



Pete & Jake's Hot Rod Parts
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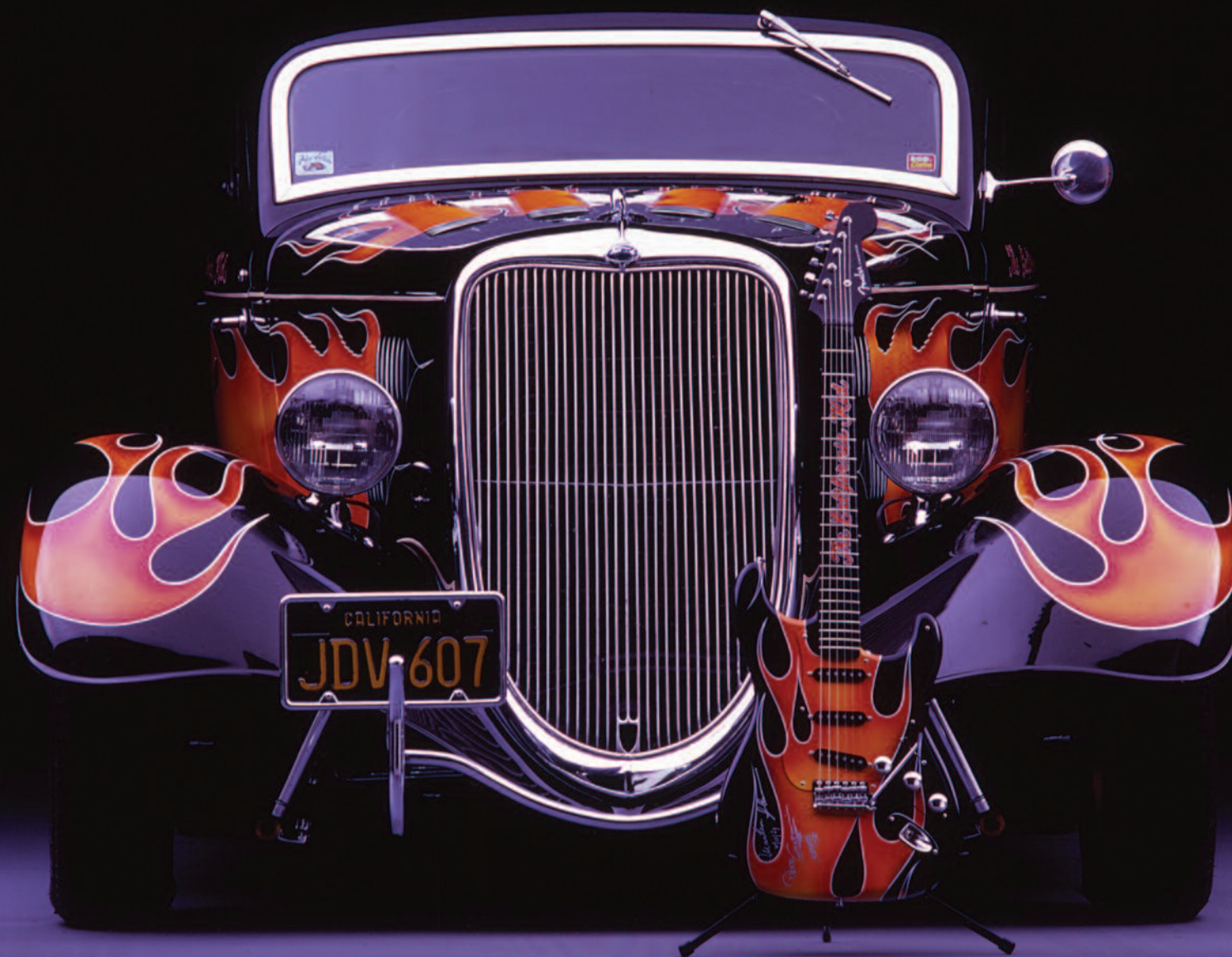
WWW.PETEANDJAKES.COM

Cover photo courtesy of Rodder's Journal.

Since 1974 Pete & Jake's stood at the forefront of the Hot Rod movement. Through the seventies and eighties, until the year two thousand seven and beyond, Pete and Jake's will continue to be the first name in quality and innovation leading the way and setting new standards in this exciting and rapidly growing market.

So it is really no surprise that we used The California Kid on the cover of our catalog. Chopped, flamed and louvered, it still symbolizes the very spirit of the Hot Rod movement.

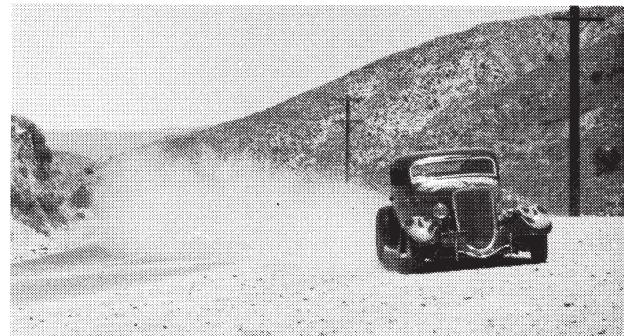
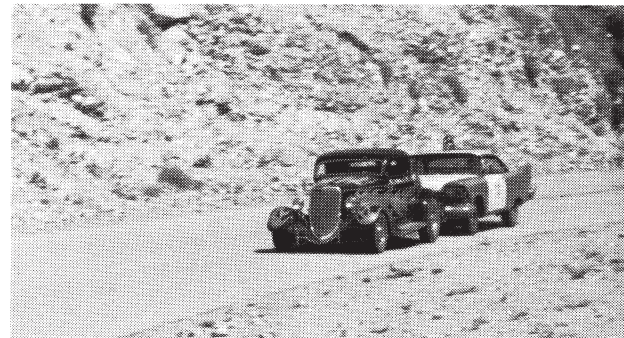
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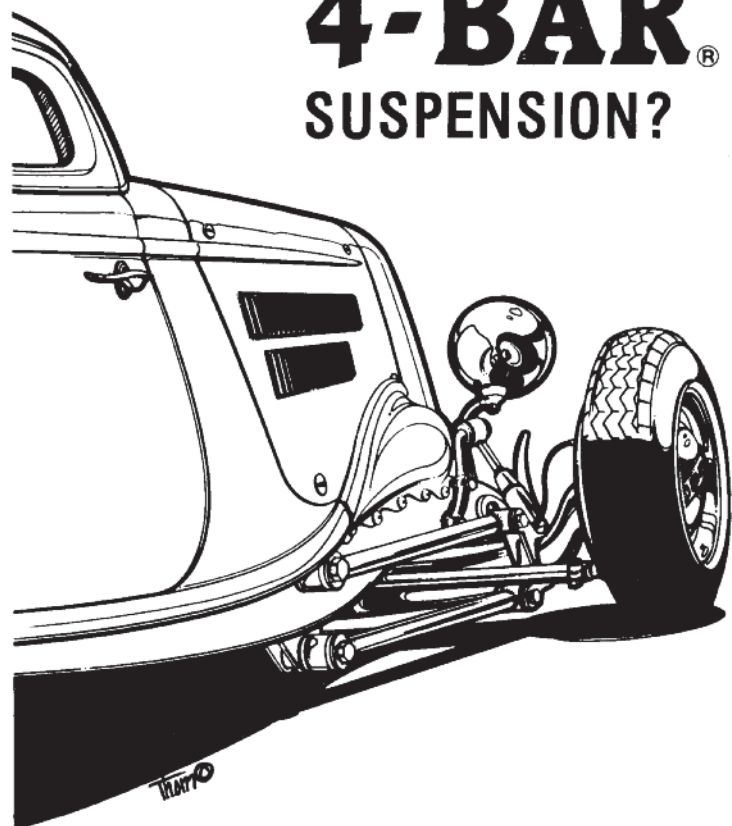
\$4.00

THE CALIFORNIA KID

Premiering as a prime time movie in 1974, "The California Kid" movie boosted the acting careers of Martin Sheen (the kid), Nick Nolte (tow truck driver), Vic Morrow (the evil sheriff), and others. But more importantly it exposed millions of TV viewers to an automobile that exemplifies what hot rodding is all about. A mean machine: chopped, flamed, louvered, down in front, and of course — high powered! A car practical enough to be driven daily on the street or across the country, and at the same time capable of meeting challenges beyond the range of the average car. The movie climaxes in a heads-up chase where the California Kid outmaneuvers, outperforms the speed crazed villain on a winding mountain road.



WHAT IS 4-BAR[®] SUSPENSION?

