

# OTHER CUSTOMS

Cadillac, Corvette, Lincoln, Mopar & Dodge

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Shown with powdercoated caliper upgrade

#6168CBK-13

**BIG BRAKE COMPLETE FRONT BRAKE KIT**

The 13" front system uses a 13" cross-drilled, gas slotted and zinc washed rotor, mounted to a 2024 T6 billet aluminum CNC machined anodized hub and a PBR C15 caliper that attaches to the spindle with CPP custom caliper mounting brackets. PBR C15 calipers have twin 52mm pistons and a larger brake pad surface area that offers about 60% more stopping power in the caliper than the popular C5 caliper at half the cost. Big Brake kits require larger diameter disc brake type wheels: our 13" kit requires 17" wheels. (easy-to-use wheel template available online).

<b>6168CBK-13</b>	1961-68 Cadillac, kit	<b>\$1,134.00</b>
<b>6163CBK-13</b>	1961-63 Lincoln, kit	<b>\$1,134.00</b>

**OTHER GM BIG BRAKE WHEEL KITS**

CPP introduces its own line of front 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 require larger diameter disc brake type wheels: our 13" kit requires 17" wheels. (easy-to-use wheel template available).



Shown with powdercoated caliper upgrade

#5055WBK-13

<b>5055WBK-13</b>	1950-55 Cadillac, kit	<b>\$799.00</b>
<b>5760WBK-13</b>	1957-60 Cadillac, kit	<b>\$799.00</b>
<b>6168WBK-13</b>	1961-68 Cadillac, kit	<b>\$799.00</b>
<b>5557WBK-13PON</b>	1955-57 Pontiac, kit	<b>\$799.00</b>

**NEW!**

Shown with powdercoated caliper upgrade

<b>6164WBK-P13</b>	1961-64 Lincoln Continental, kit	<b>\$799.00</b>
<b>6569WBK-P13</b>	1965-69 Lincoln, kit	<b>\$799.00</b>

**LINCOLN BIG BRAKE WHEEL KIT**

CPP introduces its own line of front 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 require larger diameter disc brake type wheels: our 13" kit requires 17" wheels. (easy-to-use wheel template available).

**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





\*Shown with optional upgraded rotors



#A6374CBK-S

\*Shown with optional upgraded rotors



#6374CBK-S

## MOPAR COMPLETE FRONT BRAKE KIT

Everything needed to add power disc brakes to your "A", "B" or "E" body Mopar. Includes: spindles, brackets, dust shields, loaded calipers, rotors, bearings, seals, hoses, booster/master/proportioning valve assembly and mounting hardware. Note: Booster is designed to fit original manual brake applications. Original power brake vehicles may require extensive modifications.

<b>6374CBK-S</b>	1963-74 "B" & "E" body (5x4.5 bolt pattern), kit	<b>\$599.00</b>
<b>A6374CBK-S</b>	1963-74 "A" body (5x4.5 bolt pattern), kit (includes upper arms and lower ball joints)	<b>\$899.00</b>

\*Shown with optional upgraded rotors and hoses.



#5055WBK-S



#5557WBK-PON

## OTHER GM WHEEL BRAKE KIT

This kit contains everything at the spindle needed to change your Cadillac or classic Pontiac's drum brakes to disc brakes while retaining the stock spindles. Kit includes rotors, calipers, caliper brackets, bearings, seals, spindle nuts, dust caps, brake hoses and banjo bolts. Caliper bracket kit also available separately for 1961-68 models.

<b>5055WBK-S</b>	1950-55 Cadillac, kit	<b>\$599.00</b>
<b>5760WBK-S</b>	1957-60 Cadillac, kit	<b>\$599.00</b>
<b>6168WBK-S</b>	1961-68 Cadillac, kit	<b>\$599.00</b>
<b>5557WBK-PON</b>	1955-57 Pontiac, kit	<b>\$599.00</b>



## CADILLAC DISC BRACKET KIT

Convert your Cadillac to disc brakes with our bracket kit. A true bolt-on kit using the factory holes on the spindle. Blanchard ground to exact specs. Allows for perfect caliper fit. Includes caliper brackets, and mounting hardware.

<b>6168DBK</b>	1961-68, 12", kit	<b>\$129.00</b>
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## 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

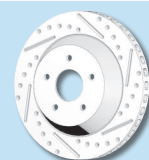


## Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:

+ \$200 for 4 Wheel

+ \$100 for Front or Rear only



\*Shown with optional  
upgraded rotors and  
hoses.



