUBE CUTTERS

Using a hacksaw is no way to cut brake lines. Do it like a professional with one of our tube cutters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TCB-L	cuts 1/8" to 1-1/8" dia. tubing, each	\$15.00	\$13.00	\$8.00
TCB-S	cuts 1/8" to 5/8" dia. tubing, each	\$9.00	\$8.00	\$6.00

TIE ROD & PITMAN ARM PULLER

Don't ever bust your knuckles again; Instead, remove pitman arms and tie rod ends the easy way with one of our pullers.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
STRP	small, each	\$16.00	\$14.00	\$12.00
LTRP	large, each	\$16.00	\$14.00	\$12.00



#CPFTK



#CPDFT



#CPDFT-D

DOUBLE FLARE TOOL KITS

You can't bend brake lines by hand; you need one of these kits. Part #CPFTK flares 3/16", 1/4", 5/16", 3/8", 7/16", 1/2" and 5/8" brake lines. An adjusting tube cutter is included with part #CPDFT, which flares 3/16", 1/4", 5/16", 3/8", and 1/2" brake lines. Our Elite kit is part #CPDFT-D. It also includes an adjusting tube cutter and flares 3/16", 1/4", 5/16", 3/8", 7/16", and 1/2" brake lines. All kits include a durable plastic storage case.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFTK	Econo, kit	\$17.00	\$15.00	\$11.00
CPDFT	Deluxe, with tubing cutter, kit	\$39.00	\$34.00	\$29.00
CPDFT-D	Elite (on the vehicle), kit	\$69.00	\$62.00	\$50.00

FLARE WRENCH SET

You can't do the job right if you don't have the right tools. That's why you need this quality 5-piece flare wrench set bundled in a sturdy pouch. All popular sizes in one kit. Standard or metric available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
W350	standard, set	\$10.00	\$9.00	\$7.00



POWER BRAKE BLEEDER KITS

Bleed your brakes like a professional. Includes pump and reservoir, lines, fittings and pressure gauge.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PBT	10", kit	\$75.00	\$71.00	\$62.00



4-IN-1 BALL JOINT SERVICE SET

Easily remove and install ball joints. This tool can be used with simple hand tools so no more hassle of finding someone with a hydraulic press. C-frame press also works on universal joints and removes rusted truck brake anchor pins. Comes in a sturdy, red blow molded plastic case.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BJT	set	\$79.00	\$70.00	\$59.00

BRAKE FLUID FILL BOTTLE

Filling your brake reservoir can be a messy job. But it doesn't have to be that way. Use this handy Brake Fluid Fill Bottle to make the job easier and cleaner.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BFB	each	\$5.00	\$4.00	\$3.00

MASTER CYLINDER BLEEDER KIT

Ensure the best possible braking performance by removing air from your master cylinder before installation. Fits 9/16"-18, 1/2"-20 or 3/8"-24 master cylinders.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-BK	kit	\$3.00	\$3.00	\$2.00

BRAKE BLEEDING SYRINGES

Our syringes makes bleeding a snap! Brake fluid and solvent resistant.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP0105	curved tip, each	\$5.00	\$4.00	\$3.00
CP0108	straight tip, each	\$9.00	\$8.00	\$7.00

COMBINATION VALVE TOOL

For brake systems utilizing CPP's Proportioning Valve, use this tool when bleeding your brakes to lock the valve in place and keep the valve from tripping. Simply remove the warning light switch (white plug) on the valve, then screw in this tool while bleeding your brakes. After the bleeding process is finished replace the warning light switch. Save yourself the headache of having to reset the valve. Works with PV-2, PV-2A, PV-2C, PV-4, PV-4A and PV-4C.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PV-TOOL	each	\$10.00	\$9.00	\$7.00

COIL SPRING COMPRESSORS

Change coil springs safely with one of our coil spring compressors. With coil spring compressors the danger of a coil flying out and hurting someone is gone. They also make installation of new coils a snap.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CSC	each	\$29.00	\$28.00	\$25.00



POWER BRAKE BOOSTER INSTALL KITS

Get these essential components that make installing your booster/master combination easy. Includes combination valve tool, bleeding syringe, vacuum fitting and hose.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PDBI-K25	25" hose, each	\$27.00	\$24.00	\$19.00
PDBI-K50	50" hose, each	\$29.00	\$26.00	\$20.00



