STREETING & SUSPENSION

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• FRONT END
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• SUSPENSION SYSTEMS
• REAR END
• SHOCKS
• SWAY BARS
• CHASSIS
• DIFFERENTIALS
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 ........................................ $398.95/ea.
- **All 13.8”, Slate Gray** .................................................... #15146 ........................................ $399.95/ea.
- **All 13.8”, Light Gray** .................................................... #15147 ........................................ $389.95/ea.
- **All 13.8”, Blizzard White** ........................................... #15148 ........................................ $399.95/ea.
- **All 13.8”, Light Tan** .................................................... #15149 ........................................ $398.95/ea.

WATERFALL HOUR GLASS HUB ADAPTERS

- **All Flaming River Only** ........................................... #15151 ........................................ $105.95/ea.
- **All GM & Ididit Only** ............................................. #15152 ........................................ $105.95/ea.

POLISHED 9-BOLT HUB ADAPTERS

- **All Flaming River Columns** ...................................... #17210 ........................................ $98.95/ea.
- **All 69-up GM & Ididit Columns** ............................. #17211 ........................................ $98.95/ea.
- **All Billet Specialities Wheels to Flaming River Column** ......................................................... #17212 ........................................ $109.95/ea.

POLISHED 5/6-BOLT HUB ADAPTERS

- **All Flaming River Column** ...................................... #17213 ........................................ $105.95/ea.
- **All 69-up GM & Ididit Column** ......................... #17214 ........................................ $105.95/ea.
- **All 67-Earlier GM Column** ................................... #17215 ........................................ $105.95/ea.

BILLET SPECIALITIES HUB ADAPTERS

- **1949-66 GM Non-Tilt** .......................................... #17144 ........................................ $68.95/ea.
- **1967-94 GM Tilt** ..................................................... #17145 ........................................ $54.95/ea.
LECARRA 14-INCH, POLISHED 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 4-Spoke w/ Black Leather ............................................................#2417 ....................................$197.95/ea.
All 4-Spoke w/ Light Gray Leather ...................................................#2418 ....................................$189.95/ea.
All 3-Spoke w/ Black Leather (Shown) .............................................#2415 ....................................$197.95/ea.
All 3-Spoke w/ Light Gray Leather (Shown) ....................................#2416 ....................................$189.95/ea.

LECARRA 9-BOLT STEERING WHEEL HUB KITS
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
1967-92 Polished Aluminum ....................................................#5102 .............$64.95/kit

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 .............$14.95/ea.
All Black Plastic, Dual Contact ............................................#12173 .............$14.95/ea.

PECES YOU AT THE TRI-FIVE NATIONALS IN AUGUST - LARGEST TRI-FIVE GATHERING

POLISHED, SHORT STEERING WHEEL HUB KITS
Will not work with Flaming River or Grant steering wheels. 1955-66 applications use #1273 cancelling cam.

1955-64 2-1/4", w/o Button ..............................................#12587 .............$76.95/ea.
1969-94 2", w/ Button ......................................................#12589A .........$146.95/ea.

#2410  #2422  #2412  #12172  #2413  #5101  #5102  #12587  #12589A  #2415  #2416  #12172  #2410  #2422  #12173  #5102  #12589A  #12172
STEERING WHEELS

BILLET SPECIALTIES STEERING WHEEL WRAPS

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

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) Half-Wrap, 3) Horn Button and 4) Column Adapter.

All 15-1/2", Chicayne ...........................................#17136 ..................................$274.95/ea.
All 15-1/2", Outlaw .............................................#17137 ..................................$274.95/ea.
All 15-1/2", Classic .............................................#17138 ..................................$274.95/ea.
All 15-1/2", GTX01 ..............................................#18008 ..................................$274.95/ea.
All 15-1/2", Split Spoke .......................................#18009 ..................................$274.95/ea.

BILLET SPECIALTIES LOGO HORN BUTTONS

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 ..........$89.95/ea.
GRANT STEERING WHEELS
All 14.75", Heritage Deuce, Black #15385 ........$379.95/ea.
All 14.75", Heritage Deuce, Wood #15386 ........$349.95/ea.
All 14.75", Heritage Speed, Black #15387 ........$369.95/ea.
All 14.75", Heritage Speed, Wood #15388 ........$349.95/ea.
All 14.75", Heritage Diablo, Black #15389 ........$389.95/ea.
All 14.75", Heritage Diablo, Wood #15390 ........$374.95/ea.
All 14", 3-Spoke, Black, w/ Holes #15391 ........$195.95/ea.
All 14", 3-Spoke, Black, w/ Slots.. #15392 ........$169.95/ea.
All 14.5", 3-Spoke, Wood, w/ Holes
#15385 #18153 #15390
#15394

GRANT HORN BUTTON TRIM RINGS
All 5-Hole, Billet .............................#15403 ..........$27.95/ea.
All 5-Hole, Smooth......................... #15404 ..........$26.95/ea.

GRANT HORN BUTTONS
All Billet, 5-Hole, Plain..............#15399 ........$37.95/ea.
All Billet, 5-Hole w/ Bowtie .......#15400 ........$39.95/ea.
All Plastic, Red, White & Blue, w/ Bowtie
#15401 ........$21.95/ea.

GRANT STEERING WHEELS INSTALLATION KITS
All Black (55-68 Columns)..............#15395 ........$59.95/kit
All Polished (55-68 Columns)..........#15396 ........$64.95/kit
All Black (69-Up Columns).............#15397 ........$62.95/kit
All Polished (69-Up Columns)..........#15398 ........$62.95/kit

SEE YOU AT THE TRI-FIVE NATIONALS IN AUGUST – LARGEST TRI-FIVE GATHERING

Steering 371
ORIGINAL STYLE 16-INCH RESTOMOD STEERING WHEEL
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............................................#17425.......$249.95/ea.
1957.................................................#17426.......$249.95/ea.

ORIGINAL 18-INCH STEERING WHEEL BEL AIR AND 210
Built like the original right down to the metal frame. Uses factory and reproduction horn rings and components.
1955-56.............................................#17427.......$219.95/ea.
1957.................................................#17428.......$219.95/ea.

CUSTOM STEERING WHEEL
1959-60 Gloss Black.......................#16810.......$235.95/ea.

ORIGINAL STYLE 16-INCH RESTOMOD STEERING WHEEL
For use with Ididit steering columns.
1955-57 w/ Ring..............................#13279.......$33.95/ea.

STEERING WHEELS

MASTER STEERING WHEEL REPAIR KIT
Repair plastic and hard rubber steering wheels. The ravages of time and UV light conspire to deplete your steering wheel of it’s elastomers. The resultant cracks can be repaired with one of our money saving kits. Use this Master Steering Wheel Restoration Kit with one pound of PC-7 Epoxy, an aerosol can of PRE Painting Prep, an aerosol can of Adhesion Promoter, instructions and a copy of the Steering Wheel Restoration Book to repair cracked wheels and ready them for the color top coat. Ground shipping only.
All ....................................................#16458.......$59.95/ea.
HORN RINGS
We’ve been making the horn kits and emblems for over 20 years so we figured it was about time to make top quality horn rings. We cut brand new molds for the 55-56 Bel Air and the 1957 Bel Air and 210, and couldn’t be happier with the end result. Our horn rings are made dead perfect to originals with the exception that we put a show quality prep and chrome job on them. You won’t find a better reproduction than Danchuk’s. Made in the United States of America.

