

# CHEVROLET

## Fullsize

### BRAKES

**Big Brake Kits**

- Complete Front/Rear .....95
- Rear Kit .....95
- Wheel Kit .....95

**Brake Booster Kits & Pedal Brackets** ..... 107

**Brake Line Kits** ..... 105

**Complete Front & Rear Disc Brake Kit** .....96

**Disc Bracket Kits** ..... 105

**Distribution Blocks** ..... 105

**Drop Spindle Brake Components & Kits** ..... 105

**Front Brake Kits**

- Baer Brake Systems .....100
- Drop Spindle Complete Kit .....97
- HydraStop™ Complete Kit .....98
- Stock Spindle Complete Kit .....96
- Wilwood Brake Kit .....100

**Hydra Stop™ Hydraulic Assist System** ..... 106

- Hydraulic Brake Assist Unit Cover .....106
- Hydraulic Booster Bracket Kit .....106
- In-Line Filter, Magna-Pure™ .....106

**Large Caliper Disc Bracket Kit** ..... 105

**Master Cylinders, OE Fit** ..... 105

**Rear Axle Flex Hose** ..... 102

**Rear Brake Kits**

- 9" Ford Flange Kits .....103
- 10 & 12 Bolt Flange Kit .....101
- Baer Brake Systems .....103
- Large GM Flange Kit .....101
- Wilwood Brake Kit .....103
- Rear Disc Emergency Brake Cables .....105

**Spindles**

- 2" Modular™ Drop Spindles .....104
- Econo Line Drop Spindles .....104
- New School 2" Drop Spindles .....104
- Original Replacement Spindles .....104

**Steering Arms** .....104

**Wheel Brake Kits**

- 12" Rotor Drop Spindle .....99
- Drop Spindle .....99
- Minimum Offset .....99
- Original Offset .....99
- Wide Offset .....99

### SUSPENSION

**Ball Joints, Upper & Lower** ..... 116

**Bump Stops** ..... 119

**Bushings**

- Rear Trac Bar .....119
- Body Mount Kit .....118
- Rear Trailing Arm Kit .....119
- Leaf Spring Kit .....119

**Centerlinks** ..... 115

- Adapter .....115

**Coil Over Conversion System, Adjustable** ..... 121

**Coil Springs**

- Front .....120
- Rear .....120

**Complete Performance Packages** ..... 109

**Control Arms**

- Bushings .....119
- Stock-Type .....113
- Tubular .....112
- Front End Kits .....114
- Complete Kit .....114



**Front Suspension Rebuild Kit, Complete** ..... 113

**Idler Arms** ..... 116

- Bearing Conversion Kit .....115
- Bushings .....115
- Conversion Bracket .....115

**IFS Systems**

- Mustang II IFS .....108
- Custom IFS .....108

**Leaf Spring Plates w/Lower Shock Mounts** ..... 120

**Leaf Springs**

- Multi Leaf Springs .....121
- Rear Leaf Spring Kits .....121
- Relocation Kit .....121

**Performance Plus Front End Kit** ..... 114

**Pro-Touring Kits** ..... 109

**Manual Steering Centerlink Repair Kit & Dust Cover** ..... 115

**Rear Shackle Kits** ..... 119

**Rear End Conversion Kit** ..... 120

**Rear Shock Brackets** ..... 120

**Roller Bearing Hub Upgrade Kit** ..... 118

**Rear Lowering Block Kits & U-bolts** ..... 121

**Rear 4-Link Suspension Kit** ..... 122

**Rear End, Currie Crate** ..... 123

**Rear Trailing Arms** ..... 123

**Shocks**

- CPP Nitrogen Gas Shocks .....120
- Ridetech Q Series Shocks .....120
- Single Adjustable Stock Mount Shocks .....120
- RCD Classics Bilstein Shock Absorbers .....120

**Slip Shaft Driveline** ..... 123

**Steering Linkage Kits** ..... 118

**Suspension Kits**

- Ridetech Air & Coil-over Systems ..... 110-111

**Sway Bar Kit**

- Hotchkis Front and Rear .....116
- Stock Suspension .....117

**Third Members** ..... 123

**Tie Rod Adjusting Sleeves** ..... 115

**Tie Rod Ends** ..... 115

**Tie Rod Sleeves, Billet Aluminum** ..... 116

**Trac Bars** ..... 123

**Traction Bars, CalTracs** ..... 122

**Tubular Frame Upgrade Kit, Custom** ..... 122

**Upper Cross Shaft Washer** ..... 113

**Upper & Lower Control Arm Cross Shaft Kits** .....113

### STEERING

**4-Way Flasher & Wire Adapter Kit** ..... 125

**Column Floor Plate** ..... 129

**Generator Relocate Bracket** ..... 128

**Harmonic Balancer** ..... 128

**Power Steering Conversion Kits** ..... 126

**Complete Power Steering Upgrade Kit** ..... 126

**Lower Mast Jacket Felt Seal & Retainer Spring Kit** ..... 129

**Pitman Arms, Manual and Power Steering** ..... 126

**Power Assist Steering Kit** ..... 127

**Power Steering Rack & Pinion Kits** ..... 127

**Power Steering Pump and Housing Kits** ..... 128

**Rag Joints** ..... 129

**Original Automatic Columns for 500 Series™ Power Steering** ..... 129

**Original Steering Column Conversion Kit** ..... 129

**Steering Boxes** ..... 127

**Steering Column Conversion Kit** ..... 129

**Tilt Steering Columns**

- CPP Classic Fit™ .....124
- IDIDIT Steel .....125

### ACCESSORIES

**Engine Install Kit for LS1, LS2, LS3, & LS6** ..... 130

**Header Kits** ..... 130

**Engine Mounts** ..... 131

**Gas Tanks**

- Aluminum Gas Tanks .....132
- OE-Style Gas Tanks for Fuel Injection .....133
- OEM-Style .....133
- "Tanks" Steel Gas Tanks .....134

**Gas Tank Strap** ..... 134

**Gas Tank Sending Unit, Stock-Type** ..... 134

**Hood Hinges, Eddie Motorsports Billet** ..... 135

**LS Fuel Filter Regulator Kit** ..... 133

**LS Fuel Line Kit** ..... 133

**Radiator, Aluminum** ..... 135

**Transmission Mounts** ..... 131

**Wide Wheel Well Tubs** ..... 135

**Wiring Kit, American Autowire** ..... 135

## COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The front system uses a 13" cross-drilled, gas slotted and zinc washed rotor, mounted to a 2024 T6 billet aluminum CNC machined anodized hub and a PBR C15 caliper that attaches to the spindle with CPP custom caliper mounting brackets. PBR C15 calipers have twin 52mm pistons and a larger brake pad surface area that offers about 60% more stopping power in the caliper than the popular C5 caliper at half the cost. Big Brake kits requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit.

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	13" / 12"
CALIPER	(2)52mm/45mm
OFFSET	multiple
MIN. WHEEL SIZE	17"
BACKSPACING	factory



\*Shown with optional upgraded calipers.

#5557FRBK-BB

Note: 1955-57 kit moves wheels out 5/8", 1958-64 kit moves wheels out 7/16" on each side. The kits are for ORIGINAL stock spindles and ORIGINAL rear ends. Inquire for alternative as we can easily adapt these for popular GM 10-12 bolts as well as popular 9" Fords.



5557FRBK-BB	1955-57, 5x4.75 kit, plain calipers	\$1,498.00
5864FRBK-BB	1958-64, 5x4.75 kit, plain calipers	\$1,498.00
6568FRBK-BB	1965-68, 5x4.75 kit, plain calipers	\$1,498.00

#5557SWBK-D13-R



Shown with powdercoated caliper upgrade

### BIG BRAKE WHEEL KIT

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

QUICK FACTS...	
STOCK/DROP	both
ROTOR	13"
CALIPER	(2) 52mm
OFFSET	multiple
MIN. WHEEL SIZE	17"
BACKSPACING	factory

5557SWBK-D13	1955-57, plain calipers, 2" drop, kit (0 offset)	\$999.00
5564WBK-OP13	1955-64 (uses original spindles), kit (55-57, 0 offset; 58-64, +5/8 offset)	\$799.00
5870WBK-D13	1958-70, plain calipers, 2" drop, kit (+1.063" offset)	\$999.00
6568WBK-P13	1965-68 (uses original spindles), kit (+1/4" offset)	\$799.00



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

SEE OFFSET CHARTS ON PAGES 338-339

Shown with powdercoated caliper upgrade



### REAR BIG BRAKE KIT

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

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	12"
CALIPER	45mm
OFFSET	0
MIN. WHEEL SIZE	16"
BACKSPACING	factory

5557RWBK-P12	1955-57, kit	\$699.00
5864RWBK-P12	1958-64, kit	\$699.00
6570RWBK-P12	1965-70, kit	\$699.00

### CALIPER COLOR UPGRADES:

#### POWDERCOATED SHOW CALIPERS

(-B) black, (-BLU) blue, (-R) red, or (-S) silver  
 4 Wheel.....\$200 Front or Rear only.....\$100

#### PRODUCTION FINISH CALIPERS

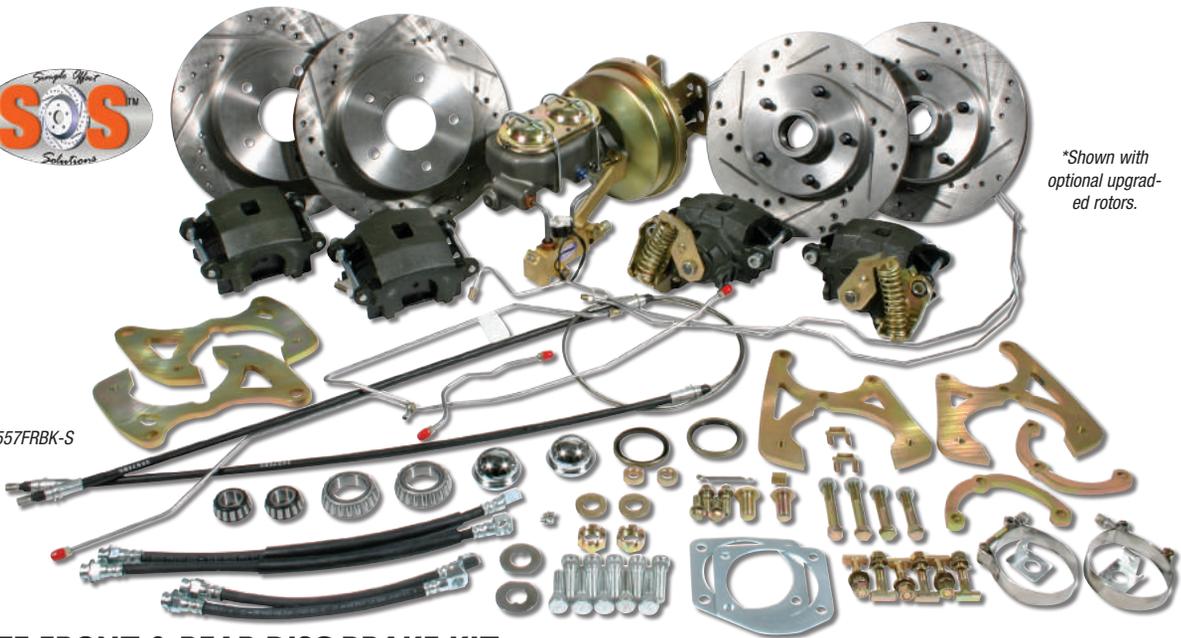
(-B) black or (-R) red Front or Rear.....\$55



CHEVROLET FULLSIZE



#5557FRBK-S



\*Shown with optional upgraded rotors.

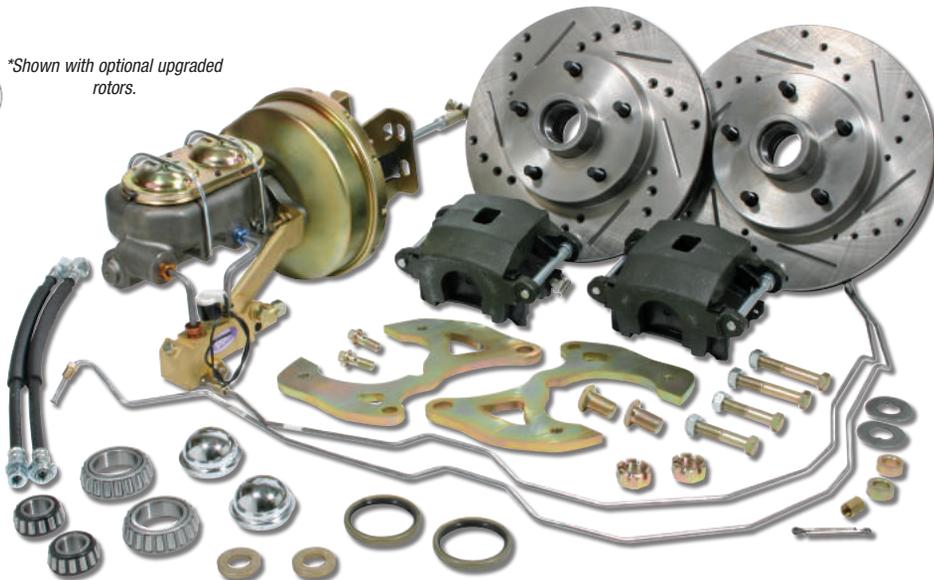
## COMPLETE FRONT & REAR DISC BRAKE KIT

Finally a disc brake system that is a true bolt-on. This kits includes everything shown. Kit includes minimum offset stock or drop spindle wheel kit, rear brake kit for original rear end 8" booster assembly and pre-bent hard line kit. Stock spindle kit shown; drop spindle kit varies a little. Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. *Note: 1969-70 models require 1965-68 spindles for stock spindle kit. Specify if using rear end other than stock. 1965-70 drop kits require slight modification to steering arms. Kit includes all brand new components and features Big Bore™ calipers as seen on page 276. See page 338-339 for brake offset charts.*

5557FRBK-S	1955-57 stock, kit - uses original spindles (shown), kit	\$1,199.00
5557FRBK-D	1955-57 drop, kit - drop spindles included, kit	\$1,299.00
5864FRBK-S	1958-64, stock, kit - uses original spindles, kit	\$1,199.00
5864FRBK-D	1958-64, drop, kit - drop spindles included, kit	\$1,299.00
6568FRBK-S	1965-68, stock, kit - uses original spindles, kit	\$1,199.00
6570FRBK-D	1965-70, drop, kit - drop spindles included, kit	\$1,299.00



\*Shown with optional upgraded rotors.



\*Shown with optional upgraded rotors.

### QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.75"
OFFSET	1955-57 +.438" 1958-64 +1.063" 1965-68 +.688"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

## STOCK SPINDLE COMPLETE FRONT BRAKE KIT

Improve your vehicle's stopping power, while retaining stock ride height with our complete stock spindle disc brake kit. Nobody should come up short when it comes to braking performance. All kits work with most 14" disc brake wheels. Kit includes: Minimum Offset disc brake bracket kit, rotors, loaded Big Bore™ calipers (seen on page 276), bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: 1965-68 kit will fit 1969-70 models if you use 1965-68 spindles. Kits will come with 8" booster unless otherwise specified.*

5557CBK-S	1955-57, kit	\$599.00
5864CBK-S	1958-64, kit	\$599.00
6568CBK-S	1965-68, kit	\$599.00



\*Shown with optional upgraded rotors.

**QUICK FACTS...**

STOCK/DROP	drop
ROTOR	11"
CALIPER	2.75"
OFFSET	1955-57 0 1958-64 +1.063" 1965-80 +.688"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

**DROP SPINDLE COMPLETE FRONT BRAKE KIT**

Lower your vehicle 2" and also improve handling and braking power with our complete drop spindle disc brake kit. This kit works with most 14" disc brake wheels. Kit includes: 2" drop spindles, rotors, loaded Big Bore™ calipers, bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: Kit will come with 8" booster unless otherwise specified.*

5557CBK-D	1955-57, kit	\$699.00
5864CBK-D	1958-64, kit	\$699.00
6570CBK-D*	1965-70, kit	\$699.00

\*These kits may require modification to original steering arms.

