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Catalog prices are effective June 1, 2017 and are subject to change without notice.
This is a general overview, not all parts and components in this catalog are listed here.

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Box 70 119 N. 2nd St.
West Branch, IA. 52358
www.chassisengineeringinc.com

Order Phone (319) 643-2645
Tech (319) 643-2655
Order Fax (319) 643-2801

So our technicians can answer your questions about C.E. products directly and accurately, use our tech line between the hours of 9a.m. and 4p.m. This service has been dedicated for your convenience.

SHIPPING

We ship by U.P.S. Check your shipment immediately upon arrival. **You have 30 days to report any missing parts out of the shipment.** Failure to do so will result in parts purchased at your expense. Refusal of a C.O.D shipment requires all future orders to be prepaid.

DAMAGED ITEMS

If your order is damaged through shipment: Call U.P.S. **Claims must be made to the shipping company. Save all packaging materials.**

EXCHANGES

We offer a free exchange for 30 days only if parts have not been used (i.e. no bolt scars, paint or marks). Customer is responsible for all shipping charges.

RETURNS

Returns accepted for 30 days only if parts are not damaged, modified, painted or bolt scarred. A **20% restocking fee** will be applied. If the part is defective or we goofed the order; we pay shipping both ways and expedite the exchange at our expense. Write or call first because we do not accept parts without a return authorization and copy of invoice. No C.O.D. returns accepted.

PRICES

Prices and shipping rates are subject to change without notice.

PAYMENT

To save C.O.D. charges ($12.00 per package - subject to change) and to speed shipment, **add 20% to order to cover shipping.** We can send freight collect only orders less than $200. Money orders and certified checks are accepted without delay. Personal checks must clear bank before shipment is made; allow 3 extra weeks. We refund overpayment with shipment.

LIABILITY

Neither manufacturer nor seller shall be liable, in any way, for damage, loss, injury or other, resulting from misuse, modification or inability to use any of our products. Buyer or user assumes all liability of any kind connected with application of our products. The foregoing is made in lieu of all warranties expressed or implied. The manufacturer or seller's single obligations shall be to replace whatever parts prove defective.

DEALERS

Dealers write for full information, giving proof of business.

CANADIAN & INTERNATIONAL

Please remit in full U.S. funds. Shipments will be by U.P.S. We cannot ship to you C.O.D. Please call for freight quote. We will refund any excess payment with your oder.

VISA MasterCard DISCOVER NETWORK

CHASSIS ENGINEERING INC.

COMMON SENSE ENGINE MOUNTS

Why use common sense side mounts from Chassis Engineering instead of stock type angled mounts or a front supported type?

The answer is simplicity, dependability, correct engineering and economy!

C.E. ENGINE MOUNTS are simple to install; merely remove the stock mounts and bolt C.E. mounts in their place.

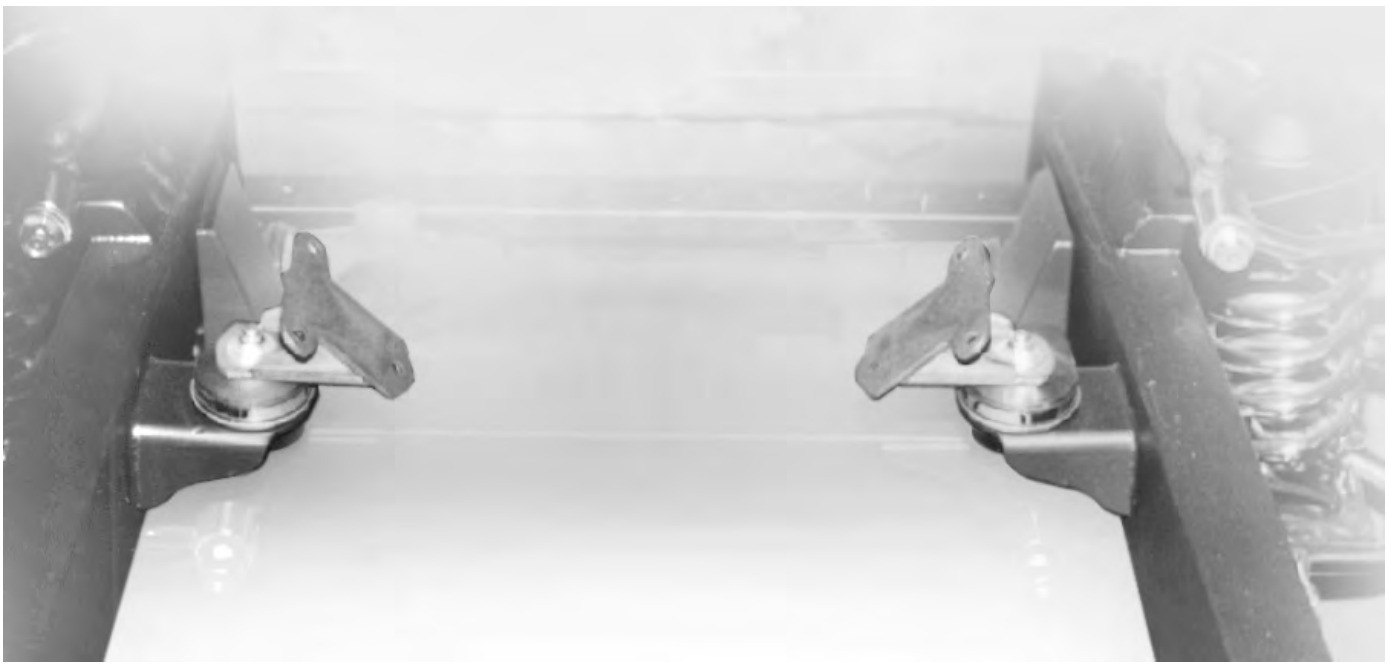
IMPORTANT: Engine side mounts are a necessity if you are using any transmission with a tail shaft mount. A front mount used here would place excessive stress on the bellhousing area, causing misalignment and possible breakage. Modern bellhousings are generally aluminum and unable to support extra weight thrown on them by front style mounts. Use front mounts only with bellhousing mounts and use CE mounts only with rear transmission mounts. (Do not mix the two types).

C.E. mounts reach closer to the frame than stock type mounts to help prevent frame twisting, a very real problem with stock mounts. (C.E. makes different widths of engine mounts so we can tailor the mount to the usage). By stock mounts, we of course mean the mounts that come with newer engines.

NOTE: Stock angled mounts will also force the frame apart as they bounce, (the angle works like a wedge) which most early frames are not designed to resist. Ever notice how massive front frame sections on modern cars are?

One last word on stock mounts, they are usually made as a large rubber block which not only can break or tear, but can also allow the engine to rock sideways excessively. C.E. mounts are bolted through a shock absorbing cushion and cannot come apart. Engine rocking is limited (a must for tight clearances) without passing vibrations to the frame.

Using incorrect or poorly engineered parts for your swap is never the cheap way to go. Misalignment in moving parts alone will eventually cost many times the price of doing it right the first time.



ONE TECHNIQUE FOR ENGINE SWAPPING

Begin by removing old engine-transmission, etc., from car and thoroughly cleaning remaining pieces. Block car to attitude finished car will assume. A good move here is to find several small containers to use for bolts and small parts. Be sure to mark all small pieces and special bolts to aid in reassembly.

Rough measure clearances and move or remove any obvious interference. Lift new engine-transmission into place (or as close as possible). You can now tell if the firewall will need attention. If so, pull the engine and do the rough cutting or bending. Return engine to mounting position. Engine should now be sitting close to where you want it. Block it in place so it cannot move.

Everything needs to be checked out at once now and methods of fitting decided upon. Start with the steering box and linkage. Exhaust manifolds are the usual problem here. Check on different models for clearance. The engine can be mounted off center (look at the family car), however, try to keep it centered for appearance. The steering can be changed or moved but be sure you know what you are doing. Center or rear sump oil pans are available for most engines (usually from trucks), for tie rod clearance. Check through full wheel travel. Oil pans can also be notched or creased if no interference with crank is present.

Check the right side manifold for clearance. Remember to leave room for the exhaust once it leaves the manifold. Those low hanging pipes are bummers. Check clutch and brake pedals for full travel and linkage possibilities. These can however usually be made to work later. Check for fan clearance. The radiator can usually be moved forward or swapped for a better fitting one.

Now give everything a double check for clearance and workability. Some new things to check include transmission mounts, carburetor angle, fenderwell clearance and general all around clearances.
This is the time that discouragement can set in. Don't give up, it gets easier now. All that's left is the work. Take a break, give yourself a pep talk and dive right back in. The results are definitely worth the effort!

It is now time to finalize the mounts. Follow directions included with the C.E. frame adapter kit. With C.E. engine and transmission mounts, you will find that the actual mounting is the easiest part of the swap. Now go back and finish the rough edges.

This is intended as a general overlook only. Every swap is different and may involve any or all of the above, or even something new. Most swaps can be made easier by thinking ahead. Don't-Don't dump exhaust directly into the frame or steering box and figure on finding another manifold later. Don't mount the engine in a bare frame and add body - steering later. Don't finalize mounting until you're sure everything has a place. Don't get discouraged, every problem has an answer.
Don't use anything but the best - C.E. kits and parts.

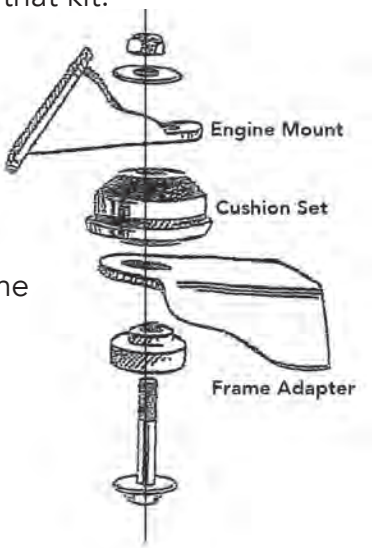
We have collected problem solutions since first opening in 1966. If you have need of a special steering adapter or whatever for your swap, drop us a line. we will be glad to help wherever we can!

NOTE:The above is for new swaps. Kits listed in catalog already have the engineering done.

CHASSIS ENGINEERING INC. ▪ ***SAFETY THRU ENGINEERING*** ▪

UNIVERSAL ENGINE MOUNTING

Don't reinvent the wheel: If there is a swap kit listed in the catalog for your car, use that kit. If not, follow the steps below and you'll be ready to mount your engine.



Each engine mounting kit is made up of 3 parts:

1. Frame Adapters
2. Engine Mounts
3. Cushion Set

1. Frame Adapters come in many different styles. All of CE universal frame adapters are versatile and can be cut to the length you need to align the frame adapter with the engine mounts. **(See pg. 4 for Frame Adapter options.)**

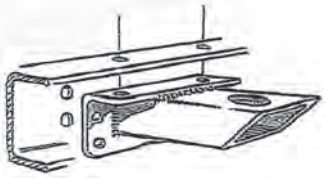
Channel Frames: Use part # AS-0106

Boxed Frames: Use part # AS-0304 or our most popular AS-0305

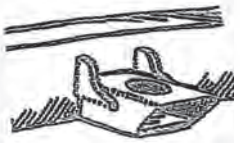
Top Hat Frames: (Chevy Cars 1936-1954) Use part # AS-0204

Crossmembers are available for all frame widths.

AS-0106

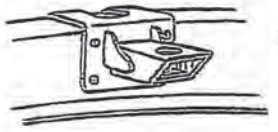


AS-0304



AS-0305
Available in 4 lengths

AS-0204

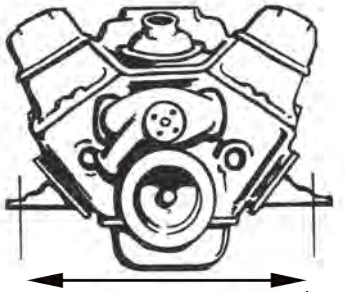


Crossmembers
Bolt-On Option

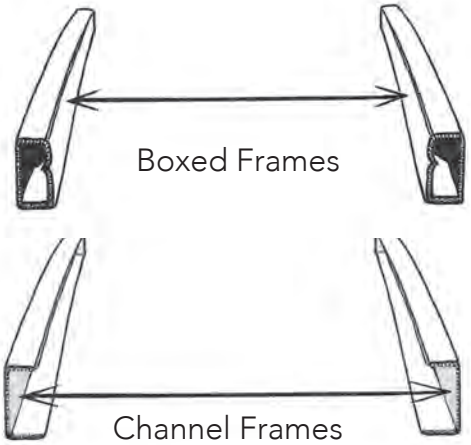
---

2. Engine Mounts See pg 5

Engine mount ***style*** is chosen based on the type of engine.
Engine mounth ***length*** (the c/c distance between engine mounting points when bolted to block) is chosen based on frame width.



Engine Mount Length



Determine Frame Width

Boxed Frames:
Measure between boxing plates.

Channel Frames:
Measure between the INSIDE of the rails.

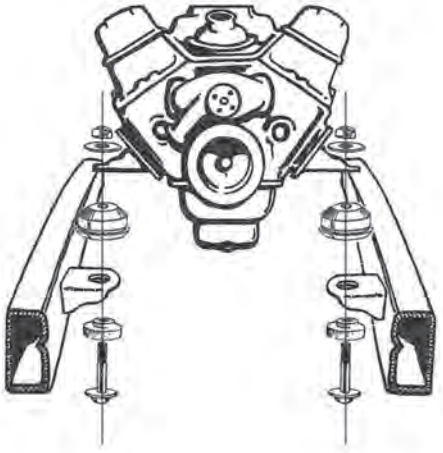
Approx Frame Width	Use Engine Mount Length
< 22"	17" mount
22/23" - 25/26"	22" mount
> 25/26"<	22" mount or crossmember

---

3. Cushion Set See pg. 5

All Chassis Engineering engine mounting kits use our biscuit style Cushion Set Part # SS-0011.

Installation Hint:
The engine mounts, and frame adapters are designed to align with one another. Trim the frame adapters so that everything lines up when in place.



UNIVERSAL FRAME ADAPTERS / Engine Crossmembers

Channel Frame These are cut to length desired and welded.
Unit is then bolted to frame.
Use with frame widths from 20" to 25"

Part No. AS-0106 $24.00 pair

Frame Adapter, Channel Frame

Chevrolet Frame Use these with 1936 to 1954 Chevy frame.
Use 19" width engine mounts. Cut for length and weld mount together.
Unit is then bolted to the frame. Bolts are included.

Part No. AS-0204 $34.00 pair

Frame Adapter, Chevrolet Frame

Boxed Frame This is a weld-on kit for the boxed type frames.
Modification is necessary if the inner frame wall is thin or has holes.
In this case, remove a section and replace with a 3⁄16" plate.
Use with frame widths from 20" to 26".

Part No. AS-0304 $24.50 pair

Frame Adapter, Boxed Frame

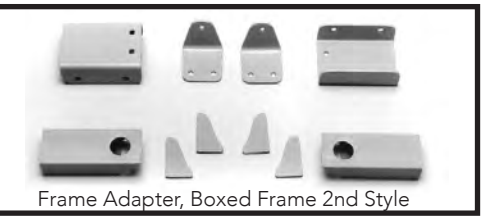
Boxed Frame, 2nd Style Same as above except these come a certain length and can be shortened only slightly. Length is measured from edge to center of hole. Available in 2 1⁄8, 2 5⁄8, 2 7⁄8 and 3 5⁄8 inch lengths.

Part No. AS-0305A (2 1⁄8") **$28.00 pair**
Part No. AS-0305B (2 5⁄8") **$28.00 pair**
Part No. AS-0305C (2 7⁄8") **$28.00 pair**
Part No. AS-0305D (3 5⁄8") **$28.00 pair**

Frame Adapter, Boxed Frame 2nd Style

Ford Frame Adapters weld together and then bolt to frame.
1935 to 1940 includes torque brackets. Use with 19" engine mounts.

1935-1940 Part No. AS-0407 $34.70 pair
1941-1948 Part No. AS-0408 $32.00 pair

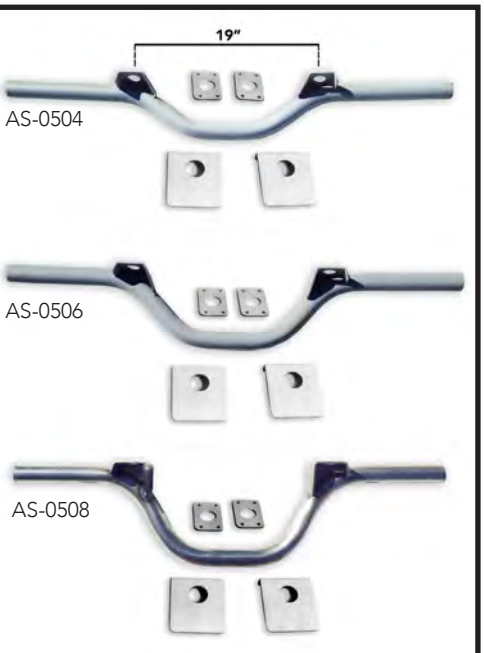

Frame Adapter, Boxed Frame 2nd Style

Engine Crossmembers When paired with our 19" engine mounts the crossmembers will work with any engine.

Measuring Directions: Locate the centerline between the original engine mounts. Place a flat strap across the bottom of the oil pan at this point and measure up to the center of the crankshaft. This distance corresponds to the drop listed for the crossmember. Allow at least an extra ½" clearance between the oil pan and crossmember.

Bolt-On Ends:

4" drop Part No. AS-0504B $70.00
6" drop Part No. AS-0506B $70.00
8" drop Part No. AS-0508B $70.00



Weld-On Ends:

4" drop Part No. AS-0504W $70.00
6" drop Part No. AS-0506W $70.00
8" drop Part No. AS-0508W $70.00

ENGINE MOUNTS

Chevrolet V8
1958-up 283-302-307-327-350-400 C.I. Small Block
1965-up 396-402-427-454 C.I. Big Block
Also V6 Chev (distributer at rear)

17"	**Part No. CS-1117**	**$40.00 pair**
19"	**Part No. CS-1119**	**$40.00 pair**
22"	**Part No. CS-1122**	**$40.00 pair**

1 ¾" Offset Mounts (moves mounting point, not engine)

Left side offset	**19"**	**Part No. CS-1119OS**	**$44.00 pair**
Left side offset	**22"**	**Part No. CS-1122OS**	**$44.00 pair**
Both sides offset	**19"**	**Part No. CS-1119OOS**	**$45.00 pair**
Both sides offset	**22"**	**Part No. CS-1122OOS**	**$45.00 pair**

Chevrolet LS

LS Straight Mounts	**Part No. CS-1319**	**$40.00 pair**
LS Both Sides offset ¾"	**Part No. CS-1319OOS**	**$45.00 pair**

Chevrolet inline 6 cylinder 1962-up 194-230-250 C.I.

17"	**Part No. CS-1417**	**$40.00 pair**
19"	**Part No. CS-1419**	**$40.00 pair**
1953-54 235 C.I.	**Part No. CS-1519**	**$40.00 pair**
1958-62 235 C.I.	**Part No. CS-1619**	**$40.00 pair**

Bulk Nailhead V8 (1958-66, 4 bolt mount) 364-401-425 C.I.

19"	**Part No. CS-6519**	**$40.00 pair**

Buick V6 (distributor at front) 1961-up

17"	**Part No. CS-6417**	**$40.00 pair**
19"	**Part No. CS-6419**	**$40.00 pair**

Dodge V8 1956-57, (Red Ram "hemi") 270-315-325 C.I.

19"	**Part No. CS-4519**	**$40.00 pair**

Chrysler-DeSoto 1951-58 ("hemi") 331-354-392 C.I.
Note: DeSoto approximately 19" only

19"	**Part No. CS-4319**	**$40.00 pair**

Mopar V8 1964-up 273-318 C.I.

17"	**Part No. CS-4117**	**$40.00 pair**
19"	**Part No. CS-4119**	**$40.00 pair**

Mopar V8 1968-up 340-360 C.I.

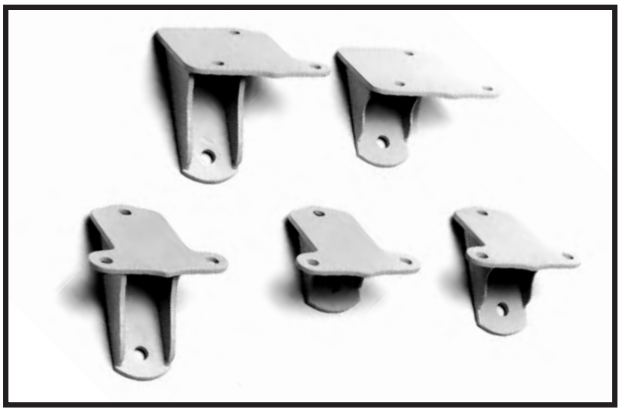
17"	**Part No. CS-4217**	**$40.00 pair**
19"	**Part No. CS-4219**	**$40.00 pair**

Ford V8 1965-up 221-260-289-302-351 C.I.

17"	**Part No. CS-2117**	**$40.00 pair**
19"	**Part No. CS-2119**	**$40.00 pair**
20" Offset both sides	**Part No. CS-2120**	**$40.00 pair**

Cushion Set C.E. designed for street rod use.
Impervious to gas and oil. Greater shock and sound absorption. Greatly increased resistance to deformation and temperature extremes. Thru bolt construction for safety. Larger cross section to support heavier engines.

Part No. SS-0011 **$36.00 pair**

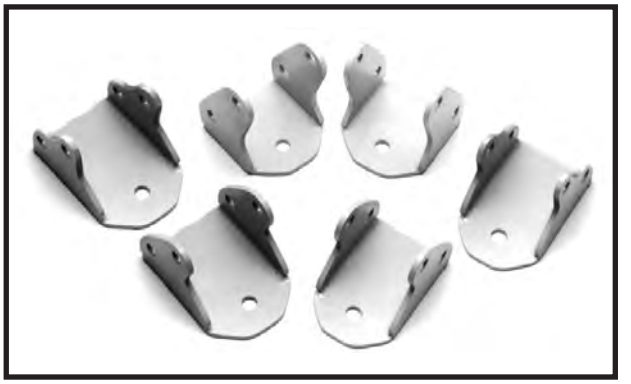


CS-1319

CS-1519

Buick V-6

Buick Nailhead



Ford Mounts

Cushion Set

Special Order Mounts

Chevrolet 1958-1965 348-409 C.I.
Buick 1964-up 300-340-350-400-430-450-455 C.I.
Mopar 1958-up 361-383-400-413-426 (except Hemi) - 440 C.I.
Order by description **Part. No.** **CS-0000** **$45.00**

UNIVERSAL TRANSMISSION COMPONENTS

How To Determine Which Transmission Crossmember To Use

First - Mock up the engine mounting location using Chassis Engineering mounts. Mock up your transmission placement aiming for approximately a 2-4 degree downward angle of the tailshaft.

Second - Measure from the bottom of the transmission cushion to approximately the center of the frame. This will roughly correspond to the transmission drop. This "drop" is measured from the top of the transmission crossmember tube to the top of the mounting plate.

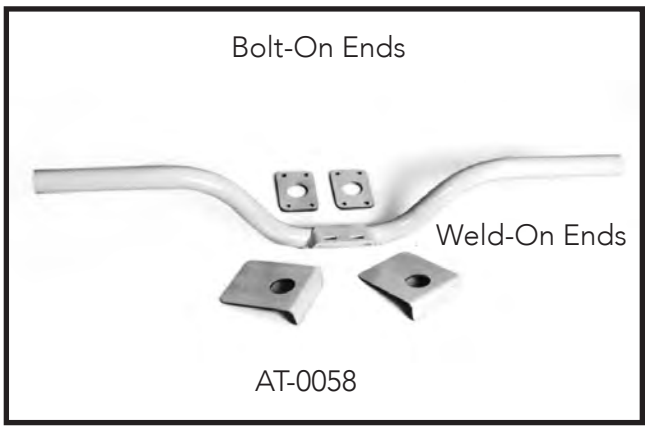
Chassis Engineering transmission tubes are internally reinforced, heavy duty 1 ¾" OD tubing with 3⁄16" wall. Available in 5 different drops and can be cut to the width needed for your frame. To be used with side engine mounts only to avoid stressing the bellhousing.

Bolt-on ends:

0" drop Part No. AT-0050 B $65.00
2" drop Part No. AT-0052 B $65.00
4" drop Part No. AT-0054 B $65.00
6" drop Part No. AT-0056 B $65.00
8" drop Part No. AT-0058 B $65.00

Weld-on ends:

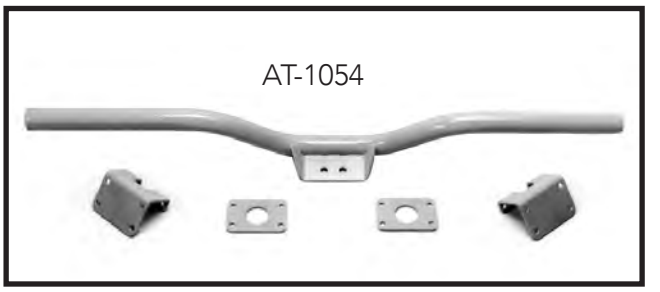
0" drop Part No. AT-0050 W $65.00
2" drop Part No. AT-0052 W $65.00
4" drop Part No. AT-0054 W $65.00
6" drop Part No. AT-0056 W $65.00
8" drop Part No. AT-0058 W $65.00

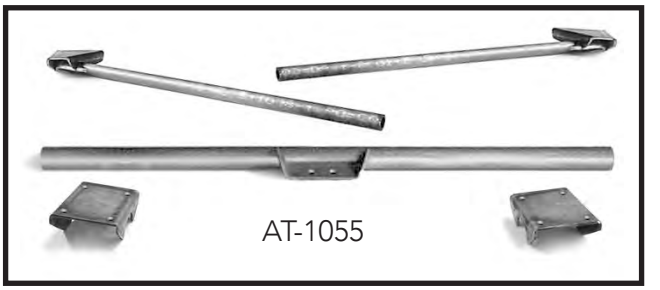


BOLT-ON TRANSMISSION CROSSMEMBERS

For Chevrolet "Top Hat" type frames - 1936-54 comes with frame saddles for reinforcement, requires cutting and welding.

Part. No. AT-1054 $80.00
Part. No. AT-1055 $115.00





TRANSMISSION CUSHIONS

These can be used with universal transmission crossmembers as well as with transmission mounting kits throughout the catalog.

4-speed, Powerglide, Turbo 350 **Part. No. SS-0112 $20.00**
Turbo 400, Turbo 700 **Part. No. SS-0114 $20.00**
Ford C-4 Transmission **Part. No. SS-0212 $20.00**

UNIVERSAL APPLICATIONS

COIL OVER SHOCKS

Urethane bushings available with ½", 9/16" or 5/8" sleeves (specify). Top retainer is angled for clearance. Lower retainer is angled for clearance. Lower retainers are removable from the bottom, requiring no special press. Adjustable shock has fifteen dampening adjustments at the turn of the screw. 10.2" closed to the 13.4" open. Coil Springs included.

Specify (150, 200 250, 300, 350) lb.

Standard finish	**Part No. AR-2046**	**$390.00**
Polished shock body, chrome coils	**Part No. AR-2046C**	**$445.00**

Specify rate. If you need help estimating rate, contact C.E.

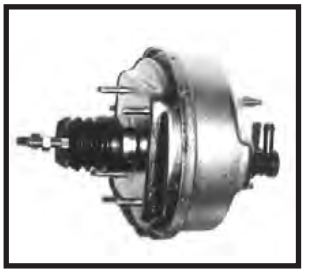
SPANNER WRENCH FOR COIL OVER SHOCKS

Part No. AU-6050 **$25.00**

POWER BOOSTER

This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

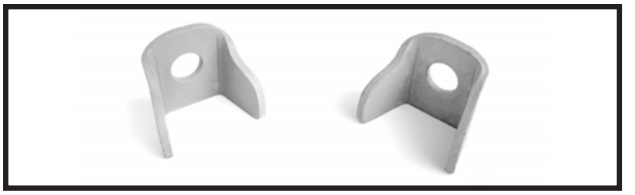
Single Diaphragm Power Booster	**Part No. AS-2075**	**$99.00**
Dual Diaphragm Power Booster	**Part No. AS-2075D**	**$125.00**



See pages 82-86 for all braking needs.

MASTER CYLINDERS

Mustang - 15/16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang - 1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15/16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette - 1 1/8" bore, power only	**Part No. AU-2039**	**$70.00**



UNIVERSAL SWAY BAR LINKAGE BRACKET

Weld-on lower sway bar linkage brackets. Can be modified to work with many applications.

Part No. AU-0010PM **$22.00**

REPLACEMENT SWAY BAR BUSHING SET

SET OF 8 **Part No. SB-RUBBERS8** **$26.00**

REPLACEMENT SWAY BAR MOUNTING BRACKETS

SET OF 2 **Part No. SB-DBKT2** **$16.00**

REPLACEMENT SWAY BAR MOUNTING BUSHINGS

SET OF 2 **Part No. SB-DBUSH2** **$16.00**

CLASSIC CE STAMPED METAL GARAGE SIGN

This is a great old style sign that highlights the classic Chassis Engineering logo designed decades ago. Decorate the garage or hang this quality collectable above your street rod. Get one while supplies last.

Part No. PR-0090 **$20.00**

CHASSIS ENGINEERING INC. GIFT CERTIFICATES

Give someone special a gift certificate to Chassis Engineering Inc. "Safety thru Engineering" components will make their Street Rod building experience trouble-free and enjoyable.

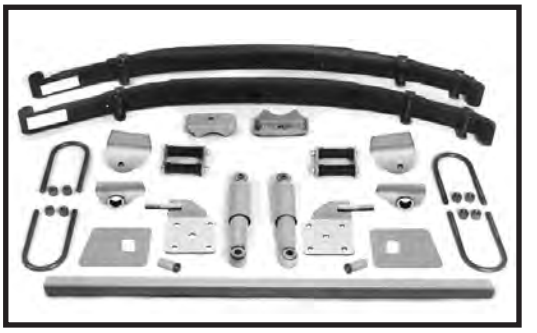
Part No. PR-0025	**$25.00**
Part No. PR-0050	**$50.00**
Part No. PR-0100	**$100.00**

UNIVERSAL APPLICATIONS

IMPORTANT! The customer is responsible for suitability of these parts.
Any needed modification to parts or car is completely at the discretion of the owner or installer.

REAR END MOUNTING KIT Includes spring mounts, 4 U-bolts with nuts, gas shocks, shackles, lower shock mounts, upper shock bar, C.E. Slider Springs & springs pads.
Fitting & welding required.

KIT with standard duty, low arch springs	**Part No. AS-0010CG**	**$530.00**
KIT with heavy duty, low arch springs	**Part No. AS-0010CGLR**	**$545.00**
KIT with heavy duty, high arch springs	**Part No. AS-0010CGY**	**$545.00**



REAR SPRING MOUNTS Use with C.E. Slider Springs. Kit includes front and rear hanger brackets. **Part No. AS-0010** **$90.00**

UNIVERSAL REAR SHOCK KIT

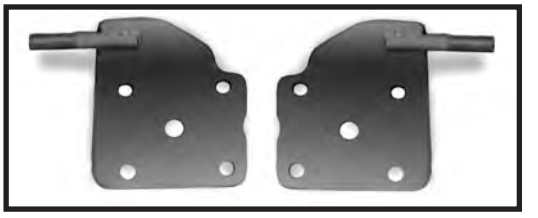
Part No. AR-0010SKG **$150.00**

BUTTON SLIDERS Make your spring into a "Slider". Buttons install on spring ends by drilling one hole. Springs can be drilled by use of a slow drill (100 RPM or less).

1 ¾" round slider	**Part No. AU-2060**	**$2.00 ea.**
2 ¼" round slider	**Part No. AU-2061**	**$2.00 ea.**

SPRING WEDGES These install between the spring pad on the rear-end and leaf spring to correct pinion angle. For 2 ½" wide springs only.

1° Part No. AU-2062A	**$35.00 pr.**
2° Part No. AU-2062B	**$35.00 pr.**
3° Part No. AU-2062C	**$35.00 pr.**
4° Part No. AU-2062D	**$35.00 pr.**



LOWER SHOCK MOUNT PLATES Lower shock plates for use with rear-end installations using 2 ½" inch wide leaf springs.

68-74 Nova, 67-69 Camaro multi-leaf rear ends	**Part No. AR-1000C**	**$45.00**
Ford rear ends & most others	**Part No. AR-1000F**	**$45.00**

REAR SPRINGS 4 leaf, 3" free arch, 48" eye to eye for mid 1930's - early 1950's Cars and Trucks, pair. Springs for most coupes and small sedans.

Part No. RS-3540 **$260.00**

*Note: springs are 2 ½ inches wide
- Not for stock replacement

REAR SPRINGS 5 leaf, 5" free arch, 48" eye to eye for mid 1930's - early 1950's Cars and Trucks, pair. Springs for most larger cars or cars with many accessories

Part No. RS-4148 **$275.00**

REAR SPRINGS 5 leaf, 3" free arch, 48" eye to eye for mid 1930's - early 1950's Cars and Trucks, pair. Springs will sit flat or range to a negative arch for a ride that's low!

Part No. RS-4148LR **$275.00**

*Note: springs are 2 ½ inches wide
- Not for stock replacement

REAR SHACKLES For CE kits, pair.	**Part No. AU-2214**	**$40.00**
REAR U-BOLTS Set of 4 with nuts.	**Part No. AU-2025C**	**$35.00**
SPRING PADS Weld on, pair.	**Part No. AU-2229**	**$30.00**

AU-2214 AU-2229 AU-2025C

UNIVERSAL APPLICATIONS

IMPORTANT! The customer is responsible for suitability of these parts.
Any needed modification to parts or car is completely at the discretion of the owner or installer.

SWAY BARS are an excellent way to improve the handling and overall drivability of the top-heavy early cars and truck. Eliminates road sway. For best results use front and rear bars together. Linkage and mounting hardware furnished. Upper linkage mount must be fabricated for rear bars.

Front: Fits Pinto-Mustang IFS kits with narrowed control arms.

42 ¼" eye to eye **Part No. SB-0010PMN** **$155.00**

Front: Fits many stock width Pinto-Mustang IFS kits and swaps.

43 ½" eye to eye **Part No. SB-0010PM** **$155.00**

Front: Fits 2 inch wider Pinto-Mustang IFS kits and swaps.

45 ½" eye to eye **Part No. SB-0020PM** **$155.00**

Front: Fits 4 inch wider Pinto-Mustang IFS kits and swaps.

47 ½" eye to eye **Part No. SB-0040PM** **$155.00**

Rear: C.E. kit, axle mounted

36" eye to eye **Part No. SB-0037RA** **$165.00**

Rear: C.E. kit, axle mounted, super narrow

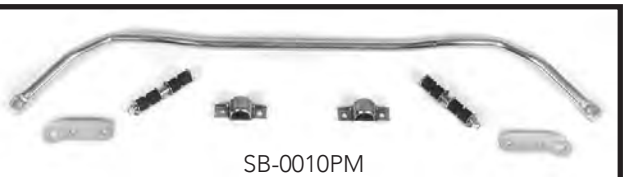
25" eye to eye **Part No. SB-0060RA** **$165.00**

Rear: Extra wide bar for late pickups and larger cars.

48 ½" eye to eye **Part No. SB-0050R** **$155.00**

SB-0037RA

SB-0060RA



SB-0010PM

SB-0020PM

SB-0050R

UNIVERSAL SWAY BAR LINKAGE BRACKETS

Weld-on lower sway bar linkage brackets for use with tubularA-Arms. Can be modified to work with many applications.

Part No. AU-0010PM **$22.00**

UNIVERSAL GAS TANK WITH ROUND CORNER TOP

Tank has roll-over safety valve, billet cap with O-ring, universal fit straps, pick-up tube and baffles. This steel tank is designed for various mounting locations. 11 ½X 11 ½ X 35 billet cap w/ O ring seal 2 baffles

16 gal. steel **Part No. AU-5000BG** **$250.00**

UNIVERSAL GAS TANK WITH ANGLED TOP

Tank has roll-over safety valve, billet cap with O-ring, universal fit straps, pick-up tube and baffles. This steel tank is designed for various mounting locations.

18 gal. steel **Part No. AU-5000C** **$250.00**

AU-5000C AU-5000BG

UNIVERSAL GAS TANKS FOR PICKUP TRUCKS

Tank is baffled and vented, 14 gallon capacity polyethylene or 16 gallon 14 guage mild steel. Threaded sender boss, universal fit straps and pick-up tube plus. This tank is designed to mount under bed floor and not in cab. Steel tank comes with 3" tall Threaded neck & billet cap.

14 gal. poly **Part No. AU-5000A** **$235.00**
16 gal. poly **Part No. AU-5000M** **$215.00**

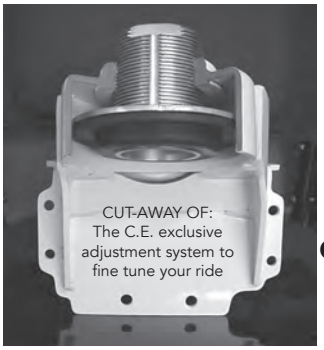
AU-5000A AU-5000M

See page 88 for gas tank senders.

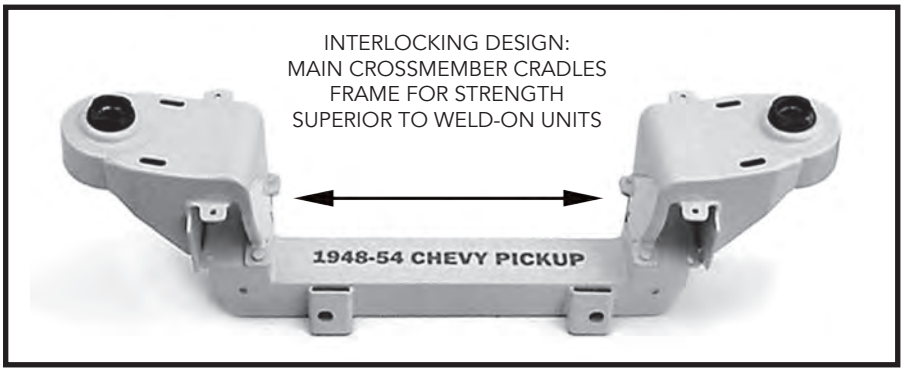
1948 - 1954 CHEVROLET & GMC ½ TON PICKUP

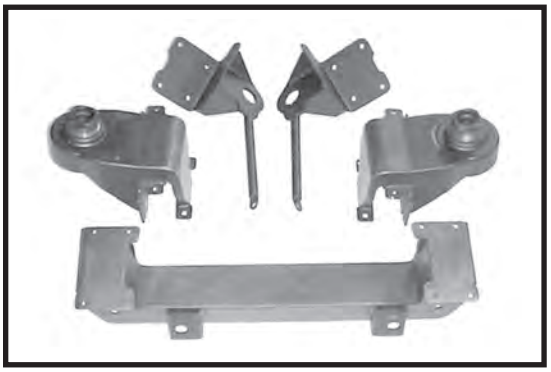
C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry



SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT





BOLT ON PINTO/MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto -Mustang suspension components. C.E. has the engineering capability to correctly modify the width of the Pinto-Mustang I.F.S. In this case we have found the Mustang too narrow to fit the 48-54 Chevy truck correctly. We have widened the crossmember 2" over the original Mustang and adjusted the pivot points. Rack extensions included to widen rack The result is suspension that is far superior to the original Mustang. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Center support rods add strength to the lower strut rod mount. Interlocking tabs between upper pods and lower crossmember prevent movement. Specify make and model of steering rack used.

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods and regular lower control arms.
2. Will be using CE full lower control arms and no strut rods.
3. Will be using stock or non CE P/M Components w/strut rods.

(1948-54 ½ ton only) **Part No. IF-4854CPT $655.00**

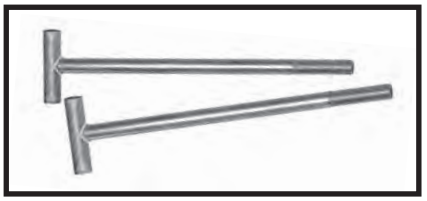
Weld-on SB engine mounts installed Part No.CP-1160P $95.00

Option 1
with strut rods

Option 2
with full lowers

Adjustment wrench to adjust ride height on the C.E. IFS
Handy Tool Part No. IF-0000W $24.00

Set-up Rod to temporarily replace shocks and springs for a safe & easy way to set up your suspension at ride height
For CE Bolt-On IFS Part No. IF-0000SR $24.00



1948-1954
CHEVROLET & GMC ½ TON PICKUP

Hub to Hub P/M Component Packages
(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack Part No. IF-7480HHP $1680.00

With manual rack Part No. IF-7480HHM $1740.00

Full lower control arms / no strut rods option.

