

# Dealer Update

*Steering, Brakes & Suspension*

**SEMA 2022 ISSUE**

SCAN QR CODE



## What's New? A Whole Lot.

This last year flew by and we can't believe SEMA 2022 is already here. The previous Classic Performance Products, Inc. (CPP) Update focused on everything from noteworthy products to robotic welding and investing in manufacturing to new project cars. As we wrap up some of last year's projects, this year has been all about new product development and we can't wait to show you what we've got going on.

One of the biggest trends we're seeing—and we know we aren't the only ones—is the resurgence of the 1988-'98 Chevy OBS (old body style) trucks. While there are a handful of suspension and brake parts already on the market, most were designed when these trucks were new. A lot changed in the last 20 to 30 years and we think there is a plenty of room for improvement. That's why we are developing entirely new products for the OBS trucks with the goal of integrating modern technology and design to accommodate today's contemporary build styles.

What do people want these days? For starters, increased handling and performance is a given now, as are 20-plus-inch wheels. With those factors in mind, we are designing and building tubular control arms that are seriously tough while integrating features like steering stops and sway bar mounts. They will also work with a stock coil and shock setup or dual-adjustable coilovers with packages available in multiple ride height options.

We're also developing a brake package based on our popular X10 spindle and hub. The added strength from this large, sealed bearing design will easily handle the stress of big wheels and high g-force cornering. Then, bolt-on versions of both our 13" Big Brakes and HydraStop hydraulic assist systems will provide all the stopping power needed, regardless of engine vacuum.

Our new Direct Fit Premium Tilt Columns are next on the list for product line expansion. In the past couple of years, we came out with an all new Premium Universal Tilt Column that rivals the quality of any column on the market, but without the higher price. Using the new Premium Column, we've been developing a wide variety of direct fit applications. We started with the ever-popular '67-'72 C10 trucks, offering both a standard length and 1.5" shortened option for more "belly to wheel" clearance. More direct fit applications for Tri-Five, Nova, Chevelle, F100 and Bronco are either already available or coming soon. Along with the exceptional quality, most columns also feature a shorter than factory design for added comfort.



Speaking of F100, another noteworthy new product is our Frame Shortening Kit for '67-'72 Ford F100 trucks. It takes all the guesswork out of marking, drilling and shortening a long bed F100 frame.

Here at CPP, we've always been known for being pioneers in the steering, brake and suspension segments but we don't want to stop there. We've also been working hard to develop a more robust catalogue to support EFI and LS swaps for classic cars and trucks. The latest product line we've been working on are our new Pro Touring series gas tanks. Designed for maximum capacity and sleek looks, these tanks make it possible to run three completely different fuel delivery setups including a mechanical fuel pump, one in-tank electric fuel pump or two in-tank pumps. An integrated surge tank puts the "Pro Touring" in these new hybrid aluminum fuel tanks and makes them perfect for high G-force applications.

We currently offer Pro Touring tanks for early Chevy II/Novas (we used our black 1967 Nova as one of the test subjects during the design process) with

Chevelle and Camaro applications coming soon.



Over the last two years, our Marketing department, as well as our Research and Development department, has been hard at work. Their projects are nearing the finish line and we will be bringing it all to you! This coming year we'll be hitting the road and attending some of our favorite events to show off all the new products we've been working on. We're so excited that we recently purchased a huge new "Show Rig" that allows us to stack in multiple vehicles and all of our displays into one enclosed trailer. You'll be sure to see the Show Rig—and the CPP team of course—out at some great shows this coming year starting with Dino's Git Down in Scottsdale, AZ! We also plan to take our project cars and trucks out to multiple Goodguys CPP Autocross Series events where we will enjoy putting our vehicles to the test.

We want to thank you all for choosing Classic Performance Products, Inc. We can't wait to see what this next year will bring.

## See You Down the Highway!



# Classic Performance Products, Inc.

## PREMIUM STEERING COLUMNS

**LATEST EXPANSION**  
**FEATURES**  
**FUNCTION**  
**PERFORMANCE**



SCAN QR CODE TO SEE OUR CURRENT LIST OF NEW PREMIUM COLUMNS



#DC-6266-SB

1964-66 NOVA SHIFT COLUMN SHOWN



**BRAND NEW INSIDE & OUT!**



• Tighter Tilt Mechanism



• Turn Signal & Neutral Safety Switch



• Shift Handle & Shift Collar—Eliminating All Excess Play with More Positive Shift point

1967-72 CHEVY TRUCK COLUMN SHIFT SHOWN INSTALLED

**NEW!**

SCAN QR CODE TO SEE HOW TO INSTALL A CPP PREMIUM TILT STEERING COLUMN IN 1967 TO 1972 CHEVY C10 TRUCKS



**PROFESSIONAL CHROME OR BLACK FINISH**

### CPP 5-WAY ADJUSTABLE TILT PREMIUM STEERING COLUMNS

We've expanded our product line! Adding high-quality aftermarket steering columns to our new Universal Fit lengths, now available and the list of new Classic Fit™ applications is growing.

Our Premium Universal Fit Columns can be used in everything from classic trucks and muscle cars to street rods and other custom applications. Multiple length options are available from 28" up to 33" in both column and floor shift, satin black and chrome. CPP also carries a wide variety of accessories to help adapt the Universal Fit Columns into almost any vehicle.

The Classic Fit Premium Columns are designed as direct bolt-ins for specific cars and trucks, featuring the appropriate length, wiring and mounting locations. They can be ordered in satin black or chrome and, for most applications, in column or floor shift. We offer Classic Fit Premium Columns for many popular GM and Ford vehicles with even more on the way. Classic car variants are available for Tri-Five, Chevelle and Nova while truck applications include C10, F100 and Bronco. The C10 columns even come in OE length or 1.5" shorter for increased "belly to wheel clearance" and comfort.

**IT'S ALL IN THE CASE!**



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<i>Classic Fit™</i>				
DC-6772-FB1.5	1967-72 Chevy Truck, Floor Shift, Black, 1.5" Shortened, ea.	\$549.00	\$481.00	\$412.00
DC-6772-FC1.5	1967-72 Chevy Truck, Floor Shift, Chrome, 1.5" Shortened, ea.	\$575.00	\$505.00	\$435.00
DC-6772-SB1.5	1967-72 Chevy Truck, Column Shift, Black, 1.5" Shortened, ea.	\$549.00	\$481.00	\$412.00
DC-6772-SC1.5	1967-72 Chevy Truck, Column Shift, Chrome, 1.5" Shortened, ea.	\$575.00	\$505.00	\$435.00
DC-6266-FBNOVA	1962-66 Nova, Floor Shift, Black, ea.	\$449.00	\$393.00	\$337.00
DC-6266-FCNOVA	1962-66 Nova, Floor Shift, Chrome, ea.	\$475.00	\$415.00	\$355.00
DC-6266-SBNOVA	1962-66 Nova, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6266-SCNOVA	1962-66 Nova, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-67-FBNOVA	1962-66 Nova, Floor Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-67-FCNOVA	1962-66 Nova, Floor Shift, Chrome, ea.	\$475.00	\$415.00	\$355.00
DC-67-SBNOVA	1962-66 Nova, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-67-SCNOVA	1962-66 Nova, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6466-FBMS	1964-66 A-Body, Floor Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-6466-FCMS	1964-66 A-Body, Floor Shift, Chrome, ea.	\$475.00	\$415.00	\$355.00
DC-6466-SBMS	1964-66 A-Body, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6466-SCMS	1964-66 A-Body, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6768-FBMS	1967-68 A-Body, Floor Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-6768-FCMS	1967-68 A-Body, Floor Shift, Chrome, ea.	\$475.00	\$415.00	\$355.00
DC-6768-SBMS	1967-68 A-Body, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6768-SCMS	1967-68 A-Body, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<i>Classic Fit™</i>				
DC-6768-FBCM	1967-68 Camaro, Floor Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-6768-FCCM	1967-68 Camaro, Floor Shift, Chrome, ea.	\$475.00	\$415.00	\$355.00
DC-6768-SBCM	1967-68 Camaro, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6768-SCCM	1967-68 Camaro, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6772-FBF100	1967-72 Ford Truck, Floor Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6772-FCF100	1967-72 Ford Truck, Floor Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6772-SBF100	1967-72 Ford Truck, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6772-SCF100	1967-72 Ford Truck, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6677-FBBRONCO	1966-77 Ford Bronco, Floor Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6677-FCBRONCO	1966-77 Ford Bronco, Floor Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
DC-6677-SBBRONCO	1966-77 Ford Bronco, Column Shift, Black, ea.	\$549.00	\$481.00	\$412.00
DC-6667-SCBRONCO	1966-77 Ford Bronco, Column Shift, Chrome, ea.	\$575.00	\$505.00	\$435.00
<b>UNIVERSAL</b>				
DC-28-FB	28" Universal, Floor Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-28-FC	28" Universal, Floor Shift, Chrome, ea.	\$455.00	\$399.00	\$340.00
DC-28-SB	28" Universal, Column Shift, Black, ea.	\$429.00	\$376.00	\$322.00
DC-28-SC	28" Universal, Column Shift, Chrome, ea.	\$429.00	\$376.00	\$322.00

SCAN QR CODE FOR AN OVERVIEW OF OUR PREMIUM UNIVERSAL STEERING COLUMNS



## NEW PRODUCT FEATURES



### 1967-72 F100 BED SHORTENING KIT

New kit comes with a simple template used for drilling and cutting the frame.

The template even shows how to modify the rear of the frame for mounting a short bed bumper.

Then a strong, laser-cut C-channel is provided to reattach the shortened frame. Hardware is included to bolt together the frame sections, but welding is recommended to ensure long-term structural rigidity. Comes with left and right steel templates, left and right C-channels and all the hardware needed.

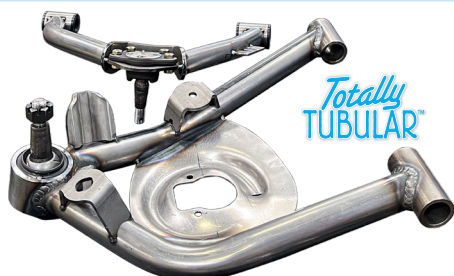


SCAN QR CODE FOR AN OVERVIEW



**GROWING IN POPULARITY!**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772LBFSK	1967-1972 F100 Bed Shortening Kit	\$339.00	\$299.00	\$255.00



Totally TUBULAR™

SCAN QR CODE SEE HOW WE DO IT!



### 1988-1998 C1500 (OBS) SERIES TRUCKS TOTALLY TUBULAR™ CONTROL ARMS & COIL-OVER COMPONENTS

No need to cut your fenders any more. CPP's new 88-98 Chevy OBS Totally Tubular Control Arms give you the added clearance you need to lower your truck and get your wheels away from your fender lip. The control arms are narrowed 1" per side to narrow your track width. When paired with the new CPP 88-98 X10 Spindles and Hubs (Stock or Drop) you gain another 1/2 inch per side, narrowing the track width a full 3 inches. Our hubs comes in 5x5 and 6x5.5 bolt patterns and are sealed bearing hubs. The lower control arms come with end links that allow the stock sway bar to be used. The arms will work with factory coil springs, lowered coil springs and CPP coil overs. The coil overs and arms are bolt in with no fabrication. Made in Placentia CA, with our proprietary D-Spec bushings.

**OBS Style**

**COMING SOON!**



**RESURGENCE!**

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS648-S	1988-1998 C1500 Stock Coil Spring (Coming Soon)	\$149.00	\$130.00	\$112.00
FCS648-1	1988-1998 C1500 1" Drop Coil Spring (Coming Soon)	\$149.00	\$130.00	\$112.00
FCS648-2	1988-1998 C1500 2" Drop Coil Spring (Coming Soon)	\$149.00	\$130.00	\$112.00
KY-1001	1998-1998 C1500 0-2 inch shock (Coming Soon)	\$69.00	\$60.00	\$112.00
8898FCOK-02	1988-1998 1500 Coil Over kit, 0-2" Drop, spanner wrench & thrust bearing (Coming Soon)	\$549.00	\$481.00	\$412.00
8898FCOK-23	1988-1998 1500 Coil Over kit, 2-3" Drop, spanner wrench & thrust bearing (Coming Soon)	\$549.00	\$481.00	\$412.00
8898TCA-LB	1988-1998 C1500 Totally Tubular lower control arms, comes complete, pr.	\$556.00	\$487.00	\$417.00
8898TCA-UB	1988-1998 C1500 Totally Tubular Upper control arms, comes complete, pr.	\$422.00	\$370.00	\$317.00
X10CKOBS-S5	X-10 Stock Height Spindles and Hubs, 5x5	\$599.00	\$525.00	\$450.00
X10CKOBS-D5	10 2.5" Drop Height Spindles and Hubs, 5x5	\$599.00	\$525.00	\$450.00
X10CKOBS-S6	X-10 Stock Height Spindles and Hubs, 6x5.5	\$599.00	\$525.00	\$450.00
X10CKOBS-D6	X-10 2.5" Drop Height Spindles and Hubs, 6x5.5	\$599.00	\$525.00	\$450.00



### NEW PRO TOURING HYBRID ALUMINUM GAS TANKS

Designed for maximum capacity and sleek looks, these tanks make it possible to run three complete, different fuel delivery setups including a mechanical fuel pump, one in-tank electric fuel pump or two in-tank pumps. An integrated surge tank puts the "Pro Touring" in these new hybrid aluminum fuel tanks and makes them perfect for high G-force applications. We currently offer Pro Touring tanks for early Chevy II/Novas (we used our black 1967 Nova as one of the test subjects during the design process) with Chevelle and Camaro applications coming soon.

SCAN QR CODE FOR AN OVERVIEW



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267AGT-22PTH	1962-1967 Nova/Chevelle Aluminum, 22 Gal., ea.	\$599.00	\$525.00	\$450.00
6267AGT-22BPTH	1962-1967 Nova/Chevelle Black Aluminum, 22 Gal., ea.	\$749.00	\$655.00	\$560.00
6467AGT-26H	1964-1967 Chevelle Aluminum, 26 Gal., ea.	\$699.00	\$615.00	\$525.00
6467AGT-26BH	1964-1967 Chevelle Black Aluminum, 26 Gal., ea.	\$749.00	\$655.00	\$560.00
6768AGT-18H	1967-1968 Camaro Aluminum, 18 Gal., ea.	\$699.00	\$615.00	\$525.00
6768AGT-18BH	1967-1968 Camaro Black Aluminum, 18 Gal., ea.	\$749.00	\$655.00	\$560.00
6872AGT-25H	1968-1972 Chevelle Aluminum, 25 Galos	\$699.00	\$615.00	\$525.00
6872AGT-25BH	1968-1972 Chevelle Black Aluminum, 25 Gal., ea.	\$749.00	\$655.00	\$560.00
69AGT-18H	1969 Camaro Aluminum, 18 Gal., ea.	\$699.00	\$615.00	\$525.00
69AGT-18BH	1969 Camaro Black Aluminum, 18 Gal., ea.	\$749.00	\$655.00	\$560.00
7073AGT-20H*	1970-1973 Camaro Aluminum, 20 Gal., ea.	\$699.00	\$615.00	\$525.00
7073AGT-20BH*	1970-1973 Camaro Black Aluminum, 20 Gal., ea.	\$749.00	\$655.00	\$560.00
7477AGT-21H*	1974-1977 Camaro Aluminum, 21 Gal., ea.	\$699.00	\$615.00	\$525.00
7477AGT-21BH*	1974-1977 Camaro Black Aluminum, 21 Gal., ea.	\$749.00	\$655.00	\$560.00
7881AGT-21H*	1978-1981 Camaro Aluminum, 21 Gal., ea.	\$699.00	\$615.00	\$525.00
7881AGT-21BH*	1978-1981 Camaro Black Aluminum, 21 Gal., ea.	\$749.00	\$655.00	\$560.00

\*Note: Coming Soon

## BRAKES / X10 EXTREME MODULAR SPINDLE BRAKE KITS



2.5" DROP **NEW!**

### COMPLETE 13" BIG BRAKE KITS WITH X10 MODULAR™ EXTREME DROP SPINDLES

The 1963 to 1987 C10 eXtreme 2.5" Drop Modular™ spindle was designed to be the perfect blend of late model strength and technology. Created for extreme situations where a lowered stance is a must and 17" or larger wheels are being installed. The new spindle uses a stronger, bolt-in sealed bearing hub assembly that installs in minutes by eliminating the need to pack bearings with grease and setting bearing preload. Available in both 5-lug and 6-lug truck bolt patterns. *Note: Requires 17" or bigger wheels.*



IDEAL FOR 20" WHEELS!



#6370SWBK-X10-5R

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370SWBK-X10-5	1963-70 (5x5) 5-Lug, kit	\$1,239.00	\$1,085.00	\$930.00
6370SWBK-X10-6	1963-70 (6x5.5) 6-Lug, kit	\$1,239.00	\$1,085.00	\$930.00
7172SWBK-X10-5	1971-72 (5x5) 5-Lug, kit	\$1,199.00	\$1,050.00	\$900.00
7172SWBK-X10-6	1971-72 (6x5.5) 6-Lug, kit	\$1,199.00	\$1,050.00	\$900.00
7387SWBK-X10-5	1973-87 (5x5) 5-Lug, kit	\$1,149.00	\$1,006.00	\$862.00
7387SWBK-X10-6	1973-87 (6x5.5) 6-Lug, kit	\$1,149.00	\$1,006.00	\$862.00

*Note: Contents will vary. 1971-72 kits do not include lower ball joints or sleeves  
1973-87 kits do not include ball joints, tie rod ends & sleeves.*

### STRONGEST SPINDLES ON THE MARKET!

Run larger brakes, even bigger wheels, and get a better stance with CPP's eXtreme X10 2.5" drop spindle! Our industry-leading Modular™ design opens the door to some of the best aftermarket big brakes and delivers incredible resistance to flex. Sealed bearing style hubs are an integral part of the ridged design plus they make for worry-free, easy installation.

### BRAKE COMPONENT KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
X10CK-5	5x5, with Black Calipers	\$599.00	\$525.00	\$450.00
X10CK-5R	5x5, with Red Calipers	\$599.00	\$525.00	\$450.00
X10CK-6	6x5.5, with Black Calipers	\$599.00	\$525.00	\$450.00
X10CK-6R	6x5.5, with Red Calipers	\$599.00	\$525.00	\$450.00

\* Spindles and hubs available separately.

SCAN QR CODE TO SEE THIS X-CELLENT DESIGN FOR BIG WHEELS & BRAKE COMBOS



**NEW!**  
#6370X10H-6  
2.5" DROP

### X10 MODULAR™ EXTREME SPINDLE & HUB UPGRADE KIT

The components in this kit will allow you to upgrade your current CPP Big Brake kit as well as a direct fit for aftermarket alternatives (including Baer, Brembo, & Wilwood).

FOR 17" OR LARGER WHEELS

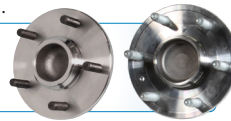
#### UPGRADE KITS INCLUDE:

- 2.5" Modular™ Drop Spindles Cast from High-Quality Ductile Iron
- Utilizes Stronger, Modern, Bolt-in Sealed Bearing Hub Assemblies
- Upper & Lower Ball Joints, Outer Tie Rod Ends & Billet Tie Rod Sleeves (if needed)
- Available in 5 or 6-lug Bolt Patterns

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370X10H-5	1963-70 C10, 5-Lug Upgrade, kit	\$639.00	\$560.00	\$480.00
6370X10H-6	1963-70 C10, 6-Lug Upgrade, kit	\$639.00	\$560.00	\$480.00
7172X10H-5	1971-72 C10, 5-Lug Upgrade, kit	\$599.00	\$525.00	\$450.00
7172X10H-6	1971-70 C10, 6-Lug Upgrade, kit	\$599.00	\$525.00	\$450.00
7387X10H-5	1973-87 C10, 5-Lug Upgrade, kit	\$549.00	\$481.00	\$412.00
7387X10H-6	1973-87 C10, 6-Lug Upgrade, kit	\$549.00	\$481.00	\$412.00

*Note: Contents will vary. 1971-72 kits do not include lower ball joints or sleeves  
1973-87 kits do not include ball joints, tie rod ends & sleeves.*

### X10 HUBS 5-LUG OR 6-LUG



1-PIECE FORGED NODULAR IRON SPINDLE



### PRO-SERIES 6-PISTON FRONT BIG BRAKE KIT FOR X10 MODULAR EXTREME SPINDLES

Add the CPP ProSeries 6-piston 14" brake kit to your X10 modular drop spindle for the ultimate braking performance. This brake kit includes a 2-piece forged caliper design with 6 cross bolts for added strength. Calipers are loaded with stainless steel pistons, abutments, noise suppression springs and dual seals to meet DOT requirements. Rotors are a 2-piece design, 14" in diameter, cross drilled and gas slotted, that have been pre-assembled to make installation quick and easy. This brake package brings modern styling, brake performance, and safety to your classic truck.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6087B6WK-5X14	1963-87 Chevy Truck, 5x5 Lug, (for X10 spindles)	\$2,850.00	\$2,494.00	\$2,138.00
6087B6WK-6X14	1963-87 Chevy Truck, 6x5.5 Lug, (for X10 spindles)	\$2,850.00	\$2,494.00	\$2,138.00

## CORVETTE-STYLE SPINDLE BRAKE KITS



### CORVETTE-STYLE SPINDLE WHEEL BRAKE KITS

CPP introduces its newest addition to the Corvette style spindle product line. Our Corvette Style wheel brake kits utilize a Corvette style hub assembly and a stronger sealed bearing pack. With a sealed bearing pack, flex on the factory spindle pin, which causes caliper piston push back is resolved. This condition is especially a problem on aftermarket multi-piston radial mount style calipers. CPP's Corvette style spindle line-up covers all the most popular GM A,F,X,G, and B body applications. Early A,F, and X body cars can re-use the original steering arms or use CPP replacement steering arms. 2" Drop options are available for 1955-57 Bel-Air, 1967-69 Camaro, 1968-74 Nova, and 1964-72 Chevelle. The tall spindle design for the A,F, and X body applications improves steering geometry which is especially important in pro-touring applications. Spindles will not increase track width from factory.

#### 13" WHEEL BRAKE KIT FEATURES\*

- Corvette-Style Stock Height or 2" Drop Spindles
- 13" Front Cross Drilled/Gas Slotted Rotors
- Large Front Dual-Piston, Loaded Black or Red Calipers
- CPP C7 Performance with Sealed Bearings
- Braided Stainless Steel Hose Kit • Installation Hardware
- Works with Stock or CPP Totally Tubular™ Control Arms

NOTE: These kits will not work with CPP budget tubular control arms #6774ETA-K.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>C7 PERFORMANCE HUBS WITH 7/16 x20 &amp; 1/2 x20 BOLT PATTERN</b>				
5557SWBK-DC7	1955-57 Chevy Fullsize, w/ 2" drop spindles, kit	\$979.00	\$857.00	\$735.00
6474SWBK-STC7	1967-69 Camaro, 1968-74 Nova, 1964-72 Midsize, w/ stock-height spindles, kit	\$979.00	\$857.00	\$735.00
6474SWBK-DC7	1967-69 Camaro, 1968-74 Nova, 1964-72 Midsize, w/ 2" drop spindle, kit	\$979.00	\$857.00	\$735.00
7081SWBK-SC7	1970-81 Camaro, w/ stock-height spindles, kit	\$979.00	\$857.00	\$735.00
7887SWBK-SC7	1978-87 G-Body, w/ stock-height spindles, kit	\$979.00	\$857.00	\$735.00

**MUSTANG II CORVETTE-STYLE SPINDLE/HUB/BRAKE UPGRADE KITS**  
SCAN QR CODE FOR DETAILS



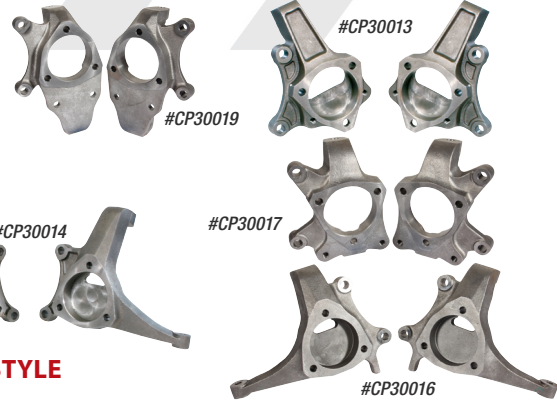
**NEW! HYBRID SPINDLE SEE PAGE 37**



### C7 CORVETTE-STYLE HUB ASSEMBLIES

Whether you're working on your daily driver or high performance Pro-Touring vehicle, CPP offers different options for Corvette-style hub assemblies.

**NEW!**



### CORVETTE-STYLE SPINDLES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30019	1955-57 Fullsize 2" drop, pr.	\$319.00	\$280.00	\$240.00
CP30013	1967-69 Camaro, 1968-74 Nova, 1964-72 Chevelle, stock-height, pr.	\$319.00	\$280.00	\$240.00
CP30014	1970-81 Camaro & 1975-79 Nova, 1973-77 Chevelle, stock-height, pr.	\$319.00	\$280.00	\$240.00
CP30017	1967-69 Camaro, 1968-74 Nova, 1964-72 Chevelle, 2" drop, pr.	\$319.00	\$280.00	\$240.00
CP30016	1978-87 G-Body stock-height, pr.	\$319.00	\$280.00	\$240.00



PRO Series

### PRO-SERIES 6-PISTON FRONT BIG BRAKE KIT FOR CORVETTE STYLE SPINDLE



Add the CPP ProSeries 6-piston 14" brake kit to your Corvette style spindle for the ultimate braking performance. This brake kit includes a 2 piece forged caliper design with 6 cross bolts for added strength. Calipers are loaded with stainless steel pistons, abutments, noise suppression springs and dual seals to meet DOT requirements. Rotors are a 2 piece design, 14" in diameter, cross drilled and gas slotted, that have been pre-assembled to make installation quick and easy. This brake package brings modern styling, brake performance, and safety to your classic car or truck.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>14" FRONT CORVETTE-STYLE</b>				
5557B6WK-CS14	1955-57 Chevy, (for Corvette-style spindles), kit	\$2,430.00	\$2,127.00	\$1,823.00
6481B6WK-CS14	1968-74 Nova, 1967-81 Camaro, 1964-72 Midsize (for Corvette-style spindles), kit	\$2,430.00	\$2,127.00	\$1,823.00
7888B6WK-CS14	1978-88 G-Body (for Corvette-style spindles), kit	\$2,430.00	\$2,127.00	\$1,823.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
35041*	5x4.75 w 7/16 x 20 & 1/2 x 20 dual threads	\$79.00	\$79.00	\$71.00
34043	5x4.75 & 5x4.5 w 1/2 x 20 studs car patterns	\$89.00	\$89.00	\$89.00
35044	5x5 & 5x5.5 w 1/2 x 20 studs, truck patterns	\$89.00	\$89.00	\$89.00
35045	6x5.5 w 7/16 x 20 studs, truck pattern	\$79.00	\$79.00	\$79.00

\*Note: Comes with 7/16 x20 studs

## BRAKES / 6-PISTON PRO-SERIES PERFORMANCE KITS



#6087B6WK-5D14B

### 6-PISTON 14" BIG BRAKE FRONT PACKAGE FEATURES\*

- 2-Piece Pre-Assembled Drilled/Slotted & Zinc Coated Rotors
- 6-Piston Billet Aluminum Stationary Red or Black Calipers
- NAS Premium Stainless Hardware
- Braided Set Stainless Brake Hose Kit

**14" ROTORS!**

IDEAL FOR LARGER WHEELS!



#6774B6RWBK-S14

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>14" REAR</b>				
6087B6RWBK-514	1960-87 Chevy Truck, 5-Lug pattern, kit	\$2,840.00	\$2,485.00	\$2130.00
6087B6RWBK-614	1960-87 Chevy Truck, 6-Lug pattern, kit	\$2,840.00	\$2,485.00	\$2130.00
5557B6RWBK-S14	1955-57 Fullsize, stock Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
5864B6RWBK-S14	1958-64 Fullsize, stock Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
6570B6RWBK-S14	1965-70 Fullsize, stock Rear End, kit	\$2,850.00	\$2,494.00	\$2138.00
6769B6RWBK-B14	1967-69 Camaro, stock bearing on axle BOP Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
6774B6RWBK-S14	1967-69 Camaro, 1968-74 Nova, stock 10 or 12 bolt C-Clip Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
7074B6RWBK-C14	1970-74 Camaro, stock C-clip Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
7581B6RWBK-C14	1975-81 Camaro, stock C-clip Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00



### PRO-SERIES PERFORMANCE 6-PISTON FRONT BIG BRAKE KIT

Classic Performance Products brings you a massive 14" rotor and 6 piston caliper combination to get your classic car or truck stopped safely and efficiently. These premium brake kits are designed to fit stock and CPP's Modular drop spindles. The 6 piston calipers are a 2-piece forged caliper design with six cross bolts for added strength. The piston sizes are staggered to minimize tapered pad wear and it uses the same pad as the C5 (1997-2004) and C6 (2005-2012) Corvette for an easy-to-find, cost effective pad replacement. Includes stainless steel pistons, abutments, noise suppression springs and dual seals (dust/weather pressure) to meet DOT specifications. Kits come with proper banjo fittings, not pipe thread fittings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>14" FRONT</b>				
6087B6WK-5D14	1960-87 Chevy Truck, 5x5 lug (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$1,823.00
6087B6WK-6D14	1960-87 Chevy Truck, 6x5.5 lug (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$1,823.00
5568B6WK-S14	1955-68 Chevy Fullsize (for stock spindles), kit	\$2,850.00	\$2,494.00	\$1,823.00
5870B6WK-D14	1958-70 Chevy Fullsize (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$1,823.00
6472B6WK-S14	1964-72 A-F-X (for stock spindles), kit	\$2,850.00	\$2,494.00	\$1,823.00
6367B6WK-S14	1963-67 Ford Truck, (for stock-drum spindles)	\$2,395.00	\$2,275.00	\$2,107.00

### PRO-SERIES PERFORMANCE 6-PISTON REAR BIG BRAKE KIT

Our rear ProSeries 6 piston big brake kits are specifically designed with smaller staggered pistons for rear brake applications. The parking brake is incorporated into the hat of the rotor and hoses have correct banjo fittings, not pipe thread. Rotors are 2 piece, cross-drilled, gas slotted, 14" in diameter, and pre-assembled for a quick and easy installation.

#### 6-PISTON 14" BIG BRAKE REAR PACKAGE FEATURES\*

- 2-Piece Pre-Assembled Drilled/Slotted & Zinc Coated Rotors
- Calipers & brackets
- Hard Lines & Hoses
- All Mounting Hardware

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6477B6RWBK-S14	1964-77 Mid-size, stock 10 or 12 bolt C-clip Rear End, kit	\$2,840.00	\$2,485.00	\$2130.00
6472B6RWBK-B14	1964-72 Mid-Size, stock bearing on axle BOP Rear End, kit	\$2,840.00	\$2,485.00	\$2,130.00
7888B6RWBK-S14	1978-88 G-Body, stock 10 bolt Rear End, kit	\$2,840.00	\$2,485.00	\$2,130.00
9B6RWBK-114	Ford 9" Torino Rear End, 5x4.5 and 5x4.75 lug pattern (does not include parking brake cable), kit	\$2,840.00	\$2,485.00	\$2,130.00
9B6RWBK-214	Ford 9" Torino Rear End, 5x5 lug pattern (does not include parking brake cable), kit	\$2,840.00	\$2,485.00	\$2,130.00
E9B6RWBK-114	Early Big Bearing Ford 9" Rear End	\$2,850.00	\$2,494.00	\$2,138.00
6872B6RWBK-S14	1968-72 Ford Truck	\$2,850.00	\$2,494.00	\$2,138.00

Note: 14" kits utilize a 14" rotor and require a minimum 18" wheel.

## 1965-79 FORD TRUCK BRAKE KITS

EXCLUSIVE DESIGN

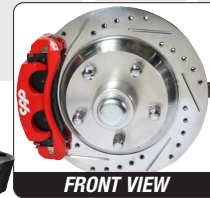
**13" ROTORS!**

1965-79  
FORD TRUCK

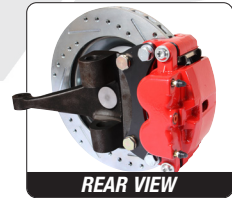
### 1965-72 FORD TRUCK MODULAR™ STOCK SPINDLE BIG BRAKE KITS

Our Modular™ Ford Truck Spindle BIG Brake kits are finally here! This kit was designed and manufactured just for trucks with 17" or larger wheels! This kit is a bolt on kit, no modifications necessary. These kits feature Modular spindles that have an anti-rust, black finish coating, 13" rotors, BIG Twin Piston loaded floating calipers, new king pins and all the hoses, bearings and seals needed to complete the installation. These kits are the perfect way to rebuild your Ford Truck front axle and add a BIG Brake kit for your 17" or larger wheels! (13" rotors come standard with the original 5 on 5-1/2 five bolt pattern).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572SWBK-MT	1965-79 Ford Truck, 13" Big Brake Kit	\$1,095.00	\$959.00	\$822.00
K512D	King Pin Kit, kit (for light-duty axle)	\$95.00	\$84.00	\$72.00



FRONT VIEW



REAR VIEW

SPECIAL ORDER AVAILABLE FOR OTHER BOLT PATTERNS

#### 13" BIG BRAKE KIT FEATURES\*

- 13" Cross-Drilled & Gas-Slotted Rotors, 5x5.5 Bolt Pattern
- \* Also available in other bolt patterns, please inquire.
- Modular™ Stock Spindles
- Aluminum Hubs with Screw-in Studs
- PBR C15 calipers with Dual 52mm pistons
- Caliper Brackets
- Brand New King Pin Rebuild Kit
- Bearings, Seals, Rubber Hoses, Clips & Hardware

Note: These kits require 17" or larger wheels. Kit is also available in other bolt patterns (must be special order).



MODULAR™

**12" ROTORS!**

1965-79  
FORD TRUCK

SCAN QR CODE FOR DETAILS as seen in Classic Truck Performance Magazine!



#### DISC BRAKE KIT FEATURES\*

- Modular™ Stock Spindles
- Bearings, Seals, Rubber Hoses & Clips
- Loaded Calipers
- Brand New King Pin Rebuild Kit
- 12" Standard Rotors
- All Mounting Hardware

### 1965-79 FORD TRUCK MODULAR™ STOCK SPINDLE 12" DISC BRAKE KITS

BOLT-ON BETTER

The wait is over, our NEW Modular Ford Truck Spindle Brake kits are finally here, making converting to a newer, more modern disc brakes, bolt-on easy! These kits feature Modular Spindles, 12" rotors, big single piston loaded full floating calipers, new king pins and all the hoses, bearings and seals needed to complete the installation. These kits are the perfect way to rebuild your Ford Truck front axle and add modern disc brakes in bolt on fashion. Note: 12" rotors are only available in the original 5 on 5-1/2 five bolt pattern.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572SWBK-12	1965-79 Ford Truck, kit	\$749.00	\$656.00	\$562.00



SHOWN WITH OPTIONAL UPGRADED ROTORS.

1965-72  
FORD TRUCK

#### DISC BRAKE KIT FEATURES\*

- OE-Style Stock Spindles
- Loaded Ford Calipers
- 12" Standard Rotors
- Bearings, Seals, Rubber Hoses & Clips
- Brand New King Pin Rebuild Kit
- All Mounting Hardware

OE-STYLE FORD SPINDLES



AVAILABLE SEPARATELY!

#6572FSN

### 1965-79 FORD TRUCK OE STOCK SPINDLE WHEEL BRAKE KIT

No more waiting for reconditioned spindles! CPP now offers a brand new OE stock style spindle for the 1965-72 Ford trucks to make upgrading to disc conversion much easier. Our direct bolt-on kits include stock height spindles, King pin kit, 5 x 5.5 Bolt pattern rotors, calipers and mounting brackets, bearings, seals and hoses. Spindles and new king pin kit also available separately to work with later F100 brake components.

BOLT-ON BETTER

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572SWBK-FT	1965-79 Ford Truck, kit	\$799.00	\$700.00	\$600.00
6572FSN	1965-79 Stock-Style Spindles, pair	\$299.00	\$262.00	\$225.00

# Classic Performance Products, Inc.

## BRAKES / HYDRASTOP™ HYDRAULIC ASSIST SYSTEMS

AS SEEN ON WEEK-TO-WICKED 1955 CHEVY



PUTS OUT AN AMAZING 1800 PSI AT THE WHEELS

STREET BEAST INSTALLED



### 100% BRAND NEW! HYDRASTOP™ HYDRAULIC ASSIST SYSTEMS

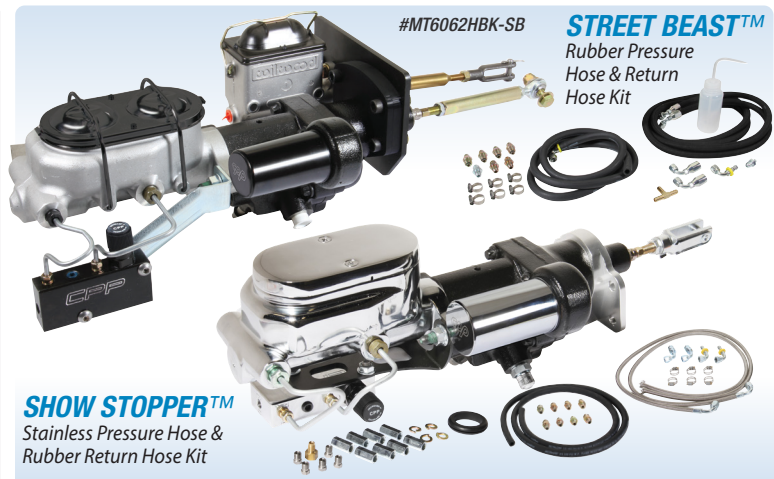
Our high-quality direct bolt-in hydraulic brake booster kit is designed to upgrade manual or vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. These systems include everything you need to install into your vehicle.

#### HYDRAULIC ASSIST SYSTEMS PACKAGE FEATURES\*

- Hydraulic Brake Assist Unit
- Firewall or Frame Mount Mounting Bracket
- Corvette-Style Master Cylinder
- Adjustable Proportioning Valve Distribution Block
- Accumulator Cover
- Pressure & Return Hoses
- All Fittings & Hardware
- Fill bottle (for frame mount applications)

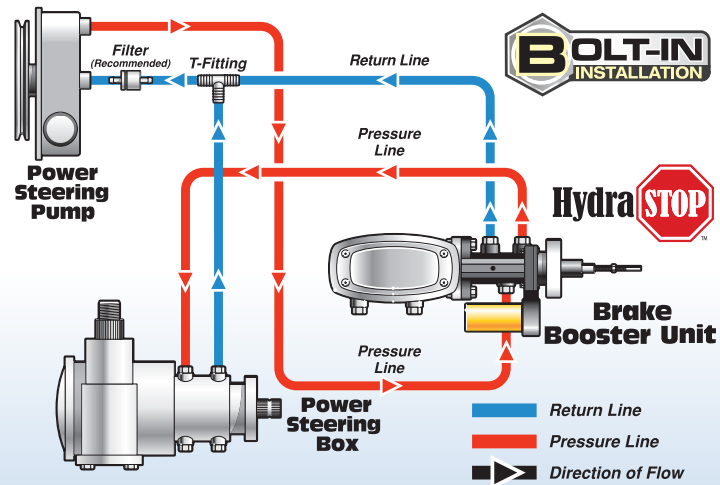


SCAN QR CODE TO LEARN WHY YOU NEED HYDRASTOP!