**CALIPER COLOR UPGRADES:**

POWDERCOATED SHOW CALIPERS

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

4 Wheel.....\$200 Front or Rear only..... \$100

PRODUCTION FINISH CALIPERS

(-B) black or (-R) red Front or Rear..... \$55



**Add "-UG" to any kit**

for drilled/slotted rotors and stainless hoses:

+ \$200 for 4 Wheel

+ \$100 for Front or Rear only



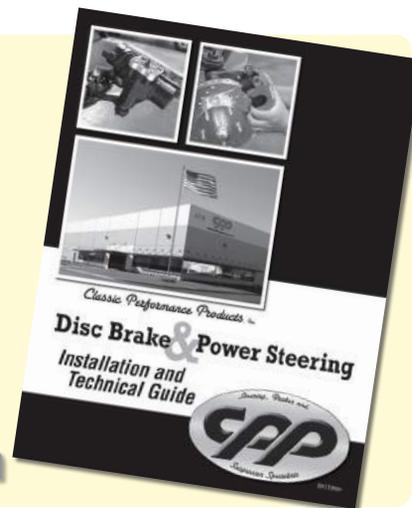
Are you stuck?

Grab our Brake & Power Steering Installation Guide...

Call for a copy today or access it on our website 24 hours a day



www.ClassicPerform.com



CHEVROLET FULLSIZE



#5564CBKS-HS

**Stock Height Kit**

*\*Shown with optional upgraded rotors.*



#HAHK-R Line Kit included

**2" Drop Kit**



#5864CBKD-HS

*\*Shown with optional upgraded rotors.*

## HYDRASTOP™ COMPLETE FRONT BRAKE KIT

Improve your vehicle's stopping power with maximum force with our HydraStop™ complete disc brake kits. Nobody should come up short when it comes to braking performance. Stock height kits work with most 14" disc brake wheels and drop kits work with most 15" disc brake wheels. Kit includes: Disc brake bracket kit, rotors, loaded Big Bore™ calipers (seen on page 276), bearings, seals, dust caps, spindle nuts, hoses and Street Beast HydraStop™ Hydraulic Assist System. Drop kits also include 2" drop spindles. *Note: 1965-68 stock height kit will fit 1969-70 models if you use 1965-68 spindles (available on page 104).*

5557CBKD-HS	1955-57, 2" drop, kit	\$1,229.00
5564CBKS-HS	1955-64, stock height, kit	\$1,129.00
5864CBKD-HS	1958-64, 2" drop, kit	\$1,229.00
6568CBKS-HS	1965-68, stock height, kit	\$1,129.00
6570CBKD-HS	1965-70, 2" drop, kit	\$1,229.00

**Add "-UG" to any kit**  
for drilled/slotted rotors  
and stainless hoses:

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



**For HydraStop™  
Systems...**

See page 106



**POWDERCOATED SHOW CALIPER UPGRADES:**

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

4 Wheel.....\$200 Front or Rear only.....\$100

**PRODUCTION FINISH CALIPER UPGRADES:**

**(-B) black or (-R) red**

Front or Rear.....\$55



\*Shown with optional upgraded rotors.



#5570SWBK-D

**DROP SPINDLE WHEEL BRAKE KITS**

Add front disc brakes and a 2" drop with this kit. High quality rotors and calipers handle the braking chores and 2" drop spindles provide a lowered stance without losing ride quality. #5557SWBK-D keeps wheels at stock drum offset (0). #5870SWBK-D moves wheel 1-1/16" on 1958-64 and 11/16" on 1965-70. Works with most 14" wheels. Kit includes: 2" drop spindles, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts and hoses. (Brake booster not included, see page 107.)

CPP5557SWBK-D	1955-57, kit	\$499.00
5870SWBK-D	1958-70, kit	\$499.00
5870SWBK-DO	1958-70, minimum offset, kit	\$549.00

**NEW**

#5557SWBK-D12



\*Shown with optional upgraded rotors.

**12" ROTOR DROP SPINDLE WHEEL BRAKE KITS**

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

5557SWBK-D12	1955-57, set	\$409.00
5864SWBK-D12	1958-64, set	\$439.00

**QUICK FACTS...**

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



\*Shown with optional upgraded rotors & hoses.

**MINIMUM OFFSET WHEEL BRAKE KIT**

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

**QUICK FACTS...**

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

5564WBK-SO	1955-64, kit	\$449.00
------------	--------------	----------



\*Shown with optional upgraded rotors and hoses.

**WIDE OFFSET WHEEL BRAKE KIT**

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

**QUICK FACTS...**

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.5"
OFFSET	1955-57 + .875" 1958-64 + 1.063" 1965-68 + .688"
MIN. WHEEL SIZE	14", 15"
BACKSPACING	factory

4148WBK-S	1941-48, kit	\$399.00
4954WBK-S	1949-54, kit	\$399.00
5564WBK-S	1955-64, kit	\$339.00
5558WBK-SL	1955-58, large caliper, kit	\$399.00
5964WBK-SL	1959-64, large caliper, kit	\$399.00
6568WBKS	1965-68, kit	\$339.00

Shown with upgraded rotors & hoses



**ORIGINAL OFFSET WHEEL BRAKE KIT**

CPP introduces a TRUE original offset brake kit for 1955-1968 fullsize Chevrolet cars. These kits utilize a forged aluminum billet hub with a slip on rotor and use the large GM calipers, like those found on Chevy fullsize cars and trucks. Get the best stopping power for your classic Chevy with GM's large 2-15/16" bore calipers and keep your wheels in the same location as the drums. All brackets and hardware included. (Note: Upgraded rotors and hoses available for additional costs. Wilwood D52 calipers also available as an upgrade.)

5558WBK-SO	1955-58, 0 offset, kit	\$499.00
5964WBK-SO	1959-64, +5/8" offset, kit	\$499.00
6568WBK-SO	1965-68, +1/4" offset, kit	\$499.00

**NEW**

CHEVROLET FULLSIZE



## BAER PRO+ FRONT BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). This is the first system they offer that will allow you to have the exact same looking

brake front and rear! This kit is

a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S). *Note: Also available in Pro+ 14".*



CALIPERS AVAILABLE IN:  
BLACK (-B), RED (-R),  
or SILVER (-S)



4301338	1955-68, for stock spindle	\$2,345.00
4301371	1955-57, for Heidt's or CPP Econo spindle	\$2,345.00
4301427	1958-70, for #CP30101 spindle	\$2,345.00



## BAER TRACK4 FRONT BRAKE SYSTEM

The Track4 is Baer's most popular front offering, and replaces the Track 2 piston system that they offered for years with the PBR based calipers. The Track4 is only available

with 13" one piece rotors

and is a great brake upgrade for customers looking to fill their 17" wheels, update their car to a modern brake and have a great visual impact. Like all their other systems, this will come complete with everything needed to mount to the corners on the car.



CALIPERS AVAILABLE IN:  
BLACK (-B), RED (-R),  
or SILVER (-S)



4301401	1955-68, for stock spindle	\$1,695.00
4301402	1955-57, for Heidt's or CPP Econo spindle	\$1,695.00
4301400	1958-70, for #CP30101 spindle	\$1,695.00

**NOTE: SPINDLES SOLD SEPARATELY FOR ALL BAER SYSTEMS** **SEE PAGE 104**



## BAER EXTREME+ FRONT BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually

only found in very expensive

race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it.



CALIPERS AVAILABLE IN:  
BLACK (-B), RED (-R),  
or SILVER (-S)



4301073	1955-68, for stock spindle	\$3,795.00
4301076	1955-57, for Heidt's or CPP Econo spindle	\$3,795.00
4301426	1958-70, for #CP30101 spindle	\$3,795.00



## WILWOOD DYNALITE PRO SERIES FRONT WHEEL BRAKE KIT



Featuring Wilwood's forged billet Dynalite 4 piston calipers, forged billet hubs, vented iron rotors and PolyMatrix brake pads offer big stopping power in severe heat conditions with up to 35 pounds of weight savings off the front end. Fits inside most OE and aftermarket 15" disc brake wheels.

*Note: Installation of Wilwood brake kits will affect the wheel offset. Flex hoses sold separately.*

### PLAIN ROTOR:

140-7676	1955-57, black caliper, 12.19" rotor, stock spindle only, kit	\$888.00
140-5329-B	1958-64, black caliper, 11.75" rotor, stock spindle only, kit	\$689.00

### DRILLED ROTOR:

140-7676-D	1955-57, black caliper, 12.19" rotor, stock spindle only, kit	\$988.00
140-7676-DP	1955-57, polished caliper, 12.19" rotor, stock spindle only, kit	\$1,080.00
140-7676-DR	1955-57, red caliper, 12.19" rotor, stock spindle only, kit	\$1,079.00
140-12306-D	1955-57, black caliper, 12.19" rotor, 2" drop spindle, kit **	\$875.00
140-12306-DR	1955-57, red caliper, 12.19" rotor, 2" drop spindle, kit **	\$964.00
140-12307-D	1955-57, black caliper, 13" rotor, 2" drop spindle, kit **	\$1,697.00
140-12307-DR	1955-57, red caliper, 13" rotor, 2" drop spindle, kit **	\$1,697.00
140-5329-BD	1958-64, black caliper, 11.75" rotor, stock spindle only, kit	\$789.00
140-10284-D	1958-70, 14" rotor, kit (must use #CP30101 drop spindles)	\$1,825.00
140-10238-D	1958-70, 13" rotor, kit (must use #CP30101 drop spindles)	\$1,700.00
140-12946-D	1965-70 Impala, stock spindles	\$1,239.00

\*\* Must use #E5557DS drop spindle, see [page 104](#)



For a more in-depth look at some of our featured products, go to:

<http://www.cptalk.com/ShopTalkSite>

### LARGE GM FLANGE REAR BRAKE KIT

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

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



\*Shown with optional upgraded rotors.

5557RWBK-E	1955-57 Stock, kit	\$599.00
5557RWBK-S	1955-57 Stock w/o Emergency Brake, kit	\$449.00
5864RWBK-E	1958-64 Stock, kit (shown)	\$599.00
5864RWBK-S	1958-64 Stock w/o Emergency Brake, kit	\$449.00
6570RWBK-S	1965-70 Stock w/o E-Brake, kit	\$449.00
6570RWBK-E	1965-70 Stock bolt, kit	\$599.00
37009	.125" shim, each	\$4.00
37010	.048" shim, each	\$4.00



\*Shown with optional upgraded rotors.

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

### 10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with

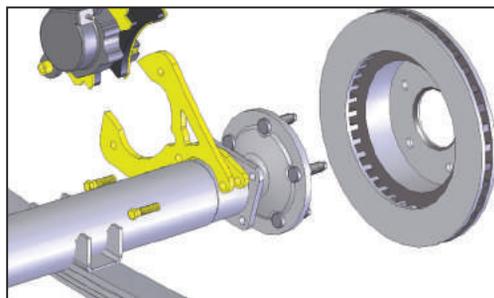
built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper.

1012RWBK-SE-5557*	1955-57 10 & 12 Bolt, kit	\$599.00
1012RWBK-SS-5557*	1955-57 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00
1012RWBK-SE-5864*	1958-64 10 & 12 Bolt, kit (shown)	\$599.00
1012RWBK-SS-5864*	1958-64 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00
1012RWBK-SE-6570*	1965-70 10 & 12 Bolt, kit	\$599.00
1012RWBK-SS-6570*	1965-70 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00
37012	.125" shim, each	\$4.00
37013	.048" shim, each	\$4.00

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



WILWOOD CALIPER UPGRADE





# BRAKES

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

### QUICK FACTS...

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



\*Shown with optional upgraded rotors, calipers & hoses.



## 9" FORD FLANGE REAR BRAKE KITS

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

CP2105-38-5434	Ford passenger car 9" (4.75 bolt pattern), 3/8" flange bolts, kit	\$599.00
CP2105-50-5434	Ford passenger car 9" (4.75 bolt pattern), 1/2" flange bolts, kit	\$599.00
10271	.048" shim, each (for 3/8" flange bolts)	\$4.00
10423	.048" shim, each (for 1/2" flange bolts)	\$4.00



## REAR AXLE FLEX HOSE

These replacement hoses mount on the axle and connects the hardlines to the wheels. For original rear end only.



RFH117	1937-50, each	\$14.00
RFH39	1951-57, each	\$10.00
RFH47	1958-62, each	\$10.00
RFH33	1963-64, each	\$10.00
RFH49	1965, each	\$13.00
RFH36	1966, each	\$16.00
RFH50	1963-64, each	\$14.00
RFH51	1969-73, each	\$18.00

Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:

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



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

Not available for Big Brake Kit

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

**\$199.00**

Note: Purchase of brake kit required.



POWDERCOATED SHOW CALIPER UPGRADES:

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

4 Wheel.....\$200 Front or Rear only..... \$100

PRODUCTION FINISH CALIPER UPGRADES:

**(-B) black or (-R) red** Front or Rear..... \$55



CHEVROLET FULLSIZE

**BAER SS4 REAR BRAKE SYSTEM**

The SS4 rear system was designed to go along with Baer's Track4 front offering. This kit features a 12" one-piece rotor with drum in hat park brake. The billet backing plate supplied with the SS4 is rear specific and is available in a number of varieties. The SS4 for c-clip rears feature their unique VeriSlide mounting technology that allows a fix mounted caliper (4 piston) to properly work on a floating (c-clip) axle. *Note: 1958-70 kits do not include E-cables.*



4302406	1955-57	\$1,295.00
4302404	1958-64	\$1,295.00
4302335	1965-70	\$1,295.00
4262236	9" Ford (Torino) w/ 5x4.75	\$1,245.00

**WILWOOD D154 REAR BRAKE KIT**

Compliment that front Wilwood D52 kit with this 12" rear kit that utilizes the new D154 caliper. Rotors are multi pattern and fit 5x4.5, 5x4.75 or 5x5 lug circle. Available with black or red caliper. Kits come standard with drilled one-piece



Be sure to order a new E-brake cable: #330-9371 \$120.00

rotors and black calipers. For red caliper, add (R) to end of part number. Inquire for plain rotors and other rear ends. Brake hoses sold separately.

140-12211-D	12 Bolt Chevy 2.81 offset, kit	\$769.00
140-12215-D	12 Bolt Chevy 2.75 offset, kit	\$769.00
140-12209-D	Big Ford, new style 2.50 offset, kit	\$769.00
140-12216-D	Big Ford, new style 2.36 offset, kit	\$769.00

**BAER PRO+ REAR BRAKE SYSTEM**

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). These calipers have 6 different size pistons. This is the first system they offer that will allow you to have the exact same looking brake front and rear! This kit is a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette.



CALIPERS AVAILABLE IN: BLACK (-B), RED (-R), or SILVER (-S)



4302430	1955-57	\$2,245.00
4302432	1958-64	\$2,245.00
4302431	1965-70	\$2,245.00
4262149	9" Ford (Torino) w/ 5x4.75	\$2,295.00

CALIPERS AVAILABLE IN: BLACK (-B), RED (-R), or SILVER (-S)



**BAER EXTREME+ REAR BRAKE SYSTEM**

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it.



4302427	1955-57	\$3,595.00
4302426	1958-64	\$3,595.00
4302420	1965-70	\$3,595.00
4262097	9" Ford (Torino) w/ 5x4.75	\$3,665.00

**WILWOOD REAR WHEEL BRAKE KITS**



Wilwood brake kits are loaded with cutting edge disc brake technology and backed by Wilwood's 25 year tradition of building championship brake systems. These kits provide Big Brake stopping power and are the perfect compliment to wheel, tire, and suspension system upgrades. 13" kits use the Superlite 4R 4 piston caliper and 12" kits use the Dynalite 4 piston caliper. *NOTE: Hoses not included, use part #220-7056. Also, rotor finish may vary. Universal E-brake cables use part# 330-9371.*



Note: These Wilwood kits will not work with factory full size rear ends

140-11828-D	1958-70, stock rearend, drilled 12.19" rotor, kit	\$799.00
140-9213-D	Chevy, 12 Bolt, 2.81" offset, 13" rotor, kit	\$1,595.00
140-7141	Chevy, 12 Bolt, 2.81" offset, 12" rotor, kit	\$649.00
140-7149	Chevy, 12 Bolt, 2.75" offset, 12" rotor, kit	\$649.00
220-7056	Stainless steel braided hose kit	\$63.00

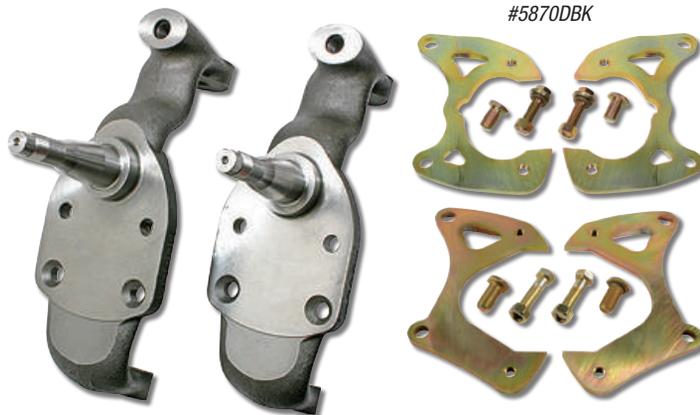
CHEVROLET FULLSIZE



#CP30102

#5557DBK

## MODULAR™



#CP30101

#5870DBK

#5870DBK-L

### 2" MODULAR™ DROP SPINDLES

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

CP30102	1955-57, pair	\$225.00
5557DBK	1955-57, brackets, pair	\$75.00
CP30101	1958-70, pair	\$225.00
5870DBK	1958-70, brackets, pair	\$75.00
5870DBK-L	1958-70, brackets, large caliper, pair	\$75.00

### ORIGINAL REPLACEMENT SPINDLES

Perfect for that concourse restoration or when replacing after market drop spindles to get back to stock height. Also works with CPP brake kits. #CP30113 will fit 1958 and #CP30114 will fit 1969-70 when using CPP disc conversions. *Note: #CP30113 spindle pin is .25" longer than original for ease of disc brake installation.*



CP30109	1955-57, pair	\$159.00
CP30113	1959-64, pair	\$159.00
CP30114	1965-68, pair	\$159.00

**NEW**



#5557DS-12



#5864DS-12

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

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

5557DS-12	1955-57, set	\$189.00
5864DS-12	1958-64, set	\$219.00

### ECONO LINE DROP SPINDLES

Introducing our brand new line of Econo Drop Spindles. These spindles work with 10.5" disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and 10.5" single piston disc brakes all for a very affordable price uses #2703 component kit.