1955-56 210 ....................................#1399 ..........$104.95/ea.
1955-56 Bel Air ...............................#252 ............$124.95/ea.
1957 210 & Bel Air ..........................#255 ............$119.95/ea.
1957 Assembly, Bel Air w/ Ring, Cap & Emblem ......................................................... #259 ............$159.95/set
1957 Assembly, 210 w/ Ring, Cap & Emblem ..........................................................#260 ............$159.95/set

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 ..........$58.95/ea.
1957 210 w/ Emblem ...........................#256B ..........$58.95/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* ..........$32.95/ea.
1957 210 ..........................................#258* ..........$32.95/ea.
1957 150 ..........................................#16828 ..........$59.95/ea.

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 Plain, w/o Holes ........#15464 ..........$32.95/ea.
Late 1955-56 Chrome, w/o Holes ......................................................#15465 ..........$55.95/ea.

HORN WIRE LEAD FOR AFTERMARKET COLUMNS AND WHEELS
All ....................................................#17503 ..........$4.95/ea.
Any part that is handled every time the car is driven is bound to wear out eventually. If yours is losing its plating or missing entirely, we have the solution. This easily installed part has been beautifully reproduced to original specifications.

1955-57 ........................................... #900 ........................................ $11.95/ea.

GEAR SHIFT PLASTIC KNOB
For those whose gear shift knobs have slipped away into the past, get a handle on this top-quality reproduction!

1955-57 ........................................... #899 ........................................ $5.95/ea.

TURN SIGNAL MECHANISM
If the turn signal arm seems too loose, the mechanism may have a stripped out mounting hole and be in need of replacement.

1955-57 ........................................... #904 ........................................ $9.95/ea.

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 ........................................ $0.75/ea.

TURN SIGNAL HOUSING LOCK PLATE
If the tabs are broken on your lock plate, many of the turn signal parts may become damaged. Replace it before your work is compounded. Made in the USA.

1955-57 ........................................... #1240 ........................................ $8.95/ea.

UNDER STEERING WHEEL NUT WASHER
1955-57 ........................................... #2693 ........................................ $0.50/ea.

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 COLUMN THRUST WASHER
Use as needed.

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

STEERING COLUMN TANGED WASHER
1955-56 Under Shifting Housing .. #12703 ........................................ $2.95/ea.

RUBBER GEAR SHIFT GROMMET
1955-57 #836 ........................................ $4.95/ea.

GEAR SHIFT ARM PIN
1955-57 #10163 ........................................ $2.95/ea.

STEERING COLUMN FELT WASHER
1955-58 Middle ........................................ #12704 ........................................ $3.95/ea.

GEAR SHIFT LEVER SPRING
1955-57 ........................................... #1292 ........................................ $2.95/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 ................. $8.95/ea.
- 1955-56 Good ................................... #16805 ............. $4.95/ea.
- 1957-58 Best ................................... #1273 ................. $8.95/ea.
- 1957-58 Good ................................... #16806 ............. $4.95/ea.

**TURN SIGNAL PAWL KIT**
Fix your non-returning turn signal arm with this sought-after repair kit.

- 1955-57 Best .................................... #580 ................. $8.95/kit
- 1955-57 Good, Pawls Only .................... #16789 ............. $3.95/kit

**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. Whether you are just replacing the turn signal mechanism or overhauling the switch completely, this kit should be part of the job.

- 1955-57 ........................................... #1741 .............. $4.95/set

**TURN SIGNAL SWITCH WITH WIRING**
You must re-use the plastic wire housing.

- 1955-57 ........................................... #409 .............. $28.95/ea.
**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 ...............$89.95/ea.
1955-57 Machined ..............................................#10179 ...............$79.95/ea.

**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 ...............$18.95/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 ............$37.95/ea.

**WIRING HARNESS**

**SHIELD ON STEERING COLUMN**
1955-56 ..............................................#1929 ............$11.95/ea.

**STEERING COLUMN SPRING ASSEMBLY**
1955-57 ..............................................#1241 ............$9.95/set

**FELT FLOOR SEAL**

**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 ............$4.95/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), shown on page 89.
1955-56 Standard (Shown) .................#598 ............$14.95/ea.
1955 Automatic w/ Power Brakes .................#597A ............$18.95/ea.
1956 Automatic w/ Power Brakes #597B ............$18.95/ea.
1957 Standard (Shown) .........................#600 ............$14.95/ea.
1957 Automatic ..............................#599 ............$14.95/ea.
1957 Automatic w/ Power Brakes .................#599A ............$14.95/ea.

**STEERING COLUMN SPRING**
1955-57 Lower ..............................................#12702 ............$4.50/ea.

**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 ............$16.95/ea.

**STEERING COLUMN-TO-DASH CUSHION**
Made in the USA.
All 1955-56, 1957 Exported, Right Hand Drive Cars Only
.........................................................#838 ............$4.95/ea.

**STEERING COLUMN TO DASH CUSHION**
Made in the USA.
All 1955-56, 1957 Exported, Right Hand Drive Cars Only
.........................................................#838 ............$4.95/ea.

**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 ...............$89.95/ea.
1955-57 Machined ..............................................#10179 ...............$79.95/ea.

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1955-57 (& 53-62 Vette) ..................#008 ...............$18.95/kit

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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.
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1955-56 Floor Shift .........................#2081 ............$37.95/ea.

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**STEERING COLUMN SPRING ASSEMBLY**
1955-57 ..............................................#1241 ............$9.95/set

**FELT FLOOR SEAL**

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1955-56 ..............................................#235 ............$4.95/ea.

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1955 Automatic w/ Power Brakes .................#597A ............$18.95/ea.
1956 Automatic w/ Power Brakes #597B ............$18.95/ea.
1957 Standard (Shown) .........................#600 ............$14.95/ea.
1957 Automatic ..............................#599 ............$14.95/ea.
1957 Automatic w/ Power Brakes .................#599A ............$14.95/ea.

**STEERING COLUMN SPRING**
1955-57 Lower ..............................................#12702 ............$4.50/ea.

**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 ............$16.95/ea.

**STEERING COLUMN-TO-DASH CUSHION**
Made in the USA.
All 1955-56, 1957 Exported, Right Hand Drive Cars Only
.........................................................#838 ............$4.95/ea.

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**STEERING COLUMN**

**STEERING COLUMN ASSEMBLY FASTENERS**

- 1955-56 ........................................... #2694 ............. $21.95/kit
- 1957 (Shown) .................................. #2695 ............. $20.95/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

**STEERING COLUMN 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

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

- All 6L80E................................................................. #18282 .................. $76.95/kit

**LOKAR BILLET ADJUSTABLE TRANSMISSION SHIFT ARM**

- All 6L80E................................................................. #18283 ........... $57.95/ea.