SHOW STOPPER™  
Stainless Pressure Hose & Rubber Return Hose Kit

#MT6062HBK-SB  
STREET BEAST™  
Rubber Pressure Hose & Return Hose Kit



DESCRIPTION	PART #	RETAIL	JOBBER	DEALER	PART #	RETAIL	JOBBER	DEALER	
<b>HYDRASTOP™ SYSTEMS</b>				<b>STREET BEAST™</b>				<b>SHOW STOPPER™</b>	
1947-53 Chevy/GMC Truck Firewall Mount	4753HBK-SB	\$829.00	\$769.00	\$619.00	4753HBK-SS	\$1,129.00	\$988.00	\$847.00	
1955-59 Chevy/GMC Truck Firewall Mount	5559HBK-SB	\$979.00	\$857.00	\$735.00	5559HBK-SS	\$1,129.00	\$988.00	\$847.00	
1947-54 Chevy/GMC Truck Frame Mount	4754HBK-SBU	\$999.00	\$875.00	\$750.00	4754HBK-SSU	\$1,129.00	\$988.00	\$847.00	
1955-59 Chevy/GMC Truck Frame mount	5559HBK-SBU	\$999.00	\$875.00	\$750.00	5559HBK-SSU	\$1,129.00	\$988.00	\$847.00	
1960-62 Chevy/GMC Truck (Automatic)	6062HBK-SB	\$979.00	\$857.00	\$735.00	6062HBK-SS	\$1,129.00	\$988.00	\$847.00	
1960-62 Chevy/GMC Truck (Manual)	MT6062HBK-SB	\$1,129.00	\$988.00	\$847.00	MT6062HBK-SS	\$1,279.00	\$1,120.00	\$960.00	
1963-66 Chevy/GMC Truck	6366HBK-SB	\$979.00	\$857.00	\$735.00	6366HBK-SS	\$1,129.00	\$988.00	\$847.00	
1967-72 Chevy/GMC Truck	6772HBK-SB	\$979.00	\$857.00	\$735.00	6772HBK-SS	\$1,129.00	\$988.00	\$847.00	
1973-87 Chevy/GMC Truck	7387HBK-SB	\$979.00	\$857.00	\$735.00	7387HBK-SS	\$1,049.00	\$918.00	\$787.00	
1955-64 Chevy Fullsize	5564HBK-SB	\$979.00	\$857.00	\$735.00	5564HBK-SS	\$1,129.00	\$988.00	\$847.00	
1955-64 Chevy Fullsize (90 degree mount)	5564HBK-SB90	\$1,049.00	\$918.00	\$787.00	5564HBK-SS90	\$1,190.00	\$1,050.00	\$900.00	
1965-70 Chevy Fullsize	6570HBK-SB	\$979.00	\$857.00	\$735.00	6570HBK-SS	\$1,129.00	\$988.00	\$847.00	
1964-74 A/F/X Body	6474HBK-SB	\$979.00	\$857.00	\$735.00	6474HBK-SS	\$1,129.00	\$988.00	\$847.00	
1962-67 Nova * (IFS clip only)	6267HBK-SB	\$979.00	\$857.00	\$735.00	6267HBK-SS	\$1,129.00	\$988.00	\$847.00	
1968-82 Chevy Corvette * (for powr brake eqipt. cars)	6882HBK-SB	\$899.00	\$787.00	\$675.00					
1970-81 Camaro and Firebird	7081HBK-SB	\$979.00	\$857.00	\$735.00	7081HBK-SS	\$1,049.00	\$918.00	\$787.00	
1978-87 G-Body	7887HBK-SB	\$899.00	\$787.00	\$675.00	7887HBK-SS	\$1,129.00	\$988.00	\$847.00	
1948-52 Ford Truck Firewall mount	4852HBK-SB	\$979.00	\$857.00	\$735.00	4852HBK-SS	\$1,129.00	\$988.00	\$847.00	
1953-56 Ford Truck Firewall mount	5356HBK-SB	\$979.00	\$857.00	\$735.00	5356HBK-SS	\$1,129.00	\$988.00	\$847.00	
1965-1976 Ford 1/2 & 3/4 Ton Truck	6576HBK-SB	\$979.00	\$857.00	\$735.00	6576HBK-SS	\$1,129.00	\$988.00	\$847.00	
1974-1986 CJ Jeep	7486HBK-SB	\$979.00	\$857.00	\$735.00	7486HBK-SS	\$1,129.00	\$988.00	\$847.00	
1968-1982 Corvette (For OE power brake cars only)	6882HBK-SB	\$899.00	\$787.00	\$675.00	6882HBK-SS	\$1,049.00	\$918.00	\$787.00	



## MIDNITE SERIES BOOSTER KITS



### MIDNITE SERIES BOOSTER KITS

We give a new look to your classic car or truck by introducing our Midnite series booster kits which are available for specific applications or universal for custom applications. Black boosters are available in 7" up to 11" diameter in single and dual diaphragms. Our MNS- series comes with a lightweight cast aluminum master cylinder and GM style proportioning valve. Our BFM- series comes with a custom master cylinder featuring a flat top lid that give a unique look to your classic ride, along with an adjustable proportioning valve. Both masters available in 1" and 1-1/8" bore size to accommodate many applications.

DESCRIPTION	PART #	RETAIL	JOBBER	DEALER	PART #	RETAIL	JOBBER	DEALER
<b>BOOSTER KITS</b>		<b>MNS SERIES</b>			<b>BFM SERIES</b>			
1947-53 Chevy/GMC Truck Firewall Mount	MNS4753FBB24	\$389.00	\$341.00	\$292.00	BFM4753FBB24	\$419.00	\$367.00	\$315.00
1955-59 Chevy/GMC Truck Firewall Mount	MNS5559FBB24	\$389.00	\$341.00	\$292.00	BFM5559FBB24	\$419.00	\$367.00	\$315.00
1947-54 Chevy Frame Mount	MNS4754BB24	\$389.00	\$341.00	\$292.00	BFM4754FBB24	\$419.00	\$367.00	\$315.00
1955-59 Chevy/GMC Truck Frame mount	MNS5559BB24	\$389.00	\$341.00	\$292.00	BFM5559BB24	\$389.00	\$341.00	\$292.00
1960-62 Chevy/GMC Truck (Automatic) Firewall Mount	MNS6062BB24	\$389.00	\$341.00	\$292.00	BFM6062BB24	\$419.00	\$367.00	\$315.00
1963-66 Chevy/GMC Truck Firewall Mount	MNS6366BB24	\$389.00	\$341.00	\$292.00	BFM6366BB24	\$419.00	\$367.00	\$315.00
1967-72 Chevy/GMC Truck Firewall Mount	MNS6772BB24	\$389.00	\$341.00	\$292.00	BFM6772BB24	\$419.00	\$367.00	\$315.00
1973-87 Chevy/GMC Truck Firewall Mount	MNS7387BB24	\$389.00	\$341.00	\$292.00	BFM7387BB24	\$419.00	\$367.00	\$315.00
1988-93 Chevy C10 & C20 Firewall Mount	MNS8893BB24	\$389.00	\$341.00	\$292.00				
1994-99 Chevy C10 & C20 Firewall Mount	MNS9499BB24	\$389.00	\$341.00	\$292.00				
1955-57 Tri-Five Firewall Mount	MNS5557BB24	\$389.00	\$341.00	\$292.00	BFM5557BB24	\$419.00	\$367.00	\$315.00
1958-64 Chevy Fullsize Firewall Mount	MNS5864BB24	\$389.00	\$341.00	\$292.00	BFM5864BB24	\$419.00	\$367.00	\$315.00
1965-70 Chevy Fullsize Firewall Mount	MNS6570BB24	\$389.00	\$341.00	\$292.00	BFM6570BB24	\$419.00	\$367.00	\$315.00
1971-80 Chevy Fullsize Firewall Mount	MNS7180BB24	\$389.00	\$341.00	\$292.00	BFM7180BB24	\$419.00	\$367.00	\$315.00
1981-90 Chevy Fullsize Firewall Mount	MNS8190BB24	\$389.00	\$341.00	\$292.00				
1964-74 A/F/X Body Firewall Mount	MNS6474BB24	\$389.00	\$341.00	\$292.00	BFM6474BB24	\$419.00	\$367.00	\$315.00
1962-67 Nova * (IFS clip only) Firewall Mount	MNS6267BB24	\$389.00	\$341.00	\$292.00	BFM6267BB24	\$419.00	\$367.00	\$315.00
1970-81 Camaro and Firebird Firewall Mount	MNS7081BB24	\$389.00	\$341.00	\$292.00	BFM7081BB24	\$419.00	\$367.00	\$315.00
1979-81 G-Body Firewall Mount	MNS7981BB24	\$389.00	\$341.00	\$292.00				
1982-88 G-Body Firewall Mount	MNS8288BB24	\$389.00	\$341.00	\$292.00				
1948-52 F-100 Firewall mount	MNS4852FBB24	\$389.00	\$341.00	\$292.00	BFM4852FBB24	\$419.00	\$367.00	\$315.00
1948-52 F-100 Frame Mount	MNS4852BB24	\$389.00	\$341.00	\$292.00	BFM4852BB24	\$419.00	\$367.00	\$315.00
1953-56 F-100 Firewall Mount	MNS5356FBB24	\$389.00	\$341.00	\$292.00	BFM5356FBB24	\$419.00	\$367.00	\$315.00
1953-56 F-100 Frame Mount	MNS5356BB24	\$389.00	\$341.00	\$292.00	BFM5356BB24	\$419.00	\$367.00	\$315.00

### 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 master cylinder that you're looking for. These units are all brand new and many come in different bore sizes for whatever your project demands.



PART #	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>1" BORE</b>		<b>1-1/8" BORE</b>			
<b>MASTER CYLINDERS</b>					
M-C100BAS	M-C118BAS	2 port 1/2-20, 9/16-18 thread, Black Aluminum Master Cylinder with Flat Lid, ea.	\$119.00	\$105.00	\$90.00
M-C100CAS	M-C118CAS	2 port 1/2-20, 9/16-18 thread, Chrome Aluminum Master Cylinder with Flat Lid, ea.	\$129.00	\$113.00	\$97.00
M-C100APB-S	M-C118APB-S	4 Port 3/8-24 Thread, Small Port, Custom Aluminum with Black Lid, ea.	\$89.00	\$78.00	\$67.00
M-C100-APBLF	M-C118-APBLF	Aluminum Cast Master Cylinder W/ Left Side Fittings & Black Lid, ea	\$89.00	\$78.00	\$67.00
M-C100-APLF	M-C118-APLF	Aluminum Cast Master Cylinder W/ Left Side Fittings & Chrome Lid, ea	\$89.00	\$78.00	\$67.00

BLEEDER KIT INCLUDED WITH PURCHASE OF ANY MASTER CYLINDER



## BRAKES / BRAKE COMPONENTS



### HYDRAULIC BRAKE ASSIST INSTALLATION KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HBA-1K	Hydraulic Brake Assist Install Kit, kit	\$45.00	\$40.00	\$34.00
PSFF-K	In-Line Filter & Fitting Kit, 3/8" lines, kit	\$31.00	\$28.00	\$24.00
PSF-AN	In-Line Filter only, 3/8" lines, ea.	\$23.00	\$21.00	\$18.00
CP0105	Brake Bleeding Syringe, curved tip, ea.	\$8.00	\$7.00	\$6.00
PO-OF6	Push-Lock Filter w/ CPP logo, ea.	\$31.00	\$28.00	\$24.00



### HYDRASTOP™ HYDRAULIC BRAKE ASSIST HOSE KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HAHK-R	4' Rubber Return & Pressure Hose kit	\$175.00	\$154.00	\$132.00
HAHK-S	4' Rubber Return & Stainless Pressure Hose Kit	\$225.00	\$197.00	\$169.00
HAHK-R6	6' Rubber Return & Pressure Hose kit	\$195.00	\$171.00	\$147.00
HAHK-S6	6' Rubber Return & Stainless Pressure Hose Kit	\$245.00	\$215.00	\$184.00
CP-HFK	Hydrastop™ Fitting Kit, kit	\$49.00	\$43.00	\$37.00

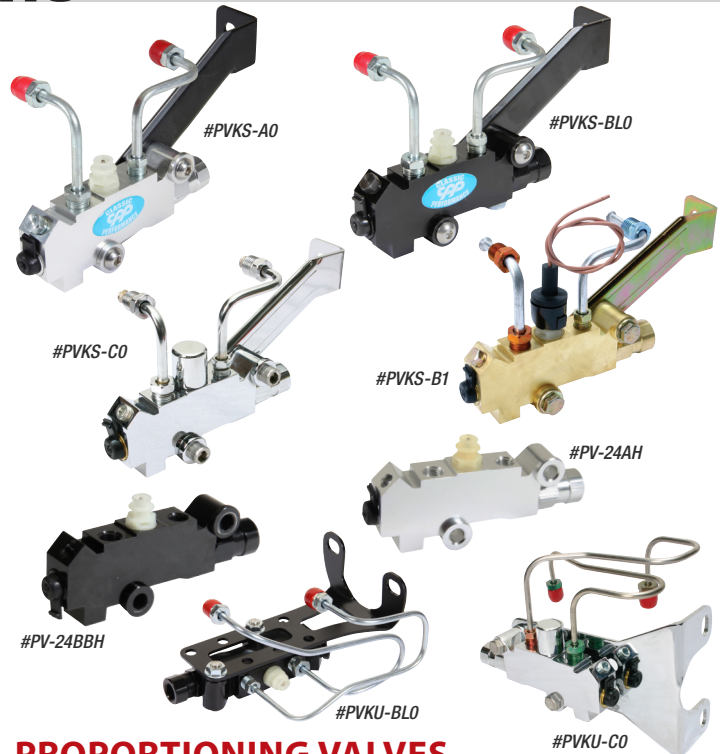


### HYDRASTOP™ ACCUMULATOR COVERS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RP5100	CPP Aluminum Accumulator Cover, ea.	\$55.00	\$49.00	\$42.00
BP5100	CPP Black Accumulator Cover, ea.	\$59.00	\$52.00	\$45.00

### NON-CPP LOGO ACCUMULATOR COVERS NOT SHOWN-ALSO AVAILABLE

CP5100N	Chrome Accumulator Cover, ea.	\$69.00	\$69.00	\$69.00
RP5100N	Aluminum Accumulator Cover, ea.	\$55.00	\$55.00	\$55.00
BP5100N	Black Accumulator Cover, ea.	\$59.00	\$59.00	\$59.00



### PROPORTIONING 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. Our proportioning valve setups use our new Hybrid Proportioning valves that work for both disc/drum and disc/disc applications. Unlike conventional 4 wheel disc proportioning valves, the new design valve also controls the front brake pressures. When the brakes is first applied the rear brakes act with more brake pressure. The purpose is to activate the rear brakes first, and maintain a slightly higher rear brake pressure as the braking force increases up to the split point. After the brake pressure has risen to the split point the rate of rise within rear brake system will decrease to prevent rear wheel lockup. Residual valves will not be necessary with 4 wheel disc brakes. The front brake will maintain a small residual pressure so they are quicker to act, while their action is better controlled. The fail safe isolation valve function remains 100% intact. These setups are available in aluminum, brass, black and chrome. 1967 and newer vehicles require the pressure differential warning light socket and pigtail as an important safety item and we have specific setups to accommodate that as listed below.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>SIDE MOUNT KITS</b>				
PVKS-A0	Aluminum Valve W/ Black Bracket	\$99.00	\$87.00	\$75.00
PVKS-B0	Brass Valve W/ Brass Bracket	\$99.00	\$87.00	\$75.00
PVKS-BL0	Black Valve W/ Black Bracket	\$99.00	\$87.00	\$75.00
PVKS-C0	Chrome Valve W/ Chrome Bracket	\$119.00	\$105.00	\$90.00
PVKS-A1	Aluminum Valve W/ Black Bracket and Wire	\$99.00	\$87.00	\$75.00
PVKS-B1	Brass Valve W/ Brass Bracket and Wire	\$99.00	\$87.00	\$75.00
PVKS-BL1	Black Valve W/ Black Bracket and Wire	\$99.00	\$87.00	\$75.00
PVKS-C1	Chrome Valve W/ Chrome Bracket and Wire	\$119.00	\$105.00	\$90.00

### UNDER MOUNT KITS

PVKU-A0	Aluminum Valve W/ Black Bracket	\$115.00	\$101.00	\$87.00
PVKU-B0	Brass Valve W/ Brass Bracket	\$115.00	\$101.00	\$87.00
PVKU-BL0	Black Valve W/ Black Bracket	\$115.00	\$101.00	\$87.00
PVKU-C0	Chrome Valve W/ Chrome Bracket	\$135.00	\$119.00	\$102.00

### PROPORTIONING VALUES ONLY

PV-24AH	Aluminum 2 or 4 disc valve, ea	\$79.00	\$70.00	\$60.00
PV-24BH	Brass 2 or 4 disc valve, ea	\$79.00	\$70.00	\$60.00
PV-24BBH	Black 2 or 4 disc valve, ea	\$79.00	\$70.00	\$60.00
PV-24AHC	Chrome 2 or 4 disc valve, ea	\$89.00	\$78.00	\$67.00

## BRAKE COMPONENTS



### PROP VALVE ACCESSORIES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SP015130	Proportioning Valve Wire	\$15.00	\$14.00	\$12.00
PV-TOOL	Combination Valve Tool	\$10.00	\$9.00	\$8.00
PV-24NA	Aluminum Rear Relief Valve	\$25.00	\$22.00	\$19.00
PV-24N	Brass Rear Relief Valve	\$25.00	\$22.00	\$19.00
PV-24NB	Black Rear Relief Valve	\$25.00	\$22.00	\$19.00
PV-24NC	Chrome Rear Relief Valve	\$25.00	\$22.00	\$19.00
PVMVK-D	Metering Valve	\$25.00	\$22.00	\$19.00
PVC-C	Proportioning Valve Cover, Chrome	\$10.00	\$9.00	\$8.00
PVRC	Rubber, CPP only, ea	\$3.00	\$2.00	\$1.00



### PROP VALVE BRAKE LIGHT SWITCH/FITTING KIT

Our new switch kit fits directly into the rear of any GM style proportional valve with 9/16x18 fittings. The adapter accepts the 1/8" NPT stop light switch directly making brake line routing much easier.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PVWS-K	Switch and Fitting, kit	\$25.00	\$22.00	\$19.00
45097	Fitting, only	\$8.00	\$7.00	\$6.00
APV-SW	Switch with Wire, only	\$19.00	\$17.00	\$15.00

Note: Our #45097 fitting also reduces the large 9/16-18 port on the prop valve down to the more common 7/16-20 thread size. 45 PSI switch kit also available.



### CPP'S NEW FRONT & REAR CALIPERS

Introducing two new calipers, the Big Bore Celebrity front calipers are designed to provide maximum force with 14" wheels in mind. And, the long overdue, Small Bore GM rear, non-parking brake calipers have been added to our brake caliper line up! Both include our easy bleed non-direction, easy install features.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP432930	Big Bore Celebrity, Front, pair	\$129.00	\$113.00	\$97.00
CP31016	Small Bore Non-P Brake, Rear, pair	\$129.00	\$113.00	\$97.00



### BRAKE LINE CONVERSION KITS

Complete front disc brake line kits are now available for both firewall mounted booster kits and underfloor mounted assemblies. Take the trial and error equation out of forming your own lines with these pre-bent lines. Direct fit for applications listed. Also available for rear disc conversions.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>FRONT KITS:</b>				
5559FPBL-K	1955-59 Chevy Truck Firewall Power Brake	\$90.00	\$79.00	\$68.00
5559FMBL-K	1955-59 Chevy Truck Firewall Manual Brake	\$90.00	\$79.00	\$79.00
5559UPBL-K	1955-59 Chevy Truck Undermount Power Brake	\$90.00	\$79.00	\$79.00
5559UML-K	1955-59 Chevy Truck Undermount Manual Brake	\$90.00	\$79.00	\$79.00
6568FBLC-K	1965-68 Mustang	\$95.00	\$84.00	\$72.00
6265FBLC-K	1962-65 Fairlane	\$75.00	\$70.00	\$65.00
<b>REAR AXLE KITS:</b>				
5559RBLC-K	1955-59 Chevy Truck, kit	\$40.00	\$35.00	\$30.00
6566RBLC-K	1965-66 Mustang, kit	\$40.00	\$35.00	\$30.00
7081RLK-OM	1970-81 Camaro, kit	\$40.00	\$35.00	\$30.00
7887RBLC-K	1978-87 G-Body, kit	\$40.00	\$35.00	\$30.00



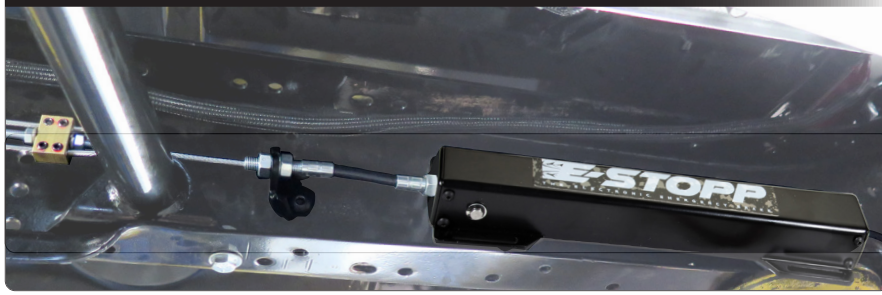
### 1988-1998 C1500 (OBS) HYDRASTOP BARE UNIT, HOSE KITS & FILTERS

With part of our expansion comes CPP one of our newest in the HydraStop line! Works on 1/2, 3/4 and 1 ton trucks. It uses the original master cylinder that came on the truck. 100% brand new bolt-on bare unit, no modifications necessary. Note: Hose kit and filter is sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
8898HBK-BSB	1988-1998 C1500 (OBS) Bare Unit, ea.	\$579.00	\$507.00	\$435.00
HAHK-R	Rubber Hydraulic Hose Kit, (see pg. 10)	\$175.00	\$154.00	\$132.00
HAHK-S	Stainless Steel Hydraulic Hose Kit, (see pg. 10)	\$225.00	\$197.00	\$169.00
PO-OF6	Recommended Filter, (see pg. 10)	\$31.00	\$28.00	\$24.00

## BRAKES / E-STOPP PARKING BRAKE SYSTEM

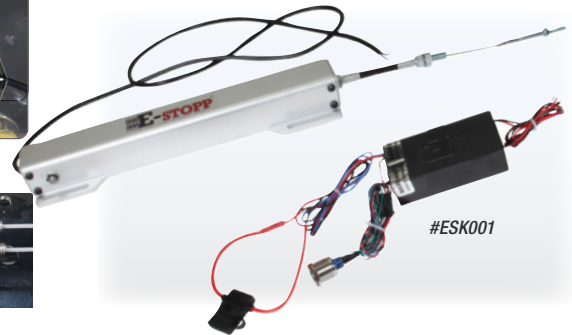
PARKING BRAKE SYSTEM INSTALLED



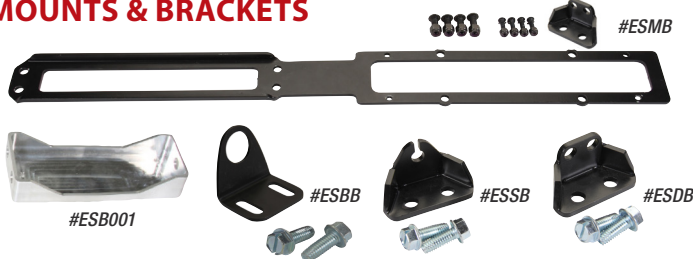
- Actuator with rugged metal casing
- 12v Control box with button or Key Fob
- Pack of splicers/connectors
- Optional (P) sticker for the button

### E-STOPP PARKING BRAKE SYSTEM

E-Stop<sup>®</sup> is a push-button electric emergency brake that not only frees up room on the chassis and in the cab; it also doubles as an anti-theft device when the button is hidden. It works with any kind of brake system that can accept an e-brake cable and can mount anywhere on the chassis where you have room. Kit contains actuator, controller and push-button. CPP has made it easier to install your E-Stop actuator and button by offering a wide range of mounting options, no matter what application you have. Our universal mounting bracket kit (#ESMB) is ideal when a frame rail isn't available and you must install to the body floor. This kit works best for uni-body applications. Our single and dual cable mounting brackets allows for a super clean option to mount the E-stop cable and the parking brake cable. Our button mounting bracket (#ESBB) comes with everything needed to secure the activation button to your under dash. Available in standard or black finish



### E-STOPP PARKING BRAKE CABLE MOUNTS & BRACKETS



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ESK001	E-Stop System, kit	\$569.00	\$498.00	\$427.00
ESK003	Lock Kit with Controller & Actuator, kit	\$595.00	\$521.00	\$447.00
ESMB	Universal Mounting Bracket, kit	\$79.00	\$71.00	\$55.00
ESSB	Single Cable Frame Bracket, each	\$20.00	\$18.00	\$15.00
ESDB	Double Cable Frame Bracket, each	\$20.00	\$18.00	\$15.00
ESBB	Button Bracket, each	\$15.00	\$14.00	\$12.00

### ? Frequently Asked Questions

**Q: What kind of brakes does the unit work with?**

**A:** Any brakes that can accept an e-brake cable.

**Q: Can it hook to both brakes?**

**A:** Yes, most e-brake cables run to both brakes. If yours do not, you can buy a simple adapter to combine cables.

**Q: Will the unit drain my battery?**

**A:** No, once activated the unit locks onto itself and draws nothing from the battery.

**Q: What happens if my battery dies?**

**A:** The unit remains activated until power is supplied back to it.

**Q: Where should I mount the unit?**

**A:** With encased cables you can mount it anywhere you have room. On the chassis, under the floor board or even inside the cab. (Avoid high temperature areas).

**Q: Is the unit weather proof?**

**A:** The actuator is double layered weather proof. The control box is not and should be mounted in the cab.

**Q: How many inches of travel does the unit have?**

**A:** About 2 inches. Most systems only need about 1. The unit stops itself once it feels 600 lbs of resistance.

**Q: Is the E-Stop NSRA safety certified?**

**A:** Yes, though it must be hooked to both brakes.

**Q: Will the unit hook up to my existing e-brake cables?**

**A:** Yes, it actually makes for an easier install.

**Q: Do you sell replacement parts?**

**A:** Yes, call to inquire.

**Q: How does the ignition safety device work?**

**A:** All units have this feature. Hook it to the ignition switch to ensure you won't accidentally engage the system while driving.

**Q: Is the E-Stop DOT certified?**

**A:** No, the DOT only certifies brake hoses and calipers. Although, they think the product is cool.

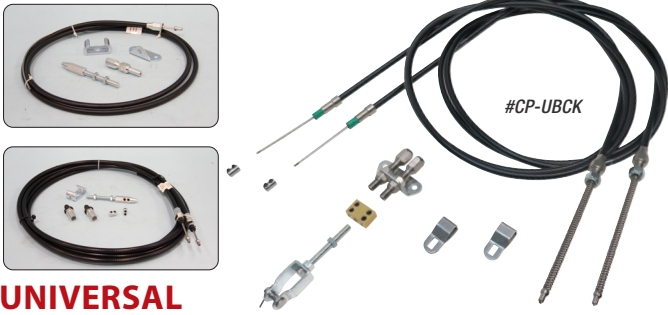


If your unit is not working, triple check your wiring. 90% of the technical issues customers face are due to incorrect wiring. Please check your connections before calling. If you need further assistance, give our Tech Line a call!

800-522-5004



## PARKING BRAKE COMPONENTS



### UNIVERSAL PARKING BRAKE CABLE KIT

Our universal emergency brake cables are great for any custom car or truck where a factory cable just won't work. These are designed to be used with rear disc conversions as well as drum brakes. Outer housings are simply cut-to-length then installed, after that simply run the inner cables and cut-to-length and junction to the unique clevis end with double set screws. Available in traditional black. Kits include all mounting hardware and ends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP-UBCK	Universal Parking Brake Cable	\$89.00	\$78.00	\$67.00
90352	Universal Front Parking Brake Cable	\$29.00	\$26.00	\$22.00
90356	Universal Rear Parking Brake Cable	\$59.00	\$52.00	\$45.00
CPBCS-15	15' Universal Parking Brake Cable & Shell	\$15.00	INQUIRE	INQUIRE
CPBCS-25	25' Universal Parking Brake Cable & Shell	\$25.00	INQUIRE	INQUIRE
UBCF	Universal Parking Brake Cable Fittings, pr	\$4.00	INQUIRE	INQUIRE



### UNIVERSAL PARKING BRAKE CABLE MOUNTING KIT

CPP also offers a universal parking brake cable mounting kit that includes two single cable brackets so you can mount at any angle necessary.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
UBCM	Cable Mounts, kit	\$25.00	\$22.00	\$19.00



### PARKING BRAKE COMPONENTS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
EC005	EBC Connectors	\$8.00	\$7.00	\$6.00
CODD-2A602-A	EBC Equalizer	\$17.00	\$16.00	\$15.00
CPEBR-K	EBC Rollers	\$20.00	\$19.00	\$18.00
CPEBIL	EBC Brake Idler Lever	\$23.00	\$22.00	\$21.00
CPEBC-K	EBC Brake Clevis	\$22.00	\$21.00	\$20.00
CPEBPRS	EBC Return Spring	\$12.00	\$11.00	\$10.00



### COMPLETE ELECTRONIC PARKING BRAKE CABLE KITS

Our new Complete Electronic Emergency Brake Kit has everything you need to add an electronic emergency brake assembly in your classic car or truck without the extra hassle of sourcing factory handles, intermediate cables, etc! If installing to your frame, our frame mount kit (#CPESK-FM) includes an Estopp Electronic Parking brake system, universal emergency brake cable and all the mounting hardware needed. Our universal mounting kit (#CPESK-UM) includes a bracket that will allow you to install anywhere on the vehicle when a frame rail isn't available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPESK-FM	Frame Mount Applications, kit	\$699.00	\$612.00	\$525.00
CPESK-UM	Universal Applications, kit	\$769.00	\$673.00	\$577.00



### ELECTRIC VACUUM PUMP KIT

CPP's new electric vacuum pump kit uses a brand new, quick and quiet OEM vacuum pump (Hella UP30). The kit also includes a new small adjustable vacuum switch, T-fittings, check valves, and mounting bracket. These kits are a great way to increase the vacuum booster performance if you have a big cam or when your booster is not producing enough vacuum.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPEVP-K	Electric Vacuum Pump, kit	\$299.00	\$262.00	\$225.00
EVP	Electric Vacuum Pump only	\$179.00	\$157.00	\$135.00

BE A PART OF OUR ONLINE MEDIA



#CLASSICPERFORM

# Classic Performance Products, Inc.

## FRAMES / TRI-FIVE FRAME PACKAGES



**BASIC KIT**  
500 SERIES™ POWER STEERING BOX



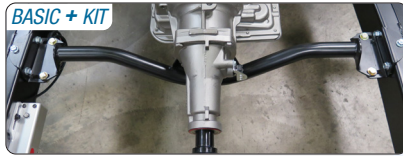
**BASIC + KIT**  
POLYPLUS GREASABLE BUSHINGS



**BASIC + KIT**  
LEAF SPRING POCKET INSTALLED



**DELUXE KIT**  
TOTALLY TUBULAR™ CONTROL ARMS



**BASIC + KIT**  
TOTALLY TUBULAR™ CHASSIS CROSSMEMBER

**OPTIONAL FEATURES AVAILABLE!**



### COMPLETE CHASSIS KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FCK-B	Basic Component Package, kit	\$2,299.00	\$2,012.00	\$1,725.00
5557FCK-BP	Basic Plus+ Component Package, kit	\$3,799.00	\$3,325.00	\$2,850.00
5557FCK-D	Deluxe Component Package, kit	\$4,299.00	\$3,762.00	\$3,225.00
5557FCK-P	Performance Component Package, kit	\$6,499.00	\$5,687.00	\$4,875.00



**AS SEEN ON:**



**SCAN QR CODE TO SEE THIS COMPLETE 1955 CHEVY BUILD!**



#### BASIC KIT FEATURES: #5557FCK-B

- Upper OE-Style Control Arms w/5° Caster & Rubber Bushings
- Lower OE-Style Control Arms w/Rubber Bushings
- Rubber Upper & Lower Control Arm Bump Stops
- Front Stock or Lowered Coil Springs
- Stock Height Spindles
- Steering Arm Set
- Complete Steering Linkage Kit
- 500 Series Power Steering Box
- Rear Shock Crossmember
- Rear Stock or Lowered Leaf Springs w/Shackles & Bushings

#### BASIC PLUS+ KIT FEATURES ALL BASIC KIT COMPONENTS PLUS: #5557FCK-BP

- 11" Front Disc Brake Kit
- Front/Rear Classic Fit Nitrogen Gas Performance Shocks
- Upgrade to PolyPlus Control Arm Bushings
- Front Sway Bar Kit
- Complete Leaf Spring Relocation Kit
- Rubber Engine Mounts
- Transmission Crossmember

#### DELUXE KIT FEATURES ALL BASIC PLUS+ KIT COMPONENTS PLUS: #5557FCK-D

- Rear Disc Brake Kit
  - Upgrade to Totally Tubular™ Upper Control Arms
  - Upgrade to Totally Tubular™ Lower Control Arms
  - Rear Sway Bar Kit
- ALL-IN-ONE STEERING, BRAKE, & SUSPENSION PACKAGE FRONT TO REAR!**

#### PERFORMANCE KIT FEATURES ALL DELUXE KIT COMPONENTS PLUS: #5557FCK-P

- 13" Front Big Brake Kit
- 12" Rear Big Brake Kit
- Front Dual-Adjustable Coil-Over Conversion Kit
- Rear Dual-Adjustable Aluminum Body Shocks
- Stainless Brake Hoses
- PolyPlus Engine Mounts
- PolyPlus Transmission Mount

### COMPLETE LINE OF ADD-ONS, COMPONENTS & ACCESSORIES AVAILABLE!

- 25 & 29 gal. EFI-Ready Aluminum Fuel Tank Kits
- Pro-Touring Sway Bar Kits
- Front to Rear Brake Line Kit
- 9-in. Rear Housings
- 9-in. Third Member Kits
- Drop Spindles



- FitRite LS/LT Adjustable Engine Mounts
- Street-Trac Traction Bars
- Idler Arm Bearing Kits
- Body Mount Bushing Kits
- E-Stopp Electronic Parking Brake System w/ Cable Kit

## TRI-FIVE FRAME ADD-ONS



**NEW!**

### 1955-57 CHEVY TRI-FIVE COIL-OVER CONVERSION w/NARROWED CONTROL ARMS

Introducing the New 3" Narrowed Totally Tubular Control Arm & Coil Over Kit for 55-57 Chevy Fullsize Cars. Narrowing the track width 1.5" per side, this kit allows you to choose from a larger variety of wheels and even works with stock or CPP's new 10.75" drop spindle brake kit for OE wheels. Paired with a set of Double Adjustable Coilovers to achieve the ride quality and height you desire from cruising to autocrossing.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FCO-N-K	Narrowed Control Arms & Coil Over Kit	\$1,549.00	\$1,356.00	\$1,162.00



SCAN QR CODE TO SEE THEM INSTALLED!



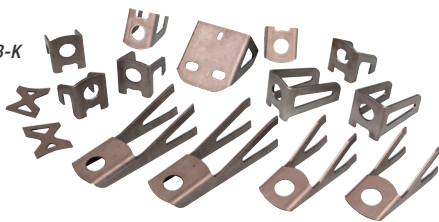
- Heavy-Duty 1".156-wall 4130 Steel Tubing
- 3/16" Laser-Cut Bent Steel Mounts
- Self-Lubricating D-Spec Bushings
- 3/4" Adjustable Rod Ends

### PRO-TOURING TRACTION BARS

Relocated pivot positions for optimized weight transfer, with angled front mount design for additional ground clearance. For stock or lowered rear axle applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557TB	1955-57 Chevy Fullsize, kit	\$369.00	\$323.00	\$277.00

#5557BMFB-K



### REPLACEMENT BODY MOUNT BRACKET KIT

Replace your rusty, bent and tweaked body mounts to guarantee perfect body alignment. Laser cut from 9-gauge mild steel and CNC bent for a perfect fit and a modern look!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557BMFB-K	Replacement Body Mount Bracket Kit	\$275.00	\$240.00	\$205.00

### FRONT BRAKE HOSE TABS

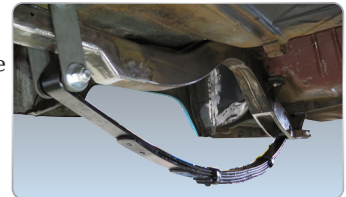


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP3710175	1955-57 Fullsize, pair	\$19.00	\$16.00	\$14.00



### REAR LEAF SPRING RELOCATION KIT

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557BLSRK	1955-57 Fullsize, Basic Kit	\$269.00	\$236.00	\$202.00
5557CLSRK	1955-57 Fullsize, Complete Kit	\$359.00	\$315.00	\$270.00
5557CLSRK-S	1955-57 Fullsize, Complete Kit with Shocks, kit	\$454.00	\$398.00	\$341.00



**NEW!**



### 1955-57 CHEVY TRI-FIVE OE 14" WHEEL DISC BRAKE KITS

CPP is proud to present our 1955-1957 Chevy Full Size disc kits that are specifically designed to work with the OEM 14" wheels. Available for stock height and 2" drop spindles\*. These kits do not move the wheels out from the factory drum position.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SWBK-DOE-SA	11" Disc with 2" Drop Spindle & Steering Arms, kit	\$715.00	\$625.00	\$535.00
5557SWBK-DOE	11" Disc with 2" Drop Spindles, kit	\$629.00	\$550.00	\$475.00
5557WBK-DOE	11" Disc uses E5557DS Drop spindles kit	\$429.00	\$375.00	\$320.00
5557CK105	10.5" Disc, uses Stock Spindles, kit	\$599.00	\$525.00	\$449.00
CP30109	1955-57 Economy Stock Spindles, pr	\$219.00	\$192.00	\$165.00
E5557DS	1955-1957 2" Drop Spindles	\$229.00	\$201.00	\$172.00

# Classic Performance Products, Inc.

## SUSPENSION / PRO-TOURING PACKAGES



### PTK-1 PRO-TOURING PACKAGES

Each kit includes upper and lower tubular control arms, front and rear pro-touring sway bars, front and rear Classic Fit™ nitrogen gas shocks, front lowered coil springs, and a lowered rear suspension kit tailored to your specific application.



1970 C-10 FEATURING PTK-1 & PTK+ UPGRADES



Our Totally Tubular Products are welded in-house for maximum strength and visual impact. Featuring patented D-Spec heat resistant bushings — self-lubricated and able to withstand temperatures up to 400 degrees, patented material bushing are silent and stronger than polyurethane or Delron. Built for lasting performance!