With power rack Part No. IF-7480TWP $1680.00

With manual rack Part No. IF-7480TWM $1740.00

Includes: New Stronger Chassis Engineering Tubular upper and lower control arms (regular or full), Strut rods w/bushings (IF-7480HH kit only), Spindles w/nuts, Caliper Bracket kit, 11" Rotors **(Specify bolt pattern: 4 ½ or 4 ¾ on 5)**, Calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, Rack and Pinion **(Specify manual or power)**, Rack bushings, Tie rod ends, Shocks

Note: IF-4854CPT requires an extended rack. When ordering a Hub to Hub kit, order **AU-2076EA (power) $35.00** or **AU-2075EA (manual) $35.00**

COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications

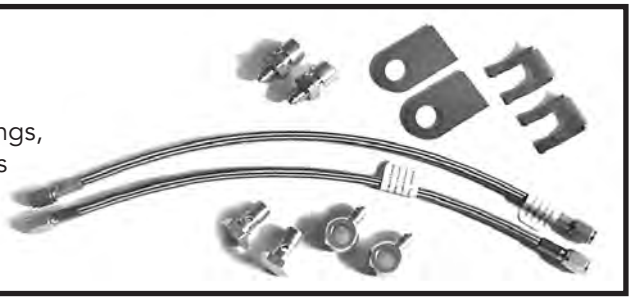
Fittings with 14 inch lines Part No. AU-0014MGM $110.00

Fittings with 16 inch lines Part No. AU-0016MGM $110.00

Fittings with 18 inch lines Part No. AU-0018MGM $110.00

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips

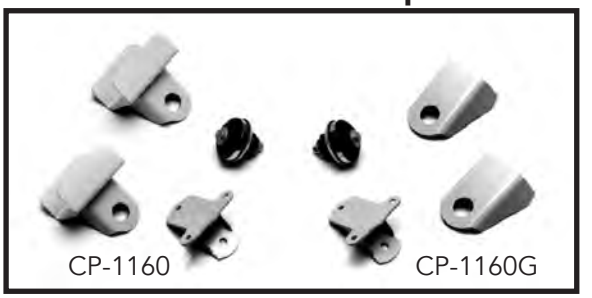


1940 - 1954
CHEVROLET & GMC ½ TON PICKUP

Fits 1958 - up Chevrolet V8 and LS engines into 1940-1954 Chevrolet & GMC ½ Ton Pickups

ENGINE MOUNTING KIT Includes frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install.

S/B into 40-54,stock suspension, bolt-on	**Part No. CP-1160**	**$120.00**
S/B into 40-54, w/non C.E. P/M IFS,weld on	**Part No. CP-1160G**	**$100.00**
LS into 48-54 w/ CE IFS, bolt-on	**Part No. CP-1160LS**	**$120.00**
LS into 48-54,w/non C.E. IFS,weld on	**Part No. CP-1160GLS**	**$100.00**



TRANSMISSION CROSSMEMBERS

Bolt-on unit uses original holes. Fits Turbo 350 and others measuring 20 ⅝" from engine to center holes on transmission mount.

T-350, PG & manual (1940-1947)	**Part No. ES-1164**	**$85.00**
T-350, PG & manual (1948-1954)	**Part No. ES-1165**	**$80.00**
T-700, OD (1940-1947)	**Part No. ES-1166**	**$85.00**
T-700, OD (1948-1954)	**Part No. ES-1167**	**$80.00**

GENERAL INFORMATION *The above small block chevy engine swap features good clearance everywhere except around the steering gear. Box must be moved outward slightly or changed (1948-54 only). No firewall or floorboard modifications. No exhaust problems. Headers will not fit Pacer IFS. See page 82 for Disc Brake Kits to fit original solid axle and spindles. LS engine swap may require slight modifications to the stock firewall.*

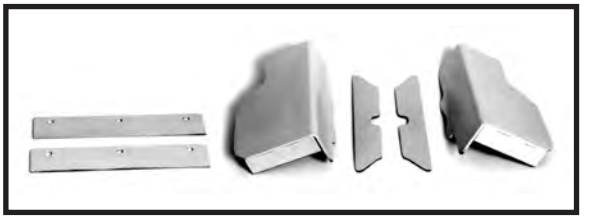
HEADERS

For IFS and original axle applications	**Part No. HD-0001**	**$265.00**
(High Temp. coated)	**Part No. HD-0001A**	**$445.00**

PACER INDEPENDENT FRONT SUSPENSION KIT

Installation is bolt-on after these brackets are welded to the Pacer crossmember. The original Pacer has a front crossmember that bolts on containing all needed heavy duty suspension parts (original A-arms, springs, tie rods, steering, shocks, etc.) in a single unit. Great fit. Requires a donor AMC Pacer.

(1940-1954)	**Part No. AR-2340**	**$99.50**

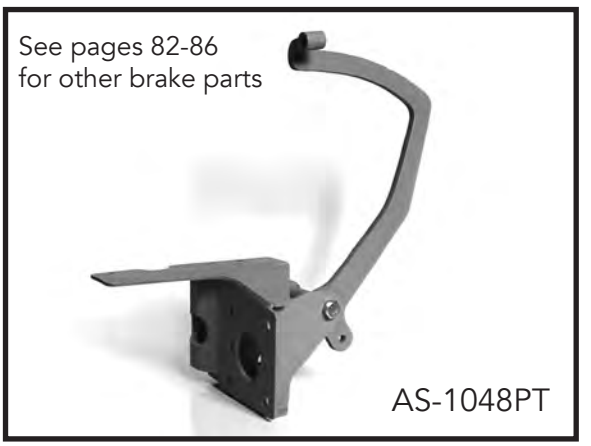


MASTER CYLINDER & PEDAL MOUNT

Use on 1948-1954 pickups to easily update brake system. Fits standard and power brakes for master cylinders pg.84. Bolts in place.

Part No. AS-1048PT **$168.50**

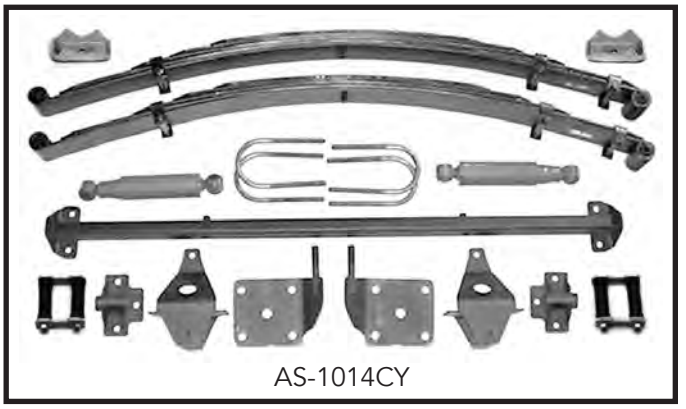
See pages 82-86 for other brake parts



1940 - 1954
CHEVROLET & GMC ½ TON PICKUP

BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt on kit for the 1948-1954 Chevrolet Pickup. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the offset of wheels and tire choice.
Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

1948-53 ½ Ton **Part No. AS-1014CGY** **$595.00**
1954-55 1st series **Part No. AS-1015CGY** **$595.00**

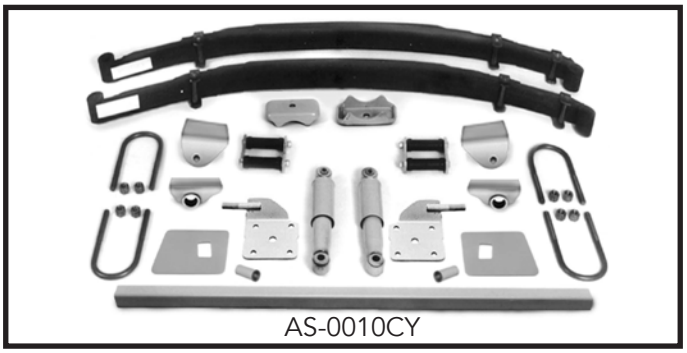

AS-1014CY

REAR SHOCK KIT
Includes shock mounts, gas shocks, hardware & instructions.

1948-53 Chev & GMC Pickup
Part No. AR-1014G **$150.00**

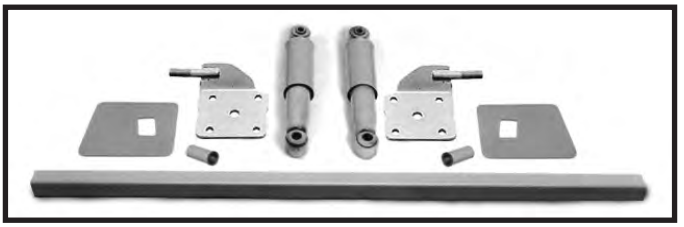
1954-55 1st series Chev & GMC Pickup
Part No. AR-1015G **$150.00**

REAR END MOUNTING KIT Includes spring mounts, U-bolts with nuts, gas shocks, shackles, lower shock mounts, upper shock bar, C.E. Slider Spring & springs pads. Fitting & welding required.


AS-0010CY

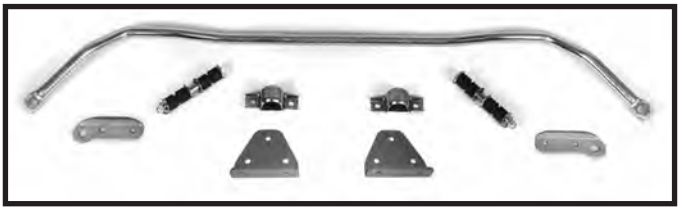
KIT with heavy duty, high arch springs
Part No. AS-0010CGY **$545.00**

Rear shock kit **Part No. AR-0010SKG** **$150.00**



FRONT SWAY BAR This is an excellent way to improve handling and overall drivability of the 1948-54 Chevy or GMC pickup. Eliminates road sway. For best results use front and rear bars together. Includes all linkage and mounting hardware.

Stock crossmember with C notched frame/ rack clearance
Part No. SB-0500PM **$155.00**



1948-54 using stock width Musting II front end
Part No. SB-1048PM **$165.00**

1948-54 Fits C.E. IFS kits
Part No. SB-4854PM **$165.00**

REAR SWAY BAR This rear axle mounted bar fits 1948-54 Chevy and GMC ½ ton pick up trucks. Eliminates road sway. Works in combination with complete rear-end mounting kit. All necessary linkage and mounting hardware included.

SB-4854RA

Part No. SB-4854RA **$165.00**

1955-1959 CHEVY ½ ton PICKUP

ENGINE MOUNTING KIT SBC

Includes bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. Easy to install.

Part No. CP-1180 $120.00

TRANSMISSION CROSSMEMBER

55-59 Chevy Truck frame rails are straight in this area allowing for great mounting flexibility. Works with T-350, -400, 700R and others.

Part No. ES-1185 $130.00

TRANSMISSION CUSHIONS

These can be used with universal transmission crossmembers as well as with transmission mounting kits throughout the catalog.

4-speed, Powerglide, Turbo 350	**Part. No. SS-0112**	**$20.00**
Turbo 400, Turbo 700	**Part. No. SS-0114**	**$20.00**
Ford C-4 Transmission	**Part. No. SS-0212**	**$20.00**

MASTER CYLINDER & PEDAL MOUNT

Use on 1948-1954 pickups to easily update brake system. Fits standard and power brakes for master cylinders. Bolts in place.

Part No. AS-1055PT $168.50

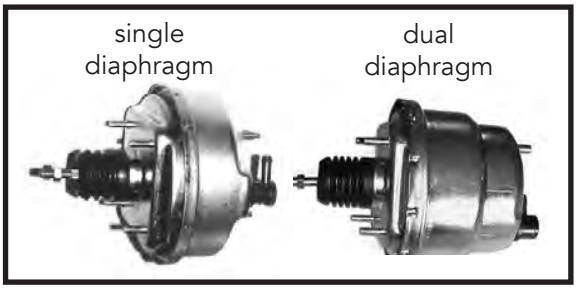
BRAKE PEDAL PAD For most pedals. ½" NF threads on shaft.

Part No. AU-2035 $24.00

DISC BRAKE KIT For 55-59 Chevy ½ ton pick-up

caliper brackets	**Part No. AU-1055**	**$180.00**
Disk brake kit, complete	**Part No. AU-1055C**	**$440.00**

POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.



Single Diaphragm Power Booster	**AS-2075**	**$99.00**
Dual Diaphragm Power Booster	**AS-2075D**	**$125.00**

MASTER CYLINDERS

Mustang - 15/16" bore, standard	**AU-2036**	**$82.00**
Mustang - 1" bore, standard	**AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**AU-2037P**	**$99.50**
Remote Fill - 15/16" bore, power only	**AU-2041**	**$85.00**
Corvette -1 1/8" bore, power only	**AU-2039**	**$70.00**

1934-1935 *Standard only*
CHEVROLET

Fits 1958 - up Chevrolet S.B. V8 into 1934-1935 Chevrolet Standard car

ENGINE MOUNTING KIT
Includes bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. Easy to install.

Part No. CP-1105 $120.00

TRANSMISSION MOUNTING PLATE
Bolt-On plate uses original holes in crossmember for line-up. Fits Turbo 350, Powerglide, or most 3 & 4 speed. (20 ⅝" from engine to center of transmission mount). Late 1934 and all 1935 must have x-member.

Part No. ES-1150 $54.25

GAS TANK
16 gallon steel with aluminum cap. 34 ½" x 12" x 10", straps included.

Part No. AU-5134M $300.00

DISK BRAKE KIT FOR CARS WITH ORIGINAL SPINDLES
Adapts most 1970-1977 GM intermediate calipers and rotors, (except Chevelle 1970- 1973) to the stock 1928-1954 Chevrolet spindle. No machine work. Gives a 4 ¾" bolt circle. Complete disc brake kits include caliper bracket kit, calipers with pads and pins plus rotors with bearings and seals.

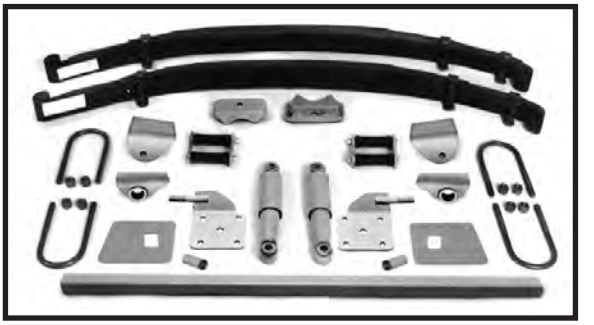
1928-40 I-beam axle, caliper bracket kit
Part No. AU-1039 $180.00

Complete Disc brake kit **Part No. AU-1039C $440.00**

REAR END MOUNTING KIT
Includes spring mounts, 4 U-bolts with nuts, gas shocks, shackles, lower shock mounts, upper shock bar, C.E. Slider Springs & spring pads. Fitting & welding required.

Complete rear end kit **Part No. AS-0010CG $530.00**

Complete kit heavy duty springs **Part No. AS-0010CGLR $545.00**



REAR SPRING MOUNTS Weld-on, universal fit. Use with C.E. Slider Springs. Kit includes front and rear brackets.

Part No. AS-0010 $90.00

REAR SHOCK KIT
Includes upper and lower shock mounts, shocks, hardware & instructions.

Part No. AR-0010SKG $150.00

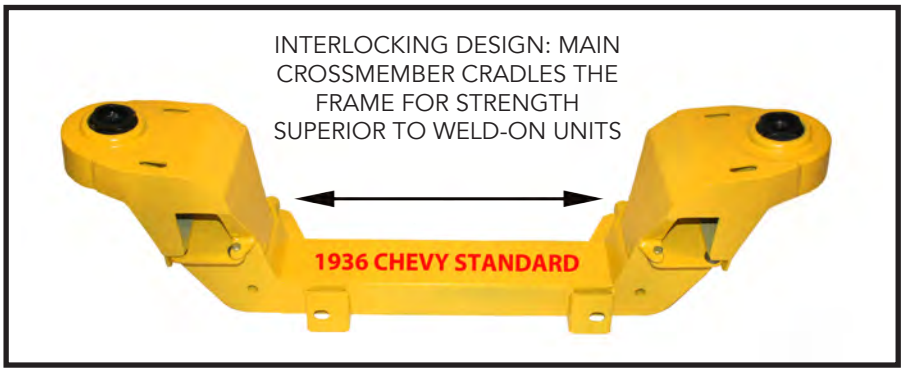
REAR SHACKLES	**Part No. AU-2214**	**$40.00**
SPRING PADS	**Part No. AU-2229**	**$30.00**
REAR U-BOLTS	**Part No. AU-2025C**	**$35.00**

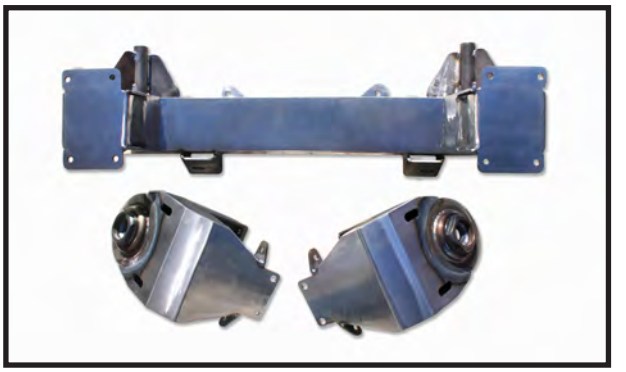
CHEVROLET **1936 Standard** ONLY

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- **Exclusive adjustment system**
- **Interlocking design**
- **Easy and accurate installation**
- **Superior strength**
- **Correct geometry**

SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT





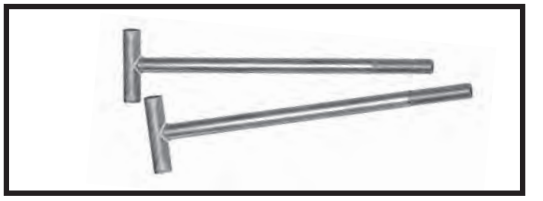
BOLT-ON PINTO/MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto - Mustang suspension components. The result is suspension that is far superior to the original Chevy suspension. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Interlocking tabs between upper pods and lower crossmember prevent movement.

Part No. IF-3636CP $655.00

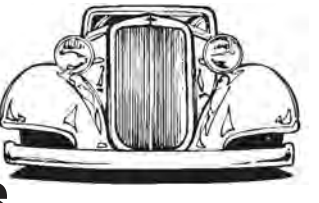
Shown
with full lowers

Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool **Part No. IF-0000W** **$24.00**

Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height
For CE Bolt-On IFS **Part No. IF-0000SR** **$24.00**



CHEVROLET **1936 Standard** ONLY



Hub to Hub P/M Component Package

(order with a CE-IFS kit to complete front end)

Full lower control arms / no strut rods. **Part No. IF-7480TWM** **$1740.00**

Includes: New Stronger Chassis Engineering Tubular Upper and Full Lower Control Arms, Spindles w/Nuts, Caliper Bracket kit, 11" Rotors **(Specify bolt pattern: 4 ½ or 4 ¾ on 5)**, Calipers w/Pads and Pins, CE Street Rod Height Coil Springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, Manual Rack and Pinion, Rack bushings, Tie Rod Ends, Shocks

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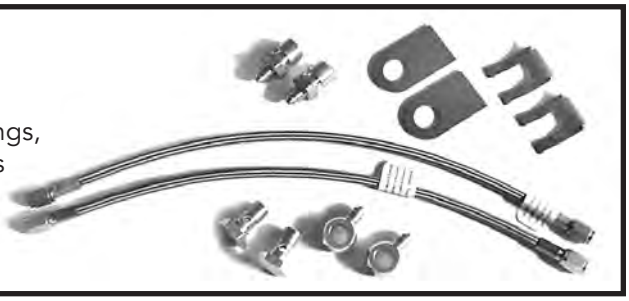
COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications.

Fitting with 14 inch lines Part No. AU-0014MGM $110.00
Fitting with 16 inch lines Part No. AU-0016MGM $110.00
Fitting with 18 inch lines Part No. AU-0018MGM $110.00

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips



1936 *Standard only* CHEVROLET

ENGINE MOUNTING KIT Fits 1958 - up Chevrolet S.B. V8 into 1936 Chevrolet Standard car. Includes bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. Easy to install.

Cross Steering	**Part No. CP-1114**	**$120.00**
Stock steer & Pinto-Mustang	**Part No. CP-1115**	**$120.00**
Non-CE IFS with LS	**Part No. CP-1115LS**	**$120.00**
CE IFS with SBC	**Part No. CP-1136**	**$120.00**
CE IFS with LS	**Part No. CP-1136LS**	**$120.00**

* See p. 6 for trans. cushion

TRANSMISSION MOUNTING KIT Bolt-on for use with Turbo 350, Powerglide, or stick. Fits any transmission that measures 20 ⅝" from engine to transmission mounting holes. Removable. Bolts and instructions included.

Part No. ES-1136 $85.00

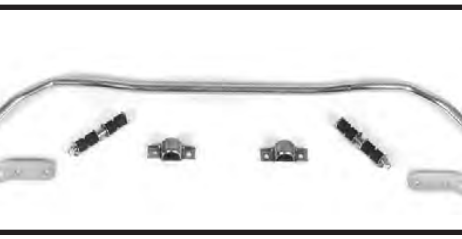
The above swap has good clearances and bolt in construction, no firewall modification. Uses Chevrolet transmission mount and C.E.'s proven side mount system.

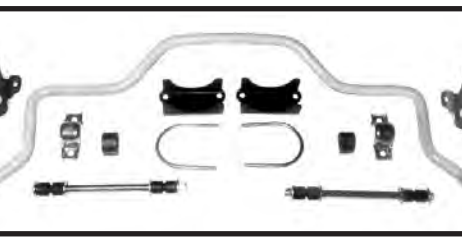
AU-1039C

DISC BRAKE KIT FOR CARS WITH ORIGINAL SPINDLES
Adapts most 1970-1977 GM intermediate calipers and rotors, (except Chevelle 1970-1973) to the stock 1928-1940 Chevrolet spindle. No machine work. Gives a 4 ¾" bolt circle to the stock 1928-32 spindles and 1937-54 Chevy spindle. 1933-36 light duty spindles will not fit.

Caliper bracket kit for 1928-40 with stock I beam axle
Part No. AU-1039 $180.00

Above kit complete with rotors, bearings, seals, calipers, pads and pins
Part No. AU-1039C $440.00





SWAY BAR This is an excellent way to improve handling and overall drivability of the top heavy Chevrolets. Eliminates road sway. All necessary linkage and mounting hardware furnished.

Front - P/M IFS	**Part No. SB-1036PM**	**$155.00**
Rear - C.E.	**Part No. SB-1036RA**	**$165.00**

BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt on kit for the 1936 Standard Chevrolet. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the offset of wheels and tire choice. We recommend approx. 58-60" rear end. Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Complete Rear End Kit Part No. AS-1017CG $595.00

NOT FOR USE WITH STOCK SPRINGS

REAR SHOCK KIT Kit includes upper shock bar, two shock absorbers, two lower shock mounts, and all needed bolts and instructions. *NOT FOR USE WITH STOCK SPRINGS*

Rear shock kit Part No. AR-1036G $155.00

1935-1936 *Master only* CHEVROLET

FRAME MODIFICATION KIT Kit contains formed channel X-rails, boxing plates front and rear, transmission mounting for TH-350, PG, 3 and 4 spd manual; with top and bottom plates, and illustrated instructions. This is not a stock replacement unit and is intended for the experienced chassis builder only.

Note: This kit is not for the novice or first time builder.

Complete Frame Mod. Kit. Part No. CX-1136 $439.90

CX-1136 installed

ENGINE MOUNTING KIT Fits 1958- up Chevrolet V8 into 1935 & 1936 Chevrolet Master car. Includes weld on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Use with above frame modification kit.

Part No. CP-1117 $100.00

GENERAL INFORMATION The above swap has good clearances. This kit is intended for the experienced builder. Uses Chevrolet transmission mount and C.E.'s proven engine side mount system. Room for air conditioning. No firewall modifications. Use **brake pedal** Part No. **AS-2032 (p.50), power brake adapter** Part No **AS-2052 (p.50**) may also be used. **Front sway bar SB-0010PM (p.9)** will work with minor modification to the radiator support. Small block headers available.

Note: These kits are designed to work as a complete system and deletion of any component may cause clearance issues.

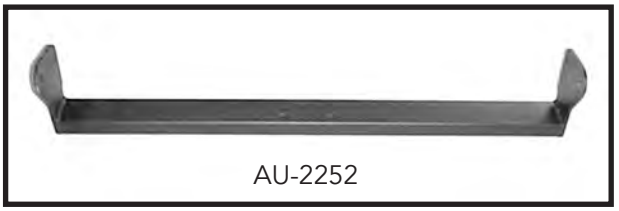
GAS TANK 1935 Chevy Master, 1936 Chevy Standard car. Poly tank measuring 36 ½" x 16" x 9" (1 ⅞" deeper than stock)

Part No. AU-5135P $235.00

AU-5135P

RADIATOR SUPPORT
Replacement for original if an IFS has been installed.

Part No. AU-2252 $65.00



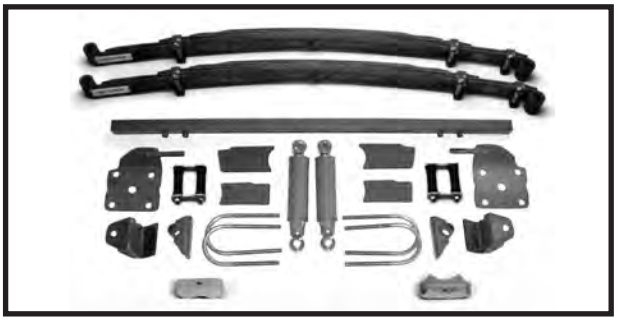
AU-2252

BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt on kit for the 1935-1936 Chevrolet. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the offset of wheels and tire choice. We recommend approx. 58-60" rear end. Includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, small boxing plates, hardware & instructions.

Part No. AS-1016CG $595.00

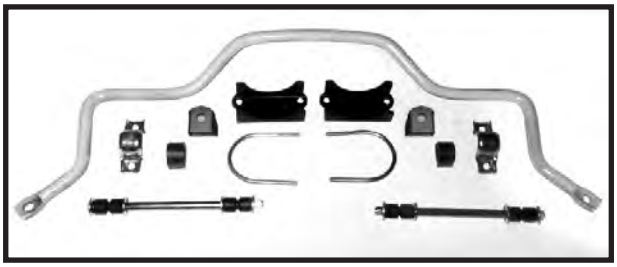
REAR SHOCK KIT

Part No. AR-1035G $150.00



REAR SWAY BAR This is an excellent way to improve the handling and overall drivability of the top-heavy Chevrolets. Eliminates road sway. Assumes use of the above rear end mounting kit. All linkage and mounting hardware furnished.

Part No. SB-1035RA $165.00

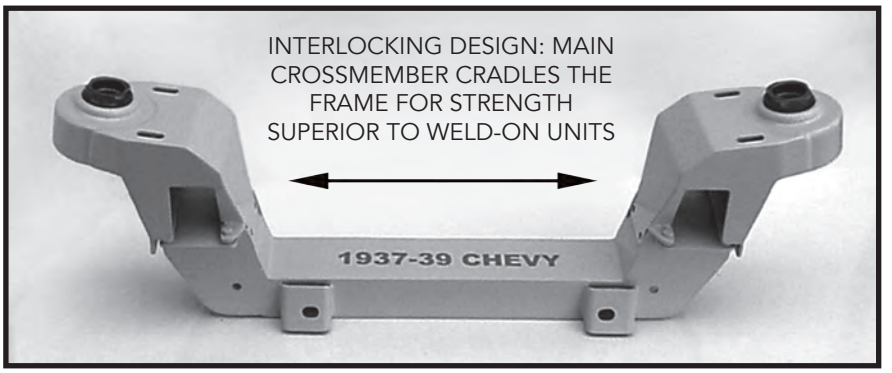


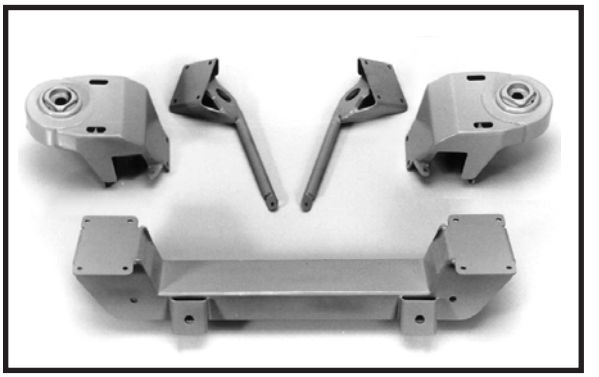
1937-1939 CHEVROLET

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry

SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT





BOLT ON PINTO - MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto - Mustang suspension components. Stock Pinto-Mustang geometry is used. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Center support rods add strength to the lower strut rod mount. Interlocking tabs between upper pods and lower crossmember prevent movement. See page 23 for a new radiator support that makes a great compliment to this IFS.

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods and regular lower control arms.
2. Will be using CE full lower control arms and no strut rods.
3. Will be using stock or non CE P/M Components w/strut rods.

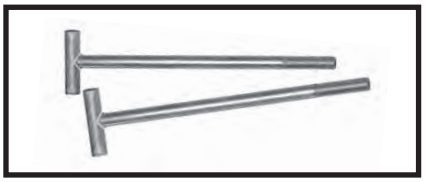
Part No. IF-3739CP **$655.00**

Option 1
with strut rods

Option 2
with full lowers

Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool **Part No. IF-0000W** **$24.00**

Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height
For CE Bolt-On IFS **Part No. IF-0000SR** **$24.00**



Hub to Hub P/M Component Packages

(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack Part No. IF-7480HHP $1680.00

With manual rack Part No. IF-7480HHM $1740.00

Full lower control arms / no strut rods option.

With power rack Part No. IF-7480TWP $1680.00

With manual rack Part No. IF-7480TWM $1740.00

Includes: New stronger Chassis Engineering tubular upper and lower control arms (regular or full), strut rods w/bushings (IF-7480HH kit only), spindles w/nuts, caliper bracket kit, 11" rotors **(specify bolt pattern: 4 ½ or 4 ¾ on 5)**, calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, rack and pinion **(specify manual or power)**, rack bushings, tie rod ends, shocks

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COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications

Fitting with 14 inch lines Part No. AU-0014MGM $110.00

Fitting with 16 inch lines Part No. AU-0016MGM $110.00

Fitting with 18 inch lines Part No. AU-0018MGM $110.00

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips

1937-1939 CHEVROLET

Fits 1958 - up Chevrolet small block V8 and LS engines into 1937 - 1939 Chevrolet cars.

ENGINE MOUNTING KIT Includes bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install. Will not fit 1939 Deluxe (unless steering is moved) or cars using cross steering (see below for these). Works with Pinto IFS.

S/B w/IFS **Part No. CP-1100 $120.00**
LS w/IFS **Part No. CP-1100LS $120.00**

CP-1100

CP-1100LS

ENGINE MOUNTING KIT Fits 1939 Deluxe and 1937 -1939 cars using cross steering. Has offset mount on left for clearance.

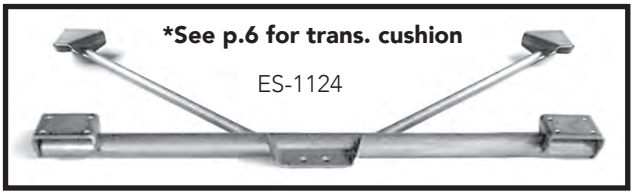
S/B **Part No. CP-1102 $125.00**

CP-1102

TRANSMISSION CROSSMEMBER Bolt-on for use with transmissions listed below. Required for Power Brakes but can also be used with manual brake sytem. Removable, bolts and instructions included.

Turbo 350, Powerglide, Standard transmissions or any transmission that measures 20 ⅝" from engine to transmission mounting holes.
Part No. ES-1124 $115.00

***See p.6 for trans. cushion**

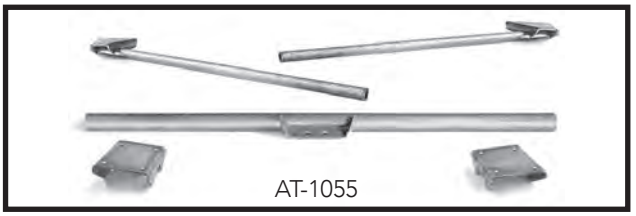

ES-1124

Turbo 400 transmission **Part No. ES-1123 $85.00**

ES-1123

Turbo 700R Overdrive transmission **Part No. ES-1125 $115.00**

Universal: cutting and welding required. For Chevrolet "top-hat" frames only. **Part No. AT-1055 $115.00**


AT-1055

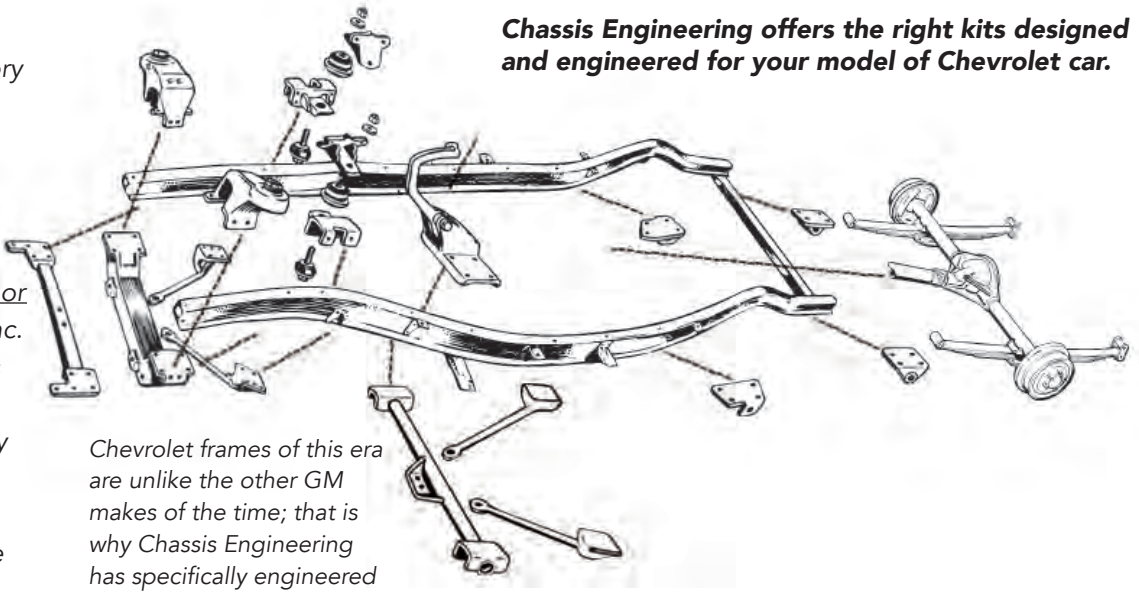
GENERAL INFORMATION

The above swap has good clearances and bolt-on construction. Uses Chevrolet transmission mount and C.E.'s proven engine side mount system. Room for air conditioning. No firewall modifications. Center floor board cover may need extra clearance with some transmissions. Dent slightly in this case. Small block headers available. May be some interference between transmission crossmember and body mounts on some models when using Turbo 400.

C.E. BOLT-ON KITS

Chassis Engineering offers the right kits designed and engineered for your model of Chevrolet car.

Engineered to work with the factory design of your original Chevrolet "top hat" frame.The "top hat" design has a fully enclosed stamped rail that experienced torque under load; that is why all original components were bolted or riveted on. Chassis Engineering Inc. has improved the original designs with our 100% bolt-on kits.These components preserve the integrity of the original frame and engineering and avoid the frame damage caused by welding to the frame wall.



Chevrolet frames of this era are unlike the other GM makes of the time; that is why Chassis Engineering has specifically engineered this line of bolt-on parts.

RADIATOR SUPPORT Ideal for use with the CE bolt-on IFS kit. You can use the stock crossmember by cutting and grinding. This is for those who want a new and better replacement.

Part No. AU-2254 $65.00

FRONT SHOCK KIT FOR SOLID AXLES Kit includes upper brackets, shock absorbers, lower shock mounts, all needed bolts and instructions.

(Bolt-on for I-beam axles) **Part No. AR-1037 $103.50**
(Weld-on for tube axles) **Part No. AR-1038 $97.65**

SWAY BAR FOR SOLID AXLES For best results use front and rear bars together. All linkage and mounting hardware furnished.

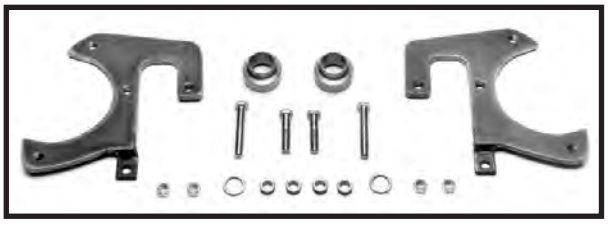
Front - Straight Axle Part No. SB-1036F $155.00

KINGPIN SET

1937-1940 I-beam **Part No. AU-2142 $150.00**

DISC BRAKE KITS FOR ORIGINAL SPINDLES
Adapts most 1970-1977 GM intermediate calipers and rotors, (except Chevelle 1970-1973) to the stock 1937-1939 Chevrolet spindle. No machine work. Gives a 4 ¾" bolt circle.
See pg. 82 for more applications

1937-1940 I-beam **Part No. AU-1039 $180.00**
1939-1940 original IFS **Part No. AU-1040 $180.00**



CALIPERS AND ROTORS GM calipers and rotors to fit above kits. Calipers are rebuilt and loaded with pads & pins; rotors are new.

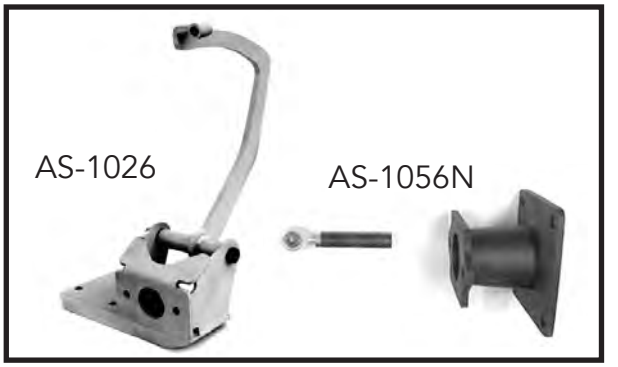
Calipers **Part No. AU-0112C $140.00 pair**
Rotors **Part No. AU-0124 $125.00 pair**
Rotors, bearings and seals **Part No. AU-0124C $160.00 pair**

MASTER CYLINDER AND PEDAL MOUNT Use on 1937-39 to update system. Uses Ford master cylinder (sold separately) Bolt-on.

Part No. AS-1026 $172.00

POWER BRAKE ADAPTER For use with above mount and C.E. transmission crossmembers ES-1124 - ES-1125 - ES-1126 & AT-1055. Uses 7 inch booster AS-2075 and choice of master cylinder on p.24.

Part No. AS-1056N $69.75



Chassis Engineering Inc. will include linkage at no additional charge only if ordered as a complete assembly. See Pg 24 for booster and master cylinder options.

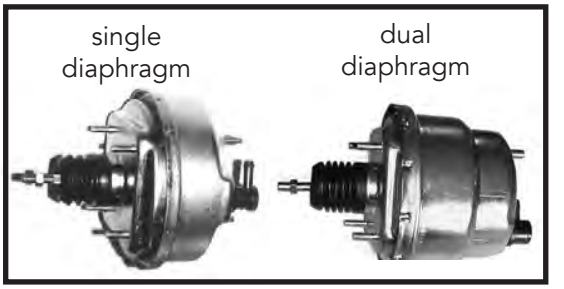
Classic CE Stamped Metal Garage Sign
This is a great old style sign that highlights the Chassis Engineering logo. Get one while supplies last.

Classic Metal Sign Part No. PR-0090 $20.00

1937-1939 CHEVROLET

POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphragm Power Booster	**AS-2075**	**$99.00**
Dual Diaphragm Power Booster	**AS-2075D**	**$125.00**



MASTER CYLINDERS

Mustang - 15/16" bore, standard	**AU-2036**	**$82.00**
Mustang -1" bore, standard	**AU-2037S**	**$78.00**
Corvette-1" bore, power only	**AU-2037P**	**$99.50**
Remote Fill - 15/16" bore, power only	**AU-2041**	**$85.00**
Corvette -1 1/8" bore, power only	**AU-2039**	**$70.00**

PLASTIC REMOTE FILL TANK AND LINE KIT
This remote reservoir can be mounted anywhere and makes it much easier to service under the floor installations. Kit includes OEM style reservoir and hose.

Plastic Kit Part No. AU-0059 $50.00

BRAKE PEDAL PAD ½" NF threads on shaft.

FOR CE PEDALS Part No. AU-2035 $24.00

DISK BRAKE KIT A bolt-on steel bracket for Pinto-Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P-M spindles, as is. Use calipers below. See pg. 85 for brake lines and fittings.

