

Dealer Update

Steering, Brakes & Suspension

SEMA 2024 ISSUE

What's New For 2024?

SCAN QR CODE



2024 SEMA is upon us, and we can't believe how quickly these past two years have come and gone. Since we last saw you, Classic Performance Products, Inc. (CPP) has focused on expansion and innovation. Last time we chatted, we talked about some of our latest products in the works, and we are happy to say we have accomplished so much since the last time we saw you all. The launch of our 1.5" shortened '67-'72 C10 steering column has been an immense success, quickly becoming the best-selling column we have on the market. Since our last SEMA, we have officially broken into electronic brake solutions, expanded our Totally Tubular control arm line, created all new conversion kits, and our C10 steering product line got a new family member, among many more! We can't wait to show you all we have accomplished and have in the works.

CPP's roots were established in brake components, and 30 years later, we are still expanding our brake system product line. At C10 Nationals Texas 2024, we debuted our new Electronic Brake Booster, named E-Booster. With our new E-Booster product line, our customers are no longer bound by the need for engine vacuum or power steering to have powerful braking and a dynamic brake pedal. Currently, we are offering direct-fit E-Booster kits for year-specific Chevy Full Size, Chevelle, Camaro, Nova, C10, Ford Trucks, and Old Body Style (OBS) GM Trucks. We also provide universal kits for two- and four-bolt applications and plan to continue making year-specific kits. We are thrilled to have you join us on our journey into the rapidly growing market of electric power brakes, all at a competitive price point!

In 2023, CPP received a unique request from renowned car builder Bobby Alloway to design control arms that could accommodate wider wheels. Our engineers rose to the challenge, developing the new narrowed control arms for the 1955-1957 Chevy Full Size. These arms added an additional 1.5" of fender to tire clearance on each side and were unveiled at the inaugural Triple Crown of Rodding in Nashville, Tennessee. They allow for a larger-width wheel without the risk of rubbing, making them the ideal choice for car builders and weekend warriors alike.

Our break out into the OBS GM trucks has been a hit! We launched our Totally Tubular narrowed control arms at SEMA 2022, and our product line has only grown. In addition to our 1" narrower arms, we now offer a front coil-over kit using Viking double adjustable shocks and CPP coil springs. We also now provide HydraStop brake boosters and E-Boosters for this emerging market. With spindle and brake kits coming in early 2025, we at CPP are well on our way to creating the most expansive product offering for OBS trucks.

With larger wheels comes the ability to run larger brakes. We now offer 14" Big Brake kits with gas-drilled and slotted rotors and twin-piston 52mm calipers, which offer an excellent blend of exceptional braking performance and style at an affordable price. In 2025, we will pair the 14" brake kits with our award-winning, strongest-on-the-market corvette-style spindle sealed hub assembly to complement the already-out X10 14" package. Customers with our 13" Big Brake kit can easily transition to 14" rotors with our new 14" Upgrade kit. The upgrade kit includes 14" rotors, caliper bridges, and brake pads while reusing their existing calipers.

C10s have been and remain one of the largest markets for us at CPP, and we are happy to announce that we are still making new products to get maximum performance from the loveable classic truck. Our new Center Link product line launched in June 2024. Before we launched our center links, the C10 owner who needed replacement center links had to salvage them from other C10 trucks. We have created a product that does away with this headache and our all-new OEM Center link replacements so our customers can get the best steering possible from brand-new parts.



These past two years, CPP attended more car and truck shows than ever before. We've expanded our show participation to connect with all our supporters, including local customers and our dealer network. By becoming presenting sponsors of Tri-Five Nationals in Bowling Green, Kentucky, and Dino's Git Down in Glendale, Arizona, we aim to continue raising brand awareness and products at these shows, helping customers feel confident about ordering our parts from any of our exceptional dealers.

Going forward into next year, we are happy to announce the launch of our new website! Our website is designed to help dealers and customers find parts and tech articles, chat online with our support team, and much more. The user-friendly design and part finder feature will make ordering parts and finding out information as easy as possible. There is a lot to be excited about in the coming year, and we cannot say enough how grateful we are for your support during these challenging last two years. **Thank you for your continued support!**

-Classic Performance Products



NEW PRODUCT FEATURES

FEATURES
FUNCTION
PERFORMANCE

CPP E-BOOSTER ELECTRONIC BRAKE BOOSTER KIT

Introducing the CPP E-Booster, the ultimate braking upgrade for classic and custom made vehicles. This cutting edge system is based on the highly reliable Bosch Gen 2 iBooster, integrated with CPP's renowned master cylinder and advanced pressure management system. Designed to work with all drivetrain configurations, the vacuum independent E-Booster operates on a 12-volt system, ensuring powerful, responsive braking without the need for vacuum.

The standout feature of the E-Booster is it's 3-Stage gear system, which generates rapid brake pressure buildup, delivering unparalleled pedal feel and precision. Installation is a breeze, requiring only a simple three-wire connection for a fast efficient setup. With CPP E-Booster you'll experience word-class braking performance that will leave everyone asking "What's stopping you?"

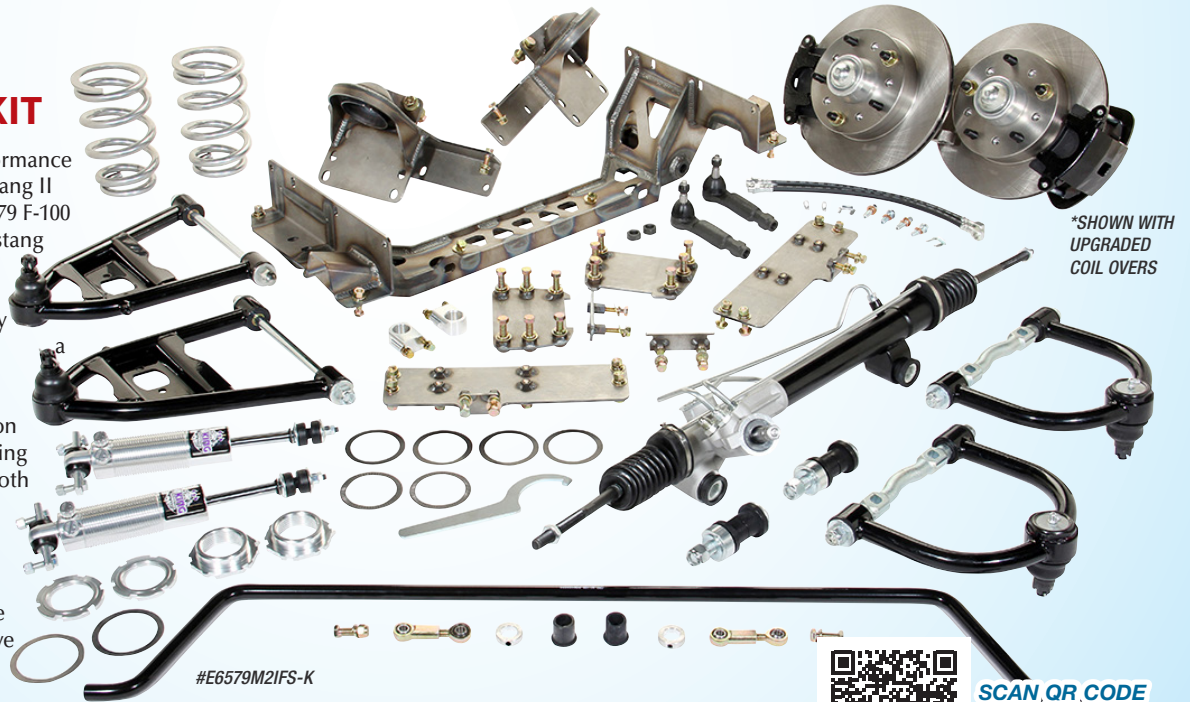


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564EBK-SB	1955-64 Chevy Full Size, Kit	\$849.00	\$743.00	\$635.00
6267EBK-SB	1962-67 Chevy/Nova W/O Shock Towers, Kit	\$849.00	\$743.00	\$635.00
6366EBK-SB	1963-1966 Chevy/GMC Truck, Kit	\$849.00	\$743.00	\$635.00
6474EBK-SB	1964-72 GMC A-Body, 67-69 F-Body, 68-74 X-Body, Kit	\$849.00	\$743.00	\$635.00
6576EBK-SB	1965-76 Ford Truck	\$849.00	\$743.00	\$635.00
6772EBK-SB	1967-72 Chevy/GMC Truck, Kit	\$849.00	\$743.00	\$635.00
7081EBK-SB	1970-81 F-Body, 1975-79 X-Body, Kit	\$849.00	\$743.00	\$635.00
7387EBK-SB	1973-87 Chevy/GMC Truck, Kit	\$849.00	\$743.00	\$635.00
8893EBK-SB	1988-93 Chevy/GMC 1500, kit	\$849.00	\$743.00	\$635.00
9499EBK-SB	1994-99 Chevy/GMC 1500, kit	\$849.00	\$743.00	\$635.00
UNIEBK-2-SB	2 Bolt Universal, Kit	\$849.00	\$743.00	\$635.00
UNIEBK-4-SB	4 Bolt Universal, Kit	\$849.00	\$743.00	\$635.00

1965-79 F-150 COMPLETE IFS KIT

Experience the future of performance today with our New CPP Mustang II Front Suspension Kit for 1965-79 F-100 / F-150 Fords. This bolt-on Mustang II Ford Front Suspension Kit has a totally different take on Mustang II and was specifically designed for a clean look and hassle-free installation with minor cutting and no welding involved. Crafted with precision engineering the 3/16 interlocking material was designed to be both light weight and structurally strong. The new front IFS system standard features are some of the best this industry has to offer, however there are no shortages of very impressive upgrade for those enthusiast settling for nothing less than the very best. Options such as

Corvette Styles Spindles, Fully Adjustable Upper Control Arms, Air Ride, Coil Overs, 13' and 14' Brakes Big Brakes and a wide range of engine mounts. (LS and LT, Small Block Ford and both front and rear sump Ford FE engines) The NEW CPP Mustang II Ford F-100/F-150 Front Suspension Kit is tailored for to provide uncompromised performance, durability, and unparalleled driving comfort.



SCAN QR CODE FOR MORE INFORMATION

SEE UPGRADES ON PAGE 40-41

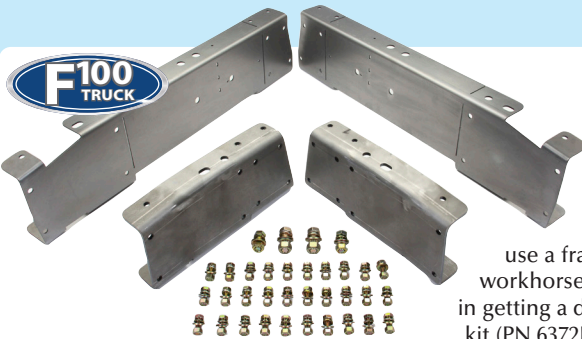
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6579M2IFS-K	1965-79 F-150 complete IFS, kit	\$2,650.00	\$2,350.00	\$1,999.00

NEW PRODUCT FEATURES

**BLAZER KIT
EXCLUSIVELY
FROM CPP!**



#6372LBBSK



#6772LBFSK

BED SHORTENING KITS

Converting a C10 frame to a Blazer frame is no small feat. However, when the crew at Classic Performance Products (CPP) heard about the new sheetmetal being offered, it seemed obvious that they needed to design a longbed or shortbed conversion kit to use a frame you have available to complement the new tin offerings. Thankfully, CPP has a few workhorse trucks on hand to aid in their daily R&D of new products, so the team wasted no time in getting a donor '67-72 Blazer Frame in the shop. The result is a new long or short bed conversion kit (PN 6372LBBSK) that consists of two templates that contain all the holes that need to be located and drilled as well as cut lines to aid in trimming that chassis down. You also receive all new body mounts for the rear half of the frame that will allow you to bolt your Blazer body to the newly shortened frame. An assortment of hardware and a pair of beefy C-channel plates are provided and used to mate the two frame sections back together to ensure perfect symmetry before the chassis is welded back together. The resulting kit makes trimming a longbed '63-72 Chevy truck down to Blazer specs an afternoon's work with little more than a drill, saw, and a welder. The perfect addition to CPP's other frame shortening kits.



**NEW
APPLICATIONS
AVAILABLE!**

SCAN QR CODE
TO SEE OUR
INSTALLATION
PHOTOS & VIDEOS



#6372LBCK



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372LBCK	1963-72 C10 Long Bed to Short Bed, Kit	\$349.00	\$304.00	\$260.00
6372LBBSK	1963-72 C10 Long or Short Bed to Blazer, Kit	\$479.00	\$419.00	\$359.00
6772LBFSK	1967-72 F-100 Long bed to Short Bed, Kit	\$339.00	\$299.00	\$255.00

BRAKES / 14" FRONT BIG BRAKE KITS

CPP BIG BRAKE FRONT KIT

CPP's Big Brake Kits just got bigger, now featuring impressive 14" front rotors. All applications we offer now have the option to be upgraded with these larger rotors, including the C10 X-10 Spindle Brake kits. The new system retains all the exceptional features of our previous designs while enhancing performance. All front kits come with drilled, slotted & zinc-coated rotors, stainless hoses, and 52MM Twin Piston powder-coated Red or Black Calipers. If you already have a CPP big brake kit, we offer the larger rotors and bridges separately to enhance your current setup.



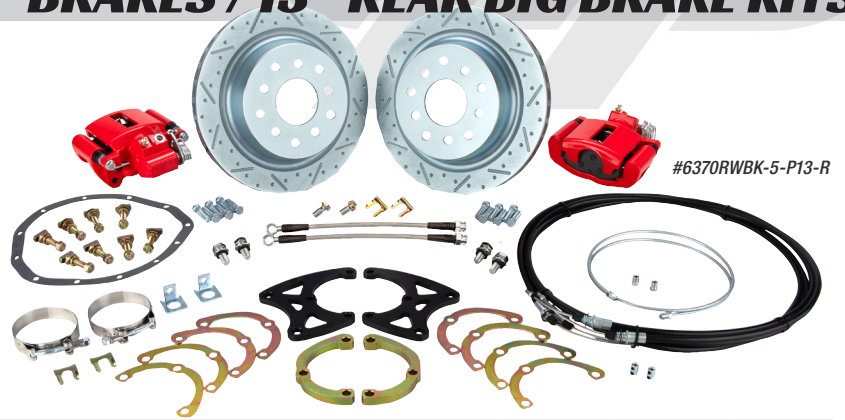
#7387SWBK-514

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CHEVY FULL SIZE				
5557SWBK-D14	1955-57 Chevy Full Size W/2" Drop Spindles, Black Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
5564WBK-0P14	1955-64 Chevy Full Size for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
5870SWBK-D14	1958-70 Chevy Full Size W/2" Drop Spindles, Black Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
6568WBK-P14	1965-70 Chevy Full Size for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
CADILLAC				
5760WBK-P14	1957-60 Cadillac for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6168WBK-14	1961-68 Cadillac for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
CHEVY TRUCK				
6062SWBK-55214	1960-62 C10, 5x5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
6062SWBK-65214	1960-62 C10, 6x5.5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
6370SWBK-55214	1963-70 C10, 5x5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
6370SWBK-65214	1963-70 C10, 6x5.5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
6370SWBK-X10-14-5	1963-70 C10, 5x5, W/ X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,409.00	\$1,232.00	\$1,056.00
6370SWBK-X10-14-6	1963-70 C10, 6x5.5, W/ X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,409.00	\$1,232.00	\$1,056.00
7172SWBK-55214	1971-72 C10, 5x5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
7172SWBK-X10-14-5	1971-72 C10, 5x5, W/ X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,369.00	\$1,197.00	\$1,026.00
7172SWBK-X10-14-6	1971-72 C10, 6x5.5, W/ X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,369.00	\$1,197.00	\$1,026.00
7387SWBK-55214	1983-87 C10, 5x5, W/ Modular 2.5" Drop Spindles, Black Calipers, Kit	\$1,499.00	\$1,311.00	\$1,124.00
7387SWBK-X10-514	1973-87 C10, 5x5, W/ X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
8898SWBK-X10-514	1988-98 C1500, 95-00 Tahoe, W/X-10 2.5" Drop Spindles, Black Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
FORD & LINCOLN				
6164WBK-P14	1961-64 Lincoln for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6164WBK-P14-R	1961-64 Lincoln for Drum Brake Spindles, Red Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6364WBK-P14F	1963-64 Ford Galaxie for Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6364WBK-P14F-R	1963-64 Ford Galaxie for Drum Brake Spindles, Red Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6466SWBK-S14	1964-66 Mustang, 61-65 Falcon for 5 lug Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6466SWBK-S14-R	1964-66 Mustang, 61-65 Falcon for 5 lug Drum Brake Spindles, Red Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6569WBK-P14	1965-69 Lincoln for 5 Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6569WBK-P14-R	1965-69 Lincoln for 5 Drum Brake Spindles, Red Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6572SWBK-MT-14	1965-76 Ford 1/2 Ton Trucks W/ Spindles & King Pins, Black Calipers, Kit	\$1,265.00	\$1,106.00	\$948.00
6572SWBK-MT-14-R	1965-76 Ford 1/2 Ton Trucks W/ Spindles & King Pins, Red Calipers, Kit	\$1,265.00	\$1,106.00	\$948.00
CHEVY/GM				
6267SWBK-D14	1962-1967 Chevy/Nova W/ Spindles, Black Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
6267SWBK-D14-R	1962-1967 Chevy/Nova W/ Spindles, Red Calipers, Kit	\$1,399.00	\$1,224.00	\$1,049.00
6267WBK-P14	1962-1967 Chevy/Nova for 5 lug Drum Brake Spindles, Black Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6267WBK-P14-R	1962-1967 Chevy/Nova for 5 lug Drum Brake Spindles, Red Calipers, Kit	\$1,199.00	\$1,049.00	\$899.00
6472SWBK-P14	1964-1972 GM A-Body, 67-69 F-Body, 68-74 X-Body W/ Spindles, Black Calipers, Kit	\$1,219.00	\$1,066.00	\$914.00
6472SWBK-P14-R	1964-1972 GM A-Body, 67-69 F-Body, 68-74 X-Body W/ Spindles, Red Calipers, Kit	\$1,219.00	\$1,066.00	\$914.00
6474SWBK-D14	1964-1972 GM A-Body, 67-69 F-Body, 68-74 X-Body W/ 2" Drop Spindles, Black Calipers, Kit	\$1,219.00	\$1,066.00	\$914.00
6474SWBK-D14-R	1964-1972 GM A-Body, 67-69 F-Body, 68-74 X-Body W/ 2" Drop Spindles, Red Calipers, Kit	\$1,219.00	\$1,066.00	\$914.00

BRAKES / 13" REAR BIG BRAKE KITS

CPP BIG BRAKE REAR KIT

CPP's Big Brake Kits just got bigger, now featuring impressive 13" rear rotors. All our rear big brake kits now have the option to be upgraded with these larger rotors, the 9" Ford Kits now come with e-cables. The new system retains all the exceptional features of our previous designs while enhancing performance. All rear kits come with drilled, slotted & zinc-coated rotors, stainless hoses, and your choice of powder-coated Red or Black Calipers. If you already have a CPP big brake kit, we offer the larger rotors and bridges separately to enhance your current setup.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CHEVY FULL SIZE				
5557RWBK-P13	1955-57 Chevy Full Size, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
5864RWBK-P13	1958-64 Chevy Full Size, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6570RWBK-P13	1965-70 Chevy Full Size, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
CADILLAC				
5768RWBK-P13	1957-68 Cadillac, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
CHEVY TRUCK				
6370RWBK-5-P13	1963-70 C10, 5x5, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6370RWBK-6-P13	1963-70 C10, 6x5.5, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
7187RWBK-5-P13	1971-87 C10, 5x5, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
8898RWBK-5-P13	1988-98 C1500, 95-00 Tahoe, 5x5, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
FORD & LINCOLN				
6169RWBK-P13	1961-69 Lincoln, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
9RBP13-5C	Ford 9" Rear End, Small, Big & Torino Style Flanges, 5 x 4.75 & 5 x 4.5 Black Calipers, Kit	\$795.00	\$696.00	\$597.00
9RBP13-5T	Ford 9" Rear End, Small, Big & Torino Style Flanges, 5 x 5 & 5 x 5.5 Black Calipers, Kit	\$795.00	\$696.00	\$597.00
9RBP13-6	Ford 9" Rear End, Small, Big & Torino Style Flanges, 5 x 6.5 Black Calipers, Kit	\$795.00	\$696.00	\$597.00
CHEVY/GM				
6265RWBK-P13	1962-65 Chevyl/Nova, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6467RWBK-P13	1964-67 Chevy/GMC A-Body, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6667RWBK-P13	1966-67 Chevyl/Nova, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
67RWBK-P13	1967 Camaro, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6869RWBK-P13	1968-69 Camaro, 68-74 Nova, Staggered, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
6872RWBK-P13	1968-72 Chevy/GMC A-Body, Black Calipers, Kit	\$795.00	\$696.00	\$597.00
7078RWBK-P13	1970-81 Camaro, 75-79 Nova, Staggered, Black Calipers, Kit	\$795.00	\$696.00	\$597.00

14/13" BIG BRAKE UPGRADE COMPONENT KITS

CPP offers a range of Big Brake Kits, including a 13" front kit and a 12" rear kit. Recently, we introduced new 14" front and 13" rear Big Brake Kits. For those looking to upgrade from the 13" front and 12" rear kits, we provide an upgrade kit that includes larger rotors, caliper bridges, pads, and all necessary hardware.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP14FBKB-55/5.5	14" 5 on 5 & 5 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP14FBKB-54.5/4.75	5 on 4.5 & 5 on 4.75 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP14FBKB-65.5	6 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP14FBKR-55/5.5	5 on 5 & 5 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP14FBKR-54.5/4.75	5 on 4.5 & 5 on 4.75 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP14FBKR-65.5	6 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$199.00	\$174.00	\$149.00
CP13RBKB-55/5.5	5 on 5 & 5 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00
CP13RBKB-54.5/4.75	5 on 4.5 & 5 on 4.75 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00
CP13RBKB-65.5	6 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00
CP13RBKR-55/5.5	5 on 5 & 5 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00
CP13RBKR-54.5/4.75	5 on 4.5 & 5 on 4.75 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00
CP13RBKR-65.5	6 on 5.5 Rotors, W/ Caliper Bridge, Brake Pads & Hardware	\$179.00	\$156.00	\$134.00

BRAKES / X10 EXTREME MODULAR SPINDLE BRAKE KITS



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

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



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370SWBK-X10-5	1963-70 (5x5) 5-Lug, kit	\$1,239.00	\$1,085.00	\$930.00
6370SWBK-X10-6	1963-70 (6x5.5) 6-Lug, kit	\$1,239.00	\$1,085.00	\$930.00
7172SWBK-X10-5	1971-72 (5x5) 5-Lug, kit	\$1,199.00	\$1,050.00	\$900.00
7172SWBK-X10-6	1971-72 (6x5.5) 6-Lug, kit	\$1,199.00	\$1,050.00	\$900.00
7387SWBK-X10-5	1973-87 (5x5) 5-Lug, kit	\$1,149.00	\$1,006.00	\$862.00
7387SWBK-X10-6	1973-87 (6x5.5) 6-Lug, kit	\$1,149.00	\$1,006.00	\$862.00
8898SWBK-X10-5	1988-98 C1500, 95-00 Tahoe 5x5	\$1,149.00	\$1,006.00	\$862.00

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

STRONGEST SPINDLES ON THE MARKET!

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



X10 MODULAR™ EXTREME SPINDLE & HUB UPGRADE KIT

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

UPGRADE KITS INCLUDE:

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6370X10H-5	1963-70 C10, 5-Lug Upgrade, kit	\$639.00	\$560.00	\$480.00
6370X10H-6	1963-70 C10, 6-Lug Upgrade, kit	\$639.00	\$560.00	\$480.00
7172X10H-5	1971-72 C10, 5-Lug Upgrade, kit	\$599.00	\$525.00	\$450.00
7387X10H-5	1973-87 C10, 5-Lug Upgrade, kit	\$549.00	\$481.00	\$412.00
8898X10H-5	1988-98 C1500, 95-00 Tahoe 5-Lug, kit	\$549.00	\$481.00	\$412.00

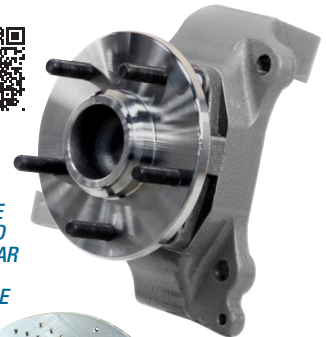
Note: Contents will vary. 1971-72 kits do not include lower ball joints or sleeves
1973-87 kits do not include ball joints, tie rod ends & sleeves.

BRAKE COMPONENT KITS

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

* Spindles and hubs available separately.

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



1-PIECE FORGED NODULAR IRON SPINDLE



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

Add the CPP ProSeries 6-piston 14" brake kit to your X10 modular drop spindle for the ultimate braking performance. This brake kit includes a 2-piece forged caliper design with 6 cross bolts for added strength. Calipers are loaded with stainless steel pistons, abutments, noise suppression springs and dual seals to meet DOT requirements. Rotors are a 2-piece design, 14" in diameter, cross drilled and gas slotted, that have been pre-assembled to make installation quick and easy. This brake package brings modern styling, brake performance, and safety to your classic truck. Minimum wheel size is 18"

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6087B6WK-5X14	1963-98 Chevy Truck, 5x5 Lug, (for X10 spindles)	\$2,850.00	\$2,494.00	\$2,138.00
6087B6WK-6X14	1963-98 Chevy Truck, 6x5.5 Lug, (for X10 spindles)	\$2,850.00	\$2,494.00	\$2,138.00

BRAKES/ CS AND MUSTANG II SPINDLES



CORVETTE-STYLE SPINDLE

The CPP Corvette Style Spindles are direct fit spindles for most popular applications, designed to utilize stock steering arms where applicable. These spindles incorporate a Corvette hub assembly, which features a sealed bearing pack that effectively eliminates flex on factory spindle pins. This innovation removes the cause of caliper pushback, resulting in improved braking performance. These spindles are compatible with C5 (1997-2004 Corvette) or C6 (2005-2013 Corvette) brake systems. We offer them as complete kits with C5 brakes, and they can also accommodate popular brake systems such as Wilwood, Baer, or Brembo. Available for purchase as standalone spindles or with C7 Hub packs. The early AFX spindles are a tall spindle which helps with improved geometry by giving a better camber change during suspension movement.

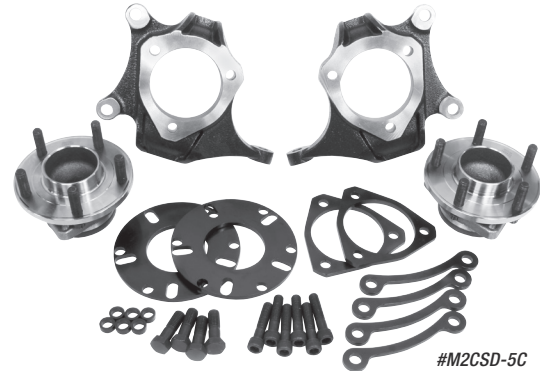


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SPINDLES, PAIR				
CP30019	1955-57 Chevy Full Size, 2" Drop	\$319.00	\$280.00	\$240.00
CP30013	1964-72 A Body, 67-69 F Body, 68-74 X Body, Stock height	\$319.00	\$280.00	\$240.00
CP30017	1964-72 A Body, 67-69 F Body, 68-74 X Body, 2" Drop	\$319.00	\$280.00	\$240.00
CP30016	1978-87 G-Body, Stock Height Spindle	\$319.00	\$280.00	\$240.00
CP30014	1970-81 Camaro & Firebird, 73-77 Chevy Mid-Size, 75-79 Nova, 77-78 Chevy Full Size, Stock Height	\$319.00	\$280.00	\$240.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
SPINDLES W/C7 HUBS				
5557SHD-K	5 x 4.75, 7/16 x 20 studs installed & 1/2 x 20 secondary holes	\$499.00	\$437.00	\$375.00
6474SH-K	5 x 4.75, 7/16 x 20 studs installed & 1/2 x 20 secondary holes	\$499.00	\$437.00	\$375.00
6474SHD-K	5 x 4.75, 7/16 x 20 studs installed & 1/2 x 20 secondary holes	\$499.00	\$437.00	\$375.00
7881SH-K	1978-81 G-Body, 5 x 4.75, 7/16 x 20 studs installed & 1/2 x 20 secondary holes	\$499.00	\$437.00	\$375.00
8287SH-K	1982-88 G-Body	\$499.00	\$437.00	\$375.00
7081SH-K	5 x 4.75, 7/16 x 20 studs installed & 1/2 x 20 secondary holes	\$499.00	\$437.00	\$375.00

MODULAR MUSTANG II SPINDLES

Our Modular Mustang II Spindles are a one-piece forged design, available in both stock height and 2" drop configurations. Featuring a 2 hole modular mounting flange, making them ideal for custom applications. The taper is engineered around the popular IFS screw-in ball joint without requiring spacers. CPP offers 11 3/4" and 13" brake kits for these spindles in both car and truck bolt patterns, ensuring a versatile and high-performance solution for your braking needs.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
30111	Stock Height Spindles, pair	\$225.00	\$197.00	\$169.00
30112	2" Drop Spindles, pair	\$225.00	\$197.00	\$169.00

MUSTANG II CS SPINDLES

Continuing our legacy of innovation with Corvette spindles, CPP is proud to introduce our Mustang II line of CS spindles. These spindles inherit all the benefits of our renowned Corvette spindle line while addressing common issues in Mustang II brake systems. They maintain the same offset as typical Mustang II brake kits but offer the flexibility to move your wheels in by 1/4" or 1/2" per side using the provided spacers. Compatible with all car and truck bolt patterns via our C7 Hubs, these spindles feature a taper designed for the popular IFS screw-in ball joint without requiring additional spacers. Available in both stock height and a 2" drop, these spindles can be purchased in pairs, with C7 Hubs, or as complete kits, offering superior performance and adaptability.