### 1963-72 CHEVY C-10\*

#### PTK-1 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Rear Totally Tubular™ Trailing Arms
- Front Sway Bar Kit
- Rear Sway Bar kit
- Front and Rear Lowered Coil Springs
- Front & Rear Classic Fit™ Nitrogen Gas Shocks
- Rear Shock Relocation Kit
- Drop Center Crossmember

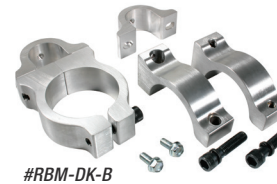
\*Note: Not for leaf spring trucks

1963-70 C-10  
PTK-1 KIT SHOWN



## PTK-1 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370PTK-1	1963-70 Chevy Truck, kit	\$2,599.00	\$2,275.00	\$2,100.00
7172PTK-1	1971-72 Chevy Truck, kit	\$2,599.00	\$2,275.00	\$2,100.00
7387PTK-1	1973-87 Chevy Truck, kit	\$2,399.00	\$2,100.00	\$1,800.00
5557PTK-1	1955-57 Full Size, kit	\$1,920.00	\$1,680.00	\$1,440.00
5964PTK-1	1959-64 Full Size, with single upper rear arm, kit	\$2,160.00	\$1,890.00	\$1,620.00
5964PTK-1D	1959-64 Full Size, with dual upper rear arms, kit	\$2,280.00	\$1,995.00	\$1,710.00
6267PTK-1	1962-67 Nova, kit	\$2,049.00	\$1,793.00	\$1,537.00
6774PTK-1	1967-69 Camaro, 1968-74 Nova, kit	\$2,199.00	\$1,925.00	\$1,650.00
7081PTK-1	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$2,199.00	\$1,925.00	\$1,650.00
6467PTK-1	1964-67 Chevelle/El Camino, kit	\$2,299.00	\$2,012.00	\$1,725.00
6872PTK-1	1968-72 Chevelle/El Camino, kit	\$2,299.00	\$2,012.00	\$1,725.00
7887PTK-1	1978-87 G-Body, kit	\$2,499.00	\$2,187.00	\$1,875.00
6466PTK-1	1964-66 Mustang, kit	\$1,920.00	\$1,680.00	\$1,440.00
6770PTK-1	1967-70 Mustang, kit	\$1,920.00	\$1,680.00	\$1,440.00



### BILLET ALUMINUM SWAY BAR MOUNTS

Features 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	\$89.00	\$78.00	\$67.00
RBM-SK	Rear, standard kit	\$109.00	\$96.00	\$82.00
RBM-DK	Rear, deluxe kit	\$229.00	\$201.00	\$172.00

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

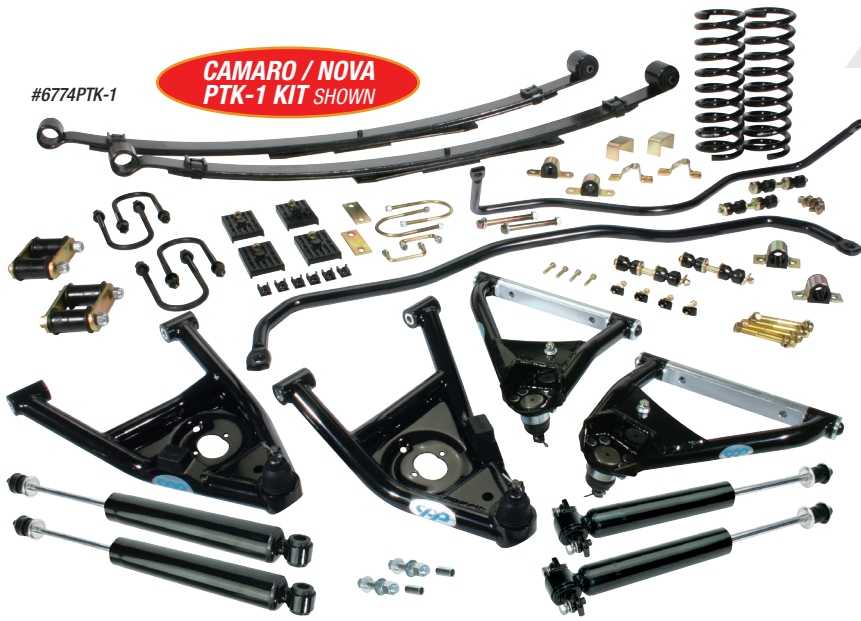
CPP DEALER UPDATE - EDITION TWENTY TWO | 378 E. ORANGETHORPE AVE. PLACENTIA, CA 92870

WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV



#6774PTK-1

**CAMARO / NOVA  
PTK-1 KIT SHOWN**



**1955-57 CHEVY FULLSIZE  
1967-81 CAMARO  
1968-74 NOVA**

**PTK-1 KIT FEATURES:**

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Front Lowered Coil Springs
- Front & Rear Classic Fit™ Nitrogen Gas Shocks
- Rear Lowered Leaf Springs

**1964-70 FORD MUSTANG  
1962-67 CHEVY NOVA**

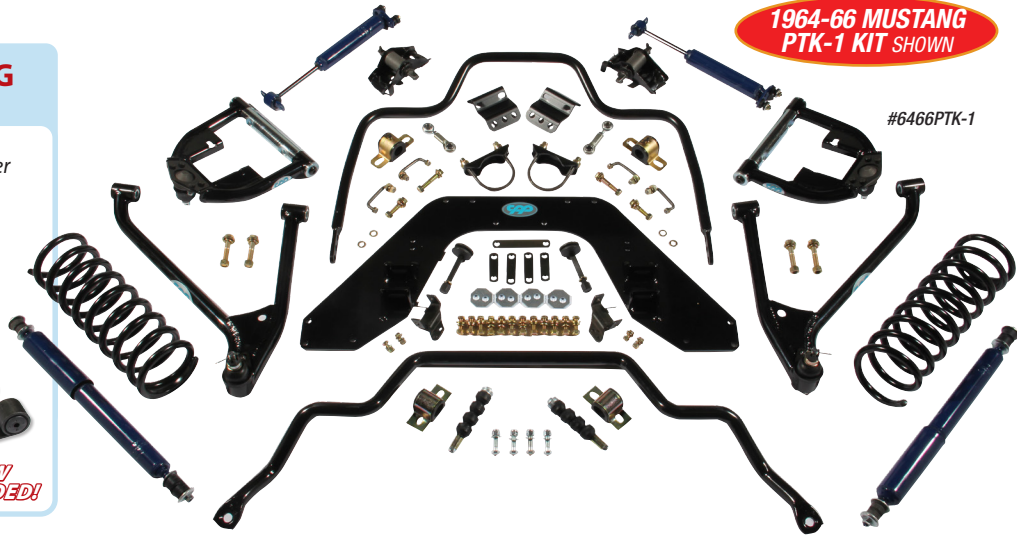
**PTK-1 KIT FEATURES:**

- MINI™ Subframe Kit with Upper and Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar kit
- Front Lowered Coil Springs
- Front & Rear Classic Fit™ Nitrogen Gas Shocks
- Spring Perches
- Rear Lowered Leaf Springs

**NOW INCLUDED!**

**1964-66 MUSTANG  
PTK-1 KIT SHOWN**

#6466PTK-1



**1964-67 CHEVELLE  
PTK-1 KIT SHOWN**

#6467PTK-1



**1959-64 CHEVY FULLSIZE\*  
1964-72 CHEVELLE  
1978-87 G-BODY**

**PTK-1 KIT FEATURES:**

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Rear Upper and Lower Totally Tubular™ Trailing Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit\*
- Front and Rear Lowered Coil Springs
- Front & Rear Classic Fit™ Nitrogen Gas Shocks

\*Note: 1959-64 Fullsize does not include rear sway bar kit

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

**800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM**

**⚠ WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV**

## SUSPENSION / PRO-TOURING PACKAGES



### PTK-2 PRO-TOURING PACKAGES

Combines all PTK-1 components and adds a front dual-adjustable coil-over kit and rear aluminum-body dual-adjustable shocks. Fine tune handling performance and ride comfort with individual adjustment dials for shock rebound and compression.



1966 MUSTANG FEATURING PTK-2 & PTK+ UPGRADES

**PTK2 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT**

**THE MOST COMPLETE SUSPENSION PACKAGES ON THE MARKET.**



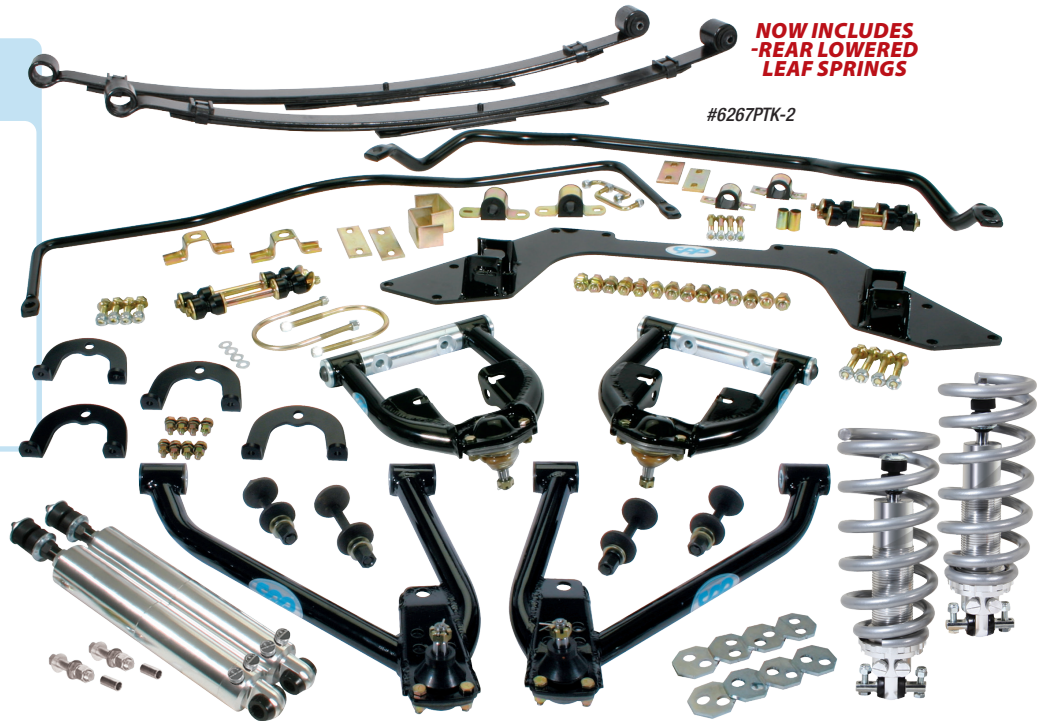
### 1964-70 FORD MUSTANG 1962-67 CHEVY NOVA

#### PTK-2 KIT FEATURES:

- MINI™ Subframe Kit with Upper and Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Spring Perches
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

**NOW INCLUDES REAR LOWERED LEAF SPRINGS**

#6267PTK-2

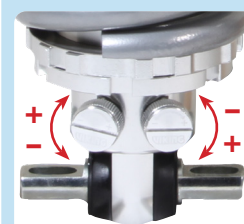


**1962-67 NOVA PTK-2 KIT SHOWN**

## PTK-2 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-2	1955-57 Full Size, kit	\$2,590.00	\$2,267.00	\$1,943.00
5964PTK-2	1959-64 Full Size, single upper rear arm, kit	\$2,590.00	\$2,267.00	\$1,943.00
5964PTK-2D	1959-64 Full Size, dual upper rear arms, kit	\$2,710.00	\$2,372.00	\$2,033.00
6267PTK-2	1962-67 Nova, kit	\$2,600.00	\$2,275.00	\$1,950.00
6774PTK-2	1967-69 Camaro, 1968-74 Nova, kit	\$2,800.00	\$2,450.00	\$2,100.00
7081PTK-2	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$2,800.00	\$2,450.00	\$2,100.00
6467PTK-2	1964-67 Chevelle/El Camino, kit	\$2,899.00	\$2,537.00	\$2,175.00
6872PTK-2	1968-72 Chevelle/El Camino, kit	\$2,899.00	\$2,537.00	\$2,175.00
7887PTK-2	1978-87 G-Body, kit	\$3,299.00	\$2,887.00	\$2,475.00
6466PTK-2	1964-66 Mustang, kit	\$2,640.00	\$2,310.00	\$1,980.00
6770PTK-2	1967-70 Mustang, kit	\$2,640.00	\$2,310.00	\$1,980.00

**PTK-2 KITS INCLUDE FRONT DUAL-ADJUSTABLE COIL-OVERS & REAR DUAL-ADJUSTABLE ALUMINUM SHOCKS!**



**FINE TUNE COMPRESSION & REBOUND INDEPENDENTLY**

**WITH 19 POSITIONS OF ADJUSTMENT FOR EACH DIAL**

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

### 1967-81 CAMARO 1968-74 NOVA

#### PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks



### 1955-57 FULLSIZE PTK-2 KIT SHOWN

#5557PTK-2



### 1955-57 CHEVY FULLSIZE

#### PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

### 1959-64 CHEVY FULLSIZE\* 1964-72 CHEVELLE 1978-87 G-BODY

#### PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Rear Upper and Lower Totally Tubular™ Trailing Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit\*
- Rear Lowered Coil Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

\*Note: 1959-64 Fullsize does not include rear sway bar kit



**TO UPGRADE YOUR PTK-2 1964-72 CHEVELLE KIT TO REAR DUAL-ADJUSTABLE COIL-OVERS**

- SEE PAGE 26

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

⚠ WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

# Classic Performance Products, Inc.

## SUSPENSION / PRO-TOURING PACKAGES



### PTK-3 PRO-TOURING PACKAGES

Includes all PTK2 (Stage II) components plus CPP's front and rear 11" stock height disc brake kit with upgraded drilled & gas-slotted Rotors, and chrome master cylinder with chrome adjustable proportioning valve distribution block.

Note: Drop spindle upgrade available.



1966 CHEVELLE FEATURING PTK-3 & PTK+ UPGRADES

**PTK3 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT**

**WITH CPP 11" FRONT & REAR STOCK-HEIGHT DISC BRAKE KIT.**



### 1959-64 CHEVY FULLSIZE\* 1964-72 CHEVELLE

#### PTK-3 KIT FEATURES:

- Front Upper Totally Tubular Control Arms
- Front Lower Totally tubular Control Arms
- Rear Upper and Lower Totally Tubular Trailing Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Rear Lowered Coil Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- **Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors**
- **Chrome Master Cylinder with Adjustable Prop Valve Distribution Block**

\*Note: 1959-64 Fullsize does not include rear sway bar kit

1964-67 CHEVELLE  
PTK-3 KIT SHOWN



#6467PTK-3

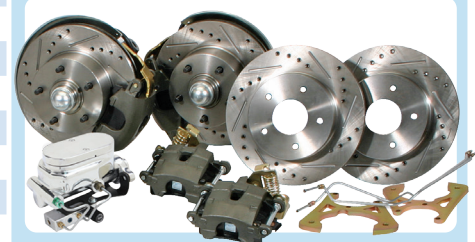


**TO UPGRADE YOUR PTK-3 1964-72 CHEVELLE KIT TO REAR DUAL-ADJUSTABLE COIL-OVERS ADD \$279.00 - SEE PAGE 26**

## PTK-3 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-3	1955-57 Full Size, kit	\$3,960.00	\$3,465.00	\$2,970.00
5964PTK-3	1959-64 Full Size, single upper rear arm, kit	\$3,960.00	\$3,465.00	\$2,970.00
5964PTK-3D	1959-64 Full Size, dual upper rear arms, kit	\$4,080.00	\$3,570.00	\$3,060.00
6265PTK-3	1962-65 Nova, kit	\$3,840.00	\$3,360.00	\$2,880.00
6667PTK-3	1966-67 Nova, kit	\$3,600.00	\$3,150.00	\$2,700.00
67PTK-3	1967 Camaro, kit	\$3,600.00	\$3,150.00	\$2,700.00
6874PTK-3	1968-69 Camaro, 1968-74 Nova, kit	\$3,600.00	\$3,150.00	\$2,700.00
7078PTK-3	1970-78 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$3,960.00	\$3,465.00	\$2,970.00
6467PTK-3	1964-67 Chevelle/El Camino, kit	\$4,199.00	\$3,675.00	\$3,150.00
6872PTK-3	1968-72 Chevelle/El Camino, kit	\$4,199.00	\$3,675.00	\$3,150.00
7981PTK-3	1970-78 Camaro, kit	\$3,960.00	\$3,465.00	\$2,970.00

**PTK-3 ADDS BRAKING PERFORMANCE WITH CPP'S COMPLETE FRONT & REAR 11" DISC BRAKE KIT!**



Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

CPP DEALER UPDATE - EDITION TWENTY TWO | 378 E. ORANGETHORPE AVE. PLACENTIA, CA 92870

WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

### 1962-67 CHEVY NOVA

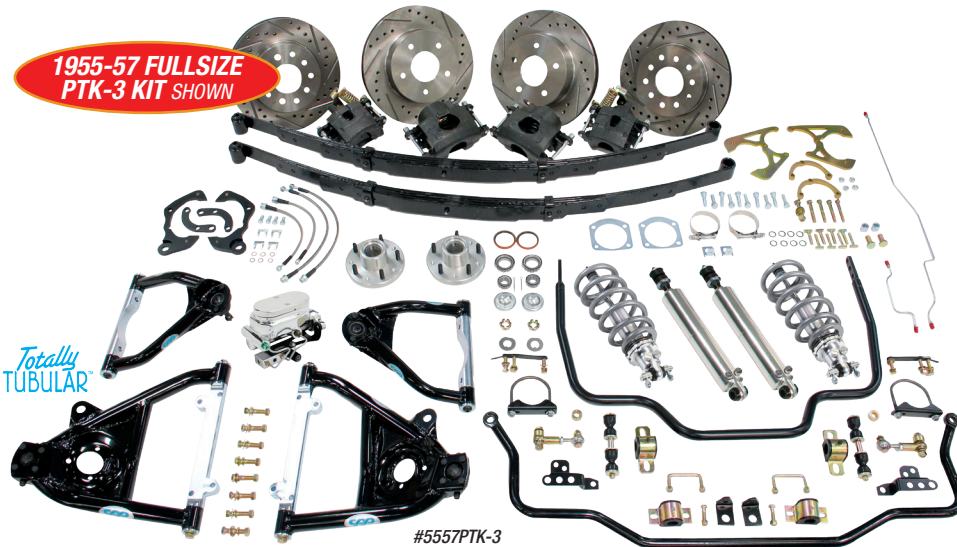
#### PTK-3 KIT FEATURES:

- MINI™ Subframe Kit with Upper and Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar kit
- Spring Perches
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- Rear Lowered Leaf Springs
- Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

### 1962-67 NOVA PTK-3 KIT SHOWN



### 1955-57 FULLSIZE PTK-3 KIT SHOWN

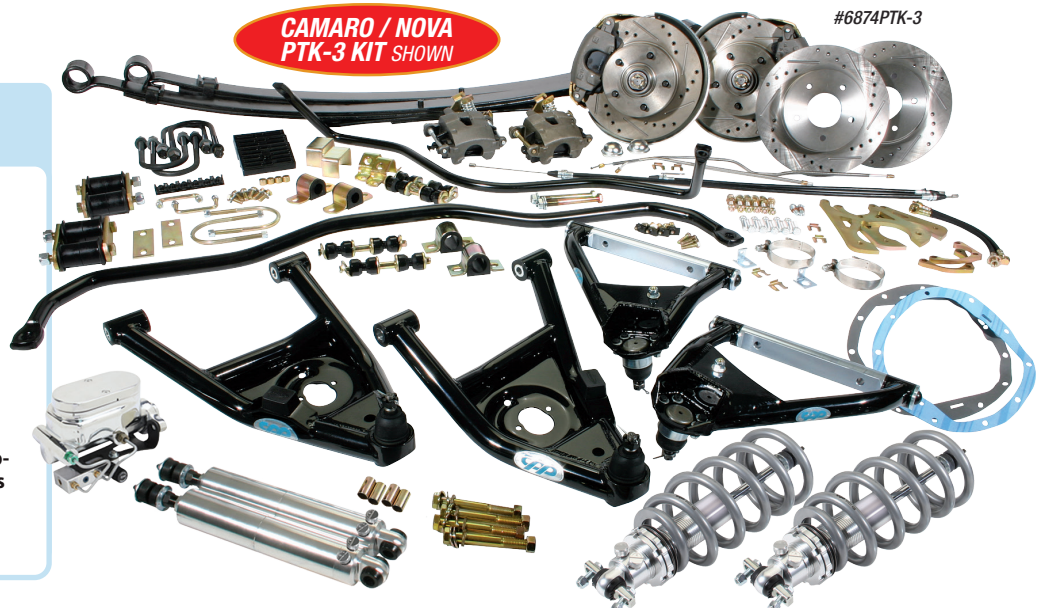


### 1955-57 CHEVY FULLSIZE

#### PTK-3 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

### CAMARO / NOVA PTK-3 KIT SHOWN



### 1967-81 CAMARO 1968-74 NOVA

#### PTK-3 KIT FEATURES:

- Front Upper Totally Tubular Control Arms
- Front Lower Totally tubular Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

⚠ WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

## SUSPENSION / PRO-TOURING PACKAGES



### PTK-4 PRO-TOURING PACKAGES

Includes all PTK2 (Stage II) components plus increased braking performance adding CPP's 13" front and 12" rear Big Brake Kit with chrome master cylinder and chrome adjustable proportioning valve distribution block. CS Spindles & Front Corvette-Style 13" Wheel Brake Kit option also available at No Extra Charge!\*

SCAN QR CODE to see our 1972 2nd Gen Camaro



1972 CAMARO FEATURING PTK-4 & PTK+ UPGRADES

**WITH CPP 13" FRONT & 12" REAR BIG BRAKE KIT & MASTER CYLINDER PROVIDES SUPERIOR BRAKING PERFORMANCE.**



### 1967-81 CAMARO 1968-79 NOVA

#### PTK-4 KIT FEATURES:

- Front Upper Totally Tubular Control Arms
- Front Lower Totally tubular Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- Spring Perches

#### + Complete 13" Front & 12" Rear Stock-Height Big Brake Kit w/ Drilled & Gas-slotted Rotors:

- Black or Red Finish Calipers!
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block



PTK4 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT

#67PTK-4



1967 CAMARO PTK-4 KIT SHOWN

### PTK-4 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-4	1955-57 Full Size, kit	\$4,560.00	\$3,990.00	\$3,420.00
5964PTK-4	1959-64 Full Size, single upper rear arm, kit	\$4,560.00	\$3,990.00	\$3,420.00
5964PTK-4D	1959-64 Full Size, dual upper rear arms, kit	\$4,680.00	\$4,095.00	\$3,510.00
6265PTK-4	1962-65 Nova, kit	\$4,560.00	\$3,990.00	\$3,420.00
6667PTK-4	1966-67 Nova, kit	\$4,440.00	\$3,885.00	\$3,330.00
67PTK-4	1967 Camaro, kit	\$4,320.00	\$3,780.00	\$3,240.00
6874PTK-4	1968-69 Camaro, 1968-74 Nova, kit	\$4,320.00	\$3,780.00	\$3,240.00
7081PTK-4	1970-78 Camaro, 1965-79 Nova, kit	\$4,320.00	\$3,780.00	\$3,240.00
6467PTK-4	1964-67 Chevelle/El Camino, kit	\$4,799.00	\$4,200.00	\$3,600.00
6872PTK-4	1968-72 Chevelle/El Camino, kit	\$4,799.00	\$4,200.00	\$3,600.00
7887PTK-4	1978-87 G-Body, kit	\$4,799.00	\$4,200.00	\$3,600.00



UPGRADE FRONT BRAKES TO A CPP CORVETTE-STYLE SPINDLE WHEEL BRAKE KIT\*

**NO EXTRA CHARGE!**

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

CPP DEALER UPDATE - EDITION TWENTY TWO | 378 E. ORANGETHORPE AVE. PLACENTIA, CA 92870

WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

### 1962-67 CHEVY NOVA

#### PTK-4 KIT FEATURES:

- MINI™ Subframe Kit with Upper and Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Spring Perches
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks
- Rear Lowered Leaf Springs

- + • Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

SCAN QR CODE TO SEE HOW WE DID IT IN A WEEK!



#6267PTK-4

1962-67 NOVA  
PTK-4 KIT SHOWN



1955-57 FULLSIZE  
PTK-4 KIT SHOWN

#5557PTK-4



### 1955-57 CHEVY FULLSIZE

#### PTK-4 KIT FEATURES:

- Front Upper Totally Tubular Control Arms
- Front Lower Totally Tubular Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Rear Lowered Leaf Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

- + • Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

### 1959-64 CHEVY FULLSIZE 1964-72 CHEVELLE 1978-87 G-BODY

#### PTK-4 KIT FEATURES:

- Front Upper Totally Tubular Control Arms
- Front Lower Totally Tubular Control Arms
- Rear Upper and Lower Totally Tubular Trailing Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit\*
- Front and Rear Lowered Coil Springs
- Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

- + • Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Chrome Master Cylinder with Adjustable Prop Valve Distribution Block

\*Note: 1959-64 Fullsize does not include rear sway bar kit

1968-72 CHEVELLE  
PTK-4 KIT SHOWN

#6872PTK-4



TO UPGRADE YOUR PTK-4 1964-72 CHEVELLE KIT TO REAR DUAL-ADJUSTABLE COIL-OVERS ADD \$279.00 - SEE PAGE 26

Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

# Classic Performance Products, Inc.

## SUSPENSION / C10 COIL-OVER SYSTEMS



CPP 1970 CHEVY C10

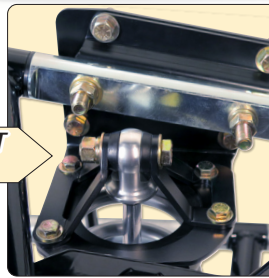


SCAN QR CODE TO SEE HOW OUR C10 SUSPENSION HANDLES ON THE TRACK!



**INDEPENDENTLY TUNE COMPRESSION & REBOUND WITH OUR DUAL-ADJUSTABLE SHOCKS**

**BOLT-IN CNC LASER-CUT BRACKET DESIGN**



STOCK TO 3" DROP



**D-SPEC PERFORMANCE BUSHINGS INCLUDED!**

1963-70 C10 FRONT KIT SHOWN

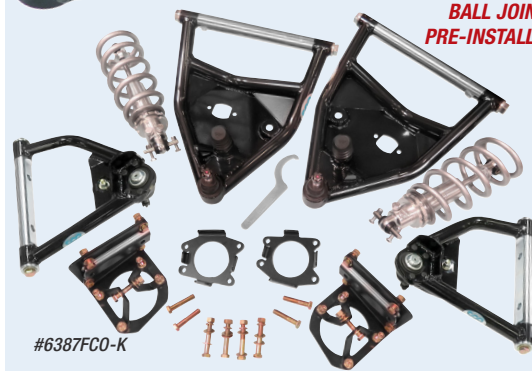
**BALL JOINTS PRE-INSTALLED**

### 1963-87 CHEVY C10 DUAL-ADJUSTABLE FRONT & REAR COIL-OVER CONVERSION SYSTEMS

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

#### FRONT KITS FEATURE:

- Laser-Cut, CNC-Bent Mounting Brackets
- Upper Control Arm
- Totally Tubular™ Lower Coil-Over Control Arms
- Dual-Adjustable Coil-over Shocks
- Thrust Bearings & Spanner Wrench
- Grade 8 Hardware
- Black Powdercoated Finish



#6387FCO-K

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>FRONT COIL-OVER CONVERSION KITS:</b>				
6387FCO-K7387	1973-87 Complete Kit w/Upper & Lower Control Arms, kit	\$1,950.00	\$1,707.00	\$1,463.00
6387FCO-K7172	1971-72 Complete Kit w/Upper & Lower Control Arms, kit	\$1,950.00	\$1,707.00	\$1,463.00
6387FCO-K6370	1963-70 Conversion Kit w/Upper & Lower Control Arms, kit	\$1,950.00	\$1,707.00	\$1,463.00
6387FCO-LK	1963-87 Conversion Kit w/Lower Control Arms, kit	\$1,650.00	\$1,444.00	\$1,238.00
6387COK-2A	1963-87 Conversion Kit w/o Control Arms, kit	\$999.00	\$875.00	\$750.00

**STRONGEST TUBULAR ARMS ON THE MARKET!**

1963-70 C10 REAR KIT SHOWN



#6387RCO-K

#### REAR KITS FEATURE:

- Laser-Cut, CNC-Bent Mounting Brackets
- Totally Tubular™ Trailing Arms
- Dual-Adjustable Coil-Over Shocks
- Thrust Bearings & Spanner Wrench
- Grade 8 Hardware
- Black Powdercoated

TOTALLY TUBULAR ARMS OFFER MAXIMUM STRENGTH & VISUAL IMPACT!

**UP TO 6" REAR DROP**

**Totally TUBULAR™**  
D-SPEC PERFORMANCE BUSHINGS INCLUDED!



**DUAL ADJUSTABLE**

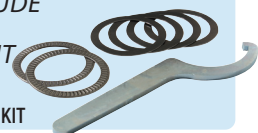
Shown with custom finish

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>REAR COIL-OVER CONVERSION KITS:</b>				
6372RCO-K	1963-72, Complete Kit w/lower trailing arms, kit	\$1,650.00	\$1,444.00	\$1,238.00
6372RCOK-03	1963-72 0-3" drop, Rear, kit	\$899.00	\$787.00	\$675.00
6372RCOK-46	1963-72 4-6" drop, Rear, kit	\$899.00	\$787.00	\$675.00
6372RCO-HDB*	Heavy-Duty Brackets for Rear Coil-overs *RECOMMENDED FOR SUBURBANS, PANELS TRUCKS, ETC.	\$50.00	\$45.00	\$40.00

**FOR A LIMITED TIME ONLY!**

COIL-OVER KITS INCLUDE SPANNER WRENCH & THRUST BEARING KIT

WITH PURCHASE OF ANY CPP COIL-OVER KIT

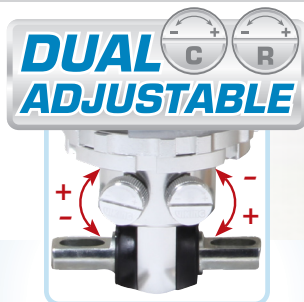


NOTE: Drop Center Crossmember, Carrier Bearing, Rear Shock Crossmember, C-Notch Kit, U-Bolts, Axle Seats & Drop Blocks shown in photo are available - sold separately. \*C-notch kit required for 4" drop or more.

CPP DEALER UPDATE - EDITION TWENTY TWO | 378 E. ORANGETHORPE AVE. PLACENTIA, CA 92870

**WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV**





SCAN QR CODE TO SEE HOW OUR COIL-OVER KIT HANDLES ON THE TRACK!



CPP 1970 CAMARO

INDEPENDENTLY TUNE COMPRESSION & REBOUND WITH OUR DUAL-ADJUSTABLE SHOCKS

### COMPLETE CLASSIC FIT DUAL-ADJUSTABLE COIL-OVER SYSTEMS

CPP offers a complete front and rear coil-over systems for your classic car or truck. Each kit includes a bolt-on front coil-over system that includes high-quality dual-adjustable shocks, specially designed conical springs and all mounting hardware. We offer different Stages of rear suspension options to cater to your budget or driving environment! Both front and rear shock bodies are made of high-quality billet aluminum, featuring dual 19-click rebound and compression adjustment knobs providing an amazing total of 361 possible dampening combinations. The threaded body allows ride height adjustment and shock compression/rebound adjustments.

#### STAGE 1: FRONT DUAL-ADJUSTABLE COIL-OVER KIT

#6467COK



CHEVELLE FRONT KIT SHOWN

##### KIT FEATURES\*

- Front dual-adjustable shocks
- Specially designed conical springs
- Mounting hardware

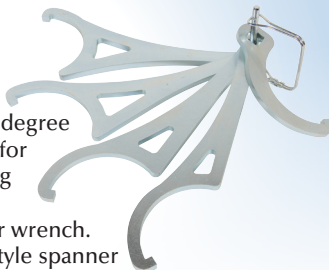
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564COK	1955-64 Fullsize, kit	\$549.00	\$481.00	\$412.00
6267COK	1962-67 Nova, kit	\$549.00	\$481.00	\$412.00
6774COK	1968-74 Nova, 1967-69 Camaro, kit	\$549.00	\$481.00	\$412.00
7081COK	1970-81 Camaro, kit	\$549.00	\$481.00	\$412.00
7579COK	1975-79 Nova, kit	\$549.00	\$481.00	\$412.00
6467COK	1964-67 Chevelle, kit	\$549.00	\$481.00	\$412.00
6872COK	1968-72 Chevelle, kit	\$549.00	\$481.00	\$412.00
7887COK	1978-87 G-Body, kit	\$549.00	\$481.00	\$412.00
6470COK	1964-70 Mustang, kit	\$549.00	\$481.00	\$412.00
6165COK	1961-65 Ford Falcon, kit	\$549.00	\$481.00	\$412.00
M2COK	Mustang II, kit	\$479.00	\$417.00	\$395.00

NOTE: Specify engine. Available in 350, 450 & 550 LB. spring rates.

**NEW!**

#### MULTI-ANGLE SPANNER WRENCH KIT

The wrench handles are offset in 15 degree increments. This allows 4 positions for the handle while adjusting the spring collar. It really helps in tight spaces where you can't fit a regular spanner wrench. The set also includes a crow's-foot style spanner wrench for a 1/2" drive.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
MASPAN-K	5 Wrenches w/Retainer, kit	\$69.00	\$61.00	\$52.00

#### STAGE 2: FRONT DUAL-ADJUSTABLE COIL-OVER KIT WITH UPPER & LOWER CONTROL ARMS



D-SPEC PERFORMANCE BUSHINGS INCLUDED!



#6872FCO-K

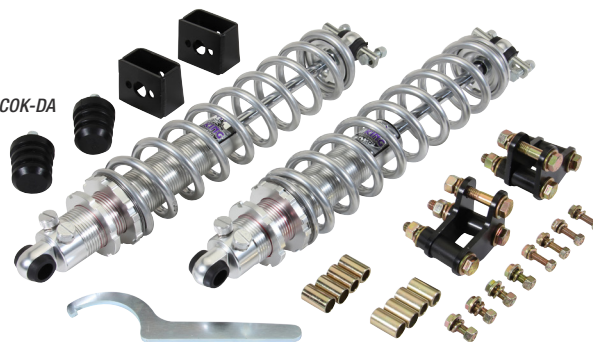
CHEVELLE FRONT KIT SHOWN

- Totally Tubular Upper & Lower Control Arms
- Front dual-adjustable shocks
- Specially designed conical springs
- Mounting hardware

Totally TUBULAR™

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FCO-K	1955-57 Fullsize, kit	\$1,549.00	\$1,356.00	\$1,162.00
5864FCO-K	1958-64 Fullsize, kit	\$1,580.00	\$1,383.00	\$1,185.00
6267FCO-K	1962-67 Nova, kit	\$1,380.00	\$1,208.00	\$1,035.00
6774FCO-K	1967-69 Camaro, 1968-74 Nova, kit	\$1,520.00	\$1,330.00	\$1,140.00
7081FCO-K	1970-81 Camaro, 1965-79 Nova, kit	\$1,520.00	\$1,330.00	\$1,140.00
6467FCO-K	1964-67 Chevelle, kit	\$1,520.00	\$1,330.00	\$1,140.00
6872FCO-K	1968-72 Chevelle, kit	\$1,520.00	\$1,330.00	\$1,140.00
7887FCO-K	1978-87 G-Body, kit	\$1,520.00	\$1,330.00	\$1,140.00
6466FCO-K	1964-66 Mustang, kit	\$1,380.00	\$1,208.00	\$1,035.00
6770FCO-K	1967-70 Mustang, kit	\$1,380.00	\$1,208.00	\$1,035.00

#6472RCOK-DA



#### REAR DUAL-ADJUSTABLE COIL-OVER KIT

Specially designed USA made mounting brackets and double adjustable aluminum shocks specific to 1964-72 Chevelle, springs and all necessary hardware. With the highly popular adjustable front kits and the addition of this Rear Coil-Over Conversion Kit, CPP provides a complete suspension makeover for both ends of the vehicle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6472RCOK-DA	1964-72 Chevelle, Dual-Adjustable, kit	\$699.00	\$612.00	\$525.00

## COIL-OVERS / SYSTEMS

### STAGE 3: FRONT DUAL-ADJUSTABLE COIL-OVER KIT WITH REAR DUAL-ADJUSTABLE SHOCKS

#### KIT FEATURES\*

- Front dual-adjustable shocks
- Specially designed conical springs
- Mounting hardware
- Rear dual-adjustable shocks for leaf spring or coil spring applications



#6874DASK

### FORA LIMITED TIME ONLY!

COIL-OVER KITS INCLUDE SPANNER WRENCH & THRUST BEARING KIT

WITH PURCHASE OF ANY CPP COIL-OVER KIT

### STAGE 4: FRONT DUAL-ADJUSTABLE COIL-OVER KIT WITH UPPER & LOWER CONTROL ARMS & REAR DUAL-ADJUSTABLE SHOCKS

#### KIT FEATURES\*

- Totally Tubular Upper and Lower Control Arms
- Front dual-adjustable shocks
- Specially designed conical springs
- Mounting hardware
- Rear dual-adjustable shocks for leaf spring or coil spring applications



Totally TUBULAR™

#6872CDAK

CHEVELLE FRONT KIT SHOWN

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557DASK	1955-57 Fullsize, kit	\$985.00	\$862.00	\$739.00
5864DASK	1958-64 Fullsize, kit	\$985.00	\$862.00	\$739.00
6267DASK	1962-67 Nova, (OE Suspension) kit	\$985.00	\$862.00	\$739.00
6874DASK	1968-74 Nova, kit	\$985.00	\$862.00	\$739.00
6769DASK	1967-69 Camaro, kit	\$985.00	\$862.00	\$739.00
7081DASK	1970-81 Camaro, kit	\$985.00	\$862.00	\$739.00
6467DASK	1964-67 Chevelle, kit	\$985.00	\$862.00	\$739.00
6872DASK	1968-72 Chevelle, kit	\$985.00	\$862.00	\$739.00
7887DASK	1978-87 G-Body, kit	\$985.00	\$862.00	\$739.00
6466DASK	1964-66 Mustang, kit	\$985.00	\$862.00	\$739.00
6770DASK	1967-70 Mustang, kit	\$985.00	\$862.00	\$739.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CDAK	1955-57 Fullsize, kit	\$1,980.00	\$1,733.00	\$1,485.00
5864CDAK	1958-64 Fullsize, kit	\$1,998.00	\$1,749.00	\$1,499.00
6267CDAK	1962-67 Nova, (OE Suspension) kit	\$1,835.00	\$1,606.00	\$1,377.00
6874CDAK	1968-74 Nova, kit	\$1,730.00	\$1,514.00	\$1,298.00
6769CDAK	1967-69 Camaro, kit	\$1,730.00	\$1,514.00	\$1,298.00
7081CDAK	1970-81 Camaro, kit	\$1,730.00	\$1,514.00	\$1,298.00
6467CDAK	1964-67 Chevelle, kit	\$1,730.00	\$1,514.00	\$1,298.00
6872CDAK	1968-72 Chevelle, kit	\$1,730.00	\$1,514.00	\$1,298.00
7887CDAK	1978-87 G-Body, kit	\$1,899.00	\$1,662.00	\$1,425.00
6466CDAK	1964-66 Mustang, kit	\$1,835.00	\$1,606.00	\$1,377.00
6770CDAK	1967-70 Mustang, kit	\$1,835.00	\$1,606.00	\$1,377.00

### 4-CORNER CONVERSION!

### FRONT AND REAR DUAL-ADJUSTABLE COIL-OVER UPGRADE KITS

This front and rear system will create a full 4-corner, height-adjustable suspension as well as fine tuning compression and rebound adjustments for your desired road-feel. Kit includes front dual-adjustable shocks, specially designed conical springs, mounting hardware, rear dual-adjustable shocks specially designed springs and all mounting brackets specific to Chevy C10 trucks and Chevilles.

#6467DACOK



#### STAGE 3

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372DACOK	1963-72 Chevy Truck, kit	\$1,849.00	\$1,619.00	\$1,459.00
6467DACOK	1964-67 Chevelle, kit	\$1,199.00	\$1,050.00	\$900.00
6872DACOK	1968-72 Chevelle, kit	\$1,199.00	\$1,050.00	\$900.00

#### STAGE 4

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372CDACOK	1963-72 Chevy Truck, kit	\$2,799.00	\$2,450.00	\$2,100.00
6872CDACOK	1968-72 Chevelle, kit	\$2,299.00	\$2,012.00	\$1,725.00



SCAN QR CODE TO SEE HOW WE MANUFACTURE OUR TOTALLY TUBULAR CONTROL ARMS!



THE NEW IN-HOUSE CPP ROBOTIC WELDING STATIONS



### SPANNER WRENCH & THRUST BEARING KIT

Necessary when installing coil-over

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSPAN-K	Spanner Wrench/Thrust Bearing Kit, kit	\$49.00	\$43.00	\$37.00
SPANNER	Spanner Wrench, ea.	\$20.00	\$18.00	\$15.00
4052-K	Thrust Bearing Kit, kit	\$30.00	\$27.00	\$22.00

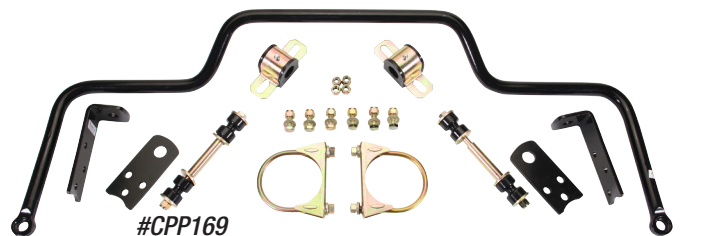
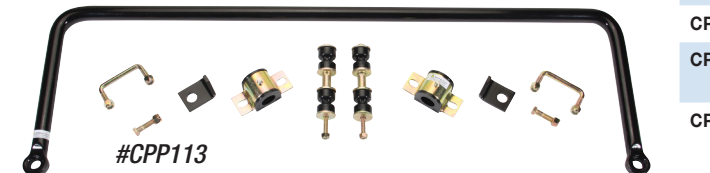
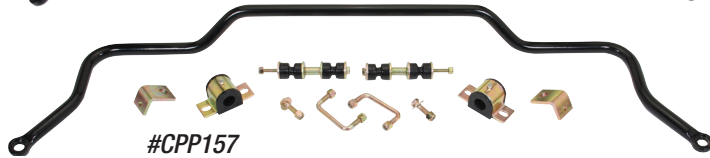
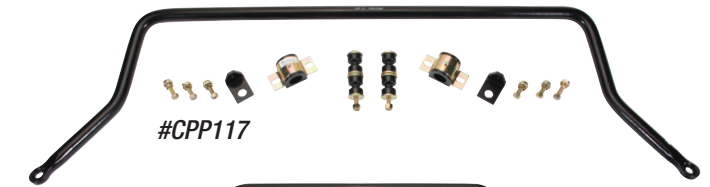


#CPSPAN-K

### COIL-OVER SHOCK NUTS

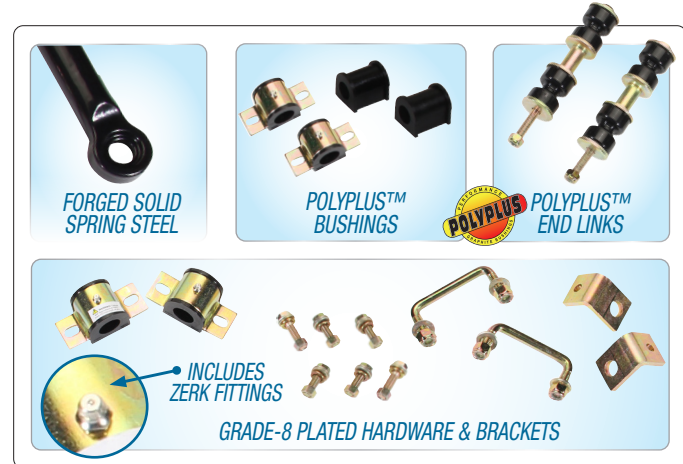
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
9504-109	Coil-over Alum. Shock Lock Nut, ea.	\$10.00	\$9.00	\$9.00
9504-110	Coil-over Alum. Shock Lock Spring Perch Nut, ea.	\$15.00	\$13.50	\$13.50





### CPP'S FRONT & REAR PREMIUM SWAY BARS

New additions to our current line of premium 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. Our new sway bars are manufactured out of forged solid spring steel and are powdercoated in a nice satin black finish. The kits come with grade-8 plated hardware and mounting brackets. Our PolyPlus™ bushings and end links provide years of service without squeak or wear. These are the nicest sway bar kits on the market, at the most competitive prices.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	
<b>FRONT</b>					
CPP117	1963-72 Chevy Truck, 1969-74 2WD Blazer, 1987-91 2WD Blazer, 1973-87 C10, and Suburban, 1-1/8" diameter, ea.	\$189.00	\$166.00	\$142.00	
<i>Note: This sway bar is for stock control arms only, will not work with our Totally Tubular Control Arms.</i>					
CPP157	1955-57 Chevy, 7/8" diameter, ea.	\$189.00	\$166.00	\$142.00	
CPP706	1958-64 Chevy Fullsize, 1" diameter, ea.	\$189.00	\$166.00	\$142.00	
CPP108	1962-67 Nova, 1" diameter, ea	\$189.00	\$166.00	\$144.00	
CPP2278	1975-79 Nova, 1970-81 Camaro, and 1964-77 Chevelle, 1-3/8" diameter, ea.	\$189.00	\$166.00	\$142.00	
CPP709	1975-79 Nova 1970-81 Camaro 1964-72 Chevelle 1964-72 El Camino 1973-77 Malibu 1970-77 Monte Carlo 1970-77 Sprint 1964-72 F85 1975-79 Omega 1964-79 Cutlass Supreme 1970-81 Firebird	1973-77 Grand Prix 1964-77 Lemans 1977-79 Phoenix 1964-70 Tempest 1975-79 Ventura 1973-77 Century 1970-72 GS 1973-77 Regal 1964-79 Skylark 1964-67 Special 1976-79 Cadillac Seville	\$189.00	\$166.00	\$142.00
CPP113	1965-79 Ford Bronco, 1965-79 F-100, and Ranger XLT, 1" diameter, ea.	\$189.00	\$166.00	\$142.00	
<b>REAR</b>					
CPP169	1947-59 Chevy Truck and 1948-56 Ford Truck, 7/8" diameter, ea.	\$189.00	\$166.00	\$142.00	
CPP253	1955-57 Chevy Fullsize, 7/8" diameter, ea.	\$189.00	\$166.00	\$142.00	

## SUSPENSION / HIGH-CLEARANCE - PROTOURING SWAY BARS

SCAN QR  
CODE TO SEE  
WHAT'S SO  
GOOD ABOUT  
THESE SWAY BARS!



