

**PLEASE SEE PAGE 12 FOR INFORMATION ON OUR 1941-48 FRAME EXCHANGE PROGRAM**



### ENGINE MOUNTING KIT

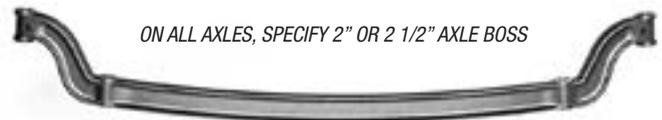
Mounts small block Chevy or small block Ford into 1941-48 Ford and includes bolt-on frame adapters, C.E. engine side mounts, thru bolt cushion set, bolts and instructions.

- CP-2102 S.B. Chevy engine mounts- 41-48 Ford . . \$165.00
- CP-2202 S.B. Ford engine mounts- 41-48 Ford . . . \$165.00
- Weld-on engine mounts- 41-48 Ford . . . \$143.00

### FRONT SHOCK KIT

Super strong - 3 point mounting on upper bracket insures against breakage. Bolt-on kit includes all necessary parts: 2 upper brackets, 2 shock absorbers, 2 combination spring shackles and lower shock mounts plus all needed bolts and instructions. Clears stock sway bar.

- 6001 . . . . . \$175.95



ON ALL AXLES, SPECIFY 2" OR 2 1/2" AXLE BOSS

### DROPPED FRONT AXLES

Chassis Engineering forged I-Beam axle is 47" between king pin centers and is narrower between perch bolts. Requires special main leaf.

- AU-2107 Vintage I-Beam . . . . . \$395.00



### TRANSMISSION MOUNTING KITS

Bolt-on style kits fit all transmissions that measure 20-5/8" from engine to transmission mount holes (generally all except GM Turbo 400). Before ordering, determine which type frame you have. Check the box where the X-rails meet in the center. The "TYPE 1" X-member center is riveted to X-rails. The "TYPE 2" X-member center is a welded unit. Bolts and instructions included.

- ES-2178 Chevy trans. "TYPE 1" X-member . . . . . \$175.00
- ES-2174 Chevy trans. "TYPE 2" X-member . . . . . \$175.00
- ES-2278 Ford trans. "TYPE 1" X-member . . . . . \$175.00
- ES-2274 Ford trans. "TYPE 2" X-member . . . . . \$175.00
- All kits are available without Wishbone Mount . . . . . \$90.00



### CHASSIS ENGINEERING EASY RIDER FRONT END KIT

All the pieces needed to lower your car's front end and make it handle and ride super too. Requires a split wishbone kit or 4-bar system. Do it right with this engineered kit for a more enjoyable ride.

**Kit Includes:**

1. Easy Rider spring with anti-friction sliders.
2. Front shock kit especially designed for this kit
3. 48-1/2" dropped tube axle with forged ends welded to a tube center
4. Anti sway bar designed for this kit
5. New panhard rod
6. Forged dropped steering arms -specify "milled" for extra disk brake clearance
7. New perch bolts and nuts
8. Bolts and instructions

Note : Some of the above parts are not available separately. We do not usually recommend using tube axles with a split wishbone. However because of the small amount of separation at the wishbone end, and the use of a firm anti-sway bar to limit chassis roll, this complete kit will not cause any problems.

- FK-4148 1941 Ford . . . . . \$1,350.00
  - FK-4148 1942-1948 Ford . . . . . \$1,350.00
- Specify if car is 1941 or is using a 4-bar

### SMALL BLOCK FORD WISHBONE MOUNTING KIT

Ford C-4 automatics and manual transmissions do not need extra side clearance in the X-member area, but the wishbone does need to be dropped for bottom clearance. Wishbone does not need to be split with this bolt-in or weld in kit.

- AS-2083 Ford C-4 and manual trans- 41-48 Ford . . \$65.50



1941-1948 Ford Frame and Suspension



### CHASSIS ENGINEERING FORGED SPINDLES

These American made forged spindles are fit Ford axles (new or reproduction 1928-48).

- AR-2020 Spindles ..... \$250.00
- with bushings ..... \$315.00

Also Available machined for GM Rotors

- AU-2134 Spindle Nuts..... \$ 20.00



### KING PINS

Highest quality available. Sold in pairs

- AU-2138 1942-48 Ford ..... \$61.70
- AU-2138S with stainless steel polished cap..... \$96.85
- AU-2135 Stainless steel king pin bearing..... \$32.00



### TIE ROD AND DRAG LINK

Ford tie rod ends use right and left hand thread for easy toe adjustment. AR-2180 tie rod has an extra tapered hole on the right to accept a drag link. Measure between the tapered holes and specify the length. Tie rod ends included. Stainless Steel is available

- AR-2180 Drag link, 36" or less ..... \$100.00
- AR-2183 Tie rod, more than 36" long ..... \$110.00
- AU-2190 Replacement Ford tie rod end (R) ..... \$30.00
- AU-2191 Replacement Ford tie rod end (L)..... \$30.00



### PERCH BOLTS

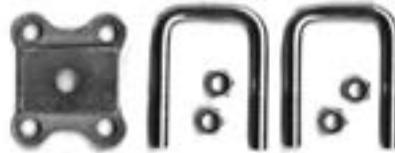
New plain style fits 1935-1948 Ford. Extra long for bolt on lower sway bar mount.