Part No. AU-2045H $130.00 pair

ROTORS New Granada rotors [fits above #AU-2045)

Ford bolt circle 4 ½" x 5	**Part No. AU-0126**	**$125.00 pair**
Chev bolt circle 4 ¾" x 5	**Part No. AU-0127**	**$125.00 pair**

ROTORS WITH BEARINGS AND SEALS

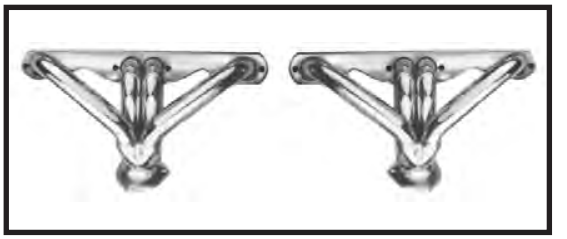
Ford bolt circle 4 ½" x 5	**Part No. AU-0126C**	**$160.00 pair**
Chev bolt circle 4 ¾" x 5	**Part No. AU-0127C**	**$160.00 pair**

CALIPERS Loaded with pads and pins [fits above #AU-2045)

Part No. AU-0115C $140.00 pair

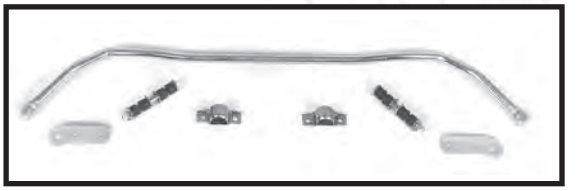
HEADERS Ideal for applications with P-M I.F.S. conversions Will not fit with cross steering on original axle type suspensions.

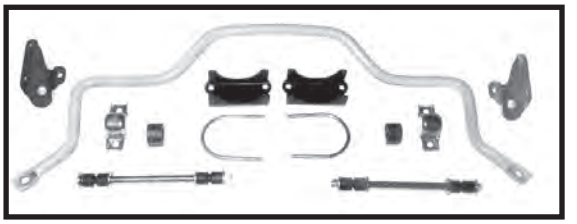
	Part No. HD-0001	**$265.00 pair**
High Temp. coated	**Part No. HD-0001A**	**$445.00 pair**



SWAY BARS
This is an excellent way to improve the handling and overall drivability of the top-heavy Chevrolets. Eliminates road sway. For best results use front and rear bars together. All linkage and mounting hardware furnished.

Front - Pinto IFS	**Part No. SB-1037PM**	**$155.00**
Front - Straight Axle	**Part No. SB-1036F**	**$155.00**
Rear - C.E. Kit	**Part No. SB-1037RA**	**$165.00**

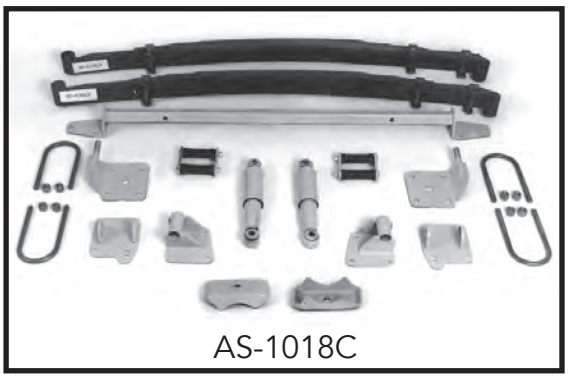




BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt on kit for the 1937-39 Chevy. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the offset of wheels and tire choice. We recommend approx. 58".

Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Part No. AS-1018CG **$595.00**



AS-1018C

REAR SPRING MOUNTS
Bolt-on kit for the 1937-1939 Chevrolet Car. Uses two Chassis Engineering Slider Springs. Kit includes front and rear spring mounts, bolts, and instructions.

Part No. AS-1018 **$125.00**

REAR SHOCK KIT Kit includes upper shock bar, two shock absorbers, two lower shock mounts, and all needed bolts and instructions.
NOT FOR USE WITH STOCK SPRINGS

Part No. AR-1040G **$150.00**

NOT FOR USE WITH STOCK SPRINGS

REAR SPRINGS 2 ½" wide, 5 leaf, use with AS-1018 mounts above, pair
Part No. RS-4148LR **$275.00**

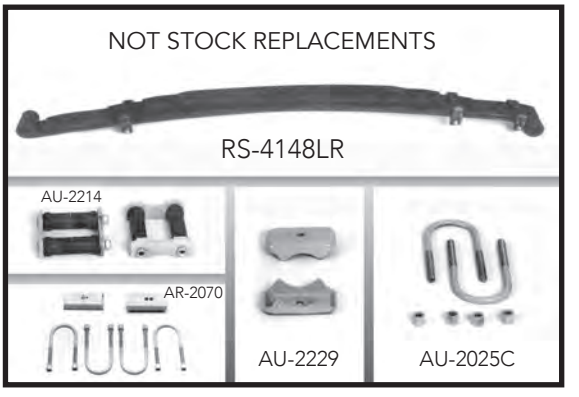
REAR SHACKLES For C.E. kits, pair **Part No. AU-2214** **$40.00**

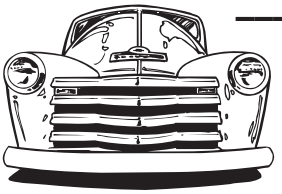
SPRING PADS Weld on, pair **Part No. AU-2229** **$30.00**

REAR U-BOLTS Set of 4 with nuts **Part No. AU-2025C** **$35.00**

LOWERING BLOCK KIT Set with U-bolts, lowers 1 ½"
Part No. AR-2070 **$65.00**

NOT STOCK REPLACEMENTS

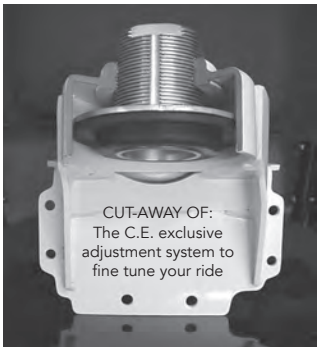


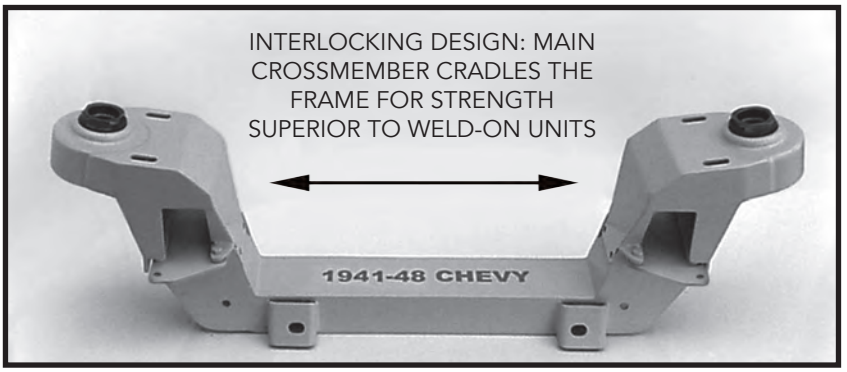


SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry





BOLT ON PINTO-MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto-Mustang suspension components. Stock Pinto-Mustang geometry is used. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Center support rods add strength to the lower strut rod mount. Interlocking tabs between upper pods and lower crossmember prevent movement. *1940-48 Convertible frames require use of full lower control arms: Option 2.*

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods & regular lower control arms.
2. Will be using CE full lower control arms & no strut rods.
3. Will be using stock or non CE P/M Components with strut rods.

(1940 Only) Part No. IF-4040CP $655.00

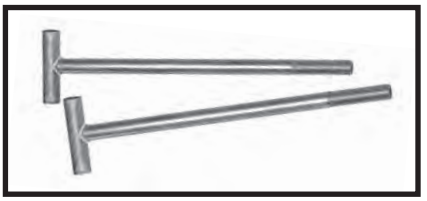
(1941-48) Part No. IF-4148CP $655.00

Option 1
with strut rods

Option 2
with full lowers

Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool Part No. IF-0000W $24.00

Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height
For CE Bolt-On IFS Part No. IF-0000SR $24.00



Hub to Hub P/M Component Packages

(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack **Part No. IF-7480HHP** **$1680.00**

With manual rack **Part No. IF-7480HHM** **$1740.00**

Full lower control arms / no strut rods option.

With power rack **Part No. IF-7480TWP** **$1680.00**

With manual rack **Part No. IF-7480TWM** **$1740.00**

Includes: New stronger Chassis Engineering tubular upper and lower control arms (regular or full), strut rods w/bushings (IF-7480HH kit only), spindles w/nuts, caliper bracket kit, 11" rotors **(Specify bolt pattern: 4 ½ or 4 ¾ on 5)**, calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, rack and pinion **(Specify manual or power)**, rack bushings, tie rod ends, shocks

---

COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045HC for Pinto/Mustang applications.

Fitting with 14 inch lines **Part No. AU-0014MGM** **$110.00**

Fitting with 16 inch lines **Part No. AU-0016MGM** **$110.00**

Fitting with 18 inch lines **Part No. AU-0018MGM** **$110.00**

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips

1940 - 1948 CHEVROLET

Fits 1958 - up Chevrolet small block V8 and LS engines into 1940 & 1941 -1948 Chevrolet cars

Includes bolt-on frame adapters, C.E. engine mounts, thru bolt cushion set, bolts and instructions. Easy to install.

Use this kit with original 1940 solid axle only.
S/B w/1940, solid axle **Part No. CP-1106** **$120.00**

Use this kit with original independent front suspension, 1940 only.
S/B w/1940, orig. front susp. **Part No. CP-1106A** **$120.00**

Use this kit with C.E. Bolt-On Pinto-Mustang IFS kit, 1940 only.
S/B w/1940 only, C.E. I.F.S. **Part No. CP-1106GB** **$120.00**

Use this kit with aftermarket (other than C.E.) or homebuilt Pinto-Must. Kits.
S/B w/1940 only, IFS **Part No. CP-1106G** **$120.00**

Use this kit with original independent front suspension, 1941-48.
S/B w/1941-48 orig. front susp. **Part No. CP-1107** **$120.00**

Use this kit with C.E. and other Bolt-On Pinto-Mustang IFS kits. 1941-48.
LS w/1941-1948, I.F.S. **Part No. CP-1107LS** **$120.00**

Use this kit with C.E. and other Bolt-On Pinto-Mustang IFS kits. 1941-48.
S/B w/1941-1948, I.F.S. **Part No. CP-1107G** **$120.00**

CP-1107

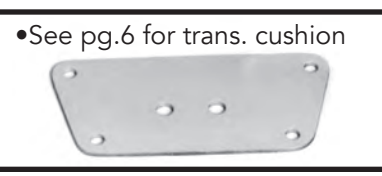
CP-1107LS

CP-1107G

TRANSMISSION MOUNTING KIT Use only with V8 engines. Fits with only minor modifications to original crossmember. Bolts and instructions furnished. Fits Turbo 350, Powerglide and Standard transmissions.

1940-48 **Part No. ES-1170** **$25.00**

•See pg.6 for trans. cushion



GENERAL INFORMATION This swap is entirely bolt on and is easy to do. Kits eliminate the two major problems associated with this swap: (1)Transmission crossmember is not cut, (2)There is clearance around the steering box for a stock exhaust manifold. Transmission cover in floor may need denting for clearance, depends on transmission used. Although 1940 is listed with 1941-1948, it is a different frame, some parts will interchange, but not all. ***Watch the application years listed by each part.***
6 Cylinder applications: Original transmission crossmember must be cut (partially) and modified for clearance, use AT-1054 trans mount. Good room for engine accessories. No special exhaust or steering problems. Later 6 cyl. is slightly longer than original.

Fits 1962 - up Chevrolet 194, 230 & 250 c.i. 6 cylinder into (original stock IFS only) 1941- 1948 Chevrolet car.

ENGINE MOUNTING KIT Includes bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install.

1941-48 **Part No. CP-1108** **$120.00**

CP-1108

TRANSMISSION MOUNTING KIT Any Chevrolet transmission can be installed by cutting out center part of original crossmember and using our universal crossmember for Chevrolet "Top-hat" frames.

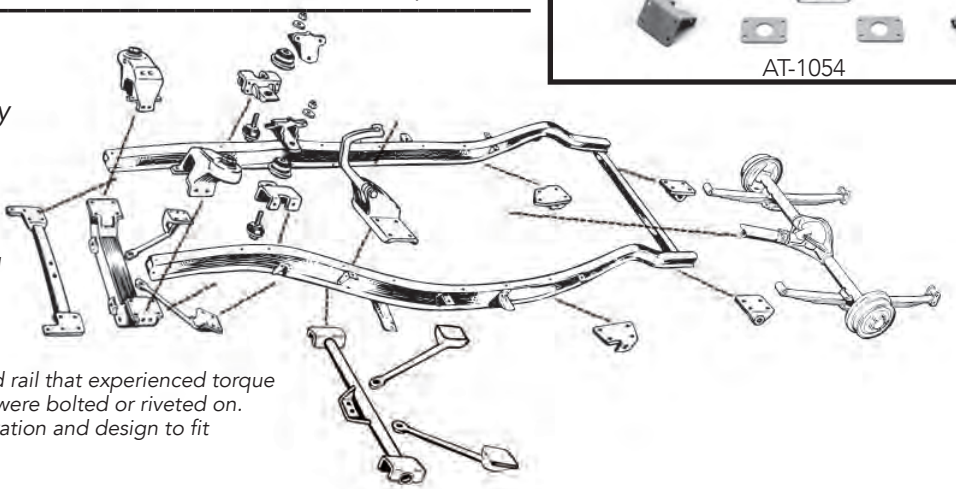
Part No. AT-1054 **$80.00**

AT-1054

C.E. BOLT-ON KITS

Engineered to work with the factory design of your original Chevrolet torque box frame.

Chassis Engineering offers the right kits designed and engineered for your model of Chevrolet car.



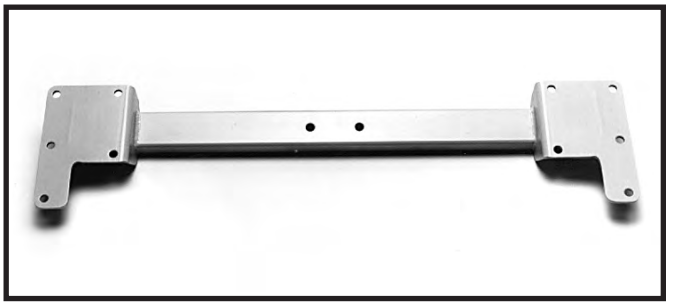
The top hat design has a fully enclosed stamped rail that experienced torque under load; that is why all original components were bolted or riveted on. Chassis Engineering Inc. has improved this operation and design to fit modern Street Rod drivelines.

RADIATOR SUPPORT

1940 for use with C.E. Bolt-On Pinto-Mustang IFS.
Part No. AU-2257 $65.00

1940 All; *except when using C.E. Bolt-On Pinto-Mustang IFS.*
Part No. AU-2256 $65.00

1941-1948 All when using C.E. Bolt-On or any Pinto-Mustang IFS.
Part No. AU-2255 $65.00



REPLACEMENT COIL SPRINGS New coil springs are available in rates of 250-275-300-325-350-375 lb./in. and the right length for street rod usage. Shortening is not necessary. Works with above kit or other brands also. We will give you all available info. on rates for your application but final choice is yours. This is a non-returnable item. Call for info. if needed.

Part No. FS-8250	**(250 lb.)**	**$85.00**
Part No. FS-8275	**(275 lb.)**	**$85.00**
Part No. FS-8300	**(300 lb.)**	**$85.00**
Part No. FS-8325	**(325 lb.)**	**$85.00**
Part No. FS-8350	**(350 lb.)**	**$85.00**
Part No. FS-8375	**(375 lb.)**	**$85.00**

FRONT SWAY BARS This is an excellent way to improve the handling of the top heavy Chevrolets. Eliminates road sway. All necessary linkage and mounting hardware furnished.

(1940) Front-P/M IFS	**Part No. SB-1040PM**	**$155.00**
(1941-48) Front-P/M IFS	**Part No. SB-1041PM**	**$155.00**

SB-1040PM/ SB-1041PM

REAR SWAY BARS The compliment to our front sway bar for increased handling and elimination of road sway. For best results use front and rear bars together. All necessary linkage and mounting hardware furnished.

(1940) Rear-C.E.	**Part No. SB-1040RA**	**$165.00**
(1941-48) Rear-C.E.	**Part No. SB-1048RA**	**$165.00**

SB-1040RA/ SB-1048RA

CLASSIC CE STAMPED METAL GARAGE SIGN

This is a great old style sign that highlights the classic Chassis Engineering logo. Get one while supplies last.

Classic Metal Sign Part No. PR-0090 $20.00

1940 - 1948 CHEVROLET

COMPLETE DISK BRAKE KIT A bolt-on steel bracket for Pinto-Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P/M spindles, as is. Calipers are loaded with pads and pins. See pg. 85 for brake lines and fittings.

CALIPER BRACKETS	**Part No. AU-2045H**	**$130.00 pair**

ROTORS New Granada rotors [fits above #AU-2045H)

Ford bolt circle 4 ½" x 5	**Part No. AU-0126**	**$125.00 pair**
Chev bolt circle 4 ¾" x 5	**Part No. AU-0127**	**$125.00 pair**

ROTORS WITH BEARINGS AND SEALS

Ford bolt circle 4 ½" x 5	**Part No. AU-0126C**	**$160.00 pair**
Chev bolt circle 4 ¾" x 5	**Part No. AU-0127C**	**$160.00 pair**

CALIPERS Loaded with pads and pins [fits above #AU-2045H)

Part No. AU-0115C **$140.00 pair**

COMPLETE DISK BRAKE KIT (Ford Bolt Pattern)

Part No. AU-2045HCF **$400.00**

COMPLETE DISK BRAKE KIT (Chevy Bolt Pattern)

Part No. AU-2045HCC **$400.00**

11" Granada rotors available in your choice of either Ford or Chevy bolt patterns.

MASTER CYLINDER AND PEDAL MOUNT
Mounts Mustang and other Master cylinders to 1940-48 Chevrolet. For use with later style brake systems, disk or drum. Uses original pedal in original position. Fully bolt-on.

Brake Pedal Mount	**Part No. AS-1041**	**$90.00**
Brake & Clutch Pedal Mount	**Part No. AS-1041BC**	**$110.00**

POWER BOOSTER ADAPTER For use with AS-1041 above. Designed for use with 1940-48 Chevy K-members.

Part No. AS-1052 **$69.75**

MASTER CYLINDER For C.E. brake pedal kits and others

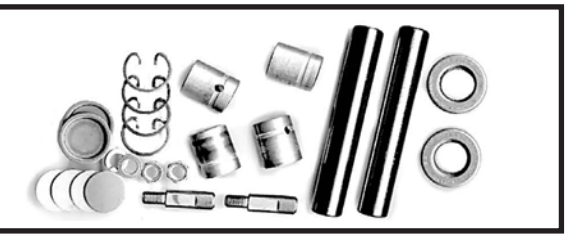
Mustang - 15/16" bore, standard	**AU-2036**	**$82.00**
Mustang - 1" bore, standard	**AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**AU-2037P**	**$99.50**
Remote Fill - 15/16" bore, power only	**AU-2041**	**$85.00**
Corvette - 1 1/8" bore, power only	**AU-2039**	**$70.00**

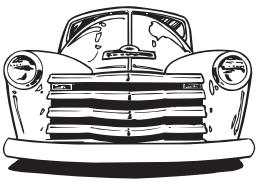
DISK BRAKE KITS FOR ORIGINAL SPINDLES
Adapts most 1970-1977 G.M. intermediate calipers and rotors (except Chevelle 1970-1973), to the stock 1940-1948 Chevrolet spindle. No machine work needed. Gives a 4 ¾" bolt circle.

(1940 solid axle)	**Part No. AU-1039**	**$180.00**
(1940 original IFS)	**Part No. AU-1040**	**$180.00**
(1941-1948 all)	**Part No. AU-1048**	**$180.00**
(1941-54 car/truck st axle)	**Part No. AU-1042**	**$180.00**

KINGPIN SET For original 1941-1954 car suspensions only.

Part No. AU-2143 **$120.00**





COMPLETE BOLT-ON REAR END MOUNTING KIT

Bolt-on kit for the 1940-1948 Chevrolet car. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice. We recommend approx. 58-60" for 1940 and 60" for 41-48.

Kit includes: Chassis Engineering's 2 ½" Slider Springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

1940 Rear End Kit	**Part No. AS-1020CG**	**$595.00**
1941-1948 Rear End kit	**Part No. AS-1019CG**	**$595.00**

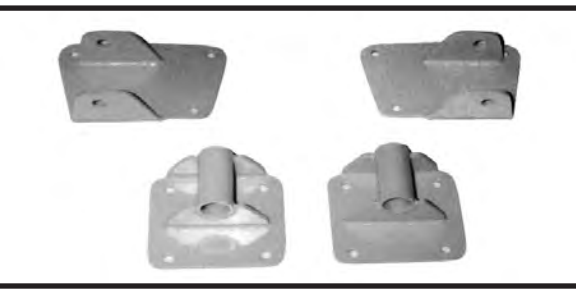
AS-1019C

(Some models may need spare tire well modification.)
Convertibles require modification.

BOLT-ON REAR END MOUNTING KIT

Bolt-on kit for the 1940-1948 Chevrolet car. Uses our own Slider Springs. Kit includes front and rear spring mounts, bolts, and instructions.

1940 only	**Part No. AS-1020**	**$125.00**
1941-1948	**Part No. AS-1019**	**$125.00**



BOLT-ON REAR SHOCK KIT

Kit includes upper shock bar, two shock absorbers, two lower spring plates, shock mounts and all needed bolts and instructions. Note 1941-1948 includes sway bar mount. Not required for 1940. Not for use with stock springs.

1940 Rear Shock kit	**Part No. AR-1042G**	**$155.00**
1941-1948 Rear Shock kit	**Part No. AR-1043G**	**$170.00**

(Some models may need spare tire well modification.)
Convertibles require modification.

NOT FOR USE WITH STOCK SPRINGS

REAR SPRINGS

2 ½" wide, 5 leaf, use with AS-1019 and AS-1020 mounts above, pair.

Part No. RS-4148LR $275.00

NOT A STOCK REPLACEMENT

REAR SHACKLES For CE Kits, Pr. **Part No. AU-2214 $40.00**

SPRING PADS Weld on, pair. **Part No. AU-2229 $30.00**

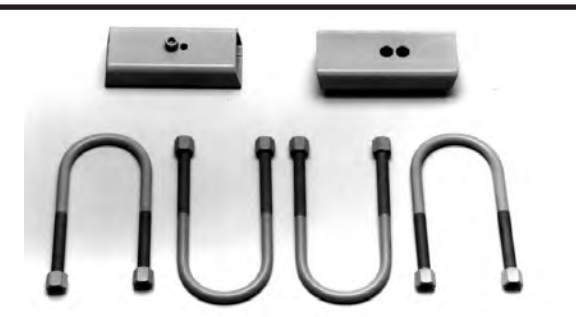
REAR U-BOLTS Set of 4 with nuts. **Part No. AU-2025C $35.00**

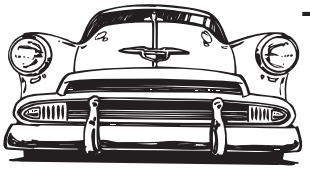
AU-2214 AU-2229 AU-2025C

LOWERING BLOCK KIT

works well with any of our rear end kits that use 2 ½" springs. Lowers car 1 ½" Wheelbase adjustment feature is from 0" to ¾". Includes 4 long U-bolts, nuts and 2 lowering blocks.

Part No. AR-2070 $65.00 set



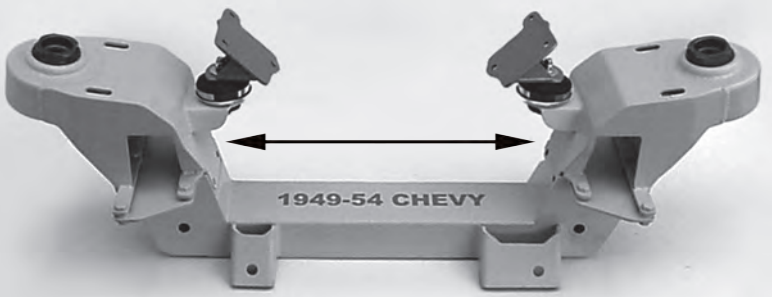


SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry

INTERLOCKING DESIGN: MAIN CROSSMEMBER CRADLES THE FRAME FOR STRENGTH SUPERIOR TO WELD-ON UNITS



CP-1109G installed option
Ready to drop in a V8

IF-4954CP

BOLT ON PINTO IFS KIT

Fully bolt on crossmember uses Pinto - Mustang geometry and most parts. Because of clearances this kit requires a one piece wide lower A-frame instead of the original P-M strut rod. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. The car will sit low normally, unless you're a fanatic, no further lowering is needed. Interlocking tabs between upper pods and lower crossmember prevent movement.
For use with manual rack only.

Part No. IF-4954CP $655.00

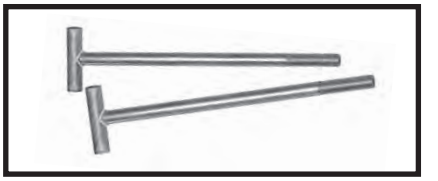
Shown
with full lowers

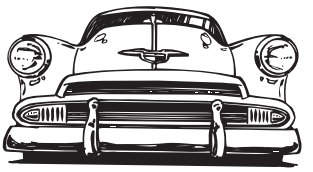
Required when using Chevrolet small block V8
Installed weld-on CP-1109G engine mounting option. We weld it on for you, fixture accurate & ready for you to set your engine in.

Weld-on S.B. engine mounts installed Part No.CP-1109G $95.00

Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool Part No. IF-0000W $24.00

Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height
For CE Bolt-On IFS Part No. IF-0000SR $24.00





Hub to Hub P/M Component Package

(order with a CE-IFS kit to complete front end)

Full lower control arms / no strut rods. **Part No. IF-7480TWM** **$1740.00**

Includes: New stronger Chassis Engineering tubular upper and full lower control arms, spindles w/nuts, caliper bracket kit, 11" rotors **(specify bolt pattern: 4 ½ or 4 ¾ on 5)**, calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, manual rack and pinion, rack bushings, tie rod ends, shocks

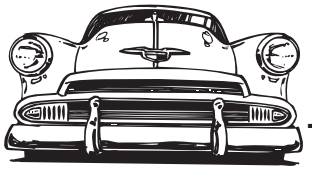
---

COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications.

Fitting with 14 inch lines Part No. AU-0014MGM $110.00
Fitting with 16 inch lines Part No. AU-0016MGM $110.00
Fitting with 18 inch lines Part No. AU-0018MGM $110.00

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips



1949-1954 CHEVROLET

Fits 1958 - up Chevrolet V8 and LS engines into 1949-1954 Chevrolet cars.

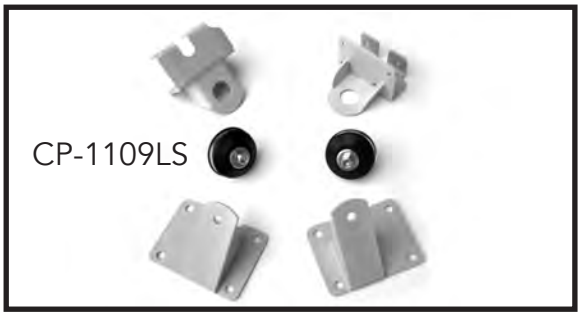
ENGINE MOUNTING KIT Includes Bolt-on frame adapters, C.E. engine mounts, thru bolt cushion set, bolts and instructions. Easy to install. Use this kit with original front suspension. Weld-on kits include adapters, mounts, thru bolt cushion set and instructions.

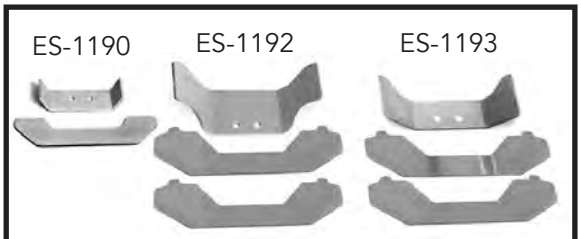
S/B Bolt-on kit for original I.F.S.	**Part No. CP-1109**	**$120.00**
S/B w/Non-C.E. weld-on I.F.S. kits	**Part No. CP-1109PM**	**$120.00**
LS w/CE and other IFS	**Part No. CP-1109LS**	**$120.00**

CP-1109

TRANSMISSION MOUNTING KIT there were four separate transmission crossmembers from 1949-1954. Select the kit that matches the year of car and the transmission that originally came with the car. Kits will adapt the turbo 350, powerglide or standard (700R to 1952-54) transmissions to 1949-54 Chevy. Kits are weld-in.

(1949-1951) orig. 3 spd.	(weld-on)	**Part No. ES-1190**	**$35.00**
(1952-54) orig. 3 spd. & PG	(weld-on)	**Part No. ES-1192**	**$55.00**
(1952-1954) orig. 3 spd. & PG	(weld-on)	**to fit 700 R4 OD trans. Part No. ES-1193**	**$60.00**


CP-1109LS


ES-1190 ES-1192 ES-1193

See pg 6 for trans. cushion

No kits are currently available for 1949-54 convertibles

GENERAL INFORMATION

Engine mounting is fast and easy to do. Be sure to use the correct transmission kit for the car. Transmission mounting will require cutting and welding. No problem for anyone who can weld. There is some interference around firewall supporting webs. They will need trimming. Information on exhaust manifolds is included with kit when needed. Use Turbo 350, Powerglide or standard transmission for best results.

HEADERS (for original front suspension)

	Part No. HD-0050	**$285.00**
(High Temp. coated)	**Part No. HD-0050A**	**$465.00**

HD-0050

HEADERS (for Pinto/Mustang front suspension)

	Part No. HD-0001	**$265.00**
(High Temp. coated)	**Part No. HD-0001A**	**$445.00**

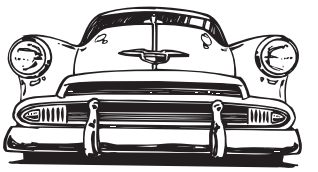
HD-0001

FRONT SWAY BAR For use with the above P/M I.F.S. This is an excellent way to improve the handling of the top heavy Chevrolets.

Part No. SB-1054PM $155.00

REAR SWAY BAR The compliment to our front sway bar for increased handling and elimination of road sway. For best results use front and rear bars together. All necessary linkage and mounting hardware furnished. Use with CE rear kits and others.

(1949-54) Rear-C.E. Part No. SB-1054RA $165.00

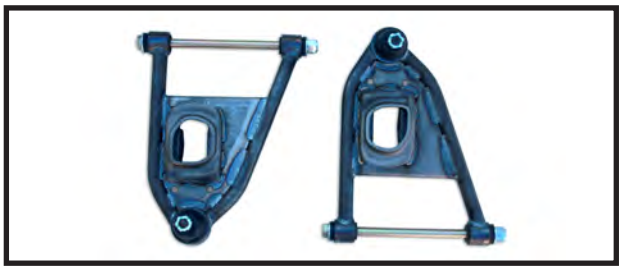


TUBULAR UPPER A-ARMS Great looks and excellent clearance; includes ball joints, bushings and cross shafts. Improved stronger replacement for factory upper A-arms. For use with all C.E. Pinto/ Mustang IFS kits and various other brands.

Part No. FH-6661PM $255.00

FULL LOWER A- ARMS Ready to install; includes bushings and needed hardware. Required for use with C.E. Pinto/ Mustang IFS kit: Part No IF-4954CP for the 1949-54 Chevrolet car. Pg.32

Tubular Plain steel **Part No. FH-6663PM $350.00**

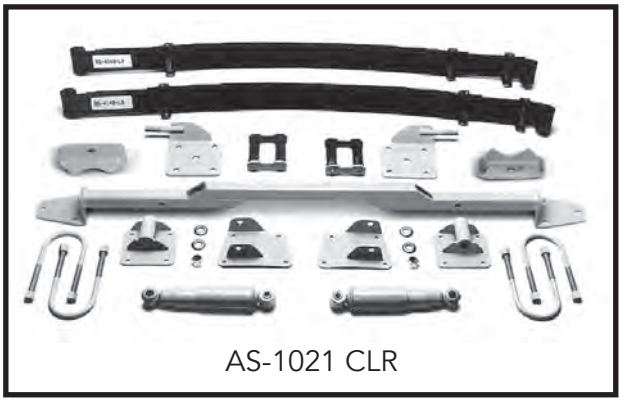


COMPLETE BOLT-ON REAR END MOUNTING KIT
Bolt-on kit for the 1949-54 Chevrolet car. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice. We recommend approx. 60".

Kit includes: Chassis Engineering's 2 ½" Slider Springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Kit / Low Arch Springs **Part No. AS-1021CGLR $595.00**

Kit / High Arch Springs **Part No. AS-1021CGY $595.00**



AS-1021 CLR

REAR END MOUNTING KIT Bolt on kit for the 1949-1954 Chevrolet car. For use with C.E. 2 1/2" wide Slider Springs.
Kit includes front and rear spring mounts.

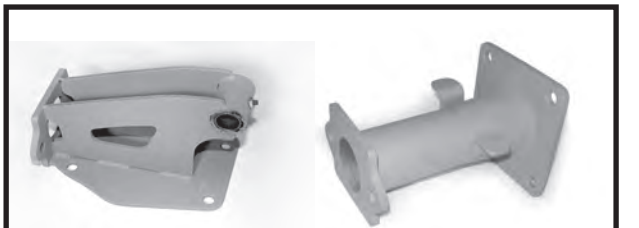
Part No. AS-1021 $125.00

GAS TANK FOR 1949-54 CHEVROLET Replacement tank for the 1949-54 Chevrolet cars; no rust problems with these tanks.

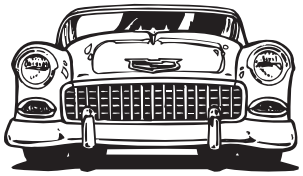
16 gal. polyethylene **1949-52 Part No. AU-5152P $235.00**
16 gal. polyethylene **1953-54 Part No. AU-5154P $255.00**

MASTER CYLINDER AND PEDAL MOUNT
Mounts Mustang and other cylinders to 1949-51 Chevrolet. For use with later style brake systems, disk or drum. Uses original pedal in original position. Fully bolt on.

1949-51 brake pedal mount	**Part No. AS-1049**	**$90.00**
1949-51 brake & clutch mount	**Part No. AS-1049BC**	**$110.00**
Power booster adapter (1949-51)	**Part No. AS-1052**	**$ 69.75**
(1952-54)	**Part No. AS-1053**	**$69.75**
1952-54 brake pedal mount	**Part No. AS-1054**	**$90.00**
1952-54 brake & clutch mount	**Part No. AS-1054BC**	**$110.00**

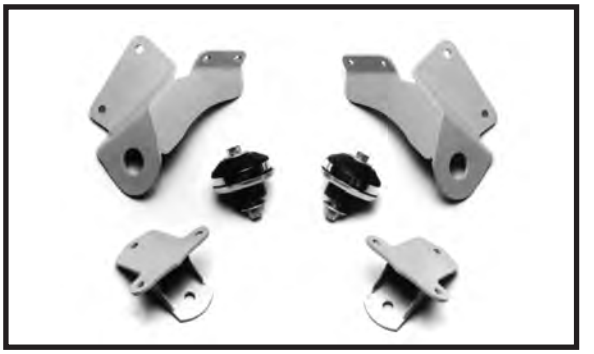


AS-1049 AS-1052 Booster Adapter



1955-1957 CHEVROLET

Fits 1958-up Chevrolet V8 into 1955-1957 Chevrolet Car



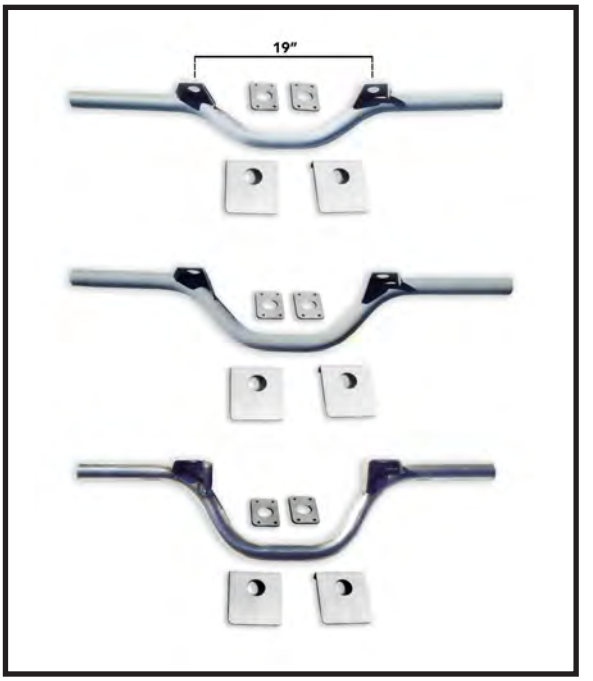
ENGINE MOUNTING KIT Includes Bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install. Engine sits in same location as original. Kit will also fit Big Blocks.

Part No. CP-1112 $130.00

TRANSMISSION CROSSMEMBERS

First - Mock up the engine mounting location using Chassis Engineering mounts. Mock up your transmission placement aiming for approx. a 2-4 degree downward angle of the tailshaft.

Second - Measure from the bottom of the transmission cushion to approximately the center of the frame. This will roughly correspond to the transmission drop. This "drop" is measured from the top of the transmission crossmember tube to the top of the mounting plate.



Bolt on Ends:	**0" drop**	**Part No. AT-0050B**	**$65.00**
	2" drop	**Part No. AT-0052B**	**$65.00**
	4" drop	**Part No. AT-0054B**	**$65.00**
	6" drop	**Part No. AT-0056B**	**$65.00**
	8" drop	**Part No. AT-0058B**	**$65.00**
Weld on ends:	**0" drop**	**Part No. AT-0050W**	**$65.00**
	2" drop	**Part No. AT-0052W**	**$65.00**
	4" drop	**Part No. AT-0054W**	**$65.00**
	6" drop	**Part No. AT-0056W**	**$65.00**
	8" drop	**Part No. AT-0058B**	**$65.00**

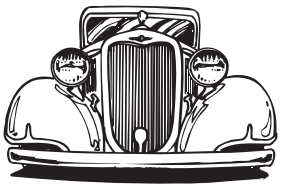
DISC BRAKE KIT - when using stock spindles
Uses 1969-72 Chevelle / Monte Carlo, 1969-74 Nova (or GM equivalent) rotor & caliper. Caliper brackets are rear mounted to stock spindles.

Caliper bracket kit	**Part No. AU-1057**	**$180.00**
Disc Brake Kit, Complete	**Part No. AU-1057C**	**$440.00**

GAS TANKS

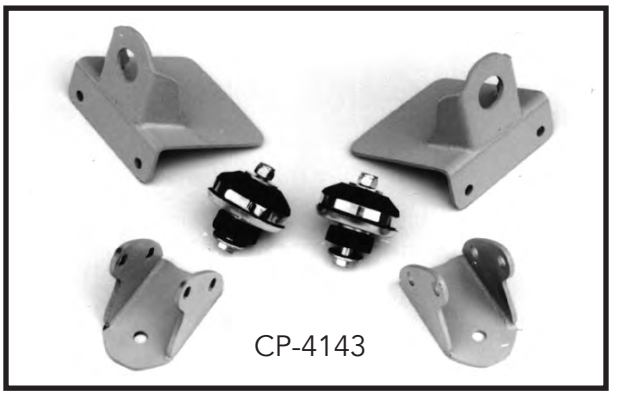
1955- 56 - steel	**Part No. AU-5155**	**$150.00**
1957 - steel	**Part No. AU-5157**	**$150.00**
Mounting Straps - pair	**Part No. AU-0567TS**	**$25.00**

(Call if you need a station wagon tank as the above will not fit)



ENGINE MOUNTING KIT Includes bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. Easy to install. Use with Pinto-Mustang IFS.

Small block Chevrolet V8	**Part No. CP-4133**	**$120.00**
Mopar V8, 360-340 c.i.	**Part No. CP-4143**	**$120.00**



CP-4143

TRANSMISSION MOUNTING KIT For Chevrolet transmission. Bolts into X-member for use with Turbo 350, Powerglide, or stick. Fits any transmission that measures 20 ⅝" from engine to transmission mounting holes. Removable for transmission access. Bolts & instructions included.

Part No. ES-4133 $90.00

* See pg. 6 for transmission cushions

ES-4133

TRANSMISSION MOUNTING KIT Mopar transmission. Fits Mopar 727-904 & Manual that measures 22 ⅝" from front of bellhousing to center of tailshaft mount. Removable. Bolts and instructions included. Transmission cushion included.

Part No. ES-4143 $95.00

ES-4143

GENERAL INFORMATION: The above swap has good clearances and bolt in construction. Uses Chevrolet transmission mount and C.E.'s proven side mount system. No firewall modifications. Not for use with original solid axle front end and steering.

BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt-on kit for 1933-35 Dodge Pickup, 1933 Dodge DP, 1934 Ply PD and some others. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice.
Kit includes: Chassis Engineering's 2 ½" Slider Springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Kit / High Arch Springs	**Part No. AS-4133CGY**	**$595.00**
Kit / Low Arch Springs	**Part No. AS-4133CGLR**	**$595.00**

REAR SPRINGS 5 leaf for 1933-1935 Dodge, pair. 2 ½" wide for use with rear end mounting kits above.

Part No. RS-4148LR $275.00

REAR SHACKLES For C.E. kits, pair.

Part No. AU-2214 $40.00

SPRING PADS Weld on, pair.

Part No. AU-2229 $30.00

REAR U-BOLTS Set of 4 with nuts.