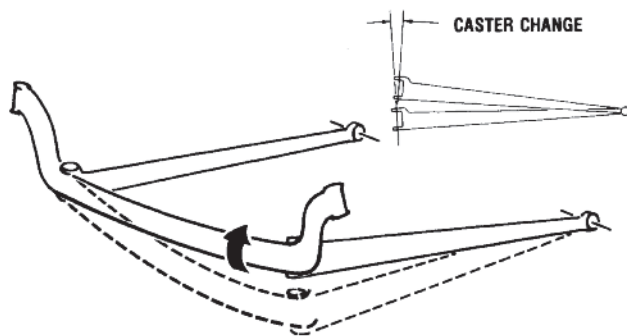


The term 4-Bar is a registered "trademark" name for the parallel link radius rod kits manufactured and sold only by Pete & Jake's. These kits represent the finest in workmanship and quality construction backed by a name that street rodders have come to know and trust as leaders in the hot rod parts industry. Each kit has been carefully engineered to give you the best design in front end and steering geometry, and to be as easy to install as possible. The parallel bar design forms a parallelogram figure which allows each end of the axle to move independently of the other without suspension bind (see illustrated explanation below). This means the smoothest riding suspension available with the traditional "looks" of a solid type axle.

The kits that feature mounting for Mustang or Cougar steering position the steering gear in the proper relation to the front end eliminating bumpsteer and other ill-handling characteristics associated with incorrect steering geometry. 4-Bar kits are also available without the steering mount for those who prefer the increasingly popular Vega cross steering set-up. The latest additions to the Pete & Jake's line are the "Hiboy" 4-Bar kits which are especially designed to improve the esthetics of non-fendered rods.

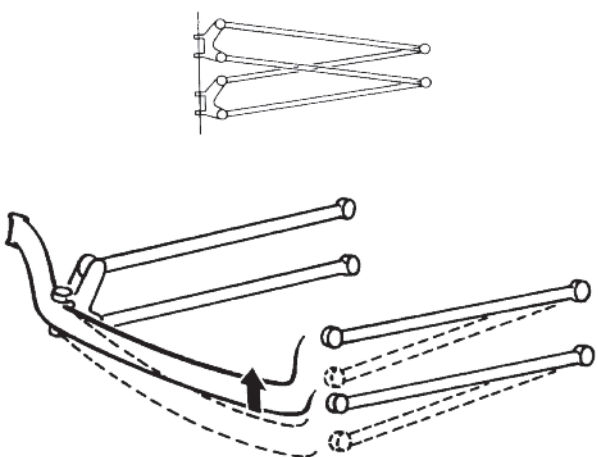
Pete & Jake's has also developed the use of urethane in street rod components. Microflex, another "trademark" name of Pete & Jake's, represents a continuously growing line of the finest quality urethane bushings available. These bushings have undergone a careful development and testing program that no other street rod parts manufacturer can claim. The result is a suspension bushing far superior to others for long lasting quality and improved performance. Microflex bushings are an exclusive feature of all Pete & Jake's 4-Bar kits.

So whatever you may expect from a front end set-up, good looks, superior engineering, lasting durability, or proven performance... Pete & Jake's 4-Bar kits have more to offer and at a price you can afford.



SPLIT TYPE WISHBONES

When an axle held by split wishbones moves up and down it experiences caster change. This is due to the axle pivoting from a centerline. This would be fine if everytime the right wheel went over a bump the left wheel did the same, or you entered every driveway straight on, or the car did not want to lean to one side when taking a corner. Unfortunately this is not the way it is. Bouncing up and down on the front of your frame in the garage is totally different than the kind of action it is going to see as soon as you get to the end of the driveway. Because each end of the axle is pivoting from a separate point (not a single point like unsplit stock wishbones), when the right wheel goes over a bump or moves vertically the caster on the right side is going to change but the left side is going to remain the same. What happens between the two sides changing caster is an axle that is twisting or trying to. An I-beam axle can twist and will probably never break. A tube axle will not twist so when you hit a bump something has to give, something is forced to twist, and eventually break. This is not good and in any case this noticeably affects ride and handling.



PETE & JAKE'S 4-BAR

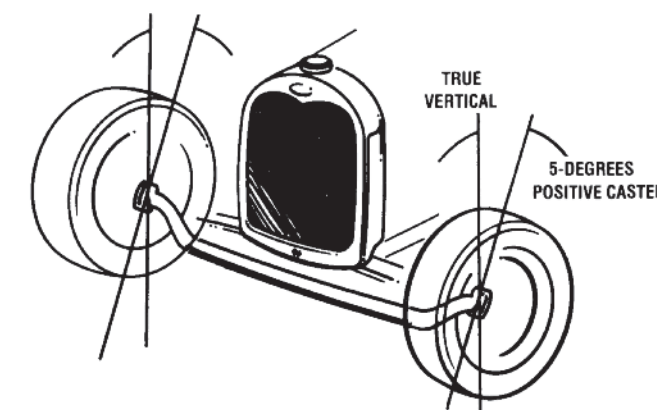
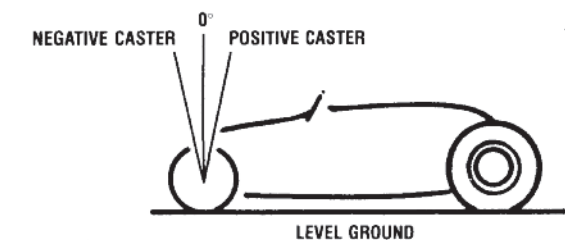
The 4-Bar design uses the principle of the parallelogram. That is when one end of the figure moves in relation to the other, all sides remain parallel. Using this parallelogram for a hook-up on each side of the axle allows the axle to move vertically without caster change. Each end of the axle can move independently from the other with no bind. The axle is not trying to twist because caster is constant at each end of the axle regardless of axle movement. The axle can move freely being dampened only by the spring and shocks the way it should. Ride is improved much like independent because axle movement is not being transferred into the frame trying to rock the car with each bump.

WHAT IS CASTER?

Caster is the backward or forward tilt of the kingpin about which the spindle pivots for steering. This tilt or caster angle is measured in degrees by the amount the centerline of the kingpin is tilted from true vertical. A backward tilt at the top of the kingpin is called positive caster. A forward tilt is known as negative caster. Because caster is a directional control setting, tilting the kingpin toward a positive caster angle gives the front wheels the tendency to go straight ahead which also influences the steering wheel to return to a straight ahead position after a turn. With a negative caster setting the steering of the vehicle becomes very touchy and harder to control as speed is increased. The tires have a tendency to pull to one side or the other causing the car to wander and weave.

Understanding that caster angle influences the directional control of the wheel, you can then see that a different caster angle for each front wheel will create an uneven steering effect. This unequal caster will be noticeable to the driver as the car will want to pull toward the side having the least positive (or most negative) caster angle. A solid type axle would be thought to have equal caster on both ends of the axle, but this is not always the case. If the axle is a custom fabricated tube type the responsibility of the caster angle being equal belongs to the manufacturer and the accuracy of his axle fixtures. Because a tubular axle will not twist torsionally end to end it is nearly impossible to correct. An early Ford I-beam axle can be twisted torsionally end to end so caster angle can (and should) be set for each front wheel. If a 4-Bar type radius rod system is being used with an I-beam axle, setting the caster angle for each front wheel is done easily by simply adjusting the upper and lower bars on each side of the car.

Auto manufacturers call out different caster specifications depending on design of the vehicle. As hot rod builders we can only recommend what has proven to work good on the cars we have built and drive. For general, all-purpose type driving we use a setting of 5-degrees positive caster angle on Ford based hot rods.