### HIGH CLEARANCE FRONT ADJUSTABLE SWAY BARS

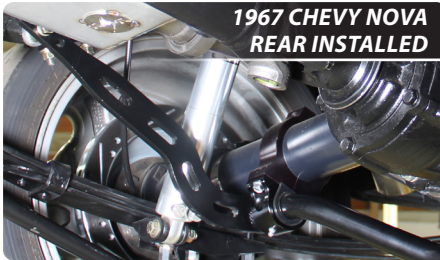


1963-87 CHEVY C10  
FRONT INSTALLED

Classic Performance Products introduces our newest addition to our growing pro-touring line of Front High-Clearance Lightweight Adjustable Sway Bar Kits. Our front high-clearance sway bars fit tight to the chassis allowing for significantly wider front tires. Rod ends eliminate the fixed position end link bushings often found on traditional front sway bars which limit the tire size. The bars are available in 1" or 1-1/4" diameters. These sway bars will fit both stock and aftermarket rear ends. Kits come complete with gloss black frame mount brackets and all the necessary hardware for an easy install.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>HIGH CLEARANCE FRONT 1-1/4" DIAMETER</b>				
6387HCSBK-125	1963-87 Chevy Truck, kit	\$249.00	\$218.00	\$187.00
5557HCSBK-125	1955-57 Chevy Fullsize, kit	\$249.00	\$218.00	\$187.00
6267HCSBK-125	1962-67 Nova, kit	\$249.00	\$218.00	\$187.00
6774HCSBK-125	1967-69 Camaro, 1968-74 Nova; kit	\$249.00	\$218.00	\$187.00
6481HCSBK-125	1970-81 Camaro, 1964-72 Chevelle, kit	\$249.00	\$218.00	\$187.00
CPPM2SB-N	Mustang II Narrow, 39.25" Length, ea	\$189.00	\$166.00	\$142.00
CPPM2SB-S	Mustang II Standard, 43.5" Length, ea	\$189.00	\$166.00	\$142.00
CPP6267M2SBK	1962-1967 Nova w/IFS, ea	\$189.00	\$142.00	\$142.00

### PRO-TOURING REAR ADJUSTABLE SWAY BAR KITS



1967 CHEVY NOVA  
REAR INSTALLED

Classic Performance Products introduces our newest addition to our growing pro-touring line of Rear High-Clearance Lightweight Adjustable Sway Bar Kits. Our new rear sway bar kits feature easy bolt-on mounting at the rear axle offering more clearance for brake lines and exhaust. This new fully adjustable design will give you the benefits more space and more roll resistance. Rear bars are also available in 1" or 1-1/4" diameters. These sway bars will fit both stock and aftermarket rear ends. Kits come complete with gloss black frame mount brackets and all the necessary hardware for an easy install.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>PRO-TOURING REAR 1-1/4" DIAMETER</b>				
6372ARSBK-125	1963-72 Chevy Truck, kit	\$319.00	\$280.00	\$240.00
5557ARSBK-125	1955-57 Chevy Fullsize, kit	\$319.00	\$280.00	\$240.00
6267ARSBK-125	1962-67 Nova, kit	\$319.00	\$280.00	\$240.00
6774ARSBK-125	1967-69 Camaro, 1968-74 Nova, kit	\$319.00	\$280.00	\$240.00
7081ARSBK-125	1970-81 Camaro, kit	\$319.00	\$280.00	\$240.00
6472ARSBK-125	1964-72 A-Body, kit	\$319.00	\$280.00	\$240.00
7887ARSBK-125	1978-87 G-Body, kit	\$319.00	\$280.00	\$240.00
6470ARSBK-125	1964-70 Mustang, kit	\$319.00	\$280.00	\$240.00

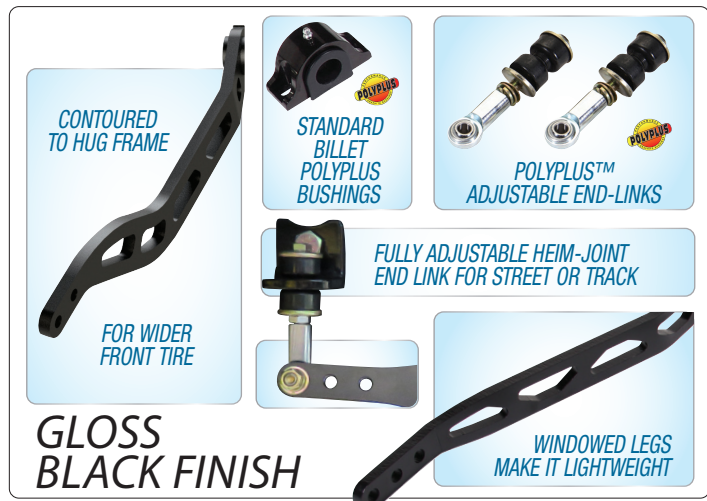
MORE CLEARANCE AROUND THE SHOCK MOUNTS!  
**PRO-TOURING PERFORMANCE!**



1.25"  
BAR!

#6387HCSBK-125

**HIGH CLEARANCE** ALLOWS  
FOR SIGNIFICANTLY  
WIDER TIRES!



CONTOURED  
TO HUG FRAME

STANDARD  
BILLET  
POLYPLUS  
BUSHINGS

POLYPLUS™  
ADJUSTABLE END-LINKS

FOR WIDER  
FRONT TIRE

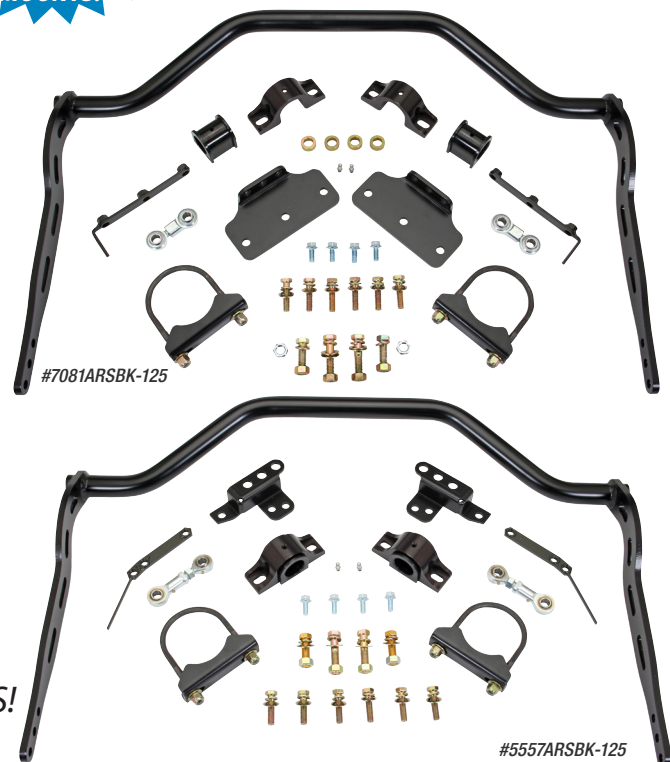
FULLY ADJUSTABLE HEIM-JOINT  
END LINK FOR STREET OR TRACK

GLOSS  
BLACK FINISH

WINDOWED LEGS  
MAKE IT LIGHTWEIGHT

INCLUDES  
BUSHINGS &  
BILLET  
MOUNTS!

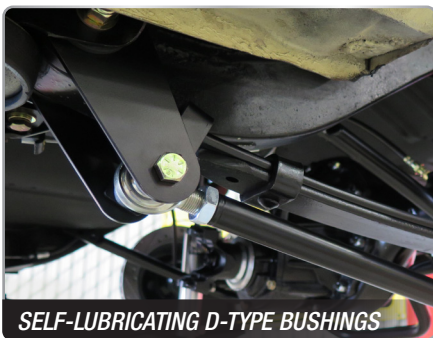
NEW LIGHTWEIGHT  
DESIGNS!



#7081ARSBK-125

#5557ARSBK-125

## REAR SUSPENSION COMPONENTS



SELF-LUBRICATING D-TYPE BUSHINGS

### STREET-TRAC™ TRACTION BARS

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



SCAN QR CODE TO UNDERSTAND THE PURPOSE OF CPP STREET TRAC TRAC BARS



ADDITION GROUND CLEARANCE

#6473TB

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557TB	1955-57 Fullsize	\$369.00	\$323.00	\$277.00
6281TB-S	1962-74 Nova, 1967-81 Camaro, stock axle applications	\$369.00	\$323.00	\$277.00
6274TB-L	1962-74 Nova, 1967-69 Camaro, for applications using lowering blocks	\$369.00	\$323.00	\$277.00
7081TB-L	1970-81 Camaro, for applications using lowering blocks	\$369.00	\$323.00	\$277.00
6473TB	1964-73 Ford Mustang, for stock axle, kit	\$369.00	\$323.00	\$277.00
6473TB-L	1964-73 Ford Mustang, for 2" or 3" lowering blocks, kit	\$369.00	\$323.00	\$277.00
6473TB-R	1964-73 Ford Mustang, for reversed eye applications with stock axle, kit	\$369.00	\$323.00	\$277.00
6473TB-RL	1964-73 Ford Mustang, for reversed eye applications with 2" or 3" lowering blocks kit	\$369.00	\$323.00	\$277.00



CONVERT TO MULTI-LEAF SPRINGS

### AXLE SEAT CONVERSION KIT

This kit is used to convert from Mono to Multi-leaf springs for 1962-74 Nova as well as 1967-69 Camaro. Kit features Axle seats, U-bolts and hardware and lower shock plates. This kit will eliminate the use of factory studs through the Rear End perch and stock leaf spring pads. With a full U-bolt around the axle making the Rear End more connected to the car than ever. Perfect for Rear End conversions with a 3" axle tube common on most 10-12 bolt GM as well as the popular 9" fords.



#6267ASC

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267ASC	1962-67 Nova & 1967 Camaro, kit	\$139.00	\$122.00	\$105.00
6874ASC	1968-74 Nova, 1968-69 Camaro, kit	\$129.00	\$113.00	\$97.00



FOR NEW SHOCKS W/ LOOP MOUNTS

### REAR SHOCK RELOCATION KITS

These kits feature an adjustable crossmember upper shock mount. It bolts onto the rear of the chassis tight to the trunk floor and includes new lower shock mounts/spring tie plates. There are 4 versions to work with: original style axle perch, a narrow leaf spring, with lowering blocks, and without lowering blocks. The kit requires new shocks that mount with loop style mounts top and bottom.



#6769RSR-NAK

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>FOR STOCK AXLE PERCH</b>				
6769RSR-AAK	1967-69 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
6769RSR-ALK	1967-69 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00
7081RSR-AAK	1970-81 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
7081RSR-ALK	1970-81 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>FOR NARROW LEAF SPRINGS</b>				
6769RSR-NAK	1967-69 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
6769RSR-NLK	1967-69 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00
7081RSR-NAK	1970-81 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
7081RSR-NLK	1970-81 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00

## SUSPENSION / SHACKLE KITS



RUBBER OR POLYPLUS™ BUSHINGS



**POLYPLUS™**  
INCLUDES  
POLYPLUS™  
UPGRADED  
BUSHINGS

#CP55SHK-RP

SHOWN  
ASSEMBLED

#SK8154-K

### 1955-57 SHACKLE KITS

Complete Shackle kits are now available for your 1955-57 Chevy Car. These are complete with all hardware and include both upgraded Poly Plus bushings as well as OE Rubber bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP55SHK-RP	1955 Chevy, kit	\$69.00	\$61.00	\$52.00
CP5657SHK-RP	1956-57 Chevy, kit	\$69.00	\$61.00	\$52.00
<b>SPRING BOLT KIT</b>				
SK8154-K	1956-57 Chevy Fixed End, rubber, kit	\$29.00	\$26.00	\$22.00



D-SPEC BUSHINGS AND STEEL PIVOT SLEEVES

### HIGH PERFORMANCE REAR SHACKLE KITS

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



#6267SHK-RE

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6473SHK-RE	1964-73 Mustang, kit	\$119.00	\$105.00	\$90.00
6267SHK-RE	1962-67 Nova, kit	\$119.00	\$105.00	\$90.00
6781SHK-RE	1967-81 Camaro, 1968-74 Nova, kit	\$119.00	\$105.00	\$90.00



MORE ROOM FOR WIDER REAR TIRES



#6774OSS-175

#6774OSS-75

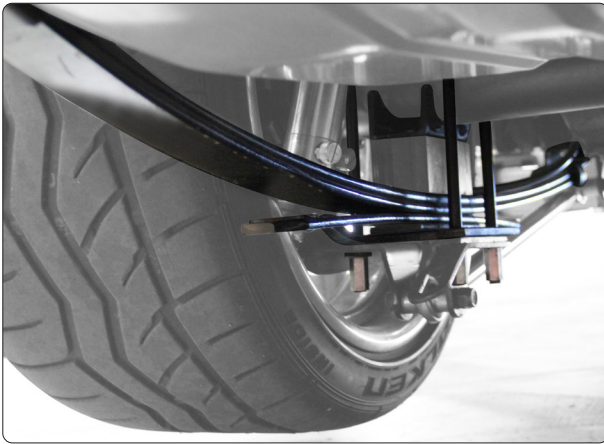
### OFFSET SHACKLE KITS

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

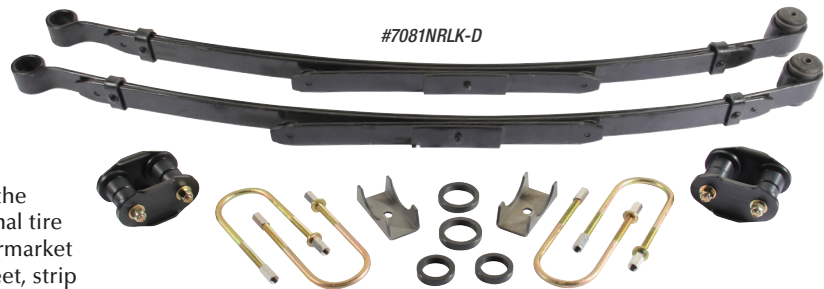
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6774OSS-75	1967-69 Camaro, 1968-74 Nova, 3/4" offset, kit	\$159.00	\$140.00	\$120.00
6774OSS-175	1967-69 Camaro, 1968-74 Nova, 1-3/4" offset, kit	\$189.00	\$166.00	\$142.00

# Steering, Brakes & Suspension

## NARROW LEAF-SPRING UPGRADE KITS



SCAN QR CODE TO SEE HOW TO GET A 2" DROP PLUS WIDER TIRES ON YOUR 1962 TO 1967 NOVA



### COMPLETE NARROW LEAF SPRING UPGRADE KITS

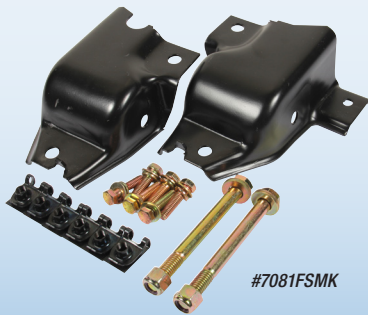
Our new CPP Narrow leaf spring upgrade kits are available for 1967-81 Camaro and 1962-74 Novas. These kits allow for the absolute largest wheel and tire to be used without relocating the leaf springs front and rear hangers inboard. No cutting and welding on the frame rails. Kits include a custom narrowed axle bracket to match the narrowed leaf perfectly. These kits will gain you 1/2" additional tire clearance per side. Kits will fit original Rear Ends or any aftermarket 3" tube style 10/12 bolt or 9" ford. Great upgrade for any street, strip or Pro-Touring performer.

#### KITS FEATURE\*

- (2) Multi-Leaf Springs (Stock Height Or 2" Drop)
- Weld-on Axle Brackets
- U-Bolt Set
- Spring Tie Plates (on 1967-69 Camaro & 1968-74 Nova)
- High Performance Rear Shackle Kits
- All Hardware For Easy Installation

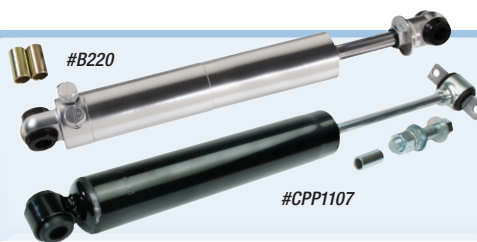
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267NRLK-S	1962-67 Nova, stock, kit	\$739.00	\$647.00	\$555.00
6267NRLK-D	1962-67 Nova, 2" drop, kit	\$739.00	\$647.00	\$555.00
67NRLK-S	1967 Camaro, stock, kit	\$739.00	\$647.00	\$555.00
67NRLK-D	1967 Camaro, 2" drop, kit	\$739.00	\$647.00	\$555.00
6874NRLK-S	1968-69 Camaro & 1968-74 Nova, stock, kit	\$739.00	\$647.00	\$555.00
6874NRLK-D	1968-69 Camaro & 1968-74 Nova, 2" drop, kit	\$739.00	\$647.00	\$555.00
7081NRLK-S	1970-81 Camaro, stock, kit	\$739.00	\$647.00	\$555.00
7081NRLK-D	1970-81 Camaro, 2" drop, kit	\$739.00	\$647.00	\$555.00

## PACKAGE UPGRADES



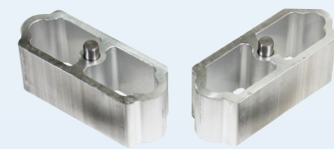
### FRONT LEAF SPRING HANGER KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769FSMK	1968-74 Nova, 1967-69 Camaro, kit	\$89.00	\$78.00	\$67.00
7081FSMK	1970-81 Camaro, kit	\$99.00	\$87.00	\$75.00



### STOCK MOUNT SHOCK OPTIONS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-1105	1962-67 Nova, 1967-69 Camaro, rear stock, ea.	\$49.00	\$43.00	\$37.00
CPP-1105CM	1967-69 Camaro, w/ shock tab kit, ea.	\$49.00	\$43.00	\$37.00
KY-1106	1970-78 Camaro, rear stock, ea.	\$43.00	\$41.00	\$39.00
CPP-1107	1968-74 Nova, 1967-69 Camaro, rear stock, ea.	\$49.00	\$43.00	\$37.00
B220	1968-74 Nova, dual adj. shock, ea.	\$230.00	\$212.00	\$207.00
B222	1962-67 Nova, 1967-69 Camaro, dual adj. shock, ea.	\$210.00	\$194.00	\$189.00
B205	1970-81 Camaro, dual adj. shock, ea.	\$220.00	\$203.00	\$198.00



### REAR LOWERING BLOCK KITS & U-BOLTS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2031	1" drop kit	\$59.00	\$52.00	\$45.00
CP2032	2" drop kit	\$59.00	\$52.00	\$45.00
CP2033	3" drop kit	\$59.00	\$52.00	\$45.00

AVAILABLE FOR ALL MODELS

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

⚠ WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

## STEERING / MIDNITE SERIES STEERING WHEELS



### MIDNITE SERIES BILLET STEERING WHEEL PACKAGE

Building on our existing line of polished aluminum steering wheels, these 14" wheels are made from black machined aluminum for a beautiful shine. Each wheel comes with a black half wrap for the ultimate finishing touch. Our Complete Steering Wheel Package includes your choice of steering wheel, a black billet horn cap, and a black steering wheel hub adapter. All for one low price! *Note: Please specify which model and finish needed when ordering.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6794LSWB	14" Midnite Series Steering Wheel Kit (polished chrome also available)	\$329.00	\$288.00	\$247.00

*Note: Please specify which model and finish needed when ordering.*

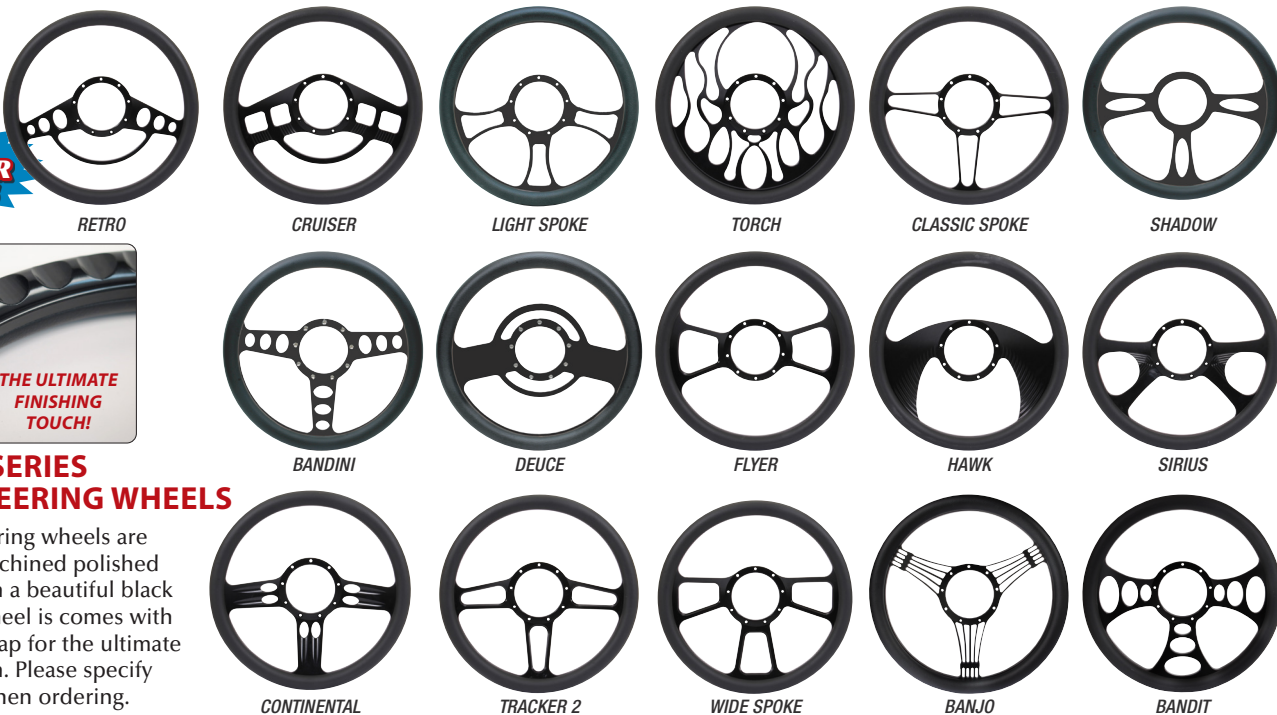
MANY CHOICES AVAILABLE!

14" DIAMETER WHEELS



### MIDNITE SERIES BILLET STEERING WHEELS

These 14" steering wheels are made from machined polished aluminum with a beautiful black finish. Each wheel is comes with a black half wrap for the ultimate finishing touch. Please specify what model when ordering.

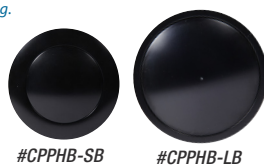


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPBSW	14" Midnite Series Steering Wheel only, ea. (polished chrome also available)	\$225.00	\$197.00	\$169.00

*Note: Please specify which model and finish needed when ordering.*

### MIDNITE SERIES BILLET HORN BUTTON

Add the finishing touch to your black-billet wheel addition with our black aluminum cap. Also available in polished aluminum. Precision machined billet aluminum for a perfect fit.



### MIDNITE SERIES BILLET WHEEL HUB ADAPTER

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6794KHB-A	1967-94 GM Horn Adapter, ea.	\$69.00	\$61.00	\$52.00

*Note: Please specify which model and finish needed when ordering.*

*Note: Please specify which model and finish needed when ordering.*



# Steering, Brakes & Suspension

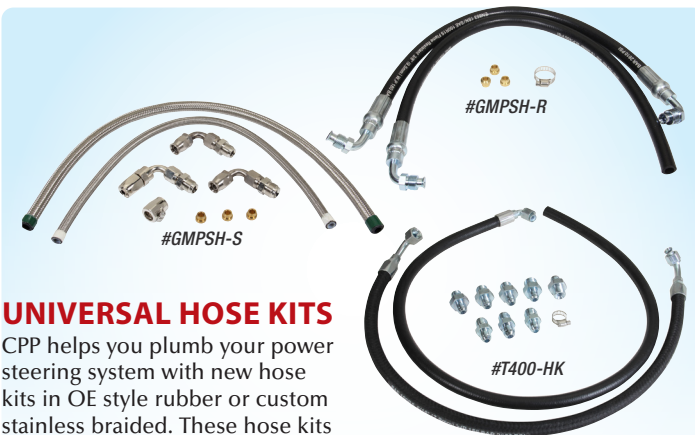
## CONVERSION BOXES & COMPONENTS



### STEERING BOX REBUILD KITS

This steering rebuild kit will allow you to rebuild your original Chevy or GMC truck steering gearbox and finally get rid of your loose or sloppy steering. If you have replaced your tie rod ends and ball joints and your classic truck still wanders when driving down the road, then it may be time to rebuild your steering box, which is one of the most overlooked yet crucial components of your suspension. Both kits comes with everything you need to rebuild your steering box. The 1947-59 kit comes with an illustrated booklet with step by step instructions taken from the original Chevrolet service manual and modern tapered bearings

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4759SRK	1947-59 Chevy C10/GMC 1/2-ton truck, kit	\$199.00	\$90.00	\$78.00
6066SRK	1960-66 Chevy C10/GMC 1/2-ton truck, kit	\$89.00	\$78.00	\$67.00



### UNIVERSAL HOSE KITS

CPP helps you plumb your power steering system with new hose kits in OE style rubber or custom stainless braided. These hose kits are rated to meet the demands of today's high pressure power steering systems. They are built with quality 90 degree hose ends to make installation a breeze. Our #GMPSH-S and #T400HK give you the ability to clock the hose end in any direction and come with adapter fittings to use when necessary.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
GMPSH-R	GM Inverted Flare Pump to GM Inverted Flare Gear Box	\$65.00	\$57.00	\$49.00
GMPSH-S	GM Inverted Flare Pump to GM Inverted Flare Gear Box w/GAN Adapters	\$120.00	\$105.00	\$90.00
T400-HK	GM Inverted Flare Pump to CPP 400 Series Box or Toyota Power Box	\$90.00	\$79.00	\$68.00



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
DSC-TTFK-R	Raw, kit	\$13.00	\$12.00	\$10.00
DSC-TTFK-C	Chrome, kit	\$13.00	\$12.00	\$10.00
DSC-TTFK-B	Black, kit	\$13.00	\$12.00	\$10.00

Call us for details



### DUAL RETURN SAGINAW PUMP RESERVOIRS

Your dual return line reservoirs for hydraulic brake systems are here. They'll work on all first series Saginaw Pumps, both with press on and bolt on pulleys. We have the 2 most popular out now and more coming soon. The reservoirs come with the lid and new O-rings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
19-6168SB-62	61-68 FS 6 Cyl, 65-68 SB, 63-72 C10 SB, Reservoir Only	\$65.00	\$57.00	\$49.00
19-6768BB-2	55-64 SWP SB, Reservoir Only	\$65.00	\$57.00	\$49.00



### 1967-1969 CAMARO QUICK STEER LINKAGE KIT

For those who want the same linkage as the 1969 Camaro Z28. The steering arms are a perfect reproduction of the quick steer 5.25 inch long 69 Z28s (same as GM 3954875 & 3954876), as well as the correct pitman arm and center link. Kit comes complete with the short steering arms, pitman arm, idler arm, center link, inner and outer tie rods and steel clamp sleeves.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6869DSLK-CP-Q	1967-1969 Camaro Quick Steering Linkage w/ 5.25" Steering Arms	\$450.00	\$375.00	\$319.00
6769CL	1967-1969 Camaro Center Link	\$65.00	\$57.00	\$49.00
3954875/76	1969 Z28 Camaro Steering Arms 5.25" (fits 67-69)	\$199.00	\$175.00	\$150.00
ES350SP-AP	Upgraded Billet Sleeves	\$69.00	\$61.00	\$52.00



### STEERING LINKAGE KIT

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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
7074SLK-CP	1970-74 Camaro	\$469.00	\$411.00	\$352.00
7581SLK-CP	1975-81 Camaro	\$395.00	\$346.00	\$297.00

## STEERING / COMPONENTS



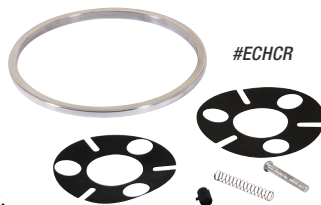
### 3-SPOKE STEERING WHEEL KIT FOR 1967-72 MS

These 3 spoke steering wheels are just the finishing touch your CPP, aftermarket or factory steering column needs. They are available in a variety of colors to match your interior and come with all the components needed to get them installed. Steering wheels are 15" outside diameter and are meant to be reproductions of the factory 3 spoke wood wheels found in A-body applications from 1967-72. These will also fit 1967-94 GM columns and other aftermarket brands. Specify your application when ordering. Steering wheel is available in sandalwood, blue, black and red.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3SSW-K	15", for 1967-72 GM Midsize, kit	\$230.00	<del>\$189.00</del>	<del>\$179.00</del>

### STEERING COLUMN COMPONENTS

Would you prefer to use a factory steering wheel with your new tilt column? This new kit includes the items needed to install the factory wheel and hook up the horn contact.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ECHCR	1955-68 OEM Steering Wheel Adapter and Horn Contact for Tilt Columns, kit	\$39.00	\$35.00	\$30.00

### 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.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP59060	3/4"-36 x 3/4"-30, ea.	\$95.00	\$84.00	\$72.00
CP59065	3/4"DD x 3/4"-30, ea.	\$95.00	\$84.00	\$72.00
CP59084	1"DD x 3/4"-30, ea.	\$95.00	\$84.00	\$72.00
CP59085	1"-48 x 3/4"-30, ea.	\$95.00	\$84.00	\$72.00
CP59136	3/4"-30 x 3/4" Smooth, (pin), ea.	\$95.00	\$84.00	\$72.00
CP59129	3/4"-Smooth x 3/4"-30, (set screw), ea.	\$95.00	\$84.00	\$72.00



#CPKCMB

### COLUMN MOUNTING BRACKETS

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



SHOWN INSTALLED ON CPP KEY COLUMN

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPKCMB	For 2" CPP or OE Columns, kit	\$99.00	\$87.00	\$75.00
67CMB	1967 Nova, For Key Columns, kit	\$99.00	\$87.00	\$75.00



STANDARD FITTING



-6AN FITTING



BANJO ADAPTER

### POWER STEERING PUMP FLOW CONTROL FITTINGS

Our power steering flow valves are designed to be used with late model Type II or OE pumps. Some applications require lower flow for smoother operation or to convert to a high flow for applications like our 500 Series™ steering gearbox and Hydrastop™ applications. Fittings are available in Standard or -6AN.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
45107	Standard Fitting, Low Flow Type II Pump	\$34.00	\$30.00	\$26.00
45108	Standard Fitting, High Flow Type II Pump	\$34.00	\$30.00	\$26.00
45130	Standard Fitting, Low Flow OE Pump	\$34.00	\$30.00	\$26.00
45131	Standard Fitting, High Flow OE Pump	\$34.00	\$30.00	\$26.00
45115	-6AN Fitting, Low Flow Type II Pump	\$34.00	\$30.00	\$26.00
45117	-6AN Fitting, High Flow Type II Pump	\$34.00	\$30.00	\$26.00
45134	-6AN Fitting, Low Flow OE Pump	\$34.00	\$30.00	\$26.00
45135	-6AN Fitting, High Flow OE Pump	\$34.00	\$30.00	\$26.00
49057	Banjo Adapter for OE Fittings	\$34.00	\$30.00	\$26.00

### STEERING SHAFT COUPLER

CPP's new steering coupler will connect a 3/4" steering shaft to a 3/4"-30 spline steering gear like our 400 or 500 series boxes. The coupler is small enough to fit inside the outer column tube which makes it a great fit for applications like a Ford Falcon, Mustang, Nova, or Bel-Air where the steering box is very close to the firewall and regular rag joints will not fit. The coupler uses two roll pins to connect it to the steering shaft so no welding is required. The steering coupler is secured to the gear box with a self-locking set screw.



#59142

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
59142	Steering Shaft Coupler	\$25.00	\$22.00	\$17.00

# Steering, Brakes & Suspension

## IFS SYSTEMS / MUSTANG II



**NEW POWER RACK & PINION INCLUDED!**

MUSTANG II CROSSMEMBER FOR 1962-67 CHEVY NOVA (SHOWN)



**FULLY WELDED CROSSMEMBER!**

**BIGGEST ROTORS AVAILABLE IN A TRADITIONAL IFS KIT**

SHOWN WITH OPTIONAL UPGRADES

**SWAY BAR INCLUDED!**

### MUSTANG II IFS SYSTEMS & CROSSMEMBERS

CPP's Mustang II IFS Kits and crossmembers are available for many popular applications and offer a wide variety of options.

Our weld-in crossmembers kits are the perfect foundation for a complete IFS conversion. They come complete with upper spring perches, rack and pinion mounts and any applications-specific components. Our IFS kits come complete with the crossmember along with all steering, brake and suspension components. Sway bars are included at no added cost and the kits have the option of manual or power rack and pinion—both are brand new, not remanufactured units. Coil over and air bag upgrades are also available. All tubular control arms, coil springs and sway bars come in black powder coat for a durability and a professional look. Brake packages come standard with forged spindles, our Big Bore™ calipers, 11-3/4" rotors, aluminum hubs and choice of bolt pattern including 5x4.5, 5x4.75, 5x5, 5x5.5 and 6x5.5. A Corvette-style brake upgrade is also available and features sealed bearing hubs; drilled, slotted and vented 13" rotors; twin piston calipers; and all bolt pattern options. The 1962-'67 Nova Mustang II IFS Subframe Kit comes fully welded with 2"x3" boxed tubing and double-adjustable down bars for added support. The subframe also features welded-in motor mounts that will work with small block, big block and LS engines.

Notes: Extra hardware needed for LS. Specify manual or power steering and stock or dropped spindles.



SCAN QR CODE TO SEE OUR 1967 CHEVY NOVA SS PERFORM



#### COMPLETE MUSTANG II IFS KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6267M2IFS-K	1962-67 Chevy Nova, kit	\$2,300.00	\$2,013.00	\$1,725.00
E3540M2IFS-K	1935-40 Ford car & 1935-41 Ford truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E3739M2IFS-K	1937-39 Chevy Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E3748M2IFS-K	1937-48 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4754M2IFS-K	1947-54 Chevy Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4852M2IFS-K	1948-52 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4954M2IFS-K	1949-54 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5356M2IFS-K	1953-50 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5559M2IFS-K	1955-59 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5760M2IFS-K	1957-60 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E6470M2IFS-K	1964-1/2-70 Ford Mustang, kit	\$2,100.00	\$1,838.00	\$1,575.00

#### CROSSMEMBER KITS (ONLY)

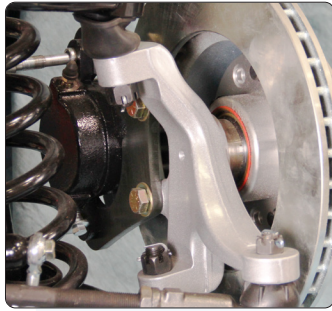
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6267M2-DLX	Deluxe, 1962-67 Chevy Nova, (shown)**	\$899.00	\$787.00	\$675.00
E3540M2-X*	1935-40 Ford car & 1935-41 Ford truck, kit	\$365.00	\$320.00	\$274.00
E3739M2-X	1937-39 Chevy Truck, kit	\$365.00	\$320.00	\$274.00
E3748M2-X	1937-48 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E4754M2-X*	1947-54 Chevy Truck, kit	\$365.00	\$320.00	\$274.00
E4852M2-X*	1948-52 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E4954M2-X	1949-54 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E5356M2-X*	1953-50 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E5559M2-X*	1955-59 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E5760M2-X*	1957-60 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E6470M2-X*	1964-1/2-70 Ford Mustang, kit	\$365.00	\$320.00	\$274.00

\*Includes Boxing Plates \*\*Deluxe Crossmember shown in IFS kit above

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

## MUSTANG II / COMPONENTS



### MODULAR™

#### DROP & STOCK SPINDLES

One-piece forged spindle design available in both stock height and 2" drop applications. The perfect fit with CPP 11.75" brake kits 13" Big Brake packages. Also work with a variety of brake kits and custom applications.



### 11.75" PERFORMANCE BRAKES



### MUSTANG II MODULAR™ SPINDLE WHEEL BRAKE KITS

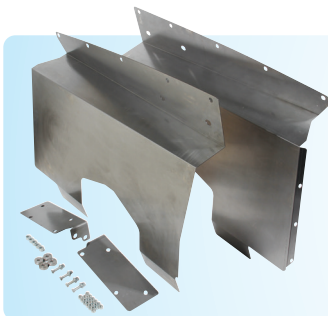
Upgrade your Mustang II brake package by adding our newest addition to our Modular spindle line. Most common suppliers offer a stock 9" diameter rotor or an aftermarket 11" rotor brake kit for these setups. Our kit increases stopping power by 20% with its increased rotor size and new Big Bore™ calipers. Available in 5x4.5, 5x4.75, 5x5, 5x5.5, and 6x5.5 bolt patterns. Upgrade available for red or black caliper finish. Spindles also available separately with mounting brackets.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2SWBK-MOD-S	Complete kit with stock spindles, kit	\$699.00	\$612.00	\$525.00
M2SWBK-MOD-D	Complete kit with drop spindles, kit	\$699.00	\$612.00	\$525.00
M2SDBK-S	Stock spindles and bracket, kit	\$229.00	\$199.00	\$179.00
M2SDBK-D	Drop spindles and bracket, kit	\$229.00	\$199.00	\$179.00

NOTE: Please specify bolt pattern when ordering.



SCAN QR CODE TO VIEW INSTALLS, PHOTOS, VIDEOS, AND MORE DETAILS ON THESE PROJECTS ON TEAM CPP! OR VISIT [TEAMCPP.COM](http://TEAMCPP.COM)



### 1966-67 NOVA MUSTANG II WIDE INNER FENDER PANELS

CPP introduces our 66-67 Nova Widened Inner Fenders with added wheel clearance. Made of 1/16" steel and pre drilled for a bolt in fit that comes complete with all firewall brackets and hardware needed. Perfect when installing CPP Deluxe Mustang 2 Front End.