6374SWBK-S

1963-74 "B" &amp; "E" body (5x4.5 bolt pattern), kit

\$399.00



### MOPAR MINI™ DISC KITS

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

6374SDBK

1963-74 "B" &amp; "C" body, kit

\$249.00



### MOPAR DISC BRAKE DUST SHIELDS

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

DS-M

1963-74 B and E body, pair

\$39.00

### 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

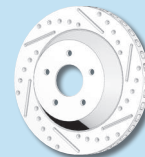


### Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:

+ \$200 for 4 Wheel

+ \$100 for Front or Rear only



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

<http://www.cpptalk.com/ShopTalkSite/index.html>





# BRAKES

Shown with powdercoated  
caliper upgrade



## REAR BIG BRAKE KITS

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".*

<b>5768RWBK-P12</b>	1957-68 Cadillac, kit	<b>\$699.00</b>
<b>6169RWBK-P12</b>	1961-69 Lincoln, kit	<b>\$699.00</b>

OTHER CUSTOMS CADILLAC, CORVETTE, LINCOLN, MOPAR & DODGE

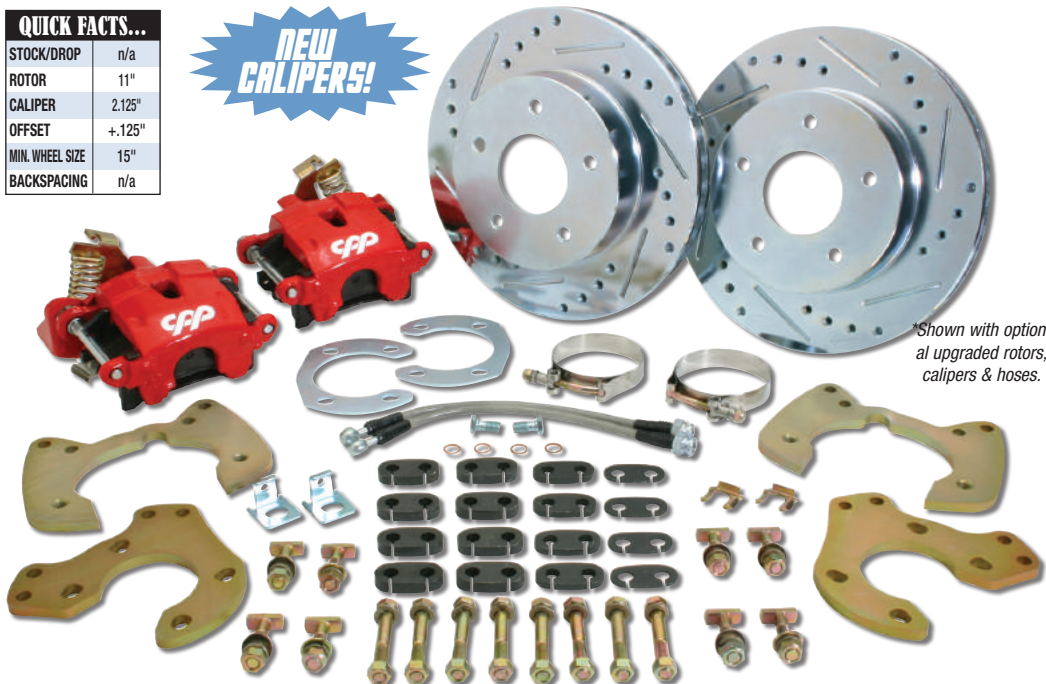
**Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.**

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



## 9" FORD 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.*



Shown with optional upgraded rotors, calipers & hoses.

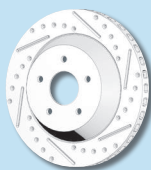
<b>CP2105-38-5412</b>	Ford passenger car 9" (4.5 bolt pattern), 3/8" flange bolts, kit	<b>\$599.00</b>
<b>CP2105-38-5434</b>	Ford passenger car 9" (4.75 bolt pattern), 3/8" flange bolts, kit	<b>\$599.00</b>
<b>CP2105-50-5412</b>	Ford passenger car 9" (4.5 bolt pattern), 1/2" flange bolts, kit	<b>\$599.00</b>
<b>CP2105-50-5434</b>	Ford passenger car 9" (4.75 bolt pattern), 1/2" flange bolts, kit	<b>\$599.00</b>
<b>CP2505-38-5512</b>	Ford truck 9" w/ 3/8" flange bolts (5.5 bolt pattern), kit	<b>\$599.00</b>
<b>CP2505-38-5500</b>	Ford truck 9" w/ 3/8" flange bolts (5x5 bolt pattern), kit	<b>\$599.00</b>
<b>CP2505-38-6512</b>	Ford truck 9" w/ 3/8" flange bolts (6 lug bolt pattern), kit	<b>\$599.00</b>
<b>CP2505-50-5512</b>	Ford truck 9" w/ 1/2" flange bolts (5.5 bolt pattern), kit	<b>\$599.00</b>
<b>CP2505-50-5500</b>	Ford truck 9" w/ 1/2" flange bolts (5x5 bolt pattern), kit	<b>\$599.00</b>
<b>CP2505-50-6512</b>	Ford truck 9" w/ 1/2" flange bolts (6 lug bolt pattern), kit	<b>\$599.00</b>

## Add "-UG" to any kit

for drilled/slotted rotors and stainless hoses:

**+ \$200 for 4 Wheel**

**+ \$100 for Front or Rear only**



## 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

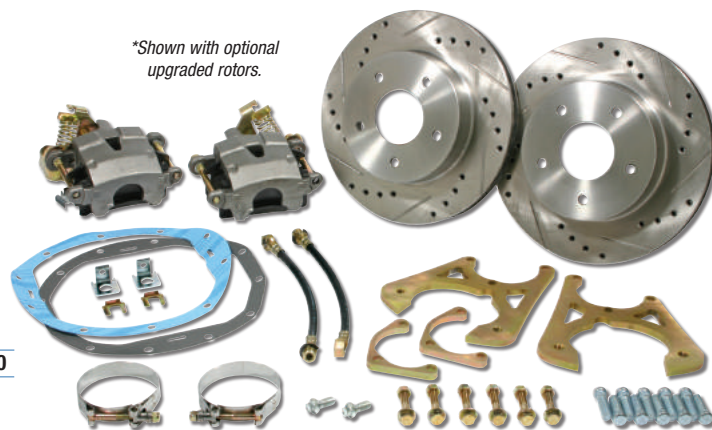


## GM 10 AND 12 BOLT CHEVY REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits 10 or 12 bolt axle.

### GM 10 or 12 BOLT REAR END:

1012RBP	1964-77, kit	\$499.00
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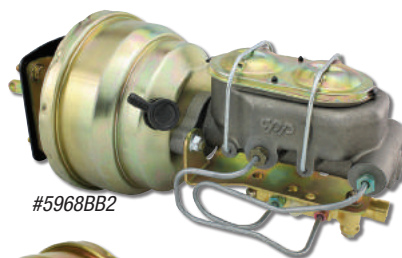


\*Shown with optional upgraded rotors.

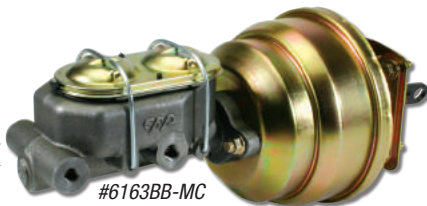
#6374BB2



#5968BB2



#6163BB-MC



## FIREWALL BRAKE BOOSTER KITS

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster and 3/16" mounting brackets, linkage to connect to the pedal, firewall seal, and master cylinder. Disc/drum and disc/disc kits also include proportioning valve and bracket assembly. Kits available in 7", 8", 9" or 11" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. Note: #6163BB-MC includes proportioning valve assembly. Mopar boosters are designed for original manual applications. Power brake vehicles may require extensive modifications.

ASK ABOUT CHROME UPGRADES!

6163BB-MC	1961-63 Lincoln, kit	\$299.00
6374BBD	1963-74 Mopar drum/drum, kit	\$299.00
6374BB2	1963-74 Mopar disc/drum, kit	\$299.00

6374BB4	1963-74 Mopar disc/disc, kit	\$299.00
5968BB2	1959-68 Cadillac disc/drum, kit	\$299.00
5968BB4	1959-68 Cadillac disc/disc, kit	\$299.00

## MOPAR PERFORMANCE MASTER CYLINDER

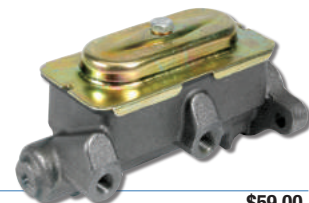
Aluminum 2 hole; 1.031 bore replacement for original 4 bolt master cylinder. Use #MCA-M adapter bracket below.



M-83028	1963-74 Mopar	\$79.00
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## CORVETTE MASTER CYLINDERS

Original fit and finish, all brand new masters.



M-C100-LV	1953-62 Corvette, 1" bore	\$59.00
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## MOPAR ADAPTER BRACKET

Adapt your original 4 bolt master cylinder to 2 bolt performance-style. Use with #M-83028 master cylinder shown above.



MCA-M	1963-74 Mopar	\$29.00
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## CORVETTE MANUAL MASTER CYLINDER ADAPTER

Conversion kit to replace your 1953-1962 Corvette's original master cylinder with a new dual master cylinder. No firewall alteration is necessary. Designed to be used with CPP master cylinder #M-C100-LV or similar low profile design master cylinder. Includes: adjustable push rod, master cylinder mounting bracket and mounting hardware.



5362MCA	kit	\$99.00
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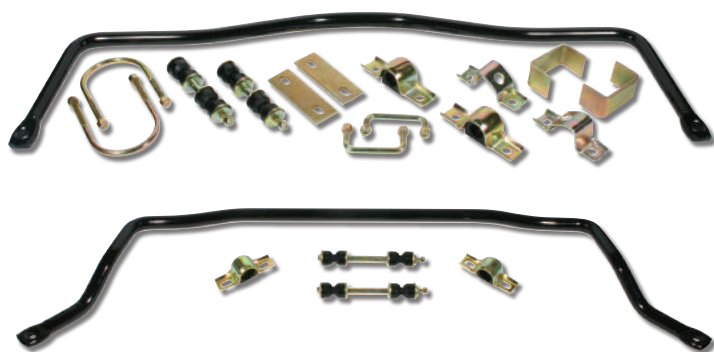
## Power Disc Booster Install Kit