C7 CORVETTE-STYLE HUB ASSEMBLIES

Whether you're working on your daily driver or high performance Pro-Touring vehicle, CPP offers different options for Corvette-style hub assemblies. CPP hubs feature a double-row ball bearing arrangement. The outer row, larger in diameter and containing more bearings than the inner row, enhances load capacity and bearing life. This uneven design also increases camber stiffness compared to symmetrical hub or pin-style units.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
35041	5x4.75 w 7/16 x 20 & 1/2 x 20 dual threads	\$79.00	\$79.00	\$71.00
35043	5x4.75 & 5x4.5 w 1/2 x 20 studs car patterns	\$89.00	\$89.00	\$89.00
35044	5x5 & 5x5.5 w 1/2 x 20 studs, truck patterns	\$89.00	\$89.00	\$89.00
35045	6x5.5 w 7/16 x 20 studs, truck pattern	\$79.00	\$79.00	\$79.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CSS	CS Mustang II CS Series Stock height Spindles	\$269.00	\$236.00	\$202.00
M2CSD	CS Mustang II CS Series 2" Drop Spindles	\$269.00	\$236.00	\$202.00
M2CSD-5C	Stock Height Spindles with 5 x 4.5 & 5 x 4.75 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSD-5T	Stock Height Spindles with 5 x 5 & 5 x 5.5 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSD-6T	Stock Height Spindles with 6 x 5.5 bolt pattern, 7/16 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-5C	2" Drop Spindles with 5 x 4.5 & 5 x 4.75 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-5T	2" Drop Spindles with 5 x 5 & 5 x 5.5 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-6T	2" Drop Spindles with 6 x 5.5 bolt pattern, 7/16 x 20 studs	\$389.00	\$341.00	\$292.00

BRAKES / CS SERIES



CORVETTE-STYLE SPINDLE WHEEL BRAKE KITS

The CPP Corvette Style Spindle Kits are designed for direct fitment in most popular applications, utilizing stock steering arms or CPP replacement steering arms. These kits feature a Corvette hub assembly with a sealed bearing pack, effectively eliminating flex on factory spindle pins and removing the cause of caliper pushback, which enhances braking performance. Included are 13" drilled, slotted, and zinc-plated rotors, C5 twin-piston calipers, stainless steel hoses, and C7 performance sealed bearings. The early AFX spindles are tall spindles, improving geometry by providing better camber change during suspension movement. Unless otherwise stated, the hubs come with 7/16 x 20 studs installed, with 1/2 x 20 holes available for larger studs. Add B to the end of the part number for black calipers and R for red calipers. Add WWR for 4 piston red Wilwood calipers or WWB for 4 pistons black Wilwood calipers. Minimum wheel 17".

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	RETAIL	JOBBER	DEALER
		RED OR BLACK CALIPERS			WILWOOD RED OR BLACK CALIPER		
5557SWBK-DC7	1955-57 Chevy Full Size, W/ 2" Drop Spindles	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00
6474SWBK-STC7	1967-69 GM F-Body, 68-74 GM X-Body, 64-72 GM A-Body W/ Stock height Spindles	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00
6474SWBK-DC7	1967-69 GM F-Body, 68-74 GM X-Body, 64-72 GM A-Body W/ 2" Drop Spindles	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00
7081SWBK-SC7	1970-81 Camaro/Firebird W/ Stock Height Spindles	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00
7881SWBK-SC7	1978-81 G-Body W/Stock height spindles	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00
8287SWBK-SC7	1982-88 G-Body W/Stock height spindles 12MM x 1.5 Studs	\$979.00	\$857.00	\$735.00	\$1,599.00	\$1,400.00	\$1,200.00



IDEAL FOR 20" WHEELS!

#6481B6WK-CS14R



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

Add the CPP ProSeries 6-piston 14" brake kit to your Corvette style spindle for the ultimate braking performance. This brake kit includes a 2 piece forged caliper design with 6 cross bolts for added strength. Calipers are loaded with stainless steel pistons, abutments, noise suppression springs and dual seals to meet DOT requirements. Rotors are a 2 piece design, 14" in diameter, cross drilled and gas slotted, that have been pre-assembled to make installation quick and easy. This brake package brings modern styling, brake performance, and safety to your classic car or truck. Minimum wheel 18".

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



IDEAL FOR 18" WHEELS!

#6481B6WK-CS14R



C5 WHEEL COMPONENT KITS

The same brakes that come with CPP's CS series of wheel kits, excluding the spindles and hubs. These kits include 13" drilled, slotted, and zinc-coated rotors, stainless steel hoses, and your choice of C5 twin-piston calipers or Wilwood 4-piston calipers. Minimum wheel 17".

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6481WBK-C5B	CS Series Component kit, Black Calipers	\$499.00	\$437.00	\$375.00
6481WBK-C5R	CS Series Component kit, Red Calipers	\$499.00	\$439.00	\$375.00
6481WBK-C5WWB	CS Series Component kit, Wilwood 4 Piston Black Calipers	\$1,219.00	\$1,066.00	\$914.00
6481WBK-C5WWR	CS Series Component kit, Wilwood 4 Piston Red Calipers	\$1,219.00	\$1,066.00	\$914.00

PRO Series 6 PISTON

PRO-SERIES PERFORMANCE 6-PISTON FRONT BIG BRAKE KIT

Classic Performance Products brings you a massive 14" rotor and 6 piston caliper combination to get your classic car or truck stopped safely and efficiently. These premium brake kits are designed to fit stock and CPP's Modular spindles. The 6 piston calipers are a 2-piece forged caliper design with six cross bolts for added strength. The piston sizes are staggered to minimize tapered pad wear and it uses the same pad as the C5 (1997-2004) and C6 (2005-2012) Corvette for an easy-to-find, cost effective pad replacement. Includes stainless steel pistons, abutments, noise suppression springs and dual seals (dust/ weather pressure) to meet DOT specifications. Kits come with proper banjo fittings, not pipe thread fittings. Minimum wheel size 18".



#6087B6WK-5D14B

6-PISTON 14" BIG BRAKE FRONT PACKAGE FEATURES*

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

IDEAL FOR 20" WHEELS!

14" ROTORS!



#6774B6RWBK-S14

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
14" FRONT				
6087B6WK-5D14	1960-87 Chevy Truck, 5x5 lug (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$2,138.00
6087B6WK-6D14	1960-87 Chevy Truck, 6x5.5 lug (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$2,138.00
5568B6WK-S14	1955-68 Chevy Fullsize (for stock spindles), kit	\$2,850.00	\$2,494.00	\$2,138.00
5870B6WK-D14	1958-70 Chevy Fullsize (for Modular drop spindles), kit	\$2,850.00	\$2,494.00	\$2,138.00
6472B6WK-S14	1964-72 A-F-X (for stock spindles), kit	\$2,850.00	\$2,494.00	\$2,138.00
6367B6WK-S14	1963-67 Ford Truck, (for stock-drum spindles)	\$2,395.00	\$2,275.00	\$2,107.00

PRO-SERIES PERFORMANCE 6-PISTON REAR BIG BRAKE KIT

Our rear ProSeries 6 piston big brake kits are specifically designed with smaller staggered pistons for rear brake applications. The parking brake is incorporated into the hat of the rotor and hoses have correct banjo fittings, not pipe thread. Rotors are 2 piece, cross-drilled, gas slotted, 14" in diameter, and pre-assembled for a quick and easy installation. Minimum wheel size 18".

6-PISTON 14" BIG BRAKE REAR PACKAGE FEATURES*

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

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

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

BRAKES / BIG BRAKE F-100 & OTHERS

EXCLUSIVE DESIGN

12"-14" ROTORS!



FORD MODULAR BRAKE KITS

Our Modular™ Ford brake spindle design accommodates nearly every brake size combination available. CPP offers three kits tailored for the most popular wheel sizes. The 12" rotor kit, designed for 15"-17" wheels, features large single-piston calipers. The 13" rotor kit, with twin-piston 52mm calipers, is suitable for 18" and larger wheels. Our latest addition, the 14" rotor kit also includes twin-piston calipers for those running 20" or larger wheels. All kits come complete with rotors, calipers, pads, hoses, bearings, seals, mounting hardware, and kingpins.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6572SWBK-12	1965-1979 F100 12" Rotor Disc Brake Kit, Min wheel 15"	\$749.00	\$656.00	\$562.00
6572SWBK-MT	1965-1979 F100 13" Rotor Disc Brake Kit, Black Calipers, Min wheel 17"	\$1,095.00	\$959.00	\$822.00
6572SWBK-MTR	1965-1979 F100 13" Rotor Disc Brake Kit, Red Calipers, Min wheel 17"	\$1,265.00	\$1,106.00	\$946.00
6572SWBK-MT-14	1965-1979 F100 14" Rotor Disc Brake Kit, Black Calipers, Min wheel 18"	\$1,265.00	\$1,106.00	\$948.00
6572SWBK-MT-14-R	1965-1979 F100 14" Rotor Disc Brake Kit, Red Calipers, Min wheel 18"	\$1,265.00	\$1,106.00	\$946.00
K512D	Kingpin set, kit (included in all above wheel kits)	\$95.00	\$84.00	\$72.00

1965-79 FORD TRUCK X-10 MODULAR DROP SPINDLE BIG BRAKE KIT

Introducing the X10 2.5" Drop Modular™ spindle brake kit for the 1965-79 Ford F100, engineered to deliver superior performance and durability. This kit incorporates modern sealed bearings with large brakes for today's wheels. The X10 2.5" Drop Modular™ spindle fits 17" or larger wheels with the 13" kit and is a must for 20"+ wheels with the 14" kit. It utilizes a robust bolt-in sealed bearing hub assembly that simplifies installation by eliminating the need for grease packing and bearing preload adjustments. This advanced bearing system effectively eliminates flex on factory spindle pins, reducing caliper pushback and enhancing braking performance. The kit includes 13" or 14" drilled, slotted, and zinc-plated rotors, 52mm twin-piston calipers, stainless steel hoses, and sealed hub packs, all in the 5 x 5.5 bolt pattern, ensuring a comprehensive upgrade for your braking system.



13"/14" BIG BRAKE KIT FEATURES*

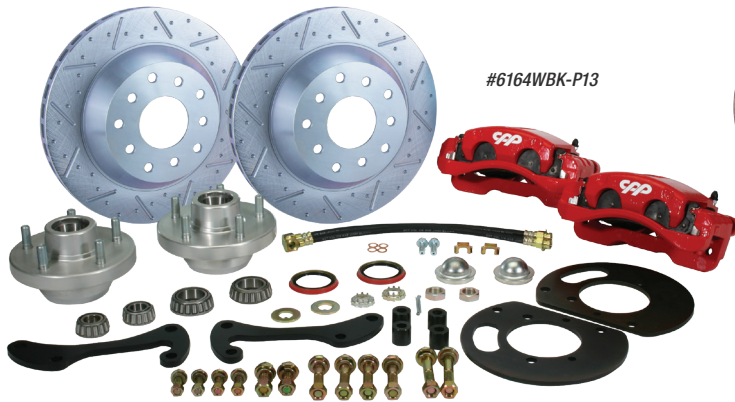
- 13"/14" Cross-Drilled & Gas-Slotted Rotors, 5x5.5 Bolt Pattern
* Also available in other bolt patterns, please inquire.
- Modular™ eXtreme 2.5" Drop Spindles
- Sealed bearing packs w/screw in studs
- PBR C15 calipers with Dual 52mm pistons
- Caliper Brackets
- Brand New King Pin Rebuild Kit

#6579SWBK-X10-14-R



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6579SWBK-X10-13	1965-79 F100 W/ 13" Rotors, Black Calipers, 17+ wheel needed	\$1,165.00	\$1,019.00	\$873.00	6579SWBK-X10-14	1965-79 F100 W/ 14" Rotors, Black Calipers, 18+ wheel needed	\$1,335.00	\$1,168.00	\$1,001.00
6579SWBK-X10-13-R	1965-79 F100 W/ 13" Rotors, Red Calipers, 17+ wheel needed	\$1,165.00	\$1,019.00	\$873.00	6579SWBK-X10-14-R	1965-79 F100 W/ 14" Rotors, Red Calipers, 18+ wheel needed	\$1,335.00	\$1,168.00	\$1,001.00

BRAKES / FORD F100 & GRANADA



#6164WBK-P13



#6572SWBK-FT-ARGX

ONLY FROM CPP!

SHOWN WITH OPTIONAL UPGRADED ROTORS.

CPP BIG BRAKE KITS (FORD CARS, GRANADA, GALAXIE, CADILLAC, PONTIAC, LINCOLN)

CPP recognizes the need to offer brake kits for a wider range of classic vehicles beyond just the top movers. By expanding our offerings to include various models, such as Ford cars, Cadillacs, Lincolns, and Pontiacs, we cater to enthusiasts who seek performance upgrades for their unique vehicles. Each CPP 13" Big Brake Kit is specifically engineered to fit these models, featuring 13" drilled and slotted rotors, twin-piston calipers, stainless steel braided brake lines, and all necessary hardware for a seamless installation. Designed to bolt directly to the original vehicle's spindle, these kits ensure compatibility while enhancing braking performance for a diverse array of classic cars. Add -R to the part # for Red Calipers. Minimum wheel size 17".

DISC BRAKE KIT FEATURES*

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



OE-STYLE FORD SPINDLES



AVAILABLE SEPARATELY!

#6572FSN



1965-79 FORD TRUCK OE STOCK SPINDLE WHEEL BRAKE KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4953WBK-P13	1949-53 Ford Cars	\$919.00	\$805.00	\$690.00
5055WBK-P13	1950-1955 Cadillac	\$919.00	\$805.00	\$690.00
5557WBK-13PON	1955-57 Pontiac Car	\$919.00	\$805.00	\$690.00
5760WBK-P13	1957-60 Cadillac	\$919.00	\$805.00	\$690.00
6164WBK-P13	1961-64 Lincoln	\$919.00	\$805.00	\$690.00
6168WBK-P13	1961-68 Cadillac	\$919.00	\$805.00	\$690.00
6364WBK-P13F	1963-64 Ford Galaxie	\$919.00	\$805.00	\$690.00
6569WBK-P13	1965-69 Lincoln	\$919.00	\$805.00	\$690.00
7580WBK-P13F	1975-80 Ford Granada	\$919.00	\$805.00	\$690.00

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



#7580FBP-MHP

MUSTANG/GANADA PERFORMANCE UPGRADE KIT

This high performance upgrade kit contains dual piston aluminum calipers and the rest of components that you'll need to put on your classic Ford car running Granada spindles. This kit designed for the 1975-80 Granada spindle will fit 1965-73 Mustang and many other Ford car applications that utilize the Granada spindle.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466FBP-MHP-SP	1964-66 Mustang (with spindles), manual, kit	\$1,034.00	\$957.00	\$879.00
6773FBP-MHP-SP	1967-73 Mustang (with spindles), manual, kit	\$1,034.00	\$957.00	\$879.00
6770FBP-PHPM	1967-70 Mustang, M/T w/Power Booster (with spindles), kit	\$1,255.00	\$1,161.00	\$1,067.00
6770FBP-PHPA	1967-70 Mustang, A/T w/Power Booster (with spindles), kit	\$1,255.00	\$1,161.00	\$1,067.00
7580FBP-MHP	1975-80 Ford Granada (without spindles), kit	\$769.00	\$691.00	\$614.00

BRAKES / FORD CAR

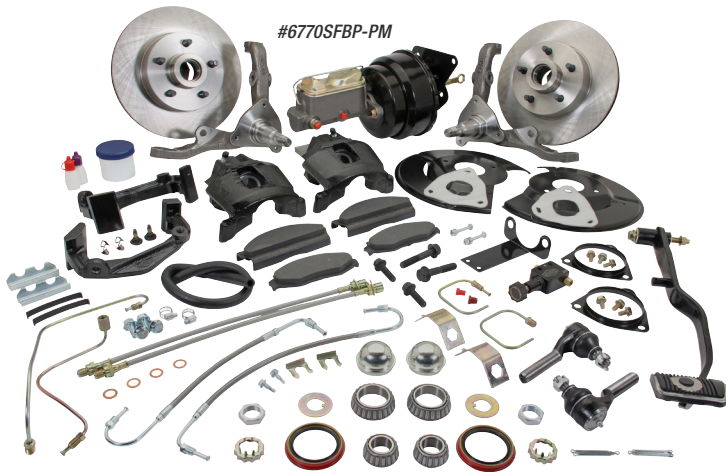
V-8 KELSEY-HAYES 4 PISTON CALIPER COMPLETE FRONT BRAKE KIT

This is a Ford Kelsey-Hayes 4 piston caliper based kit. This kit includes the 4 piston calipers, rotors, bearings and seals, caliper hoses, backing plates, all grade 8 mounting hardware and manual master cylinder with an adjustable valve, or a power brake booster kit. This kit is compatible with '63-69 Falcon/ Comet ('60-62 as well with '63-65 control arm replacement) '62-69 Fairlane, '65-73 Mustang, '67-73 Cougar, Maverick/Comet, Granada/Monarch and some Torino. This kit installs onto existing V8 drum brake type spindles. The spindles are not included. Users with 6 cylinder cars will need to acquire and install 5 lug, 8-cylinder type spindles. Kit will work with original 14" 5-lug wheels. Note: Power kits will only fit Mustang. Non Mustangs might need the 5356BLS-K brake light switch kit.



#6466FBP-M

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466FBP-M	1964-66 Mustang, 1963-69 Falcon, 1966-69 Fairlane W/ V-8 spindles, manual brakes, kits	\$799.00	\$740.00	\$680.00
6466FBP-P	1964-66 Mustang, W/ V-8 spindles, AT w/ power brakes	\$1,099.00	\$962.00	\$825.00
6769FBP-M	1967-69 Mustang manual brakes	\$799.00	\$740.00	\$680.00
6769FBP-PM	1967-69 Mustang power brakes with MT	\$1,034.00	\$957.00	\$879.00
6769FBP-PA	1967-69 Mustang power brakes with AT	\$1,034.00	\$957.00	\$879.00
70FBP-PA	1970 Mustang AT w/power brakes	\$1,080.00	\$999.00	\$918.00
70FBP-PM	1970 Mustang MT w/power brakes	\$1,080.00	\$999.00	\$918.00
7073FBP-M	1970-73 Mustang manual brakes	\$860.00	\$795.00	\$731.00



#6770SFBP-PM

1968-73 FORD MUSTANG COMPLETE FRONT BRAKE KIT

This kit includes everything needed to swap out your front drum brakes for OE type front disc brakes originally available on '68-73 Mustang. They are technically correct for '70-73 Mustang, but the '68-69 OE differed only in that their spindles have a smaller pin. This kit uses the larger "boss" type pin used after 1969. Our spindles use the Granada spec outer tire rod hole. This kit includes the calipers, rotors, bearings and seals, stainless hoses, backing plates, all grade 8 mounting hardware and manual master cylinder with an adjustable valve, or a power brake booster kit. Kit works with OEM 14" Wheels. 5 on 4.5 bolt pattern. Non Mustangs might need the 5356BLS-K brake light switch kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466SFBP-M	1964-66 Mustang, 1963-65 Falcon, 1962-65 Fairlane, manual disc brakes	\$853.00	\$789.00	\$725.00
6466SFBP-P	1964-66 Mustang AT/power brakes	\$1,153.00	\$1009.00	\$865.00
6770SFBP-PA	1967-70 Mustang with AT/power brakes	\$1,073.00	\$992.00	\$912.00
6770SFBP-PM	1967-70 Mustang with MT/power brakes	\$1,073.00	\$992.00	\$912.00
6773SFBP-M	1967-73, 1967-69 Falcon/Fairlane mustang manual disc brake kit	\$853.00	\$789.00	\$725.00



#6779GFBP-M

COMPLETE FORD FRONT BRAKE KIT

The kit includes everything needed to swap out your front drum brakes for disc brakes. This is a Granada spindle based kit using single piston calipers. Kits come with spindles that have correct steering and suspension geometry for each application. There is no additional "bumpsteer" issue that is commonly associated with the original Granada spindles. This kit includes the spindles, calipers, rotors, bearings and seals, stainless hoses, backing plates, all grade 8 mounting hardware and manual master cylinder with an adjustable valve, or a power brake booster kit. Kit requires 15" wheels or larger, 5 on 4.5 bolt pattern. Non Mustangs might need the 5356BLS-K brake light switch kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6466GFBP-A	1964-66 Mustang, 63-65 Falcon, 62-65 Fairlane manual disc, v8 manual steering	\$853.00	\$789.00	\$725.00
6466GFBP-P	1964-66 Mustang V-8 AT/power brakes	\$1,153.00	\$1,009.00	\$865.00
6466GFBP-M6	1964-66 Mustang, 63-65 Falcon, 62-65 Fairlane 4 lug upgrade to power disc, includes v8 manual steering	\$1,385.00	\$1,281.00	\$1,178.00
6773GFBP-M	1967-73, 1967-69 Falcon/Fairlane Mustang Manual disc conversion	\$853.00	\$789.00	\$725.00
6770GFBP-PA	1967-70 Mustang AT/power brake conversion	\$1,073.00	\$992.00	\$912.00
6770GFBP-PM	1967-70 Mustang MT/power brake conversion	\$1,073.00	\$992.00	\$912.00

BRAKES / DISC KITS



14" ROTORS!



CPP OEM WHEEL KIT FOR GM MID-SIZE

#6574SWBK-S-OE



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

NEW!

#5557SWBK-DOE-SA

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

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



TOP SELLER!

TOP SELLER!

#A6374CBK-S

MOPAR COMPLETE FRONT BRAKE KITS

This kit has everything you need to upgrade your A, B, or E Body Mopars to power disc brakes. It includes spindles along with a complete 11" disc brake kit featuring a 5 on 4.5 bolt pattern. You'll also receive a power brake booster kit, which includes the master cylinder and proportioning valve. For A-body applications, the kit comes with upper arms and lower ball joint/steering arms for easy installation. Please note that the booster kit is designed for all A-Body cars, as well as B-Body and E-Body models that originally came with manual brakes.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
A6374CBK-S	1963-74 Mopar A-Body, complete kit	\$1,049.00	\$918.00	\$787.00
6374CBK-S	1963-74 Mopar B & E-Body, complete kit	\$719.00	\$630.00	\$540.00
6374SWBK-S	1963-74 A,B & E-Body Disc kit only W/ Spindles	\$459.00	\$402.00	\$345.00
6374BB24-8D	1963-74 A,B & E-Body Power Brake Booster Kit	\$389.00	\$341.00	\$292.00

15" WHEELS!

12" DISC KIT W/ 2" DROP SPINDLES

Upgrade your braking system with our complete front disc brake kit, featuring new and revised cast iron spindles that represent the most economical choice for accommodating big brakes within a 15" wheel setup. The kit comes with 12" rotors and high-performance calipers with a huge 2 15/16" piston, providing unparalleled stopping power. This kit also offers a full 2" drop without altering the car's steering geometry and is designed to accept most 15" or larger custom wheels.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6465SWBK-S-OE	Early 64-72 A Body, 67-69 F-Fody, 68-74 X-Body W/Spindles	\$699.00	\$612.00	\$525.00
6465WBK-S-OE	Early 64-72 A Body, 67-69 F-Fody, 62-74 X-Body W/O Spindles	\$599.00	\$525.00	\$450.00
6574SWBK-S-OE	Late 64-72 A Body, 67-69 F-Fody, 68-74 X-Body W/Spindles	\$699.00	\$612.00	\$525.00
6574WBK-S-OE	Late 64-72 A Body, 67-69 F-Fody, 62-74 X-Body W/O Spindles	\$599.00	\$525.00	\$450.00

BRAKES / HYDRASTOP™

AS SEEN ON WEEK-TO-WICKED 1955 CHEVY



PUTS OUT AN AMAZING
1800 PSI AT THE WHEELS

STREET BEAST INSTALLED



100% BRAND NEW! HYDRASTOP™ HYDRAULIC ASSIST SYSTEMS

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

HYDRAULIC ASSIST SYSTEMS PACKAGE FEATURES*

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



SCAN QR CODE TO LEARN
WHY YOU NEED HYDRASTOP!

#6474HBK-SS

SHOW STOPPER™

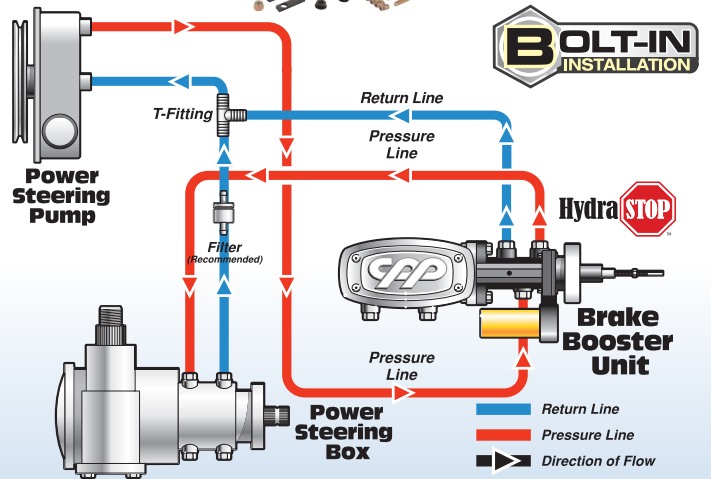
Stainless Pressure Hose &
Rubber Return Hose Kit



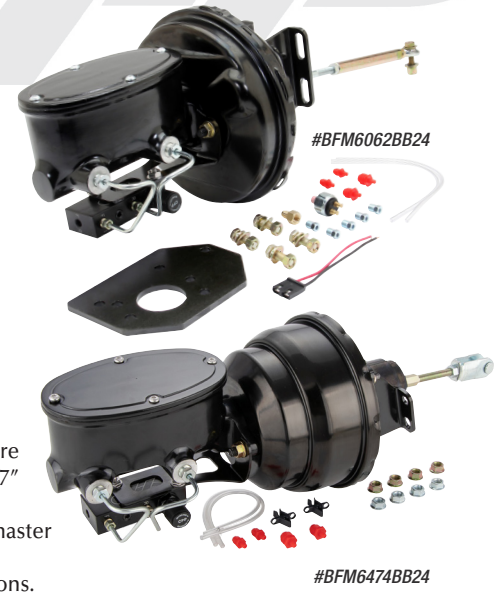
#4753HBK-SB

STREET BEAST™

Rubber Pressure
Hose & Return
Hose Kit



DESCRIPTION	PART #	RETAIL	JOBBER	DEALER	PART #	RETAIL	JOBBER	DEALER
HYDRASTOP™ SYSTEMS					STREET BEAST™			
1947-53 Chevy/GMC Truck Firewall Mount	4753HBK-SB	\$979.00	\$857.00	\$735.00	4753HBK-SS	\$1,129.00	\$988.00	\$847.00
1947-54 Chevy/GMC Truck Frame Mount	4754HBK-SBU	\$999.00	\$875.00	\$750.00	4754HBK-SSU	\$1,129.00	\$988.00	\$847.00
1948-52 Ford Truck Firewall mount	4852HBK-SB	\$979.00	\$857.00	\$735.00	4852HBK-SS	\$1,129.00	\$988.00	\$847.00
1953-56 Ford Truck Firewall mount	5356HBK-SB	\$979.00	\$857.00	\$735.00	5356HBK-SS	\$1,129.00	\$988.00	\$847.00
1955-59 Chevy/GMC Truck Firewall Mount	5559HBK-SB	\$979.00	\$857.00	\$735.00	5559HBK-SS	\$1,129.00	\$988.00	\$847.00
1955-59 Chevy/GMC Truck Frame mount	5559HBK-SBU	\$999.00	\$875.00	\$750.00	5559HBK-SSU	\$1,129.00	\$988.00	\$847.00
1955-64 Chevy Fullsize	5564HBK-SB	\$979.00	\$857.00	\$735.00	5564HBK-SS	\$1,129.00	\$988.00	\$847.00
1955-64 Chevy Fullsize (90 degree mount)	5564HBK-SB90	\$1,049.00	\$918.00	\$787.00	5564HBK-SS90	\$1,199.00	\$1,050.00	\$900.00
1960-62 Chevy/GMC Truck (Automatic)	6062HBK-SB	\$979.00	\$857.00	\$735.00	6062HBK-SS	\$1,129.00	\$988.00	\$847.00
1960-62 Chevy/GMC Truck (Manual)	MT6062HBK-SB	\$1,129.00	\$988.00	\$847.00	MT6062HBK-SS	\$1,279.00	\$1,120.00	\$960.00
1962-67 Nova * (IFS clip only)	6267HBK-SB	\$979.00	\$857.00	\$735.00	6267HBK-SS	\$1,129.00	\$988.00	\$847.00
1963-66 Chevy/GMC Truck	6366HBK-SB	\$979.00	\$857.00	\$735.00	6366HBK-SS	\$1,129.00	\$988.00	\$847.00
1964-74 A/F/X Body	6474HBK-SB	\$979.00	\$857.00	\$735.00	6474HBK-SS	\$1,129.00	\$988.00	\$847.00
1965-70 Chevy Fullsize	6570HBK-SB	\$979.00	\$857.00	\$735.00	6570HBK-SS	\$1,129.00	\$988.00	\$847.00
1965-1976 Ford 1/2 & 3/4 Ton Truck	NEW! 6576HBK-SB	\$979.00	\$857.00	\$735.00	6576HBK-SS	\$1,129.00	\$988.00	\$847.00
1967-72 Chevy/GMC Truck	6772HBK-SB	\$979.00	\$857.00	\$735.00	6772HBK-SS	\$1,129.00	\$988.00	\$847.00
1968-82 Corvette (For OE power brake cars only)	6882HBK-SB	\$899.00	\$787.00	\$675.00	6882HBK-SS	\$1,049.00	\$918.00	\$787.00
1970-81 Camaro and Firebird	7081HBK-SB	\$979.00	\$857.00	\$735.00	7081HBK-SS	\$1,129.00	\$988.00	\$847.00
1973-87 Chevy/GMC Truck	7387HBK-SB	\$899.00	\$787.00	\$675.00	7387HBK-SS	\$1,049.00	\$918.00	\$787.00
1974-1986 CJ Jeep	7486HBK-SB	\$979.00	\$857.00	\$735.00	7486HBK-SS	\$1,129.00	\$988.00	\$847.00
1978-87 G-Body	7887HBK-SB	\$899.00	\$787.00	\$675.00	7887HBK-SS	\$1,049.00	\$918.00	\$787.00



