# CATALOG CONTENTS

Catlog 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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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 FedEx

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 15% 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 order.
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 bums. 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 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.
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.

![Frame Adapter Options]

**2. Engine Mounts** See pg 5

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

![Frame Width and Engine Mount Length]

**Determine Frame Width**

**Boxed Frames:** Measure between boxing plates.

**Channel Frames:** Measure between the INSIDE of the rails.

<table>
<thead>
<tr>
<th>Approx Frame Width</th>
<th>Use Engine Mount Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 22”</td>
<td>17” mount</td>
</tr>
<tr>
<td>22/23” - 25/26”</td>
<td>19” mount</td>
</tr>
<tr>
<td>&gt; 25/26”</td>
<td>22” mount or crossmember</td>
</tr>
</tbody>
</table>

**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

**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

**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

**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”)
- Part No. AS-0305B (2 5/8”)
- Part No. AS-0305C (2 7/8”)
- Part No. AS-0305D (3 5/8”)

**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 1/2” clearance between the oil pan and crossmember.

- **Bolt-On Ends:**
  - 4” drop Part No. AS-0504B
  - 6” drop Part No. AS-0506B
  - 8” drop Part No. AS-0508B

- **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
1965-up 396-402-427-454 C.I. Big Block
Also V6 Chev (distributor at rear)

<table>
<thead>
<tr>
<th>Size</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>17&quot;</td>
<td>CS-1117</td>
</tr>
<tr>
<td>19&quot;</td>
<td>CS-1119</td>
</tr>
<tr>
<td>22&quot;</td>
<td>CS-1122</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Side</th>
<th>Size</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>19&quot;</td>
<td>CS-1119OS</td>
</tr>
<tr>
<td>Left</td>
<td>22&quot;</td>
<td>CS-1122OS</td>
</tr>
<tr>
<td>Both</td>
<td>19&quot;</td>
<td>CS-1119OOS</td>
</tr>
<tr>
<td>Both</td>
<td>22&quot;</td>
<td>CS-1122OOS</td>
</tr>
</tbody>
</table>

Chevrolet LS

- LS Straight Mounts
  - Part No. CS-1319
- LS Both Sides offset 3/4"
  - Part No. CS-1319OOS

Chevrolet inline 6 cylinder

<table>
<thead>
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<th>Part No.</th>
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<tbody>
<tr>
<td>17&quot;</td>
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<tr>
<td>19&quot;</td>
<td>CS-1419</td>
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<tr>
<td>1953-54 235 C.I.</td>
<td>Part No. CS-1519</td>
</tr>
<tr>
<td>1958-62 235 C.I.</td>
<td>Part No. CS-1619</td>
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Bulk Nailhead V8 (1958-66, 4 bolt mount) 364-401-425 C.I.

<table>
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Buick V6 (distributor at front) 1961-up

<table>
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<tr>
<td>17&quot;</td>
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<tr>
<td>19&quot;</td>
<td>CS-6419</td>
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Dodge V8 1956-57, (Red Ram “hemi”) 270-315-325 C.I.

<table>
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<tr>
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Note: DeSoto approximately 19” only

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<tr>
<td>19&quot;</td>
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Mopar V8 1964-up 273-318 C.I.

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<td>17&quot;</td>
<td>CS-4117</td>
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<tr>
<td>19&quot;</td>
<td>CS-4119</td>
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Mopar V8 1968-up 340-360 C.I.

<table>
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<td>17&quot;</td>
<td>CS-4217</td>
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<tr>
<td>19&quot;</td>
<td>CS-4219</td>
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Ford V8 1965-up 221-260-289-302-351 C.I.

<table>
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<tr>
<td>17&quot;</td>
<td>CS-2117</td>
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<tr>
<td>19&quot;</td>
<td>CS-2119</td>
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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.

<table>
<thead>
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<tbody>
<tr>
<td>SS-0011</td>
<td>Cushion Set</td>
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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

800-841-8188 www.chassisengineeringinc.com
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 $1\frac{3}{4}$” OD tubing with $\frac{3}{16}$” 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
- 2” drop Part No. AT-0052 B
- 4” drop Part No. AT-0054 B
- 6” drop Part No. AT-0056 B
- 8” drop Part No. AT-0058 B

**Weld-on ends:**

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

**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
Part. No. AT-1055

**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-0114

Turbo 400, Turbo 700
- Part. No. SS-0212

Ford C-4 Transmission
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

KIT with heavy duty, low arch springs
Part No. AS-0010CGLR

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

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

UNIVERSAL REAR SHOCK KIT
Part No. AR-0010SKG

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 ¼” round slider
Part No. AU-2061

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
2° Part No. AU-2062B
3° Part No. AU-2062C
4° Part No. AU-2062D

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
Ford rear ends & most others
Part No. AR-1000F

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

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

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

REAR SHACKLES For CE kits, pair.
Part No. AU-2214

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

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

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.

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

800-841-8188
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 1/4" eye to eye Part No. SB-0010PMN

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

43 1/2" eye to eye Part No. SB-0010PM

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

45 1/2" eye to eye Part No. SB-0020PM

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

47 1/2" eye to eye Part No. SB-0040PM

Rear: C.E. kit, axle mounted

36" eye to eye Part No. SB-0037RA

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

25" eye to eye Part No. SB-0060RA

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

1/2" eye to eye Part No. SB-0050R

UNIVERSAL SWAY BAR LINKAGE BRACKETS

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

Part No. AU-0010PM

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 1/2 X 11 1/2 X 35 billet cap w/ O ring seal 2 baffles

16 gal. steel Part No. AU-5000BG

TRACTION BAR KIT

Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
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 1/2” 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.

1947-54 Truck Part No. IF-4854CPT
47-54 Truck with SB Chevy Part No. IFS-4854CPT-C
1955-1959 Truck Part No. IF-5559CPT
55-59 Chevy with SB Chevy Part No IF-5559CPT-C
55-59 Chevy with LS Motor Part No. IF5559CPT-LS

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

**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

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

800-841-8188
1947-1959
CHEVROLET & GMC ½ TON PICKUP

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

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 3/4 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) or AU-2075EA (manual)

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
Fittings with 16 inch lines Part No. AU-0016MGM
Fittings with 18 inch lines Part No. AU-0018MGM

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

SEE THE PREVIOUS PAGE TO ADD A CROSSMEMBER KIT TO THE P/M PACKAGE ABOVE
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
- S/B into 40-54, w/non C.E. P/M IFS, weld on: Part No. CP-1160G
- LS into 48-54, w/ CE IFS, bolt-on: Part No. CP-1160LS
- LS into 48-54, w/non C.E. IFS, weld on: Part No. CP-1160GLS

TRANSMISSION CROSSMEMBERS
Bolt-on unit uses original holes. Fits Turbo 350 and others measuring 20 5/8” from engine to center holes on transmission mount.