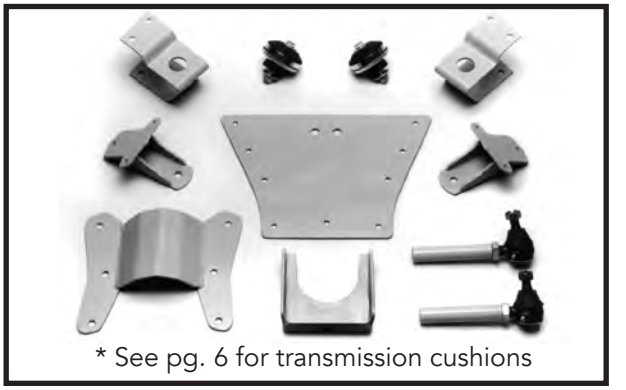
Part No. AU-2025C $35.00

NOT STOCK REPLACEMENT

1939-1940 MERCURY

ENGINE MOUNTING KIT Fits 1958-up Small Block Chevrolet V8 into 1939-1940 Mercury. Includes Bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions.

Part No. CP-2125 **$120.00**

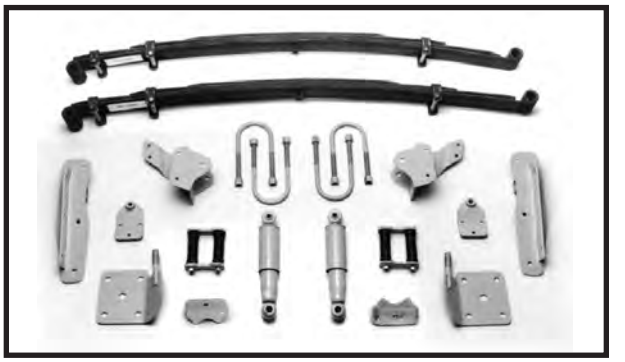


* See pg. 6 for transmission cushions

TRANSMISSION MOUNTING KIT Bolt-on unit allows removal of transmission without pulling engine. Wishbone splitting kits have been welded to bottom plate. Fits all transmissions that measure 20 5/8" from engine to transmission mount holes. Fits Turbo 350, Powerglide and stick. Bolts and instructions included.

Part No. ES-2121 **$120.00**

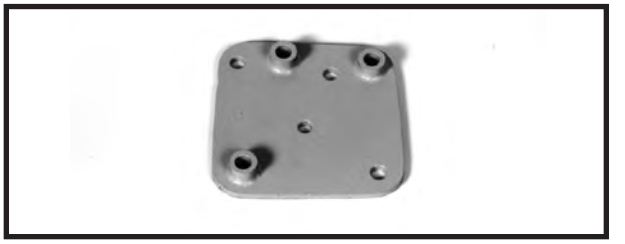
With wishbone splitting kit added: **Part No. ES-2122** **$185.00**



REAR END MOUNTING KIT A bolt-on kit, however welding is required to attach spring pads to the rear end. Mercury requires a wider rear end than usual, about 60" flange to flange. Kit includes front and rear brackets, U-bolts with nuts, complete rear shock kit, spring retainers, shocks, shackles, slider springs, spring pads, bolts and instructions.

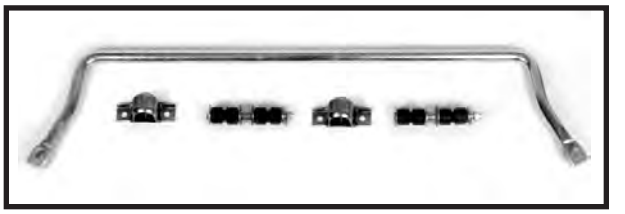
Rear End Kit **Part No. AS-2019CG** **$570.00**

Kit / Heavy Duty Springs **Part No. AS-2019CGHD** **$595.00**



BOLT ON STEERING ADAPTER Mounts GM steering boxes, standard or power to 39-40 Mercury

Part No. AS-2094 **$60.30**

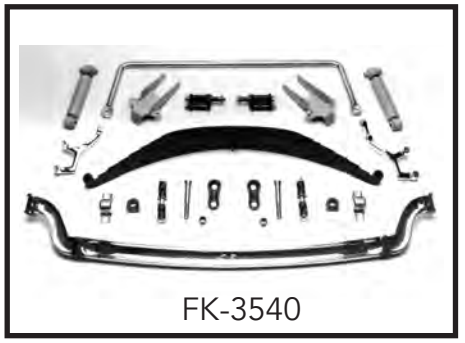


FRONT SWAY BAR This is an excellent way to improve handling and overall drivability. Linkage and mounting hardware.

Part No. SB-3740F **$155.00**

GENERAL INFORMATION Engine and transmission mounting is simple with this kit, but some effort is required to remove the center section from the frame. The front wishbone must be split for automatics. No firewall modification. No cutting the X-rails is needed. The Mercury frame is not like the Ford frame. Good room for headers because of the long engine compartment.

OTHER PARTS THAT WILL FIT 1. Easy Rider front end kit **Part No. FK-3540 (pg.60)** 2.Brake cylinder adapter **AS-2021 (pg.65)**. 3.Front shock kit **AR-2037 (pg.60)**. 4.All disc brake kits that fit 1937-1948 Fords will also fit 1939-1948 Mercury **(pg.83)**.



FK-3540

AS-2021

AR-2037

ENGINE MOUNTING KIT Fits 1958-up Small Block Chevrolet V8 into 1939-1940 Mercury. Includes Bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions.

Use with cross steering (stock or C.E. adapter).

Part No. CP-2126 **$120.00**

Use with independent front end.

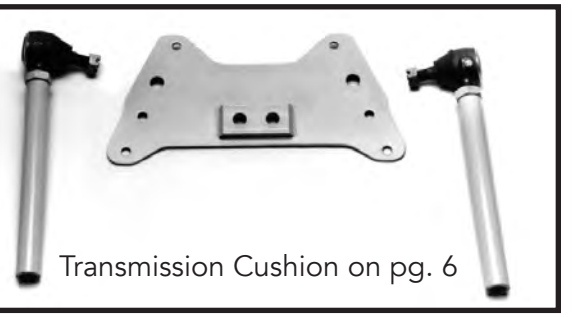
Part No. CP-2127 **$120.00**

CP-2126

TRANSMISSION MOUNTING KIT Bolt-on unit allows removal of transmission without pulling engine. Wishbone splitting kits available for cars using solid axles. Fits all transmissions that measure 20 5/8" from engine to center of transmission mount. Fits Turbo 350, Powerglide and Standard. Bolts and instructions included.

Part No. ES-2124 **$75.00**

With wishbone splitting kit added. **Part No. ES-2125** **$130.00**



Transmission Cushion on pg. 6

STEERING ADAPTER Bolt-on adapter allows use of manual GM steering boxes. Power boxes do not clear exhaust. Bolts and instructions included.

Part No. AS-2096 **$60.30**

GENERAL INFORMATION

Engine mounting is simple with this kit. Good exhaust clearance with stock steering or GM manual boxes. Some clearancing must be done inside the X-center to allow room for the turbo 350 transmission. Stock steering or GM manual boxes will clear. Power steering will not fit without cutting into the frame. No power adapter available. No firewall or floorpan modification. In spite of 4 inches more engine compartment, this swap is slightly harder than the similar 1941-1948 Fords.

Mercurys do not have the same frame as 41-48 Fords although some parts will interchange.

OTHER PARTS THAT WILL FIT FROM THE 1941-1948 FORD KITS 1. Easy rider front end kit **Part No. FK-4248 (pg.72)**. 2. Brake cylinder adapter **AS-2022 (pg.74)**. 3. Front shock kit **AR-2039 (pg.72)**. 4. Rear end mounting kit **AS-2017C (pg.75)**. 5. All disc brake kits that fit 1937-1948 Fords will also fit 1939-48 Mercury **(pg.83)**.

FK-4248

AS-2022

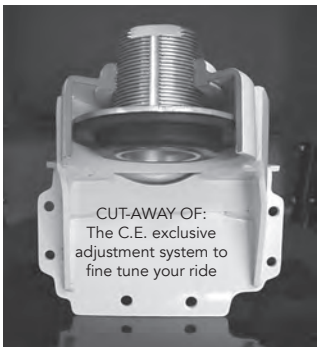
AR-2039

AS-2017C

1948-1952 FORD ½ Ton PICKUP TRUCK

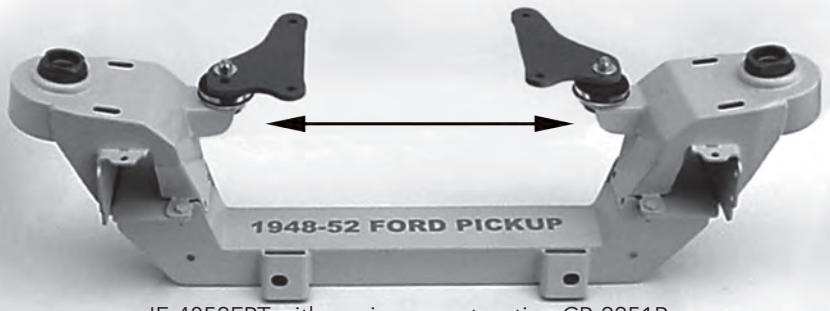
C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry

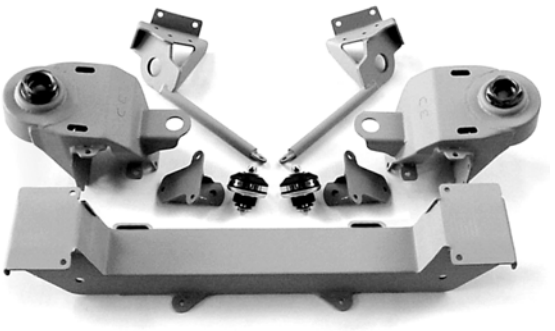


SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT

INTERLOCKING DESIGN: MAIN CROSSMEMBER CRADLES THE FRAME FOR STRENGTH SUPERIOR TO WELD-ON UNITS



IF-4852FPT with engine mount option CP-2251P



IF-4852FPT with engine mount option CP-2151P for Chevy V8

BOLT ON PINTO- MUSTANG IFS KIT Fully bolt on crossmember uses Pinto/Mustang Suspension components. C.E. has the engineering capability to correctly modify the width of the Pinto-Mustang I.F.S. In this case we have found the Mustang too narrow to fit the 48-52 Ford truck correctly. We have widened the crossmember 2" over the original Mustang and adjusted the pivot points. Rack extensions included to widen rack The result is suspension that is far superior to the original Mustang. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable for ride height, giving @ 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Center support rods add strength to lower strut rod mount. Interlocking tabs between upper pods and crossmember prevent movement. *Note: Can use power rack option w/chevy engine but must use manual rack with Ford engine because the pan will not clear power rack lines.*

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods and regular lower control arms.
2. Will be using CE full lower control arms and no strut rods.
3. Will be using stock or non CE P/M Components with strut rods.

Part No. IF-4852FPT $655.00

Option 1
with strut rods

Option 2
with full lowers

ENGINE MOUNT INSTALLED WELD-ON OPTION

Chevrolet small and big block v8 for Pickup Truck. Add to I.F.S kit.

Part No. CP-2151P $95.00

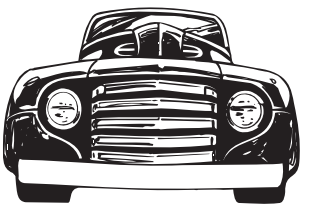
Ford small block (289, 302, 351W) V8 for Pickup Truck. Add to I.F.S. Kit.

Part No. CP-2251P $95.00

Adjustment wrench to adjust ride height on the C.E. I.F.S.

Handy Tool Part No. IF-0000W $24.00

1948-1952
FORD ½ Ton PICKUP TRUCK



Hub to Hub P/M Component Packages
(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack	**Part No. IF-7480HHP**	**$1680.00**
With manual rack	**Part No. IF-7480HHM**	**$1740.00**

Full lower control arms / no strut rods option.

With power rack	**Part No. IF-7480TWP**	**$1680.00**
With manual rack	**Part No. IF-7480TWM**	**$1740.00**

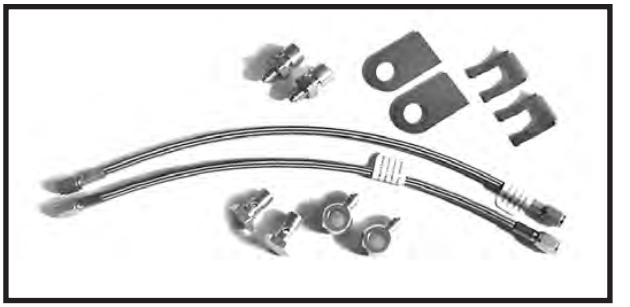
Includes: New Stronger Chassis Engineering Tubular upper and lower control arms (regular or full), Strut rods w/bushings (IF-7480HH kit only), Spindles w/nuts, Caliper Bracket kit, 11" Rotors **(Specify bolt pattern: 4 ½ or 4 ¾ on 5)**, Calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 275, 300, 325, 350 or 375 lb. springs)**, Rack and Pinion, Rack bushings, Tie rod ends, Shocks

Specify power or manual rack. ***Must use manual rack when using a SB Ford engine.***

Note: IF-4852FPT requires an extended rack. When ordering a complete Hub to Hub kit, order **AU-2076EA (power) $35.00** or **AU-2075EA (manual) $35.00**

COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications. Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips.

Fittings with 14 inch lines	**Part No.AU-0014MGM**	**$110.00**
Fittings with 16 inch lines	**Part No.AU-0016MGM**	**$110.00**
Fittings with 18 inch lines	**Part No.AU-0018MGM**	**$110.00**



Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height

For CE Bolt-On IFS	**Part No. IF-0000SR**	**$24.00**

1948-1952 FORD ½ Ton PICKUP TRUCK

ENGINE MOUNTING KIT
Includes frame adapters, C.E. engine side mounts, thru bolt cushion set and instructions. Chevrolet small and big block V8 for Pickup Truck using original suspension.

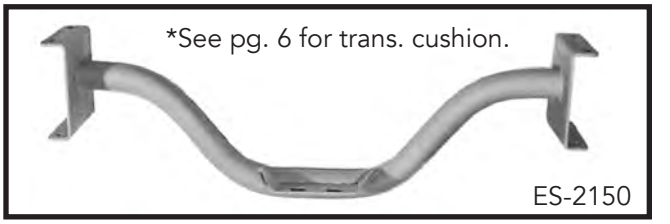
Chevy **Part No. CP-2150** **$120.00**

ENGINE MOUNTING KIT
Includes frame adapters, C.E. engine side mounts, thru bolt cushion set and instructions.
Ford small block V8 for Pickup Truck using original suspension.

Ford **Part No. CP-2250** **$120.00**

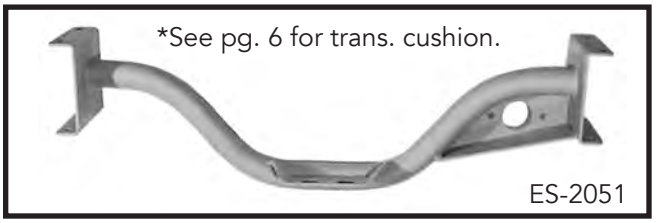
TRANSMISSION CROSSMEMBER Bolts into frame. Fits most Ford & Chevrolet transmissions using a firewall swing type brake pedal. Also works with T-400 using manual brakes with stock or CE pedal. Frame rails are straight in this area so transmission crossmember can be positioned as needed. Bolts and intructions inluded.

Part No. ES-2150 **$90.00**



TRANSMISSION CROSSMEMBER WITH MASTER CYLINDER MOUNT Ford & Chevrolet transmissions. Bolts into frame for use with T-350, T-400, T-700, C4. Frame rails are straight in this area so transmission crossmember can be positioned as needed Bolts and instructions included.

Part No. ES-2051 **$120.00**



BRAKE PEDAL AND PEDAL MOUNT KIT Works with the under floor original brake pedal with slight pedal modification. Bolts and instructions included.

New pedal arm and mount assembly	**Part No. AS-2053**	**$168.50**
Brake pedal mount only	**Part No. AS-2054**	**$125.50**

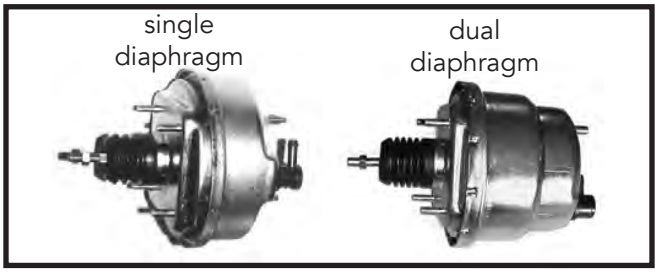
POWER BRAKE ADAPTER Uses 7 inch booster **AS-2075** and choice of master cylinder below.

For use with CE part # ES-2051 above

Part No. AS-1056NP **$67.75**

POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphram Power Booster	**Part No. AS-2075**	**$99.00**
Dual Diaphram Power Booster	**Part No. AS-2075D**	**$125.00**



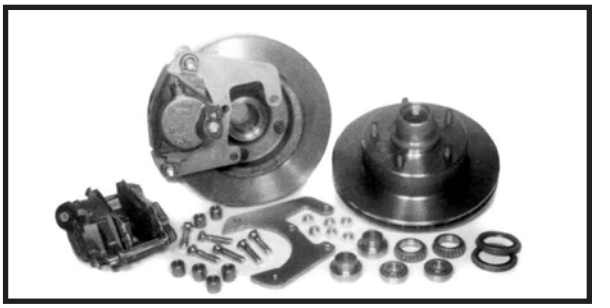
MASTER CYLINDERS

Mustang - 15⁄16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang - 1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15⁄16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette -1 1⁄8" bore, power only	**Part No. AU-2039**	**$70.00**

1948-1952
FORD ½ Ton PICKUP TRUCK

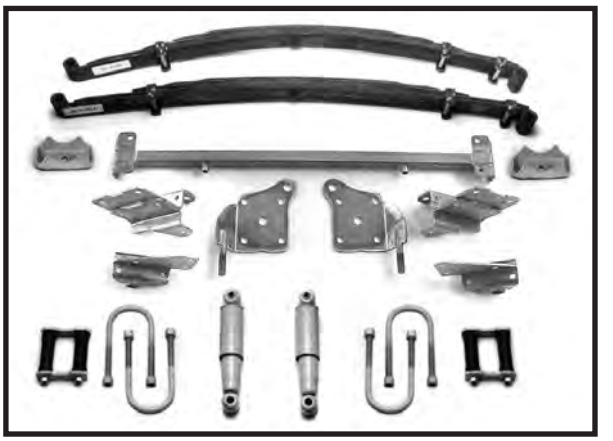
DISC BRAKE KIT Complete kit for 1948-56 Ford Pickup trucks using original front suspension. Kit includes caliper brackets, rotors, calipers, pads, bearings and seals.

Caliper Brackets only, Chev 5 x 4 ¾	**Part No. AU-2052GM**	**$180.00**
Complete Kit, Chev 5 x 4 ¾	**Part No. AU-2052CGM**	**$450.00**
Caliper Brackets only, Ford 5 x 4 ½	**Part No. AU-2052NF**	**$180.00**
Complete Kit, Ford 5 x 4 ½	**Part No. AU-2052CNF**	**$450.00**
Caliper Brackets only, Ford 5 x 5 ½	**Part No. AU-2052OF**	**$180.00**
Complete Kit, Ford 5 x 5 ½	**Part No. AU-2052COF**	**$450.00**



BOLT-ON COMPLETE REAR END MOUNTING KIT
Bolt-On kit for the 1948-52 Ford ½ Ton Pickup Truck. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice.
Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Complete rear end kit	**Part No. AS-2020CGY**	**$595.00**

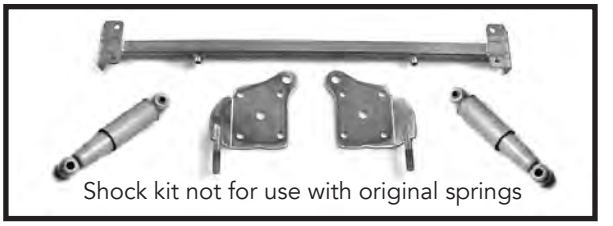


REAR SPRING MOUNTING BRACKETS This kit contains front and rear hanger brackets, bolts and instructions.

	Part No. AS-2020	**$155.00**

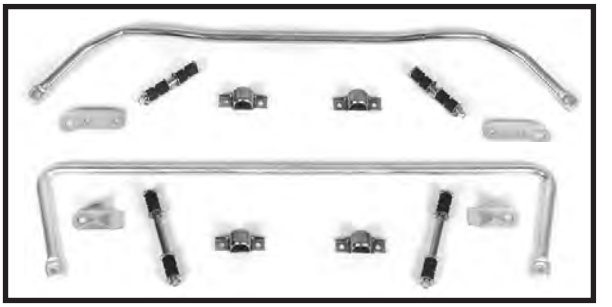
REAR SHOCK KIT Kit includes upper shockbar, two shock absorbers, two lower shock mounts, and all needed bolts and instructions. **Not for use with original springs.**

	Part No. AR-2050G	**$145.00**


Shock kit not for use with original springs

SWAY BARS This is an excellent way to improve the handling and overall drivability of the Ford pickup. Eliminates road sway. For best results use front and rear bars together. Includes all linkage and mounting hardware.

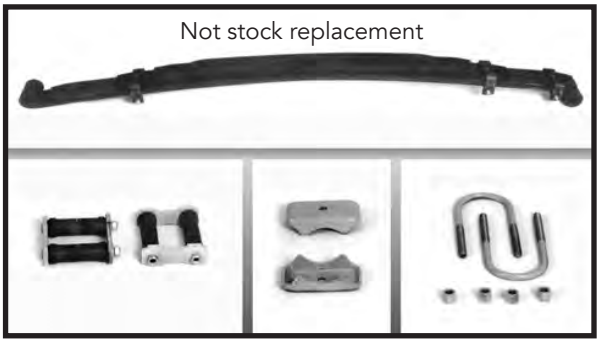
FRONT 1948-52 Fits C.E. IFS kits	**Part No. SB-0020PM**	**$155.00**
REAR 1948-52 Fits C.E. rear end kit	**Part No. SB-4852R**	**$155.00**



REAR SPRINGS 5 leaf, 2 ½" wide, 5" free arch for use with AS-2020 brackets above, pair.

	Part No. RS-4148	**$275.00**

Not stock replacement



REAR SHACKLES For C.E. kits, pair.

	Part No. AU-2214	**$40.00**

SPRING PADS Weld on, pair.

	Part No. AU-2229	**$30.00**

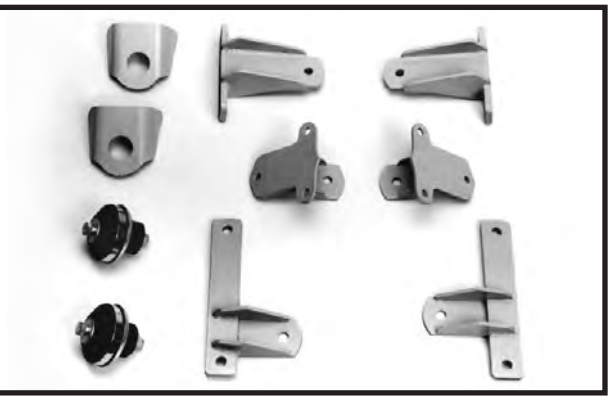
REAR U-BOLTS Set of 4 with nuts.

	Part No. AU-2025C	**$35.00**

1928-1931 FORD

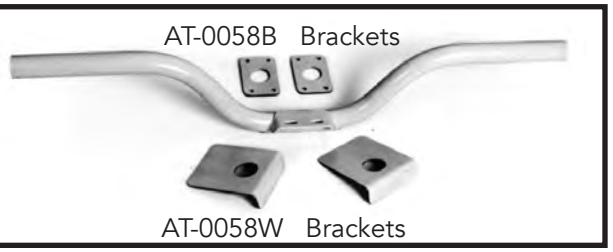
ENGINE MOUNTING KIT Includes weld-on frame adapters (frame must be boxed), C.E. engine side mounts, thru-bolt cushion set, transmission spacer (V6 Buick only).

Chevrolet V8	**Part No. CP-2105**	**$100.00**
Buick V6	**Part No. CP-2605**	**$100.00**
Ford V8	**Part No. CP-2205**	**$100.00**
Flathead Ford V8	**Part No. CP-2805**	**$65.00**



TRANSMISSION CROSSMEMBER Use an 8" drop crossmember with the above swap kits.

Bolt-on	**Part No. AT-0058B**	**$65.00**
Weld-on	**Part No. AT-0058W**	**$65.00**



FORGED I-BEAM FRONT END KIT All the pieces needed to lower the front end and improve the handling and ride. Included in this kit is the Easy Rider spring with C.E. sliders, complete front shock kit, narrowed 47" forged axle, new perch bolts with nuts and shackles.

Part No. FK-2831 **$697.75**

FRONT SHOCK KIT Kit contains two bolt-on or two weld-on upper shock mounts, two street rod shocks, two stainless steel lower shock mounts and assembly bolts. Lower mounts are keyed to the perch bolt to prevent misalignment.

Bolt-On	**Part No. AR-2030**	**$195.00**
Weld-On	**Part No. AR-2031**	**$185.00**

FRONT SWAY BAR Completely bolt-on unit fastens to the 4-bar batwings. A big improvement in handling and cornering. Cures many steering problems. Includes sway bar, frame mounts, linkage, all bolts and instructions. Can be installed in boxed frame.
State axle width, and diameter of batwing bolt (½" or 9/16"). For use with S/B Chevy engine.

Part No. SB-2834F **$165.00**

FRONT CROSSMEMBER A weld in replacement crossmember. One piece stamped steel construction. Better than the original.

Part No. AU-2232 **$92.00**

FRONT 4-LINK KIT This quality 4-Link kit features stainless steel batwings and threaded adjusters. Bars are .156 wall steel. Frame brackets are die stamped. Fits 2" or 2 ¼" axle boss. Bolts and instructions included.

Cross steering	**Part No. AR-2328**	**$374.75**

DROPPED STEERING ARMS These forged steering arms are made to work with 4-Link front ends 1928-1934. Arms bolt to the spindle with thru bolt safety. No stripped threads here. Arms are available with "milled leg" (allows use of disc brake adapters that bolt to the inside of the spindle flange such as our AU-2050, pg.83).

1928-1934 Milled leg	**Part No. AR-2119M**	**$140.00**
1928-1934 Standard	**Part No. AR-2119S**	**$130.00**

VEGA STEERING ADAPTER Must be welded to frame. This design allows the vega box to sit closer to the frame than a flat plate adapter. Recommended steering for the 1928-1934 Ford. Gussets and bolts included.

	Part No. AR-2130	**$45.00**

BRAKE PEDAL KIT Fits Model "A" frames and welds to side of boxed rail. Works with boxed or reproduction frame. Uses Pinto- Mustang with Ford pattern master cylinder (others fit by filing holes). Includes pedal, weld-on frame bracket, pivot bolt, frame anchor and instructions. Will not accept power booster.

	Part No. AS-2030	**$150.00**

BRAKE AND CLUTCH PEDAL KIT Same as above with added clutch pedal. No clutch linkage.

	Part No. AS-2030BC	**$175.00**

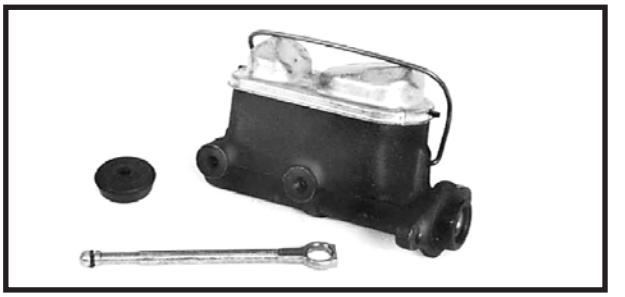
PEDAL PAD For above brake pedal kit. ½" NF threads on shaft.

	Part No. AU-2035	**$24.00**

1928-1931 FORD

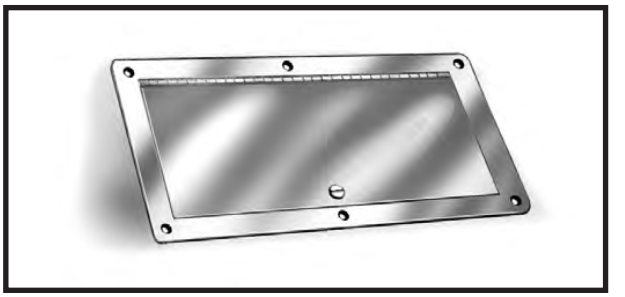
MASTER CYLINDERS

Mustang - 15/16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang -1" bore, standard	**Part No. AU-2037S**	**$78.00**



FLOOR ACCESS DOOR Easy to install door for access to under-the-floor master cylinder. Quality piece of stainless steel construction hinged on one side with a cam latch on the other side. Great for model A's and any car with a master cylinder under the floor. Outside of door frame measures 5"x 8".

Plain stainless door	**Part No. AS-6028**	**$90. 00**
Polished stainless door	**Part No. AS-6028P**	**$112.00**



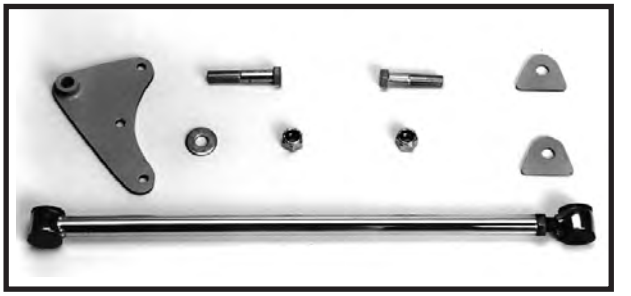
SADDLE GAS TANKS Two polyethylene tanks mount under runningboard splash aprons. Kit comes with tanks, mounting straps, change-over valve, filler necks, roll-over valve, grommets, gas caps and instructions. Bolt-on installation. Not recommended for cars with fuel injection. Apron fill tanks have push-through caps that fill with out removing fuel door. Hardware included.

Apron fill saddle A's 1928-29	**Part No. AU-5028EZ**	**$445.00**
Apron fill saddle A's 1930-31	**Part No. AU-5030EZ**	**$445.00**

Apron Fill style tanks

PANHARD BAR Boxed original frames. Adjustable bar with bolt-on rear end bracket. Fits Ford 8" or 9" rear ends.

8" Ford rear	**Part No. AR-2051**	**$88.75**
9" Ford rear	**Part No. AR-2052**	**$88.75**



REAR COIL SPRING AND SHOCK KIT Two upper coil spring pods, two shocks, two axle mounts for coil spring and shock, gussets and hardware. Fits C.E. frame or stock frame.

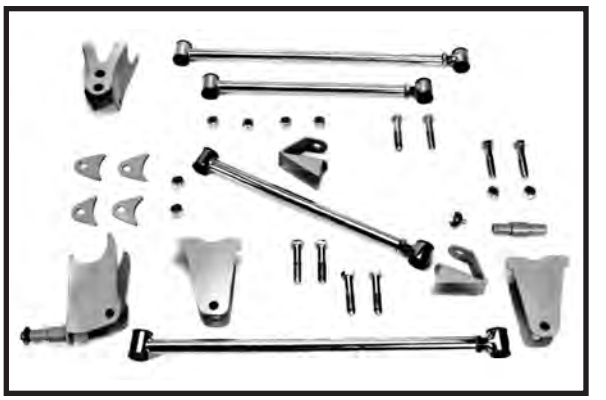
State axle housing diameter. (2 13/16" or 3")

Part No. AR-2040 $160.00

Contact C.E. for availability before ordering.

TRIANGULATED REAR 4-LINK Fits Ford 8" or 9" rear ends. No panhard bar needed. Works with either a stock rear or a centered housing rear. Requires boxed frame. Kit comes with frame brackets, four bars, stainless steel ends, urethane bushings, axle brackets with coil over mounts, bolts and instructions.
State stock or centered housing.

Standard 8" rear	**Part No. AR-24318**	**$374.75**
Standard 9" rear	**Part No. AR-24319**	**$374.75**

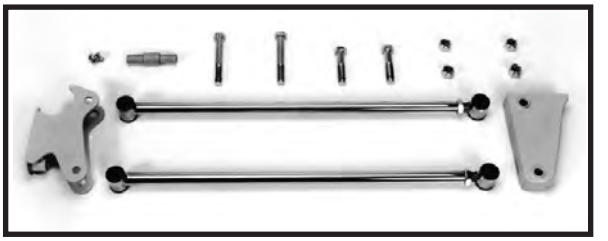


REAR 4-LINK Kit comes with frame brackets, four bars, stainless steel ends, urethane bushings, axle brackets, bolts and instructions. Use with panhard bar.

Part No. AR-2152 **$340.35**

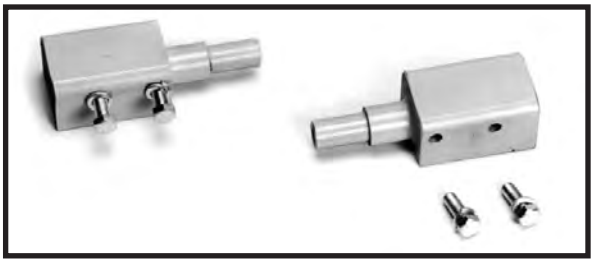
REAR 4-LINK FOR COIL OVER SHOCKS Kit comes with frame brackets, four bars, stainless steel ends, urethane bushings, axle brackets that have a lower coil over shock mount built in, bolts and instructions. Use with panhard bar.

Part No. AR-2154 **$374.45**



UPPER COIL OVER MOUNT Welds to crossmember top. Fits C.E. or stock crossmembers. Also bolts bumper irons in place.

Part No. AS-2204 **$67.50**

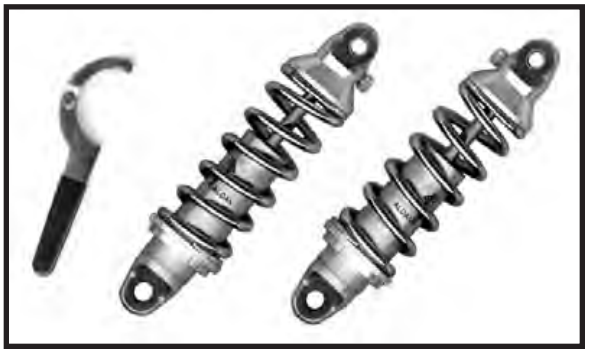


LOWER COIL OVER MOUNT Welds to rear-end housing. Fits C.E. four-link kits. Includes brackets, mount shafts and bolts.
Specify style and 8 or 9 inch Ford rear-end.

Triangulated 4-bar style	**Part No. AS-2207**	**$97.45**
Parallel 4-bar style	**Part No. AS-2208**	**$103.25**

COIL OVER SHOCKS Urethane bushings available with ½", 9⁄16", or ⅝" sleeves (specify). Top retainer is angled for clearance. Lower retainers are removable from the bottom, requiring no special press. Adjustable shock has fifteen dampening adjustments at the turn of a screw. 10.2" closed to 13.4" open.
Coil springs included. Specify (150,200,250,300,350) lb. Chrome option available. ***Specify rate!***

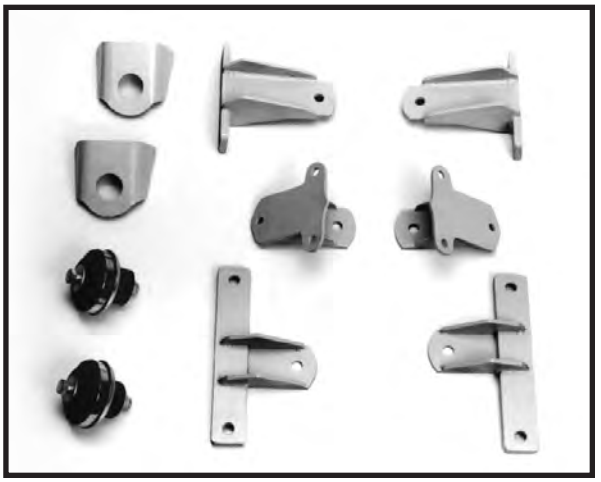
	Part No. AR-2046	**$390.00**
Polished shock body and chrome coils	**Part No. AR-2046C**	**$445.00**
Spanner Wrench for Coil Over Shocks	**Part No. AU-6050**	**$25.00**



1932 FORD

ENGINE MOUNTING KIT Includes weld-on frame adapters (frame must be boxed), C.E. engine side mounts, thru-bolt cushion set, transmission spacer (V6 Buick only).

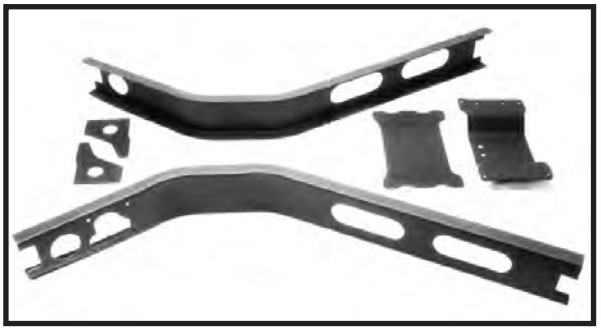
Chevrolet V8	**Part No. CP-2107**	**$100.00**
Buick V6	**Part No. CP-2607**	**$100.00**
Ford V8	**Part No. CP-2207**	**$100.00**



X-MEMBER AND CENTER TRANSMISSION MOUNTING KIT
Formed channel X-member gives excellent rigidity for fiberglass or steel bodies. Ideal for open cars but works well under closed cars too. Fits stock or reproduction frames. Kits have room for most engine-transmission combinations. Requires a flat floor. **Note:** *Recommended for experienced builders only.*

X-rails **Part No. AT-2032** **$300.00**

Center Transmission Mount - Chevrolet 350-etc.
Part No. ES-2132 **$110.00**

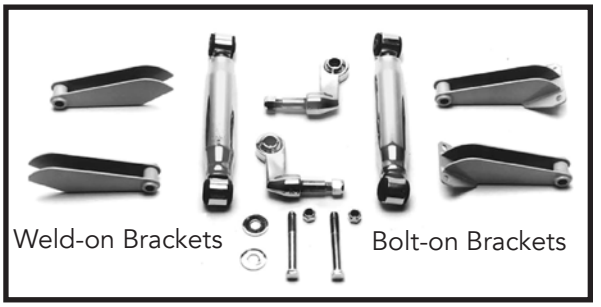


FORGED I-BEAM FRONT END KIT All the pieces needed to lower the front end and make it handle and ride well. Included in this kit: Easy Rider spring with C.E. sliders, front shock kit with shocks, narrowed 47" forged axle, new perch bolts with nuts and shackles.

Part No. FK-3232 **$697.75**

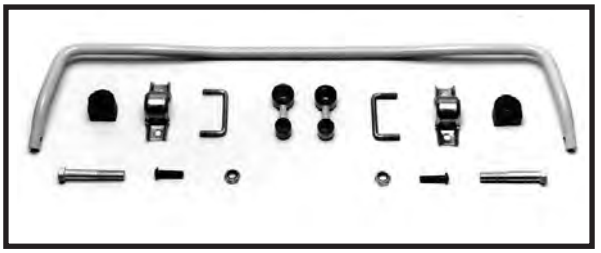
FRONT SHOCK KIT Kit contains two bolt-on or two weld-on upper shock mounts, two street rod shocks, two stainless steel lower shock mounts and assembly bolts. Lower mounts are keyed to the perch bolt to prevent misalignment.

Bolt-On	**Part No. AR-2035**	**$195.00**
Weld-On	**Part No. AR-2032**	**$185.00**



FRONT SWAY BAR Completely Bolt-on unit fastens to the 4-bar batwings. A big improvement in handling and cornering. Cures many steering problems. Includes sway bar, frame mounts, linkage, all bolts and instructions. ***State center to center perch measurement & diameter of batwing bolt (½" or 9/16").***
For use with S/B Chev engine.

Part No. SB-2834F **165.00**



FRONT 4-LINK KIT This quality 4-link kit features stainless steel batwings and threaded adjusters. Bars are .156 wall steel. Frame brackets are die stamped. Fits 2" or 2 ¼" axle bosses. Bolts and instructions included.

Cross steering **Part No. AR-2333** **$374.75**

FRONT CROSSMEMBER
Weld in replacement crossmember. Lowers front about 1". One piece stamped steel.

Part No. AU-2232 **$92.00**

VEGA STEERING ADAPTER Must be welded to the frame. This design allows the vega box to sit closer to the frame than a flat plate adapter. Recommended steering for the 1928- 1934 Fords. Gussets and bolts included.