MIDNITE SERIES BOOSTER KITS

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

DESCRIPTION	PART #	RETAIL	JOBBER	DEALER	PART #	RETAIL	JOBBER	DEALER
BOOSTER KITS		MNS SERIES			BFM SERIES			
1947-53 Chevy/GMC Truck Firewall Mount	MNS4753FBB24	\$389.00	\$341.00	\$292.00	BFM4753FBB24	\$419.00	\$367.00	\$315.00
1947-54 Chevy Frame Mount	MNS4754BB24	\$389.00	\$341.00	\$292.00	BFM4754FBB24	\$419.00	\$367.00	\$315.00
1948-52 F-100 Firewall mount	MNS4852FBB24	\$389.00	\$341.00	\$292.00	BFM4852FBB24	\$419.00	\$367.00	\$315.00
1948-52 F-100 Frame Mount	MNS4852BB24	\$389.00	\$341.00	\$292.00	BFM4852BB24	\$419.00	\$367.00	\$315.00
1953-56 F-100 Firewall Mount	MNS5356FBB24	\$389.00	\$341.00	\$292.00	BFM5356FBB24	\$419.00	\$367.00	\$315.00
1953-56 F-100 Frame Mount	MNS5356BB24	\$389.00	\$341.00	\$292.00	BFM5356BB24	\$419.00	\$367.00	\$315.00
1955-57 Tri-Five Firewall Mount	MNS5557BB24	\$389.00	\$341.00	\$292.00	BFM5557BB24	\$419.00	\$367.00	\$315.00
1955-59 Chevy/GMC Truck Firewall Mount	MNS5559FBB24	\$389.00	\$341.00	\$292.00	BFM5559FBB24	\$419.00	\$367.00	\$315.00
1955-59 Chevy/GMC Truck Frame mount	MNS5559BB24	\$389.00	\$341.00	\$292.00	BFM5559BB24	\$419.00	\$367.00	\$292.00
1958-64 Chevy Fullsize Firewall Mount	MNS5864BB24	\$389.00	\$341.00	\$292.00	BFM5864BB24	\$419.00	\$367.00	\$315.00
1960-62 Chevy/GMC Truck (Automatic) Firewall Mount	MNS6062BB24	\$389.00	\$341.00	\$292.00	BFM6062BB24	\$419.00	\$367.00	\$315.00
1962-67 Nova * (IFS clip only) Firewall Mount	MNS6267BB24	\$389.00	\$341.00	\$292.00	BFM6267BB24	\$419.00	\$367.00	\$315.00
1963-66 Chevy/GMC Truck Firewall Mount	MNS6366BB24	\$389.00	\$341.00	\$292.00	BFM6366BB24	\$419.00	\$367.00	\$315.00
1964-74 A/F/X Body Firewall Mount	MNS6474BB24	\$389.00	\$341.00	\$292.00	BFM6474BB24	\$419.00	\$367.00	\$315.00
1965-70 Chevy Fullsize Firewall Mount	MNS6570BB24	\$389.00	\$341.00	\$292.00	BFM6570BB24	\$419.00	\$367.00	\$315.00
1967-72 Chevy/GMC Truck Firewall Mount	MNS6772BB24	\$389.00	\$341.00	\$292.00	BFM6772BB24	\$419.00	\$367.00	\$315.00
1970-81 Camaro and Firebird Firewall Mount	MNS7081BB24	\$389.00	\$341.00	\$292.00	BFM7081BB24	\$419.00	\$367.00	\$315.00
1971-80 Chevy Fullsize Firewall Mount	MNS7180BB24	\$389.00	\$341.00	\$292.00	BFM7180BB24	\$419.00	\$367.00	\$315.00
1973-87 Chevy/GMC Truck Firewall Mount	MNS7387BB24	\$489.00	\$425.00	\$365.00	BFM7387BB24	\$419.00	\$367.00	\$315.00
1979-81 G-Body Firewall Mount	MNS7981BB24	\$389.00	\$341.00	\$292.00				
1981-90 Chevy Fullsize Firewall Mount	MNS8190BB24	\$389.00	\$341.00	\$292.00				
1982-88 G-Body Firewall Mount	MNS8288BB24	\$389.00	\$341.00	\$292.00				
1988-93 Chevy C10 & C20 Firewall Mount	MNS8893BB24	\$389.00	\$341.00	\$292.00				
1994-99 Chevy C10 & C20 Firewall Mount	MNS9499BB24	\$389.00	\$341.00	\$292.00				

MASTER CYLINDERS

Whether you're looking for a master cylinder with a show stopping finish or just want to upgrade your drum brakes to a dual circuit, CPP's got the master cylinder that you're looking for. These units are all brand new and many come in different bore sizes for whatever your project demands.



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



BRAKES / MISCELLANEOUS



HYDRAULIC BRAKE ASSIST INSTALLATION KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HBA-1K	Hydraulic Brake Assist Install Kit, kit	\$45.00	\$40.00	\$34.00
PSFF-K	In-Line Filter & Fitting Kit, 3/8" lines, kit	\$31.00	\$28.00	\$24.00
PSF-AN	In-Line Filter only, 3/8" lines, ea.	\$23.00	\$21.00	\$18.00
CP0105	Brake Bleeding Syringe, curved tip, ea.	\$8.00	\$7.00	\$6.00
PO-0F6	Push-Lock Filter w/CPP logo, ea.	\$31.00	\$28.00	\$24.00



HYDRASTOP™ HYDRAULIC BRAKE ASSIST HOSE KITS

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

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



HYDRASTOP™ ACCUMULATOR COVERS

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

NON-CPP LOGO ACCUMULATOR COVERS NOT SHOWN-ALSO AVAILABLE

CP5100N	Chrome Accumulator Cover, ea.	\$69.00	\$61.00	\$52.00
RP5100N	Aluminum Accumulator Cover, ea.	\$55.00	\$49.00	\$42.00
BP5100N	Black Accumulator Cover, ea.	\$59.00	\$52.00	\$45.00



PROPORTIONING VALVES

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

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

UNDER MOUNT KITS

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

PROPORTIONING VALUES ONLY

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

Proportioning valve not included.



PROP VALVE BRAKE LIGHT SWITCH/FITTING KIT

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

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

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

NEW!



#CPBLB

BRAKE LINE BENDER

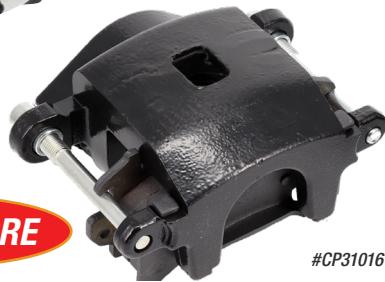
Introducing our Brake Bending Tool. This tool allows for precise 1/2" inside radius bends, capable of achieving angles up to 270 degrees. It is designed for 3/16" brake lines and is not your traditional tube bender; instead, it is specifically engineered for tight bends while minimizing line waste.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPBLB	Brake Line Bender	\$30.00	\$27.00	\$23.00



#CP432930

BIG BORE



#CP31016

SMALL BORE

CPP'S NEW FRONT & REAR CALIPERS

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

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



#8893HBK-BSB

NEW!

Hydra STOP

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

Introducing CPP's latest Hydrastop system for OBS trucks, compatible with 1/2 ton, 3/4 ton, and 1 ton models. This system utilizes the factory master cylinder and comes as a completely new unit, ensuring optimal performance and reliability. For a complete conversion, pair it with one of our hose kits, providing everything you need to enhance your OBS truck's braking system. Note: Hose kit and filter is sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
8893HBK-BSB	1988-1993 Chevy/GMC 1500-3500 Bare Unit, ea.	\$579.00	\$507.00	\$435.00
9499HBK-BSB	1994-1999 Chevy/GMC 1500-3500, 95-00 Tahoe Bare Unit, ea.	\$579.00	\$507.00	\$435.00
HAHK-R	Rubber Hydraulic Hose Kit	\$175.00	\$154.00	\$132.00
HAHK-S	Stainless Steel Hydraulic Hose Kit	\$225.00	\$197.00	\$169.00
PO-OF6	Recommended Filter	\$31.00	\$28.00	\$24.00



#CPEVP-K

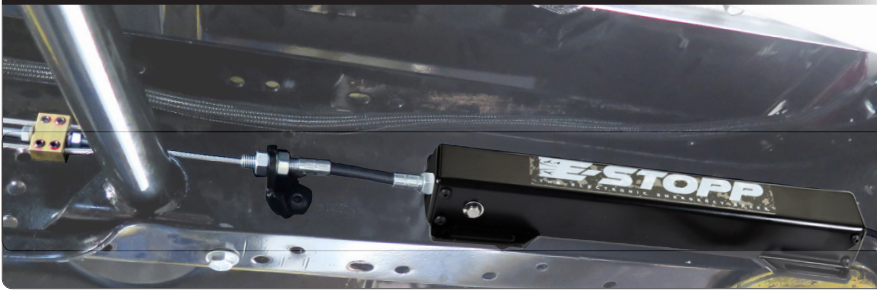
ELECTRIC VACUUM PUMP KIT

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

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

BRAKES / E-STOPP

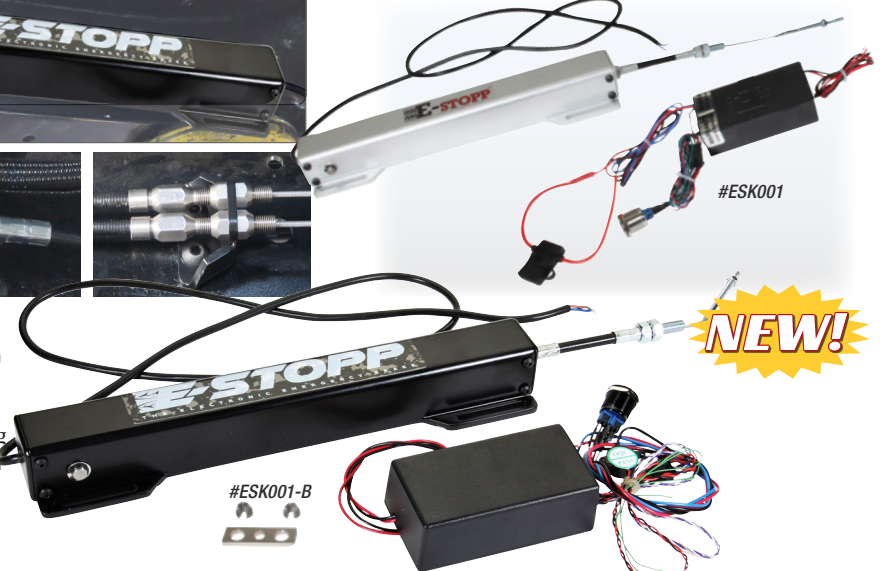
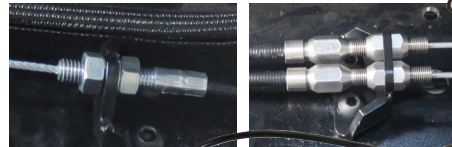
PARKING BRAKE SYSTEM INSTALLED



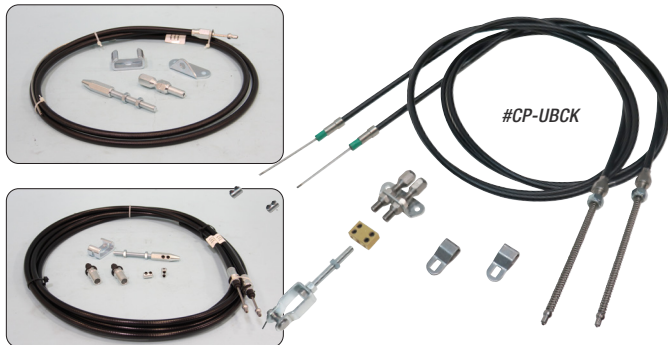
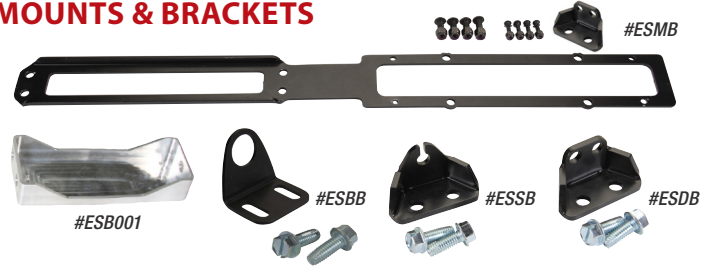
- Actuator with rugged metal casing
- 12v Control box with button or Key Fob
- Pack of splicers/connectors
- Optional (P) sticker for the button

E-STOPP PARKING BRAKE SYSTEM

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



E-STOPP PARKING BRAKE CABLE MOUNTS & BRACKETS

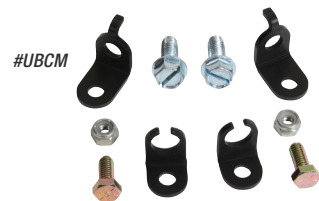


UNIVERSAL PARKING BRAKE CABLE KIT

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP-UBCK	Universal Parking Brake Cable	\$89.00	\$78.00	\$67.00
90352	Universal Front Parking Brake Cable	\$29.00	\$26.00	\$22.00
90356	Universal Rear Parking Brake Cable	\$59.00	\$52.00	\$45.00
CPBCS-15	15' Universal Parking Brake Cable & Shell	\$15.00	\$14.00	\$12.00
CPBCS-25	25' Universal Parking Brake Cable & Shell	\$25.00	\$22.00	\$19.00
CPB-CU-1-F	Universal Parking Brake Cable Fittings, pr	\$2.00	\$2.00	\$2.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ESK001	E-Stop System, kit	\$569.00	\$498.00	\$427.00
ESK003	Lock Kit with Controller & Actuator, kit	\$595.00	\$521.00	\$447.00
ESMB	Universal Mounting Bracket, kit	\$79.00	\$71.00	\$55.00
ESSB	Single Cable Frame Bracket, each	\$20.00	\$18.00	\$15.00
ESDB	Double Cable Frame Bracket, each	\$20.00	\$18.00	\$15.00
ESBB	Button Bracket, each	\$15.00	\$14.00	\$12.00
CPESK-FM	Frame Mount Applications, kit	\$699.00	\$612.00	\$525.00
CPESK-UM	Universal Applications, kit	\$769.00	\$673.00	\$577.00



UNIVERSAL PARKING BRAKE CABLE MOUNTING KIT

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

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



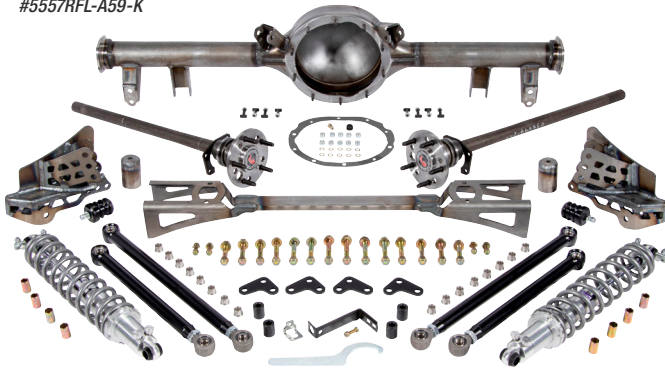
#5557FCO-N-K

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

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

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

#5557RFL-A59-K



CPP'S TRI-V 4 LINK KIT

CPP's new triangulated 4-link kit will bring your 1955-57 Chevy car's rear suspension into the 21st century. This triangulated design keeps the axle centered without the need for a panhard or track bar. The four adjustable bars are positioned to provide ample room for routing your exhaust over the differential. With 9 inches of travel, this rear suspension delivers smooth ride quality. This new kit is compatible with CPP pro touring and high-clearance sway bars, and it requires no modifications to the floorboard. For ease of installation, CPP recommends using our 9" rear housing with the brackets already welded on. If you are welding onto your own 9" or factory rear end, we advise using the weld fixture 12202 for a more straightforward installation. Please note that OEM factory rear ends will require bracket kit 12203. This kit is not compatible with 10 or 12 bolt rear ends.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RFL	1955-57 Chevy Full Size 4-Link Only	\$1,300.00	\$1,140.00	\$975.00
5557RFL-K	1955-57 Chevy Full Size 4-Link W/ Dual Adjustable Coil Overs	\$1,800.00	\$1,575.00	\$1,349.00
5557RFL-A59	1955-57 Chevy Full Size 4-Link W/ 59" Housing, no Coil overs	\$2,800.00	\$2,450.00	\$2,100.00
5557RFL-A59-K	1955-57 Chevy Full Size 4-Link W/ 59" Housing, W/ Dual Adjustable Coil Overs	\$3,450.00	\$3,020.00	\$2,588.00
5557RFLH-9	1955-57 Chevy Full Size 59" Housing w/Brackets for CPP 4-Link	\$1,500.00	\$1,425.00	\$1,350.00
5557RFLH-9-B	1955-57 Chevy Full Size 59" Housing w/ Brackets for CPP 4-Link, Powder Coated	\$1,650.00	\$1,575.00	\$1,500.00
12202	Bracket Weld Fixtures, works with OEM and Ford 9" Rear Ends	\$125.00	\$110.00	\$94.00
12203	1955-57 Chevy Full Size, Bracket kit for OEM Axle Housings	\$27.00	\$24.00	\$20.00



#8898FCOK-23



#8898TCA-ULK-B



OBS TUBULAR CONTROL ARMS

With CPP's Narrowed Totally Tubular Control Arms for OBS Chevys, there's no need to cut your fenders anymore. These arms are 1" narrower per side, providing the added clearance necessary to lower your truck and move your wheels away from the fender lips. The narrowed control arms are compatible with factory or lowered coil springs and CPP's Double-Adjustable Coilovers. They simplify the conversion to coilovers, making it a straightforward bolt-on process with no fabrication required. Made in Placentia, CA, these high-quality control arms feature our proprietary D-Spec bushings and include end links to accommodate the factory sway bar.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
8898TCA-ULK-B	1988-98 Chevy/GMC 1500, 95-00 Tahoe Upper & Lower Arms	\$969.00	\$851.00	\$729.00
8898FCOK-02	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Coil Overs 0-2" Drop	\$549.00	\$481.00	\$412.00
8898FCOK-23	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Coil Overs 2-3" Drop	\$549.00	\$481.00	\$412.00
DT-4078G	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Front Shocks 0-2" Drop, ea	\$55.00	\$50.00	\$45.00
DT-4265G	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Rear Shock W/ 2" Shackle, ea	\$55.00	\$50.00	\$45.00
DT-4231G	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Rear Shock W/ 2" Shackle & 2" Hanger, ea	\$55.00	\$50.00	\$45.00
CPP-4163G-R1	1988-98 Chevy/GMC 1500, W/ Flip Kit, Driver's Side Rear Shock	\$49.00	\$43.00	\$37.00
CPP-4095G-R1	1988-98 Chevy/GMC 1500, W/ Flip Kit, Passenger's Side Rear Shock, ea	\$49.00	\$43.00	\$37.00
CPP-4095G-R1	1995-00 2-Door Tahoe W/Flip Kit, Rear Shock, ea	\$49.00	\$43.00	\$37.00
FCS648-S	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Front Stock height Spring	\$182.00	\$170.00	\$159.00
FCS648-1	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Front 1" Drop Spring	\$192.00	\$182.00	\$173.00
FCS648-2	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Front 2" Drop Spring	\$159.00	\$147.00	\$136.00
FCS648-3	1988-98 Chevy/GMC 1500, 95-00 Tahoe, Front 3" Drop Spring	\$159.00	\$147.00	\$136.00

SUSPENSION / PRO-TOURING PACKAGES



PTK-1 PRO-TOURING PACKAGES

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



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



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



1963-72 CHEVY C-10*

PTK-1 KIT FEATURES:

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

*Note: Not for leaf spring trucks

1963-70 C-10
PTK-1 KIT SHOWN



PTK-1 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-1	1955-57 Full Size, kit	\$1,920.00	\$1,680.00	\$1,440.00
5964PTK-1	1959-64 Full Size, with single upper rear arm, kit	\$2,160.00	\$1,890.00	\$1,620.00
5964PTK-1D	1959-64 Full Size, with dual upper rear arms, kit	\$2,280.00	\$1,995.00	\$1,710.00
6267PTK-1	1962-67 Nova, kit	\$2,049.00	\$1,793.00	\$1,537.00
6370PTK-1	1963-70 Chevy Truck, kit	\$2,599.00	\$2,275.00	\$2,100.00
6466PTK-1	1964-66 Mustang, kit	\$1,920.00	\$1,680.00	\$1,440.00
6467PTK-1	1964-67 Chevelle/El Camino, kit	\$2,299.00	\$2,012.00	\$1,725.00
6770PTK-1	1967-70 Mustang, kit	\$1,920.00	\$1,680.00	\$1,440.00
6774PTK-1	1967-69 Camaro, 1968-74 Nova, kit	\$2,199.00	\$1,925.00	\$1,650.00
6872PTK-1	1968-72 Chevelle/El Camino, kit	\$2,299.00	\$2,012.00	\$1,725.00
7081PTK-1	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$2,199.00	\$1,925.00	\$1,650.00
7172PTK-1	1971-72 Chevy Truck, kit	\$2,599.00	\$2,275.00	\$2,100.00
7387PTK-1	1973-87 Chevy Truck, kit	\$2,999.00	\$2,625.00	\$2,249.00
7887PTK-1	1978-87 G-Body, kit	\$2,499.00	\$2,187.00	\$1,875.00



BILLET ALUMINUM SWAY BAR MOUNTS

Features greasable poly bushings and are available in a brushed machine, black, or polished finish. Specify finish and diameter of sway bar.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FBM25	Front, pair	\$89.00	\$78.00	\$67.00
RBM-SK	Rear, standard kit	\$109.00	\$96.00	\$82.00
RBM-DK	Rear, deluxe kit	\$229.00	\$201.00	\$172.00

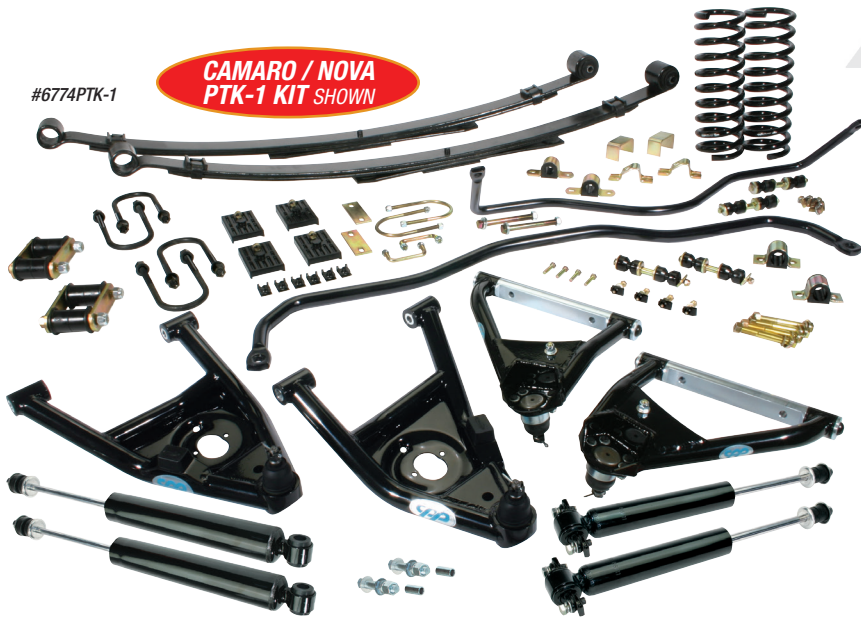
Note: Photos for illustration purposes only. Kit contents and prices may vary between applications. Prices shown subject to change without notice.

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

#6774PTK-1

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



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

PTK-1 KIT FEATURES:

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

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

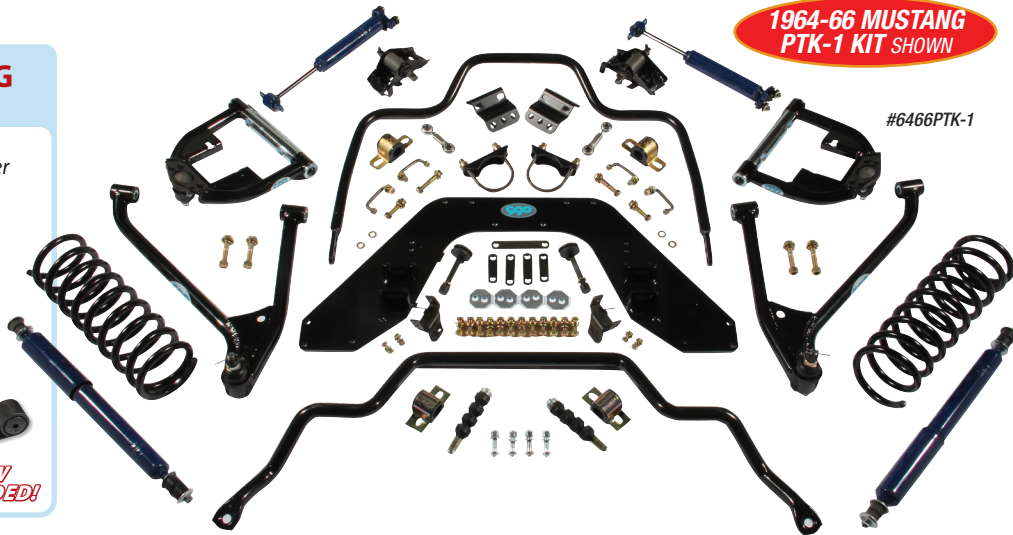
PTK-1 KIT FEATURES:

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

NOW INCLUDED!

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

#6466PTK-1



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

#6467PTK-1



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

PTK-1 KIT FEATURES:

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

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

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

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

SUSPENSION / PRO-TOURING PACKAGES



PTK-2 PRO-TOURING PACKAGES

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



1966 MUSTANG FEATURING PTK-2 & PTK+ UPGRADES

PTK2 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT

THE MOST COMPLETE SUSPENSION PACKAGES ON THE MARKET.