**CHROME STEERING BOX COVER**

Just when you thought you chromed everything, there's always that last finishing touch. For stock boxes only. See page 434 for matching master cylinder covers, and page 269 for ballast resistor covers. Made in the USA.

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

- 1955-56 Louvered .............................. #2714 ............ $102.95/ea.
- 1955-56 Ribbed .................................. #2715 ............ $102.95/ea.
COLUMN SHIFT, NON-TILT STEERING COLUMN KITS

We now offer Ididit column shift columns in a non-tilt version that gives you big guys more room to move. 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.

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

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.


LOWER STEERING COLUMN BRACKET

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

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

STEERING COLUMN COVER BRACKET

1957................................................. #17599 ..........$4.95/ea.

IDIDIT COLUMN RETRO DRESS-UP KITS

All Chrome, Tilt .....................................#17033 ...........$61.95/kit
All Black, Non-Tilt ..............................#17551 ...........$46.95/kit
All Chrome, Non-Tilt ...........................#17550 ...........$46.95/kit

STEERING COLUMN DRESS-UP KIT

For Ididit and Flaming River.

All Billet, Black ....................................#14826 ...........$49.95/kit

IDIDIT RETRO SHIFT KNOBS

All Chrome..........................................#17548 ...........$34.95/ea.
All Black............................................#17549 ...........$32.95/ea.
FLAMING RIVER STAINLESS STEEL, TILT STEERING COLUMNS

Flaming River columns feature a stainless steel housing that’s available in either a paintable mill finish or an eye-catching polished finish. Flaming River columns are sold “a la carte” so you will need to order harness, coupler and floor mount separately.

1955-56 Column Shift ......................................................#14657 ..................................$689.95/ea.
1955-56 Column Shift, Polished ......................................#14658 ..................................$789.95/ea.
1955-56 Floor Shift ........................................................#14659 ..................................$419.95/ea.
1955-56 Floor Shift, Polished .........................................#14660 ..................................$549.95/ea.
1957 Column Shift .........................................................#14661 ..................................$739.95/ea.
1957 Column Shift, Polished .........................................#14662 ..................................$839.95/ea.
1957 Floor Shift .............................................................#14663 ..................................$509.95/ea.
1957 Floor Shift, Polished .............................................#14664 ..................................$695.95/ea.
1957 Column Shift w/ Indicator ......................................#14665 ..................................$895.00/ea.

FLAMING RIVER GEAR SHIFT LENS

For use with Flaming River’s 1957 column #14665.
1957.................................................#14671 ..........$19.95/ea.

FLAMING RIVER GEAR SHIFT OVERDRIVE LENS

For use with Flaming River’s 1957 column #14665.
1957.................................................#14672 ..........$19.95/ea.

FLAMING RIVER RAG JOINT

For use with Flaming River columns only.
All 3/4” DD Male, 3/4-30 Spline ...#14669 ........$119.95/ea.

STEERING COLUMN HARNESS FLASHERS

1955........................................................#14666 ........$36.95/ea.
1956........................................................#14667 ........$79.95/ea.
1957........................................................#14668 ........$36.95/ea.

STEERING COLUMN STAINLESS U-JOINT

All Stock Steering Box, 1” DD x 3/4” DD ..............................................#14676 ........$99.95/ea.
IDIDIT TILT STEERING COLUMN KITS

When it’s time to improve or replace your steering column, boy do we have the units for you. 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, we are certain you’ll be thrilled. To use these columns with rack and pinion or Delphi 600 steering boxes (#15972) different couplers will be required.

### TILT

<table>
<thead>
<tr>
<th>Model Year</th>
<th>Paint/Aluminum</th>
<th>Use With</th>
<th>Part Number</th>
<th>Price/Kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>Black</td>
<td>Stock Box</td>
<td>#15647</td>
<td>$619.95/kit</td>
</tr>
<tr>
<td>1955</td>
<td>Chrome</td>
<td>Stock Box</td>
<td>#15650</td>
<td>$649.95/kit</td>
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<td>1955</td>
<td>Brushed Alum.</td>
<td>Stock Box</td>
<td>#15651</td>
<td>$899.95/kit</td>
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<td>#15652</td>
<td>$649.95/kit</td>
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<tr>
<td>1955</td>
<td>Steel</td>
<td>Stock Box</td>
<td>#15653</td>
<td>$549.95/kit</td>
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<tr>
<td>1956</td>
<td>Black</td>
<td>Stock Box</td>
<td>#15648</td>
<td>$619.95/kit</td>
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<tr>
<td>1956</td>
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<td>Stock Box</td>
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<td>1956</td>
<td>Polished Alum.</td>
<td>Stock Box</td>
<td>#15651</td>
<td>$899.95/kit</td>
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<tr>
<td>1956</td>
<td>Steel</td>
<td>Stock Box</td>
<td>#15652</td>
<td>$649.95/kit</td>
</tr>
</tbody>
</table>

### COLUMN SHIFT TILT

<table>
<thead>
<tr>
<th>Model Year</th>
<th>Paint/Aluminum</th>
<th>Use With</th>
<th>Part Number</th>
<th>Price/Kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>Black</td>
<td>Stock Box</td>
<td>#15653</td>
<td>$549.95/kit</td>
</tr>
<tr>
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<td>Stock Box</td>
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<td>1955</td>
<td>Brushed Alum.</td>
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<td>Polished Alum.</td>
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<tr>
<td>1955</td>
<td>Chrome</td>
<td>Stock Box</td>
<td>#15661</td>
<td>$919.95/kit</td>
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<tr>
<td>1955</td>
<td>Steel</td>
<td>Stock Box</td>
<td>#15662</td>
<td>$729.95/kit</td>
</tr>
</tbody>
</table>

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SEE YOU AT THE TRI-FIVE NATIONALS IN AUGUST - LARGEST TRI-FIVE GATHERING

Steering 381
**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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-56</td>
<td>#12073</td>
<td>$234.95/ea.</td>
</tr>
<tr>
<td>1956</td>
<td>#12074</td>
<td>$209.95/ea.</td>
</tr>
<tr>
<td>1957</td>
<td>#12074</td>
<td>$209.95/ea.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-56</td>
<td>#15975</td>
<td>$249.95/ea.</td>
</tr>
<tr>
<td>1957</td>
<td>#15976</td>
<td>$249.95/ea.</td>
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</tbody>
</table>

**STEERING BOX MAJOR REBUILD KITS WITH SHAFTS**
These major rebuild kits include all necessary components to completely rebuild your original Tri-5 long input shaft manual steering box including a new shaft. Available in the standard 24:1 ratio or a performance oriented 16.1 ratio. Some specialty tools will be required.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-56</td>
<td>#18731</td>
<td>$379.95/kit</td>
</tr>
<tr>
<td>1955-57</td>
<td>#18732</td>
<td>$599.95/kit</td>
</tr>
</tbody>
</table>

**STEERING BOX REBUILD KIT**
Includes the required parts and instructions to freshen up your original steering box.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#16818</td>
<td>$109.95/kit</td>
</tr>
</tbody>
</table>

**605/500 STEERING BOX HOSE KIT CONVERSION**
For use with steering boxes and pumps with inverted seat fittings.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#2699</td>
<td>$64.95/kit</td>
</tr>
</tbody>
</table>

**SHIFT LINKAGE ADJUSTMENT SWIVEL NUT**
Automatic transmissions require one, while manuals require two.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#1175</td>
<td>$10.95/ea.</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#1178</td>
<td>$6.95/ea.</td>
</tr>
</tbody>
</table>
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 ......$1049.95/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.

