



*Shown with optional upgraded calipers.



WORKS WITH 17" OR LARGER WHEELS!

COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The 13" front system uses a 13" cross-drilled, gas slotted and zinc washed rotor, mounted to a 2024 T6 billet aluminum CNC machined anodized hub and a PBR C15 caliper that attaches to the spindle with CPP custom caliper mounting brackets. PBR C15 calipers have twin 52mm pistons and a larger brake pad surface area that offers about 60% more stopping power in the caliper than the popular C5 caliper at half the cost. Big Brake kits requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit. *Note: 1955-57 kit moves wheels out 5/8", 1958-64 kit moves wheels out 7/16" on each side. The kits are for ORIGINAL stock spindles and ORIGINAL rear ends. Inquire for alternative rear end kits.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FRBK-BB	1955-57, 5x4.75 kit, plain calipers (+7/16" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00
5864FRBK-BB	1958-64, 5x4.75 kit, plain calipers (+5/8" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00
6568FRBK-BB	1965-68, 5x4.75 kit, plain calipers (+1/4" offset), kit	\$1,498.00	\$1,318.00	\$1,089.00

CHEVROLET FULL SIZE

Shown with powdercoated caliper upgrade



Shown with powdercoated caliper upgrade



BIG BRAKE WHEEL KIT

These big brake wheel kits are designed around our 2" drop spindles or original drum spindle. Includes rotors, calipers (upgraded powdercoat shown), hoses, bearings, seals, mounting brackets and all necessary hardware. *Requires a minimum 17" wheels.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SWBK-D13	1955-57, plain calipers, 2" drop, kit	\$999.00	\$899.00	\$764.00
5564WBK-P13	1955-64 (uses original spindles), kit	\$799.00	\$703.00	\$599.00
5870SWBK-D13	1958-70, plain calipers, 2" drop, kit	\$999.00	\$899.00	\$764.00
6568WBK-P13	1965-68 (uses original spindles), kit	\$799.00	\$703.00	\$599.00

#5557SWBK-D13-R

REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. *Note: Kits also available for Ford 9" and 10 and 12 bolt Chevy rear ends..*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RWBK-P12	1955-57, kit	\$699.00	\$615.00	\$490.00
5864RWBK-P12	1958-64, kit	\$699.00	\$615.00	\$490.00
6570RWBK-P12	1965-70, kit	\$699.00	\$615.00	\$490.00



NOTE: CPP FRONT BIG BRAKE KITS USE D785 BRAKE PADS AND REAR KITS USE D347.

1/2" STUD UPGRADE KIT AVAILABLE FOR 20"+ WHEELS (#CP47043-10)

\$39 - RETAIL \$29 - DEALER



CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

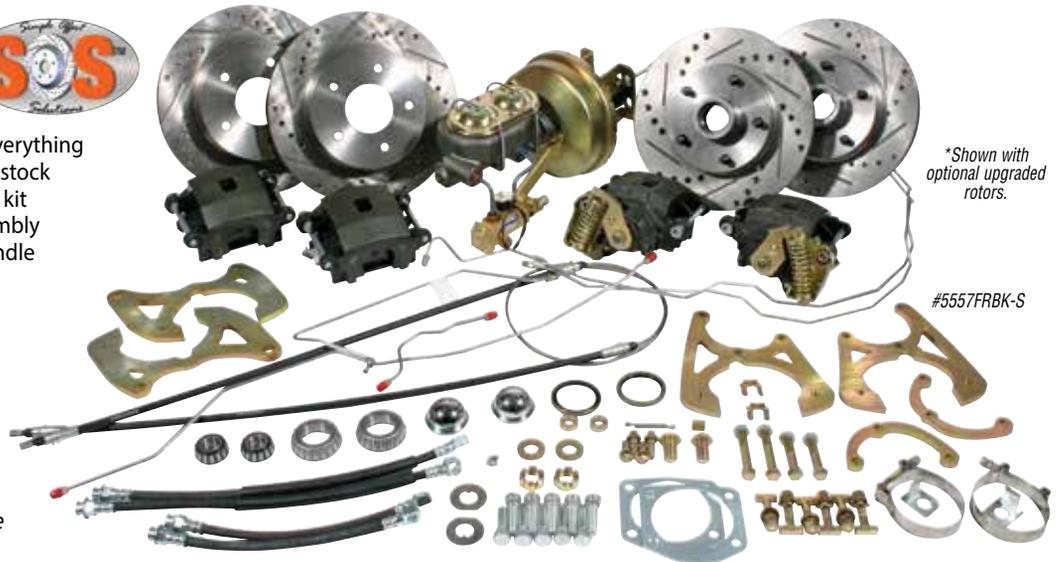
(-B) black, (-BLU) blue, (-R) red, or (-S) silver

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only



COMPLETE FRONT & REAR DISC BRAKE KIT

Finally a disc brake system that is a true bolt-on. This kit includes everything shown. Kit includes minimum offset stock or drop spindle wheel kit, rear brake kit for original rear end 8" booster assembly and pre-bent hard line kit. Stock spindle kit shown; drop spindle kit varies a little. Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. *Note: 1969-70 models require 1965-68 spindles for stock spindle kit. Specify if using rear end other than stock. 1965-70 drop kits require slight modification to steering arms. Kit includes all brand new components and features Big Bore™ calipers as seen on page 157.*



*Shown with optional upgraded rotors.

#5557FRBK-S

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FRBK-S	1955-57 stock, kit - uses original spindles (shown), kit	\$1,199.00	\$1,055.00	\$899.00
5557FRBK-D	1955-57 drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00
5864FRBK-S	1958-64, stock, kit - uses original spindles, kit	\$1,199.00	\$1,055.00	\$899.00
5864FRBK-D	1958-64, drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00
6568FRBK-S	1965-68, stock, kit - uses original spindles, kit	\$1,199.00	\$1,055.00	\$899.00
6570FRBK-D	1965-70, drop, kit - drop spindles included, kit	\$1,299.00	\$1,169.00	\$975.00

CHEVROLET FULLSIZE



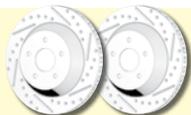
*Shown with optional upgraded rotors.

STOCK SPINDLE COMPLETE FRONT BRAKE KIT

Improve your vehicle's stopping power, while retaining stock ride height with our complete stock spindle disc brake kit. Nobody should come up short when it comes to braking performance. All kits work with most 14" disc brake wheels. Kit includes: Minimum Offset disc brake bracket kit, rotors, loaded Big Bore™ calipers (seen on page 213), bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: 1965-68 kit will fit 1969-70 models if you use 1965-68 spindles. Kits will come with 8" booster unless otherwise specified.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CBK-S	1955-57, kit	\$599.00	\$539.00	\$450.00
5864CBK-S	1958-64, kit	\$599.00	\$539.00	\$450.00
6568CBK-S	1965-68, kit	\$599.00	\$539.00	\$450.00

FOR DRILLED/SLOTTED ROTORS AND STAINLESS HOSES:
 ADD *-UG* TO ANY KIT
 + \$200 for 4 Wheel or + \$100 for Front or Rear only



NEW IMPROVED DESIGN

*Shown with optional upgraded rotors.

DROP SPINDLE COMPLETE FRONT BRAKE KIT

Lower your vehicle 2" and also improve handling and braking power with our complete drop spindle disc brake kit. This kit works with most 15" wheels. Kit includes: 2" drop spindles, rotors, loaded Big Bore™ calipers, bearings, seals, dust caps, spindle nuts, hoses, 7", 8" or 9" booster, master cylinder and pre-bent hard line kit, and proportioning valve. *Note: Kit will come with 8" booster unless otherwise specified.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CBK-D	1955-57, kit	\$699.00	\$629.00	\$525.00
5864CBK-D	1958-64, kit	\$699.00	\$629.00	\$525.00
6570CBK-D*	1965-70, kit	\$699.00	\$629.00	\$525.00

*These kits may require modification to original steering arms.

QUICK FACTS...

STOCK/DROP	drop
ROTOR	11"
CALIPER	2.75"
OFFSET	1955-57 0 1958-64 +1.063" 1965-68 +1.063"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:
 (-B) black, (-BLU) blue, (-R) red, or (-S) silver
 + \$110 for 4 wheel powdercoat calipers, + \$55 for Front or Rear only



*Shown with optional upgraded rotors.



#5870SWBK-D

Shown with optional upgraded rotors & hoses



#5557SWBK-D12

DROP SPINDLE WHEEL BRAKE KITS

Add front disc brakes and a 2" drop with this kit. High quality rotors and calipers handle the braking chores and 2" drop spindles provide a lowered stance without losing ride quality. #5557SWBK-D and #5864SWBK-D moves wheels out 5/16", while #5870SWBK-D moves wheel 1-1/16". Works with most 14" wheels. Kit includes: 2" drop spindles, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts and hoses. (Brake booster not included, see page 56 and 57).

12" ROTOR DROP SPINDLE WHEEL BRAKE KITS

This new and revised kit has almost everything you need to add 12" disc brakes and 2" drop spindles to your disc or drum brake car, including NEW loaded (with disc pads) big piston calipers, 12" one-piece rotors, bearings, seals, dust caps, spindle nuts, hardware, and rubber brake hoses. Works with most 15" or larger disc brake wheels. Provides a full 2" drop and does not change the car's steering geometry.

QUICK FACTS...

STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938"
OFFSET	1955-57 +.625" 1958-64 +.375"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557SWBK-D	1955-57, 0 offset, kit	\$499.00	\$439.00	\$374.00
5870SWBK-D	1958-70, +1.063 offset, kit	\$499.00	\$439.00	\$374.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SWBK-D12	1955-57, set	INQUIRE		
5864SWBK-D12	1958-64, set	\$439.00	\$386.00	\$320.00



*Shown with optional upgraded rotors & hoses.

MINIMUM OFFSET WHEEL BRAKE KIT

Pull the wheels in 1/2" from the standard stock spindle disc brake kit. Includes new rotors, loaded Big Bore™ calipers, brackets, bearings, seals, spindle nuts, dust caps, hoses, and hardware for a hassle free bolt on installation. 10.8" rotor works with 14" disc brake wheels or larger. Designed for more turning, and tire clearance.

QUICK FACTS...

STOCK/DROP	stock
ROTOR	10.75"
CALIPER	2.75"
OFFSET	1955-57 +.438" 1958-64 +.825"
MIN. WHEEL SIZE	14"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564WBK-S0	1955-64, kit	\$449.00	\$395.00	\$300.00



*Shown with optional upgraded rotors and hoses.

WIDE OFFSET WHEEL BRAKE KIT

Convert your car to disc brakes without having to change your spindles or lower your vehicle. This kit bolts right onto your existing spindle for a quick and hassle free installation. Works with most 15" wheels. Kit includes: disc brake bracket kit, rotors, loaded calipers, bearings, seals, dust caps, spindle nuts and hoses.

QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.5"
OFFSET	1955-57 +.875" 1958-64 +1.063" 1959-68 +.688"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4148WBK-S	1941-48, kit	\$399.00	\$351.00	\$299.00
4954WBK-S	1949-54, kit	\$399.00	\$351.00	\$299.00
5564WBK-S	1955-64, kit	\$339.00	\$298.00	\$225.00
5558WBK-SL	1955-58, large caliper, kit	\$399.00	\$351.00	\$299.00
5964WBK-SL	1959-64, large caliper, kit	\$399.00	\$351.00	\$299.00
6568WBKS	1965-68, kit	\$339.00	\$298.00	\$225.00



Shown with upgraded rotors & hoses

ZERO OFFSET WHEEL BRAKE KIT

CPP introduces a TRUE original offset brake kit for 1955-1964 fullsize Chevrolet cars. These kits utilize a forged aluminum billet hub with a slip on rotor and use the large GM calipers, like those found on Chevy fullsize cars and trucks. Get the best stopping power for your classic Chevy with GM's large 2-15/16" bore calipers and keep your wheels in the same location as the drums. All brackets and hardware included. (Note: Upgraded rotors and hoses available for additional costs. Wilwood D52 calipers also available as an upgrade.) Does not move wheels out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5558WBK-S0	1955-58, kit	\$499.00	\$439.00	\$374.00
5964WBK-S0	1959-64, kit	\$499.00	\$439.00	\$374.00
6568WBK-S0	1965-68, kit	\$499.00	\$439.00	\$374.00

CHEVROLET FULLSIZE

QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.5"
OFFSET	+.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a



*Shown with optional upgraded rotors.

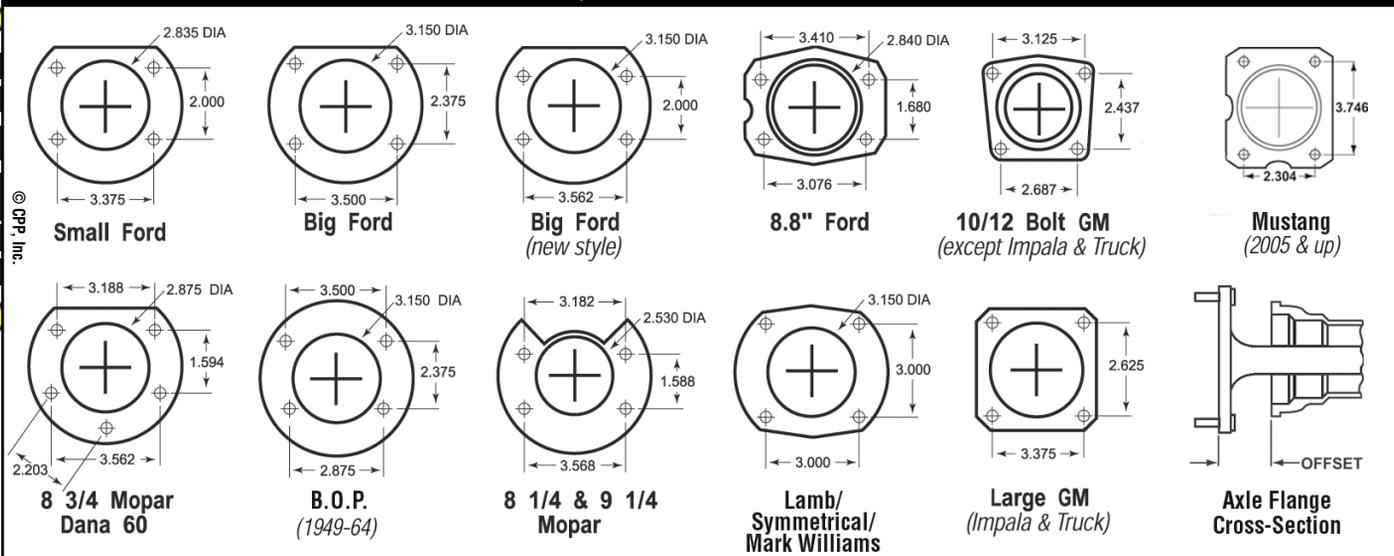


LARGE GM FLANGE REAR BRAKE KIT

All kits work with a stock rear-end. All are easy bolt-on installations. Kits include: rotors, loaded calipers with built-in E-brake, rubber hose kit, E-brake cable, and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. Also, occasionally extra shims are required to align the rear caliper.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RWBK-E	1955-57 Stock, kit	\$599.00	\$527.00	\$449.00
5557RWBK-S	1955-57 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
5864RWBK-E	1958-64 Stock, kit	\$599.00	\$527.00	\$449.00
5864RWBK-S	1958-64 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
6570RWBK-E	1965-70 Stock bolt, kit	\$599.00	\$527.00	\$449.00
6570RWBK-S	1965-70 Stock w/o Emergency Brake, kit	\$449.00	\$404.00	\$339.00
37009	.125" shim, each	\$4.00	\$4.00	\$3.00
37010	.048" shim, each	\$4.00	\$4.00	\$3.00

REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



CHEVROLET FULLSIZE

Vacuum Hose Kits



Available on page 156

Combination Valve Tool

Use this handy tool when bleeding brakes to avoid having to reset your prop valve. See page 154



Need Help?

Our brake bleeding syringes make bleed-ing a snap! See page 155





*Shown with optional upgraded rotors.



QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+ .125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. *Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
1012RWBK-SE-5557 *	1955-57 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-5557 *	1955-57 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
1012RWBK-SE-5864 *	1958-64 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-5864 *	1958-64 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
1012RWBK-SE-6570 *	1965-70 10 & 12 Bolt, kit	\$599.00	\$527.00	\$449.00
1012RWBK-SS-6570 *	1965-70 10 & 12 Bolt w/ Std Calipers - w/o E-Brake, kit	\$449.00	\$404.00	\$339.00
37012	.125" shim, each	\$4.00	\$4.00	\$3.00
37013	.048" shim, each	\$4.00	\$4.00	\$3.00

* NOTE: Will NOT work for factory rear end. They are designed for Chevy 10 or 12 bolt axles

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

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



*Shown with optional upgraded rotors, calipers & hoses.



9" FORD FLANGE REAR BRAKE KITS

We now offer bolt-on rear disc brake kits for cars and trucks using the always popular Ford 9" rear end. Perfect for the enthusiast that has upgraded his rear end and now wants the ultimate in braking. Kits include rotors, calipers, caliper mounting brackets, rubber hose kit, and mounting hardware. *Note: All kits work with small or large bearings. Caliper brackets work with both 2.37" and 2.50" for 9" flange. 3/8" flange bolt kits will also fit 8" Ford rear end. Also, occasionally extra shims are required to align the rear caliper.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2105-38-5434	Ford 9" (4.75 bolt pattern), 3/8" flange bolts, kit	\$599.00	\$527.00	\$419.00
CP2105-50-5434	Ford 9" (4.75 bolt pattern), 1/2" flange bolts, kit	\$599.00	\$527.00	\$419.00
10271	.048" shim, each (for 3/8" flange bolts)	\$4.00	\$4.00	\$3.00
10423	.048" shim, each (for 1/2" flange bolts)	\$4.00	\$4.00	\$3.00

Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:
 + \$150 for 4 Wheel
 + \$75 for Front or Rear only



CPP CALIPER COLOR OPTIONS:

PLEASE SPECIFY WHEN ORDERING:

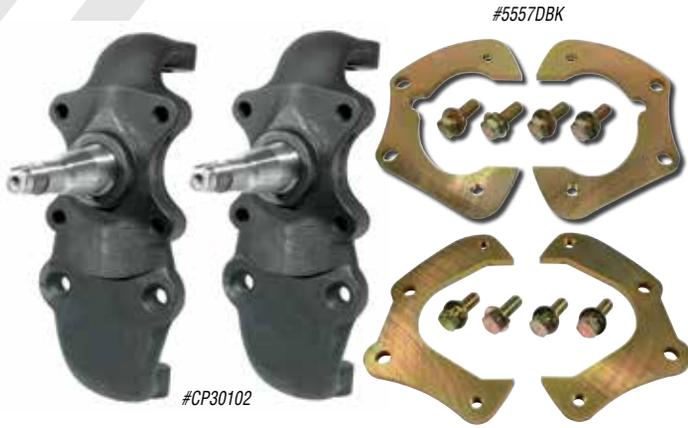
(-B) black, (-BLU) blue, (-R) red, or (-S) silver

+ \$90 for 4 wheel powdercoat calipers, + \$45 for Front or Rear only

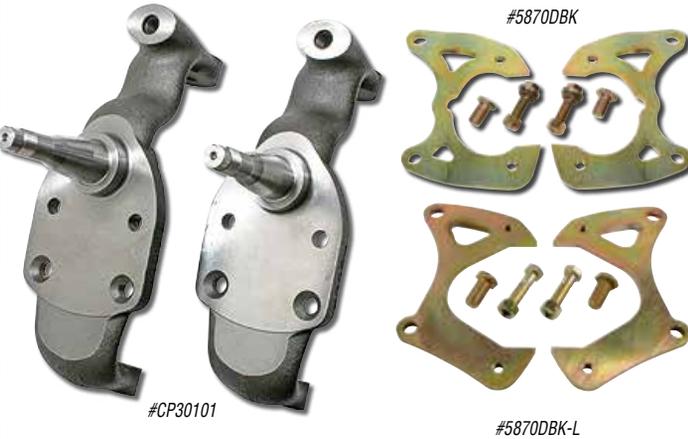


CHEVROLET FULL SIZE

CHEVROLET FULLSIZE



MODULAR™



NEW SCHOOL 2" DROP SPINDLES FOR 12" DISC BRAKE FOR 15" + WHEELS

These new and revised cast iron spindles allow you to add 12" disc brakes, and drop your car 2". Works with 1970-78 Camaro calipers and 1988-92 Camaro 1LE 12" rotors. Will accept most 15" disc or larger custom wheels. Provides a full 2" drop and does not change the car's geometry.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557DS-12	1955-57, set	\$189.00	\$166.00	\$115.00
5864DS-12	1958-64, set	\$219.00	\$193.00	\$139.00

2" MODULAR™ DROP SPINDLES

In a continued effort to bring fresh new products to the marketplace, CPP introduces their Modular™ Drop Spindle. One-piece forged nodular iron design with pressed in alloy steel axle pin; installs with no modifications; lowers your vehicle 2". In some cases, this is accomplished without moving the wheels out! When using the bracket kits, they work with rotors and calipers that you can purchase at your local parts store. They also work with CPP big brake and many manufacturers brake kits in a host of different brake sizes...ideal for today's larger wheels. *Note: Not for drum brakes.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30102	1955-57, pair	\$225.00	\$198.00	\$165.00
5557DBK	1955-57, brackets, pair	\$75.00	\$66.00	\$50.00
5557DBK-L	1955-57, brackets, large caliper, pair	\$75.00	\$66.00	\$50.00
CP30101	1958-70, pair	\$225.00	\$198.00	\$165.00
5870DBK	1958-70, brackets, pair	\$85.00	\$77.00	\$50.00
5870DBK-L	1958-70, brackets, large caliper, pair	\$75.00	\$66.00	\$50.00

