

# 9. Steering & Suspension

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### FLAMING RIVER WATERFALL STEERING WHEELS

The Waterfall steering wheel from Flaming River offers a beautiful blend of classic design and modern billet elegance which looks right in just about any 5-6-7 Chevy. Waterfall steering wheels include the horn button assembly and are available in five different colors. Be sure to order the correct hub adapter for your column, #15151 is for Flaming River columns and #15152 is for late model GM and IDIDIT columns. Sorry adapters for original columns are not available.

All 13.8", Black .....	#15145.....	\$417.95/ea.
All 13.8", Slate Gray .....	#15146.....	\$417.95/ea.
All 13.8", Light Gray.....	#15147.....	\$417.95/ea.
All 13.8", Blizzard White.....	#15148.....	\$417.95/ea.
All 13.8", Light Tan .....	#15149.....	\$417.95/ea.
All Waterfall Hub Adapter, Flaming River Only .....	#15151.....	\$129.95/ea.
All Waterfall Hub Adapter, GM & Ididit Only.....	#15152.....	\$129.95/ea.



#17214



#17215



### POLISHED 5/6-BOLT HUB ADAPTERS

All Flaming River Column .....	#17213.....	\$134.95/ea.
All 69-up GM & Ididit Column .....	#17214.....	\$134.95/ea.
All 67-Earlier GM Column.....	#17215.....	\$134.95/ea.



### LECARRA HORN COVER ASSEMBLY

All SS/Hot Rod, Polished .....	#19478.....	\$54.95/ea.
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#17211



### POLISHED 9-BOLT HUB ADAPTERS

All Flaming River Columns.....	#17210.....	\$119.95/ea.
All 69-up GM & Ididit Columns, ....	#17211.....	\$119.95/ea.
All Billet Specialties Wheels to Flaming River Column .....	#17212.....	\$139.95/ea.



#2422



#2410



#12172

### LECARRA HORN BUTTONS

Part #2410 covers the mounting bolts on steering wheel. Parts #12172 and #12173 fit all 9-bolt hub adapters, except #12589A.

All Billet Polished .....	#2410.....	\$65.95/ea.
All Smooth Polished.....	#2422.....	\$59.95/ea.
All Black Plastic, Single Contact ..	#12172.....	\$16.95/ea.
All Black Plastic, Dual Contact .....	#12173.....	\$14.95/ea.



#19476



#19477



#2417



#2416



#2415

**LECARRA STEERING WHEELS**

Hand-crafted from the finest leather and high-grade aircraft aluminum, Lecarra steering wheels are of unsurpassed quality. One-piece aluminum frames are constructed of 6061-T6 billet. The leather is premium grade, hand-stitched in a flawless double baseball pattern. Steering wheels come with a mounting ring and a slotted screw set. Hub kits, shown below, are available in polished aluminum and powder coated black wrinkle finishes.

**All 14", 4-Spoke Polished w/ Black Leather**

..... #2417..... \$203.95/ea.

**All 14", 4-Spoke Polished w/ Light Gray Leather**

..... #2418..... \$203.95/ea.

**All 14", 3-Spoke Polished w/ Black Leather (Shown)**

..... #2415..... \$203.95/ea.

**All 14", 3-Spoke Polished w/ Light Gray Leather**

..... #2416..... \$203.95/ea.

All 14", SS, Black ..... #19476..... \$199.95/ea.

All 14", Hot Rod, Black..... #19477..... \$199.95/ea.

All 15", SS, Black ..... #19481..... \$289.95/ea.

All 15", Hot Rod, Black..... #19482..... \$289.95/ea.



#19479



#19480



**9-BOLT STEERING WHEEL HUB KITS FOR LECARRA STEERING WHEELS**

For use with all Lecarra 9-bolt steering wheels. NOT for use with Flaming River or Grant steering wheels. For 49-66 applications use #1273 cancelling cam.

1949-66 Black ..... #2412..... \$89.95/kit

1949-66 Polished Aluminum ..... #2413..... \$89.95/kit

1967-92 Black ..... #5101..... \$74.95/kit

**LECARRA 6-BOLT STEERING WHEEL HUB ADAPTERS**

All SS..... #19479..... \$69.95/ea.

All Hot Rod ..... #19480..... \$69.95/ea.

All Polished Aluminum, Pre-67 ..... #19483..... \$69.95/ea.



WARNING! Products on these pages may contain chemicals known to the State Of California to cause cancer and/or birth defects or reproductive harm. [www.p65warnings.ca.gov](http://www.p65warnings.ca.gov)



#17136\*



#17137\*



#17138\*



#18009



#18008



#19380

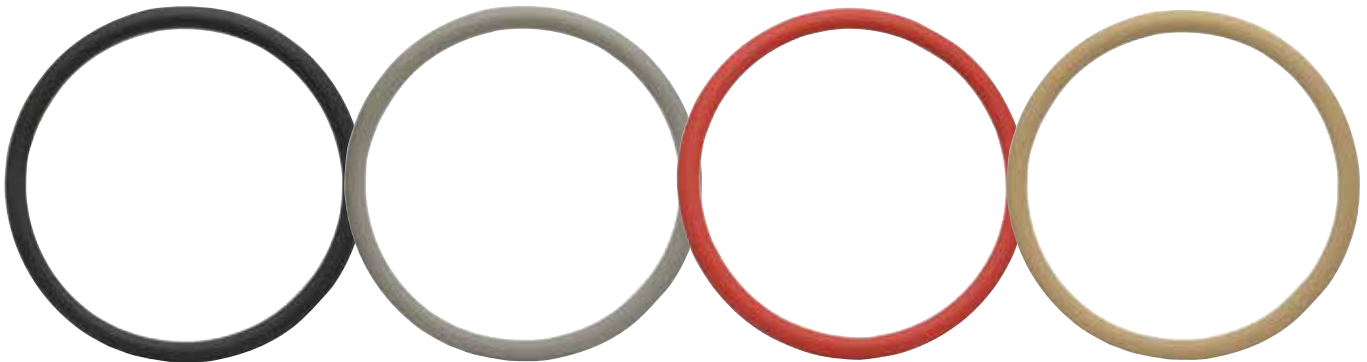
### BILLET SPECIALTIES STEERING WHEELS

Wheels feature milled finger notches for a ultra-comfortable grip. Wraps, horn buttons, and hub adapters are sold separately. Shown above with wraps on wheels. There are four components needed to properly install a Billet Specialties Steering Wheel: 1) Steering Wheel, 2) Wheel Wrap, 3) Horn Button and 4) Column Adapter.

All 15-1/2", Chicayne.....	#17136.....	\$274.95/ea.	All 15-1/2", Split Spoke .....	#18009.....	\$274.95/ea.
All 15-1/2", Outlaw .....	#17137.....	\$274.95/ea.	All 15-1/2", BLVD-03 .....	#19379.....	\$254.95/ea.
All 15-1/2", Classic .....	#17138.....	\$274.95/ea.	All 15-1/2", BLVD-05 .....	#19380.....	\$254.95/ea.
All 15-1/2", Fast Lane .....	#18007.....	\$274.95/ea.	All 15-1/2", BLVD-07 .....	#19367.....	\$254.95/ea.
All 15-1/2", GTX01 .....	#18008.....	\$274.95/ea.			



EXAMPLES WITH \*ASTERISKS ARE SHOWN WITH WHEELS WRAPS THAT ARE SOLD SEPARATELY BELOW.



### BILLET SPECIALTIES STEERING WHEEL WRAPS

All 15-1/2", Black.....	#17139.....	\$59.95/ea.	All 15-1/2", Light Gray .....	#17142.....	\$59.95/ea.
All 15-1/2", Red.....	#17140.....	\$59.95/ea.	All 15-1/2", Blank.....	#17143.....	\$49.95/ea.
All 15-1/2", Tan.....	#17141.....	\$59.95/ea.			



#17497

#17498



#17499

#17500



#17501

#17502

**BILLET SPECIALTIES LOGO HORN BUTTONS**

These Billet Specialties horn buttons are CNC machined from 6061 T-6 billet aluminum and polished to a mirror finish. These will fit any Billet Specialties steering wheel and other leading steering wheels that use 9 mounting holes. Made in the USA. Standard sized horn buttons leave the wheel mounting screws exposed, large buttons cover them up. Note: A complete Billet Specialties steering wheel is actually made up of 4 different parts. You choose your wheel design, you choose the color of the wrap you like, you choose a horn button and you choose the proper adapter to fit your steering column. You need one of each of these components to properly complete your wheel.

- All Standard ..... #17497 ..... \$54.95/ea.
- All Standard, Bowtie ..... #17498 ..... \$54.95/ea.
- All Large Logo ..... #17499 ..... \$54.95/ea.
- All Large, Bowtie ..... #17500 ..... \$69.95/ea.
- All Riveted, Polished Logo ..... #17501 ..... \$89.95/ea.
- All Smooth, Polished Logo ..... #17502 ..... \$94.95/ea.



**BILLET SPECIALTIES HUB ADAPTERS**

- 1949-66 GM Non-Tilt ..... #17144 ..... \$68.95/ea.
- 1967-94 GM Tilt ..... #17145 ..... \$54.95/ea.



**GRANT HORN BUTTON TRIM RINGS**

- All 5-Hole, Billet ..... #15403 ..... \$31.95/ea.
- All 5-Hole, Smooth ..... #15404 ..... \$31.95/ea.



**GRANT HORN BUTTONS**

- All Billet, 5-Hole, Plain ..... #15399 ..... \$39.95/ea.
- All Billet, 5-Hole w/ Bowtie ..... #15400 ..... \$45.95/ea.
- All Plastic, Red, White & Blue, w/ Bowtie ..... #15401 ..... \$24.95/ea.
- All Plastic, Red & Black, w/ Bowtie ..... #15402 ..... \$24.95/ea.



**GRANT STEERING WHEEL INSTALLATION KITS**

- All Black (55-68 Columns) ..... #15395 ..... \$69.95/kit
- All Polished (55-68 Columns) ..... #15396 ..... \$69.95/kit
- All Black (69-Up Columns) ..... #15397 ..... \$69.95/kit
- All Polished (69-Up Columns) ..... #15398 ..... \$69.95/kit



#15385



#15390



#18153



#15394



#18452



#18453

### GRANT STEERING WHEELS

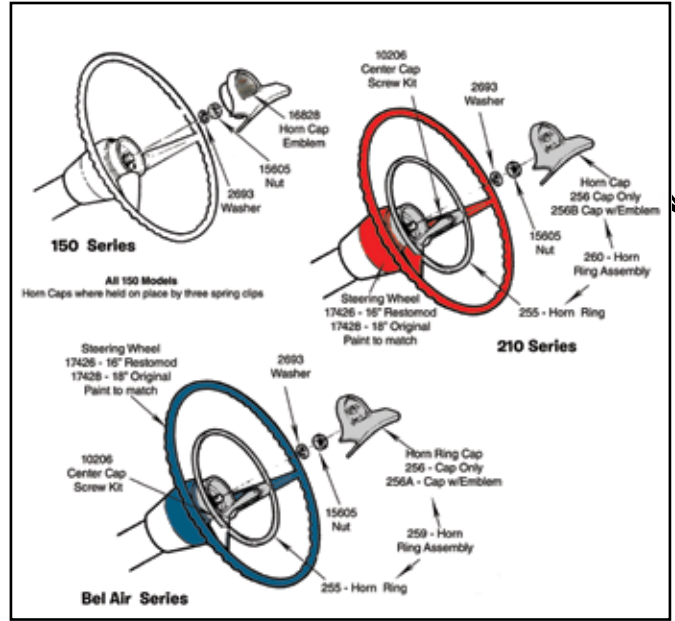
- |   |                   |  |                   |              |
|---|-------------------|--|-------------------|--------------|
| All 14.75", Heritage Deuce, Black #15385.....   | \$379.95/ea.      | All 13.75", 3-Spoke, Black Anodized Finish, Collectors | ..... #18154..... | \$149.95/ea. |
| All 14.75", Heritage Deuce, Wood #15386.....    | \$349.95/ea.      | .....  |                   |              |
| All 14.75", Heritage Speed, Black #15387.....   | \$369.95/ea.      | All 15", Formula GT, Silver Spokes, Black              | ..... #18452..... | \$161.95/ea. |
| All 14.75", Heritage Diablo, Black #15389.....  | \$179.95/ea.      | .....  |                   |              |
| All 14.75", Heritage Diablo, Wood #15390.....   | \$179.95/ea.      | All 15", Formula GT, Polished Spokes, Black            | ..... #18453..... | \$161.95/ea. |
| All 14", 3-Spoke, Black, w/ Holes. #15391.....  | \$215.95/ea.      | .....  |                   |              |
| All 14", 3-Spoke, Black, w/ Slots.. #15392..... | \$189.95/ea.      | All 15", Formula GT, Black Spokes, Black               | ..... #18454..... | \$161.95/ea. |
| All 14.5", 3-Spoke, Wood, w/ Holes              | ..... #15393..... | .....  |                   |              |
| .....   | \$259.95/ea.      |  |                   |              |
| All 14.75", 4-Spoke, Wood, w/ Slots             | ..... #15394..... |  |                   |              |
| .....   | \$319.95/ea.      |  |                   |              |
| All 13.5", Chevy Classic 3-Spoke . #18153.....  | \$69.95/ea.       |  |                   |              |



**ORIGINAL STYLE 16-INCH RESTOMOD STEERING WHEELS**

Built just like the original, only 2" smaller. Uses all the factory original or reproduction horn rings and components for easy replacement parts availability.

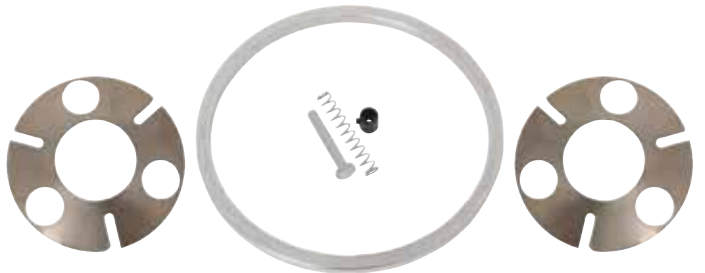
- 1955-56 Bel Air ..... #17425..... \$249.95/ea.
- 1957 Bel Air, 210..... #17426..... \$249.95/ea.



**ORIGINAL 18-INCH STEERING WHEELS**

Built like the original right down to the metal frame. Uses factory and reproduction horn rings and components.

- 1955-56 Bel Air ..... #17427..... \$219.95/ea.
- 1957 Bel Air, 210..... #17428..... \$219.95/ea.



**ORIGINAL STYLE STEERING WHEEL HORN ADAPTER KIT**

For use with Ididit steering columns.

- 1955-57 w/ Ring ..... #13279..... \$34.95/ea.



**CUSTOM STEERING WHEEL**

- 1959-60 Gloss Black..... #16810..... \$235.95/ea.



**POLISHED, SHORT STEERING WHEEL HUB KITS**

Will not work with



Flaming River or Grant steering wheels. 1955-66 applications use #1273 cancelling cams.

- 1955-64 2-1/4", w/o Button ..... #12589..... \$76.95/ea.
- 1969-94 2", w/ Button ..... #12589A... \$152.95/ea.



### HORN RINGS

We could not be happier with the quality of these beautiful reproductions. Exactly like the originals except for the show quality prep and plating. **Made in the USA.**

1955-56 210 .....	#1399.....	\$104.95/ea.
1955-56 Bel Air .....	#252.....	\$149.95/ea.
1957 210 & Bel Air .....	#255.....	\$149.95/ea.
1957 Assembly, Bel Air w/ Ring, Cap & Emblem .....	 #259.....	\$169.95/set
1957 Assembly, 210 w/ Ring, Cap & Emblem .....	 #260.....	\$169.95/set



### 1957 HORN CAPS

Our correctly reproduced horn cap assembles into the horn ring as smoothly as the original did in 1957. Fits Bel Air and 210 models. **Made in the USA.**

1957 Cap Only.....	#256.....	\$32.95/ea.
1957 Bel Air w/ Emblem.....	#256A.....	\$62.95/ea.
1957 210 w/ Emblem.....	#256B.....	\$62.95/ea.

### 1957 HORN CAP EMBLEMS

This injection moulded acrylic part is back-painted with a unique paint that gives the part a metallic look. Even the best original can't compare to a new one! **Made in the USA\*.**

1957 Bel Air.....	#257* .....	\$35.95/ea.
1957 210.....	#258* .....	\$35.95/ea.
1957 150.....	#16828.....	\$59.95/ea.

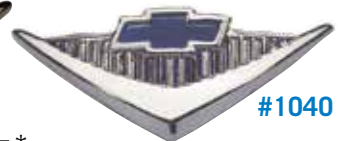
### HORN RING CENTER CAP SCREWS

These horn ring center cap screws often go missing when we start to restore our classics. Danchuk comes to the rescue with this new screw set.