POWER STEERING PITMAN ARM BALL STUD
1955-57 ........................................... #12375 ........$19.95/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.

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 ........$109.95/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 ......$109.95/ea.

For use on steering box, part #15972 steering boxes and modified factory columns.
All 18 mm DD X 3/4" DD......... #17699 ........$104.95/ea.

PITMAN ARM TO STEERING BOX NUT
1955-57 ........................................... #2691 ........$4.50/ea.

PITMAN ARM TO STEERING BOX LOCK WASHER
1955-57 ........................................... #2692 ........$4.95/ea.
UNISTEER RACK AND PINION POWER STEERING CONVERSION KITS
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 an modified original style column, an Ididit or Flaming River column must be used to retain a column shift.

1955-57 .........................................................................................................................#17755 ........................................ $859.95/kit
1955-57 Chrome ..........................................................................................................#17755A ................................ $849.95/kit

RACK AND PINION POWER STEERING PUMPS
All Satin, Rack & Pinion, Low Flow* .......................................................#14191 .......$109.95/ea.
All Polished, Rack & Pinion, Low Flow* .....................................................#14192 ...... $159.95/ea.
All Satin, Low Flow w/ Reservoir. #17174 .......... $139.95/ea.
All Polished, Low Flow w/ Reservoir .......................................................#17175 ...... $299.95/ea.
*Require reservoir, part #12667/68 shown on page 392.

RACK AND PINION BRAIDED HOSES
3-Piece set. Works with reservoir parts #12667 or #12668 on page 392.
1955-57 TC Pump w/ Remote Reservoir .............................................................#15486 ...... $167.95/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 ........................................... $269.95/ea.

TC TYPE POWER STEERING PUMPS
On part #12568, the housing is electroplated for corrosion protection. 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.

All Cast Iron w/ Reservoir ................................................ #12568 ........................................... $233.95/ea.
All Aluminum w/o Reservoir .............................................. #12569 ........................................... $149.95/ea.
All Aluminum TC Type, use w/ OE Reservoir .......................... #13405 ........................................... $119.95/ea.

Note: For use with Part #12570 Pressure Tube or Banjo fitting, shown on page 386.

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 386. See part #12567, on page 391 for 500/605 applications.

1955-57 .............................................................. #12574 ........................................... $141.95/kit

RACK AND PINION POWER STEERING COLUMN U-JOINT KITS
U-joint kits designed for small block applications only.
1955-57 Stock Column ................................ #12573 ...................................................... $209.95/kit
1955-57 Ididit Column w/ Splined Shaft .......................... #12573A ........................................... $199.95/kit
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 ..........$79.95/ea.

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

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

POWER STEERING PUMP PRESSURE REDUCTION FITTING
This fitting replaces the pressure port of our Saginaw steering pumps (such as part #10148) and reduces the flow from 3 gallons per minute to two gallons per minute. This reduction in flow may be preferred by those of you who are running a rack and pinion and want more effort in the steering.

- All ....................................................#16530  .........$18.95/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/ea.

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 .........$109.95/ea.
- All BB w/ Short Water Pump......... #15940 ..........$53.95/ea.
- All SB w/ Long Water Pump ........ #15941 ..........$124.95/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 ..........$79.95/ea.
**BILLET SPECIALITIES 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.
- All BB, Long Water Pump ........................................................................... #18007 .................................. $274.95/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 .................................. $84.95/ea.
- All SB, Short Water Pump, Chrome ........................................................... #18213 .................................. $109.95/ea.

**BILL'S HOT ROD POWER STEERING BRACKET**

- All SB, Short or Long Water Pump, Black ................................................ #18201 ........... $84.95/ea.
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

For Saginaw pumps only, bolt-on style.

All 1-Groove, Polished................... #17059 ........$69.95/ea.
All 2-Groove, Polished................... #17060 ........$74.95/ea.

For TC Type pumps, press-on.

All 1-Groove, Polished Billet, Bolt-On ................................................. #12477 ........$39.95/ea.
All 1-Groove, Polished Billet, Press-On ................................................. #13407 ........$67.95/ea.
SAGINAW POWER STEERING PUMP KIT
Replaces factory power steering pump/generator assembly when converting to an alternator. Also works with kits #12273 and #12275, 605/500 and rack and pinion conversions.
1955-57 ...........................................#13571 .........$374.95/kit

POWER STEERING/PUMP TO VALVE HOSE SETS
Part #13572 works with OE pumps. Part #13573 works with late model pump kit #13571.
1955-57 ...........................................#13572 ......$119.95/set
1955-57 ...........................................#13573 ......$119.95/set

CHROME SAGINAW POWER STEERING PUMPS
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.
All w/ Billet Cap, Red Body..........#14314 ......$194.95/ea.

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.

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 flair. 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/GENERATOR MOUNTING HARDWARE KIT
1955....................................................#13562 ........$11.95/kit

SAGINAW POWER STEERING PUMP HARDWARE KIT
If your working on your power steering system and are having a tough time finding the right hardware for your Saginaw type pump, then look no further. 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.
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.

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* ........$99.95/ea.
All BB, Short Water Pump, Bare ...#12560 ..........$77.95/ea.
All BB, Short Water Pump, Chrome ...........................................#12561 .........$119.95/ea.
*Note: Fits both short and long water pump applications.

POWER STEERING PUMP MOUNT BRACKET
Fits small blocks and Saginaw pumps only. Front motor mount bracket is integrated.
1955-57 ...........................................#2684 ..........$49.95/ea.

POWER STEERING PUMP MOUNT BRACKET
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 HOSE SETS
Reproduced to the correct lengths with the correct fittings, these hoses are the only solution for those rotted vintage originals. These top quality sets are the best on the market! Set of four.
1955-57 6-Cyl. ...........................................#17403 ..........$99.95/set
1955-57 V8..................................................#243 ..........$99.95/set

POWER STEERING HOSES
These power steering hoses are for use with the Danchuk #12273 power steering kit (original style) when using a later model Saginaw P-style pump. 1955-57 Assist to Late Model Pump
..............................................................#15062 .........$124.95/set

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 386.
All w/ 500/605 Boxes .........................#12567 ........$144.95/kit

STAINLESS POWER STEERING HOSES
All GM Boxes w/ Mini-Res .................#13684 .......$209.95/ea.
All GM Boxes w/ Remote-Res .........#13685* ........$265.95/ea.
*Note: use with part #12667-68 or other remote reservoir application, shown on page 392.

