

EVERYTHING YOU NEED TO BUILD YOUR CHASSIS!



CATALOG CONTENTS

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

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Order Phone **800-841-8188**
Tech (319) 643-2655
Order Fax (319) 643-2801

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

SHIPPING

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



DAMAGED ITEMS

If your order is damaged through shipment: Call 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.



CHASSIS ENGINEERING INC.

COMMON SENSE ENGINE MOUNTS

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

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

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

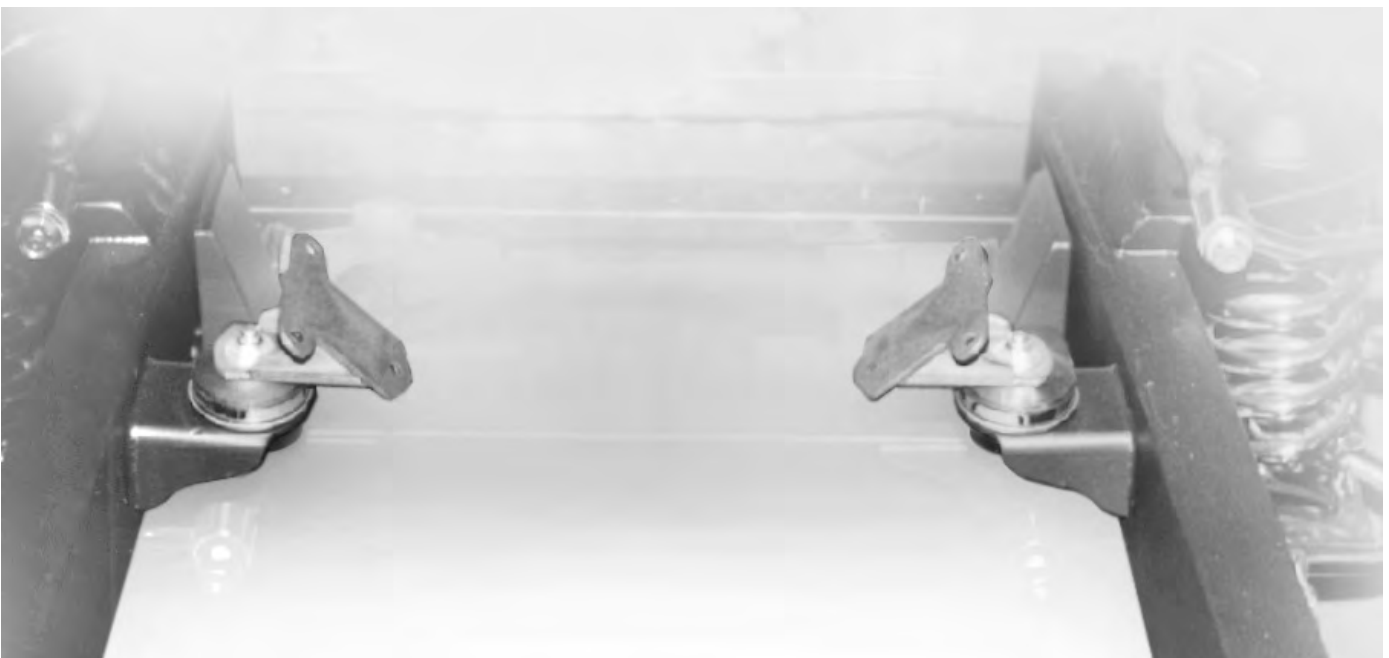
IMPORTANT: Engine side mounts are a necessity if you are using any transmission with a tail shaft mount. A front mount used here would place excessive stress on the bellhousing area, causing misalignment and possible breakage. Modern bellhousings are generally aluminum and unable to support extra weight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

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

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

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

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



ONE TECHNIQUE FOR ENGINE SWAPPING

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

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

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

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

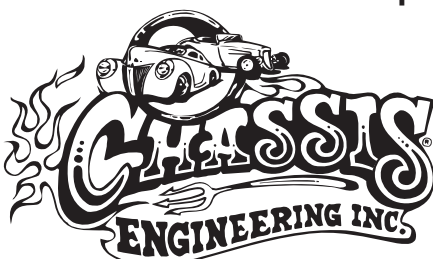
Now give everything a double check for clearance and workability. Some new things to check include transmission mounts, carburetor angle, fenderwell clearance and general all around clearances. This is the time that discouragement can set in. Don't give up, it gets easier now. All that's left is the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

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

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

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

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



▪ SAFETY THRU ENGINEERING ▪

UNIVERSAL ENGINE MOUNTING

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

Each engine mounting kit is made up of 3 parts:

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

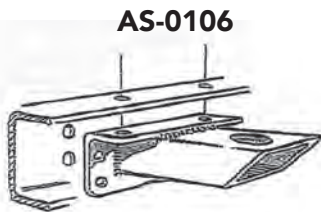
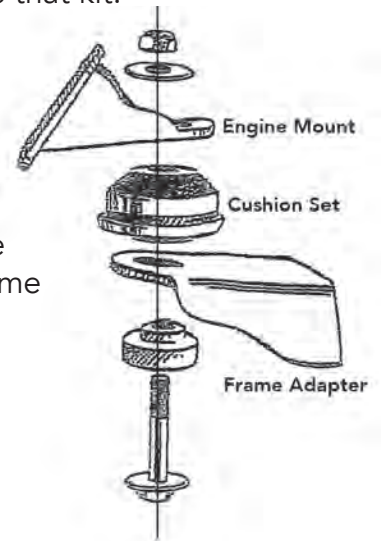
1. Frame Adapters come in many different styles. All of CE universal frame adapters are versatile and can be cut to the length you need to align the frame adapter with the engine mounts. **(See pg. 4 for Frame Adapter options.)**

Channel Frames: Use part # AS-0106

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

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

Crossmembers are available for all frame widths.



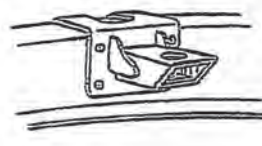
AS-0106



AS-0304



AS-0305
Available in 4 lengths



AS-0204

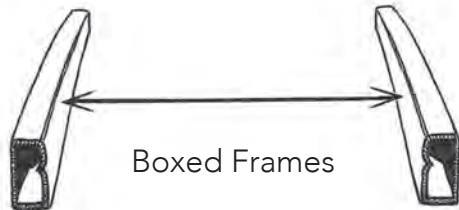


Crossmembers
Bolt-On Option

2. Engine Mounts See pg 5

Engine mount **style** is chosen based on the type of engine.

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



Boxed Frames



Channel Frames

Determine Frame Width

Boxed Frames:

Measure between boxing plates.

Channel Frames:

Measure between the INSIDE of the rails.



Engine Mount Length

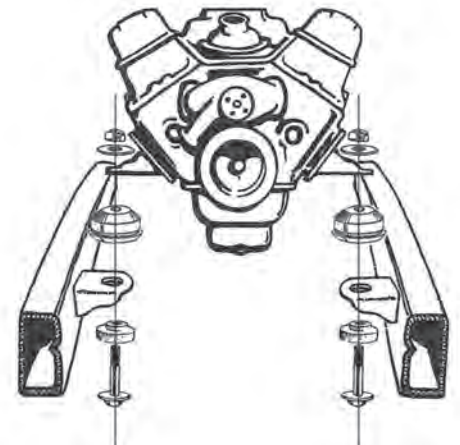
Approx Frame Width	Use Engine Mount Length
< 22"	17" mount
22/23" - 25/26"	19" mount
> 25/26" <	22" mount or crossmember

3. Cushion Set See pg. 5

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

Installation Hint:

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



UNIVERSAL FRAME ADAPTERS/ Engine Crossmembers

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

Part No. AS-0106

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 $\frac{3}{16}$ " plate.
Use with frame widths from 20" to 26".

Part No. AS-0304

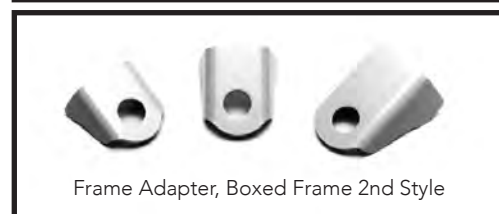
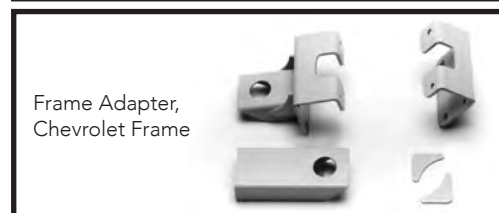
Boxed Frame, 2nd Style Same as above except these come a certain length and can be shortened only slightly. Length is measured from edge to center of hole. Available in 2 $\frac{1}{8}$ ", 2 $\frac{5}{8}$ ", 2 $\frac{7}{8}$ " and 3 $\frac{5}{8}$ " inch lengths.

Part No. AS-0305A (2 $\frac{1}{8}$ ")

Part No. AS-0305B (2 $\frac{5}{8}$ ")

Part No. AS-0305C (2 $\frac{7}{8}$ ")

Part No. AS-0305D (3 $\frac{5}{8}$ ")



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

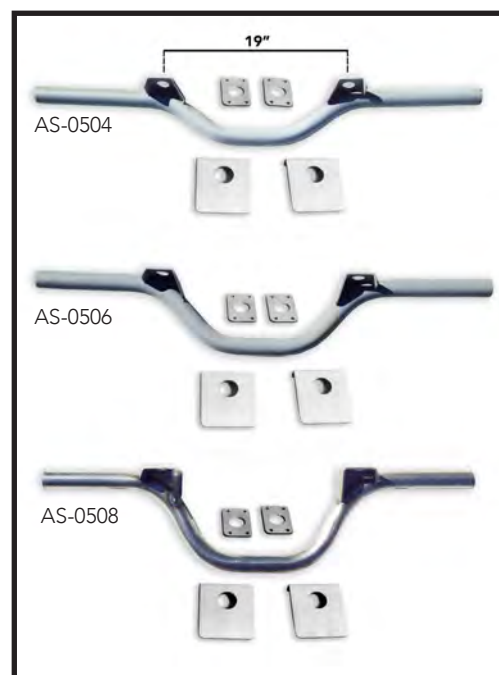
Measuring Directions: Locate the centerline between the original engine mounts. Place a flat strap across the bottom of the oil pan at this point and measure up to the center of the crankshaft. This distance corresponds to the drop listed for the crossmember. Allow at least an extra $\frac{1}{2}$ " clearance 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

1958-up 283-302-307-327-350-400 C.I. Small Block

1965-up 396-402-427-454 C.I. Big Block

Also V6 Chev (distributor at rear)

17" Part No. CS-1117

19" Part No. CS-1119

22" Part No. CS-1122

1 3/4" Offset Mounts (moves mounting point, not engine)

Left side offset **19" Part No. CS-1119OS**

Left side offset **22" Part No. CS-1122OS**

Both sides offset **19" Part No. CS-1119OOS**

Both sides offset **22" Part No. CS-1122OOS**

Chevrolet LS

LS Straight Mounts **Part No. CS-1319**

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

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

17" Part No. CS-1417

19" Part No. CS-1419

1953-54 235 C.I. **Part No. CS-1519**

1958-62 235 C.I. **Part No. CS-1619**

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

19" Part No. CS-6519

Buick V6 (distributor at front) 1961-up

17" Part No. CS-6417

19" Part No. CS-6419

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

19" Part No. CS-4519

Chrysler-DeSoto 1951-58 ("hemi") 331-354-392 C.I.

Note: DeSoto approximately 19" only

19" Part No. CS-4319

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

17" Part No. CS-4117

19" Part No. CS-4119

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

17" Part No. CS-4217

19" Part No. CS-4219

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

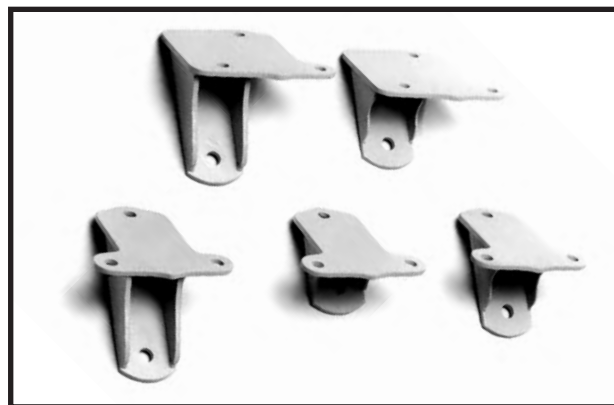
17" Part No. CS-2117

19" Part No. CS-2119

Cushion Set C.E. designed for street rod use.

Impervious to gas and oil. Greater shock and sound absorption. Greatly increased resistance to deformation and temperature extremes. Thru bolt construction for safety. Larger cross section to support heavier engines.

Part No. SS-0011



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

UNIVERSAL TRANSMISSION COMPONENTS

How To Determine Which Transmission Crossmember To Use

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

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

Chassis Engineering transmission tubes are internally reinforced, heavy duty 1 3/4" OD tubing with 3/16" wall. Available in 5 different drops and can be cut to the width needed for your frame. To be used with side engine mounts only to avoid stressing the bellhousing.

Bolt-on ends:

0" drop Part No. AT-0050 B

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:

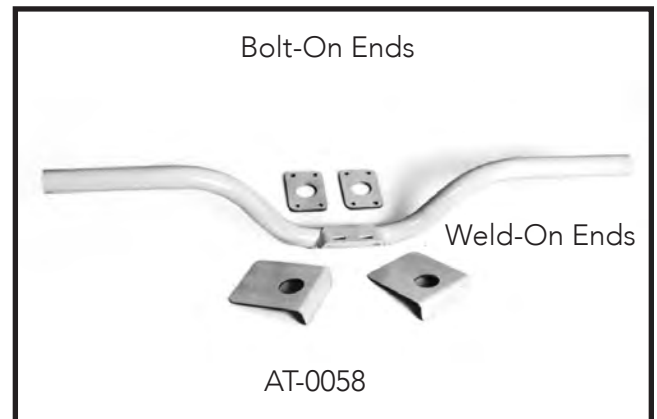
0" drop Part No. AT-0050 W

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.

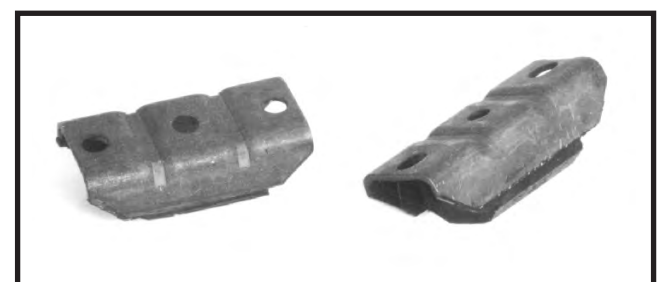
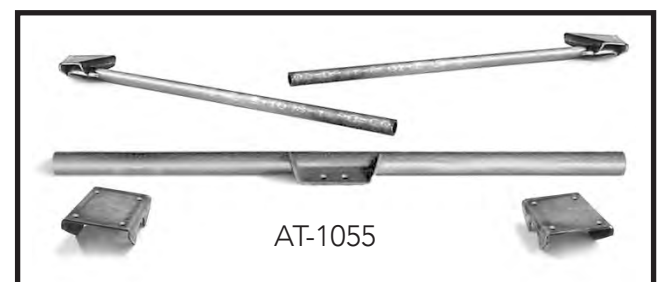
4-speed, Powerglide, Turbo 350

Turbo 400, Turbo 700

Ford C-4 Transmission

Part. No. SS-0114

Part. No. SS-0212



UNIVERSAL APPLICATIONS

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

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

KIT with standard duty, low arch springs

Part No. AS-0010CG

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.

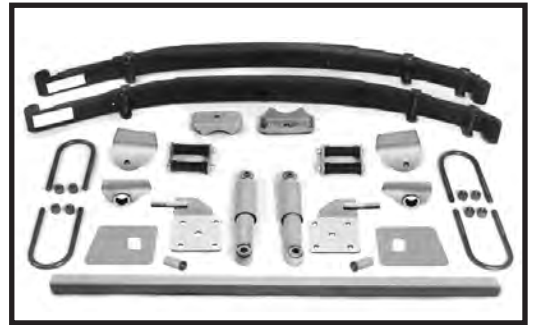
Part No. AU-2214

REAR U-BOLTS Set of 4 with nuts.

Part No. AU-2025C

SPRING PADS Weld on, pair.