E5557DS	1955-57, pair	\$179.00
H5557DBK*	1955-57 bracket kit	\$75.00

\* *Note: These brackets will also fit spindles found in RideTech kits*

### STEERING ARMS

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



5557SP-A	1955-57, kit	\$69.00
----------	--------------	---------

**LARGE CALIPER DISC BRACKET KIT**

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



<b>5558DBK-L</b>	1955-58, brackets only, kit (shown)	<b>\$129.00</b>
<b>5964DBK-L</b>	1959-64, brackets only, kit	<b>\$129.00</b>



**DISC BRACKET KITS**

Get the basics to add disc brakes to your classic rod with original suspension. Use parts available at your local parts house or through CPP. Note: See pages 338-339 for offsets.



<b>CP711DBK</b>	1941-54 Chevy car/truck, 5x4.75, kit	<b>\$189.00</b>
<b>CP707DBK</b>	1937-40 Chevy car, 5x4.75, kit	<b>\$189.00</b>
<b>CP706DBK</b>	1941-48 Chevy car, 5x4.75, kit	<b>\$189.00</b>
<b>CP702DBK</b>	1949-54 Chevy car, 5x4.75, kit	<b>\$189.00</b>
<b>5564DBK-V2</b>	1955-64 - works w/ most 14" disc brake wheels, kit	<b>\$89.00</b>
<b>6568DBK</b>	1965-68 - works w/ most 15" disc brake wheels, kit	<b>\$89.00</b>

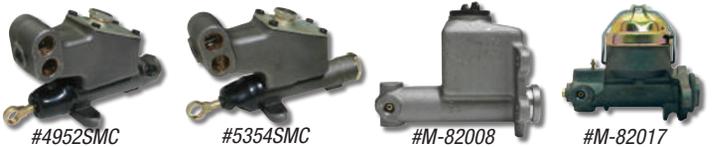


#2711UG

**DROP SPINDLE BRAKE COMPONENTS & KITS**

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

<b>2700</b>	standard - fits #5564DBK & #CP30101 w/#5870DBK, kit	<b>\$225.00</b>
<b>2700UG</b>	deluxe - fits #5564DBK & #CP30101 w/#5870DBK, kit	<b>\$325.00</b>
<b>2704</b>	standard - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101, kit	<b>\$225.00</b>
<b>2704UG</b>	deluxe - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101, kit	<b>\$325.00</b>
<b>2703</b>	standard fits #CP30102 w/#5557DBK, kit	<b>\$225.00</b>
<b>2703UG</b>	deluxe fits #CP30102 w/#5557DBK, kit	<b>\$325.00</b>
<b>2711</b>	standard fits ALL 12" rotor spindles, kit	<b>\$225.00</b>
<b>2711UG</b>	deluxe fits ALL 12" rotor spindles, kit	<b>\$325.00</b>



#4952SMC

#5354SMC

#M-82008

#M-82017

**OE FIT MASTER CYLINDERS**

Original fit and finish, all brand new masters.

<b>4952SMC</b>	1949-52, w/ manual transmission, each	<b>\$179.00</b>
<b>5354SMC</b>	1953-54, w/ manual transmission, each	<b>\$179.00</b>
<b>M-82008</b>	1955-57, each	<b>\$69.00</b>
<b>M-82017</b>	1962-64, each	<b>\$69.00</b>



**DISTRIBUTION BLOCKS**

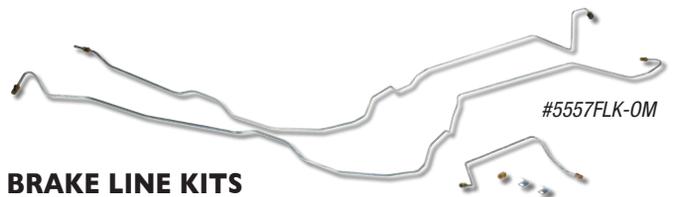
<b>BLK202</b>	1965-66 Impala, disc or drum, w/ dual reservoir master, (block only) each	<b>\$39.00</b>
<b>BLK202LM</b>	1965-66 Impala, w/ disc conversion & manual brakes, (block & lines) each	<b>\$69.00</b>



**REAR DISC EMERGENCY BRAKE CABLES**

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

<b>5557EBC</b>	1955-57, each	<b>\$69.00</b>
<b>5864EBC</b>	1958-64, pair	<b>\$69.00</b>
<b>6570EBC</b>	1965-70, each	<b>\$89.00</b>



#5557FLK-OM

**BRAKE LINE KITS**

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

<b>5557FLK-OM</b>	1955-57 front, original material, kit	<b>\$65.00</b>
<b>5557FLK-SS</b>	1955-57 front, stainless steel, kit	<b>\$80.00</b>
<b>5557RLK-OM</b>	1955-57 rear, original material, kit	<b>\$35.00</b>
<b>5557RLK-SS</b>	1955-57 rear, stainless steel, kit	<b>\$50.00</b>
<b>5557RLK-CURRIE-OM</b>	1955-57 w/ Currie rear end (disc brakes), orig. mat., kit	<b>\$40.00</b>
<b>5557RLK-CURRIE-SS</b>	1955-57 w/ Currie rear end (disc brakes), stainless st., kit	<b>\$55.00</b>
<b>5864FLK-OM</b>	1958-64 front, original material, kit	<b>\$65.00</b>
<b>5864FLK-SS</b>	1958-64 front, stainless steel, kit	<b>\$75.00</b>
<b>5864RLK-OM</b>	1958-64 rear, original material, kit	<b>\$35.00</b>
<b>5864RLK-SS</b>	1958-64 rear, stainless steel, kit	<b>\$50.00</b>
<b>5864RLK-CURRIE-OM</b>	1958-64 w/ Currie rear end (disc brakes), orig. mat., kit	<b>\$40.00</b>
<b>5864RLK-CURRIE-SS</b>	1958-64 w/ Currie rear end (disc brakes), stainless st., kit	<b>\$55.00</b>
<b>6570FLK-OM</b>	1965-70 front mini kit, original material, kit	<b>\$20.00</b>
<b>6570FLK-SS</b>	1965-70 front mini kit, stainless steel, kit	<b>\$25.00</b>
<b>6570RLK-OM</b>	1965-70 rear, original material, kit	<b>\$35.00</b>
<b>6570RLK-SS</b>	1965-70 rear, stainless steel, kit	<b>\$50.00</b>

CHEVROLET FULLSIZE



# BRAKES



Show Stopper

#HAHK-S Line Kit included with Show Stopper Kit

#HAHK-R Line Kit included with Street Beast Kit



Street Beast

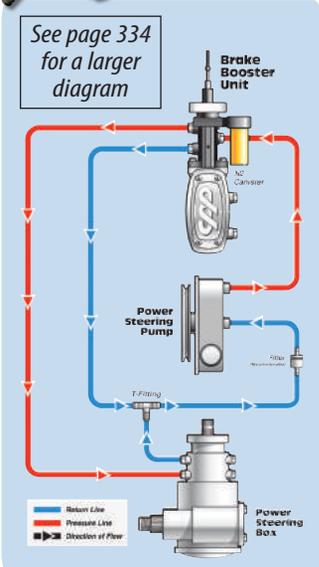


## HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit designed to upgrade manual or vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. These systems include everything you need to install into your vehicle. Most installations can be accomplished in an afternoon, using common hand tools, with average mechanical skill levels. Consisting of a direct fit high performance, hydraulic brake assist unit (with options for steel or billet aluminum firewall mounting bracket); braided stainless or rubber, high pressure line set; heavy duty power steering return line; pedal rod hardware and mounting hardware. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, chrome master cylinder with chrome adjustable prop valve distribution block, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum Corvette-style master cylinder, side mounted Prop & Stop Block kit, rubber pressure and return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist only, master cylinder and hoses are not included. Note: Bare units must be used with 1-1/8" bore master cylinder.

### COMPLETE UNITS:

<b>5564HBK-SS90</b>	1955-64, Show Stopper (BB or Column Shift), kit	<b>\$1,029.00</b>
<b>5564HBK-SS</b>	1955-64, Show Stopper (SB or Floor Shift), kit	<b>\$979.00</b>
<b>5564HBK-SB</b>	1955-64, Street Beast (SB or Floor Shift), kit	<b>\$829.00</b>
<b>6570HBK-SB</b>	1965-70, Street Beast, kit	<b>\$829.00</b>



### HYDRAULIC BRAKE ASSIST BARE UNITS

<b>5564HBK-BSS90</b>	1955-64, (BB or Column Shift), each	<b>\$599.00</b>
<b>5564HBK-BSS</b>	1955-64, billet bracket (SB or Floor Shift), each	<b>\$549.00</b>
<b>5564HBK-BSB</b>	1955-64, steel bracket (SB or Floor Shift), each	<b>\$469.00</b>
<b>6570HBK-BSB</b>	1965-70, steel bracket, each	<b>\$469.00</b>



### HYDRAULIC BRAKE ASSIST ACCESSORIES

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. Finish your HydraStop unit with one of our chrome accumulator covers for that show quality finish. Our billet bracket will allow the use of a GM L/T hydraulic brake assist on your 1955-64 Fullsize and bolt directly to your firewall.

<b>HBA-1K</b>	Hydraulic Brake Assist Install Kit	<b>\$29.00</b>
<b>20-0038F</b>	In-Line Filter, 3/8" lines, each	<b>\$20.00</b>
<b>CP0105</b>	Brake Bleeding Syringe, curved tip, each	<b>\$5.00</b>
<b>45045</b>	Prop Valve/Master Cylinder Adapter Fitting Kit	<b>\$15.00</b>
<b>CP5100</b>	Chrome Accumulator Cover, each	<b>\$69.00</b>
<b>5564HBB-K</b>	1955-64, Booster Bracket Kit	<b>\$169.00</b>



### HYDRAULIC BRAKE ASSIST HOSE KITS

<b>HAHK-S</b>	Stainless Hose, kit	<b>\$199.00</b>
<b>HAHK-R</b>	Rubber Hose, kit	<b>\$115.00</b>



**For more Master Cylinder options...**

See page 269

**For more Prop Valve options...**

See page 270

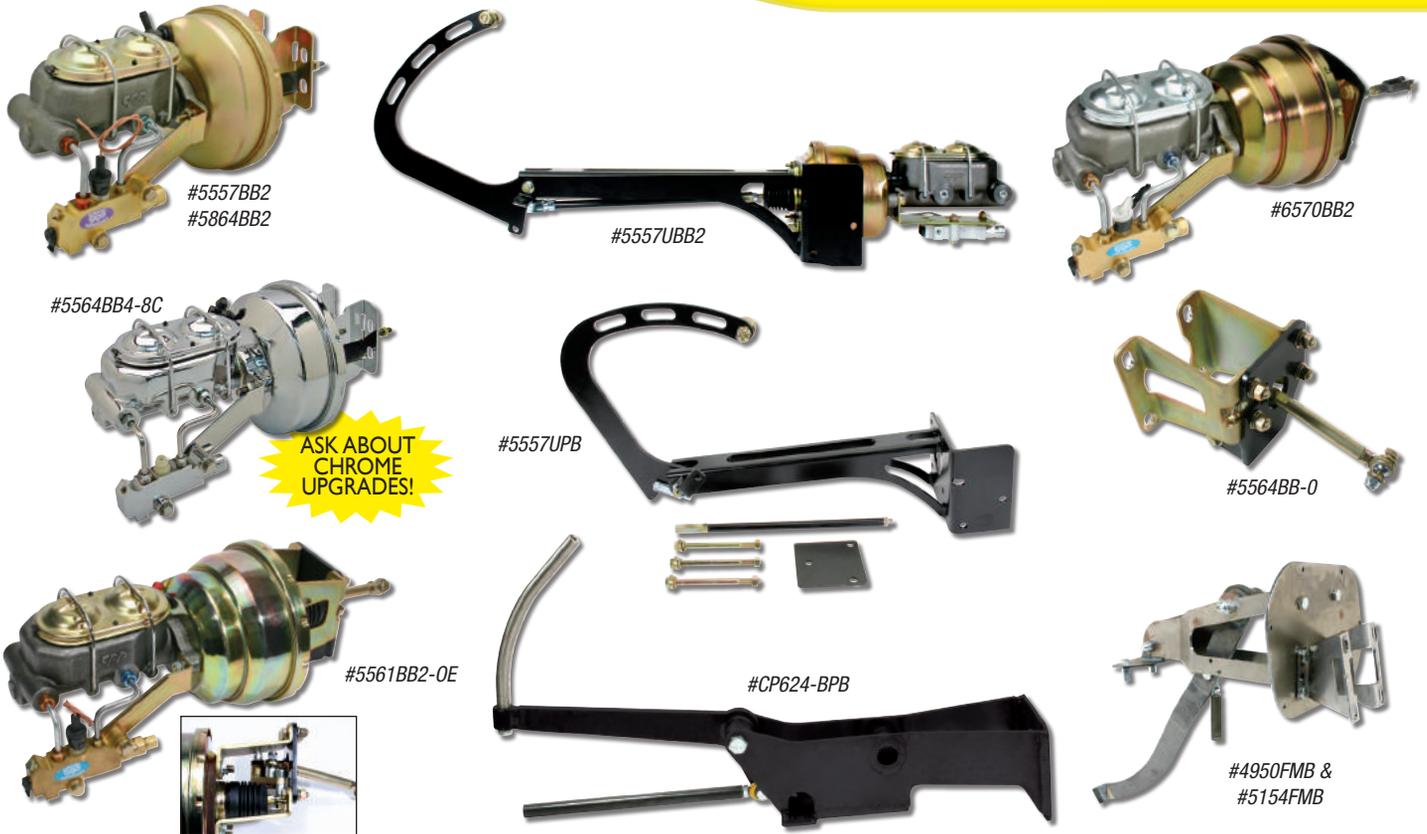


**For more Power Steering Pump options...**

See page 287



CHEVROLET FULLSIZE



ASK ABOUT CHROME UPGRADES!

**BRAKE BOOSTER KITS & PEDAL BRACKETS**

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

**FIREWALL MOUNT BOOSTER KITS:**

5557BBD	1955-57, drum/drum, kit	\$299.00
5557BB2	1955-57, disc/drum, kit	\$299.00
5557BB4	1955-57, disc/disc, kit	\$299.00
5561BBD-0E	1955-64, drum/drum (offset mount), kit	\$349.00
5561BB2-0E	1955-64, disc/drum booster (offset mount), kit	\$349.00
5561BB4-0E	1955-64, disc/disc booster (offset mount), kit	\$349.00
5864BBD	1958-64, drum, kit	\$299.00
5864BB2	1958-64, disc/drum, kit	\$299.00
5864BB4	1958-64, disc/disc, kit	\$299.00
6570BBD	1965-70, drum/drum, kit	\$299.00
6570BB2	1965-70, disc/drum, kit	\$299.00
6570BB4	1965-70, disc/disc, kit	\$299.00

**FRAME MOUNT BOOSTER KITS:**

CP621BB-MC	1935-36, with pedal, (automatic only) each	\$229.00
CP622UBB-MC	1937-48, with pedal, (automatic only) each	\$229.00

CP624UBB-MC	1949-54, with pedal, (automatic only) each	\$229.00
5557UBBD	1955-57, drum/drum, each	\$375.00
5557UBB2	1955-57, disc/drum, each	\$375.00
5557UBB4	1955-57, disc/disc, each	\$375.00

**BRAKE PEDAL BRACKETS:**

CP621-BPB	1935-36, frame mount power	\$89.00
CP622-BPB	1937-48, frame mount power	\$89.00
CP624-BPB	1949-54 frame mount power	\$99.00
4950FMB	1949-50, firewall power	\$229.00
5154FMB	1951-54, firewall power	\$239.00
5557UPB	1955-57, frame mount power	\$199.00
5564BB-0	1955-64, offset firewall power	\$149.00

Pedal Pads Available on...