DUAL ADJUSTABLE

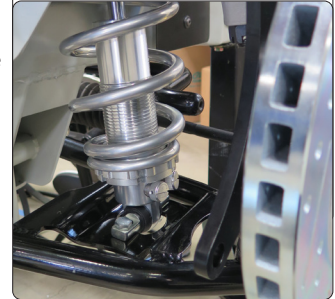


Totally TUBULAR™

### MUSTANG II FRONT COIL-OVER SYSTEM

Already have a CPP tubular control arm kit or one of our Mustang II suspensions installed with traditional coil springs? If you are considering adding coil-overs, these kits are designed specifically for C-10 (1963-87) and all Mustang II applications requiring different or modified lower tubular arm. Kits include dual-adjustable coil-over kits. CPP now offers fully adjustable Mustang II upper control arms to dial in you caster & camber.

#### MODIFIED LOWER TUBULAR CONTROL ARM



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2COK1	Coil Over Spring & Shock Kit, kit	\$479.00	\$417.00	\$395.00
M2COK-U	Modified Lower Control Arm & Coil-Over Kit, kit	\$895.00	\$784.00	\$672.00



NEW!

### MUSTANG II ADJUSTABLE CONTROL ARMS

If you're looking for more caster or camber in your Mustang II IFS system we've developed a fully adjustable set of upper arms. Both the front and rear part of the upper arms are adjustable. The arms are fully assembled with ball joints, using polyurethane bushings on the shafts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2TCA-UA	Upper Tubular Adjustable Control Arms, kit	\$399.00	\$350.00	\$300.00

# Steering, Brakes & Suspension

## MUSTANG II CORVETTE-STYLE SPINDLE/HUB/BRAKES

**NEW!** HYBRID DESIGN



2" DROP OR STOCK HEIGHT

**13" ROTORS!**

### COMPLETE MUSTANG II CORVETTE-STYLE BRAKE/SPINDLE/HUB KITS

Just about anyone with a Mustang II setup finally has the option to go with the best in late-model brake technology. These CS spindles are a big win since they open the door to all the best Corvette-style brake upgrade kits requiring a 17" or bigger wheel that clears Corvette-style calipers. The spindles are available in stock-height or 2" drop. It can be set up for typical Mustang II wheel mounting location or narrowed 1/4" to 1/2" per side. The sealed bearing hubs are available in all the popular bolt patterns and installation is a breeze with no need to set bearing preload. An added bonus is the ability to adjust the track width during final installation.



M2CSD-5C-13R

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CSD-5C-13B	Mustang II Corvette-Style Drop Spindles 5-Lug Hubs Car (5 x 4.5 & 5 x 4.75) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSD-5T-13B	Mustang II Corvette-Style Drop Spindles 5-Lug Hubs Truck (5 x 5.0 & 5 x 5.5) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSD-6T-13B	Mustang II Corvette-Style Drop Spindles 6-Lug Hubs Truck (6 x 5.5) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-5C-13B	Mustang II Corvette-Style Stock Spindles 5-Lug Hubs Car (5 x 4.5 & 5 x 4.75) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-5T-13B	Mustang II Corvette-Style Stock Spindles 5-Lug Hubs Truck (5 x 5.0 & 5 x 5.5) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-6T-13B	Mustang II Corvette-Style Stock Spindles 6-Lug Hubs Truck (6 x 5.5) Black 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSD-5C-13R	Mustang II Corvette-Style Drop Spindles 5-Lug Hubs Car (5 x 4.5 & 5 x 4.75) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSD-5T-13R	Mustang II Corvette-Style Drop Spindles 5-Lug Hubs Truck (5 x 5.0 & 5 x 5.5) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSD-6T-13R	Mustang II Corvette-Style Drop Spindles 6-Lug Hubs Truck (6 x 5.5) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-5C-13R	Mustang II Corvette-Style Stock Spindles 5-Lug Hubs Car (5 x 4.5 & 5 x 4.75) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-5T-13R	Mustang II Corvette-Style Stock Spindles 5-Lug Hubs Truck (5 x 5.0 & 5 x 5.5) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00
M2CSS-6T-13R	Mustang II Corvette-Style Stock Spindles 6-Lug Hubs Truck (6 x 5.5) Red 13" Corvette Brake/kit	\$779.00	\$682.00	\$585.00

**FINALLY A HYBRID SPINDLE FOR ALL POPULAR MUSTANG II APPLICATIONS**

**SEE PAGE 14 FOR MUSTANG II IFS SYSTEMS**

### NSRA 2021 PRODUCT OF THE YEAR!

**AN ADDED BONUS IS THE ABILITY TO ADJUST THE FRONT TRACK WIDTH OF THE VEHICLE!**

What makes the Corvette-Style Spindle for Mustang II a home run? Now just about anyone who has Mustang II suspension or plans to install a Mustang II suspension, has the option to go with the Corvette-Style spindle hub, and brakes. It opens the door to all the best Corvette-style brake upgrades the aftermarket has to offer.

SCAN QR CODE TO LEARN MORE ABOUT CORVETTE-STYLE SPINDLES, HUBS & BRAKES FOR MUSTANG II SUSPENSION!



#M2CSD



#M2CSS

### MUSTANG II CORVETTE-STYLE SPINDLES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CSD	Mustang II Corvette-Style 2" Drop Spindles/pr	\$269.00	\$236.00	\$202.00
M2CSS	Mustang II Corvette-Style Stock-Height Spindles/pr	\$269.00	\$236.00	\$202.00



#M2CSS-6T2

### MUSTANG II CORVETTE-STYLE SPINDLE/HUB UPGRADE KITS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CSD-5C	2" Drop Spindles w/5-Lug Hubs Car (5x4.5 & 5x4.75)/kit	\$389.00	\$341.00	\$292.00
M2CSD-5T	2" Drop Spindles w/5-Lug Hubs Truck (5x5.0 & 5x5.5)/kit	\$389.00	\$341.00	\$292.00
M2CSD-6T	2" Drop Spindles w/6-Lug Hubs Truck (6x5.5)/kit	\$389.00	\$341.00	\$292.00
M2CSS-5C	Stock Spindles w/5-Lug Hubs Car (5x4.5 & 5x4.75)/kit	\$389.00	\$341.00	\$292.00
M2CSS-5T	Stock Spindles w/5-Lug Hubs Truck (5x5.0 & 5x5.5)/kit	\$389.00	\$341.00	\$292.00
M2CSS-6T	Stock Spindles w/6-Lug Hubs Truck (6x5.5)/kit	\$389.00	\$341.00	\$292.00



#CP35043



#CP35044



#CP35045

### HIGH-PERFORMANCE WHEEL HUBS

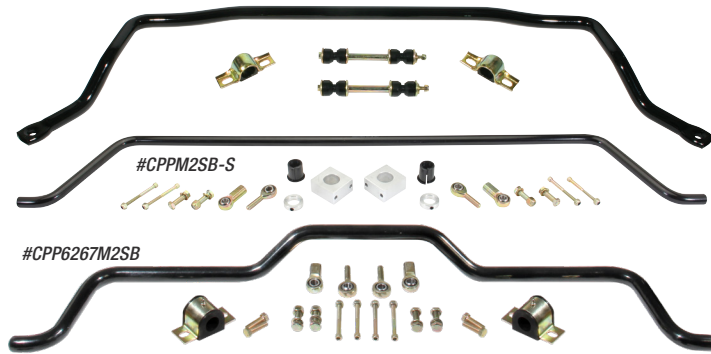
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP35043	5x4.5" & 5x4.75" - 1/2" Stud Car-Dual Bolt Pattern (Chevy or Ford)/pr	\$149.00	\$131.00	\$112.00
CP35044	5x5 & 5x5.5" - 1/2" Stud Truck-Dual Bolt Pattern/pr	\$149.00	\$131.00	\$112.00
CP35045	6x5.5" - 7/16" Stud Truck/pr	\$149.00	\$131.00	\$112.00

800.522.5004 | FAX 714.522.2500 | CLASSICPERFORM.COM

⚠ WARNING: CANCER AND REPRODUCTIVE HARM - WWW.P65WARNINGS.CA.GOV

## MUSTANG II / COMPONENTS

## COMPONENTS



SEE HOW TO INSTALL A SWAY BAR  
SCAN QR CODE



### MUSTANG II HIGH CLEARANCE SWAY BAR FOR 1962-67 CHEVY NOVA

CPP's new High Clearance sway bar features a precision laser cut 3/8" leg that fits tight to the chassis allowing for significantly larger front tires. We use rod ends and eliminate the fixed position end link bushings often found on a traditional front sway bar that which limits the tire size. This kit includes a fully adjustable heim-joint end link setup allowing for multiple mounting positions and pre-load adjustments. The bars are hollow to reduce weight and the working portion of the bar is shorter to increase roll resistance.

### MUSTANG II 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 powdercoated finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>FRONT:</b>				
CPPM2SB-N	Mustang II Narrow, 39.25" length, ea.	\$189.00	\$166.00	\$142.00
CPPM2SB-S	Mustang II Standard, 43.5" length, ea.	\$189.00	\$166.00	\$142.00
CPP6267M2SB	1962-67 Nova, ea.	\$189.00	\$166.00	\$142.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267HCSBK-125	1962-67 Nova, kit	\$249.00	\$218.00	\$187.00

### MUSTANG II 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
M2CS-L	For Small Block, 350 lbs, pr	\$115.00	\$101.00	\$87.00
M2CS-M	For Small Block/Ls, 390 lbs, pr	\$115.00	\$101.00	\$87.00
M2CS-H	For Big Block, 425 lbs, pr	\$115.00	\$101.00	\$87.00

### MUSTANG II BALL JOINT

Replacement screw in ball joint for CPP Mustang II IFS kits. Fits both upper and lower arms.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA395	ea.	\$34.00	\$30.00	\$26.00



### MUSTANG II SWAY BAR BRACKETS

CPP has developed new sway bar brackets to accommodate any aftermarket Mustang II crossmember with our Mustang II Sway Bars. Our #M2SBB-U bracket kit will work with multiple width and end link (heim joint style) combinations. This bracket kit has been designed with adjustability in mind, to easily find the center when installing and to keep the end link straight.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2SBB-U	pair	\$35.00	\$31.00	\$27.00



### HOSE KITS

Pressure and return hose kits are now available in braided stainless steel. Includes fittings and hoses.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2PSH-ST	For CPP's #M21400-PK or Mustang II T-Bird Style Stainless P/S Hose Kit	\$129.00	\$113.00	\$97.00
M2PSH-SM	Mustang II OE Style Stainless P/S Hose Kit	\$129.00	\$113.00	\$97.00





# AGT-CTANK  
38" X 12" X 8-1/2"  
OVERALL WIDTH: 44"



# AGT-ATANK

**IT'S TIME TO MOVE THE ORIGINAL-STYLE TANK FROM BEHIND THE SEAT TO UNDER THE BED!**



# KUST-1401  
27" X 17" X 9-1/4"  
OVERALL WIDTH: 44"



# AGT-BTANK

### ECONOMY FUEL TANK KITS

These aluminum tanks are a must for anyone wanting to move the original style tank from behind the seat to under the bed, between the frame rails. The tank comes fully baffled and is designed to work with a fuel cap on top of the bed for fuel filling. The tank comes with the fuel pick up with a -6AN fitting and an attached steel tube, and a roll over valve - that will stop gas from spilling out if the tank would happen to be upside down. There is also a preset spot for the sending unit and two ports on the bottom of the tank for fuel injection (one of the port can be plugged as well for carburetor applications).

#### TIG WELDED CONSTRUCTION



BED-FILL DESIGN



SENDING UNIT MOUNTING FLANGE



DUAL FUEL-LINE PORTS FOR EFI OR CARBURETED INSTALLS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
AGT-CTANK	1947-54 Chevy Truck, 16-gal., each	\$399.00	\$350.00	\$300.00
AGT-ATANK	1955-59 Chevy Truck, 16-gal., each	\$399.00	\$350.00	\$300.00
KUST-1401	1963-72 Chevy Truck, 18-gal., each	\$325.00	\$263.00	\$260.00
AGT-BTANK	1948-60 Ford Truck, 15-gal., each	\$399.00	\$350.00	\$300.00



#63-9310-BFKIT2

### OE Style

### 17 GALLON RED FILL FUEL TANK RELOCATION KIT

Brand New Economy fuel tank relocation kit. This fuel tank is a modified OE blazer type with the fuel position moved to the top. This kit includes: fuel tank with straps (17 gallon top fill) gas sending unit, lock ring and gasket .

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
63-9310-BFKIT2	1963-66 Chevy Truck, kit	\$279.00	\$245.00	\$210.00
67-9310-BFKIT2	1967-72 Chevy Truck, kit	\$279.00	\$245.00	\$210.00



SCAN QR CODE TO VIEW INSTALLS, PHOTOS, VIDEOS, AND MORE DETAILS ON THESE PROJECTS ON TEAM CPP! OR VISIT [TEAMCPP.COM](http://TEAMCPP.COM)

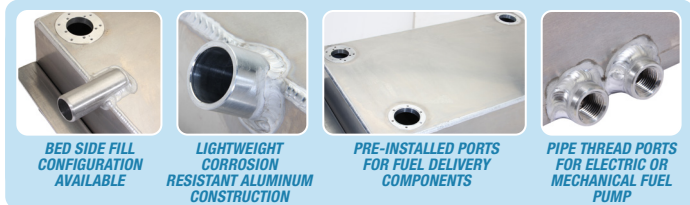
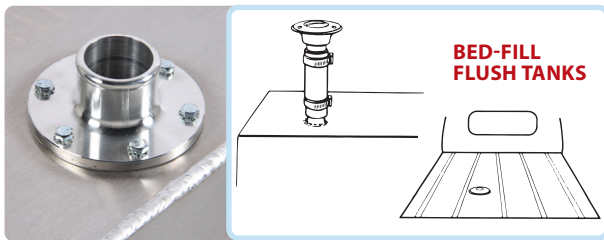
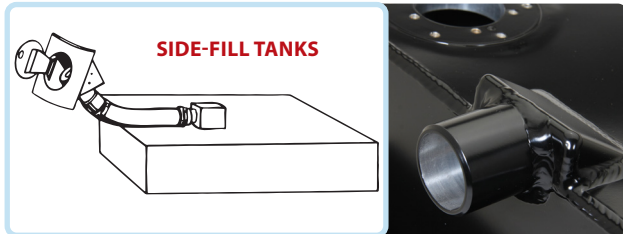


## FUEL / ALUMINUM FUEL TANKS

**Classic-Fit** **HYBRID**  
**ALUMINUM TANKS**

### CARBURETED AND FUEL-INJECTION READY ALUMINUM FUEL TANK KITS

The newly re-designed CPP Classic-Fit Hybrid Aluminum Fuel Tanks are the perfect solution for all your replacement or performance fuel tank needs. Classic-Fit Aluminum Fuel Tanks are designed to fit between your stock frame rails, so no modifications for installation are necessary in most cases. They are fully baffled for ultimate fuel pump performance and can be used in both carbureted and fuel injection applications, which means you can start out with a carburetor but then easily upgrade to Fuel-injection. They are made from 1/4 inch thick aluminum, making them the thickest and strongest of any tank in the industry, and they have the highest capacity, so you can go longer distances between fill ups. Classic-Fit Hybrid Aluminum Fuel Tanks will accept industry standard 6-bolt internal electric fuel pumps and most popular five or six bolt sending units. They feature a 3/8 in. NPT outlet and a fuel pump block-off plate with a 3/8 in. NPT inlet to be used when a return line is required.



PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>SIDE-FILL TANKS - RAW ALUMINUM</b>					
4753AGT-22SH	22 gal.	1947-53 Chevy Truck*	\$599.00	\$525.00	\$450.00
5356AGT-20SH	20 gal.	1953-56 Ford Truck	\$599.00	\$525.00	\$450.00
5455AGT-17SH	17 gal.	1954-55 Chevy Truck	\$599.00	\$525.00	\$450.00
5559AGT-20SH	20 gal.	1955-59 Chevy Truck*	\$599.00	\$525.00	\$450.00
6372AGT-20SH	20 gal.	1963-72 Chevy Truck*	\$599.00	\$525.00	\$450.00
6372AGT-26SBH	26 gal.	1963-72 Chevy Suburban*	\$599.00	\$525.00	\$450.00

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>SIDE-FILL TANKS - BLACK FINISH</b>					
4753AGT-22SHB	22 gal.	1947-53 Chevy Truck*	\$649.00	\$568.00	\$487.00
5356AGT-20SHB	20 gal.	1953-56 Ford Truck	\$649.00	\$568.00	\$487.00
5455AGT-17SHB	17 gal.	1954-55 Chevy Truck	\$649.00	\$568.00	\$487.00
5559AGT-20SHB	20 gal.	1955-59 Chevy Truck*	\$649.00	\$568.00	\$487.00
6372AGT-20SHB	20 gal.	1963-72 Chevy Truck*	\$649.00	\$568.00	\$487.00
6372AGT-26SBHB	26 gal.	1963-72 Chevy Suburban*	\$649.00	\$568.00	\$487.00

NOTES: \*1947-55 & 1963-72 Chevy Truck side-fill tanks require C-Notch in frame, will not work on 3/4 ton.  
\*1955-59 Chevy Truck tank is notched for leaf spring clearance, will not work on 1958-59 Fleetsides. \*1963-72 Chevy Suburban tank fills original location.

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>BED-FILL FLUSH - RAW ALUMINUM</b>					
4753AGT-22BFH	22 gal.	1947-53 Chevy Truck	\$599.00	\$525.00	\$450.00
4860AGT-21BFH	21 gal.	1948-60 Ford Truck*	\$599.00	\$525.00	\$450.00
5356AGT-20BFH	20 gal.	1953-56 Ford Truck	\$599.00	\$525.00	\$450.00
5455AGT-17BFH	17 gal.	1954-55 Chevy Truck	\$599.00	\$525.00	\$450.00
5559AGT-20BFH	20 gal.	1955-59 Chevy Truck	\$599.00	\$525.00	\$450.00
6372AGT-20BFH	20 gal.	1963-72 Chevy Truck	\$599.00	\$525.00	\$450.00
7387AGT-22BFH	22 gal.	1973-87 Chevy Truck	\$599.00	\$525.00	\$450.00

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>BED-FILL TANKS - BLACK FINISH</b>					
4753AGT-22BFHB	22 gal.	1947-53 Chevy Truck	\$649.00	\$568.00	\$487.00
4860AGT-21BFHB	21 gal.	1948-60 Ford Truck*	\$649.00	\$568.00	\$487.00
5356AGT-20BFHB	20 gal.	1953-56 Ford Truck	\$649.00	\$568.00	\$487.00
5455AGT-17BFHB	17 gal.	1954-55 Chevy Truck	\$649.00	\$568.00	\$487.00
5559AGT-20BFHB	20 gal.	1955-59 Chevy Truck	\$649.00	\$568.00	\$487.00
6372AGT-20BFHB	20 gal.	1963-72 Chevy Truck	\$649.00	\$568.00	\$487.00
7387AGT-22BFHB	22 gal.	1973-87 Chevy Truck	\$649.00	\$568.00	\$487.00

NOTES: \*1948-60 Ford Truck tank requires bed crossmember to be moved.





**BLACK FINISH!**



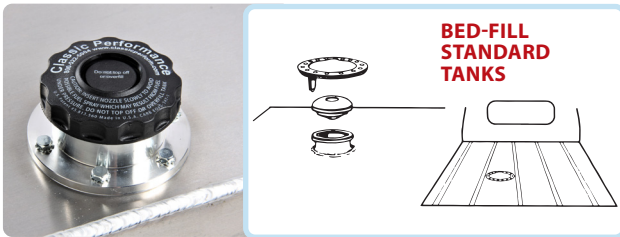
# 5559AGT-20BSHB



SHOWN INSTALLED WITH IN-TANK EFI FUEL PUMP & LINE KIT

## CARBURETED AND FUEL-INJECTION READY ALUMINUM FUEL TANK KITS

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>BED-FILL STANDARD - RAW ALUMINUM</b>					
4753AGT-22BSH	22 gal.	1947-53 Chevy Truck	\$599.00	\$525.00	\$450.00
4860AGT-21BSH	21 gal.	1948-60 Ford Truck	\$599.00	\$525.00	\$450.00
5356AGT-20BSH	20 gal.	1953-56 Ford Truck	\$599.00	\$525.00	\$450.00
5455AGT-17BSH	17 gal.	1954-55 Chevy Truck	\$599.00	\$525.00	\$450.00
5559AGT-20BSH	20 gal.	1955-59 Chevy Truck	\$599.00	\$525.00	\$450.00
6372AGT-20BSH	20 gal.	1963-72 Chevy Truck	\$599.00	\$525.00	\$450.00
<b>BED-FILL STANDARD - BLACK FINISH</b>					
4753AGT-22BSHB	22 gal.	1947-53 Chevy Truck	\$649.00	\$568.00	\$487.00
4860AGT-21BSHB	21 gal.	1948-60 Ford Truck	\$649.00	\$568.00	\$487.00
5356AGT-20BSHB	20 gal.	1953-56 Ford Truck	\$649.00	\$568.00	\$487.00
5455AGT-17BSHB	17 gal.	1954-55 Chevy Truck	\$649.00	\$568.00	\$487.00
5559AGT-20BSHB	20 gal.	1955-59 Chevy Truck	\$649.00	\$568.00	\$487.00
6372AGT-20BSHB	20 gal.	1963-72 Chevy Truck	\$649.00	\$568.00	\$487.00



**BED-FILL STANDARD TANKS**

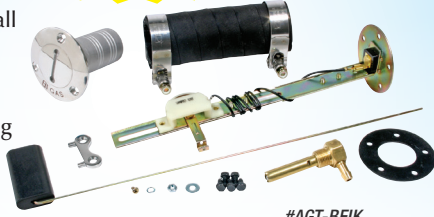
SCAN QR CODE TO CHECK OUT CLASSIC-FIT ALUMINUM FUEL TANKS - DESIGNED TO FIT BETWEEN YOUR STOCK FRAME RAILS



## TANK INSTALL KIT

**\$69.00** with Tank Purchase

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.



#AGT-BFIK

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
AGT-BFIK30	30 OHM, kit	\$129.00	\$113.00	\$97.00
AGT-BFIK90	90 OHM, kit	\$129.00	\$113.00	\$97.00



#5557AGT-25H

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>TRI-FIVE - RAW ALUMINUM</b>					
5557AGT-25H	25 gal.	1955-57 Chevy Car	\$599.00	\$525.00	\$450.00
5557AGT-29H	29 gal.	1955-57 Chevy Car*	\$599.00	\$525.00	\$450.00
<b>TRI-FIVE-BLACK FINISH</b>					
5557AGT-25HB	25 gal.	1955-57 Chevy Car	\$649.00	\$568.00	\$489.00
5557AGT-29HB	29 gal.	1955-57 Chevy Car*	\$649.00	\$568.00	\$489.00

NOTE: \*1955-57 Chevy Car 29-gallon tank requires relocating the factory spare tire

SCAN QR CODE TO SEE THE TECH ARTICLE ON HOW TO INSTALL THE CHEVY TRI-FIVE 29 GALLON FUEL TANK



## EFI / COMPLETE OE-STYLE FUEL-INJECTION TANKS KITS



#MS6467CFIT-K

**TANKS ALSO AVAILABLE INDIVIDUALLY**

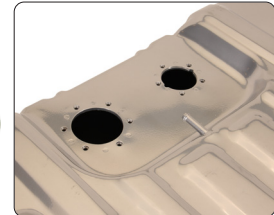
### KITS FEATURE:

- OE-Style, Fuel Injection-Ready Tank With Built-In Fuel Tray & Mounting Hardware
- Fuel Regulator/Filter
- Complete EFI Fuel Line Kit in Rubber or Stainless
- 255 LPH In-Tank Pump Up To 600 HP or 350 LPH for High-Volume Applications
- Sending Unit (Specify OHM)

\* Contents may vary between applications.



ACCEPTS FACTORY TRANSFER HOSE/FUEL NECK



FUEL PUMP & SENDING UNIT TRAY COMES PRE-INSTALLED

### COMPLETE FUEL INJECTION-READY TANK KITS

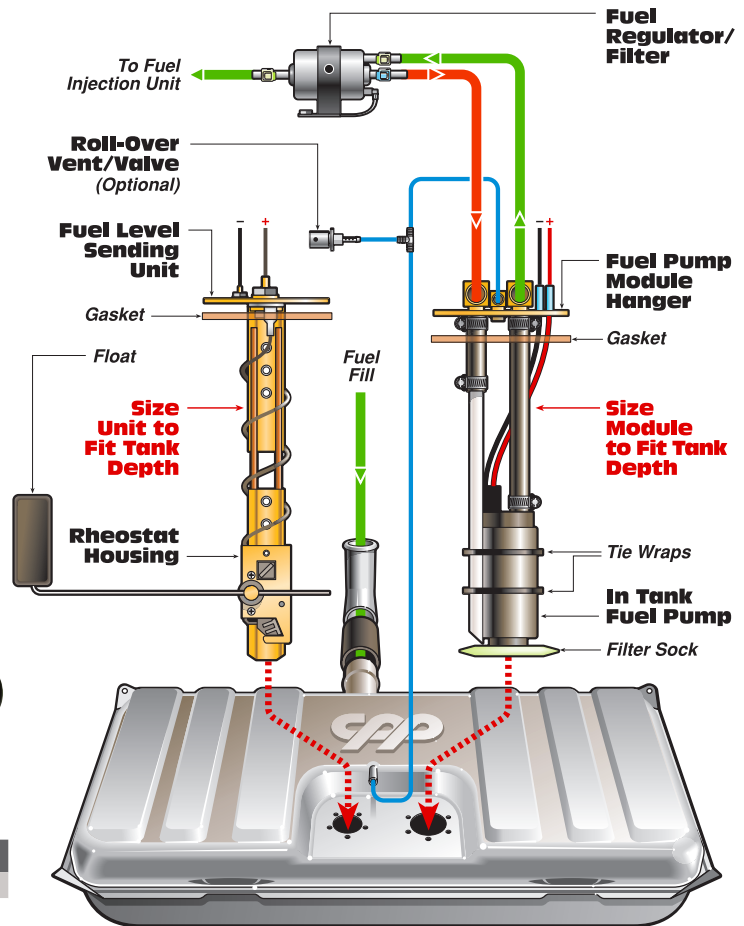
Our Complete Fuel Injection Tank Kit is the most complete choice when adding a fuel injection-ready tank to your vehicle. Our application specific kits allow you to add an in-tank fuel pump to your classic car or truck. All kits include an original fit tank with built-in fuel tray, a fuel tank sending unit and a fuel regulator/filter combined with the most complete EFI fuel line kit in the market. This EFI Fuel Line Kit comes with the fuel hoses and all the fittings to plumb from the fuel pump forward. All our fuel fittings have a push lock connect end that does not require specialty tools to disassemble. Our kit also includes a 255 l/h In-tank pump that supports up to 600 HP or an upgraded high-volume pump option with the proper install components. Contains all of the necessary pieces to mount to your vehicle (mounting straps and filler tubes included when necessary).

SCAN QR CODE TO LEARN MORE ABOUT OUR ALL-IN-ONE EFI TANKS



PART #	DESCRIPTION	GAL	RETAIL	JOBBER	DEALER
<b>GM / CHEVY TRUCK</b>					
CT6372BFCFIT-K	1963-72 Bed Fill, kit	18	\$669.00	\$586.00	\$502.00
CT6372BFHCFIT-K	1963-72 Bed Fill w/ Hose, kit	18	\$669.00	\$586.00	\$502.00
CT6372SFCFIT-K	1963-72 Side Fill, kit	18	\$502.00	\$440.00	\$377.00
CT7381LBCFIT-K	1973-81 Long Bed, kit	20	\$651.00	\$570.00	\$489.00
CT7381SBCFIT-K	1973-81 Shortbed, kit	16	\$614.00	\$538.00	\$461.00
CT8287CFIT-K	1982-87 Short Bed, kit	16	\$614.00	\$538.00	\$461.00
CT8291CFIT-K	1982-91 Long Bed, kit	20	\$651.00	\$570.00	\$489.00
<b>CHEVY BLAZER</b>					
CB7381CFIT-K	1973-81, kit	25	\$633.00	\$554.00	\$475.00
CB8287CFIT-K	1982-87, kit	25	\$633.00	\$554.00	\$475.00
<b>CHEVY FULLSIZE</b>					
FS4952CFIT-K	1949-52, kit	18	\$590.00	\$517.00	\$443.00
FS5354CFIT-K	1953-54, (stock), kit	16	\$590.00	\$517.00	\$443.00
FS5556CFIT-K	1955-56, kit	15.5	\$638.00	\$559.00	\$479.00
FS57CFIT-K	1957, kit	15.5	\$638.00	\$559.00	\$479.00
FS58CFIT-K	1958, kit	18	\$657.00	\$575.00	\$493.00
FS5960CFIT-K	1959-60, kit	18	\$657.00	\$575.00	\$493.00
FS6164CFIT-K	1961-64, kit	20	\$661.00	\$579.00	\$496.00
FS6566CFIT-K	1965-66, kit	24	\$645.00	\$565.00	\$484.00
FSW5556CFIT-K	1955-56 Station Wagon, kit	17	\$786.00	\$688.00	\$590.00
FSW57CFIT-K	1957 Station Wagon, kit	17	\$733.00	\$642.00	\$550.00
<b>CHEVY NOVA</b>					
NV6267CFIT-K	1962-67, kit	16	\$664.00	\$581.00	\$498.00
NV6869CFIT-K	1968-69, kit	20	\$650.00	\$569.00	\$488.00
NV70CFIT-K	1970, kit	20	\$650.00	\$569.00	\$488.00
NV7172CFIT-K	1971-72, kit	20	\$650.00	\$569.00	\$488.00
NV7374CFIT-K	1973-74, kit	21	\$638.00	\$559.00	\$479.00

PART #	DESCRIPTION	GAL	RETAIL	JOBBER	DEALER
<b>CHEVY CAMARO</b>					
CM6768CFIT-K	1967-68, kit	18	\$698.00	\$611.00	\$524.00
CM6768NCFIT-K	1967-68, (notched), kit	18	\$729.00	\$638.00	\$547.00
CM69CFIT-K	1969, kit	18	\$655.00	\$574.00	\$492.00
CM69NCFIT-K	1969, (notched), kit	18	\$674.00	\$590.00	\$506.00
CM7073CFIT-K	1970-73, kit	20.5	\$650.00	\$569.00	\$488.00
CM7073NCFIT-K	1970-73, (notched), kit	18	\$674.00	\$590.00	\$506.00
CM7477CFIT-K	1974-77 Camaro, 1974-78 Firebird, kit	21	\$638.00	\$559.00	\$479.00
CM7881CFIT-K	1978-81 Camaro, 1979-81 Firebird, kit	21	\$687.00	\$602.00	\$516.00
<b>CHEVY CHEVELLE</b>					
CH6869NCFIT-K	1968-69, (notched), kit	20	\$674.00	\$590.00	\$506.00
CH70NCFIT-K	1970, (notched), kit	20	\$674.00	\$590.00	\$506.00
CH7172NCFIT-K	1971-72, (notched), kit	20	\$674.00	\$590.00	\$506.00
<b>CHEVY MIDSIZE</b>					
MS6467CFIT-K	1964-67 Chevelle, kit	24	\$645.00	\$565.00	\$484.00
MS6869CFIT-K	1968-69 Chevelle, kit	20	\$664.00	\$581.00	\$498.00
MS70CFIT-K	1970 Chevelle, kit	20	\$664.00	\$581.00	\$498.00
MS7172CFIT-K	1971-72 Chevelle, kit	20	\$664.00	\$581.00	\$498.00
<b>CHEVY EL CAMINO</b>					
EC6467CFIT-K	1964-67 El Camino, Chevelle Wagon, kit	24	\$621.00	\$544.00	\$466.00
EC6870CFIT-K	1968-70, kit	20	\$621.00	\$544.00	\$466.00
EC6870NCFIT-K	1968-70, (notched), kit	20	\$674.00	\$590.00	\$506.00
EC7172CFIT-K	1971-72, kit	20	\$664.00	\$581.00	\$498.00
EC7172NCFIT-K	1971-72, (notched), kit	20	\$674.00	\$590.00	\$506.00
<b>CORVETTE</b>					
CV5662CFIT-K	1956-62 Corvette, kit	16	\$650.00	\$569.00	\$488.00
CV6367CFIT-K	1963-67 C2 Corvette, kit	18	\$662.00	\$580.00	\$497.00
CV6874CFIT-K	1968-74 Corvette, kit	18	\$662.00	\$580.00	\$497.00

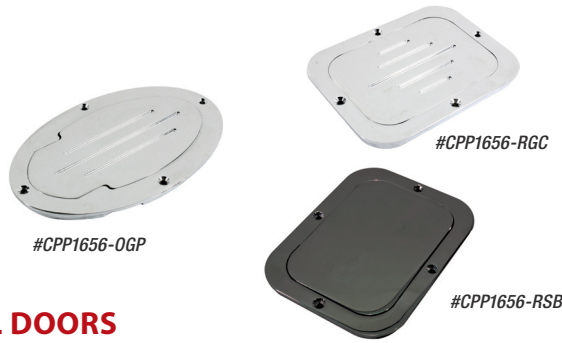


**Fuel Injection-Ready Tank**

PART #	DESCRIPTION	GAL	RETAIL	JOBBER	DEALER
<b>BUICK</b>					
BU6467CFIT-K	1964-67 Skylark, kit	24	\$645.00	\$565.00	\$484.00
BU6869NCFIT-K	1968-69 Skylark, Cutlass, (notched), kit	20	\$674.00	\$590.00	\$506.00
BU70CFIT-K	1970 Skylark, kit	20	\$622.00	\$545.00	\$467.00
BU70NCFIT-K	1970 Skylark, (notched), kit	20	\$674.00	\$590.00	\$506.00
BU7172CFIT-K	1971-72 Skylark, kit	20	\$621.00	\$544.00	\$466.00
BU7172NCFIT-K	1971-72 Skylark, (notched), kit	20	\$674.00	\$590.00	\$506.00
GN7887CFIT-K	1978-87 Regal, kit	17	\$651.00	\$570.00	\$489.00
<b>DODGE</b>					
DC6870CFIT-K	1968-70 Charger, kit	19	\$633.00	\$554.00	\$475.00
DC7074CFIT-K	1970-74 Challenger, kit	18	\$633.00	\$554.00	\$475.00
<b>CHEVY MONTE CARLO</b>					
GB7888CFIT-K	1978-88, kit	17	\$651.00	\$570.00	\$489.00
MC70CFIT-K	1970, kit	20	\$621.00	\$544.00	\$466.00
MC70NCFIT-K	1970, (notched), kit	20	\$674.00	\$590.00	\$506.00
MC7172CFIT-K	1971-72, kit	20	\$621.00	\$544.00	\$466.00
MC7172NCFIT-K	1971-72, (notched), kit	20	\$674.00	\$590.00	\$506.00
MC7888CFIT-K	1978-88, kit		\$664.00	\$584.00	\$498.00
<b>MOPAR</b>					
MO6366CFIT-K	1963-66, kit	16	\$633.00	\$554.00	\$475.00
MO6667CFIT-K	1966-67, kit	19	\$633.00	\$554.00	\$475.00
MO6770CFIT-K	1967-70, kit	16	\$633.00	\$554.00	\$475.00
MO6870CFIT-K	1968-70, kit	18	\$633.00	\$554.00	\$475.00
MO7074CFIT-K	1970-74 Barracuda, Cuda, kit	18	\$633.00	\$554.00	\$475.00
MO7076CFIT-K	1970-76 A-Body, kit	16	\$633.00	\$554.00	\$475.00

PART #	DESCRIPTION	GAL	RETAIL	JOBBER	DEALER
<b>OLDSMOBILE</b>					
OL7072CFIT-K	1970-72 Cutlass/442, kit	20	\$621.00	\$544.00	\$466.00
OL7072NCFIT-K	1970-72 Cutlass/442 (notched), kit	20	\$674.00	\$590.00	\$506.00
OL7880CFIT-K	1978-80 Cutlass Notchback, kit	17	\$626.00	\$548.00	\$470.00
OL8188CFIT-K	1981-88 Cutlass 2Dr, kit	20	\$626.00	\$548.00	\$470.00
<b>PONTIAC</b>					
P64CFIT-K	1964 GTO, Lemans, kit	24	\$645.00	\$565.00	\$484.00
P6566CFIT-K	1965-66 Parisienne, kit	24	\$645.00	\$565.00	\$484.00
P6567CFIT-K	1965-67 GTO, kit	24	\$645.00	\$565.00	\$484.00
P65CFIT-K	1965 Lemans/, Tempest, kit	24	\$645.00	\$565.00	\$484.00
P68CFIT-K	1968 GTO, Lemans, kit	20	\$621.00	\$544.00	\$466.00
P6970CFIT-K	1969-70 GTO, Lemans, kit	20	\$621.00	\$544.00	\$466.00
P6970NCFIT-K	1969-70 GTO, Lemans, (notched), kit	20	\$674.00	\$590.00	\$506.00
P7172CFIT-K	1971-72 GTO, Lemans, kit	20	\$621.00	\$544.00	\$466.00
P7172NCFIT-K	1971-72 GTO, Lemans, (notched), kit	20	\$674.00	\$590.00	\$506.00
<b>FORD MUSTANG</b>					
MU6466CFIT-K	1964-66, kit	16	\$651.00	\$570.00	\$489.00
MU6768CFIT-K	1967-68, kit	16	\$651.00	\$570.00	\$489.00
MU6970CFIT-K	1969-70 Mustang, Mercury, kit	22	\$620.00	\$543.00	\$465.00
<b>FORD FALCON</b>					
FF6065CFIT-K	1960-65, kit	18	\$639.00	\$560.00	\$480.00

## FUEL / COMPONENTS



### 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
CPP1656-OGC	Oval, Grooved, Chrome, ea.	\$95.00	\$84.00	\$72.00
CPP1656-OGP	Oval, Grooved, Polished, ea.	\$85.00	\$75.00	\$64.00
CPP1656-OSB	Oval, Smooth, Black, ea.	\$85.00	\$75.00	\$64.00
CPP1656-RGC	Rectangular, Grooved, Chrome, ea.	\$95.00	\$84.00	\$72.00
CPP1656-RGP	Rectangular, Grooved, Polish, ea.	\$85.00	\$75.00	\$64.00
CPP1656-RSP	Rectangular, Smooth, Polished, ea.	\$85.00	\$75.00	\$64.00
CPP1656-RSB	Rectangular, Smooth, Black, ea.	\$85.00	\$75.00	\$64.00
CPP1656-RSC	Rectangular, Smooth, Chrome, ea.	\$95.00	\$84.00	\$72.00



### FUEL PRESSURE REGULATORS

Adjustable fuel regulator with bypass carburetor / EFI, 4-80 PSI. Can be used with or without by pass. 1/6" Port for vacuum/boost pressure compensation.



SCAN QR CODE TO VIEW DETAILS



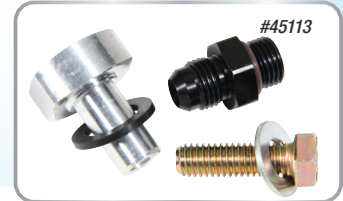
### FUEL PRESSURE GAUGES

For EFI applications, 0-100 PSI, 58 PSI highlighted for easy identification. Also for carburetor applications, 0-50 PSI. Both are oil filled for accuracy and durability.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90395	Adjustable Fuel Regulator with Bypass	\$69.00	\$61.00	\$52.00
90396	Fuel Regulator Gauge, 0-100 PSI	\$29.00	\$26.00	\$21.00
90397	Fuel Regulator Gauge, 0-15 PSI	\$29.00	\$26.00	\$21.00

### CPP EFI FUEL REGULATOR KIT NOT SHOWN

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFIFR-K	EFI 45-75 PSI 3/8 NPT, w/ AN6 Fittings, ea.	\$99.00	\$87.00	\$75.00



PRODUCT OF THE YEAR NSRA 2021



SCAN QR CODE TO VIEW DETAILS



#### USAGE FEATURES:

- EFI Fuel Tank Return
- Hydro Boost Pump Return
- Radiator Steam Hose Bung
- AC Condensation Drain Hose
- Oil Pan Temperature Sender Bung
- Power Steering Line Return
- Adding a Vent and more!

