



### REAR END MOUNTING KIT

Bolt-on kit with no modifications of any kind to rear end. Easy installation, just remove old mounts and bolt these in their place. *Kits include* right and left front and rear spring mounts, (4) U-bolts and nuts, rear shock kit with spring retainers, shocks, shackles, slider springs, bolts, and instructions. Kits use 1968-1976 Nova multi-leaf rear ends or 1967-1969 Camaro or Firebird. Best choice is the Ford Granada and Monarch rear ends (8 inch). To use other rears, spring pads must be welded on rear end.

- AS-1018CC 1937-39 for Camaro-Nova rear . . . . \$1,370.00
- AS-1018CF 1937-39 for Ford rears and others. . . \$1,370.00



### BASIC REAR END MOUNTING KIT

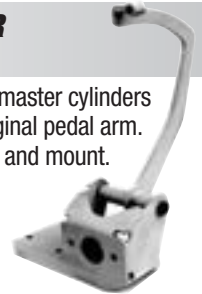
Bolt-on kit includes right and left front and rear spring mounts, hardware, and instructions. Kits use Dodge springs or Chassis Engineering slider springs. Note: 1941-48 require a wider rear end. Use a rear that measures at 60 inches wheel flange to wheel flange. 1968-1975 Nova is ideal.

- AS-1018 1937-39 . . . . . \$145.00

### BRAKE PEDAL & MASTER CYLINDER MOUNTING KIT

Bolt-in mounts adapt Ford Mustang (non-power) master cylinders to 1937-48 Chevy cars. 1941-48 mount uses original pedal arm. 1937-39 is a complete assembly with swing arm and mount. Both units are bolt in.

- AS-1026 1937-39. . . . . \$200.00
- AS-1041 1941-48. . . . . \$110.00



# 1940-48 Chevy Hot Rod Suspension Parts



### ENGINE MOUNTING KIT - SMALL BLOCK CHEVY V-8

Chassis Engineering Engine mounts and crossmembers are especially engineered to work with Chevy's unusual "Top Hat" frame design. *Kits Includes* bolt on frame adapters (can be welded on) Chassis Engineering engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install. For 1958 and up engines.

- CP-1106 1940 Solid Axle . . . . . \$190.00
- CP-1106A 1940 Original Chevy IFS . . . . . \$190.00
- CP-1106GB 1940 Use with Competition Engineering or other bolt-in Mustang II IFS kits . . . . \$193.00
- CP-1107 1941-48 Original Chevy IFS. . . . . \$165.00
- CP-1107G 1941-48 Use with Competition Engineering or other bolt-in Mustang II IFS kits . . . . \$193.00



### TRANSMISSION MOUNTING PLATE

For use with only V-8 engines. Bolt-on plate fits original crossmember with minor modifications. Bolts and instructions included. For 350 Turbo, most powerglide and standard transmissions.

- ES-1170 1940-48. . . . . \$35.00

### GENERAL SWAP INFORMATION

Chassis Engineering engine mount kits are bolt-in, easy to use and solve two major problems associated with this swap: the transmission crossmember is not cut and there is clearance around the steering box to use a stock exhaust manifold. NOTE: the 1940 frame is different. Most parts will interchange, but not all.



### RADIATOR SUPPORT

For use with Mustang II crossmember or for anyone who needs a replacement.

- AU-2254 1937-39 . . . . . \$117.00
- AU-2255 1940-48 . . . . . \$117.00

1937-1939 Chevy Suspension

1940-1948 Chevy Suspension

1940-1948 Chevy Suspension



**BOLT-ON PINTO/MUSTANG II I.F.S. WITH ADJUSTABLE RIDE HEIGHT**

Fully bolt-on crossmember uses Pinto/Mustang II suspension components. Stock Pinto-Mustang geometry is built in so there is no bump steer or other unpleasant surprises. Upper coil spring pads are adjustable, giving a 2-1/2" ride height adjustment at the wheels, an excellent method of fine tuning final ride height. Includes strut rod frame brackets with reinforcing rods built in for extra strength. Upper spring pads Interlock with crossmember for rigidity. An easy way to get late model suspension, steering and brakes on a classic Chevy

- IF-4040CP 1940 Chevy . . . . . \$1,098.00**
- IF-4148CP 1941-48 Chevy . . . . . \$1,098.00**
- AU-2255 1940-48 Radiator Support . . . . . \$123.00**
- Hub-to-hub kit . . . . . \$2,200.00**



**MUSTANG II FRONT CROSSMEMBER KIT**

This kit includes lower crossmember, upper spring mounts, boxing plates, rear strut mounts, gussets and instructions to mount 1974-78 Mustang II or 74-80 Pinto/Bobcat front suspension to your 1940-48 Chevy. Gives a low stance and nice ride. Note: requires extensive welding. Economy kit does not have dressed welds

- CX-103 1940-48 Heidt's Weld-in crossmember . \$570.00**
- 1940-48 sway bar kit . . . . . \$195.00**



**FRONT & REAR SWAY BAR**

An ideal combination with our dual leaf rear end kit. Eliminates road sway and makes the top heavy Chevys into an excellent cornering and handling car. For best results use front and rear sway bars together. All linkage and mounting hardware furnished. State rear housing size. Rear must be used with CE rear shock kit.

- SB-1041PM 1940-48 Front - Pinto/Mustang II IFS . . \$195.00**
- SB-1041R 1940-48 Rear - use with C.E. kit . . . . . \$205.00**



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- AS-1020CC 1940 only for Camaro-Nova rear . . . . \$1,370.00**
- AS-1016CF 1940 only for Ford and others . . . . . \$1,370.00**
- AS-1019C 1941-48 includes weld on spring pads. \$1,370.50**



**BASIC REAR END MOUNTING KIT**

Bolt-on kit includes right and left front and rear spring mounts, hardware, and instructions. Kits use Dodge springs or Chassis Engineering slider springs. Use a rear that measures at 60 inches wheel flange to wheel flange. 1968-1975 Nova is ideal.

- AS-1019 1941-48 Basic bracket kit . . . . . \$145.00**



**MASTER CYLINDER MOUNTING KIT**

Bolt-in mounts adapt Ford Mustang (non-power) master cylinders to 1941-48 cars. Mount uses original pedal arm.

- AS-1041 1941-48 Bolt-in master cylinder mount. . . \$110.00**