Page 266



**Power Disc Booster Install Kit**

Save yourself some time and tech phone calls with our install kit. When adding CPP brakes, these helpful tools will make your job much easier. These kits include the vacuum fitting, 25" or 50" vacuum hose, prop valve tool and curved tip syringe bleeder.

- #PDBI-K25 (25" hose).....\$27.00
- #PDBI-K50 (50" hose).....\$29.00



CHEVROLET FULLSIZE



# SUSPENSION

**NEW POWER RACK, SWAY BAR & 11-3/4" ROTOR PERFORMANCE BRAKES INCLUDED!**



## MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having an independent suspension system in your fullsize Chevy without paying the big prices of other kits. These kits come with crossmember, coil springs, spindles, 11-3/4" diameter rotor performance brakes, gas shocks, upper and lower control arms, new power rack & pinion, sway bar, forged hubs and our Big Bore™ calipers plus mounting hardware. Specify manual or power steering and stock or dropped spindles. Available in 4.5, 4.75, 5x5 or 5x5.5 and 6x5.5 lug patterns.

CHEVROLET FULLSIZE



Upgrade starting at **\$599/kit**

**AIR BAG UPGRADE**



**COIL-OVER UPGRADE**

Upgrade starting at **\$479/kit**



**WILWOOD CALIPER UPGRADE**

Upgrade starting at **\$200/kit**

**NEW OPTION!** Available in black or red

<b>E3748M2IFS-K</b>	1937-48 Chevy Car, Economy Mustang II, kit	<b>\$1,489.00</b>	<b>M2ABU-K</b>	Air Bag Upgrade Kit	<b>\$599.00</b>
<b>E4954M2IFS-K</b>	1949-54 Chevy Car, Economy Mustang II, kit	<b>\$1,489.00</b>	<b>M2COK</b>	Coil-over Upgrade Kit	<b>\$479.00</b>
<b>E3748M2-X</b>	1937-48 Chevy Car, crossmember only, kit	<b>\$209.00</b>	<b>-WWB</b>	Wilwood Caliper Upgrade Kit, black	<b>\$200.00</b>
<b>E4954M2-X</b>	1949-54 Chevy Car, crossmember only, kit	<b>\$209.00</b>	<b>-WWR</b>	Wilwood Caliper Upgrade Kit, red	<b>\$200.00</b>



\*Show Package shown



#M2WBK-P13G-R

### MUSTANG II IFS

Enjoy the benefits of an IFS system without paying top dollar for the Custom IFS with one of our Mustang II IFS systems. The Mustang II IFS kits come with a weld-in crossmember and spring hats, tubular upper and lower control arms, screw in ball joints, 11" 5 rotors, GM calipers, your choice of 2" drop spindles, coil springs, shocks, manual steering rack and pinion with tie rod ends plain sway bar and all mounting hardware. Installation of this kit will yield a 2" to 4" drop depending on your choice of spindles. Please specify motor being used. *Note: Chevy kits come with 5x4.75 lugs. Ask about our optional lug pattern upgrades.*

<b>222-2354-00</b>	1937-48, kit	<b>\$2,295.00</b>
<b>224-2354-00</b>	1949-54, kit	<b>\$2,295.00</b>

#### UPGRADES:

<b>306-3910-00</b>	Power rack and pinion	<b>\$100.00</b>
<b>400-4420-00</b>	Air spring kit	<b>\$399.00</b>
<b>200-2920-00</b>	Stock height spindles	<b>Exchange</b>
<b>UG-M2WBK-13</b>	13" Big Brake Kit (Mustang II)	<b>\$600.00</b>
<b>UG-TCIWBK-13</b>	13" Big Brake Kit (Custom IFS)	<b>\$600.00</b>

**CPP BIG BRAKES AVAILABLE!**



\*Show Package shown



#TCIWBK-P13G

### CUSTOM IFS

Our custom IFS is the ultimate front suspension system. Enjoy the smooth ride and handling of independent suspension and lower your truck 6". Our kits feature a one piece crossmember (caster and camber adjusted by means of an eccentric), 1" upper and 1-1/8" lower tubular arms with polyurethane bushings, new manual rack & pinion with tie rod ends, adjustable billet coil-overs with black powder coated springs, heavy duty forged steel spindles, GM calipers and 11" rotors. Sway bars sold separately. *Note: Will only work with V8 conversions. Chevy kits come with 5x4.75 lugs. Ask about optional lug pattern upgrades.*

<b>203-2202-00</b>	1928-36 (rear steer), kit	<b>\$2,899.00</b>
--------------------	---------------------------	-------------------

**COMPLETE PERFORMANCE PACKAGES**

Get a Complete Performance Package and tune up your chassis with some of the best upgrades for a great price! This package teams up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. Kits come with front Totally Tubular™ control arms, front coil springs, front performance sway bar, front and rear Black Magic™ performance tuned shocks, 500 Series™ power steering box and 2" drop Modular™ disc brake spindles. 1955-57 kits also come with rear lowered leafs and a rear performance sway bar. 1959-64 kits come with rear Totally Tubular™ trailing arms and rear coils. Arms are available in gloss black or silver powder coat. Put a CPP under your ride today!

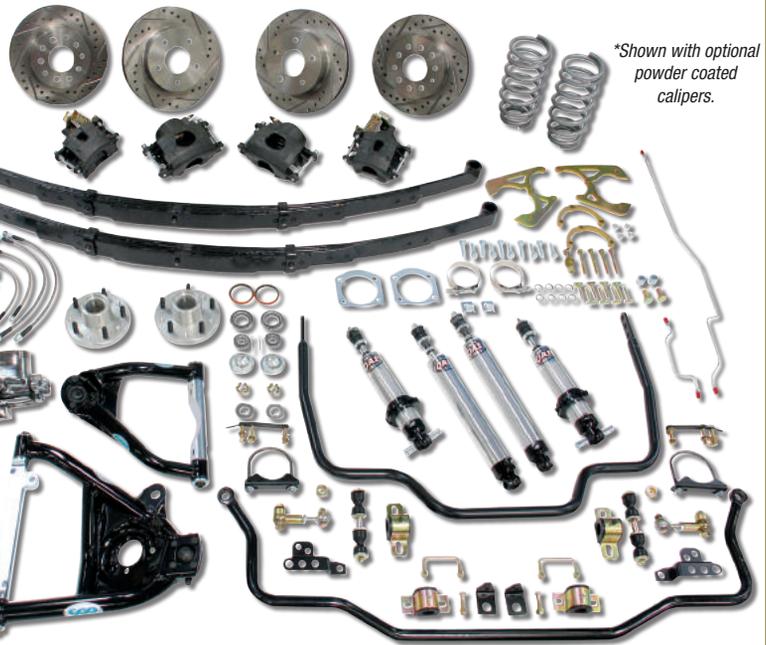


#5964CPP-K

<b>5557CPP-K</b>	1955-57, kit	<b>\$2,019.00</b>
<b>5964CPP-K</b>	1959-64 (with single upper rear arm), kit	<b>\$2,055.00</b>
<b>5964CPP-KD</b>	1959-64 (with dual upper rear arm), kit	<b>\$2,155.00</b>

**PRO-TOURING KITS**

CPP's new Pro-Touring Kits provide the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a front sway bar (1955-57 kit also has rear sway bar), combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's chrome master cylinder with chrome adjustable prop valve distribution block; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.



\*Shown with optional powder coated calipers.

**Add a 500 Series™ Steering Box for the Ultimate Performance!**  
See page 127



**STAGE I**

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

<b>5557PTK-1</b>	1955-57, kit	<b>\$1,597.00</b>
<b>5964PTK-1</b>	1959-64, with single upper rear arm, kit	<b>\$1,597.00</b>
<b>5964PTK-1D</b>	1959-64, with dual upper rear arm, kit	<b>\$1,697.00</b>

**STAGE II**

Includes front coil over kits, rear aluminum body shocks and front and rear sway bar kits, front upper & lower control arms and rear lowered leaf springs or tubular trailing arms and lowered coils.

<b>5557PTK-2</b>	1955-57, kit	<b>\$2,159.00</b>
<b>5964PTK-2</b>	1959-64, with single upper rear arm, kit	<b>\$2,159.00</b>
<b>5964PTK-2D</b>	1959-64, with dual upper rear arm, kit	<b>\$2,259.00</b>

**STAGE III**

Includes all Stage II pieces plus front and rear 11" stock height brakes and chrome master cylinder with chrome adjustable prop valve distribution block.

<b>5557PTK-3</b>	1955-57, kit	<b>\$3,299.00</b>
<b>5964PTK-3</b>	1959-64, with single upper rear arm, kit	<b>\$3,299.00</b>
<b>5964PTK-3D</b>	1959-64, with dual upper rear arm, kit	<b>\$3,399.00</b>

**STAGE IV**

Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes and our chrome master cylinder with chrome adjustable prop valve distribution block.

<b>5557PTK-4</b>	1955-57, kit	<b>\$3,799.00</b>
<b>5964PTK-4</b>	1959-64, with single upper rear arm, kit	<b>\$2,159.00</b>
<b>5964PTK-4D</b>	1959-64, with dual upper rear arm, kit	<b>\$2,259.00</b>

CHEVROLET FULLSIZE



# SUSPENSION



## AIR & COIL-OVER SYSTEMS BY RIDETECH - LEVEL 1



The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: ShockWaves Black Series front and rear shocks, AirBar Bolt-In 4 Link, and RidePRO analog controls 3 gallon single compressor.

11020199	1955-57, one-piece frame, (air suspension) kit	\$3,700.00
11030199	1955-57, two-piece frame, (air suspension) kit	\$3,700.00
11020109	1955-57, one-piece frame, (coil over suspension) kit	\$3,550.00
11030109	1955-57, two-piece frame, (coil over suspension) kit	\$3,550.00
11050199	1958-64 Impala, (air suspension) kit	\$2,400.00
11040109	1958 Impala, (coil over suspension) kit	\$2,700.00
11060109	1959-64 Impala, (coil over suspension) kit	\$2,700.00

CHEVROLET FULLSIZE



## AIR & COIL-OVER SYSTEMS BY RIDETECH - LEVEL 2



Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: AirBar Bolt-In 4 Link, Upper and Lower StrongArms, ShockWaves Master Series Single Adjustable front and rear shocks, and RidePRO e3 controls 5 gallon dual compressor.

11020299	1955-57, one-piece frame, (air suspension) kit	\$5,900.00
11030299	1955-57, two-piece frame, (air suspension) kit	\$5,900.00
11020210	1955-57, one-piece frame, (coil over suspension) kit	\$3,750.00
11030210	1955-57, two-piece frame, (coil over suspension) kit	\$3,750.00
11040299	1958 Impala, (air suspension) kit	\$4,875.00
11060299	1959-64 Impala, (air suspension) kit	\$4,875.00
11040210	1958 Impala, (coil over suspension) kit	\$2,900.00
11060210	1959-64 Impala, (coil over suspension) kit	\$2,900.00



**AIR & COIL-OVER SYSTEMS BY RIDETECH - LEVEL 1** **ridetech** Air Ride Technologies

The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: Black Series front and rear shocks, CoolRide front and rear airsprings and brackets, and RidePRO analog controls 3 gallon single compressor.

<b>11280199</b>	1965-70, (air suspension) kit	<b>\$2,400.00</b>
<b>11290109</b>	1965-66 Impala, (coil over suspension) kit	<b>\$2,800.00</b>
<b>11300109</b>	1967-70 Impala, (coil over suspension) kit	<b>\$2,800.00</b>



*adjustable articulating rod end eliminates bushing bind*

**AIR & COIL-OVER SYSTEMS BY RIDETECH - LEVEL 2** **ridetech** Air Ride Technologies

Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: CoolRide rear airsprings and brackets, Upper and Lower StrongArms, ShockWaves Master Series Single Adjustable front shocks, Master Series Single Adjustable rear shocks, Single Upper and Panhard Bar, and RidePRO e3 controls 5 gallon dual compressor.

<b>11290299</b>	1965-66 Impala, (air suspension) kit	<b>\$4,975.00</b>
<b>11300299</b>	1967-70 Impala, (air suspension) kit	<b>\$4,975.00</b>
<b>11290210</b>	1965-66 Impala, (coil suspension) kit	<b>\$3,000.00</b>
<b>11300210</b>	1967-70 Impala, (coil suspension) kit	<b>\$3,000.00</b>

**CHEVROLET FULLSIZE**



# SUSPENSION

## Totally TUBULAR™

#5557TCA-UKB



#5864TCA-UK



Steering Stops  
#5557SS-K

#5864TCA-LK



#5557TCA-LKB



#5557ETA-K



#5864ETA-K



#6570ETA-K



### TUBULAR CONTROL ARMS

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



\* Helical Stamping with coil index, just like the factory with Heli Arc welded mandrel bent D.O.M. tubing. Built with more ground clearance and designed to work with most after market products like air ride, coil overs, rack and pinion and big brakes.

\* Self-lubricated and able to withstand temperatures up to 400 degrees, patented material bushing are silent and stronger than polyurethane or delron!

\* Interlocking design cross-shaft captures both sides of bushing and allows virtually no flex on arm when cornering!

#5557TCA-UKB	1955-57, Upper Arms, black, pair	\$359.00	#5864TCA-UKS	1958-64, Upper Arms, silver, pair	\$373.00
#5557TCA-UKS	1955-57, Upper Arms, silver, pair	\$359.00	#5864TCA-LKB	1958-64, Lower Arms, black, pair	\$493.00
#5557TCA-LKB	1955-57, Lower Arms, black, pair	\$479.00	#5864TCA-LKS	1958-64, Lower Arms, silver, pair	\$493.00
#5557TCA-LKS	1955-57, Lower Arms, silver, pair	\$479.00	#5864TCA-SKB	1958-64, Upper/Lower, black, set	\$859.00
#5557TCA-SKB	1955-57, Upper/Lower, black, set	\$829.00	#5864TCA-SKS	1958-64, Upper/Lower, silver, set	\$859.00
#5557TCA-SKS	1955-57, Upper/Lower, silver, set	\$829.00	#5864ETA-K	1958-64, Budget, Upper/Lower, black, set	\$499.00
#5557ETA-K	1955-57, Budget, Upper/Lower, black, set	\$399.00	#6570ETA-K	1965-70, Budget, Upper/Lower, black, set	\$599.00
#5864TCA-UKB	1958-64, Upper Arms, black, pair	\$373.00	#5557SS-K	1955-57, steering stops, pair (not for Economy Arms)	\$19.00

CHEVROLET FULLSIZE



**STOCK-TYPE CONTROL ARMS**

Now available for 1955-64 Chevys. Complete with ball joints and cross shafts with a black beautiful semi-gloss painted finish. Your choice of rubber or poly bushings. #5557SCA-U5 and #5557SCA-U5-P — 5° arms have the caster built right in to the arm and are ideal for modern power steering (500 Series™) systems and they give a more responsive road feel to your classic's handling and will also allow the steering wheel to return to center.

<b>5557SCA-U</b>	1955-57 upper, (factory geometry), pair	<b>\$199.00</b>	<b>5557SCA-L-P</b>	1955-57 lower, poly bushings, pair	<b>\$289.00</b>
<b>5557SCA-U-P</b>	1955-57 upper, (factory geometry) poly bushings, pair	<b>\$219.00</b>	<b>5864SCA-U</b>	1958-64 upper, pair	<b>\$199.00</b>
<b>5557SCA-U5</b>	1955-57 upper, (with added 5° caster), pair	<b>\$199.00</b>	<b>5864SCA-U-P</b>	1958-64 upper, poly bushings, pair	<b>\$219.00</b>
<b>5557SCA-U5-P</b>	1955-57 upper, (with added 5° caster) poly bushings, pair	<b>\$219.00</b>	<b>5864SCA-L</b>	1958-64, lower, pair	<b>\$269.00</b>
<b>5557SCA-L</b>	1955-57 lower, pair	<b>\$269.00</b>	<b>5864SCA-L-P</b>	1958-64, lower, poly bushings, pair	<b>\$289.00</b>



**COMPLETE FRONT SUSPENSION REBUILD KITS**

Get everything you need to completely rebuild your front suspension in your classic 1955-64 Fullsize Chevy. Kit includes: upper and lower control arms with ball joints, cross shafts and bushings, stock height spindles, steering arms, shocks, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm, manual steering pitman arm, manual steering centerlink, stock height or dropped coil springs (specify stock height or dropped coils). Upgraded idler arm with roller bearing also available as an upgrade for 1955-57. Note: 1958-60 kits use 1963-64 idler arm, pitman arm and centerlink and includes the idler arm conversion bracket. 1958-64 kits do NOT include steering arms.