1955-56 Bel Air .....	#10206.....	\$2.95/ea.
1957 210 & Bel Air .....	#10207.....	\$2.95/ea.



#1023



#1040

### HORN CAP EMBLEMS

Each emblem is die-cast and painted to correctly reproduce the original design. Bel Air emblems are gold toned and clear coated; emblems for the 210 are chrome plated.

1955-56 V8 Bel Air, Gold .....	#1023* .....	\$21.95/ea.
1955-56 V8 210, Silver.....	#1040* .....	\$21.95/ea.
1955-56 6-Cyl. Bel Air, Gold .....	#1053.....	\$20.95/ea.
1955-56 6-Cyl. 210, Silver.....	#1054.....	\$20.95/ea.





**GEAR SHIFT ARM AND KNOB**

Fits both standard and automatic transmissions. Correctly reproduced with quality plating and a sturdy black plastic knob.

1955-57 ..... #1201..... \$26.95/ea.



**TURN SIGNAL ARM AND KNOB**

Like our gear shift arm and knob this part has been reproduced to original specifications.

1955-57 ..... #900..... \$12.95/ea.

**GEAR SHIFT PLASTIC KNOB**

This top quality reproduction will get your gear shift looking like new.



1955-57 ..... #899..... \$6.95/ea.



**TURN SIGNAL PAWL KIT**

Fix your non-returning turn signal arm with this sought-after repair kit.

1955-57 Best ..... #580..... \$9.95/kit  
 1955-57 Good, Pawls Only ..... #16785..... \$3.95/kit



**BEL AIR HORN RING CENTER CAPS**

Comes with correct hardware.

Late 1955-56 Plain, w/ Holes ..... #15462..... \$32.95/ea.  
 Late 1955-56 Chrome, w/ Holes ... #15463..... \$55.95/ea.  
 Late 1955-56 Chrome, w/o Holes ..... #15465..... \$55.95/ea.

**TURN SIGNAL MECHANISM**

The turn signal mechanism is what the turn signal arm is attached to. Used with part # 1741, nylon bushing and rubber pads.



1955-57 ..... #904..... \$10.95/ea.

**HORN WIRE LEAD FOR AFTERMARKET COLUMNS AND WHEELS**

All ..... #17503..... \$8.95/ea.

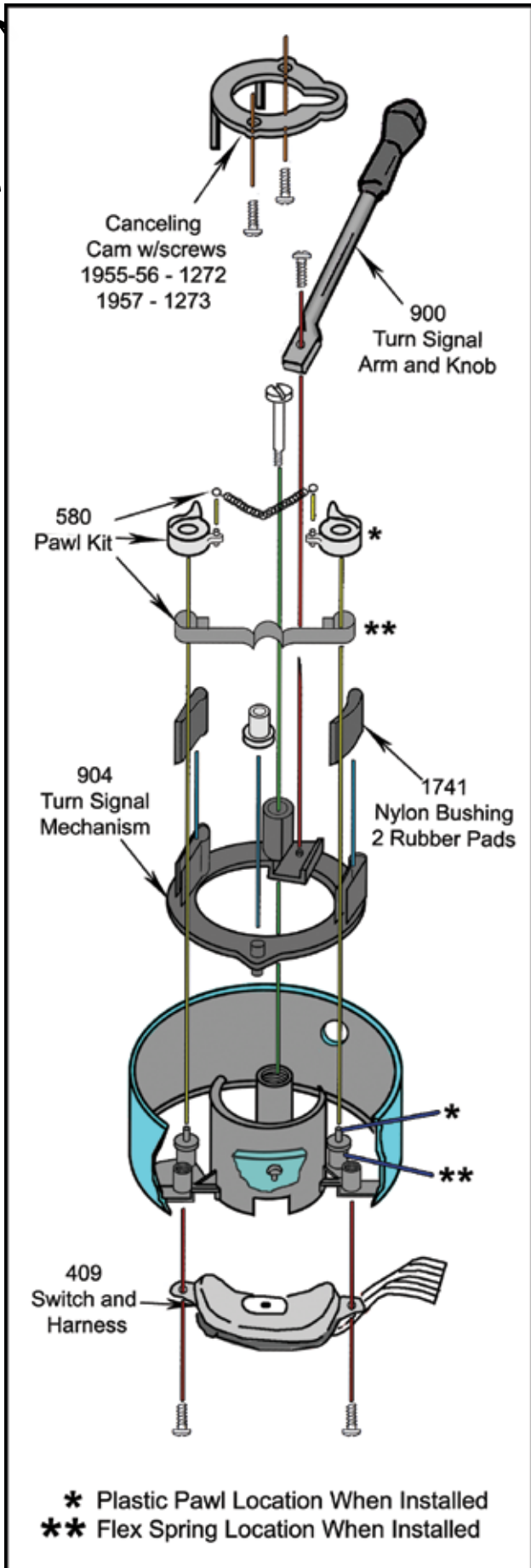


**TURN SIGNAL HOUSING LOCK PLATE**

Installs between the turn signal mechanism and the shift collar. **Made in the USA.**



1955-57 ..... #1240..... \$9.95/ea.



**1957 STEERING COLUMN UPPER MOUNTING TO DASH SUPPORT KIT**

Kit includes four rubber cushions, two sleeves, two bolts, and four washers.



1957 Upper..... #15989.....\$8.95/kit

**STEERING WHEEL TO SHAFT NUT**

This is the original style nut that always comes up missing, Be sure to order the washer #2693 to do the job right.



1955-57 ..... #15605..... \$0.95/ea.

**UNDER STEERING WHEEL NUT WASHER**

1955-57 ..... #2693..... \$0.50/ea.



**STEERING COLUMN THRUST WASHER**

These install under the turn signal lock plate and the shift collar. Use as needed.



1955-57 ..... #12332..... \$2.95/ea.

**STEERING COLUMN TANGED WASHER**

1955-56 Under Shifting Housing .. #12703..... \$2.95/ea.



**STEERING COLUMN FELT WASHER**

Installs at the bottom of the column between the column and the column spring. Keeps dirt out of the steering column. Included in part # 1241.



1955-58 ..... #12704..... \$3.95/ea.

**RUBBER GEAR SHIFT GROMMET**

1955-57 ..... #836.....\$5.95/ea.



**GEAR SHIFT ARM PIN**

1955-57 ..... #10163...\$3.95/ea.





**TURN SIGNAL CANCELING CAMS**

The turn signal pawl is tripped by the rotating canceling cam. When replacing the turn signal pawl, do not neglect this important cam. Without it in proper working order, even a new pawl cannot do its job.

1955-56 Best.....	#1272.....	\$10.95/ea.
1955-56 Good.....	#16805.....	\$6.95/ea.
1957-58 Best.....	#1273.....	\$10.95/ea.
1957-58 Good.....	#16806.....	\$6.95/ea.



**STEERING COLUMN FLOOR SEALS**

These seals are installed in an area that is susceptible to damage from heat. If your steering column floor seals have never been replaced, an inspection may reveal cracked and broken seals. These heavy gauge reproductions will last for years. Floor seals #597 through #600 need five firewall pad grommets (#611 or #17769), shown on page 95.

1955-56 Standard (Shown).....	#598.....	\$16.95/ea.
1955-56 Automatic.....	#597.....	\$16.95/ea.
1957 Standard (Shown).....	#600.....	\$16.95/ea.
1957 Automatic.....	#599.....	\$16.95/ea.
1957 Automatic w/ Power Brakes.....	#599A.....	\$16.95/ea.



**TURN SIGNAL BUSHING AND RUBBER PADS**

The turn signal bushing and rubber pads are installed into the #904, at left, turn signal mechanism and protect the turn signal pawl from undue wear.

1955-57 .....	#1741 .....	\$5.95/set
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**STEERING COLUMN FIREWALL SEALS**

Located between the firewall and the firewall pad, these seals bear the brunt of the engine heat at the steering column and require periodic replacement.

1955-57 Std.....	#232.....	\$18.95/ea.
1955-57 Auto.....	#233.....	\$18.95/ea.



**TURN SIGNAL SWITCH WITH WIRING**

You must re-use the plastic wire housing.

1955-57 .....	#409.....	\$30.95/ea.
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**STEERING COLUMN-TO-DASH CUSHION**

Made in the USA.

All 1955-56, 1957 Exported, Right Hand Drive Cars Only

.....	#838.....	\$5.95/ea.
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**GEAR SHIFT LEVER SPRING**

1955-57 .....	#1292.....	\$3.50/ea.
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# Steering

## ALUMINUM STEERING COLUMN FLOOR MOUNTS

These mounts work with stock columns, Ididit columns and shortened stock floor shift columns. Mounts inside of car. May need to notch out for push rod on standard transmission cars.



- 1955-57 Polished..... #10178..... \$92.95/ea.
- 1955-57 Machined..... #10179..... \$82.95/ea.



## CHROME STEERING BOX COVER

Just when you thought you chromed everything, there's always that last finishing touch. For stock boxes only. **Made in the USA.**

- 1955-57 Louvered ..... #2526..... \$78.95/ea.

# STEERING COLUMN

## STEERING COLUMN BUSHING BEARING KIT

This kit will provide you with a quick and inexpensive way to eliminate that annoying up-and-down play in your steering wheel.



We have improved this part by adding more bearing surface, giving it longer life.

- 1955-57 (& 53-62 Vette) ..... #008..... \$22.95/kit

## STEERING COLUMN SHIFT COLLARS

Not only do we have the original design shift collar, but we also have a unique collar designed for floor-shifted cars. The collar is manufactured without the shifter hole, and with it installed, the old shift mechanism is out of sight. Both collars easily painted to match your car's interior color. 1957 version not available.



- 1955-56 Standard or Automatic ... #1110..... \$39.95/ea.
- 1955-56 Floor Shift ..... #2081..... \$38.95/ea.

## 605 CHROME STEERING BOX COVERS

While the 605 box is a work of art, top off your conversion with a chrome steering box cover. **Made in the USA.**

- 1955-57 Louvered ..... #2714..... \$108.95/ea.
- 1955-57 Ribbed ..... #2715..... \$108.95/ea.



## WIRING HARNESS SHIELD ON STEERING COLUMN

- 1955-56 ..... #1929..... \$11.95/ea.



## STEERING COLUMN SPRING ASSEMBLY

Installs at the bottom of the steering column above the shift levers.

- 1955-57 ..... #1241..... \$9.95/set



## FELT FLOOR SEAL

This installs inside the car under the steering column seal between it and the firewall seal. The clutch pedal rod goes thru this.



- 1955-57 Standard ..... #867..... \$6.95/ea.

## STEERING COLUMN UPPER SEAL

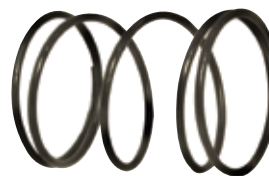
This seal is found around the steering column in front of the mount bracket. In most cases this rubber part is long gone or dried out and in need of replacement.



- 1955-56 ..... #235..... \$5.95/ea.

## STEERING COLUMN SPRING

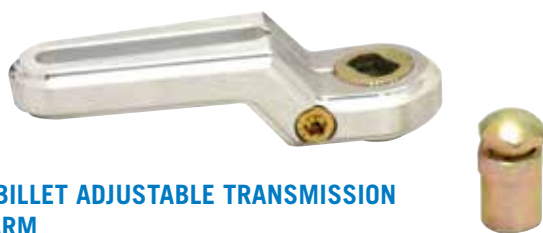
- 1955-57 Lower..... #12702..... \$4.50/ea.





**LOKAR BILLET ADJUSTABLE STEERING COLUMN SHIFT LINKAGE KIT**

All 6L80E ..... #18282..... \$79.95/kit



**LOKAR BILLET ADJUSTABLE TRANSMISSION SHIFT ARM**

Lokars Billet adjustable transmission shift arm for the 6L80E is the missing piece when installing GM's 6L80E transmission. It allows you to connect aftermarket shift linkages and get the correct ratio between shifter and the transmission. Shift linkage not included.

All 6L80E ..... #18283..... \$65.95/ea.



**STEERING COLUMN ASSEMBLY FASTENERS**

1955-56 ..... #2694..... \$22.95/kit  
 1957 (Shown) ..... #2695..... \$22.95/kit



**STEERING COLUMN FIREWALL MOUNT PLATE**

Designed to replace the original mount when installing a shortened original or aftermarket column.

1955-57 ..... #14861..... \$45.95/kit

**FIREWALL SEAL RETAINER CLIPS**

Factory style firewall pad retainer clips come in 7-piece sets and are used to retain the pad and the steering column seals.

1955-56 7-Piece ..... #17769..... \$18.95/set



PHOTO COURTESY OF GERTMAN2000



#1650



#1641



#1642



#1655

### IDIDIT TILT STEERING COLUMN KITS

These columns are designed specifically for 1955-56-57 applications and come with four-way flashers. You have the option of with or without automatic transmission column shift. They come in paintable, chrome or black powder coated steel and brushed or polished aluminum. We have columns that will work with your stock steering box or your upgraded 500 or 605 box. Kit includes wire harness adapter, steering column coupler, lower mounting bracket, and billet steering column knobs. Easy to install. To use these columns with rack and pinion or Delphi 600 steering boxes (#15972) different couplers will be required. **Will not work with cast iron Powerglide transmissions.**



#### TILT, FLOOR SHIFT O/S

1955 Steel, Use w/ Stock Box .....	#1641	....\$659.95/kit
1955 Chrome, Use w/ Stock Box.....	#1642	....\$648.95/kit
1955 Brushed Alum., Use w/ Stock Box		
.....	#1643	....\$941.95/kit
1955 Polished Alum., Use w/ Stock Box		
.....	#1644	....\$864.95/kit
1955 Steel, Use w/ 500/605 Box.....	#1645	....\$705.95/kit
1955 Chrome, Use w/ 500/605 Box..	#1646	....\$737.95/kit
1955 Brushed Alum., Use w/ 500/605 Box		
.....	#1647	....\$998.95/kit
1955 Polished Alum., Use w/ 500/605 Box		
.....	#1648	..\$1006.95/kit
1955 Black, Use w/ 500/605 Box.....	#15650	..\$677.95/kit
1955 Black, Use w/ Stock Box .....	#15647	..\$648.95/kit
1956 Steel, Use w/ Stock Box .....	#1657	....\$659.95/kit
1956 Chrome, Use w/ Stock Box.....	#1658	....\$648.95/kit
1956 Brushed Alum., Use w/ Stock Box		
.....	#1659	....\$935.95/kit
1956 Polished Alum., Use w/ Stock Box		
.....	#1660	....\$864.95/kit
1956 Steel, Use w/ 500/605 Box.....	#1661	....\$705.95/kit
1956 Chrome, Use w/ 500/605 Box..	#1662	....\$737.95/kit
1956 Brushed Alum., Use w/ 500/605 Box		
.....	#1663	....\$998.95/kit
1956 Polished Alum., Use w/ 500/605 Box		
.....	#1664	....\$975.95/kit
1956 Black, Use w/ 500/605 Box.....	#15651	..\$677.95/kit
1956 Black, Use w/ Stock Box .....	#15648	..\$648.95/kit
1957 Steel, Use w/ Stock Box .....	#1673	....\$659.95/kit
1957 Chrome, Use w/ Stock Box.....	#1674	....\$648.95/kit
1957 Brushed Alum., Use w/ Stock Box		
.....	#1675	....\$864.95/kit
1957 Polished Alum., Use w/ Stock Box		
.....	#1676	....\$864.95/kit
1957 Steel, Use w/ 500/605 Box.....	#1677	....\$705.90/kit
1957 Chrome, Use w/ 500/605 Box..	#1678	....\$737.95/kit
1957 Brushed Alum., Use w/ 500/605 Box		
.....	#1679	....\$998.95/kit
1957 Polished Alum., Use w/ 500/605 Box		
.....	#1680	..\$1006.95/kit
1957 Black, Use w/ 500/605 Box.....	#15652	..\$677.95/kit
1957 Black, Use w/ Stock Box .....	#15649	..\$648.95/kit