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







## STOCK SUSPENSION SWAY BARS

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

### FRONT:

CP855	1953-62 Corvette, 7/8" bar, kit	\$149.00
CP760	1963-82 Corvette, 1-1/8" bar, kit	\$149.00
CP761	1963-82 Corvette, 1-1/4" bar, kit	\$149.00
CP149	1970-74 Challenger/Barracuda, 1970 Charger, 1" bar, kit	\$149.00
CP595	1970-74 Challenger/Barracuda, 1970 Charger, 1-1/8" bar, kit	\$149.00
CP2046	1967-69 Continental, 1-1/8" bar, kit	\$149.00
CP2052	1948-53 Cadillac, 1" bar, kit	\$149.00
CP5042	1954-57 Cadillac, 1-1/8" bar, kit	\$189.00
CP2292	1958-60 Cadillac, 1" bar, kit	\$149.00
CP897	1965-76 Cadillac, 1" bar, kit	\$149.00

### REAR:

CP452	1955-57 Corvette - 7/8" bar, kit	\$149.00
CP913	1958-64 Corvette - 1" bar, kit	\$139.00
CP907	1965-70 Corvette - 1" bar, kit	\$149.00
CP261	1970-74 Challenger, 3/4" bar, kit	\$149.00
CP674	1970-74 Challenger, 7/8" bar, kit	\$149.00



## 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.

B202	Mopar, front, ea.	\$169.00
B217	Mopar, rear (upper mount = tube/poly), ea.	\$184.00
B232	Mopar, rear, (upper mount = eye/poly) ea.	\$174.00



**NEW!**

## MOPAR FRONT END KITS

Kits include upper and lower ball joints, inner and outer tie rods, tie rod sleeves, poly control arm and strut rod bushing.

### RUBBER KITS:

6369SFK-RADI	1963-69 "A" Body with original disc	\$269.00
6369SFK-RADR	1963-69 "A" Body with original drum	\$269.00
7072SFK-RADI	1970-72 "A" Body with original disc	\$289.00
7072SFK-RADR	1970-72 "A" Body with original drum	\$289.00
65SFK-RB	1965 "B" Body	\$189.00
6669SFK-RB	1966-69 "B" Body	\$189.00
7074SFK-RE	1970-72 "B" Body, 1970-74 "E" Body, 1973-76 "A" Body	\$189.00

### POLYPLUS™ KITS:

6369SFK-PADI	1963-69 "A" Body with original disc	\$299.00
6369SFK-PADR	1963-69 "A" Body with original drum	\$299.00
7072SFK-PADI	1970-72 "A" Body with original disc	\$319.00
7072SFK-PADR	1970-72 "A" Body with original drum	\$319.00
65SFK-PB	1965 "B" Body	\$219.00
6669SFK-PB	1966-69 "B" Body	\$219.00
7074SFK-PE	1970-72 "B" Body, 1970-74 "E" Body, 1973-76 "A" Body	\$219.00



## 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	1956-60 Cadillac, front, each	\$185.00
22149859	1965-70 Cadillac, front, each	\$185.00
22149850	1953-62 Corvette, front, each	\$185.00
22159846	1963-82 Corvette, front, each	\$185.00
22169856	1965-72 Charger, 1968-70 B-body & 1970-74 E-body, front, each	\$185.00
22149858	1973-76 Charger, front, each	\$185.00
22199850	1956-64 Cadillac, rear, each	\$185.00
22199841	1965-70 Cadillac, rear, each	\$185.00
22189845	1953-62 Corvette, rear, each	\$185.00
22149857	1963-82 Corvette, rear, each	\$185.00
22199867	1965-76 Charger, 1968-70 B-body & 1970-74 E-body, rear, each	\$185.00

**CF SERIES DRAG SHOCKS**

CF Series 90/10 were designed for cars with midrange power and performance in mind. Built with the softest rate of rebound on the market today, it allows the front end of your race car come up as easily as possible which equates to a better weight transfer and more weight over your rear tires. These springs also have dual rate compression valving. The built-in high speed compression valving will keep your front end from bottoming out on hard landings. Once you're out of the hole, low speed compression is active and a softer valving allows the front end to settle at the top end.

<b>CF42103</b>	1960-66 Plymouth Valiant, pair	<b>\$118.00</b>
<b>CF35093</b>	1960-71 Mercury Comet/Cyclone, pair	<b>\$118.00</b>
<b>CF42103</b>	1960-76 Plymouth Scamp, pair	<b>\$118.00</b>
<b>CF42103</b>	1962-64 Plymouth Savoy, pair	<b>\$118.00</b>
<b>CF42103</b>	1962-76 Dodge Demon, pair	<b>\$118.00</b>
<b>CF42103</b>	1962-78 Plymouth Fury, pair	<b>\$118.00</b>
<b>CF42103</b>	1963-76 Dodge Dart, Swinger, pair	<b>\$118.00</b>
<b>CF42103</b>	1964-74 Plymouth Barracuda/Cuda, pair	<b>\$118.00</b>
<b>CF42103</b>	1965-70 Plymouth Belvedere, pair	<b>\$118.00</b>
<b>CF42103</b>	1965-72 Dodge Coronet, pair	<b>\$118.00</b>
<b>CF42103</b>	1965-72 Plymouth Satellite, pair	<b>\$118.00</b>
<b>CF42103</b>	1965-73 Dodge Polara, pair	<b>\$118.00</b>
<b>CF42103</b>	1965-78 Dodge Monaco, pair	<b>\$118.00</b>
<b>CF42103</b>	1966-72 Dodge Charger, pair	<b>\$118.00</b>
<b>CF42103</b>	1967-71 Plymouth GTX, pair	<b>\$118.00</b>
<b>CF35093</b>	1967-73 Mercury Cougar, pair	<b>\$118.00</b>
<b>CF42103</b>	1968-72 Plymouth Road Runner, pair	<b>\$118.00</b>
<b>CF42103</b>	1970-74 Dodge Challenger, pair	<b>\$118.00</b>
<b>CF42103</b>	1970-76 Plymouth Duster, pair	<b>\$118.00</b>
<b>CF42103</b>	1975-76 Dodge Royal Monaco, pair	<b>\$118.00</b>
<b>CF42103</b>	1975-77 Plymouth Grand Fury, pair	<b>\$118.00</b>
<b>CF44070</b>	1976-80 Dodge Aspen, pair	<b>\$118.00</b>
<b>CF44070</b>	1976-80 Plymouth Volare, pair	<b>\$118.00</b>
<b>CF43093</b>	1994-03 Dodge Dakota/RT Truck, pair	<b>\$118.00</b>