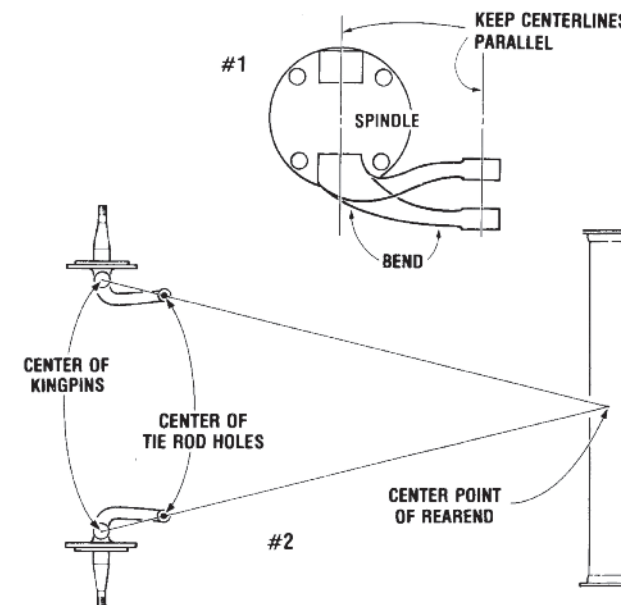
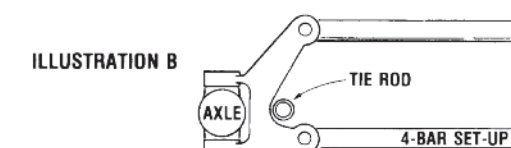
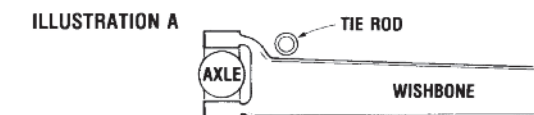


HOW TO: BENDING SPINDLE ARMS

Bending spindle arms is common practice when building a hot rod. The moment you install a dropped type axle the spindles and the tie rod connecting the spindles move-up vertically in relation to the axle, radius rods, frame, etc. This usually causes the tie rod to interfere with the radius rods, front crossmember, even the crankshaft pulley on the engine. The solution is to heat the spindle arms with a large acetylene torch and carefully bend the arms to reposition the tie rod so that the spindles can turn lock to lock (extreme left to right) without interference. If you are using a stock or split wishbone the tie rod will most likely need to go above the wishbone (depending on amount of axle drop.) In this case try to position the tie rod as low or as close to the wishbone as possible (illustration A) as frame clearance will be the main problem. If you are using a 4-Bar set-up you can take advantage of additional tie rod to frame clearance as the tie rod can be positioned lower directly behind the axle. By bending the arms to center the tie rod in the crotch of the axle bracket (illustration B) you will maintain maximum turning radius and have sufficient frame clearance.

Some good rules to follow when bending spindle arms are:

- #1 Keep the centerlines of the kingpin and the rod end hole parallel. This is done by bending the spindle arm in 2 places. If these bends are too close to each other the length of the arm will be shortened, critically affecting the steering geometry. Try to make the bends as far apart as possible.
- #2 Proper steering geometry when the spindles are turned left or right is regulated by the angle of the arms. A simple guide to correct turning geometry is to project a line from the center of the kingpin to the center of the rear end. Then make sure that the center of the tie rod end hole in the spindle arm is also on this line.
- #3 Bending spindle arms that are made of forged steel (like original Ford spindles) or cut from steel plate is no problem. Heat the metal only enough so you can bend the arms using a large Crescent type wrench. If the metal gets too hot it may crack or crumble during the bending process. Do not heat or try to bend any item that is "cast" material.



MUSTANG STEERING

Mustang steering has been popular with hot rodders since the early '70's. The design of the steering box makes it a natural for early Ford installations as it offers convenient mounting and a long sector shaft, long enough to go underneath a boxed frame. A removable column on later Mustang boxes ('69-'73) also allows the adaptation of tilt columns from other cars. The common mounting position sets it back out of the way of most factory or custom exhaust systems. Another not too well known feature is that the Mustang (also Cougar) steering gears are available in 2 ratios: 4 turns lock to lock (most common) or 5 turns (slower steering). All in all, Mustang is one of the most favorable steering set-ups to use.

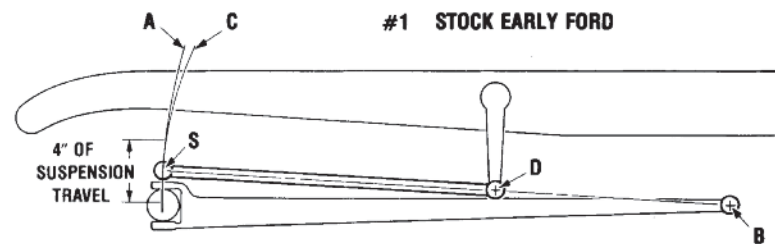
When it comes to steering installations, however, there is more to it than just mounting the box and hooking up the drag link. What appears to look good and work right when the chassis is sitting on stands in the garage may in fact be all wrong. The arbitrary placement of steering components can mean incorrect steering geometry and serious handling problems once the car is on the road.

Hot rods built in the old days didn't seem to have major steering problems (other than they were hard to steer). This is because the front end design and steering set-up was left basically stock. Even if the car had a dropped axle and a later ('49-'56) Ford pickup steering gear, the steering geometry had not changed enough to cause trouble. In the meantime rodders started installing the smooth operating Mustang steering. What seemed to be a great improvement only made the car handle dangerously strange. When going through a dip or over a bump the car would turn to the left and right. At the same time the steering wheel would rotate a small amount to either direction. This strange action became known as Bumpsteer.

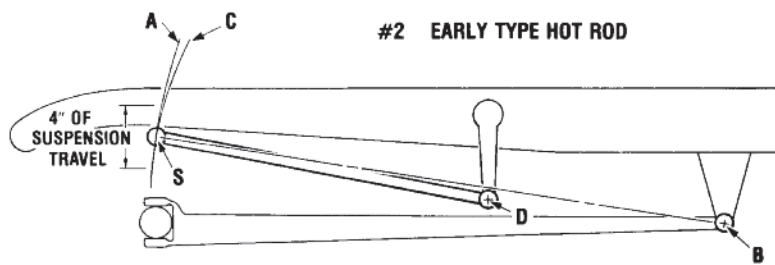
Bumpsteer results from incorrect steering geometry which causes the car's steering to change direction during vertical suspension travel. With the design of the Mustang box the pitman arm is opposite that of the early Ford steering box in that it rotates above the sector shaft instead of below the sector shaft. This drastically changes the drag link angle and steering geometry in relation to a basically stock style front end design. By stock we mean a front end using either stock or split wishbones or hairpin type (single pivot) radius rods.

Bumpsteer can be eliminated from a Mustang steering installation if a parallel radius rod (4-Bar) set-up is used. The parallelogram design features of the 4-Bar keep vertical suspension movement of the axle and spindles relative to the movement of the drag link. It's simply a matter of making sure that the drag link is parallel to the 4-Bar.

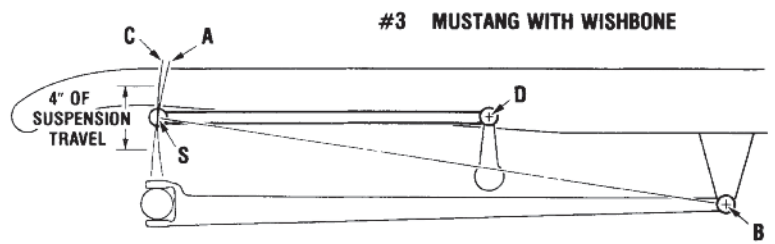
If you are designing your own front end set-up be sure to keep these things in mind and follow the geometry principles described in illustrations #1 or #4, depending on the type of steering gear to be used.



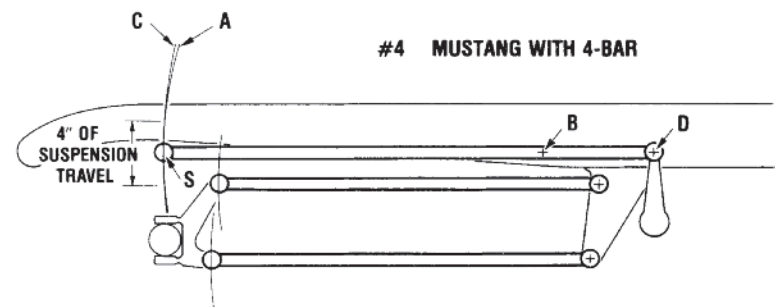
There are 3 basic points that determine the steering geometry of an early Ford front end. They are the pivot points at each end of the drag link, and the point from which the front end assembly pivots. Point S is the center of the ball inside the rod end attached to the spindle steering arm and the drag link. During vertical suspension movement, point S, as part of the axle/spindle assembly, travels an arc (A) centered at the wishbone pivot point (B). Point S also travels an arc (C) centered at the other end of the drag link (point D) which is connected to the pitman arm. Although point S must travel 2 different arcs at the same time, these arcs will be very close for a limited amount of vertical movement if points S, D, and B are all on the same centerline. In other words, steering geometry will be at its best if the drag link (S-D) is parallel to the imaginary link (S-B).