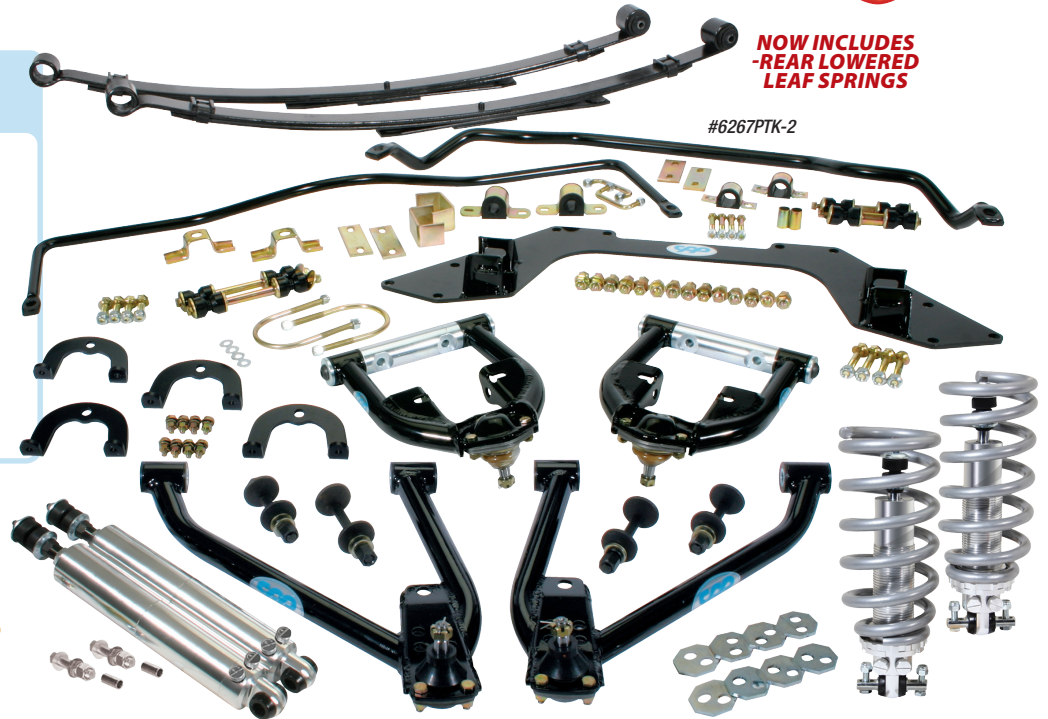


NOW INCLUDES -REAR LOWERED LEAF SPRINGS

1964-70 FORD MUSTANG 1962-67 CHEVY NOVA

PTK-2 KIT FEATURES:

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

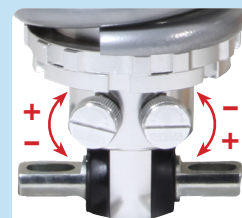


**1962-67 NOVA
PTK-2 KIT SHOWN**

PTK-2 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-2	1955-57 Full Size, kit	\$2,590.00	\$2,267.00	\$1,943.00
5964PTK-2	1959-64 Full Size, single upper rear arm, kit	\$2,590.00	\$2,267.00	\$1,943.00
5964PTK-2D	1959-64 Full Size, dual upper rear arms, kit	\$2,710.00	\$2,372.00	\$2,033.00
6267PTK-2	1962-67 Nova, kit	\$2,600.00	\$2,275.00	\$1,950.00
6370PTK-2	1963-70 C10, kit	\$3,999.00	\$3,499.00	\$2,993.00
6466PTK-2	1964-66 Mustang, kit	\$2,640.00	\$2,310.00	\$1,980.00
6467PTK-2	1964-67 Chevelle/El Camino, kit	\$2,899.00	\$2,537.00	\$2,175.00
6770PTK-2	1967-70 Mustang, kit	\$2,640.00	\$2,310.00	\$1,980.00
6774PTK-2	1967-69 Camaro, 1968-74 Nova, kit	\$2,800.00	\$2,450.00	\$2,100.00
6872PTK-2	1968-72 Chevelle/El Camino, kit	\$2,899.00	\$2,537.00	\$2,175.00
7081PTK-2	1970-81 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$2,800.00	\$2,450.00	\$2,100.00
7172PTK-2	1971-72 C10, kit	\$3,999.00	\$3,499.00	\$2,993.00
7887PTK-2	1978-87 G-Body, kit	\$3,299.00	\$2,887.00	\$2,475.00

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



FINE TUNE COMPRESSION & REBOUND INDEPENDENTLY

WITH 19 POSITIONS OF ADJUSTMENT FOR EACH DIAL

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

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

PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit
- Rear Lowered Leaf Springs

- + Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks



#6370PTK-2



1963-72 C10 TRUCK

PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Rear Totally Tubular™ Trailing Arms
- Front Pro-Touring Sway Bar
- Rear Pro-Touring Sway Bar

- + Front & Rear Dual-Adjustable Coil-over Kit
- Drop Center Cross Member

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

PTK-2 KIT FEATURES:

- Upper Totally Tubular™ Control Arms
- Lower Totally Tubular™ Control Arms
- Rear Upper and Lower Totally Tubular™ Trailing Arms
- Front Sway Bar Kit
- Rear Pro-Touring Sway Bar Kit*
- Rear Lowered Coil Springs

- + Front Dual-Adjustable Coil-over Kit
- Rear Dual-Adjustable Aluminum-Body Shocks

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



TO UPGRADE YOUR PTK-2 1964-72 CHEVELLE KIT TO REAR DUAL-ADJUSTABLE COIL-OVERS
- SEE PAGE 26

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

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SUSPENSION / PRO-TOURING PACKAGES



PTK-3 PRO-TOURING PACKAGES

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

Note: Drop spindle upgrade available.



1966 CHEVELLE FEATURING PTK-3 & PTK+ UPGRADES

PTK3 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT

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



1959-64 CHEVY FULLSIZE* 1964-72 CHEVELLE

PTK-3 KIT FEATURES:

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

1964-67 CHEVELLE PTK-3 KIT SHOWN



#6467PTK-3

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



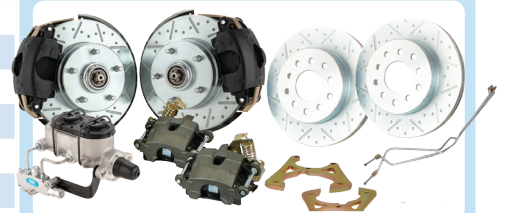
TO UPGRADE YOUR PTK-3 1964-72 CHEVELLE KIT TO REAR DUAL-ADJUSTABLE COIL-OVERS ADD \$279.00 - SEE PAGE 26

PTK-3 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-3	1955-57 Full Size, kit	\$3,960.00	\$3,465.00	\$2,970.00
5964PTK-3	1959-64 Full Size, single upper rear arm, kit	\$3,960.00	\$3,465.00	\$2,970.00
5964PTK-3D	1959-64 Full Size, dual upper rear arms, kit	\$4,080.00	\$3,570.00	\$3,060.00
6265PTK-3	1962-65 Nova, kit	\$3,840.00	\$3,360.00	\$2,880.00
6467PTK-3	1964-67 Chevelle/El Camino, kit	\$4,199.00	\$3,675.00	\$3,150.00
6667PTK-3	1966-67 Nova, kit	\$3,600.00	\$3,150.00	\$2,700.00
67PTK-3	1967 Camaro, kit	\$3,600.00	\$3,150.00	\$2,700.00
6872PTK-3	1968-72 Chevelle/El Camino, kit	\$4,199.00	\$3,675.00	\$3,150.00
6874PTK-3	1968-69 Camaro, 1968-74 Nova, kit	\$3,600.00	\$3,150.00	\$2,700.00
7078PTK-3	1970-78 Camaro, 1970-73 Firebird, 1975-79 Nova, kit	\$3,960.00	\$3,465.00	\$2,970.00
7981PTK-3	1970-78 Camaro, kit	\$3,960.00	\$3,465.00	\$2,970.00
7981PTK-G3	1979-81 G-Series, kit	\$4,299.00	\$3,760.00	\$3,224.00
8288PTK-3	1982-88 G-Series, kit	\$4,299.00	\$3,760.00	\$3,224.00



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



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

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

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PRO-TOURING STAGE 3

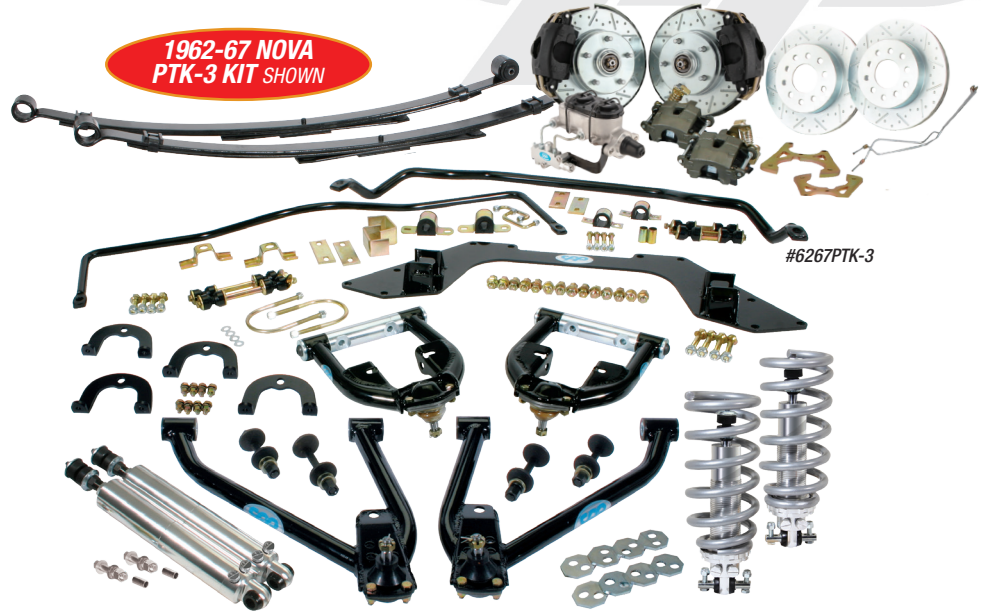
1962-67 CHEVY NOVA

PTK-3 KIT FEATURES:

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

- + • Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.

1962-67 NOVA
PTK-3 KIT SHOWN



#6267PTK-3

1955-57 FULLSIZE
PTK-3 KIT SHOWN



#5557PTK-3

1955-57 CHEVY FULLSIZE

PTK-3 KIT FEATURES:

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

- + • Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.

CAMARO / NOVA
PTK-3 KIT SHOWN

1967-81 CAMARO 1968-74 NOVA

PTK-3 KIT FEATURES:

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

- + • Complete 11" Front & 11" Rear Stock Height Disc Brake Kit with Upgraded Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.



#6874PTK-3

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

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

SUSPENSION / PRO-TOURING PACKAGES



PTK-4 PRO-TOURING PACKAGES

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

SCAN QR CODE to see our 1972 2nd Gen Camaro



1972 CAMARO FEATURING PTK-4 & PTK+ UPGRADES

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

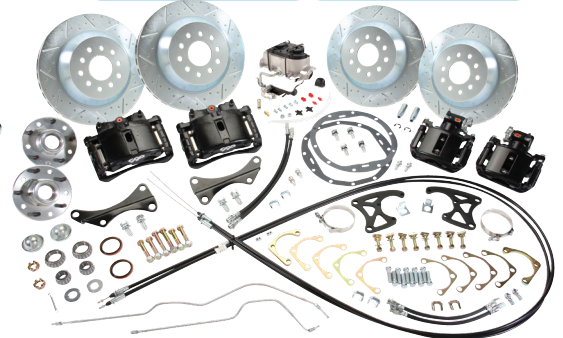


PTK4 KITS COME WITH SPANNER WRENCH & THRUST BEARING KIT

1967 CAMARO PTK-4 KIT SHOWN



#67PTK-4



1967-81 CAMARO 1968-79 NOVA

PTK-4 KIT FEATURES:

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

- Complete 13" Front & 12" Rear Stock-Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Black or Red Finish Calipers!
- Aluminum Master Cylinder & Proportioning Valve.



PTK-4 PRO-TOURING PACKAGES

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-4	1955-57 Full Size, kit	\$4,560.00	\$3,990.00	\$3,420.00
5964PTK-4	1959-64 Full Size, single upper rear arm, kit	\$4,560.00	\$3,990.00	\$3,420.00
5964PTK-4D	1959-64 Full Size, dual upper rear arms, kit	\$4,680.00	\$4,095.00	\$3,510.00
6265PTK-4	1962-65 Nova, kit	\$4,560.00	\$3,990.00	\$3,420.00
6467PTK-4	1964-67 Chevelle/El Camino, kit	\$4,799.00	\$4,200.00	\$3,600.00
6667PTK-4	1966-67 Nova, kit	\$4,440.00	\$3,885.00	\$3,330.00
67PTK-4	1967 Camaro, kit	\$4,320.00	\$3,780.00	\$3,240.00
6872PTK-4	1968-72 Chevelle/El Camino, kit	\$4,799.00	\$4,200.00	\$3,600.00
6874PTK-4	1968-69 Camaro, 1968-74 Nova, kit	\$4,320.00	\$3,780.00	\$3,240.00
7081PTK-4	1970-78 Camaro, 1965-79 Nova, kit	\$4,320.00	\$3,780.00	\$3,240.00
7981PTK-4	1979-81 G-Series, kit	\$4,799.00	\$4,200.00	\$3,600.00
8287PTK-4	1982-87 G-Series, kit	\$4,799.00	\$4,200.00	\$3,600.00



UPGRADE FRONT BRAKES TO A CPP CORVETTE-STYLE SPINDLE WHEEL BRAKE KIT*
NO EXTRA CHARGE!

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

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1962-67 CHEVY NOVA

PTK-4 KIT FEATURES:

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

- + Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.

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



#6267PTK-4

1962-67 NOVA
PTK-4 KIT SHOWN



1955-57 FULLSIZE PTK-4 KIT SHOWN



#5557PTK-4

1955-57 CHEVY FULLSIZE

PTK-4 KIT FEATURES:

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

- + Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.

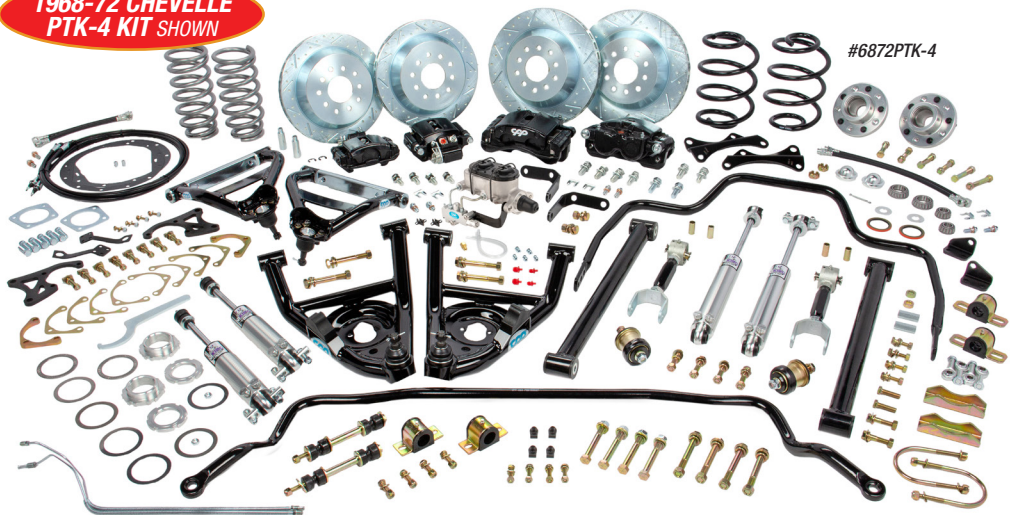
1959-64 CHEVY FULLSIZE 1964-72 CHEVELLE 1978-87 G-BODY

PTK-4 KIT FEATURES:

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

- + Complete 13" Front & 12" Rear Stock Height Big Brake Kit w/ Drilled & Gas-slotted Rotors
- Aluminum Master Cylinder & Proportioning Valve.

1968-72 CHEVELLE PTK-4 KIT SHOWN



#6872PTK-4

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



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

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

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

SUSPENSION / C10 COIL-OVER SYSTEMS



CPP 1970 CHEVY C10



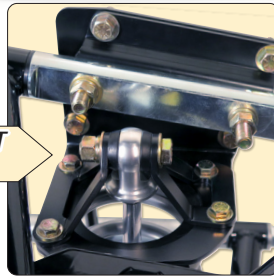
SCAN QR CODE TO SEE HOW OUR C10 SUSPENSION HANDLES ON THE TRACK!

STOCK TO 3" DROP



INDEPENDENTLY TUNE COMPRESSION & REBOUND WITH OUR DUAL-ADJUSTABLE SHOCKS

BOLT-IN CNC LASER-CUT BRACKET DESIGN



D-SPEC PERFORMANCE BUSHINGS INCLUDED!

1963-70 C10 FRONT KIT SHOWN



FRONT KITS FEATURE:

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

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

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

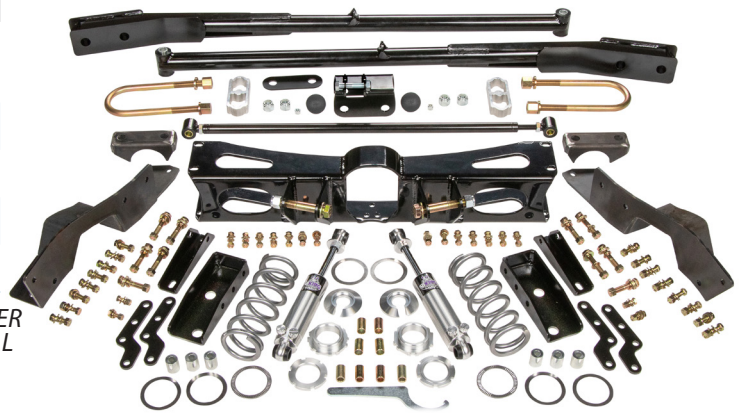
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT COIL-OVER CONVERSION KITS:				
6387FCO-K7387	1973-87 Complete Kit w/Upper & Lower Control Arms, kit	\$1,950.00	\$1,707.00	\$1,463.00
6387FCO-K7172	1971-72 Complete Kit w/Upper & Lower Control Arms, kit	\$1,950.00	\$1,707.00	\$1,463.00
6387FCO-K6370	1963-70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

REAR KITS FEATURE:

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

TOTALLY TUBULAR ARMS OFFER MAXIMUM STRENGTH & VISUAL IMPACT!

UP TO 6" REAR DROP



#6372TRS-COK

FOR A LIMITED TIME ONLY!

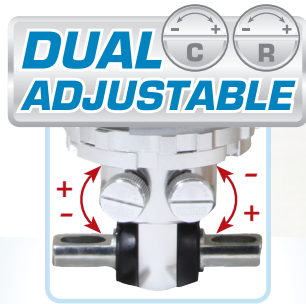
COIL-OVER KITS INCLUDE SPANNER WRENCH & THRUST BEARING KIT

WITH PURCHASE OF ANY CPP COIL-OVER KIT



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

SUSPENSION / COIL-OVERS



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



CPP 1970 CAMARO

INDEPENDENTLY TUNE COMPRESSION & REBOUND WITH OUR DUAL-ADJUSTABLE SHOCKS

COMPLETE CLASSIC FIT DUAL-ADJUSTABLE COIL-OVER SYSTEMS

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

STAGE 1: FRONT DUAL-ADJUSTABLE COIL-OVER KIT

#6467COK



CHEVELLE FRONT KIT SHOWN

KIT FEATURES*

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

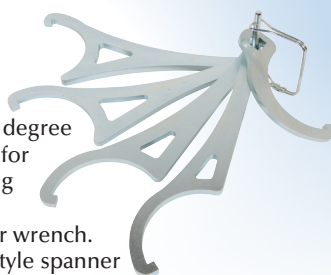
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564COK-2A	1955-64 Fullsize, kit	\$549.00	\$481.00	\$412.00
6165COK-2A	1961-65 Ford Falcon, kit	\$549.00	\$481.00	\$412.00
6267COK-2A	1962-67 Nova, kit	\$549.00	\$481.00	\$412.00
6470COK-2A	1964-70 Mustang, kit	\$549.00	\$481.00	\$412.00
6467COK-2A	1964-67 Chevelle, kit	\$549.00	\$481.00	\$412.00
6774COK-2A	1968-74 Nova, 1967-69 Camaro, kit	\$549.00	\$481.00	\$412.00
6872COK-2A	1968-72 Chevelle, kit	\$549.00	\$481.00	\$412.00
7081COK-2A	1970-81 Camaro, kit	\$549.00	\$481.00	\$412.00
7579COK-2A	1975-79 Nova, kit	\$549.00	\$481.00	\$412.00
7887COK-2A	1978-87 G-Body, kit	\$549.00	\$481.00	\$412.00
M2COK1-2A	Mustang II, kit	\$640.00	\$608.00	\$576.00

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

NEW!

MULTI-ANGLE SPANNER WRENCH KIT

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



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

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



D-SPEC PERFORMANCE BUSHINGS INCLUDED!

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

#6872FCO-K

CHEVELLE FRONT KIT SHOWN

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



#6372RCOK

#6472RCOK-DA

REAR DUAL-ADJUSTABLE COIL-OVER KIT

Our bolt-in rear double adjustable coilover kits include all necessary brackets and hardware for a straightforward installation. Designed for both C10s and GM A-bodies, the A-body kits lower the vehicle by 1 to 4 inches. Each kit also comes with a spanner wrench and thrust bearing kit, ensuring a complete and hassle-free upgrade.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6372RCOK-03	1963-75 C10 0-3" Drop	\$899.00	\$787.00	\$675.00
6372RCOK-46	1963-75 C10 4-6" Drop	\$899.00	\$787.00	\$675.00
6472RCOK-DA	1964-72 Chevelle, Dual-Adjustable, kit	\$699.00	\$612.00	\$525.00

SUSPENSION / COIL-OVERS

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

KIT FEATURES*

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



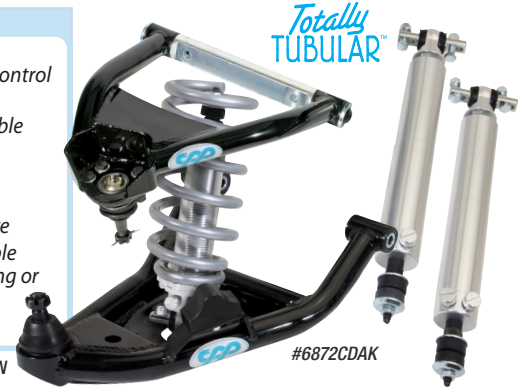
#6874DASK

FORA LIMITED TIME ONLY!
COIL-OVER KITS INCLUDE SPANNER WRENCH & THRUST BEARING KIT
WITH PURCHASE OF ANY CPP COIL-OVER KIT

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

KIT FEATURES*

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



CHEVELLE FRONT KIT SHOWN

#6872CDAK

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

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

FRONT AND REAR DUAL-ADJUSTABLE COIL-OVER UPGRADE KITS

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



#6467DACOK

4-CORNER CONVERSION!



#6372CDACOK

STAGE 3

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

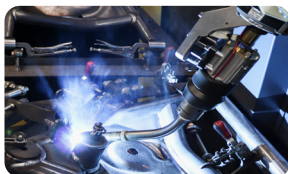
STAGE 4

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

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



THE NEW IN-HOUSE CPP ROBOTIC WELDING STATIONS



SPANNER WRENCH & THRUST BEARING KIT

Necessary when installing coil-over

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



#CPSPAN-K

COIL-OVER SHOCK NUTS

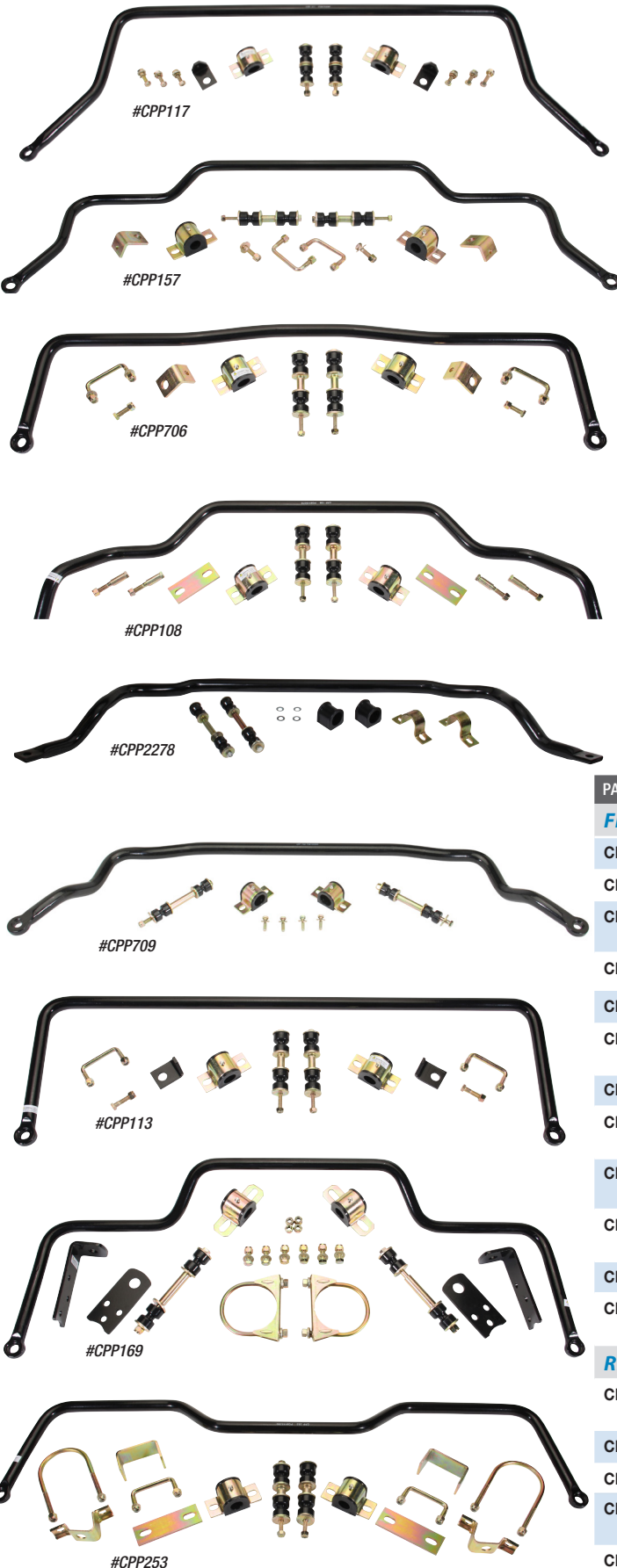
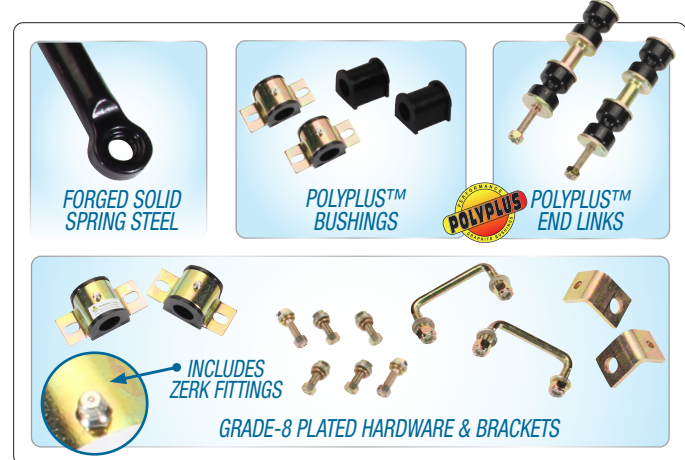
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
9504-109	Coil-over Alum. Shock Lock Nut, ea.	\$15.00	\$14.00	\$13.00
9504-110	Coil-over Alum. Shock Lock Spring Perch Nut, ea.	\$25.00	\$23.50	\$21.00



#9504-110

CPP'S FRONT & REAR PREMIUM SWAY BARS

New additions to our current line of premium sway bars. Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. Our new sway bars are manufactured out of forged solid spring steel and are powdercoated in a nice satin black finish. The kits come with grade-8 plated hardware and mounting brackets. Our PolyPlus™ bushings and end links provide years of service without squeak or wear. These are the nicest sway bar kits on the market, at the most competitive prices.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT				
CPP157	1955-1957 Chevy Belair, Fullsize, 7/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP594	1955-1957 Chevy Fullsize, 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP12030	1955-1959 Chevy Truck, 53-56 Ford 1/2 Ton Truck 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP706	1958-1964 Chevy FullSize, 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP108	1962-1967 Chevy Nova, Chevy II, 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP117	1963-1987 Chevy Truck, 1-1/8" Sway Bar, With Factory Control Arms	\$189.00	\$166.00	\$142.00
CPP7423	1963-1987 Chevy Truck, C10, 1-1/4" Sway Bar	\$189.00	\$166.00	\$142.00
CPP709	1964-1977 GMC A-B ody, 70-81 GMX F-Body, 75979 GMC F-Body, 1-1/4" Sway Bar	\$189.00	\$166.00	\$142.00
CPP883	1964-1977 GMC A-B ody, 70-81 GMX F-Body, 75979 GMC F-Body, 1-1/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP2278	1964-1977 GMC A-B ody, 70-81 GMX F-Body, 75979 GMC F-Body, 1-3/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP113	1965-1979 Ford 1/2 Ton Truck, F100, 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP599	1967-1969 GMC F-Body, 68-74 GMX X-Body, 1-1/8" Sway Bar	\$189.00	\$166.00	\$142.00
REAR				
CPP169	1947-1959 Chevy 1/2 Ton Truck; 1948-1956 Ford 1/2 Ton Truck, 7/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP934	1958-1964 Chevy Full Size, 1" Sway Bar	\$189.00	\$166.00	\$142.00
CPP253	1955-1957 Chevy Fullsize, 7/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP7401	1963-1972 Chevy 1/2 Ton Truck, C10, Coil Spring, 1-1/8" Sway Bar	\$189.00	\$166.00	\$142.00
CPP939	1964-1972 GMC A-Body, Midsize, 1" Sway Bar	\$189.00	\$166.00	\$142.00

SUSPENSION / HIGH-CLEARANCE - PROTOURING SWAY BARS

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



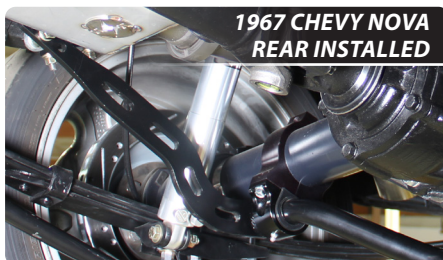
HIGH CLEARANCE FRONT ADJUSTABLE SWAY BARS

Classic Performance Products introduces our newest addition to our growing pro-touring line of Front High-Clearance Lightweight Adjustable Sway Bar Kits. Our front high-clearance sway bars fit tight to the chassis allowing for significantly wider front tires. Rod ends eliminate the fixed position end link bushings often found on traditional front sway bars which limit the tire size. The sway bars are 1 1/4 in diameter and are hollow, kits come complete with all hardware and greaseable frame bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HIGH CLEARANCE FRONT 1-1/4" DIAMETER				
4754HCSBK-125	1947-54 Chevy Truck, kit NEW!	\$229.00	\$199.00	\$169.00
5557HCSBK-125	1955-57 Chevy Fullsize, kit	\$249.00	\$218.00	\$187.00
6267HCSBK-125	1962-67 Chevy II/Nova Stock Suspension	\$249.00	\$218.00	\$187.00
6387HCSBK-125	1963-87 Chevy Truck, kit	\$249.00	\$218.00	\$187.00
6481HCSBK-125	1970-81 Camaro, 1964-72 Chevelle, kit	\$249.00	\$218.00	\$187.00
6774HCSBK-125	1967-69 Camaro, 1968-74 Nova; kit	\$249.00	\$218.00	\$187.00

PRO-TOURING REAR ADJUSTABLE SWAY BAR KITS

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



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

MORE CLEARANCE AROUND THE SHOCK MOUNTS!