- T-700, OD (1940-1947): Part No. ES-1166

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

- (High Temp. coated): Part No. HD-0001
- Part No. HD-0001A

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

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
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
1954-55 1st series

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

1948-53 Chev & GMC Pickup  Part No. AR-1014G
1954-55 1st series Chev & GMC Pickup  Part No. AR-1015G

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.

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

Rear shock kit
Part No. AR-0010SKG

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

1948-54 using stock width Mustang II front end
Part No. SB-1048PM

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

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.

Part No. SB-4854RA

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S

www.chassisengineeringinc.com  800-841-8188
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

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

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
Turbo 400, Turbo 700
Ford C-4 Transmission

Part No. SS-0112
Part No. SS-0114
Part No. SS-0212

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

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

Part No. AU-2035

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.

KIT with heavy duty, high arch springs
Part No. AS-1013CGY

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
Dual Diaphragm Power Booster

AS-2075
AS-2075D

MASTER CYLINDERS

Mustang - 1½" bore, standard
Mustang - 1” bore, standard
Corvette - 1” bore, power only
Remote Fill - 1¾” bore, power only
Corvette - 1 ½” bore, power only

AU-2036
AU-2037S
AU-2037P
AU-2041
AU-2039
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

TRANSMISSION MOUNTING PLATE
Bolt-On plate uses original holes in crossmember for line-up. Fits Turbo 350, Powerglide, or most 3 & 4 speed. (20 ¾" from engine to center of transmission mount). Late 1934 and all 1935 must have x-member.

Part No. ES-1150

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

Part No. AU-5134M

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

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

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

Part No. AS-0010

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

Part No. AR-0010SKG

REAR SHACKLES Part No. AU-2214

SPRING PADS Part No. AU-2229

REAR U-BOLTS Part No. AU-2025C

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S

www.chassisengineeringinc.com 800-841-8188
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 1/2” 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

Bolt On Radiator Support  (Manual Steering only)
Part No. AU-2236

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

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

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

CHEVROLET 1936 Standard ONLY
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

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 1/2” 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

Bolt On Radiator Support  (Manual Steering only)
Part No. AU-2236

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

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

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

800-841-8188

CHASSIS ENGINEERING INCORPORATED
Hub to Hub P/M Component Package
(order with a CE-IFS kit to complete front end)

Includes: New Stronger Chassis Engineering Tubular Upper and Full Lower Control Arms, Spindles w/Nuts, Caliper Bracket kit, 11” Rotors (Specify bolt pattern: 4 1/2 or 4 3/4 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

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

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
- **Fitting with 16 inch lines** Part No. AU-0016MGM
- **Fitting with 18 inch lines** Part No. AU-0018MGM

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

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

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

TRANSMISSION MOUNTING KIT  Bolt-on for use with Turbo 350, Powerglide, or stick. Fits any transmission that measures 20 5/8” from engine to transmission mounting holes. Removable. Bolts and instructions included.

Part No. ES-1136

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.

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
Rear - C.E.  Part No. SB-1036RA

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 1/2” 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

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-106G

TRACTION BAR KIT

Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
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


Part No. CP-1117

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.

Radiator Support  Replacement for original if an IFS has been installed.

Part No. 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.

REAR SHOCK KIT  Part No. AS-1016CG

Part No. AR-1035G

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

TRACTION BAR KIT  Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
1937-1939 CHEVROLET

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

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

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

Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height
Part No. IF-0000SR

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS
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
Fitting with 16 inch lines Part No. AU-0016MGM
Fitting with 18 inch lines Part No. AU-0018MGM

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

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

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
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  
LS w/IFS  Part No. 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

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

Turbo 350, Powerglide, Standard transmissions or any transmission that measures 20 5/8" from engine to transmission mounting holes.  
Part No. ES-1124

Turbo 400 transmission  Part No. ES-1123

Turbo 700R Overdrive transmission  Part No. ES-1125

Universal: cutting and welding required. For Chevrolet “top-hat” frames only.  
Part No. 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  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.

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

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.

800-841-8188  
CHASSIS ENGINEERING INCORPORATED
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
Dual Diaphragm Power Booster  AS-2075D

MASTER CYLINDERS
Mustang - 1⅛" bore, standard  AU-2036
Mustang -1" bore, standard  AU-2037S
Corvette-1" bore, power only  AU-2037P
Remote Fill - 1⅛" bore, power only  AU-2041
Corvette -1 ⅛" bore, power only  AU-2039

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

BRAKE PEDAL PAD  ½" NF threads on shaft.

FOR CE PEDALS  Part No.  AU-2035


Part No. AS-1026


Part No. AS-1056N

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

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
High Temp. coated Part No. HD-0001A
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
Front - Straight Axle  Part No. SB-1036F
Rear - C.E. Kit  Part No. SB-1037RA

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

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

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

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

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

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

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

LOWERING BLOCK KIT
Set with U-bolts, lowers 1½”
Part No. AR-2070

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits
Part No. TM-8008S
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
(1941-48) Part No. IF-4148CP

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

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

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS
Hub to Hub P/M Component Packages
(order with a CE-IFS kit to complete front end)

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
Fitting with 16 inch lines  Part No. AU-0016MGM
Fitting with 18 inch lines  Part No. AU-0018MGM

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

800-841-8188  www.chassisengineeringinc.com
**1940 - 1948 CHEVROLET**

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

Use this kit with original independent front suspension, 1940 only.

S/B w/1940, orig. front susp.  Part No. CP-1106A

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

Use this kit with aftermarket (other than C.E.) or homebuilt Pinto-Must. Kits.

S/B w/1940 only, IFS  Part No. CP-1106G

Use this kit with original independent front suspension, 1941-48.