ECONO LINE DROP SPINDLES

Introducing our brand new line of Econo Drop Spindles. These spindles work with original disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and 10.5" single piston disc brakes all for a very affordable price.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E5557DS	1955-57, pair	\$179.00	\$159.00	\$125.00
H5557DBK	Brackets, pair	\$75.00	\$66.00	\$50.00

ORIGINAL REPLACEMENT SPINDLES

Perfect for that concours restoration or when replacing after market drop spindles to get back to stock height. Also work with CPP brake kits. *Note: #CP30113 will work for 1958 and #CP30114 will work for 1969-70 when using CPP brake kits.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP30109	1955-57, pair	\$159.00	\$140.00	\$112.00
CP30113	1959-64, pair	\$159.00	\$140.00	\$112.00
CP30114	1965-68, pair	\$159.00	\$140.00	\$112.00

STEERING ARMS

A new reproduction forged to look and perform just like the original steering arms. No more having to grind them down or dispose of them when using the old style spindles and brake kits. Install these when you upgrade the brakes, spindles or lower control arms.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SP-A	1955-57, kit	\$69.00	\$61.00	\$49.00

LARGE CALIPER DISC BRACKET KIT

CPP's new caliper bracket kits for 1955-1964 stock spindles and Chevelle 11" rotors with large GM calipers like those found on Chevy fullsize cars and trucks. Get the best stopping power for your classic Chevy with GM's large 2-15/16" bore calipers. These kits will move the wheels out 7/8" per side from stock drum brakes on a 1955-58 and 1-1/16" on 1959-64 cars. All brackets and hardware included.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5558DBK-L	1955-58, brackets only, kit	\$129.00	\$114.00	\$95.00
5964DBK-L	1959-64, brackets only, kit	\$129.00	\$114.00	\$95.00

DROP SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
2700	standard - fits #5564DBK & #CP30101 w/#5870DBK	\$225.00	\$214.00	\$205.00
2700UG	deluxe - fits #5564DBK & #CP30101 w/#5870DBK	\$325.00	\$309.00	\$275.00
2704	standard - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101	\$225.00	\$214.00	\$205.00
2704UG	deluxe - fits #5558DBK-L, 5964DBK-L, #6568DBK and #CP30101	\$325.00	\$309.00	\$275.00
2703	standard fits #5557DS, #6472DS, and #CP30102 w/#5557DBK, kit	\$225.00	\$214.00	\$205.00
2703UG	deluxe fits #5557DS, #6472DS, and #CP30102 w/#5557DBK, kit	\$325.00	\$309.00	\$275.00
2711	standard fits ALL 12" rotor spindles, kit	\$225.00	\$214.00	\$205.00
2711UG	deluxe fits ALL 12" rotor spindles, kit	\$325.00	\$309.00	\$275.00



DISC BRACKET KITS

Get the basics to add disc brakes to your classic rod with original suspension. Use parts available at your local parts house or through CPP.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP711DBK	1941-54 Chevy car/truck, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP707DBK	1937-40 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP706DBK	1941-48 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
CP702DBK	1949-54 Chevy car, 5x4.75, kit	\$189.00	\$170.00	\$135.00
5564DBK-V2	1955-64 - works w/ most 14" disc brake wheels, kit	\$89.00	\$78.00	\$65.00
6568DBK	1965-68 - works w/ most 15" disc brake wheels, kit	\$89.00	\$78.00	\$65.00

BRAKE LINE KITS

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. Universal kits available in an affordable basic kit and also a deluxe kit. Note: Some line kits ship O/S; additional freight charges apply.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557FLK-OM	1955-57 front, original material, kit	\$65.00	\$57.00	\$48.00
5557FLK-SS	1955-57 front, stainless steel, kit	\$80.00	\$72.00	\$60.00
5557RLK-OM	1955-57 rear, original material, kit	\$35.00	\$31.00	\$24.00
5557RLK-SS	1955-57 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
5557RLK-CURRIE-OM	1955-57 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
5557RLK-CURRIE-SS	1955-57 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00
5864FLK-OM	1958-64 front, original material, kit	\$65.00	\$57.00	\$48.00
5864FLK-SS	1958-64 front, stainless steel, kit	\$75.00	\$71.00	\$65.00
5864RLK-OM	1958-64 rear, original material, kit	\$35.00	\$31.00	\$24.00
5864RLK-SS	1958-64 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00
5864RLK-CURRIE-OM	1958-64 w/ Currie rear end (disc brakes), orig. mat., kit	\$35.00	\$31.00	\$24.00
5864RLK-CURRIE-SS	1958-64 w/ Currie rear end (disc brakes), stainless st., kit	\$50.00	\$44.00	\$32.00
6570FLK-OM	1965-70 front mini kit, original material, kt	\$19.00	\$17.00	\$14.00
6570FLK-SS	1965-70 front mini kit, stainless steel, kit	\$25.00	\$24.00	\$22.00
6570RLK-OM	1965-70 rear, original material, kit	\$35.00	\$31.00	\$24.00
6570RLK-SS	1965-70 rear, stainless steel, kit	\$50.00	\$44.00	\$32.00



REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new CPP rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557EBC	1955-57, each	\$69.00	\$61.00	\$49.00
5864EBC	1958-64, pair	\$69.00	\$61.00	\$49.00
6570EBC	1965-70, each	\$89.00	\$78.00	\$65.00



CHEVROLET FULLSIZE



Show Stopper



Street Beast



#HAHK-S included with Show Stopper Kit



#HAHK-R Line Kit included with Street Beast Kit.

HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit designed to upgrade manual or vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. These systems include everything you need to install into your vehicle. Most installations can be accomplished in an afternoon, using common hand tools, with average mechanical skill levels. These systems consist of a direct fit high performance, hydraulic brake assist unit (with options for steel or billet aluminum firewall mounting bracket); braided stainless or rubber, high pressure line set; heavy duty power steering return line; pedal rod hardware and mounting hardware. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, #MCPV1 master cylinder, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum Corvette style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist **only**, master cylinder and hoses are **not** included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564HBK-SS90	Show Stopper (1955-57 Big Block, 1958-64 Column Shift), LS engine, kit	\$899.00	\$829.00	\$675.00
5564HBK-SS	1955-64, SB Floor Shift, Show Stopper, kit	\$899.00	\$829.00	\$675.00
5564HBK-SB	1955-64, SB Floor Shift, Street Beast, kit	\$749.00	\$695.00	\$560.00
6570HBK-SB	1965-70, Street Beast, kit	\$749.00	\$695.00	\$560.00

Bare Units:

5564HBK-BSS90	1955-64, (BB or Column Shift), each	\$519.00	\$480.00	\$386.00
5564HBK-BSS	1955-64, billet bracket, each	\$469.00	\$435.00	\$349.00
5564HBK-BSB	1955-64, steel bracket, each	\$389.00	\$365.00	\$299.00
6570HBK-BSB	1965-70, steel bracket, each	\$389.00	\$365.00	\$299.00
HAHK-S	Stainless Hose, kit	\$199.00	\$180.00	\$149.00
HAHK-R	Rubber Hose, kit	\$115.00	\$104.00	\$85.00

HYDRAULIC BOOSTER BRACKET KIT

This attractive billet bracket will allow the use of a GM L/T hydraulic brake assist on your Chevy fullsize and bolt directly to your firewall. Kit includes billet mounting bracket and installation tool.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564HBB-K	1955-64, SB Floor Shift, kit	\$129.00	\$116.00	\$95.00

MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
20-0038F	3/8" lines, each	\$20.00	\$19.00	\$18.00

HYDRAULIC BRAKE ASSIST UNIT COVER



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP5100	Chrome Accumulator cover, each	\$69.00	\$62.00	\$49.00

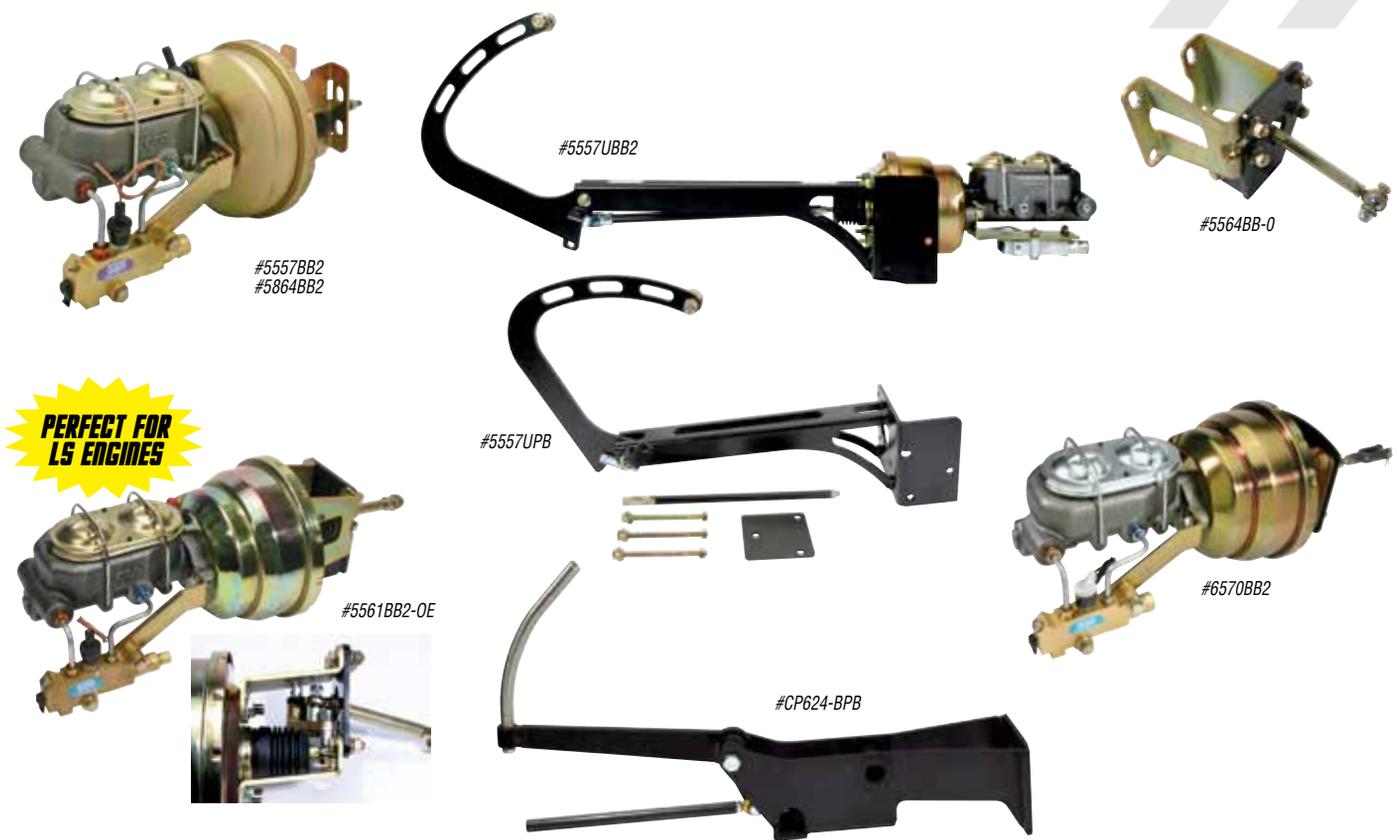


OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
4952SMC	1949-52, w/ manual trans, each	\$179.00	\$169.00	\$135.00
5354SMC	1953-54, w/ manual trans, each	\$179.00	\$169.00	\$135.00
M-82008	1955-57, each	\$69.00	\$61.00	\$50.00
M-82017	1962-64, each	\$69.00	\$61.00	\$44.00