PRO-TOURING PERFORMANCE!



HIGH CLEARANCE ALLOWS FOR SIGNIFICANTLY WIDER TIRES!



CONTOURED TO HUG FRAME

STANDARD BILLET POLYPLUS BUSHINGS

POLYPLUS™ ADJUSTABLE END-LINKS

FULLY ADJUSTABLE HEIM-JOINT END LINK FOR STREET OR TRACK

FOR WIDER FRONT TIRE

WINDOWED LEGS MAKE IT LIGHTWEIGHT

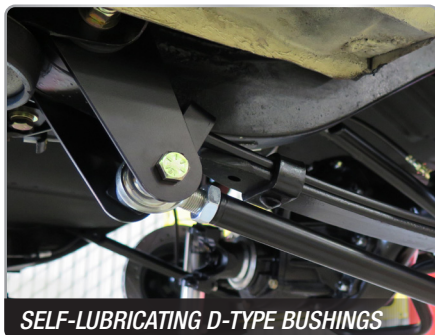
GLOSS BLACK FINISH

INCLUDES BUSHINGS & BILLET MOUNTS!

NEW LIGHTWEIGHT DESIGNS!



REAR SUSPENSION COMPONENTS



SELF-LUBRICATING D-TYPE BUSHINGS

STREET-TRAC™ TRACTION BARS

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



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



#6473TB



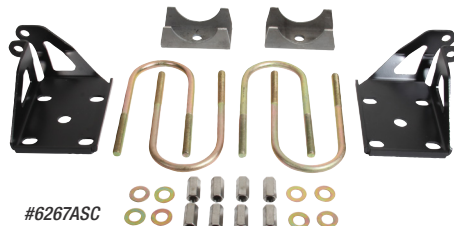
ADDITION GROUND CLEARANCE



CONVERT TO MULTI-LEAF SPRINGS

AXLE SEAT CONVERSION KIT

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



#6267ASC

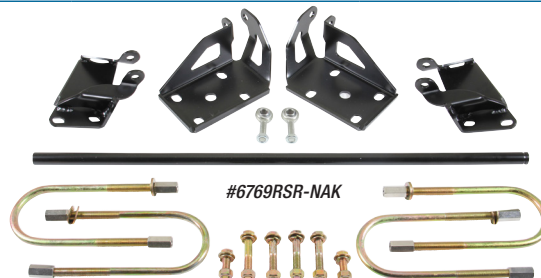
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267ASC	1962-67 Nova & 1967 Camaro, kit	\$139.00	\$122.00	\$105.00
6874ASC	1968-74 Nova, 1968-69 Camaro, kit	\$129.00	\$113.00	\$97.00



FOR NEW SHOCKS W/ LOOP MOUNTS

REAR SHOCK RELOCATION KITS

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



#6769RSR-NAK

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769RSR-NAK	1967-69 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
6769RSR-NLK	1967-69 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00
7081RSR-NAK	1970-81 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
7081RSR-NLK	1970-81 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6769RSR-AAK	1967-69 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
6769RSR-ALK	1967-69 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00
7081RSR-AAK	1970-81 Camaro, without lowering blocks, kit	\$299.00	\$262.00	\$225.00
7081RSR-ALK	1970-81 Camaro, with lowering blocks, kit	\$329.00	\$288.00	\$247.00

SUSPENSION / SHACKLE KITS



RUBBER OR POLYPLUS™ BUSHINGS



POLYPLUS™
INCLUDES
POLYPLUS™
UPGRADED
BUSHINGS

1955-57 SHACKLE KITS

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

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



D-SPEC BUSHINGS AND STEEL PIVOT SLEEVES

HIGH PERFORMANCE REAR SHACKLE KITS

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



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



MORE ROOM FOR WIDER REAR TIRES



OFFSET SHACKLE KITS

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

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

NARROWED LEAFS & SUBFRAME CONNECTORS

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



COMPLETE NARROW LEAF SPRING UPGRADE KITS

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

KITS FEATURE*

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

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



CPP SUBFRAME CONNECTORS

CPP introduces their brand-new Subframe Connectors, crafted using 1.5" OD x .120 wall round tubing. The round tube design offers superior resistance to torsional twist compared to square tube versions while providing maximum ground clearance. These connectors are 100% bolt-in and include all necessary mounting hardware for easy installation. Essential for performance applications, subframe connectors provide resistance to chassis flex, increasing the integrity and rigidity of the chassis. Finished in a sleek black powder coat, these connectors ensure both durability and a stylish appearance.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6267SFC-B	1962-67 Chevy Nova, Chevy II, Tubular, Black, Kit	\$259.00	\$227.00	\$195.00
6470SFC-B	1964-70 Ford Mustang, Tubular, Black, Kit	\$331.00	\$272.00	\$233.00
6769SFC-B	1967-69 Chevy Camaro, Tubular, Black, Kit	\$259.00	\$227.00	\$195.00
7081SFC-B	1970-81 Chevy Camaro, Tubular, Black, Kit	\$229.00	\$201.00	\$172.00



C10 5 LUG REAR AXLE CONVERSION

If you've upgrading your 6 lug C10 truck to 5x5 in front, this is the kit to convert the rear. Complete kit come with axles and drums. 1963- 64 kit also include spider gears. 1/2" studs. Note: 1/2 ton only, not for Dana rear end

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6364RACK	1963-64 C10 30.75" 5x5 Axles, 2 Drums, Spider Gears & Diff Gasket	\$529.00	\$462.00	\$396.00
6569RACK	1965-69 C10, 30.75" 5x5 Axles, Drums & Diff Gasket	\$319.00	\$279.00	\$239.00
6369RAC-5	1963-69 C10, 30.75" 5x5 Axles	\$239.00	\$209.00	\$179.00
70RAC-5	1970 C10, 31.45" 5x5 Axles	\$289.00	\$252.00	\$216.00
70RACK	1970 C10, 31.45" 5x5 Axles, Drums & Diff Gasket	\$369.00	\$322.00	\$276.00
CP8602	C10, 5-Lug Rr Brake Drums New (Pr)	\$82.00	\$72.00	\$61.00

PREMIUM STEERING COLUMNS

LATEST EXPANSION FEATURES FUNCTION PERFORMANCE



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



#DC-6266-SB

1964-66 NOVA SHIFT COLUMN SHOWN

BRAND NEW INSIDE & OUT!



• Tighter Tilt Mechanism



• Turn Signal & Neutral Safety Switch



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

NEW!

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



PROFESSIONAL CHROME OR BLACK FINISH

CPP 5-WAY ADJUSTABLE TILT PREMIUM STEERING COLUMNS

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

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

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

IT'S ALL IN THE CASE!



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

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

* NOTE: COMING SOON

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



STEERING / LINKAGE KITS

NEW!



#6770SLK-CP-C10



#7172DSLK-CP-C10

DELUXE STEERING LINKAGE KITS

For the first time all parts for your C10 steering linkage can now be found in a full kit. Available for 1963-1987 C10 trucks, our linkage kits come with complete with the center link, power steering pitman arm, idler arm, billet aluminum sleeves and inner and outer tie rod ends. CPP is the first to bring the center links on these C10s onto the market.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366DSLK-CP	1963-66, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
6366DSLK-CP-UG	1963-66 C10 using 1973-87 spindles, kit	\$350.00	\$305.00	\$245.00
6770DSLK-CP-C10	1967-70, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
6770DSLK-CP-UG	1967-70 C10 using 1973-87 spindles, kit	\$350.00	\$305.00	\$245.00
7172DSLK-CP-C10	1971-72, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
7172DSLK-CP-UG	1971-72 C10 using 1973-87 spindles, kit	\$350.00	\$305.00	\$245.00
7382DSLK-CP	1973-82, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
8387DSLK-CP	1983-87, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
8892DSLK-CP	1988-92, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00
9398DSLK-CP	1993-98, C10 complete steering linkage, kit	\$350.00	\$305.00	\$245.00



#6770CL

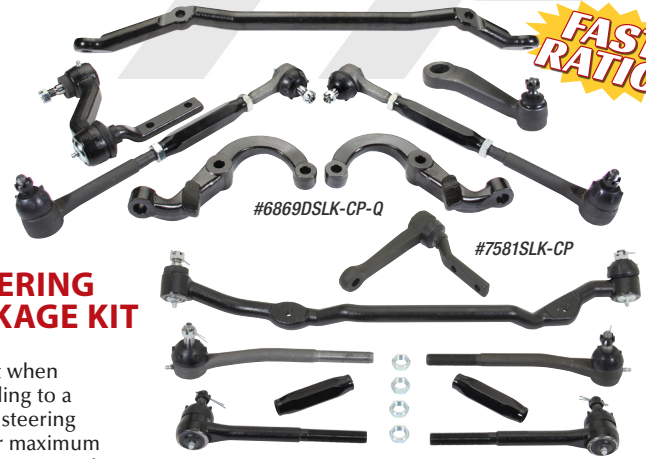
CPP EXCLUSIVE

C10 CENTER LINKS

CPP is proud to be the first manufacturer to bring brand new center links to market for 1963-1987 Chevy C10 trucks. These center links are designed to match OEM specifications, providing an exact fit for your restoration needs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6366CL	1963-66 C10 Center Link	\$125.00	\$109.00	\$94.00
6770CL	1967-70 C10 Center Link	\$125.00	\$109.00	\$94.00
7172CL	1971-72 C10 Center Link	\$125.00	\$109.00	\$94.00
7387CL	1973-87 C10 Center Link	\$125.00	\$109.00	\$94.00

FAST RATIO!



#6869DSLK-CP-Q

#7581SLK-CP

STEERING LINKAGE KIT

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 complement to our Totally Tubular™ control arm kits when needing those final pieces. For those who want the same linkage as the 1969 Camaro Z28. The steering arms are a perfect reproduction of the quick steer 5.25-inch-long 69 Z28s (same as GM 3954875 & 3954876), as well as the correct pitman arm and center link.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SLK-CP	1955-57 Chevy Full Size, kit	\$285.00	\$250.00	\$214.00
6164SLK-CP	1961-64 Chevy Full Size, kit	\$239.00	\$210.00	\$180.00
6367SLK-CP	1963-67 Chevy II/Nova, kit	\$360.00	\$315.00	\$270.00
6467SLK-CP	1964-67 GM A-Body, kit	\$239.00	\$210.00	\$180.00
6566SLK-CP	1965-66 Chevy Full Size, kit	\$479.00	\$420.00	\$360.00
6768SLK-CP	1967-68 Chevy Full Size, kit	\$454.00	\$398.00	\$341.00
6769DSLK-CP-Q	1967-69 Camaro, 68-74 Nova, W/Fast Ratio Steering Arms, kit	\$369.00	\$323.00	\$277.00
6869SLK-CP	1967-69 Camaro, 68-74 Nova, kit	\$319.00	\$280.00	\$240.00
6870SLK-CP	1968-70 GM A-Body, kit	\$239.00	\$210.00	\$180.00
7074SLK-CP	1970-74 Camaro, 75-79 Nova, kit	\$469.00	\$411.00	\$352.00
7172SLK-CP	1971-72 GM A-Body, kit	\$239.00	\$210.00	\$180.00
7581SLK-CP	1975-81 Camaro, kit	\$395.00	\$346.00	\$297.00

STEERING ARMS

All our steering arms are made to OEM restoration specifications. We're proud to be the first on the market with the original fast ratio 3954875 and 3954876 Camaro Z28 steering arms. These exact replicas quicken the steering without the need to change the gearbox!



#3954875/76

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SP-A	1955-57 Chevy Fullsize	\$89.00	\$78.00	\$67.00
5964SA	1959-64 Chevy Fullsize	\$129.00	\$112.00	\$97.00
6570SA	1965-70 Chevy Fullsize	\$129.00	\$112.00	\$97.00
6267SA	1962-67 Chevy Nova 5-Lug Applications	\$89.00	\$78.00	\$67.00
6472SP-A	1964-72 Chevy Chevelle / A-Body	\$79.00	\$70.00	\$60.00
6774SP-A	1967-69 Chevy Camaro & 1968-74 Chevy Nova	\$79.00	\$70.00	\$60.00
3954875/76	1967-69 Chevy Camaro Z28 & 1968-74 Chevy Nova Fast Ratio	\$129.00	\$112.00	\$97.00

STEERING / COMPONENTS

DUAL RETURN SAGINAW PUMPS & RESERVOIRS

CPP offers a wide variety of Saginaw pumps and reservoirs with dual return lines, ideal for hydraulic brake systems. These reservoirs are compatible with early-style P-pumps, functioning with both press-on and bolt-on (keyway) pulleys. Assembled pumps utilize only the bolt-on pulleys. Each reservoir comes complete with O-rings, hardware, and a cap included for easy installation.

RESERVOIR ONLY

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
19-6168SB-62	1965-1968 Full Size SBC, 61-68 Fullsize 6 Cyl, 63-72 C10 SBC	\$65.00	\$57.00	\$49.00
19-6768BB-2	1961-1964 Full Size SBC, 67-68 Fullsize BBC	\$65.00	\$57.00	\$49.00
19-6969SB-2	1969 SBC Camaro and Nova	\$65.00	\$57.00	\$49.00
19-6970BSB-2	1969 Chevelle SBC, 69-70 Fullsize BBC	\$65.00	\$57.00	\$49.00
19-UNIVRES1-2	Universal	\$65.00	\$57.00	\$49.00
19-UNIVRES-2	Universal	\$65.00	\$57.00	\$49.00

ADJUSTABLE FLOW CONTROL VALVE

We've developed a new adjustable flow control valve for the modern type II GM power steering pump. It allows you to adjust the sensitivity, or touchiness of the power steering at driving speeds. The valve has 9 positions that adjust the flow 1.75-3.75 gallons per minute. This adjusts the static pressure from 100-425PSI, by adjusting to a slower flow rate the amount of initial power assist can be reduced making a more natural feel at the steering wheel. A higher flow rate will make the power assist start with a very light steering effort. The total power assist remains unchanged. The valve only affects the way the power steering first comes into action. For example if parking requires 3 lb/ft of torque to turn steering wheel, it will still require the same 3 lb/ft regardless of where the adjustment is set.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90400	Adjustable flow control valve, each	\$55.00	\$49.00	\$44.00



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.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6367IABK	1962-67 Chevy II/Nova	\$79.00	\$69.00	\$59.00



ASSEMBLED PUMP & RESERVOIR

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
19-6969SB-2-P	1969 SBC Camaro and Nova	\$199.00	\$175.00	\$150.00
19-6970BSB-2-P	1969 Chevelle SBC, 69-70 Fullsize BBC	\$199.00	\$175.00	\$150.00
19-UNIVRES1-2-P	Universal Saginaw	\$199.00	\$175.00	\$150.00
19-UNIVRES-2-P	Universal Saginaw	\$199.00	\$175.00	\$150.00
19-6768BB-2-P	1961-1964 Full Size SBC, 67-68 Fullsize BBC	\$199.00	\$175.00	\$150.00
19-6168SB-62-P	1965-1968 Full Size SBC, 61-68 Fullsize 6 Cyl, 63-72 C10 SBC	\$199.00	\$175.00	\$150.00



POWER STEERING PUMP FLOW CONTROL FITTINGS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
45107	Standard Fitting, Low Flow Type II Pump	\$34.00	\$30.00	\$26.00
45108	Standard Fitting, High Flow Type II Pump	\$34.00	\$30.00	\$26.00
45130	Standard Fitting, Low Flow OE Pump	\$34.00	\$30.00	\$26.00
45131	Standard Fitting, High Flow OE Pump	\$34.00	\$30.00	\$26.00
45115	-6AN Fitting, Low Flow Type II Pump	\$34.00	\$30.00	\$26.00
45117	-6AN Fitting, High Flow Type II Pump	\$34.00	\$30.00	\$26.00
45134	-6AN Fitting, Low Flow OE Pump	\$34.00	\$30.00	\$26.00
45135	-6AN Fitting, High Flow OE Pump	\$34.00	\$30.00	\$26.00
49057	Banjo Adapter for OE Fittings	\$39.00	\$34.00	\$29.00

STEERING SHAFT COUPLER

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



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

IFS SYSTEMS / MUSTANG II



NEW POWER RACK & PINION INCLUDED!

FULLY WELDED CROSSMEMBER!

BIGGEST ROTORS AVAILABLE IN A TRADITIONAL IFS KIT

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



SWAY BAR INCLUDED!

MUSTANG II IFS SYSTEMS & CROSSMEMBERS

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



SCAN QR CODE TO SEE OUR 1967 CHEVY NOVA SS PERFORM



COMPLETE MUSTANG II IFS KITS

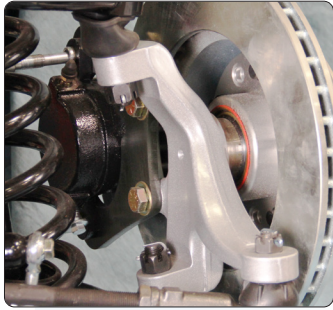
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6267M2IFS-K	1962-67 Chevy Nova, kit	\$2,300.00	\$2,013.00	\$1,725.00
E3540M2IFS-K	1935-40 Ford car & 1935-41 Ford truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E3739M2IFS-K	1937-39 Chevy Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E3748M2IFS-K	1937-48 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4754M2IFS-K	1947-54 Chevy Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4852M2IFS-K	1948-52 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E4954M2IFS-K	1949-54 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5356M2IFS-K	1953-50 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5559M2IFS-K	1955-59 Chevy Fullsize, kit	\$2,100.00	\$1,838.00	\$1,575.00
E5760M2IFS-K	1957-60 Ford Truck, kit	\$2,100.00	\$1,838.00	\$1,575.00
E6470M2IFS-K	1964-1/2-70 Ford Mustang, kit	\$2,100.00	\$1,838.00	\$1,575.00
E6579M2IFS-K	1965-79 Ford Truck, kit (Bolt In) NEW!	\$2,650.00	\$2,350.00	\$1,999.00

CROSSMEMBER KITS (ONLY)

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E6267M2-DLX-R2	Deluxe, 1962-67 Chevy Nova, (shown)**	\$899.00	\$787.00	\$675.00
E3540M2-X*	1935-40 Ford car & 1935-41 Ford truck, kit	\$365.00	\$320.00	\$274.00
E3739M2-X	1937-39 Chevy Truck, kit	\$365.00	\$320.00	\$274.00
E3748M2-X	1937-48 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E4754M2-X*	1947-54 Chevy Truck, kit	\$365.00	\$320.00	\$274.00
E4852M2-X*	1948-52 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E4954M2-X	1949-54 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E5356M2-X*	1953-50 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E5559M2-X*	1955-59 Chevy Fullsize, kit	\$365.00	\$320.00	\$274.00
E5760M2-X*	1957-60 Ford Truck, kit	\$365.00	\$320.00	\$274.00
E6470M2-X*	1964-1/2-70 Ford Mustang, kit	\$365.00	\$320.00	\$274.00
E6579M2-X	1965-79 Ford Truck, kit (Bolt In) NEW!	\$1,349.00	\$1,180.00	\$1,015.00

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

MUSTANG II / COMPONENTS



MODULAR™

DROP & STOCK SPINDLES

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

BIG BORE CALIPERS

11.75" PERFORMANCE BRAKES



#M2SWBK-MOD-S



MUSTANG II MODULAR™ SPINDLE WHEEL BRAKE KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2SWBK-MOD-S	Complete kit with stock spindles, kit	\$699.00	\$612.00	\$525.00
M2SWBK-MOD-D	Complete kit with drop spindles, kit	\$699.00	\$612.00	\$525.00
M2SDBK-S	Stock spindles and bracket, kit	\$270.00	\$240.00	\$206.00
M2SDBK-D	Drop spindles and bracket, kit	\$270.00	\$240.00	\$206.00

NOTE: Please specify bolt pattern when ordering.



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



DUAL ADJUSTABLE

#M2COK-U

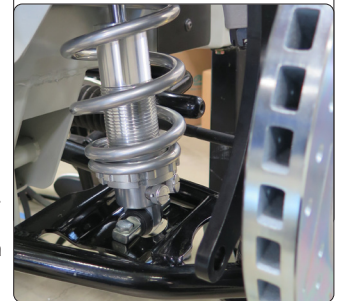


Totally TUBULAR™

MUSTANG II FRONT COIL-OVER SYSTEM

Upgrade your Mustang II effortlessly with our dual adjustable coilover system. Featuring a newly designed lower control arm that bolts in without modifications, this kit includes dual adjustable shocks and springs for customizable performance. Compatible with CPP and aftermarket crossmembers, it simplifies your suspension upgrade. Each kit comes with a spanner wrench and thrust bearing kit for an easy installation.

MODIFIED LOWER TUBULAR CONTROL ARM



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2COK1	Coil Over Kit Only, kit	\$640.00	\$608.00	\$576.00
M2COK-U	Modified Lower Control Arm & Coil-Over Kit, kit	\$895.00	\$784.00	\$672.00



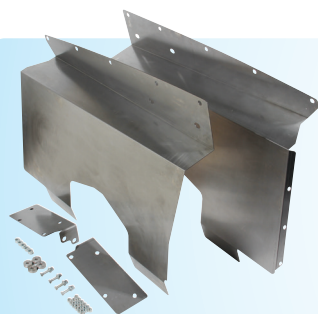
NEW!

#M2TCA-UA

MUSTANG II ADJUSTABLE CONTROL ARMS

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

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



1966-67 NOVA MUSTANG II WIDE INNER FENDER PANELS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
6667IFP-W	1966-67 Nova, Wide Inner Fender Panels, kit	\$299.00	\$262.00	\$225.00

MUSTANG II CORVETTE-STYLE SPINDLE/HUB/BRAKES

NSRA 2021 PRODUCT OF THE YEAR!



2" DROP OR STOCK HEIGHT

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

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



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

MUSTANG II CS SPINDLES

Continuing our legacy of innovation with Corvette spindles, CPP is proud to introduce our Mustang II line of CS spindles. These spindles inherit all the benefits of our renowned Corvette spindle line while addressing common issues in Mustang II brake systems. They maintain the same offset as typical Mustang II brake kits but offer the flexibility to move your wheels in by 1/4" or 1/2" per side using the provided spacers. Compatible with all car and truck bolt patterns via our C7 Hubs, these spindles feature a taper designed for the popular IFS screw-in ball joint without requiring additional spacers. Available in both stock height and a 2" drop, these spindles can be purchased in pairs, with C7 Hubs, or as complete kits, offering superior performance and adaptability.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
M2CSS	CS Mustang II CS Series Stock height Spindles	\$269.00	\$236.00	\$202.00
M2CSD	CS Mustang II CS Series 2" Drop Spindles	\$269.00	\$236.00	\$202.00
M2CSD-5C	Stock Height Spindles with 5 x 4.5 & 5 x 4.75 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSD-5T	Stock Height Spindles with 5 x 5 & 5 x 5.5 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSD-6T	Stock Height Spindles with 6 x 5.5 bolt pattern, 7/16 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-5C	2" Drop Spindles with 5 x 4.5 & 5 x 4.75 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-5T	2" Drop Spindles with 5 x 5 & 5 x 5.5 bolt patterns, 1/2 x 20 studs	\$389.00	\$341.00	\$292.00
M2CSS-6T	2" Drop Spindles with 6 x 5.5 bolt pattern, 7/16 x 20 studs	\$389.00	\$341.00	\$292.00

C7 CORVETTE-STYLE HUB ASSEMBLIES

Whether you're working on your daily driver or high performance Pro-Touring vehicle, CPP offers different options for Corvette-style hub assemblies. CPP hubs feature a double-row ball bearing arrangement. The outer row, larger in diameter and containing more bearings than the inner row, enhances load capacity and bearing life. This uneven design also increases camber stiffness compared to symmetrical hub or pin-style units.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
35041*	5x4.75 w 7/16 x 20 & 1/2 x 20 dual threads	\$79.00	\$69.00	\$56.00
34043	5x4.75 & 5x4.5 w 1/2 x 20 studs car patterns	\$89.00	\$77.00	\$66.00
35044	5x5 & 5x5.5 w 1/2 x 20 studs, truck patterns	\$89.00	\$77.00	\$66.00
35045	6x5.5 w 7/16 x 20 studs, truck pattern	\$79.00	\$69.00	\$56.00

FUEL / ALUMINUM FUEL TANKS

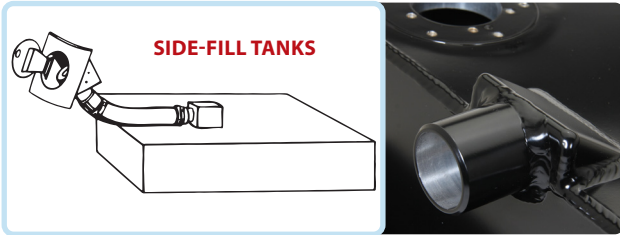
Classic-Fit HYBRID ALUMINUM TANKS

CARBURETED AND FUEL-INJECTION READY ALUMINUM FUEL TANK KITS

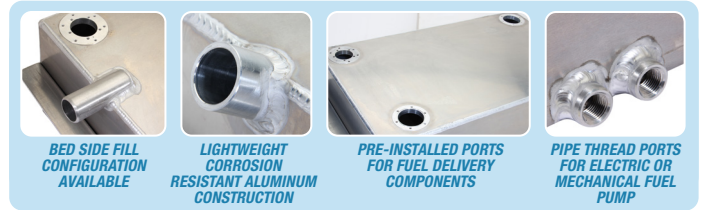
The newly re-designed CPP Classic-Fit Hybrid Aluminum Fuel Tanks are the perfect solution for all your replacement or performance fuel tank needs. Classic-Fit Aluminum Fuel Tanks are designed to fit between your stock frame rails, so no modifications for installation are necessary in most cases. They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



#6372AGT-20SHB



SIDE-FILL TANKS



BED SIDE FILL CONFIGURATION AVAILABLE

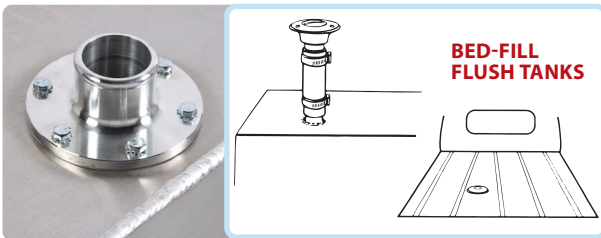
LIGHTWEIGHT CORROSION RESISTANT ALUMINUM CONSTRUCTION

PRE-INSTALLED PORTS FOR FUEL DELIVERY COMPONENTS

PIPE THREAD PORTS FOR ELECTRIC OR MECHANICAL FUEL PUMP

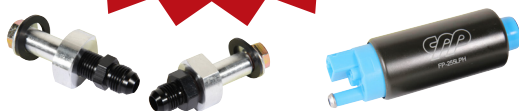


#4860AGT-21BFH



BED-FILL FLUSH TANKS

MORE FUEL COMPONENTS!
SEE PAGES
46 - 49



PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
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SIDE-FILL TANKS - RAW ALUMINUM

4753AGT-22SH	22 gal.	1947-53 Chevy Truck*	\$599.00	\$525.00	\$450.00
5356AGT-20SH	20 gal.	1953-56 Ford Truck	\$599.00	\$525.00	\$450.00
5455AGT-17SH	17 gal.	1954-55 Chevy Truck	\$599.00	\$525.00	\$450.00
5559AGT-20SH	20 gal.	1955-59 Chevy Truck*	\$599.00	\$525.00	\$450.00
6372AGT-20SH	20 gal.	1963-72 Chevy Truck*	\$599.00	\$525.00	\$450.00
6372AGT-26SBH	26 gal.	1963-72 Chevy Suburban*	\$599.00	\$525.00	\$450.00

SIDE-FILL TANKS - BLACK FINISH

4753AGT-22SHB	22 gal.	1947-53 Chevy Truck*	\$649.00	\$568.00	\$487.00
5356AGT-20SHB	20 gal.	1953-56 Ford Truck	\$649.00	\$568.00	\$487.00
5455AGT-17SHB	17 gal.	1954-55 Chevy Truck	\$649.00	\$568.00	\$487.00
5559AGT-20SHB	20 gal.	1955-59 Chevy Truck*	\$649.00	\$568.00	\$487.00
6372AGT-20SHB	20 gal.	1963-72 Chevy Truck*	\$649.00	\$568.00	\$487.00
6372AGT-26SBHB	26 gal.	1963-72 Chevy Suburban*	\$649.00	\$568.00	\$487.00

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

PART #	VOLUME (GAL)	DESCRIPTION	RETAIL	JOBBER	DEALER
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BED-FILL FLUSH - RAW ALUMINUM

4753AGT-22BFH	22 gal.	1947-53 Chevy Truck	\$599.00	\$525.00	\$450.00
4860AGT-21BFH	21 gal.	1948-60 Ford Truck*	\$599.00	\$525.00	\$450.00
5356AGT-20BFH	20 gal.	1953-56 Ford Truck	\$599.00	\$525.00	\$450.00
5455AGT-17BFH	17 gal.	1954-55 Chevy Truck	\$599.00	\$525.00	\$450.00
5559AGT-20BFH	20 gal.	1955-59 Chevy Truck	\$599.00	\$525.00	\$450.00
6372AGT-20BFH	20 gal.	1963-72 Chevy Truck	\$599.00	\$525.00	\$450.00
7387AGT-22BFH	22 gal.	1973-87 Chevy Truck	\$599.00	\$525.00	\$450.00