Modifications to the stock suspension cause the steering connection points and the geometry to change. In this case, point S has moved up 4" vertically with the installation of a dropped axle and reversed eye spring. Point D has moved up only a little because a shorter pitman arm is used with the pickup steering. However, point D has also moved 1" to 1 1/2" away from the centerline S-B. Because the drag link (S-D) is no longer parallel to the imaginary link (S-B), arc C will not follow arc A as closely and point S will be forced to move back and forth as it travels both arcs. Fortunately the difference in the arcs is still very slight within the limited amount of vertical suspension movement and bumpsteer, if any, will be insignificant.



The installation of Mustang steering using a wishbone (single pivot) set up causes a drastic change in steering geometry. The unsuspecting builder has been told that correct steering geometry will result from mounting the drag link parallel to the wishbone. This is misleading information! As shown in illustration #1, the drag link (S-D) should be parallel to the imaginary link (or centerline) S-B. Because of the steering box design and the position of the pitman arm, point D has moved a considerable distance from the centerline S-B which means that arcs A and C will no longer be close even within the limited amount of vertical suspension movement. This in turn forces point S, the steering ball on the spindle arm, to move a great amount as it travels both arcs. The result is bumpsteer!



Mustang steering installed with a 4-Bar set up offers an ideal steering geometry situation where bumpsteer is eliminated. Based on the parallelogram, point S being part of the axle/spindle assembly travels an arc (A) equal to the length of the parallel radius rods, centered at a point (B) parallel to the rods. Point S also travels an arc (C) centered at the other end of the drag link (point D) which is connected to the pitman arm. If the drag link (S-D) is parallel to the imaginary link S-B, arcs A and C will be close enough within the limited vertical suspension movement as to not cause bumpsteer. If the drag link is not parallel to the radius rods, points S, B, and D will not be on the same centerline as in illustrations #2 & #3, and the resulting bumpsteer will again depend on the degree of angle difference.

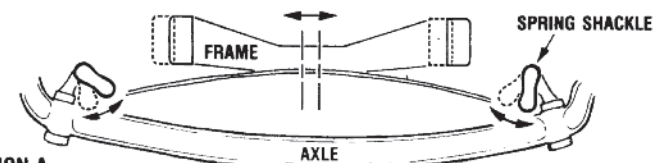


ILLUSTRATION A

A frame mounted with a transverse spring moves freely side to side on the shackles. This lateral movement not only occurs from bumps and cornering but is a continuous action resulting from any suspension movement. There are cases where lateral movement is restricted by stiff working shackles, or shackles that don't swing at all because the spring main leaf is too short.

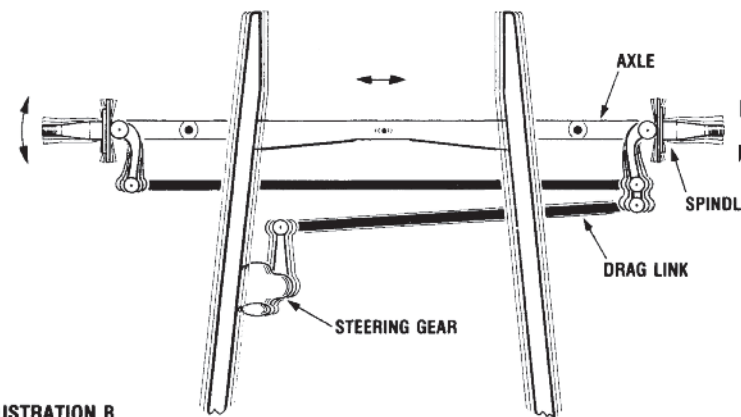


ILLUSTRATION B

Lateral frame movement results in drag link movement relative to the axle. This causes the spindles to turn changing the direction of the car even though the steering wheel was not turned. Oversteer is also a major problem which becomes most obvious during hard, fast cornering. Take a left turn for example: The steering wheel is turned to the left an amount adequate to make the turn. The drag link moves to the right which turns the spindles a corresponding amount to the left. As the car responds going into the turn, the centrifugal force causes the weight of the car to shift to the right moving the frame to the right on the shackles. The steering gear and drag link being relative to the frame also move to the right. This additional drag link movement then causes the spindles to turn more than desired, which depending on the car's speed, can easily cause the car to spin-out.

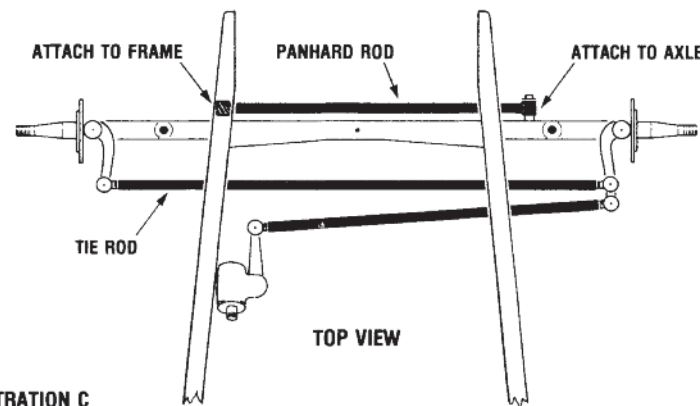


ILLUSTRATION C

A Panhard rod is used to control lateral movement between the frame and axle. It can be mounted either in front of, or behind the axle. If mounting it behind the axle be sure it does not interfere with the tie rod as the tie rod moves close to the axle when the spindles are turned to extreme right or left.

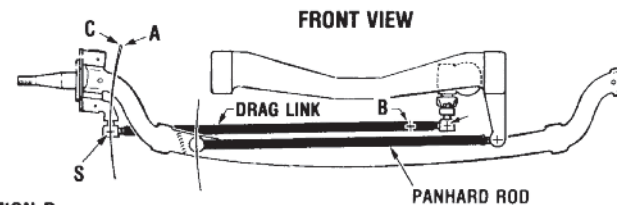


ILLUSTRATION D

Lateral control of the axle must be relative to the drag link for correct steering geometry during vertical suspension movement. Because the Panhard rod pivots at both ends, like the radius rods of a 4-Bar set-up, correct geometry is based on the parallelogram in that the drag link and Panhard rod should be parallel and as close to the same length as possible. As part of the axle/spindle assembly the steering ball on the spindle arm (point S) travels an arc (A) equal to the length of the Panhard rod, centered at a point (B) parallel to the Panhard rod. Point S also travels an arc (C) centered at the other end of the drag link (point D). If the drag link and Panhard rod are parallel the arcs will be very close within the limited amount of vertical travel and steering will not be affected. If they are not parallel the arcs will not be as close and the resulting bumpsteer will depend on the degree of angle difference between the two.

VEGA CROSS STEERING

Cross steering is not a recent innovation, in fact Ford cars used cross steering from '09 thru '27 (Model T) and again from '35 thru '48. It has only been in the past few years, however, that this style of steering has become a widely accepted alternative to the traditional hot rod type steering used on '28 thru '34 Fords. The recent surge of cross steering installations is due mainly to compact size, strength, and adaptability of the unique steering box found in the '71-'77 Chevy Vega. Cross steering is also favored when building a fenderless hot rod as the pitman arm and drag link are neatly hidden underneath the front of the car.

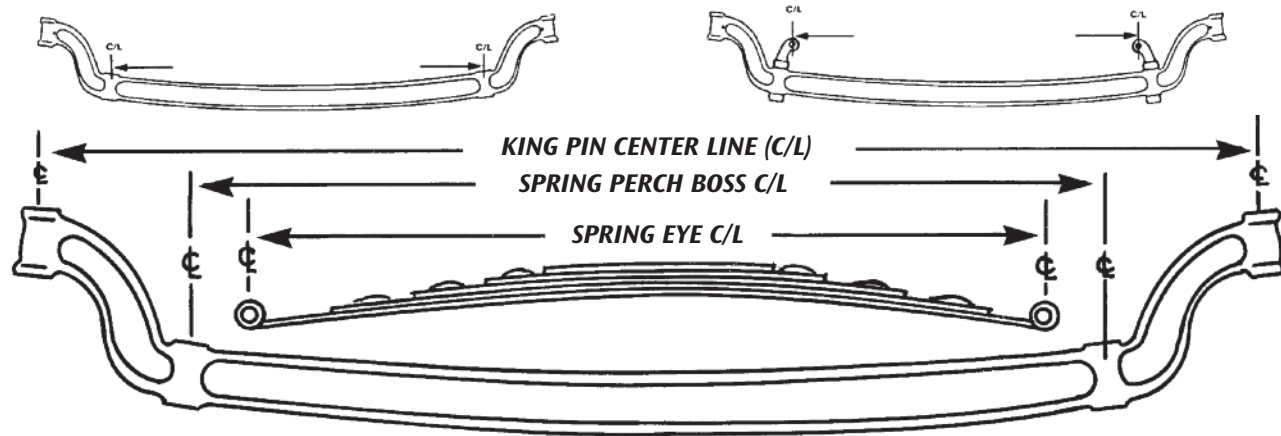
In case you're not familiar with cross steering, the steering box mounts far forward on the inside of the left frame rail. The drag link runs laterally across the chassis where it connects to the steering arm of the right spindle. The pitman arm pivots side to side moving the drag link left and right laterally to steer the car.