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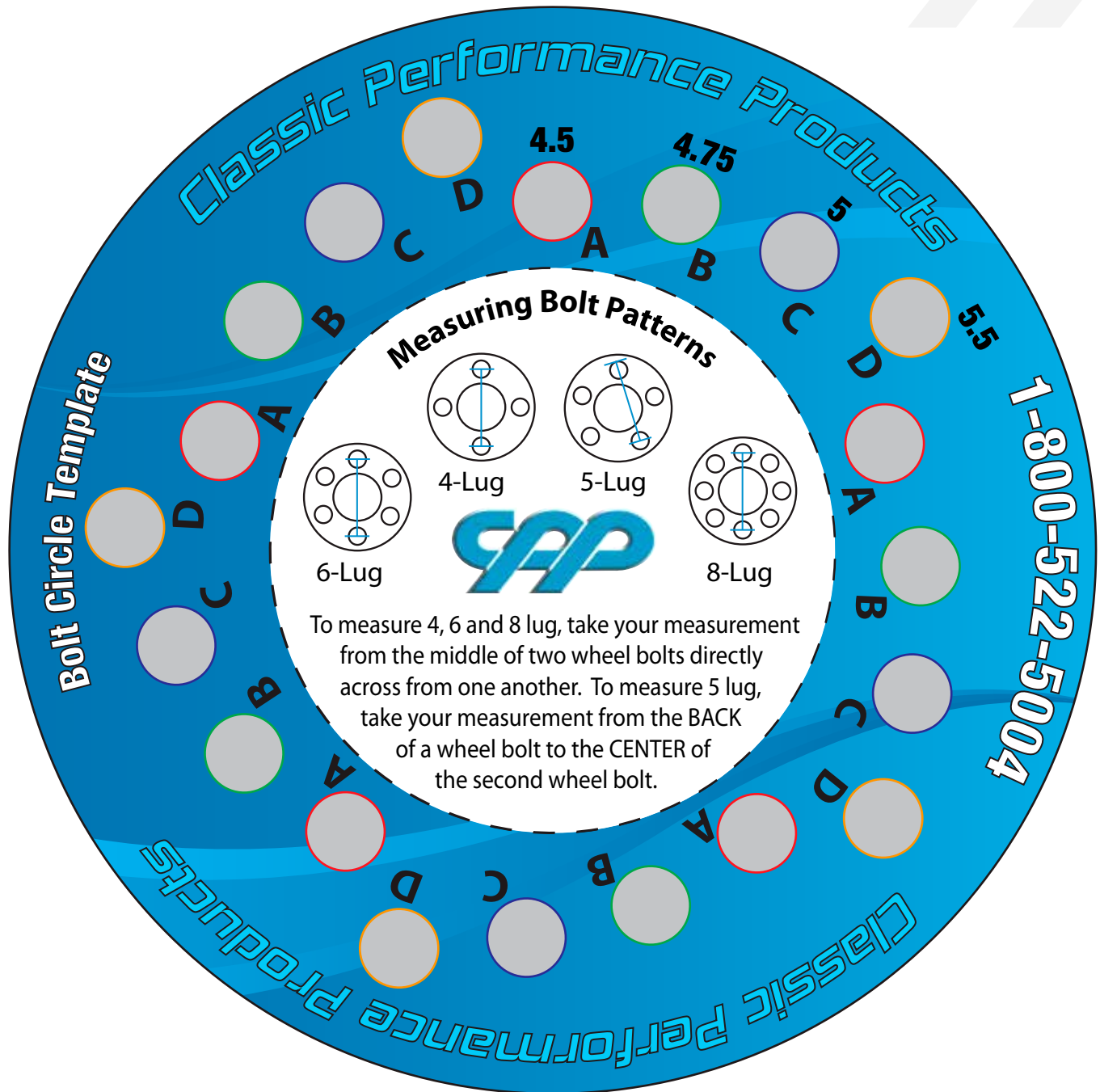
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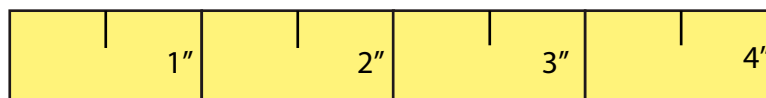




To use this template: Cut out the center of the template, and place over hub. Line up bolts with the grey "bolt circles". The best fit will be your bolt pattern. For example, a 5 bolt hub that lines up with the 4-3/4" "bolt circles" (B) will be a 5 on 4-3/4" bolt pattern.

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.