BED-FILL TANKS - BLACK FINISH

4753AGT-22BFHB	22 gal.	1947-53 Chevy Truck	\$649.00	\$568.00	\$487.00
4860AGT-21BFHB	21 gal.	1948-60 Ford Truck*	\$649.00	\$568.00	\$487.00
5356AGT-20BFHB	20 gal.	1953-56 Ford Truck	\$649.00	\$568.00	\$487.00
5455AGT-17BFHB	17 gal.	1954-55 Chevy Truck	\$649.00	\$568.00	\$487.00
5559AGT-20BFHB	20 gal.	1955-59 Chevy Truck	\$649.00	\$568.00	\$487.00
6372AGT-20BFHB	20 gal.	1963-72 Chevy Truck	\$649.00	\$568.00	\$487.00
7387AGT-22BFHB	22 gal.	1973-87 Chevy Truck	\$649.00	\$568.00	\$487.00

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

**MIDNITE
SERIES**
BLACK FINISH!

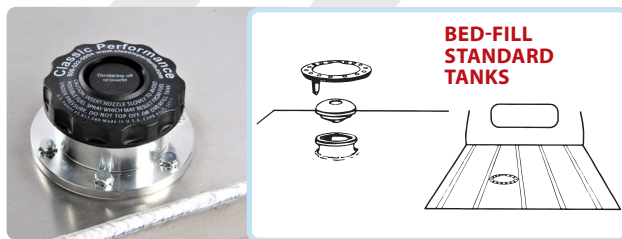


CARBURETED AND FUEL-INJECTION READY ALUMINUM FUEL TANK KITS

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



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



NEW PRO TOURING HYBRID ALUMINUM FUEL TANKS

Designed for maximum capacity and sleek looks, these tanks make it possible to run three completely different fuel delivery setups including a mechanical fuel pump, one in-tank electric fuel pump or two in-tank pumps. An integrated surge tank puts the "Pro Touring" in these new hybrid aluminum fuel tanks and makes them perfect for high G-force applications. We currently offer Pro Touring tanks for early Chevy II/Novas with Chevelle and Camaro applications coming soon.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PRO TOURING - RAW ALUMINUM				
6267AGT-22PTH	1962-67 Nova/Chevy II, 22 Gal., ea.	\$699.00	\$615.00	\$525.00
6467AGT-26H	1964-67 Chevelle, 26 Gal., ea.	\$699.00	\$615.00	\$525.00
6768AGT-18H	1967-68 Camaro, 18 Gal., ea.	\$699.00	\$615.00	\$525.00
6872AGT-25H	1968-1972 Chevelle, 25 Gal., ea.	\$699.00	\$615.00	\$525.00
69AGT-18H	1969 Camaro, 18 Gal., ea.	\$699.00	\$615.00	\$525.00
7073AGT-20H*	1970-73 Camaro, 20 Gal., ea.	\$699.00	\$615.00	\$525.00
7477AGT-21H*	1974-77 Camaro, 21 Gal., ea.	\$699.00	\$615.00	\$525.00
7881AGT-21H*	1978-81 Camaro, 21 Gal., ea.	\$699.00	\$615.00	\$525.00
PRO TOURING - BLACK FINISH				
6267AGT-22BPBH	1962-67 Nova/Chevy II, 22 Gal., ea.	\$749.00	\$655.00	\$560.00
6467AGT-26BH	1964-67 Chevelle, 26 Gal., ea.	\$749.00	\$655.00	\$560.00
6768AGT-18BH	1967-68 Camaro, 18 Gal., ea.	\$749.00	\$655.00	\$560.00
6872AGT-25BH	1968-72 Chevelle, 25 Gal., ea.	\$749.00	\$655.00	\$560.00
69AGT-18BH	1969 Camaro, 18 Gal., ea.	\$749.00	\$655.00	\$560.00
7073AGT-20BH*	1970-73 Camaro, 20 Gal., ea.	\$749.00	\$655.00	\$560.00
7477AGT-21BH*	1974-77 Camaro, 21 Gal., ea.	\$749.00	\$655.00	\$560.00
7881AGT-21BH*	1978-1981 Camaro, 21 Gal., ea.	\$749.00	\$655.00	\$560.00

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

*Note: Coming Soon

EFI / COMPLETE OE-STYLE FUEL-INJECTION TANKS KITS

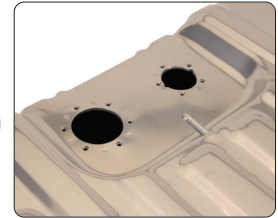


#MS6467CFIT-K

TANKS ALSO AVAILABLE INDIVIDUALLY



ACCEPTS FACTORY TRANSFER HOSE/FUEL NECK



FUEL PUMP & SENDING UNIT TRAY COMES PRE-INSTALLED

KITS FEATURE:

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

* Contents may vary between applications.

COMPLETE FUEL INJECTION-READY TANK KITS

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

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

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

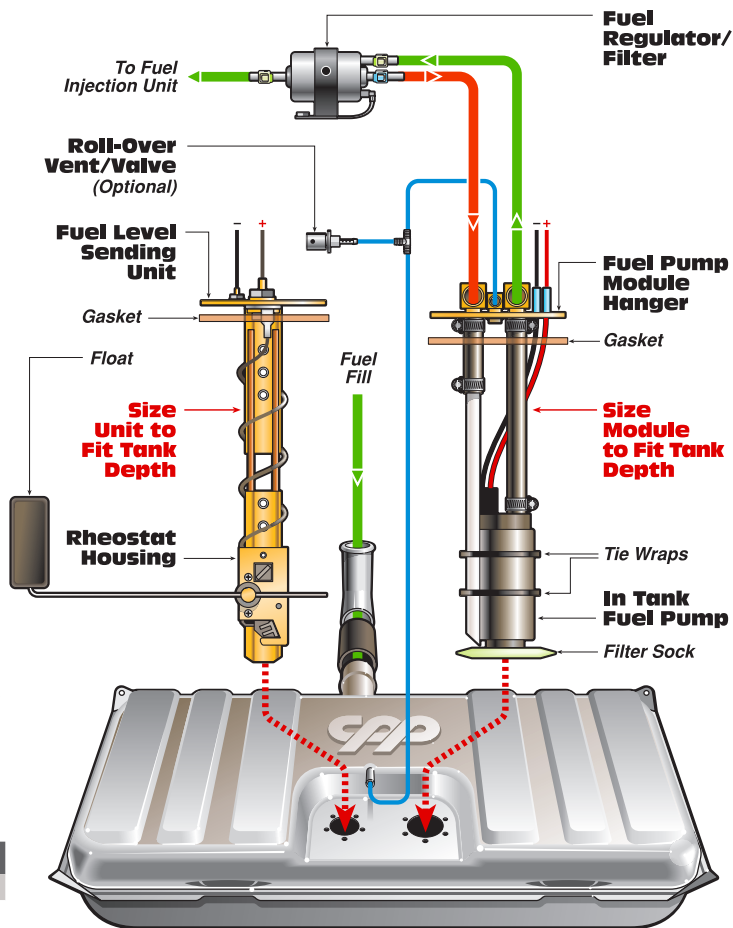
PART #	DESCRIPTION	GAL	RETAIL	JOBBER	DEALER
CHEVY CAMARO					
CM6768CFIT-K	1967-68, kit	18	\$698.00	\$611.00	\$524.00
CM6768NCFIT-K	1967-68, (notched), kit	18	\$729.00	\$638.00	\$547.00
CM69CFIT-K	1969, kit	18	\$655.00	\$574.00	\$492.00
CM69NCFIT-K	1969, (notched), kit	18	\$674.00	\$590.00	\$506.00
CM7073CFIT-K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



#EC6467CFIT-K



#MU6466CFIT-K



Fuel Injection-Ready Tank

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

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

FUEL / COMPONENTS



#FF822-AN6



CPUFLK-A INSTALLED ON CHASSIS



INSTALLED FUEL RAIL FITTING

**ADJUSTABLE
4-80 PSI**



#90395



#CPUFLK-A



SCAN QR CODE TO SEE THE INSTALL

FUEL INJECTION LINES KITS & ACCESSORIES

Our fuel injection line kits offer the most comprehensive and highest quality solution for your fuel plumbing needs. Each kit includes 25 feet of high-pressure flexible fuel hose, available in your choice of durable rubber or stainless steel braided options. Along with a fuel injection filter/regulator, the kit features a 14-piece LSLF9 fuel fitting assortment equipped with black high-pressure Push Lock fittings, reusable spin-lock feed and return fittings, and the correct pipe thread fittings to accommodate most aftermarket fuel pump flanges. For those preferring a hardline setup, our Aluminum line kit includes 12 feet of line along with all necessary bulkheads and tabs, providing ample material for a clean, efficient installation from front to back.



#LSLKS-F

#LSLF9

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
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FUEL LINE KITS W/REGULATOR:

LSLK-F	Rubber hose kit, W 58 PSI regulator	\$189.00	\$166.00	\$142.00
LSLKS-F	Stainless hose kit, W 58 PSI regulator	\$269.00	\$236.00	\$202.00
CPCFLK-CR	Aluminum line kit, W 58 PSI regulator	\$280.00	\$245.00	\$210.00
CPCFLK-AR	Aluminum line kit, adjustable regulator	\$300.00	\$262.00	\$225.00
LSLKDT	Dual Tanks, rubber hose kit, W 58 PSI regulators	\$499.00	\$437.00	\$375.00

FUEL LINE KITS:

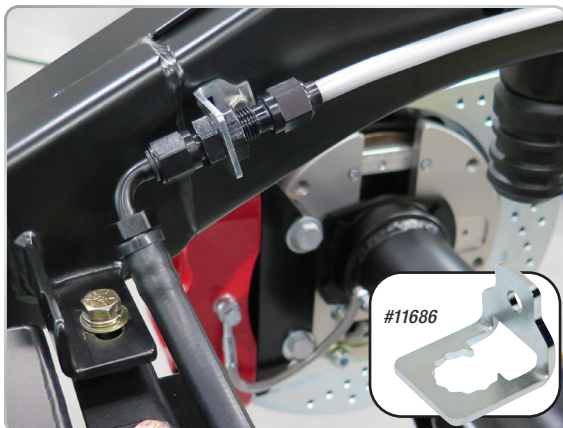
LSLK	Fuel Injection Line Kit, Rubber, kit	\$142.00	\$125.00	\$107.00
LSLKS	Fuel Injection Line Kit, Stainless, kit	\$225.00	\$197.00	\$169.00
LSLKCS	Carbureted Line Kit, Stainless, kit	\$199.00	\$175.00	\$150.00
CPUFLK-A	Aluminum Line Kit	\$109.00	\$95.00	\$81.00
LSLK-H	25 Ft. Rubber hose only	\$60.00	\$53.00	\$45.00

FITTINGS:

LSLF11	Quick Disconnect Corvette style Regulator AN6 Fitting Kit	\$35.00	\$31.00	\$27.00
LSLF12	Quick Disconnect Corvette Style Regulator Push Lock Fitting Kit	\$25.00	\$22.00	\$19.00
LSLF9	Quick Disconnect Complete LS/LT Fuel Fitting Kit, kit	\$109.00	\$96.00	\$82.00
LSLF1	Corvette Style Regulator 5/16" to AN6 Male Adapter	\$5.00	\$5.00	\$4.00
LSLF3	LS/LT 3/8" Quick Disconnect Reusable Fuel Fitting	\$8.00	\$7.00	\$6.00
LSLF4	LS/LT 3/8" Quick Disconnect Reusable Fuel Fitting, Push Lock	\$12.00	\$11.00	\$9.00
LSLF5	LS/LT 5/16" Quick Disconnect Reusable Fuel Fitting	\$8.00	\$7.00	\$6.00
LSLF6	LS/LT 5/16" Quick Disconnect Reusable Fuel Fitting, Push Lock	\$8.00	\$7.00	\$6.00
C6AN14-STR	3/8" NPT to AN6 Male Fitting	\$9.00	\$8.00	\$7.00

REGULATORS & ACCESSORIES:

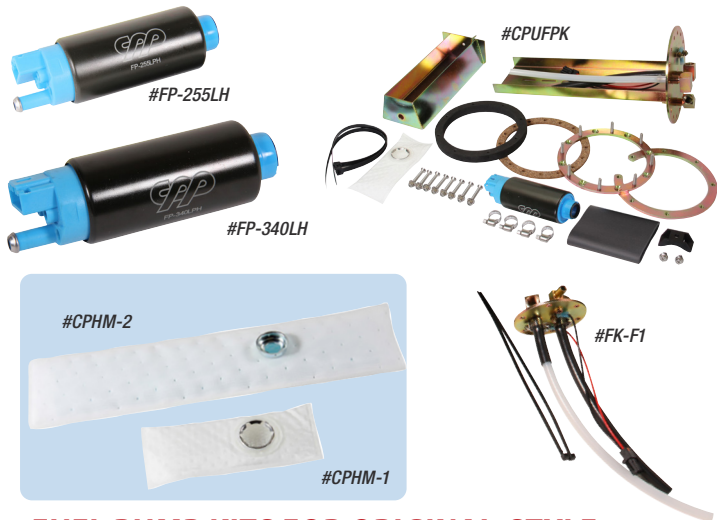
FF822*	Corvette Style Regulator 58 PSI, ea.	\$39.00	\$35.00	\$30.00
LSLF11-K*	Corvette Style Regulator 58 PSI Regulator W/Fittings, ea.	\$79.00	\$70.00	\$60.00
FF822-AN6*	Corvette Style Regulator 58 PSI, AN6 Male ends ea.	\$69.00	\$61.00	\$52.00
90395	Adjustable Regulator 4-80 PSI, E85 Compatible, up to 800HP	\$69.00	\$61.00	\$52.00
11686	6AN Bulkhead Frame Tab each	\$3.00	\$2.00	\$1.00
11686-6	6AN Bulkhead Frame Tab 6-pack	\$14.00	\$13.00	\$11.00



#11686

Street Rod Nationals

NEW PRODUCT OF THE YEAR



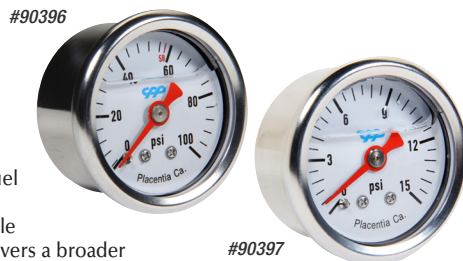
FUEL PUMP KITS FOR ORIGINAL-STYLE FUEL INJECTED TANKS

Available for our OE-style fuel tanks as a drop-in setup or as a universal setup to help you convert your stock fuel tank to a new internal style pump. Running an in-tank pump has many benefits over adding an inline pump to your current system. In-tank pumps run much cooler which increases the efficiency and will greatly extend the life of your pump. These in-tank fuel pumps are also much quieter than an inline fuel pump. The large mounting flange also offers the added benefit of a fuel tray to prevent fuel starvation and are recommended for competitive applications. The large mounting flange measures 4" dia.; small measures 2-1/4" dia. Each Universal In-Tank Pump kit comes with your choice of 255LH pump up to 600 hp or 340LH pump up to 750 hp and a bracket install kit. Each Universal In-Tank Pump kit comes with your choice of 255LH pump up to 600 hp or 340LH pump up to 750 hp and a bracket install kit. Note: Fuel Filter/Regulator (#FF822) will not work on 340LH pump.

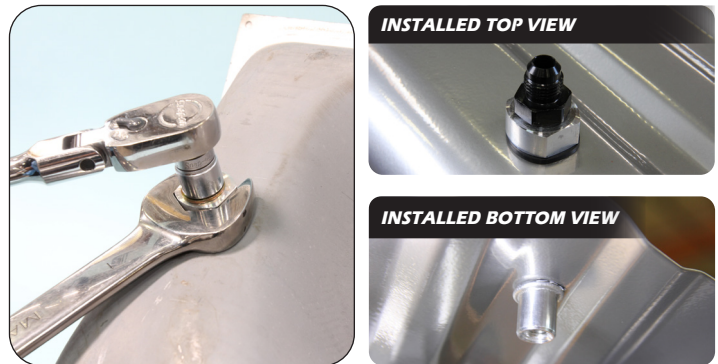
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPUFK-	Universal In-Tank Pump, Large Flange, kit	\$220.00	\$193.00	\$165.00
CPFK-	Universal In-Tank Pump, Small Flange, kit	\$189.00	\$166.00	\$142.00
LV-FPK-FI	Fuel Pump - 109 Liters per hour for TBI	\$190.00	\$176.00	\$162.00
FP-255LH	Fuel Pump - 255LH pump up to 600hp, ea.	\$115.00	\$101.00	\$87.00
FP-340LH	Fuel Pump - 340LH pump up to 750 hp, ea.	\$115.00	\$101.00	\$87.00
CPHM-1	In-tank Pump Filter - Diaper-Style, 11.75x3", ea.	\$14.00	\$13.00	\$11.00
CPHM-2	In-tank Pump Filter - Diaper-Style, 5.25x2", ea.	\$8.00	\$7.00	\$6.00
UFK-F1	Large Bracket Install Kit, kit	\$110.00	\$97.00	\$83.00
FK-F1	Small Bracket Install Kit, kit	\$110.00	\$97.00	\$83.00

CPP FUEL GAUGES

CPP offers fuel gauges designed for both fuel injection and carbureted systems. The carbureted fuel gauge displays a pressure range from 0 to 15 PSI, while the fuel injection gauge covers a broader range from 0 to 100 PSI, with the most common setting of 58 PSI highlighted in red for easy reading. Both gauges feature 1/8 NPT ends to facilitate straightforward installation.



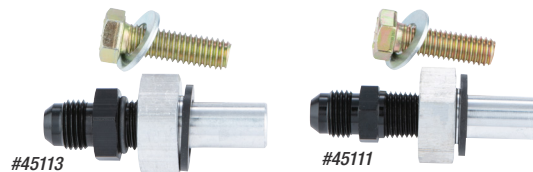
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
90396	Fuel Pressure gauge 0-100 P.S.I. 58 in Red	\$29.00	\$26.00	\$21.00
90397	Fuel Pressure gauge 0-15 P.S.I.	\$29.00	\$26.00	\$21.00



EZ-SUPPLY



EZ-RETURN



CPP EZ RETURN RIVET FITTINGS

CPP EZ Return Rivet Fittings are the perfect solution for installing leak-proof fittings in various applications. Whether you need to add a return line to your fuel tank for fuel injection, an additional power steering return line, or a temp sender to your oil pan, we've got you covered. Available in -4AN, -6AN, -8AN, and -10AN configurations, these fittings are designed for easy installation.

Simply drill a hole, insert the fitting into the surface, and tighten it using the supplied bolt. It works like a rivet nut insert, ensuring a super easy and clean installation. EZ Return Fittings are compatible with materials up to 1/4 inch thick. Upgrade your setup with these award-winning fittings for reliable and efficient performance.

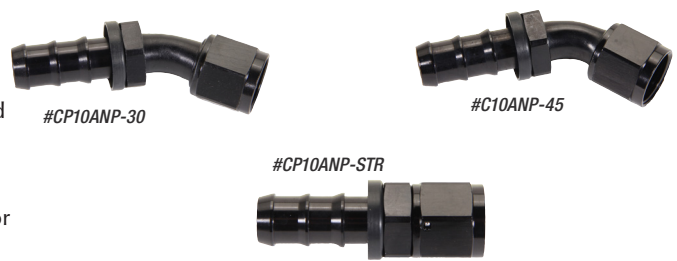
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
45111	EZ Return Fitting, AN6 Male x 1/4" NPT	\$17.00	\$15.00	\$12.00
45113	EZ Return Fitting, AN6 Male x 9/16 x 18 ORB	\$20.00	\$18.00	\$15.00
45136	EZ Return Fitting, AN10 Male x 7/8 x 14 ORB	\$24.00	\$21.00	\$18.00
45137	EZ Return Fitting, AN8 Male x 3/4 x 16 ORB	\$22.00	\$19.00	\$16.00
45152	EZ Return Fitting, AN4 Male x 7/16 x 20 ORB	\$17.00	\$15.00	\$12.00
45156	EZ Supply Fitting, AN8 Male x 3/4 x 16 ORB to AN6 Male W/ Pickup Tube	\$28.00	\$25.00	\$21.00

HYDRAULIC AN FITTINGS



-6AN, -8AN & -10AN FITTINGS

CPP offers aluminum push lock fittings that swivel, providing flexibility and ease of use for fuel and hydraulic systems. Available in straight, 30°, 45°, 90°, 120°, and 180° hose ends, these fittings come in -AN6, -AN8, and -AN10 sizes and are all finished in sleek black. Push lock fittings do not require hose clamps, ensuring a straightforward installation process. Besides push locks, we manufacture straight fittings with either NPT threads or ORB seal styles, ensuring a secure and reliable connection for a variety of applications. Designed for durability and performance, our fittings are an excellent choice for both professional and DIY projects. Call for bulk pricing.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
-6 AN FITTINGS				
CP6ANBHF	Black -6AN Bulk Head Fitting W/Jam Nut	\$8.00	\$7.00	\$6.00
CP6ANMFC	Black -6AN Male to -6AN Female Extension Coupler Fitting	\$17.00	\$15.00	\$13.00
CP6ANP-120	Black -6AN Female To 3/8 Push On 120 Degree Fitting, Ea	\$11.00	\$10.00	\$9.00
CP6ANP-180	Black -6AN Female To 3/8 Push On 180 Degree Fitting, Ea	\$11.00	\$10.00	\$9.00
CP6ANP-30	Black -6AN Female To 3/8 Push On 30 Degree Fitting, Ea	\$9.00	\$8.00	\$7.00
CP6ANP-45	Black -6AN Female To 3/8 Push On 45 Degree Fitting, Ea.	\$9.00	\$8.00	\$7.00
CP6ANP-90	Black -6AN Female To 3/8 Push On 90 Degree Fitting, Ea	\$9.00	\$8.00	\$7.00
CP6ANP-S	Black -6AN Female To 3/8" Push On Straight Fitting, Ea	\$7.00	\$7.00	\$6.00
CP6ANM-Y	Black -6AN Male Y Fitting, Ea	\$19.00	\$17.00	\$15.00
CP6ANM-P	Black, -6AN ORB Black Aluminum Plug, Ea.	\$7.00	\$7.00	\$6.00
C6AN14-STR	Black, 1/4" NPT Male to -6AN Male Aluminum Fitting, Ea.	\$9.00	\$8.00	\$7.00
C6ANS-STR	Black, 3/8" Straight Pushlock to -6AN Female Aluminum Fitting, Ea.	\$9.00	\$8.00	\$7.00
C6AN-STR	Black, -6AN Male to 9/16"-18 Male ORB Aluminum Fitting, Ea.	\$9.00	\$8.00	\$7.00
CP6ANM-S	Black, -6AN Male to -6 ORB, Aluminum Fitting, Ea.	\$7.00	\$7.00	\$6.00
CP6ANMFSTR	Black, -6AN Male & Female W/ 1/8 NPT port	\$8.00	\$7.00	\$6.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
-8 AN FITTINGS				
CP8ANP-120	Black -8AN Female To 1/2 Push On 120 Degree Fitting, Ea	\$15.00	\$14.00	\$12.00
CP8ANP-180	Black -8AN Female To 1/2 Push On 180 Degree Fitting, Ea	\$15.00	\$14.00	\$12.00
CP8ANP-30	Black -8AN Female To 1/2 Push On 30 Degree Fitting, Ea	\$13.00	\$12.00	\$10.00
CP8ANP-45	Black -8AN Female To 1/2 Push On 45 Degree Fitting, Ea	\$15.00	\$14.00	\$12.00
CP8ANP-90	Black -8AN Female To 1/2 Push On 45 Degree Fitting, Ea	\$15.00	\$14.00	\$12.00
CP8ANP-S	Black -8AN Female To 1/2 Push On Straight Fitting, Ea	\$7.00	\$6.00	\$5.00
CP8ANM-Y	Black -8AN Male Y Fitting, Ea	\$26.00	\$23.00	\$20.00
-10 AN FITTINGS				
CP10AN-30	Black -10AN Female To 5/8th Push On 30 Degree Fitting, Ea	\$12.00	\$11.00	\$9.00
CP10AN-45	Black -10AN Female To 5/8th Push On 45 Degree Fitting, Ea	\$12.00	\$11.00	\$9.00
CP10AN-90	Black -10AN Female To 5/8th Push On 90 Degree Fitting, Ea	\$12.00	\$11.00	\$9.00
CP10AN-STR	Black -10AN Female To 5/8th Push On Straight Fitting, Ea	\$12.00	\$11.00	\$9.00
C10AN12-STR	Black -10 AN Male An X 1/2 Npt Straight Male Fitting, EA	\$12.00	\$11.00	\$9.00
C10AN38-STR	Black -10 AN Male X 3/8 Npt Straight Male Fitting, EA	\$12.00	\$11.00	\$9.00

HYDRAULIC FITTINGS & FILTERS

AN6 REUSABLE HYDRAULIC HOSE FITTINGS

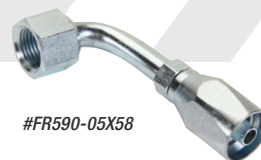
CPP's AN6 Reusable Hydraulic Hose Fittings are designed for optimal performance and reliability. Made from high-quality steel and silver zinc-coated for enhanced durability, these fittings feature a tapered end that ensures ease of installation and protects the hose from damage. This design reduces the risk of leaks and extends the life of your hydraulic system. Reusable and robust, they offer a durable solution for high-pressure applications, making them ideal for both professional and DIY projects. Engineered to meet the rigorous demands of hydraulic systems, they provide a secure and efficient connection every time. Call for bulk pricing.



FR500-05X06



#FR545-05X58



#FR590-05X58



#FR590-05X1116



FR590-05X06



#FR590-05X58-M

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FR545-05X58	-6 An 45 Degree 5/8-18 I.F Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR545-05X06	-6 An 45 Degree 9/16-18 Female Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR590-05X1116	-6 An 90 Degree 11/16-18 I.F Male Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR590-05X58	-6 An 90 Degree 5/8-18 I.F Female Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR590-05X58-M	-6 An 90 Degree 5/8-18 I.F Male Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR590-05X06	-6 An 90 Degree 9/16-18 Female Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR500-05X1116	-6 An Straight 11/16-18 I.F Reusable Fitting, Ea	\$12.00	\$11.00	\$9.00
FR500-05X58	-6 An Straight 5/8-18 I.F Male Reusable Hose Fittings, Ea	\$12.00	\$11.00	\$9.00
FR500-05X06	-6 An Straight Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR545-05X08	-8 An 45 Degree 9/16-18 Female Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR590-05X08	-8 An 90 Degree 9/16-18 Female Reusable Hose Fitting, Ea	\$12.00	\$11.00	\$9.00
FR500-05X08	-8 An Straight Reusable Hose Fitting, Ea	\$8.00	\$7.00	\$6.00

HBAN90 INCLUDES 3 BANJO FITTINGS:

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



#49032



#49033



#49034

BANJO FITTINGS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
HBAN90	90 Straight Banjo AN Fitting, kit	\$69.00	\$61.00	\$52.00
49032	AN-6 to 5/16-24 Banjo Fitting, ea.	\$21.00	\$19.00	\$16.00
49033	AN-6 to M16-1.5 Banjo Fitting, ea.	\$25.00	\$22.00	\$19.00
49034	AN-6 to M18-1.5 Banjo Fitting, ea.	\$25.00	\$22.00	\$19.00



#PSF-AN INSTALLED



#PSFF-K



#PO-OF6

INLINE FILTER KITS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PSFF-K	-6AN 3/8 Push On Straight, Kit	\$31.00	\$28.00	\$24.00
PSF-AN	-6 AN Filter Only	\$23.00	\$21.00	\$18.00
PSF-8AN	-8 AN Power Steering Filter	\$28.00	\$24.00	\$21.00
PO-OF6	-6 AN one piece, ea.	\$31.00	\$28.00	\$24.00
PO-OF8	-8 AN one piece, ea.	\$31.00	\$28.00	\$24.00



SCAN QR CODE TO VIEW
INSTALLS, PHOTOS, VIDEOS,
AND MORE DETAILS ON THESE
PROJECTS ON TEAM CPP!

OR VISIT TEAMCPP.COM

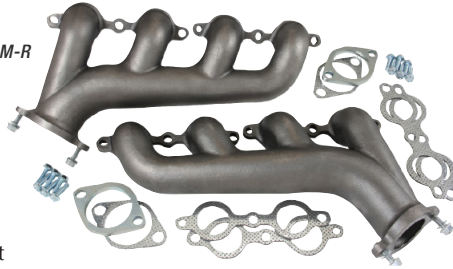


MANIFOLDS & HEADERS

#LSRDM-R

REAR DUMP CAST IRON LS EXHAUST MANIFOLDS

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

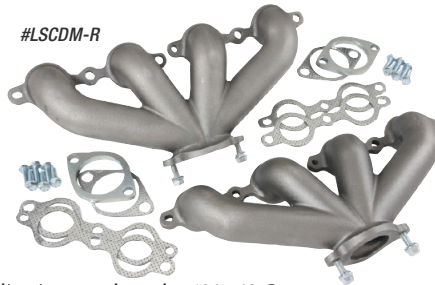


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
LSRDM-R	Raw, kit	\$295.00	\$259.00	\$222.00
LSRDM-C	Chrome, kit	\$419.00	\$367.00	\$315.00
LSRDM-B	Black, kit	\$325.00	\$287.00	\$247.00
LSRDM-SC	Silver Ceramic, kit	\$369.00	\$323.00	\$277.00

#LSCDM-R

CENTER DUMP CAST IRON LS EXHAUST MANIFOLDS

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

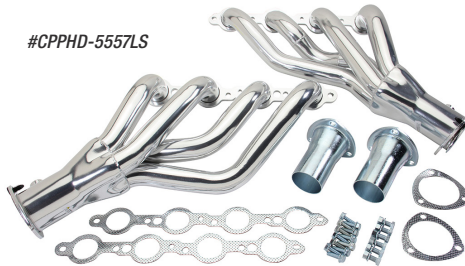


PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
LSCDM-R	Raw, kit	\$295.00	\$259.00	\$222.00
LSCDM-C	Chrome, kit	\$419.00	\$367.00	\$315.00
LSCDM-B	Black, kit	\$439.00	\$385.00	\$330.00
LSCDM-SC	Silver Ceramic, kit	\$369.00	\$323.00	\$277.00

CPP HEADERS

All CPP headers have been designed from the ground up to fit the specific application they're listed for, guaranteeing a perfect fit. Each header is ceramic coated for enhanced durability and heat resistance, ensuring long-lasting performance under demanding conditions. Our headers come complete with the necessary hardware and collectors.