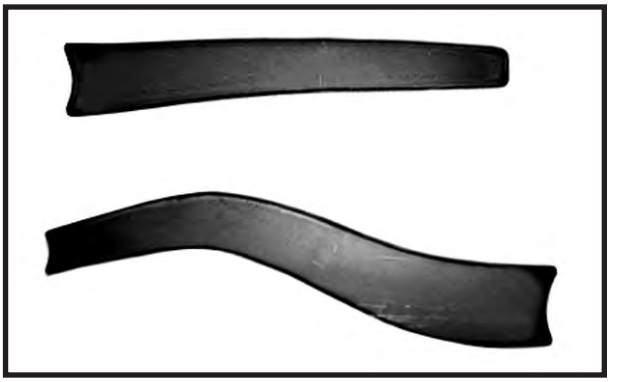
Steering Adapter **Part No. AR-2130** **$45.00**

1932 BOXING PLATES
Boxing plates are 3⁄16" thick steel. Two plates per kit, right and left.

Front, stock frame, any center, Stock or C.E. crossmember
Part No. AR-2260 **$62.25**

Front, all frames ,any center, forward of crossmember, C.E. front
Part No. AR-2265 **$38.25**

Rear, stock frame, any center,
Part No. AR-2266 **$62.25**



GAS TANKS
Tanks available for the 1932 Ford car. No rust problem with stainless steel or poly gas tanks. State model of car.

1932 Stamped steel, orig style 11gal. **Part No. AU-5032EZ** **$350.00**
1932 Stamped steel, orig style 14gal **Part No. AU-5032M** **$360.00**

1932 FORD

BRAKE PEDAL KIT Bolt-on brake pedal and mounting kit. Uses Pinto-Mustang with Ford pattern master cylinder (others fit by filing holes). Bolts to X-rail in location provided. Use only with C.E. X-member. The first step to a standard or power system.

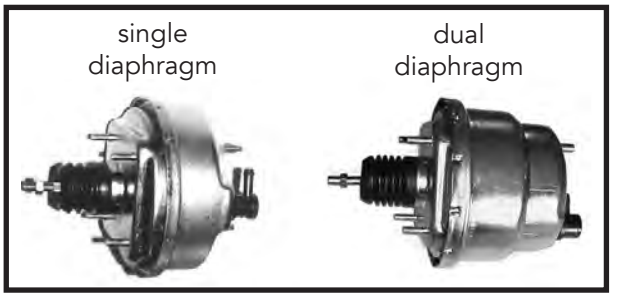
Brake pedal kit	**Part No. AS-2032**	**$145.00**

PEDAL PAD For above brake pedal kit. ½" NF threads on shaft.

	Part No. AU-2035	**$24.00**

POWER BRAKE ADAPTER Fits C.E. brake pedal assembly above (or any pedal using Ford bolt pattern).

	Part No. AS-2052	**$69.75**



POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphram Power Booster	**AS-2075**	**$99.00**
Dual Diaphram Power Booster	**AS-2075D**	**$125.00**

MASTER CYLINDERS

Mustang - 15⁄16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang - 1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette -1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15⁄16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette -1 1⁄8" bore, power only	**Part No. AU-2039**	**$70.00**

ECONOMY PLASTIC RESERVOIR KIT

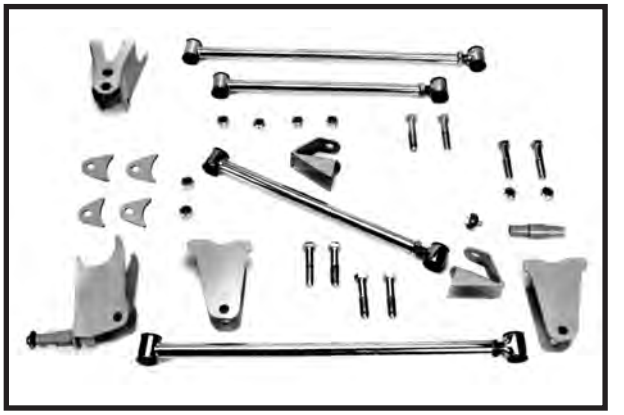
OEM style reservoir and hose.	**Part No. AU-0059**	**$50.00**

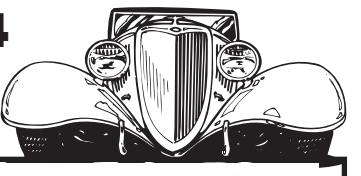
FILL LINE ***See Page 85 for pricing and specs on braided line.***

IMPORTANT ORDERING INFORMATION *If possible, order the pedal assembly, power brake adapter, booster and master cylinder as a unit. This will allow us to assemble it and furnish the linkage. We will furnish linkage free only at time of purchase and only if components are ordered together.*

TRIANGULATED REAR 4-LINK Fits Ford 8" or 9" rear ends. No panhard bar needed. Includes lower coil over shock mount. Works best on a centered rear end but can be easily fitted to an offset (stock type) rear end also. Requires boxing frame and some fitting for clearance. **State stock or centered housing.**

Standard 8"	**Part No. AR-24328**	**$374.75**
Standard 9"	**Part No. AR-24329**	**$374.75**



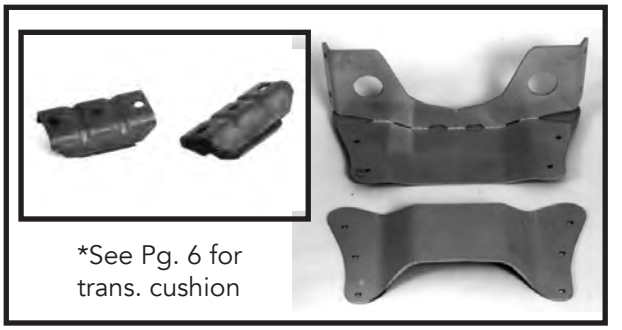


ENGINE MOUNTING KIT Includes weld-on frame adapters (frame must be boxed), C.E. engine side mounts, thru-bolt cushion set & transmission spacer (Buick V6 only). Also fits Pickup.

Chevrolet V8	**Part No. CP-2104**	**$100.00**
Buick V6	**Part No. CP-2604**	**$100.00**
Ford V8	**Part No. CP-2204**	**$100.00**
Ford Flathead V8	**Part No. CP-2208**	**$65.00**

CENTER X-MEMBER MODIFICATION AND TRANSMISSION MOUNTING KIT Replaces center part of X–member. No cutting of X-rails. Uses some old rivet holes for line-up. Can be modified for other transmissions. Bolt-on unit gives 360 degree strength, a proven C.E. concept. Bolts and instructions.

Fits Turbo 350, Powerglide and stick.	**Part No. ES-2130**	**$130.00**
Fits Ford C-4 & Ford Flathead C-4.	**Part No. ES-2230**	**$130.00**



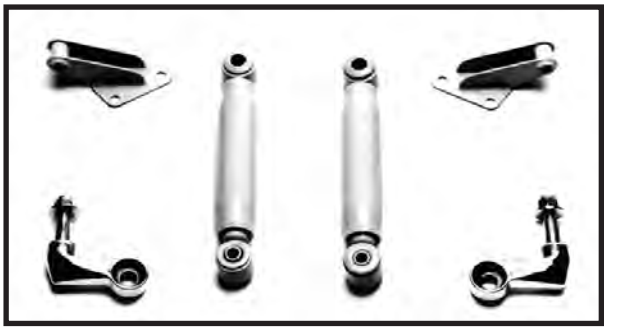
*See Pg. 6 for trans. cushion

FORGED I-BEAM FRONT END KIT All the pieces needed to lower the front end and make it handle and ride well.
Included in this kit: Easy Rider spring with C.E. sliders, front shock kit with shocks, narrowed 47" forged axle (46" tube axle available), perch bolts with nuts, and shackles. Will not fit Pickup.

Part No. FK-3334 **$697.75**

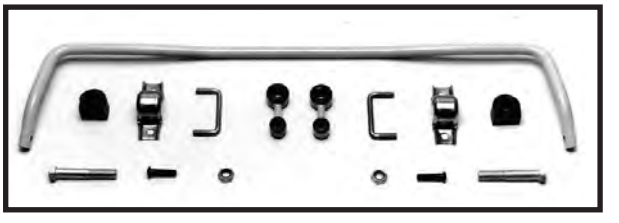
FRONT SHOCK KIT Kit contains two Bolt-on upper shock mounts, street rod shocks, stainless steel lower shock mounts and assembly bolts. Lower mounts are keyed to the perch bolt to prevent misalignment. Will not fit Pickup.

Part No. AR-2033 **$195.00**



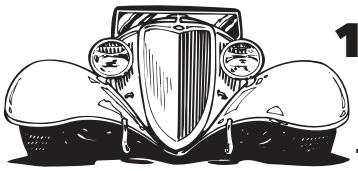
FRONT SWAY BAR Completely Bolt-on unit fastens to the 4-link batwings. Greatly improves steering and handling. Includes sway bar, frame mounts, linkage, all bolts and instructions. **State center to center on perch & diameter of batwing bolt (½" or 9/16").**

Part No. SB-2834F **$165.00**



VEGA STEERING ADAPTER Must be welded to frame. This design allows the vega box to sit closer to the frame than a flat plate adapter. Recommended steering for the 1928-1934 Fords. Gussets and bolts included. Vega steering box is a new and improved component

Steering Adapter **Part No. AR-2130** **$45.00**



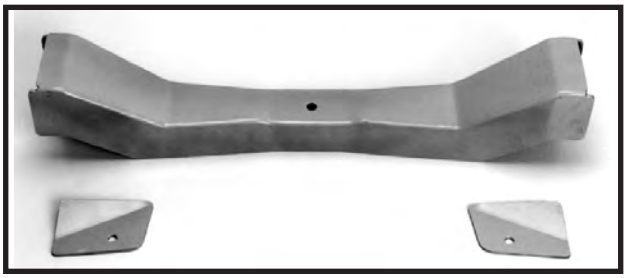
1933-1934 FORD

FRONT 4-LINK KIT This quality 4-Link kit features stainless steel batwings and threaded adjusters. Bars are .156 wall steel. Frame brackets are die stamped. Fits 2" or 2 ¼" axle bosses. Bolts and instructions included.

Cross steering	**Part No. AR-2333**	**$374.75**

FRONT CROSSMEMBER WITH RADIATOR MOUNTS
Replacement crossmember welds in. Includes new radiator mounts. Car will sit slightly lower.

	Part No. AU-2234	**$94.00**

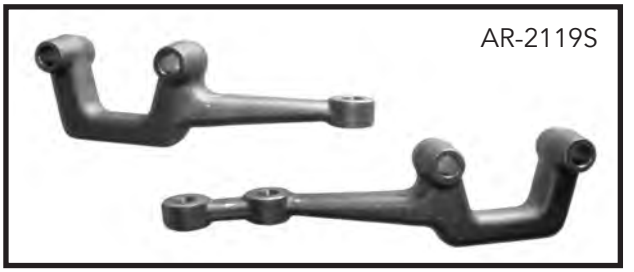


FORGED SPINDLE These American made forged spindles will fit Ford axles (new or repro) from 1928-1948.

Original spindle	**Part. No. AR-2020**	**$251.50**
above with bushings installed	**Part. No. AR-2020B**	**$276.50**
With Mopar snout	**Part. No. AR-2022**	**$251.50**
above with bushings installed	**Part. No. AR-2022B**	**$276.00**
Spindle nuts for above	**Part. No. AR-2134**	**$22.00**

DROPPED SPINDLE ARMS These forged steering arms are made to work with 4-Link front ends 1928-1934. Arms bolt to the spindle with thru bolt safety. No stripped threads here. Arms are available with "milled leg" (allows use of disc brake adapters that bolt to the inside of the spindle flange such as our ***AU-2050 pg.83)***.

1928-1934 Milled leg	**Part No. AR-2119M**	**$140.00**
1928-1934 Standard	**Part No. AR-2119S**	**$130.00**

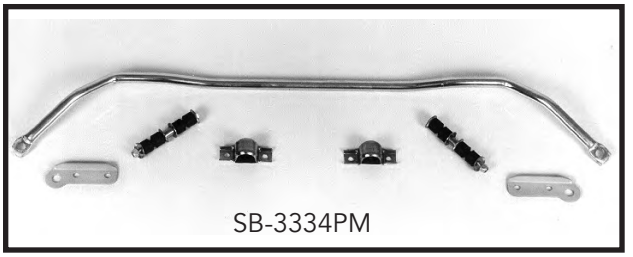


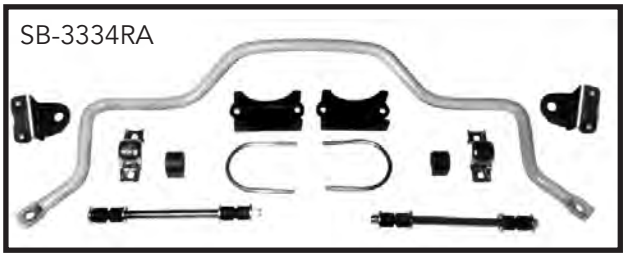
SWAY BARS Fits stock width Pinto-Mustang IFS when installed in the 1933-1934 Ford. This is an excellent way to improve the handling. All linkage included.

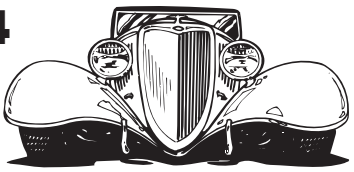
FRONT IFS	**Part No. SB-3334PM**	**$155.00**

REAR IFS Axle mounted.

	Part No. SB-3334RA	**$165.00**







REPLACEMENT X-MEMBER KIT

Formed channel X-member gives excellent rigidity for fiberglass or steel bodies. Fits stock or repro frames. Kits have room for most engine combinations. Will fit under stock bodies but is not an exact stock replacement. X-member is opened up for transmission clearance. The front of the X is angled. Floor pan will bolt down like stock.
Note: Recommended for experienced builders only.

X-rails **Part No. AT-2034** **$300.00**

Center transmission mount - Chevrolet 350 Turbo & others.
Part No. ES-2134 **$110.00**

*See pg. 6 for trans. cushion.

BRAKE PEDAL KIT

Bolt-on brake pedal and mounting kit. Uses Mustang (Ford pattern) master cylinder (others fit by filing holes). Bolts to X-rail. The first step to a standard or power system. Comes with standard linkage.

Stock X **Part No. AS-2034** **$145.00**

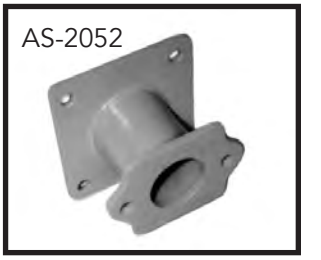
C.E. Repro X **Part No. AS-2034R** **$145.00**

PEDAL PAD

For above brake pedal kit. ½" NF threads on shaft.
Part No. AU-2035 **$24.00**

AS-2034

AS-2035



AS-2052

POWER BRAKE ADAPTER

Fits C.E. brake pedal assembly above or any pedal using Ford bolt pattern.
Part No. AS-2052 **$69.75**

POWER BOOSTER

This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphragm Power Booster **Part No.AS-2075** **$99.00**

Dual Diaphragm Power Booster **Part No.AS-2075D** **$125.00**

single diaphragm

AS-2075

dual diaphragm

AS-2075

MASTER CYLINDERS

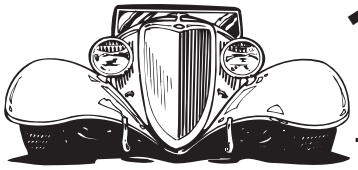
Mustang - 15⁄16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang - 1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15⁄16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette - 1 1⁄8" bore, power only	**Part No. AU-2039**	**$70.00**

See pg 85 for braided lines

IMPORTANT ORDERING INFORMATION *If possible, order the pedal assembly, power brake adapter, booster and master cylinder as a unit. This will allow us to assemble it. We will furnish the linkage free only at the time of purchase and only if components are ordered together.*

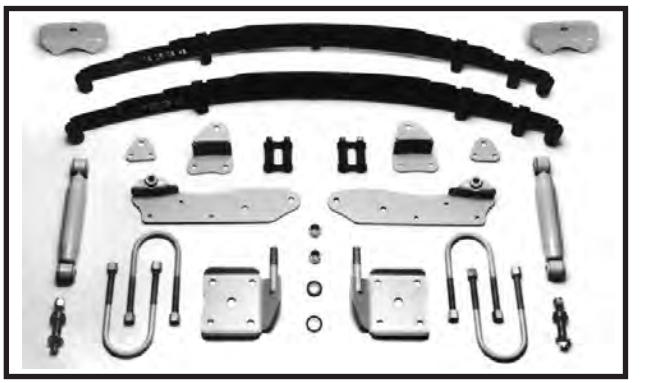
ECONOMY PLASTIC RESERVOIR KIT

OEM style reservoir and hose. **Part No. AU-0059** **$50.00**



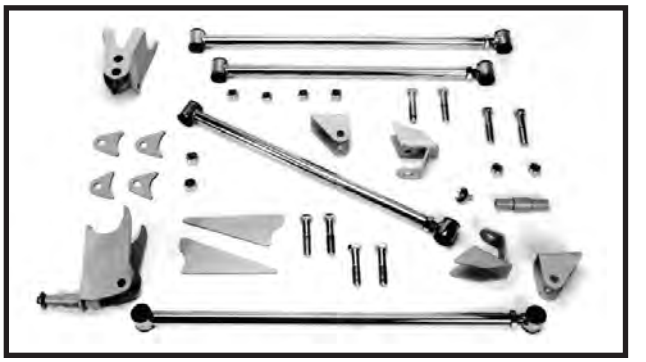
1933-1934 FORD

COMPLETE REAR END MOUNTING KIT
Bolt-on kit also adds needed reinforcing to rear of frame. Uses Maverick rear end as is. Others fit by moving spring pads. Smooths a normally choppy ride. Kit includes front and rear spring brackets, shackles, upper shock mounts, lower shock mounts with spring retainers, shocks, spring pads, U-bolts, C.E. slider springs (with tuner leaf to adjust strength), bolts and instructions. Easy to install with body on.



For use with 9" Ford rear **Part No. AS-2012C $550.00**

TRIANGULATED REAR 4-LINK Fits Ford 8" or 9" rear ends. No panhard bar needed. Includes lower coil-over shock mount. Works best on a centered rear end but can be easily fitted to an offset (stock type) rear end also. Requires boxing frame and some fitting for clearance.

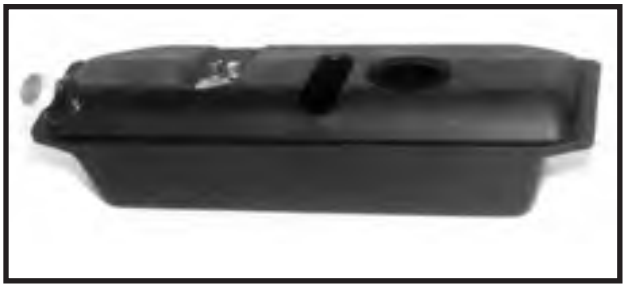


Standard 8" **Part No. AR-24348 $374.75**
Standard 9" **Part No. AR-24349 $374.75**

COIL OVER SHOCKS Urethane bushings available with ½", 9/16", or 5/8" sleeves **(specify).** Top retainer is angled for clearance. Lower retainers are removable from the bottom, requiring no special press. Adjustable shock has 15 dampening adjustments at the turn of a screw. 9 ½" closed to 13" open.
Coil springs included. ***Specify (150,200,250,300,350) lb./in.***

Standard finish **Part No. AR-2046 $390.00**
Polished shock body, chrome coils **Part No. AR-2046C $445.00**
Spanner Wrench **Part No. AU-6050 $25.00**

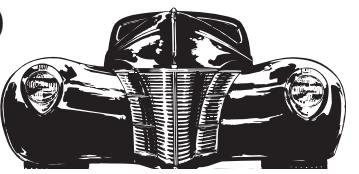
REPLACEMENT GAS TANK Replacement tank for the 1933-34 Ford car. No rust with this stainless steel or poly gas tanks.
State model of car.



Poly 16 gallon **Part No. AU-5033P $255.00**
Steel **Part No. AU-5033M $215.00**

1933-34 BOXING PLATES For stock frames only and available for front and rear. Boxing plates are 3/16" thick steel. Two plates per kit, R&L.

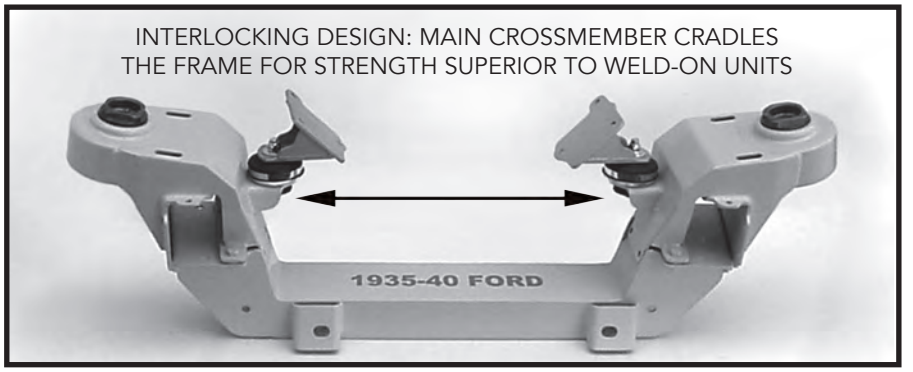
Front, stock X member, Stock or C.E. Crossmember **Part No. AR-2270 $62.25**
Front, stock X member, Pinto front Crossmember **Part No. AR-2271 $62.25**
Front, C.E. X member, Stock or C.E. Crossmember **Part No. AR-2272 $62.25**
Front, C.E. X member, Pinto front Crossmember **Part No. AR-2273 $62.25**
Rear, stock X member..... **Part No. AR-2276 $62.25**
Rear, C.E. X member..... **Part No. AR-2277 $62.25**

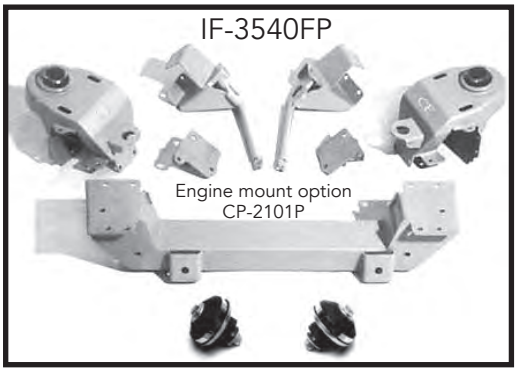


C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry

SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT





BOLT ON PINTO-MUSTANG IFS KIT This fully bolt-on crossmember uses Pinto or Mustang Suspension components. No bump steer or other unpleasant surprises. Upper coil spring pads are adjustable for ride height, giving @ 2 ½" adjustment at the wheel. The best method available to adjust for correct ride height geometry. Center support rods add strength to lower strut rod mount. Interlocking tabs between upper pods and crossmember prevent movement.

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods and regular lower control arms.
2. Will be using CE full lower control arms and no strut rods.
3. Will be using stock or non CE P/M Components.

Part No. IF-3540FP $655.00

Required when using Chevrolet small block V8
Installed weld-on CP-2101P engine mounitng option. We weld it on for you, fixture accurate & ready for you to set your engine in.

Part No. CP-2101P Add $95.00

Ford Engine Kit for above application
Bolt on kit (Pinto-Mustang IFS)

Part No. CP-2203PM $120.00

Adjustment wrench to adjust ride height on the C.E. I.F.S.

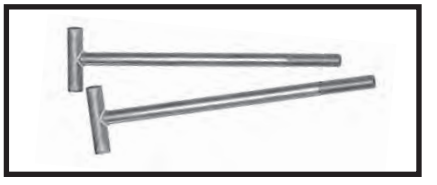
Handy Tool Part No. IF-0000W $24.00

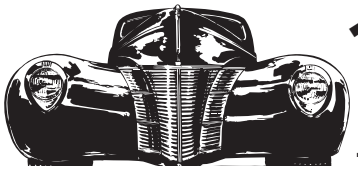
Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height.

For CE Bolt-On IFS Part No. IF-0000SR $24.00

Option 1
with strut rods

Option 2
with full lowers





1935-1940 FORD

Hub to Hub P/M Component Packages

(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack	**Part No. IF-7480HHP**	**$1680.00**
With manual rack	**Part No. IF-7480HHM**	**$1740.00**

Full lower control arms / no strut rods option.

With power rack	**Part No. IF-7480TWP**	**$1680.00**
With manual rack	**Part No. IF-7480TWM**	**$1740.00**

Includes: New stronger Chassis Engineering tubular upper and lower control arms (regular or full), strut rods w/bushings (IF-7480HH kit only), spindles w/nuts, caliper bracket kit, 11" rotors **(Specify bolt pattern: 4 ½ or 4 ¾ on 5)**, calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 250, 275, 300, 325, 350 or 375 lb. springs)**, rack and pinion **(Specify manual or power)**, rack bushings, tie rod ends, shocks

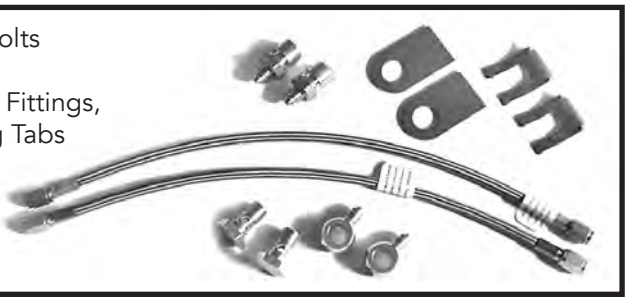
---

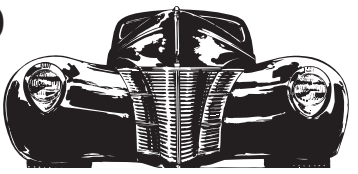
COMPLETE BRAIDED BRAKE LINE KIT Has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications.

Fittings with 14 inch lines	**Part No.AU-0014MGM**	**$110.00**
Fittings with 16 inch lines	**Part No.AU-0016MGM**	**$110.00**
Fittings with 18 inch lines	**Part No.AU-0018MGM**	**$110.00**

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips





ENGINE MOUNTING KIT Fits Buick and Olds V6 (distributor in front) into 1935-1940 Ford car and pickup. Includes bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, transmission spacer, torque brackets, bolts and instructions.

Part No. CP-2601 $130.00

CENTER TUNNEL CLEARANCE AND TRANSMISSION MOUNTING KIT
Uses original side bracing and full 360 degree design for the strongest support possible. Completely Bolt-on. The only kit that replaces full strength to the X. Bolts and instructions included. Also works well with other engine & transmission combos. Kits with wishbone splitting added have mount welded to the bottom plate. Kits have all parts needed for correct two axis movement.

A - Turbo 350, Powerglide, Standard (20 5/8" engine to transmission mount holes)

B - Turbo 400 only

C- Turbo 700R4 Overdrive; use with IFS only.
This kit is for experienced builders only.

A 1935-1936 Turbo 350, ect.	**Part No. ES-2162**	**$125.00**
A 1935-1936 Turbo 350, ect. with wishbone kit	**Part No. ES-2163**	**$185.00**
B 1935-1936 Turbo 400	**Part No. ES-2164**	**$125.00**
B 1935-1936 Turbo 400, with wishbone kit	**Part No. ES-2165**	**$185.00**
C 1935-1936 Turbo 700R4 overdrive: use with IFS only	**Part No. ES-2164OD**	**$385.00**
A 1937-1940 Turbo 350, ect.	**Part No. ES-2167**	**$125.00**
A 1937-1940 Turbo 350, ect. with wishbone kit	**Part No. ES-2168**	**$185.00**
B 1937-1940 Turbo 400	**Part No. ES-2169**	**$125.00**
B 1937-1940 Turbo 400, with wishbone kit	**Part No. ES-2166**	**$185.00**
C 1937-1940 Turbo 700R4 overdrive: use with IFS only	**Part No. ES-2167OD**	**$385.00**

GENERAL INFORMATION This swap is entirely bolt-on and is easy to do. Slight oil filter interference on 1939-1940 Deluxe only. Room for power steering by using R.H. manifold on left. Good clearance for stock steering. This is the easiest swap for the 1935-1940 Ford.

FORD V8

Fits 1965-up Small block Ford V8 into 1935-1940 Ford car and pickup

ENGINE MOUNTING KIT Includes Bolt-on frame adapters, frame corner braces, C.E. engine side mounts, thru bolt cushion set, bolts and instructions.

Bolt-On kit (solid axle) **Part No. CP-2203** **$120.00**

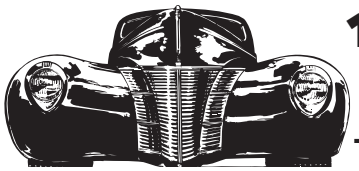
The below kit is intended for use with the C.E. Bolt-On I.F.S.
Bolt on kit (Pinto-Mustang IFS) **Part No. CP-2203PM** **$120.00**

ENGINE MOUNTING KIT Includes weld-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Frame must be boxed to use. Generally used with Pinto-Mustang IFS.

Weld-on kit **Part No. CP-2203G** **$100.00**

BOLT ON STEERING ADAPTER Intended for use with engine mounting kit CP-2203 only. Adapts Saginaw steering boxes, manual or power, to 1935-1940 Ford with Ford engine. Late steering column or original may be used. One U-joint required (See p.87). Bolts and instructions included.

Part No. AS-2095 **$69.25**



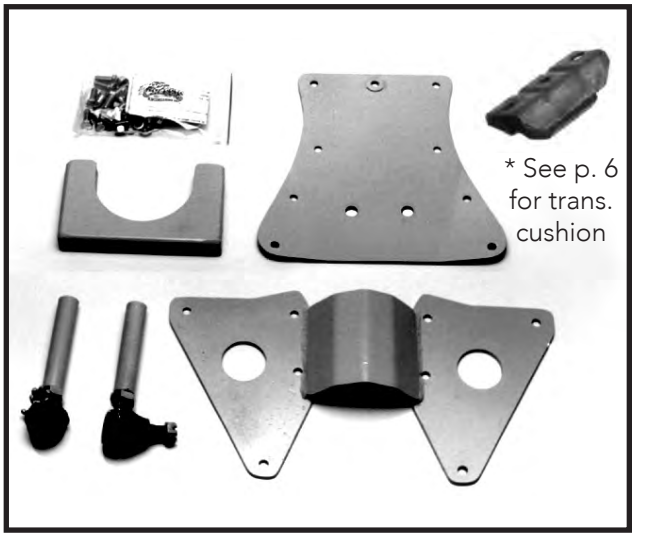
1935-1940 FORD

1935-1940 FORD FORD V8 Continued

TRANSMISSION MOUNTING KITS Wishbone splitting kits are not required on cars using independent front suspension.

1935-1936 C-4	**Part No. ES-2262**	**$125.00**
1935-1936 C-4 with wishbone kit	**Part No. ES-2263**	**$185.00**
1937-1940 C-4	**Part No. ES-2267**	**$125.00**
1937-1940 C-4 with wishbone kit	**Part No. ES-2268**	**$185.00**

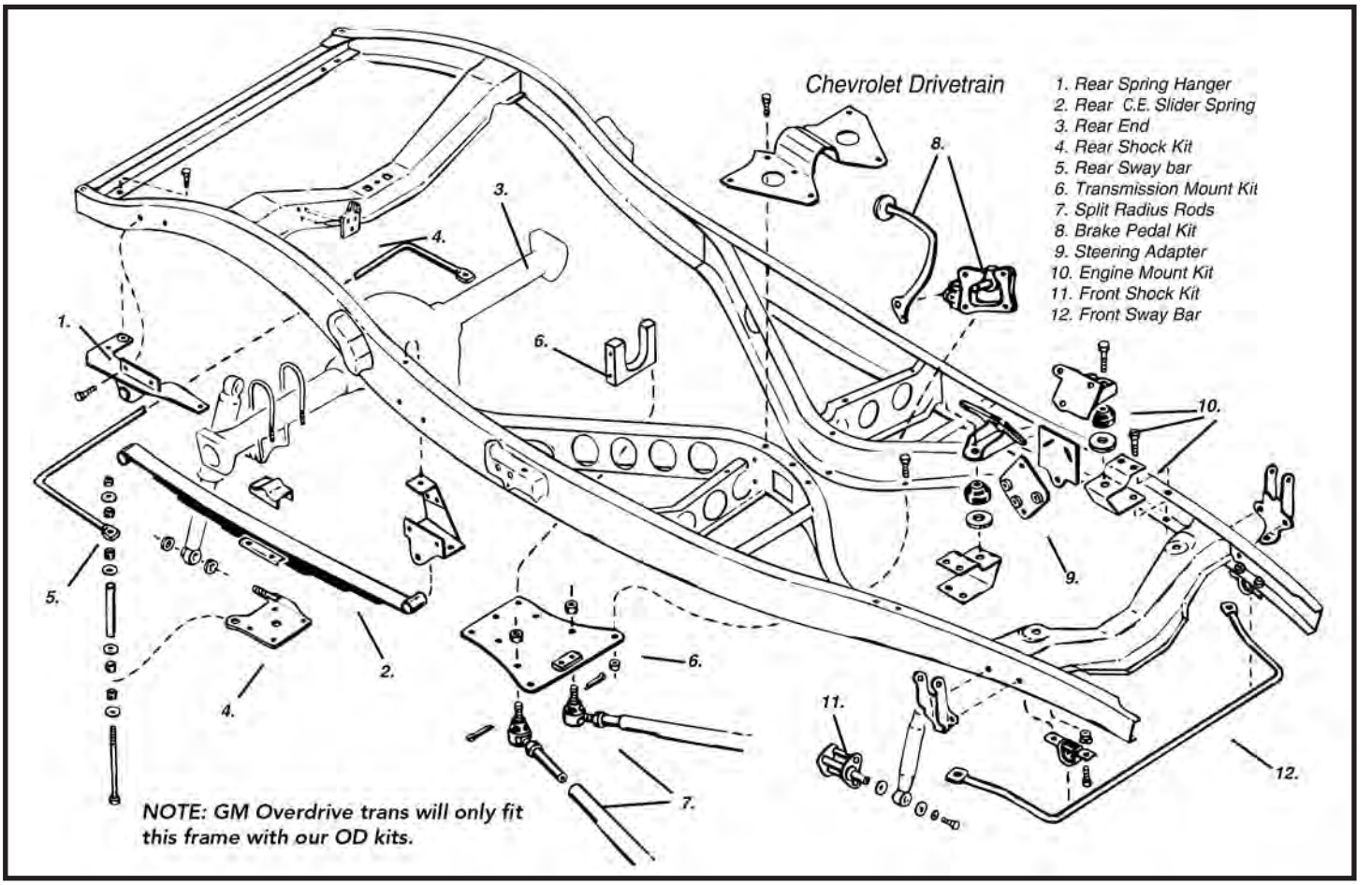
1935-1940 Blank plate for other transmission.
Specify "blank plate" and year.
Be prepared for extra cutting and fitting. Use C-4 if possible.

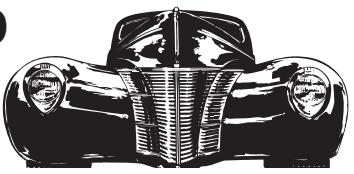


* See p. 6 for trans. cushion

GENERAL INFORMATION Ford engines require more fitting than other types. Firewall must be cut for clearance. Steering adapter must be used on solid axle cars as original will not clear. Power steering requires extra work fitting, manual is recommended. Stock steering will not work. Requires Bronco type oil pan, or the pan can be cut and modified for clearance. Oil filter clears. Does not sit engine high. Good fan clearance. Specified stock exhaust manifolds clear. Wishbone must be split or 4-bar used. C-4 is highly recommended.

1935-1940 FORD AND CHASSIS ENGINEERING PARTS





ENGINE MOUNTING KIT Fit 1958-up small block Chevy V8 and LS engines into1935-1940 Ford Cars and Pickups. Includes Bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. C.E. mounts eliminate frame breakage caused by "wedge action" stock type Chevrolet mounts, when used in the 1935-1940 frames. See pg 1.

Small Block	**Part No. CP-2101**	**$120.00**
LS using CE P/M IFS	**Part No. CP-2101LS**	**$120.00**

CP-2101

CP-2101G

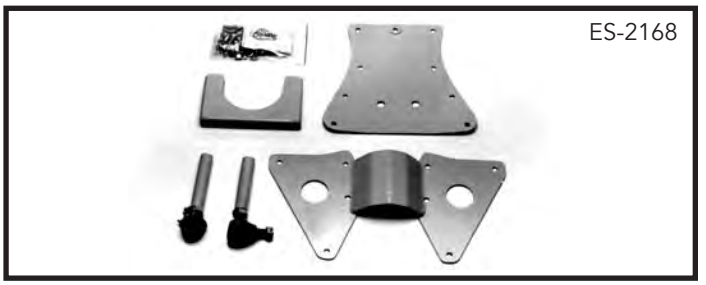
CP-2101 LS

CP-2101 GLS

ENGINE MOUNTING KIT Like the above except with weld on frame adapters. Generally used with Pinto-Mustang IFS & boxed frame.

Small Block	**Part No. CP-2101G**	**$100.00**
LS	**Part No. CP-2101GLS**	**$100.00**

CENTER TUNNEL CLEARANCE AND TRANSMISSION MOUNTING KIT Uses original side bracing and full 360 degree design for the strongest support possible. Completely Bolt-on. The only kit that replaces full strength to the X. Bolts and instructions included. Also works well with other engine & transmission combos. Kits with wishbone splitting added have mount welded to the bottom plate. Kits have all parts needed for correct two axis movement.


ES-2168

A - Turbo 350, Powerglide, Standard (20 ⅝" engine to transmission mount holes)

B - Turbo 400 only

C- Turbo 700R4 Overdrive; use with IFS only. This kit is for experienced builders only.

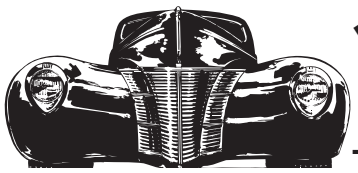
ES-2167OD

A 1935-1936 Turbo 350, ect.	**Part No. ES-2162**	**$125.00**
A 1935-1936 Turbo 350, ect. with wishbone kit	**Part No. ES-2163**	**$185.00**
B 1935-1936 Turbo 400	**Part No. ES-2164**	**$125.00**
B 1935-1936 Turbo 400, with wishbone kit	**Part No. ES-2165**	**$185.00**
C 1935-1936 Turbo 700R4 overdrive: use with IFS only	**Part No. ES-2164OD**	**$385.00**
A 1937-1940 Turbo 350, ect.	**Part No. ES-2167**	**$125.00**
A 1937-1940 Turbo 350, ect. with wishbone kit	**Part No. ES-2168**	**$185.00**
B 1937-1940 Turbo 400	**Part No. ES-2169**	**$125.00**
B 1937-1940 Turbo 400, with wishbone kit	**Part No. ES-2166**	**$185.00**
C 1937-1940 Turbo 700R4 overdrive: use with IFS only	**Part No. ES-2167OD**	**$385.00**

* See p. 6 for trans. cushion

BLANK PLATES ***Any of the above can be ordered with a"blank plate" for custom mounting. To specify this option add a "B" to the end of the part number (example: ES-2162B).***

GENERAL INFORMATION Engine and transmission mounting is simple with this kit, but some effort is required to remove the center section from the X-member. Access and tough rivets are the problem here. The center kit is a key to this swap and we recommend installing it first. The front wishbone must be split or removed (when using IFS). No firewall modification (unless using other than points distributor). No cutting of the X-rails required, but inner lip will need to be bent down slightly for clearance around automatics. GM steering is just right for this car. We do not recommend Vega steering boxes for a car this heavy. C.E. has solved the clearance problem between the left manifold and steering box by using an offset mount. This procedure is not practical with any other type mount currently on the market. Wishbone must be split to clear automatics. Kits can be installed with body on. Due to extensive modification to install a 700R4; experience recommended.

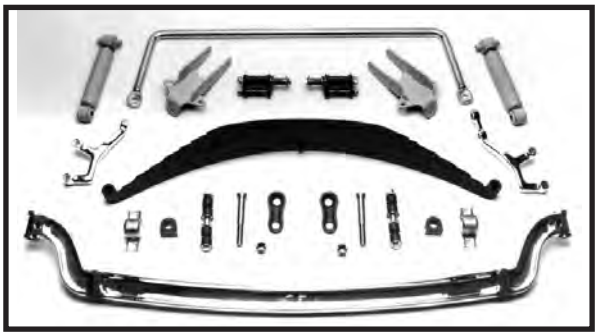


1935-1940 FORD

FORGED I-BEAM FRONT END KIT All the pieces needed to lower the front end and make it handle and ride well too! Included in this kit: Easy Rider spring with C.E. sliders, front shock kit with shackles and adjustable shocks, forged and narrowed front axle, sway bar, new perch bolts with tapered nuts, forged dropped steering arms and instructions as needed. When ordering, **state engine type, year of wishbone and choice of milled or standard steering arms.** Designed for use with split wishbone.

Use 1937-1940 wishbone.

Part No. FK-3540 $830.75

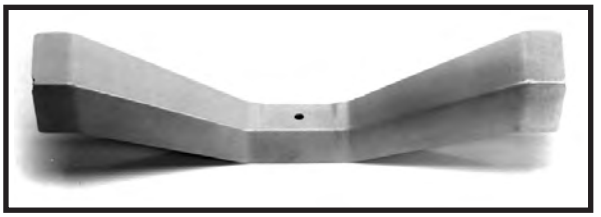


FRONT SHOCK KIT Super strong three point mounting on upper bracket prevents breakage. Bolt-On kit includes two upper brackets, shock absorbers (specially valved for these cars), two combination spring shackles, lower shock mounts, all needed bolts and instructions. Will not work on 1940 using stock sway bar. OK for use with C.E. sway bars, all years.