#### TILT, COLUMN SHIFT O/S

1955 Steel, Use w/ Stock Box .....	#1649	....\$757.95/kit
1955 Chrome, Use w/ Stock Box .....	#1650	....\$965.95/kit
1955 Brushed Alum., Use w/ Stock Box		
.....	#1651	...\$1332.95/kit
1955 Polished Alum., Use w/ Stock Box		
.....	#1652	...\$1332.95/kit
1955 Steel, Use w/ 500/605 Box.....	#1653	....\$896.95/kit
1955 Chrome, Use w/ 500/605 Box..	#1654	...\$1044.95/kit
1955 Brushed Alum., Use w/ 500/605 Box		
.....	#1655	...\$1436.95/kit
1955 Polished Alum., Use w/ 500/605 Box		
.....	#1656	...\$1436.95/kit
1955 Black, Use w/ 500/605 Box.....	#15656	...\$957.95/kit
1955 Black, Use w/ Stock Box .....	#15653	...\$971.95/kit
1956 Steel, Use w/ Stock Box .....	#1665	....\$757.95/kit
1956 Chrome, Use w/ Stock Box.....	#1666	....\$965.95/kit
1956 Brushed Alum., Use w/ Stock Box		
.....	#1667	...\$1332.95/kit
1956 Polished Alum., Use w/ Stock Box		
.....	#1668	...\$1332.95/kit
1956 Steel, Use w/ 500/605 Box.....	#1669	....\$896.95/kit
1956 Chrome, Use w/ 500/605 Box..	#1670	...\$1044.95/kit
1956 Brushed Alum., Use w/ 500/605 Box		
.....	#1671	...\$1436.95/kit
1956 Polished Alum., Use w/ 500/605 Box		
.....	#1672	...\$1436.95/kit
1956 Black, Use w/ 500/605 Box.....	#15657	...\$957.95/kit
1956 Black, Use w/ Stock Box .....	#15654	...\$971.95/kit
1957 Steel, Use w/ Stock Box .....	#1681	....\$757.95/kit
1957 Chrome, Use w/ Stock Box.....	#1682	....\$965.95/kit
1957 Brushed Alum., Use w/ Stock Box		
.....	#1683	...\$1332.95/kit
1957 Polished Alum., Use w/ Stock Box		
.....	#1684	...\$1332.95/kit
1957 Steel, Use w/ 500/605 Box.....	#1685	....\$896.95/kit
1957 Chrome, Use w/ 500/605 Box..	#1686	...\$1044.95/kit
1957 Brushed Alum., Use w/ 500/605 Box		
.....	#1687	...\$1436.95/kit
1957 Polished Alum., Use w/ 500/605 Box		
.....	#1688	...\$1436.95/kit
1957 Black, Use w/ 500/605 Box.....	#15658	...\$957.95/kit
1957 Black, Use w/ Stock Box .....	#15655	...\$971.95/kit

STEERING COLUMN



**IDIDIT NON-TILT STEERING COLUMN KITS** O/S

We now offer Ididit column shift columns in a non-tilt version that places the wheel closer to the dash giving you big guys more room to move. Ididit columns are a replacement for your original column and feature self-canceling turn signals. Kits include the column, rag joint or coupler, floor mount and 4-way flasher adapter harness. Available in paintable steel, chrome or black powder coat. **Will not work with cast iron Powerglide transmissions.**

**NON-TILT, COLUMN SHIFT STEERING COLUMNS** O/S

- 1955 Steel, Use w/ Stock Box ..... #14707 ..... \$669.95/kit
- 1955 Steel, Use w/ 500/605 Box.. #14708..... \$719.95/kit
- 1955 Chrome, Use w/ Stock Box... #14709..... \$789.95/kit
- 1955 Chrome Use w/ 500/605 Box  
..... #14710..... \$849.95/kit
- 1955 Black, Use w/ 500/605 Box. #15662..... \$799.95/kit
- 1955 Black, Use w/ Stock Box ..... #15659..... \$819.95/kit
- 1956 Steel, Use w/ Stock Box ..... #14711 ..... \$669.95/kit
- 1956 Steel, Use w/ 500/605 Box.. #14712..... \$719.95/kit
- 1956 Chrome, Use w/ Stock Box... #14713..... \$789.95/kit
- 1956 Chrome, Use w/ 500/605 Box  
..... #14714..... \$849.95/kit
- 1956 Black, Use w/ 500/605 Box. #15663..... \$799.95/kit
- 1956 Black, Use w/ Stock Box ..... #15660..... \$819.95/kit
- 1957 Steel, Use w/ Stock Box ..... #14715..... \$669.95/kit

**NON-TILT, COLUMN SHIFT STEERING COLUMNS CONTINUED**

- 1957 Steel, Use w/ 500/605 Box.. #14716..... \$719.95/kit
- 1957 Chrome, Use w/ Stock Box... #14717 ..... \$789.95/kit
- 1957 Chrome, Use w/ 500/605 Box  
..... #14718..... \$849.95/kit
- 1957 Black, Use w/ 500/605 Box. #15664..... \$799.95/kit
- 1957 Black, Use w/ Stock Box ..... #15661 ..... \$819.95/kit

**NON-TILT, FLOOR SHIFT STEERING COLUMNS** O/S

- 1957 Steel, Stock Box ..... #18924..... \$425.95/kit
- 1957 Chrome, Stock Box..... #18925..... \$499.95/kit
- 1957 Black, Stock Box ..... #18926..... \$499.95/kit
- 1957 Steel, 500/605 Box..... #18927 ..... \$479.95/kit
- 1957 Chrome, 500/605 Box ..... #18928..... \$553.95/kit
- 1957 Black, 500/605 Box..... #18929..... \$553.95/kit

**IDIDIT RHD (RIGHT HAND DRIVE) TILT STEERING COLUMNS** O/S

Ididit has expanded their line of tilt steering columns to include columns for Right Hand Drive applications with a floor shift. No longer do you have to settle for a modified stock column for RHD vehicles.

- 1955-57 Floor Shift, Steel..... #19167..... \$542.95/ea.
- 1955-57 Floor Shift, Chrome ..... #19168..... \$639.95/ea.
- 1955-57 Floor Shift, Black..... #19169..... \$639.95/ea.

**DID YOU KNOW . . . WHEN YOU BUY AN IDIDIT STEERING COLUMN FROM DANCHUK, YOU ARE BUYING A KIT THAT INCLUDES EVERYTHING NEEDED TO INSTALL YOUR NEW COLUMN? SOME PLACES MAY ADVERTISE A LOWER PRICE, BUT ARE THEY SELLING A KIT THAT INCLUDES THE TURN SIGNAL ADAPTER OR THE CORRECT RAG JOINT OR THE FLOOR BRACKETS YOU WILL NEED? SOME ADVERTISED PRICES ARE FOR THE COLUMN ONLY. AT DANCHUK THESE PARTS ARE INCLUDED IN IDIDIT STEERING COLUMN KITS FOR YOUR PARTICULAR TRI-FIVE MODEL SO THERE IS LESS CONFUSION ON WHAT IS NEEDED TO INSTALL.**





#19008



**STEERING COLUMN DRESS-UP KITS**

- All Chrome, Standard Tilt..... #19006.....\$56.95/kit
- All Black, Standard Tilt ..... #19007.....\$56.95/kit
- All Black, Retro Tilt..... #19008.....\$65.95/kit



**IDIDIT SHIFT KNOBS**

- All Chrome, Standard ..... #19009.....\$32.95/ea.
- All Black, Standard ..... #19010.....\$32.95/ea.



**IDIDIT COLUMN RETRO DRESS-UP KITS**

- All Chrome, Tilt..... #17033.....\$66.95/kit
- All Black, Non-Tilt..... #17551.....\$51.95/kit
- All Chrome, Non-Tilt..... #17550.....\$51.95/kit



**IDIDIT RETRO SHIFT KNOBS**

- All Chrome ..... #17548.....\$36.95/ea.
- All Black ..... #17549.....\$36.95/ea.



#16830



#16949

**STEERING COLUMN BRACKETS**

Part #16830 is the bracket that mounts on the dash ABOVE the steering column and is required to properly mount the steering column. Part #16949 is the lower bracket that goes below the column when it is mounted into the dash.

- 1955-56 Upper..... #16830.....\$21.95/ea.
- 1955-56 Lower..... #16949.....\$31.95/ea.

**1957 LOWER STEERING COLUMN BRACKET**

This bracket is required for mounting the column to the dash in all 1957's.



- 1957..... #17680.....\$29.95/ea.



**1957 STEERING COLUMN COVER BRACKET**

- 1957..... #17599.....\$11.95/ea.

**SHIFT COLUMN LEVER LINKAGE BUSHING**

Just a little wear on this important bushing and your shift linkage will feel sloppy. Replacing this bushing will solve the problem and may spare you from more repairs. See the Transmission section for more shift linkage related parts.



- 1955-57 ..... #1178.....\$6.95/ea.



**STEERING COLUMN DRESS-UP KIT**

- For Ididit and Flaming River.
- All Billet, Black ..... #14826.....\$64.95/kit



**FLAMING RIVER STAINLESS STEEL, TILT STEERING COLUMNS O/S**

Flaming River columns feature a stainless steel housing that's available in either a paintable mill finish or a eye catching polished finish. Flaming River columns are sold "a la carte" so you will need to order harness, coupler and floor mount separately. **Will not work with cast iron Powerglide transmissions.**

1955-56 Column Shift.....	#14657.....	\$689.95/ea.
1955-56 Column Shift, Polished.....	#14658.....	\$813.95/ea.
1955-56 Floor Shift.....	#14659.....	\$434.95/ea.
1955-56 Floor Shift, Polished.....	#14660.....	\$592.95/ea.
1957 Column Shift.....	#14661.....	\$789.95/ea.
1957 Column Shift, Polished.....	#14662.....	\$839.95/ea.
1957 Floor Shift.....	#14663.....	\$530.95/ea.
1957 Floor Shift, Polished.....	#14664.....	\$742.95/ea.
1957 Column Shift w/ Indicator.....	#14665.....	\$999.95/ea.



**1957 FLAMING RIVER GEAR SHIFT LENSES**

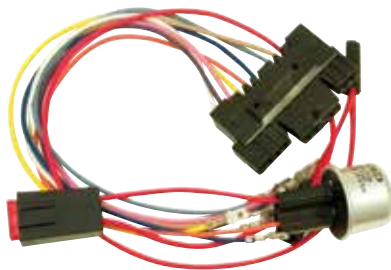
For use with Flaming Rivers 1957 column #14665.

1957.....	#14671.....	\$26.95/ea.
1957 Overdrive.....	#14672.....	\$26.95/ea.



**FLAMING RIVER RAG JOINT**

For use with Flaming River columns only.  
All 3/4" DD Male, 3/4-30 Spline ... #14669..... \$139.95/ea.



**FLAMING RIVER STEERING COLUMN HARNESS FLASHERS**

1955.....	#14666.....	\$36.95/ea.
1956.....	#14667.....	\$36.95/ea.
1957.....	#14668.....	\$36.95/ea.



**STEERING COLUMN STAINLESS U-JOINT**

All Stock Steering Box, 1" DD x 3/4" DD  
..... #14676..... \$115.95/ea.



**ORIGINAL STEERING COLUMNS, SHORTENED FOR 605/500 BOX**

Finally a column that doesn't require an exchange! These new columns are manufactured for factory column shift automatics that are upgrading to a 500/605 power steering system. These new column kits feature an improved shift lever design that gives you added firewall clearance and also includes a new shaft and newly designed floor mount plate. These columns are not for use with rack and pinion systems. **Columns will not work with Rack-n-Pinion systems and cast iron Powerglide transmissions.**

1955-56 .....	#12073.....	\$234.95/ea.	1955-56 for Borgeson Box .....	#15975.....	\$249.95/ea.
1957.....	#12074.....	\$209.95/ea.	1957 for Borgeson Box .....	#15976.....	\$249.95/ea.



**STEERING BOX MAJOR REBUILD KITS WITH SHAFTS O/S**

These major rebuild kits include all necessary components to completely rebuild your original Tri-5 long input shaft manual steering box. Available in the standard 24:1 ratio or a performance oriented 16:1 ratio. Detailed instructions included but some specialty tools will be required.

1955-57 24:1 .....	#18731.....	\$379.95/kit
1955-57 16:1 .....	#18732.....	\$599.95/kit



**STEERING BOX REBUILD KIT**

Includes the required parts and instructions to freshen up your original steering box.

1955-57 .....	#16818.....	\$109.95/kit
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**605/500 STEERING BOX HOSE KIT CONVERSION**

For use with steering boxes and pumps with inverted seat fittings.

1955-57 .....	#2699.....	\$64.95/kit
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**STOCK STEERING COLUMN RAG JOINT FOR 605/500 BOX**

Needed when modifying stock column for use with 605/500 box.

1955-57 .....	#10149.....	\$48.95/ea.
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**SHIFT LINKAGE ADJUSTMENT SWIVEL NUT**

Automatic transmissions require one, while manuals require two.

1955-57 .....	#1175.....	\$10.95/ea.
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**500 SERIES POWER STEERING BOXES**

Designed around Delphi's 670 Series power steering box, the 500 Series offers better reliability, road feel and quicker steering response than older 605 boxes. With the 500 Series box you get a completely new assembly that is 100% factory tested, instead of a 20-year-old rebuilt unit. This insures you long term performance and reliability that was never available before. The 500 Series is a direct replacement for the 605, and it uses the same components as the 605. So, whether you are adding power steering to your car or replacing an old, tired 605 box, look no further. The 500 box requires hoses with inverted seat fittings. Original column **MUST** be modified. See parts #12073-12074 for new shortened columns.

1955-57 New, 14:1 Ratio ..... #13197..... \$439.95/ea.  
 1955-57 New, 14:1 Ratio, Chrome #14980... \$1099.95/ea.



**POWER STEERING PITMAN ARM**

For factory power steering only.

1955-57 ..... #12603..... \$58.95/ea.



**MANUAL STEERING PITMAN ARM**

Replacement arm for original manual steering boxes. Will also work with 500 series power steering conversion boxes #13197, #14980 and the Delphi 600 box, #15972.

1955-57 ..... #13870..... \$41.95/ea.

**DELPHI 600 POWER STEERING CONVERSION BOX**

The Borgeson conversion box is a remanufactured GM Delphi 600 integral power steering gearbox and represents the latest generation of integral power steering gearbox technology with true modern power steering feel, feedback and a sporty 12.7:1 ratio.



This box will bolt directly to the factory mounting location and will fit the stock pitman arm. Cars with factory power steering will require a drag link adapter. This box has 18 DD shaft. See rag joints below. **Made in the USA.**

1955-57 REMAN, 12.7:1 Ratio ..... #15972..... \$459.95/ea.



#15973



#17699

**RAG JOINTS**

Use this rag-joint when installing the Borgeson 600 steering box #15972 with a column shift style Ididit column. All 18mm DD x 3/4"-36 ..... #15973..... \$111.95/ea.

Use this rag-joint when installing the Borgeson 600 steering box #15972 with either a Flaming River column or a floor shift style Ididit column. All 18mm DD x 1" DD..... #15974 .... \$111.95/ea.

For use on steering box, part #15972 steering boxes and modified factory columns.

All 18 mm DD X 3/4" DD ..... #17699..... \$111.95/ea.



**POWER STEERING PITMAN ARM BALL STUD**

1955-57 ..... #12375..... \$19.95/ea.



**UNISTEER RACK AND PINION POWER STEERING CONVERSION KITS** O/S

The Unisteer rack and pinion conversion kit is the only kit on the market engineered with the correct steering geometry for the Tri-Five Chevy suspension. It bolts in using existing chassis and steering holes and is designed to work with any engine, small block, big block or LS. The kit contains mounting brackets, steering gear, tie rod ends, steering arms, installation hardware and complete instructions. Custom headers and oil pan may be needed for some applications. For better road feel and more steering effort a low flow/volume rated power steering pump is recommended. Available in black powder coat or a stunning chrome finish. Original column modification will be required. You cannot retain column shift when using a modified original style column, an Ididit or Flaming River column must be used to retain a column shift.

1955-57 .....	#17755.....	\$974.95/kit
1955-57 Chrome .....	#17755A.....	\$1199.95/kit



**RACK AND PINION POWER STEERING BRAIDED STAINLESS HOSE KIT**

For rack and pinion steering kits with Saginaw pumps. Will work with TC Type II pumps by changing the pressure fitting to either parts #12570 or #12571, on page 416. See part #12567, on page 417 for 500/605 applications.

1955-57 .....	#12574.....	\$141.95/kit
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**RACK AND PINION BRAIDED HOSES**

3-Piece set. Works with reservoir parts #12667 or #12668 on page 418.