#CPPHD-5557LS



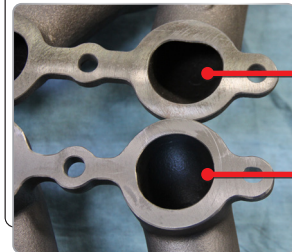
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPPHD-5557LS	1955-1957 Chevy, LS 1 7/8" Full Length Ceramic Coated	\$369.00	\$323.00	\$277.00
CPPHD-5557SBC	1955-1957 Chevy, SBC 1 5/8" Full Length Ceramic Coated, SBC	\$369.00	\$323.00	\$277.00
CPPHD-6267SBC	1962-1967 Chevy Nova, SBC 1 1/2" Full Length Ceramic Coated	\$369.00	\$323.00	\$277.00
CPPHD-M2LS	Aftermarket Mustang II Front Ends, LS 1 3/4" Full Length Ceramic Coated	\$369.00	\$323.00	\$277.00
CPPHD-M2SBC	Aftermarket Mustang II Front Ends, SBC 1 3/4" Full Length Ceramic Coated	\$369.00	\$323.00	\$277.00



SCAN QR CODE TO SEE THE INSTALL



REAR DUMP MANIFOLDS FEATURE



LARGER PORTS!

OLD STYLE LS CAST IRON MANIFOLD PORT

PERFORMANCE LS CAST IRON MANIFOLD LARGE PORT

MANIFOLDS AVAILABLE IN 5 FINISHES!



#CPP-LSHAP

HEAD PIPE ADAPTERS

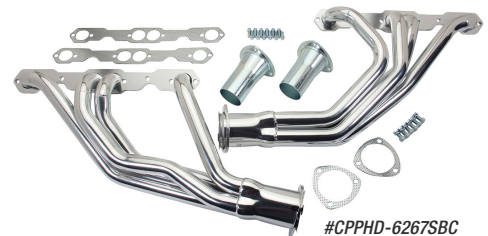
CPP's head pipe adapters are designed to perfectly fill the gap between our LS exhaust manifold and your exhaust system, with maximum clearance in mind. Gaskets are included.

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

O₂-SENSOR BUNGS PRE-INSTALLED



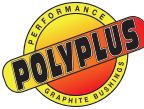
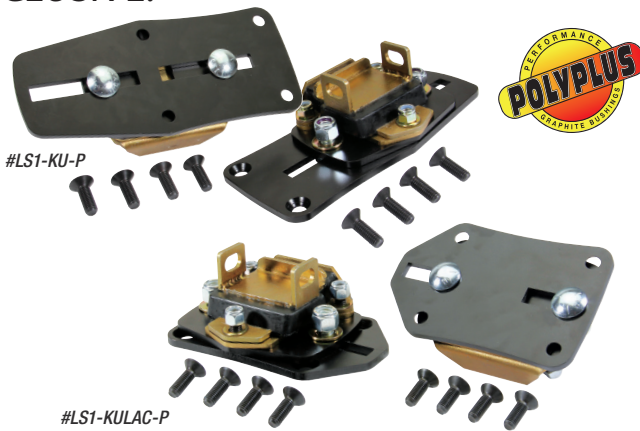
#CPPHD-6267SBC



LS ENGINE & TRANSMISSION MOUNTS

FITrite™ LS
EXCLUSIVE!

**DESIGNED FOR
HIGH & LOW AC
COMPRESSORS**



LS/LT ADJUSTABLE ENGINE MOUNTS

The exclusive design of our FitRite™ LS and LT swap engine plates feature no-weld CNC laser-cut steel brackets, durable black powder coat finish and available in two different configurations. We offer rubber and POLYPLUS pad mounts. The advanced materials used in the POLYPLUS™ pad mounts allow them to withstand the abusive elements that your vehicle encounters on a daily basis. As a general rule, all cars should be high mounts, low mounts can be used on some trucks like the C10s.

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

LS/LT ENGINE PEDESTAL KITS

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

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



CHEVELLE CROSSMEMBERS
SHOWN WITH PARKING BRAKE CABLE BRACKETS



FITrite™

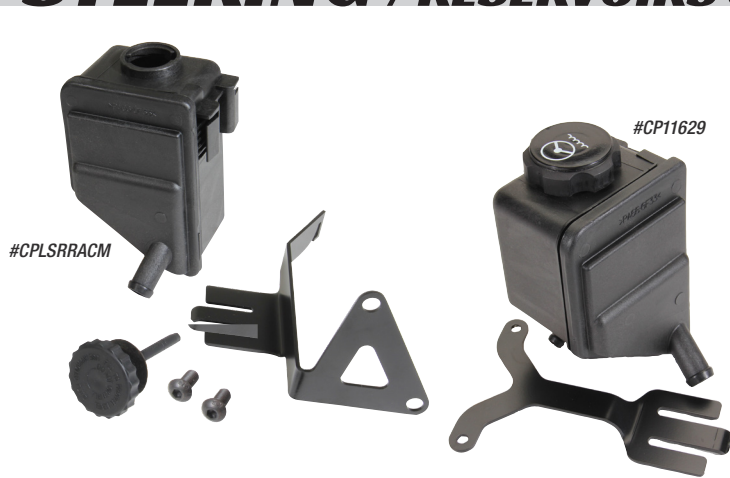
ADJUSTABLE TRANSMISSION CROSSMEMBERS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP16002	1962-67 Nova, 700R-4	\$200.00	\$175.00	\$150.00
CP90304	1964-67 Chevelle, 4L60 (closed frame)	\$219.00	\$192.00	\$165.00
CP90295	1964-72 Chevelle, 4L60 (closed frame)	\$219.00	\$192.00	\$165.00
CP90337	1967-69 Camaro, 4L60	\$199.00	\$175.00	\$150.00
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP90343	1967-69 Camaro, 1968-74 Nova, TH700 R4	\$199.00	\$175.00	\$150.00
CP90305	1968-72 Chevelle, closed frame	\$219.00	\$192.00	\$165.00
CP90312	1970-81 Camaro, 4L75	\$199.00	\$175.00	\$150.00
6472ATCM-K	1964-72 Chevelle, E-Brake Cable Bracket, kit	\$29.00	\$25.00	\$19.00

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

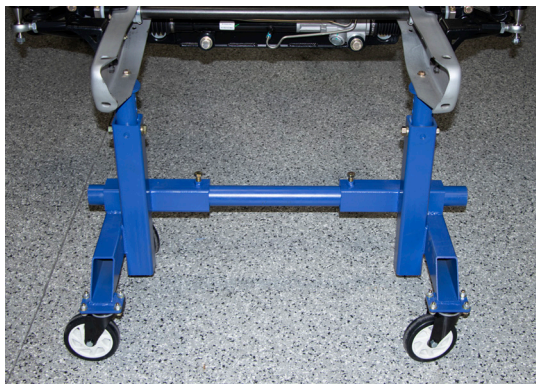
STEERING / RESERVOIRS & PULLEYS



LS ENGINE REMOTE RESERVOIR KITS

CPP's LS Engine Remote Power Steering Reservoir Kit has everything you need to install a remote reservoir to your LS Engine. These kits include a mounting bracket along with the Corvette remote reservoir and cap. Our #CPLSRRACM comes with provisions to support an air intake tube and filter. If you have a tight-fit straight mounting point, our flat version will mount on just about any flat, vertical surface like a core support, inner panel, etc. If you need room to adjust, the long bracket will allow for custom bending to get the fit and mounting point just right. NOTE: Both mounting kits will only work with aftermarket accessory drives, not stock.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPLSRRM	Remote Reservoir Mounting Kit, kit	\$99.00	\$87.00	\$75.00
CPLSRRACM	Remote Reservoir Mounting Kit for 90° air filter, kit	\$99.00	\$87.00	\$75.00
CP11625	Flat Surface, kit	\$129.00	\$113.00	\$97.00
CP11629	Bend to Fit, kit	\$119.00	\$105.00	\$90.00



UNIVERSAL CHASSIS, CAB & BED DOLLY

Introducing our new heavy-duty chassis dolly, designed for exceptional versatility and ease of use. With an adjustable height ranging from 20 1/4" to 35 1/4" in 1-inch increments, it accommodates a wide range of applications. The dolly's width can be customized from a narrow 3 1/8" to a spacious 51", ensuring compatibility with various chassis sizes. Featuring a durable flange with a .53" hole that fits bolts up to 1/2" or 12mm, it provides secure attachment points. Plus, the flange can be rotated in 90-degree increments, offering even greater flexibility for your projects. This chassis dolly is built to handle the toughest jobs while delivering outstanding functionality.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPFBD5	Universal Chassis, Cab & Bed Dolly, pair	\$599.00	\$524.00	\$449.00



STEERING PULLEYS

Our GM OEM quality pulleys for SBC and BBC engines are designed to match original equipment specifications, ensuring precise fitment.

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



**HARD TO FIND
1967-72 C10 ALTERNATOR
BRACKET SET!**

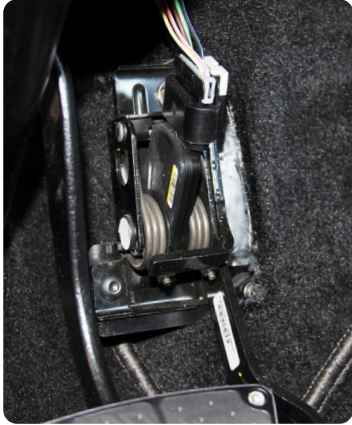
ALTERNATOR BRACKET KIT

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

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

Note: Alternator belt might interfere with power steering pump.

LS DBW PEDALS



DRIVE-BY-WIRE THROTTLE PEDAL KITS AND BRACKETS

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

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PEDAL & BRACKET KITS				
5557ETPBK	1955-57 Chevy Fullsize, Tri-Five, kit	\$179.00	\$155.00	\$135.00
5559ETPBK	1955-59 Chevy Truck, kit	\$179.00	\$155.00	\$135.00
5864ETPBK	1958-64 Chevy Fullsize, kit	\$179.00	\$155.00	\$135.00
6066ETPBK	1960-66 Chevy Truck, kit	\$179.00	\$155.00	\$135.00
6267ETPBK	1962-67 Nova, kit	\$179.00	\$155.00	\$135.00
6467ETPBK	1964-67 Chevelle, kit	\$179.00	\$155.00	\$135.00
6769ETPBK	1967-69 Camaro, kit	\$179.00	\$155.00	\$135.00
6770ETPBK	1967-70 Chevy Truck, kit	\$179.00	\$155.00	\$135.00
6874ETPBK	1968-74 Nova, kit (coming soon)	\$179.00	\$155.00	\$135.00
7081ETPBK	1970-81 Camaro, kit	\$179.00	\$155.00	\$135.00
7172ETPBK	1971-72 Chevy Truck, kit	\$179.00	\$155.00	\$135.00
7387ETPBK	1973-87 Chevy Truck, kit	\$179.00	\$155.00	\$135.00
8193ETPBK	1981-93 Chevy S10, kit	\$179.00	\$155.00	\$135.00
8288ETPBK	1982-88 Chevy G-Body	\$179.00	\$155.00	\$135.00
8898ETPBK	1988-98 Chevy Truck	\$179.00	\$155.00	\$135.00
9404ETPBK	1994-04 Chevy Truck	\$179.00	\$155.00	\$135.00
25835421	Pedal only, Supersedes 19417903, 12569599, 15864594, 25835421 GM pedals	\$89.00	\$77.00	\$65.00



GEN IV CORVETTE PEDALS NOW AVAILABLE!

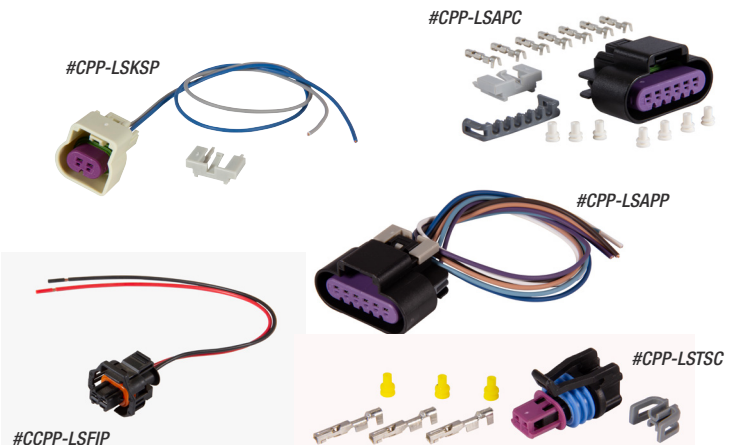
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PEDAL BRACKETS				
CPP10525	1955-57 Tri-Five, ea	\$49.00	\$43.00	\$37.00
CPP11643	1955-59 Chevy Truck, ea	\$49.00	\$43.00	\$37.00
6066ETPB	1960-66 Chevy Truck, kit	\$49.00	\$43.00	\$37.00
CPP12175	1962-67 Nova, ea	\$49.00	\$43.00	\$37.00
CPP11642	1964-67 Midsize, 1958-64 Fullsize & 1967-69 Camaro, ea	\$49.00	\$43.00	\$37.00
CPP12198	1967-70 Chevy Truck, ea.	\$49.00	\$43.00	\$37.00
CPP12158	1970-81 Camaro, ea	\$49.00	\$43.00	\$37.00
7387ETPB	1973-87 Chevy Truck, kit	\$49.00	\$43.00	\$37.00
8193ETPB	1981-93 Chevy S10, kit	\$49.00	\$43.00	\$37.00
8288ETPB	1982-88 Chevy G-Body	\$49.00	\$43.00	\$37.00
8898ETPB	1988-98 Chevy Truck	\$49.00	\$43.00	\$37.00
9404ETPB	1994-04 Chevy Truck	\$49.00	\$43.00	\$37.00

LS PIGTAILS AND CONNECTORS

Introducing our latest pigtails and connectors designed for easy integration of modern LS and LT engines into your classic vehicle. Our CPP-LSAPC and CPP-LSAPP connectors are compatible with our Corvette pedal and drive-by-wire throttle pedal kits

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP-LSKSP	Gen 4 Ls Knock Sensor Pigtail	\$11.00	\$9.00	\$8.00
CPP-LSAPC*	Corvette Accelerator Pedal Connector Kit	\$12.00	\$11.00	\$9.00
CPP-LSFIP	Uscar Style Fuel Injector Connector Harness Pigtail	\$9.00	\$8.00	\$7.00
CPP-LSTSC	Ls Engine Coolant Temp Sensor Connector Kit	\$11.00	\$9.00	\$8.00
CPP-LSAPP*	Corvette Accelerator Pedal Pigtail	\$12.00	\$11.00	\$9.00

*Works with pedal 25835421



Disc Brake & Power Steering

Installation, Technical & Troubleshooting Section

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TECH GUIDE



Introduction and Tips

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

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

- Add only new brake fluid. Contaminated fluid can cause damage to the sensitive hydraulic brake components, corrode components, and increases the chance of system failure. Even unused fluid that was opened at an earlier time should not be used. Brake fluid absorbs moisture from the air. This moisture lowers the boiling point of the fluid. DOT 4 & 5 brake fluid has a higher boiling point than DOT 3 but a shorter service life. DOT 3 fluid should be flushed every 2 years, while Dot 4 & 5 brake fluid should be flushed every year to ensure a safe working system.
- Cleanliness is very important. In order to keep the system clean and safe make sure you clean the fittings and surrounding area before opening any part of the brake system.
- Do not mix silicone based brake fluid with conventional brake fluid. DOT rated silicone brake fluid is safe to use, but can not be completely removed from the system once it has been added. Silicone fluid will feel more “spongy” than conventional fluid. Silicone will cause the seals to swell differently than conventional fluid and lead to a shorter seal life. Silicone fluid will not absorb moisture. If there is any moisture in the brake system it will boil at 212°; this means the boiling point for the entire system is now 212°.
- Be sure to check for a minimum of 18" of vacuum prior to installing a vacuum booster. Engines with “big” performance camshafts typically do not have enough vacuum. If you do not have enough vacuum ask us about our electric vacuum pump and hydraulic assist booster assemblies.
- If the booster is mounted lower than the intake manifold do not eliminate any loops from the vacuum lines. These loops act as moisture and vapor traps. Check the vacuum lines for gas odor or the presence of moisture. Gas fumes can deteriorate the internal rubber components of the booster.
- Do not use petroleum-based solvents to clean brake components. They will damage the rubber seals in the brake system. Use only cleaning fluids specifically designed for brakes. They will not leave a residue when they dry.
- Do not use compressed air to dry brake components, even filtered air may contain moisture or traces of oil.
- Check for cracked, leaking, or swollen lines. These are dangerous and must be replaced.
- Do not attempt to drive the vehicle until a firm brake pedal is established.

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WHY CHANGE TO DISC BRAKES?

ADVANTAGE #1

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

ADVANTAGE #2

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

ADVANTAGE #3

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

ADVANTAGE #4

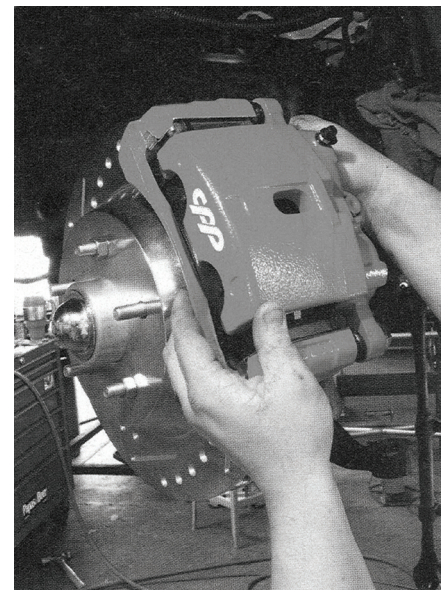
Disc brakes are much safer during a stop. Drum brakes have a tendency to pull one way or the other. This pull varies as shoes wear, return springs fatigue from age, the pivot mechanisms wear, lubrication dries out, etc.

ADVANTAGE #5

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

Still have questions?

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



UNDERSTANDING THE VALVES

RESIDUAL VALVES

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

COMBINATION VALVES

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

ISOLATION VALVES

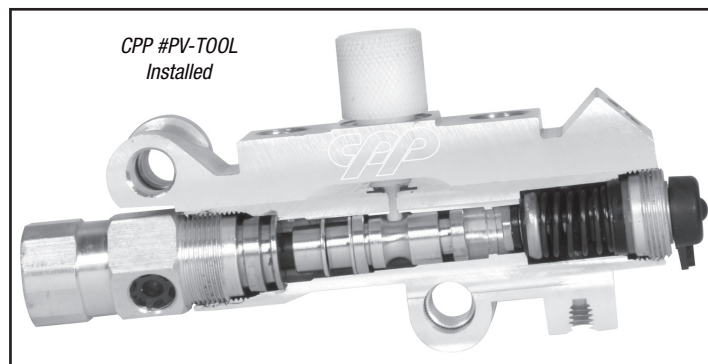
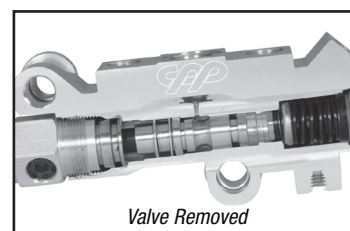
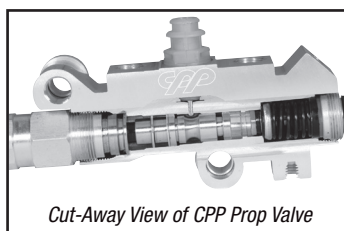
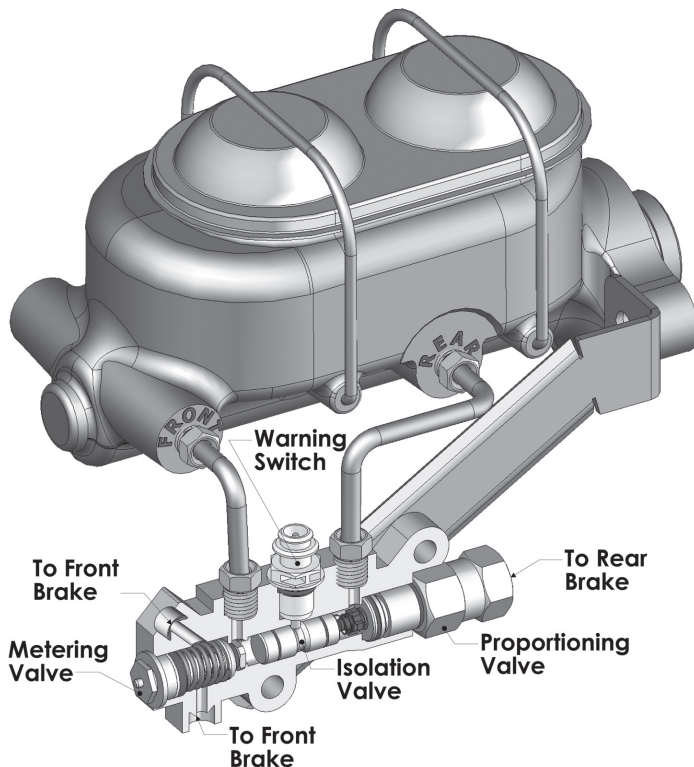
The brake light warning switch, also known as a pressure differential switch, is part of the isolation valve. The isolation valve is controlled by the front and rear incoming brake pressure. The valve has incoming brake pressure acting on each side of a piston. If the pressure on one side of the piston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

METERING VALVES

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

PROPORTIONING VALVES

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



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

USING THE RIGHT MASTER CYLINDER

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

RESERVOIR SIZE

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

MOUNTING CONFIGURATION

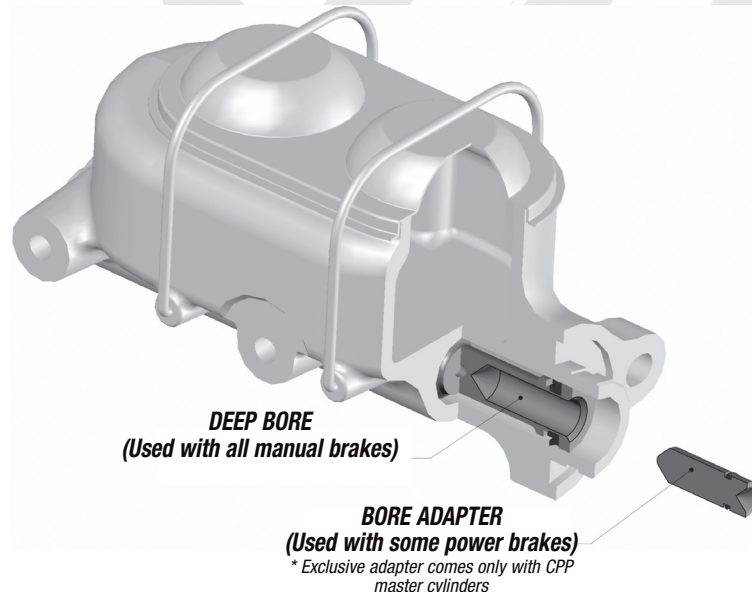
There are two common mounting configurations. One is known as deep bore and the other is known as shallow bore. This refers to the way the pushrod engages the master cylinder. A deep bore master cylinder will have the pushrod extend about 1-1/2" into the master cylinder. A shallow bore master cylinder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

PLUMBING CONFIGURATIONS

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

MASTER CYLINDERS WITH BUILT-IN VALVES

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



BOLTING THE PARTS TOGETHER

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

PEDAL ASSEMBLY

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

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

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

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

PEDAL ROD ADJUSTMENT

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

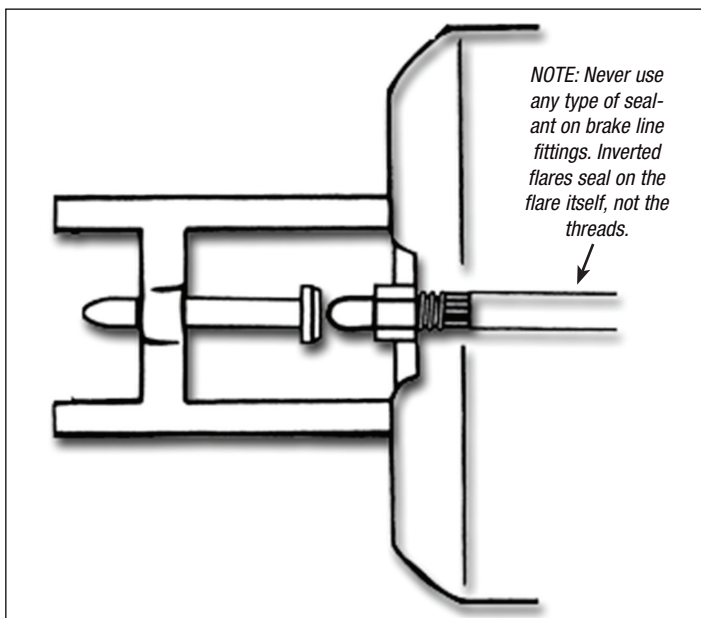
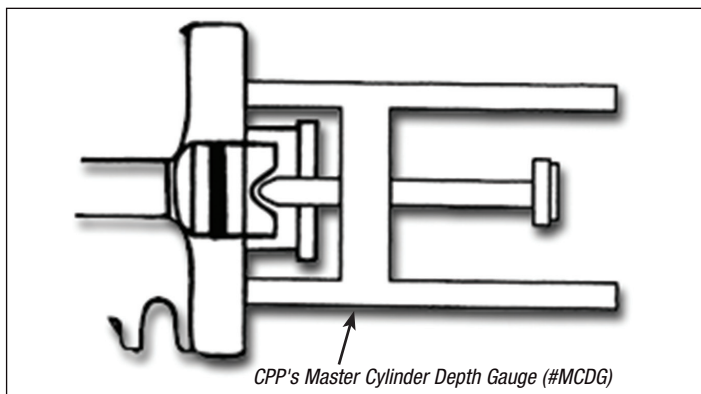
cylinder piston to return to the "at-rest" position and prevents preloading the system. Too much free play will drop the pedal too far before applying brake pressure and the pedal may even hit the floor before applying full braking force to the system. Free play is also dependent upon proper adjustment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

www.classicperform.com/Instructions/PDF/DIY-Cast-Iron-MC-Rust-Prev.pdf

MASTER CYLINDER BORE DEPTH

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

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



ADJUSTING THE BOOSTER PUSHROD

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

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

MOUNTING THE CALIPER

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

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

ROUTING THE HARD LINES

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

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

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

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

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

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

CONNECTING THE HOSES

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

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

ADJUSTING THE PARKING BRAKE

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

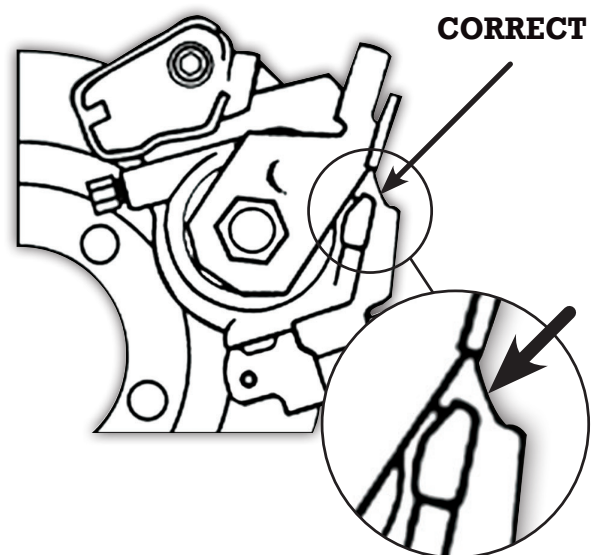
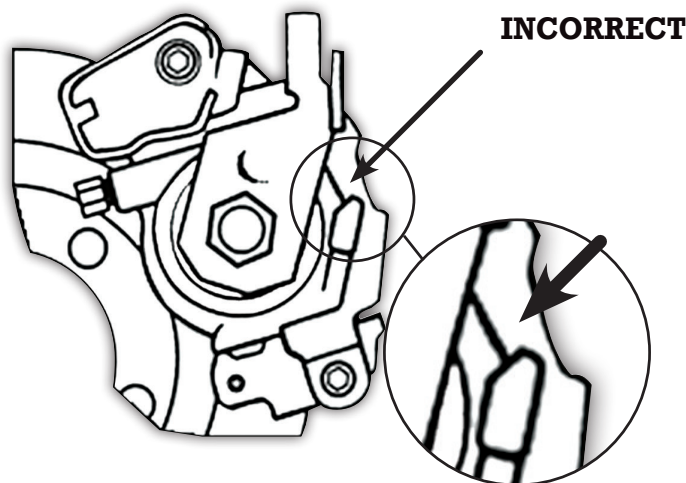
1. Tighten the rotor against the axle flange.
2. Install the caliper in its mounting bracket.
3. Remove the parking brake return spring.
4. Cycle the parking brake several times. Do this by moving the lever in the same direction the cable would pull it. This motion would compress the return spring if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

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

BLEEDING THE SYSTEM

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

Parking Brake Engaged:



Brake & Power Steering Installation & Tech Guide

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

BENCH BLEEDING THE MASTER CYLINDER

Important: Do NOT skip this step!