1935-1940 Part No. AR-2037 $175.00

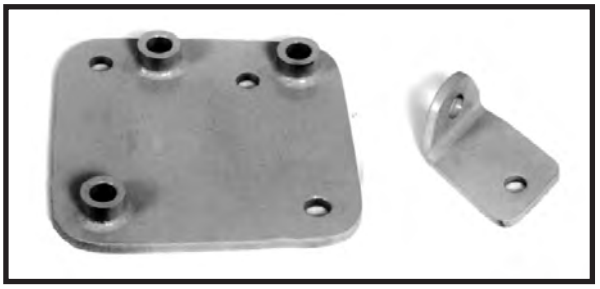
FRONT CROSSMEMBER Weld in replacement for the 1935-1940 Fords, stock or repro frames. Clears fuel pump on the Chevrolet V8. For use with CE forged I-Beam front end kit or original suspension.

Part No. AU-2235 $92.00



BOLT-ON STEERING ADAPTER Mount GM steering gear, standard or power, to the 1935-1940 Fords. C.E. kits have a reinforcement bracket added to strengthen a weak point in the Ford mount. Early or late column can be fitted. All needed bolts and instructions included. Information furnished on stock pitman arms that fit, as is.

1935-1936 Part No. AS-2089 $60.30
1937-1940 Part No. AS-2090 $60.30



DISC BRAKE ADAPTERS Adapts most 1970-1977 GM (except Chevelle 1970-1973), intermediate calipers and rotors to stock and reproduction 1937-1948 Ford spindles. No machine work. Gives a 4 ¾" wheel bolt pattern.

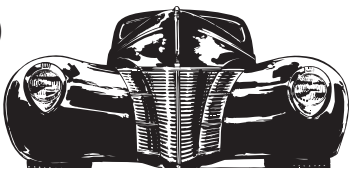
Part No. AU-2050 $115.00

Adapts the same GM caliper as above, but uses the Aspen Volare rotor to give a 4 ½" bolt pattern for the wheel.

Part No. AU-2048 $115.00

CALIPERS AND ROTORS GM calipers and GM or Mopar rotors to fit our brake kits. Calipers are rebuilt and include pads and pins. Rotors are new with bearings and seals. Sold in pairs, for above kits.

GM caliper (rebuilt)	**Part No. AU-0112C**	**$140.00 pair**
GM rotor (4 ¾")	**Part No. AU-0124C**	**$160.00 pair**
Mopar rotor (4 ½")	**Part No. AU-0128C**	**$160.00 pair**



FORGED FRONT AXLE Narrowed forged I-beam axle is ideal for the 1935-1940 Ford.
47 inch width. 34" Perch centers

Part No. AU-2107N $325.00

INFO: To put a dropped axle into a 1935-1940 Ford, we recommend using 47" forged axle along with 1937-1940 wishbone. The 1935-1936 wishbone is wider and will interfere with the tire when turning.

See page 64 for spring.

FORGED SPINDLE These American made forged spindles will fit Ford axles (new or repro) from 1928-1948.

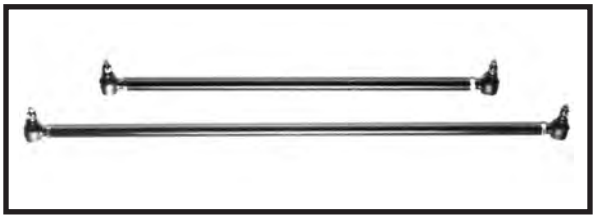
Original spindle	**Part No. AR-2020**	**$251.50**
above with bushings installed	**Part No. AR-2020B**	**$276.50**
With Mopar snout	**Part No. AR-2022**	**$251.50**
above with bushings installed	**Part No. AR-2022B**	**$276.50**
Spindle nuts for above	**Part No. AU-2134**	**$22.00**

KINGPINS Highest quality available. Listed for spindle applications

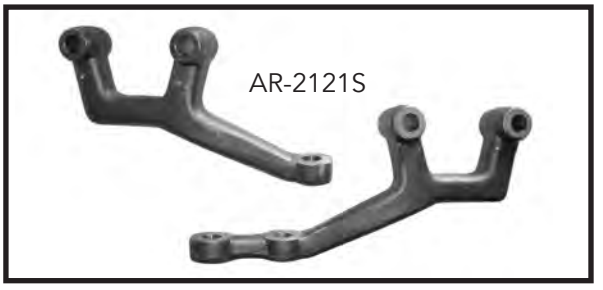
C.E. & 1937-1941 Ford spindles	**Part No. AU-2137**	**$120.00**
1942-1948 Ford spindles	**Part No. AU-2138**	**$120.00**

CUSTOM MADE TIE ROD & DRAG LINK Ford tie rod ends come with R&L thread. ***Measure between tapered holes & specify length.*** Tie rod ends included. ***Non-returnable item***

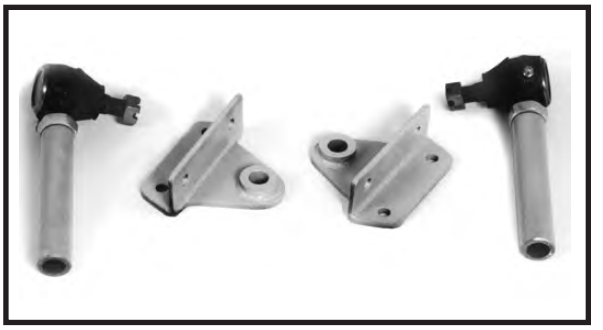
Drag link (36" or less)	**Part No. AR-2180**	**$100.00**
Tie rod (more than 36" long)	**Part No. AR-2183**	**$110.00**



FORGED STEERING ARMS Fits 1935-1948 Ford spindle, original or new. C.E. forged arms are pre-bent to fit dropped axles. Choice of Standard or Milled leg for disc brake adapter clearance. If your caliper adapter mounts on the inside of the spindle flange, then you need the milled leg option for clearance. Thru bolt design ensures safety, eliminating the possibility of blind threads stripping or pulling loose. These are deep drop design to clear 1935-1948 Ford and Mercury wishbones.

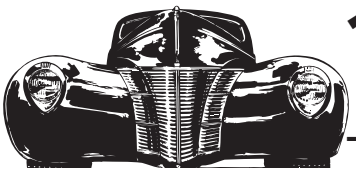


Standard	**Part No. AR-2121S**	**$130.00**
Milled leg	**Part No. AR-2121M**	**$140.00**



WISHBONE SPLITTING KIT Kit bolts to X-rails in order to spread wishbones the minimum possible. Uses ¾" heavy duty ends. Must be welded to wishbone. Bolts and instructions included.

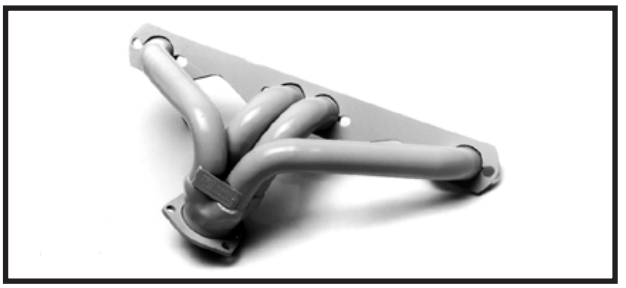
Part No. AS-2085 $112.50



1935-1940 FORD

SHORTY HEADERS These headers are made by Sanderson Headers for use with C.E. Engine and Steering kits with chevy engines. Will clear power steering or manual when using C.E. adapters. An excellent quality header.

Use with P/M IFS	**Part No. HD-0001**	**$265.00**
above: High temp coated	**Part No. HD-0001A**	**$445.00**
Use with solid axle susp.	**Part No. HD-0004**	**$285.00**
above: High temp coated	**Part No. HD-0004A**	**$465.00**

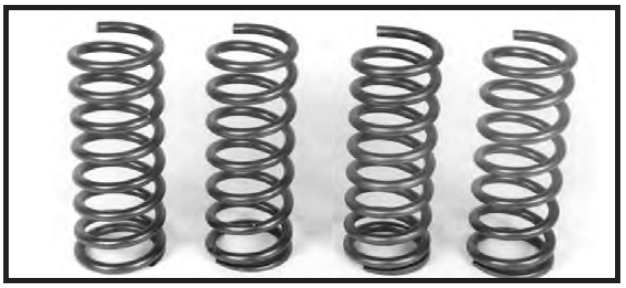


1935-1940 BOXING PLATES Boxing plates are 3⁄16" thick steel. Two plates per kit, R&L.

Front, stock frame, stock crossmember	**Part No. AR-2280**	**$56.25**
Front, stock frame, Pinto crossmember	**Part No. AR-2281**	**$56.25**
Rear, stock frame	**Part No. AR-2284**	**$74.25**

REPLACEMENT COIL SPRINGS New coill springs are available in rates of 250-275-300-325-350 lb./in. and the right length for street rod usage. Shortening is not necessary. Works with above kit or other brands also. We will give you all available info. on rates for your application but final choice is yours. This a non-returnable item. Call for info. if needed.

Part No. FS-8250 (250 lb.)	**$85.00**
Part No. FS-8275 (275 lb.)	**$85.00**
Part No. FS-8300 (300 lb.)	**$85.00**
Part No. FS-8325 (325 lb.)	**$85.00**
Part No. FS-8350 (350 lb.)	**$85.00**
Part No. FS-8375 (375 lb.)	**$85.00**



DISK BRAKE KIT A Bolt-on steel bracket for Pinto/Mustang II spindles. Uses 11" Granada (1975-80) rotors which bolt to the P/M spindles, as is. The original P/M are undersized 9" and are often not adequate for Street Rod usage. ***See pg.85*** for brake lines and fittings.

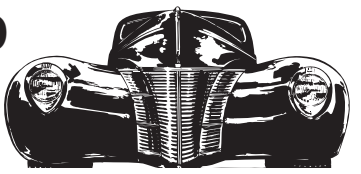
Part No. AU-2045H $130.00 pair

Ford Bolt Pattern (4 ½") Bolt-on steel caliper brackets for Pinto/Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P-M spindles, as is. Calipers are loaded with pads and pins. **See page 85** for the Complete Brake Fitting and Braided Hose kit (AU-0014MGM or AU-0016MGM) to finish your improved brake installation with ease.

Caliper bracket kit	**Part No. AU-2045H**	**$130.00**
Rotors w/ bearings & seals (4 ½" pattern)	**Part No. AU-0126C**	**$160.00pr**
Calipers w/ pads & pins (Metric GM)	**Part No. AU-0114C**	**$140.00pr**
Disc brake kit, complete (all of the above)	**Part No. AU-2045HCF**	**$400.00**

Chevy Bolt Pattern (4 ¾") Bolt-on steel bracket for Pinto/Mustang spindles. Uses New 11" rotors with Chev bolt pattern which bolt to the P-M spindles, as is. Calipers are loaded with pads and pins. **See page 82** for the Complete Brake Fitting and Braided Hose kit (AU-0014MGM or AU-0016MGM) to finish your improved brake installation with ease.

Caliper bracket kit	**Part No. AU-2045H**	**$130.00**
Rotors w/ bearings & seals (4 ¾" pattern)	**Part No. AU-0127C**	**$160.00pr**
Calipers w/ pads & pins (Metric GM)	**Part No. AU-0115C**	**$140.00pr**
Disc brake kit, complete (all of the above)	**Part No. AU-2045HCC**	**$400.00**



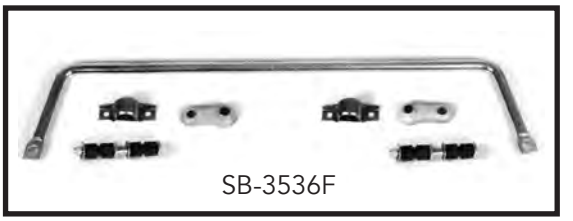
RADIATOR MOUNTS Use with our crossmembers on stock or repro frames. Stock crossmembers may need slight fitting.

1935-39 Std. / Stock crossmember	**Part No. AU-2250A**	**$59.00 pr.**
1935-39 Std. / I.F.S. crossmember	**Part No. AU-2250B**	**$59.00 pr.**
1939 Dlx.- 40/ Stock crossmember	**Part No. AU-2250C**	**$59.00 pr.**
1939 Dlx.- 40 / I.F.S. crossmember	**Part No. AU-2250D**	**$59.00 pr.**

SWAY BARS This is an excellent way to improve the handling and overall drivability of the top heavy Ford. Eliminates road sway. For best results use front and rear bars together. Includes all linkage and mounting hardware. An ideal addition for any car.

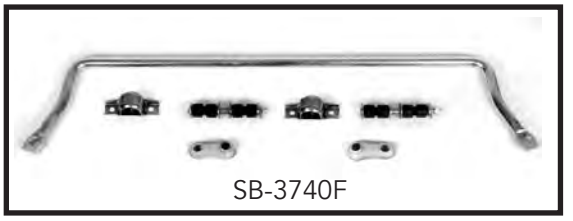
Front 1935-1936 Also fits 1937-1940 when using early style axle (1928-1936).

Part No. SB-3536F $155.00


SB-3536F

Front 1937-1940 Fits later axle (perch bolts are farther apart on 1937-1940 axle). This bar may need to be lowered to clear lower radiator hose on 39 Deluxe & 40 Fords.

Part No. SB-3740F $155.00


SB-3740F

Front 1935-1940 Fits 1935-40 Ford using any axle with 34" perch width including AU-2107N axle.

Part No. SB-3740FN $155.00

Front 1935-1940 Fits Pinto-Mustang IFS kits (also fits many other P-M swaps). These bars may need to be lowered to clear lower radiator hose on 39 Deluxe & 40 Fords.

Part No. SB-3540PM $160.00

For use with narrowed tubular arms **Part No. SB-0010PMN $155.00**

SB-3540PM

Note: All P-M swaybars, when using tubular full lower A-arms, may need AU-0010PM mount brackets listed below. Call our technicians for applications.

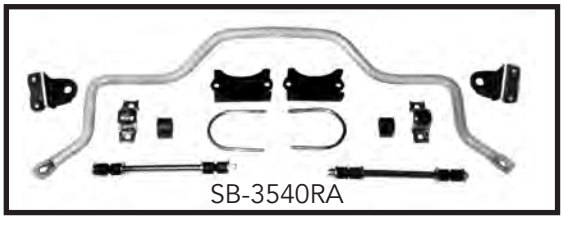
Rear 1935-1940 Fits C.E. rear end kit.

Part No. SB-3540R $155.00

SB-3540R
Not for use with rear disc brakes

Rear 1935-40 Axle mounted. Fits 8 & 9" rear ends. This is a very adaptable bar.

Part No. SB-3540RA $165.00


SB-3540RA

Rear 1935-1940 Axle mounted. Fits disk brake rear like Lincoln Versailles.

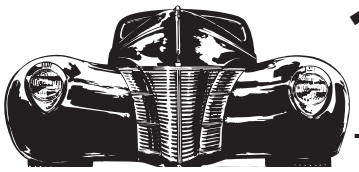
Part No. SB-3540RAL $165.00

Universal Sway Bar Linkage Brackets
Weld-on lower sway bar linkage mounting brackets. Can be modified to work with many applications.

Part No. AU-0010PM $22.00

PERCH BOLTS New plain style fits 1935-1948 Ford. Extra long for bolt on lower sway bar mount.

Perch bolts	**Part No. AR-2210**	**$43.50 pair**
Perch nuts	**Part No. AR-2212**	**$7.00 pair**



1935-1940 FORD

FRONT SPRINGS 1935-1940 C.E. sliders do not show nor can they work out like teflon strips. The locking tabs are hidden by the next leaf up. Ends can easily be diamond-pointed for appearance.

All stock perch width axles (1928-1936) using 1935-1936 wishbones. Also all stock perch width axles (1937-1940) using 1937-1940 wishbone.

All stock perch width axles (1928-1936) using 4-link susp. Also all C.E. 47" I beam and 47" Vintage axles using 1937-1940 wishbone.

All stock perch width axles (1928-1936) using 1937-1940 wishbone.

Perch width 34", 1935-40 Ford, Use with axle Part No. AU-2107N

Main leaf	**Part No. FS-3540M**	**$55.00**
Full Spring	**Part No. FS-3540**	**$155.50**
Main Leaf	**Part No. FS-3540EAM**	**$60.00**
Full Spring	**Part No. FS-3540EA**	**$170.00**
Main leaf	**Part No. FS-3540FBM**	**$55.00**
Full Spring	**Part No. FS-3540FB**	**$155.50**
Full Spring	**Part No. FS-3540EAN**	**$170.00**

BUTTON SLIDERS Make your spring into a "Slider". Buttons install on spring ends by drilling one hole. Springs can be drilled by use of a slow drill (100 RPM or less).

1 ¾" round slider	**Part No. AU-2060**	**$2.00 ea.**
2 ¼" round slider	**Part No. AU-2061**	**$2.00 ea.**

REPLACEMENT X MEMBER KIT Formed channel X-member gives excellent rigidity for Fiberglass or steel bodies. Ideal for open cars but works well under closed cars too. Fits stock or repro frames. Kits have room for most engine combinations. Will fit under stock bodies but is not an exact stock replacement. X-member is opened up for transmission clearance. The front of the X is angled. Floor pan will bolt down like stock. Two side braces needed; order separately below. Requires a C.E. brake pedal (listed on next page).

Note: Recommended for experienced builders only.

X-rails **Part No. AT-2036** **$325.00**

Center transmission mount - Chevrolet 350-etc.

Part No. ES-2140 **$115.00**

Side braces from frame to C.E. Repro X-member center only, will not fit original X-member center

Part No. ES-2141 **$70.00**

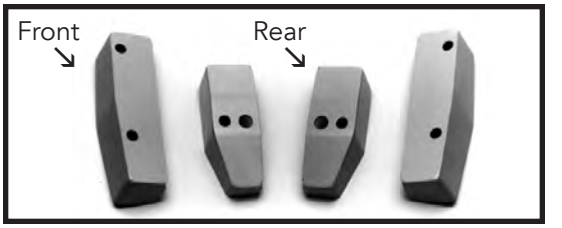
Call for other transmission center mounts.

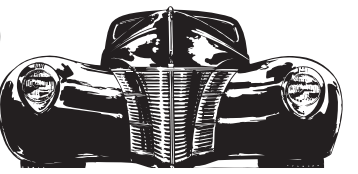
** See pg. 6 for trans. cushions*

For Experienced Builders

WELD ON BODY MOUNTS These are replacements for those missing or rusted body mounts on the outside of the 1935-1940 Ford frame.

Contains all 4 mounts	**Part No. AR-2060**	**$118.00**
Front mounts only (pair)	**Part No. AR-2060F**	**$64.00**
Rear mounts only (pair)	**Part No. AR-2060R**	**$64.00**





BRAKE PEDAL KIT Bolt-on brake pedal and mounting kit. Uses Mustang (Ford pattern) master cylinder (others fit by filing holes). Bolts to X-rail. The first step to a standard or power system. Comes with standard linkage.

When using Stock X-rails	**Part No. AS-2040**	**$145.00**
When using C.E. repro X-rails	**Part No. AS-2040R**	**$145.00**

**** See important ordering info below!***

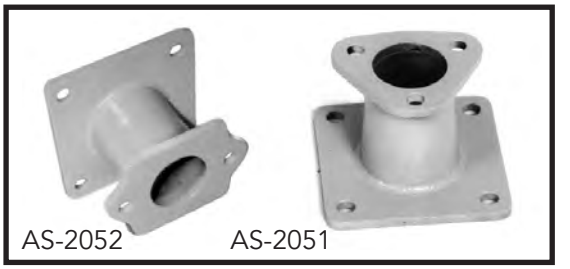
AS-2021

MASTER CYLINDER ADAPTER Bolts Pinto-Mustang (Ford pattern) master cylinder (others fit by filing holes) to 1939-1940 Ford pedal assembly. 1935-1938 Ford must use full brake pedal assembly above.

Part No. AS-2021 **$65.00**

POWER BRAKE ADAPTER Fits stock 1939-1940 brake pedal (3 hole) or C.E. pedal assembly above (Ford 2 hole).

No linkage furnished	1939-1940 pedal	**Part No. AS-2051**	**$69.75**
	C.E. pedal	**Part No. AS-2052**	**$69.75**



AS-2052 AS-2051

POWER BOOSTER This 7 inch booster is an ideal size for most street rods. The basis or our power brake systems.

**** See important ordering information below.***

Part No. AS-2075 **$99.00**

MASTER CYLINDERS *State usage when ordering.*

Mustang - 15⁄16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang -1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette - 1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15⁄16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette-1 1⁄8" bore, power only	**Part No. AU-2039**	**$70.00**

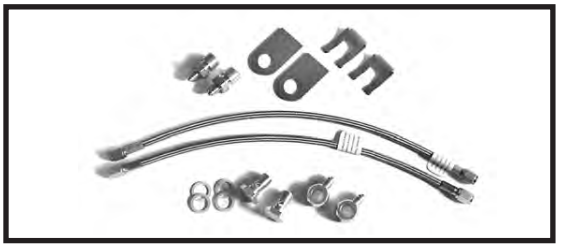
ECONOMY PLASTIC RESERVOIR KIT

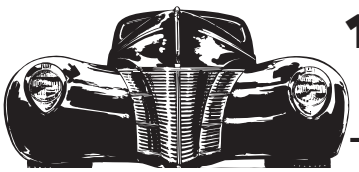
OEM style reservoir and hose. **Part No. AU-0059** **$50.00**

IMPORTANT ORDERING INFORMATION *If possible, order the pedal assembly, power brake adapter, booster and master cylinder as a unit. This will allow us to assemble it and furnish the linkage. We will furnish linkage for free only at time of purchase and only if components are ordered together.*

COMPLETE BRAIDED BRAKE LINE KIT has everything you need to connect from the caliper to the line at the frame. Kit includes: 12mm Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips

Fittings with 14 inch lines	**Part No. AU-0014CB**	**$110.00**
Fittings with 16 inch lines	**Part No. AU-0016CB**	**$110.00**
Fittings with 18 inch lines	**Part No. AU-0018CB**	**$110.00**



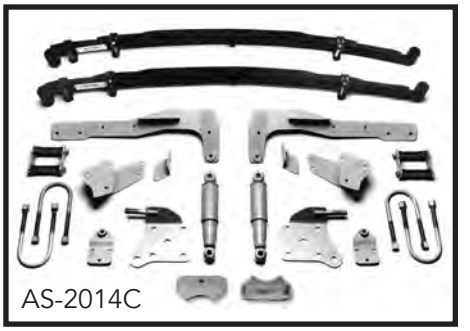


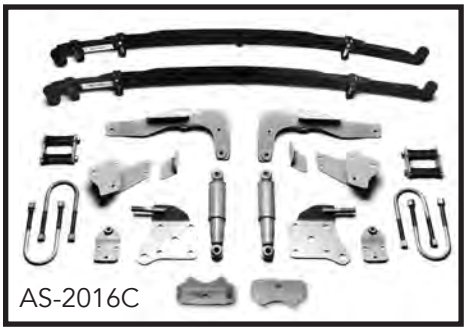
1935-1940 FORD

BOLT-ON COMPLETE REAR END MOUNTING KIT

Bolt-on kit for the 1935-40. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the offset of wheels and tire choice. We recommend approximately 58". Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

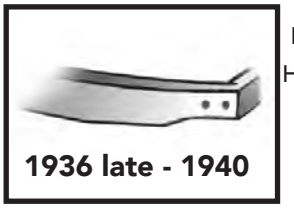
1935-1936 Early Car	**Part No. AS-2014CG**	**$570.00**
1935-1936 Early Car - Heavy Duty Springs	**Part No. AS-2014CGHD**	**$595.00**
Late 1936-1940 Car, 1935-1941 ½ Ton Pickup	**Part No. AS-2016CG**	**$570.00**
Late 1936-1940 Car, 1935-1941 ½ Ton Pickup - Heavy Duty Springs	**Part No. AS-2016CGHD**	**$595.00**


AS-2014C


AS-2016C

NOTE: 1936 ONLY ***Frames were changed mid year of 1936. See drawings at right to determine early or late. When ordering for 1936 Fords, "early" or "late" must be specified!***

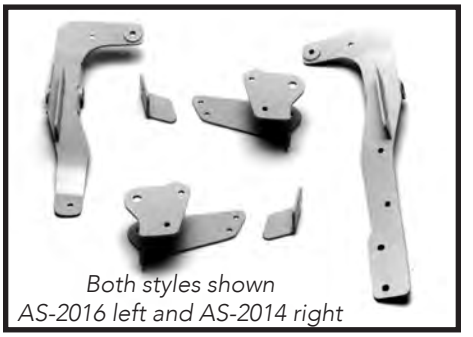
1935 - 1936 early


1936 late - 1940

1936 FORD OWNERS MUST SPECIFY TYPE OF REAR FRAME HORNS WHEN ORDERING

REAR END MOUNTING KIT Completely Bolt-on kit adds needed reinforcement to rear of frame. No modifications of any kind to recommended rear ends. Kits use 1968-1974 Nova, 1967-1969 Camaro and Firebird (multi leaf rear ends), also 1957-1959 Ford 9", all Monarch- Granada 8"; others fit by moving pads. Uses our C.E. Slider Springs. Kit includes front and rear spring hangers, bolts and instructions.

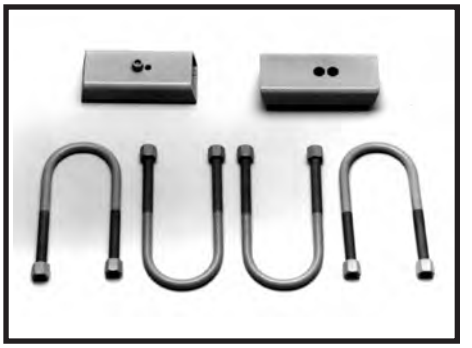
1935-1936 Early Car only	**Part No. AS-2014**	**$155.00**
1936-1940 Car, 1935-1941 Pickup	**Part No. AS-2016**	**$155.00**


Both styles shown
AS-2016 left and AS-2014 right

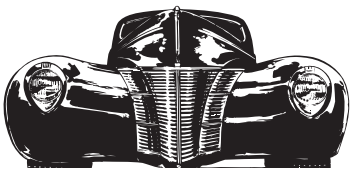
LOWERING BLOCK & WHEEL BASE ADJUSTER KIT

Designed for the 1937-1938 Ford car, but works well with any of our rear end kits that use 2 ½" springs. A large percentage of the 1937-1938 Fords will need wheelbase adjustment, from stock position, to center wheels in opening. 1937-1938 Fords are also cut higher in the fender opening, leaving space above the tires. This kit will take care of both problems. Lowers car 1 ½" Wheelbase adjustment is preset to 7/16" for the 1937-1938 car, but can be set from 0" to ¾". Includes 4 long U-bolts and 2 lowering blocks.

Part No. AR-2070 **$65.00**



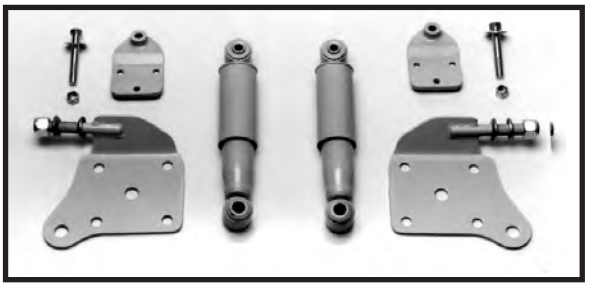
Can be added to **COMPLETE REAR END MOUNTING KITS** when ordered together: specify **"Part No. AR-2070A"** and add **$32.00**



REAR SHOCK KIT Includes two upper shock brackets, two lower shock mounts with spring retainers, gas shocks, bolts and instructions.

For use with C.E. rear kit, lower sway bar mounts are built in.

Part No. AR-2038AG $155.00



REAR SPRINGS 2 ½" wide for use in C.E. rear end mounting kits

Regular, pair	**Part No. RS-3540**	**$260.00 pr.**
Heavy duty, pair	**Part No. RS-4148LR**	**$275.00 pr.**

Not Stock Replacement

REAR SHACKLES For C.E. kits, pair. **Part No. AU-2214 $40.00**

SPRING PADS Weld on, pair. **Part No. AU-2229 $30.00**

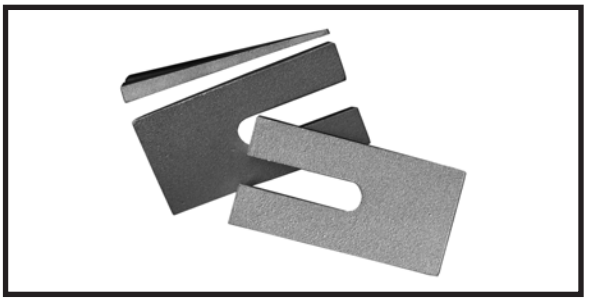
REAR U-BOLTS Set of 4 with nuts. **Part No.AU-2025C $35.00**

SHACKLES FOR STOCK REPLACEMENT

Front	**Part No. AU-2205**	**$45.15 pr.**
Rear	**Part No. AU-2207**	**$45.15 pr.**

SPRING WEDGES These install between the spring pad on the rear-end and leaf spring to correct pinion angle. For 2 ½" wide springs only. ***Specify angle.***

1°	**Part No. AU-2062A**	**$35.00 pr.**
2°	**Part No. AU-2062B**	**$35.00 pr.**
3°	**Part No. AU-2062C**	**$35.00 pr.**
4°	**Part No. AU-2062D**	**$35.00 pr.**

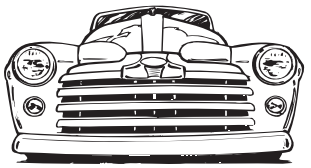


REPLACEMENT GAS TANKS FOR 1935-1940 FORD
No rust problem with these tanks. Choice of stainless steel, stamped steel or polyethylene construction. State year of car.

1935-36	17 gallon Poly	**Part No. AU-5035P**	**$235.00**
1937	17 gallon Poly	**Part No. AU-5037P**	**$235.00**
1938-40	17 gallon Poly	**Part No. AU-5040P**	**$235.00**

CLASSIC CE STAMPED METAL GARAGE SIGN
This is a great old style sign that highlights the classic Chassis Engineering logo. Get one while supplies last.

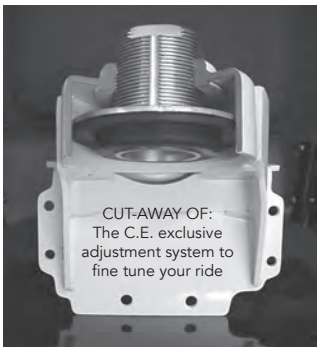
Classic Metal Sign **Part No. PR-0090** **$20.00**



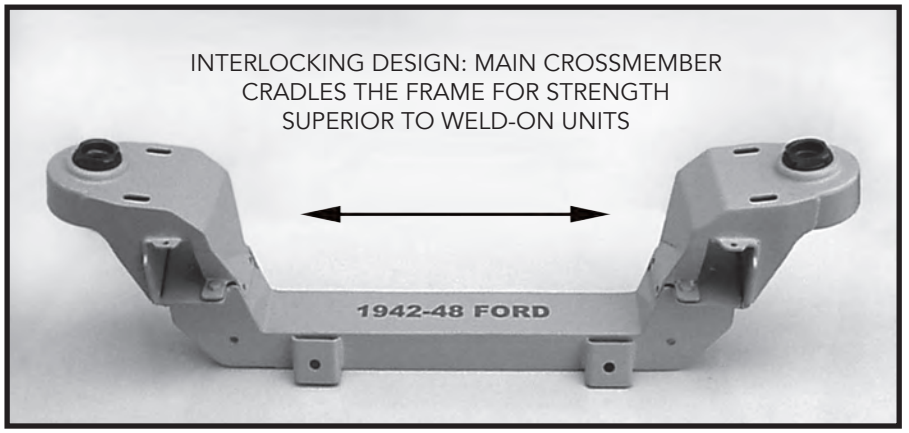
1942-1948 FORD

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

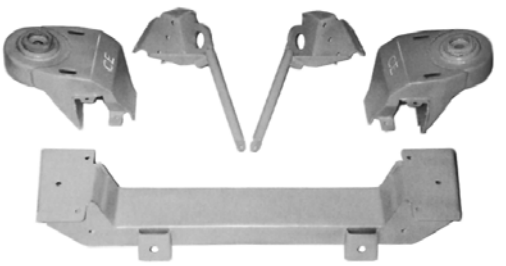
- Exclusive adjustment system
- Interlocking design
- Easy and accurate installation
- Superior strength
- Correct geometry



SEE THE NEXT PAGE TO ADD A COMPLETE P/M COMPONENT PACKAGE TO THIS CROSSMEMBER KIT



IF-4248FP



Available with installed weld-on engine mount options for Small Block Chevy or Ford Engines.

BOLT ON PINTO - MUSTANG IFS KIT Fully bolt on crossmember uses Pinto/Mustang suspension components. C.E. has the engineering capability to correctly modify the width of the Pinto-Mustang I.F.S. In this case we have found the Pinto too narrow to fit the 1942-1948 Ford correctly. We have widened the crossmember 2" over stock Pinto and adjusted some pivot points. Rack extenions included. The result is a suspension that is actually superior to the original. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable for ride height giving @ 2 ½"
adjustment at the wheel, the best method available to adjust for correct ride height geometry. The car will sit low normally. Center support rods add strength to lower strut rod mount. Interlocking tabs between upper pods and crossmember prevent movement. This C.E. kit is still 3" narrower than stock 1942-1948 Ford. Will also fit the narrower 1941 cars if you are careful with wheel size. Specify make and model of steering rack used.

IFS OPTIONS: Specify when ordering:

1. Will be using CE strut rods and regular lower control arms.
2. Will be using CE full lower control arms and no strut rods.
3. Will be using stock or non CE P/M Components.

Part No. IF-4248FP $655.00

Option 1
with strut rods

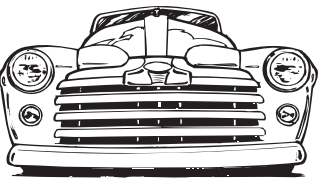
Option 2
with full lowers

When using Chevrolet Small Block V8
We weld on for you, fixture accurate & ready for you to set your engine in. Order with CE IFS.

Part No. CP-2102P Add $95.00

When using SB Ford Engine
Bolt-on kit (Pinto-Mustang IFS) **Part No. CP-2212G $120.00**

Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool **Part No. IF-0000W $24.00**



Hub to Hub P/M Component Packages

(order with a CE-IFS kit to complete front end)

Strut rods and regular lower control arm option.

With power rack	**Part No. IF-7480HHP**	**$1680.00**
With manual rack	**Part No. IF-7480HHM**	**$1740.00**

Full lower control arms / no strut rods option.

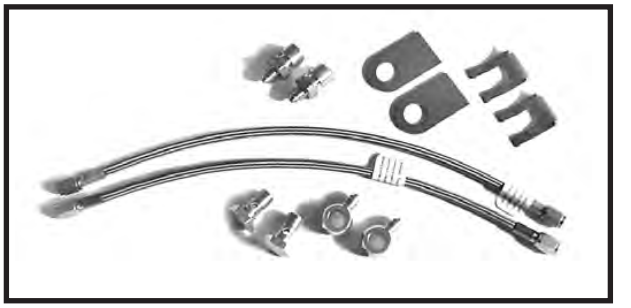
With power rack	**Part No. IF-7480TWP**	**$1680.00**
With manual rack	**Part No. IF-7480TWM**	**$1740.00**

Includes: New stronger Chassis Engineering tubular upper and lower control arms (regular or full), strut rods w/bushings (IF-7480HH kit only), spindles w/nuts, caliper bracket kit, 11" rotors **(specify bolt pattern: 4 ½ or 4 ¾ on 5)**, calipers w/pads and pins, CE street rod height coil springs **(Specify rate; 275, 300, 325, 350 or 375 lb. springs)**, rack and pinion **(specify manual or power)**, rack bushings, tie rod ends, shocks

Note: IF-4852FPT requires an extended rack. When ordering a complete Hub to Hub kit, order **AU-2076EA (power) $35.00** or **AU-2075EA (manual) $35.00**

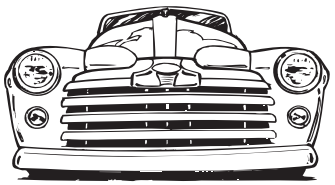
COMPLETE BRAIDED BRAKE LINE KIT Has everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications. Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips.

Fittings with 14 inch lines	**Part No.AU-0014MGM**	**$110.00**
Fittings with 16 inch lines	**Part No.AU-0016MGM**	**$110.00**
Fittings with 18 inch lines	**Part No.AU-0018MGM**	**$110.00**



Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height

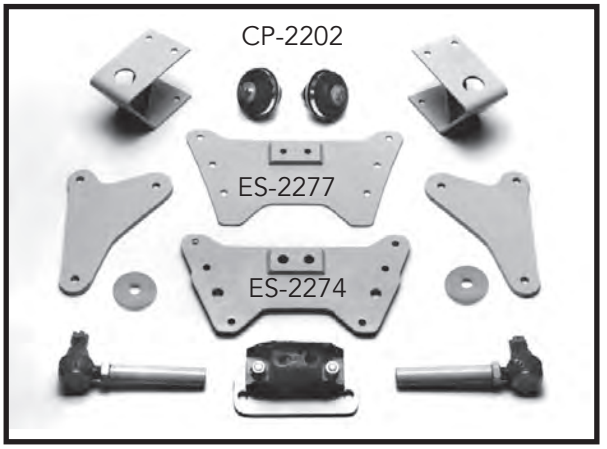
For CE Bolt-On IFS	**Part No. IF-0000SR**	**$24.00**



1941-1948 FORD

ENGINE MOUNTING KIT Fits small block Ford V8 into 1941 - 1948 Ford car. Includes bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install.

Bolt-on (for solid axle)	**Part No. CP-2202**	**$120.00**
Bolt-on (C.E. Pinto-Mustang IFS)	**Part No. CP-2212G**	**$120.00**
Weld-on (for Pinto-Mustang IFS)	**Part No. CP-2202G**	**$120.00**



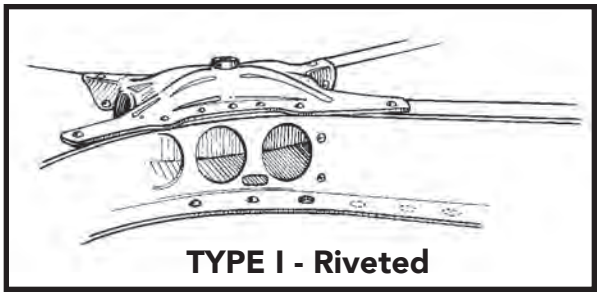
TRANSMISSION MOUNTING KIT Mounting kits are Bolt-on style. Welding is required on models using a split wishbone. Before ordering, determine which type frame you have. Type I X- member center is riveted to X-rails. Type II X-member center is a welded unit. We are referring to the box where the X-rails meet. Note: Larger automatics require extra clearancing in center of X. Use C-4 if possible.

TYPE I (X member center is riveted to X rails)
All transmissions. No provision for wishbone. Use with IFS. Rubber mount included.

Part No. ES-2277 $110.00

All transmissions. Wishbone splitting kit added. Rubber mount included. Use with solid axle.

Part No. ES-2276 $155.00

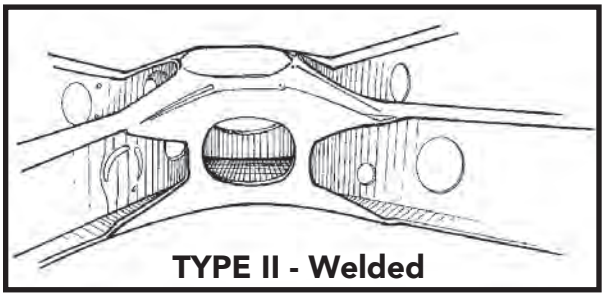

TYPE I - Riveted

TYPE II (X member is a welded unit)
All transmissions. No provision for wishbone. Use with IFS. Rubber mount included.

Part No. ES-2272 $110.00

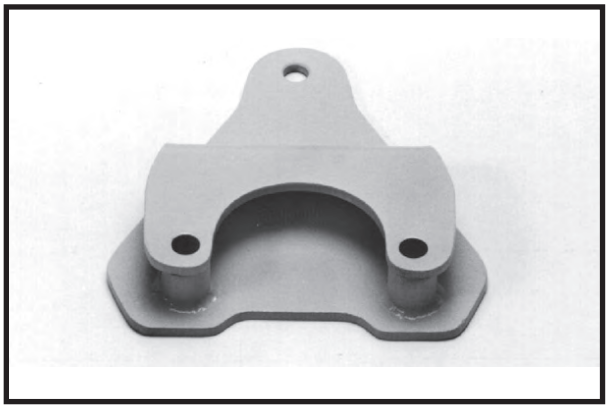
All transmissions. Wishbone splitting kit added. Rubber mount included. Use with solid axle.

Part No. ES-2274 $155.00


TYPE II - Welded

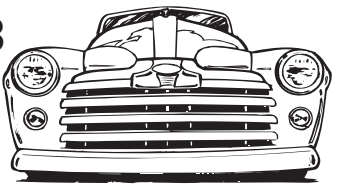
WISHBONE MOUNTING KIT This bolt-on wishbone mounting kit can be added to provide clearance for C-4 and manual shift transmissions. These transmissions do not need extra clearance to the side, but do need a drop for clearance below. This kit provides the needed clearance without splitting the wishbone. Use only with C-4 and stick transmissions.