- AR-2210 Perch bolts..... pair \$43.50
- Ar-2212 Perch Nut ..... pair \$7.00



### SHACKLES

- 3321F Standard, front, 2"..... pair \$60.00
- AU2214 1935-48 rear end kit..... pair \$60.00



### FRONT U-BOLTS SET

Fits 1935-48 front crossmember, stock or reproduction. u-bolts, nuts and bottom plate

- 1001 .....set \$47.95
- 1001C Chrome.....set \$89.00



### FORGED STEERING ARMS

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

- 1108D Standard..... \$130.00
- AR-2121M Milled leg ..... \$140.00



### HEIDTS SUPER RIDE II

Give your Fat Fendered Ford a smooth ride, good handling, and the ultimate look with Heidt's Superide II - A complete front suspension kit which includes: main crossmember, dropped spindles, adjustable tubular A-arms, adjustable coil over shocks with chrome springs, 11" disc brake vented rotors, billet calipers or GM calipers, front mounted rack and pinion steering, and factory ball joints & tie rod ends.

OPTIONS AVAILABLE: stainless steel, control arms, power rack and pinion, sway bar, polished shocks and polished calipers.

- 1941-48 Ford Car/Pick-up..... \$4,495.00
- Polished stainless steel package ..... \$1,650.00

1941-1948 Ford Front Suspension



### CHASSIS ENGINEERING BOLT-ON PINTO I.F.S. FEATURES ADJUSTABLE RIDE HEIGHT

Bolt-on crossmember uses Pinto/Mustang II suspension components. Because the stock Pinto/Mustang II is too narrow to fit the 1942-1948 Ford correctly, Chassis Engineering has widened the crossmember and rack 2" and adjusted some pivot points. The result is a suspension that is actually superior to the original with no bump steer or other unpleasant surprises. Upper coil spring pods are adjustable for ride height, giving a 2 1/2" adjustment at the wheel, an excellent method of fine tuning final ride height to your taste. The car will sit low normally. Support rods are included to strengthen the lower strut rod mount. Interlocking tabs between upper pods and crossmember prevent movement. This kit is 3" narrower than stock 1942-1948 Ford and will also fit the narrower 1941 cars if you are careful with wheel size. Note: requires engine mount CP-2102P for Chevy engine.

- IF-4248FP 1941-48 Cars ..... \$1012.00
- Installed weld-on option ..... Add \$90.00
- Complete suspension component package ..... \$2,200.00

### HEIDT'S WELD-ON PINTO/MUSTANG II IFS KIT

Uses 1974-1980 Pinto or 1974-1978 Mustang II suspension components. Same geometry as original Mustang. Includes all pieces needed for installation. Ready to weld-on and bolt up Pinto/Mustang suspension parts. Because this kit is the stock Pinto width, it fits the narrower 1941 better.

- PX-103 1941-48 Cars ..... \$425.00
- Crossmember complete kit with all parts ..... \$1,799.00



### MUSTANG II REPLACEMENT COIL SPRINGS

New coil springs are available in rates of 250-300-325-350 ft/lb. and the right length for street rod usage. Shortening is not necessary. Works with the above kit or other brands also. Non returnable item. Sold in pairs

- FS-8250 250 pound ..... \$129.00
- FS-8275 275 pound ..... \$129.00
- FS-8300 300 pound ..... \$129.00
- FS-8325 325 pound ..... \$129.00
- FS-8350 350 pound ..... \$129.00

### BOLT ON STEERING BOX ADAPTER

This is an excellent change. Mounts manual or power GM steering gear, to 1941-48 Fords. Late column or original may be fitted. Bolts and instructions included.

- AS-2094 1941-48 ..... \$81.00



### MASTER CYLINDER ADAPTER

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

- AS-2022 Adapter kit ..... \$80.00
- AU2036 Mustang 15/16" bore, standard ..... \$85.00
- AU-2037 Mustang 1" bore, standard ..... \$85.00



### POWER BRAKE BOOSTER- DUAL DIAPHRAGM

This 7 inch dual booster is an ideal size for most street rods

- AS-2075 7 inch dual booster ..... \$145.00
- 8531 8 inch dual booster ..... \$145.00



### POWER BRAKE ADAPTER

Adapts Chassis Engineering power booster or stock Pinto booster assembly to the 1941-1948 Ford pedal. This is a good fit and well worth doing.

- AS-2058 ..... \$90.00



### 1937-48 SPINDLE ECI BIG DISC BRAKE KIT

ECI's Disc Brake kits bolt-on to stock or reproduction 37-48 spindles. Kits include: GM full size car calipers/pads, 11 inch rotors with Ford or GM bolt pattern, bearings/adapters, seals, hardware, brackets and instructions

- EC-701CK GM 4-3/4" bolt circle ..... \$425.00
- EC-709CK Ford 4-1/2" bolt circle ..... \$425.00
- EC-730CK Ford 5-1/2" bolt circle, uses F150 rotors .. \$425.00 (see page 00 for complete listing)



### DISK BRAKE KIT

A bolt on forged steel bracket for Pinto/Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the Pinto/Mustang spindles, as is. Calipers are 1980-1983 Mustang (and several others) that are readily available. The original Pinto/Mustang discs are an undersized 9" and are often not adequate for street rod usage. Steel adapters are included to allow the use of braided lines. Adapters will also allow use of many different brake hoses.