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

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

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

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

BLEEDING THE BRAKES

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

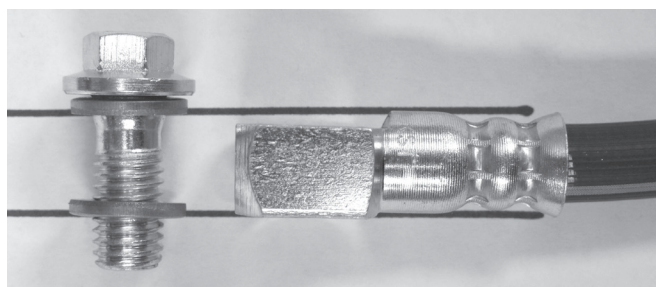
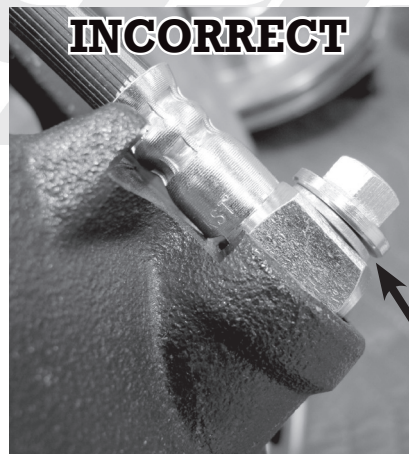
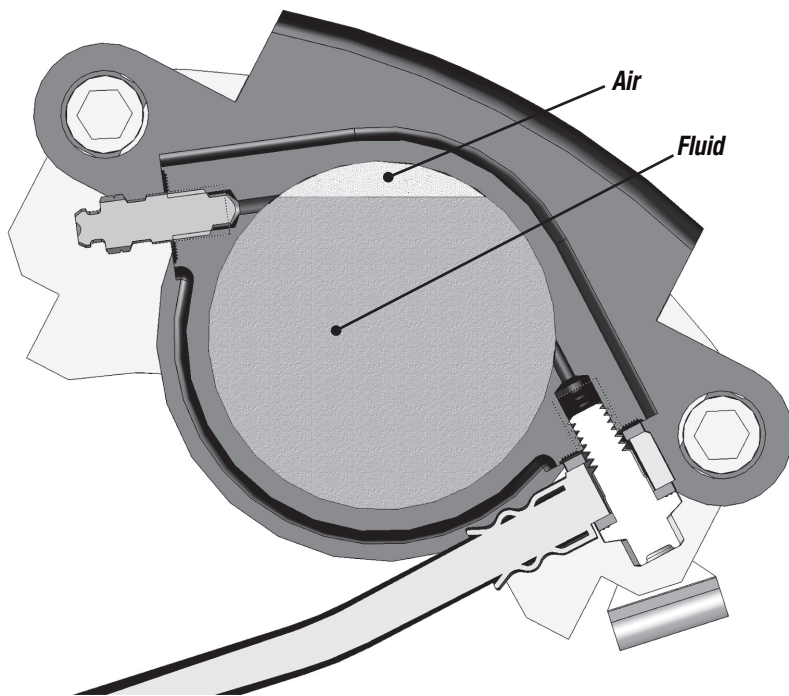
Example; you have a long run of brake line that runs up and down. As you pump the pedal you move enough fluid to push the air bubble almost to the bottom of the run. As you release the pedal, gravity pulls the fluid to the bottom of the run while the bubble moves back to the top. The bubble will have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

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

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

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

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



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

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

DIAGNOSING BRAKE PROBLEMS

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

Start with a simple isolation:

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

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

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

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

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

Brake Troubleshooting Chart

SYMPTOM	CAUSE	SOLUTION
Not Enough Brake	Overheated Brake/Brake Fade	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad
Soft, Spongy, Low or No Pedal	Air in lines/aerated fluid	Bleed brake system Flush the brake fluid
	Parking brake out of adjustment	Adjust the parking brake
	Incorrect pedal ratio	Change pedal ratio
	Master cylinder bore size too small	Use a larger bore master cylinder
	Bad flexible brake hoses	Replace the brake hoses
	Booster pushrod out of adjustment	Adjust the booster push rod
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Brake pad kick back	Adjust wheel bearings Replace wheel bearings Repair loose axle C-clip (rear disc only) Adjust the parking brake
	Leaking caliper	Replace the caliper
	Bad master cylinder	Replace the master cylinder
	Drum shoes out of adjustment	Adjust the shoes
	Drum and shoe have different arch	Replace drums Replace shoes
	Oversized wheel cylinder	Use a smaller wheel cylinder Use a larger master cylinder
Vacuum Booster not Working	Not enough engine vacuum	Add a vacuum pump
	Broken or blocked vacuum check valve	Replace the check valve
	Collapsed vacuum hose	Replace the vacuum hose
	No vacuum to the vacuum hose	Connect the hose to a good vacuum source
	Bad power booster	Replace the booster
Pedal Too Hard	Vacuum booster not working	<i>See chart above</i>
	Frozen wheel cylinder	Replace wheel cylinder
	Binding pedal linkage	Correct the pedal linkage
	Blocked brake hose/line	Replace the brake hose/line
	Undersized caliper piston	Use a caliper with a larger piston Use a master cylinder with a smaller piston
	Undersized wheel cylinder	Use a larger wheel cylinder Use a master cylinder with a smaller piston
	Misadjusted proportioning valve	Readjust the proportioning valve
	Vehicle too heavy for brake system	Upgrade the brake system
Dragging Brakes	Improperly adjusted parking brake	Adjust the parking brake
	Pre-loaded master cylinder	Adjust pedal assembly Adjust the pushrod between the master cylinder and brake pedal Adjust the pushrod between the booster and the master cylinder
	Pre-loaded power booster	Adjust pedal assembly Adjust the pushrod between the booster and brake pedal
	Residual check valves	Use a lower pressure residual check valve Remove residual check valve
	Blocked brake hose/line	Replace the brake hose/line
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Drum shoes out of adjustment	Adjust the shoes



SYMPTOM	CAUSE	SOLUTION
Brake Light on Dash is Lit <i>(Unequal Pressure Between Front and Rear)</i>	Leaking hose/line	Replace leaking hose/line
	Bad flexible brake hoses	Replace the brake hoses
	Air in lines/aerated fluid	Bleed brake system Flush the brake fluid
	Leaking caliper/wheel cylinder	Replace the leaking caliper/wheel cylinder
	Drum shoes out of adjustment	Adjust the shoes
	Improperly adjusted parking brake	Adjust the parking brake
	Caliper misaligned to rotor	Straighten caliper mounting bracket Shim the caliper mounting bracket Adjust wheel bearings Replace wheel bearings
	Brake pad kick back	Adjust wheel bearings Replace wheel bearings Repair loose axle C-clip (rear disc only) Adjust the parking brake
	Drum shoes out of adjustment	Adjust the shoes
	Drum and shoe have different arch	Replace drums Replace shoes
Parking Brake Not Working	Improperly adjusted parking brake	Adjust the parking brake
	Broken parking brake cable	Replace the parking brake cable
Brake Pulls to One Side	Bad wheel alignment	Align the suspension
	Oil/fluid on brake friction	Replace pads/shoes Clean the brake friction surfaces
	Drum shoes out of adjustment	Adjust the shoes
	Improperly adjusted parking brake	Adjust the parking brake
	Blocked brake hose/line	Replace the brake hose/line
	Frozen wheel cylinder	Replace wheel cylinder
Rear Brakes Lockup First	Misadjusted proportioning valve	Readjust the proportioning valve
	No proportioning valve	Use a proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Front calipers pistons too small	Use a larger front caliper Use a smaller rear caliper/wheel cylinder
	Oil/fluid on front brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Front drum shoes out of adjustment	Adjust the shoes
	Blocked front brake hose/line	Replace the brake hose/line
	Frozen front wheel cylinder	Replace wheel cylinder
	Front brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad
Not Enough Rear Brake	Misadjusted proportioning valve	Readjust the proportioning valve
	Proportioning valve not working	Replace the proportioning valve
	Oil/fluid on rear brake friction	Replace front pads/shoes Clean the brake friction surfaces
	Rear drum shoes out of adjustment	Adjust the shoes
	Blocked rear brake hose/line	Replace the brake hose/line
	Frozen rear wheel cylinder	Replace wheel cylinder
	Rear brakes overheated/faded	Improve the brake cooling Use a slotted and drilled rotor Use a higher temperature brake pad Use a larger brake rotor Use a larger caliper and pad

POWER STEERING TECH TIPS

POWER STEERING FLUID

Always use the correct type of power steering fluid that is recommended by the manufacturer. If you have components from several different manufacturers it is important that the fluid used is compatible with all the components. Most high quality fluids will list the manufacturers that their fluid is compatible with on their label.

VIBRATIONS IN THE STEERING WHEEL AND COLUMN

In some installations the steering wheel or column could vibrate while the car is being driven. Whenever possible, use a rag joint to connect the steering box or rack and pinion to the steering shaft. If there is not enough space for a rag joint you may be able to use a smaller diameter vibration damper. The diameter of these dampers is only slightly larger than a steering shaft coupler, but a couple of inches longer than a rag joint.

PRESSURE REDUCTION

It is highly unlikely that you will need to reduce the pump pressure. Reducing the pressure will not make the steering less sensitive. It may make the car more difficult to steer at low (parking lot) speeds or when stopped. A better way to make the steering less sensitive, or require more effort at driving speeds is to increase the caster. Caster makes the steering wheel return to center and increases the steering wheel effort. Most manual steering cars use about 1 degree positive caster, while most power steering systems work well between 3.5 and 7 of degrees positive caster.

REMOTE RESERVOIR SYSTEMS

When using a remote reservoir, always mount the reservoir higher than the pump, and as close as possible to the pump. Long hoses and a low mounted reservoir can reduce the fluid flow to the pump causing the fluid to cavitate. Cavitation will not allow the pump to create pressure, and causes the pump to wear at a faster rate. Always use the largest size hose possible between the reservoir and the pump.

CONNECTING THE STEERING SHAFTS

1. Determine whether you will need a two or three U-joint system. This is dictated by the angle between the shafts. We recommend up to 15° per U-joint for the optimum system, however up to 30° is acceptable. A support bearing will be needed if you are using more than two U-joints.
2. Select the type of couplers, or U-joints, and shaft that will be needed. The Application Guide lists the most common shaft sizes used on steering boxes and rack and pinions. If the Application Guide does not list your application, then measure the diameter of the shaft and count the number of splines. If there is a section without splines, count the number of splines that go half way around the shaft and multiply by 2 to determine the correct spline count. Some shafts do not use splines; instead they have two large flats. These are known as DD shaft. They are usually 3/4" DD or 1" DD.
3. Measure the length of steering shafts that you will need to connect the column to the steering box or rack and pinion. It may be necessary to order the shaft longer than you need and adjust the shaft length after you install the couplers or U-joints on the column and steering box/rack and pinion.
4. Connect all of the shafts and couplers. Turn the steering wheel back and forth to the ends of the steering travel, checking to see if any of the shafts, U-joints, or other parts of the steering system can bind; make any changes needed to get a smooth steering movement. Also make certain that all of the U-joints are phased correctly.
5. Where any set screws are used you will need to make a small indentation where the set screw contacts the steering shaft. The set screws one at a time use

a drill bit that is just small enough to not damage the threads in the U-joint, and drill a very shallow hole. This hole should be just deep enough to prevent the U-joint from coming off the shaft if the set screw were to come loose. Re-install the set screw and start this process over at the next set screw.

FASTENERS

All bolt and nut fasteners are important attaching parts in that they can affect the performance of vital components. If replacement of these fasteners becomes necessary, style, type, quality and grade **MUST** be equivalent to OEM. **DO NOT** use a lesser substitute. Torque values must be maintained during assembly to assure proper retention of vital components.

NEW VS. USED VS. REBUILT

Purchasing used is gambling, especially when you don't know the history of the source vehicle. When you connect a power steering pump to a rack or gear, you are instantly contaminating one with the other. The fluid can flow 8 to 10 quarts per minute and at that volume, it doesn't take long for the contaminated fluid from one unit to infect the other. If using a used pump, we highly recommend using a power steering return line filter (#20-0038F). So, now your choices are new or rebuilt. In many cases, new is no longer available and in some cases a new unit may never have been tested. When purchasing from CPP, all of our units are 100% tested.

GETTING IT UP AND RUNNING

Building a street rod or other specialty vehicle requires a different start up procedure than just replacing a worn out unit. Power steering systems are self bleeding, but we must help them a little along the way. It is preferred that the power steering system be the last to get going. This is because you will have your hands plenty busy firing up a fresh engine. After everything is working fine and all your adjustments completed, now is the time to hook up the power steering pump belt.

V-BELT SYSTEMS

1. Fill the system with your high quality fluid and let it set undisturbed for a few minutes while you recheck your work. Leave the reservoir cap off. Use this time to wipe the components off in preparation for leak check and visually inspect the hose routing, belt alignment and attaching hardware.
2. After your inspection, raise the front wheels off the ground and support the vehicle. Without starting the engine, slowly begin to cycle the steering wheel. The key here is "slowly"; about one revolution per 8-10 seconds. Continue to top off the fluid level at the reservoir. When the level remains steady, inspect for leaks and start the engine.
3. Check the fluid level and inspect for leaks. Some vane type pumps require 1000 RPM or more to take the fluid down. Slowly cycle the steering wheel in both directions, lightly contacting the wheel stops. Continue to check the fluid level and add if necessary. If the pump begins to get noisy, turn the engine off and let the system set for 15 minutes. Air in the system will cause the pump to growl and the fluid level may rise when the engine is turned off.
4. Repeat the above steps until the system is operating normally. If air is still a problem after several rest periods, it may be that air is entering the system faster than it can be expelled at the reservoir fill. Look for leaks. Even the smallest of fluid leaks can be a source of massive amounts of air entering the system.
5. Always test drive the vehicle, making sure it is safe.

SERPENTINE SYSTEMS

Obviously, the serpentine system does not allow for engine startup prior to power steering startup. Therefore, follow all of the above steps and take special precaution on step #2.

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

Preparing your pressure hoses:

Stainless

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

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

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

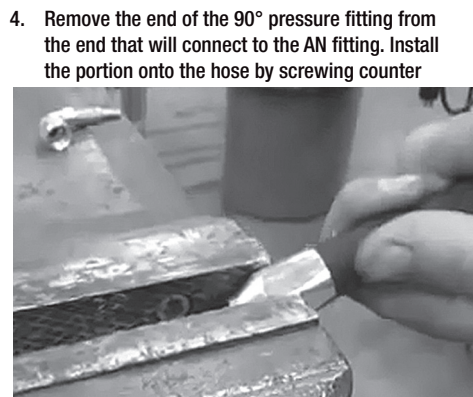
Rubber

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

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



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



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

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



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



Preparing your return hoses:

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

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

Remember:

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

Brake & Power Steering Installation & Tech Guide

COMMON FITTING SIZES

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

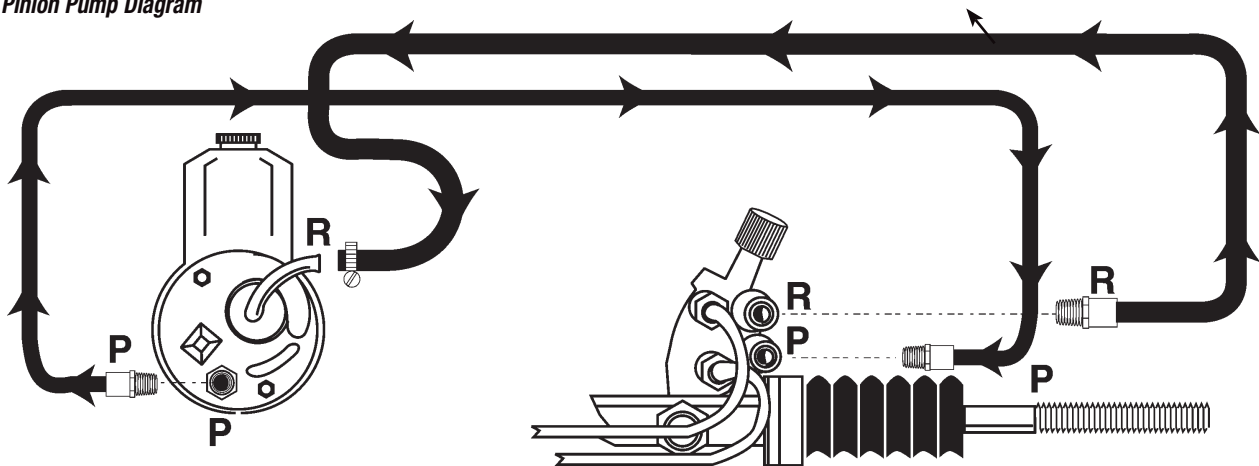
	PRESSURE	RETURN
GM Metric Pump	16mm (M16-1.5) O-ring	Push / Clamp
GM SAE Pump	3/8 tube size (5/8-18 inverted flare)	Push / Clamp
GM Rack & Pinion / GM Metric Gear	18mm (M18-1.5) O-ring	16mm (M16-1.5) O-ring
GM SAE Gear	7/16 tube size (11/16-18 inverted flare)	3/8 tube size (5/8-18 inverted flare)
Ford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

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

Common Torque Specifications

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

Rack & Pinion Pump Diagram



STEERING BOXES & RACKS SPLINE SIZES			
APPLICATION	SIZES	SPLINE DIA.	SPLINES
Ford Rack			
Mustang II & Pinto Manual	9/16"-26	.563	26
Mustang II & Pinto Power	3/4"-36	.750	36
Ford Box			
Manual & Power	3/4"-36	.750	36
GM Box Manual			
Vega	5/8"-36	.625	36
Corvette (1963-67)	3/4"-36	.750	36
Corvette (1968-83)	3/4"-30	.750	30
Model 122 (1965-85)	3/4"-30	.750	36
	3/4"-36	.750	36
Model 525 (1986-Present)	3/4"-30	.750	30
GM Box Power			
Model 605 (1978-84)	3/4"-30	.625	30
Model 800 (1977-Prior)	13/16"-36	.813	36
Model 800 (1978-Present)	3/4"-30	.750	30
GM Rack			
1979-Present	5/8"-36	.625	36
Variations	3/4"-30	.750	30
Corvette (1984-Present)	17mm DD	.670	570
Fiero 1	17mm DD	.670	570
Chrysler Box or Rack			
Chrysler - Omni Manual	9/16"-36	.563	26
Chrysler - Omni Power	9/16"-36	.563	36
Chrysler - Volar	9/4"-30	.750	36
Chrysler	5/8"-36	.625	36
Chrysler	3/4"-36	.750	36
Chrysler	13/16"-36	.813	36

STEERING COLUMNS SPLINE SIZES			
APPLICATION	SIZES	SPLINE DIA.	SPLINES
GM Column			
Small Spline	3/4"-36	.750	36
Large Spline	1"-48	1.00	48
Small DD	3/4"-DD	.750	DD
Large DD	1"-DD	1.00	DD

DETERMINING SPLINE SIZE

To determine the spline size of a component (rack and pinion, steering column and steering box), measure the outside diameter and count the number of splines. If there is a flat spot on the shaft and some of the splines are missing, count halfway around where there are splines and double that number. We need to know how many teeth are in a theoretical full circle.

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

COUNT SPLINES TO CENTER LINE
MULTIPLY BY TWO

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

U-JOINT PHASING

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

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

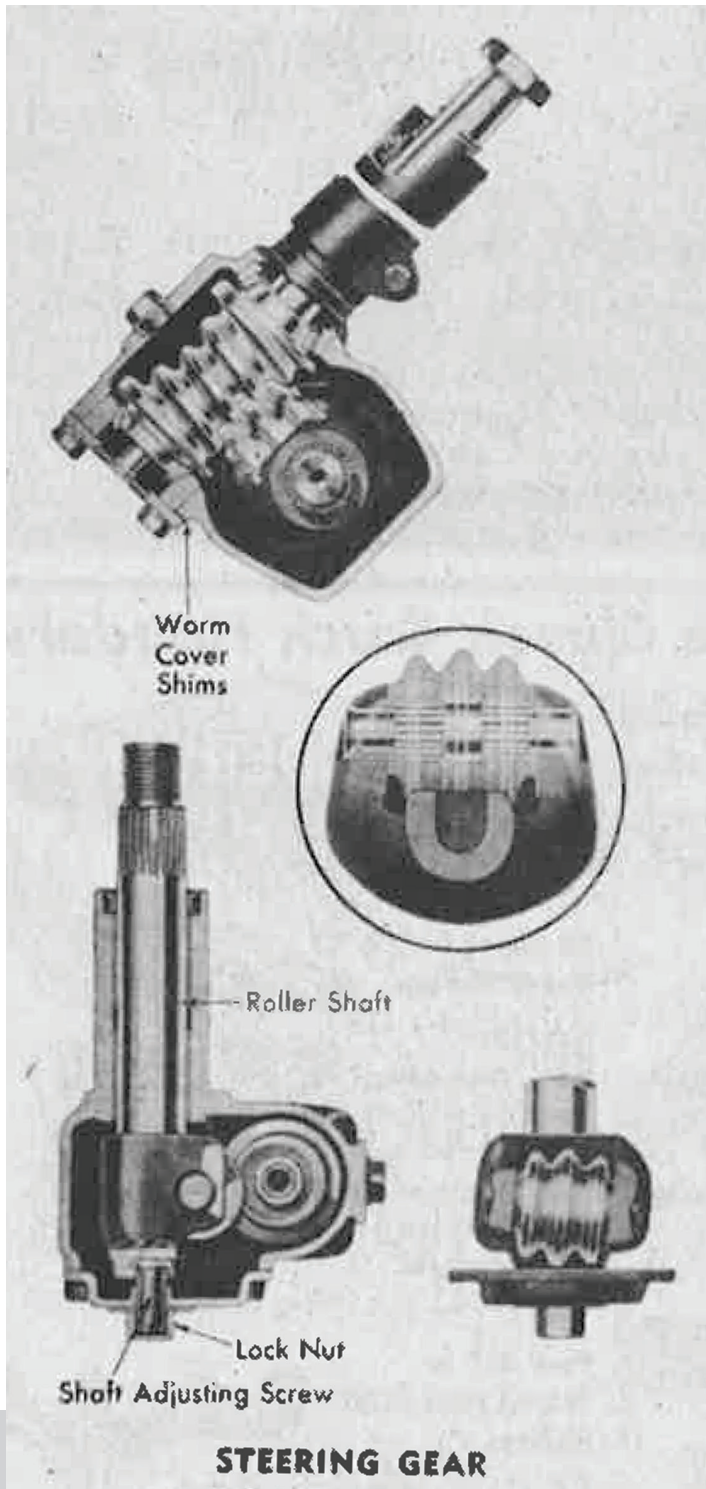
- Grade 2**
 - No Markings
 - Low or Medium Carbon Steel
- Grade 5**
 - 3 Radial Lines
 - Medium Carbon Steel
- Grade 8**
 - 6 Radial Lines
 - Medium Carbon Alloy Steel

TROUBLESHOOTING

THE FRONT SUSPENSION & STEERING SYSTEM

TOO MUCH PLAY IN STEERING SYSTEM

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



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

CAR STEERS HARD

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

17. Worn steering gear parts.
18. Misalignment of steering gear assembly due to method of mounting at chassis frame and cowl bracket.
19. Lack of lubrication of steering knuckle upper and lower bushings and thrust bearings.
20. Galded, rough, or scored kingpins.
21. Insufficient clearance between steering knuckle bushings and kingpins.
22. Insufficient end play in steering knuckles.
23. Steering knuckle thrust bearing races galded, brinnelled, rough, scored or full of dirt.
24. Bent steering knuckle.
25. Insufficient kingpin inclination.
26. Reverse or excessive front wheel camber.
27. Incorrect front wheel toe-in.
28. Excessive caster.
29. Front axle shifted.
30. Frame bent or broken.
31. Suspension arms bent or twisted.
15. Improper adjustment of shock absorber resulting in inadequate control.
16. Abnormal internal clearances of shock absorbers resulting in inadequate control.
17. Shock absorber inoperative or leaking.
18. Worn or loose steering gear parts.
19. Steering gear incorrectly adjusted.
20. Steering connections incorrectly adjusted or worn.
21. Incorrect adjustment of steering cross tube.
22. Bent or sprung steering cross tube.
23. Steering cross tube end loose on threads.
24. Steering cross tube end parts worn or loose.
25. Worn or loose steering linkage parts.
26. Tie rod loose.
27. Drag link adjustment loose.
28. Steering knuckle bearings worn.
29. Steering knuckle bent.
30. Excessive freedom or looseness of kingpin thrust bearings.
31. Recess cut on underneath side of steering knuckle spindle by rotation of outer bearing cone resulting in incorrect or uneven camber.
32. Kingpin or bushings worn or loose resulting in incorrect or uneven camber.
33. Bent steering knuckle yoke or spindle resulting in incorrect or uneven camber.
34. Front axle shifted.
35. Improper load distribution on truck.

LOW SPEED SHIMMY OR FRONT WHEEL WOBBLE

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

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

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

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

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

HIGH SPEED SHIMMY OR WHEEL TRAMP

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

STEERING WANDER OR ROAD WEAVE

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

Brake & Power Steering Installation & Tech Guide

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

STEERING KICK BACKS

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

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

STEERING GEAR RATTLES

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

CAR PULLS TO ONE SIDE

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

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

STEERING GEAR BACKLASH

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

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

ERRATIC STEERING

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

SPRINGS & SHOCK ABSORBERS

SPRINGS SAG OR BOTTOM

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

SPRING NOISES

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

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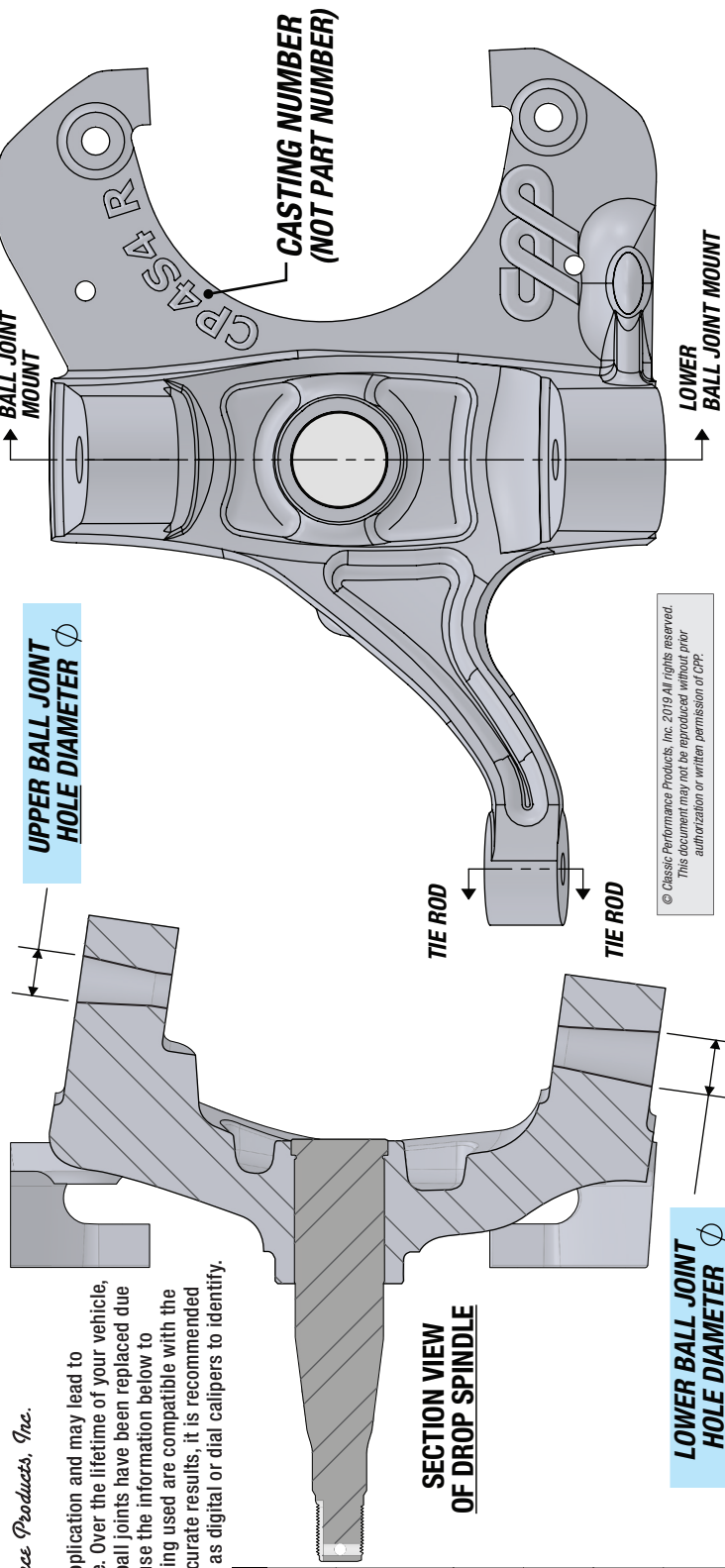
CPP DROP SPINDLE / BALL JOINT IDENTIFICATION GUIDE

Important Note:

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

FILL-IN YOUR VEHICLE INFORMATION:

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



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

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