Part No. AU-2229



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



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



UNIVERSAL APPLICATIONS

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

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

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

42 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

SB-0037RA



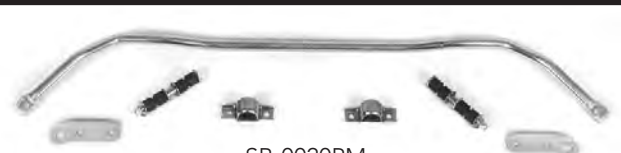
SB-0060RA



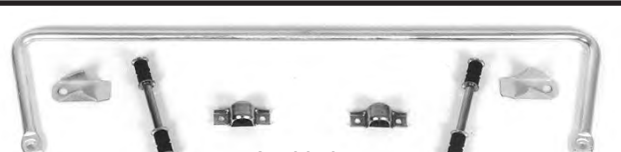
SB-0010PM



SB-0020PM



SB-0050R



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

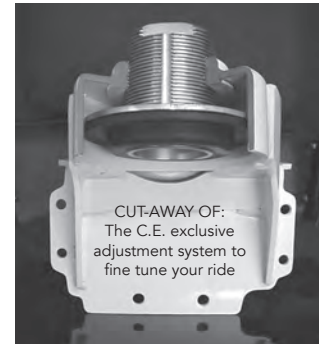


1947-1959 CHEVROLET & GMC PICKUP

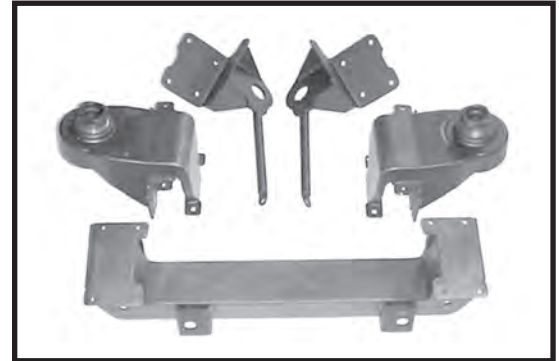
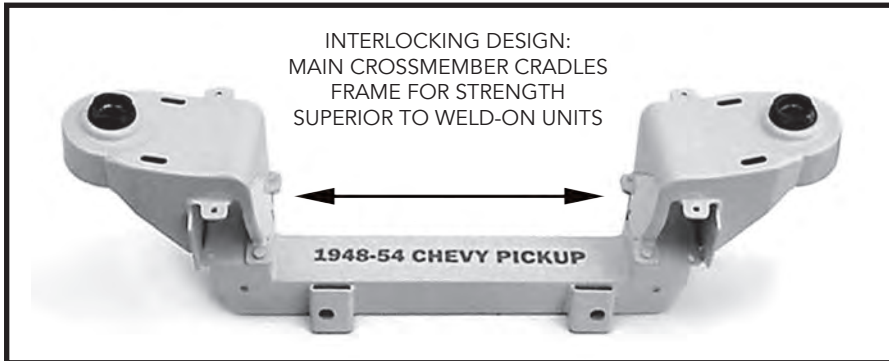


C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



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



BOLT ON PINTO/MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto -Mustang suspension components. C.E. has the engineering capability to correctly modify the width of the Pinto-Mustang I.F.S. In this case we have found the Mustang too narrow to fit the 48-54 Chevy truck correctly. We have widened the crossmember 2" over the original Mustang and adjusted the pivot points. Rack extensions included to widen rack The result is suspension that is far superior to the original Mustang. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 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

47-54 Truck with SB Chevy

1955-1959 Truck

55-59 Chevy with SB Chevy

55-59 Chevy with LS Motor

Part No. IF-4854CPT

Part No. IFS-4854CPT-C

Part No. IF-5559CPT

Part No IF-5559CPT-C

Part No. IF5559CPT-LS



Option 1
with strut rods



Option 2
with full lowers

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

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

1947-1959

CHEVROLET & GMC ½ TON PICKUP



Hub to Hub P/M Component Packages

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



Strut rods and regular lower control arm option.

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

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

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

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

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





1940 - 1954 CHEVROLET & GMC 1/2 TON PICKUP

Fits 1958 - up Chevrolet V8 and LS engines into 1940-1954 Chevrolet & GMC 1/2 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-350, PG & manual (1940-1947) **Part No. ES-1164**

T-350, PG & manual (1948-1954) **Part No. ES-1165**

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

T-700, OD (1948-1954) **Part No. ES-1167**

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

HEADERS

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

PACER INDEPENDENT FRONT SUSPENSION KIT

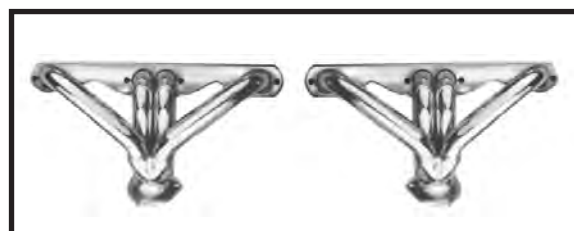
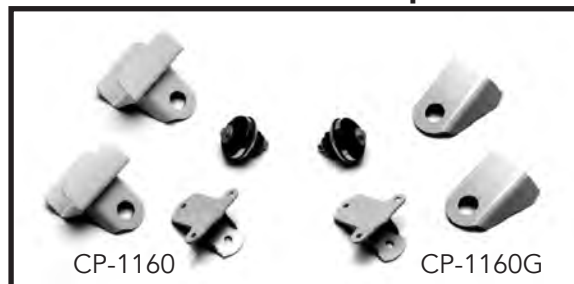
Installation is bolt-on after these brackets are welded to the Pacer crossmember. The original Pacer has a front crossmember that bolts on containing all needed heavy duty suspension parts (original A-arms, springs, tie rods, steering, shocks, etc.) in a single unit. Great fit. Requires a donor AMC Pacer.

(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



See pages 82-86
for other brake parts

1940 - 1954

CHEVROLET & GMC 1/2 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.

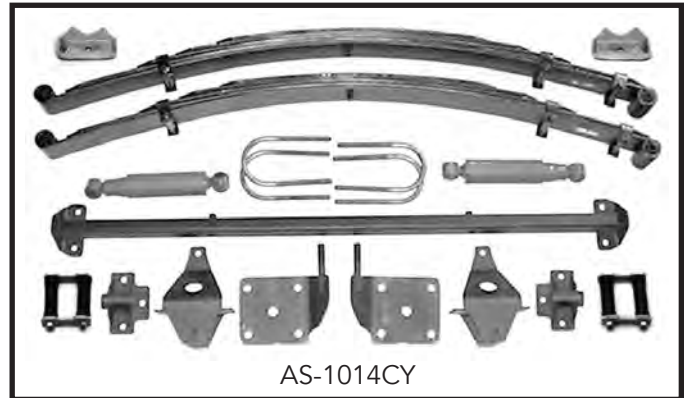
Kit includes: Chassis Engineering's 2 1/2" slider springs, front & rear spring mounts, shackles, U-bolts, spring pads, shock mounting kit, new shocks, hardware & instructions.

1948-53 1/2 Ton

Part No. AS-1014CGY

1954-55 1st series

Part No. AS-1015CGY



AS-1014CY

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



AS-0010CY

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

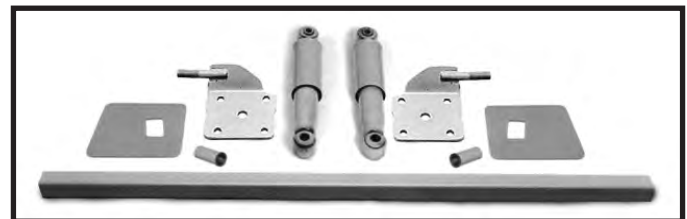
Part No. SB-0500PM

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 1/2 ton pick up trucks. Eliminates road sway. Works in combination with complete rear-end mounting kit. All necessary linkage and mounting hardware included.

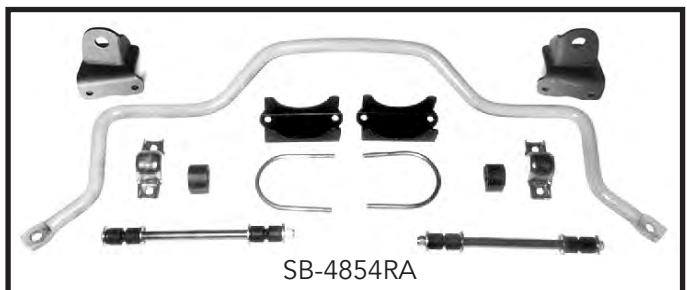
Part No. SB-4854RA



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



SB-4854RA



1955-1959 CHEVY 1/2 ton PICKUP

ENGINE MOUNTING KIT SBC

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

Part No. CP-1180

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

Part. No. SS-0112

Turbo 400, Turbo 700

Part. No. SS-0114

Ford C-4 Transmission

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. 1/2" 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

AS-2075

Dual Diaphragm Power Booster

AS-2075D

MASTER CYLINDERS

Mustang - 1 5/16" bore, standard

AU-2036

Mustang - 1" bore, standard

AU-2037S

Corvette - 1" bore, power only

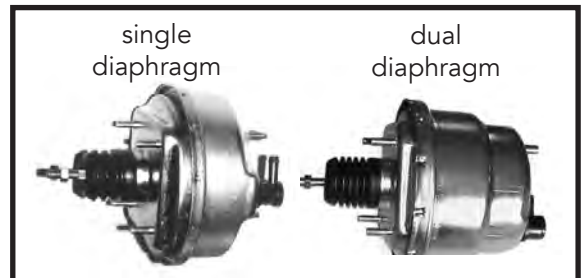
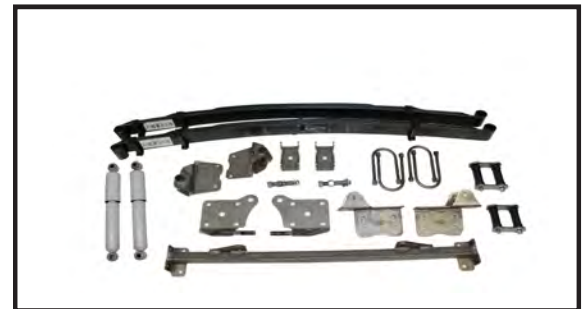
AU-2037P

Remote Fill - 1 5/16" bore, power only

AU-2041

Corvette - 1 1/8" bore, power only

AU-2039



1934-1935 *Standard only* CHEVROLET

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



ENGINE MOUNTING KIT

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

Part No. CP-1105



TRANSMISSION MOUNTING PLATE

Bolt-On plate uses original holes in crossmember for line-up. Fits Turbo 350, Powerglide, or most 3 & 4 speed. (20 5/8" 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 1/2" 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

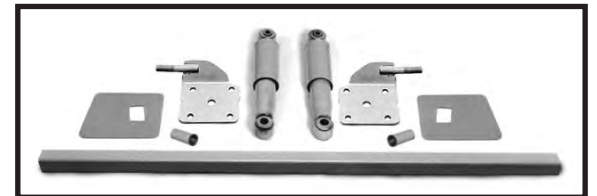
Part No. AU-2214

SPRING PADS

Part No. AU-2229

REAR U-BOLTS

Part No. AU-2025C

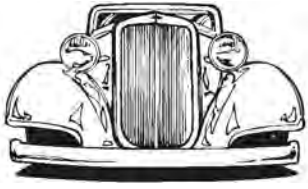


TRACTION BAR KIT

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

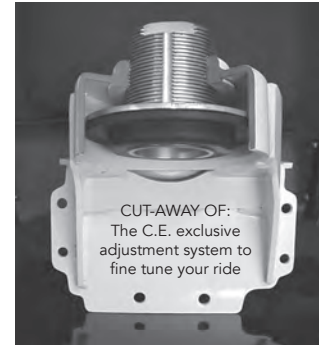




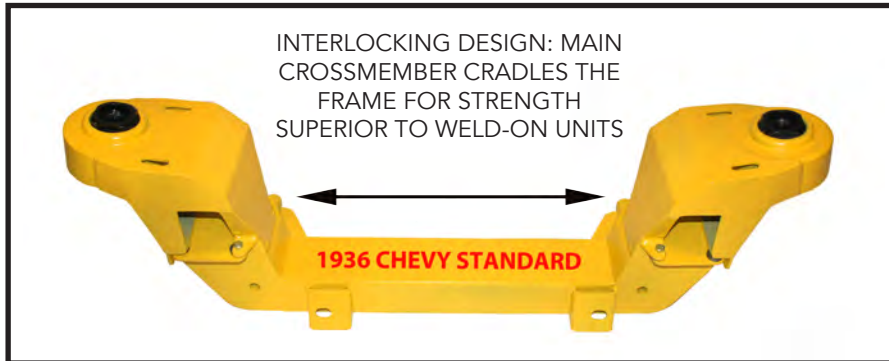
CHEVROLET 1936 Standard ONLY

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



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



BOLT-ON PINTO/MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto - Mustang suspension components. The result is suspension that is far superior to the original Chevy suspension. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 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**

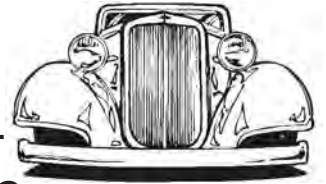
Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height

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



SEE PAGE 76 FOR MUSTANG II COMPONENT OPTIONS

CHEVROLET 1936 Standard ONLY



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





1936 Standard only CHEVROLET

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

Cross Steering

Part No. CP-1114

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

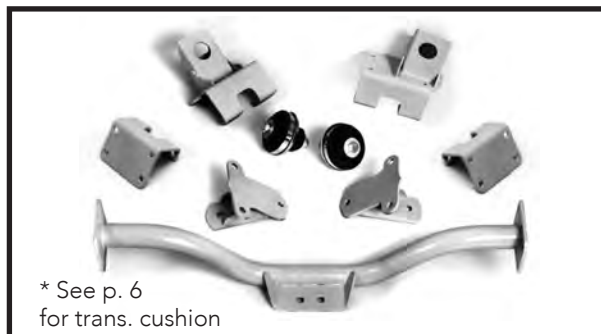
REAR SHOCK KIT Kit includes upper shock bar, two shock absorbers, two lower shock mounts, and all needed bolts and instructions. *NOT FOR USE WITH STOCK SPRINGS*

Rear shock kit Part No. AR-106G

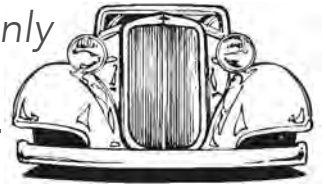
TRACTION BAR KIT

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



1935-1936 Master only CHEVROLET



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

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

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



CX-1136 installed

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

Part No. CP-1117



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



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 1/2" 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

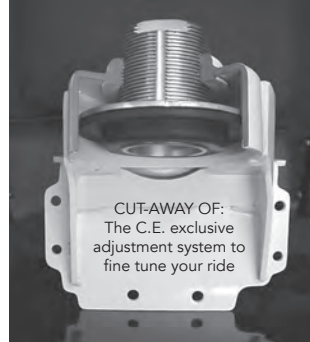


1937-1939 CHEVROLET

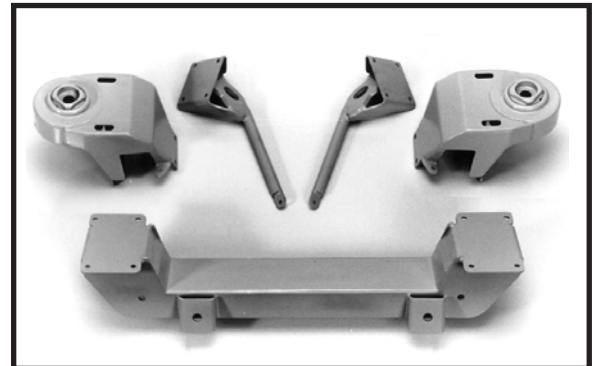
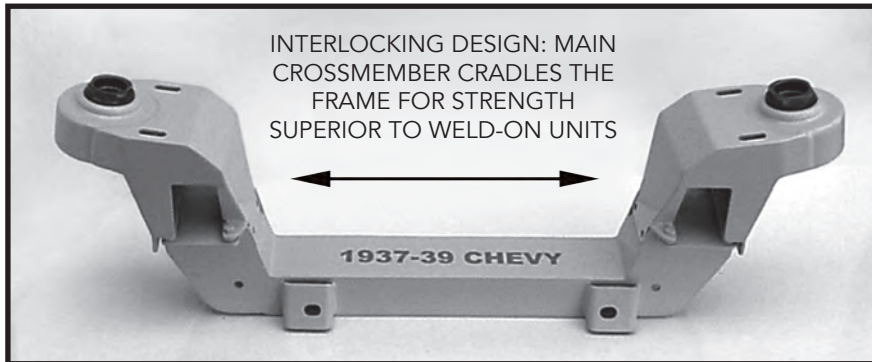


C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



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



BOLT ON PINTO - MUSTANG IFS KIT This fully bolt-on crossmember kit uses Pinto-Mustang suspension components. Stock Pinto-Mustang geometry is used. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable giving about 2 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. 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



1937-1939 CHEVROLET



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

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





1937-1939 CHEVROLET

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

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

S/B w/IFS **Part No. CP-1100**
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 sytem. 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.