**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).*

<b>5564COK-DA</b>	1963-67 Corvette, Dual Adjustable, pair	<b>\$449.00</b>
<b>CPSPAN-K</b>	Spanner Wrench & Thrust Bearing Kit (required when installing coil over system)	<b>\$39.00</b>

**9-WAY ADJUSTABLE SHOCKS**

The 9-way adjustable twin tube design has what you need for all around best performance and maximum consistency. These dampers allow you to control separation through their external dial and is great for helping control rear body separation keeping the tires completely planted.

<b>CR22142</b>	1960-66 Plymouth Valiant, pair	<b>\$238.00</b>
<b>CR44130</b>	1960-71 Mercury Comet/Cyclone, pair	<b>\$238.00</b>
<b>CR22142</b>	1960-76 Plymouth Scamp, pair	<b>\$238.00</b>
<b>CR22142</b>	1962-64 Plymouth Savoy, pair	<b>\$238.00</b>
<b>CR22142</b>	1962-76 Dodge Demon, pair	<b>\$238.00</b>
<b>CR22142</b>	1962-78 Plymouth Fury, pair	<b>\$238.00</b>
<b>CR22142</b>	1963-76 Dodge Dart, pair	<b>\$238.00</b>
<b>CR22142</b>	1964-74 Plymouth Barracuda/Cuda, pair	<b>\$238.00</b>
<b>CR22142</b>	1965 Plymouth Belvedere, pair	<b>\$238.00</b>
<b>CR22142</b>	1965-73 Dodge Polara, pair	<b>\$238.00</b>
<b>CR22150</b>	1965-74 Plymouth Satellite, pair	<b>\$238.00</b>
<b>CR22142</b>	1965-76 Dodge Coronet, pair	<b>\$238.00</b>
<b>CR22142</b>	1966-70 Plymouth Belvedere, pair	<b>\$238.00</b>
<b>CR22142</b>	1967-71 Plymouth GTX, pair	<b>\$238.00</b>
<b>CR44130</b>	1967-73 Mercury Cougar, pair	<b>\$238.00</b>
<b>CR22142</b>	1967-78 Dodge Charger, pair	<b>\$238.00</b>
<b>CR22142</b>	1968-75 Plymouth Road Runner, pair	<b>\$238.00</b>
<b>CR22142</b>	1970-74 Dodge Challenger, pair	<b>\$238.00</b>
<b>CR22142</b>	1970-76 Plymouth Duster, pair	<b>\$238.00</b>
<b>CR22142</b>	1975-77 Plymouth Grand Fury, pair	<b>\$238.00</b>
<b>CR24116</b>	1976-80 Dodge Aspen, pair	<b>\$238.00</b>
<b>CR24116</b>	1976-80 Plymouth Volare, pair	<b>\$238.00</b>

**TUBULAR & STOCK-TYPE CONTROL ARMS**

Factory stamped style with ball joints and upgraded tubular available.

**TUBULAR:**

<b>A6374WBIK-T</b>	Mopar, kit	<b>\$399.00</b>
<i>*Kit required to install "B" and "E" body disc brake kits on your "A" body</i>		
<b>6374TCA-UKS-BE</b>	1963-74 "B" and "E" body, silver, pair	<b>\$349.00</b>
<b>6374TCA-UKB-BE</b>	1963-74 "B" and "E" body, black, pair	<b>\$349.00</b>
<i>Includes tubular control arms, a must when installing the "B" and "E" body kit on your "A" body Mopar.</i>		

**STOCK:**

<b>A6374WBIK*</b>	Mopar, kit (included with #A6374CBK-S)	<b>\$299.00</b>
<i>*Kit required to install "B" and "E" body disc brake kits on your "A" body</i>		
<b>6374SCA-UK-BE</b>	1963-74 "B" & "E" body, pair	<b>\$249.00</b>
<b>6374SCA-UK</b>	1963-74 "A" body, pair	<b>\$249.00</b>





**NEW!**

## TUBULAR ARMS FOR MERCURY

Now available as a bolt-in with no modification required tubular control arm set for 1949-51 Mercury fullsize cars; these eliminate stock king pin style spindles allowing the use of newer style braking, traditional front end alignment and much better handling and ride. They come complete with cross-shafts, ball joints and mounting hardware. Powder coated black ready to install. Allows the use of CPP Granada spindles and brakes see page 65.