POWER STEERING PUMP FLOW CONTROL VALVE KIT
All Saginaw Pump............................#13395 .........$18.95/kit

POWER STEERING PUMP ADAPTER
For use on Saginaw pumps.
All Male to 5/8-18 Inverted Flare .. #14353 ..........$9.95/ea.

BILLET SPECIALTIES POWER STEERING HOSE KIT
WITH FITTINGS
All ..............................................................#17062 ........$229.95/kit

STAINLESS POWER STEERING HOSES
For use with the Danchuk #12273 power steering kit (original style) when using a later model Saginaw P-style pump. 1955-57 Assist to Late Model Pump
..............................................................#15062 .........$124.95/set

POWER STEERING HOSES
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..............................................................#15062 .........$124.95/set

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 386.
All w/ 500/605 Boxes .........................#12567 ........$144.95/kit

STAINLESS POWER STEERING HOSES
All GM Boxes w/ Mini-Res .................#13684 .......$209.95/ea.
All GM Boxes w/ Remote-Res .........#13685* ........$265.95/ea.
*Note: use with part #12667-68 or other remote reservoir application, shown on page 392.

POWER STEERING PUMP FLOW CONTROL VALVE KIT
All Saginaw Pump............................#13395 .........$18.95/kit

POWER STEERING PUMP ADAPTER
For use on Saginaw pumps.
All Male to 5/8-18 Inverted Flare .. #14353 ..........$9.95/ea.
BILOE, TC TYPE POWER STEERING PUMP RESERVOIRS
All Custom Color ......................... #17530 ....... $269.95/ea.
All Machined ................................. #17531 ....... $229.95/ea.
All Polished ................................... #17532 ....... $249.95/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 391, hose kit for proper installation. Also works with hose kit, #15486.
All Polished ................................... #12667 ....... $214.95/ea.
All Machined ................................. #12668 ....... $197.95/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.

MAGNA-PURE IN-LINE POWER STEERING FILTER
Stop premature power steering system failure due to contamination with Magna-Pure’s inline power steering filters! Using patented by-pass filtration technology and a magnetic filter element, this filter traps debris before it can clog or erode your power steering system. Magna-Pure’s inline power steering filter is constructed from durable, high-grade aluminum with a serviceable magnetic element and leak-free connections. This compact filter protects your power steering components from premature damage, saving you time and money. Installs in the return line.
All 3/8” ........................................... #18025 ....... $25.95/ea.

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 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 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

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 1955, 1956, and 1957 models. #010 for use with factory power cylinder using 1/2" shaft.

1955-57 Control Valve Kit .................. #009 ................ $17.95/kit
1955-57 Cylinder Kit ...................... #010 ............... $16.95/kit
1955-57 Cylinder Mounting Kit .... #011 ............... $12.95/kit
1955-57 Pump Kit ......................... #012 ............... $14.95/kit

POWER STEERING HOSE GROMMET FRAME BRACKET
Don’t let your hoses dangle loose. Make sure they’re snug and secure with this part. Grommet available; see part #819, shown at left.

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

POWER STEERING HOSE GROMMET
This important grommet keeps the power steering hose in its proper place. Loose hoses, if allowed to move near the exhaust pipe, break down quickly and are in danger of bursting. Correctly mounted hoses are safer and last far longer.

1955-57 ........................................... #819 ............... $3.95/ea.

SEE YOU AT THE TRI-FIVE NATIONALS IN AUGUST - LARGEST TRI-FIVE GATHERING
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 .............................................. $139.95/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 ........ $63.95/ea.

POWER STEERING RAM CYLINDER FRAME BRACKET
1955-57 ......................................................................................................................... #13451 ........ $26.95/ea.

POWER STEERING RAM CYLINDER BRACKET SHOULDER BOLT TO CENTER LINK
1955-57 ......................................................................................................................... #13450 ........ $15.95/ea.

MANUAL STEERING IDLER ARM
See page 397 for corresponding bushing, part #058.
1955-57 ......................................................................................................................... #14981 ........ $59.95/ea.

POWER STEERING RAM CYLINDER TO BRACKET GROMMETS
1955-57 ......................................................................................................................... #1855 ........ $5.95/pr.

POWER STEERING CONTROL VALVE ADJUSTING NUT DUST CAP
1955-57 ......................................................................................................................... #13570 ........ $6.95/ea.

POWER STEERING RAM CYLINDER TO BRACKET GROMMETS
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 United States of America.
1955-57 Standard ......................................................#10164 ............$9.95/set
1955-57 Power ...........................................................#10164A ..............$9.95/set

STEERING ARMS
1955-57 .................................................................................#15221 ...........$74.95/pr.

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.

CENTERLINK REPAIR KIT
1955-57 exc. Power Steering........#057 .......................$39.95/kit
### Front Roller Bearing Conversion Kits

We use class A tooling for these parts and are very proud of them. 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, $219.95/kit
- **1955-64 Forged Aluminum**: #17986, $189.95/kit

### Front Wheel Bearings and Oil Seals

**Outer Bearing**

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price/ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>#001A</td>
<td>$89.95</td>
</tr>
<tr>
<td>1956-57</td>
<td>#001</td>
<td>$59.95</td>
</tr>
</tbody>
</table>

**Inner Bearing**

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price/ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#002</td>
<td>$81.95</td>
</tr>
<tr>
<td>1955-57</td>
<td>Oil Seal, Front Wheel</td>
<td>#003</td>
</tr>
</tbody>
</table>

### Rear Axle Bearings

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price/ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-56</td>
<td>#004</td>
<td>$88.95</td>
</tr>
<tr>
<td>1957 (Shown)</td>
<td>#005</td>
<td>$98.95</td>
</tr>
</tbody>
</table>

### Idler Arm Washer

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price/ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#12700</td>
<td>$2.50</td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Price/kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#1033</td>
<td>$40.95</td>
</tr>
</tbody>
</table>
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.
1955-57 ........................................... #2872 ......... $119.95/kit

IDLER ARM SUPPORT BUSHING
Many believe that poor steering control can only be corrected with a new idler arm, but replacing the bushings will correct all but the very worst problems. One per car required.
1955-57 ........................................... #059 ......... $13.95/ea.

IDLER ARM BUSHING
The idler arm bushings take a beating and need to be replaced regularly. One per car required.
1955-57 ........................................... #058 ......... $13.95/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 ......... $7.95/pr.

UPPER BALL JOINTS
Two are needed per car.
1955-57 Better ................................ #050 ......... $27.95/ea.
1955-57 Good .................................. #16690 ......... $21.95/ea.

UPPER BALL JOINT BOOT
1955-57 ........................................... #14933 ......... $4.95/ea.

LOWER BALL JOINTS
Two are needed per car.
1955-57 Better ................................ #051 ......... $44.95/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.