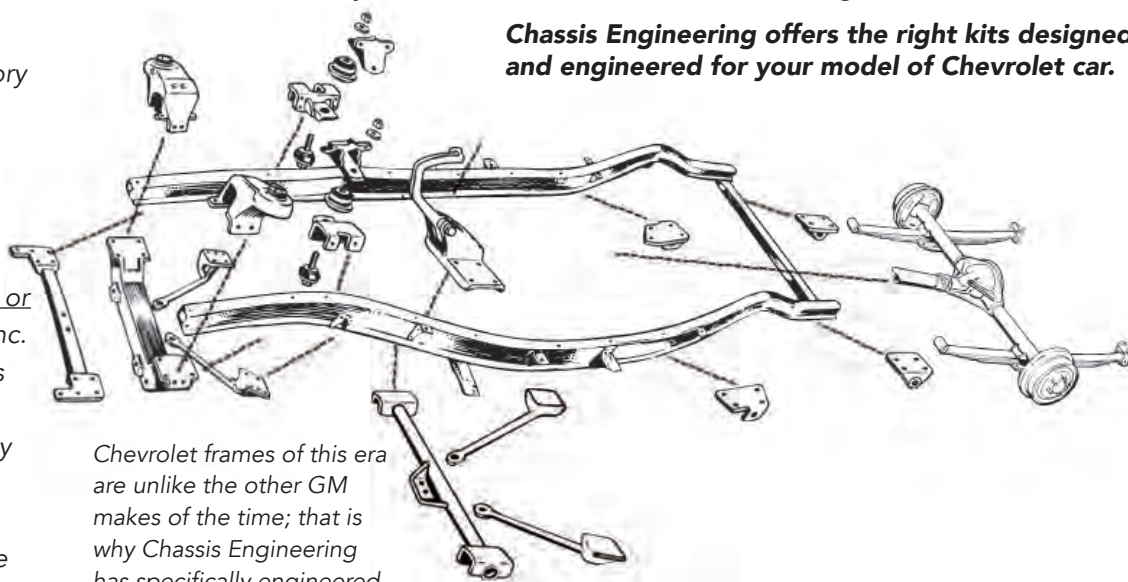
Part No. AT-1055

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.



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.

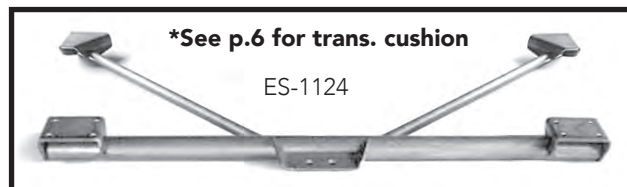


CP-1100

CP-1100LS



CP-1102

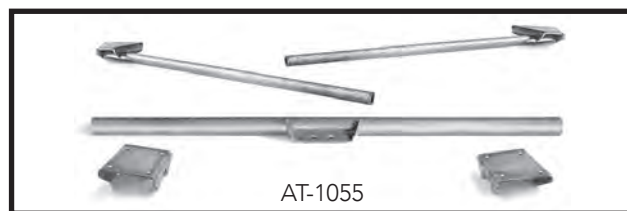


**See p.6 for trans. cushion*

ES-1124



ES-1123



AT-1055

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

1937-1939 CHEVROLET



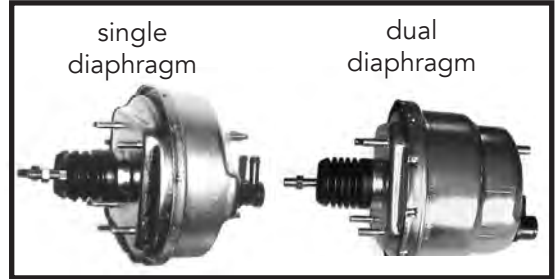
POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphragm Power Booster

AS-2075

Dual Diaphragm Power Booster

AS-2075D



MASTER CYLINDERS

Mustang - 1 $\frac{5}{16}$ " bore, standard

AU-2036

Mustang - 1" bore, standard

AU-2037S

Corvette-1" bore, power only

AU-2037P

Remote Fill - 1 $\frac{5}{16}$ " bore, power only

AU-2041

Corvette -1 $\frac{1}{8}$ " 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 1/2" NF threads on shaft.

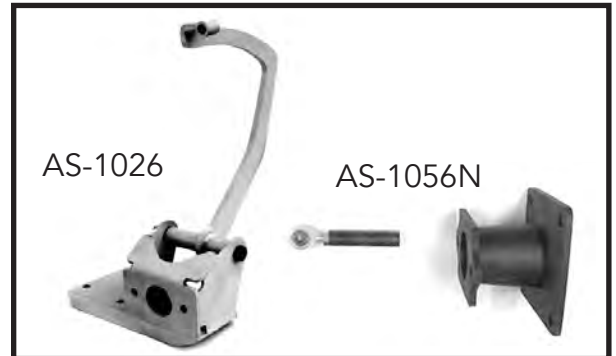
FOR CE PEDALS Part No. AU-2035

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

Part No. AS-1026

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

Part No. AS-1056N



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

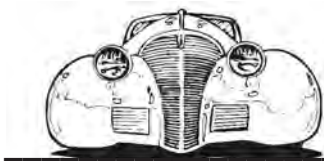


HEADERS Ideal for applications with P-M I.F.S. conversions Will not fit with cross steering on original axle type suspensions.

Part No. HD-0001

High Temp. coated Part No. HD-0001A





1937-1939 CHEVROLET

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**

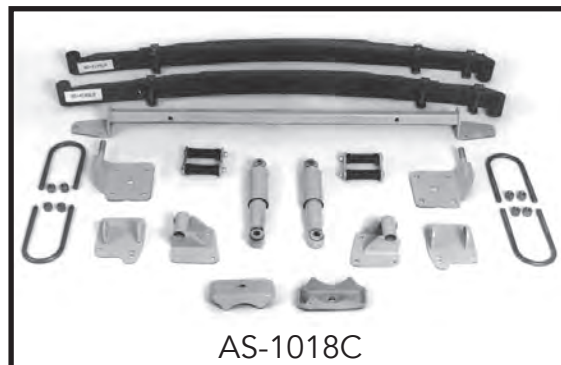


BOLT-ON COMPLETE REAR END MOUNTING KIT

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 1/2" 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 1/2" 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 1 1/2" **Part No. AR-2070**

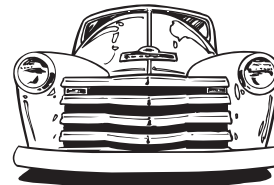


TRACTION BAR KIT

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





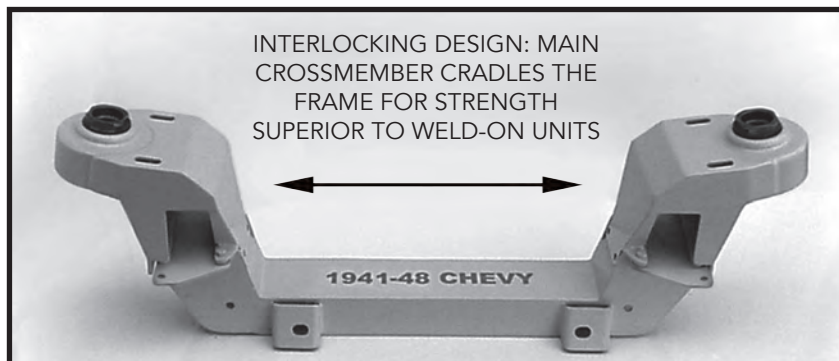
C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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

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



CUT-AWAY OF:
The C.E. exclusive
adjustment system to
fine tune your ride



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 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. *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



Option 1
with strut rods



Option 2
with full lowers

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

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



1940 - 1948 CHEVROLET

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-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



1940 - 1948 CHEVROLET

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

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

Use this kit with original 1940 solid axle only.

S/B w/1940, solid axle Part No. CP-1106

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



CP-1107



CP-1107LS



CP-1107G

•See pg.6 for trans. cushion



GENERAL INFORMATION This swap is entirely bolt on and is easy to do. Kits eliminate the two major problems associated with this swap: (1)Transmission crossmember is not cut, (2)There is clearance around the steering box for a stock exhaust manifold. Transmission cover in floor may need denting for clearance, depends on transmission used. Although 1940 is listed with 1941-1948, it is a different frame, some parts will interchange, but not all. **Watch the application years listed by each part.**

6 Cylinder applications: Original transmission crossmember must be cut (partially) and modified for clearance, use AT-1054 trans mount. Good room for engine accessories. No special exhaust or steering problems. Later 6 cyl. is slightly longer than original.

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

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

1941-48 Part No. CP-1108

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**



CP-1108

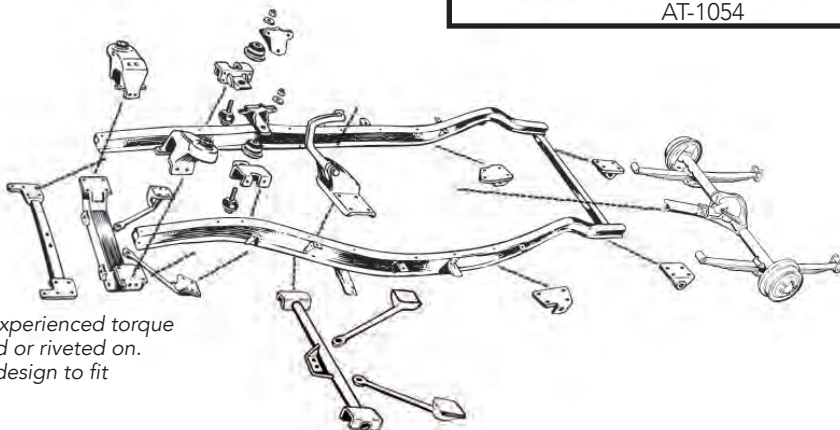


AT-1054

C.E. BOLT-ON KITS

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

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



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



1940 - 1948 CHEVROLET

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.

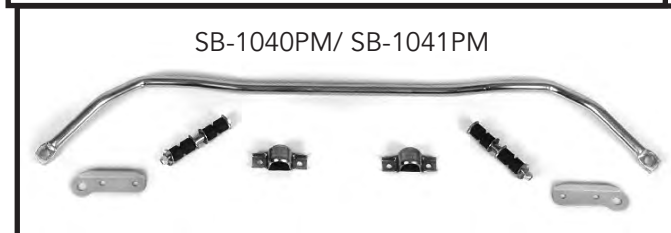
Part No. AU-2255



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

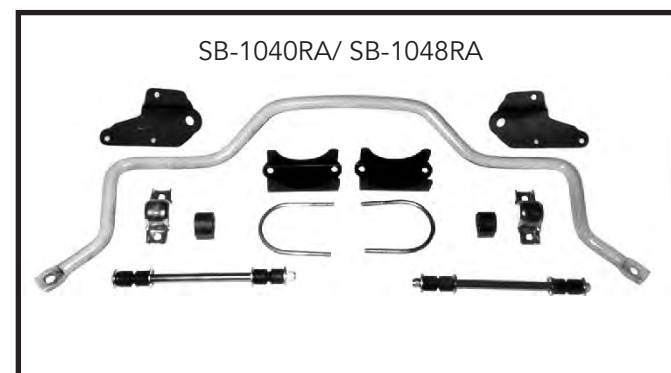
(1941-48) Front-P/M IFS Part No. SB-1041PM



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 - $1\frac{5}{16}$ " bore, standard

AU-2036

Mustang - 1" bore, standard

AU-2037S

Corvette - 1" bore, power only

AU-2037P

Remote Fill - $1\frac{5}{16}$ " bore, power only

AU-2041

Corvette - 1 $\frac{1}{8}$ " 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



1940 - 1948 CHEVROLET



COMPLETE BOLT-ON REAR END MOUNTING KIT

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

Kit includes: Chassis Engineering's 2 1/2" 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 1/2" wide, 5 leaf, use with AS-1019 and AS-1020 mounts above, pair.

Part No. RS-4148LR

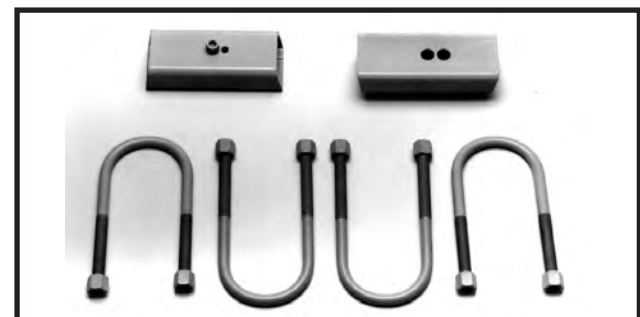
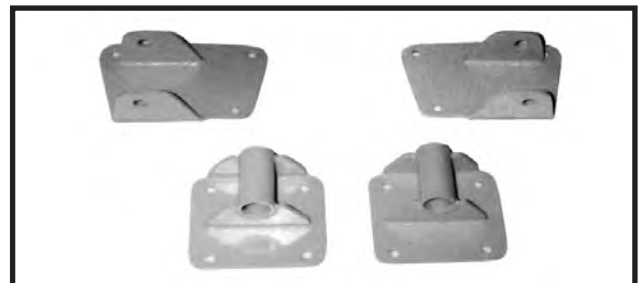
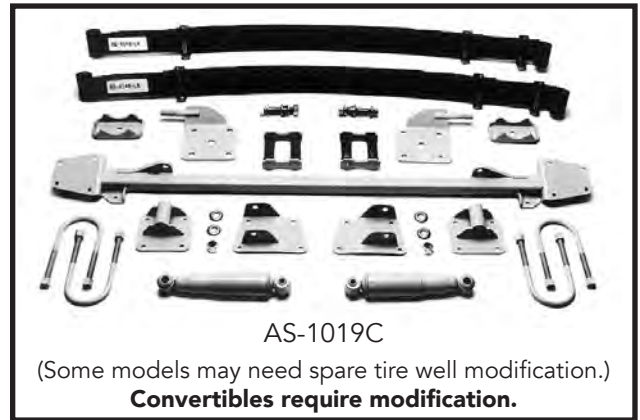
REAR SHACKLES For CE Kits, Pr. **Part No. AU-2214**

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 1/2" springs. Lowers car 1 1/2" Wheelbase adjustment feature is from 0" to 3/4". Includes 4 long U-bolts, nuts and 2 lowering blocks.

Part No. AR-2070



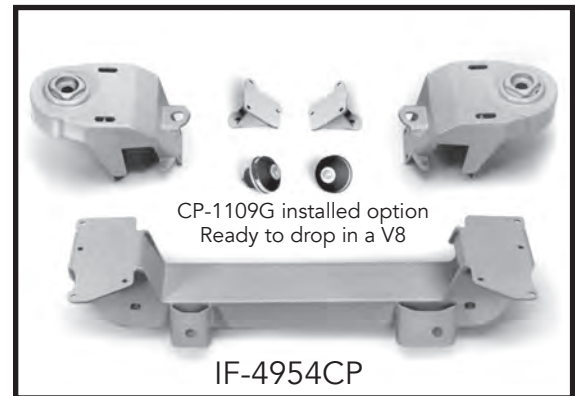
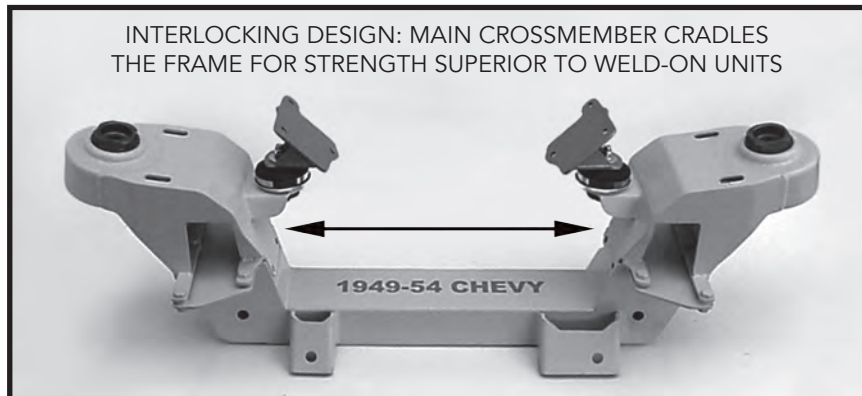
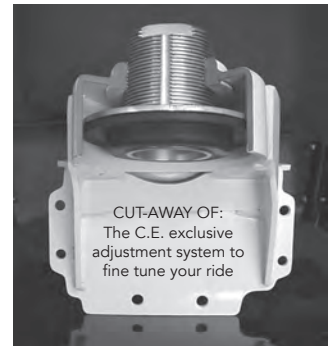
1949-1954 CHEVROLET



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

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



BOLT ON PINTO 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 1/2" 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



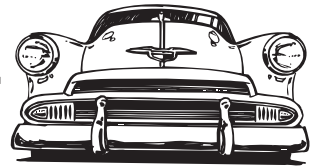
Adjustment wrench to adjust ride height on the C.E. I.F.S.
Handy Tool Part No. IF-0000W

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



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

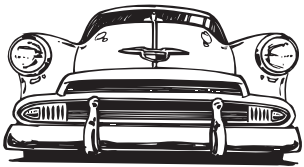
Fitting with 16 inch lines Part No. AU-0016MGM

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





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



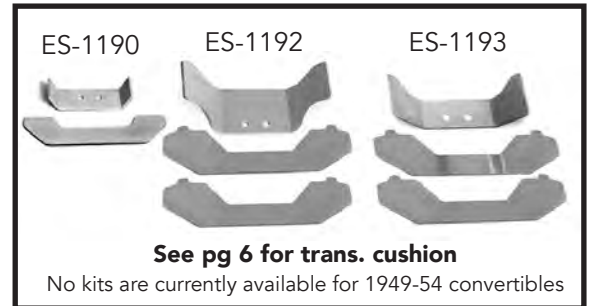
TRANSMISSION MOUNTING KIT there were four separate transmission crossmembers from 1949-1954. Select the kit that matches the year of car and the transmission that originally came with the car. Kits will adapt the turbo 350, powerglide or standard (700R to 1952-54) transmissions to 1949-54 Chevy. Kits 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 (weld-on) to fit 700 R4 OD trans.