1955-57 TC Pump w/ Remote Reservoir .....	#15486.....	\$194.95/ea.
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**PITMAN ARM TO STEERING BOX NUT**

1955-57 .....	#2691.....	\$4.95/ea.
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**PITMAN ARM TO STEERING BOX LOCK WASHER**

1955-57 .....	#2692.....	\$5.95/ea.
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**RACK AND PINION POWER STEERING COLUMN U-JOINT KITS**

U-joint kits designed for small block applications only.

1955-57 Stock Column .....	#12573.....	\$224.95/kit
1955-57 Ididit Column w/ Splined Shaft .....	#12573A.....	\$224.95/kit

**WARNING!** Products on these pages may contain chemicals known to the State Of California to cause cancer and/or birth defects or reproductive harm. [www.p65warnings.ca.gov](http://www.p65warnings.ca.gov)



### BILL'S HOT ROD SAGINAW POWER STEERING PUMP BRACKETS

Bill's Hot Rod Saginaw power steering pump brackets are a perfect match for other Bill's Hot Rod alternator and air conditioning brackets.

- All SB, Bare..... #12554\* ..... \$68.95/ea.
  - All SB, Chrome ..... #12555\* ... \$129.95/ea.
  - All SB, Black ..... #18201 ..... \$89.95/ea.
  - All BB, Short Water Pump, Bare .... #12560..... \$77.95/ea.
- \*Note: Fits both short and long water pump applications.



### TYPE II POWER STEERING PUMP BRACKETS

This stamped steel bracket is for use with GM's new Type II/TC pumps.

- All SB w/ Short Water Pump ..... #15939..... \$124.95/ea.
- All BB w/ Short Water Pump ..... #15940..... \$124.95/ea.
- All SB w/ Long Water Pump ..... #15941 ..... \$124.95/ea.



### CPP POWER STEERING PUMP BRACKETS

These power steering pump brackets are designed so you can mount the power steering pump in either a high or low position depending on your situation. Works best when used with an alternator that has been mounted to the inside of the valve cover. Not recommended for use with an exhaust mounted alternator. Will work for both short and long water pump applications.

- All SB, Black ..... #18728..... \$49.95/ea.
- All SB, Chrome ..... #18729..... \$59.95/ea.



### POWER STEERING PUMP MOUNT BRACKET

Fits small blocks and Saginaw pumps only. Front motor mount bracket is integrated, and can be used with both front and side mounts. This bracket replaces the original front motor mount bracket.

- 1955-57 V8 ..... #2684..... \$49.95/ea.



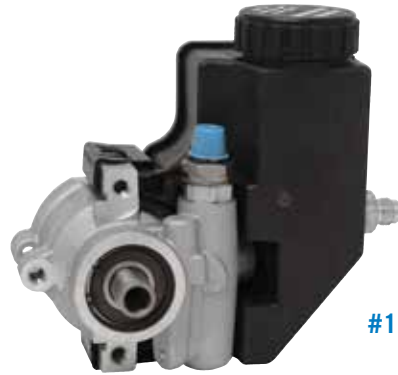
### TC TYPE P/S PUMP BRACKETS

Both brackets use existing accessory-bracket mounting holes in your engine block. The small block bracket is designed to work with many pulley configurations and a "short" style water pump, but can be adapted to a "long" style pump with the use of spacers. The big block bracket is designed to work with the "long" style water pump.

- All SB..... #13375..... \$83.95/ea.
- All BB..... #13376..... \$84.95/ea.



#13405



#19055

**TC TYPE POWER STEERING PUMPS**

Part #12569 should be used with a remote reservoir and the housing is machined for -6 and -10 AN fittings, which are included. Compatible with 605 and 500 boxes and rack and pinion conversions. A low flow pump will give your rack and pinion more road feel and steering effort. Requires remote reservoir parts #12667 and #12668 on page 418. **Note: For use with Part #12570 Pressure Tube or Banjo fitting, shown on page 416.**

All Aluminum, w/o Reservoir.....	#12569.....	\$224.95/ea.
All Aluminum, For use w/ OE Reservoir .....	#13405.....	\$179.95/ea.
All Satin, Rack & Pinion, Low Flow .....	#14191.....	\$174.95/ea.
All Polished, Rack & Pinion, Low Flow .....	#14192.....	\$249.95/ea.
All Satin, Low Flow w/ Reservoir .....	#17174.....	\$224.95/ea.
All Polished, Low Flow w/ Reservoir.....	#17175.....	\$359.95/ea.
All Satin, -6AN, Hi Flow w/ Reservoir .....	#19055.....	\$279.95/ea.

**BILLET SPECIALTIES POLISHED POWER STEERING TC PUMP BRACKETS**

Billet Specialties type II power steering bracket with pulley is precision machined from 6061-T6 billet aluminum and mounts low on the driver's side of the motor. Engineered to work with GM type II remote power steering pumps and requires the use of a 3-groove crank pulley.



All SB, Short Water Pump (Shown).....	#18004.....	\$179.95/ea.
All SB, Long Water Pump.....	#18005.....	\$179.95/ea.
All BB, Short Water Pump.....	#18006.....	\$179.95/ea.



**BILL'S HOT ROD POWER STEERING WIDE SET BRACKETS**

All SB, Short Water Pump, Plain .....	#18211.....	\$74.95/ea.
All SB, Short Water Pump, Black .....	#18212.....	\$86.95/ea.
All SB, Short Water Pump, Chrome.....	#18213.....	\$119.95/ea.

# Steering

## POWER STEERING



### POWER STEERING PUMP PULLEYS

For Saginaw pumps only, bolt-on style.

**All 1-Groove, Polished Billet, Bolt-On**  
 ..... #12477 ..... \$39.95/ea.

For TC Type pumps, press-on.  
**All 1-Groove, Polished Billet, Press-On**  
 ..... #13407 ..... \$79.95/ea.

**POWER STEERING PULLEY**

Part #	Shaft Size	Key	Press	1st Groove	2nd Groove	Diameter	1st Groove	2nd Groove	Suggested Applications
	A			B	C	D	E	F	
15556	5/8"	Yes	No	2.175	-	5-3/4"	-.320	-	PS Only
15557	5/8"	Yes	No	1.07	2.175	5-3/4"	-.320	-.940	PS and AC
15558	5/8"	Yes	No	1.05	-	5-3/4"	-.330	-	AC
12477	5/8"	Yes	No	2.175	-	5-3/4"	-.320	-	PS Only
13407	5/8"	No	Yes	2.175	-	5-3/4"	-.320	-.940	PS Only

PS - Power Steering Systems    PS and AC - Power Steering and Air Conditioning Systems    AC - Air Conditioning Systems

### POWER STEERING PUMP PULLEYS

This pulley works on either small or big blocks with a short or long water pump and replaces GM# 3770509. The groove lines up to the outer groove on the 3-groove crank pulley with short water pump and on the inner groove on 2-groove long water pump applications.

**All 1-Groove, Steel..... #15558..... \$39.95/ea.**

This pulley works on either small or big blocks with a short or long water pump and replaces GM# 3941107.

The grooves line up to either outer or middle groove on 3-groove crank pulley with short water pump and on the inner and middle groove on 3-groove crank pulley on long water pump applications.

**All 2-Groove, Steel..... #15557..... \$45.95/ea.**

This pulley works on either small or big blocks with a short or long water pump and replaces GM# 3834720.

The grooves line up to the middle groove on 3-groove crank pulley with short water pump and on the inner groove on 3-groove crank pulley on long water pump applications.

**All Back-Spaced, 1-Groove..... #15556..... \$38.95/ea.**

### BILLET SPECIALTIES

#### BOLT-ON POWER STEERING PULLEYS

**All 1-Groove, Polished ..... #17059..... \$75.95/ea.**  
**All 2-Groove, Polished ..... #17060..... \$74.95/ea.**





**SAGINAW POWER STEERING PUMP KIT**

Replaces factory power steering pump/generator assembly when converting to an alternator. Also works with kit #12275, 605/500 and rack and pinion conversions.

1955-57 ..... #13571..... \$374.95/kit



**SAGINAW POWER STEERING PUMP WITH DOUBLE PULLEY**

Compatible with 605/500 boxes and rack and pinion conversions. Uses hoses with inverted flare fittings.

1955-57 ..... #10148..... \$192.95/ea.

**POWER STEERING/GENERATOR PUMP RELOCATION BRACKET**

Relocates factory power steering generator assembly to clear late model power brake booster conversions with dual reservoir master cylinder.

1955-57 ..... #13527..... \$22.95/ea.



**CHROME SAGINAW POWER STEERING PUMP**

Chrome plated pump assemblies come with chrome plated reservoirs, billet caps and are available with black or red pump body. Requires bolt-on style pulley, which is not included. Uses hoses with inverted flare fittings.

All w/ Billet Cap, Black Body ..... #14313..... \$179.95/ea.

**POWER STEERING PUMP ADAPTER FITTING AND HOSE END FOR SAGINAW BOX**

This adapter kit is for use with Saginaw steering boxes to adapt from a -6AN hose to 5/8-18 inverted flare. Kit includes the adapter and a hose end for -6AN hose. Will work on any Saginaw style steering box.

1955-57 ..... #12660..... \$37.95/kit



**POWER STEERING PUMP TO VALVE HOSE SETS**

Part #13572 works with OE pumps. Part #13573 works with late model Saginaw pump kit, part #13571, shown above. Both are for use with replacement control valves.

1955-57 ..... #13572..... \$119.95/set

1955-57 ..... #13573..... \$119.95/set



**1955 POWER STEERING/GENERATOR MOUNTING HARDWARE KIT**

1955..... #13562..... \$11.95/kit



**OE POWER STEERING PUMP CAM PACK KIT**  
 1955-57 ..... #13526..... \$329.95/kit



**OE POWER STEERING PUMP CAM RING**  
 1955-57 ..... #13574..... \$209.95/ea.



**OE POWER STEERING PUMP VANES AND ROTORS**  
 1955-57 Kit ..... #13566..... \$129.95/kit  
 1955-57 Vane Only ..... #13567..... \$49.95/set  
 1955-57 Rotor Only ..... #13568..... \$82.95/ea.

**OE POWER STEERING PUMP PRESSURE PLATE**

The power steering pump pressure plate installs between the cam ring and the pump cover assembly and is sealed by an O-ring that installs inside the cover assembly.



1955-59 ..... #18665..... \$59.95/ea.

**SAGINAW POWER STEERING PUMP RESERVOIR CAPS**

Replacement reservoir cap for Saginaw type power steering pumps such as our part #10148. Black or Chrome.



All Black ..... #16527..... \$8.25/ea.  
 All Chrome ..... #16528..... \$9.95/ea.



**HARDLINE PRESSURE TUBE**

For use with TC type Pumps and recommended for Front Runner Systems. Note: For use with parts #12568 or #12569 pumps.

All w/ Banjo Bolt ..... #12570..... \$91.95/ea.

**BANJO PRESSURE FITTING**

Recommended for use with Front Runner systems. For use with TC type pumps.



All ..... #12571 ..... \$27.95/ea.



#19305



#16530

**POWER STEERING PUMP PRESSURE REDUCTION FITTINGS**

These fittings replace the pressure ports of our steering pumps and reduces the flow from 3 gallons per minute to two gallons per minute. The reduction in flow may be preferred by those of you who want more effort in the steering.

All Saginaw ..... #16530 ..... \$18.95/ea.  
 1955-57 Type II, 6AN Male, Low Flow ..... #19305..... \$26.95/ea .  
 1955-57 Type II, O-Ring Hoses, Low Flow ..... #19304..... \$29.95/ea.

**POWER STEERING PUMP CONVERSION FITTING**

This fitting converts your inverted flare Saginaw power steering pump pressure port to a male -6AN fitting. For those who are making their own power steering lines using -AN fittings.



All -6AN ..... #16529..... \$15.95/pr.

**SAGINAW POWER STEERING PUMP HARDWARE KIT**

This 3-piece set has those hard to find pieces to repair/replace or swap out any of the pump hardware that is used to mount your pump. SAE threads.



All ..... #16526 ..... \$9.95/ea.



**BILLET SPECIALTIES POWER STEERING HOSE KIT WITH FITTINGS**

All..... #17062..... \$229.95/kit



**POWER STEERING HOSE**

This power steering hose is for use with original control valves and later model Saginaw P-style pumps.

**1955-57 Assist to Late Model Pump**  
..... #15062..... \$124.95/ea.



**STAINLESS BRAIDED POWER STEERING HOSE KIT**

For use with 500/605 conversions with Saginaw pumps. Will work with TC Type II pumps by changing the pressure fitting to either parts #12570 or #12571 on page 416.

All w/ 500/605 Boxes ..... #12567 ..... \$149.95/kit



**STAINLESS POWER STEERING HOSES**

Part #13685 is for use with part #12667-68 or other remote reservoir application, shown on page 418.

All GM Boxes w/ Mini-Res ..... #13684..... \$209.95/ea.  
All GM Boxes w/ Remote-Res ..... #13685..... \$265.95/ea.



**POWER STEERING PUMP FLOW CONTROL VALVE KIT**

All Saginaw Pump..... #13395..... \$18.95/kit



**POWER STEERING HOSE SETS**

Reproduced to the correct lengths with the correct fittings, these hoses are the only solution for those rotting vintage originals. These top quality sets are the best on the market! Set of four.

1955-57 6-Cyl..... #17403..... \$105.95/set  
1955-57 V8 ..... #243..... \$105.95/set

**POWER STEERING PUMP ADAPTER**

For use on Saginaw pumps.

All Male to 5/8-18 Inverted Flare.. #14353..... \$9.95/ea.





### BILLET, TC TYPE POWER STEERING PUMP RESERVOIRS

- All Custom Color ..... #17530..... \$269.95/ea
- All Machined ..... #17531..... \$258.95/ea
- All Polished..... #17532..... \$287.95/ea



### TC TYPE POWER STEERING PUMP BILLET RESERVOIRS

Billet Specialties pump mount billet reservoir features threaded double O-ring reservoir and hose attachments to provide secure leak free service, internal baffling eliminates foaming and it is topped off with a vented notch grip cap.

- All Polished..... #17789..... \$289.95/ea.
- All Black ..... #17790..... \$277.95/ea.

### REMOTE POWER STEERING RESERVOIRS

Reservoirs are 6" x 3" and have screw off caps with an O-ring seal. Inlet fitting is -6AN and outlet fitting is -10AN. Order part #13685, shown on page 417, hose kit for proper installation. Also works with hose kit, #15486.



- All Polished..... #12667..... \$214.95/ea.
- All Machined..... #12668..... \$197.95/ea.



### POWER STEERING REMOTE RESERVOIR

See page 386 for matching coolant overflow tank.

- 1955-57 ..... #19306 \$169.95/ea.

### OE PLASTIC POWER STEERING RESERVOIR

For use with TC type pumps. All..... #13406. \$52.95/ea.

### ALUMINUM REMOTE RESERVOIRS FOR HYDROBOOST

Aluminum Remote Reservoirs for Hydro-Boost type applications same as above but have an additional -6AN fitting for the return line running from the booster unit providing a cleaner install.



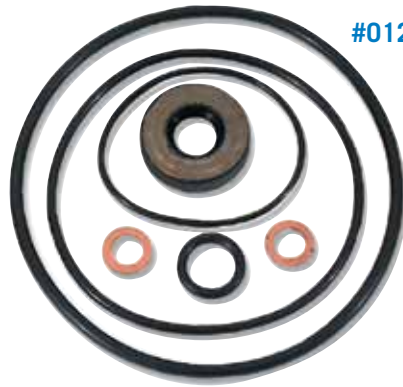
- All Machined ..... #17832..... \$165.95/ea.
- All Polished..... #17833..... \$185.95/ea.



**POWER STEERING CONTROL VALVE WITH HOSES**

This complete bolt-on kit consists of all new parts with no modifications necessary to the center link, pitman arm, hoses or frame. The valve replaces the original power steering valve or the original valve can be reinstalled at a later date.

1955-57 ..... #12275..... \$459.95/kit



#012



#010



#011



#009

**POWER STEERING REBUILD KITS**

Each kit contains all the seals and hardware necessary to restore the smooth operation of your power steering system. Kits are designed for all 5-6-7 models. #010 for use with factory power cylinder using 1/2" shaft.

- 1955-57 Control Valve Kit..... #009.....\$19.95/kit
- 1955-57 Cylinder Kit ..... #010.....\$18.95/kit
- 1955-57 Cylinder Mounting Kit .... #011.....\$14.95/kit
- 1955-57 Pump Kit ..... #012.....\$16.95/kit



**POWER STEERING FILTER KITS**

Contamination in the power steering system can lead to premature failure and excessive wear. These in-line CPP filter kits are exactly what you need to keep your system contaminant free.