**FOR ANYWHERE A LEAK-PROOF FITTING IS NEEDED.**

**ALSO AVAILABLE IN -4, -8 & -10AN SIZES**

### THE ORIGINAL EZ - RETURN RIVET FITTINGS

Installing an in-line fuel pump but need to adapt a stock tank to have a return? We've got the answer. Available in both 1/4 NPT or 9/16-18 o-ring. Simply drill a hole, install against the tank and use the supplied bolt to rivet the in-tank side in place. Works like a rivet nut insert. Super easy and clean installation. Many uses like adding a vent, power steering line return, etc. Will work on up to 1/4" thick material.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
45152	-4AN x 7/16"-20 O-Ring Fitting, ea.	\$17.00	\$15.00	\$12.00
45111	-6AN x 1/4" NPT Fitting, ea.	\$17.00	\$15.00	\$12.00
45113	-6AN x 9/16"-18 O-Ring Fitting, ea.	\$20.00	\$18.00	\$15.00
45137	-8AN x 3/4"-16 O-Ring Fitting, ea.	\$22.00	\$19.00	\$16.00
45138	-10AN x 1/2" NPT Fitting, ea.	\$28.00	\$24.00	\$21.00
45136	-10AN x 7/8"-14 O-Ring Fitting, ea.	\$24.00	\$21.00	\$18.00
45156	3/4-16 -8 Fuel Pick Up, kit	\$28.00	\$25.00	\$21.00



SCAN QR CODE TO VIEW INSTALLS, PHOTOS, VIDEOS, AND MORE DETAILS ON THESE PROJECTS ON TEAM CPP! OR VISIT TEAMCPP.COM





#CPFIK255



#CPSFIK340

### COMPLETE EFI FUEL TANK INSTALL KITS

CPP makes adding fuel injection to any vehicle easy and affordable by offering a Complete EFI Fuel Tank Install kits. Our complete install kits include a fuel pump (255 or 340 liters per hour), fuel filter regulator, sending unit (30 or 90 ohm), complete fuel injection line kit in rubber or stainless braided with all the fittings needed to plumb.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFIK-255	Rubber Fuel Line & Fitting Kit w/ In-Tank Fuel Pump Kit (255 L/H), kit	\$399.00	\$350.00	\$300.00
CPSFIK-255	Stainless Fuel Line & Fitting Kit w/ In-Tank Fuel Pump Kit (255 L/H), kit	\$489.00	\$428.00	\$367.00
CPFIK-340	Rubber Fuel Line & Fitting Kit w/ In-Tank Fuel Pump Kit (340 L/H), kit	\$439.00	\$385.00	\$330.00
CPSFIK-340	Stainless Fuel Line & Fitting Kit w/ In-Tank Fuel Pump Kit (340 L/H), kit	\$549.00	\$481.00	\$412.00

#CPFPA-1



### UNIVERSAL PUMP ADAPTER RING

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFPA-1	Adapter ring only, kit	\$49.00	\$43.00	\$37.00



CPFP-K INSTALLED



#CPUPFK

### FUEL PUMP INSTALL KITS

Available for our OE-style gas tank as a drop-in setup or as a universal setup to help you convert your stock fuel tank to a new internal style pump. Running an in-tank pump has many benefits over adding an inline pump to your current system. In-tank pumps run much cooler which increases the efficiency and will greatly extend the life of your pump. These in-tank fuel pumps are also much quieter than an in-line fuel pump. The large mounting flange also offers the added benefit of a fuel tray to prevent fuel starvation and are recommended for competitive applications. The large mounting flange measures 4" dia.; small measures 2-1/4" dia. Each Universal In-Tank Pump kit comes with your choice of 255LH pump up to 600 HP or 340LH pump up to 750 HP and a bracket install kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPUPFK-	Universal Large In-Tank Pump Kit	\$220.00	\$193.00	\$165.00
CPFK-	Universal Small In-Tank Pump Kit	\$189.00	\$166.00	\$142.00
CPFP-K	Small In-Tank Pump Kit w/Fuel Pump Ring Adapter	\$199.00	\$175.00	\$150.00



#LSLF11-K



#LSLK-F

### EFI FUEL LINE KITS

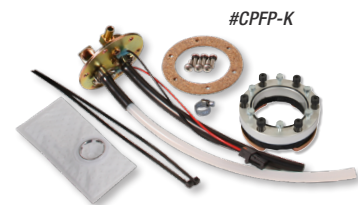
Our fuel injection fuel line kits offers the most complete, highest quality fuel plumbing kit on the market. Kits include 25 feet of high pressure flexible fuel hose in either rubber or stainless braided, a fuel injection filter/regulator, black high pressure push lock fittings, reusable spin-lock feed and return fittings, and the proper pipe thread fittings to fit most aftermarket fuel pump flanges. All our fuel fittings have a reusable spin lock connect end that does not require specialty tools to disassemble.

#### 14-PC. FITTING KIT INCLUDED:

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



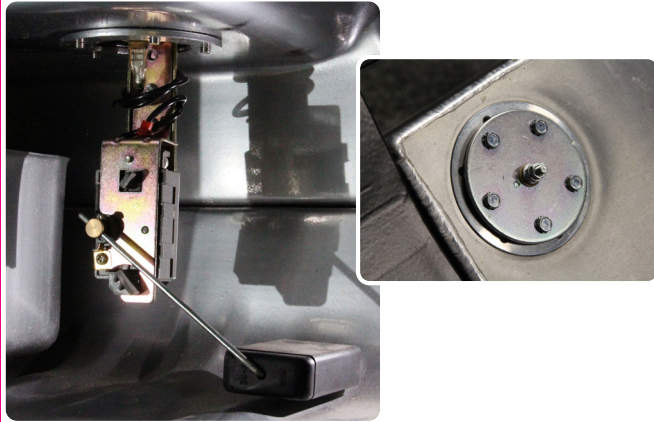
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>EFI FUEL LINE KITS W/FUEL FILTER REGULATOR</b>				
LSLK-F	EFI Fuel Filter/Regulator 58 psi w/ Complete LS Fuel Line Kit	\$189.00	\$166.00	\$142.00
LSLKS-F	EFI Fuel Filter/Regulator 58 psi w/ Complete Stainless EFI Fuel Line Kit	\$269.00	\$236.00	\$202.00
LSLF11-K	Fuel Filter Regulator w/ Fittings, kit	\$79.00	\$70.00	\$60.00
<b>EFI &amp; CARBURETED FUEL LINE KITS</b>				
LSLK	Fuel Injection Line Kit, Rubber,kit	\$142.00	\$125.00	\$107.00
LSLKS	Fuel Injection Line Kit, Stainless, kit	\$225.00	\$197.00	\$169.00
LSLKCS	Carbureted Line Kit, Stainless, kit	\$199.00	\$175.00	\$150.00



#CPFP-K

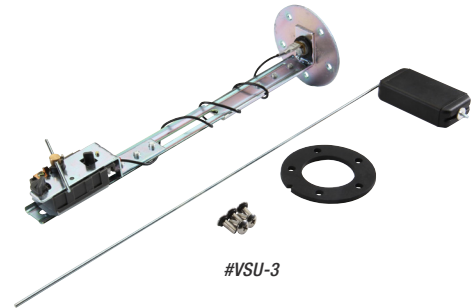
# Classic Performance Products, Inc.

## FUEL / TANK ACCESSORIES



### UNIVERSAL GAS TANK SENDING UNITS

For use with our aluminum, stainless, and zinc painted gas tanks.



#VSU-3

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
VSU-3	0-30 ohm, ea.	\$49.00	\$43.00	\$37.00
VSU-9	0-90 ohm, ea.	\$49.00	\$43.00	\$37.00
VSU-F	73-10 ohm, ea.	\$49.00	\$43.00	\$37.00
VSU-240	240-330 ohm, ea.	\$49.00	\$43.00	\$37.00



#FP-255LH



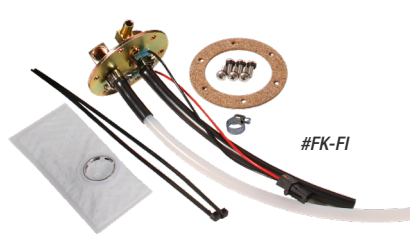
#FP-340LH

### IN-TANK FUEL PUMPS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FP-255LH	Fuel Pump 255 LPH / Up to 650 HP	\$115.00	\$101.00	\$87.00
FP-340LH	Fuel Pump 340 LPH / Up to 700 HP	\$115.00	\$101.00	\$87.00



SCAN QR CODE TO VIEW INSTALLS, PHOTOS, VIDEOS, AND MORE DETAILS ON THESE PROJECTS ON TEAM CPP! OR VISIT [TEAMCPP.COM](http://TEAMCPP.COM)



#FK-F1



SMALL ASSEMBLY KIT TOP VIEW

### IN-TANK FLANGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
UFK-F1	Large Assembly for In-Tank Fuel Pump - 4" Diameter Flange	\$110.00	\$97.00	\$83.00
FK-F1	Small Assembly for In-Tank Fuel Pump - 2.5" Diameter Flange	\$110.00	\$97.00	\$83.00



FITTINGS



#LSLF11-K



#FF822-AN6



#FF822



WELDED

### FUEL FILTER/REGULATORS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FF822	58 PSI, ea.	\$39.00	\$35.00	\$30.00
FF822-AN6	Fuel Filter Round Flange, ea.	\$69.00	\$61.00	\$52.00
LSLF11-K	EFI Fuel Filter/Regulator 58 psi with -AN style & Push Lock -AN Fitting Kit	\$79.00	\$70.00	\$60.00

Note: Fuel Filter/Regulator (#FF822) will not work on 340L/H pump.



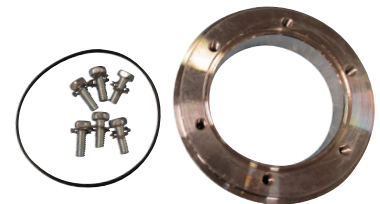
#CPHM-2

#CPHM-1

### IN-TANK PUMP FILTERS

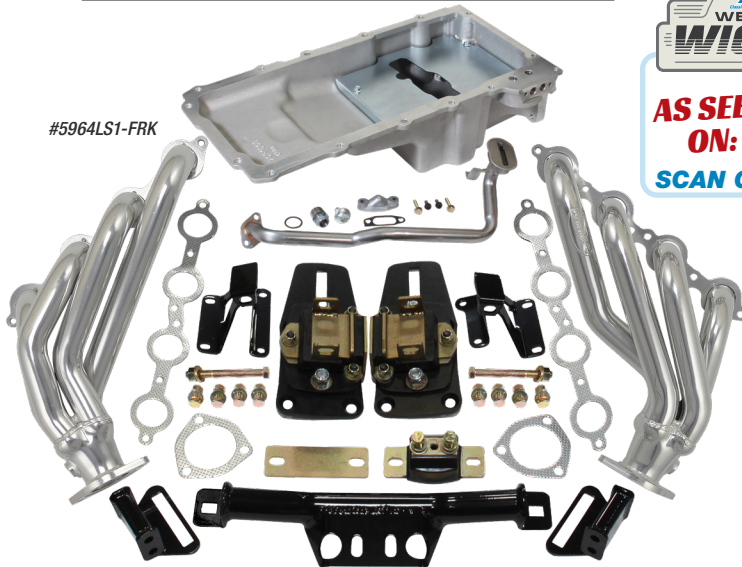
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPHM-1	In-Tank Pump Filter, Diaper-Style, 11.75x3", ea.	\$14.00	\$13.00	\$11.00
CPHM-2	In-Tank Pump Filter, Diaper-Style, 5.25x2", ea.	\$8.00	INQUIRE	INQUIRE

### WELD-IN ALUMINUM FLANGE PUMP INSTALL KIT

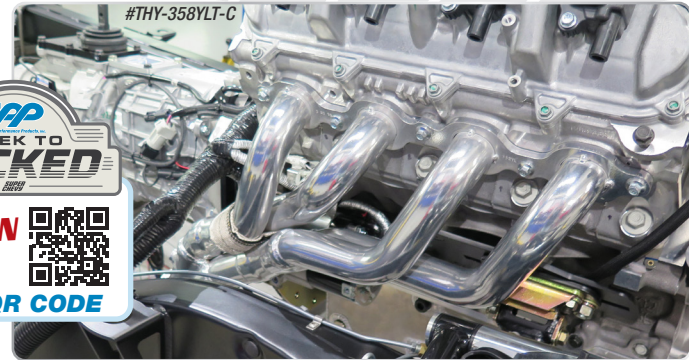


Our aluminum weld-in flange allows you to install an in-tank fuel pump on your existing fuel tank. It welds on flush with the fuel tank wall for maximum clearance. Can be located on top, bottom, or on the side of an aluminum fuel tank or fuel cell.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP90365	9/16-18 Adapter Fitting, ea.	\$40.00	\$35.00	\$30.00



#5964LS1-FRK



#THY-358YLT-C



#THY-361-C

### LS INSTALL KIT

Install a modern, dependable, light weight, low maintenance, high powered V8. Works with most Vortec and most LS engines. We've got just what you need to finish off that motor and get it into your ride. Includes oil pan, windage tray, oil pick up tube, engine side mounts, engine side mount adapters, ceramic coated headers, transmission crossmember and all mounting hardware. May not work with LSX heads, and dry sump oil systems.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5964LS1-FRK	1959-64 Chevy Fullsize, kit	\$1,499.00	\$1,385.00	\$1,125.00

### HEADER SETS Full Length Ceramic Coated, w/Hardware Collector *NOT SHOWN*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPHD-5557LS	for 1955-57 Chevy LS Engines	\$369.00	\$323.00	\$277.00
CPPHD-M2LS	for All Mustang II, All LS Engines	\$369.00	\$323.00	\$277.00

EXCLUSIVE!



DESIGNED FOR HIGH & LOW AC COMPRESSORS



#LS1-KU-P

#LS1-KULAC-P

### LS/LT ADJUSTABLE ENGINE MOUNTS

The exclusive design of our FitRite™ LS and LT swap engine plates feature no-weld CNC laser-cut steel brackets, durable black powder coat finish and available in two different configurations. We offer rubber and POLYPLUS pad mounts. The advanced materials used in the POLYPLUS™ pad mounts allow them to withstand the abusive elements that your vehicle encounters on a daily basis.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>LS MOUNTS</b>				
LS1-KU	High Mount, Plates only	\$119.00	\$105.00	\$90.00
LS1-KU-R	High Mount, Rubber, kit	\$139.00	\$122.00	\$105.00
LS1-KU-P	High Mount, PolyPlus™, kit	\$159.00	\$140.00	\$120.00
LS1-KULAC	Low Mount, Plates only	\$119.00	\$105.00	\$90.00
LS1-KULAC-R	Low Mount, Rubber, kit	\$139.00	\$122.00	\$105.00
LS1-KULAC-P	Low Mount, PolyPlus™, kit	\$159.00	\$140.00	\$120.00
<b>LT MOUNTS</b>				
LT1-KU	Plates only	\$119.00	\$105.00	\$90.00
LT1-KU-R	Rubber, kit	\$139.00	\$122.00	\$105.00
LT1-KU-P	POLYPLUS™, kit	\$159.00	\$140.00	\$120.00

### HEADERS

Note: LS headers will not work for LS7.

We've got new ceramic coated headers for many applications for LS engines. Gaskets and collectors are also included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
THY-309-1-C	Shorty LS Headers- Swept Back	\$666.00	\$633.00	\$600.00
THY-326-C	Shorty LS Headers- Center Dump	\$560.00	\$532.00	\$504.00
THY-361-C	1958-64 Fullsize, LS motor	\$672.00	\$639.00	\$605.00
THY-335Y-C	1962-67 Nova, LS motor Aftermarket Front Clip w/ M2 Style Front Steer	\$889.00	\$845.00	\$801.00
THY-346-C	1964-67 A-Body, 3/4 Length	\$812.00	\$772.00	\$731.00
THY-347-C	1964-74 A-Body, LS motor, 3/4 length	\$792.00	\$753.00	\$713.00
THY-330Y-C	1947-54 LS Swap Tri-Y Headers - 3100 Series Pickup / Suburban Carry All	\$864.00	\$820.00	\$777.00
THY-360Y-C	1955-60 LS Swap Tri-Y Headers - 3100 Series Pickup / Suburban Carry All	\$866.00	\$823.00	\$780.00



#90294M

OUT WITH THE OLD!...IN WITH THE NEW!



#5964MP-LS

#6872MP-LS

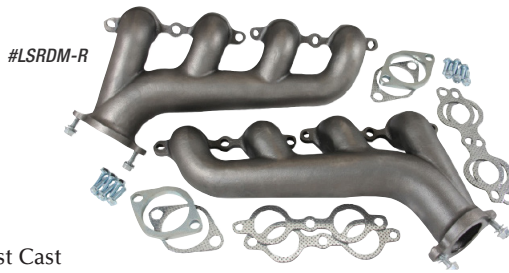
#6467MP-LS

### LS/LT ENGINE PEDESTAL KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90294M	Clam Shell replacement mount, kit	\$129.00	\$113.00	\$97.00
6570MP-LS	1965-70 Fullsize, kit	\$105.00	\$92.00	\$79.00
5964MP-LS	1959-64 Fullsize, kit	\$105.00	\$92.00	\$79.00
6467MP-LS	1964-67 Chevelle, kit	\$119.00	\$105.00	\$90.00
6872MP-LS	1968-72 Chevelle, kit	\$119.00	\$105.00	\$90.00
6774MP-LS	1967-69 Camaro and 1968-74 Nova, kit	\$89.00	\$78.00	\$67.00
7381MP-LS	1973-81 Camaro, kit	\$109.00	\$96.00	\$82.00

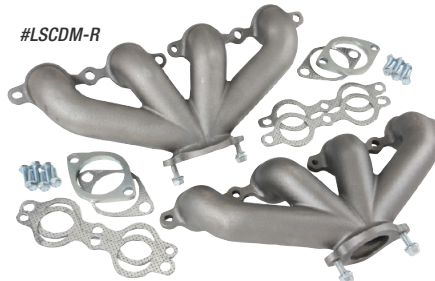
## LS / MANIFOLDS & OIL PANS



### REAR DUMP CAST IRON LS EXHAUST MANIFOLDS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
LSRDM-R	Raw, kit	\$295.00	\$259.00	\$222.00
LSRDM-C	Chrome, kit	\$419.00	\$367.00	\$315.00
LSRDM-B	Black, kit	\$439.00	\$385.00	\$330.00
LSRDM-SC	Silver Ceramic, kit	\$369.00	\$323.00	\$277.00



### CENTER DUMP CAST IRON LS EXHAUST MANIFOLDS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
LSCDM-R	Raw, kit	\$295.00	\$259.00	\$222.00
LSCDM-C	Chrome, kit	\$419.00	\$367.00	\$315.00
LSCDM-B	Black, kit	\$439.00	\$385.00	\$330.00
LSCDM-SC	Silver Ceramic, kit	\$369.00	\$323.00	\$277.00

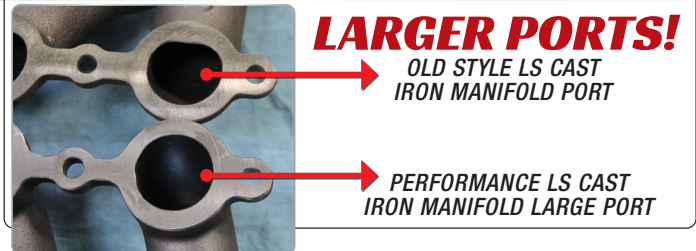
### LS & LT ENGINE RETRO-FIT OIL PANS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
302-1BK	LS Retro-Fit Oil Pan, Black	\$474.00	\$474.00	\$406.00
302-2BK	LS Retro-Fit Oil Pan, Black (additional front clearance)	\$474.00	\$474.00	\$406.00
302-3	LS Retro-Fit Oil Pan (additional front clearance)	\$436.00	\$436.00	\$393.00
302-20	Gen V LT Retro-Fit Oil Pan, Aluminum	\$474.00	\$474.00	\$410.00



### REAR DUMP MANIFOLDS FEATURE



### LARGER PORTS!

OLD STYLE LS CAST IRON MANIFOLD PORT

PERFORMANCE LS CAST IRON MANIFOLD LARGE PORT

MANIFOLDS AVAILABLE IN 5 FINISHES!



#CPP-LSHAP

### HEAD PIPE ADAPTERS

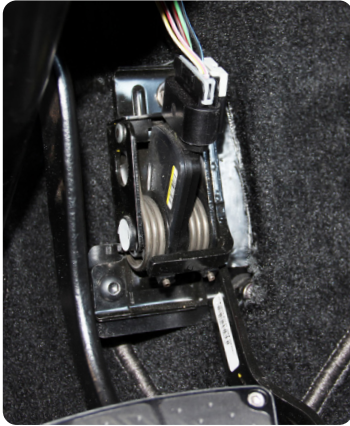
#6472LS-HP

O<sup>2</sup>-SENSOR BUNGS PRE-INSTALLED

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769LS-HP	1967-69 Camaro, 1968-74 Nova, pr.	\$85.00	\$75.00	\$64.00
CPPCM-HP	1970-81 Camaro, pr.	\$85.00	\$75.00	\$64.00
CPP-LSHAP	1955-57, 1959-64 Fullsize, 1963-87 C10 Truck, pr.	\$85.00	\$75.00	\$64.00
6472LS-HP	1967-72 A-Body, pr.	\$85.00	\$75.00	\$64.00

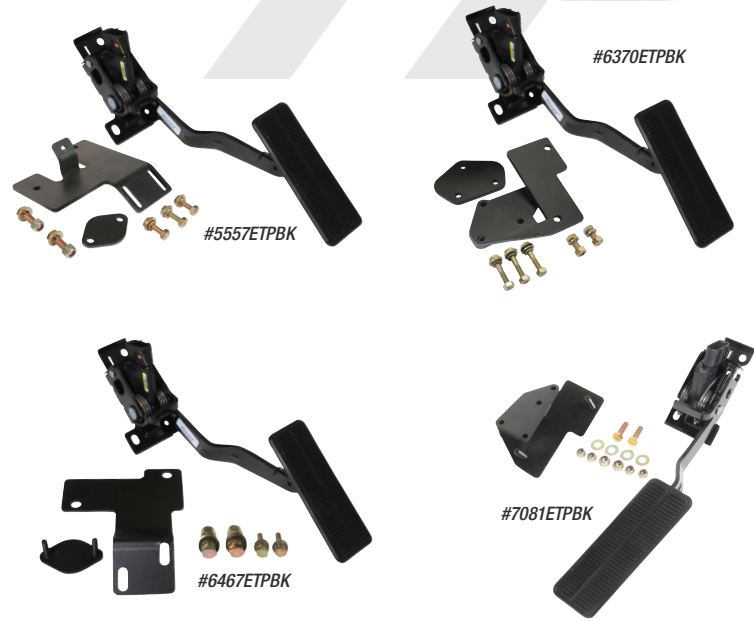




### DRIVE-BY-WIRE THROTTLE PEDAL KITS AND BRACKETS

You will no longer need to try and figure out a proper way to mount your gas pedal when converting your car to late model "Drive-by-Wire" LS Engine conversions. Late model LS Series (2003-up) have an electronic actuated throttle body verses older traditional cable actuated assemblies. All kits include a Corvette electric throttle pedal. This pedal is a direct interchange to the plastic CTS pedal included in GM crate engines. It looks the most like an original GM pedal used from the 1950's through the 1980's. These conversion kits are year and model specific giving you a platform to neatly mount the included GM throttle pedal.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>PEDAL &amp; BRACKET KITS</b>				
5559ETPBK	1955-59 Chevy Truck, kit	\$149.00	\$131.00	\$112.00
6770ETPBK	1967-70 Chevy Truck, kit	\$149.00	\$131.00	\$112.00
7172ETPBK	1971-72 Chevy Truck, kit	\$149.00	\$131.00	\$112.00
5557ETPBK	1955-57 Chevy Fullsize, Tri-Five, kit	\$149.00	\$131.00	\$112.00
5864ETPBK	1958-64 Chevy Fullsize, kit	\$149.00	\$131.00	\$112.00
6267ETPBK	1962-67 Nova, kit	\$149.00	\$131.00	\$112.00
6874ETPBK	1968-74 Nova, kit (coming soon)	\$149.00	\$131.00	\$112.00
6769ETPBK	1967-69 Camaro, kit	\$149.00	\$131.00	\$112.00
7081ETPBK	1970-81 Camaro, kit	\$149.00	\$131.00	\$112.00
6467ETPBK	1964-67 Chevelle, kit	\$149.00	\$131.00	\$112.00



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>PEDAL BRACKETS</b>				
CPP12198	1967-70 Chevy Truck, ea.	\$49.00	\$43.00	\$37.00
CPP10525	1955-57 Tri-Five, ea	\$49.00	\$43.00	\$37.00
CPP11643	1955-59 Chevy Truck, ea	\$49.00	\$43.00	\$37.00
CPP12175	1962-67 Nova, ea	\$49.00	\$43.00	\$37.00
CPP11642	1964-67 Midsize, 1958-64 Fullsize & 1967-69 Camaro, ea	\$49.00	\$43.00	\$37.00
CPP12158	1970-81 Camaro, ea	\$49.00	\$43.00	\$37.00



## FIT Rite™

### ADJUSTABLE TRANSMISSION CROSSMEMBERS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP90337	1967-69 Camaro, 4L60	\$199.00	\$175.00	\$150.00
CP90312	1970-81 Camaro, 4L75	\$199.00	\$175.00	\$150.00
CP90343	1967-69 Camaro, 1968-74 Nova, TH700 R4	\$199.00	\$175.00	\$150.00
CP16002	1962-67 Nova, 700R-4	\$200.00	\$175.00	\$150.00



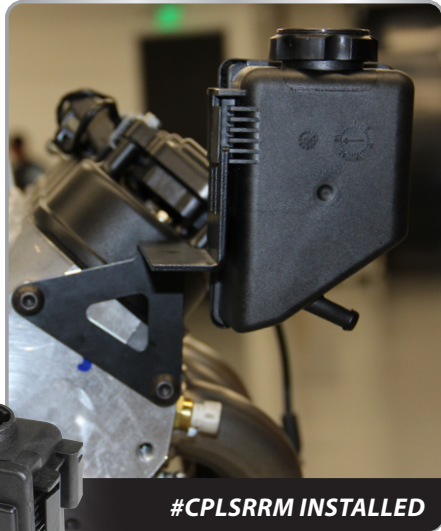
### CHEVELLE CROSSMEMBERS SHOWN WITH PARKING BRAKE CABLE BRACKETS



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP90312	1970-81 Camaro, 4L75	\$199.00	\$175.00	\$150.00
CP90295	1964-72 Chevelle, 4L60 (closed frame)	\$219.00	\$192.00	\$165.00
CP90304	1964-67 Chevelle, 4L60 (closed frame)	\$219.00	\$192.00	\$165.00
CP90305	1968-72 Chevelle, closed frame	\$219.00	\$192.00	\$165.00
6472ATCM-K	1964-72 Chevelle, E-Brake Cable Bracket, kit	\$29.00	\$25.00	\$19.00

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

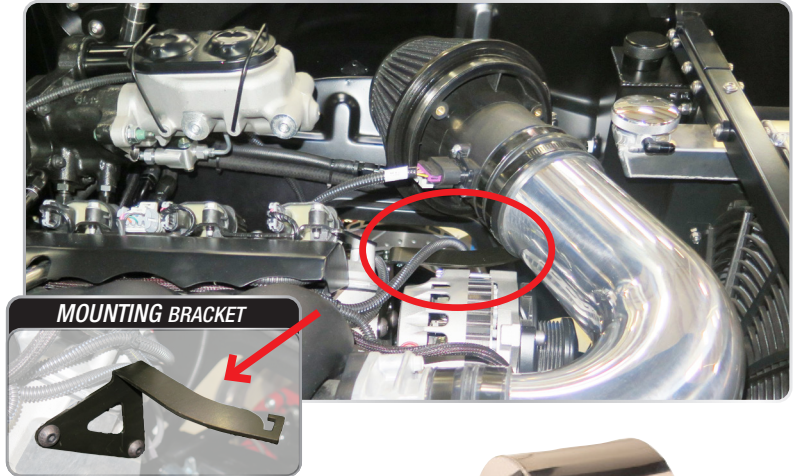
## LS & LT / INSTALL COMPONENTS



#CPLSRRM INSTALLED



#CPLSRRACM



MOUNTING BRACKET



#90ANF-4

### LS ENGINE REMOTE RESERVOIR KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPLSRRM	Remote Reservoir Mounting Kit, kit	\$99.00	\$87.00	\$75.00
CPLSRRACM	Remote Reservoir Mounting Kit for 90° air filter, kit	\$99.00	\$87.00	\$75.00

### REMOTE RESERVOIR TYPE II CORVETTE MOUNTING BRACKETS

CPP now offers simple but very effective ways to mount your type II power steering reservoir. Our brand new steel, black zinc-coated brackets are available to take the guess work out of mounting these tanks. If you have a tight-fit straight mounting point, our flat version will mount on just about any flat, vertical surface like a core support, inner panel, etc. If you need room to adjust, the long bracket will allow for custom bending to get the fit and mounting point just right.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP11625	Flat Surface, kit	\$129.00	\$113.00	\$97.00
CP11629	Bend to Fit, kit	\$119.00	\$105.00	\$90.00

### LS/LT AIR INTAKE KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>COMPLETE KITS</b>				
90ANF-4	4" Filter, reducer MAF with 90° tube, kit	\$319.00	\$280.00	\$240.00
90ANF-6	6" Filter, reducer MAF with 90° tube, kit	\$319.00	\$280.00	\$240.00
120ANF-4	4" Filter, MAF mount with 120° tube, kit	\$319.00	\$280.00	\$240.00
120ANF-6	6" Filter, MAF mount with 120° tube, kit	\$319.00	\$280.00	\$240.00
<b>MOUNTING BRACKET</b>				
11624K	90°, kit	\$19.00	\$17.00	\$15.00
11577K	90° (for Corvette-style remote reservoir), kit	\$19.00	\$17.00	\$15.00
11621K	120°, kit	\$19.00	\$17.00	\$15.00

**INTERESTED IN OUR PRICING LEVEL PROGRAMS? CONTACT OUR DEALER TEAM!**

# Steering, Brakes & Suspension

## AN / FITTINGS



SCAN QR CODE TO VIEW  
INSTALLS, PHOTOS, VIDEOS,  
AND MORE DETAILS ON THESE  
PROJECTS ON TEAM CPP! OR  
VISIT [TEAMCPP.COM](http://TEAMCPP.COM)



### -6 AN FITTINGS

These fittings can be used with fuel system and hydraulic brake assist systems. They work with traditional AN-style hoses as well as rubber hoses. Fittings available in 30, 45, 90, 120, 180 degree ends for all your custom line needs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>-6 AN ALUMINUM FITTINGS</b>				
CP6ANM-Y	-6 AN male Y, ea.	\$19.00	\$17.00	\$15.00
CP6ANP-120	-6 AN Female to 3/8 Push-On 120°, ea.	\$11.00	\$10.00	\$9.00
CP6ANP-180	-6 AN Female to 3/8 Push-On 180°, ea.	\$11.00	\$10.00	\$9.00
CP6ANP-30	6 AN Female to 3/8 Push-On 30°, ea.	\$9.00	\$8.00	\$7.00
CP6ANP-30X2	-6 AN Female to 3/8 Push-On 30°, 2-pk.	\$17.00	\$15.00	\$13.00
CP6ANP-30X6	-6 AN Female to 3/8 Push-On 30°, 6-pk.	\$47.00	\$42.00	\$36.00
CP6ANP-45	-6 AN Female to 3/8 Push-On 45°, ea.	\$9.00	\$8.00	\$7.00
CP6ANP-45X2	-6 AN Female to 3/8 Push-On 45°, 2-pk.	\$17.00	\$15.00	\$13.00
CP6ANP-45X6	-6 AN Female to 3/8 Push-On 45°, 6-pk.	\$47.00	\$42.00	\$36.00
CP6ANP-90	-6 AN Female to 3/8 Push-On 90°, ea.	\$9.00	\$8.00	\$7.00
CP6ANP-90X2	-6 AN Female to 3/8 Push-On 90°, 2-pk.	\$17.00	\$15.00	\$13.00
CP6ANP-90X6	-6 AN Female to 3/8 Push-On 90°, 6-pk.	\$47.00	\$42.00	\$36.00
CP6ANP-S	-6 AN Female to 3/8 Push-On Straight, ea.	\$7.00	\$7.00	\$6.00
CP6ANP-SX2	-6 AN Female to 3/8 Push-On Straight, 2-pk.	\$13.00	\$12.00	\$10.00
CP6ANP-SX6	-6 AN Female to 3/8 Push-On Straight, 6-pk.	\$37.00	\$33.00	\$28.00
<b>-6 AN ALUMINUM STRAIGHT FITTINGS</b>				
C6AN14-STR	-6 AN Short 1/4 NPT, ea.	\$9.00	\$8.00	\$7.00
C6AN14-STR-X2	-6 AN Short 1/4 NPT, 2-pk.	\$18.00	\$16.00	\$14.00
C6AN14-STR-X6	-6 AN Short 1/4 NPT, 6-pk.	\$50.00	\$44.00	\$38.00
C6ANS-STR	-6 AN Long 9/16-18, ea.	\$9.00	\$8.00	\$7.00
C6ANS-STR-X2	-6 AN Long 9/16-18, 2-pk.	\$18.00	\$16.00	\$14.00
C6ANS-STR-X6	-6 AN Long 9/16-18, 6-pk.	\$50.00	\$44.00	\$38.00
C6AN-STR	-6 AN Straight, 9/16-18, ea.	\$9.00	\$8.00	\$7.00
C6AN-STR-X2	-6 AN Straight, 9/16-18, 2-pk.	\$18.00	\$16.00	\$14.00
C6AN-STR-X6	-6 AN Straight, 9/16-18, 6-pk.	\$50.00	\$44.00	\$38.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>-6 AN STEEL REUSABLE HOSE FITTINGS</b>				
FR500-05X06	-6 AN Straight, ea.	\$12.00	\$11.00	\$9.00
FR500-05X06-X2	-6 AN Straight, 2-pk.	\$24.00	\$21.00	\$18.00
FR500-05X06-X6	-6 AN Straight, 6-pk.	\$65.00	\$57.00	\$49.00
FR500-05X1116	-6 AN Straight 11/16-18 I.F, ea.	\$12.00	\$11.00	\$9.00
FR500-05X1116-X2	-6 AN Straight 11/16-18 I.F, 2-pk.	\$24.00	\$21.00	\$18.00
FR500-05X1116-X6	-6 AN Straight 11/16-18 I.F, 6-pk.	\$65.00	\$57.00	\$49.00
FR500-05X58	-6 AN Straight 5/8-18 I.F, ea.	\$12.00	\$11.00	\$9.00
FR500-05X58-X2	-6 AN Straight 5/8-18 I.F, 2-pk.	\$24.00	\$21.00	\$18.00
FR500-05X58-X6	-6 AN Straight 5/8-18 I.F, 6-pk.	\$65.00	\$57.00	\$49.00
FR545-05X06	-6 AN 45DEG 9/16-18 Female, ea.	\$12.00	\$11.00	\$9.00
FR545-05X06-X2	-6 AN 45DEG 9/16-18 Female, 2-pk.	\$24.00	\$21.00	\$18.00
FR545-05X06-X6	-6 AN 45DEG 9/16-18 Female, 6-pk.	\$65.00	\$57.00	\$49.00
FR545-05X58	-6 AN 45DEG 5/8-18 I.F, ea.	\$12.00	\$11.00	\$9.00
FR545-05X58-X2	-6 AN 45DEG 5/8-18 I.F, 2-pk.	\$24.00	\$21.00	\$18.00
FR545-05X58-X6	-6 AN 45DEG 5/8-18 I.F, 6-pk.	\$65.00	\$57.00	\$49.00
FR590-05X06	-6 AN 90DEG 9/16-18 Female, ea.	\$12.00	\$11.00	\$9.00
FR590-05X06-X2	-6 AN 90DEG 9/16-18 Female, 2-pk.	\$24.00	\$21.00	\$18.00
FR590-05X06-X6	-6 AN 90DEG 9/16-18 Female, 6-pk.	\$65.00	\$57.00	\$49.00
FR590-05X1116	-6 AN 90DEG 11/16-18 I.F, ea.	\$12.00	\$11.00	\$9.00
FR590-05X1116-X2	-6 AN 90DEG 11/16-18 I.F, 2-pk.	\$24.00	\$21.00	\$18.00
FR590-05X1116-X6	-6 AN 90DEG 11/16-18 I.F, 6-pk.	\$65.00	\$57.00	\$49.00
FR590-05X58	-6 AN 90DEG 5/8-18 I.F, ea.	\$12.00	\$11.00	\$9.00
FR590-05X58-X2	-6 AN 90DEG 5/8-18 I.F, 2-pk.	\$24.00	\$21.00	\$18.00
FR590-05X58-X6	-6 AN 90DEG 5/8-18 I.F, 6-pk.	\$65.00	\$57.00	\$49.00

## FITTINGS / & COMPONENTS



#CPP10ANP-30



#C10ANP-45



#CPP10ANP-STR

### -10AN FITTINGS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
<b>-10 AN ALUMINUM FITTINGS</b>				
C10ANP-30	-10 AN Female to 3/8 Push-On 30°, ea.	\$12.00	\$11.00	\$9.00
C10ANP-30-X2	-10 AN Female to 3/8 Push-On 30°, 2-pk.	\$24.00	\$21.00	\$18.00
C10ANP-30-X6	-10 AN Female to 3/8 Push-On 30°, 6-pk.	\$65.00	\$57.00	\$49.00
C10ANP-45	-10 AN Female to 3/8 Push-On 45°, ea.	\$12.00	\$11.00	\$9.00
C10ANP-45-X2	-10 AN Female to 3/8 Push-On 45°, 2-pk.	\$24.00	\$21.00	\$18.00
C10ANP-45-X6	-10 AN Female to 3/8 Push-On 45°, 6-pk.	\$65.00	\$57.00	\$49.00
C10ANP-90	-10 AN 90°, ea.	\$12.00	\$11.00	\$9.00
C10ANP-90-X2	-10 AN 90°, 2-pk.	\$24.00	\$21.00	\$18.00
C10ANP-90-X6	-10 AN 90°, 6-pk.	\$65.00	\$57.00	\$49.00
<b>-10 AN ALUMINUM STRAIGHT FITTINGS</b>				
C10AN12-STR	-10 AN x 1/2 NPT, ea.	\$12.00	\$11.00	\$9.00
C10AN12-STR-X2	-10 AN x 1/2 NPT, 2-pk.	\$24.00	\$21.00	\$18.00
C10AN12-STR-X6	-10 AN x 1/2 NPT, 6-pk.	\$65.00	\$57.00	\$49.00
C10AN38-STR	-10 AN x 3/8 NPT, ea.	\$12.00	\$11.00	\$9.00
C10AN38-STR-X2	-10 AN x 3/8 NPT, 2-pk.	\$24.00	\$21.00	\$18.00
C10AN38-STR-X6	-10 AN x 3/8 NPT, 6-pk.	\$65.00	\$57.00	\$49.00
C10ANP-STR	-10 AN Pushlock Hose End, ea.	\$12.00	\$11.00	\$9.00
C10ANP-STR-X2	-10 AN Pushlock Hose End, 2-pk.	\$24.00	\$21.00	\$18.00
C10ANP-STR-X6	-10 AN Pushlock Hose End, 6-pk.	\$65.00	\$57.00	\$49.00



#PSF-AN INSTALLED



#PSFF-K

### INLINE FUEL FILTER KITS

CPP's Inline Fuel Filter kit is perfect to keep your fuel clean. With a 100 micron rating, these are perfect for catching all contaminants before they enter engine. Features -6AN male ends and are available as a filter only or with push-lock hose connections as a kit. Perfect for fuel injection systems or carbureted systems.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PSFF-K	3/8 Push-on Straight, kit	\$31.00	\$28.00	\$24.00
PSF-AN	Filter only, ea.	\$23.00	\$21.00	\$18.00

### HBAN90 INCLUDES 3 BANJO FITTINGS:

- (1) AN-6 to 5/16-24
- (1) AN-6 to M16-1.5
- (1) AN-6 to M18-1.5



#49032



#49033



#49034

### 45045 FEATURE:

- (1) 3/8-24 inverted male x 9/16-18 inverted female
- (1) 3/8-24 inverted male x 1/2-20 inverted female
- (1) 3/8-24 inverted male x 7/16-24 inverted female



#45045

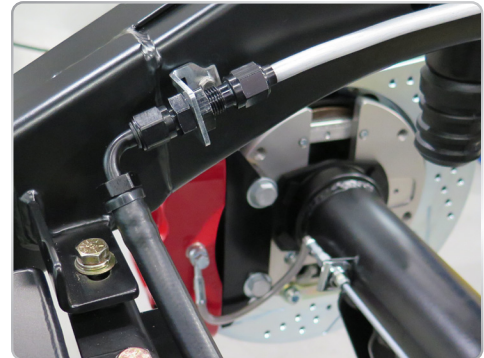
### BANJO FITTINGS

Solve your tight install issues by using our 90 degree banjo to -6AN adapters. Straight adapters are often difficult and require more room to work with so these 90 degree adapters will allow for a tight-fit, professional looking hose setup.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HBAN90	90 Straight Banjo AN Fitting, kit	\$69.00	\$61.00	\$52.00
49032	AN-6 to 5/16-24 Banjo Fitting, ea.	\$21.00	\$19.00	\$16.00
49033	AN-6 to M16-1.5 Banjo Fitting, ea.	\$25.00	\$22.00	\$19.00
49034	AN-6 to M18-1.5 Banjo Fitting, ea.	\$25.00	\$22.00	\$19.00
45045	Prop Valve/Master Cylinder Adapter Fitting Kit, kit	\$20.00	\$18.00	\$15.00

\*Note: Contents may vary between applications.