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

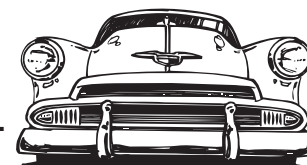


REAR SWAY BAR The compliment to our front sway bar for increased handling and elimination of road sway. For best results use front and rear bars together. All necessary linkage and mounting hardware furnished. Use with CE rear kits and others.

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



1949-1954 CHEVROLET



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**



AT-1054

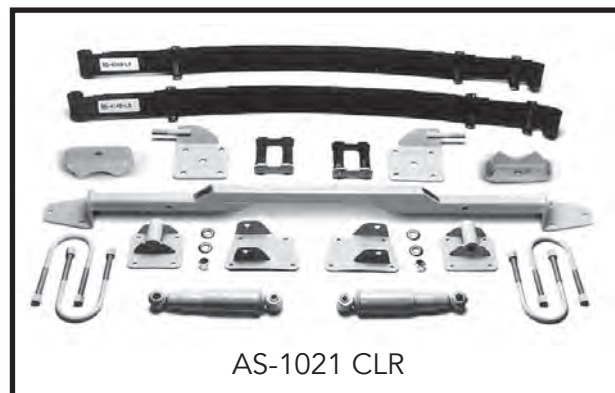
COMPLETE BOLT-ON REAR END MOUNTING KIT

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 1/2" 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**



AS-1021 CLR

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

Part No. AS-1021



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**

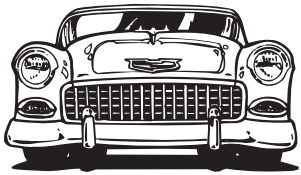


TRACTION BAR KIT

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





1955-1957 CHEVROLET

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

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

Part No. CP-1112

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-0058B

DISC BRAKE KIT - when using stock spindles

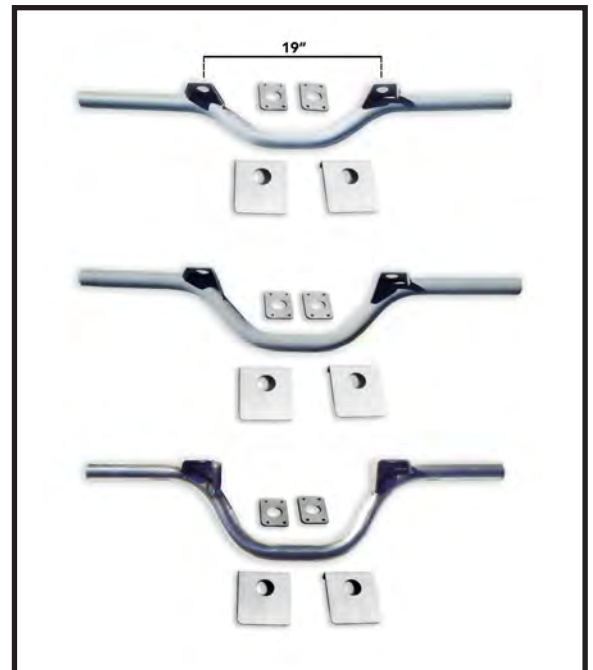
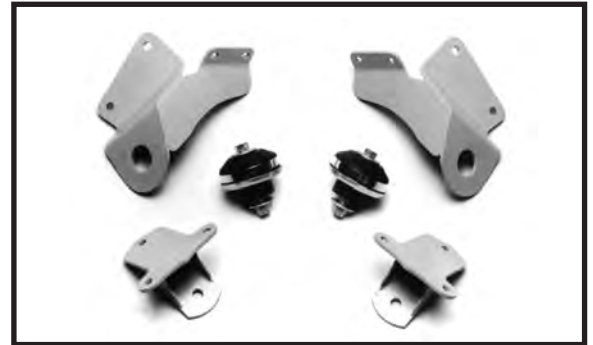
Uses 1969-72 Chevelle / Monte Carlo, 1969-74 Nova (or GM equivalent) rotor & caliper. Caliper brackets are rear mounted to stock spindles.

Brake Kit, Late GM Caliper

Part No. DF-203

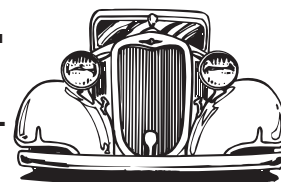
Brake Kit Early GM Caliper

Part No. DF-203-B



For 1933-35 Dodge Pickup, 1933 Dodge DP, 1943 Ply PD

**1933-1934
DODGE**



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 5/8" from engine to transmission mounting holes. Removable for transmission access. Bolts & instructions included.

Part No. ES-4133

TRANSMISSION MOUNTING KIT Mopar transmission. Fits Mopar 727-904 & Manual that measures 22 5/8" from front of bellhousing to center of tailshaft mount. Removable. Bolts and instructions included. Transmission cushion included.

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 1/2" 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

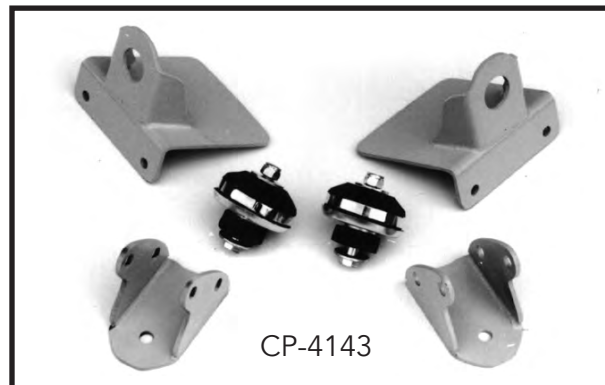
Part No. AS-4133CGLR

REAR SPRINGS 5 leaf for 1933-1935 Dodge, pair. 2 1/2" 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**

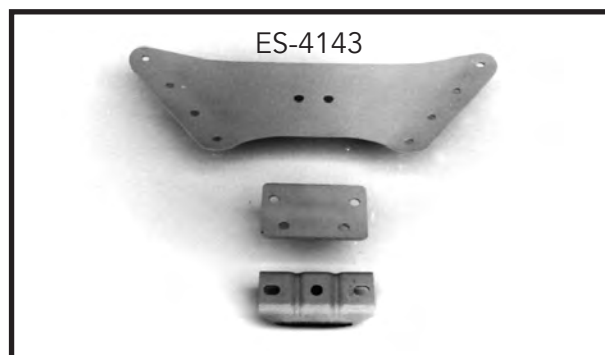


CP-4143

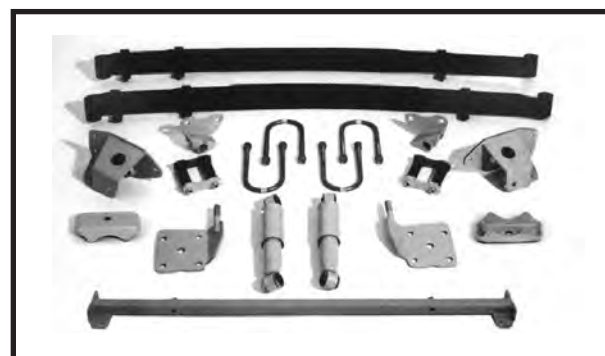
* See pg. 6 for transmission cushions



ES-4133



ES-4143



NOT STOCK REPLACEMENT



1939-1940 MERCURY

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

Part No. CP-2125

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.

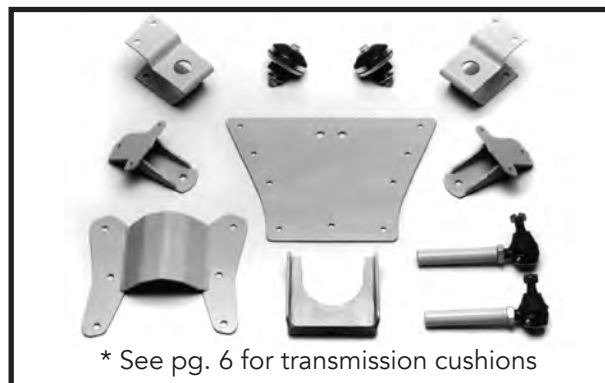
Part No. AS-2021

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.



1941-1948 MERCURY



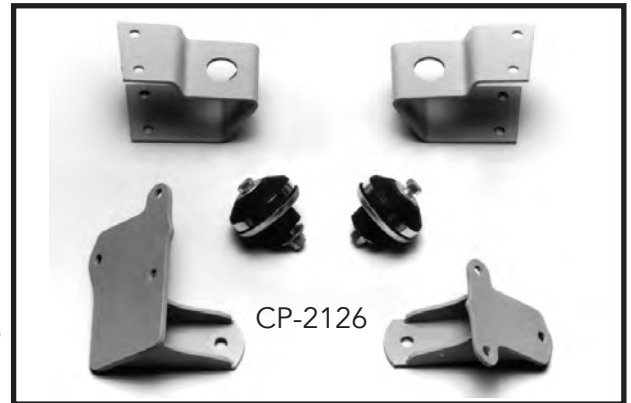
ENGINE MOUNTING KIT Fits 1958-up Small Block Chevrolet V8 into 1939-1940 Mercury. Includes Bolt-on frame adapters, C.E. engine side mounts, thru-bolt cushion set, bolts and instructions.

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

Part No. CP-2126

Use with independent front end.

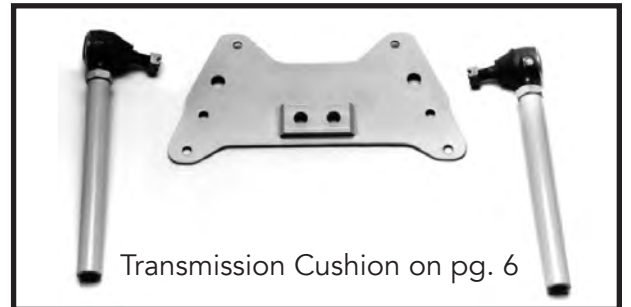
Part No. CP-2127



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.

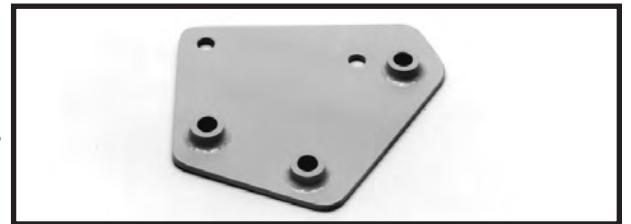
Part No. ES-2124

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



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

Part No. AS-2096



GENERAL INFORMATION

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

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

OTHER PARTS THAT WILL FIT FROM THE 1941-1948 FORD KITS . 1.Brake cylinder adapter **AS-2022**. 2. Rear end mounting kit **AS-2017C** .

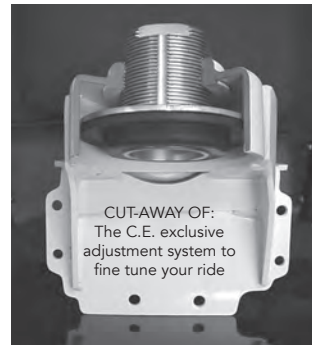




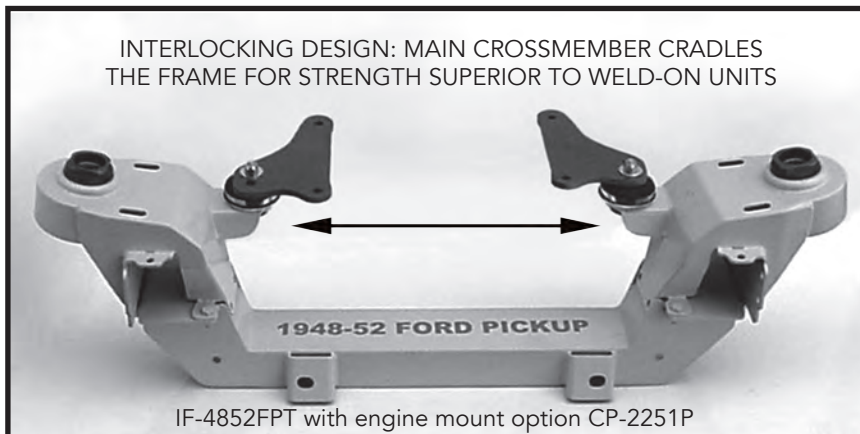
1948-1952 FORD 1/2 Ton PICKUP TRUCK

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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

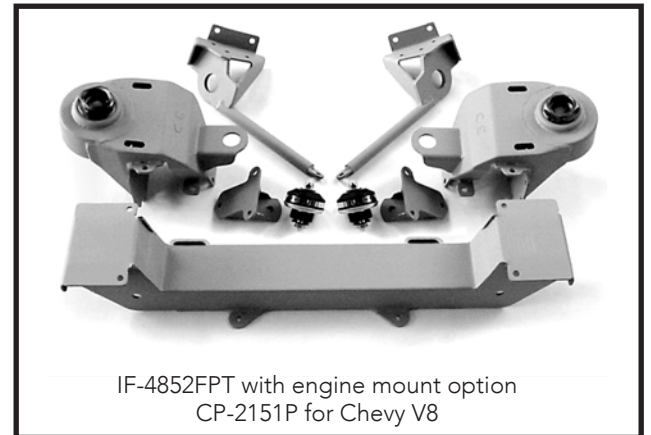


SEE THE NEXT
PAGE TO ADD A
COMPLETE P/M
COMPONENT
PACKAGE TO THIS
CROSSMEMBER KIT



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

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



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

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

IFS OPTIONS: Specify when ordering:

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

Part No. IF-4852FPT

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



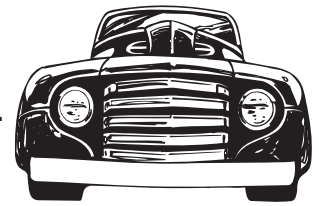
Option 1
with strut rods



Option 2
with full lowers



1948-1952 FORD 1/2 Ton PICKUP TRUCK



Hub to Hub P/M Component Packages

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



Strut rods and regular lower control arm option.

With power rack Part No. IF-7480HHP

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 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

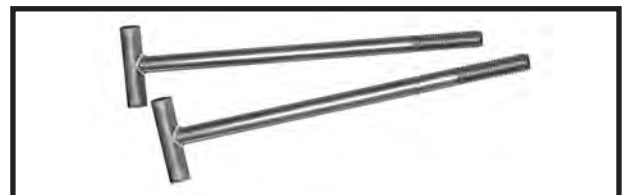
Fittings with 16 inch lines Part No. AU-0016MGM

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 - 1 5/16" 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 - 1 5/16" bore, power only

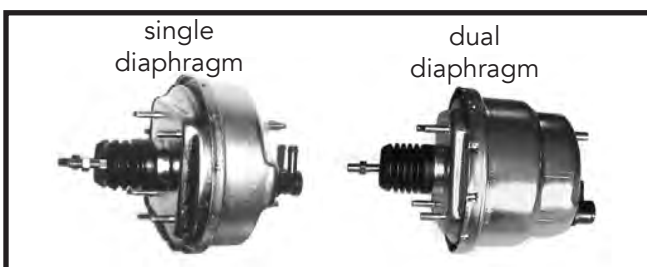
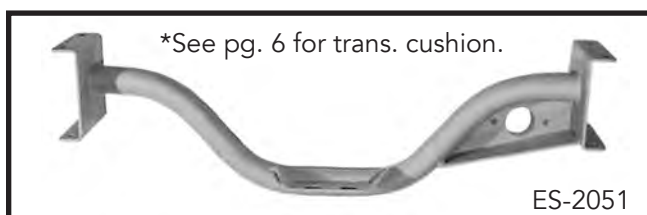
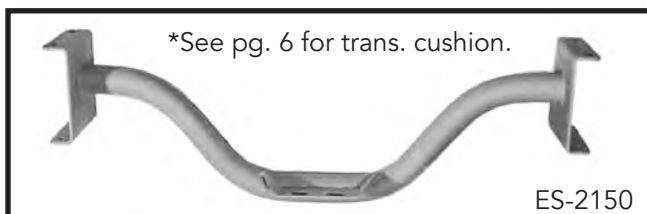
Part No. AU-2041

Corvette - 1 1/8" bore, power only

Part No. AU-2039

800-841-8188

CHASSIS ENGINEERING INCORPORATED



1948-1952 FORD 1/2 Ton PICKUP TRUCK



BOLT-ON COMPLETE REAR END MOUNTING KIT

Bolt-On kit for the 1948-52 Ford 1/2 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 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-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 1/2" 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



Shock kit not for use with original springs



Not stock replacement





1928-1931 FORD

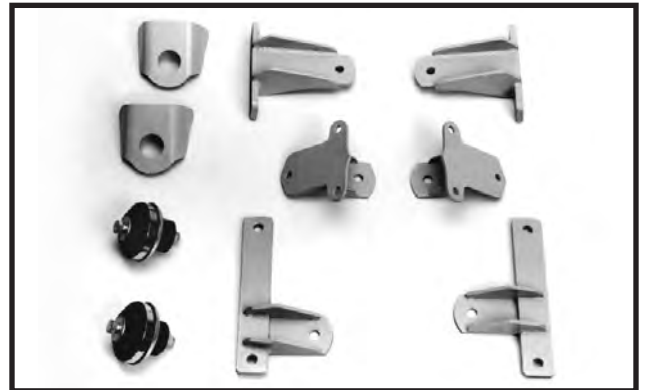
ENGINE MOUNTING KIT Includes weld-on frame adapters (frame must be boxed), C.E. engine side mounts, thru-bolt cushion set, transmission spacer (V6 Buick only).