Another advantage of cross steering is that steering geometry is not affected by the type of radius rods used to hold the axle. As we learned by the illustrations on the opposite page, the use of a 4-Bar or a wishbone with a particular steering set-up can mean the difference between a good or bad handling car. Not so with cross steering. Front end movement as controlled by the radius rods which locate the axle front-to-rear is not relative to the steering movement because the drag link is mounted laterally (side to side). This fact, however, leads many people to believe that ill-handling characteristics such as bumpsteer and oversteer do not exist with a cross steering set-up... on the contrary!

The steering or directional change of the car is controlled by lateral (side to side) movement of the drag link. In other words, when the steering wheel is turned, the drag link will move laterally in relation to the axle/spindle assembly causing the spindles to turn and the car to change direction. But what if for some reason the drag link moved in relation to the axle assembly without the steering wheel being turned? The spindles would still turn and the car would change direction. If you're wondering how this strange movement could possibly happen remember that a frame mounted on an early Ford style transverse spring is free to move side to side on the shackles (see illustration A). This lateral movement of the frame in relation to the axle also means movement in relation to the steering gear and the attached drag link (illustration B) resulting in unwanted, unpredictable steering movement.

The answer is to eliminate or control the lateral movement between the frame and the axle. This is done by installing a Panhard rod, or sway bar, which is a lateral link connecting frame and axle. But since this link controls movement relative to the steering drag link, the mounting position and angle are important to correct steering geometry. Since geometry functions are difficult to describe, we suggest that you follow the design principles laid out in illustration D.

How to Measure your Axle and Spring

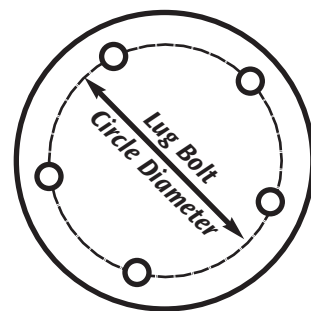
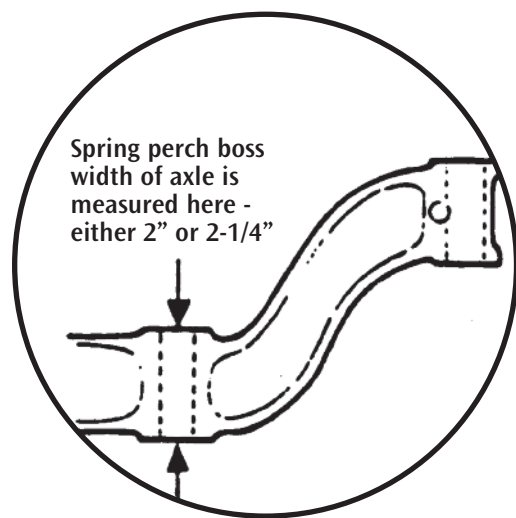


To measure your axle for a super slide spring:
Measure C/L of spring perch boss to C/L of spring perch boss. Take that measurement and deduct 5". This will give you the size of your spring.

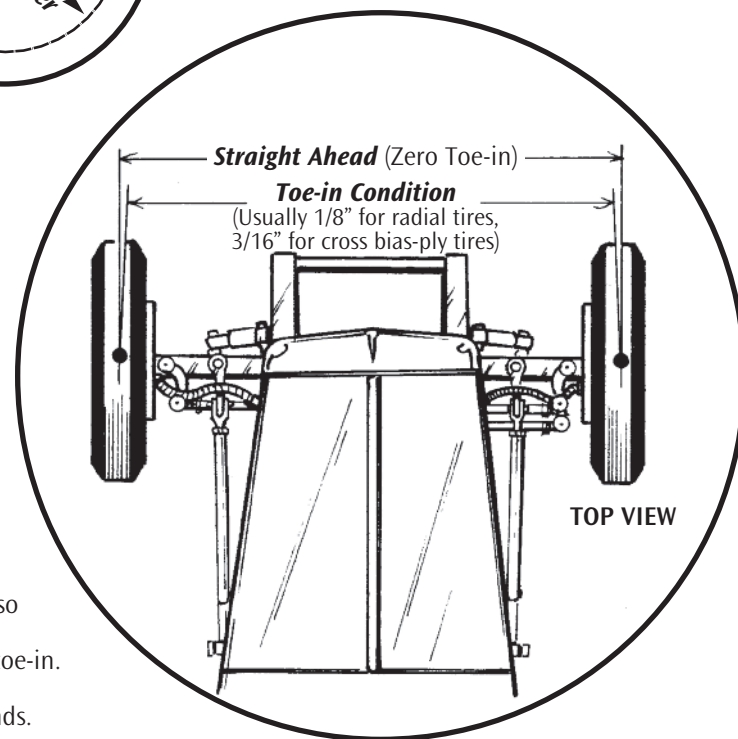
To measure your perches for super slide spring:
Measure C/L of perch to C/L of perch. Take that measurement and deduct 3". This will give you the size of your spring.

How to Measure your Perch Boss

How to Measure your Bolt Patterns



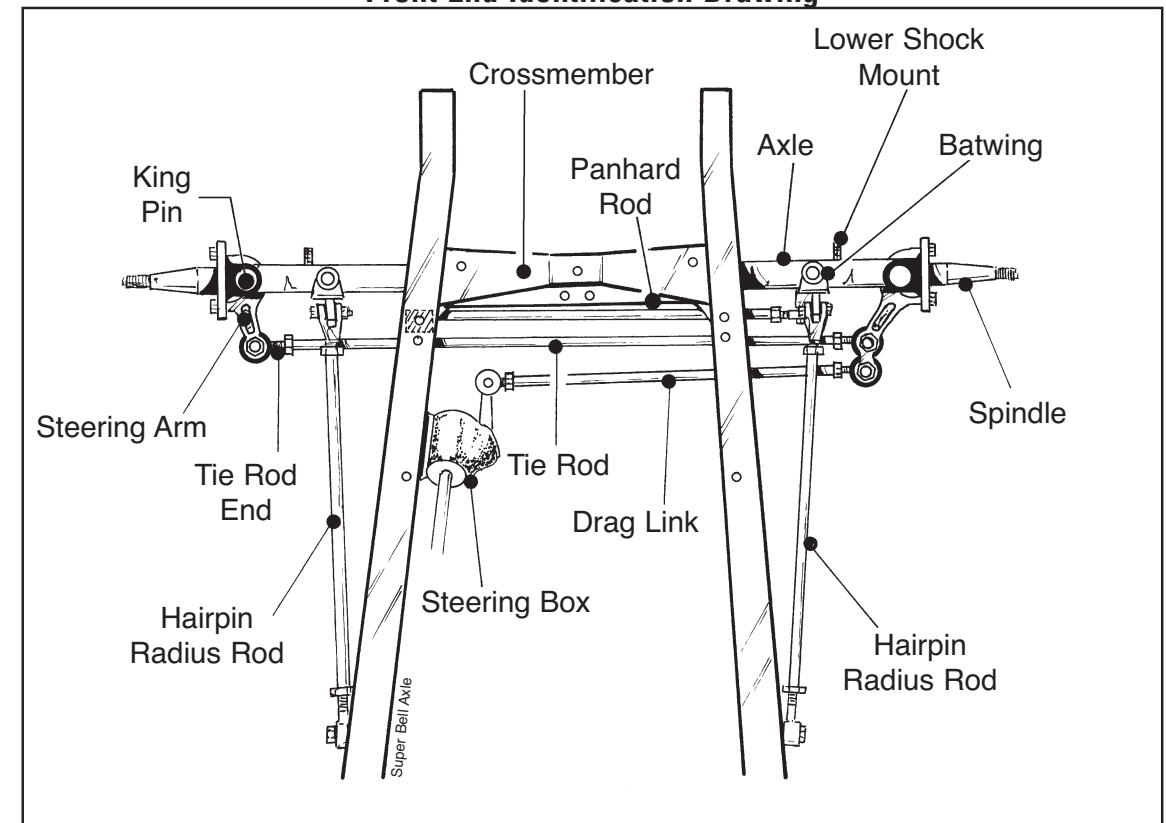
Bolt Pattern	Original Wheel
5 x 4 1/2"	Late Ford
5 x 4 3/4"	Chevrolet
5 x 5"	Buick, Olds, Pontiac
5 x 5 1/2"	Early Ford



