

'41-'48 FORD

HEINZMAN STREET RODS

1305 North "C" Road
Phillips, Nebraska 68865
Phone (402) 886-2275

BOLT ON PINTO I.F.S. FEATURES ADJUSTABLE RIDE HEIGHT

Fully bolt on crossmember uses Pinto suspension components. C.E. has the engineering capability to correctly modify the width of the Pinto-Mustang I.F.S. In this case we have found the Pinto too narrow to fit the 1942-1948 Ford correctly. We have widened the crossmember 2" over stock Pinto (we have also widened the rack) and adjusted some pivot points. The result is a suspension that is actually superior to the original. No bump steer or other unpleasant surprises. Upper coil spring pods are adjustable for ride height, giving 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. Center support rods add necessary strength to lower strut rod mount. Interlocking tabs between upper pods and crossmember prevent movement. This C.E. kit is still 3" narrower than stock 1942-1948 Ford. Will also fit the narrower 1941 cars if you are careful with wheel size.



IF-4248FP \$625.00

Note: requires engine mount Part #Cp-2102 P for Chev engine.

Installed weld-on option Add \$80.00

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.

(Pairs)

FS-8250 (250 lb.) \$75.00

FS-8275 (275 lb.) \$75.00

FS-8300 (300 lb.) \$75.00

FS-8325 (325 lb.) \$75.00

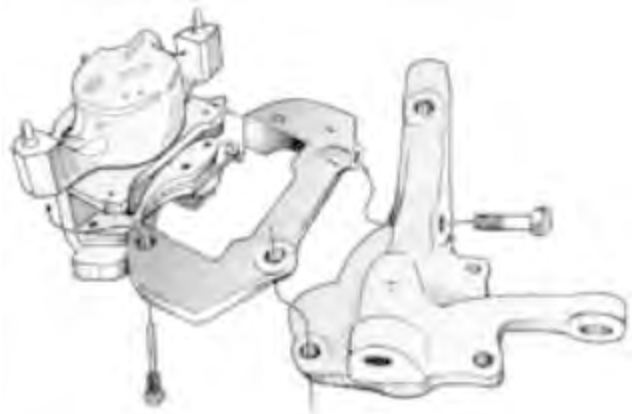
FS-8350 (350 lb.) \$75.00



DISK BRAKE KIT

A bolt on forged steel bracket for Pinto-Mustang spindles. Uses 11" Granada (1975-80) rotors which bolt to the P-M spindles, as is. Calipers are 1980-1983 Mustang (and several others) that are readily available. The original P-M 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 \$99.50 pair



CALIPERS AND ROTORS

For above kit.

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

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

WELD ON PINTO IFS KIT

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

IF-4148PM \$449.00

Economy Crossmember \$399.00



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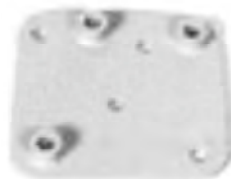
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BOLT ON STEERING ADAPTER

Mounts GM steering boxes, standard or power to 1941-1948 Ford car.

AS-2094 \$53.75



FORGED SPINDLES

These American made forged spindles will fit Ford axles (new or repro) from 1928-1948

AR-2020 \$239.00 pair
With Bushings \$299.00 pair



FRONT AND REAR SWAY BARS

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

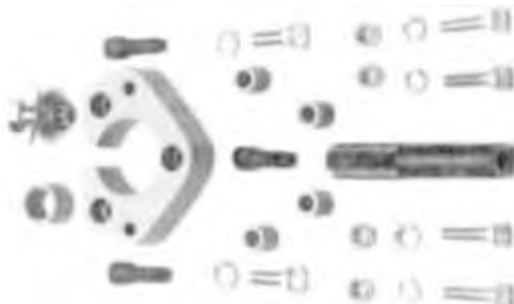
Front - Pinto IFS **SB-4148PM** \$129.50
Front - C.E. wide IFS **SB-4148WP** \$129.50
Rear - C.E. kit **SB-4148R** \$129.50



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.

Adapter kit **AS-2022** \$55.00
Mustang 15/16" bore, standard **AU2036** \$82.30
Mustang 1" bore, standard **AU-2037** \$82.30



POWER BRAKE ADAPTER

Adapts C.E. Power booster or stock Pinto booster assembly to the 1941-1948 Ford pedal. This is a good fit and well worth doing.

AS-2058 \$52.50



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.

Standard **AR-2121S** \$109.00
Milled Leg **AR-2121M** \$127.00



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REAR END MOUNTING KIT

Completely bolt on kit uses 1968–1976 Nova, 1967–1969 Camero 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 C.E.'s new slider springs. Kit includes R & L front hanger brackets, R & L rear brackets, bolts and instructions.

AS-2017 \$139.50



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 \$503.00



OPTIONS FOR COMPLETE REAR END KIT

Please specify type of rear end used. Specify type of spring (Regular for normal street rod use) or (Low Rider for a low low ride height). Kit comes with specially valved shocks, or if you prefer, gas shocks. If so, state gas shock option and add \$20.00

REAR SHOCK KIT

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

Nova-Camero rear **AR-2049** \$124.95

All other rear ends **AR-2048** \$124.95

REAR SHOCK ABSORBERS For above kit.

Regular-Special valving **AU-2221** \$49.50

Gas Filled **AU-2221G** \$69.50



REAR SHACKLES For C.E. kits, pair **AU-2214** \$30.00

REAR SPRINGS Regular Street Rod height, pair **RS-4148** \$236.00

REAR SPRINGS Low Rider, pair **RS-4148LR** \$236.00



REAR U-BOLTS Set of 4 with nuts **AU-2025C** \$30.00

SPRING PADS Weld on, pair **AU-2229** \$25.00