<b>M4951TCA-ULK-B</b>	1949-51 Mercury, upper & lower, kit	<b>\$799.00</b>
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## 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.

<b>4200</b>	1963-74 Dart, 1964-69 Cuda, 1970-76 Duster, kit	<b>\$339.00</b>
<b>4210</b>	1965 Coronet, 1974 Charger, 1974-75 Roadrunner, kit	<b>\$339.00</b>
<b>4220</b>	1966-73 Charger, 1966-76 Coronet, 1970-74 Challenger, kit	<b>\$339.00</b>



**NEW!**

## CALVERT SPLIT MONO LEAF SPRINGS



Calvert Racing's Split Mono-Leafs are used by drag race enthusiast across the nation, that demand nothing but the best performance! Each leaf spring comes complete with aluminum bushings in front eyes, and urethane bushings in rear eyes. Various ride height options as well as 200lb. - 225lb. spring rates are available. Calvert leaf springs are substantially lighter than multileaf springs for unsprung weight savings. They also feature heavy-duty alignment spring clamps. Designed to work in conjunction with CalTracs (see traction bars at right).

<b>420-34</b>	1964-69 Barracuda, 1960-66 Valiant, 1970-76 Duster, pair	<b>\$398.00</b>
<b>421-35</b>	1974-75 Roadrunner, pair	<b>\$398.00</b>
<b>422-35</b>	1965-70 Fury, 1967-71 GTX, 1968-73 Roadrunner, 1970-74 Barracuda, pair	<b>\$398.00</b>



#13027199

**ridetech**  
Air Ride Technologies

## 4-LINK BY RIDETECH

The RideTech Bolt-On 4-Link installs onto the OEM leafspring mounts of your prized musclecar. No cutting, no fabrication, just four small tabs to weld to the axle for your upper bars. The ride height of your car is typically lowered by approximately 2". The ride quality is dramatically improved over stock... instead of a wallowing soft ride you'll experience a crisp, controlled ride quality that will inspire more confidence for performance driving. The area of largest improvement is the handling and cornering performance. The system eliminates the OEM leafspring and replaces them with a 4 link rear suspension. The 4 link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners.

<b>13017199</b>	1968-70 Chrysler B-Body, bolt on	<b>\$1,475.00</b>
<b>13017179</b>	1968-70 Chrysler B-Body, heim joint	<b>\$1,475.00</b>
<b>13027199</b>	1970-74 Mopar E-Body, bolt on	<b>\$1,475.00</b>
<b>13027179</b>	1970-74 Mopar E-Body, heim joint	<b>\$1,475.00</b>



The benefits of an air spring are many; adjustable ride height, variable spring rate, and improved ride quality. Our air systems include impact forged monotube shocks and high endurance airbags that provide superior performance that you would expect from our coil based systems. Air suspension systems may take a little extra work to setup, but it's a small price to pay for ultimate adjustability.



Cadillac - Level 1



Lincoln - Level 1



Mopar - Level 1

## AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 1

The Level 1 system features pre-adjusted shocks that are dialed in to provide a great ride quality and improved handling over stock. The Level 1 Air system is also equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great economical choice for improving ride quality for your cruiser and is an easy way to install an air suspension that will allow you to lower your stance.

11090199	1958-60 Cadillac, Level 1 kit	\$2,550.00
11100199	1961-64 Cadillac, Level 1 kit	\$2,550.00
11110199	1965-70 Cadillac, Level 1 kit	\$2,550.00
12060199	1964-69 Lincoln, Level 1 kit	\$3,400.00
13010199	1968-70 Mopar, Level 1 kit	\$4,150.00
13020199	1970-74 Mopar, Level 1 kit	\$4,150.00



Cadillac - Level 2



Lincoln - Level 2



Mopar - Level 2

## AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 2

Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, StrongArm control arms, as well as the RidePRO Digital fully programmable electronic control system for air systems. The Level 2 package 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.

**Note: Rear ShockWave Systems only fit 1964-69 cars.**

11090299	1958-60 Cadillac, Level 2 kit	\$3,350.00
11100299	1961-64 Cadillac, Level 2 kit	\$3,350.00
11110299	1965-70 Cadillac, Level 2 kit	\$3,350.00
12060299	1964-69 Lincoln, Level 2 kit	\$4,100.00
13010299	1968-70 Mopar, Level 2 kit	\$5,250.00
13020299	1970-74 Mopar, Level 2 kit	\$5,250.00

### RECOMMENDED ALIGNMENT SPECS:

CAMBER:  
0.5 to 1 degree negative

CASTER:  
3-5 degrees

TOE:  
1/16" - 1/8" toe in





**COMES WITH:**  
8-Position Tilt  
Self-Canceling Turn Signals  
4-Way Flashers  
Knobs & Levers  
Year-specific Wire Plug  
3/4"DD Extendable Lower Shaft  
Fully Collapsible  
Model Specific Floor Mount  
Wiring Harness Adaptor  
Provisions for Mounting Brackets  
Ignition & Relay Pack ('73 only)