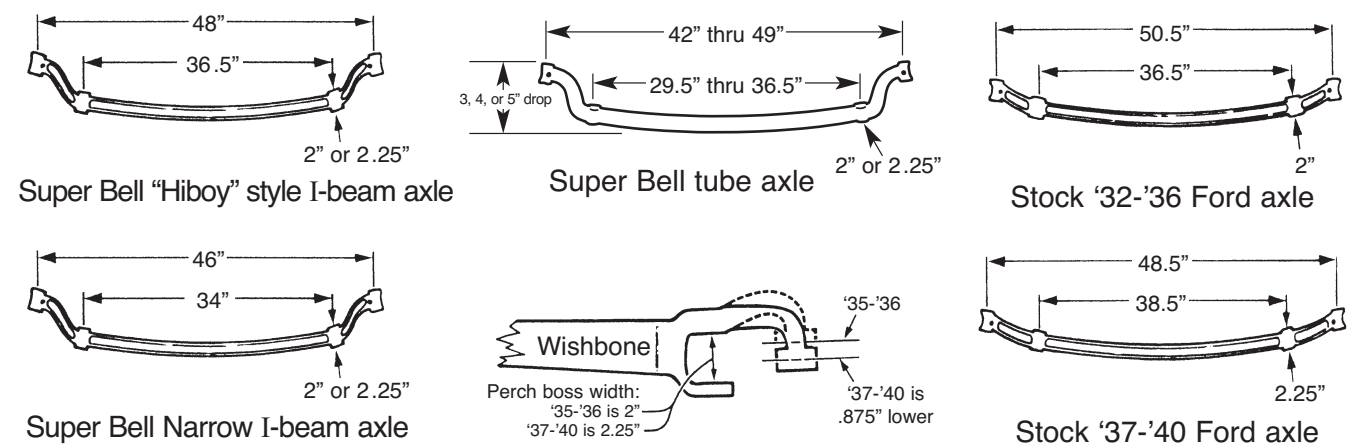
How to Measure your Toe-in

Toe-in, toe-out is the angle at which the wheel points when viewed from the top. Toe-in is when the wheels point slightly towards each other at the front, toe-out is when they point away from each other at the front. With rear-wheel-drive, the leading edges of the tires tend to pull away from each other, so they are set with toe-in to counteract that tendency. In our experience, hot rods with radial tires should be set with 1/8" toe-in. Hot rods with bias-ply tires should be set with 3/16" toe-in. Adjustments can be made by screwing in or out the tie rod ends.

Front End Identification Drawing

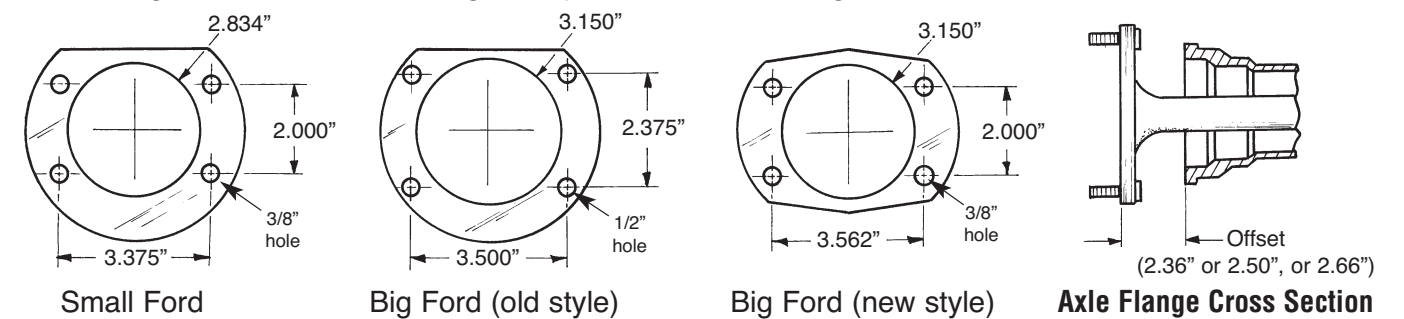


Axle Comparison



Rear End Axle Flange Identification Chart

3 things to measure: (1) Flange bolt pattern (2) Axle flange cross section (3) Wheel Pattern



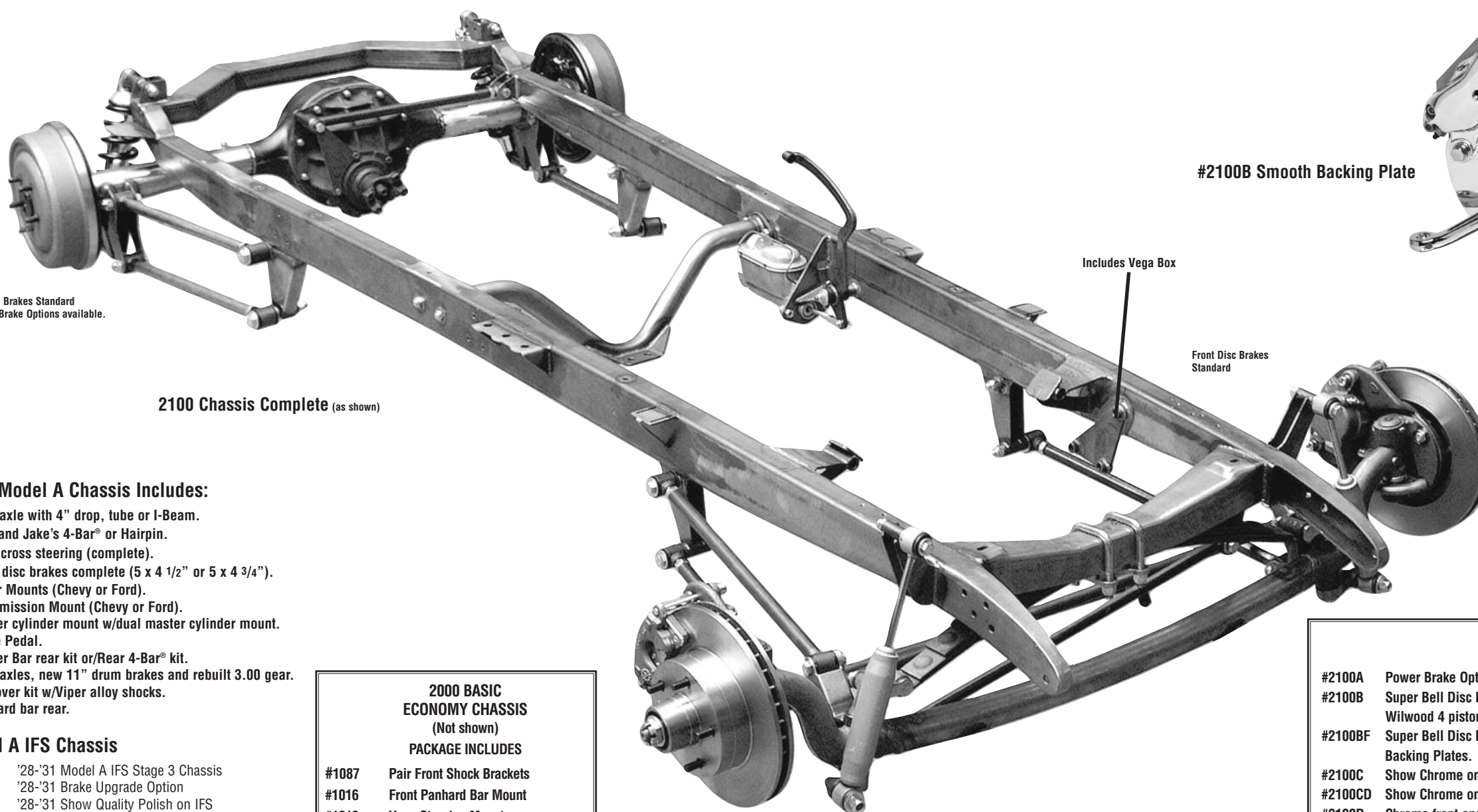
Model A Chassis

SERIES 2000

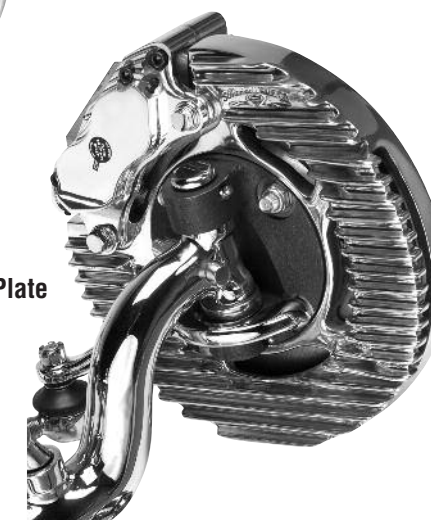
- All original dimensions except raised rear crossmember (stock available).
- Fully boxed 2" x 4" x .125" rectangular rails for strength and appearance.
- All brackets welded.
- Front & rear crossmembers installed.
- All body mounting holes are 3/8" nuts.
- All brackets and holes are pilot drilled.