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 ......... $73.95/ea.
1955-57 Upper ............................... #050A ......... $59.95/ea.
Suspension

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 ......................... $324.95/kit

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 ..............$31.95/ea.
1955-57 Good, Outer .................#16753 ..........$27.95/ea.
1955-57 Best, Inner .....................#055 ..............$33.95/ea.
1955-57 Inner, Factory Power Steering Only ...........................................#13560 .........$79.95/ea.

MOOG TIE ROD ENDS
Moog front end parts have been the go to standard for quality by professional front end and suspension technicians since the 1930’s and 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. Made in the USA. 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.

1955-57 Outer .........................#054A............$45.95/ea.
1955-57 Inner ...........................#055A............$62.95/ea.

BILLET ALUMINUM TIE ROD ADJUSTMENT SLEEVES

1955-57 Polished ..........................#15274 ..........$74.95/ea.

TIE ROD ADJUSTMENT SLEEVE
Two are needed per car.
1955-57 ...........................................#056 ..............$23.95/ea.

TIE ROD ADJUSTMENT SLEEVE FOR FACTORY POWER STEERING
CLASSIC PERFORMANCE COMPLETE SUSPENSION PACKAGE

Get a complete performance package and tune up your chassis with some of the best upgrades for a great price! This package teams up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. 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 Stock Spring ..................................................................................................#18364 ................................$1099.95/kit
1955-57 1-1/2" Drop Spring ........................................................................................#18770 ................................$1099.95/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
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.

1955-56 (Shown) .............................................. #546 ............................$12.95/pr.

1957 ...................................................................... #547 ............................$12.95/pr.

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.

1955-57 Upper, Offset w/ Rubber Bushings (Shown) ........................................................................................................ #975 .........................$98.95/pr.

1955-57 Upper, Offset, w/ Poly Bushings (Shown) ........................................................................................................ #15042 .........................$99.95/kit

1955-57 Lower, w/ Rubber Bushings ................................................................................................................................. #15043 .........................$83.95/kit

1955-57 Lower, w/ Poly Bushings (Shown) ................................................................................................................................. #15044 .........................$99.95/kit

1955-57 Upper & Lower, w/ Rubber Bushings ................................................................................................................................. #15045 .........................$179.95/kit

1955-57 Upper & Lower, w/ Poly Bushings ................................................................................................................................. #15046 .........................$189.95/kit

A-ARM UPPER AND LOWER RETAINER NUTS

1955-57 ...................................................................... #972 ............................$15.95/set

A-ARM BUSHINGS

Four lower and four upper bushings are needed per car.

1955-64 Upper... #052 .............................................$7.95/ea.

1955-64 Lower .. #053 .............................................$7.95/ea.

BLACK URETHANE UPPER AND LOWER A-ARM BUSHINGS

1955-57 ...................................................................... #978 .........................$75.95/set

POLISHED ALUMINUM A-ARM BUSHING CAPS

Set of 8.

1955-57 ...................................................................... #15475 .........................$219.95/set

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.

1955-57 Upper .............................................. #10208 .................................$290.00/pr.

1955-57 Lower .............................................. #10209 .................................$430.00/pr.

1955-57 Upper, w/ Ball Joints .............................................. #15458 .................................$359.95/pr.

1955-57 Lower, w/ Ball Joints (Shown) .............................................. #15459 .................................$479.00/pr.

A-ARMS

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1955-57 Lower, w/ Ball Joints (Shown) .............................................. #15459 .................................$479.00/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.

1955-56 (Shown) .............................................. #546 ............................$12.95/pr.

1957 ...................................................................... #547 ............................$12.95/pr.

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1955-57 Lower, w/ Rubber Bushings ................................................................................................................................. #15043 .........................$83.95/kit

1955-57 Lower, w/ Poly Bushings (Shown) ................................................................................................................................. #15044 .........................$99.95/kit

1955-57 Upper & Lower, w/ Rubber Bushings ................................................................................................................................. #15045 .........................$179.95/kit

1955-57 Upper & Lower, w/ Poly Bushings ................................................................................................................................. #15046 .........................$189.95/kit

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Made in the USA.

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Made in the USA.

1955-56 (Shown) .............................................. #546 ............................$12.95/pr.

1957 ...................................................................... #547 ............................$12.95/pr.
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 ..................... #18381 ........................................ $798.95/pr.

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 ............... $3.75/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 ............... $7.95/ea.
1955-57 Best, Lower ........................................ #038 ............... $12.95/ea.
1955-57 Good, Lower ...................................... #16791 ............... $7.95/ea.

A-ARM SHAFT WASHERS

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

A-ARM DUST SHIELD RETAINERS

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

1956 w/ Staples ............................................ #2053 ............ $11.95/set
1957 w/ Fasteners ........................................ #2054 ............ $17.95/set
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 ........$319.95/pr.
1955-57 Spring Pocket Kit, Chrome ..............................................#12191 ........$429.95/pr.
1955-57 Spring Pocket Kit, Powder Coated ..............................................#12192 ........$409.95/pr.
1955-57 Stock Location, Bare ........#12193 ........$339.95/pr.
1955-57 Stock Location, Chrome ........#12194 ........$429.95/pr.
1955-57 Stock Location, Powder Coated ..............................................#12195 ........$399.95/pr.

OE STYLE A-ARMS

These brand new, beautifully stamped OE replacement control arms have the look and feel of the factory arms. A-arms come complete with ball joints and cross shafts fully assembled with your choice of 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.

BALL JOINT CAPS

For Heidt's A-arms only.
1955-57 Polished, Stainless ........#15474 ........$99.95/pr.
Ford 9-Inch Posi-Rear Ends
John's Industries rear ends feature all 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 between $300.00 and $375.00 depending on delivery location. Made in the USA.

| 1955-57 w/ 3.50 Ratio, Disc Brakes, Stock Width | #18405 | $3,999.95/ea. |
| 1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 1.5" | #18406 | $3,999.95/ea. |
| 1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 3", Leaf Spring Relocation Required | #18407 | $3,999.95/ea. |
| 1955-57 w/ 3.70 Ratio, Disc Brakes, Narrowed 7", Leaf Spring Relocation Kit Required | #18408 | $3,999.95/ea. |

Rear End Snubber Bracket
Rubber bumper included, this bracket welds to the underside of the floor right above the differential, if you need it we've got it.

1955-57 w/ Rubber | #16101 | $28.95/ea.

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 | $344.95/pr.
1957 Bare | #15902 | $299.95/pr.
1955-56 Powder Coated | #15903 | $399.95/pr.
1957 Powder Coated | #15904 | $399.95/pr.

Traction Bars
Ground pounding horsepower is worthless if your tires don’t grip the road. Eliminate wheel hop and replace those ugly ladder bars with our traction bars. Easy to install, with no welding necessary!

1955-57 | #2753 | $169.95/pr.
REAR END CONVERSION KIT
Make your rear end swap a snap! This kit allows practically any rear end with 3-inch axle tubes to be installed into your application. Kit includes all the necessary pieces to upgrade your rear end in your 1955-57 Chevy. Welding required.
1955-57 ........................................................................................................................................... #17985 ...........................................$189.95/ea.