Part No. AS-2083 $57.10



GENERAL INFORMATION This swap has two areas of note. No.1: oil pan / crossmember interference. A Bronco oil pan can be used or instructions are included for modifying your stock oil pan. No.2: lack of clearance around the steering and exhaust. It is hard to use power steering boxes without fenderwell headers. Stock steering just clears. The oil filter is acceptable if a short filter is used. No firewall modification needed. Some clearancing must be done inside the X-center to allow room for the transmission.

1941-1948 FORD



ENGINE MOUNTING KIT Fits 1958 - up Small Block Chevrolet V8 into 1941 - 1948 Ford car. Includes bolt-on frame adapters (can be welded on), C.E. engine side mounts, thru-bolt cushion set, bolts and instructions. Easy to install.

Bolt-on (for solid axle) **Part No. CP-2102** **$120.00**

ENGINE MOUNTING KIT Includes weld-on frame adapters (generally used with Pinto-Mustang IFS and boxed frames), C.E. engine side mounts, thru bolt cushion set and instructions.

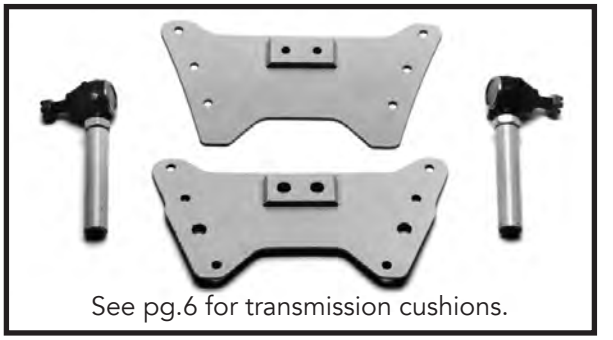
Weld-on (for non C.E. Bolt-On Pinto-Mustang IFS)

Part No. CP-2102G **$100.00**

TRANSMISSION MOUNTING KIT Mounting kits are bolt-on style. Welding is required on models using a split wishbone. Fits all transmissions that measure 20 ⅝" from engine to transmission mount holes. Before ordering, determine which type frame you have.

Type I: X-member center is riveted to X-rails.

Type II: X-member center is a welded unit (we are referring to the box where the X- rails meet).



See pg.6 for transmission cushions.

TYPE I (X-member center is riveted to X-rails)
Turbo 350, Powerglide, stick. No provision for wishbone. Generally used with IFS.

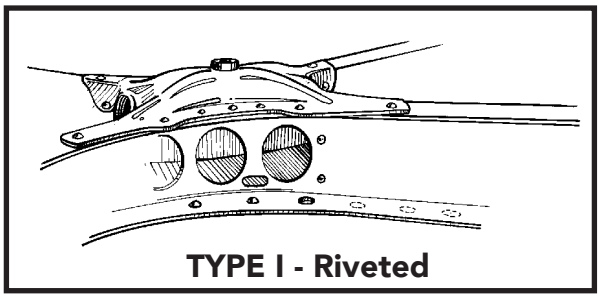
Part No. ES-2177 **$90.00**

Turbo 350, Powerglide, stick. Wishbone splitting kit added. Used with solid axle.

Part No. ES-2178 **$135.00**

Turbo 700R4 Overdrive; use with IFS only with type I frames. This kit is for experienced builders only.

Part No. ES-2177OD **$385.00**



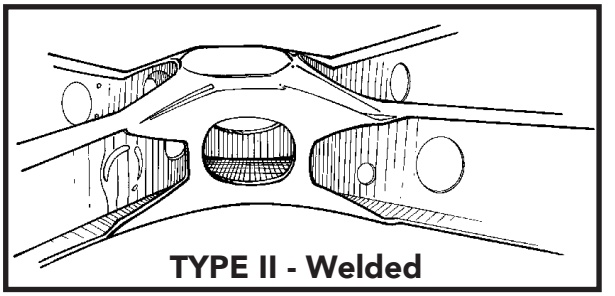
TYPE I - Riveted

TYPE II (X-member center is a welded unit)
Turbo 350, Powerglide, stick. No provision for wishbone. Generally used with IFS.

Part No. ES-2172 **$90.00**

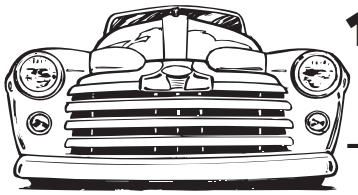
Turbo 350, Powerglide, stick. Wishbone splitting kit added. Used with solid axle.

Part No. ES-2174 **$135.00**



TYPE II - Welded

GENERAL INFORMATION To use automatics, the X-center must be clearanced by heating and bending or by cutting. We recommend bending. Engine kit has mount offset to clear exhaust. Engine remains centered. No firewall or floorboard modifications. Power steering adapter works fine. Use Turbo 350, Powerglide or stick. **Turbo 400 and 700 do not fit without extensive cutting and modification of the X-center.**



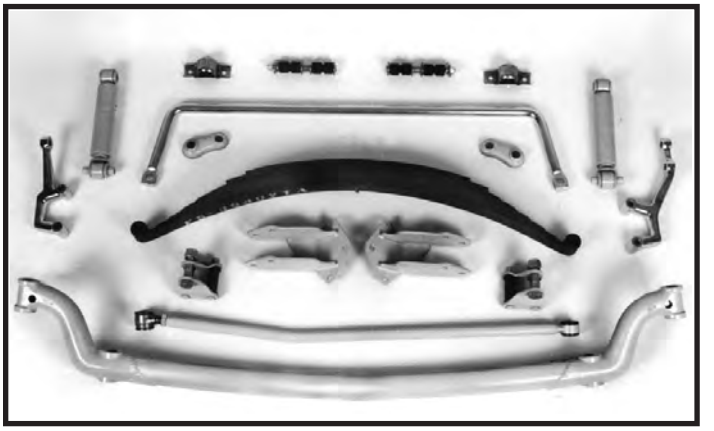
1941-1948 FORD

EASY RIDER FRONT END KIT All the pieces needed to lower the front end and make it handle and ride well. Requires a split wishbone. Includes: Easy Rider spring (with C.E. sliders), front shock kit, 48 ½" forged dropped tube axle (forged ends welded to a tube center), sway bar, new panhard bar, C.E. forged dropped steering arms (specify "milled" for disc brake clearance), perch bolts with nuts, bolts and instructions.

Note: C.E. does not usually recommend using a tube axle with a split wishbone. However, because of the small amount of separation at the wishbone end and the use of a firm sway bar to limit tilt, this complete kit will not cause any loss of strength.

1941 Part No. FK-4141 $830.75

1942-1948 Part No. FK-4248 $830.75



FRONT SHOCK KIT Strong 3 point mounting on upper bracket assures against breakage. Offset design allows for correct positioning on super low fronts as well as normal height. Bolt-on kit includes all needed parts, upper brackets, C.E. adjustable shocks, combination spring shackles and lower shock mounts plus all bolts and instructions. Clears stock sway bar. (Does not fit 1941)

Part No. AR-2039 $160.00

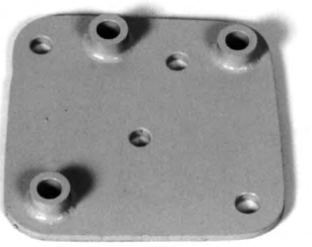
Note: ***Works only with disc brakes.***

AR-2039 For use with disc brakes

BOLT-ON STEERING ADAPTER Mounts GM steering boxes, standard or power to 1941-1948 Ford car

Part No. AS-2094 $60.30

AS-2094 For use with S.B. Chevy



FRONT SHACKLES Shackles are modern replacement for the 1942-48 original shackle.

Part No. AU-2210 $45.15

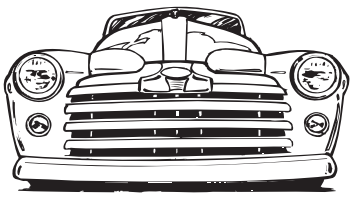
DISC BRAKE ADAPTERS Adapts most 1970-1977 GM intermediate calipers and rotors, (except Chevelle 1970-1973) to the stock and reproduction 1937-1948 Ford Spindle. No Machining. Gives a 4 ¾" bolt pattern.

Part No. AU-2050 $115.00

Adapts the same GM caliper as above, but for use with the Aspen- Volare rotor to give a 4 ½" bolt pattern for the wheel.

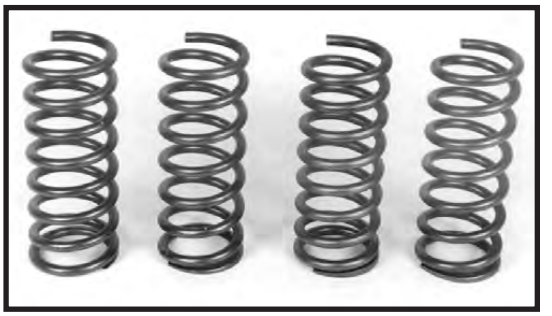
Part No. AU-2048 $115.00

See pgs.84-86 for more brake hardware.



REPLACEMENT COIL SPRINGS New coil springs are available in rates of 300-325-350-375 lb/in. and the right length for street rod usage. Shortening is not necessary. Works with the above kit or other brands also. Non-returnable item. **Sold in pairs**

Part No. FS-8275	**(275 lb.)**	**$85.00**
Part No. FS-8300	**(300 lb.)**	**$85.00**
Part No. FS-8325	**(325 lb.)**	**$85.00**
Part No. FS-8350	**(350 lb.)**	**$85.00**
Part No. FS-8375	**(375 lb.)**	**$85.00**



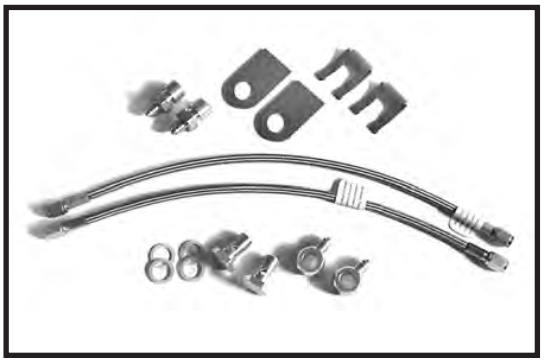
DISK BRAKE KIT A bolt-on steel bracket for Pinto-Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P-M spindles, as is. Use 1980-1983 Mustange calipers (and several others) that are readily available. See pg. 85 brake lines and fittings.

Part No. AU-2045H **$130.00 pair**

CALIPERS AND ROTORS For above kit. Calipers are loaded with pads & pins; **Sold in pairs**

Mustang caliper (rebuilt)	**Part No. AU-0114C**	**$140.00**
Ford Bolt Pattern Rotors 4 ½" bolt circle	**Part No. AU-0126**	**$125.00**
Rotors w/ bearings and seals	**Part No. AU-0126C**	**$160.00**
Chevy Bolt Pattern Rotors 4 ¾" bolt circle	**Part No. AU-0127**	**$125.00**
Rotors w/ bearings and seals	**Part No. AU-0127C**	**$160.00**

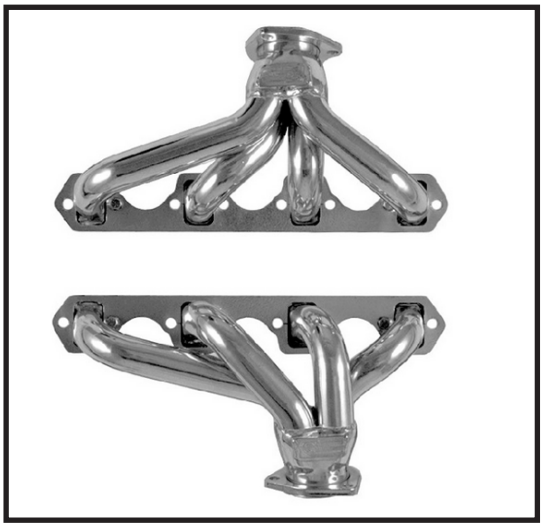
COMPLETE BRAIDED BRAKE LINE KIT Has everything you need to connect from the caliper to the line at the frame when using C.E. disc brake kit AU-2045C for Pinto/Mustang applications. Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips.

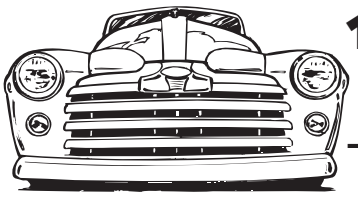


Fittings with 14 inch lines	**Part No. AU-0014MGM**	**$110.00**
Fittings with 16 inch lines	**Part No. AU-0016MGM**	**$110.00**
Fittings with 18 inch lines	**Part No. AU-0018MGM**	**$110.00**

HEADERS These headers are made by Sanderson Headers for use with C.E. IFS, Engine and Steering kits with 289/302 Ford and 351 Windsor engines. An excellent quality header.

351 Windsor engine	**Part No. HD-0004FF**	**$345.00**
above: High temp coated	**Part No. HD-0004FFA**	**$525.00**
289/302 Ford Engine	**Part No. HD-0005FF**	**$345.00**
above: High temp coated	**Part No. HD-0005FFA**	**$525.00**





1941-1948 FORD

CALIPERS AND ROTORS GM Calipers and GM or Mopar rotors to fit our brake kits **(pg. 83)** for solid axle type suspension. Calipers include pads and pins.

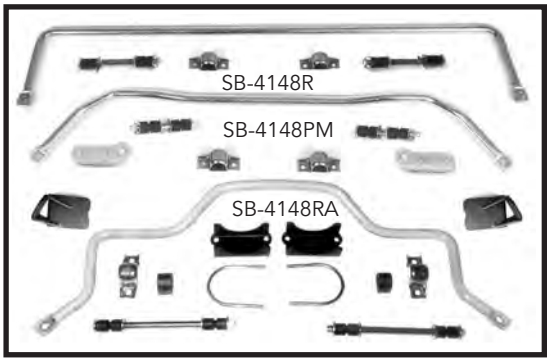
GM caliper (rebuilt)	**Part No. AU-0112C**	**$140.00 pair**
GM rotor (4 ¾")	**Part No. AU-0124C**	**$160.00 pair**
Mopar rotor (4 ½")	**Part No. AU-0128C**	**$160.00 pair**

FORGED SPINDLES These American made forged spindles will fit Ford axles (new or repro) from 1928-1948. See page 76-77 for full description of available spindles and kingpins for your specific application.

	Part No. AR-2020	**$251.50 pair**
With bushings installed	**Part No. AR-2020B**	**$276.50 pair**

SWAY BARS This is an excellent way to improve the handling and overall drivability of the top heavy Fords. Eliminates road sway. For best results use front and rear bars together. All linkage and mounting hardware furnished.

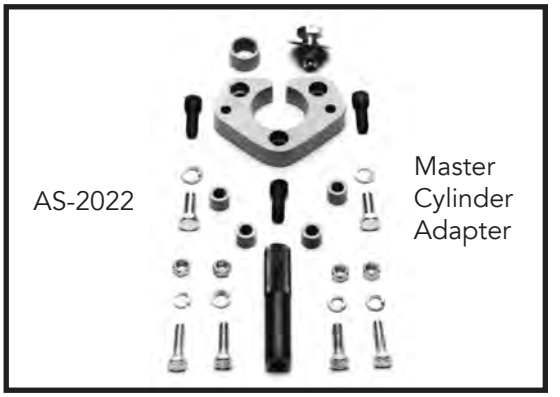
Front - Stock Width Pinto IFS	**Part No. SB-4148PM**	**$155.00**
Front -C.E. wide IFS	**Part No. SB-4148WP**	**$155.00**
Rear -C.E. kit	**Part No. SB-4148R**	**$155.00**
Axle Mount Rear-C.E. kit	**Part No. SB-4148RA**	**$165.00**



MASTER CYLINDER ADAPTER Bolts Pinto-Mustang master cylinder to 1941-1948 Ford Pedal. Includes adapter, new shaft, spacers, bolts and instructions. Kit spaces pedal assembly over to clear turbo 350. Fitting is required.

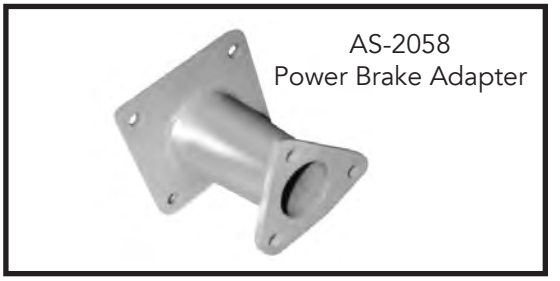
	Part No. AS-2022	**$80.00**

•See page 84 for master cylinder applications.



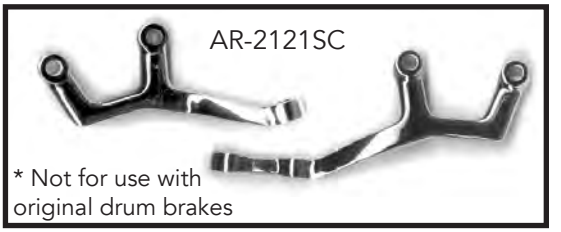
POWER BRAKE ADAPTER Adapts C.E. Power booster (pg.84) or stock Pinto booster assembly to the 1941-1948 Ford pedal. This is a good fit and well worth doing.

	Part No. AS-2058	**$69.75**



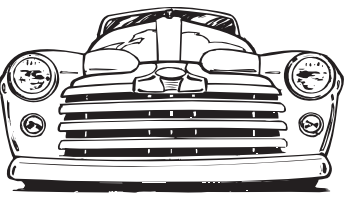
FORGED STEERING ARMS Fits 1935-1948 Ford spindle, original or new. C.E. forged arms are pre-bent to fit dropped axles. Choice of Standard or Milled leg for disc brake adapter clearance. If your caliper adapter mounts on the inside of the spindle flange, then you need the milled leg option for clearance. Thru-bolt design insures safety, eliminating the possibility of blind threads stripping or pulling loose. These are deep drop design to clear 1935-1948 Ford and Mercury wishbones.

Standard	**Part No. AR-2121S**	**$130.00**
Milled leg	**Part No. AR-2121M**	**$140.00**



* Not for use with original drum brakes

1941-1948 FORD



COMPLETE REAR END MOUNTING KIT

Bolt-on kit for the 1941-48 Ford. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice. We recommend approx 60" outside to outside of drum.
Kit includes: Chassis Engineering's 2 ½" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

Complete Rear End Kit **Part No. AS-2017CGY** **$595.00**

Complete Rear End Kit w/ Low Rider Springs
Part No. AS-2017CGLR **$595.00**

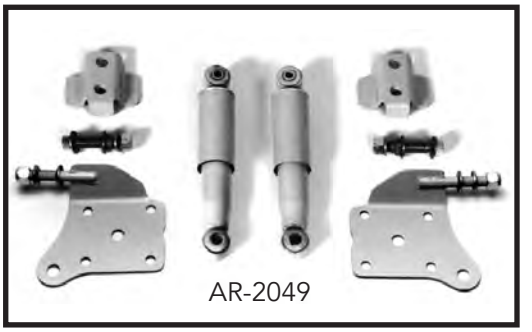
REAR END MOUNTING KIT

Kit for 1941-48 Ford includes only front and rear hanger brackets, bolts and instructions.

Part No. AS-2017 **$155.00**

REAR SHOCK KIT Includes two upper shock brackets, two lower shock mounts with spring retainers, shocks, bolts and instructions.

Ford & other rear ends **Part No. AR-2048G** **$155.00**



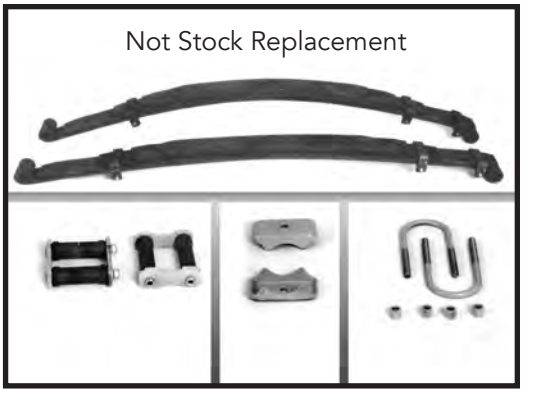
REAR SPRINGS Free arch of 5", 2 ½" wide, pair
Part No. RS-4148 **$275.00**

REAR SPRINGS Free arch of 3", 2 ½" wide, pair
Part No. RS-4148LR **$275.00**

REAR SHACKLES For C.E. kits, pair
Part No. AU-2214 **$40.00**

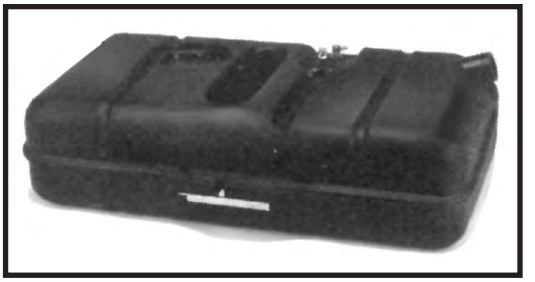
SPRING PADS Weld on, pair
Part No. AU-2229C **$30.00**

REAR U-BOLTS Set of 4 with nuts
Part No. AU-2025C **$35.00**



REPLACEMENT GAS TANKS

For the 1941-1948 Ford car. No rust problems with these tanks. Polyethylene construction. State year of car.



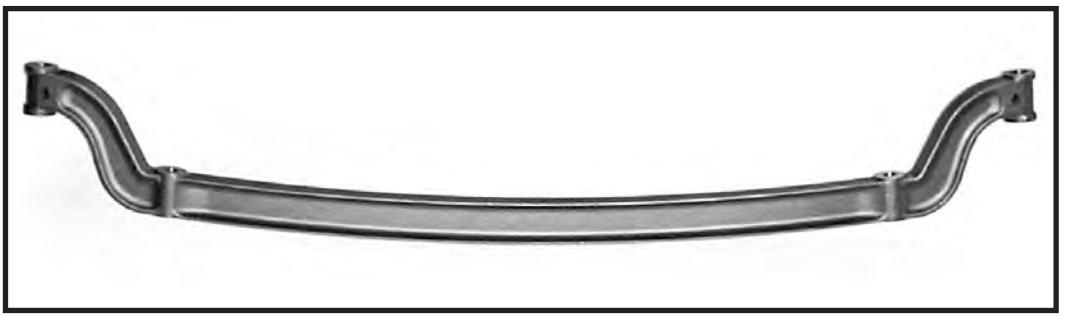
17 gal. Poly **Part No. AU-5041P** **$235.00**

17 gal. Steel **Part No. AU-5041M** **$235.00**

FORD APPLICATIONS Parts common to most models

I BEAM AXLES These forged axles fit Ford spindles from 1928-1948 as well as C.E. forged spindles. Axles have a 4" drop. Available with a 2" or 2 ¼" perch boss. C.E. uses the 2 ¼" boss as standard. Forgings are several times stronger than castings and this is especially true of axles and spindles where strength is critical. C.E. recommends only forged axles and spindles for street rod use. This is a narrowed axle of 47", which is ideal for pre-1941 Fords. 34" perch width.

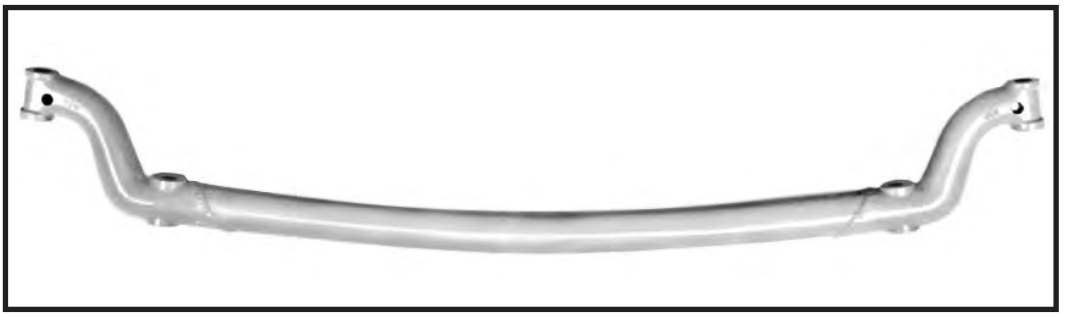
** For complete front-end kits containing this axle; see the section for your year of Ford car.*



2 ¼" boss
Part No. AU-2107N $325.00

2" boss
Part No. AU-2108N $325.00

ROUND BELL STYLE WITH FORGED ENDS These axles fit Ford spindles from 1928-1948 as well as C.E. forged spindles. Axles have forged ends welded to a tube center. Axles come in three widths; 46", as a special for 1933-34 Fords, 47" as an ideal width for most pre-1941 Fords, and 48 1/2" which works as a narrowed axle for 1942-1948 Fords, or as a full width for earlier Fords. Perch boss size 2 ¼". 36 1/2" c/c perch width.



46" width
Part No. AU-2104 $305.00

47" width
Part No. AU-2105 $305.00

48 ½" width
Part No. AU-2106 $305.00

GENERAL AXLE INFORMATION Perch boss size (thickness at the perch bolt) will vary from car to car. Generally 1928-1931 were 2 ¼", 1932 was 2", 1935-1936 were 2 ⅛" and 1937-1948 could be anything. C.E. uses 2 ¼" as a standard. If possible use this 2 ¼" measurement. Tread width is dependent not only on axle width, but also rim offset and brake adapter construction. Stock axles usually have 1 ½" to 2 ½" drop already so don't expect a 4" drop axle to lower your car 4".

FORGED SPINDLES C.E.'s forged spindles will fit Ford axles from 1928-1948 as well as all reproduction Ford axles. Use with Bolt-on spindle arms. C.E. spindles come three ways: **1.** Spindle is an exact duplicate of original. **2.** Spindle accepts mid-size GM rotors (4 3/4" bolt pattern) from 1970-1977. **3.** Spindle accepts Aspen-Volare rotors (4 1/2" bolt pattern). Rotors fit as is, no bearing adapters needed.

1.Original spindle	**Part No. AR-2020**	**$251.50**
1.Original spindle/ bushings installed	**Part No. AR-2020B**	**$276.50**
2.With Mopar snout	**Part No. AR-2022**	**$251.50**
2.With Mopar snout/ bushings installed	**Part No. AR-2022B**	**$276.50**

SPINDLE ACCESSORIES

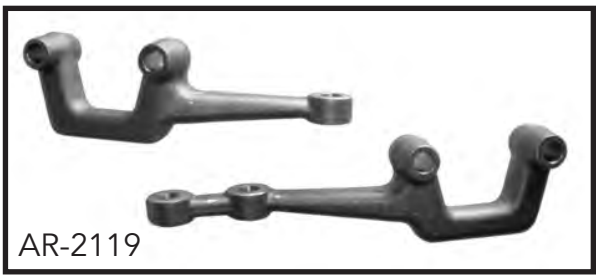
Standard Kingpins	**Part No. AU-2137**	**$120.00**
Caliper brackets	**Part No. AU-2047**	**$115.00**
Spindle nuts & washers	**Part No. AU-2134**	**$22.00**

KINGPINS Highest quality available. Listed by spindle applications

For C.E. spindles &1937-41 Ford	**Part No. AU-2137**	**$120.00**
For 1942-1948 Ford	**Part No. AU-2138**	**$120.00**

DROPPED SPINDLE ARMS These forged steering arms are made to work with 4-Link front ends 1928-1934. Arms bolt to the spindle with thru-bolt safety. No stripped threads here. Arms are available with "milled leg" (allows use of disc brake adapters that bolt to the inside of the spindle flange such as our AU-2050, pg.83).

1928-1934 Standard	**Part No. AR-2119S**	**$130.00**
1928-1934 Milled leg	**Part No. AR-2119M**	**$140.00**
For use with AU-2049CA kits	**Part No. AR-2119EC**	**$140.00**


AR-2119

DEEP DROPPED SPINDLE ARMS

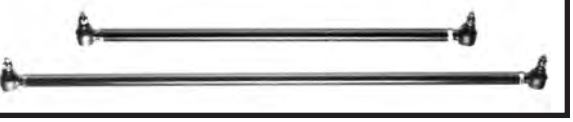
1935-1948 Standard	**Part No. AR-2121S**	**$130.00**
1935-1948 Milled leg	**Part No. AR-2121M**	**$140.00**
For use with AU-2049CA kits	**Part No. AR-2121EC**	**$140.00**

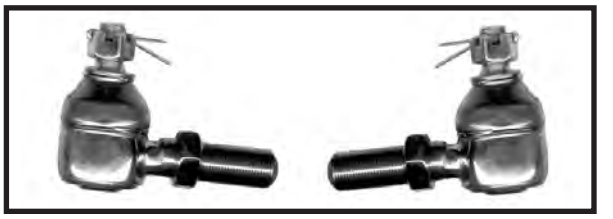
AR-2121

CUSTOM MADE TIE ROD & DRAG LINK
Ford tie rod ends come with R&L thread. Measure between tapered holes to find length. Tie rod ends included.
Must state length when ordering!

Drag link (36" or less)	**Part No. AR-2180**	**$100.00**
Tie rod (more than 36" long)	**Part No. AR-2183**	**$110.00**
Ford Tie rod end (replacement) R	**Part No. AU-2190**	**$32.00**
Ford Tie rod end (replacement) L	**Part No. AU-2191**	**$32.00**

* Must state length when ordering!





STREET ROD SHOCKS Shocks are specially valved for street rods. These are high quality shocks. Sold as a pair.

Front, adjustable, 8 ¾" x 12 ¾"	**Part No. AU-2212**	**$65.00**
Front, no dust tube, 9 ½" x 14 ½"	**Part No. AU-2216**	**$65.00**
Rear, gas shock, 9 ½" x 14 ½"	**Part No. AU-2219G**	**$73.00**
Rear, gas shock, 9 ½"x 14 ½"	**Part No. AU-2221G**	**$73.00**

AU-2212

AU-2216

AU-2221G AU-2219G

FORD APPLICATIONS Parts common to most models

FRONT SPRING PERCH Stainless steel perch is extra long to fit lower shock mount. ¾" bushing hole. 1928-1934 perch is keyed to the lower shock mount.

Part No. AU-2202 $92.50 pair

FRONT LOWER SHOCK MOUNT Stainless steel lower shock mount fits under any 1928-1934 axle . Requires a long spring perch. Mount is keyed to the spring perch to prevent its turning during use. Should be used with above spring perch.

Part No. AU-2201 $92.50

FRONT U-BOLT SET Fits 1928-1934 front crossmembers, stock or reproduction. Set of 2 U-bolts and nuts, plus bottom plate.

U-bolt set **Part No. AU-2028 $43.80**

FRONT U-BOLT SET Fits 1935-1948 front crossmembers, stock or reproduction. Set of 2 U-bolts and nuts, plus bottom plate.

U-bolt set **Part No. AU-2004 $48.35**

SPRING SHACKLES Shackles come with ¾" bushings which C.E. uses as a standard size.

Shackle Width: 1 ¾" **Part No. AU-2203 $45.15**

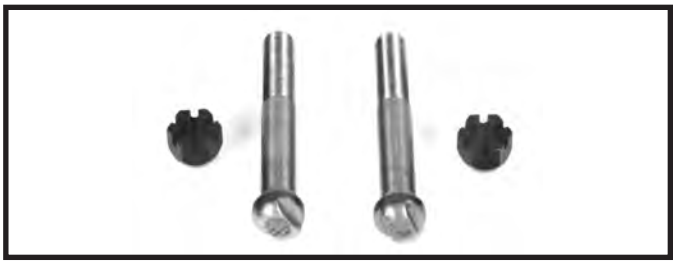
2" **Part No. AU-2205 $45.15**

2 ¼" **Part No. AU-2207 $45.15**

PERCH BOLTS Fits 1935-1948 Ford. Extra long for bolt-on lower sway bar mount.

Part No. AR-2210 $43.50 pair

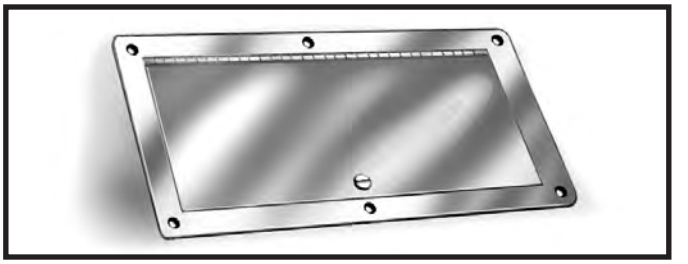
Perch nut **Part No. AR-2212 $7.00 pair**



FLOOR ACCESS DOOR Easy to install door for access to under-the-floor master cylinder. Quality piece of stainless steel construction hinged on one side with a cam latch on the other side. Great for model A's and most any car with a master cylinder under the floor. Outside of door frame measures 5"X 8".

Plain stainless door **Part No. AS-6028 $90.00**

Polished stainless door **Part No. AS-6028P $112.00**

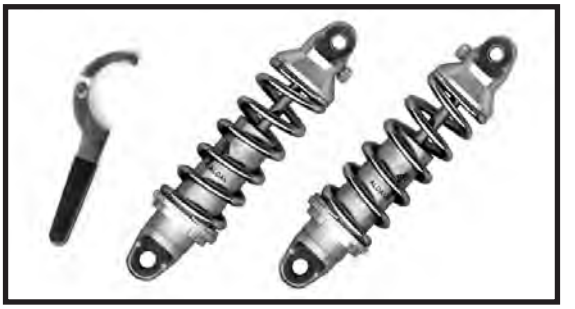


PITMAN ARMS For Vega (all) and Saginaw manual steering systems.

Vega, manual, steel	**Part No. AU-2247**	**$80.70**
Vega-bent, manual, steel	**Part No. AU-2247B**	**$96.15**
GM, Manual, steel	**Part No. AU-2249**	**$80.70**

COIL OVER SHOCKS Urethane bushings available with ½", 9/16", or 5/8" sleeves (specify). Top retainer is angled for clearance. Lower retainers are removable from the bottom, requiring no special press. Adjustable shock has fifteen dampening adjustments at the turn of a screw. 10.2" closed to 13.4" open. Coil springs included. Specify (150,200,250,300,350) lb. *Specify rate!*

	Part No. AR-2046	**$390.00**
Spanner Wrench for Coil-Over Shocks	**Part No. AU-6050**	**$25.00**



FRONT SPRINGS 1928-1934
C.E. sliders do not show nor can they work out like teflon strips. The locking tabs are hidden by the next leaf up. Ends can easily be diamond pointed for appearance. Superior ride plus reverse eyes help to lower the vehicle.

All axles using stock perch width, 1928-1934.

Full spring	**Part No. FS-2834**	**$115.50**

Shortened 46" Vintage axles.

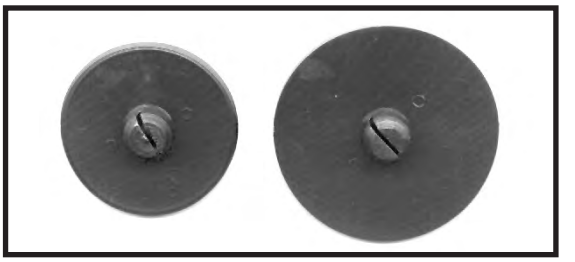
Full spring	**Part No. FS-2834FB**	**$115.50**

Shortened 47" axles, 35" perch centers, Vintage 47" .

Main leaf	**Part No. FS-2834VTM**	**$50.00**
Full spring	**Part No. FS-2834VT**	**$135.00**

BUTTON SLIDERS Make your spring into a "Slider". Buttons install on spring ends by drilling one hole. Springs can be drilled by use of a slow drill (100 RPM or less).

1 ¾" round slider	**Part No. AU-2060**	**$2.00ea.**
2 ¼" round slider	**Part No. AU-2061**	**$2.00ea.**



CLASSIC CE STAMPED METAL GARAGE SIGN
This is a great old style sign that highlights the classic Chassis Engineering logo. Get one while supplies last.

Classic Metal Sign	**Part No. PR-0090**	**$20.00**

PINTO/MUSTANG COMPONENTS

Parts common to most models

Components can be ordered individually, or for even more savings, as a Complete P/M Component Package.
To take advantage of the **Price Savings**, components must be ordered at one time.

C.E. PINTO-MUSTANG KITS Complete kit includes 1. CE Improved Tubular upper and lower A-Arms 2. Strut rods with bushings 3. Spindles with nuts 4.Caliper bracket kit 5. Granada rotors with bearing & seals **(Specify bolt pattern)** 6. Calipers with pads and pins. 7. C.E. coil springs **(specify rate)** 8. Rack and pinion (**specify type)** 9. Tie Rod Ends 10. Rack Bushings 11. Shocks

Complete P/M Component Package

w/ power rack Part No. IF-7480HHP $1680.00
w/ manual rack Part No. IF-7480HHM $1740.00

1. Tubular upper and lower A-Arms (set)
Part No. FH-6612PM $550.00

2. Struts with bushings (pair)
Part No. AU-2085 $120.00

3. Spindles (pair)
Part No. AU-2070 $230.00

4. Caliper bracket kit (pair, left & right)
Part No. AU-2045H $130.00

Specify When Ordering

5. Granada rotors with bearing & seals (pair)
Ford bolt circle 4 ½" X 5
Part No. AU-0126C $160.00
Chev bolt circle 4 ¾" X 5
Part No. AU-0127C $160.00

6. Calipers with pads and pins (pair)
Part No. AU-0114C $140.00

7. C.E. coil springs (pair). Specify rate.

(275 lb/in.)	**Part No. FS-8275**	**$85.00**
(300 lb/in.)	**Part No. FS-8300**	**$85.00**
(325 lb/in.)	**Part No. FS-8325**	**$85.00**
(350 lb/in.)	**Part No. FS-8350**	**$85.00**
(375 lb/in.)	**Part No. FS-8375**	**$85.00**

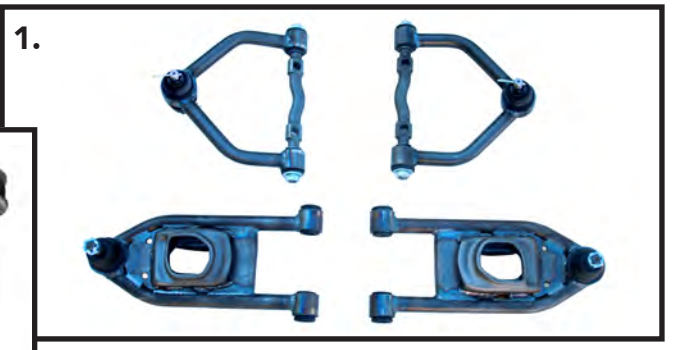
8. Rack and pinion. *Specify when ordering.*

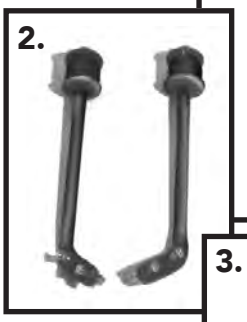
Manual	**Part No. AU-2075**	**$285.00**
Power	**Part No. AU-2076**	**$225.00**
Add for Extended Manual	**Part No. AU-2075EA**	**$35.00**
Add for Extended Power	**Part No. AU-2076EA**	**$35.00**

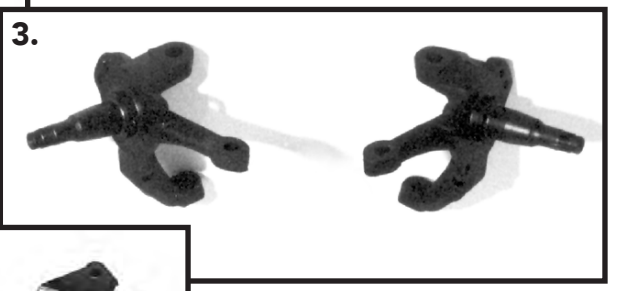
9. Tie rod ends
(pair) **Part No. AU-2304T $30.00**

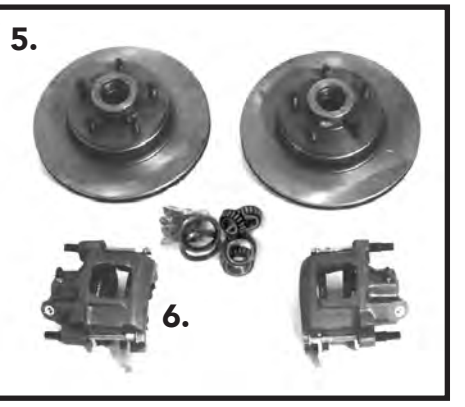
10. Rack Bushings
(pair) **Part No. AU-2304B $28.00**

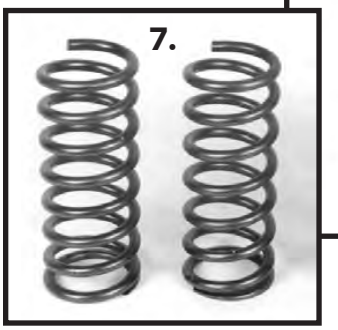
11. Quality shocks (pair)
(pair) **Part No. AU-2224 $90.00**



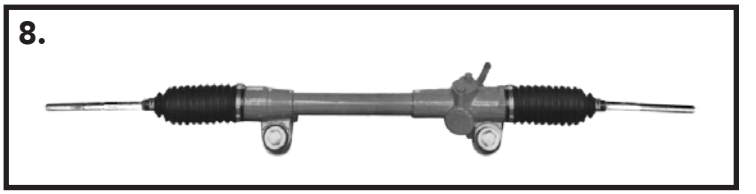


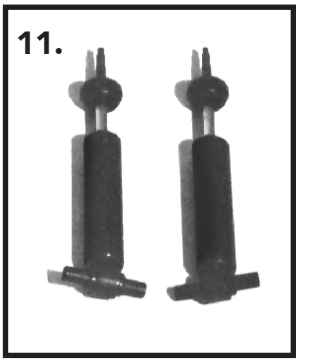


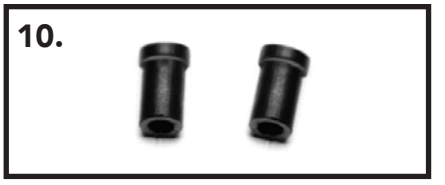




Call C.E. if you have questions about spring rates.