Chassis Options

SUPER BELL SUPER STOPPER BRAKE KIT OPTIONS



#2100B Smooth Backing Plate



#2100BF Finned Backing Plate

2100 Chassis Complete (as shown)

2100 Model A Chassis Includes:

- Drop axle with 4" drop, tube or I-Beam.
- Pete and Jake's 4-Bar® or Hairpin.
- Vega cross steering (complete).
- Front disc brakes complete (5 x 4 1/2" or 5 x 4 3/4").
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount w/dual master cylinder mount.
- Brake Pedal.
- Ladder Bar rear kit or/Rear 4-Bar® kit.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper alloy shocks.
- Panhard bar rear.

Model A IFS Chassis

- #2200 '28-'31 Model A IFS Stage 3 Chassis
- #2200A '28-'31 Brake Upgrade Option
- #2200B '28-'31 Show Quality Polish on IFS

IFS CAN BE PURCHASED SEPARATELY

- #2090 '28-'31 IFS (Standard w/GM disc brake)
- #2091 '28-'31 IFS (Show polish w/Custom disc brake)

2000 BASIC ECONOMY CHASSIS (Not shown) PACKAGE INCLUDES

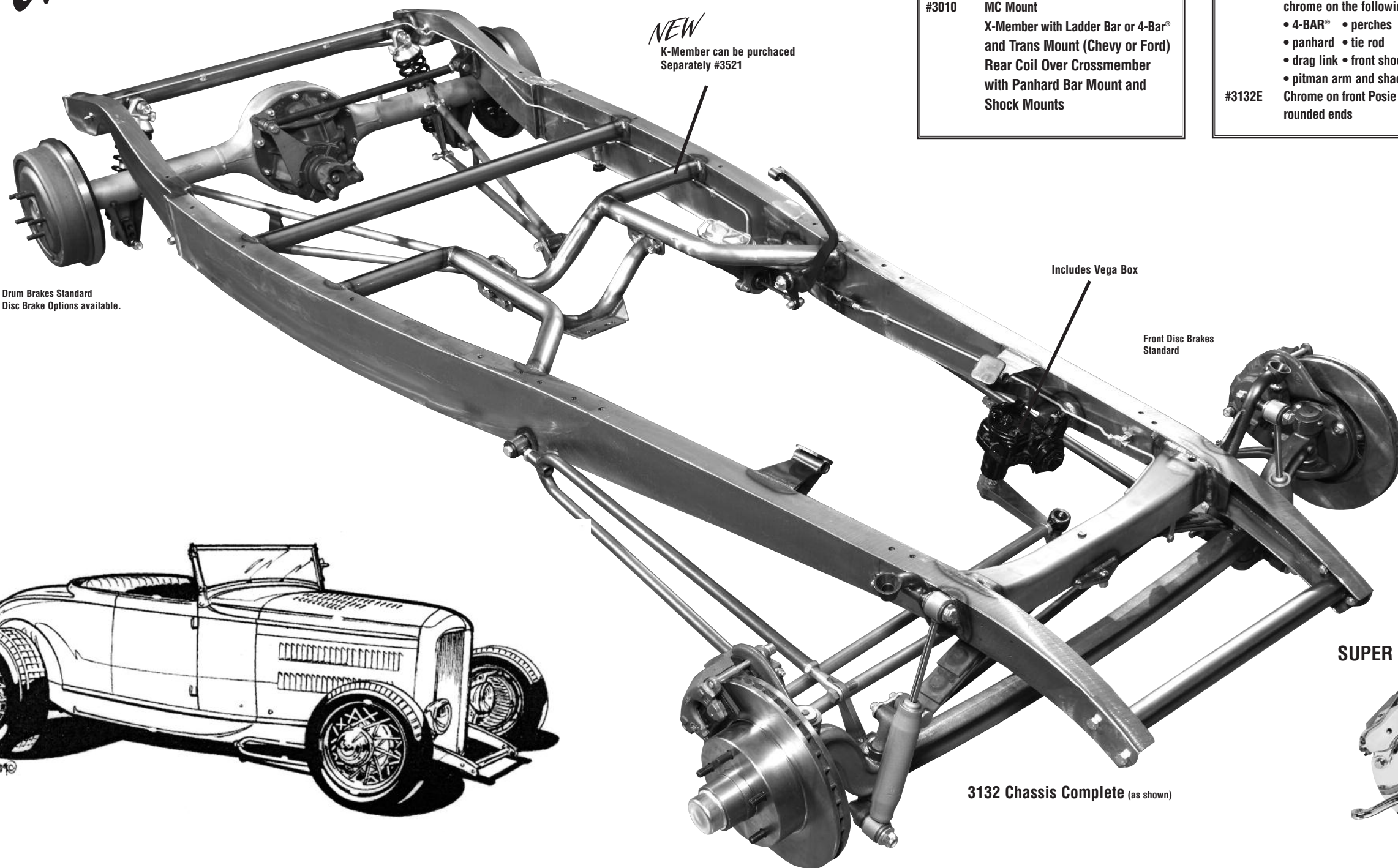
- #1087 Pair Front Shock Brackets
- #1016 Front Panhard Bar Mount
- #1019 Vega Steering Mount
- #1289 Front 4-Bar® Brackets
- #2010 MC Mount
- #2005 Motor Mount (Chevy or Ford)
- #2007 Trans Mount (Chevy or Ford)
- #3508 Ladder Bar Crossmember or 4-Bar®
- #1090 Rear Coil over Shock Mounts
- #2014 Rear Panhard Bar Bracket

2100 CHASSIS OPTIONS

- | | |
|---|--|
| #2100A Power Brake Option. | #2100F Rear SVO disc brake kit with emergency brake. |
| #2100B Super Bell Disc Brakes with polished Wilwood 4 piston calipers with 360° Back Plates. | #2100G Brake line kit installed. |
| #2100BF Super Bell Disc Brakes with full polished finned Backing Plates. | #2100GS Polished Stainless Steel brake line with AN Fittings. |
| #2100C Show Chrome on Front axle. | #2100H Currie Polished billet 9" Ford housing. |
| #2100CD Show Chrome on Front drilled I-beam axle. | #2100I Pro-street option (includes special cut on 9" Ford housing). |
| #2100D Chrome front end option includes chrome on the following: | #2100J Front Monoleaf Spring (Chrome). |
| <ul style="list-style-type: none"> • 4-BAR® • panhard • drag link • pitman arm and shackles | <ul style="list-style-type: none"> • perches • tie rod • front shocks |
| | <ul style="list-style-type: none"> • lower shock mounts • lower steering arms |
| #2100E Chrome on front Posie spring with rounded ends. | #2100K So-Cal Hairpin Radius Rods (Polished). |
| | #2100L Chrome on Spindle. |
| | #2100M Chrome on tie rod ends. |

'32 Chassis For Model A Body

Put your Model A on a '32 Chassis



Rear Drum Brakes Standard
Rear Disc Brake Options available.