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 .............$29.95/ea.
1956-57 Passenger ................................#060 ..............$32.95/ea.
1956-57 Driver (Shown) .................#061 ..............$32.95/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 ............$37.95/set
1956-57 ........................................................................................................................................... #1079 ............$37.95/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 .............$3.95/ea.
1956-57 Upper .....................................#063 .............$3.95/ea.

REAR AXLE BUMPER RETAINERS
Another great reproduction. We make these 100% in the US and exactly like original. If your project is in need don’t hesitate to replace the beat-up old ones with a quality set of ours. Made in the USA.
1955-57 ........................................................................................................................................... #2255 .............$19.95/pr.

REAR AXLE RUBBER BUMPERS
Rear axles up and down travel is limited by these rubber bumpers, and needless to say, they take quite a beating. Periodic inspection and replacement is required for these important parts.
1955-57 Best, Upper ......................#861 ..............$11.95/ea.
1955-57 Best, Lower ......................#862 ..............$11.95/pr.
1955-57 Good, Lower .....................#16792 ............$6.95/ea.

REAR AXLE LEAF SPRING PERCHES
Welding required, for 3-inch housing.
1955-57 ........................................................................................................................................... #11289 .............$19.95/pr.

REAR AXLE VENT
1955-57 ........................................................................................................................................... #18321 .............$13.95/ea.
REAR SPRING RELOCATION POCKET KIT
Moving the springs from outside the frame to underneath the frame allows you to run 10" 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 407 for leaf spring relocation rear shock mount part #11290. For use with #15245 sway bar.

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

ORIGINAL STYLE REAR END DRAIN PLUG
Over time these get damaged and destroyed. Replace that beat up original with this quality reproduction.

1957 ................................................. #16979 ............$1.50/ea.

REAR AXLE BEARINGS
1955-56 ...........................................#004 ..........$88.95/ea.
1957 (Shown) ..................................#005 ..........$98.95/ea.

AXLE FLANGE SEAL
Two seals needed per car.

1955-64 ........................................... #1906 ........ $2.50/ea.

REAR DIFFERENTIAL PINION SEAL
Everyone hates leaks in their classic. If your rear end is dripping and messing up your garage floor this seal just might cure the problem. Also comes in handy when doing a rear differential rebuild.


Thanks

#DANCHUK

SEE YOU AT THE TRI-FIVE NATIONALS IN AUGUST - LARGEST TRI-FIVE GATHERING
**Suspension**

**LEAF SPRINGS**

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.

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Price/pr.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57 5-Leaf, Stock Height</td>
<td>#285</td>
<td>$255.95</td>
</tr>
<tr>
<td>1955-57 5-Leaf, 2&quot; Drop</td>
<td>#15970</td>
<td>$246.95</td>
</tr>
<tr>
<td>1955-57 5-Leaf, 3&quot; Drop</td>
<td>#15971</td>
<td>$239.95</td>
</tr>
</tbody>
</table>

**LEAF SPRING FRONT BUSHING AND BOLT KIT**

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Price/kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57 4-Leaf</td>
<td>#240</td>
<td>$19.95</td>
</tr>
<tr>
<td>1955-57 5-Leaf</td>
<td>#241</td>
<td>$21.95</td>
</tr>
<tr>
<td>1955-57 6-Leaf</td>
<td>#242</td>
<td>$23.95</td>
</tr>
</tbody>
</table>

**LEAF SPRING U-BOLT AND NUTS**

Over time metal can fatigue. It’s a good idea when replacing the leaf springs to start fresh with new hardware. Four needed per car.

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Price/ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#069</td>
<td>$14.95</td>
</tr>
</tbody>
</table>

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

You just bought your dream car, and now you want to get it back to original, stock condition. The leaf spring plate with shock mount stud provides the ideal solution for those who wish to restore their modified suspensions to original condition.

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Price/pr.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-57</td>
<td>#1904</td>
<td>$99.95</td>
</tr>
</tbody>
</table>

**SHOCK MOUNTING STUDS**

All Lower, Rear

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Price/pr.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#14983</td>
<td>$19.95</td>
</tr>
</tbody>
</table>
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 .........$199.95/pr.
1955-57 BB .....................................#18440 .........$199.95/pr.

COIL SPRINGS
Down in the dumps? Move up in the world! Get your classic back to its proper height. These coil springs are just what you’re looking for.

1955-57 ...........................................#068A...........$103.95/pr.

LEAF SPRING RELOCATION REAR SHOCK MOUNT
Use with part #10235. Allows for proper rear shock installation. 1955-57 exc. Nomad & Wagon ..... #11290 ..........$45.95/kit

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 .. #17760 .......$124.95/ea.

SHOCK CROSS MEMBER
Welding required. 1955-57 ...........................................#12188 ........$110.95/ea.

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 SUPPORT
A little rust can jeopardize the support of the entire rear end! This shock support is a sturdy and easily installed fix for this very vulnerable area. Bolt this support into place and stop worrying about that rust-prone trunk floor! Works for all frames except Nomad and Wagons. Please see the sheet metal section for standard trunk floor repair sections. 1955-57 exc. Nomad & Wagon ..... #950 ..........$43.95/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 page 410-411. Mounting hardware included.
1955-57 Front ......................... #186 .......... $38.95/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.

**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 ...... $174.95/ea.
1955-57 Rear (Shown) ............... #17625 ...... $179.95/ea.

**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. For even better handling, see our front and rear anti-sway bars, shown on page 410-411. Mounting hardware included.
1955-57 Rear, Non-Adjustable .... #17377 ...... $134.95/ea.

**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.

**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 page 410-411. Mounting hardware included.
1955-57 Front ......................... #186 .......... $38.95/ea.

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1955-57 Front .......................... #17624 ...... $174.95/ea.
1955-57 Rear (Shown) ............... #17625 ...... $179.95/ea.

**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. For even better handling, see our front and rear anti-sway bars, shown on page 410-411. Mounting hardware included.
1955-57 Front, Non-Adjustable .... #17376 ...... $134.95/ea.
1955-57 Rear, Non-Adjustable...... #17377 ...... $134.95/ea.
**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.