## IDIDIT "RETROFIT SERIES" TILT FLOOR SHIFT STEERING COLUMNS FOR CHRYSLER B-BODY

**NEW!**

This retrofit column is designed to fit your Chrysler B-Body and does NOT require modification to your original vehicle to install. ididit's 1967-69 & 1973 Chrysler B-Body tilt columns will bolt right in to your manual box, power box (with a rag joint) or rack & pinion system. These columns are fully collapsible and come complete with a custom made floor mount, wiring adaptor, and the provisions for mounting brackets. Simply remove your old column, saving your original under dash mount. For quick and easy installation, use an ididit installation kit and install your new steering column in place of the old. Using an adaptor, add an aftermarket wheel and the gripping surface of the new wheel will be in the same location as the original.

1300840010	1967-73 Chrysler B-Body, paintable steel, kit	\$750.00
1300840020	1967-73 Chrysler B-Body, chrome, kit	\$873.00
1300840051	1967-73 Chrysler B-Body, black powder coated, kit	\$873.00
1620870010	1973 Chrysler B-Body, paintable steel, with key, kit	\$897.00
1620870020	1973 Chrysler B-Body, chrome, with key, kit	\$1,020.00
1620870051	1973 Chrysler B-Body, black powder coated, with key, kit	\$1,020.00
1626870010	1973 Chrysler B-Body, paintable steel, with Touch-N-GO, kit	\$1,281.00
1626870020	1973 Chrysler B-Body, chrome, with Touch-N-GO, kit	\$1,404.00
1626870051	1973 Chrysler B-Body, black powder coated, with Touch-N-GO, kit	\$1,404.00



## IDIDIT "RETROFIT SERIES" TILT FLOOR SHIFT STEERING COLUMNS

**NEW!**

Got a Mopar? We've got you covered! This retrofit column is designed to fit your 1970-74 Chrysler E-Body Cuda/Challenger and does NOT require modification to your original vehicle to install. This column will easily bolt to your manual stock box, power box, or rack & pinion system all with the simple change of a single U-Joint. This column is unique in the fact that it has the ability to fully collapse in 3 different areas, making it the safest aftermarket column you can buy. For flawless installation, pre-welded underdash mounts, and a floor mount are included with every column. Also included with each column is our "easy effort" keyed ignition or you can upgrade to our advanced Touch-N-Go start keyless ignition system. Do you want to use your OE Tuff Grip steering wheel or reproduction wheel? ididit gives you the option to include our specially designed Cuda/Challenger Steering Wheel Adaptor with your column order (use "1970-74 w/OE wheel adaptor" part numbers).

**COMES WITH:**  
8-Position Tilt  
Self-Canceling Turn Signals  
4-Way Flashers  
Knobs & Levers  
Year-specific Wire Plug  
3/4"DD Extendable Lower Shaft  
Fully Collapsible  
Model Specific Floor Mount  
Wiring Harness Adaptor  
Provisions for Mounting Brackets  
Ignition & Relay Pack ('73 only)

1620810010	1970-74 Cuda/Challenger, paintable steel, with key, kit	\$897.00
1620810020	1970-74 Cuda/Challenger, chrome, with key, kit	\$1,020.00
1620810051	1970-74 Cuda/Challenger, black powder coated, with key, kit	\$1,020.00
1620820010	1970-74 Cuda/Challenger, paintable steel, with key & OE wheel adaptor, kit	\$964.00
1620820020	1970-74 Cuda/Challenger, chrome, with key & OE wheel adaptor, kit	\$1,124.00
1620820051	1970-74 Cuda/Challenger, black powder coated, with key & OE wheel adaptor, kit	\$1,124.00
1626810010	1970-74 Cuda/Challenger, paintable steel, with Touch-N-GO, kit	\$1,238.00
1626810020	1970-74 Cuda/Challenger, chrome, with Touch-N-GO, kit	\$1,360.00
1626810051	1970-74 Cuda/Challenger, black powder coated, with Touch-N-GO, kit	\$1,360.00
1626820010	1970-74 Cuda/Challenger, paintable steel, with Touch-N-GO & OE wheel adaptor, kit	\$1,304.00
1626820020	1970-74 Cuda/Challenger, chrome, with Touch-N-GO & OE wheel adaptor, kit	\$1,465.00
1626820051	1970-74 Cuda/Challenger, black powder coated, with Touch-N-GO & OE wheel adaptor, kit	\$1,465.00



## 400 Series™

**NEW**

### POWER STEERING CONVERSION KIT FOR 1961-69 DODGE

This brand new 400 Series™ box adds power steering with a sporty 3-1/2 turns lock-to-lock making your old truck fun to drive again. Our box mounts in the same factory location as the original box making it a true bolt-in design. No fabrication. This kit includes the power steering box, column floor mount, pitman arm, and all the hardware you need making this a simple bolt-in conversion. *Note: Rag joint and Saginaw power steering hose kit sold separately.*

6169PSK-400D 1961-69 Dodge, kit

\$499.00

### STEERING COUPLER

Steel single universal joint and vibration reducer combination. Fits stock Mopar columns to Borgeson conversion box. Includes drill bit and pins for installation. Stock column must be cut / shortened for installation.