CHEVROLET FULLSIZE



BRAKE BOOSTER KITS & PEDAL BRACKETS

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster and 3/16" mounting brackets, linkage to connect to the pedal, firewall seal, and master cylinder. Disc/drum and disc/disc kits also include proportioning valve and bracket assembly. Kits available in 7", 8", or 9" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. *Chrome options available.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FIREWALL MOUNT BOOSTER KITS:				
5557BBD	1955-57, drum/drum, kit	\$299.00	\$263.00	\$210.00
5557BB2	1955-57, disc/drum, kit	\$299.00	\$263.00	\$210.00
5557BB4	1955-57, disc/disc, kit	\$299.00	\$263.00	\$210.00
5561BBD-OE *	1955-64, drum/drum (offset mount), kit	\$349.00	\$307.00	\$245.00
5561BB2-OE *	1955-64, disc/drum booster (offset mount), kit	\$349.00	\$307.00	\$245.00
5561BB4-OE *	1955-64, disc/disc booster (offset mount), kit	\$349.00	\$307.00	\$245.00
5864BBD	1958-64, drum, kit	\$299.00	\$263.00	\$210.00
5864BB2	1958-64, disc/drum, kit	\$299.00	\$263.00	\$210.00
5864BB4	1958-64, disc/disc, kit	\$299.00	\$263.00	\$210.00
6570BBD	1965-70, drum/drum, kit	\$299.00	\$263.00	\$210.00
6570BB2	1965-70, disc/drum, kit	\$299.00	\$263.00	\$210.00
6570BB4	1965-70, disc/disc, kit	\$299.00	\$263.00	\$210.00

* Offsets 2" to driver side

FRAME MOUNT BOOSTER KITS:

CP621BB-MC	1935-36, with pedal, each	\$229.00	\$206.00	\$169.00
CP622UBB-MC	1937-48, with pedal (automatic only), each	\$229.00	\$206.00	\$169.00
CP624UBB-MC	1949-54, with pedal (automatic only), each	\$229.00	\$206.00	\$169.00
5557UBBD	1955-57, drum/drum, each	\$375.00	\$330.00	\$259.00
5557UBB2	1955-57, disc/drum, each	\$375.00	\$330.00	\$259.00
5557UBB4	1955-57, disc/disc, each	\$375.00	\$330.00	\$259.00

BRAKE PEDAL BRACKETS:

CP621-BPB	1935-36, frame mount power	\$89.00	\$78.00	\$55.00
CP622-BPB	1937-48, frame mount power	\$89.00	\$78.00	\$55.00
CP624-BPB	1949-54, frame mount power	\$99.00	\$87.00	\$64.00
5557UPB	1955-57, frame mount power	\$199.00	\$180.00	\$125.00
5564BB-0	1955-64, offset firewall power	\$149.00	\$131.00	\$99.00

Shown with optional rotors and power rack.

**INCLUDES
NEW POWER RACK,
PERFORMANCE BRAKE
KIT & SWAY BAR!**



#E4954M2IFS-K

MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having a more modern suspension system in your early car without paying the big prices of other kits. These kits come with crossmember, coil springs, spindles, brakes, shocks, upper and lower control arms, rack & pinion, sway bar, plus mounting hardware. Specify manual or power steering and stock or dropped spindles. Available in 5x4.5, 5x4.75, and 6x5.5 lug patterns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
E3748M2IFS-K	1937-48 Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
E4954M2IFS-K	1949-54 Economy Mustang II, kit	\$1,489.00	\$1,349.00	\$1,099.00
	Power Rack upgrade	\$100.00		

COMPLETE PERFORMANCE PACKAGE

Get a Complete Performance Package and tune up your chassis with some of the best upgrades for a great price! This package teams up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. Kits come with front Totally Tubular™ control arms, front coil springs, front performance sway bar, front and rear Black Magic™ performance tuned shocks, 500 Series™ power steering box and 2" drop Modular™ disc brake spindles. 1955-57 kits also come with rear lowered leafs and a rear performance sway bar. 1959-64 kits come with rear Totally Tubular™ trailing arms and rear coils. Arms are available in gloss black or silver powder coat. Put a C.P.P. under your ride today!



#5964CPP-K

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CPP-K	1955-57, kit	\$2,019.00	\$1,920.00	\$1,515.00
5964CPP-K	1959-64 (with single upper rear arm), kit (shown)	\$2,055.00	\$1,950.00	\$1,539.00
5964CPP-KD	1959-64 (with dual upper rear arm), kit	\$2,155.00	\$2,045.00	\$1,615.00

CHEVROLET FULLSIZE

PRO-TOURING KITS

CPP's new Pro-Touring Kits provides the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a 1-1/8" front and 1" rear sway bar, combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the QA1 adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's award-winning MCPV-1 master cylinder; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.

Picture shown for illustraton only.
Contents of kits may vary.



Picture shown for illustraton only.
Contents of kits may vary.



STAGE II

Includes front coil over kits, rear QA1 shocks and front and rear sway bar kits, front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-2	1955-57, kit	\$2,159.00	\$2,051.00	\$1,800.00
5964PTK-2	1959-64, single upper rear arm, kit	\$2,159.00	\$2,051.00	\$1,800.00
5964PTK-2D	1959-64, dual upper rear arm, kit	\$2,259.00	\$2,141.00	\$1,875.00

STAGE I

Includes front lowered coil springs, front and rear shocks, front and rear sway bar kits, front upper & lower control arms and rear lowered leaf springs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-1	1955-57, kit (shown)	\$1,597.00	\$1,517.00	\$1,300.00
5964PTK-1	1959-64, with single upper rear arm, kit	\$1,799.00	\$1,709.00	\$1,445.00
5964PTK-1D	1959-64, with dual upper rear arm, kit	\$1,899.00	\$1,804.00	\$1,525.00

*Shown with optional upgraded rotors.



Picture shown for illustraton only.
Contents of kits may vary.

STAGE III

Includes all Stage II pieces plus front and rear 11" stock height brakes and MCPV1 master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-3	1955-57, kit	\$3,299.00	3,199.00	\$2,899.00
5964PTK-3	1959-64, single upper rear arm, kit	\$3,299.00	\$3,199.00	\$2,899.00
5964PTK-3D	1959-64, dual upper rear arm, kit	\$3,399.00	\$3,289.00	\$2,974.00

*Shown with optional powder coated calipers.



Picture shown for illustraton only.
Contents of kits may vary.

STAGE IV

Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes and our MCPV1 master cylinder.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PTK-4	1955-57, kit	\$3,799.00	\$3,549.00	\$3,299.00
5964PTK-4	1959-64, single upper rear arm, kit	\$3,799.00	\$3,549.00	\$3,299.00
5964PTK-4D	1959-64, dual upper rear arm, kit	\$3,899.00	\$3,639.00	\$3,374.00

CHEVROLET FULL SIZE

**ADD A 500 SERIES™
POWER STEERING BOX
FOR THE
ULTIMATE PERFORMANCE!**
Available for 1955-70 applications.

500Series™



#5557TCA-UKB



Totally TUBULAR™



#5864TCA-UK



Steering Stops
#5557SS-K

CPP ARMS:
BLACK OR
SILVER
AVAILABLE



#5557TCA-LKB



#5864TCA-LK



#5557ETA-K



#5864ETA-K



#6570ETA-K

TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Economy import arms also available for some applications. Note: 1955-57 and 1958-64 upper arms allow for 5° extra caster. Ball joints included with all arms.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557TCA-UKB	1955-57, Upper Arms, black, pair	\$359.00	\$316.00	\$260.00	5864TCA-LKB	1958-64, Lower Arms, black, pair	\$493.00	\$434.00	\$354.00
5557TCA-UKS	1955-57, Upper Arms, silver, pair	\$359.00	\$316.00	\$260.00	5864TCA-LKS	1958-64, Lower Arms, silver, pair	\$493.00	\$434.00	\$354.00
5557TCA-LKB	1955-57, Lower Arms, black, pair	\$479.00	\$422.00	\$354.00	5864TCA-SKB	1958-64, Upper/Lower, black, set	\$859.00	\$773.00	\$645.00
5557TCA-LKS	1955-57, Lower Arms, silver, pair	\$479.00	\$422.00	\$354.00	5864TCA-SKS	1958-64, Upper/Lower, silver, set	\$859.00	\$773.00	\$645.00
5557TCA-SKB	1955-57, Upper/Lower, black, set	\$829.00	\$730.00	\$619.00	5864ETA-K	1958-64, Economy Import Upper/Lower, black, set	\$499.00	\$449.00	\$349.00
5557TCA-SKS	1955-57, Upper/Lower, silver, set	\$829.00	\$730.00	\$619.00	6570ETA-K	1965-70, Economy Import, Upper/Lower, black, set	\$599.00	\$539.00	\$419.00
5557ETA-K	1955-57, Economy Import, Upper/Lower, black, set	\$399.00	\$351.00	\$284.00	5557SS-K	1955-57, Steering Stops, pair (not for Economy Import Arms)	\$19.00	\$17.00	\$14.00
5864TCA-UKB	1958-64, Upper Arms, black, pair	\$373.00	\$328.00	\$260.00					
5864TCA-UKS	1958-64, Upper Arms, silver, pair	\$373.00	\$328.00	\$260.00					

ORIGINAL REPLACEMENT CONTROL ARMS

These beautifully stamped replacements have the look and feel of original factory control arms! They come complete with ball joints and cross shafts installed and have a beautifully painted semi-gloss black finish. The 1955-57 upper control arms are available with 5° of additional caster built right into the arm or stock geometry. This additional caster is a must for power steering and today's modern roads. Uppers or lowers available in pairs with your choice of rubber or POLYPLUS™.