S/B w/1941-48 orig. front susp.  Part No. CP-1107

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

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

**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

**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

**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

Part No. AT-1055

**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.

CHASSIS ENGINEERING INCORPORATED  800-841-8188
RADIATOR SUPPORT
1940 for use with C.E. Bolt-On Pinto-Mustang IFS.
Part No. AU-2257

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

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

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
(1941-48) Front-P/M IFS Part No. 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
(1941-48) Rear-C.E. Part No. SB-1048RA

MASTER CYLINDER For C.E. brake pedal kits and others
Mustang - \( \frac{1}{2} \)" bore, standard AU-2036
Mustang - 1" bore, standard AU-2037S
Corvette - 1" bore, power only AU-2037P
Remote Fill - \( \frac{1}{2} \)" bore, power only AU-2041
Corvette - 1 \( \frac{3}{8} \)" bore, power only AU-2039

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars
for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with
all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
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 offset 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
1941-1948 Rear End kit     Part No. AS-1019CG

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
1941-1948  Part No. AS-1019

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
1941-1948 Rear Shock kit   Part No. AR-1043G

REAR SPRINGS  2 ½” wide, 5 leaf, use with AS-1019 and AS-1020 mounts above, pair.
Part No. RS-4148LR

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

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

REAR U-BOLTS  Set of 4 with nuts.  Part No. 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

www.chassisengineeringinc.com  800-841-8188
1949-1954 CHEVROLET

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

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

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. IF-4954CP-C

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

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

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

800-841-8188

CHASSIS ENGINEERING INCORPORATED
**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**

**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
- **Fitting with 16 inch lines**  Part No. AU-0016MGM
- **Fitting with 18 inch lines**  Part No. AU-0018MGM

**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

www.chassisengineeringinc.com  800-841-8188
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
- S/B w/Non-C.E. weld-on I.F.S. kits  Part No. CP-1109PM
- LS w/CE and other IFS  Part No. CP-1109LS

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
- (1952-54) orig. 3 spd. & PG (weld-on)  Part No. ES-1192
- (1952-1954) orig. 3 spd. & PG to fit 700 R4 OD trans. (weld-on)  Part No. ES-1193

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
- (High Temp. coated)  Part No. HD-0050A

HEADERS  (for Pinto/Mustang front suspension)
- Part No. HD-0001
- (High Temp. coated)  Part No. HD-0001A

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

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
BOLT ON TRANSMISSION CROSSMEMBER
These reinforced transmission cross member for 1936-1954 Chevy “Top-Hat” frames bolts under the frame for added strength and support.

4" Drop Part No. AT-1054
0 Drop Part No. AT-1055

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

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

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
16 gal. polyethylene 1953-54 Part No. AU-5154P

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
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

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
- 2” drop Part No. AT-0052B
- 4” drop Part No. AT-0054B
- 6” drop Part No. AT-0056B
- 8” drop Part No. AT-0058B

Weld on Ends:
- 0” drop Part No. AT-0050W
- 2” drop Part No. AT-0052W
- 4” drop Part No. AT-0054W
- 6” drop Part No. AT-0056W
- 8” drop Part No. AT-0058W

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.

Brake Kit, Late GM Caliper  Part No. DF-203
Brake Kit Early GM Caliper  Part No. DF-203-B
**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
- Mopar V8, 360-340 c.i.  
  Part No. 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 ¼” from engine to transmission mounting holes. Removable for transmission access. Bolts & instructions included.

- Part No. ES-4133
- Part No. 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
- Kit / Low Arch Springs  
  Part No. AS-4133CGLR

**REAR SPRINGS**

5 leaf for 1933-1935 Dodge, pair. 2 ½” wide for use with rear end mounting kits above. Part No. RS-4148LR

**REAR SHACKLES**

For C.E. kits, pair. Part No. AU-2214

**SPRING PADS**

Weld on, pair. Part No. AU-2229

**REAR U-BOLTS**

Set of 4 with nuts. Part No. AU-2025C

www.chassisengineeringinc.com  
800-841-8188
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

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

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

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

Part No. AS-2094

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

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S

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.
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

Use with independent front end.
Part No. CP-2127

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

With wishbone splitting kit added.  Part No. ES-2125


Part No. AS-2096

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.

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

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.

ENGINE MOUNT INSTALLED WELD-ON OPTION

Chevrolet small and big block v8 for Pickup Truck. Add to I.F.S kit.
Part No. IF-4852FPT-C

Ford small block (289, 302, 351W) V8 for Pickup Truck. Add to I.F.S. Kit.
Part No. IF-4852FPT-F

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

800-841-8188 CHASSIS ENGINEERING INCORPORATED
Hub to Hub P/M Component Packages
(order with a CE-IFS kit to complete front end)

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 1/2 or 4 3/4 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) or AU-2075EA (manual)

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
Fittings with 16 inch lines Part No.AU-0016MGM
Fittings with 18 inch line Part No.AU-0018MGM

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
1948-1952
FORD 1/2 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

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

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 instructions included.

Part No. ES-2150

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

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
Brake pedal mount only Part No. AS-2054

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

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
Dual Diaphragm Power Booster Part No. AS-2075D

MASTER CYLINDERS
Mustang - 5/8" bore, standard Part No. AU-2036
Mustang - 1” bore, standard Part No. AU-2037S
Corvette - 1” bore, power only Part No. AU-2037P
Remote Fill - 5/8” bore, power only Part No. AU-2041
Corvette - 1 1/8” bore, power only Part No. AU-2039

800-841-8188

CHASSIS ENGINEERING INCORPORATED
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

REAR SPRING MOUNTING BRACKETS This kit contains front and rear hanger brackets, bolts and instructions.
Part No. AS-2020

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

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
REAR  1948-52 Fits C.E. rear end kit  Part No. SB-4852R

REAR SPRINGS  5 leaf, 2 ½” wide, 5” free arch for use with AS-2020 brackets above, pair.
Part No. RS-4148

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

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

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

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits
Part No. TM-8008S
**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
- Buick V6  Part No. CP-2605
- Ford V8  Part No. CP-2205
- Flathead Ford V8  Part No. CP-2805

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

- Bolt-on  Part No. AT-0058B
- Weld-on  Part No. AT-0058W

**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

**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

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

  Part No. AS-2030BC

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

  Part No. AU-2035

800-841-8188  CHASSIS ENGINEERING INCORPORATED
MASTER CYLINDERS
Mustang - \( \frac{13}{16} \)" bore, standard
Part No. AU-2036
Mustang - 1" bore, standard
Part No. AU-2037S

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
Polished stainless door  Part No. AS-6028P

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
Apron fill saddle A’s 1930-31  Part No. AU-5030EZ

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

9” Ford rear  Part No. RP-111

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

Contact C.E. for availability before ordering.
1928-1931 FORD

TRIANGULATED REAR 4-LINK  Fits Ford 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 9” Rear  PartNo. RB-201

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

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. RB-101

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

Part No. AS-2204

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
Parallel 4-bar style  Part No. AS-2208

COIL OVER SHOCKS  Coil springs options available Specify (250,300,350) lb. Silver powder coated

Specify rate!

Polished shock body  Part No. CB-105
Part No. CB-105-P
Spanner Wrench for Coil Over Shocks  Part No. TA-001
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
- Buick V6 Part No. CP-2607
- Ford V8 Part No. CP-2207

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
Center Transmission Mount - Chevrolet 350-etc.

Part No. ES-2132

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

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

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
- 1932 Stamped steel, orig style 14gal Part No. AU-5032M
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.