**NEW**

036425 each

\$124.00



**NEW**

## 500 Series™

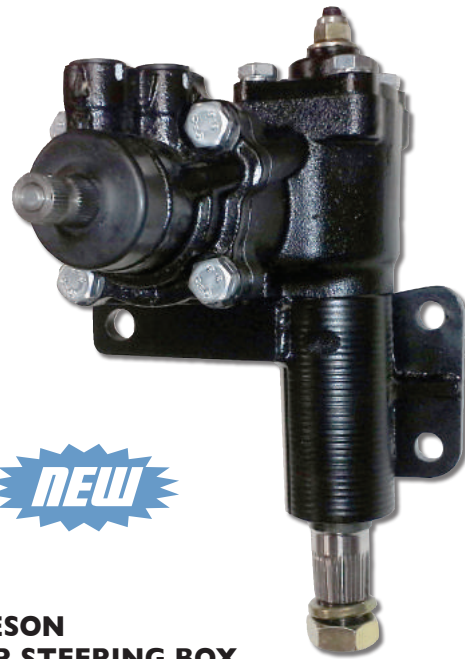
### STEERING BOXES

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.

*Notes: All power boxes use inverted flare hoses.*

CP50004 1965-96, 500 Series™, 14:1 ratio, each

\$379.00



**NEW**

### BORGESON POWER STEERING BOX

Borgeson Universal has now developed and is producing a modern quick 14:1 ratio power steering conversion box for the 1962-1979 Mopar cars with a 1-1/8" sector shaft. This Borgeson conversion box is a new modern power steering gearbox that has undergone extensive modifications to be a direct bolt in for 1962-1979 Mopars. The Borgeson conversion box will fit with NO modifications to the stock frame or K-member and is a direct bolt in to the factory mounting location with only minor steering column modifications.

800126 1962-72 Mopar with 1-1/8" sector shaft

\$597.00

800127 1962-72 Mopar with 1-1/4" sector shaft

\$598.00

**NEW**

### PUMP BRACKET

Power steering pump bracket for attaching a Saginaw style P/S pump to Mopar 318/340/360. With hardware.



802412 each

\$68.00

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showroom...



For directions and hours,  
see the inside front  
cover of this catalog or  
visit us online @  
[www.classicperform.com](http://www.classicperform.com)





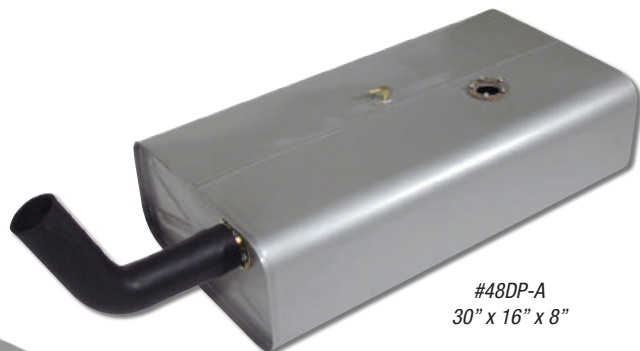
#TM33A-T  
38" x 15-3/4" x 11-3/4"



#35M  
37" x 18" x 7"



#37M  
37" x 18" x 7"



#48DP-A  
30" x 16" x 8"



#TM37G-T  
37-1/4" x 30" x 7-3/4"



## TANKS INC. STEEL FUEL TANKS

For 30 years, Tanks Inc. has been manufacturing quality replacement fuel tanks for classic cars and trucks. Tanks feature EFI-style internal baffling and extra large 4.3 liter internal fuel tray to prevent fuel pump starvation. Includes 2-piece neck design that simply connects with supplied 2" ID rubber hose. Fuel pump and sender are recessed in the tank for easy installation with no modification needed to your car. Tanks look like OE tanks when installed. 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.

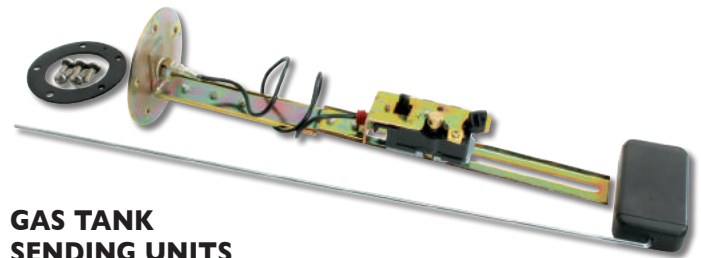
TM33A-T	1963-67 Corvette, 18 gallon, fuel injection, each	\$275.00
35M	1935-36 Dodge & Plymouth, 16 gallon, polyethylene, each	\$235.00
37M	1937-39 Dodge & Plymouth, 16 gallon, polyethylene, each	\$235.00
48DP-A	1941-48 Dodge & Plymouth, 15 gallon, aluminized steel, each	\$230.00
TM37G-T	1964-67 Oldsmobile Cutlass, 442, fuel injection, each	\$255.00



### 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>



### 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>\$69.00</b>

# We Design It...We Make It... You Benefit!



Read more on our design and manufacturing facilities page 2

The best parts at the best price!