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. 1/2" NF threads on shaft.

Part No. AU-2035



1928-1931 FORD



MASTER CYLINDERS

Mustang - $1\frac{5}{16}$ " bore, standard

Mustang - 1" bore, standard

Part No. AU-2036

Part No. AU-2037S



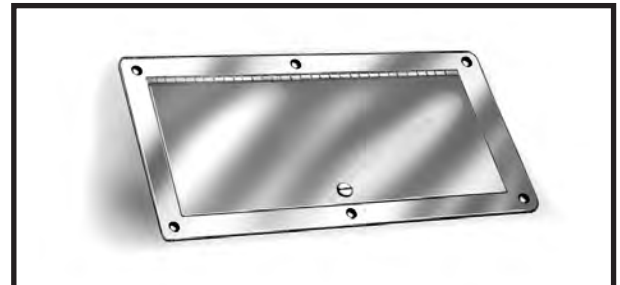
FLOOR ACCESS DOOR Easy to install door for access to under-the-floor master cylinder. Quality piece of stainless steel construction hinged on one side with a cam latch on the other side. Great for model A's and any car with a master cylinder under the floor. Outside of door frame measures 5"x 8".

Plain stainless door

Part No. AS-6028

Polished stainless door

Part No. AS-6028P



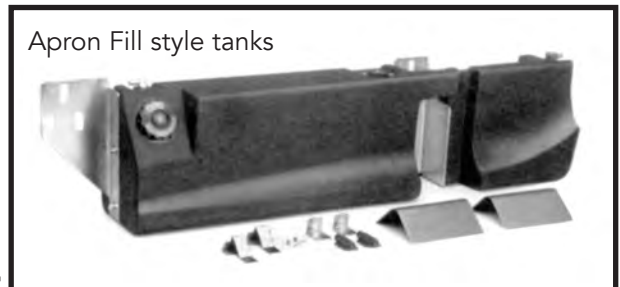
SADDLE GAS TANKS Two polyethylene tanks mount under runningboard splash aprons. Kit comes with tanks, mounting straps, change-over valve, filler necks, roll-over valve, grommets, gas caps and instructions. Bolt-on installation. Not recommended for cars with fuel injection. Apron fill tanks have push-through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

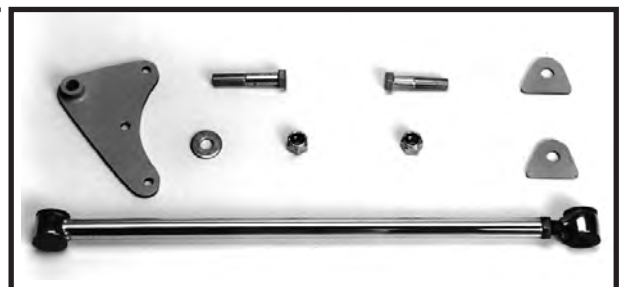
Part No. AU-5030EZ



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 $1\frac{3}{16}$ " 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!

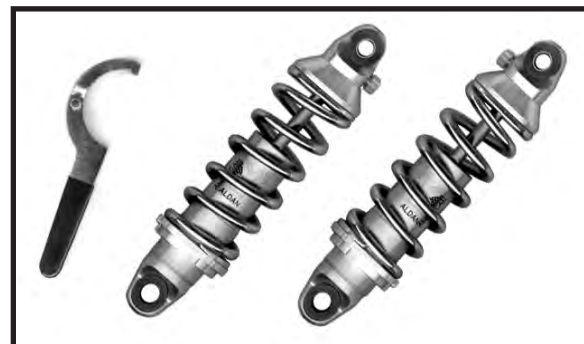
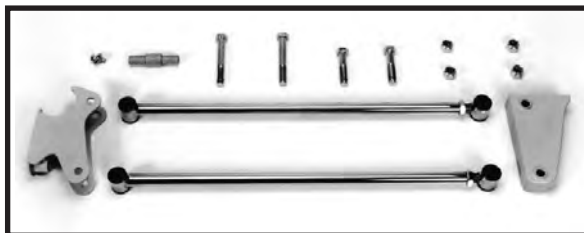
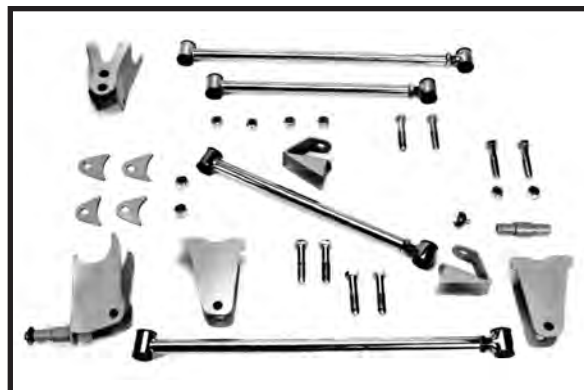
Part No. CB-105

Polished shock body

Part No. CB-105-P

Spanner Wrench for Coil Over Shocks

Part No. TA-001



1932 FORD



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

Chevrolet V8 **Part No. CP-2107**

Buick V6 **Part No. CP-2607**

Ford V8 **Part No. CP-2207**

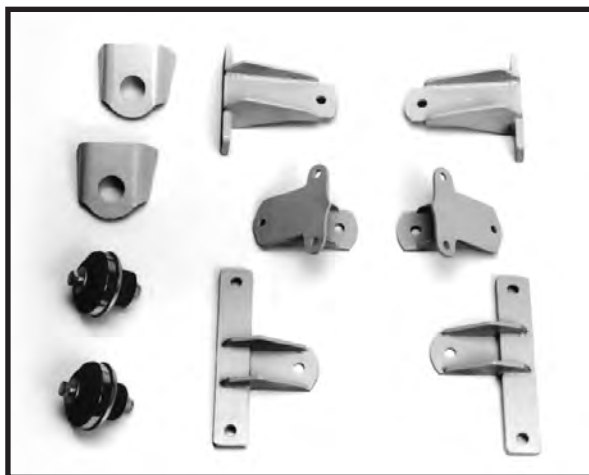
X-MEMBER AND CENTER TRANSMISSION MOUNTING KIT

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 $\frac{3}{16}$ " 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**





1932 FORD

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

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

PEDAL PAD For above brake pedal kit. 1/2" 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

AS-2075

Dual Diaphragm Power Booster

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

ECONOMY PLASTIC RESERVOIR KIT

OEM style reservoir and hose.

Part No. AU-0059

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

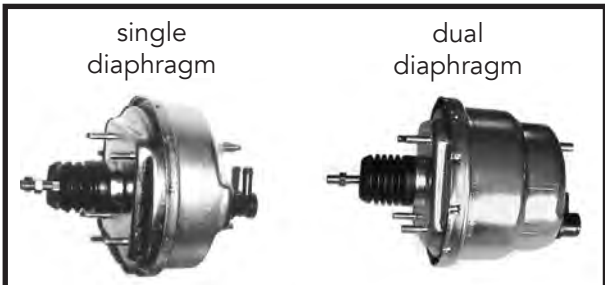
IMPORTANT ORDERING INFORMATION If possible, order the pedal assembly, power brake adapter, booster and master cylinder as a unit. This will allow us to assemble it and furnish the linkage. We will furnish linkage free only at time of purchase and only if components are ordered together.

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.**

Standard 9" **Part No. RB-202**

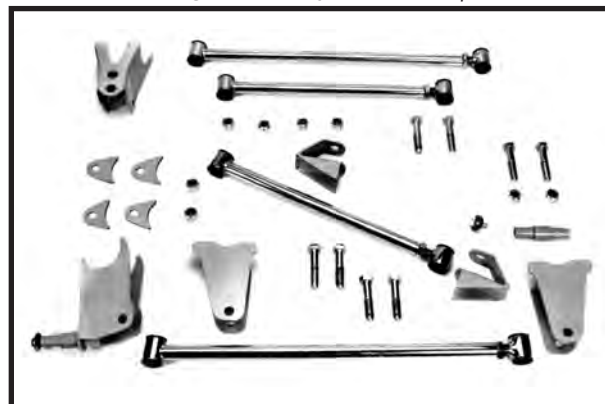


AS-2052



single
diaphragm

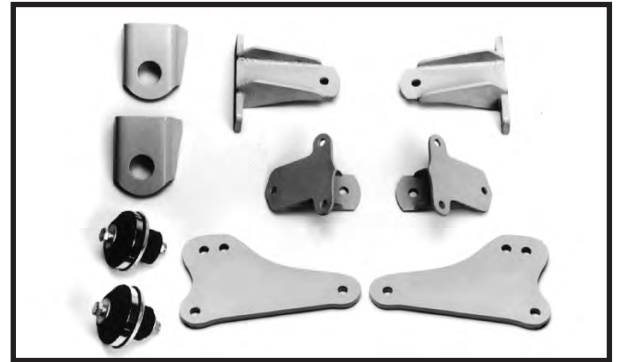
dual
diaphragm





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.

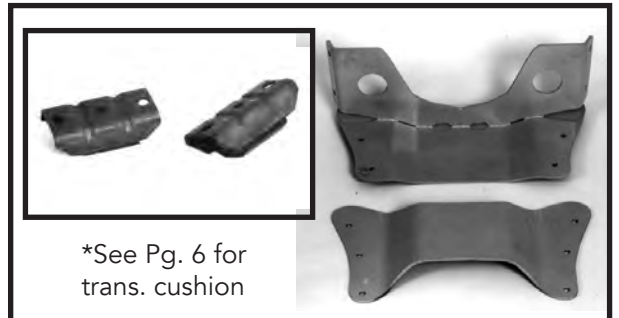
Chevrolet V8	Part No. CP-2104
Buick V6	Part No. CP-2604
Ford V8	Part No. CP-2204
Ford Flathead V8	Part No. CP-2208



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**

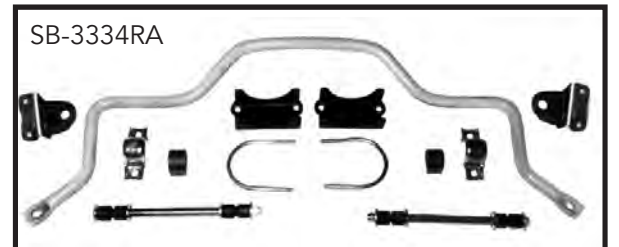


FRONT SWAY BAR Completely Bolt-on unit fastens to the 4-link batwings. Greatly improves steering and handling. Includes sway

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**





1933-1934 FORD

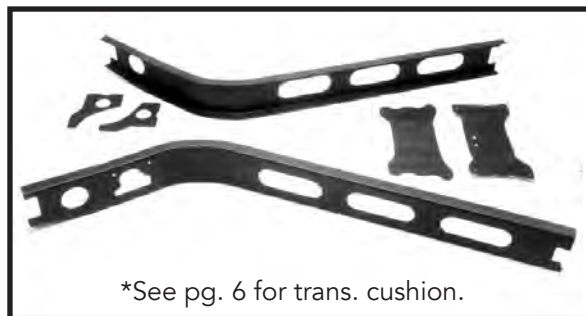
REPLACEMENT X-MEMBER KIT

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



*See pg. 6 for trans. cushion.

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

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

PEDAL PAD For above brake pedal kit. 1/2" 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**



AS-2034



AS-2035



AS-2052

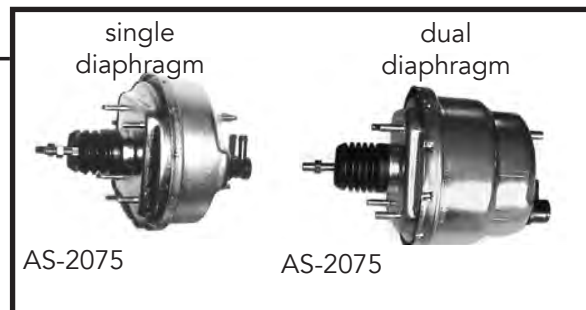
POWER BOOSTER This 7 inch diameter booster is an ideal size for most street rods. This is the basis of our power brake systems.

Single Diaphragm Power Booster

Part No. AS-2075

Dual Diaphragm Power Booster

Part No. AS-2075D



single diaphragm

dual diaphragm

AS-2075

AS-2075

MASTER CYLINDERS

Mustang - 1 5/16" 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 - 1 5/16" bore, power only

Part No. AU-2041

Corvette - 1 1/8" bore, power only

Part No. AU-2039



See pg 85 for braided lines

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

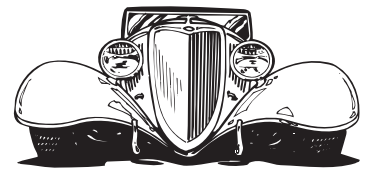
ECONOMY PLASTIC RESERVOIR KIT

OEM style reservoir and hose.

Part No. AU-0059



1933-1934 FORD

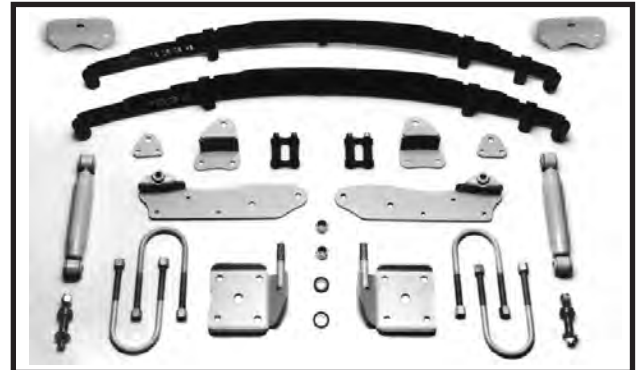


COMPLETE REAR END MOUNTING KIT

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

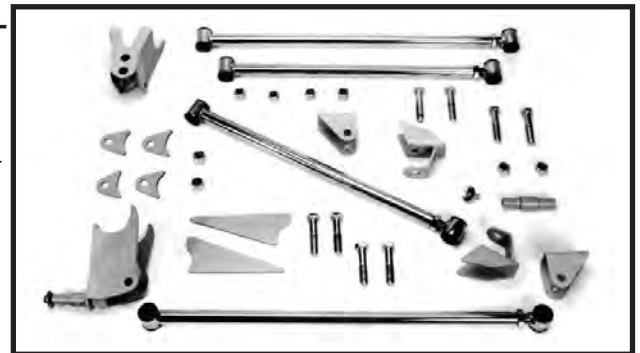
Part No. AS-2012C



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
Steel

Part No. AU-5033P

Part No. AU-5033



1933-34 BOXING PLATES For stock frames only and available for front and rear. Boxing plates are $\frac{3}{16}$ " 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**



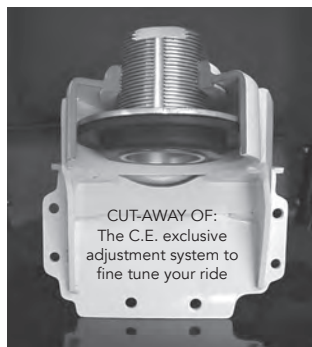
***Note TM-8008S will not work with AS-2012C**



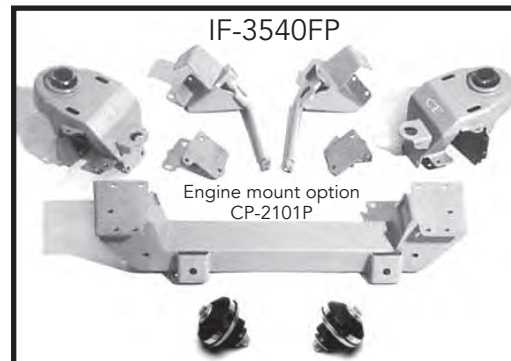
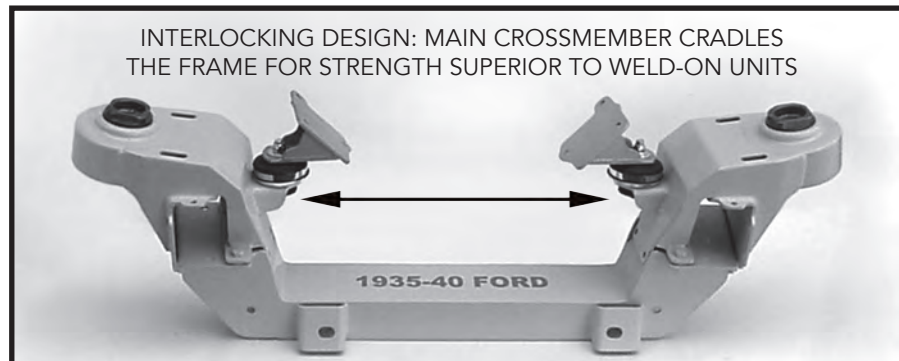
1935-1940 FORD

C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



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



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**



1935-1940 FORD



Hub to Hub P/M Component Packages

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



Strut rods and regular lower control arm option.

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

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 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**), 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.