<table>
<thead>
<tr>
<th>Component</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake pedal kit</td>
<td>AS-2032</td>
</tr>
<tr>
<td>PEDAL PAD</td>
<td></td>
</tr>
<tr>
<td>For above brake pedal kit. ½” NF threads on shaft.</td>
<td>AU-2035</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS-2052</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Booster Type</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Diaphragm Power Booster</td>
<td>AS-2075</td>
</tr>
<tr>
<td>Dual Diaphragm Power Booster</td>
<td>AS-2075D</td>
</tr>
</tbody>
</table>

MASTER CYLINDERS

<table>
<thead>
<tr>
<th>Model</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mustang - 1⅝” bore, standard</td>
<td>AU-2036</td>
</tr>
<tr>
<td>Mustang - 1” bore, standard</td>
<td>AU-2037S</td>
</tr>
<tr>
<td>Corvette -1” bore, power only</td>
<td>AU-2037P</td>
</tr>
<tr>
<td>Remote Fill - 1⅛“ bore, power only</td>
<td>AU-2041</td>
</tr>
<tr>
<td>Corvette -1 ¾” bore, power only</td>
<td>AU-2039</td>
</tr>
</tbody>
</table>

ECONOMY PLASTIC RESERVOIR KIT

<table>
<thead>
<tr>
<th>Reservoir Type</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEM style reservoir and hose.</td>
<td>AU-0059</td>
</tr>
</tbody>
</table>

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 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.

<table>
<thead>
<tr>
<th>Length</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard 9”</td>
<td>RB-202</td>
</tr>
</tbody>
</table>
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
- Buick V6  Part No. CP-2604
- Ford V8  Part No. CP-2204
- Ford Flathead V8  Part No. CP-2208

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
- Fits Ford C-4 & Ford Flathead C-4.  Part No. ES-2230

FRONT SWAY BAR  Completely Bolt-on unit fastens to the 4-link batwings. Greatly improves steering and handling. Includes sway

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

- Part No. AU-2234  $94.00

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

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

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.

C.E. Repro X Part No. AS-2034R

PEDAL PAD For above brake pedal kit. ½” NF threads on shaft. Part No. AU-2035

POWER BRAKE ADAPTER Fits C.E. brake pedal assembly above or any pedal using Ford bolt pattern. Part No. AS-2052

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
Dual Diaphragm Power Booster Part No. AS-2075D

MASTER CYLINDERS
Mustang - 15/16” bore, standard Part No. AU-2036
Mustang - 1" bore, standard Part No. AU-2037S
Corvette - 1" bore, power only Part No. AU-2037P
Remote Fill - 15/16” bore, power only Part No. AU-2041
Corvette - 1 1/8" bore, power only Part No. AU-2039

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

1933-1934 FORD
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

TRIANGULATED REAR 4-LINK Fits Ford 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 9” Part No. RB-203

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
Steel Part No. AU-5033

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

Rear, stock X member.................................................................Part No. AR-2276

*Note TM-8008S will not work with AS-2012C
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 uses Pinto or Mustang Suspension components. No bump steer or other unpleasant surprises. Upper coil spring pads are adjustable for ride height, giving @ 2 1/2” 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

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

Part No. IF-3540FP-C

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

Part No. CP-2203PM

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

Handy Tool Part No. IF-0000W

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

See the next page to add a complete P/M component package to this crossmember kit.

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS
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
With manual rack  Part No. IF-7480HHM

Full lower control arms / no strut rods option.
With power rack  Part No. IF-7480TWP
With manual rack  Part No. IF-7480TWM

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
Fittings with 16 inch lines  Part No.AU-0016MGM
Fittings with 18 inch lines  Part No.AU-0018MGM

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

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

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

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

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

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

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
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

1935-1936 C-4 with wishbone kit
Part No. ES-2263

1937-1940 C-4
Part No. ES-2267

1937-1940 C-4 with wishbone kit
Part No. ES-2268

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

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

* See p. 6 for trans. cushion

NOTE: GM Overdrive trans will only fit this frame with our OD kits.

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

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
LS  Part No.CP-2101GLS

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

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.

800-841-8188  www.chassisengineeringinc.com
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
above: High temp coated  Part No. HD-0001A
Use with solid axle susp.  Part No. HD-0004
above: High temp coated  Part No. HD-0004A

1935-1940 BOXING PLATES  Boxing plates are ¾” thick steel. Two plates per kit, R&L.

Front, stock frame, stock crossmember  Part No. AR-2280
Front, stock frame, Pinto crossmember  Part No. AR-2281
Rear, stock frame  Part No. AR-2284

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-8300 (300 lb.)
Part No. FS-8350 (350 lb.)
Part No. FS-8375 (375 lb.)

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

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
1937-1940  Part No. AS-2090
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
- **1935-39 Std. / I.F.S. crossmember** Part No. AU-2250B
- **1939 Dlx.- 40/ Stock crossmember** Part No. AU-2250C
- **1939 Dlx.- 40 / I.F.S. crossmember** Part No. AU-2250D

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 **1935-1940** 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**
- **Part No. SB-0010PMN**

*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**

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

- **Part No. SB-3540RA**

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

- **Part No. SB-3540RAL**

Universal Sway Bar Linkage Brackets
Weld-on lower sway bar linkage mounting brackets. Can be modified to work with many applications.
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 ¼” round slider  Part No. AU-2061

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
Center transmission mount - Chevrolet 350-etc.

Part No. ES-2140
Side braces from frame to C.E. Repro X-member center only, will not fit original X-member center

Part No. ES-2141

Call for other transmission center mounts.

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
Front mounts only (pair)  Part No. AR-2060F
Rear mounts only (pair)  Part No. AR-2060R

* See pg. 6 for trans. cushions

For Experienced Builders
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
- When using C.E. repro X-rails

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

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
  - C.E. pedal: Part No. AS-2052

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

MASTER CYLINDERS  State usage when ordering.

- Mustang - 15/16” bore, standard: Part No. AU-2036
- Mustang - 1” bore, standard: Part No. AU-2037S
- Corvette - 1” bore, power only: Part No. AU-2037P
- Remote Fill - 15/16” bore, power only: Part No. AU-2041
- Corvette-1 1/8” bore, power only: Part No. AU-2039

ECONOMY PLASTIC RESERVOIR KIT  OEM style reservoir and hose.