- 1955-57 350-lbs.............................#17616 ...........$779.95/kit
- 1955-57 450-lbs.............................#17617 ...........$799.95/kit
- 1955-57 550-lbs.............................#17618 ...........$799.95/kit
- 1955-57 650-lbs.............................#17619 ...........$859.95/kit

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

- 1955-57 350-lbs.............................#17620 ...........$569.95/kit
- 1955-57 450-lbs.............................#17621 ...........$569.95/kit
- 1955-57 550-lbs.............................#17622 ...........$559.95/kit
- 1955-57 650-lbs.............................#17623 ...........$589.95/kit

**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.

1955-57 Front or Rear, 7/8" ..........#1349 .................$16.95/kit

**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.

1940-57 ...........................................#067 .................$10.95/kit

**BLACK URETHANE ANTI-SWAY BAR LINK KIT**

1955-57 ...........................................#980 ..............$18.95/set

**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

**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.

SWAY BARS

HOTCHKIS TUBULAR ANTI-SWAY BARS
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.
1955-57 1-3/8" Front..................#15224......$344.95/ea.
1955-57 1" Rear Adjustable........#15225.......$410.95/ea.
1955-57 1-3/8" Front & 1" Rear Adjustable
.........................................................#15223.......$718.95/set

HOTCHKIS TUBULAR ANTI-SWAY BARS
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.
1955-57 1-3/8" Front..................#15224......$344.95/ea.
1955-57 1" Rear Adjustable........#15225.......$410.95/ea.
1955-57 1-3/8" Front & 1" Rear Adjustable
.........................................................#15223.......$718.95/set

HELLWIG TUBULAR SWAY BAR KITS WITH SILVER VEIN FINISH
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. Part #16340 is 3-position adjustable to help fine-tune your suspension. Kits come with urethane bushings, mounting hardware, black powder coated brackets and complete instructions.
1955-57 1-1/4", Front..................#15555.......$228.95/ea.
1955-57 1", Rear Adjustable........#16340.......$249.95/ea.

PRO-TOURING STYLE REAR SWAY BARS
CPP Pro Touring rear sway bar kits are the key to having a great handling vehicle. They reduce body roll and help control over and under steer on corners. This is all possible with the 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 for a sanitary install, 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.

FRONT SWAY BAR
Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over and under steer in corners. CPP is proud to offer brand new redesigned front heavy duty sway bars. These bars have cleaner looking mounting points for a sanitary install, 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 ......#17981.......$179.95/ea.

FRONT ANTI-SWAY BAR
You can bring high performance handling to your 1955, 1956, or 1957 Chevy with the addition of anti-sway bars. Heavy 7/8" diameter steel delivers the support your front end needs in the corners. Anti-sway bar ends are forged for extra strength. Kit is complete with all the hardware you’ll need to do a proper installation.
1955-57 Front...............................#897...........$162.95/kit
SWAY BARS

HELLWIG SWAY BARS WITH SILVER VEIN FINISH
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 powder coated 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 1-1/4", Front .....................#14654 ........$204.95/kit
1955-57 1", Rear Adjustable ..........#14901 ........$259.95/kit
1955-57 1", Rear Adjustable w/ Rear Pocket Spring Location ......................#15245 ........$249.95/ea.

HELLWIG ELITE SERIES SWAY BARS
The Hellwig Elite Series sway bars have raised the bar above the rest. This kit features a 1-5/16" tubular front bar and a 1" 3-position adjustable rear bar along with billet frame mount blocks, adjustable end links, urethane bushings and complete instructions. They are finished in a beautiful prismatic powder coat finish that makes them not only the best performing, but also the best looking sway bars out there.

1955-57 Front & Rear Tubular......#16366 ........$799.00/set

RIDETECH STREETGRIP FRONT SWAY BAR WITH HARDWARE

1955-57 .......................................................... #18442 .......................$349.95/ea.

HELLWIG “SPECIAL BLACK” TUBULAR SWAY BARS
Available only through Danchuk, these “Special Black” edition sway bar kits feature a tubular 1-1/4" front bar and an adjustable 1" 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.

1955-57 Front & Adjustable Rear, w/ Stock Spring Location.............................................. #15913 .........$424.95/kit
1955-57 Front & Adjustable Rear, w/ Rear Pocket Spring Location....................................... #15914 .........$424.95/kit

SEE YOU AT THE TRI-FIVE NATIONALS IN AUGUST - LARGEST TRI-FIVE GATHERING
**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 f prerails 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**

**FRONT**
- Lower StrongArms
- Upper StrongArms
- HQ Series CoilOvers
- MuscleBar

**REAR**
- 4-Link (1pc frame)
- 4-Link (2pc frame)
- HQ Series CoilOvers

**UPGRADES**
- Drop Spindles

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**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.

**INCLUDED COMPONENTS**

**FRONT**
- Lower StrongArms
- Upper StrongArms
- HQ Series Shockwaves
- MuscleBar

**REAR**
- 4-Link (1pc frame)
- 4-Link (2pc frame)
- HQ Shockwaves

**UPGRADES**
- Drop Spindles

---

**COMPRESSOR SYSTEMS**

- **RidePro® Analog Control**
  - 4000 Series 3 Gallon: $1,100
  - 4100 Series 5 Gallon: $1,300

- **RidePro® Digital Control**
  - 4000 Series 3 Gallon: $1,500
  - 4100 Series 5 Gallon: $1,700

- **AirPOD**
  - 4000 Series 3 Gallon: $1,800
  - 4100 Series 5 Gallon: $2,000
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!

**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 bushing 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

**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.

<table>
<thead>
<tr>
<th>Part#</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB-18439</td>
<td>$50.00 each</td>
</tr>
<tr>
<td>BB-18440</td>
<td></td>
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</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Part#</th>
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</tr>
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<tbody>
<tr>
<td>18445</td>
<td>$50.00 each</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Part#</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>18442</td>
<td>$350 each</td>
</tr>
</tbody>
</table>

**DELRIN 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.

<table>
<thead>
<tr>
<th>Part#</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>18444</td>
<td>$300 set</td>
</tr>
</tbody>
</table>

**COMPOSITE LEAFSPRINGS BUSHINGS & SHOCKS**
50 lb weight savings in unsprung weight will improve handling and ride quality. These composite leafs 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**

<table>
<thead>
<tr>
<th>Part#</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>18441</td>
<td>Leaf springs $800 set</td>
</tr>
<tr>
<td>18443</td>
<td>Bushings $250 set</td>
</tr>
<tr>
<td>18895</td>
<td>Shocks $570 set</td>
</tr>
</tbody>
</table>

**55-57 WAGON**

<table>
<thead>
<tr>
<th>Part#</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>18441</td>
<td>Leaf springs $800 set</td>
</tr>
<tr>
<td>18443</td>
<td>Bushings $250 set</td>
</tr>
<tr>
<td>18896</td>
<td>Shocks $550 set</td>
</tr>
</tbody>
</table>
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 through 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.
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 competitor’s clutch pack. Made in the USA.

1955-57 10-Bolt, 17 Spline, Limited Slip, Pro Series

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........$135.95/ea.
All 8.2/8.5, 12-Bolt..............................#16915........$135.95/ea.

STAINLESS REAR END COVER BOLTS WITH 12-POINT HEAD
All 10-Bolts....................................#14034........$29.95/set
All 12-Bolts....................................#14035........$28.95/set

STAINLESS REAR END COVER BOLT KITS WITH BOWTIE
All 10-Bolt......................................#14282........$17.95/kit
All 12-Bolt......................................#14283........$18.95/kit

COPPER DIFFERENTIAL CARRIER WASHERS AND NUTS
All show cars should feature this original detail.
1955-64.........................................#1547........$15.95/set

REAR END CENTER SECTION TO HOUSING GASKET
1955-64.........................................#10317........$6.95/ea.