**AU-2045** ..... \$145.00

### CALIPERS AND ROTORS

11" rotors for the above kit.

**AU-0126** Granada rotor (new) ..... each \$65.00

**AU-0114** Mustang caliper (rebuilt) ..... each \$42.00



### FRONT AND REAR SWAY BARS

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

**SB-4148PM** Front - Mustang/Pinto IFS. .... \$204.00

**SB-4148WP** Front -Chassis Engineering wide IFS. .... \$204.00

**SB-4148R** Rear - Chassis Engineering kit. .... \$204.00

**SB-4148RA** Rear - CE kit axle mount. .... \$210.00



### REAR U-BOLTS

**AU-2025C** Set of 4 with nuts ..... \$41.00

### SPRING PADS

**AU-2229** Weld on spring pad ..... \$30.00



### REAR SHACKLES

**AU-2214** For Chassis Engineering kits, pair ..... \$71.00



### REAR SPRINGS

For use with the Chassis Engineering rear end mounting kit.

**RS-4148** Regular street rod height .....pair \$550.00

**RS-4148LR** Low Rider .....pair \$550.00



### REAR END MOUNTING KIT

Completely bolt on kit uses 1968-1976 Nova, 1967-1969 Camaro and Firebird (multi leaf rear end), and 1957-1959 Ford 9 inch. The Ford Monarch and Granada rear ends will fit, but are narrow. Others will fit by moving pads. Uses two Dodge springs or Chassis Engineering's new slider springs. Kit includes right and left front hanger brackets, right and left rear brackets, bolts and instructions.

**AS-2017** 1942-48 Ford Cars. .... \$205.00



### COMPLETE REAR END MOUNTING KIT

Includes above mounting kit, (4) U-bolts and nuts, rear shock kit with spring retainers, shocks, shackles, slider springs, bolts and instructions. Specify options below.

**AS-2017C** 1942-48 Ford Cars with standard or lowrider springs ..... \$1,370.00

1941-1948 Ford Rear Suspension



### REAR SHOCK KIT

Includes two upper shock brackets, two lower shock mount-spring retainers, bolts and instructions.

- AR-2049 Use with Nova or Camaro rear ..... \$220.50
- AR-2048 All other rear ends..... \$230.50

### REAR SHOCK ABSORBERS FOR ABOVE KIT

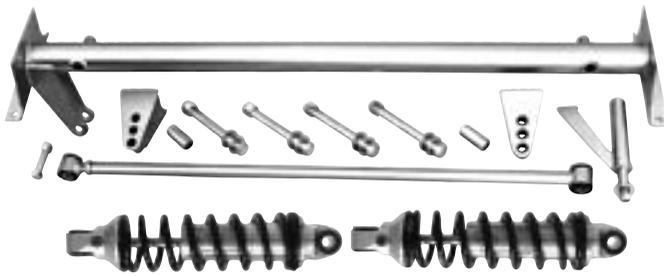
- AU-2221 Regular with special valving ..... \$81.50
- AU-2221G Gas Filled ..... \$81.50



### UNIVERSAL REAR SHOCK KIT

- Brackets have 4 vertical positions to dial-in shock travel
- Features Pete & Jakes Rod shocks
- Includes shock studs and upper brackets

- 1073 1941-48 Ford..... \$130.00



### REAR COIL OVER SUSPENSION KIT

Tube crossmember replaces stock crossmember using stock rivet holes in frame for location and easy installation. Boxing plates, upper shock mounts, panhard bar brackets welded to crossmember. Lower shock mounts have 3 positions to adjust ride height. Panhard bar axle bracket welds to back side of rear end housing.

- 6013 1942-48 Ford ..... \$425.00
- US502 QA-1 Coil Overs Altra-ride ..... \$525.00

(spring rates: 130#, 170#, 200#, 220#, 250#, 300#, 350#)



### TRIANGULATED LADDER BAR KIT

- Mounts rear end into 1942-48 Fords
- Pre-welded crossmember assembly welds into stock x-member
- Urethane bushings at front center pivot
- Adjustable clevis at rear
- Ultimate in strength and traction (specify housing diameter)

- 6011 1942-48 Ford ..... \$475.00
- 6011DR Drag race version ..... \$550.00



### REAR PARALLEL 4-BAR KITS

The Parallel 4-Bar kit is very easy to install and is a good choice for many installations. It uses 1" x .156 tube bars with 3/4" stainless adjusters and urethane bushing, chassis mounting brackets, multi-position coil-over axle brackets and hardware. NOTE: These kits require the use of a Panhard Rod.

- 5017RP Universal - rear ..... \$455.00
- Chrome ..... add \$150.00



1941-1948 Ford Rear Suspension