- Part No. AU-0059

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
- Fittings with 16 inch lines: Part No. AU-0016CB
- Fittings with 18 inch lines: Part No. AU-0018CB
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

1935-1936 Early Car - Heavy Duty Springs Part No. AS-2014CGHD

Late 1936-1940 Car, 1935-1941 ½ Ton Pickup Part No. AS-2016CG

Late 1936-1940 Car, 1935-1941 ½ Ton Pickup - Heavy Duty Springs Part No. AS-2016CGHD

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 Car only Part No. AS-2014

1936-1940 Car, 1935-1941 Pickup Part No. AS-2016

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 ¾” 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
**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

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

Regular, pair  Part No. RS-3540

Heavy duty, pair  Part No. RS-4148LR

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

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

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

**SHACKLES FOR STOCK REPLACEMENT**

Front  Part No. AU-2205

Rear  Part No. AU-2207

**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

2°  Part No. AU-2062B

3°  Part No. AU-2062C

4°  Part No. AU-2062D

**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

1937  17 gallon Poly  Part No. AU-5037P

1938-40  17 gallon Poly  Part No. AU-5040P

**TRACTION BAR KIT**

Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S

800-841-8188  www.chassisengineeringinc.com
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 extensions 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 1/2” 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

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. IF-4248FP-C

When using SB Ford Engine
Bolt-on kit (Pinto-Mustang IFS)

Part No. CP-2212G

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

Handy Tool Part No. IF-0000W

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

Available with installed weld-on engine mount options for Small Block Chevy or Ford Engines.

SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

CHASSIS ENGINEERING INCORPORATED 800-841-8188
**1941-1948 FORD**

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

![Component Packages Image]

**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) or AU-2075EA (manual)

**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
- Fittings with 16 inch lines  Part No.AU-0016MGM
- Fittings with 18 inch lines  Part No.AU-0018MGM

**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

[Contact Information]

800-841-8188  www.chassisengineeringinc.com
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
Bolt-on (C.E. Pinto-Mustang IFS) Part No. CP-2212G
Weld-on (for Pinto-Mustang IFS)  Part No. CP-2202G

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

All transmissions. Wishbone splitting kit added. Rubber mount included. Use with solid axle.

Part No. ES-2276

TYPE II  (X member is a welded unit)
All transmissions. No provision for wishbone. Use with IFS. Rubber mount included.

Part No. ES-2272

All transmissions. Wishbone splitting kit added. Rubber mount included. Use with solid axle.

Part No. ES-2274

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

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

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

TRANSMISSION MOUNTING KIT  Mounting kits are bolt-on style. Welding is required on models using a split wishbone. Fits all transmissions that measure 20 $\frac{3}{8}$” from engine to transmission mount holes. Before ordering, determine which type frame you have.

Type I: X-member center is riveted to X-rays.

Type II: X-member center is a welded unit (we are referring to the box where the X-rays meet).

TYPE I (X-member center is riveted to X-rays)
Turbo 350, Powerglide, stick. No provision for wishbone. Generally used with IFS.

Part No. ES-2177

Turbo 350, Powerglide, stick. Wishbone splitting kit added. Used with solid axle.

Part No. ES-2178

Turbo 700R4 Overdrive; use with IFS only with type I frames. This kit is for experienced builders only.

Part No. ES-2177OD

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

Turbo 350, Powerglide, stick. Wishbone splitting kit added. Used with solid axle.

Part No. ES-2174

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.

800-841-8188  www.chassisengineeringinc.com
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 1/2" 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

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
- Front - C.E. wide IFS  Part No. SB-4148WP
- Rear - C.E. kit  Part No. SB-4148R
- Axle Mount Rear - C.E. kit  Part No. SB-4148RA

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

• 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
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
Complete Rear End Kit w/ Low Rider Springs Part No. AS-2017CGLR

REAR END MOUNTING KIT
Kit for 1941-48 Ford includes only front and rear hanger brackets, bolts and instructions.

Part No. AS-2017

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

REAR SPRINGS Free arch of 5”, 2 ½” wide, pair
Part No. RS-4148

REAR SPRINGS Free arch of 3”, 2 ½” wide, pair
Part No. RS-4148LR

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

SPRING PADS Weld on, pair
Part No. AU-2229C

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

TRACTION BAR KIT
Prevent axle wrap and wheel hop with these Chassis Engineering Traction Bars for your Chassis Engineering Inc Leaf Spring Rear End. Note, this works with all Chassis Engineering Inc Complete Leaf Spring Rear End Kits

Part No. TM-8008S
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.


Complete P/M Component Package
w/power rack Part No. IF-7480HHP
w/manual rack Part No. IF-7480HHM

1. Tubular upper and lower A-Arms (set)
   Part No. CHD-112

2. Struts with bushings (pair)
   Part No. AU-2085

3. Spindles (pair)
   Part No. MP-028

4. Brake Kit, 11" rotor, GM Caliper
   Part No. DF-201-B-G
   Part No DF-202-F-G

5. C.E. coil springs (pair). Specify rate.
   (275 lb/in.) Part No. FS-8275
   (300 lb/in.) Part No. FS-8300
   (325 lb/in.) Part No. FS-8325
   (350 lb/in.) Part No. FS-8350
   (375 lb/in.) Part No. FS-8375

   Manual Part No. MP-018-1-K
   Power Part No. MP-038-3-K
   Add for Extended Manual Part No. AU-2075-E2
   Add for Extended Power Part No. AU-2076-E2

7. Tie rod ends Part No. MP-017

8. Rack Bushings Part No. AU-2034B

9. Quality shocks (pair) Part No. AU-2224

Call C.E. if you have questions about spring rates.
### Parts common to most models

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DROPPED MUSTANG SPINDLES</strong></td>
<td>1045 Heat treated alloy steel spindles. For those who want their car really, really low, use this two inch drop design.</td>
<td>SP-101-K</td>
</tr>
<tr>
<td><strong>BASIC BOLT SET</strong></td>
<td>New T-bolts for upper A-Arms and cross bolts for stock width lower A-Arms, includes nuts.</td>
<td>MP-001</td>
</tr>
<tr>
<td><strong>TUBULAR UPPER A-ARMS</strong></td>
<td>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.</td>
<td>CHD-101</td>
</tr>
<tr>
<td><strong>TUBULAR LOWER A-ARMS</strong></td>
<td>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.</td>
<td>CHD-102</td>
</tr>
<tr>
<td><strong>FULL LOWER A-ARMS</strong></td>
<td>Ready to install. Includes correct lower ball joints, bushings and needed hardware.</td>
<td>CHD-103-S</td>
</tr>
<tr>
<td><strong>RACK AND PINION</strong></td>
<td>Manual Standard length Rack</td>
<td>MP-018</td>
</tr>
<tr>
<td></td>
<td>Power Standard length Rack</td>
<td>MP-038-3-K</td>
</tr>
<tr>
<td></td>
<td>Manual 2 inch Extended Rack</td>
<td>AU-2075-E2</td>
</tr>
<tr>
<td></td>
<td>Power 2 inch Extended Rack</td>
<td>AU-2076-E2</td>
</tr>
<tr>
<td><strong>POWER STEERING HOSE KIT</strong></td>
<td>GM or Ford drivers side pump to Ford rack and pinion 1-piece cast aluminum rack (Must II, T-bird, Late model Mustang)</td>
<td>AU-2077</td>
</tr>
<tr>
<td><strong>COMPLETE BRAIDED BRAKE LINE KIT</strong></td>
<td>Everything you need to connect from the caliper to the line at the frame when using the old style, Ford caliper C.E. disc brake kit for Pinto/Mustang applications. Kit includes: Banjo Bolts and Brake Adapters, Braided lines, Frame Fittings, OEM Style Mounting Tabs and Clips</td>
<td>AU-0014CB, AU-0016CB, AU-0018CB</td>
</tr>
</tbody>
</table>