NEW



#5557SCA-U



#5864SCA-L

“SHOP TALK”
CHECK OUT “SHOP TALK”
ON PAGE 68

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER	PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SCA-U	1955-57 Upper, rubber bushings, pr (factory geometry)	\$199.00	\$179.00	\$139.00	5864SCA-U	1958-64 Upper, rubber bushings, pr	\$199.00	\$179.00	\$139.00
5557SCA-U-P	1955-57 Upper, poly bushings, pr (factory geometry)	\$219.00	\$196.00	\$155.00	5864SCA-U-P	1958-64 Upper, poly bushings, pr	\$219.00	\$196.00	\$155.00
5557SCA-U5	1955-57 Upper, rubber bushings, pr (w/added 5° caster geometry)	\$199.00	\$179.00	\$139.00	5557SCA-L	1955-57 Lower, rubber bushings, pr	\$269.00	\$250.00	\$200.00
5557SCA-U5-P	1955-57 Upper, poly bushings, pr (w/added 5° caster geometry)	\$219.00	\$196.00	\$155.00	5557SCA-L-P	1955-57 Lower, poly bushings, pr	\$289.00	\$267.00	\$215.00
					5864SCA-L	1955-57 Lower, rubber bushings, pr	\$269.00	\$250.00	\$200.00
					5864SCA-L-P	1955-57 Lower, poly bushings, pr	\$289.00	\$267.00	\$215.00



#5860SDFK-PF

PERFORMANCE PLUS FRONT END KIT

CPP's Performance Plus kits complement CPP's POLYPLUS™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, tempered and factory tested front coil springs, front shocks, POLYPLUS™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, POLYPLUS™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. Sway bar bushings and end links are sold separately. *Note: the POLYPLUS™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557SDFK-PF	1955-57, kit	\$519.00	\$468.00	\$373.00
5860SDFK-PF	1958-60, kit	\$519.00	\$468.00	\$373.00
6164SDFK-PF	1961-64, kit	\$509.00	\$459.00	\$365.00
6566SDFK-PF	1965-66, kit	\$499.00	\$450.00	\$358.00
6768SDFK-PF	1967-68, kit	\$499.00	\$450.00	\$358.00
6970SDFK-PF	1969-70, kit	\$529.00	\$476.00	\$379.00

CHEVROLET FULL SIZE



#6164SFK-P



#5864FK-P

COMPLETE FRONT END KIT

CPP's front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing (1955-57). Include upper and lower POLYPLUS™ or rubber control arm bushings, and bump stops. 1965-70 Impala kits also include strut rod bushings. Sway bar bushings and end links sold separately. *Note: 1955-57 kit will not work with original power steering.*



BASIC FRONT END KITS

POLYPLUS™ bushings, used in our front end kits, are the ultimate combination of polyurethane and graphite. The first for performance and durability; the second for superior lubricating qualities which provides smooth operation. Kits include upper and lower ball joints, outer tie rod ends, control arm bushing kit and lower bump stops.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS™:				
5557FK-P	1955-57, basic, kit	\$259.00	\$229.00	\$167.00
5864FK-P	1958-64, basic, kit	\$209.00	\$189.00	\$146.00
6568FK-P	1965-68, basic, kit	\$209.00	\$189.00	\$146.00
6970FK-P	1969-70, basic, kit	\$229.00	\$207.00	\$160.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
POLYPLUS™:				
5557SFK-P	1955-57, complete, kit	\$349.00	\$315.00	\$245.00
5860SFK-P	1958-60, complete, kit	\$349.00	\$315.00	\$245.00
6164SFK-P	1961-64, complete, kit	\$339.00	\$305.00	\$237.00
6566SFK-PF	1965-66, complete, kit	\$329.00	\$296.00	\$230.00
6768SFK-P	1967-68, complete, kit	\$329.00	\$296.00	\$230.00
6970SFK-P	1969-70, complete, kit	\$359.00	\$323.00	\$251.00
RUBBER:				
5557SFK-R	1955-57, complete, kit	\$329.00	\$296.00	\$230.00
5860SFK-R	1958-60, complete, kit	\$329.00	\$296.00	\$230.00
6164SFK-R	1961-64, complete, kit	\$319.00	\$287.00	\$223.00
6566SFK-RF	1965-66, complete, kit	\$309.00	\$279.00	\$216.00
6768SFK-R	1967-68, complete, kit	\$309.00	\$279.00	\$216.00
6970SFK-R	1969-70, complete, kit	\$349.00	\$315.00	\$244.00

RUBBER:				
5557FK-R	1955-57, basic, kit	\$239.00	\$215.00	\$168.00
5864FK-R	1958-64, basic, kit	\$189.00	\$170.00	\$142.00
6568FK-R	1965-68, basic, kit	\$189.00	\$170.00	\$142.00
6970FK-R	1969-70, basic, kit	\$219.00	\$198.00	\$169.00

IDLER ARM CONVERSION BRACKET

This bracket is used to update your 1958-1960 idler arm to the 1961-64 idler arm (#FA353). We recommend using the later idler arm when installing a 500 Series™ power steering box. *Note: Some 1961 models may require this bracket.*



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5860ICB	1958-60, kit	\$29.00	\$26.00	\$20.00

IDLER ARM BUSHINGS

When replacing front end bushings remember the center link and idler arm bushings. New bushings will tighten up your steering and make your car safer to drive



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
K377	1955-57 Centerlink - 1.68" length, each	\$14.00	\$12.00	\$10.00
K379	1955-57 Idler Arm Support - 2.49" length, ea	\$14.00	\$12.00	\$10.00



MANUAL STEERING CENTERLINK REPAIR KIT & DUST COVER

Rebuild that worn out manual centerlink with one of our rebuild kits. Kit includes all of the items needed to make your centerlink as good as new.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CLRK	1955-57, kit	\$39.00	\$34.00	\$20.00
5557CD	1955-57 Centerlink Dust Cover & Seal, set	\$5.00	\$4.00	\$3.00
5862CLRK	1958-64, kit	\$39.00	\$34.00	\$27.00

IDLER ARM BEARING CONVERSION KIT

Improve your manual steering with one of our idler arm bearing conversion kits. This conversion kit makes your vehicle steer easier and it also outlasts the original rubber bushings.



See Upgraded Idler Arm on page 67

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557IBC	1955-57, kit	\$89.00	\$78.00	\$50.00



CENTERLINKS

We now offer stock replacement steering centerlinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
59057	1955-57, manual, each	\$89.00	\$78.00	\$65.00
5862CL	1958-62, manual, each	\$89.00	\$78.00	\$65.00
6164CL	1963-64, manual, each	\$69.00	\$61.00	\$50.00



TIE ROD ENDS

Replacing the tie rod ends on your front end greatly reduces steering "slop" and makes your car much safer to drive. Includes all hardware and dustboots.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES577	1955-57, inner, each	\$29.00	\$26.00	\$20.00
ES597	1958-64, inner, each	\$34.00	\$32.00	\$29.00
ES370R	1965-68, inner, each	\$19.00	\$17.00	\$14.00
ES378R	1969-70, inner, each	\$29.00	\$26.00	\$23.00
ES234L	1955-57, outer, each	\$24.00	\$22.00	\$19.00
ES323L	1958-64, outer, each	\$22.00	\$21.00	\$18.00
ES350L	1965-68, outer, each	\$22.00	\$21.00	\$18.00
ES378L	1969-70, outer, each	\$29.00	\$26.00	\$23.00

CENTERLINK ADAPTER

The adapter screws onto the end of the centerlink in place of the factory power steering control valve. Allows for simple conversion from factory power steering to 500 Series™, 600 Series or 605 power steering. Works with factory pitman arm. Needed for original power assist vehicle when converting to power steering box.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557CLA	1955-57, each	\$89.00	\$78.00	\$49.00
5864CLA	1958-64, each	\$89.00	\$78.00	\$49.00

CHEVROLET FULLSIZE



BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES577SP-A	1955-57, pair	\$69.00	\$61.00	\$49.00
ES312SP-A	1958-64, pair	\$69.00	\$61.00	\$49.00
ES350SP-A	1965-70, pair	\$69.00	\$61.00	\$49.00

TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
ES577S	1955-57 - stock, 8.25" length, 9/16-18, ea	\$20.00	\$18.00	\$14.00
ES312S	1958-64 - stock, 8.75" length, 5/8-18, ea	\$15.00	\$13.00	\$12.00
ES350S	1965-70 - stock, 7.19", 5/8-18, each	\$12.00	\$11.00	\$8.00



UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

Cross shafts are an essential components of your front suspension. OEM replacement for this high wear item.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TG119-OP	1955-57, upper, poly bushing, 2° offset, pr	\$89.00	\$78.00	\$65.00
TG119-O	1955-57, upper, rubber bushing, 2° offset, pr	\$69.00	\$61.00	\$50.00
5557LCS-PK	1955-57, lower, poly bushing, pair	\$89.00	\$78.00	\$65.00
5557LCS-RK	1955-57, lower, rubber bushing, pair	\$69.00	\$61.00	\$50.00
5864LCS-PK	1958-64, lower, poly bushing, pair	\$89.00	\$78.00	\$65.00
5864LCS-RK	1958-64, lower, rubber bushing, pair	\$69.00	\$61.00	\$50.00
5864UCS-PK	1958-64, upper, poly bushing, pair	\$89.00	\$78.00	\$65.00
5864UCS-RK	1958-64, upper, rubber bushing, pair	\$69.00	\$61.00	\$50.00

UPPER CROSS SHAFT WASHER

End washers for control arm cross shafts. Requires 4, sold individually.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564UCA-W	1955-64, each	\$3.00	\$3.00	\$2.00



UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meets OE specs. Direct replacement that requires no modifications. Boots and hardware included.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FA500	1955-70, upper, each	\$24.00	\$21.00	\$15.00
FA219	1955-57, lower, each	\$32.00	\$28.00	\$17.00
FA533G	1958-70, lower, each	\$19.00	\$18.00	\$16.00



IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system. Note: #5557IA-UBC is a recommended performance upgrade ideal for 500 Series™ steering. See 1958-64 Conversion Kit on page 66.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557IA	1955-57, each	\$49.00	\$44.00	\$37.00
5557IA-UBC	1955-57, (with upgrade bearing kit) ea	\$129.00	\$114.00	\$90.00
K288	1958-60, each	\$59.00	\$52.00	\$40.00
FA353	1961-64, each	\$49.00	\$43.00	\$35.00
FA610	1965-66, each	\$79.00	\$75.00	\$65.00
FA523	1967-70, each	\$79.00	\$75.00	\$65.00

How it all began...



Read about the CPP Story on page 187



CHEVROLET FULL SIZE



STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: 1958-60 cars must also use #5860ICB. 1965-70 Chevy fullsize car kits do NOT include pitman arm. Basic kit does not include tie rod ends or sleeves.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
COMPLETE KIT:				
5557SLK-CP	1955-57, kit	\$239.00	\$215.00	\$169.00
6164SLK-CP	1958-64, kit	\$199.00	\$179.00	\$139.00
6566SLK-CP	1965-66, kit	\$399.00	\$360.00	\$299.00
6768SLK-CP	1967-68, kit	\$399.00	\$360.00	\$299.00
6970SLK-CP	1969-70, kit	\$399.00	\$360.00	\$299.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
BASIC KIT:				
5557SLK	1955-57, kit	\$169.00	\$152.00	\$135.00
6164SLK*	1958-64, kit	\$129.00	\$114.00	\$90.00

*1950-60 and some 1961 models will require #5860ICB bracket (found on page 66).



ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade. Kit comes complete with two new forged aluminum hubs, inner and outer bearings & races, wheel studs, wheel hub seals,, hub washers, grease caps and cotter pins. *Note: Converts 1955-60 cars to new style tapered bearings.*

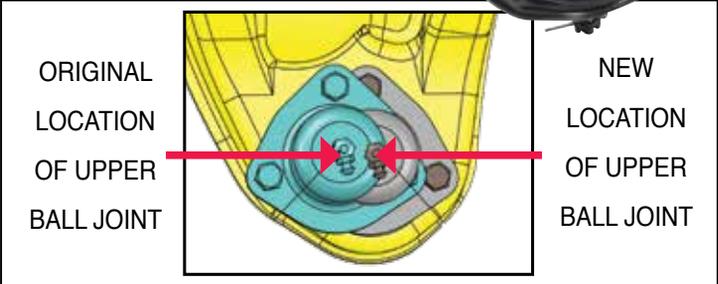
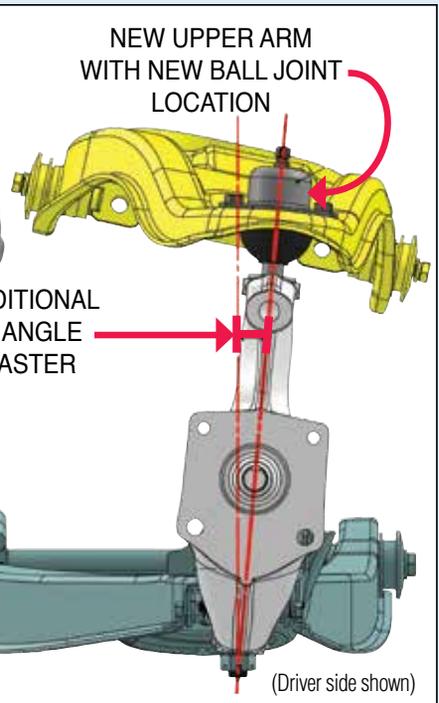
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5564RBH-K	1955-64, kit	\$189.00	\$166.00	\$139.00

CHEVROLET FULLSIZE



CPP EXCLUSIVE: Original Replacement Upper Control Arms with 5" Caster

These beautifully stamped replacements have the look and feel of original factory control arms! They come complete with ball joints and cross shafts installed and have a beautifully painted semi-gloss black finish. These brand new control arms have 5 degrees of additional caster built right into the arm, not the cross shaft. This additional caster is a must for power steering and today's modern roads.



Check out more "ShopTalk" at www.classicperform.com



REAR TRAILING ARM BUSHING KITS

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings. Some POLYPLUS™ bushings require the use of original shells.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3153G	1959-64, POLYPLUS™, with single upper arm, kit	\$74.00	\$70.00	\$55.00
3-3152G	1959-64, POLYPLUS™, with dual upper arm, kit	\$79.00	\$70.00	\$59.00
5964RCAB-RS	1959-64, rubber, with single upper arm, kit	\$79.00	\$70.00	\$59.00
5964RCAB-RD	1959-64, rubber, with dual upper arm, kit	\$89.00	\$80.00	\$67.00
3-3148G	1965-70, POLYPLUS™, with single upper arm, kit	\$79.00	\$70.00	\$59.00
3-3149G	1965-70, POLYPLUS™, with dual upper arm, kit	\$89.00	\$85.00	\$66.00
3-3151G	1965-70, POLYPLUS™, V8 with dual upper arm, kit	\$89.00	\$85.00	\$66.00
6570RCAB-RS	1965-70, rubber (includes shells), w/ single upper arms, kit	\$72.00	\$65.00	\$55.00
6570RCAB-RD	1965-70, rubber (includes shells), w/ dual upper arms, kit	\$89.00	\$85.00	\$73.00

CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings. 1965-70 kits also include strut rod bushings. Note: 1965-70 fullsize must utilize original lower shells when using POLYPLUS™ kit.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-3108G	1955-64, POLYPLUS™, kit	\$69.00	\$66.00	\$55.00
CP5196	1955-64, rubber - O.E.M., kit	\$39.00	\$34.00	\$28.00
6570CAB-P	1965-70, POLYPLUS™, kit	\$79.00	\$70.00	\$59.00
6570CAB-R	1965-70, rubber, kit	\$49.00	\$47.00	\$40.00



BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3773361	1955-70, rubber, upper, each	\$9.00	\$8.00	\$6.00
5557BS	1955-57, rubber, lower, each	\$9.00	\$8.00	\$7.00
9-9151G	1955-70, POLYPLUS™, upper, pair	\$15.00	\$14.00	\$10.00
9-9154G	1955-57, POLYPLUS™, lower, pair	\$15.00	\$14.00	\$10.00
3742252	1958-64, rubber, lower, each	\$9.00	\$8.00	\$7.00



LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. #SK8154-K also includes bolts.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-2118G	1955, Complete POLYPLUS™, kit	\$35.00	\$33.00	\$26.00
3-2119G	1956-57, Complete POLYPLUS™, kit	\$35.00	\$33.00	\$26.00
SK8154-K	1955-57, fixed end, rubber, kit	\$16.00	\$14.00	\$12.00

REAR TRAC BAR BUSHINGS

Whether you are replacing your rear suspension bushings with factory rubber bushings or upgrading to high performance polyurethane we have the bushings.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
3-7113G	1959-64, 1.13" x 2", kit	\$14.00	\$13.00	\$11.00
3-7110G	1965-70, 1.71" & 1.13", kit	\$19.00	\$18.00	\$13.00
3-7112G	1965-70, 1.125" x 2", kit	\$19.00	\$18.00	\$13.00

CHEVROLET FULLSIZE



Black Magic™

DROP OR STOCK HEIGHT AVAILABLE



FRONT COIL SPRINGS

Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. Rear coils are also available in standard rates and heavy duty spring rates. *Note: Passenger car applications not recommended to use lowered coils with drop spindles.*

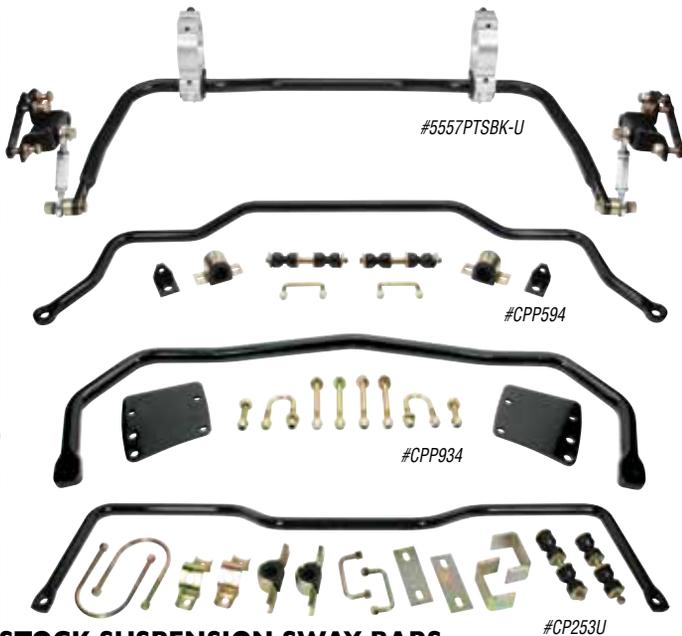
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FCS638-S	1955-57, stock height - SB, pair	\$95.00	\$84.00	\$69.00
FCS638-D	1955-57, 1-1/2" lowered - SB, pair	\$95.00	\$84.00	\$69.00
FCS656-S	1955-57, stock height - BB, pair	\$95.00	\$84.00	\$69.00
FCS656-D	1955-57, 1-1/2" lowered - BB, pair	\$95.00	\$84.00	\$69.00
FCS6000-S	1958-64, stock height - SB, pair	\$95.00	\$84.00	\$69.00
FCS6000-D	1958-64, 2-1/2" lowered - SB, pair	\$95.00	\$84.00	\$69.00
FCS6004-S	1958-64, stock height - BB, pair	\$95.00	\$84.00	\$69.00
FCS6004-D	1958-64, 3" lowered - BB, pair	\$95.00	\$84.00	\$69.00
FCS6192-S	1965-70, stock height - SB, pair	\$105.00	\$92.00	\$78.00
FCS6192-D	1965-70, 1-1/2" lowered - SB, pair	\$105.00	\$92.00	\$78.00
FCS658A	1965-70, stock height - BB, pair	\$105.00	\$92.00	\$78.00
FCS658A-D	1965-70, 1-1/2" lowered - BB, pair	\$105.00	\$92.00	\$78.00

CHEVROLET FULLSIZE

CPP NITROGEN GAS SHOCKS

Our nitrogen gas shocks are designed to enhance your car or trucks performance and provide quick response to road conditions. The 180 psi nitrogen gas cylinder was specifically built with lowered vehicles in mind to give a boost in cornering performance. The outstanding quality is backed with a lifetime warranty.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CPP-1001	1955-70, each	\$39.00	\$33.00	\$29.00
REAR:				
CPP-1105	1955-57, each	\$39.00	\$33.00	\$29.00
CPP-1107	1958-70, each	\$39.00	\$33.00	\$29.00



STOCK SUSPENSION SWAY BARS

Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. Kits come complete with sway bar, poly bushings, mounting brackets and all necessary hardware. Black powder coated finish.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
FRONT:				
CPP594	1955-57, 1" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CPP594FBM	1955-57, 1", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP706U	1958-64, 1" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CP706UFBM	1958-64, 1", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
CP864U	1965-70, 1-1/8" dia. sway bar, kit	\$129.00	\$119.00	\$97.00
CP864UFBM	1965-70, 1-1/8", billet mount upgrade, kit	\$179.00	\$160.00	\$135.00
REAR:				
CP253U	1955-57, 7/8" dia. sway bar, kit	\$149.00	\$139.00	\$112.00
5557PTSBK	1955-57, Pro-Touring style, kit	\$189.00	\$170.00	\$139.00
5557PTSBK-U	1955-57, Pro-Touring style, billet, kit	\$279.00	\$250.00	\$209.00
CPP934	1958-64, 1" dia. sway bar, kit	\$139.00	\$129.00	\$105.00
CP380U	1965-70, 1" dia. sway bar, kit	\$149.00	\$139.00	\$112.00



REAR COIL SPRINGS

Our rear coils are designed to work with either a 6 cylinder, small block V8 or big block V8. Heavy duty coils are for Station Wagons. Coils come black powder coated.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
RCS661-S	1958-64, stock height, pr	\$105.00	\$92.00	\$78.00
RCS661-D	1958-64, 1-1/2" lowered, pr	\$95.00	\$84.00	\$69.00
RCS6041-S	1958-64, heavy duty - stock height, pr	\$105.00	\$92.00	\$78.00
RCS6041-D	1958-64, heavy duty - 1-1/2" lowered, pr	\$105.00	\$92.00	\$78.00
RCS6187-S	1965-70, stock height, pr	\$105.00	\$92.00	\$78.00
RCS6187-D	1965-70, 1-1/2" lowered, pr	\$105.00	\$92.00	\$78.00



LEAF SPRING PLATES WITH LOWER SHOCK MOUNTS

Our leaf spring plates with lower shock mounts provide the ideal solution for returning modified suspension to stock. These super strong plates bolt right into the stock location.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557LSP	1955-57, pair	\$79.00	\$70.00	\$55.00