### -6AN BULKHEAD FRAME TAB



Our new -6AN bulkhead mounting tab makes plumbing -6 lines (fuel, transmission, brakes, oil, etc) easy! It can be used to mount -6 bulkhead fittings along the side of a frame, hoses along the side of the frame, or T-fittings along the side of the frame. It can be attached to any flat surface. Use with a bulkhead to join to sections of -6 plumbing and secure the plumbing to the chassis all at the same time. Works great for fuel lines.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
11686	each	\$3.00	\$2.00	\$1.00
11686-6	6-pack	\$14.00	\$13.00	\$11.00

**DON'T MISS OUT!**  
**JOIN OUR E-MAIL LIST!**  
**AND RECEIVE:**

**SPECIAL OFFERS & DISCOUNTS!**  
**NEW PRODUCT UPDATES!**  
**FEATURED EVENTS!**  
**PROMOTIONS & MORE!**

# Steering, Brakes & Suspension

## COMPONENTS / MISCELLANEOUS



**ENGINE FIREWALL INSTALLATION**

**SCAN QR CODE:**  
View the install on WEEK TO WICKED 1955 Chevy!

**WEEK TO WICKED**

Golden State



### 1955-57 ENGINE FIREWALL

Clean up the engine compartment on your Tri-Five! Features a 4" recess that works great with any engine and fabricated from 16ga steel. Requires basic fabrication and welding skills to install.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HRD-556FW	1955-56 Chevy Fullsize/Tri-Five	\$445.00	INQUIRE	INQUIRE
HRD-57FW	1957 Chevy Fullsize/Tri-Five	\$445.00	INQUIRE	INQUIRE



### STEERING PULLEYS

High quality reproduction factory pulley from GM.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
14023148	1969-85 Triple Groove Crankshaft pulley (SBC/LWP)	\$60.00	\$52.00	\$40.00
14023155	1969-85 Double Groove Water Pump pulley (SBC/LWP)	\$35.00	\$30.00	\$20.00
CP38808	Black Power Steering Pump Pulley 2 Groove, Small Block	\$37.00	\$33.00	\$28.00
CP38809	Black Power Steering Pump Pulley Single Groove, Small Block	\$37.00	\$33.00	\$28.00
CP38810	Black Power Steering Pulley Steel Single Groove, 283/327 GM Sm Blk Casting	\$37.00	\$33.00	\$28.00
CP38811	Crank Pulley 2 Groove, 238/327 GM, Small Block	\$45.00	\$40.00	\$34.00
CP38812	Crank Pulley 1 Groove, 238/327 GM, Small Block (3rd Belt)	\$45.00	\$40.00	\$34.00
CP38813	Water Pump Pulley 2 Groove, 238/327 GM, Small Block	\$68.00	\$60.00	\$51.00



### ALTERNATOR BRACKET KIT

Heavy-duty bracket mounts on driver side head and places the alternator up alongside the valve cover. Perfect upgrade when using aftermarket headers. Small block Chevy, short water pump, std. valve cover. Fits a 1967-72 C10 and 1972-78 C3 Corvette (popular with SBC conversions).

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6772ABK	kit	\$119.00	\$105.00	\$90.00

Note: Alternator belt might interfere with power steering pump.



**SCAN QR CODE:**  
VIEW THE INSTALL ON WEEK TO WICKED 1972 CAMARO!

**WEEK TO WICKED**

#6769WWF #7081WWF INSTALLED ON 1972 CAMARO

### WHEEL WELL WIDENING FENDER KIT

CPP's wide wheel fender kit is a simple, DIY variation of a mini tub kit. They maintain the OE shock mounting position, requires minimal cutting, welding and fabrication in the trunk and back seat mounts and work with the original interior and upholstery.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769WWF	1967-69 Camaro, 2" wide, kit	\$129.00	\$113.00	\$97.00
7081WWF	1970-81 Camaro, 1" wide, kit	\$119.00	\$105.00	\$90.00



### KEY CHAINS

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
KC-1	1954-55 Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-2	1969-70 Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-3	1947-53 Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-4	GMC Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-5	1973+ Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-6	1964-66 Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-7	1958-59 Chevy Truck Emblem, ea	\$10.00	\$9.00	\$8.00
KC-8	Chevy Bowtie, Black w/Orange, ea.	\$10.00	\$9.00	\$8.00
KC-9	Chevy Bowtie, Orange w/ Black, ea.	\$10.00	\$9.00	\$8.00

# Disc Brake & Power Steering

## Installation, Technical & Troubleshooting Section

SCAN QR CODE TO  
DOWNLOAD THIS  
TECH GUIDE



### Introduction and Tips

Read these instructions carefully and completely before installing your kit! The steps within this guide should be followed in the order in which it is written. Here are a few guide lines to help ensure a safe brake system:

Follow the steps outlined in this guide to ensure that you will easily pinpoint any trouble spots in your brakes while installing and assembling the system. This guide was created to help make your brake install as trouble free as possible. Follow these instructions and we are certain you will have a pleasurable experience with your upgrade.

- Add only new brake fluid. Contaminated fluid can cause damage to the sensitive hydraulic brake components, corrode components, and increases the chance of system failure. Even unused fluid that was opened at an earlier time should not be used. Brake fluid absorbs moisture from the air. This moisture lowers the boiling point of the fluid. DOT 4 & 5 brake fluid has a higher boiling point than DOT 3 but a shorter service life. DOT 3 fluid should be flushed every 2 years, while DOT 4 & 5 brake fluid should be flushed every year to ensure a safe working system.
- Cleanliness is very important. In order to keep the system clean and safe make sure you clean the fittings and surrounding area before opening any part of the brake system.

- Do not mix silicone based brake fluid with conventional brake fluid. DOT rated silicone brake fluid is safe to use, but can not be completely removed from the system once it has been added. Silicone fluid will feel more “spongy” than conventional fluid. Silicone will cause the seals to swell differently than conventional fluid and lead to a shorter seal life. Silicone fluid will not absorb moisture. If there is any moisture in the brake system it will boil at 212°; this means the boiling point for the entire system is now 212°.
- Be sure to check for a minimum of 18" of vacuum prior to installing a vacuum booster. Engines with “big” performance camshafts typically do not have enough vacuum. If you do not have enough vacuum ask us about our electric vacuum pump and hydraulic assist booster assemblies.
- If the booster is mounted lower than the intake manifold do not eliminate any loops from the vacuum lines. These loops act as moisture and vapor traps. Check the vacuum lines for gas odor or the presence of moisture. Gas fumes can deteriorate the internal rubber components of the booster.
- Do not use petroleum-based solvents to clean brake components. They will damage the rubber seals in the brake system. Use only cleaning fluids specifically designed for brakes. They will not leave a residue when they dry.
- Do not use compressed air to dry brake components, even filtered air may contain moisture or traces of oil.
- Check for cracked, leaking, or swollen lines. These are dangerous and must be replaced.
- Do not attempt to drive the vehicle until a firm brake pedal is established.

© 2022 CLASSIC PERFORMANCE PRODUCTS, INC.

NO COPIES OR REPRODUCTIONS IN ALL OR IN PART OF THIS DOCUMENT MAY BE MADE WITHOUT WRITTEN CONSENT OF CPP EXCEPT IN THE EXPRESS USE FOR INSTALLING OR TROUBLESHOOTING CPP SUPPLIED PRODUCT. ALL RIGHTS RESERVED. LAST REVISED 10/6/22



## WHY CHANGE TO DISC BRAKES?

### ADVANTAGE #1

Disc brakes offer a significant advantage over drum brakes in a number of areas, the most important being safety.

### ADVANTAGE #2

Disc brakes resist brake fade better than drums brakes do. Heat causes the disc to grow wider between the brake pads reducing the pedal travel before the pads start to engage the rotors. Drums expand farther away from the shoes increasing the pedal travel before the shoes start to engage the drums.

### ADVANTAGE #3

Disc brakes work better than drums when wet. When disc brakes become wet, the large majority of the water is spun off the disc. Then more water is wiped off by the brake pad. Very little water will remain on the rotor, and is quickly removed as the brake pressure is increased. In a drum brake set up, water can become trapped inside the drum and act as a lubricant between the drum and shoes.

### ADVANTAGE #4

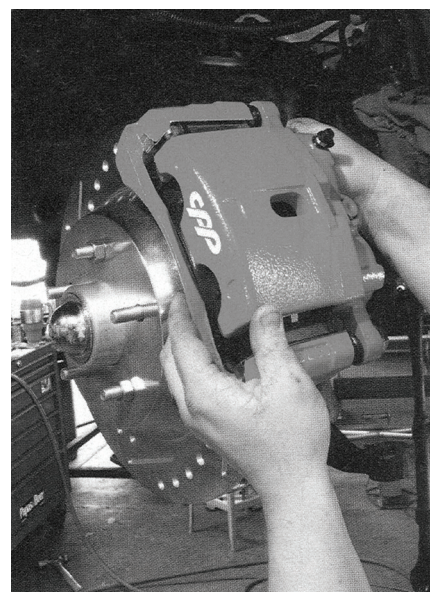
Disc brakes are much safer during a stop. Drum brakes have a tendency to pull one way or the other. This pull varies as shoes wear, return springs fatigue from age, the pivot mechanisms wear, lubrication dries out, etc.

### ADVANTAGE #5

Ease of serviceability. Disc brakes are much easier to service than drum brakes.

### *Still have questions?*

*Give us a call, and a knowledgeable CPP customer service representative will be happy to assist you.*



## UNDERSTANDING THE VALVES

### RESIDUAL VALVES

When setting up the brake system make sure that the right valves are used. If the master cylinder reservoir is located lower than the wheel cylinders or calipers then you should have residual pressure valves. Use a 2psi valve for disc brake calipers and 10psi valve for drum brake wheel cylinders. The valve will maintain 2 or 10psi between the caliper/wheel cylinder and the valve. That is enough pressure to keep the brake fluid from flowing back from the wheels and leaking past the reservoir vent and on to the ground. The second function of the residual pressure is that there is a slight preload on the brakes keeping them "at the ready."

### COMBINATION VALVES

The combination valve is several valves in one. There is a brake light warning switch and isolation valve, a metering valve for the front brakes, and a proportioning valve for the rear brakes.

### ISOLATION VALVES

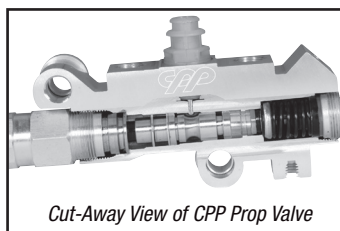
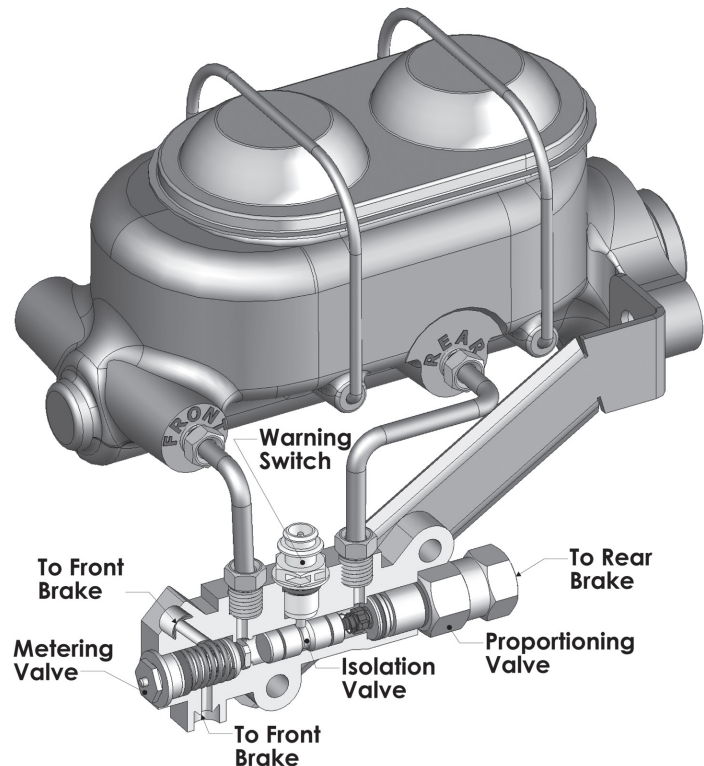
The brake light warning switch, also known as a pressure differential switch, is part of the isolation valve. The isolation valve is controlled by the front and rear incoming brake pressure. The valve has incoming brake pressure acting on each side of a piston. If the pressure on one side of the piston is more than the other side, the piston will start moving toward the lower pressure. At a predetermined point of piston movement the brake light warning switch is triggered. If the pressure difference continues the piston will move far enough to completely stop fluid flow to the side with the lower pressure. At this point the piston will not return to center until the valve is disassembled and reset. Let's say that one of the front brake hoses were to burst. The lack of front brake pressure would have caused the warning light to come on, and the isolation valve would stop the fluid flow to the front brakes. At the same time the rear brakes are still working, and there is only a minimal loss of brake fluid.

### METERING VALVES

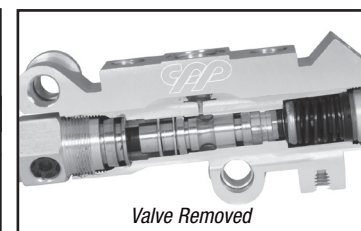
The metering valve causes a slight delay in the front brakes. The valve stops fluid from moving until it is above a preset pressure (75 to 150psi) then the valve opens and the fluid flow is normal. The metering valve's purpose is to have the rear drum brakes build enough pressure to overcome the return springs allowing the rear shoes to engage the rear drums at the same time the front brake calipers engage the front discs. If the metering valve is used with rear disc instead of rear drums, the valve function will be the same, however the rear brakes will engage before the front. This has no negative effects; the rear brake pressure is not high enough to cause any problems, and will add slightly more stability under light braking.

### PROPORTIONING VALVES

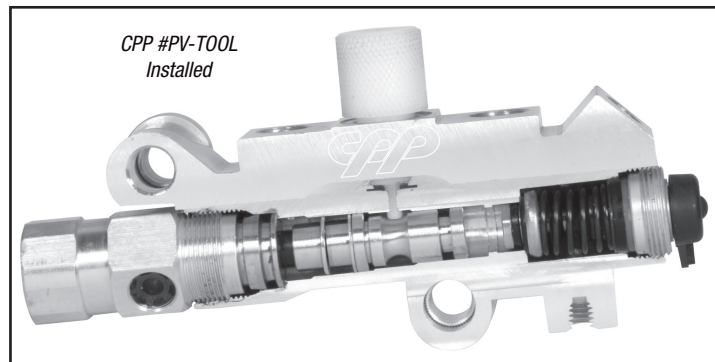
The front to rear brake balance is partly controlled by the proportioning valve. The proportioning valve has two functions. First, it will reduce the rear brake pressure that exits the valve. Second, it limits the maximum pressure. If the rear brake pressure coming into the valve is below a preset pressure, typically 500psi, there is no difference in the pressure exiting the valve. The pressure required for the valve to start reducing pressure is known as the split or knee point. After the split point the pressure leaving the valve will be less than the pressure entering the valve. When the output pressure has reached a preset maximum point the valve will close and prevent the rear brakes from getting



Cut-Away View of CPP Prop Valve



Valve Removed



CPP #PV-TOOL Installed

any more pressure. Let's look at an example where the brakes are applied in a hard stop. The pressure will rise front and rear equally to about 500psi; after that the rear pressure will rise at about half the rate the front does. With 1000psi at the front brakes there will be about 750psi to the rear brakes. (The first 500psi is equal; increasing the front another 500psi will increase the rear 250psi.) Once the rear brakes reach their maximum pressure the front can continue to rise without the rear rising. Limiting the rear maximum pressure prevents the rear drums from being damaged by too much pressure and helps control rear wheel lock up. The proportioning valves work together with the isolation valve. If the isolation valve cycles to prevent the front brakes from getting pressure, the proportioning and limiting functions will be bypassed. If the front brakes have failed there would be no need to balance the braking forces front to rear.





## USING THE RIGHT MASTER CYLINDER

Master cylinders come in a variety of sizes, capacities, mounting configurations, plumbing configurations, and some have valves built into them.

### RESERVOIR SIZE

The master cylinder reservoir should always hold enough fluid to allow the brake pads to completely wear away without the risk of running out of fluid. As a disc brake pad wears the caliper piston will extend out of its bore. As the caliper piston extends, the master cylinder fluid level will drop in order to fill the caliper bore with brake fluid. If the reservoir is too small there is a possibility that the master cylinder can run out of fluid and the brakes will fail.

### MOUNTING CONFIGURATION

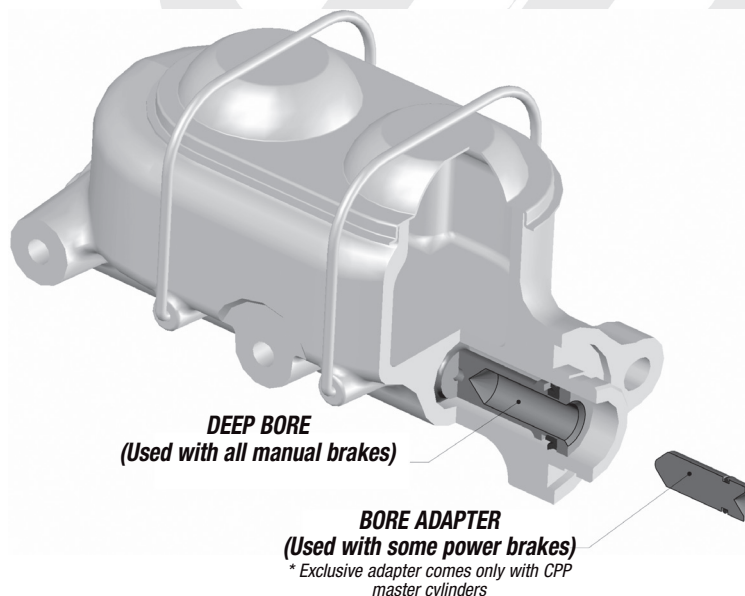
There are two common mounting configurations. One is known as deep bore and the other is known as shallow bore. This refers to the way the pushrod engages the master cylinder. A deep bore master cylinder will have the pushrod extend about 1-1/2" into the master cylinder. A shallow bore master cylinder will have a push rod extend about 1/4" into the master cylinder. All manual brake applications should be a deep bore set up. In a deep bore setup the pushrod will go about 2" into the master cylinder. This deep engagement ensures that the pushrod can not accidentally fall out of the master cylinder. Some power booster applications require a deep bore master cylinder, however most use a shallow bore master cylinder. The relation of the pushrod to the master cylinder is very important. If there is too much clearance between them the brake pedal will be low and may go all the way to the floor before the brakes start to function. If there is not enough clearance, the master cylinder may become "preloaded" by the pushrod. If the master cylinder has preload, the brakes will drag and get hot; when this happens to a disc brake the brakes can sometimes lockup. It may become impossible to move the vehicle until the brakes have cooled down, or the bleed screws are opened to relieve the hydraulic pressure.

### PLUMBING CONFIGURATIONS

Most vehicles built before 1967 were equipped with a single circuit master cylinder. These master cylinders are also known as a single system. If any portion of a single system were to fail there will be no brakes. A single circuit master cylinder can be easily identified by the single tube plumbed into the master cylinder. Every vehicle made from 1967 on will have been equipped with a dual circuit master cylinder. These have two independent hydraulic systems working inside one master cylinder. If one portion of the system failed the second system will continue to function. These dual systems will have at least two tubes plumbed into the master cylinder. Some of these dual circuit master cylinders will have provisions to plumb four tubes into them. This can be helpful when using the master cylinder in a custom application where there is not enough space on one side of the master cylinder to plumb the tubes.

### MASTER CYLINDERS WITH BUILT-IN VALVES

Some master cylinders have valves built in. These valves work similar to the valves that would be plumbed externally. Internal valves have fewer connections and therefore fewer places for a potential leak. They simplify the plumbing and help make the system look better.



## BOLTING THE PARTS TOGETHER

The entire brake system should be dry fitted and adjusted before any brake fluid is added, or the system is bled. This is done so that you can remove part of the system in order to make an adjustment and not lose any fluid or have to re-bleed the brakes.

### PEDAL ASSEMBLY

Something that many people are not aware of when upgrading their system is the brake pedal adjustment. Improper pedal adjustment can do the following:

- Preload the booster causing brakes to drag and eventually lock up.
- Damage the booster's internal components by actuating at an improper angle.

Many vehicles have a second hole on the pedal assembly that was originally intended for power brake applications. The required hole is generally 1" to 1-1/2" lower than the original manual brake hole. If there is no second hole, you may need to drill the hole in the pedal arm to properly align the pushrod. The easiest way to determine the perfect location for this hole is to find the center of the pushrod's vertical travel to ensure that its actuation is as inline with the booster as possible.

1. Gently lift the end of the pushrod until it stops and noting the location where the clevis on the pushrod locates on the pedal arm. You can mark this location.
2. Then gently push the pushrod down until it stops. Mark this location as well.
3. The correct location for the hole is in the middle between the two marks on the pedal arm. Mark and drill the new hole in the center of the pedal arm. Attach the pushrod to the pedal arm.

### PEDAL ROD ADJUSTMENT

Check free play in the pedal by applying pressure to the pedal with your hand and noting how far the pedal travels before resistance is felt. It should be approximately 1/4"; adjust the rod as needed. This free play allows the master

# Brake & Power Steering Installation & Tech Guide

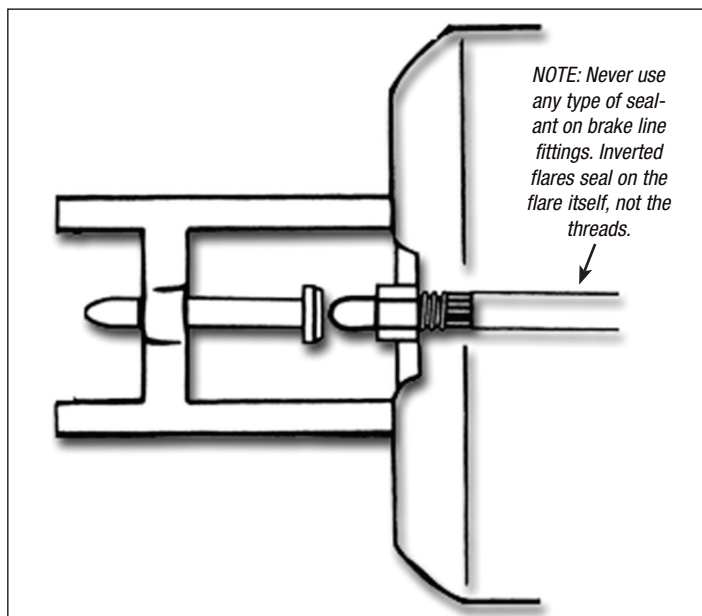
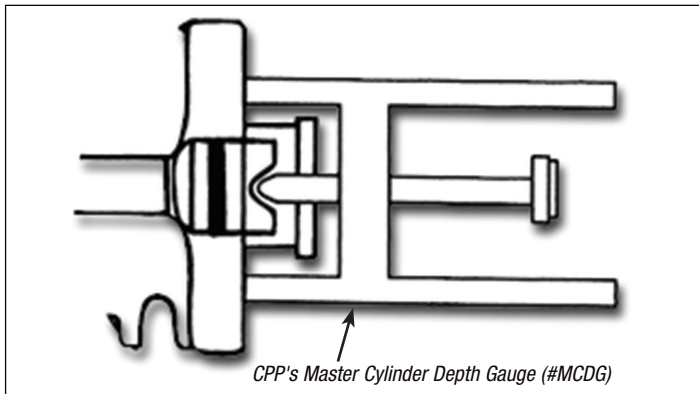
cylinder piston to return to the "at-rest" position and prevents preloading the system. Too much free play will drop the pedal too far before applying brake pressure and the pedal may even hit the floor before applying full braking force to the system. Free play is also dependent upon proper adjustment of the booster pushrod. See "Adjusting the Booster Pushrod" below. *Note: It is a good idea to paint the master cylinder to prevent rust. See our tech tip on our website at:*

[www.classicperform.com/Instructions/PDF/DIY-Cast-Iron-MC-Rust-Prev.pdf](http://www.classicperform.com/Instructions/PDF/DIY-Cast-Iron-MC-Rust-Prev.pdf)

## MASTER CYLINDER BORE DEPTH

Warning: All manual brake applications MUST use a deep bore master cylinder. This will prevent the pushrod from being able to fall out of the master cylinder. A deep bore master cylinder will have the pushrod extend about 1-1/2" into the master cylinder. A shallow bore master cylinder will have a push rod extend about 1/4" into the master cylinder. CPP has a bore adapter that will convert a standard GM deep bore into a shallow bore.

The booster push rod and master cylinder need to be matched to each other. Most boosters are made to work with a shallow bore master cylinder; however some boosters require a deep bore master cylinder. Warning: Never preload a master cylinder, the brakes will drag and overheat!



## ADJUSTING THE BOOSTER PUSHROD

The pushrod that actuates the master cylinder must be properly adjusted. There should be a slight clearance of 1/32" to 1/16" between the booster pushrod and master cylinder. Interference between the pushrod and master cylinder will preload the master cylinder. When the master cylinder is preloaded it will not release the hydraulic pressure causing the brakes to drag and heat up. As disc brakes heat up they expand between the pads and can eventually lock the brakes. Too much clearance will cause excessive free play in the pedal.

To make 100% certain of a properly adjusted booster pushrod for your master, we offer a master cylinder depth gauge (#MCDG). The illustration at left demonstrates how to use this tool. First measure the distance the booster pushrod extends past the mounting surface of the booster. Then measure the depth of the master cylinder piston with the other end of the tool. Adjust the pushrod as needed.

## MOUNTING THE CALIPER

When mounting the brake calipers ensure that the bleed screws are positioned above the piston bore. If the bleed screws can not be positioned high enough, it may be necessary to unbolt the caliper from its mount and temporarily reposition it while the caliper is being bled.

Check that the caliper is square to the rotor. If the caliper is misaligned, it will cause the brake pedal to have a long stroke, feel "soft", and may allow to the pedal to travel to the floor without stopping the vehicle. Depending on the type of caliper and mounting bracket it may be necessary to shim or "tweak" (lightly bend) the mounting bracket. Some caliper installations may require the caliper be shimmed on its mount. Always follow the manufacturer's instructions for mounting the calipers.

## ROUTING THE HARD LINES

There are several guidelines you need to follow when routing the hard lines (brake tubing) through the vehicle.

Minimize the amount of heat the lines are exposed to. Always keep the lines as far from as the exhaust as possible.

Secure the lines so that they cannot chafe or rub against other objects.

Only use brake line tubing made specifically for brake lines. Tubing made from other materials may crack, split, or burst over time from repetitive use.

Always connect the hard lines with a flared fitting. *Warning: Never use a compression fitting, they can fail with the high pressures in a brake system.*

Never use a line with a kink. A kinked or crushed line is more likely to break, and can hold hydraulic pressure between the caliper/wheel cylinder and the kink, or prevent pressure from reaching the caliper/wheel cylinder.

## CONNECTING THE HOSES

Never install a hose with a twist in it. The length of the hose should be adequate to allow full suspension movement and steering movement without pulling the hose tight. The hoses should be routed in a way to prevent them from rubbing against any other objects, especially the tire and wheel. If the hoses show signs of cracking, swelling, or leaking they should be replaced with new hoses. If the brake fluid is dirty and you are installing new

components, you should replace the hoses before you bleed or flush the brake fluid. The hoses will have the smallest restriction that the brake fluid must move through. If there are any loose objects in the brake fluid such as rust, they can collect and clog the brake hose.

## ADJUSTING THE PARKING BRAKE

Adjusting the parking brake is a critical step that many people miss when installing rear disc brakes. Our rear disc brake calipers are equipped with an integral self adjusting parking brake. Regular use of the parking brake will compensate for pad wear. If you do not use your parking brake during normal operation you can expect the pads to wear and develop more of a gap between the rotor and the pads. This will make the pedal go lower to the floor. The parking brakes should be adjusted before the brakes are bled. Make sure to install emergency brake cables before adjusting the calipers. Failure to adjust the parking brake can result in no brakes, dragging brakes, overheating brakes, and premature brake wear. Lincoln-style calipers simply apply the parking brake several times until the parking brake can stop the car from rolling. If using the Cadillac-style caliper follow this procedure:

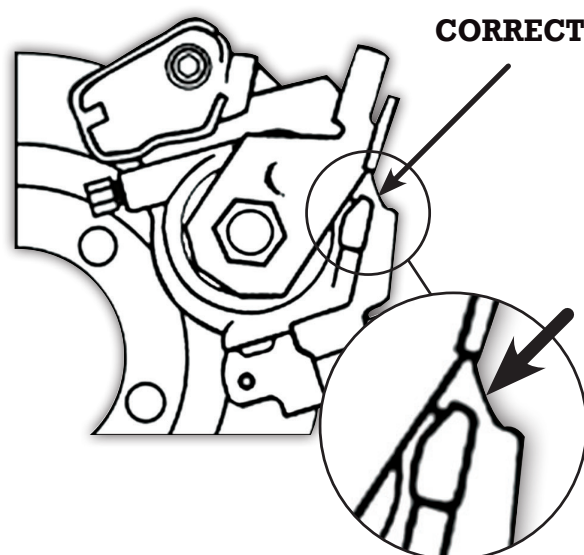
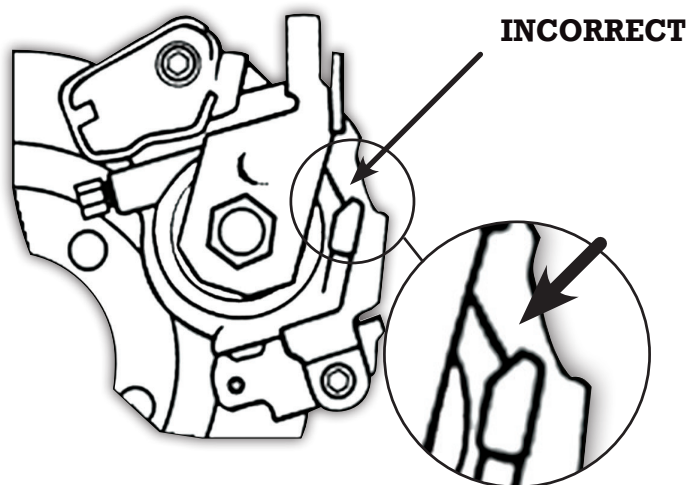
1. Tighten the rotor against the axle flange.
2. Install the caliper in its mounting bracket.
3. Remove the parking brake return spring.
4. Cycle the parking brake several times. Do this by moving the lever in the same direction the cable would pull it. This motion would compress the return spring if it were still installed. Some caliper assemblies may self adjust by cycling the lever in this way, others may not it; simply depends on how much internal friction the parking brake assembly has compared to the friction caused by the piston seal.
5. When the parking brake is adjusted correctly, the lever will only move 1/16" to 1/8" from the stop that limits the lever's movement to the fully released position (see illustration below). If the parking brake is correctly adjusted, reinstall the return spring, and finish the installation. If the lever moves more than 1/8", continue with the adjustment procedure.

6. Remove the nut, lever, seal and nylon washer from the adjusting screw that secures the parking lever to the caliper assembly. Place them in a clean location.
7. Temporarily attach the parking brake lever and position the lever against the stop. Without rotating the shaft the lever is attached to, remove the lever and mark the position of one of the points on the hexagon shaft.
8. Loosely install the nut back onto the lever shaft. Using a 9/16" open end wrench turn the shaft in the direction opposite to the direction the cable pulls the lever. As you turn the lever, the shaft will move into the caliper housing until the wrench is snug against the nut and the caliper; as you continue to rotate the shaft, the internal ratchet mechanism within the caliper will begin to adjust. (You should be able to feel the resistance increase slightly once the ratchet mechanism begins to adjust.) Once you have made an adjustment to the mechanism, turn the shaft in the direction to activate the parking brake. Using the wrench turn the shaft until the parking brake is applied. Check to see if the mark you made lines up with one of the points on the hexagon shaft. If not, continue to make adjustments until the mark lines up with of the points on the hexagon shaft. Remove the wrench and nut from the shaft. Reinstall the lever in the correct position to work with the spring and cable. Do not install the nylon washer or the seal at this time. Further adjustment may be needed. Using the lever, activate the parking brake. Check to see if the parking brake is now adjusted. The lever should not move more than 1/8" from the stop. If the parking brake is not adjusted correctly, make another adjustment as explained in this step.
9. Once the brake is adjusted, reinstall the seal and nylon washer between the caliper body and the parking brake lever. Tighten the lever retaining nut, and reinstall the parking brake return spring.

## BLEEDING THE SYSTEM

Do not attempt to bleed the brakes until after the complete brake system as been dry fitted.

### Parking Brake Engaged:



# Brake & Power Steering Installation & Tech Guide

If you are replacing the master cylinder, or the brake reservoir has been emptied you will need to bench bleed the master cylinder.

## **BENCH BLEEDING THE MASTER CYLINDER**

**\*Important: Do NOT skip this step!\***

The master cylinder can be bench bled by two different methods. The conventional method requires a tool like a screwdriver be used to cycle the master cylinder by hand. This method causes a small amount of foam in the master cylinder. The other method is to use a syringe to push fluid thru the master cylinder. This method will not cause the fluid to foam.

**The conventional method:** Mount, hold, clamp or secure the master cylinder in a level position. A bench vise is a good way to keep the master cylinder level. Fill the master cylinder reservoir/s with brake fluid. If you have a master cylinder bleed kit, install the fittings into the master cylinder, connect the hoses to the fittings, and put the other end of the hose into the master cylinder reservoir. If you do not have a master cylinder bleed kit you will want to have some sort of container under the master cylinder to catch the fluid that comes out of the master cylinder ports. With your screwdriver like tool compress the master cylinder piston until it reaches the bottom of its travel. Release the pistons so that it will return to the "at rest" position. Continue to cycle the master cylinder until no more air comes out of the master cylinder ports.

**The syringe method:** Mount, hold, clamp or secure the master cylinder in a level position. A bench vise is a good way to keep the master cylinder level. Fill the master cylinder reservoir/s with brake fluid. If you have a master cylinder bleed kit, install the fittings into the master cylinder, connect the hoses to the fittings, and put the other end of the hose into the master cylinder reservoir. If you do not have a master cylinder bleed kit you will want to have some sort of container under the master cylinder to catch the fluid that comes out of the master cylinder ports. Using the syringe, inject brake fluid directly into the larger of the two openings in the bottom of each master cylinder reservoir. The larger hole is closest to the master cylinder mounting flange. It is known as the take up port. As fluid enters the take up port, it will fill the take up portion of the master cylinder and then begin to fill the rest of the master cylinder. Continue using the syringe to inject fluid into the master cylinder until no more air comes out of the master cylinder ports. You will need to do this for each circuit in the master cylinder. There is a take up port for each circuit.

Immediately after bench bleeding the master cylinder reinstall it back onto the car and connect the brake lines. The more quickly it is reinstalled the less chance of getting air back into the master cylinder.

## **BLEEDING THE BRAKES**

The purpose for bleeding the brakes is to remove all of the air from within the brake system. Any amount of air trapped in the brake system is dangerous. It will cause the brake pedal to feel spongy, soft, low, and may completely prevent the brakes from working. You will need to push the air out of the system by moving a large amount of fluid thru the system as quickly as possible. An air bubble will rise up to the highest point it can. A bubble will never move down on its own, it will need to be forced down with a flow of brake fluid. If you attempt to "gravity bleed" the system you will never remove all of the air. In some applications you may need to use a pressure bleeder in order to remove all of the air. A typical pressure bleeder can move several gallons of fluid non stop in under 1 minute.

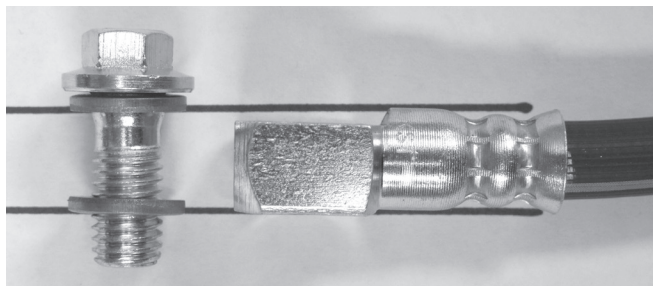
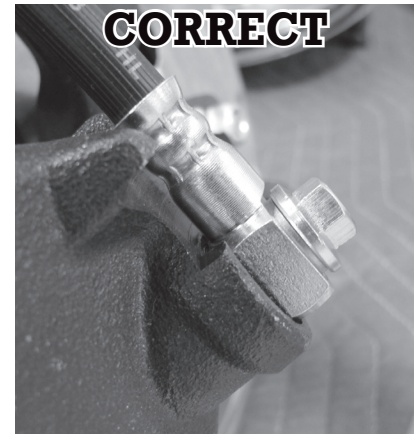
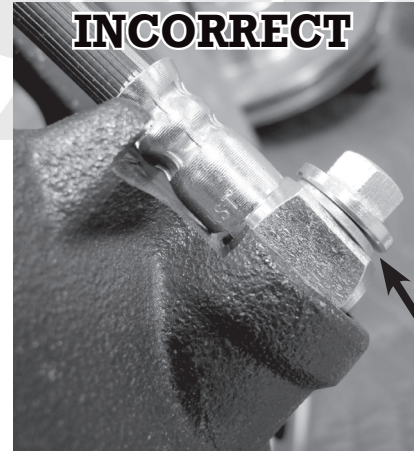
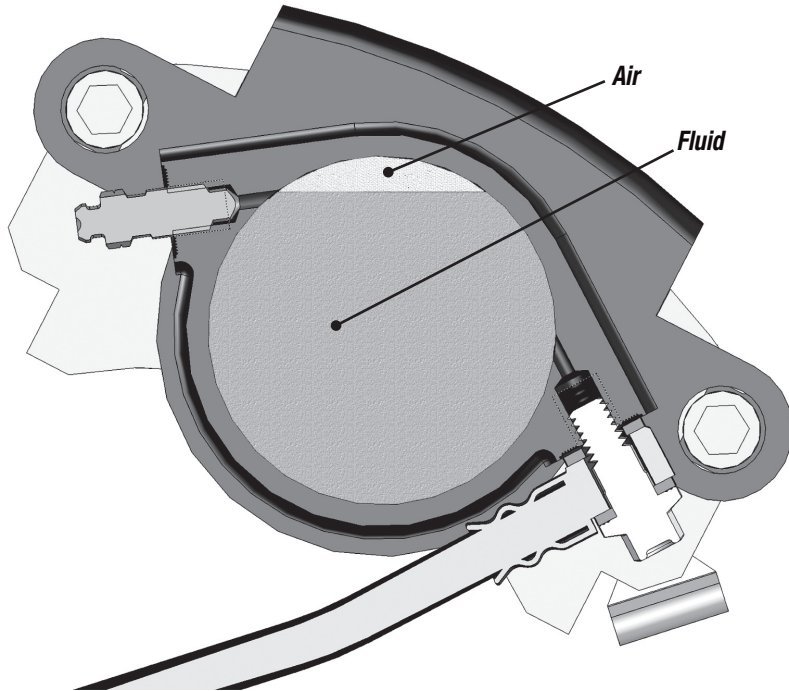
*Example; you have a long run of brake line that runs up and down. As you pump the pedal you move enough fluid to push the air bubble almost to the bottom of the run. As you release the pedal, gravity pulls the fluid to the bottom of the run while the bubble moves back to the top. The bubble will have a "yo-yo" action where it goes down and up but never gets removed from the brake line no matter how many times you pump the pedal.*

Top off the master cylinder reservoir with new brake fluid before you begin to bleed the brake system. Check the reservoir often. As you bleed the brakes, count how many pumps you have done and check the brake fluid level. You should be able to get an idea of how often to check the fluid level. As a general rule you can get 10-15 pumps from the rear circuit before the brake fluid becomes low and 7-12 pumps in the front circuit. If you allow the master cylinder to draw air into the master cylinder bore, or run the master cylinder out of fluid you will need to bench bleed the master cylinder again. To avoid spilling brake fluid keep the lid on the master cylinder as you pump the brakes. When the brake pedal is released the brake fluid will flow back into the reservoir and create a small fountain that can splash and spill over the top of the master cylinder.

Begin at the caliper/wheel cylinder that is farthest from the master cylinder. This will minimize the chance of cycling the isolation valve. As you bleed each caliper/wheel cylinder a small amount of brake fluid will be expelled out of the bleed screw. It is recommended that you use a small piece of clear hose attached to the bleed screw to direct this used brake fluid into a container to prevent making a mess with the brake fluid. You can watch the fluid coming out of the hose and know when the air is removed.