800-841-8188  www.chassisengineeringinc.com
POWER BRAKE ADAPTER  Fits master cylinder assembly using Ford two bolt pattern.
Part No. AS-2052

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
Dual Diaphragm Power Booster  Part No. AS-2075D

MASTER CYLINDERS  Part No. AU-2036
Mustang - 15/16” bore, standard
Mustang - 1” bore, standard  Part No. AU-2037S
Corvette - 1” bore, power only  Part No. AU-2037P
Remote Fill - 15/16” bore, power only  Part No. AU-2041
Corvette - 1 1/8” bore, power only  Part No. AU-2039

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

BRAKE PEDAL PAD  For most pedals. 1/2” NF threads on shaft.
Part No. AU-2035
BRAKE COMPONENTS

BULKHEAD FITTINGS  Takes the brake line thru the frame instead of around. Stainless steel. High quality piece, sized for a 1½”- 3” thick frame.

- Part No. AU-0070
- Part No. AU-0071

No.3 STAINLESS STEEL BRAKE LINES

- Part No. AU-0010
- Part No. AU-0012
- Part No. AU-0014
- Part No. AU-0016
- Part No. AU-0018
- Part No. AU-0020
- Part No. AU-0022
- Part No. AU-0036
- Part No. AU-0048

Custom Length Kit  Part No. AU-0000  Call for pricing/special order.

BRAKE FITTINGS

- Part No. AU-3256
- Part No. AU-3290
- Part No. AU-816-3S
- Part No. AU-822-3S
- Part No. AU-823-3S
- Part No. AU-2707B
- Part No. AU-2826
- Part No. AU-3320B
- Part No. AU-2836
- Part No. AU-3290

Banjo Bolts (pair) 12mm X 1.0 and crush washers  For use with AU-2045H or AU-2045HC
- Part No. AU-2300

Banjo Brake Adapters (pair) 12mm to -3 AN  For use with AU-2045H or AU-2045HC
- Part No. AU-2230

Banjo Bolts (pair) 10mm X 1.5 and crush washers  For use with 1977-84 Metric GM calipers
- Part No. AU-2290

Banjo Brake Adapters (pair) 10mm to -3 AN  For use with 1977-84 Metric GM calipers
- Part No. AU-2291

800-841-8188  www.chassisengineeringinc.com
**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
- with 16” lines Part No. AU-0016CB
- with 18” lines Part No. AU-0018CB

When using disc brake kits for 1970-76 ¾” Intermediate GM Calipers

- with 14” lines Part No. AU-0014GM
- with 16” lines Part No. AU-0016GM
- with 18” lines Part No. AU-0018GM

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
- with 16” lines Part No. AU-0016MGM
- with 18” lines Part No. AU-0018MGM

**REAR AXLE BRAKE HOSE KIT** (includes hose, brass T and clip) Part No. AU-3001K

**PROPORTIONING VALVE** Use in the back line to lower initial pressure to drum brakes. Adjustable. Part No. AU-0065

**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
- 10 lb. Part No. AU-0057

**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
- Disc/Disc Combo Part No. AU-3359

**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

**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**

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**CHASSIS ENGINEERING INCORPORATED** 800-841-8188
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.

### 3/4" SMOOTH U-JOINTS

<table>
<thead>
<tr>
<th>Component</th>
<th>Spindle Size</th>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>GM column</td>
<td>1&quot; - 48 spline</td>
<td>3/4&quot; smooth</td>
<td>AU-0029B</td>
</tr>
<tr>
<td>GM column</td>
<td>3/4&quot; - 36 spline</td>
<td>3/4&quot; smooth</td>
<td>AU-0029F</td>
</tr>
<tr>
<td>GM column</td>
<td>1&quot; DD x 3/4&quot; smooth</td>
<td></td>
<td>AU-0029M</td>
</tr>
<tr>
<td>GM column</td>
<td>3/4&quot; DD x 3/4&quot; smooth</td>
<td></td>
<td>AU-0029C</td>
</tr>
<tr>
<td>Vega</td>
<td>5/8&quot; - 36 spline</td>
<td>3/4&quot; smooth</td>
<td>AU-0029D</td>
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<tr>
<td>Pinto-Mustang Manual</td>
<td>9/16&quot; - 26 spline</td>
<td>3/4&quot; smooth</td>
<td>AU-0029I</td>
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<tr>
<td>Pinto-Mustang Power</td>
<td>3/4&quot; - 36 spline X 3/4&quot; smooth</td>
<td></td>
<td>AU-0029F</td>
</tr>
<tr>
<td>Smooth</td>
<td>3/4&quot; smooth x 3/4&quot; smooth</td>
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### 3/4" DD U-JOINTS

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<th>Part No.</th>
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<tr>
<td>GM column</td>
<td>1&quot; - 48 spline</td>
<td>3/4&quot; DD</td>
<td>AU-0030B</td>
</tr>
<tr>
<td>GM column</td>
<td>3/4&quot; - 36 spline</td>
<td>3/4&quot; DD</td>
<td>AU-0030F</td>
</tr>
<tr>
<td>GM column</td>
<td>1&quot; DD x 3/4&quot; DD</td>
<td></td>
<td>AU-0030M</td>
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<tr>
<td>GM column</td>
<td>3/4&quot; DD x 3/4&quot; DD</td>
<td></td>
<td>AU-0030A</td>
</tr>
<tr>
<td>Vega</td>
<td>5/8&quot; - 36 spline</td>
<td>3/4&quot; DD</td>
<td>AU-0030D</td>
</tr>
<tr>
<td>Pinto-Mustang Manual</td>
<td>9/16&quot; - 26 spline</td>
<td>3/4&quot; DD</td>
<td>AU-0030I</td>
</tr>
<tr>
<td>Pinto-Mustang Power</td>
<td>3/4&quot; - 36 spline X 3/4&quot; DD</td>
<td></td>
<td>AU-0030F</td>
</tr>
<tr>
<td>Smooth</td>
<td>3/4&quot; DD x 3/4&quot; DD</td>
<td></td>
<td>AU-0030A</td>
</tr>
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**Rod End Bearing**
For 3/4" shafting