- All Push-on, 3/8" ..... #18680.....\$19.95/kit
- All AN-6 ..... #18681.....\$14.95/kit

**POWER STEERING HOSE GROMMET FRAME BRACKET**

Used with part #819, this bracket helps to keep your power steering hoses away from the exhaust.

1955-57 ..... #973..... \$12.95/ea.



**MAGNA-PURE IN-LINE POWER STEERING FILTER**

In-line power steering filters remove contamination which could cause premature power steering failure. The Magna-Pure filter uses patented by-pass filtration technology and a magnetic filter element to trap debris before it can clog your power steering system.

All 3/8" ..... #18025..... \$25.95/ea.



**POWER STEERING BOX O-RING FITTINGS**

For use on 600 series power steering boxes.

- All Male to 16mm x 1.5, -6 AN .... #14354..... \$6.95/ea.
- All Male to 18mm x 1.5, -6 AN ..... #14355..... \$12.95/ea.



**POWER STEERING HOSE GROMMET**

This grommet mounts into the grommet frame bracket #973 and keeps the power steering hoses away from the exhaust.

1955-57 ..... #819..... \$4.95/ea.





**FACTORY POWER STEERING CENTERLINK**

This part attaches to the power steering control valve and connects the tie rod ends to the steering gear. It's supported on the passenger side with the idler arm and drivers side with the pitman arm.

1955-57 ..... #12602..... \$199.95/ea.



**POWER STEERING RAM CYLINDER**

A much needed and sought after part. This power steering ram cylinder is brand new, not rebuilt.

1955-57 ..... #249..... \$169.95/ea.



**MANUAL STEERING IDLER ARM WITH BEARINGS**

Need a new idler arm? Why not get one with an upgraded bearing kit? Mounting bolts not included.

1955-57 ..... #17681 ..... \$149.95/ea.



**POWER STEERING IDLER ARM**

For use with factory power steering.

1955-57 ..... #12604..... \$65.95/ea.



**POWER STEERING RAM CYLINDER FRAME BRACKET**

Installs on the frame and the threaded end of the ram cylinder installs through the bracket. Use with part #011 cylinder mounting kit.

1955-57 ..... #13451 ..... \$26.95/ea.



**MANUAL STEERING IDLER ARM**

See page 423 for corresponding bushing, part #058.

1955-57 ..... #14981 ..... \$59.95/ea.



**POWER STEERING RAM CYLINDER BRACKET SHOULDER BOLT TO CENTER LINK**

1955-57 ..... #13450..... \$15.95/ea.

**POWER STEERING RAM CYLINDER TO BRACKET GROMMETS**

These install in the power steering ram cylinder and the cylinder then slides into the bracket on the center link. Use with part #13450 cylinder bracket shoulder bolt.

1955-57 ..... #1855..... \$5.95/pr.





**MANUAL STEERING LINKAGE KIT**

Kit includes a complete centerlink, pitman arm, idler arm with frame bracket and idler arm bushings. Order #10164 below to complete kit.

1955-57 ..... #15160..... \$179.95/kit



**MANUAL STEERING CENTERLINK**

This brand new centerlink includes the #057 and #058 but be sure to order part #10164 to complete your installation.

1955-57 ..... #14982..... \$107.95/ea.



**STEERING CONNECTING ROD DUST COVERS WITH GASKET**

Located on the drag link where the pitman arm ball connects. Gasket included. **Made in the USA**

1955-57 Standard ..... #10164..... \$10.95/set

1955-57 Power ..... #10164AA... \$10.95/set



**STEERING ARMS**

1955-57 ..... #15221..... \$74.95/pr.



**CENTERLINK REPAIR KIT**

Installs in the end of the center link where the ball on the pitman arm connects.

1955-57 exc. Power Steering..... #057..... \$39.95/kit

**CENTERLINK ADAPTER, POWER STEERING TO MANUAL STEERING**

Allows you to convert your power steering center link to a manual style when you are converting from factory power steering to 500/605 power steering.

1955-57 ..... #10364..... \$81.95/ea.





### FRONT ROLLER BEARING CONVERSION KITS

This conversion kit eliminates the old ball bearings and replaces them with modern roller bearings. Though this is an excellent way to modernize stock wheel applications, it's an absolute must-have for those with custom, non-original wheels. Old-style ball bearings can't withstand the side loads that custom width wheels transmit to the bearing. You can use your stock brake drums and will not notice any changes in front end alignment. Kit comes complete with new hubs, studs, inner bearings, outer bearings, races, grease seals, hub caps, and spindle nut washers. Easy to install.

- 1955-57 Cast Iron ..... #138..... \$259.95/kit
- 1955-64 Forged Aluminum..... #17986..... \$189.95/kit



### FRONT WHEEL BEARINGS AND OIL SEALS

#### Outer Bearing:

- 1955 ..... #001A..... \$89.95/ea.
- 1956-57 ..... #001..... \$59.95/ea.

#### Inner Bearing:

- 1955-57 ..... #002..... \$81.95/ea.
- 1955-57 Oil Seal, Front Wheel..... #003..... \$15.95/ea.



### REAR AXLE BEARINGS

- 1955-56 ..... #004..... \$107.95/ea.
- 1957 (Shown) ..... #005..... \$99.95/ea.

### FRONT SUSPENSION FASTENER KIT

This complete set of bolts, nuts and washers is the only way to go when reassembling the front suspension. If you're replacing front end parts, don't mount them with tired hardware. Twenty of the bolts are SAE grade eight, the strongest available. Nuts are copper plated to prevent seizing, and all washers are cad plated.

- 1955-57 ..... #1033..... \$40.95/kit



### IDLER ARM WASHER

- 1955-57 ..... #12700..... \$2.50/ea.







**IDLER ARM BEARING KIT**

Long time nicknamed the "Poor Man's power steering," these kits include everything needed to bring smoothness and ease to your steering, second only to an expensive power conversion. This kit is by far one of the most inexpensive yet major improvements you will make to your car. Replaces the part #058 and #059 with ball bearings. **Made in the USA.**

1955-57 ..... #2872..... \$139.95/kit

**IDLER ARM SUPPORT BUSHING**

Excess play in your steering could be caused by this bushing. One per car required. Use with part #058 for a complete solution.



1955-57 ..... #059..... \$15.95/ea.

**IDLER ARM BUSHING**

Excess play in your steering could be caused by this bushing. One per car required. Use with part #059 for a complete solution.



1955-57 ..... #058..... \$15.95/ea.

**TIE ROD END URETHANE BOOTS**

Previously unavailable in any form, these urethane boots have become a necessity for every car. Keep your tie rod ends free of dust and dirt with this state-of-the-art, long lasting boot. These easily installed boots fit both inner and outer tie rod ends. Two pair per car required.



1955-57 ..... #1444..... \$9.95/pr.



#051A

#050A

**MOOG BALL JOINTS**

The choice of professional technicians for decades Moog front end parts set the bar for quality. These ball joints feature their powdered metal gusher design which allows grease to flow through from bearing to stud allowing new lubricant to flush out contaminants resulting in reduced friction and enhanced strength. **Made in the USA.**

1955-57 Lower..... #051A ..... \$77.95/ea.  
1955-57 Upper..... #050A ..... \$59.95/ea.



#050

#14933

**UPPER BALL JOINTS**

Two are needed per car.

1955-57 Better..... #050..... \$29.95/ea.  
1955-57 Good..... #16690..... \$21.95/ea.

**UPPER BALL JOINT BOOT**

1955-57 ..... #14933..... \$4.95/ea.



#051

**LOWER BALL JOINTS**

Two are needed per car.

1955-57 Better..... #051 ..... \$48.95/ea.  
1955-57 Good..... #16752..... \$36.95/ea.

**REPLACEMENT URETHANE BALL JOINT BOOT**

These urethane replacement ball joint boots work great at replacing damage or missing rubber ball joint boots and are much more durable. They are a slip on design that do not require a retainer.



1955-57 Upper/Lower..... #18215..... \$3.95/ea.

### COMPLETE STEERING AND FRONT END REBUILD KITS

Whether you are doing a stock rebuild or an upgrade to polyurethane bushings, this kit has almost everything you need to freshen up the front end of your classic. Urethane kits do not include idler arm bushings, so be sure to order # 2872 to complete the job.



1955-57 w/ Urethane Bushings .....	#12274.....	\$379.95/kit
1955-57 w/ Rubber Bushings .....	#15158.....	\$389.95/kit

#055A



#054A

### MOOG TIE ROD ENDS

Moog front end parts have been the "go to" for quality by professional technicians since the 1930's. Moog's "Problem Solver" parts improve on the design of factory units to assure longer life and the best in performance. These tie rods feature their powdered metal gusher design which allow grease to flow through from bearing to stud for reduced friction and enhanced strength. Note: Inner tie rods on factory power steering cars used a longer tie rod and a shorter tie rod sleeve. Danchuk #055A can be used on factory power steering cars as long as you replace the shorter sleeve with Danchuk #056. Made in the USA.

1955-57 Outer.....	#054A.....	\$49.95/ea.
1955-57 Inner.....	#055A.....	\$59.95/ea.

#055



#054

### TIE ROD ENDS

Two inner and two outer tie rod ends required per car. Factory power steering cars used a longer inner tie rod and a shorter sleeve, so be sure to order the correct inner tie rod #13560. Part #055 can also be used on power steering but requires the replacement of the original adjusting sleeve with part #056, shown below.

1955-57 Best, Outer .....	#054.....	\$33.95/ea.
1955-57 Good, Outer .....	#16753.....	\$27.95/ea.
1955-57 Best, Inner .....	#055.....	\$35.95/ea.
1955-57 Good, Inner .....	#16754.....	\$27.95/ea.
1955-57 Inner, Driver, Factory Power Steering Only .....	#13560.....	\$79.95/ea.



### BILLET ALUMINUM TIE ROD ADJUSTMENT SLEEVES

1955-57 Black.....	#15273.....	\$79.95/ea.
1955-57 Polished.....	#15274.....	\$79.95/ea.



### TIE ROD ADJUSTMENT SLEEVE

Two are needed per car.

1955-57 .....	#056.....	\$25.95/ea.
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### TIE ROD ADJUSTMENT SLEEVE FOR FACTORY POWER STEERING

1955-57 Driver.....	#13564.....	\$16.95/ea.
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**CLASSIC PERFORMANCE COMPLETE SUSPENSION PACKAGE O/S**

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. Totally tubular control arms, dropped spindles, front coil springs, front and rear performance sway bars and front and rear Black Magic performance tuned shocks, as well as rear leaf springs. All topped off with a CPP 500 series power steering conversion box.

**1955-57** ..... #17980..... **\$2029.95/kit**

**COMPLETE FRONT SUSPENSION REBUILD KITS**

Get everything you need to completely rebuild your front suspension on your Classic Chevy. The kit includes: assembled upper and lower control arms with ball joints, rubber bushings, and cross shafts, stock height spindles, steering arms, shocks, inner and outer tie rod ends, tie rod adjustment sleeves, idler arm, manual steering pitman arm, manual steering centerlink and coil springs. This kit is great for those who need everything that are doing a stock restoration and don't have access to a press or shop to perform the required work.

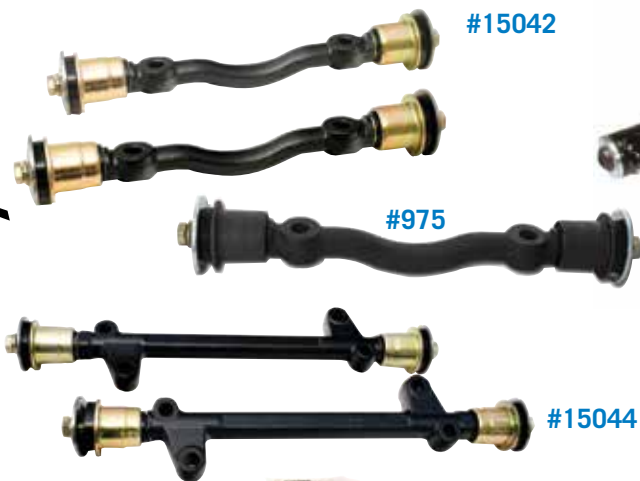


**1955-57 Stock Spring** ..... #18364..... **\$1099.95/kit**

**1955-57 1-1/2" Drop Spring**..... #18770..... **\$1099.95/kit**

# Suspension

## A-ARMS



### A-ARM SHAFT KITS

Upper shafts have extra 2° of caster built into them and are a must for power steering conversions. Kits come with shafts, bushings and hardware. On lower shaft, longer bolts may be necessary to install shaft.

<b>1955-57 Upper, Offset w/ Rubber Bushings (Shown)</b>	..... #975.....	\$119.95/pr.
<b>1955-57 Upper, Offset, w/ Poly Bushings (Shown)</b>	..... #15042.....	\$99.95/kit
<b>1955-57 Lower, w/ Rubber Bushings</b>	..... #15043.....	\$83.95/kit
<b>1955-57 Lower, w/ Poly Bushings (Shown)</b>	..... #15044.....	\$99.95/kit
<b>1955-57 Upper &amp; Lower, w/ Rubber Bushings</b>	..... #15045.....	\$179.95/kit
<b>1955-57 Upper &amp; Lower, w/ Poly Bushings</b>	..... #15046.....	\$189.95/kit



### POLISHED ALUMINUM A-ARM BUSHING CAPS

Set of 8.

<b>1955-57</b>	..... #15475.....	\$254.95/set
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### A-ARM UPPER AND LOWER RETAINER NUTS

<b>1955-57</b>	..... #972.....	\$16.95/set
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### CPP TUBULAR A-ARMS

Tubular control arms provide full suspension travel with minimum friction and come assembled with chrome-moly cross shafts and bushings. The upper arm adds five degrees of positive caster, for better handling and return to center, while the lowers provide increased ground clearance and have sway bar mounting points. They use factory ball joints (sold separately) and can be installed with either factory upper or lowers or as a full set. The bushings are made from a self lubricating non-squeak compound that will outlast any rubber or urethane.

<b>1955-57 Upper</b> .....	#10208.....	\$290.95/pr.
<b>1955-57 Lower</b> .....	#10209.....	\$430.95/pr.
<b>1955-57 Upper, w/ Ball Joints</b> .....	#15458.....	\$359.95/pr.
<b>1955-57 Lower, w/ Ball Joints (Shown)</b>	..... #15459.....	\$479.95/pr.



### A-ARM DUST SHIELDS

These shields are made exactly like Chevy's first design. Their primary job is to keep dirt out of the engine compartment, but engine heat and the elements are their chief enemy. Don't forget these important parts when restoring the engine compartment. Finish the job with new dust shield retainers (#2053 & 2054).

**Made in the USA.**

<b>1955-56 (Shown)</b> .....	#546.....	\$13.95/pr.
<b>1957</b> .....	#547.....	\$14.95/pr.



### BLACK URETHANE UPPER AND LOWER A-ARM BUSHINGS

<b>1955-57</b>	..... #978.....	\$81.95/set
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**GLOBAL WEST G-PLUS TUBULAR A-ARMS**



Global West tubular control arms are designed to change suspension geometry for improved straight line stability and handling. Powder coated black, the upper and lower arms feature a billet cross shaft with Del-a-lum bushings, bump stops, replaceable ball joints, installation hardware and complete instructions. Lower arms also feature attachment points for sway bars and an adjustable steering stop which allows you to adjust the turning radius to compensate for the variances between different spindles on the market. For regular coil spring applications use #13852 and 13854. For coil over spring applications use #13852 and the #18381 extended travel lower arms which have been designed to lessen the chance of bottoming out when the suspension is adjusted fairly low. All Global West tubular arms will replace your original a-arms with no modifications. **Made in the USA.**

1955-57 Upper.....	#13852.....	\$672.95/pr.
1955-57 Lower, for Coil Springs.....	#13854.....	\$899.95/pr.
1955-57 Lower, for Coil over Shocks.....	#13856.....	\$798.95/pr.
1955-57 Lower, for Coil over Shocks Extended Travel .....	#18381.....	\$839.95/pr.

**GLOBAL WEST LOWER BEARING SHOCK MOUNT KITS**

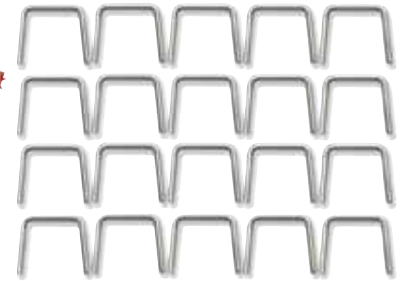
These lower bearing kits are necessary when installing either Viking or QA-1 shocks into your Global West A-Arms, part #18381. See page 437 for photo.