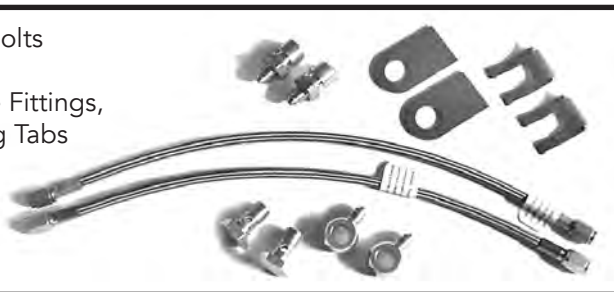
**SEE THE
PREVIOUS PAGE
TO ADD A
CROSSMEMBER KIT
TO THE P/M
PACKAGE ABOVE**

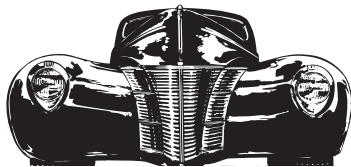
Fittings with 14 inch lines **Part No.AU-0014MGM**

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





1935-1940 FORD

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.

A 1935-1936 Turbo 350, ect. with wishbone kit

B 1935-1936 Turbo 400

B 1935-1936 Turbo 400, with wishbone kit

C 1935-1936 Turbo 700R4 overdrive: use with IFS only

A 1937-1940 Turbo 350, ect.

A 1937-1940 Turbo 350, ect. with wishbone kit

B 1937-1940 Turbo 400

B 1937-1940 Turbo 400, with wishbone kit

C 1937-1940 Turbo 700R4 overdrive: use with IFS only

Part No. ES-2162

Part No. ES-2163

Part No. ES-2164

Part No. ES-2165

Part No. ES-2164OD

Part No. ES-2167

Part No. ES-2168

Part No. ES-2169

Part No. ES-2166

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

1935-1940 FORD

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

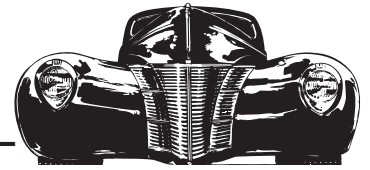
Part No. CP-2203G

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



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**

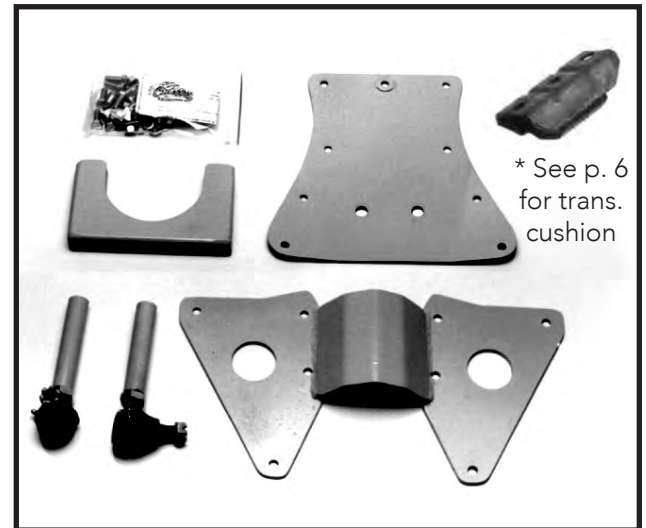
1937-1940 C-4 **Part No. ES-2267**

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

1935-1940 Blank plate for other transmission.

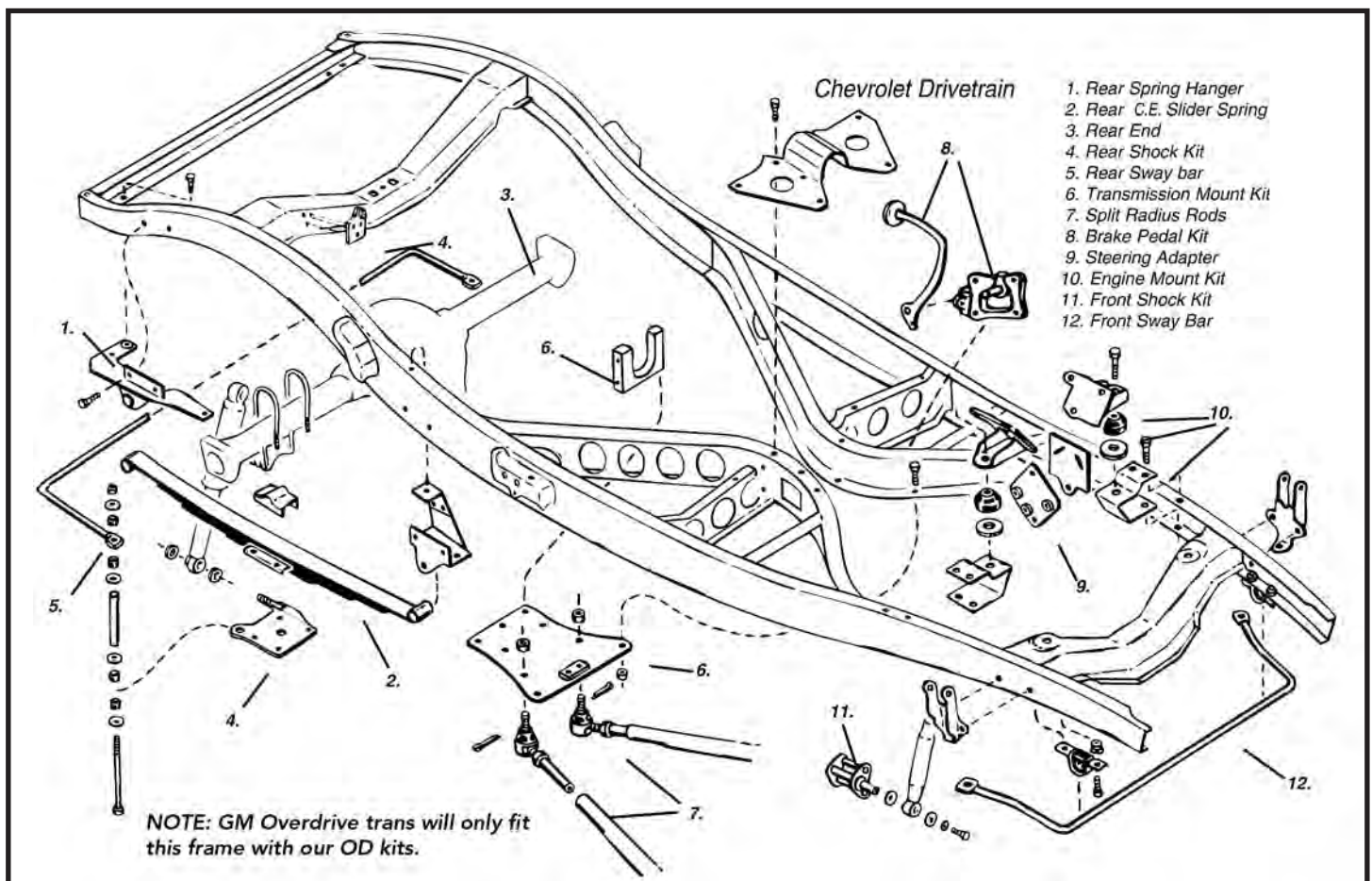
Specify "blank plate" and year.

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





1935-1940 FORD

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

Small Block **Part No. CP-2101**

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.

A 1935-1936 Turbo 350, ect. with wishbone kit

B 1935-1936 Turbo 400

B 1935-1936 Turbo 400, with wishbone kit

C 1935-1936 Turbo 700R4 overdrive: use with IFS only

A 1937-1940 Turbo 350, ect.

A 1937-1940 Turbo 350, ect. with wishbone kit

B 1937-1940 Turbo 400

B 1937-1940 Turbo 400, with wishbone kit

C 1937-1940 Turbo 700R4 overdrive: use with IFS only

Part No. ES-2162

Part No. ES-2163

Part No. ES-2164

Part No. ES-2165

Part No. ES-2164OD

Part No. ES-2167

Part No. ES-2168

Part No. ES-2169

Part No. ES-2166

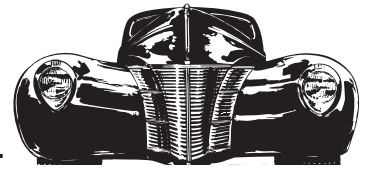
Part No. ES-2167OD

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.



1935-1940 FORD



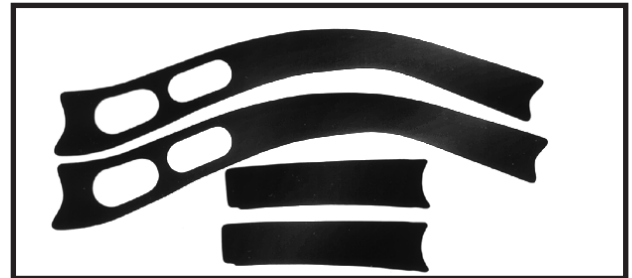
SHORTY HEADERS These headers are made by Sanderson Headers for use with C.E. Engine and Steering kits with chevy engines. Will clear power steering or manual when using C.E. adapters. An excellent quality header.

Use with P/M IFS	Part No. HD-0001
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 $\frac{3}{16}$ " 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 coil 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 $\frac{3}{4}$ " heavy duty ends. Must be welded to wishbone. Bolts and instructions included.

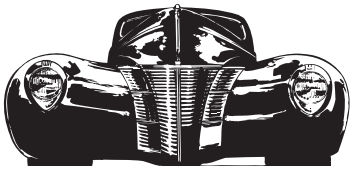
Part No. AS-2085



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





1935-1940 FORD

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

For use with narrowed tubular arms **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.

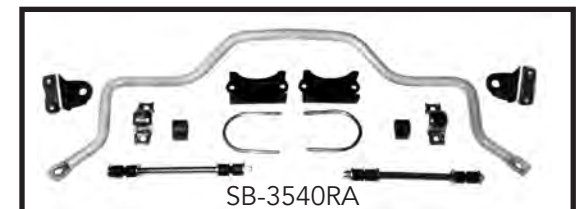
Part No. SB-3540RA

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.



1935-1940 FORD



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 $\frac{3}{4}$ " round slider
2 $\frac{1}{4}$ " round slider

Part No. AU-2060
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

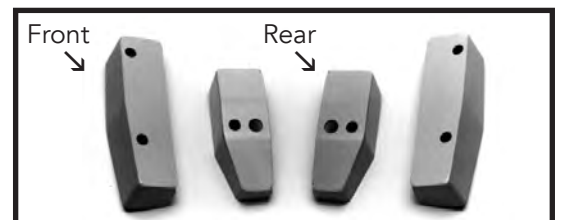
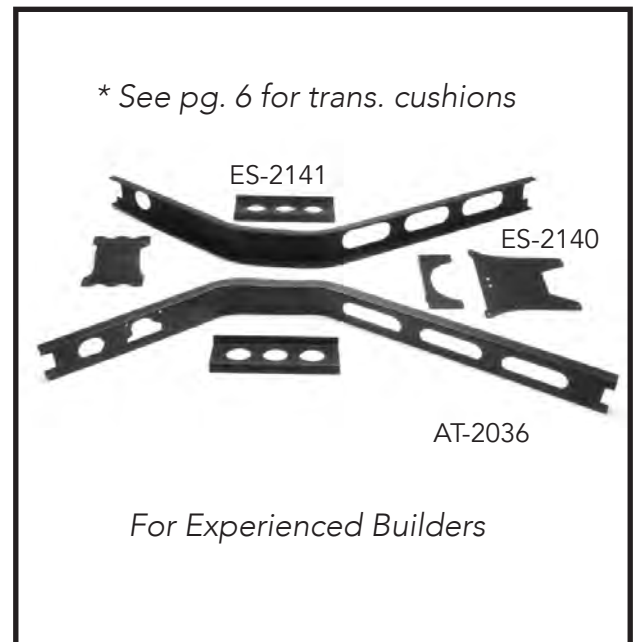
Side braces from frame to C.E. Repro X-member center only, will not fit original X-member center

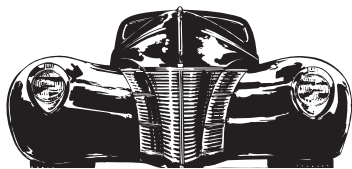
Part No. ES-2141

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**





1935-1940 FORD

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

When using Stock X-rails

Part No. AS-2040

When using C.E. repro X-rails

Part No. AS-2040R

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 of our power brake systems.

** See important ordering information below.*

Part No. AS-2075

MASTER CYLINDERS State usage when ordering.

Mustang - 1 $\frac{5}{16}$ " 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 - 1 $\frac{5}{16}$ " bore, power only

Part No. AU-2041

Corvette-1 $\frac{1}{8}$ " 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

** See
important
ordering info
below!*



AS-2021



AS-2052

AS-2051



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 1/2" 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 1/2 Ton Pickup

Part No. AS-2016CG

Late 1936-1940 Car, 1935-1941 1/2 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!*

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

1935-1936 Early Car only

Part No. AS-2014

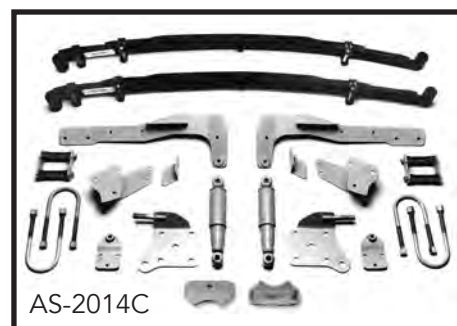
1936-1940 Car, 1935-1941 Pickup

Part No. AS-2016

LOWERING BLOCK & WHEEL BASE ADJUSTER KIT

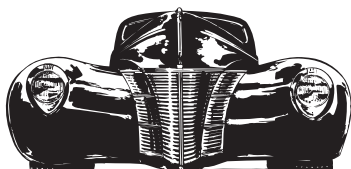
Designed for the 1937-1938 Ford car, but works well with any of our rear end kits that use 2 1/2" springs. A large percentage of the 1937-1938 Fords will need wheelbase adjustment, from stock position, to center wheels in opening. 1937-1938 Fords are also cut higher in the fender opening, leaving space above the tires. This kit will take care of both problems. Lowers car 1 1/2" Wheelbase adjustment is preset to 7/16" for the 1937-1938 car, but can be set from 0" to 3/4". Includes 4 long U-bolts and 2 lowering blocks.

Part No. AR-2070



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



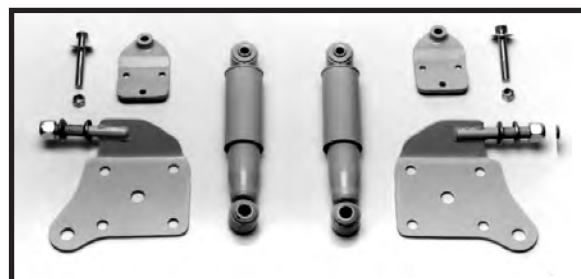


1935-1940 FORD

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 1/2" wide for use in C.E. rear end mounting kits
Regular, pair **Part No. RS-3540**
Heavy duty, pair **Part No. RS-4148LR**



Not Stock Replacement

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**



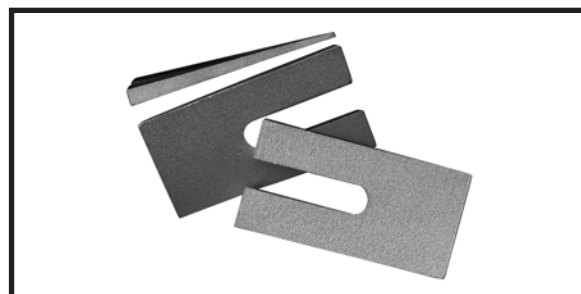
SPRING WEDGES These install between the spring pad on the rear-end and leaf spring to correct pinion angle. For 2 1/2" wide springs only. *Specify angle.*

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**



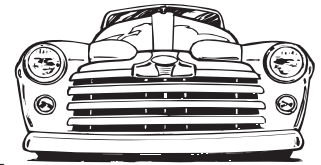
TRACTION BAR KIT

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

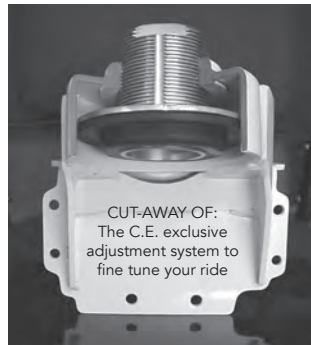


1942-1948 FORD

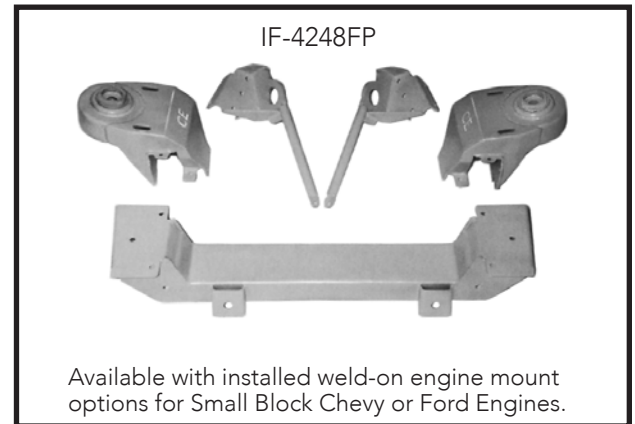
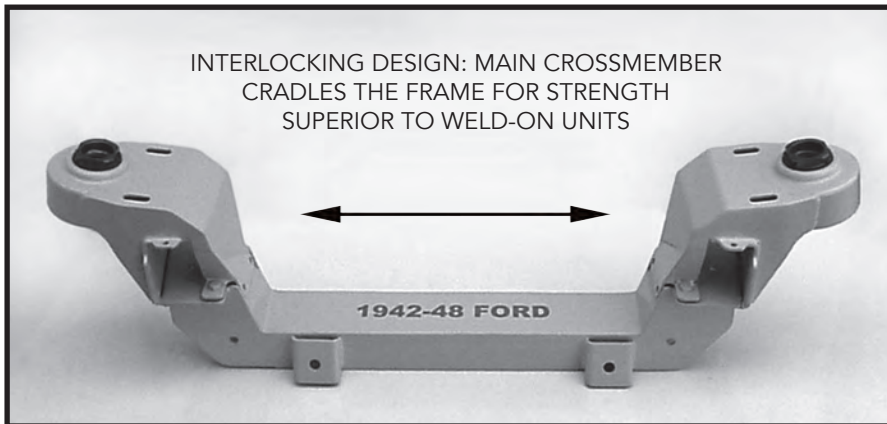


C.E. BOLT-ON INDEPENDENT FRONT SUSPENSION

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



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



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 PAGE 76 FOR MUSTANG II COMPONENT OPTIONS



1941-1948 FORD

Hub to Hub P/M Component Packages

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



Strut rods and regular lower control arm option.