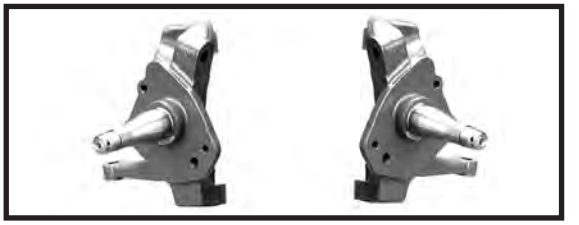




PINTO/MUSTANG COMPONENTS
Parts common to most models

DROPPED MUSTANG SPINDLES 1045 Heat treated alloy steel spindles. For those who want their car really, really low, use this two inch drop design.

2 Inch Dropped Spindles	**Part No. AU-0220**	**$319.00**



BASIC BOLT SET New T-bolts for upper A-Arms and cross bolts for stock width lower A-Arms, includes nuts.

Basic bolt set, complete	**Part No. AU-2082C**	**$25.00**
T-bolts and nuts only	**Part No. AU-2082**	**$22.75**

TUBULAR UPPER A-ARMS Great looks and excellent clearance. Includes ball joints, bushings and cross shafts. Much stronger than factory upper A-Arms. For use with all C.E. Pinto/ Mustang IFS kits and various other brands.

Part No. FH-6661PM **$255.00**

TUBULAR LOWER A-ARMS Much stronger than factory lower A-Arms using strut rods. Ready to install; includes correct lower ball joints (not just a weak upper ball joint turned upside down) and needed hardware. For use with all C.E. Pinto/ Mustang IFS kits.

Part No. FH-6662PM **$295.00**

FULL LOWER A-ARMS Ready to install. Includes correct lower ball joints, bushings and needed hardware.

Part No. FH-6663PM **$350.00**

RACK AND PINION

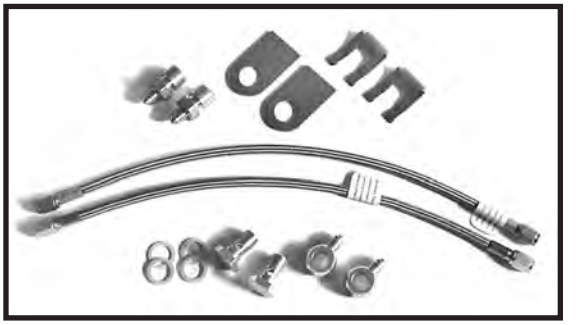
Manual Standard length Rack	**Part No. AU-2075**	**$285.00**
Power Standard length Rack	**Part No. AU-2076**	**$225.00**
Manual 2 inch Extended Rack	**Part No. AU-2075E**	**$320.00**
Power 2 inch Extended Rack	**Part No. AU-2076E**	**$260.00**

POWER STEERING HOSE KIT GM or Ford drivers side pump to Ford rack and pinion 1-piece cast aluminum rack (Must II, T-bird, Late model Mustang)

Part No. AU-2077 **$142.95**

COMPLETE BRAIDED BRAKE LINE KIT Everything you need to connect from the caliper to the line at the frame when using the C.E. disc brake kit AU-2045H or AU-2045HC for Pinto/Mustang applications. Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips

Fittings with 14 inch lines	**Part No. AU-0014CB**	**$110.00**
Fittings with 16 inch lines	**Part No. AU-0016CB**	**$110.00**
Fittings with 18 inch lines	**Part No. AU-0018CB**	**$110.00**



Multiple Make & Model
Disk Brake Kits for PINTO/MUSTANG IFS

Ford Bolt Pattern (4 ½") Bolt-on steel caliper brackets for Pinto-Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P/M spindles, as is. Calipers are loaded with pads and pins. See page 85 for the Complete Brake Fitting and Braided Hose kit (AU-0014MGM or AU-0016MGM) to finish your improved brake installation with ease.

Caliper bracket kit	**Part No. AU-2045H**	**$130.00**
Rotors w/ bearings & seals (4 ½" pattern)	**Part No. AU-0126C**	**$160.00pr**
Calipers w/ pads & pins (Metric GM)	**Part No. AU-0114C**	**$140.00pr**
Disc brake kit, complete (all of the above)	**Part No. AU-2045HCF**	**$400.00**

Chevy Bolt Pattern (4 ¾") Bolt-on steel bracket for Pinto-Mustang spindles. Uses New 11" rotors with Chevy bolt pattern which bolt to the P/M spindles, as is. Calipers are loaded with pads and pins. See page 82 for the Complete Brake Fitting and Braided Hose kit (AU-0014MGM or AU-0016MGM) to finish your improved brake installation with ease.

Caliper bracket kit	**Part No. AU-2045H**	**$130.00**
Rotors w/ bearings & seals (4 ¾" pattern)	**Part No. AU-0127C**	**$160.00pr**
Calipers w/ pads & pins (Metric GM)	**Part No. AU-0114C**	**$140.00pr**
Disc brake kit, complete (all of the above)	**Part No. AU-2045HCC**	**$400.00**

1928-54 Cars, 28-54 Truck
Disk Brake Kits for CHEVROLET CAR/PICKUP USING STOCK SPINDLES

DISK BRAKE KITS FOR PICKUP TRUCKS WITH ORIGINAL SOLID AXLE & SPINDLES

No machine work needed. Gives a 4 ¾" bolt circle. Complete disc brake kits include caliper bracket kit, calipers with pads and pins plus rotors with bearings and seals. Will not work on 1933-36 cars with light duty spindles.

1928-1940 Pickup	caliper bracket kit	**Part No. AU-1039**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1039C**	**$440.00**
1941-1954 Pickup	caliper bracket kit	**Part No. AU-1041**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1041C**	**$440.00**

DISC BRAKE KITS FOR CARS WITH ORIGINAL SPINDLES Adapts most 1970-1977 GM intermediate calipers and rotors, (except Chevelle 1970-1973) to the stock 1928-1954 Chevrolet spindle. No machine work. Gives a 4 ¾" bolt circle. Complete disc brake kits include caliper bracket kit, calipers with pads and pins plus rotors with bearings and seals.

1928-1940 I beam axle	caliper bracket kit	**Part No. AU-1039**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1039C**	**$440.00**
	(not for use with '33-'36 light duty spindles)		
1937-1940 original IFS	caliper bracket kit	**Part No. AU-1040**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1040C**	**$440.00**
1941-1948 IFS	caliper bracket kit	**Part No. AU-1048**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1048C**	**$440.00**
1949-1954 all (53-62 Corvette)	bracket kit	**Part No. AU-1054**	**$180.00**
	Disc brake kit, complete	**Part No. AU-1054C**	**$440.00**
ROTORS w/ bearings & seals (GM)		**Part No. AU-0124C**	**$160.00pr.**
CALIPERS w/ pads & pins (GM)		**Part No. AU-0112C**	**$140.00pr.**

FORD CAR/TRUCK USING *STOCK* SPINDLES

Ford Bolt Pattern (4 ½") This kit adapts most 1970-77 GM intermediate calipers and Aspen-Volare rotors to stock Ford spindles and gives a 4 ½" bolt pattern for the wheel.

Caliper braket kit (37-48 Car, 37-41Truck)	**Part No. AU-2048**	**$115.00**
Rotors w/ bearings & seals (Aspen-Volare)	**Part No. AU-0128C**	**$160.00pr.**
Calipers w/ pads & pins (GM)	**Part No. AU-0112C**	**$140.00pr.**
Disc brake kit, complete (all of the above)	**Part No. AU-2048FC**	**$400.00**

Chevy Bolt Pattern (4 ¾") This kit adapts most 1970-77 GM intermediate calipers and rotors (except Chevelle 70-73) to stock Ford spindles and gives a 4 ¾" bolt pattern for the wheel.

Caliper braket kit (37-48 Car, 37-41Truck)	**Part No. AU-2050**	**$115.00**
Rotors w/ bearings & seals(GM)	**Part No. AU-0124C**	**$160.00pr.**
Calipers w/ pads & pins (GM)	**Part No. AU-0112C**	**$140.00pr.**
Disc brake kit, complete (all of the above)	**Part No. AU-2050CC**	**$400.00**

FORD CAR/TRUCK USING C.E. *REPRO* SPINDLES

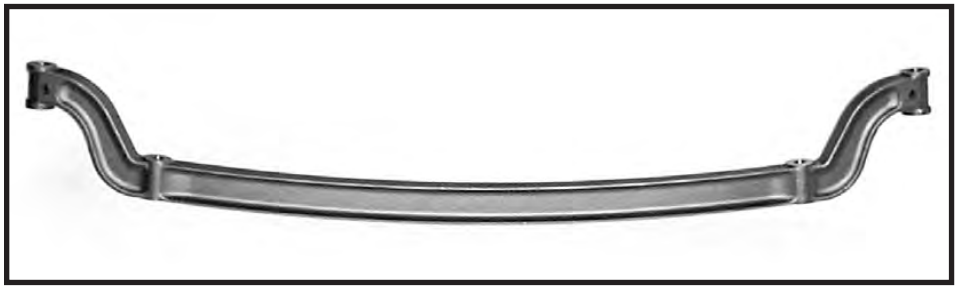
Chevy Bolt Pattern (4 ¾") Using AR-2021 CE spindles This kit fits most 1970-77 GM intermediate calipers and rotors (except Chevelle 70-73) to C.E. repro spindles and gives a 4 ¾" bolt pattern for the wheel with no bearing adapters needed.

Caliper bracket kit	**Part No. AU-2047**	**$115.00pr.**
Rotors w/ bearings & seals(GM)	**Part No. AU-0124C**	**$160.00pr.**
Calipers w/ pads & pins (GM)	**Part No. AU-0112C**	**$140.00pr.**
Disc brake kit, complete (all of the above)	**Part No. AU-2047CC**	**$400.00**

Ford Bolt Pattern (4 ½") Using AR-2022 CE spindles This kit fits most 1970-77 GM intermediate calipers and Aspen-Volare rotors to C.E. repro spindles and gives a 4 ½" bolt pattern for the wheel with no bearing adapters needed.

Caliper bracket kit	**Part No. AU-2047**	**$115.00pr.**
Rotors w/ bearings & seals (Aspen-Volare)	**Part No. AU-0128C**	**$160.00pr.**
Calipers w/ pads & pins (GM)	**Part No. AU-0112C**	**$140.00pr.**
Disc brake kit, complete (all of the above)	**Part No. AU-2047FC**	**$400.00**

•SEE PAGE 76 FOR AXLE AND SPINDLE OPTIONS



BRAKE COMPONENTS

Parts common to most models

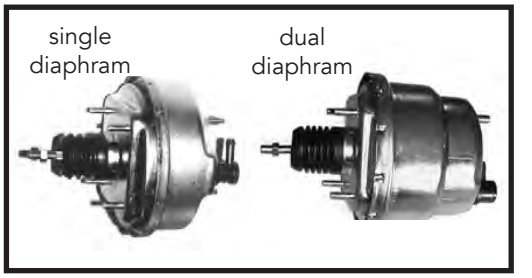
1937-48 FORD CAR AND 1937-47 FORD PICKUP DISC BRAKE KIT FOR 5 ½ INCH BOLT CIRCLE

Convert your 1937-48 Ford car or 1937-47 pickup truck to disc brakes and maintain the 5 ½" bolt pattern. Uses '73-93 Ford F100/ F150 (2WD) rotors with "71-76 GM full size calipers. AU-2049C using stock spindles and arms. AU-2049CA using C.E. Bolt-on steering arms. No machining or modification needed for installation on the original Ford spindles. Kit includes caliper brackets, hardware, rotors, calipers with pads, bearings and seals. Modification to C.E. steering arms needed.

Using stock spindles and steering arms	**Part No. AU-2049C**	**$450.00**
Using CE Bolt-On steering arms	**Part No. AU-2049CA**	**$450.00**
CE steering arms/wishbone	**Part No. AR-2121EC**	**$140.00**

POWER BRAKE ADAPTER Fits master cylinder assembly using Ford two bolt pattern.

	Part No. AS-2052	**$69.75**



POWER BOOSTER This 7 inch booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphragm Power Booster	**Part No. AS-2075**	**$99.00**
Dual Diaphragm Power Booster	**Part No. AS-2075D**	**$125.00**

MASTER CYLINDERS

Mustang - 15/16" bore, standard	**Part No. AU-2036**	**$82.00**
Mustang - 1" bore, standard	**Part No. AU-2037S**	**$78.00**
Corvette -1" bore, power only	**Part No. AU-2037P**	**$99.50**
Remote Fill - 15/16" bore, power only	**Part No. AU-2041**	**$85.00**
Corvette - 1 1/8" bore, power only	**Part No. AU-2039**	**$70.00**

PLASTIC REMOTE FILL TANK AND LINE KIT
This remote reservoir can be mounted anywhere and makes it much easier to service under the floor installations. Kit includes OEM style reservoir and hose.

Plastic Kit	**Part No. AU-0059**	**$50.00**

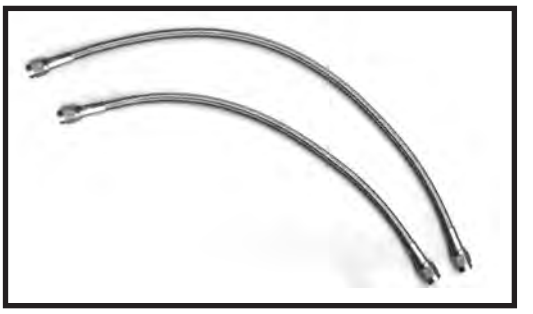
BRAKE PEDAL PAD For most pedals. ½" NF threads on shaft.

	Part No. AU-2035	**$24.00**

BULKHEAD FITTINGS Takes the brake line thru the frame instead of around. Stainless steel. High quality piece, sized for a 1½" - 3" thick frame.

⅛ pipe - ⅛ pipe, 1 ½"	**Part No. AU-0070**	**$36.00 pair**
⅛ pipe - 3AN, 2" to 2 ½"	**Part No. AU-0071**	**$36.00 pair**

No.3 STAINLESS STEEL BRAKE LINES

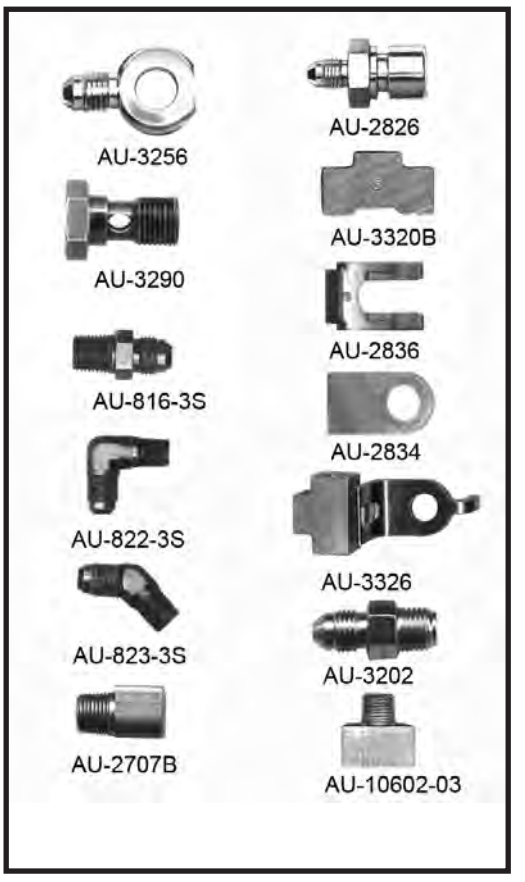


Price each.

10"	**Part No. AU-0010**	**$24.00**
12"	**Part No. AU-0012**	**$24.00**
14"	**Part No. AU-0014**	**$24.00**
16"	**Part No. AU-0016**	**$24.00**
18"	**Part No. AU-0018**	**$24.00**
20"	**Part No. AU-0020**	**$24.00**
22"	**Part No. AU-0022**	**$24.00**
36"	**Part No. AU-0036**	**$30.00**
48"	**Part No. AU-0048**	**$32.00**

Custom Length Kit **Part No. AU-0000** Call for pricing/special order.

BRAKE FITTINGS



Banjo Brake adapter 7/16" to - 3 AN	**Part No. AU-3256**	**$14.20**
Banjo Bolt 7/16" x 20 std.	**Part No. AU-3290**	**$10.50**
Male Connector straight ⅛" x 03 AN	**Part No. AU-816-3S**	**$5.20**
Male Elbow 90 degree ⅛" x 03 AN	**Part No. AU-822-3S**	**$10.80**
Male Elbow 45 degree ⅛" x 03 AN	**Part No. AU-823-3S**	**$12.80**
Male 90 degree ⅛" x 3/16" brake	**Part No. AU-2707B**	**$5.10**
Frame fitting AN male to 3/16" brake	**Part No. AU-2826**	**$8.00**
Female Tee ⅜" - 24 Fine	**Part No. AU-3320B**	**$5.60**
OEM style clip	**Part No. AU-2836**	**$4.00**
OEM style Mounting Tab	**Part No. AU-2834**	**$4.60**
Line Tee 3/16" brake W/ Mounting Tab	**Part No. AU-3326**	**$22.40**
03 AN to 3/16" male flare	**Part No. AU-3202**	**$12.45**
Tee 3/16" inverted to ⅛" NPT male	**Part No. AU-10602-03**	**$19.20**

Banjo Bolts (pair) 12mm X 1.0 and crush washers

For use with AU-2045H or AU-2045HC **Part No. AU-2300** **$22.10**

Banjo Brake Adapters (pair) 12mm to -3 AN

For use with AU-2045H or AU-2045HC **Part No. AU-2230** **$25.00**

Banjo Bolts (pair) 10mm X 1.5 and crush washers

For use with 1977-84 Metric GM calipers **Part No. AU-2290** **$22.10**

Banjo Brake Adapters (pair) 10mm to -3 AN

For use with 1977-84 Metric GM calipers **Part No. AU-2291** **$25.00**

BRAKE COMPONENTS

Parts common to most models

Complete Braided Brake Line Kit Has everything you need to connect from the caliper to the line at the frame.

When using 12mm Ford Calipers

with 14″ lines	**Part No. AU-0014CB**	**$110.00**
with 16″ lines	**Part No. AU-0016CB**	**$110.00**
with 18″ lines	**Part No. AU-0018CB**	**$110.00**

When using disc brake kits for 1970-76 7/16" Intermediate GM Calipers

with 14″ lines	**Part No. AU-0014GM**	**$110.00**
with 16″ lines	**Part No. AU-0016GM**	**$110.00**
with 18″ lines	**Part No. AU-0018GM**	**$110.00**

When using 1977-84 10 mm METRIC GM Calipers or 1978-81 Camero Firebird **(Used in CE Hub to Hub Kits)**

with 14″ lines	**Part No. AU-0014MGM**	**$110.00**
with 16″ lines	**Part No. AU-0016MGM**	**$110.00**
with 18″ lines	**Part No. AU-0018MGM**	**$110.00**

REAR AXLE BRAKE HOSE KIT (includes hose, brass T and clip)

Part No. AU-3001K **$43.70**

PROPORTIONING VALVE Use in the back line to lower initial pressure to drum brakes. Adjustable.

Part No. AU-0065 **$49.95**

RESIDUAL VALVE Use 2 lb. in front line if calipers are higher than master cylinder. Use 10 lb. in rear line with disc front and drum rear.

2 lb.	**Part No. AU-0055**	**$21.00**
10 lb.	**Part No. AU-0057**	**$21.00**

COMBINATION & PROPORTIONING VALVE A must when converting to power disc brakes. These valves have fluid metering, pressure failure indicator as well as pressure proportioning function.

Disc/DrumCombo	**Part No. AU-3350**	**$99.50**
Disc/Disc Combo	**Part No. AU-3359**	**$109.50**

COMBINATION & PROPORTIONING VALVE A must when converting to power disc brakes. These valves have fluid metering, pressure failure indicator as well as pressure proportioning function. Custom bracket and pre-bent lines mount valve to master cylinder to avoid frame/header clearance problems.

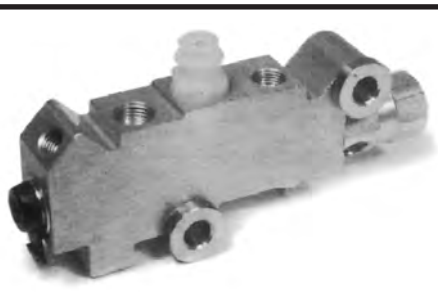
USE ONLY WITH MASTER CYLINDER Part No. AU-2037P
Not for use with 1937-39 Chevy brake pedal/booster kits.

Disc/DrumCombo **Part No. AU-3350C** **$139.50**

Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips **Part No. AU-0014CB**

Kit includes: Brake Adapters, Braided lines with banjo ends, Frame Fittings, OEM Style Mounting Tabs and Clips. **Part No. AU-0014GM**

AU-3001K



STEERING COMPONENTS

Parts common to most models

STEERING U-JOINTS High-strength, made of solid billet steel with roller bearings and seals make this U-joint the best available.

¾" SMOOTH U-JOINTS

GM column	1"- 48 spline x ¾" smooth	**Part No. AU-0029B**	**$90.75**
GM column	¾"- 36 spline x ¾" smooth	**Part No. AU-0029F**	**$90.75**
GM column	1" DD x ¾" smooth	**Part No. AU-0029M**	**$90.75**
GM column	¾" DD x ¾" smooth	**Part No. AU-0029C**	**$90.75**
GM Manual, 1976 & later	¾"- 36 spline x ¾" smooth	**Part No. AU-0029F**	**$90.75**
GM Power, 1976 & later	¾"- 30 spline x ¾" smooth	**Part No. AU-0029E**	**$90.75**
Vega	⅝"- 36 spline x ¾" smooth	**Part No. AU-0029D**	**$90.75**
Early Mustang (1966-1972)	¾"- 36 spline x ¾" smooth	**Part No. AU-0029F**	**$90.75**
Pinto-Mustang Manual	9/16"- 26 spline x ¾" smooth	**Part No. AU-0029I**	**$90.75**
Pinto-Mustang Power	¾"-3 6 spline X ¾" smooth	**Part No. AU-0029F**	**$90.75**
Smooth	¾" smooth x ¾" smooth	**Part No. AU-0029A**	**$90.75**

¾" DD U-JOINTS

GM column	1"- 48 spline x ¾" DD	**Part No. AU-0030B**	**$95.65**
GM column	¾"- 36 spline x ¾" DD	**Part No. AU-0030F**	**$95.65**
GM column	1"DD x ¾" DD	**Part No. AU-0030M**	**$95.65**
GM column	¾"DD x ¾" DD	**Part No. AU-0030A**	**$95.65**
GM Manual, 1976 & later	¾"-36 spline x ¾" DD	**Part No. AU-0030F**	**$95.65**
GM Power, 1976 & later	¾"- 30 spline x ¾" DD	**Part No. AU-0030E**	**$95.65**
Vega	⅝"- 36 spline x ¾" DD	**Part No. AU-0030D**	**$95.65**
Early Mustang (1966-1972)	¾"- 36 spline x ¾" DD	**Part No. AU-0030F**	**$95.65**
Pinto-Mustang Manual	9/16"- 26 spline x ¾" DD	**Part No. AU-0030I**	**$95.65**
Pinto-Mustang Power	¾"- 36 spline X ¾" DD	**Part No. AU-0030F**	**$95.65**
Smooth	¾" DD x ¾" DD	**Part No. AU-0030A**	**$95.65**

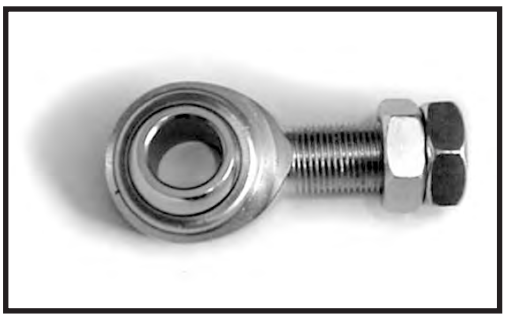
Rod End Bearing	For ¾" shafting	**Part No. AU-0029P**	**$39.50**

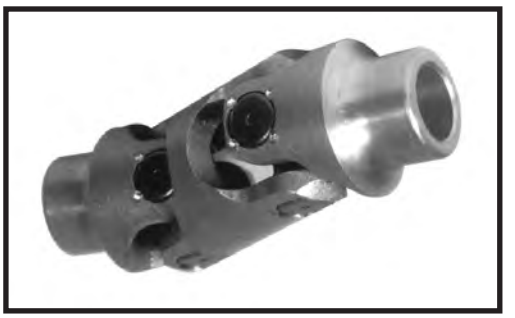
Double Needle Bearing Steel Universal Joint

	9/16"- 26 spline x ¾" smooth	**Part No. AU-0029L**	**$176.50**
	9/16"- 26 spline x ¾" DD	**Part No. AU-0030L**	**$181.50**

Shafting

	¾" DD x 18"	**Part No. AU-0031**	**$30.00**
	¾" DD x 36"	**Part No. AU-0032**	**$46.50**
	¾" Round x 18"	**Part No. AU-0033**	**$14.00**
	¾" Round x 36"	**Part No. AU-0034**	**$22.50**





GAS TANKS

FORD GAS TANKS

Apron fill saddle A's 1928-29	**Part No. AU-5028EZ**	**$445.00**
Apron fill saddle A's 1930-31	**Part No. AU-5030EZ**	**$445.00**
1932 Stamped steel, orig style 11gal.	**Part No. AU-5032EZ**	**$350.00**
1932 Stamped steel, orig style 14gal	**Part No. AU5032M**	**$360.00**
1933-34 Ford 16 gal. Poly	**Part No. AU-5033P**	**$255.00**
1935-36 Ford 17 gal. Poly	**Part No. AU-5035P**	**$235.00**
1935-36 Ford 16 gal. Steel	**Part. No. AU-5035M**	**$215.00**
1937 Ford 17 gal. Poly	**Part. No. AU-5037P**	**$235.00**
1937 Ford 16 gal. Steel	**Part No. AU-5037M**	**$215.00**
1938-40 Ford car & 38-41 Tk 17 gal. Poly	**Part No. AU-5040P**	**$235.00**
1938-40 Ford car & 38-41 Tk 16 gal. Steel	**Part No. AU-5040M**	**$215.00**
1941-48 Ford / 39-48 Merc 17 gal. Poly	**Part No. AU-5041P**	**$235.00**
1941-48 Ford / 39-48 Merc 17 gal. Steel	**Part No. AU-5041M**	**$235.00**

AU-5028DR

AU-5032Z

AU-5033P

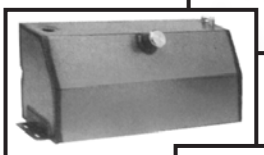
AU-5040P

AU-5040S

AU-5041P

AU-5000A

AU-5000BG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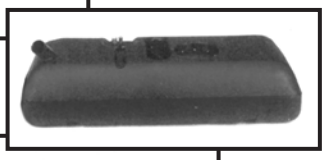
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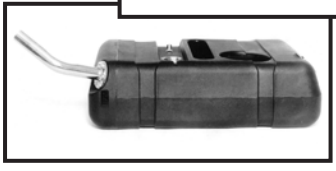
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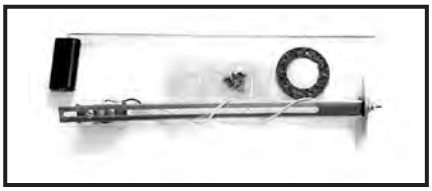

AU-6002

CHEVROLET GAS TANKS

1935 Chevy Master,1936 Chevy Stand,17 gal. poly	**Part No. AU-5135P**	**$235.00**
1937 Chevy 17 gal. poly	**Part No. AU-5137P**	**$235.00**
1938-39 Chevy 17 gal. poly	**Part No. AU-5139P**	**$235.00**
1940 Chevy 14.5 gal steel	**Part No. AU-5140M**	**$240.00**
1941-48 Chevy 16 gal. poly	**Part No. AU-5148P**	**$235.00**
1941-48 Chevy 18 gal. poly	**Part No. AU-5148PL**	**$250.00**
1949-52 Chevy 16 gal. poly	**Part No. AU-5152P**	**$235.00**
1953-54 Chevy 16 gal. poly	**Part No. AU-5154P**	**$255.00**
1953-54 Chevy steel, stock capacity	**Part No. AU-5154M**	**$215.00**

Universal GAS TANK

14 gal. poly 27 x 9 ½ x 17 - Pickup	**Part No. AU-5000A**	**$235.00**
16 gal. steel 27 ¾ x 8 ½ x 17 ¾	**Part No. AU-5000M**	**$215.00**
16 gal. steel 36 x 10 ¼ x 14 ¼	**Part No. AU-5000C**	**$250.00**
16 gal. steel 35 x 11 ½ x 11 ½	**Part. No. AU-5000BG**	**$250.00**

GAS TANK SENDERS

New fuel sender for aftermarket gas tanks with five hole pattern. Use with poly, steel or stainless tank. Match to fuel gauge and OHMs of resistance at Empty **(A)** and Full **(B)** for that gauge.

A	B			
240	- 33 ohm for SW Classic, Autometer & Dolphin inst.	**Part No. AU-6000**	**$40.00**
10	- 180 ohm for VDO gauges	**Part No. AU-6001**	**$40.00**
0	- 30 ohm GM gauges 1964 & before	**Part No. AU-6002**	**$40.00**
0	- 90 ohm GM gauges 1965 & later Dolphin	**Part No. AU-6003**	**$40.00**
73	- 10 ohm Ford & Mopar gauges	**Part No. AU-6004**	**$40.00**

** All radiators are Cobra™ except where noted.*

WALKER RADIATORS

APPLICATION	COBRA RADIATOR PART NO.		AIR CONDITIONER RADIATOR PART NO.	
FORD 1917-1923	C-481-1	654.85		
FORD 1924-1927	C-481-2	654.85		
* FORD 1928-1929	C-487-1	654.85	C-AC-487-1	857.25
* FORD 1930-1931	C-487-2	654.85	C-AC-487-2	857.25
FORD 1932	C-491-2	654.85	C-AC-491-2	857.25
FORD 1933-1934	C-498-1	654.85	C-AC-498-1	857.25
FORD 1935	C-488-1	654.85	C-AC-488-1	857.25
FORD 1936	C-494-1	654.85	C-AC-494-1	857.25
FORD 1937-1939 Std	Z-495-1	812.65	Z-AC-495-1	986.90
FORD 1939-1940 Dlx	C-497-1	654.85	C-AC-497-1	857.25
FORD 1941	C-496-1	654.85	C-AC-496-1	857.25
FORD 1942-1948	C-493-1	654.85	C-AC-493-1	857.25
CHEV 1932	C-512-1	654.85	C-AC-512-1	857.25
CHEV 1933 Master	C-510-1	654.85	C-AC-510-1	857.25
CHEV 1934-1935 Std	Z-508-1	812.65	C-AC-508-2	986.90
CHEV 1934-1935 Master	C-509-1	654.85	C-AC-509-1	857.25
CHEV 1936	C-505-1	654.85	C-AC-505-1	857.25
CHEV 1937	C-501-1	654.85	C-AC-501-1	857.25
CHEV 1938	C-502-1	654.85	Z-AC-502-1	986.90
CHEV 1939	C-503-1	654.85	C-AC-503-1	857.25
CHEV 1940-1941	C-504-1	812.65	C-AC-504-1	857.25
CHEV 1942-1948	C-513-1	654.85	C-AC-513-1	857.25
CHEV 1949-1954	C-535-1	654.85	C-AC-535-1	857.25
CHEV 1947-1953 Pickup	C-520-1	654.85	C-AC-520-1	857.25
CHEV 1955-1957	C-567-1	654.85		
CHEV 1954 Pickup	C-514-1	654.85	C-AC-514-1	857.25

AIR CONDITIONER RADIATORS

Call for current pricing.

FAN SHROUDS

ELECTRIC FANS

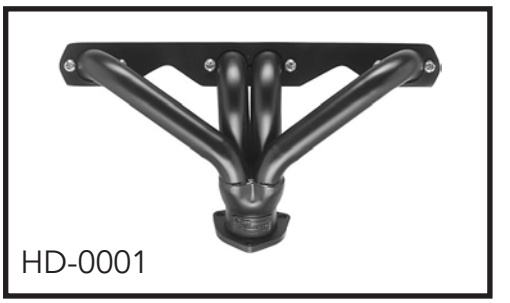
SANDERSON HEADERS

SMALL BLOCK CHEVY ENGINES

BLOCK HUGGERS Center dump block hugger Multi-fit headers. Use with CE and most other Mustang II IFS.

28-34 Ford Cars & Trucks
28-48 Chevy Cars & Trucks
48-52 Ford Trucks

	Part No. HD-0001	**$265.00**
High Temp Ceramic Coated	**Part No. HD-0001A**	**$445.00**


HD-0001

Use with 35-48 Ford Cars & Trucks

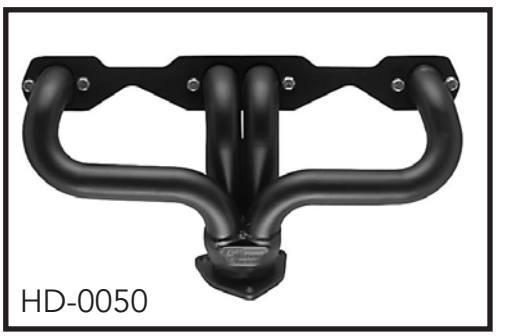
	Part No. HD-0003	**$285.00**
High Temp Ceramic Coated	**Part No. HD-0003A**	**$465.00**

HD-0003

Use with original suspension and stock steering

49-54 Chevy Cars

	Part No. HD-0050	**$285.00**
High Temp Ceramic Coated	**Part No. HD-0050A**	**$465.00**


HD-0050

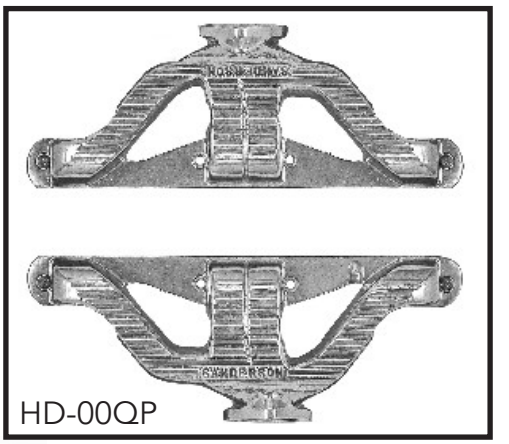
Use with stock or Saginaw steering, straight axle

35-48 Ford Car
48-52 Ford Pickup

	Part No. HD-0004	**$285.00**
High Temp Ceramic Coated	**Part No. HD-0004A**	**$465.00**

CAST IRON PERFORMANCE HEADER SET Block Hugger for SBC using P/M IFS. Compact, quiet performance, excellent steering clearance and more torque and power at every RPM range. Use with **28-48 Ford car and truck, 37-57 Chevy Cars and 49-54 Chevy Truck.**

	Part No. HD-000QP	**$425.00**
High Temp Ceramic Coated	**Part No. HD-000QPA**	**$595.00**


HD-00QP

PERMATEX ULTRA-BLACK HIGH HEAT SILICONE SEALER
Just apply ⅛" bead around each port. That's all you need - No Gaskets!

Part No. HD-00SL $12.00

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Part No. HD-00CB $12.00

CHEVY LS ENGINES

FOR LS ENGINES Similar to the block huggers but designed for SB Chevy LS engines w/ Mustang II IFS.

Use with
- **28-48 Ford Cars & Trucks**
- **48-52 Ford Truck**
- **37-39 Chevy and CE Engine Kit CP-1100LS**

	Part No. HD-0001LS	**$345.00**
High Temp Ceramic Coated	**Part No. HD-0001LSA**	**$525.00**

Use with • **40-48 Chevy and CE Engine Kit CP-1107LS**

	Part No. HD-0150LS	**$345.00**
High Temp Ceramic Coated	**Part No. HD-0150LSA**	**$525.00**

Use with • **48-54 Chevy Pickup with LS Engine and C.E. IFS CP-1160LS**

	Part No. HD-CSLS1	**$365.00**
High Temp Ceramic Coated	**Part No. HD-CSLS1A**	**$545.00**

Use with • **49-54 Chevy and CE Engine Kit CP-1109LS**

	Part No. HD-0010LS	**$345.00**
High Temp Ceramic Coated	**Part No. HD-0010LSA**	**$525.00**

SMALL BLOCK FORD ENGINES

MUSTANG II SUSPENSION

Use with
- **35-48 Ford Cars**
- **48-52 Ford Trucks**

351 Windsor engine	**Part No. HD-0004FF**	**$345.00**
High Temp Ceramic Coated	**Part No. HD-0004FFA**	**$525.00**
289/302 engine	**Part No. HD-0005FF**	**$345.00**
High Temp Ceramic Coated	**Part No. HD-0005FFA**	**$525.00**

Straight axle with stock or Saginaw steering box

Use with • **35-48 Ford Car**

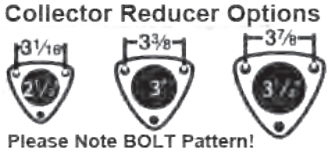
	Part No. HD-0001FF	**$335.00**
High Temp Ceramic Coated	**Part No. HD-0001FFA**	**$515.00**

Straight axle with stock steering box

Use with • **48-52 Ford Car**

	Part No. HD-0002FF	**$335.00**
High Temp Ceramic Coated	**Part No. HD-0002FFA**	**$515.00**

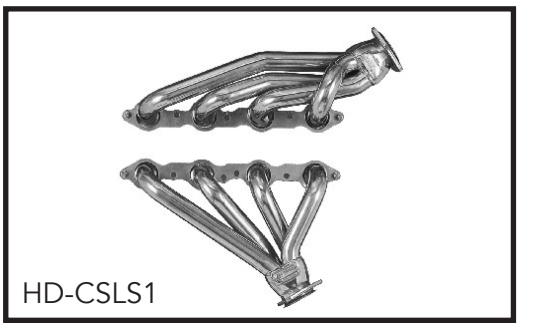
COPPER COLLECTOR GASKETS (pr.)



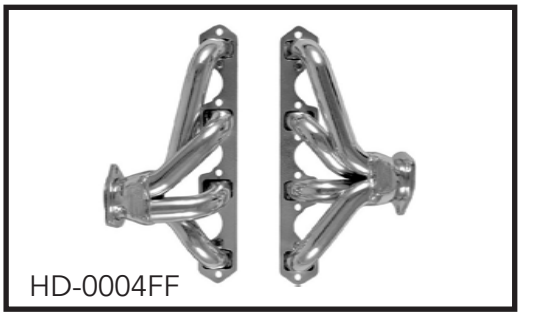
2.5" Part No. HD-CCG2.5	**$30.00**
3.0" Part No. HD-CCG3.0	**$30.00**
3.5" Part No. HD-CCG3.5	**$30.00**

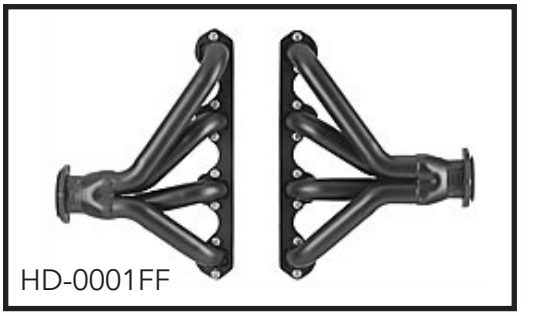
HD-001LS

HD-0150LS


HD-CSLS1

HD-0010LS


HD-0004FF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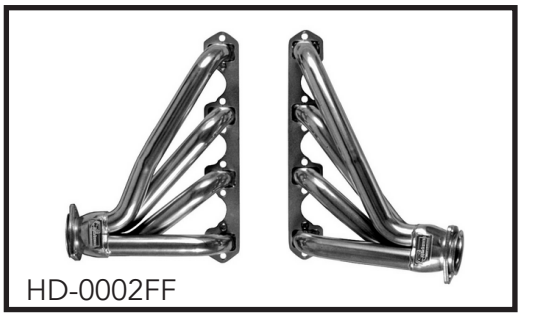
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