All Viking .....	#19288.....	\$79.95/kit
All QA-1 .....	#19288.....	\$79.95/kit

**STAINLESS A-ARM DUST SHIELD STAPLES**



Make your restoration complete by mounting your A-arm dust shields to the inner fenders with these authentic stainless steel staples. **Made in the USA.**



1955-56 .....	#2181.....	\$4.95/set
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#2054



**A-ARM DUST SHIELD RETAINERS**



Part #2053 was also used on late 1955 models. Check your car before ordering.

1956 w/ Staples .....	#2053.....	\$12.95/set
1957 w/ Fasteners .....	#2054.....	\$19.95/set

**A-ARM CUSHIONS**

Two lower and two upper cushions are needed per car. The lower A-arm cushion has a sturdy mounting bolt molded into the rubber cushion.



1955-57 Upper.....	#037.....	\$8.95/ea.
1955-57 Best, Lower .....	#038.....	\$14.95/ea.
1955-57 Good, Lower .....	#16791.....	\$9.95/ea.

**A-ARM BUSHINGS**

Four lower and four upper bushings are needed per car.

1955-64 Upper..	#052.....	\$11.95/ea.
1955-64 Lower..	#053.....	\$8.95/ea.



**A-ARM SHAFT WASHERS**

1955-57 Upper.....	#12709.....	\$1.95/ea.
1955-57 Lower.....	#12710.....	\$2.25/ea.





**HEIDT'S TUBULAR STAINLESS A-ARMS**

Heidt's A-arms are the ultimate in looks and are a direct replacement for the factory A-arms. The upper arms have off-set cross shafts for increased camber adjustment and are built with six degrees of caster. The lower arms are a perfect match to the upper arms and feature the correct style ball joints, steering stops and sway bar tabs welded in place. **Ball joint caps sold separately.**

- 1955-57 Polished Stainless, Upper, 6° Caster ..... #14194.....\$989.95/pr.
- 1955-57 Polished Stainless, Lower ..... #14195.....\$1795.95/pr.
- 1955-57 Plain Finish, Upper, 6° ... #15279.....\$549.95/pr.
- 1955-57 Plain Finish, Lower ..... #15280.....\$932.95/pr.



**SINGLE ADJUSTMENT TRACTION BARS**

This is a highly functional traction device and alternative to "slapper bars" or ladder bars. Right and left-hand threaded rod ends allow for easy adjustment and pre-loading of suspension. Tig welded throughout with bolt-on rear brackets at spring mounts and weld on front brackets.

- 1955-57 Spring Pocket Kit, Bare.. #12190.....\$392.95/pr.
- 1955-57 Spring Pocket Kit, Chrome ..... #12191.....\$549.95/pr.
- 1955-57 Spring Pocket Kit, Powder Coated ..... #12192.....\$409.95/pr.
- 1955-57 Stock Location, Bare..... #12193.....\$349.95/pr.
- 1955-57 Stock Location, Chrome . #12194.....\$429.95/pr.
- 1955-57 Stock Location, Powder Coated ..... #12195.....\$399.95/pr.



**BALL JOINT CAPS**

For Heidt's A-arms only.

- 1955-57 Polished, Stainless ..... #15474.....\$124.95/pr.



**OE STYLE A-ARMS**

These brand new, beautifully stamped, OE replacement control arms come complete and fully assembled with ball joints, cross shafts and bushings. These are available in stock design or in a modified design which has +5 degrees of caster built in for better handling. Both designs are available with rubber or PolyPlus bushings.

- 1955-57 Upper, w/ Rubber Bushings ..... #18123.....\$229.95/pr.
- 1955-57 Upper, w/ Poly Bushings. #18124.....\$242.95/pr.
- 1955-57 Upper, w/ Rubber Bushings, +5 Degree Caster ..... #17913.....\$229.95/pr.
- 1955-57 Upper, w/ Poly Bushings, +5 Degree Caster ..... #18125.....\$249.95/pr.
- 1955-57 Lower, w/ Rubber Bushings ..... #18126.....\$299.95/pr.
- 1955-57 Lower, w/ Poly Bushings. #18127.....\$339.95/pr.



**CLASSIC PERFORMANCE TUBULAR TRACTION BARS**

CPP's Traction Bars are constructed from 1-inch 0.156-wall 4130 with 3/16-inch laser-cut, bent-steel mounts, self-lubricating plastic D-type bushings and 3/4-inch rod ends. The front mount features additional ground clearance and a forward-slanted approach angle; this makes it safer, if in the event it does hit something, the angled approach will act as a skid plate and help lift the car over the obstacle. The portion of the linkage that contacts the spring is a wider flat surface; this reduces the stress on the top of the leaf spring. The pivot positions are relocated to optimize weight transfer while reducing the spring load.

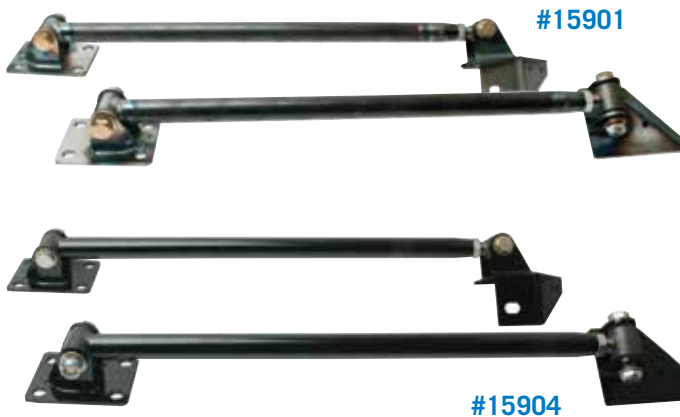
- 1955-57 Black ..... #18682.....\$299.95/pr.



**FORD 9-INCH POSI-REAR ENDS**

John's Industries rear ends feature all brand new components which include a powder coated heavy duty notch back housing with big bearing style billet flanges, 31 spline axles, Powertrax carrier, John's Nodular iron case with an aluminum pinion support, forged pinion yolk and pre-bent stainless brake lines. All 9" rear ends come with plain rotors and black calipers, upgraded rotors and calipers are available for an additional charge. Different axle ratios are available by request. #18405 and #18406 are bolt-in assemblies that replace your existing rear end. #18407 and #18408 require the use of our leaf spring relocation kit, #10235 and relocation shock mount, #11290 which relocate the springs in line with the frame rails for additional clearance. Special order only, these units are shipped fully assembled and crated via truck freight. Shipping charges are usually between \$300.00 and \$375.00 to the 48 contiguous states depending on delivery location. **Picture shown with upgrades, u-bolts and plates, bumpers and retainers, upgraded rotors and calipers not included but available for additional cost. Made in the USA.**

1955-57 w/ 3.50 Ratio, Disc Brakes, Stock Width.....	#18405.....	\$3999.95/ea.
1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 1.5".....	#18406.....	\$3999.95/ea.
1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 3", Leaf Spring Relocation Required		
.....	#18407.....	\$3999.95/ea.
1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 7", Leaf Spring Relocation Kit Required		
.....	#18408.....	\$3999.95/ea.



**TRACTION BARS**

These traction bars will help to eliminate wheel hop. These install by replacing the lower spring plate at the rear and the front bolts to the front bolt on your leaf springs. No welding necessary!

1955-57 .....	#2753.....	\$194.95/pr.
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**BOLT-IN, SINGLE ADJUSTMENT TRACTION BARS**

Highly functional traction device and alternative to "slapper bars" or ladder bars. Great looking 1-1/4" O.D. 4130 chrome moly bars with 3/4" stainless steel urethane bushed rod ends. Right and left hand threaded rod ends allow for easy adjustment and pre-loading of suspension. Tig welded throughout with bolt-on rear brackets at spring mounts; bolt on front brackets. Grade 8 hardware included.

1955-56 Bare.....	#15901.....	\$424.95/pr.
1957 Bare.....	#15902.....	\$424.95/pr.
1955-56 Powder Coated .....	#15903.....	\$459.95/pr.
1957 Powder Coated .....	#15904.....	\$459.95/pr.

**REAR END SNUBBER BRACKET**

Rubber bumper included, this bracket welds to the underside of the floor right above the differential.

1955-57 w/ Rubber.....	#16101.....	\$28.95/ea.
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**REAR 4-LINK SUSPENSION KIT**

The triangulated suspension design of the CPP 4-link keeps the axle on center without the need for a panhard or trac bar. It's design provides you plenty of room to route your exhaust and the 9-inch of travel assures smooth ride quality. The kit is designed for maximum ground clearance and no modifications are needed in the floor board when installing the brackets and links. Rear end and high clearance sway bar not included. Use with the CPP Pro-Touring or high clearance sway bars.

1955-57 ..... #19440..... \$995.95/kit

**REAR END CONVERSION KIT**

With this kit you have everything you need to install any rear end with 3-inch axle tubes into your classic. Kit includes lower shock plates, u-bolts, bolt in rear shock mount with frame brackets and hardware and spring perches. Welding required.

1955-57 ..... #17985..... \$189.95/ea.



**REAR SPRING RELOCATION POCKET KIT**

Moving the springs from outside the frame to underneath the frame allows you to run 10-inch wide wheels without having to narrow the frame or rear-end. Use part #11290 for proper shock alignment. For even bigger tires install with our mini tub kit part #12183. Welding required. See page 433 for leaf spring relocation rear shock mount part #11290. For use with #15245 sway bar.

1955-57 ..... #10235..... \$269.95/kit







**REAR SPRING SHACKLE KITS**

The 1955 design worked for both passenger and driver sides, so when ordering be sure to order two. In 1956 and 1957 there were two different parts, one for each side.

- 1955..... #062..... \$32.95/ea.
- 1956-57 Passenger..... #060..... \$34.95/ea.
- 1956-57 Driver (Shown)..... #061..... \$34.95/ea.

**URETHANE SPRING SHACKLE BUSHING SETS**



Urethane is a far superior material to rubber in heavy duty applications. You may never have to replace your shackle bushings again! Each kit contains a set of eight bushings for both upper and lower ends of the shackle. **Made in the USA.**

- 1955..... #1078..... \$39.95/set
- 1956-57..... #1079..... \$39.95/set

**SPRING SHACKLE BUSHINGS**

Rear spring shackle bushings are sold separately. 1955 models use eight #064 bushings per car. 1956 and 1957 models use four upper bushings (#063) and four lower bushings (#064) per car.



- 1955 All, 1956-57 Lower..... #064..... \$4.95/ea.
- 1956-57 Upper..... #063..... \$4.95/ea.

**REAR AXLE BUMPER RETAINERS**

Exactly like the originals. Use with part #862.



- 1955-57..... #2255..... \$21.95/pr.

#861



#862

**REAR AXLE RUBBER BUMPERS**

The rear axles' up and down travel is limited by these rubber bumpers. Part #861 installs into the bracket above the third member that is welded to the floor. Part #862 is held in place with part #2255 on top of the axle tube.

- 1955-57 Best, Upper..... #861..... \$12.95/ea.
- 1955-57 Best, Lower..... #862..... \$12.95/pr.
- 1955-57 Good, Lower..... #16792..... \$6.95/ea.



**REAR AXLE BEARINGS**

- 1955-56..... #004...\$107.95/ea.
- 1957 (Shown)..... #005.....\$99.95/ea.



**REAR AXLE REAR BEARING RETAINER**

- 1957.... #19011.\$32.95/ea.



**REAR AXLE LEAF SPRING PERCHES**

Welding required, for 3-inch housing.

- 1955-57..... #11289..\$19.95/pr.



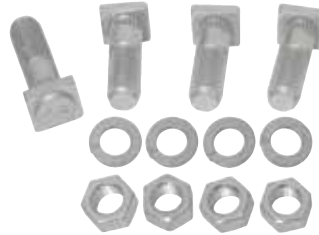
**REAR DIFFERENTIAL PINION SEAL**

- 1955-57..... #16219.\$19.95/ea.



**REAR AXLE VENT**

- 1955-57..... #18321.\$13.95/ea.



**REAR AXLE BEARING RETAINER HARDWARE**

- 1955-57..... #19012...\$8.95/set



**ORIGINAL STYLE REAR END DRAIN PLUG**

Over time these get damaged and destroyed. Replace that beat up original with this quality reproduction.

- 1957.... #16979...\$1.75/ea.



**AXLE FLANGE SEAL**

- Two seals needed per car.
- 1955-64..... #1906.....\$2.50/ea.

**HI-PERFORMANCE DIFFERENTIAL**



Auburn limited slip differentials offer you more torque bias performance than any other limited slip available, thus giving you more torque to be delivered to the wheel with the most traction and putting more horsepower to the ground. Auburn also backs up their differentials with a 1-year warranty PLUS an additional 4-years of D-REX coverage which replaces your differential with a new unit, no matter the reason, within the first 4-years after purchase for the small price of a competitors clutch pack. **Made in the USA.**



**1955-57 10-Bolt, 17 Spline, Limited Slip, Pro Series**  
 ..... #13796..... \$524.95/ea.



**PERFECT LAUNCH ALUMINUM REAR END COVERS**

These reinforced 8.2/8.5 10 bolt and 12 bolt aluminum rear end covers are designed to strengthen the rear housing case in heavy torque situations. The PERFECT LAUNCH™ logo is prominently displayed on a precision milled surface. Each cover includes two bolts to stabilize the bearing main caps, fluid capacity and magnetic drain plugs and mounting bolts. Covers have a black painted finish.

**All 8.2/8.5, 10-Bolt..... #16914..... \$153.95/ea.**  
**All 8.2/8.5, 12-Bolt..... #16915..... \$153.95/ea.**



**COPPER DIFFERENTIAL CARRIER WASHERS AND NUTS**

The copper washers help to keep the rear end fluid from seeping over the bolts in the axle housing.

**1955-64 ..... #1547..... \$17.95/set**



**STAINLESS REAR END COVER BOLTS WITH 12-POINT HEAD**

**All 10-Bolts..... #14034..... \$31.95/set**  
**All 12-Bolts..... #14035..... \$31.95/set**



**STAINLESS REAR END COVER BOLT KITS WITH BOWTIE**

**All 10-Bolt..... #14282..... \$17.95/kit**  
**All 12-Bolt..... #14283..... \$21.95/kit**



**REAR END CENTER SECTION TO HOUSING GASKET**

**1955-64 ..... #10317..... \$8.95/ea.**



**LEAF SPRINGS** O/S

These springs are made from all new steel, not re-arched and rebuilt like others. Our five-leaf spring is a heavy duty version for all passenger cars. Each spring includes the front bushing, pre-pressed into the spring for an easier installation. Springs are painted black. For bolts, see #11294 shown below. Now available in reversed eye 2 and 3-inch lowered applications. Lower your car the right way with our 5-leaf reversed eye lowered leaf springs. Built to the same standards as our #285, they include the front bushing pre-installed.

<b>1955-57 5-Leaf, Stock Height</b> .....	<b>#285</b> .....	<b>\$255.95/pr.</b>
<b>1955-57 5-Leaf, 2" Drop</b> .....	<b>#15970</b> .....	<b>\$246.95/pr.</b>
<b>1955-57 5-Leaf, 3" Drop</b> .....	<b>#15971</b> .....	<b>\$239.95/pr.</b>



**LEAF SPRINGS REAR LOWERING BLOCKS**

<b>1955-57 2"</b> .....	<b>#2704</b> .....	<b>\$51.95/pr.</b>
<b>1955-57 3"</b> .....	<b>#2705</b> .....	<b>\$52.95/pr.</b>



**LEAF SPRING PLATES WITH LOWER SHOCK MOUNT STUDS**

<b>1955-57</b> .....	<b>#1904</b> .....	<b>\$99.95/pr.</b>
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**LEAF SPRING RELOCATION REAR SHOCK MOUNT**

Use with part #10235. Allows for proper rear shock installation when moving your leaf springs.

<b>1955-57 exc. Nomad &amp; Wagon</b> ....	<b>#11290</b> .....	<b>\$45.95/kit</b>
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**LEAF SPRING FRONT BUSHING AND BOLT KIT**

One kit necessary per leaf spring; two kits per car.

<b>1955-57</b> .....	<b>#065</b> .....	<b>\$27.95/kit</b>
<b>1955-57 Bolt w/o Bushing, Front, One Side</b> .....	<b>#11294</b> .....	<b>\$2.50/ea.</b>

# Suspension

## LEAF SPRING INSERT LINERS

No more squeaky springs. Our leaf spring insert liners are made of nylon, and when installed between each individual leaf give you a quiet ride. Made just like the originals.