**Double Needle Bearing Steel Universal Joint**

<table>
<thead>
<tr>
<th>Component</th>
<th>Spindle Size</th>
<th>Description</th>
<th>Part No.</th>
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<td>9/16&quot; - 26 spline</td>
<td>3/4&quot; smooth</td>
<td>AU-0029L</td>
</tr>
<tr>
<td></td>
<td>9/16&quot; - 26 spline</td>
<td>3/4&quot; DD</td>
<td>AU-0030L</td>
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**Shafting**

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<th>Component</th>
<th>Description</th>
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</thead>
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<td>3/4&quot; DD x 18&quot;</td>
<td>AU-0031</td>
</tr>
<tr>
<td></td>
<td>3/4&quot; DD x 36&quot;</td>
<td>AU-0032</td>
</tr>
<tr>
<td></td>
<td>3/4&quot; Round x 18&quot;</td>
<td>AU-0033</td>
</tr>
<tr>
<td></td>
<td>3/4&quot; Round x 36&quot;</td>
<td>AU-0034</td>
</tr>
</tbody>
</table>
FORD GAS TANKS
Apron fill saddle A's 1928-29
Apron fill saddle A's 1930-31
1932 Stamped steel, orig style 11gal.
1932 Stamped steel, orig style 14gal
1933-34 Ford 16 gal. Poly
1935-36 Ford 17 gal. Poly
1935-36 Ford 16 gal. Steel
1937 Ford 17 gal. Poly
1937 Ford 16 gal. Steel
1938-40 Ford car & 38-41 Tk 17 gal. Poly
1938-40 Ford car & 38-41 Tk 16 gal. Steel
1941-48 Ford / 39-48 Merc 17 gal. Poly
1941-48 Ford / 39-48 Merc 17 gal. Steel
Part No. AU-5028EZ
Part No. AU-5030EZ
Part No. AU-5032EZ
Part No. AU5032M
Part No. AU-5033P
Part No. AU-5035P
Part. No.AU-5035M
Part. No. AU-5037P
Part No. AU-5037M
Part No. AU-5040P
Part No. AU-5040M
Part No. AU-5041P
Part No. AU-5041M

CHEVROLET GAS TANKS
1935 Chevy Master, 1936 Chevy Stand, 17 gal. poly
1937 Chevy 17 gal. poly
1938-39 Chevy 17 gal. poly
1940 Chevy 14.5 gal steel
1941-48 Chevy 16 gal. poly
1941-48 Chevy 18 gal. poly
1949-52 Chevy 16 gal. poly
1953-54 Chevy 16 gal. poly
1953-54 Chevy steel, stock capacity
Part No. AU-5135P
Part No. AU-5137P
Part No. AU-5139P
Part No. AU-5140M
Part No. AU-5148P
Part No. AU-5148PL
Part No. AU-5152P
Part No. AU-5154P
Part No. AU-5154M

Universal GAS TANK
14 gal. poly 27 x 9 ½ x 17 - Pickup
16 gal. steel 27 ¾ x 8 ½ x 17 ¾
16 gal. steel 36 x 10 ¼ x 14 ¼
16 gal. steel 35 x 11 × 11
Part No. AU-5000A
Part No. AU-5000M
Part No. AU-5000C
Part. No. AU-5000BG

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
10-180 ohm for VDO gauges Part No. AU-6001
0 - 30 ohm GM gauges 1964 & before Part No. AU-6002
0 - 90 ohm GM gauges 1965 & later Dolphin Part No. AU-6003
73 - 10 ohm Ford & Mopar gauges Part No. AU-6004

800-841-8188
# WALKER RADIATORS

*All radiators are Cobra™ except where noted.*

<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>COBRA RADIATOR PART NO.</th>
<th>AIR CONDITIONER RADIATOR PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORD 1917-1923</td>
<td>C-481-1</td>
<td>C-AC-487-1</td>
</tr>
<tr>
<td>FORD 1924-1927</td>
<td>C-481-2</td>
<td>C-AC-487-2</td>
</tr>
<tr>
<td>* FORD 1928-1929</td>
<td>C-487-1</td>
<td>C-AC-491-2</td>
</tr>
<tr>
<td>* FORD 1930-1931</td>
<td>C-487-2</td>
<td>C-AC-498-1</td>
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<tr>
<td>FORD 1932</td>
<td>C-491-2</td>
<td>C-AC-488-1</td>
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<tr>
<td>FORD 1933-1934</td>
<td>C-498-1</td>
<td>C-AC-494-1</td>
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<tr>
<td>FORD 1935</td>
<td>C-488-1</td>
<td>Z-AC-495-1</td>
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<tr>
<td>FORD 1936</td>
<td>C-494-1</td>
<td>C-AC-497-1</td>
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<tr>
<td>FORD 1937-1939 Std</td>
<td>Z-495-1</td>
<td>C-AC-496-1</td>
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<tr>
<td>FORD 1939-1940 Dlx</td>
<td>C-497-1</td>
<td>C-AC-493-1</td>
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<tr>
<td>FORD 1941</td>
<td>C-496-1</td>
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<tr>
<td>FORD 1942-1948</td>
<td>C-493-1</td>
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<tr>
<td>CHEV 1932</td>
<td>C-512-1</td>
<td>C-AC-512-1</td>
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<tr>
<td>CHEV 1933 Master</td>
<td>C-510-1</td>
<td>C-AC-510-1</td>
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<tr>
<td>CHEV 1934-1935 Std</td>
<td>Z-508-1</td>
<td>C-AC-508-2</td>
</tr>
<tr>
<td>CHEV 1934-1935 Master</td>
<td>C-509-1</td>
<td>C-AC-509-1</td>
</tr>
<tr>
<td>CHEV 1936</td>
<td>C-505-1</td>
<td>C-AC-505-1</td>
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<tr>
<td>CHEV 1937</td>
<td>C-501-1</td>
<td>Z-AC-502-1</td>
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<tr>
<td>CHEV 1938</td>
<td>C-502-1</td>
<td>C-AC-503-1</td>
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<tr>
<td>CHEV 1939</td>
<td>C-503-1</td>
<td>C-AC-504-1</td>
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<tr>
<td>CHEV 1940-1941</td>
<td>C-504-1</td>
<td>C-AC-513-1</td>
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<tr>
<td>CHEV 1942-1948</td>
<td>C-513-1</td>
<td>C-AC-535-1</td>
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<tr>
<td>CHEV 1947-1953 Pickup</td>
<td>C-520-1</td>
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<tr>
<td>CHEV 1955-1957</td>
<td>C-567-1</td>
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<tr>
<td>CHEV 1954 Pickup</td>
<td>C-514-1</td>
<td>C-AC-514-1</td>
</tr>
</tbody>
</table>

## FAN SHROUDS

Call for current pricing.