With power rack Part No. IF-7480HHP

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; 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

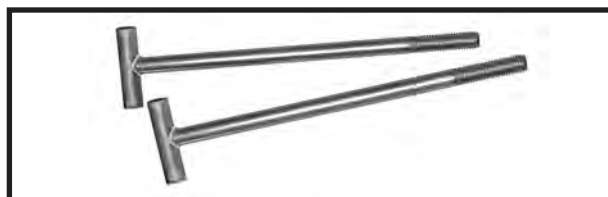
Fittings with 16 inch lines Part No. AU-0016MGM

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

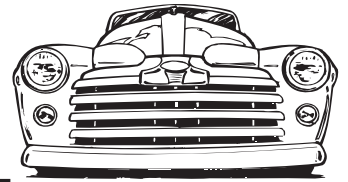
Set-up Rod to temporarily replace shocks and springs for an easy way to set up your suspension at ride height

For CE Bolt-On IFS

Part No. IF-0000SR



1941-1948 FORD



ENGINE MOUNTING KIT Fits small block Ford V8 into 1941 - 1948 Ford car. Includes bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install.

Bolt-on (for solid axle)

Part No. CP-2202

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

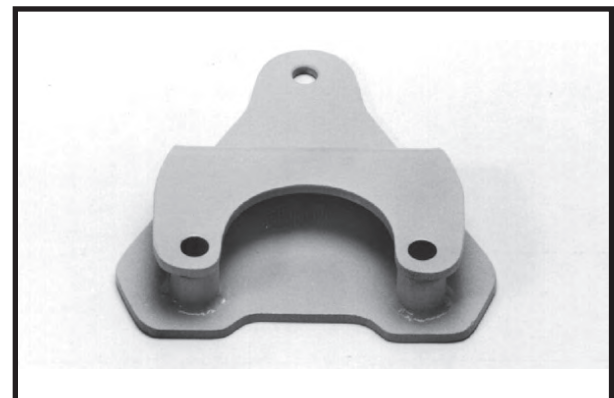
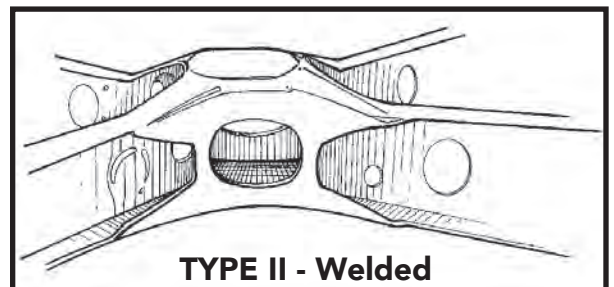
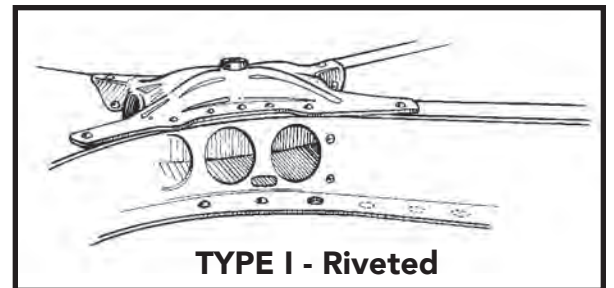
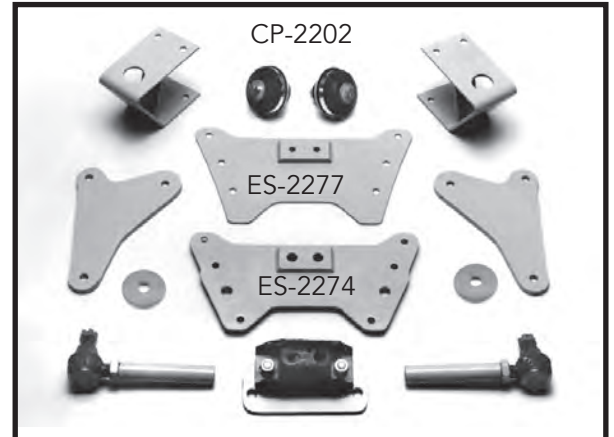
All transmissions. Wishbone splitting kit added. Rubber mount included. Use with solid axle.

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 5/8" from engine to transmission mount holes. Before ordering, determine which type frame you have.

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

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

TYPE I (X-member center is riveted to X-rails)

Turbo 350, Powerglide, stick. No provision for wishbone. Generally used with IFS.

Part No. ES-2177

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

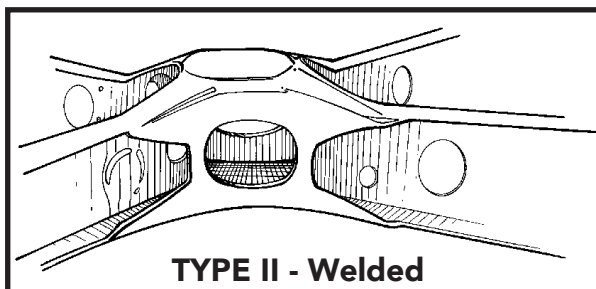
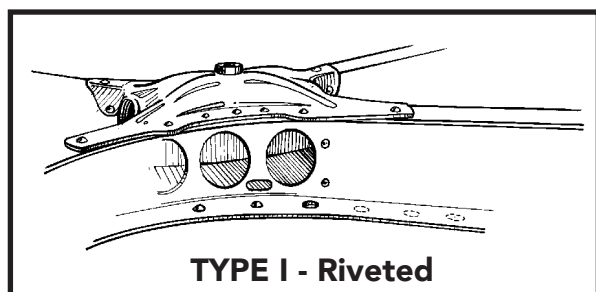
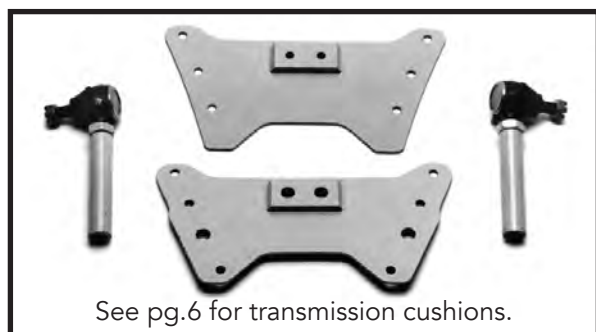
TYPE II (X-member center is a welded unit)

Turbo 350, Powerglide, stick. No provision for wishbone. Generally used with IFS.

Part No. ES-2172

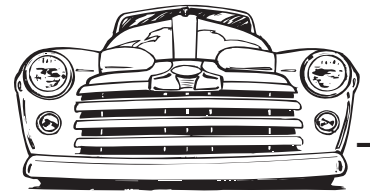
Turbo 350, Powerglide, stick. Wishbone splitting kit added. Used with solid axle.

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.**

1941-1948 FORD



EASY RIDER FRONT END KIT All the pieces needed to lower the front end and make it handle and ride well. Requires a split wishbone. Includes: Easy Rider spring (with C.E. sliders), front shock kit, 48 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

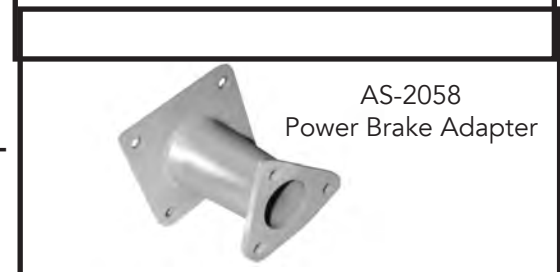
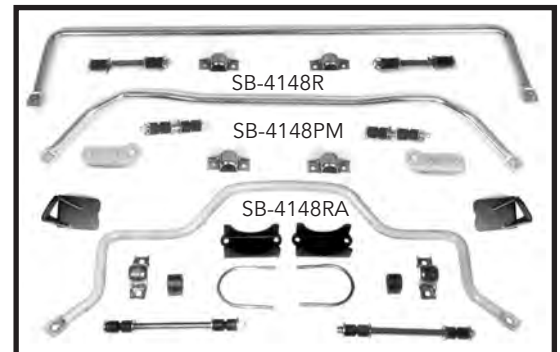
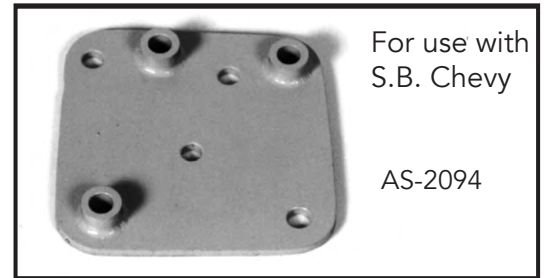
MASTER CYLINDER ADAPTER Bolts Pinto-Mustang master cylinder to 1941-1948 Ford Pedal. Includes adapter, new shaft, spacers, bolts and instructions. Kit spaces pedal assembly over to clear turbo 350. Fitting is required.

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





1941-1948 FORD

COMPLETE REAR END MOUNTING KIT

Bolt-on kit for the 1941-48 Ford. Kit fits a wide variety of rear ends (up to 3" axle housing diameter) depending upon the off set of wheels and tire choice. We recommend approx 60" outside to outside of drum.

Kit includes: Chassis Engineering's 2 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-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.

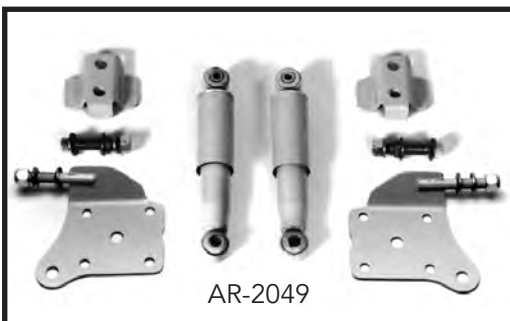
Part No. AS-2017



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 1/2" wide, pair

Part No. RS-4148

REAR SPRINGS Free arch of 3", 2 1/2" 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



PINTO/MUSTANG COMPONENTS Parts common to most models

Components can be ordered individually, or for even more savings, as a Complete P/M Component Package.
To take advantage of the **Price Savings**, components must be ordered at one time.

C.E. PINTO-MUSTANG KITS Complete kit includes 1. CE Improved Tubular upper and lower A-Arms 2. Strut rods with bushings 3. Spindles with nuts 4. Caliper bracket kit 5. Granada rotors with bearing & seals (**Specify bolt pattern**) 6. Calipers with pads and pins. 7. C.E. coil springs (**specify rate**) 8. Rack and pinion (**specify type**) 9. Tie Rod Ends 10. Rack Bushings 11. Shocks

Complete P/M Component Package

w/power rack **Part No. IF-7480HHP**

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**

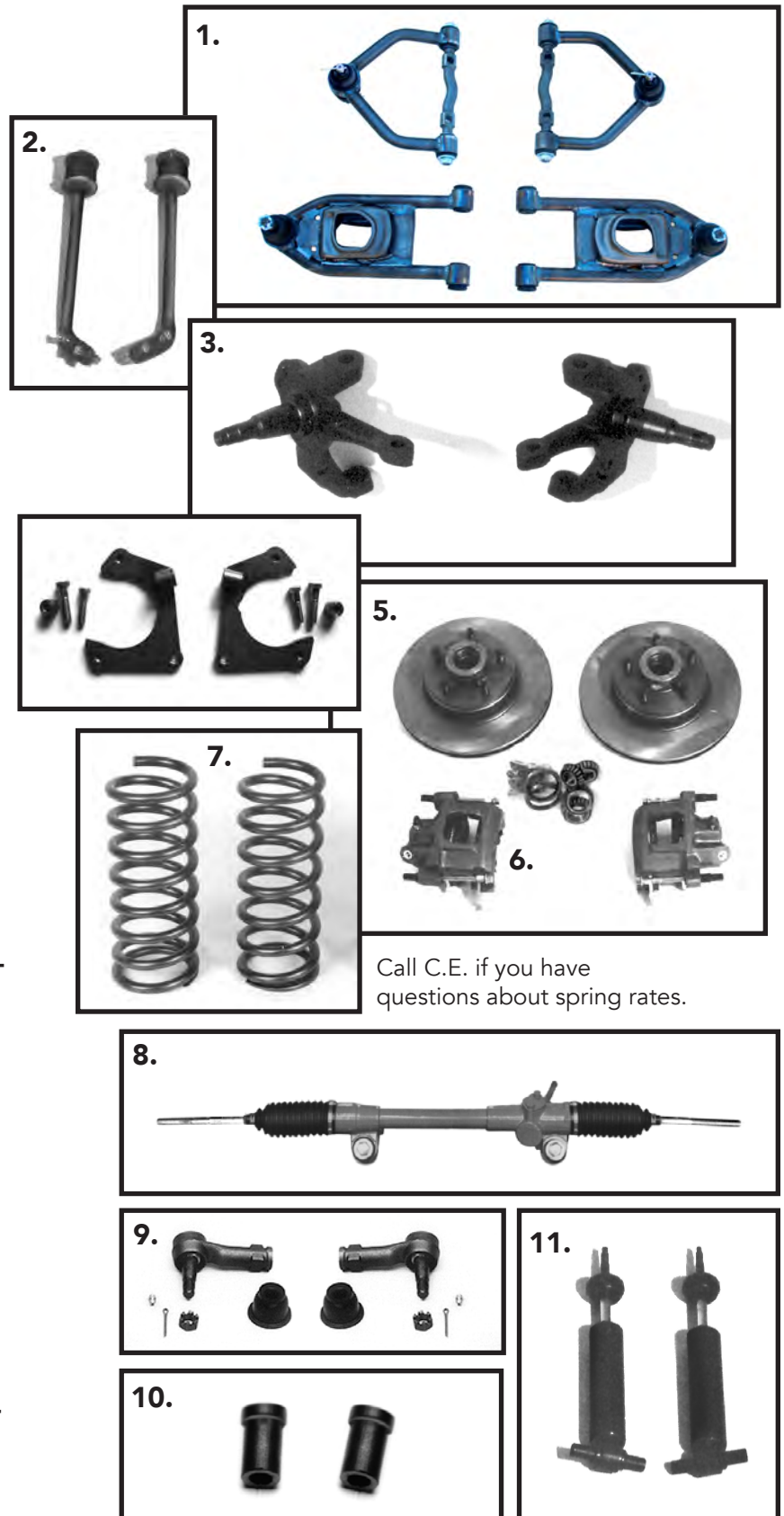
6. Rack and pinion. Specify when ordering.
Manual Part No. MP-018-1-K
Power Part No. MP-038-3-K
Add for Extended Manual Part No. AU-2075-E2
Add for Extended Power Part No. AU-2076-E2

7. Tie rod ends Part No. MP-017

8. Rack Bushings Part No. AU-2034B

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

66



PINTO/MUSTANG COMPONENTS

Parts common to most models

DROPPED MUSTANG SPINDLES 1045 Heat treated alloy steel spindles. For those who want their car really, really low, use this two inch drop design.

2 Inch Dropped Spindles Part No. SP-101-K



BASIC BOLT SET New T-bolts for upper A-Arms and cross bolts for stock width lower A-Arms, includes nuts.

Basic bolt set, complete Part No. MP-001



TUBULAR UPPER A-ARMS Great looks and excellent clearance. Includes ball joints, bushings and cross shafts. Much stronger than factory upper A-Arms. For use with all C.E. Pinto/ Mustang IFS kits and various other brands.

Part No. CHD-101



TUBULAR LOWER A-ARMS Much stronger than factory lower A-Arms using strut rods. Ready to install; includes correct lower ball joints (not just a weak upper ball joint turned upside down) and needed hardware. For use with all C.E. Pinto/ Mustang IFS kits.

Part No. CHD-102



FULL LOWER A-ARMS Ready to install. Includes correct lower ball joints, bushings and needed hardware.