Have an assistant apply a moderate amount of pressure to the brake pedal. Open the bleed screw and allow the air and fluid to be vented from the brake system. Your assistant should press the brake pedal to the floor in a smooth relaxed motion. Do not have the assistant hold the pedal on the floor before the bleed screw is opened. If the brake pedal is held against the floor then there maybe several thousand psi of hydraulic pressure behind the bleed screw; this is dangerous. Opening the bleed screw with that much pressure could injure you or cause damage to your vehicle. Close the bleed screw before your assistant allows the brake pedal to come back up. Continue bleeding the system until there are no signs of air coming out of the bleed screw. Move to the wheel that is the next farthest distance from the master cylinder. Note; If the bleed screw port does not intersect the caliper bore at its highest point it may be necessary to temporarily reposition the caliper so that the bleed screw port is at the highest part of the caliper bore.

After all of the calipers/ wheel cylinders are bled you should be finished. If the master cylinder mounts so that the front is higher than the back it is possible to get an air bubble trapped inside master cylinder bore. No amount of bleeding will remove this bubble. It is possible to create a back flow that will expel the last bubble trapped within the master cylinder bore. Simply unbolt the master cylinder from the booster, point the master cylinder slightly nose down. For front disc brakes use a small pry bar to pry the inner pad away from the brake disc. This will compress the caliper piston back into the caliper bore and move a large amount of brake fluid from the caliper bore back into the master cylinder reservoir and push that last bubble out of the master cylinder bore and into the reservoir. On rear disc brakes with a parking brake a similar effect can be created by simply applying and releasing the parking brake several times. With drum brakes use a tool like a screwdriver to actuate the master cylinder. As the return springs pull the brake shoes back, the wheel cylinders will compress and push the brake fluid back into the reservoir. Reattach the master cylinder to the booster. On disc brake vehicles you will need to cycle the brake pedal several times to extend the caliper piston out of its bore, and bring the pads back into contact with the disc.



Check out our detailed brake hose installation instructions at:  
[www.classicperform.com/Instructions/PDF/Brake-Hose-Installation-Tip.pdf](http://www.classicperform.com/Instructions/PDF/Brake-Hose-Installation-Tip.pdf)

Top off the master cylinder with brake fluid. Install the master cylinder lid. Check that the brakes are working before you attempt to drive vehicle.

**DIAGNOSING BRAKE PROBLEMS**

Before you attempt to diagnose a brake problem you must have already bled the brakes.

**Start with a simple isolation:**

Use clamps or locking pliers to carefully pinch the rubber brake hoses closed. This will check the brake system between the brake pedal and the rubber hoses. Step on the pedal after the hoses are pinched closed. If the brake pedal feels low or soft then the master cylinder is bad, or there is air in the brake system someplace between the clamp up to and including the master cylinder. If the pedal feels good then release the clamps one hose at a time and step on the pedal. This will add only one brake caliper at a time to the brake system. Do this for each hose. Try to identify which hose made the brake feel the worse when the clamp was removed. *Note: This is not recommended on braided hoses.*

Starting at the caliper that made the biggest difference with the simple isolation, carefully inspect the hose for swelling, and the caliper for excess movement. If the caliper has a built in parking brake check that the parking brake is adjusted. A misadjusted parking brake will make the brake pedal feel low and soft. Have someone repeatedly step on the brake pedal. Watch the caliper to see if it is moving or flexing. Also watch the pads to see if they are compressing. Some pads are made softer than others and it is not uncommon

to see them compress as the brake is applied. If they compress too far it can become a problem. If the caliper is flexing then you will want to switch to a more rigid caliper. If the caliper is twisting or moving on the brackets then the caliper is not aligned with the rotor. Unbolt the caliper from the mounting brackets, leave the caliper on the rotor and step on the brake pedal. This will help to identify whether or not the caliper mounting bracket is not square with the rotor. There will always be some slight misalignment between the caliper and the rotor due to manufacturing tolerances. The brakes will be their best when the calipers are aligned to with the rotor. If the caliper is not moving, and the parking brake is adjusted there may be air trapped in the caliper.

If there was no one particularly large change when the clamps were released, then all of the brakes may be slightly affected, and the sum of all of them is more than the master cylinder can handle.

Another common problem is brake fade. When the brakes fade they simply lose stopping power. Brake fade occurs when the brake rotor and pad become too hot. The actual temperature that a brake can withstand depends on several factors: the type of friction material, the amount of carbon in the brake disc, the surface of the disc, etc. A brake works by converting movement (the rotation of the disc/drum) into heat. The brake should be large enough to absorb the heat generated in a long hard stop without getting too hot. Then the brake cooling takes effect to cool the brake between stops. If the brake is too light to absorb the heat from a single stop then the brake will fade in the first stop. If the cooling is insufficient then the brake will overheat in subsequent stops, or during a long descent.

# Brake Troubleshooting Chart

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 pushrod between the master cylinder and brake pedal Adjust the pushrod between the booster and the master cylinder
	Pre-loaded power booster	Adjust pedal assembly Adjust the pushrod 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
<b>Brake Light on Dash is Lit</b> <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	
<b>Parking Brake Not Working</b>	Improperly adjusted parking brake	Adjust the parking brake
	Broken parking brake cable	Replace the parking brake cable
<b>Brake Pulls to One Side</b>	Bad wheel alignment	Align the suspension
	Oil/fluid on brake friction	Replace pads/shoes Clean the brake friction surfaces
	Drum shoes out of adjustment	Adjust the shoes
	Improperly adjusted parking brake	Adjust the parking brake
	Blocked brake hose/line	Replace the brake hose/line
	Frozen wheel cylinder	Replace wheel cylinder
<b>Rear Brakes Lockup First</b>	Misadjusted proportioning valve	Readjust the proportioning valve
	No proportioning valve	Use a proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Front calipers pistons too small	Use a larger front caliper Use a smaller rear caliper/wheel cylinder
	Oil/fluid on front brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Front drum shoes out of adjustment	Adjust the shoes
	Blocked front brake hose/line	Replace the brake hose/line
	Frozen front wheel cylinder	Replace wheel cylinder
	Front brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad
<b>Not Enough Rear Brake</b>	Misadjusted proportioning valve	Readjust the proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Oil/fluid on rear brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Rear drum shoes out of adjustment	Adjust the shoes
	Blocked rear brake hose/line	Replace the brake hose/line
	Frozen rear wheel cylinder	Replace wheel cylinder
	Rear brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad

## POWER STEERING TECH TIPS

### POWER STEERING FLUID

Always use the correct type of power steering fluid that is recommended by the manufacturer. If you have components from several different manufacturers it is important that the fluid used is compatible with all the components. Most high quality fluids will list the manufacturers 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. Whenever 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 two U-joints.
2. Select the type of couplers, or U-joints, and shaft that will be needed. The Application Guide lists 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 two 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. Where any set screws are used you will need to make a small indentation where the set screw contacts the steering shaft. 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 than 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.



# # HAHK-S & # HAHK-R HYDRASTOP™ HOSE INSTRUCTIONS

## Preparing your pressure hoses:

### Stainless

1. Cut hose square to length with fine toothed hack saw or cut-off wheel. (Cut off wheel is ideal for a cleaner, fray free cut. Also, a firm strike with a sharp chisel, against a hard surface, will do the trick.) To minimize wire braid flare out, wrap hose with masking tape and cut through the tape. Remove tape, trim loose wires and flush with lube before next step. Burrs on bore of tube should be removed with a knife. Clean the hose bore. Sometimes wire braid will “neck down” on one end and “flare out” on the other end. This can be used to an advantage. Slip two sockets back to back over the “necked down” end of the hose., position approximately three inches from each end. Mount nipple hex in a vise. Work the hose bore over the nipple to size the tube and aid in separating the braid prior to fitting the sleeve. Remove hose from nipple.
2. Push the sleeve over the end of the tube and under the wire braid by hand. Complete positioning of the sleeve by pushing the hose end against a flat surface. Visually inspect to see that the tube butts against the inside should of the sleeve. Set the sleeve barbs into the Teflon™ tube by pushing a round nose tapered punch into the end of the sleeve and tube.
3. Lubricate nipple and socket threads. Use a molydisulfide base lubricant for stainless steel fittings (e.g. Molykote Type G): lubricants containing chloride are not recommended. Other material combinations use standard petroleum lubricants. Hold the nipple with hex in the vise. Push hose over nipple with twisting motion until seated against nipple chamfer. Push socket forward and start threading of socket to nipple.
4. Wrench tighten 90° fitting hex until clearance with hose socket hex is at .031 inches. Your thumbnail is a convenient measuring device. Tight further to align corners of nipple and socket hex. Clean hoses after assembly but prior to installation to prevent contamination and voiding warranty.

*Note: To disassemble: Unscrew and remove nipple; slide socket back on hose by tapping against flat surface; remove sleeve with pliers.*

**Important:** Fittings may be disassembled and reused at least once. However, all such fittings should be carefully examined for distortion, thread damage and I.D. dimensions. New sleeve is recommended upon reuse of fitting.

### Rubber

1. Connect a high pressure hose to the hydraulic booster on the driver side. Measure the length of hose needed to connect to the power steering pump high pressure port. Mark the hose to be trimmed. Loosely connect the other high pressure hose to the hydraulic booster on the passenger side.

2. Measure the length of hose needed to connect to the high pressure port on the power steering box or rack. (This will be the fitting that originally have the pressure hose from the pump connected.)
3. Mark this hose to be trimmed. When marking hoses to trim, use caution not to trim too much hose. Cut hose square to length with fine toothed hack saw or cut-off wheel. (image 1)



(Cut off wheel is ideal for a cleaner, fray free cut.)

4. Remove the end of the 90° pressure fitting from the end that will connect to the AN fitting. Install the portion onto the hose by screwing counter



clockwise. (image 2)  
(The internal barbs are LH thread.)

Use an anti seize compound on the male threads of the portion with the female AN fitting and screw it



into the piece connected to the hose. (image 3)  
Repeat the process for the second pressure hose. Clean hoses after assembly but prior to installation to prevent contamination and voiding warranty.



## Preparing your return hoses:

1. Use the one piece of return line and cut it into 3 lines. You'll roughly want to measure with string first before actually cutting the hoses and plumbing them.
2. Connect the return line to your original gear box return line that you have removed the rubber from, loosely use a 3/8ths clamp on the hose. Cut the return line so that tee ends approx where your two high pressure lines are. Install the short part of the tee into the return line connecting to your box. If you have the recommended filter, install it between the tee and the gear box. The straight part of the tee will be use to connect from the power steering reservoir and the return tube on the hydraulic booster.
3. Connect the hose to the side of the tee closest to the pump loosely with a 3/8ths clamp, measure to the power steering return tube on the reservoir and cut the line and connect it loosely with a 3/8ths clamp. Use the last of the hose and connect it to the other straight side of the tee loosely with a 3/8ths clamp. If you have our hose kit, included is a 5 1/6ths x 24 o-ring to AN6 fitting, you can remove the straight tube from the hydraulic booster and replace it with this. Then attach the included AN6 90 degree push lock fitting, this will give all 3 hoses a 90 degree hose end making it easier to plumb. Measure to the hydraulic booster return tube and cut the hose, connect it loosely with a 3/8ths clamp.
4. With all these hoses connected now is the time to strap them all down, keep them way from the manifold or any other extreme heat sources. Once strapped down tighten down all the 3/8ths clamps on the return lines. Then tighten the hoses to factory specs or if using our hoses use a wrench to hold the AN6 fitting in place, then tighten the high pressure hoses to (torque spec needed). If you used the 90° push lock on the hydraulic booster tighten that also.

Make sure that the master cylinder (recommended 1-1/8" bore) and brake system are bled and you have a high firm pedal prior to bleeding the steering and HydraStop™. DO NOT start the engine any time before our steering and HydraStop™ are bled.

### Remember:

Be sure to clean hoses after assembly but prior to installation to prevent contamination and voiding warranty.

# Brake & Power Steering Installation & Tech Guide

## COMMON FITTING SIZES

Listed below are some of the more common power steering fitting sizes. There are many others not listed. If you are unsure about which fitting you need, give us a call.

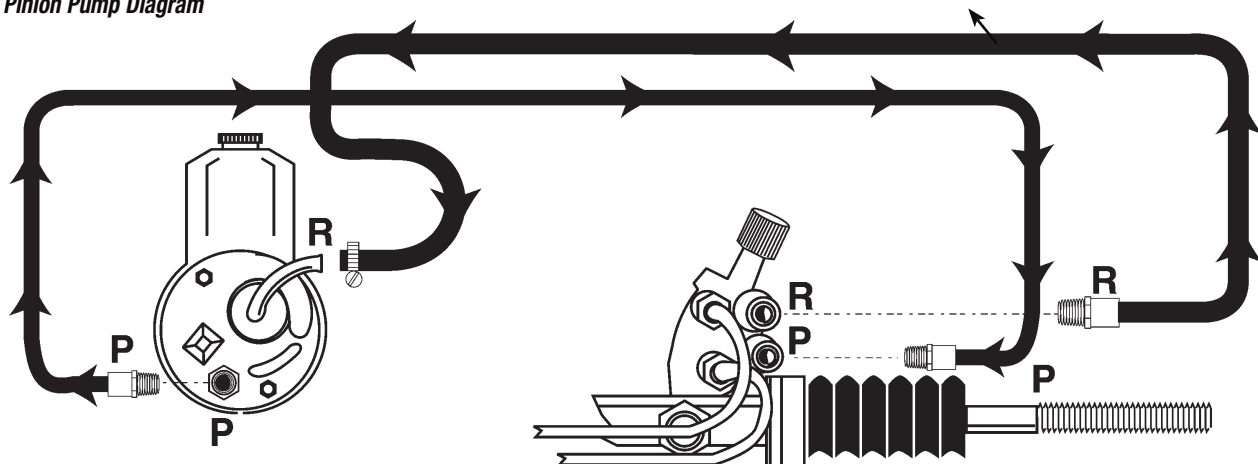
	PRESSURE	RETURN
GM Metric Pump	16mm (M16-1.5) O-ring	Push / Clamp
GM SAE Pump	3/8 tube size (5/8-18 inverted flare)	Push / Clamp
GM Rack & Pinion / GM Metric Gear	18mm (M18-1.5) O-ring	16mm (M16-1.5) O-ring
GM SAE Gear	7/16 tube size (11/16-18 inverted flare)	3/8 tube size (5/8-18 inverted flare)
Ford Mustang II R&P 1974 thru 7-5-77	5/16 tube size (1/2-20 inverted flare)	3/8 tube size (5/8-18 inverted flare)
Ford Mustang II R&P 7-6-77 thru 1978	5/16 tube size (1/2-20 inverted flare)	3/8 tube size (5/8-18) O-ring
Ford T-Bird Rack & Pinion thru 1988	5/16 tube size (9/16-18 inverted flare)	3/8 tube size (5/8-18) O-ring
Dodge Omni Rack & Pinion	18mm (M18-1.5) O-ring	16mm (M16-1.5) O-ring
Mopar Gear with Fitting thru 1971	1/4 or 5/16 male (1/2-20) inverted flare	Push / Clamp at Nozzle
Mopar Gear without Fitting from 1972	5/16 female tube size (1/2-20) O-ring	Push / Clamp at Nozzle

**\*\* Although we encourage our customers to use inverted flare fittings, there are other methods of sealing off hoses. In any case, avoid the use of pipe or thread dope or Teflon tape. These products can get into the hydraulic system and do substantial damage.**

## Common Torque Specifications

Inverted flare fittings:	25-34 foot pounds
O-ring beaded hoses:	20 foot pounds
Teflon ringed hose fittings:	14-20 foot pounds
Mustang R&P to crossmember:	80-100 foot pounds
Ford R&P to crossmember:	41-54 foot pounds
Gear to frame mounting bolts:	60-65 foot pounds
Pitman arm to sector nut:	235-250 foot pounds
Pump keyway style pulley:	60 foot pounds

Rack & Pinion Pump Diagram



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	17mm DD	.670	570
Chrysler Box or Rack			
Chrysler - Omni Manual	9/16"-36	.563	26
Chrysler - Omni Power	9/16"-36	.563	36
Chrysler - Volar	9/4"-30	.750	36
Chrysler	5/8"-36	.625	36
Chrysler	3/4"-36	.750	36
Chrysler	13/16"-36	.813	36

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.

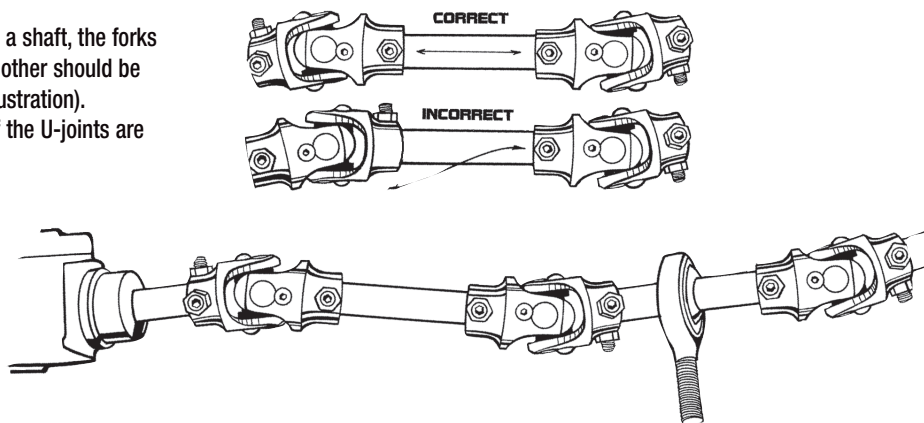
Available U-joint Combinations are: A) Smooth Bore on both ends; B) Smooth Bore and Spline or Double D; C) Spline and/or Double D on each end.

COUNT SPLINES TO CENTER LINE  
MULTIPLY BY TWO

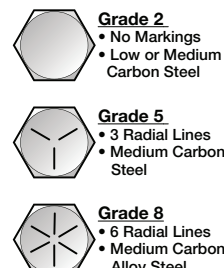
Double D (DD)      Splined (SP)      Smooth (S)

## U-JOINT PHASING

When two joints are used on a shaft, the forks of the yokes closest to each other should be in-line, or "in phase" (see illustration). Premature wear can result if the U-joints are not phased properly.



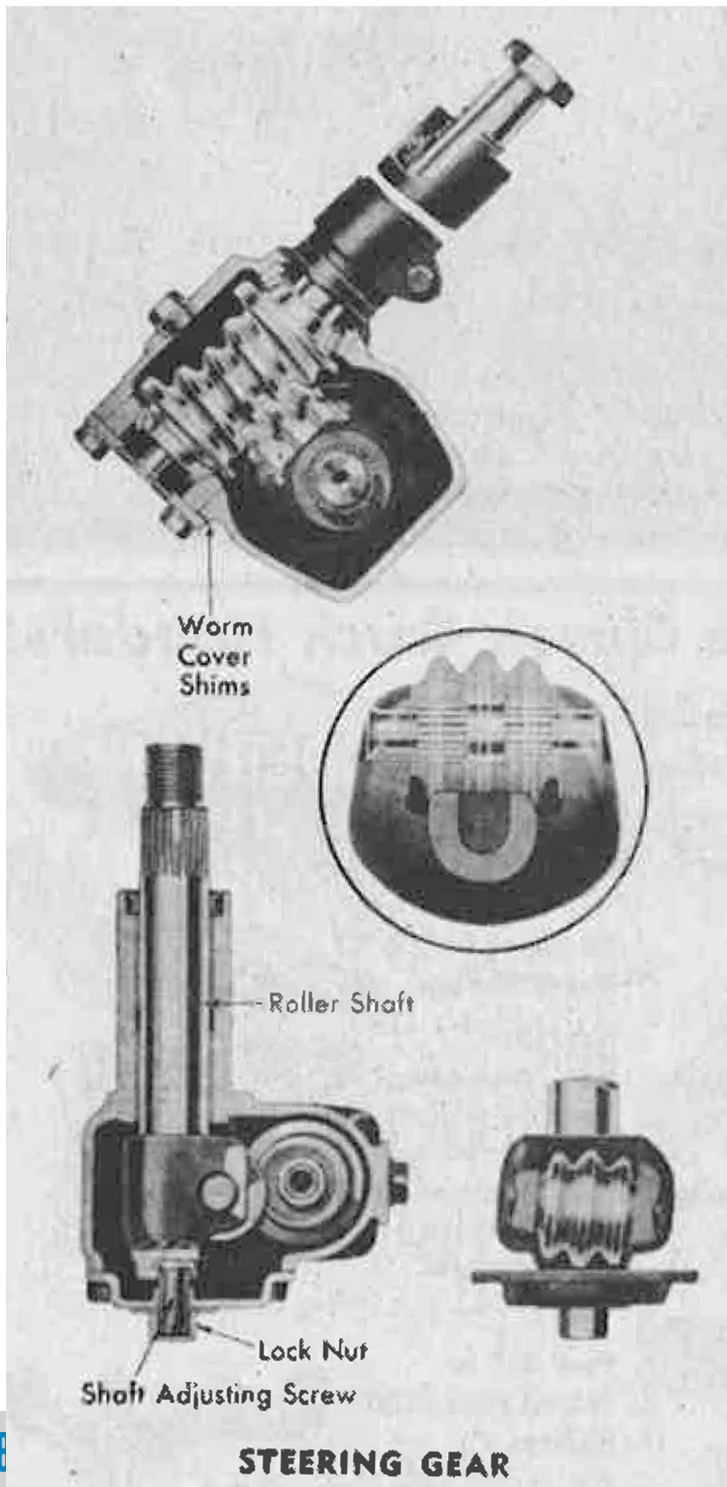
GENERAL TORQUE SPECIFICATIONS:					
1/4	grade 5	10 lb/ft	1/4	grade 8	14 lb/ft
5/16	grade 5	19 lb/ft	5/16	grade 8	29 lb/ft
3/8	grade 5	33 lb/ft	3/8	grade 8	47 lb/ft
7/16	grade 5	54 lb/ft	7/16	grade 8	78 lb/ft
1/2	grade 5	78 lb/ft	1/2	grade 8	119 lb/ft
9/16	grade 5	114 lb/ft	9/16	grade 8	169 lb/ft
5/8	grade 5	154 lb/ft	5/8	grade 8	230 lb/ft



# TROUBLESHOOTING THE FRONT SUSPENSION & STEERING SYSTEM

## TOO MUCH PLAY IN STEERING SYSTEM

To provide ease of steering a small amount of backlash of the steering wheel is necessary and the entire steering system must not be adjusted so as to cause a binding action in any part. A free movement of the rim of the steering wheel in excess of 2" without moving the front wheels is generally considered excessive and is objectionable to many drivers.



1. Excess end play in steering gear worn.
2. Improper mesh of roller teeth and worm.
3. End play in steering gear arm shaft from worn bearings.
4. Steering gear connections adjusted too loosely or worn.
5. Steering knuckle bearings worn.
6. Camshaft lever bushings oversize or badly worn.
7. Cam lever follower worn, chipped or brinnelled.
8. Steering gear cam worn, chipped, brinnelled, distorted or adjusted off center.
9. Steering gear cam bearings worn, broken or incorrectly adjusted.
10. Steering wheel loose on post.
11. Loose or worn tie rod connections.
12. Loose or worn drag link connections.
13. Broken ball seat springs at tie rod or drag link.
14. Steering cross tube ends loose on cross tube.
15. Front wheel bearings incorrectly adjusted or worn.
16. Loose or worn steering knuckle bushings or pins.
17. Steering knuckle arms loose at steering knuckles.
18. Steering knuckle arm balls loose in arms.
19. Steering drop arm loose on cam lever shaft.
20. Steering gear case loose on chassis frame.
21. Steering post clamp loose on cowl bracket.
22. Excessive clearance of steering post in upper jacket bushing.

## CAR STEERS HARD

1. Tires under inflated or unequal inflation.
2. Tires oversize or abnormally worn.
3. Lack of lubrication or improper type of lubricant at the rod or drag link joints.
4. Dirt accumulated at tie rod or drag link joints.
5. Tie rod or drag link ball seat or ball scored, rough or galded.
6. Drop arm ball worn out of round.
7. Steering gear connections adjusted too tight.
8. Lack of lubrication or improper type of lubricant in steering gear.
9. Steering camshaft follower meshed too deeply with steering gear cam.
10. Steering gear cam bearings adjusted too tight.
11. Steering gear cam lever shaft bearings rough, scored, or otherwise damaged.
12. Insufficient clearance of cam lever shaft in bushings.
13. Cam lever shaft bushings not in proper alignment.
14. Steering gear cam thrust bearings broken, galded, rough or chipped.
15. Insufficient clearance of steering post upper bushing on post.
16. Steering gear cam or tube sprung or distorted.

17. Worn steering gear parts.
18. Misalignment of steering gear assembly due to method of mounting at chassis frame and cowl bracket.
19. Lack of lubrication of steering knuckle upper and lower bushings and thrust bearings.
20. Galded, rough, or scored kingpins.
21. Insufficient clearance between steering knuckle bushings and kingpins.
22. Insufficient end play in steering knuckles.
23. Steering knuckle thrust bearing races galded, brinnelled, rough, scored or full of dirt.
24. Bent steering knuckle.
25. Insufficient kingpin inclination.
26. Reverse or excessive front wheel camber.
27. Incorrect front wheel toe-in.
28. Excessive caster.
29. Front axle shifted.
30. Frame bent or broken.
31. Suspension arms bent or twisted.

## **LOW SPEED SHIMMY OR FRONT WHEEL WOBBLE**

High and low speed shimmy are many times confused by the service man. Although many of the causes of high and low speed shimmy are identical, the two conditions have absolutely different characteristics.

Many times a vibration or movement in the steering wheel only is termed a shimmy. However, this is an incorrect term and should be avoided. Front wheel shimmy often causes steering movement but originates at the front wheels and is transferred to the steering wheel.

Low speed shimmy or front wheel wobble as the name implies can be simply described as a rapid series of oscillations of the wheel and tire assembly about the kingpins. In other words, the front wheels attempt to alternately point to the right and the left.

High speed shimmy or front wheel tramp can be simply described as a gallop. In other words, the condition encountered is very similar to a condition that would be evident if the front wheels were decidedly "egg shaped." In cases of severe high speed shimmy, the front tires actually leave the pavement, while in mild cases the condition is the same as if the front tires were very rapidly deflated and then inflated. In high speed shimmy, one front tire appears deflated while the other is inflated. This condition alternates between the front wheels.

1. Tires under inflated or unequally inflated.
2. Irregularities in front wheel tire tread.
3. Eccentric or bulged tires.
4. Wheels or tires out of true.
5. Wheels, tires or brake drums out of balance.
6. Front wheel bearing incorrectly adjusted or worn.
7. Front wheel bearings too loose resulting in incorrect or uneven camber.
8. Incorrect caster.
9. Incorrect or uneven camber adjustment.
10. Insufficient front wheel toe-in.
11. Loose front spring "U" bolts.
12. Weak front springs.
13. Front springs over lubricated.
14. Insufficient or incorrect type of fluid in shock absorbers resulting in inadequate control.

15. Improper adjustment of shock absorber resulting in inadequate control.
16. Abnormal internal clearances of shock absorbers resulting in inadequate control.
17. Shock absorber inoperative or leaking.
18. Worn or loose steering gear parts.
19. Steering gear incorrectly adjusted.
20. Steering connections incorrectly adjusted or worn.
21. Incorrect adjustment of steering cross tube.
22. Bent or sprung steering cross tube.
23. Steering cross tube end loose on threads.
24. Steering cross tube end parts worn or loose.
25. Worn or loose steering linkage parts.
26. Tie rod loose.
27. Drag link adjustment loose.
28. Steering knuckle bearings worn.
29. Steering knuckle bent.
30. Excessive freedom or looseness of kingpin thrust bearings.
31. Recess cut on underneath side of steering knuckle spindle by rotation of outer bearing cone resulting in incorrect or uneven camber.
32. Kingpin or bushings worn or loose resulting in incorrect or uneven camber.
33. Bent steering knuckle yoke or spindle resulting in incorrect or uneven camber.
34. Front axle shifted.
35. Improper load distribution on truck.

## **HIGH SPEED SHIMMY OR WHEEL TRAMP**

1. All items listed under "Low Speed Shimmy or Front Wheel Wobble" may cause this trouble too.
2. Front wheel, hub, brake drum and tire assembly out of balance.
3. Front tires and wheels wobble or do not run true.
4. Front wheel tire tread eccentric or runs-out more than 1/16".
5. Rear wheel and tire assemblies out of balance.
6. Rear wheel wobble or run-out.
7. Dragging front brakes.

## **STEERING WANDER OR ROAD WEAVE**

1. Front wheel bearings out of adjustment.
2. Front and rear tires under inflated or unequally inflated.
3. Incorrect or unequal front wheel camber.
4. Wheels toe-out in straight ahead position.
5. Incorrect or uneven caster.
6. Front wheels toe-in too much.
7. Steering gear or linkage connections too loosely adjusted or worn.
8. Steering gear or linkage connections adjusted too tight.
9. Worn steering gear bearings.
10. Steering gear adjusted too tight resulting in driver over-steering.
11. Tight tie rod ends.
12. Worn or loose kingpins and bushings.
13. Kingpins too tight in bushings.

# Brake & Power Steering Installation & Tech Guide

1. Steering knuckle bent.
2. Steering knuckle bearings worn.
3. Bent axle parts.
4. Axle shifted.
5. Rear axle shifted on springs.
6. Cross wind.
7. Type of road surface.

## STEERING KICK BACKS

Note — Steering kick back is registered on the steering wheel as a very rapid movement of the steering wheel and is the result of the front wheels having encountered a bump or obstruction in the road surface and the subsequent transfer of this shock to the steering wheel. A small amount of steering wheel movement must be expected and is normal when the car is driven over an excessively rough road or when the front wheels strike an unusual obstruction.

1. Tires inflated too high or too low.
2. Wrong type or size of tires used.
3. Improper caster.
4. Worn, loose or improperly adjusted steering gear parts.
5. Worn, loose or improperly adjusted steering linkage parts.
6. Steering gear or connection incorrectly adjusted.
7. Steering knuckle bent.
8. Chassis springs sagged.
9. Shock absorbers inoperative, leaking or fitted with incorrect valves.

## STEERING GEAR RATTLES

1. Insufficient lubricant in steering gear.
2. Incorrect grade of lubricant used in steering gear assembly.
3. Excessive lash between cam lever follower and cam.
4. Steering gear cam bearings broken, damaged or incorrectly adjusted.
5. Excessive radial clearance of cam lever shaft in case bushings.
6. Abnormal clearance at steering connections.
7. Steering post jacket clamp loose on jacket or cowl.
8. Steering post jacket loose at lower end.
9. Steering gear loose on chassis frame.
10. Steering drop arm loose on cam lever shaft.
11. Excessive looseness in steering linkage.

## CAR PULLS TO ONE SIDE

1. Low or uneven tire pressure.
2. Rear wheel not tracking with front wheels.
3. Brakes incorrectly or unevenly adjusted.
4. Toe-in incorrect.
5. Incorrect or uneven caster.
6. Incorrect or uneven camber.

7. Rear axle shifted.
8. Frame or X member bent or broken.

## STEERING GEAR BACKLASH

Sometimes backlash is caused by lost motion in parts other than the steering gear. To make a quick check for backlash in the steering gear, remove the steering gear arm with the two tie rods assembled and install another arm. By rocking the arm, the amount of backlash can be determined.

1. Excessive end-play in steering gear worm.
2. Improper mesh of roller tooth and worm.
3. Endplay in steering gear arm shaft.
4. Worn bearings on steering gear arm shaft.

## ERRATIC STEERING

1. Low or uneven tire pressure.
2. Brakes incorrectly adjusted.
3. Dirt or grease on brake linings.

## SPRINGS & SHOCK ABSORBERS

### SPRINGS SAG OR BOTTOM

1. Unusually severe operation or excessive overloading.
2. Improperly functioning shock absorbers.
3. Spring leaves broken.

### SPRING NOISES

1. Loose U-Bolts permitting abnormal side movement of leaves and interference with metal covers.
2. Spring covers damaged loose or improperly installed.
3. Axle to frame bumper not correct.
4. Sprung frame or bent horn causing misalignment of springs.
5. Worn bolts or bushings in shackle or bracket.
6. Loose spring clip nuts causing misalignment of axle and spring.
7. Rear spring seat bearings not tight on six-wheel models causing end-play of seat on cross bar.

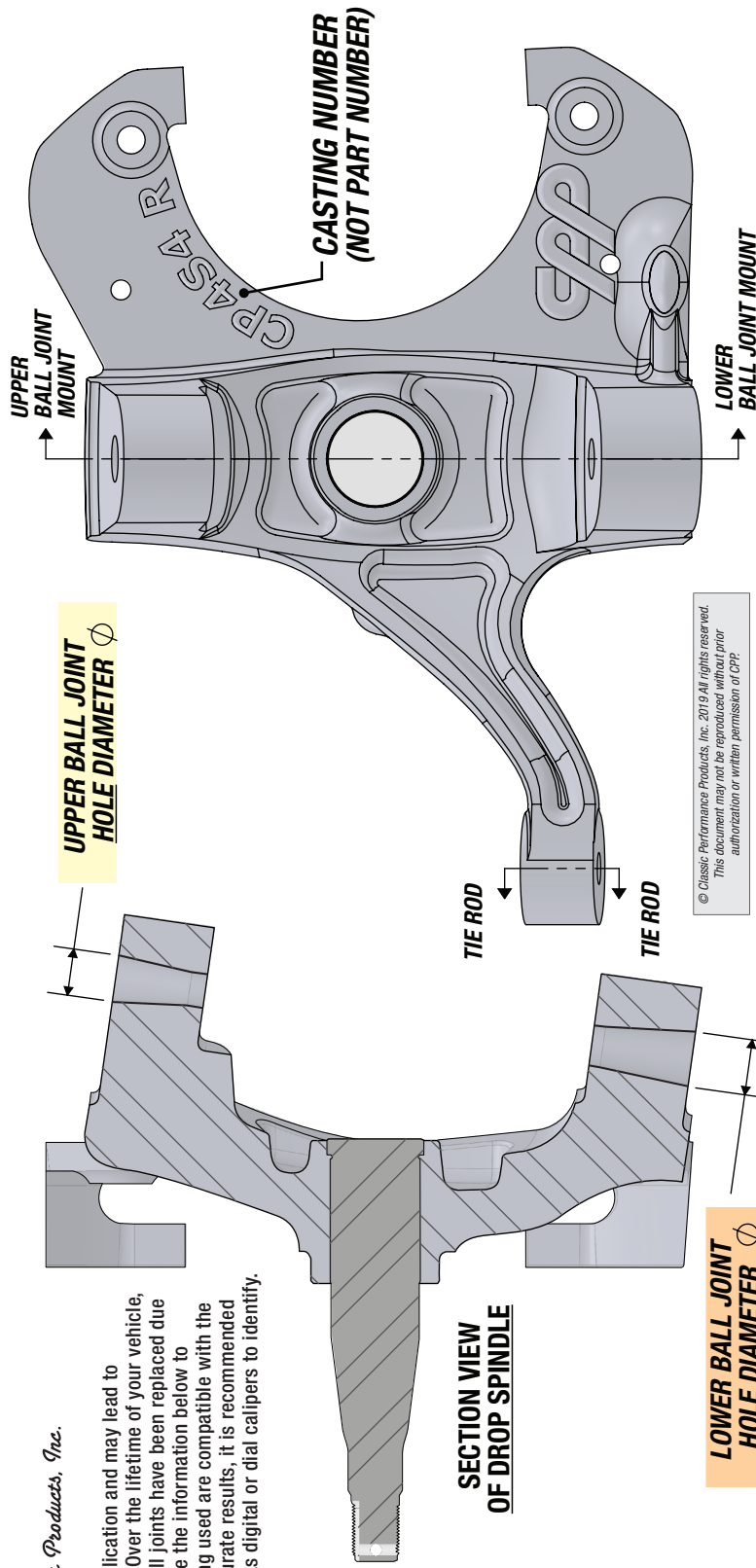
Article content and images used by permission:  
Southern Wheels Magazine, Nov. 2016 Issue



# CPP DROP SPINDLE / BALL JOINT IDENTIFICATION GUIDE

Classic Performance Products, Inc.

**Important Note:**  
Ball joint pin diameters vary slightly by application and may lead to incorrect spindle fitment if not compatible. Over the lifetime of your vehicle, it is possible the factory control arms or ball joints have been replaced due to vehicle maintenance or repair. Please use the information below to identify the upper and lower ball joints being used are compatible with the CPP Drop Spindles being installed. For accurate results, it is recommended to use a precision measuring device such as digital or dial calipers to identify.



© Classic Performance Products, Inc. 2019 All rights reserved.  
This document may not be reproduced without prior authorization or written permission of CPP.

**FILL-IN YOUR VEHICLE INFORMATION:**

APPLICATION	MODEL YEAR	PAYLOAD	DIAMETER	CPP PART#	DIAMETER	CPP PART#
		<input type="checkbox"/> C-10 / 1/2-ton <input type="checkbox"/> C-20 / 3/4-ton				
UPPER BALL JOINTS						
LOWER BALL JOINTS						

APPLICATION CPP DROP SPINDLE P/N#	C-10 1960 - 62 PART# CP4S1	.823"	PART# FA548	C-20 1971 - 87 PART# CP4S7	.818"	PART# FA681
UPPER BALL JOINT PIN DIAMETER	C-10 1963 - 70 PART# CP4S2	.705"	PART# FA480	C-20 1965 - 70 PART# CP4S11	.823"	PART# FA548
CPP UPPER BALL JOINT P/N#	C-10 1971 - 72 PART# CP4S3	.682"	PART# FA683	C-20 1960 - 64 PART# CP4S11	.823"	PART# FA548
LOWER BALL JOINT PIN DIAMETER	C-10 1973 - 87 PART# CP4S4	.716"	PART# FA903	C-20 1971 - 87 PART# CP4S7	1.048"	PART# FA997
CPP LOWER BALL JOINT P/N#	C-10 1971 - 72 PART# FA1014	.855"	PART# FA1014	C-20 1965 - 70 PART# CP4S11	1.092"	PART# FA680
	C-10 1963 - 70 PART# FA481	.898"	PART# FA481	C-20 1960 - 64 PART# CP4S11	1.092"	PART# FA680
	C-10 1960 - 62 PART# FA327	.987"	PART# FA327	C-20 1965 - 70 PART# CP4S11	1.092"	PART# FA680

# DEALER TEAM SERVICES



**DEDICATED MAILBOX**  
[dealer@classicperform.com](mailto:dealer@classicperform.com)

**DIRECT DEALER TEAM EXTENSION**  
 1-800-522-5004 - ext. 608

Product and Tech Support:

Javier Nuñez ..... Ext. 130  
[javier@classicperform.com](mailto:javier@classicperform.com)  
 Van Vanderlip ..... Ext. 112  
[van@classicperform.com](mailto:van@classicperform.com)  
 Erick Magdaleno ..... Ext. 124  
[Erickm@classicperform.com](mailto:Erickm@classicperform.com)  
 Chris Vargas ..... Ext. 114  
[chris@classicperform.com](mailto:chris@classicperform.com)

Sales, Stock Check, Billing, & Order Entry:

Joe Rode, Sales Mgr ..... Ext. 141  
[joer@classicperform.com](mailto:joer@classicperform.com)  
 Yusely Nuñez ..... Ext. 127  
[yusely@classicperform.com](mailto:yusely@classicperform.com)  
 Alexis Aguilar ..... Ext. 134  
[alexisa@classicperform.com](mailto:alexisa@classicperform.com)

Marketing:

Sadie Ries, Marketing Mgr ..... Ext. 122  
[sadie@classicperform.com](mailto:sadie@classicperform.com)  
Vice President of Operations:  
 Victor Zendejas ..... Ext. 113  
[victorz@classicperform.com](mailto:victorz@classicperform.com)

## GPP OFFERS A WIDE RANGE OF MARKETING MATERIALS AND DISPLAYS STANDS TO HELP YOU SUCCEED.

**TUBULAR CONTROL ARM DISPLAY STAND\***

**BOOSTER DISPLAY STAND\***

**CUSTOM BILLET ALUMINUM TIE ROD SLEEVES DISPLAY STAND\***

**WHEEL KIT DISPLAY STAND\***

**CP50000 GEAR BOX DISPLAY STAND\***

**CLASSIC PERFORMANCE PRODUCTS, INC. AUTHORIZED DEALER**

**CPP AUTHORIZED DEALER BANNER\***

*\*Parts displayed on stands may be non-functional.*

BE A PART OF OUR ONLINE MEDIA

#CLASSICPERFORM



*Classic Performance Products, Inc.*

**BUSINESS HOURS:**  
 8:00am to 5:00pm Monday - Friday  
 8:00am to 1:30pm Saturday  
 Closed Sunday

Prices subject to change without notice. Some images may be representative of product. Please note that kits and prices may vary between certain applications.

CLASSICPERFORM.com | 378 E. ORANGETHORPE AVE., PLACENTIA, CA 92870 | PH: 714.522.2000 | FX: 714.522.2500