<b>5557CFSR-K</b>	1955-57	<b>\$1,099.00</b>
<b>5860CFSR-K</b>	1958-60	<b>\$1,099.00</b>
<b>6164CFSR-K</b>	1961-64	<b>\$1,059.00</b>



**ECONOMY CONTROL ARM UPGRADE KIT**

Kits include upper and lower budget control arm set, stock height coils and gas charged Black Magic™ shocks. Available for most popular applications.

<b>5557ECU-K</b>	1955-57, kit	<b>\$549.00</b>
<b>5864ECU-K</b>	1958-64, kit	<b>\$549.00</b>
<b>6570ECU-K</b>	1965-70, kit	<b>\$649.00</b>



# SUSPENSION

#6568SDFK-PF



## PERFORMANCE PLUS FRONT END KIT

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

5557SDFK-PF	1955-57, kit	\$519.00
5860SDFK-PF	1958-60, kit	\$519.00
6164SDFK-PF	1961-64, kit	\$509.00
6566SDFK-PF	1965-66, kit	\$499.00
6768SDFK-PF	1967-68, kit	\$499.00
6970SDFK-PF	1969-70, kit	\$529.00

#6164SFK-P



## COMPLETE FRONT END KIT

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

### POLYPLUS™:

5557SFK-P	1955-57, kit	\$349.00
5860SFK-P	1958-60, kit	\$349.00
6164SFK-P	1961-64, kit	\$339.00
6566SFK-PF	1965-66, kit	\$329.00
6768SFK-P	1967-68, kit	\$329.00
6970SFK-P	1969-70, kit	\$359.00

### RUBBER:

5557SFK-R	1955-57, complete, kit	\$329.00
5860SFK-R	1958-60, complete, kit	\$329.00
6164SFK-R	1961-64, complete, kit	\$319.00
6566SFK-RF	1965-66, complete, kit	\$309.00
6768SFK-R	1967-68, complete, kit	\$309.00
6970SFK-R	1969-70, complete, kit	\$349.00



#5864FK-P



## FRONT END KITS

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

### POLYPLUS™:

5557FK-P	1955-57, kit	\$259.00
5864FK-P	1958-64, kit	\$209.00
6568FK-P	1965-68, kit	\$209.00
6970FK-P	1969-70, kit	\$229.00

### RUBBER:

5557FK-R	1955-57, kit	\$239.00
5864FK-R	1958-64, kit	\$189.00
6568FK-R	1965-68, kit	\$189.00
6970FK-R	1969-70, kit	\$219.00



CHEVROLET FULLSIZE

### IDLER ARM CONVERSION BRACKET

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



**5860ICB** 1958-60, kit **\$29.00**

### IDLER ARM BUSHINGS

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



**K377** 1955-57 Centerlink - 1.68" length, each **\$14.00**  
**K379** 1955-57 Idler Arm Support - 2.49" length, each **\$14.00**



### MANUAL STEERING CENTERLINK REPAIR KIT & DUST COVER

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

**5557CLRK** 1955-57, kit **\$39.00**  
**5557CD** 1955-57 Centerlink Dust Cover & Seal, set **\$5.00**  
**5862CLRK** 1958-64, kit **\$39.00**

### IDLER ARM BEARING CONVERSION KIT

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



**5557IBC** 1955-57, kit **\$89.00**

### CENTERLINK ADAPTER

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



**5557CLA** 1955-57, each **\$89.00**  
**5864CLA** 1958-64, each **\$89.00**



### CENTERLINKS

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

**59057** 1955-57, manual, each **\$89.00**  
**5862CL** 1958-62, manual, each **\$89.00**  
**6164CL** 1963-64, manual, each (upgrade for 1961-1962) **\$69.00**  
**CP25803** 1965-66, manual or power, each **\$227.00**  
**CP25794** 1967-70, manual or power, each **\$157.00**



### TIE ROD ENDS

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

**ES577** 1955-57, inner, each **\$29.00**  
**ES597** 1958-64, inner, each **\$34.00**  
**ES370R** 1965-68, inner, each **\$19.00**  
**ES378R** 1969-70, inner, each **\$29.00**  
**ES234L** 1955-57, outer, each **\$24.00**  
**ES323L** 1958-64, outer, each **\$22.00**  
**ES350L** 1965-68, outer, each **\$22.00**  
**ES378L** 1969-70, outer, each **\$29.00**

### TIE ROD ADJUSTING SLEEVES

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



**ES577S** 1955-57 - stock, 8.25" length, 9/16-18, each **\$20.00**  
**ES312S** 1958-64 - stock, 8.75" length, 5/8-18, each **\$15.00**  
**ES350S** 1965-70 - stock, 7.19", 5/8-18, each **\$12.00**



# SUSPENSION



## BILLET ALUMINUM TIE ROD SLEEVES

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

ES577SP-A	1955-57, pair	\$69.00
ES312SP-A	1958-64, pair	\$69.00
ES350SP-A	1965-70, pair	\$69.00



## UPPER & LOWER BALL JOINTS

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

FA500	1955-70, upper, each	\$24.00
FA219	1955-57, lower, each	\$32.00
FA533G	1958-70, lower, each	\$19.00



## UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

Cross shafts are an essential components of your front suspension. OEM replacement for this high wear item kit includes one shaft with grease seals and end caps, or bushings.

TG119-OP	1955-57, upper, poly bushing, 2° offset, pair	\$89.00
TG119-0	1955-57, upper, rubber bushing, 2° offset, pair	\$69.00
5557LCS-PK	1955-57, lower, poly bushing, pair	\$89.00
5557LCS-RK	1955-57, lower, rubber bushing, pair	\$69.00
5864LCS-PK	1958-64, lower, poly bushing, pair	\$89.00
5864LCS-RK	1958-64, lower, rubber bushing, pair	\$69.00
5864UCS-PK	1958-64, upper, poly bushing, pair	\$89.00
5864UCS-RK	1958-64, upper, rubber bushing, pair	\$69.00

## UPPER CROSS SHAFT WASHER

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

5564UCA-W	1955-64, each	\$3.00
-----------	---------------	--------



## IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system. Note: #55571A-UBC is deal for manual or power steering.

55571A	1955-57, each	\$49.00
55571A-UBC	1955-57, (with upgrade bearing kit) each	\$129.00
K288	1958-60, each	\$59.00
FA353	1961-64, each	\$49.00
FA610	1965-66, each	\$79.00
FA523	1967-70, each	\$79.00



## HOTCHKIS FRONT AND REAR SWAY BAR KIT

Improve cornering and straight line acceleration by reducing body roll with a set of Hotchkis Performance Sway Bars. Hotchkis bars feature light-weight hollow construction and include greasable polyurethane bushings, stainless u-bolts, end links, brackets, fabricated links, power steering slave bracket and all necessary hardware. Hotchkis bars are powder coated for durability, and tested and tuned to ensure the best performance possible. 1 1/4" Hollow Front, 1" Hollow Rear. Front bar is designed for cars with stock power steering. Cars that are using the 500 Series™ or 605 Steering Box conversion should use kit #2269.

2268	1958-64 Impala (original power steering), kit	\$710.00
2269	1958-64 Impala, w/ 500 or 605 Box, kit	\$710.00

## Let's Connect...



LIKE US: [facebook.com/ClassicPerform](https://www.facebook.com/ClassicPerform)



FOLLOW US ON INSTAGRAM: [classicperform](https://www.instagram.com/classicperform)



SUBSCRIBE TO OUR CHANNEL: [CPMaster](https://www.youtube.com/CPMaster)



### STOCK SUSPENSION SWAY BARS

Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. CPP's kits feature greasable poly bushings and are available in a brushed machine, black or polished finish. Available in front and rear kits for all sway bar dimensions. Black powder coated finish. *Note: Pro-Touring sway bars will not work with some aftermarket rear ends.*

**Complete front sway bar kits** work well with both stock control arms as well as tubular arms. Heavy 1-1/4" thick solid bar, black powder coated and includes complete mounting hardware for both stock height and lowered trucks.

**Complete rear sway bar kits** are now available for both stock and our CPP Totally Tubular™ Trailing Arms. Works with stock height and lowered applications. Each kit comes standard with a 1-1/8" solid bar, black powder coated and includes a complete mounting hardware package.



#### FRONT:

CPP594	1955-57, 1" diameter, kit	\$129.00
CPP594FBM	1955-57, 1" diameter, (with billet mounts) kit	\$179.00
CP706U	1958-64, 1" diameter, kit	\$129.00
CP706FBM	1958-64, 1" diameter, (with billet mounts) kit	\$179.00
CP864U	1965-70, 1-1/8" diameter, kit	\$129.00
CP864FBM	1965-70, 1-1/8" diameter, (with billet mounts) kit	\$179.00

#### REAR:

CP253U	1955-57, 7/8" diameter, kit	\$149.00
CPP934	1958-64, 1" diameter, kit	\$139.00
CP380U	1965-70, 1" diameter, kit	\$149.00
5557PTSBK	1955-57, Pro-Touring style (stock hardware)	\$189.00
5557PTSBK-U	1955-57, Pro-Touring style (billet hardware)	\$279.00



All sway bar diameters available

### BILLET ALUMINUM SWAY BAR MOUNTS

For the ultimate in looks and longevity when pounding your street machine on and off the track, upgrade to these billet sway bar mount bracket kits. They feature greasable poly bushings and are available in a brushed machine, black or polished finish. Specify finish and diameter of sway bar.

FBM25	Front, pair	\$69.00
RBM-SK	Rear, Standard kit	\$89.00
RBM-DK	Rear, Deluxe kit	\$129.00



# SUSPENSION



#5557SLK

## STEERING LINKAGE KITS

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

### COMPLETE KIT:

5557SLK-CP	1955-57, kit	\$239.00
6164SLK-CP	1958-64, kit	\$199.00
6566SLK-CP	1965-66, kit	\$399.00
6768SLK-CP	1967-68, kit	\$399.00
6970SLK-CP	1969-70, kit	\$399.00

### BASIC KIT:

5557SLK	1955-57, kit	\$169.00
6164SLK*	1958-64, kit	\$129.00

\*1950-60 and some 1961 models will require #5860ICB bracket (found on [page 115](#)).



## ROLLER BEARING HUB UPGRADE KIT

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

5564RBH-K	1955-60, kit	\$189.00
-----------	--------------	----------



#CP-4106G

## BODY MOUNT BUSHING KIT

Includes both upper and lower body mount "donuts" in our exclusive POLYPLUS™ graphite polyurethane. Hardware not included.



CP-4106G	1955-57, ALL except 2dr HT & convertible, kit	\$79.00
CP-4119G	1955-57, Convertible, kit	\$79.00
CP-4120G	1955-57, 2-dr HT, kit	\$79.00
CP-4166G	1959-64, ALL except convertible, kit	\$91.00
CP-4167G	1959-64, Convertible, kit	\$139.00
CP-4138G	1965-70, 2-dr HT, kit	\$76.00

CHEVROLET FULLSIZE



#6570CAB-R



#CP5196



#6570CAB-P

### CONTROL ARMS BUSHINGS

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

CP-3108G	1955-64, POLYPLUS™, kit	\$63.00
CP5196	1955-64, rubber - O.E.M., kit	\$39.00
6570CAB-P	1965-70, POLYPLUS™, kit	\$79.00
6570CAB-R	1965-70, rubber, kit	\$49.00



#3773361

#3742252



#CP-9151G

#CP-9154G

### BUMP STOPS

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

3773361	1955-70, rubber, upper, each	\$9.00
5557BS	1955-57, rubber, lower, each	\$9.00
CP-9151G	1955-70, POLYPLUS™, upper, pair	\$8.00
CP-9154G	1955-57, POLYPLUS™, lower, pair	\$15.00
3742252	1958-64, rubber, lower, each	\$9.00
3939198	1965-70, rubber, lower, each	\$12.00



#5557BS



#CP-3148G

#5964RCAB-RD

### REAR TRAILING ARM BUSHING KITS

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

CP-3153G	1959-64, POLYPLUS™, with single upper arm, kit	\$72.00
CP-3152G	1959-64, POLYPLUS™, with dual upper arm, kit	\$85.00
5964RCAB-RS	1959-64, rubber, with single upper arm, kit	\$79.00
5964RCAB-RD	1959-64, rubber, with dual upper arm, kit	\$89.00
CP-3148G	1965-70, POLYPLUS™, with single upper arm, kit	\$73.00
CP-3149G	1965-70, POLYPLUS™, with dual upper arm, kit	\$86.00
CP-3151G	1965-70, POLYPLUS™, V8 with dual upper arm, kit	\$85.00
6570RCAB-RS	1965-70, rubber (includes shells), w/ single upper arms, kit	\$72.00
6570RCAB-RD	1965-70, rubber (includes shells), w/ dual upper arms, kit	\$89.00



#CP-2118G

### LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. Fixed end kits may have a solid bushing or 2 part bushing depending on the application. #SK8154-K also includes bolts.

CP-2118G	1955, Complete POLYPLUS™, kit	\$28.00
CP-2119G	1956-57, Complete POLYPLUS™, kit	\$28.00
SK8154-K	1955-57, fixed end, rubber, kit	\$16.00



#SK8154-K

### REAR SHACKLE KITS

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

#5657SHK-RL & #5657SHK-RR



55SHK-R	1955, each (requires 2)	\$45.00
5657SHK-RL	1956-57, driver side, kit	\$28.00
5657SHK-RR	1956-57, passenger side, kit	\$28.00

### REAR TRAC BAR BUSHINGS

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

CP-7113G	1959-64, 1.13" x 2 Bushings, POLYPLUS™, kit	\$11.00
CP-7110G	1965-70, 1.71" & 1.13" Bushings, POLYPLUS™, kit	\$11.00
CP-7112G	1965-70, 1.125" x 2 Bushings, POLYPLUS™, kit	\$11.00



CHEVROLET FULLSIZE



### CPP NITROGEN GAS SHOCKS

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

CPP-1001	1955-70, front, each	\$39.00
CPP-1105	1955-57, rear, each	\$39.00
CPP-1107	1958-70, rear, each	\$39.00



### RIDETECH HQ SERIES SHOCKS

Monotube design allows large piston for superior oil control (which increases ride quality and handling performance). Performance is optimized and uses fewer components than a twin tube design. These are the HQ series and are rebound-adjustable. Applications designed for stock height springs.

22159846	1955-57, 1965-70, front, each	\$185.00
22169846	1958-64, front, each	\$185.00
22199854	1955-57, rear, each	\$185.00
22189844	1958-64, rear, each	\$185.00
22189853	1965-70, rear, each	\$185.00

### DUAL ADJUSTABLE STOCK MOUNT SHOCK

CPP offers double adjustable shocks when you do not want or need the ability to alter your stance. These shocks offer bolt-in performance, and come complete with all mounting hardware.



B228	1955-57, rear, ea.	\$174.00
B220	1958-70, rear, ea.	\$184.00

### RCD CLASSICS BILSTEIN SHOCK ABSORBERS

Bilstein gas shocks are made with seamless shock bodies, hardened chrome plated and polished shaft. Precision valving, and the highest quality seals. Improved ride, handling, and control, with Bilstein's lifetime warranty.



55-R015	1955-57, front, each	\$109.00
55-R090	1958-64, front, each	\$89.00
55-R025B	1965-70, front, each	\$112.00
55-R013	1955-57, rear, each	\$119.00
55-R091	1958-64, rear, each	\$89.00
55-R023	1965-70, rear, each	\$111.00



#5557RCK-TLS

### REAR END CONVERSION KIT

Makes rear end swaps a snap! Our kit allows practically any rear end with 3" axle tubes to be installed into your application. Kits include the necessary pieces to upgrade your rear end. Welding required!