Part No. CHD-103-S



RACK AND PINION

Manual Standard length Rack

Part No. MP-018

Power Standard length Rack

Part No. MP-038-3-K

Manual 2 inch Extended Rack

Part No. AU-2075-E2

Power 2 inch Extended Rack

Part No. AU-2076-E2



POWER STEERING HOSE KIT GM or Ford drivers side pump to Ford rack and pinion 1-piece cast aluminum rack (Must II, T-bird, Late model Mustang)

Part No. AU-2077



COMPLETE BRAIDED BRAKE LINE KIT 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

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



BRAKE COMPONENTS

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

Mustang - $1\frac{5}{16}$ " 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 - $1\frac{5}{16}$ " bore, power only

Part No. AU-2041

Corvette - 1 $\frac{1}{8}$ " bore, power only

Part No. AU-2039

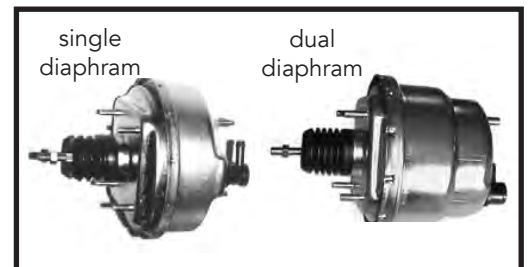
PLASTIC REMOTE FILL TANK AND LINE KIT

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. $\frac{1}{4}$ " NF threads on shaft.

Part No. AU-2035



Parts common
to most models

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.

⅜ pipe - ⅜ pipe, 1 ½"

Part No. AU-0070

⅜ pipe - 3AN, 2" to 2 ½"

Part No. AU-0071



No.3 STAINLESS STEEL BRAKE LINES

10" **Part No. AU-0010**

12" **Part No. AU-0012**

14" **Part No. AU-0014**

16" **Part No. AU-0016**

Price each.

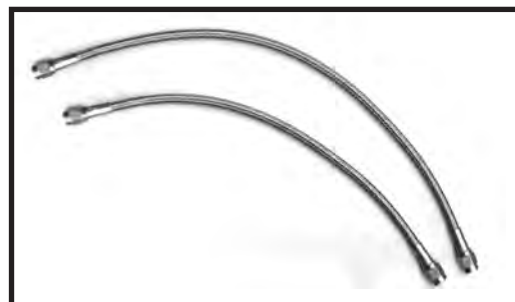
18" **Part No. AU-0018**

20" **Part No. AU-0020**

22" **Part No. AU-0022**

36" **Part No. AU-0036**

48" **Part No. AU-0048**



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

BRAKE FITTINGS

Banjo Brake adapter ⅞" to - 3 AN

Part No. AU-3256

Banjo Bolt ⅞" x 20 std.

Part No. AU-3290

Male Connector straight ⅜" x 03 AN

Part No. AU-816-3S

Male Elbow 90 degree ⅜" x 03 AN

Part No. AU-822-3S

Male Elbow 45 degree ⅜" x 03 AN

Part No. AU-823-3S

Male 90 degree ⅜" x ⅜" brake

Part No. AU-2707B

Frame fitting AN male to ⅜" brake

Part No. AU-2826

Female Tee ⅜" - 24 Fine

Part No. AU-3320B

OEM style clip

Part No. AU-2836

OEM style Mounting Tab

Part No. AU-2834

Line Tee ⅜" brake W/ Mounting Tab

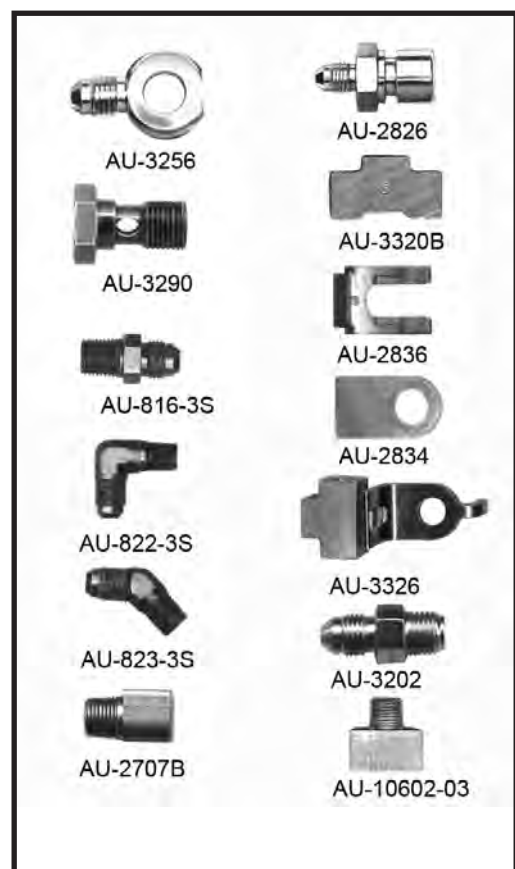
Part No. AU-3326

03 AN to ⅜" male flare

Part No. AU-3202

Tee ⅜" inverted to ⅜" NPT male

Part No. AU-10602-03



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**



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 7/16" 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 Camaro 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



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

GM column	1" - 48 spline x 3/4" smooth
GM column	3/4" - 36 spline x 3/4" smooth
GM column	1" DD x 3/4" smooth
GM column	3/4" DD x 3/4" smooth
GM Manual, 1976 & later	3/4" - 36 spline x 3/4" smooth
GM Power, 1976 & later	3/4" - 30 spline x 3/4" smooth
Vega	5/8" - 36 spline x 3/4" smooth
Early Mustang (1966-1972)	3/4" - 36 spline x 3/4" smooth
Pinto-Mustang Manual	9/16" - 26 spline x 3/4" smooth
Pinto-Mustang Power	3/4" - 36 spline X 3/4" smooth
Smooth	3/4" smooth x 3/4" smooth

Part No. AU-0029B
Part No. AU-0029F
Part No. AU-0029M
Part No. AU-0029C
Part No. AU-0029F
Part No. AU-0029E
Part No. AU-0029D
Part No. AU-0029F
Part No. AU-0029I
Part No. AU-0029F
Part No. AU-0029A

3/4" DD U-JOINTS

GM column	1" - 48 spline x 3/4" DD
GM column	3/4" - 36 spline x 3/4" DD
GM column	1" DD x 3/4" DD
GM column	3/4" DD x 3/4" DD
GM Manual, 1976 & later	3/4" - 36 spline x 3/4" DD
GM Power, 1976 & later	3/4" - 30 spline x 3/4" DD
Vega	5/8" - 36 spline x 3/4" DD
Early Mustang (1966-1972)	3/4" - 36 spline x 3/4" DD
Pinto-Mustang Manual	9/16" - 26 spline x 3/4" DD
Pinto-Mustang Power	3/4" - 36 spline X 3/4" DD
Smooth	3/4" DD x 3/4" DD

Part No. AU-0030B
Part No. AU-0030F
Part No. AU-0030M
Part No. AU-0030A
Part No. AU-0030F
Part No. AU-0030E
Part No. AU-0030D
Part No. AU-0030F
Part No. AU-0030I
Part No. AU-0030F
Part No. AU-0030A

Rod End Bearing For 3/4" shafting

Part No. AU-0029P

Double Needle Bearing Steel Universal Joint

9/16" - 26 spline x 3/4" smooth
9/16" - 26 spline x 3/4" DD

Part No. AU-0029L
Part No. AU-0030L

Shafting

3/4" DD x 18"
3/4" DD x 36"
3/4" Round x 18"
3/4" Round x 36"

Part No. AU-0031
Part No. AU-0032
Part No. AU-0033
Part No. AU-0034



Parts common to most models

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 1/2 x 17 - Pickup
 16 gal. steel 27 3/4 x 8 1/2 x 17 3/4
 16 gal. steel 36 x 10 1/4 x 14 1/4
 16 gal. steel 35 x 11 x 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

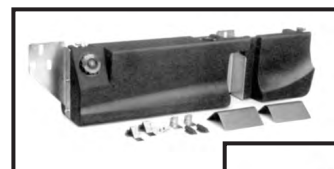
0-90 ohm GM gauges 1965 & later Dolphin

Part No. AU-6003

73-10 ohm Ford & Mopar gauges

Part No. AU-6004

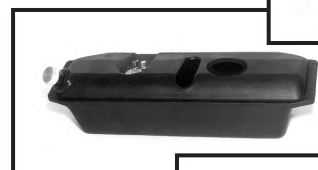
GAS TANKS



AU-5028DR



AU-5032Z



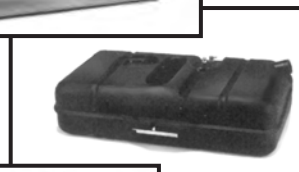
AU-5033P



AU-5040P



AU-5040S



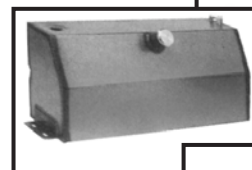
AU-5041P



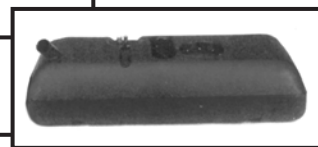
AU-5000A



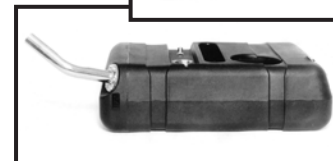
AU-5000BG



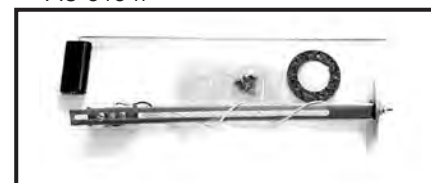
AU-5000A



AU-5137P



AU-5154P



AU-6002

Part common to most models

* All radiators are Cobra™ except where noted.

WALKER RADIATORS

APPLICATION	COBRA RADIATOR PART NO.		AIR CONDITIONER RADIATOR PART NO.	
FORD 1917-1923	C-481-1	654.85	AIR CONDITIONER RADIATORS	
FORD 1924-1927	C-481-2	654.85		
* FORD 1928-1929	C-487-1	654.85		C-AC-487-1
* FORD 1930-1931	C-487-2	654.85		C-AC-487-2
FORD 1932	C-491-2	654.85		C-AC-491-2
FORD 1933-1934	C-498-1	654.85		C-AC-498-1
FORD 1935	C-488-1	654.85		C-AC-488-1
FORD 1936	C-494-1	654.85		C-AC-494-1
FORD 1937-1939 Std	Z-495-1	812.65		Z-AC-495-1
FORD 1939-1940 Dlx	C-497-1	654.85		C-AC-497-1
FORD 1941	C-496-1	654.85		C-AC-496-1
FORD 1942-1948	C-493-1	654.85		C-AC-493-1
CHEV 1932	C-512-1	654.85	AIR CONDITIONER RADIATORS	C-AC-512-1
CHEV 1933 Master	C-510-1	654.85		C-AC-510-1
CHEV 1934-1935 Std	Z-508-1	812.65		C-AC-508-2
CHEV 1934-1935 Master	C-509-1	654.85		C-AC-509-1
CHEV 1936	C-505-1	654.85		C-AC-505-1
CHEV 1937	C-501-1	654.85		C-AC-501-1
CHEV 1938	C-502-1	654.85		Z-AC-502-1
CHEV 1939	C-503-1	654.85		C-AC-503-1
CHEV 1940-1941	C-504-1	812.65		C-AC-504-1
CHEV 1942-1948	C-513-1	654.85		C-AC-513-1
CHEV 1949-1954	C-535-1	654.85		C-AC-535-1
CHEV 1947-1953 Pickup	C-520-1	654.85		C-AC-520-1
CHEV 1955-1957	C-567-1	654.85		
CHEV 1954 Pickup	C-514-1	654.85		C-AC-514-1

Call for current pricing.

FAN SHROUDS



ELECTRIC FANS



SANDERSON HEADERS

SMALL BLOCK CHEVY ENGINES

BLOCK HUGGERS Center dump block hugger Multi-fit headers. Use with CE and most other Mustang II IFS.

28-34 Ford Cars & Trucks

28-48 Chevy Cars & Trucks

48-52 Ford Trucks

Part No. HD-0001

High Temp Ceramic Coated

Part No. HD-0001A

Use with 35-48 Ford Cars & Trucks

Part No. HD-0003

High Temp Ceramic Coated

Part No. HD-0003A

Use with original suspension and stock steering

49-54 Chevy Cars

Part No. HD-0050

High Temp Ceramic Coated

Part No. HD-0050A

Use with stock or Saginaw steering, straight axle

35-48 Ford Car

48-52 Ford Pickup

Part No. HD-0004

High Temp Ceramic Coated

Part No. HD-0004A

CAST IRON PERFORMANCE HEADER SET Block Hugger for SBC using P/M IFS. Compact, quiet performance, excellent steering clearance and more torque and power at every RPM range. Use with **28-48 Ford car and truck, 37-57 Chevy Cars and 49-54 Chevy Truck.**

Part No. HD-000QP

High Temp Ceramic Coated

Part No. HD-000QPA



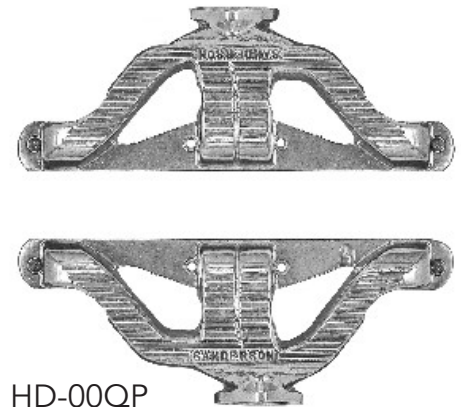
HD-0001



HD-0003



HD-0050



HD-00QP

PERMATEX ULTRA-BLACK HIGH HEAT SILICONE SEALER

Just apply 1/8" bead around each port. That's all you need - No Gaskets!

Part No. HD-00SL \$12.00



COLLECTOR BOLTS Set of 6

Part No. HD-00CB \$12.00

CHEVY LS ENGINES

FOR LS ENGINES Similar to the block huggers but designed for SB Chevy LS engines w/ Mustang II IFS.

Use with • 28-48 Ford Cars & Trucks
• 48-52 Ford Truck
• 37-39 Chevy and CE Engine Kit CP-1100LS

High Temp Ceramic Coated

Part No. HD-0001LS

Part No. HD-0001LSA



HD-001LS



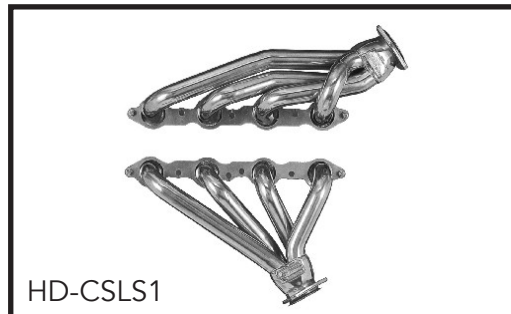
HD-0150LS

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

Part No. HD-0150LS

Part No. HD-0150LSA

High Temp Ceramic Coated



HD-CSLS1

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



HD-0010LS

SMALL BLOCK FORD ENGINES

MUSTANG II SUSPENSION

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

351 Windsor engine

High Temp Ceramic Coated

289/302 engine

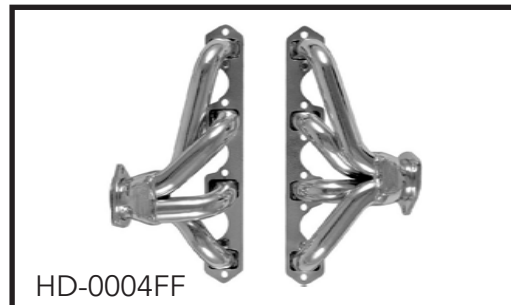
High Temp Ceramic Coated

Part No. HD-0004FF

Part No. HD-0004FFA

Part No. HD-0005FF

Part No. HD-0005FFA



HD-0004FF

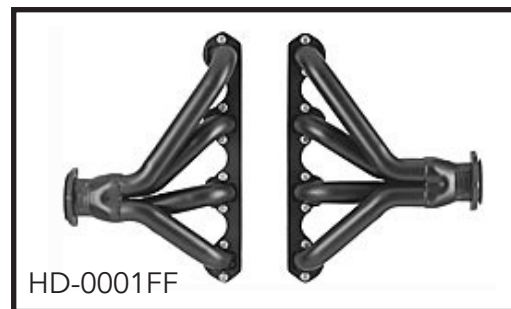
Straight axle with stock or Saginaw steering box

Use with • 35-48 Ford Car

Part No. HD-0001FF

Part No. HD-0001FFA

High Temp Ceramic Coated



HD-0001FF

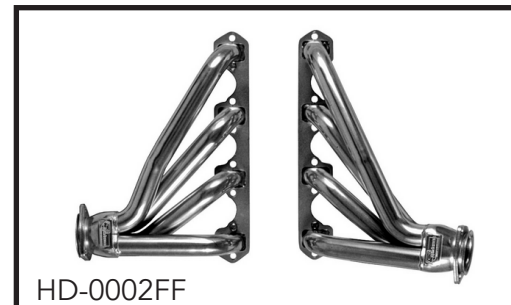
Straight axle with stock steering box

Use with • 48-52 Ford Car

Part No. HD-0002FF

Part No. HD-0002FFA

High Temp Ceramic Coated



HD-0002FF

COPPER COLLECTOR GASKETS (pr.)

Collector Reducer Options



Please Note BOLT Pattern!

2.5" Part No. HD-CCG2.5

3.0" Part No. HD-CCG3.0

3.5" Part No. HD-CCG3.5

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