SLIP SHAFT DRIVELINE

The ultimate in drivelines is now available from Classic Performance Products. Slip shaft drivelines with aluminum housing, are self adjusting - 33.75" collapsed to 36.5" expanded, which minimizes wear and tear on the carrier bearing and rear-end on vehicles where the ride height has been altered. We also carry OEM rubber carrier bearings and heavy duty polyurethane carrier bearings. *Note: works with 2 piece driveline truck.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPSSD	1958-64, Slip Shaft Driveline, each	\$199.00	\$189.00	\$169.00
CPRCB	1958-64, Stock Rubber Carrier Bearing, ea	\$29.00	\$26.00	\$15.00
CPPCB	1958-64, Polyurethane Carrier Bearing, ea	\$109.00	\$96.00	\$79.00



TRAC BARS

These items are designed for lowered vehicles and will allow for the rear to be lowered and still keep proper alignment of the rear end. Our adjustable units will adjust to the correct length to improve your vehicle's handling ability and take full advantage of your lowered center of gravity. Adjustable trac bars have double adjustment with left hand and right hand threads to allow ease of installation. Original style non adjustable bars also available.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5964TB	1959-64, non adjustable, each	\$59.00	\$53.00	\$39.00
5964DATB	1959-64, adjustable, each	\$69.00	\$61.00	\$51.00
5964TB-C	1959-64, non adjustable, chrome, ea	\$109.00	\$99.00	\$75.00
5964DATB-C	1959-64, adjustable, chrome, each	\$119.00	\$105.00	\$85.00
6570DATB	1965-70, adjustable, each	\$69.00	\$61.00	\$51.00

Let our Dealer Team Help You...
We are here to help!



Dealer-Only Email:
dealer@classicperform.com



Dealer-Only Phone Line:
(714) 522-2000 ext. 608



Fax Line:
(714) 522-2500



Mailing Address:
378 E. Orangethorpe Ave.,
Placentia, CA 92870

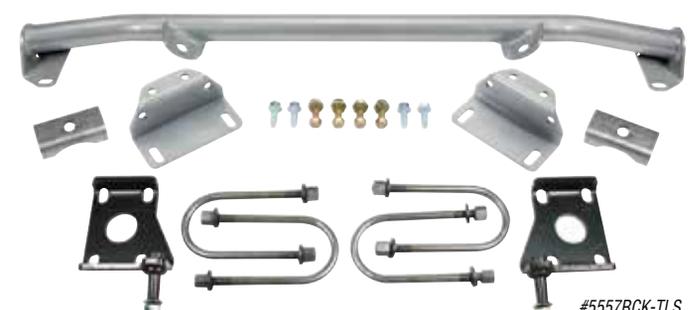


REAR TRAILING ARMS

Replace your worn out trailing arms with new original replacement or CPP Totally Tubular™ arms. Original replacements come with rubber bushings. Totally Tubular™ arms are a stronger alternative to the factory arms and come with our patented bushings that are self lubricating and will outlast any material on the market. #5964RTCA-U is sold each, all others are sold in pairs.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5964RTCA-US	1959-64, upper, black tubular, each	\$109.00	\$98.00	\$82.00
5964RTCA-UB	1959-64, upper, silver tubular, each	\$109.00	\$98.00	\$82.00
5964RTCA-LB*	1959-64, lower, black tubular, pair	\$229.00	\$206.00	\$172.00
5964RTCA-LS*	1959-64, lower, silver tubular, pair	\$229.00	\$206.00	\$172.00
5964RLCA	1959-64, lower, boxed stock, pair	\$199.00	\$189.00	\$175.00
5964RUCAB-K	1959-64, upper adjustable arm bracket kit	\$69.00	\$62.00	\$49.00

*Note: Will not work with #CPP934 sway bar.



REAR END CONVERSION KIT

Makes rear end swaps a snap! Our kit allows practically any rear end with 3" axle tubes to be installed into your application. Kits include the necessary pieces to upgrade your rear end. Welding required!

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RCK-TLS	1955-57, seamed or seamless frame, kit	\$189.00	\$166.00	\$140.00
CP90158	1955-57, seamed or seamless frame, crossmember only	\$99.00	\$89.00	\$75.00

REAR LOWERING BLOCK KITS & U-BOLTS

This is an easy and inexpensive way to lower your car without affecting ride quality. Kits include 2-1/4" wide aluminum blocks and new u-bolts. Kit comes with bare steel u-bolts and bare aluminum blocks.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP2031	1955-57 1" drop, kit	\$39.00	\$34.00	\$31.00
CP2032	1955-57 2" drop, kit	\$40.00	\$36.00	\$31.00
CP2033	1955-57 3" drop, kit	\$42.00	\$38.00	\$31.00



CHEVROLET FULL SIZE

CHEVROLET FULLSIZE



POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame. Kit contents may vary. Uses 3/4"-30 rag joint. Note: #CPP5864PSK-S may require notched radiator. Also, positive caster recommended for power steering.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557PSK-F	1955-57, with 500 Series™ box and front mounts, kit	\$669.00	\$602.00	\$515.00
CPP5557PSK-S	1955-57, with 500 Series™ box and side mounts, kit	\$669.00	\$602.00	\$515.00
CPP5557PSK-D	1955-57, with 500 Series™ box deluxe chrome, kit	\$1,399.00	\$1,259.00	\$1,050.00
*CPP5860PSK-S	1958-60, with 500 Series™ box, kit	\$629.00	\$554.00	\$457.00
*CPP6164PSK-S	1961-64, with 500 Series™ box, kit	\$629.00	\$554.00	\$457.00
CPP6568PSK-S	1965-68, with 500 Series™ box, kit	\$649.00	\$571.00	\$479.00
CPP6970PSK-S	1969-70, with 500 Series™ box, kit	\$649.00	\$571.00	\$479.00



PERFECT FOR 500 SERIES™ BOX

MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system. These pitman arms are perfect for 500 Series™ and 605 applications.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PA-M	1955-57, each	\$49.00	\$43.00	\$29.00
6364PA-M	1963-64, each	\$69.00	\$61.00	\$49.00

COMPLETE POWER STEERING UPGRADE KIT

Featuring the 500 Series™ power steering box, this kit updates both factory manual and power steering cars. This kit gives you everything to add/update power steering that mounts to the frame. Kit includes 500 Series™ steering box, pitman arm, idler arm and center link. 1958-60 models will require our #5860ICB adaptor shown on page 66. Note: 1958-64 cars - this is a new and improved center link design that is cleaner, safer and easier to install.

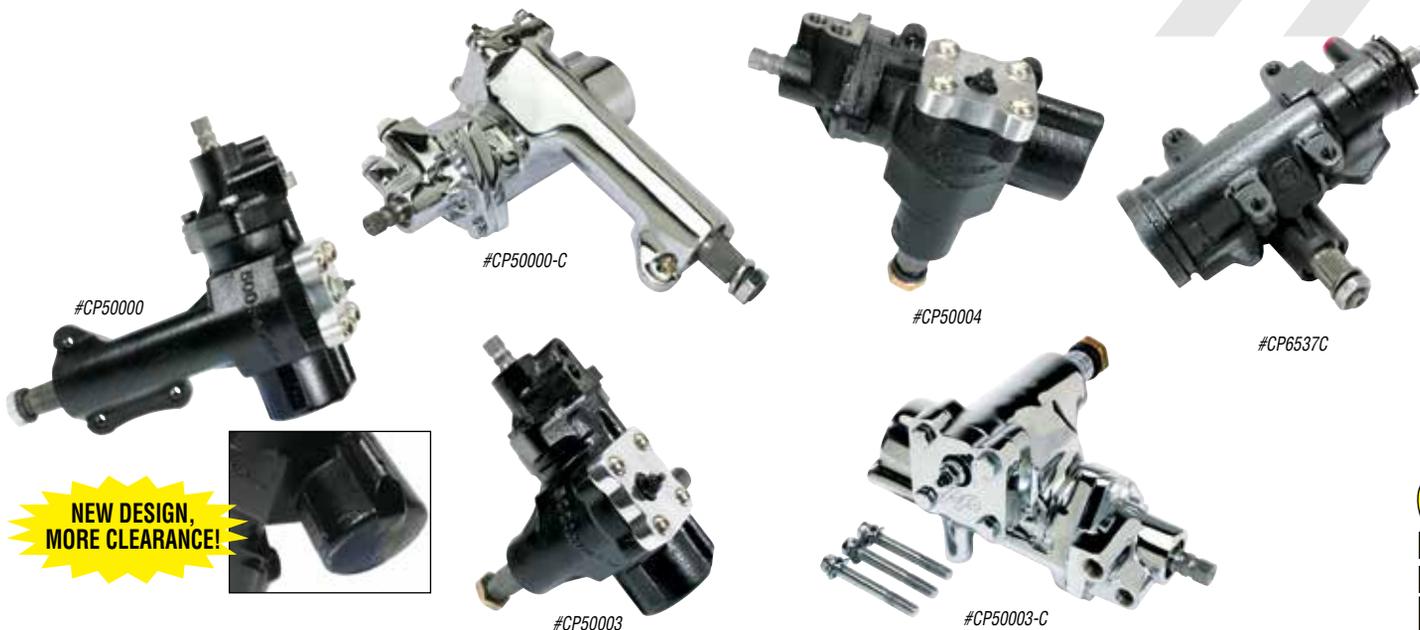
PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557PSU-K	1955-57, kit	\$549.00	\$494.00	\$412.00
5864PSU-K	1958-64, kit	\$499.00	\$449.00	\$375.00



Be sure to check out our CPP blog.

@

classicperformanceproducts.blogspot.com



STEERING BOXES

CPP carries a host of power steering boxes and even a couple of manual boxes and rack & pinions! Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. Original replacement power steering boxes are available in standard and quick ratios. Notes: #CP50003 and #CP50003-C may require the use of notched radiator. 500 Series™ use a 3/4"-30 coupler. OE power boxes use 13/16"-36 coupler. All power boxes use inverted flare hoses.

500 Series™



Maximize your 500 Series™ Steering Box Performance with a heavy duty sway bar.

CHEVROLET FULL SIZE

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP50000-1	1955-57, 500 Series™, each	\$419.00	\$369.00	\$314.00
CP50000-C	1955-57, 500 Series™, chrome, each	\$999.00	\$909.00	\$799.00
*CP50003	1958-64, 500 Series™, each	\$379.00	\$334.00	\$284.00
*CP50003-C	1958-64, 500 Series™, chrome, each	\$999.00	\$909.00	\$799.00
CP50004	1965-96, 500 Series™, 14:1 ratio, each	\$379.00	\$334.00	\$284.00
CP6537C	1965-76, OE reman, 16:1 ratio, each	\$299.00	\$269.00	\$225.00
CP6537Q	1965-76, OE reman, 12:1 ratio, each	\$299.00	\$269.00	\$225.00



MAX CLEARANCE POWER STEERING SHAFT

If you're trying to gain a little more header clearance or just like a smooth clean look, this is the way to go. For 1958-64 cars with power box and tilt column installed. Note: Specify column and box spline count and diameter.