5557RCK-TLS	1955-57, seamed or seamless frame, kit	\$189.00
CP90158	1955-57, seamed or seamless frame, shock crossmember only, ea	\$99.00

### REAR SHOCK BRACKETS



5964RSB	1959-64, pair	\$49.00
---------	---------------	---------

### LEAF SPRING PLATES WITH LOWER SHOCK MOUNTS

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



5557LSP	1955-57, pair	\$79.00
---------	---------------	---------

### FRONT COIL SPRINGS

High quality OE fit and finish stock height and lowered coil springs. Sold in pairs and come black powdered coated. *Note: Passenger car applications not recommended to use lowered coils with drop spindles.*



FCS638-S	1955-57, stock height - SB, pair	\$95.00
FCS638-D	1955-57, 1-1/2" lowered - SB, pair	\$95.00
FCS656-S	1955-57, stock height - BB, pair	\$95.00
FCS656-D	1955-57, 1-1/2" lowered - BB, pair	\$95.00
FCS6000-S	1958-64, stock height - SB, pair	\$95.00
FCS6000-D	1958-64, 2.5" lowered - SB, pair	\$95.00
FCS6004-S	1958-64, stock height - BB, pair	\$95.00
FCS6004-D	1958-64, 3.0" lowered - BB, pair	\$95.00
FCS6192-S	1965-70, stock height - SB, pair	\$105.00
FCS6192-D	1965-70, 1-1/2" lowered - SB, pair	\$105.00
FCS658A	1965-70, stock height - BB, pair	\$105.00
FCS658A-D	1965-70, 1-1/2" lowered - BB, pair	\$105.00

### REAR COIL SPRINGS

Like our front coil springs, these are also high quality OE fit and finish stock height and lowered rear coil springs. Sold in pairs and come black powdered coated.



#RCS661-S

RCS661-S	1958-64, stock height, pair	\$105.00
RCS661-D	1958-64, 1-1/2" lowered, pair	\$95.00
RCS6041-S	1958-64, wagon - stock height, pair	\$105.00
RCS6041-D	1958-64, wagon - 1-1/2" lowered, pair	\$129.00
RCS6187-S	1965-70, stock height, pair	\$105.00
RCS6187-D	1965-70, 1-1/2" lowered, pair	\$105.00



### REAR LEAF SPRING KITS

When replacing your original rear end with an aftermarket or 9" or 10/12 bolt with a 3" axle tube, these leaf kits are the perfect addition. Teflon buttons and wide leaves allow for a comfortable ride. Kits will yield a 2" drop from stock. Kits include springs, shocks, shackle kit, u-bolts, axle plates and all necessary brackets and hardware to install. Includes new design parabolic spring.

422-4610-00	1937-39, kit	\$572.00
424-4610-00	1949-54, kit	\$572.00



#21-131

### LEAF SPRING RELOCATION KIT

Lowers your car 1" by moving the springs from outside the frame to underneath the frame. This allows you to run 10" wide wheels without having to narrow the frame or rear-end. Will lower vehicle 2" total when used with #5557RLS-D (1" drop leaf spring) below. Complete kit (#5557LSRK-C) also includes leaf spring/shock mount plates, shocks and U-bolts. *Note: Kit will only work on wagon if gas tank is relocated. Will not work with some rear sway bar.* (See page 117 for sway bar.)

21-131	1955-57, basic kit	\$239.00
5557LSRK-C	1955-57, complete kit	\$379.00



### ADJUSTABLE COIL OVER CONVERSION SYSTEM

Springs are designed so that the lower end sets on the coil-over shock and the upper end sets in the original spring bucket in the frame. This allows for the use of a longer and lighter spring for more stored energy, offering increased weight transfer. Greater durability is also achieved by locating the spring pressure in the frame and not on a single stud. The threaded aluminum body allows ride height adjustment and boasts an easy bolt-in installation. The system includes aluminum body coil-over shocks, specially designed conical springs and all mounting hardware. *Note: Specify spring rate (350, 400, 450, 500 or 550#) when ordering kit (see chart on page 341).*



5564COK-SA	1955-64, Single Adjustable, pair	\$449.00
5564COK-DA	1955-64, Dual Adjustable, pair	\$499.00
CPSPAN-K	Spanner Wrench & Thrust Bearing Kit (nec. when installing coil over system)	\$39.00



### REAR LOWERING BLOCK KITS & U-BOLTS

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

CP2031	1955-57 1" drop, kit	\$39.00
CP2032	1955-57 2" drop, kit	\$40.00
CP2033	1955-57 3" drop, kit	\$42.00



### MULTI LEAF SPRINGS

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

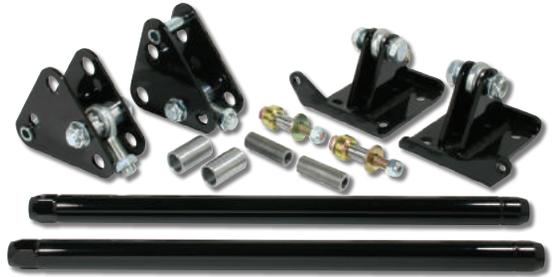
5557RLS-S	1955-57, stock height, rear, pair	\$395.00
5557RLS-D	1955-57, 2" drop, rear, each	\$299.00



## REAR 4-LINK SUSPENSION KIT

Upgrade your rear leaf spring suspension to a fully adjustable 4-link suspension. These kits help to improve handling and ride quality and allows for better weight transfer which improves traction. Kits will allow the rear end to be lowered up to 4" in some applications and most have 3 different settings for height. Kits include coil over shocks, crossmember member, 4 bars, mounting bracketry and hardware. Some kits contain drive shaft loop. Some kits available with chrome or stainless bars. Air bag kits also available. Torque arm kits are designed with pro-touring and road courses in mind!

525-5170-00	1955-57, plain bars, kit	\$979.00
525-5170-02	1955-57, stainless steel bars, kit	\$1,627.00



## CALTRACS TRACTION BARS

Specializing in leafspring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever! With unsurpassed quality and craftsmanship, all competition is eliminated. Why settle for anything less than the original system that set the standards? Calvert Racing's CalTracs are the most innovative traction bar units today, often imitated, but never duplicated. If you have a leafspring car, we have a set of bars for you. From daily driven cars, to 8-second outlaw cars, this system is made to out perform.

2100	1955-57 (spring on inside or outside of frame rail), kit	\$339.00
2103	1955-57 (spring in frame rail with pocket kit), kit	\$339.00
2109	1955-57 (with lowered leaf spring with or without pocket kit), kit	\$339.00



## CUSTOM TUBULAR FRAME UPGRADE KIT

This kit upgrades and strengthens the original frame rails for custom builds with a 1-1/2" tubing. Kit includes H-brace and transmission crossmember. It strengthens the frame to allow installation of all body styles including convertible. Welds in to all frame types except original convertible. This kit will fit one or two piece frames.

TFK-567	1955-57, kit	\$299.00
---------	--------------	----------





### SLIP SHAFT DRIVELINE

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

<b>CPSSD</b>	1958-64, Slip Shaft Driveline, each	<b>\$199.00</b>
<b>CPRCB</b>	1958-64, Stock Rubber Carrier Bearing, each	<b>\$29.00</b>
<b>CPPCB</b>	1958-64, Polyurethane Carrier Bearing, each	<b>\$109.00</b>



### TRAC BARS

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

<b>5964TB</b>	1959-64, non adjustable, each	<b>\$59.00</b>
<b>5964DATB</b>	1959-64, adjustable, each	<b>\$69.00</b>
<b>5964TB-C</b>	1959-64, non adjustable, chrome, each	<b>\$109.00</b>
<b>5964DATB-C</b>	1959-64, adjustable, chrome, each	<b>\$119.00</b>
<b>6570DATB</b>	1965-70, adjustable, each	<b>\$69.00</b>



### REAR TRAILING ARMS

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

**\*Note: 5964RTCA-LB and 5964RTCA-LS will not work with #CPP934 sway bar.**

<b>5964RLCA</b>	1959-64, OE style lower arms, pair	<b>\$199.00</b>
<b>5964RTCA-UB</b>	1959-64, upper, black tubular, each	<b>\$109.00</b>
<b>5964RTCA-US</b>	1959-64, upper, silver tubular, each	<b>\$109.00</b>
<b>5964RTCA-LB*</b>	1959-64, lower, black tubular, pair	<b>\$229.00</b>
<b>5964RTCA-LS*</b>	1959-64, lower, silver tubular, pair	<b>\$229.00</b>
<b>5964RUCAB-K</b>	1959-64, upper add-on arm bracket kit (frame mount)	<b>\$69.00</b>



### CURRIE CRATE REAR ENDS

These feature the 9-Plus heavy duty housing and 31 spline "Currie Axle" and are built to the stock overall width and pinion offset specifications. Housings have all the original bracketry to remove your original rear end and bolt this new 9" housing directly in. Housings include 3rd member studs installed and Torino-style late model large bearing housing ends. GM replacements come with 5x4.75 bolt circle and 7/16" wheel studs. Third members and brake kits sold separate. *Note: Rear end housings for leaf relocation and mini tub kits do not include these kits!*

<b>GMB5557X</b>	1955-57, (stock specs) kit	<b>\$1,209.00</b>
<b>GMB5557X-LRK</b>	1955-57, (with leaf relocation kit) kit	<b>\$1,209.00</b>
<b>GMB5557X-MT-LRK</b>	1955-57, (with leaf relocation kit & mini tubs) kit	<b>\$1,209.00</b>
<b>GMB5964X</b>	1959-64, single upper arm mount, kit	<b>\$1,439.00</b>
<b>GMB5964DUX</b>	1959-64, dual upper arm mount, kit	<b>\$1,549.00</b>

### THIRD MEMBERS

These Currie Third Members are designed to fit Ford 9" applications with 31 spline axles and are all new parts. Available with open differential or traction lock. Specify gear ratio when ordering. *3.00-5.14 ratios available. Note: An additional \$39 fee for protective case when shipping from manufacturer or CPP. No additional charge for Will Call pick up.*



<b>90D</b>	Open Differential	<b>\$1,499.00</b>
<b>9TL</b>	Traction Lock	<b>\$1,799.00</b>
<b>9IK-OD</b>	Fluid, kit (open differential)	<b>\$21.00</b>
<b>9IK-TL</b>	Fluid, kit (traction lock)	<b>\$28.00</b>



#5964RUCAB-K

CHEVROLET FULLSIZE



# STEERING



#TC-5556-FP



#TC-5556-SB



## CPP CLASSIC FIT™ TILT STEERING COLUMN

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

TC-5556-SB	1955-56 black with shift, each	\$399.00
TC-5556-FB	1955-56 black without shift, each	\$349.00
TC-5556-SC	1955-56 chrome with shift, each	\$399.00
TC-5556-FC	1955-56 chrome without shift, each	\$349.00
TC-5556-SP	1955-56 plain with shift, each	\$349.00
TC-5556-FP	1955-56 plain without shift, each	\$299.00
TC-57-SB	1957 black with shift, each	\$399.00
TC-57-FB	1957 black without shift, each	\$349.00
TC-57-SC	1957 chrome with shift, each	\$399.00
TC-57-FC	1957 chrome without shift, each	\$399.00
TC-57-SP	1957 plain with shift, each	\$349.00
TC-57-FP	1957 plain without shift, each	\$299.00

## ORIGINAL REPLACEMENT LENSES FOR OVERDRIVE TRANSMISSION



1955-56 #06-93  
\$25.00



1957 #06-94  
\$22.00

CHEVROLET FULLSIZE

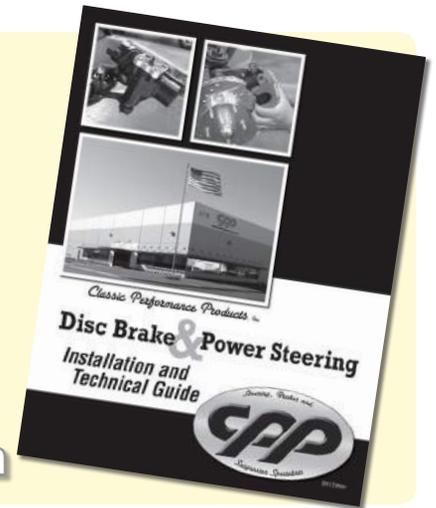
Are you stuck?

## Grab our Brake & Power Steering Installation Guide...

Call for a copy today or access it on our website 24 hours a day



[www.ClassicPerform.com](http://www.ClassicPerform.com)





**IDIDIT STEEL TILT STEERING COLUMNS**

The ididit, inc. company has been manufacturing quality steering columns made in the USA for 25 years! These columns are all 100% brand new and come with turn signal and 4 way flashers. Retrofit columns for vehicles 1967 and later will adapt to factory wiring. Earlier models and Street Rod columns will require adapter kits or custom wiring. Available in plain steel and chrome and come standard with 3-7/8" GM wiring and accept GM wheels or aftermarket wheels except those specified as Ford style, which come ready to adapt into your stock Ford wiring and accept your stock Ford steering wheel. Many custom options are available like: black powder coating, brushed or polished aluminum, keyed and keyless ignition, dimmer and cruise control, please inquire.

**Retrofit Column Shift:**

1140550010	1955-56 Plain Steel (3/4"-36 spline), each	\$655.00
1140550020	1955-56 Chrome (3/4"-36 spline), each	\$859.00
1140570010	1957 Plain Steel tilt (3/4"-36 spline), each	\$674.00
1160570010	1957 Plain Steel straight (3/4"-36 spline), each	\$607.00
1140570020	1957 Chrome tilt (3/4"-36 spline), each	\$858.00
1160570020	1957 Chrome straight (3/4"-36 spline), each	\$792.00
1140580010	1958, Plain Steel (3/4"-36 spline), each	\$674.00
1140580020	1958, Chrome (3/4"-36 spline), each	\$858.00
1140600010	1959-60, Plain Steel (3/4"-36 spline), each	\$674.00
1140600020	1959-60, Chrome (3/4"-36 spline), each	\$858.00
1140620010	1961-62, Plain Steel (3/4"-36 spline), each	\$674.00
1140620020	1961-62, Chrome (3/4"-36 spline), each	\$858.00
1140670010	1963-64, Plain Steel (3/4"-36 spline), each	\$767.00
1140670020	1963-64, Chrome (3/4"-36 spline), each	\$951.00
1140660010	1965-66, Plain Steel (3/4"-36 spline), each	\$674.00
1140660020	1965-66, Chrome (3/4"-36 spline), each	\$858.00
1140780010	1967, Plain Steel (3/4"-36 spline), each	\$674.00
1140780020	1967, Chrome (3/4"-36 spline), each	\$858.00

**Retrofit Floor Shift:**

1120550010	1955-56 Plain Steel (1"DD spline), each	\$391.00
1120550020	1955-56 Chrome (1"DD spline), each	\$514.00
1120570010	1957 Plain Steel tilt (1"DD spline), each	\$391.00
1120570020	1957 Chrome tilt (1"DD spline), each	\$514.00
1120580010	1958, Plain Steel (3/4"-36 spline), each	\$417.00
1120580020	1958, Chrome (3/4"-36 spline), each	\$540.00
1120600010	1959-60, Plain Steel (3/4"-36 spline), each	\$417.00
1120600020	1959-60, Chrome (3/4"-36 spline), each	\$540.00
1120620010	1961-62, Plain Steel (3/4"-36 spline), each	\$417.00
1120620020	1961-62, Chrome (3/4"-36 spline), each	\$540.00
1120670010	1963-64, Plain Steel (3/4"-36 spline), each	\$503.00
1120670020	1963-64, Chrome (3/4"-36 spline), each	\$626.00
1120660010	1965-66, Plain Steel (3/4"-36 spline), each	\$417.00
1120660020	1965-66, Chrome (3/4"-36 spline), each	\$540.00
1120780010	1967, Plain Steel (3/4"-36 spline), each	\$417.00
1120780020	1967, Chrome (3/4"-36 spline), each	\$540.00
1520769910	1971-76, (3/4"-36 spline), each	\$757.00

**4-WAY FLASHER & WIRE ADAPTER KIT**

Adapts factory wire harness to turn signal switch in new replacement fit columns. Adds 4-way flashers and fuse to your column as well.