You can download this template from our website: http://www.classicperform.com/tech_articles/PDF/boltcircletemplate-1.htm



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
Rear Brakes Lockup First	Frozen wheel cylinder	Replace wheel cylinder
	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
Not Enough Rear Brake	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
	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
	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

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"
1958-1964 Fullsize Car	5558WBK-SO	OE	proprietary	11.0	ZERO
	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"
1965-1968 Fullsize Car	5864SWBK-D12	5864DS-12	AR9003	12.0	Wide 3/8"
	5964WBK-SO	OE	proprietary	11.0	ZERO
1969-1970 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"
1962-1967 Chevy II Nova	5870SWBK-D	CP30101	AR8200	11.0	Wide 11/16"
	5870SWBK-D13	CP30101	proprietary	13.0	Wide 1/4"
	6267SWBK-D13	CP30103	proprietary	13.0	ZERO
	6267WBK-P13	OE	proprietary	13.0	ZERO
1968-1974 Nova	CPP6267SWBK-D	CP30103	proprietary	10.8	ZERO
	6467WBK-S	OE	proprietary	10.8	ZERO
	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"
1964-1972 Chevelle	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
	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"
1967-1969 Camaro	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 (Continued)	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
1960-1962 C10	6474SWBK-D0	CP30100	proprietary	10.8	ZERO
	6467WBK-S	OE	proprietary	10.8	ZERO
	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"
1963-1970 C10	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"
	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"
1971-1972 C10	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.

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

tures or information regarding the shipment once the claim is received. Debit memos or invoice deductions are not allowed and will be charged back to the customer's account.

RETURNS

Requests for returning merchandise must be made in writing – via email, fax or mail. All product returns require a Return Merchandise Authorization (RMA) number regardless of the reason. RMA numbers are issued by CPP upon request. This number must be visible on the outside of all packages for prompt processing. Returns without an accompanying RMA number will be refused. All returns are subject to inspection before a replacement or credit is issued. We do not issue cash refunds. We reserve the right to charge a 20% restocking fee on returns based on evaluation and condition. Customer is responsible for all shipping costs associated with the return and if a replacement is requested. For all returns, electrical parts are non-refundable.

Stock Adjustment Returns are limited to 3% of previous year's net purchases (January 1st to December 31st). A candidate list of returns must be submitted and approved prior to return. Products returned must be in new, unused and resellable condition. Discontinued, obsolete or display items are not accepted. A minimum of 20% restocking fee will be charged upon evaluation. Stock Adjustment returns will be credited at the original purchase price. An offsetting order must be placed upon approval of a Stock Adjustment return. We only allow one Stock Adjustment return per year.

Warranty Returns may be requested for products deemed defective in material and workmanship. A candidate list of returns must be submitted and approved prior to return. Please provide a detailed explanation of defect; writing "defective" is not sufficient. Once received, we will evaluate the product and a final disposition will be made. Parts that are disassembled, altered, modified, disfigured or abused will not be covered under warranty. For parts proven defective, the item will be repaired or replaced at our option. If determined that cause of failure was not due to defect in material or workmanship, the part will be returned to the customer.

WEB SALES

We ask all accounts to respect our Minimum Advertised Pricing (MAP). We have established our retail pricing as our MAP to protect your profit margins. We ask

that the price of CPP products sold on the web should not be less than the MAP. You may sell or advertise CPP products on your company website. CPP products may not be sold on eBay or Amazon, no exceptions.

CO OP ADVERTISING

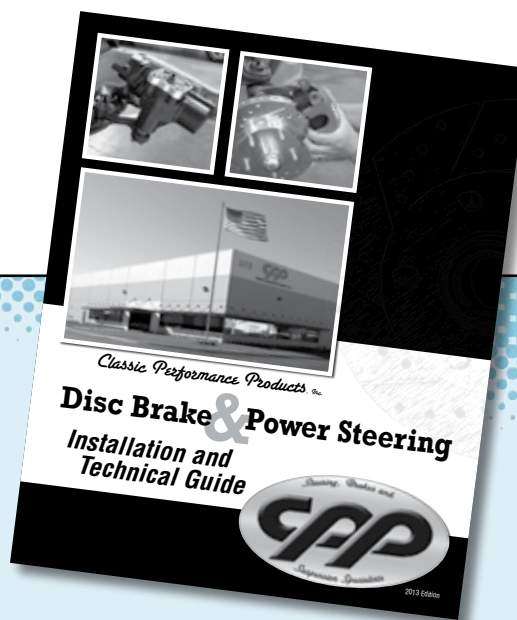
CPP offers a co-operative program that offers credit incentives. Customer must submit request to participate and indicate the advertising plan. All ads must use an issued and approved logo by CPP. Upon approval, ads must run in the calendar year in which co-op was available. Please contact the CPP Dealer Team for more information.

LIFETIME WARRANTY

We believe in the integrity of CPP products. We guarantee that all CPP products for life from date of purchase. We guarantee that all parts are to be free of defects in material and workmanship. However, this guarantee is void in the event of misuse, neglect, improper installation or misdiagnosis. If you believe you may have a part that is defective, please contact us to arrange a Warranty Return.

LIABILITY INSURANCE

We can furnish a certificate of insurance covering all products supplied upon request. There is a \$75 processing fee if your company wishes to be named as co-insured. Please contact The Dealer Team for more information.



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access it on our website
24 hours a day



www.ClassicPerform.com



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