ORIGINAL STEERING COLUMN CONVERSION KIT

Required when installing an original steering column with power steering conversion. Brackets require welding. These are the same ones used on our modified columns.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5864MAX-KB	1958-64, black, each	\$139.00	\$122.00	\$90.00
5864MAX-KN	1958-64, nickel, each	\$139.00	\$122.00	\$90.00
55020	Shaft only (-N, -B)	\$49.00	\$43.00	\$35.00

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557OSCB-K	1955-57, bracket & rag joint, kit	\$59.00	\$52.00	\$40.00
5557OSCB	1955-57, brackets only, pair	\$19.00	\$17.00	\$15.00

CUSTOM POWER STEERING RAG JOINTS

Available on page 166





#19-6768BB



#19-6768BB-C



#19-6970SB



#19-6970SB-C



#19-6970BSB



#19-6970BSB-C



#19-6168SB-6



#19-6168SB-6C

POWER STEERING PUMP AND HOUSING KITS

These 100% brand new pumps and reservoirs have a beautiful OEM appearance and function. Reservoirs come with all o-rings and fittings, including an AN adapter, if necessary to install in your application. All pump kits include **brand new** #19-PUMP installed. When appearance is a concern, use these OE style pumps and reservoirs.



*All reservoir kits include O-rings and fittings!

*All pump kits include NEW 19- pump installed!

*Reservoir canisters and canister kits include cap. Caps also sold separately.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
PUMP KITS:				
19-6768BB-P	1961-64 small block, 1967-68 big block, plain, each	\$159.00	\$140.00	\$89.00
19-6768BB-PC	1961-64 small block, 1967-68 big block, chrome, each	\$169.00	\$149.00	\$97.00
19-6168SB-6P	1961-68 6 cyl and 1965-68 small block, plain, each	\$159.00	\$140.00	\$89.00
19-6168SB-6PC	1961-68 6 cyl and 1965-68 small block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970BSB-P	1969-70 big block, plain, each	\$159.00	\$140.00	\$89.00
19-6970BSB-PC	1969-70 big block, chrome, each	\$169.00	\$149.00	\$97.00
19-6970SB-P	1969-70 small block, plain, each	\$159.00	\$140.00	\$89.00
19-6970SB-PC	1969-70 small block, chrome, each	\$169.00	\$149.00	\$97.00
RESERVOIR KITS:				
19-6768BB	1961-64 small block, 1967-68 big block, plain, each	\$39.00	\$34.00	\$24.00
19-6768BB-C	1961-64 small block, 1967-68 big block, chrome, each	\$49.00	\$43.00	\$30.00
19-6168SB-6	1961-68 6 cyl, 1965-68 small block, plain, each	\$39.00	\$34.00	\$24.00
19-6168SB-6C	1961-68 6 cyl, 1965-68 small block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970BSB	1969-70 big block, plain, each	\$39.00	\$34.00	\$24.00
19-6970BSB-C	1969-70 big block, chrome, each	\$49.00	\$43.00	\$30.00
19-6970SB	1969-70 small block, plain, each	\$39.00	\$34.00	\$24.00
19-6970SB-C	1969-70 small block, chrome, each	\$49.00	\$43.00	\$30.00

CHEVROLET FULLSIZE

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www.facebook.com/ClassicPerform



GENERATOR RELOCATE BRACKET

Moves the original generator and power steering pump 1" down and outward to allow clearance for upgraded power brake boosters. For use with original power steering pump.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557GRK	1955-57, each	\$24.00	\$22.00	\$19.00



CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in plain, chrome and black finish. Columns come with 1" DD output shaft. All columns accepts any 1967-94 GM steering wheel or aftermarket adapter. Automatic column shift columns work with original dash indicators. *Note: Column Shift not for stock power glide.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
TC-5556-SB	1955-56 black with shift, each	\$399.00	\$351.00	\$299.00
TC-5556-FB	1955-56 black without shift, each	\$349.00	\$307.00	\$245.00
TC-5556-SC	1955-56 chrome with shift, each	\$399.00	\$351.00	\$299.00
TC-5556-FC	1955-56 chrome without shift, each	\$349.00	\$307.00	\$245.00
TC-5556-SP	1955-56 plain with shift, each	\$349.00	\$307.00	\$245.00
TC-5556-FP	1955-56 plain without shift, each	\$299.00	\$263.00	\$209.00
TC-57-SB	1957 black with shift, each	\$399.00	\$351.00	\$299.00
TC-57-FB	1957 black without shift, each	\$349.00	\$307.00	\$245.00
TC-57-SC	1957 chrome with shift, each	\$399.00	\$351.00	\$299.00
TC-57-FC	1957 chrome without shift, each	\$399.00	\$351.00	\$299.00
TC-57-SP	1957 plain with shift, each	\$349.00	\$307.00	\$245.00
TC-57-FP	1957 plain without shift, each	\$299.00	\$263.00	\$209.00

CHEVROLET FULL SIZE



4-WAY FLASHER & WIRE ADAPTER KIT

Adapts factory wire harness to turn signal switch in new CPP replacement fit columns. Adds 4-way flashers and fuse to your CPP Classic Fit™ column.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP20115	1955, kit	\$35.00	\$31.00	\$26.00
CP20116	1956, kit	\$35.00	\$31.00	\$26.00
CP20117	1957, kit	\$35.00	\$31.00	\$26.00



ORIGINAL AUTOMATIC COLUMNS FOR 500 SERIES™ POWER STEERING

Finally a NEW column that doesn't require an exchange. These columns are manufactured for factory automatic column shift cars that are upgrading to a 500 Series™ power steering system. Notice the improved shift lever design and added clearance at the firewall. Will also work with 605 conversions. *Note: TH350, 400 & 700 require #NS5 neutral safety switch.*

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5556OSC-K	1955-56, complete kit	\$169.00	\$149.00	\$125.00
570SC-K	1957, complete kit	\$169.00	\$149.00	\$125.00
5557ISS	1955-57, modified inner steering shaft, ea	\$34.00	\$31.00	\$26.00
NS5	Neutral Safety Switch, each	\$19.00	\$19.00	\$17.00

RAG JOINTS

Rag joints designed for 500 series power steering box and original column on 1955-64 Chevy fullsize cars (also works with 605 power steering).



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557RJC-S	1955-57, 3/4-30 female 3/4 DD, each	\$39.00	\$34.00	\$28.00
RJC-605L	1958-64, 3/4-30 female 3/4 smooth, ea	\$49.00	\$43.00	\$35.00

1955-57 COLUMN FLOOR PLATE

Engineered to mount original steering columns into your 1955-57 Chevrolet. Easy installation; no drilling, cutting, or fabrication required. Attaches the bottom of your column to the floor at the original mounting location. The unique design has a knock out panel that works with the factory clutch linkage. Includes a new foam rubber seal between the firewall, column and the floor plate. Fits behind the original foam and rubber seals.



PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CP11200	1955-57, kit	\$39.00	\$34.00	\$29.00

CHEVROLET FULLSIZE



ENGINE INSTALL KIT FOR LS1, LS2, LS3, & LS6

It's time to install an engine that requires no maintenance, is super lightweight, puts out unbelievable horsepower and torque yet gives you a car you can just jump in, hit the key and go. We've got just what you need to finish off that motor and get it into your ride. These kits will work on all LS motors and 2000 and newer Vortec motors. Includes oil pan, windage tray, oil pick up tube, engine side mounts, engine side mount adaptors, ceramic coated headers, transmission crossmember and all mounting hardware and will work for your 1955-57 Chevy fullsize car.



#5557LS1-FRK

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
5557LS1-FRK	1955-57 (works with 500 Series™, 600 Series or 605 Box), kit	\$1,149.00	\$1,092.00	\$1,034.00
5557LS1-FRK-RACK	1955-57 (works with Unisteer), rack kit	\$1,199.00	\$1,139.00	\$1,079.00
5964LS1-FRK	1959-64, kit	\$999.00	\$900.00	\$749.00
6570LS1-FRK	1965-70, kit	\$999.00	\$900.00	\$749.00



#CP90044



ENGINE AND TRANSMISSION MOUNTS



#CPP5557SM-S

CPP has everything from trim to fit universal engine mounts and transmission crossmembers to specific applications for your classic Chevy car. We've also got you covered for those LS motor conversions with our plates and conversion kits.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CPP5557SM-SB	1955-57 engine pedestals, SB, pr	\$59.00	\$54.00	\$41.00
CPP5557SMF-SB	1955-57 3/4" forward pedestals, SB, pr	\$59.00	\$54.00	\$41.00
CPP5557SM-BB	1955-57 engine pedestals, BB, pr	\$69.00	\$54.00	\$41.00
5964MP-LS	1959-64 engine pedestals, LS, pr	\$89.00	\$80.00	\$67.00
6570MP-LS	1965-70 engine pedestals, LS, pr	\$89.00	\$80.00	\$67.00
CP90044	1955-57 trans crossmember, ea	\$89.00	\$80.00	\$67.00
CP90245	1959-64 trans crossmember, 700R, ea	\$175.00	\$149.00	\$119.00
CP90241	1965-70 trans crossmember, 700R, ea	\$175.00	\$149.00	\$119.00
2142	Rubber motor mounts, SB, ea	\$12.00	\$11.00	\$7.00
3-1114G	Polyurethane motor mounts, SB, ea	\$34.00	\$30.00	\$19.00
9425	GM transmission mount, rubber, ea	\$14.00	\$11.00	\$8.00



#5557AGT-L25

ALUMINUM GAS TANKS

Tanks fit between the frame rails, are fully baffled and compatible with EFI or carbureted applications. Tanks are designed to fill in the original location. These tanks are made from .125" 5051 aluminum and have a .187" mounting bracket. It's the thickest and strongest in the industry! Our 29 gallon tanks require relocating the spare tire. Sending units sold separately. Custom tanks available, please inquire. Note: Gas tanks ship O/S; additional freight charges apply.

PART #	DESCRIPTION	RETAIL	JOBBER	DEALER
CARBURATED				
5557AGT-L25	1955-57, 25 gal, seamless frame, ea	\$579.00	\$510.00	\$405.00
5557AGT-S25	1955-57, 25 gal, seamed frame, ea	\$579.00	\$510.00	\$405.00
5557AGT-L29	1955-57, 29 gal, seamless frame, ea	\$599.00	\$539.00	\$450.00
5557AGT-S29	1955-57, 29 gal, seamed frame, ea	\$599.00	\$539.00	\$450.00
CARBURATED				
5557AGT-L25-FI	1955-57, 25 gal, seamless frame, ea	\$869.00	\$782.00	\$649.00
5557AGT-S25-FI	1955-57, 25 gal, seamed frame, ea	\$869.00	\$782.00	\$649.00
5557AGT-L29-FI	1955-57, 29 gal, seamless frame, ea	\$899.00	\$810.00	\$675.00
5557AGT-S29-FI	1955-57, 29 gal, seamed frame, ea	\$899.00	\$810.00	\$675.00