CP20115	1955, CPP Classic Fit™, kit	\$35.00
CP20116	1956, CPP Classic Fit™, kit	\$35.00
CP20117	1957, CPP Classic Fit™, kit	\$35.00
CP35775	1955, Ididit Column, kit	\$35.00
CP35780	1956, Ididit Column, kit	\$35.00
CP35785	1957-58, Ididit Column, kit	\$35.00
CP37616	1959-62, Ididit Column, kit	\$35.00
CP37618	1963-66, Ididit Column, kit	\$35.00

*See pages 278-288 for additional steering columns, steering wheels, U-Joints and column accessories*



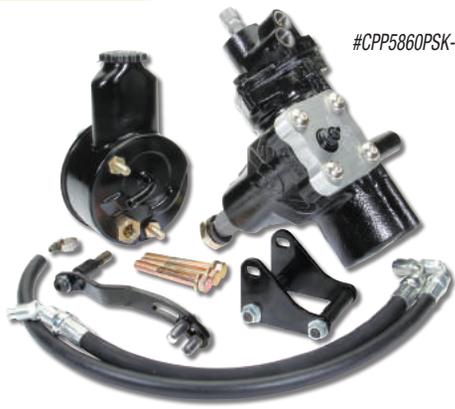
CHEVROLET FULLSIZE



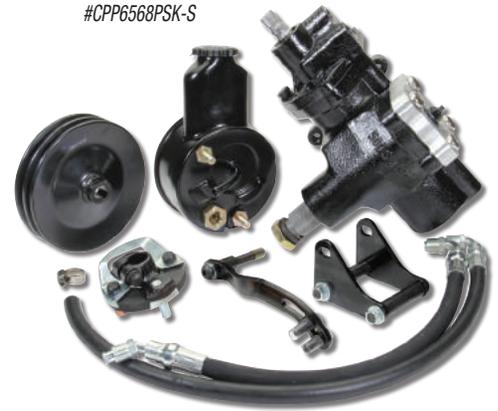
# STEERING



#CPP5557PSK-F



#CPP5860PSK-S



#CPP6568PSK-S

## POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame. Kit contents may vary. Uses 3/4"-30 rag joint. Note: #CPP5864PSK-S may require notched radiator, see page 135. Also, positive caster recommended for power steering. California seamless frame cars, call for details. All models 1976 and later must use #50010A adapters with original hoses.

CPP5557PSK-F	1955-57, with 500 Series™ box and front mounts, kit	\$669.00
CPP5557PSK-S	1955-57, with 500 Series™ box and side mounts, kit	\$669.00
CPP5557PSK-D	1955-57, with 500 Series™ box deluxe chrome, (chrome box, pump/bracket, stainless hoses) kit	\$1399.00
CPP5860PSK-S	1958-60, with 500 Series™ box & side mounts, kit	\$629.00
CPP6164PSK-S	1961-64, with 500 Series™ box & side mounts, kit	\$629.00
CPP6568PSK-S	1965-68, with 500 Series™ box, kit	\$649.00
CPP6970PSK-S	1969-70, with 500 Series™ box, kit	\$649.00



#5557PSU-K



#5864PSU-K

## COMPLETE POWER STEERING UPGRADE KIT

Featuring the 500 Series™ power steering box, this kit updates both factory manual and power steering cars. This kit gives you everything to add/update power steering that mounts to the frame. Kit includes 500 Series™ steering box, pitman arm, idler arm and center link. 1958-60 models will require our #5860ICB adaptor shown on page 115. Note: 1958-64 cars - this is a new and improved center link design that is cleaner, safer and easier to install. #5864PSU-K may require notched radiator, see page 135.

5557PSU-K	1955-57, kit	\$549.00
5864PSU-K	1958-64, kit	\$499.00

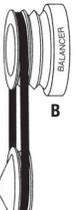
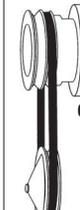


## MANUAL AND POWER STEERING PITMAN ARMS

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

5557PA-M	1955-57, manual, each	\$49.00
5557PA-CP	1955-57, custom pitman for Delphi Box, each	\$119.00
6364PA-M	1963-64, manual, each	\$69.00
6566PA-P	1965-66, power, each	\$59.00
6768PA-P	1967-68, power, each	\$59.00
6970PA-P	1969-70, power, each	\$59.00

## POWER STEERING PUMP PULLEY CHART

Short Water Pump Applications	Long Water Pump Applications
 <p>A</p>	 <p>B</p>
 <p>C</p>	 <p>D</p>
 <p>E</p>	
<p>A. If you have a 2 Groove Crank Pulley use our #CP34720 (steel) or #CP8848-1 (polished alum.)</p> <p>B. If you have a 3 Groove Crank Pulley use our #CP38809 (steel) or #CP8848 (polished alum.)</p>	<p>C. If you have a 2 Groove Crank Pulley use our #CP38809 (steel) or #CP8848 (polished alum.)</p> <p>D. If you have a 3 Groove Crank Pulley use our #CP34720 (steel) or #CP2026P (polished alum.)</p> <p>E. If you have a 3 Groove Crank Pulley and require a 2 Groove Power Steering Pulley use our #CP38808 (steel) or #CP8848-1 (polished alum.)</p>

See page 286 for Pulleys

CHEVROLET FULLSIZE



**STEERING BOXES**

CPP carries a host of power steering boxes and even a couple of manual boxes and rack & pinions! Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. We also carry Delphi 600 series boxes that are remanufactured to specific applications and are available in 12.7:1 and 14:1 ratios depending on the application. Original replacement power steering boxes are available in standard and quick ratios. Notes: #CP50003 and #CP50003-C may require the use of notched radiator, see page 135. 500 Series™ use a 3/4"-30 coupler. Delphi 600 Series boxes use 17mm DD coupler. OE power boxes use 13/16"-36 coupler. All power boxes use inverted flare hoses.

**500Series™**



Maximize your 500 Series™ Steering Box Performance with a heavy duty sway bar, see page 117

920012	1955-57, manual steering box (remanufactured), each	<b>NEW</b>	\$429.00
CP50000-2	1955-57, 500 Series™, each		\$419.00
CP50000-C	1955-57, 500 Series™, chrome, each		\$999.00
800105	1955-57, Delphi 600 Series, (uses custom pitman), remanufactured, 18mm shaft, each		\$436.00
CP50003-2	1958-64, 500 Series™, each		\$379.00
CP50003-C	1958-64, 500 Series™, chrome, each		\$999.00
800106	1958-64, Delphi 600 Series, remanufactured, 17mm shaft, each		\$388.00
CP50004	1965-96, 500 Series™, 14:1 ratio, each		\$379.00
CP6537C	1965-76, OE remanufactured, 16:1 ratio, each		\$299.00
CP6537Q	1965-76, OE remanufactured, 12.7:1 ratio, each		\$299.00



**POWER STEERING RACK & PINION KITS**

Specifically designed with your application in mind, these rack & pinion kits are a direct bolt in and include all of the necessary items required to install into your car. No fabrication required! Steering shaft kits sold separately (see page 284). Many applications available in chrome finish and some applications are available with manual steering. Please inquire. Note: Limited exhaust clearance, reduced turning radius and oil pan clearance.

8010400-01	1955-57, small block, kit	\$865.00
8011040-01	1958-64, small block, kit	\$1,439.00
8011050-01	1958-64, big block, kit	\$1,439.00
8010280-01	1965-66, small block, kit	\$1,499.00
8020490	1955-57, lower column bearing (stock column), each	\$29.00



**POWER ASSIST STEERING KIT**

This system is great for the purist. It bolts to the existing steering system and clears all of the factory components. This will allow the use of factory steering columns and allow for a stock look without having to suffer with manual steering. Kit includes power cylinder, drag link, heavy duty tie rod, new style tie rod ends, rebuilt control valve assembly, hoses and all necessary mounting hardware. Power steering pump not included. Note: 1955-64 fullsize kits include pitman arm and idler arm.

5557PSK-A	1955-57, kit	\$999.00
5864PSK-A	1958-64, kit	\$799.00

CHEVROLET FULLSIZE



#19-6768BB

**IDEAL FOR  
1955-57**



#19-6768BB-C



#19-6970SB



#19-6970SB-C



#19-6970BSB



#19-6970BSB-C



#19-6168SB-6



#19-6168SB-6C

## POWER STEERING PUMP AND HOUSING KITS

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

**LOW, STANDARD AND HIGH VOLUME / PRESSURE PUMPS AVAILABLE!**

See page 286 for Pulleys

### PUMP KITS:

#19-6768BB-P	1961-64 small block, 1967-68 big block, plain, each	\$159.00
#19-6768BB-PC	1961-64 small block, 1967-68 big block, chrome, each	\$169.00
#19-6168SB-6P	1961-68 6 cyl and 1965-68 small block, plain, each	\$159.00
#19-6168SB-6PC	1961-68 6 cyl and 1965-68 small block, chrome, each	\$169.00
#19-6970BSB-P	1969-70 big block, plain, each	\$159.00
#19-6970BSB-PC	1969-70 big block, chrome, each	\$169.00
#19-6970SB-P	1969-70 small block, plain, each	\$159.00
#19-6970SB-PC	1969-70 small block, chrome, each	\$169.00

### RESERVOIR KITS:

#19-6768BB	1961-64 small block, 1967-68 big block, plain, each	\$39.00
#19-6768BB-C	1961-64 small block, 1967-68 big block, chrome, each	\$49.00
#19-6168SB-6	1961-68 6 cyl, 1965-68 small block, plain, each	\$39.00
#19-6168SB-6C	1961-68 6 cyl, 1965-68 small block, chrome, each	\$49.00
#19-6970BSB	1969-70 big block, plain, each	\$39.00
#19-6970BSB-C	1969-70 big block, chrome, each	\$49.00
#19-6970SB	1969-70 small block, plain, each	\$39.00
#19-6970SB-C	1969-70 small block, chrome, each	\$59.00

## HARMONIC BALANCER

This is a perfect replacement for stock riveted pulley-style balancers. 6-1/8" diameter, 3/4" thick and accepts bolt-on pulleys. Fits all small blocks except 400ci.



18-35 1955-72, each

\$79.00

## GENERATOR RELOCATE BRACKET

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



5557GRK 1955-57, each

\$24.00



\*All reservoir kits include O-rings and fittings!

\*All pump kits include NEW 19- pump installed!

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



### RAG JOINTS

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

<b>5557RJC-S</b>	1955-57, 3/4-30 female 3/4 DD (stock column), each	<b>\$39.00</b>
<b>RJC-1DD730</b>	1955-57, 1"DD x 3/4"-30 (for CPP tilt column), each	<b>\$85.00</b>
<b>RJC-605L</b>	1958-64, 3/4-30 female 3/4 smooth (stock column), each	<b>\$49.00</b>

### 1955-57 COLUMN FLOOR PLATE

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



<b>CP11200</b>	1955-57, kit	<b>\$39.00</b>
----------------	--------------	----------------

### LOWER MAST JACKET FELT SEAL & RETAINER SPRING KIT

Fits between the lower column and the steering box. It keeps dirt and debris out of the inner column and helps provide a smooth transition when shifting.



<b>53-47</b>	1955-57, kit	<b>\$12.00</b>
<b>53-203</b>	1955-57, spring only	<b>\$7.00</b>
<b>53-370</b>	1955-57, billet detent for TH200, TH400 & TH700, each	<b>\$39.00</b>



**ALL NEW DESIGN**

### ORIGINAL AUTOMATIC COLUMNS FOR 500 SERIES™ POWER STEERING

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

<b>55560SC-K</b>	1955-56, complete kit	<b>\$169.00</b>
<b>570SC-K</b>	1957, complete kit	<b>\$169.00</b>
<b>5557ISS</b>	1955-57, modified inner steering shaft, each	<b>\$34.00</b>
<b>NS5</b>	Neutral Safety Switch, each	<b>\$20.00</b>

### ORIGINAL STEERING COLUMN CONVERSION KIT

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



<b>55570SCB-K</b>	1955-57, bracket & rag joint, kit	<b>\$59.00</b>
<b>55570SCB</b>	1955-57, brackets only, pair	<b>\$19.00</b>

### STEERING COLUMN CONVERSION KIT

Allows conversion of stock steering column for use with 500, 605 or 670 power steering box. Requires cutting and welding of stock column and mast jacket, but no modification to the firewall.



<b>53-400</b>	1955-57, each	<b>\$79.00</b>
---------------	---------------	----------------

**Check out our  
Universal Steering  
Accessories on  
page 278**

**CHEVROLET FULLSIZE**

**NEW**

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

Install a modern, dependable, light weight, low maintenance, high powered V8. Works with all Vortec and most LS engines. May not work with LSX heads, and dry sump oil systems. 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 adaptors, ceramic coated headers, transmission crossmember and all mounting hardware.

Upgrading to LS?  
See all of our  
LS options on  
page 256



5557LS1-FRK	1955-57 (works with 500 Series™, 600 Series or 605 Box), kit	\$1,149.00
5557LS1-FRK-RACK	1955-57 (works with Unisteer), rack kit	\$1,199.00
5964LS1-FRK	1959-64, kit	\$999.00
6570LS1-FRK	1965-70, kit	\$999.00



#68120



#65005



#68260



#5557LS1-HK



#68510



#2292-1HKR

## HEADER KITS

For the price, no other part can give you the horsepower and fuel economy improvements of Hedman headers. Hedman Street Hedders are so well made that they are guaranteed to be free from defects--including cracks in the tubes and welds--for the life of the headers. Hedman Street Hedders are available in black painted (not hi-temp paint, only meant to protect prior to installation) and, as an added bonus, they also come with all necessary gaskets and mounting hardware. Unless otherwise noted, these headers are designed to fit the vehicle as it came from the manufacturer. This includes components like cylinder heads, chassis, steering, motor mounts, body mounts and bushings, etc. If your vehicle is using aftermarket components, parts from other applications, or custom altered parts, then it is the installer's responsibility to verify fitment. *Note: Hedman headers come uncoated, but are also available coated. Please inquire.*

5557LS1-HK	1955-57, LS, coated, CPP, pair	\$610.00
2292-1HKR	1955-57, w/500 Series or 605 box, LS, full length, Hooker, pair	\$597.00
2293-1HKR	1955-57, w/Unisteer rack & pinion, LS, full length, Hooker, pair	\$597.00
68120	1955-57 with SBC, full length with 1-5/8" primary tube, Hedman, pair	\$235.00
68260	1955-57 with SBC, shorty with 1-5/8" primary tube, Hedman, pair	\$215.00
65005	1955-57 with BBC, full length with 2" primary tube, Hedman, pair	\$365.00
68510	1955-57 with BBC, shorty with 2" primary tube, Hedman, pair	\$280.00



CHEVROLET FULLSIZE

**ENGINE AND TRANSMISSION MOUNTS**

CPP has everything from trim to fit universal engine pedestals and transmission crossmembers to specific applications for your classic Chevy car. We've also got you covered for those LS motor conversions with our plates and conversion kits. The exclusive design of our FitRite™ LS swap engine plates feature no-weld CNC laser cut steel brackets, durable black powder coat finish and available in two different configurations. The long adapter kit (#LS1-KU-P) allows the engine to move from 1/2" rearward (great for oil pan to crossmember clearance) up to 3" forward for a full 3-1/2" of travel with a completely custom range of positions. The short adapter kit (#LS1-KULAC-P) is a smaller, more compact version, moving the engine from 2-1/4" forward to 3-3/4" forward for a total of 1-1/2" of travel. The advanced materials used in the POLYPLUS™ pad mounts allow them to withstand the abusive elements that your vehicle encounters on a daily basis. Note: 1941-57 transmission mounts will fit Powerglide, TH350, TH400 and TH700.