- 1955-57 4-Leaf ..... #240 ..... \$21.95/kit
- 1955-57 5-Leaf ..... #241 ..... \$21.95/kit
- 1955-57 6-Leaf ..... #242 ..... \$23.95/kit

## SPRINGS

### LEAF SPRING U-BOLT AND NUTS

Four needed per car.

- 1955-57 ..... #069 ..... \$16.95/ea.



#194

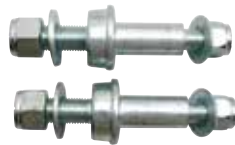
### SHOCK MOUNTING RUBBER AND HARDWARE KITS

Includes all rubber bushings and hardware.

- 1955-57 Front ..... #194 ..... \$17.95/kit
- 1955-57 Rear ..... #196 ..... \$34.95/kit

### SHOCK MOUNTING STUDS

- All Lower, Rear ..... #14983 ..... \$19.95/pr.



### FRONT DUAL RATE COIL SPRINGS

Dual-rate springs allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll. Dual rate springs assure your classic will have the best ride possible under all driving conditions.

- 1955-57 SB ..... #18439 ..... \$224.95/pr.
- 1955-57 BB ..... #18440 ..... \$224.95/pr.



### COIL SPRINGS

- 1955-57 Stock Replacement ..... #068A ..... \$107.95/pr.
- 1955-57 SB, 1-1/2" Lowered ..... #10236 ..... \$99.95/pr.
- 1955-57 BB, 1-1/2" Lowered ..... #15159 ..... \$99.95/pr.



**TUBULAR SHOCK CROSS MEMBER**

Newly designed to fit all body styles and frames. Complete bolt-in installation comes powder coated and includes hardware.

1955-57 All Frames/Body Styles exc. Wagons..... #17760..... \$124.95/ea.



**SHOCK CROSS MEMBERS**

1955-57 Weld-in, Nomad & Wagon ..... #12187..... \$129.95/ea.  
 1955-57 Weld-in, exc. Nomad & Wagon..... #12188..... \$129.95/ea.  
 1955-57 Built-in, exc. Nomad & Wagon..... #950..... \$46.95/ea.



**BILSTEIN GAS SHOCK ABSORBERS**

Bilstein's shock bodies are precision formed through a unique seamless extrusion process. This provides superior strength and high tolerances that are usually associated with surgical instruments. The shock body is then treated with a special paint finish durable enough to withstand a grueling 240-hour salt spray test. The finished body is mated with a solid, induction hardened steel chrome plated and polished shaft, machined valving components and highest quality seals. Mounting hardware included.

1955-57 Front..... #12030..... \$117.95/ea.  
 1955-57 Rear..... #12031..... \$117.95/ea.



**MONROE OESPECTRUM SHOCK ABSORBERS**

Monroe uses a low pressure nitrogen gas in these shocks to virtually eliminate shock fade. That means that they provide a quicker, more consistent response to road irregularities and increased roll stability without increasing ride harshness. Monroe gas shocks are ideal for use with radial or bias-ply tires. For even better handling, see our front and rear anti-sway bars, shown on pages 438-439. Mounting hardware included.

1955-57 Front..... #186..... \$39.95/ea.  
 1955-57 Rear..... #187..... \$45.95/ea.



**QA1 PROMA-STAR COIL OVER SHOCK CONVERSIONS**

QA1 Proma-Star coil over conversion shocks feature a threaded aluminum body and a single adjustment knob that gives you 18 valving options. Allows for up to a 3-inch lowering of the car. Use #13396 for height adjustments. Use with part #14533 rear shocks to complete the package.

<b>1955-57 SB, 350-lbs. Springs</b> .....	#13398.....	\$589.95/pr.
<b>1955-57 BB, 450-lbs. Springs</b> .....	#13399.....	\$589.95/pr.
<b>1955-57 BB, 550-lbs. Springs</b> .....	#15161.....	\$599.95/pr.

SHOCKS



**QA1 STOCKER STAR REAR SHOCK ABSORBERS**

These shocks are a perfect match for those running Proma-Star coil over shocks up front. Single adjust shocks have 18 settings that control rebound/compression.

<b>1955-57 Single Adjustable, Aluminum Body</b> .....	#14533.....	\$207.95/ea.
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**QA1 STOCKER STAR ALUMINUM SHOCK ABSORBERS**

Built with the same quality as the adjustable Stocker Stars, these non-adjustable shocks were designed for the builder on a budget.

<b>1955-57 Front, Non-Adjustable</b> ....	#17376.....	\$144.95/ea.
<b>1955-57 Rear, Non-Adjustable</b> ....	#17377.....	\$144.95/ea.



**QA1 PROMA COIL OVER SPANNER WRENCH AND THRUSTBEARING**

All.....	#13396.....	\$59.95/set
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**BLACK URETHANE ANTI-SWAY BAR LINK KIT**

1955-57 .....	#980.....	\$21.95/kit
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**ANTI-SWAY BAR MOUNTING BUSHINGS**

These urethane bushings provide superior handling and last far longer than their original rubber predecessors. Brackets have a gold-tone finish.

<b>1955-57 Front or Rear, 7/8"</b> .....	#1349.....	\$19.95/kit
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**ANTI-SWAY BAR LINK KIT**

Though this kit is included with our front and rear sway bars, they do wear out and must be periodically checked and replaced. Two link kits are necessary per sway bar, included with our sway bar kits.

<b>1940-57</b> .....	#067.....	\$12.95/kit
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**VIKING COIL OVER TOTAL VEHICLE KITS**

Billet aluminum bodied double adjustable shocks for the front and rear of your classic Chevy. Front coil overs include high travel powder coated springs, thrust bearings and spanner wrenches for total ride height adjustment. Rear shocks are smooth bodies for a clean look. Shocks are clear anodized for long lasting looks and ease of cleaning. Includes mounting hardware.



*Suspension*

**SHOCKS**

1955-57 350-lbs. Springs.....	#17616.....	\$960.00/kit
1955-57 450-lbs. Springs.....	#17617.....	\$970.00/kit
1955-57 550-lbs. Springs.....	#17618.....	\$970.00/kit
1955-57 650-lbs. Springs.....	#17619.....	\$990.00/kit



**VIKING DOUBLE ADJUSTABLE SHOCK ABSORBERS**

Billet aluminum bodied double adjustable shocks for the front or rear of your classic. Perfect for those looking for the ultimate in suspension and ride adjustment at an affordable price. Clear anodized for a long lasting look and ease of cleaning. Includes mounting hardware. **Made in USA.**

1955-57 Front.....	#17624.....	\$195.00/ea.
1955-57 Rear (Shown) .....	#17625.....	\$190.00/ea.

**VIKING DOUBLE ADJUSTABLE COIL OVER KITS - FRONT ONLY**

1955-57 350-lbs. Springs.....	#17620.....	\$580.00/kit
1955-57 450-lbs. Springs.....	#17621.....	\$590.00/kit
1955-57 550-lbs. Springs.....	#17622.....	\$590.00/kit
1955-57 650-lbs. Springs.....	#17623.....	\$610.00/kit



**LOWER BEARING SHOCK MOUNT KITS**

These lower bearing kits are necessary when installing either Viking or QA-1 shocks into your Global West A-Arms, part # 18381.

All Viking .....	#19288.....	\$79.95/kit
All QA-1 .....	#19288.....	\$79.95/kit



**RIDETECH HQ SERIES SHOCKS**

1955-57 Front, Single-Adjustable .....	#17554.....	\$184.95/ea.
1955-57 Rear, Single-Adjustable..	#17555.....	\$184.95/ea.

**END LINK BUSHINGS**

The urethane composition of these bushings makes them longer lasting and better handling than any rubber version.



1955-57 .....	#1348.....	\$12.95/kit
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**CPP HIGH CLEARANCE SWAY BAR KITS** O/S

CPP has designed these sway bars to give you additional clearance where you need it most. The front bar features a laser cut 3/8-inch leg that fits tight against the chassis allowing for a much larger front tire. Rod ends eliminate the fixed position end link bushings for more clearance and the fully adjustable heim joint end link setup allows for multiple mounting positions and preload adjustments. The rear bar features billet ends welded to the center of the bar allowing for more clearance around the shock mounts giving you the benefits of a pro-touring sway bar in less space. Fits all rear ends with a 3-inch axle tube. Hardware included with both kits.

1955-57 Front.....	#19406.....	\$199.95/kit
1955-57 Rear.....	#19407.....	\$199.95/kit

*Hope to see you at the Danchuk Tri-Five Nationals!*







#17981

**CPP FRONT SWAY BAR** O/S

These bars feature a cleaner looking mounting points, powdercoated mounting brackets, greasable poly "D" bushings, poly endlinks and all mounting hardware. Frame bushings include billet aluminum mounting brackets for a clean custom look.

**1955-57 1", Billet Hardware (Shown)** ..... #17981..... \$179.95/ea.



#17983

**CPP PRO-TOURING STYLE REAR SWAY BARS** O/S

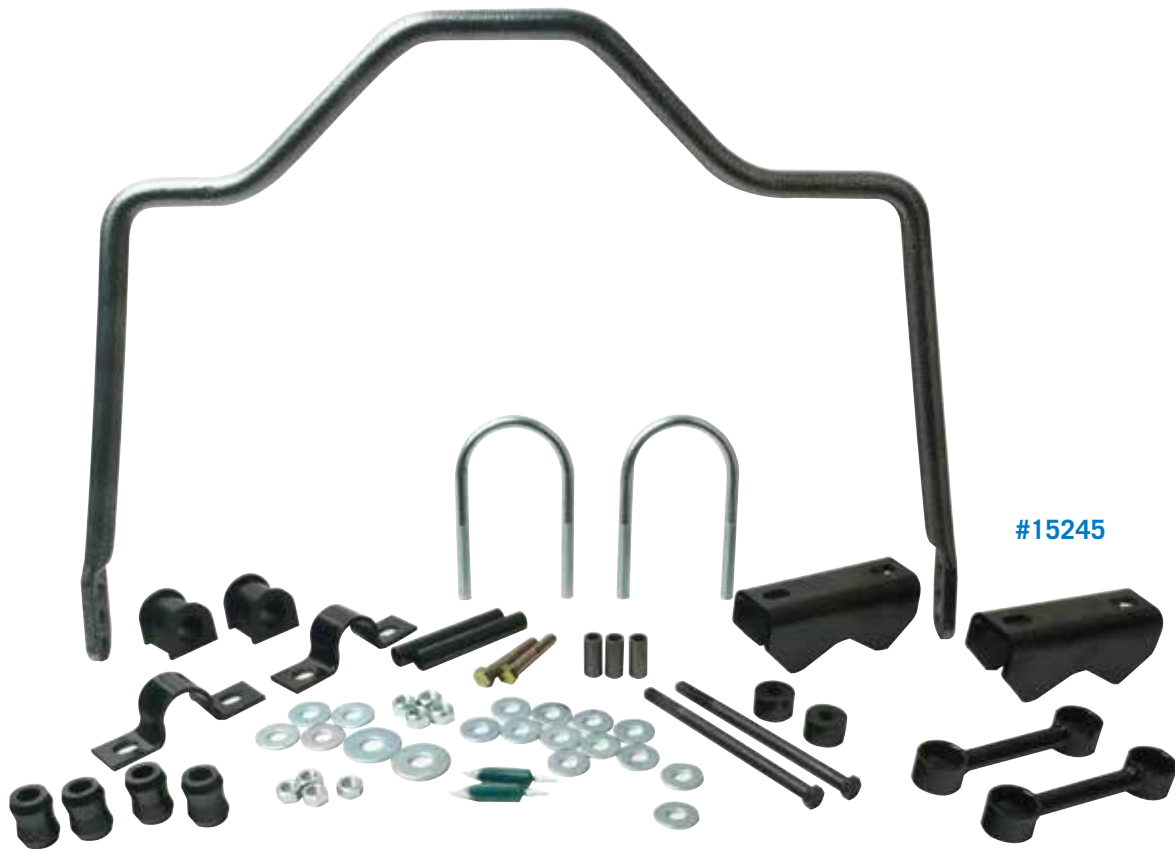
CPP Pro Touring rear sway bar feature a 3 position adjustment on each side of the bar. This allows full adjustability from soft to firm settings in minutes by simply moving the end link to a different setting. Perfect for both street and track cars. These bars have cleaner looking mounting points, powdercoated mounting brackets, greasable poly "D" bushings, Heim style endlinks and all mounting hardware. Rear end bracket clamps securely on the rear end housing creating a super strong mounting point. Kits are available with standard or billet aluminum mounting brackets. Will work with both stock leaf springs and pocket kits.

**1955-57 Stock Hardware**..... #17982..... \$229.95/ea.  
**1955-57 Billet Hardware (Shown)** ..... #17983..... \$279.95/ea.





#14654



#15245

**HELLWIG SWAY BARS WITH SILVER VEIN FINISH O/S**

Hellwig sway bars are made from hot-formed 4140 chrome-moly, which makes them 50% stronger than cold-formed bars. The Silver Vein powder coated finish gives you an extremely durable finish which helps retain bushing lube for squeak free operation. Kits come with mounting hardware, urethane bushings, black powdercoated brackets and complete instructions. The rear sway bar is 3-position adjustable, which helps you fine-tune your suspension, and it will work with all body styles, including wagons. Use part #15245 for cars using rear spring relocation kits.

1955-57 7/8", Front .....	#897.....	\$162.95/kit
1955-57 1-1/4", Front .....	#14654.....	\$274.95/kit
1955-57 1", Rear Adjustable .....	#14901.....	\$314.95/kit
1955-57 1", Rear Adjustable w/ Rear Pocket Spring Location.....	#15245.....	\$274.95/ea.



**HELLWIG TUBULAR SWAY BAR KITS** O/S

Tubular sway bars are the latest in sway bar development and feature reduced weight, nearly half that of a traditional bar. Reduced weight helps your car to handle better while still giving you the performance of a big sway bar. The “Special Black” edition sway bar kits are available only through Danchuk and feature a tubular 1-1/4” front bar and an adjustable 1inch tubular rear bar along with hardware and urethane bushings. Part #15914 kit is designed for cars that have had the rear leaf spring pocket kit installed. Kits come with urethane bushings, mounting hardware, black powder coated brackets and complete instructions.

<b>1955-57 Front, Silver Vein, 1-3/8”</b> .....	<b>#15555</b> .....	<b>\$303.95/ea.</b>
<b>1955-57 Rear 3-Position Adjustable, Silver Vein, 1”</b> .....	<b>#16340</b> .....	<b>\$274.95/ea.</b>
<b>1955-57 Front &amp; Adjustable Rear, w/ Stock Spring Location, “Special Black”</b> .....	<b>#15913</b> .....	<b>\$449.95/kit</b>
<b>1955-57 Front &amp; Adjustable Rear, w/ Rear Pocket Spring Location “ Special Black”</b> .....	<b>#15914</b> .....	<b>\$449.95/kit</b>

**HOTCHKIS**  
**TUBULAR ANTI-SWAY BARS** O/S

Hotchkis sway bars are tubular to reduce weight. The 2-position adjustable rear bar allows for fine tuning. Kits include TIG welded end-links with easy to lubricate polyurethane bushings, premium mounting hardware including, stainless steel u-bolts, laser cut axle mounts (rear), polyurethane bushings, grade 8 bolts and gloss black powder coat finish. Kits are available in front/rear sets or sold individually.



<b>1955-57 1 3/8” Front</b> .....	<b>#15224</b> .....	<b>\$359.95/ea.</b>
<b>1955-57 1” Rear Adjustable</b> .....	<b>#15225</b> .....	<b>\$428.95/ea.</b>
<b>1955-57 1 3/8” Front &amp; 1” Rear Adjustable</b> .....	<b>#15223</b> .....	<b>\$737.95/set</b>

## COIL-OVER SUSPENSION



## COMPLETE PACKAGE

### FRONT & REAR COIL-OVER SUSPENSION SYSTEMS

There seems to be more 55-57 Chevys on the road today than in 1957! Their tall, boxy shape may say "low and slow", but in reality they can be a crisp performer with the right suspension enhancements.

All of these systems require NO fabrication, NO floorpan cutting, and NO welding to the body or frame. The AirBar is also positioned inside the framersails to allow much needed extra rear tire clearance. Don't settle for 50-year old technology... serious performance CAN come in a box!