## ELECTRIC FANS

www.chassisengineeringinc.com
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

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD-0001</td>
<td>High Temp Ceramic Coated</td>
</tr>
<tr>
<td>HD-0001A</td>
<td>Part No. HD-0001A</td>
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</table>

Use with 35-48 Ford Cars & Trucks

<table>
<thead>
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<tr>
<td>HD-0003</td>
<td>High Temp Ceramic Coated</td>
</tr>
<tr>
<td>HD-0003A</td>
<td>Part No. HD-0003A</td>
</tr>
</tbody>
</table>

Use with original suspension and stock steering

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>HD-0050</td>
<td>High Temp Ceramic Coated</td>
</tr>
<tr>
<td>HD-0050A</td>
<td>Part No. HD-0050A</td>
</tr>
</tbody>
</table>

Use with stock or Saginaw steering, straight axle

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD-0004</td>
<td>High Temp Ceramic Coated</td>
</tr>
<tr>
<td>HD-0004A</td>
<td>Part No. HD-0004A</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Part No.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>HD-00QP</td>
<td>High Temp Ceramic Coated</td>
</tr>
<tr>
<td>HD-00QPA</td>
<td>Part No. HD-00QPA</td>
</tr>
</tbody>
</table>

PERMATEX ULTRA-BLACK HIGH HEAT SILICONE SEALER
Just apply ½” bead around each port. That’s all you need - No Gaskets!

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD-00SL</td>
<td>$12.00</td>
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</table>

COLLECTOR BOLTS Set of 6

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD-00CB</td>
<td>$12.00</td>
<td></td>
</tr>
</tbody>
</table>
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
Part No. HD-0001LSA

High Temp Ceramic Coated

Use with:
- 40-48 Chevy and CE Engine Kit CP-1107LS

Part No. HD-0150LS
Part No. HD-0150LSA

High Temp Ceramic Coated

Use with:
- 48-54 Chevy Pickup with LS Engine and C.E. IFS CP-1160LS

Part No. HD-CSLS1
Part No. HD-CSLS1A

High Temp Ceramic Coated

Use with:
- 49-54 Chevy and CE Engine Kit CP-1109LS

Part No. HD-0010LS
Part No. HD-0010LSA

High Temp Ceramic Coated

SMALL BLOCK FORD ENGINES

MUSTANG II SUSPENSION

Use with:
- 35-48 Ford Cars
- 48-52 Ford Trucks

351 Windsor engine
Part No. HD-0004FF
Part No. HD-0004FFA
High Temp Ceramic Coated

289/302 engine
Part No. HD-0005FF
Part No. HD-0005FFA
High Temp Ceramic Coated

Straight axle with stock or Saginaw steering box

Use with:
- 35-48 Ford Car

Part No. HD-0001FF
Part No. HD-0001FFA
High Temp Ceramic Coated

Straight axle with stock steering box

Use with:
- 48-52 Ford Car

Part No. HD-0002FF
Part No. HD-0002FFA
High Temp Ceramic Coated

COPPER COLLECTOR GASKETS (pr.)

Collector Reducer Options

2.5” Part No. HD-CCG2.5
3.0” Part No. HD-CCG3.0
3.5” Part No. HD-CCG3.5

Please Note BOLT Pattern!
Control Arms

CA-112 Upper and Lower Tubular Control Arms
CHD-112* Heavy Duty Tubular Control Arms, 1" OD Tube *USE AU-2224 Shocks
CA-112-SS Polished Stainless Steel Tubular Control Arms
CA-101-N Narrowed Upper Control Arms
CA-101-SS-N Narrowed Polished Stainless Steel Upper Control Arms
CA-103-N-S Narrowed Lower Control Arms With Swaybar Mounts
CA-103-SS-N-S Narrowed Polished Stainless Steel Lower Control Arms With Swaybar Mounts

Strut Rod Control Arms

CHD-101 Heavy Duty Tubular Upper Control Arms, 1" OD Tube
CHD-102 Heavy Duty Tubular Lower Control Arms, 1" OD Tube
CHD-110 Heavy Duty Tubular Upper and Lower Control Arm Package, 1" OD Tube
AU-2085 Strut Rods For Use With Arms Listed Above

Brakes

DF-201-B-G 11" Iron Rotors, GM Calipers, Chevy Bolt Pattern (4 3/4")
DF-201-F-G 11" Iron Rotors, GM Calipers, Ford Bolt Pattern (4 1/2")
DF-201-5.0 11" Rotors, GM Calipers, 5" Bolt Pattern
DF-227 6-Lug brake kit with early GM calipers
DF-202-5.5 11" Rotor, GM Calipers, 5.5" Bolt Pattern
DF-202-C 11" Iron Rotors, Wilwood 4 Piston Black, Red or Polished Calipers, Chevy Bolt Pattern
DF-202-F 11" Iron Rotors, Wilwood 4 Piston Black, Red or Polished Calipers, Ford Bolt Pattern
DFE-202 11" Wilwood Smooth Rotors & 4 Piston Black, Red or Polished Calipers
DFE-202-D-B 11" Wilwood Drilled Rotors & 4 Piston Black, Red or Polished Calipers
DFE-208 12" Wilwood Drilled Rotors & 4 Piston Black, Red or Polished Calipers
DFE-206 13" Wilwood Drilled Rotors & 6 Piston Black, Red or Polished Calipers

Steering Racks

MP-018-1-K Manual Steering Rack
MP-038-3-K Power Steering Rack
AU-2075S Manual Steering Rack, Short Shaft, For Use With IF-4954CP
AU-2075-E2 Manual Steering Rack, 2" Ext. For Use With IF-4852FPT, IF-4854CPT, IF-4248FP
AU-2076-E2 Power Steering Rack, 2" Ext. For Use With IF-4852FPT, IF-4854CPT, IF-4248FP
AU-2075-E4 Manual Steering Rack, 4" Ext. For Use With IF-5559CPT
SU-2076-E4 Power Steering Rack, 4" Ext. For Use With IF-5559CPT

Shocks & Springs

MP-005 Shocks For Use With CA-112 Control Arms
AU-2224 Shocks For Use With Heavy Duty Control Arms Only
FS-8300 12" Coil Spring, 300LB
FS-8325 12" Coil Spring, 325LB
FS-8350 12" Coil Spring, 350LB
FS-8375 12" Coil Spring, 375LB

Spindles

MP-028 Standard Spindles
SP-101-K 2" Drop Spindles

Options

IF-0000W Adjustment Wrench
IF-0000SR Setup Rod