<b>4148SM-S</b>	1941-48 engine pedestals, small/big block, pair	<b>\$89.00</b>
<b>4954SM-S</b>	1949-54 engine pedestals, small/big block, pair	<b>\$99.00</b>
<b>CPP5557SM-SB</b>	1955-57 engine pedestals, small block, pair	<b>\$59.00</b>
<b>CPP5557SMF-SB</b>	1955-57 3/4" forward pedestals, small block (also for BBC), pair	<b>\$59.00</b>
<b>55570FM</b>	1955-57 OE V8 front mount, kit	<b>\$99.00</b>
<b>5964MP-LS</b>	1959-64 engine pedestals for LS conversion, (must use with #CP90245), pair	<b>\$89.00</b>
<b>6570MP-LS</b>	1965-70 engine pedestals for LS conversion, (must use with #CP90241), pair	<b>\$89.00</b>
<b>4952TTX</b>	1949-52 transmission crossmember, each	<b>\$199.00</b>
<b>5354TTX</b>	1953-54 transmission crossmember, each	<b>\$199.00</b>
<b>CP90044</b>	1955-57 transmission crossmember, each	<b>\$89.00</b>
<b>5557TX-K</b>	1955-57 transmission crossmember, each	<b>\$179.00</b>
<b>XMXF58587</b>	1958 TH700 transmission crossmember, each	<b>\$195.00</b>
<b>CP90249</b>	1959-64 TH700 transmission crossmember, each	<b>\$175.00</b>
<b>CP90245</b>	1959-64 TH700, 4L60E transmission FitRite™ crossmember (must use with #5964MP-LS), each	<b>\$175.00</b>
<b>CP90241</b>	1965-75 TH700, 4L60E transmission FitRite™ crossmember (must use with #6570MP-LS), each	<b>\$175.00</b>
<b>LS1-KU-P</b>	FitRite™ LS swap engine plates with POLYPLUS™ pad mounts, long kit - adjustable 1/2" rear - 3-1/2" forward	<b>\$129.00</b>
<b>LS1-KULAC-P</b>	FitRite™ LS swap engine plates with POLYPLUS™ pad mounts, short kit - adjustable 2-1/4" rear - 3-3/4" forward for low A/C compressor	<b>\$129.00</b>



# ACCESSORIES

#5557AGT-L25



#5557AGT-S29



## ALUMINUM GAS TANKS

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

**WANT TO USE A CPP TANK WITH YOUR FUEL INJECTED MOTOR?  
GET OUR UNIVERSAL FUEL PUMP!**

#UFPK-FI (Shown installed) - \$235.00  
*See page 134*



<b>5557AGT-L25</b>	1955-57, 25 gallons, seamless frame, each	<b>\$579.00</b>
<b>5557AGT-S25</b>	1955-57, 25 gallons, seamed frame, each	<b>\$579.00</b>
<b>5557AGT-L29</b>	1955-57, 29 gallons, seamless frame, each	<b>\$599.00</b>
<b>5557AGT-S29</b>	1955-57, 29 gallons, seamed frame, each	<b>\$599.00</b>

## STAINLESS STEEL GAS TANKS

These tanks are hand formed from 304 grade stainless and TIG welded. All tanks feature unique baffle system that will control fuel tank slosh. Each tank has baffles running front to rear, side to side and surrounding the fuel tank pickups to eliminate fuel starvation during acceleration and hard braking. All tanks include stainless steel mounting strap and/or hardware. Tanks have a brushed finish and accept aftermarket sending units (sold separately). Carbureted tanks have a 3/8" NPT fuel supply. Fuel injection tanks include fuel pump, installed, that supports up to 405HP. Fuel pumps sits in a separate chamber within the tank to eliminate starvation during low tank levels. Fuel injection tanks feature a -6AN supply and return. *Note: Gas tanks ship O/S; additional freight charges apply. Must modify spare tire well to install extra capacity gas tank.*



#SS557RC-A

<b>SS557RC-A</b>	1955-57, carbureted, seamless, 16 gallon	<b>\$705.00</b>	<b>SSA58FI</b>	1958, fuel injection, 16 gallon	<b>\$1,185.00</b>
<b>SS557RC-B</b>	1955-57, carbureted, seamed, 16 gallon	<b>\$705.00</b>	<b>SSA596C</b>	1959-60, carbureted, 16 gallon	<b>\$772.00</b>
<b>SS557RFI-A</b>	1955-57, fuel injection, seamless, 16 gallon	<b>\$1,100.00</b>	<b>SSA596FI</b>	1959-60, fuel injection, 16 gallon	<b>\$1,185.00</b>
<b>SS557RFI-B</b>	1955-57, fuel injection, seamed, 16 gallon	<b>\$1,100.00</b>	<b>SSB614C</b>	1961-64, carbureted, 15 gallon	<b>\$734.00</b>
<b>SS557XC-A</b>	1955-57, seamless, X-tra cap, carbureted, 22 gallon	<b>\$907.00</b>	<b>SSB614FI</b>	1961-64, fuel injection, 15 gallon	<b>\$1,166.00</b>
<b>SS557XC-B</b>	1955-57, seamed, X-tra cap, carbureted, 22 gallon	<b>\$907.00</b>	<b>SSB656C</b>	1965-66, carbureted, 19 gallon	<b>\$840.00</b>
<b>SS557XFI-A</b>	1955-57, X-tra cap, fuel injection, seamless, 22 gallon	<b>\$1,320.00</b>	<b>SSB656FI</b>	1965-66, fuel injection, 19 gallon	<b>\$1,215.00</b>
<b>SS557XFI-B</b>	1955-57, X-tra cap, fuel injection, seamed, 22 gallons	<b>\$1,320.00</b>	<b>SSB670C</b>	1967-70, carbureted, 19 gallon	<b>\$891.00</b>
<b>SSA58C</b>	1958, carbureted, 16 gallon	<b>\$753.00</b>	<b>SSB670FI</b>	1967-70, fuel injection, 19 gallon	<b>\$1,327.00</b>

CHEVROLET FULLSIZE



#FS55560GT-FI

**NEW**



#FS61640GT-FI



#FPK-FI



#FS65660GT-FI

**Fuel Pump Kit for Original-Style Fuel Injected Tanks**

- 255 Liters per hour - up to 600hp
- 109 Liters per hour for TBI
- 400 Liters per hour - 500-1000hp high performance

Starting at **\$190<sup>ea</sup>**

**OE STYLE GAS TANKS FOR FUEL INJECTION**

CPP carries a wide variety of fuel injection ready tanks with built-in trays and appropriate fittings. These are original fit tanks and require no modifications to mount. This is the best choice for adding a fuel injection ready tank to your classic vehicle! These come as kits and include all the necessary pieces to mount to your vehicle. Pumps and sending units sold separately.

FS55560GT-FI	1955-56	\$229.00
FS570GT-FI	1957	\$229.00
FS61640GT-FI	1961-64	\$255.00
FS65660GT-FI	1965-66	\$255.00
FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (255 liters per hour - up to 600hp)	\$220.00
LV-FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (109 liters per hour for TBI)	\$190.00
HV-FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (400 liters per hour - 500- 1000hp high performance)	\$280.00



#55560GT-S

#570GT-W

**OEM STYLE GAS TANKS**

OEM gas tanks available for your classic car or truck. Tanks are the factory dimensions and have the factory capacity. 1955-57 Chevy passenger car tanks are available with factory style bent corners (-S) and also rounded corners (-R). In some applications it may be necessary to notch rear bed cross sill 1/8"-1/4" to provide clearance for this tank. Note: Gas tanks ship O/S; additional freight charges apply.

41480GT	1941-48, (18 gallon), each	\$199.00
49520GT	1949-52, (18 gallon), each	\$199.00
53540GT	1953-54, (18 gallon), each	\$199.00
55560GT-S	1955-56, square corner (17 gallon), each	\$199.00
55560GT-R	1955-56, round corners (17 gallon), each	\$199.00
55560GT-W	1955-56, station wagon (16 gallon), each	\$199.00
570GT-S	1957, square corner (17 gallon), each	\$199.00
570GT-R	1957, round corners (17 gallon), each	\$199.00
570GT-W	1957, station wagon (16 gallon), each	\$199.00

**LS FUEL FILTER REGULATOR KIT**

These fuel regulator/filter combinations are a must with any LS engine conversion. Available in standard barb or -6AN Quick disconnect fittings. Perfect for plumbing your own fuel system.



LS9904	LS fuel filter/regulator 58 psi, each	\$35.00
LS9904-KIT	LS fuel filter/regulator 58 psi, with -6 AN quick disconnect fittings, kit	\$70.00



**NEW**

**LS FUEL LINE KIT**

Purchasing a LS style gas tank conversion? We now have a complete fuel line and regulator kit to plumb all your fuel lines in your ride. Comes with fuel hose, all fittings (standard or 45° ends), and regulator/filter combo.

LS-LINE-KIT	Fuel line kit for LS engine	\$235.00
LS-LINE-KIT45	Fuel line kit for LS engine with 2- 45 degree hose ends	\$247.00

**CHEVROLET FULLSIZE**

## GAS TANK STRAP

These galvanized steel straps, which include hardware, will hold your tank securely in place and maintain an OEM look.

<b>5557GTS-S</b>	1955-57 passenger car, kit	<b>\$35.00</b>
<b>5557GTS-W</b>	1955-57 wagon, kit	<b>\$45.00</b>



#UFPK-FI



#FPK-FI

## FUEL PUMP KITS FOR ORIGINAL-STYLE FUEL INJECTED TANKS

These high quality 8 amp/12 volt electric fuel pumps are quiet, reliable, and a must for your fuel injected engine. Kits include cushioned mounting brackets, fittings, clamps, and hardware.

<b>UFPK-FI</b>	Universal In-Tank Pump, kit	<b>\$235.00</b>
<b>FPK-FI</b>	255 Liters per hour – up to 600hp	<b>\$220.00</b>
<b>LV-FPK-FI</b>	109 Liters per hour for TBI	<b>\$190.00</b>
<b>HV-FPK-FI</b>	400 Liters per hour – 500-1000hp high performance	<b>\$280.00</b>

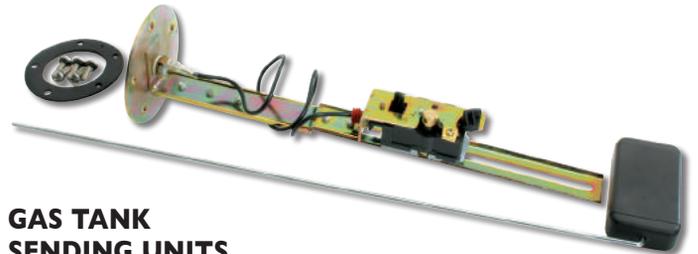
## STOCK TYPE GAS TANK SENDING UNIT

Does your gas gauge stick or give inaccurate readings? Resolve the problem by replacing your aged gas tank sending unit with our OEM quality unit.

This complete assembly installs inside the gas tank. Fits factory tanks with stock gauges.



<b>S5</b>	1955-57 passenger car, 5/16" (shown), each	<b>\$52.00</b>
<b>S3</b>	1955-57 passenger car, 3/8", each	<b>\$52.00</b>
<b>W9-516</b>	1955-57 wagon (exc. 9 passenger) 5/16", each	<b>\$48.00</b>
<b>W38</b>	1955-57 wagon (exc. 9 passenger) 3/8", each	<b>\$56.00</b>
<b>W516</b>	1955-57 9 passenger wagon, 5/16", each	<b>\$56.00</b>



## GAS TANK SENDING UNITS

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

<b>VSU-3</b>	0-30 ohm, each	<b>\$49.00</b>
<b>VSU-9</b>	0-90 ohm, each	<b>\$49.00</b>
<b>VSU-F</b>	73-10 ohm, each	<b>\$49.00</b>
<b>VSU-240</b>	240-330 ohm, each	<b>\$49.00</b>

CHEVROLET FULLSIZE



#40-CG  
39-3/4" x 16-1/4" x 7-1/2"



#48-CG  
29-1/2" x 21-1/4" x 8-1/4"



#53-CGX  
29-1/2" x 21-1/4" x 9-1/4"



#556-CG  
24-1/2" x 25" x 8"



#570-CG  
24-1/2" x 25" x 8"



#TM31-T  
38" x 15-1/8" x 11-1/8"



## TANKS INC. STEEL FUEL TANKS

For 30 years, Tanks Inc. has been manufacturing quality replacement fuel tanks for classic cars and trucks. Tanks are fully baffled tanks and have an internal reservoir tray, great for carbs and absolutely necessary for fuel injection. Tanks look like OE tanks when installed. #40CG, #48-CG and #53-CGX tanks are alloy coated steel and #556-CG, #570-CG and #TM31-T tanks are galvanized steel powdered coated silver for maximum rust protection. Accepted all 5-hole aftermarket sending units. Leak tested for your safety. Mounting hardware included.

<b>40-CG</b>	1940 Chevrolet, 14.5 gallon, die stamped steel, each	<b>\$200.00</b>
<b>48-CG</b>	1941-48 Chevrolet, 16 gallon, stock depth, fuel injection, each	<b>\$200.00</b>
<b>53-CGX</b>	1953-54 Chevrolet, 18 gallon, extra capacity, each	<b>\$200.00</b>
<b>556-CG</b>	1955-56 Chevrolet, 15.5 gallon, fuel injection, each	<b>\$200.00</b>
<b>570-CG</b>	1957 Chevrolet, 15.5 gallon, fuel injection, each	<b>\$210.00</b>
<b>TM31-T</b>	1961-64 Chevrolet Bel Air, Biscayne and Impala, 20 gallon, fuel injection, each	<b>\$225.00</b>

**EDDIE MOTORSPORTS  
BILLET HOOD HINGES**

Eddie Motorsports billet hood hinges are CNC machined to perfection. They are made of 6061-T6 billet aluminum and utilize sealed bearings for smooth and long lasting operation. These hood hinges are a great value without sacrificing quality. Available in a machined, polished or powdercoated custom color fusion-coated finish. Sold in pairs. Kits come standard with 360 lb. struts. 400 lb. also available if needed. *Note:*

*Extreme cold may affect strut performance. These hinges will not allow you to lift hood up as high as factory.*



Custom powdercoated colors available:



EMS149-30M	1955-56, Machined	\$570.00
EMS149-30P	1955-56, Polished	\$625.00
EMS149-30CC	1955-56, Custom Color (specify)	\$665.00
EMS149-31M	1957, Machined	\$570.00
EMS149-31P	1957, Polished	\$625.00
EMS149-31CC	1957, Custom Color (specify)	\$670.00
EMS149-32M	1961, Machined	\$625.00
EMS149-32P	1961, Polished	\$665.00
EMS149-32CC	1961, Custom Color (specify)	\$725.00
EMS149-33M	1962, Machined	\$625.00
EMS149-33P	1962, Polished	\$665.00
EMS149-33CC	1962, Custom Color (specify)	\$725.00

EMS149-42M	1963-64, Machined	\$475.00
EMS149-42P	1963-64, Polished	\$545.00
EMS149-42CC	1963-64, Custom Color (specify)	\$595.00
EMS149-43M	1965-67, Machined	\$475.00
EMS149-43P	1965-67, Polished	\$545.00
EMS149-43CC	1965-67, Custom Color (specify)	\$599.00
EMS149-45M	1968, Machined	\$525.00
EMS149-45P	1968, Polished	\$599.00
EMS149-45CC	1968, Custom Color (specify)	\$645.00
EMS149-44M	1970, Machined	\$525.00
EMS149-44P	1970, Polished	\$599.00
EMS149-44CC	1970, Custom Color (specify)	\$645.00



**NEW!**

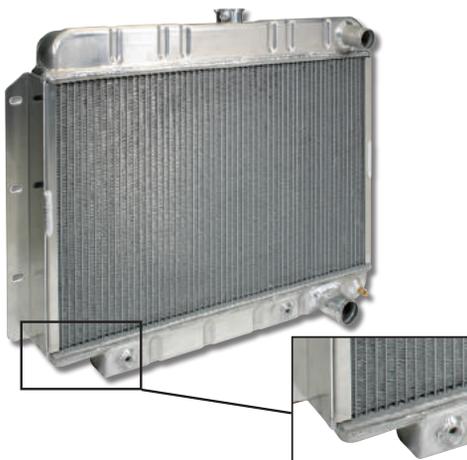
**WIDE WHEEL WELL TUBS**

These Real Deal Steel Wide Wheel Well Tubs will widen the stock steel inner rear wheel wells by 2-5/8" per side, allowing the use of 13" wide tires when used in combination with a rear spring pocket kit. (#21-131) Designed for use on hardtop and sedan body styles only and are flanged for easy weld in to existing trunk walls. *Note: requires cutting and welding.*

WWT-567	1955-57, pair	\$370.00
---------	---------------	----------

**ALUMINUM RADIATOR**

Heavy duty capacity notched radiator for use with 500 Series™ box. Lower tank is notched to provide clearance for 500 Series™.



ALO10282ANDZ	1959-63, 2 row, each	\$399.00
--------------	----------------------	----------



**NEW!**

**AMERICAN AUTOWIRE  
CLASSIC UPDATE SERIES WIRING KIT**

Classic Update complete wiring kits are made for the automotive enthusiast who wants some modern amenities in their classic vehicle. These kits include everything you need to modernize your classic vehicle: Headlight, dimmer, and ignition switches; boots, tubes and grommets; fuses, relays, and flashers; original connectors, terminals, and disconnects. Classic update wiring systems are made for specific make/model/year vehicles and are currently available in 27 kits. *Note: These kits are designed for MODIFIED original vehicles, not OEM restoration projects.*

500423	1955-56 Chevy Passenger, Wagon, Nomad, kit	\$499.00
500434	1957 Chevy Passenger, Wagon, Nomad, kit	\$499.00
510217	1959-60 Impala, kit	\$582.00
510063	1961-64 Impala, kit	\$599.00
510360	1965 Impala, kit	\$685.00
510372	1966-68 Impala, kit	\$635.00



CHEVROLET FULLSIZE