## INCLUDED COMPONENTS

**SUGGESTED COMPLETE PACKAGE**

One Piece Frame  
**18889**

Two Piece Frame  
**18890**

**\$4600**

### FRONT

- Lower StrongArms..... 11012899 **\$725**
- Upper StrongArms..... 11013699 **\$525**
- HQ Series CoilOvers... 11013510 **\$750**
- MuscleBar ..... 11019100 **\$425**

### REAR

- 4-Link (1pc frame)..... 11027199 **\$1475**
- 4-Link (2pc frame)..... 11037199 **\$1475**
- HQ Series CoilOvers... 11016510 **\$700**

### UPGRADES

- Drop Spindles..... 11019300 **\$400**



## COMPLETE PACKAGES

### FRONT & REAR AIR SUSPENSION SYSTEMS

The RideTech system offers a more economical solution to gain the advantage of riding on air. The front HQ Shockwaves are used up front for easy, bolt-on installation and to eliminate tire clearance problems caused by shock relocations. A Bolt-On 4-Link will position the rear more precisely and eliminate the flexing and instability of the leaf spring rear. See the compressor options below to choose your compressor system.

## AIR SUSPENSION



**SUGGESTED COMPLETE PACKAGE**

One Piece Frame  
**18891**

Two Piece Frame  
**18892**

**\$4975**

## INCLUDED COMPONENTS

### FRONT

- Lower StrongArms..... 11012899 **\$725**
- Upper StrongArms..... 11013699 **\$525**
- HQ Series Shockwaves..... 11013001 **\$925**
- MuscleBar ..... 11019100 **\$425**

### REAR

- 4-Link (1pc frame)..... 11027199 **\$1475**
- 4-Link (2pc frame)..... 11037199 **\$1475**
- HQ Shockwaves ..... 21140701 **\$925**

### UPGRADES

- Drop Spindles..... 11019300 **\$400**



## COMPRESSOR SYSTEMS



RidePro® Analog Control

<b>4000 Series 3 Gallon</b>	30154000	<b>\$1,125</b>
<b>4100 Series 5 Gallon</b>	30154100	<b>\$1,325</b>



RideProX® Digital Control

<b>4000 Series 3 Gallon</b>	30434000	<b>\$1,800</b>
<b>4100 Series 5 Gallon</b>	30434100	<b>\$2,100</b>



AirPOD

<b>4000 Series 3 Gallon</b>	30414000	<b>\$2,200</b>
<b>4100 Series 5 Gallon</b>	30414100	<b>\$2,500</b>

# ridetech StreetGRIP

Suspension RIDETECH

Looking to replace your tired old suspension but don't want to break the bank? StreetGrip is your solution! Replacing these key components will improve stance, ride quality, handling, and reliability!

## ONE BOX...ONE SOLUTION !



**1955-1957 Chevy Complete System**

### FEATURES:

- Easy to install – direct replacement for factory suspension – no other modifications necessary
- RADICAL improvement to ride quality and handling performance
- Composite rear leafsprings offer linear spring rate and save up to 50 lbs of unsprung weight!
- Vehicle-specific Dual- rate front coilsprings offer the best of both worlds...ride quality AND crisp handling
- Delrin front control arm bushings eliminate unwanted movement and sticktion in front suspension
- Tall ball joints dramatically improve oem camber curve to give your car a much more stable feel through the corners
- Larger front swaybar minimizes unwanted body roll through the corners
- Delrin swaybar bushings eliminates unwanted movement and sticktion in the swaybar to improve ride quality and handling performance
- Vehicle-specific RideTech HQ series rebound adjustable shocks offer the ultimate in ride quality and handling performance

### Car Small Block

18437 **\$2500**

### Car Big Block

18438 **\$2500**

### Wagon Small Block

18893 **\$2500**

### Wagon Big Block

18894 **\$2500**

## Components



### DUAL RATE COIL-SPRINGS

The dual rate spring will allow the vehicle to transition small road irregularities via a soft spring rate. When the vehicle compresses the spring far enough [through large bumps or cornering], it transitions to the firmer spring rate to control the bump or body roll. We have worked closely with Hyperco to develop custom dual rates to ensure the best ride possible.

SB= Small Block BB= Big Block

Part#	Price
SB-18439	<b>\$225 pair</b>
BB-18440	



### TALLER BALL JOINTS

Most oem front suspension geometry, in addition to being designed over 50 years ago, induced "positive camber" when cornering [loaded tire leans away from the turn]. This is a huge compromise in cornering performance and feel. By installing a taller set of balljoints, we reposition the control arms to correct this condition and create a much more stable and enjoyable driving and cornering experience.

Part#	Price
18445	<b>\$50 each</b>



### LARGER FRONT SWAYBAR

Most oem front swaybars were calibrated with tires and cornering loads that were radically less capable than today. We increase the diameter of the swaybar, to minimizing the body roll through the corners and optimizing the handling performance. Includes delrin bushings to eliminate sticktion and allow the swaybar to move freely.

Part#	Price
18442	<b>\$350</b>



### FRONT ADJUSTABLE MONO TUBE SHOCKS

Shocks are the brains of your suspension...the single most important influence on ride quality and handling performance. RideTech and Fox have spent years refining the characteristics of these monotube shocks to optimize the performance of YOUR car!

Part#	Price
17554	<b>\$185 each</b>



### DELTRIN CONTROL ARM BUSHINGS

OEM rubber control arm bushings allow too much deflection on the control arms. Poly bushings resist smooth rotation and impose sticktion. Delrin bushings eliminate the deflection AND the sticktion, leading to a huge improvement in both ride quality and handling.

Part#	Price
18444	<b>\$300 set</b>



### COMPOSITE LEAFSPRINGS BUSHINGS & SHOCKS

50 lb weight savings in unsprung weight will improve handling and ride quality. These composite leaves also incorporate more torsional strength so any "spring wrap" is diminished. The billet leaf spring eyelets help achieve the desired stance. Delrin bushings and adjustable shocks complete the package.

- leafsprings bushings and shocks are required as a package.

55-57 CAR			55-57 Wagon		
Part#	Price		Part#	Price	
18441	Leaf springs	<b>\$750 set</b>	18441	Leaf springs	<b>\$750 set</b>
18443	Bushings	<b>\$250 set</b>	18443	Bushings	<b>\$250 set</b>
18895	Shocks	<b>\$550 set</b>	18896	Shocks	<b>\$550 set</b>

**WARNING!** Products on these pages may contain chemicals known to the State Of California to cause cancer and/or birth defects or reproductive harm. [www.p65warnings.ca.gov](http://www.p65warnings.ca.gov)

**MORRISON**



**GT SPORT  
CHASSIS**

# Give Any Tri-5 Chevy Sports Car Handling!

Simply replace the 50-plus year-old chassis with Art Morrison's computer-designed "GT Sport" package!

It's been over a thousand GT Sport chassis ago that our "Project GT55" debuted to rave reviews and literally helped fuel the "resto mod movement." The concept of taking a classic design like the Tri-5 Chevy and giving it superior handling, an improved ride, and a contemporary stance has certainly resonated with a large number of enthusiasts. Our "Project GT55," which was equipped with a healthy 530 horsepower SBC crate motor and T-56 6-speed tranny, was initially put through its paces by the editors of Super Chevy magazine and recorded impressive numbers in acceleration, braking, skid pad and slalom that put many exotic sports cars to shame.

Now we've made a good thing even better. We started up front, developing the "Sport IFS" front suspension package. It features more aggressive geometry, heavy-duty control arms and larger polyurethane bushings. Benefits include improved high

speed stability, the ability to run larger front tires, minimized nose-diving in hard braking and better overall handling.

The latest development is the availability of our remarkable new Multilink I.R.S. in Tri-5 GT Sport chassis. This attribute clearly optimizes the handling characteristics of any "shoebox" Chevy and leaves nothing on the table.

Of course, the fundamental beauty of the AME GT Sport chassis is that it's a virtual "bolt-on" installation. You can literally unbolt the body from the OEM frame and slide a GT Sport chassis into place. While many of the nation's top pro builders use GT Sport chassis, many do-it-yourselfers have successfully installed them.

Whatever your performance goals are, AME can configure at GT Sport chassis to meet those needs. Let our tech consultants help you achieve those goals.



*Starting at \$17,595.00 each*

Make a good thing even better by equipping your Tri-5 with the new AME Multilink IRS. It's an available option that will set your ride apart from others. It's much quieter than conventional setups, too.

An Art Morrison GT Sport chassis was selected as the foundation for Street Rodder magazine's 2011 Tour Car. Street Rodder's Jerry Dixey put over 20,000 miles on the car during the course of the year-long promotion, with glowing reports on the car's handling and ride. With over a thousand Tri-5 Chevys now equipped with GT Sport chassis, it has become the standard of excellence for resto-mod projects.



The GT55 (shown in its original paint on the next page for the Super Chevy test) earned a "Top 5" spot for Street Machine of the Year from Goodguys and subsequently went on a year-long tour. It was also featured on "The Smoking Tire" show. Use the barcode scanner on your smart phone and link up to footage with "The Smoking Tire" review of the GT55.



# Technical Features & Benefits

The AME Tri-5 chassis is designed for optimum roll center stability under all conditions. The roll center is maintained almost perfectly thru the first 3° of body roll and beyond 3° the roll center movement is minimized resulting in a suspension that is vastly improved over a Mustang II type suspension. And the rate of vertical movement is almost 1:1 with suspension movement, while the path it follows during transitions (braking, cornering, acceleration) is very smooth. This results in very consistent, stable and predictable vehicle handling.

## Caster

Caster has been increased to +5° (from normal +2°) to provide improved stability at speed. This also improves the tire contact patch and weight distribution under cornering.

## Camber Curve & Anti-Dive

Due to the design of the control arm angles, camber control is enhanced throughout the four inches of suspension travel, while minimizing side movement of tire contact patch (side scrub). The side angle of the control arm contributes to increased anti-dive for better stability under hard braking, while serving to provide a smooth and supple ride.

## Bumpsteer

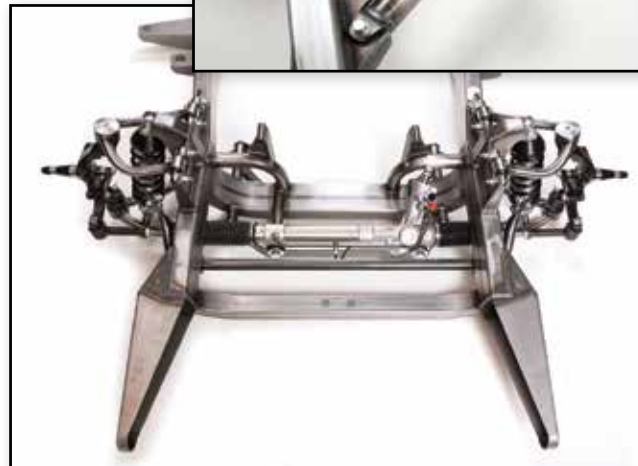
The bumpsteer curve has been designed to match camber and caster curves. The vehicle will track straight with minimal steering correction—even on bumpy pavement.

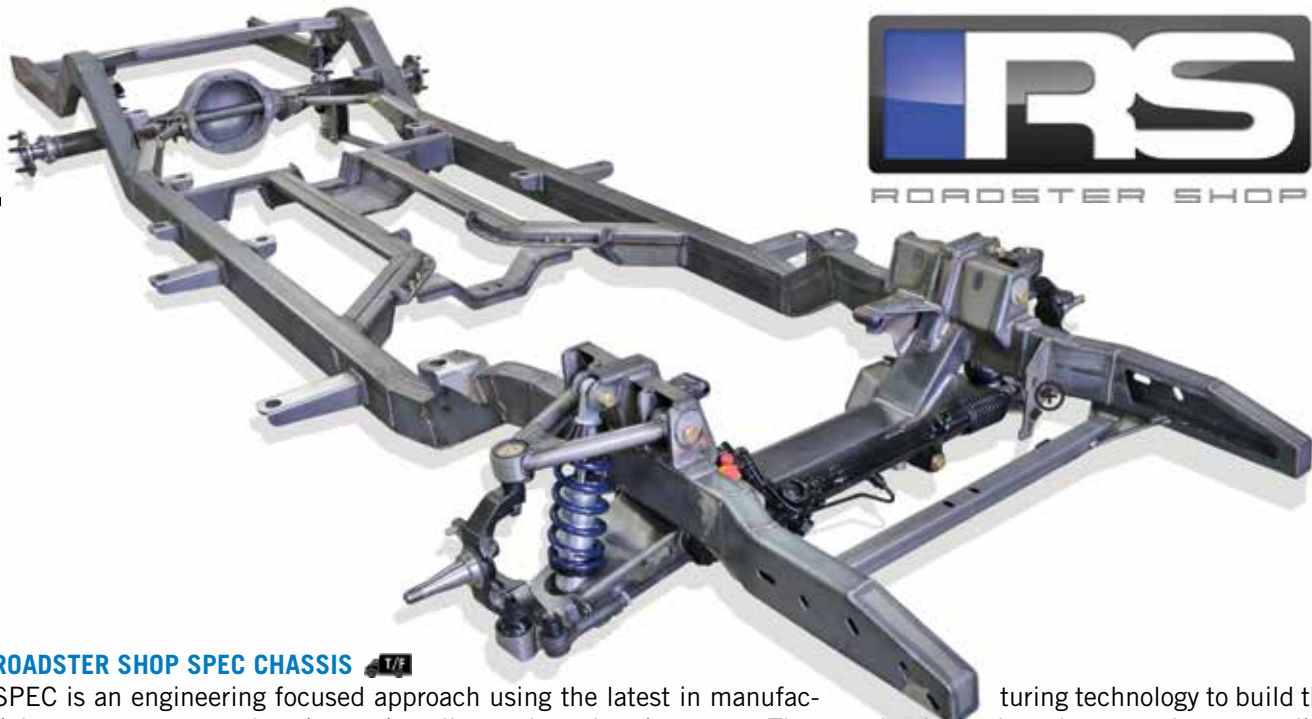
## Ride Height

Vehicle will be approximately 3-4 inches lower than stock. To make the vehicle any lower, the recommended method is to use dropped spindles.

## Specifications:

Wheelbase: 115 inches  
 Frame: Mandrel-bent 2"x4" rectangular tubing  
 Assembly: Fixture welded Finish: Bare metal only.





**ROADSTER SHOP SPEC CHASSIS** T/F

SPEC is an engineering focused approach using the latest in manufacturing technology to build the lightest, strongest, and easiest to install complete chassis system. These technologies have been used to streamline procedures resulting in lower cost and shorter lead times. The SPEC IFS is engineered to deliver outstanding performance wrapped up in user friendly package. A completely new proprietary suspension geometry has been designed to provide the best balance of ride quality and performance in its class for your Tri-Five Chevy. NO ADDITIONAL DISCOUNTS APPLY.

**The Benefits:**

- 1.) No kinks, bends or stressed areas that are prone to flex like mandrel bent tubing.
- 2.) Ability to contour to stock floors for no floor modifications on most applications.
- 3.) Stronger, lighter, and more precise.
- 4.) CNC located factory mounts built into the frame for easy, vehicle specific installation.
- 5.) No need to work with a weak, twisted 60 year old frame.

**CHASSIS**

- Exclusive "Laser Rails" precision CNC laser cut and contoured
- Crossmembers and chassis bracing to allowing for 3 exhaust
- Engine mounts for SBC, BBC, or optional LS & LT
- Adjustable, drop out trans mount
- No floor modifications required for chassis installation
- Trans tunnel mods may be necessary for larger T-56 and 4L80 transmissions
- Utilizes factory body, bumper, and core support mounts for a true bolt-on installation

**SPEC IFS**

- Single adjustable billet coilovers
- Power rack & pinion steering
- Accurate alignments w/adjustable upper a-arm eccentric mounts
- Wilwood Pro Spindle
- Parallel 4-Bar Rear suspension
- Single adjustable billet coilovers
- Ford 9 housing with 31 spline axles
- Rear frame rails will accommodate up to a 345 tire (when mini-tubbed)

**BASE PRICE FOR ROADSTER SHOP STANDARD CHASSIS**

1955-57 ..... #19057 ..... \$10495.95/ea.

**FRONT SWAY BAR FOR ROADSTER SHOP SPEC CHASSIS**

Be sure to add the Roadster Shop sway bar for your chassis. This sway bar is designed and engineered specifically for the SPEC chassis for optimum performance and will fit the factory chassis. NO ADDITIONAL DISCOUNTS APPLY.

1955-57 Add-On..... #19058..... \$395.95/ea.

**BRAKE LINE KIT ROADSTER SHOP SPEC CHASSIS**

Add this finishing touch to your SPEC chassis order while saving tons of time with a custom bent brake line kit from the Roadster Shop. NO ADDITIONAL DISCOUNTS APPLY.

1955-57 Add-On..... #19059..... \$795.95/kit