NEW
K-Member can be purchased Separately #3521

Includes Vega Box

Front Disc Brakes Standard

3132 Chassis Complete (as shown)

3131 BASIC ECONOMY CHASSIS (Not shown)

PACKAGE INCLUDES

- #1087 Pair Front Shock Brackets
- #1016 Front Panhard Bar Mount
- #1019 Vega Steering Mount
- #1285 Front 4-Bar® Brackets
- #3005 Motor Mount (Chevy or Ford)
- #3010 MC Mount
- X-Member with Ladder Bar or 4-Bar® and Trans Mount (Chevy or Ford)
- Rear Coil Over Crossmember with Panhard Bar Mount and Shock Mounts

3132 CHASSIS OPTIONS

- | | |
|---|--|
| #3132A Power Brake Option | #3132F Rear SVO disc brake kit with emergency brake |
| #3132B Super Bell Disc Brakes with polished Wilwood 4 piston calipers with 360° Back Plates | #3132G Brake line kit installed |
| #3132BF Super Bell Disc Brakes with full polished finned Backing Plates | #3132GS Polished Stainless Steel brake line with AN Fittings |
| #3132C Show Chrome on Front axle | #3132H Currie Polished billet 9" Ford housing |
| #3132CD Show Chrome on Front drilled I-beam axle | #3132I Pro-street option (includes special cut on 9" Ford housing) |
| #3132D Chrome front end option includes chrome on the following:
• 4-BAR® • perches • lower shock mounts
• panhard • tie rod • lower steering arms
• drag link • front shocks
• pitman arm and shackles | #3132J Front Monoleaf Spring (Chrome) |
| #3132E Chrome on front Posie spring with rounded ends | #3132K So-Cal Hairpin Radius Rods (Polished) |
| | #3132L Chrome on Spindle |
| | #3132M Chrome on tie rod ends |

3132 1932 Chassis for '28-'31 Model A Body Includes:

- Pinched 3/4" per Side so hood follows the frame rails.
- Pinched 3/4" per Side in the rear to follow the body.
- Bobbed rear frame horns.
- C-notched.
- NEW K-MEMBER.
- Fully boxed frame rails for Strength and appearance.
- All Brackets Welded.
- All Mounting holes have nuts welded in place.
- Universal Transmission Mount accepts several motor and transmission combinations.
- Motor mounts.
- Dropped axle I-beam or Tube.
- Pete & Jakes Hairpin or four bar.
- Vega cross steer.
- Front disc brakes.
- Brake pedal.
- ladder bar or Four bar rear with coilovers.
- 9" Ford rearend with smooth housing and 11" Drum brakes.
- Panhard bar rear.

SUPER BELL SUPER STOPPER BRAKE KIT UPGRADE



#2100B Smooth Backing Plate



#2100BF Finned Backing Plate

'28-'31 Model A



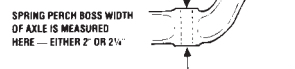
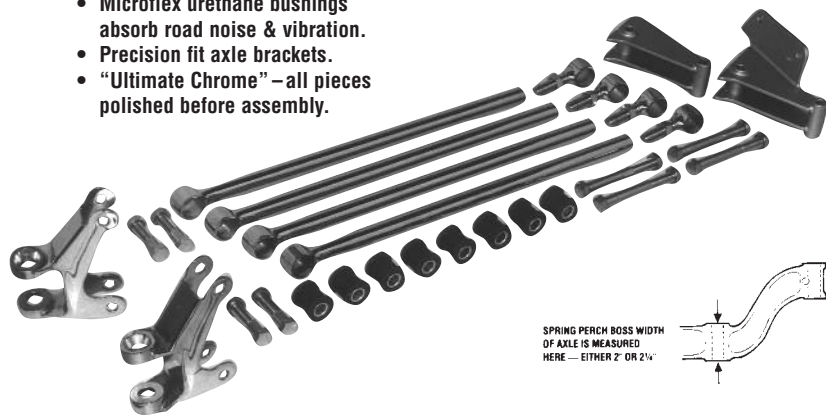
MODEL A HAIRPIN KIT

- Nostalgia with new technology
- Utilizing our 4-Bar® components with the old time look
- 7/8 D.O.M. seamless tubing
- 4130 Moly clevises
- 5" Adjuster • urethane bushings

#2021 Model A 2" or 2 1/4" axles (must specify)
Add C for Chrome

MODEL A 4-BAR® KIT

- Easy to install.
- Bars adjust to dial-in caster angle & alignment.
- Microflex urethane bushings absorb road noise & vibration.
- Precision fit axle brackets.
- "Ultimate Chrome" - all pieces polished before assembly.



MODEL A 4-BAR® FOR VEGA CROSS STEERING

- Works with Super Bell tube or I-beam axle or dropped Ford axle.
- Select kit according to spring perch boss width of axle.

#2003A Fits axle with 2 1/4" spring perch boss
#2003B Fits axle with 2" spring perch boss
#2003A-C Chrome - Fits axle with 2 1/4" spring perch boss
#2003B-C Chrome - Fits axle with 2" spring perch boss



VEGA STEERING PLATE

- Mounts Vega steering gear to frame for cross steering installation.
- Fits boxed frame.
- Includes gusset.

#1019



FRONT PANHARD ROD KIT

- A "must" for cross steering installations.
- Eliminates lateral movement of axle that affects steering.
- Improves handling & stability.
- Adjustable bar features urethane bushings.
- Threaded stud can be bolted to I-beam or welded to tube axle.

#1016 Chrome (on bar & adjustable end)
#1016-C Batwing Mount Chrome
#1016-B Batwing Mount
#1016-BC Batwing Mount Chrome
#1016-HP For Hairpin Batwing
#1016-HPC For Hairpin Batwing Chrome



BOLT-ON FRONT SHOCK KIT

- Upper brackets bolt to frame.
- Lower mounts bolt to spring perch #1042.
- Features Pete and Jake's Rod Shocks.

#1062 Kit with painted shocks
#1062-C Kit with chromed shocks
#1062-D Kit with chrome on shocks & lower mounts

Available with: #2084 Short Shock.



WELD-ON /BOLT-ON FRONT SHOCK KIT

- Upper brackets weld on to frame.
- Lower mounts bolt to spring perch #1042.
- Features Pete and Jake's Rod Shocks.

#1064 Kit with painted shocks
#1064-C Kit with chromed shocks
#1064-D Kit with chrome on shocks & lower mounts

Available with: #2084 Short Shock.



MODEL A FRONT CROSSMEMBER

- Butts up to boxed 'A' or repro frame rails.
- Raked center eliminates spring shackle bind.

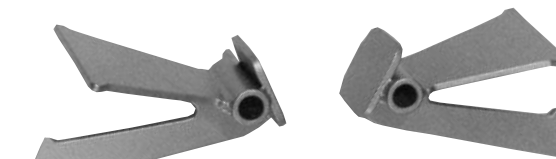
#2024 '32 Front Crossmember
#2024A Crossmember shown above with optional weld on 1002 Spring Pad



MODEL A TRANSMISSION MOUNT

- Fits GM 700R4 and clears power booster.

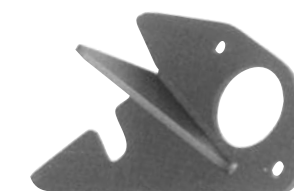
#2007A For 700R4
#2007B For Power Booster



MODEL A MOTOR MOUNTS

- Mounts small block Chevy or Ford using factory type rubber side mounts.
- Fits boxed 'A rails or 2" x 4" repro frame rails.

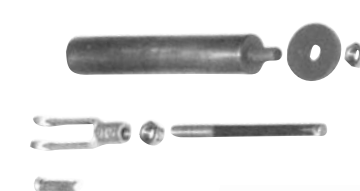
#2005 For small block Chevy
#2006 For small block Ford
#82142 Rubber Mount to SB Chevy



MASTER CYLINDER MOUNTING KIT

- Mounts to boxed 'A rails or 2" x 4" repro frame rails.
- Accepts single or dual type Mustang Cylinder.

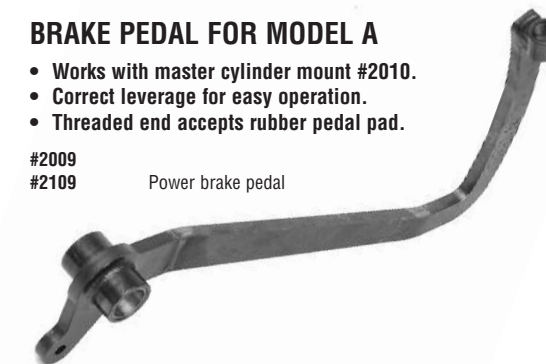
#2010 For power
#2110 For complete assembly includes bracket, pedal, m/c & booster
#2110A



BRAKE PEDAL FOR MODEL A

- Works with master cylinder mount #2010.
- Correct leverage for easy operation.
- Threaded end accepts rubber pedal pad.

#2009 Power brake pedal
#2109



REMOVABLE TRANS CROSSMEMBER

- Mounts Chevy 350 turbo or Ford C-4 trans 700R-4 into boxed 'A' repro rails.

#2007 Chevy 350 Turbo
#2008 Ford
#82224 Rubber mount to transmission

Model A



PANHARD BAR FOR COILOVER REAR SUSPENSION

- Prevents lateral movement of rearend.
- Brackets bolt onto rearend center section.
- Adjustable bar has urethane bushings.

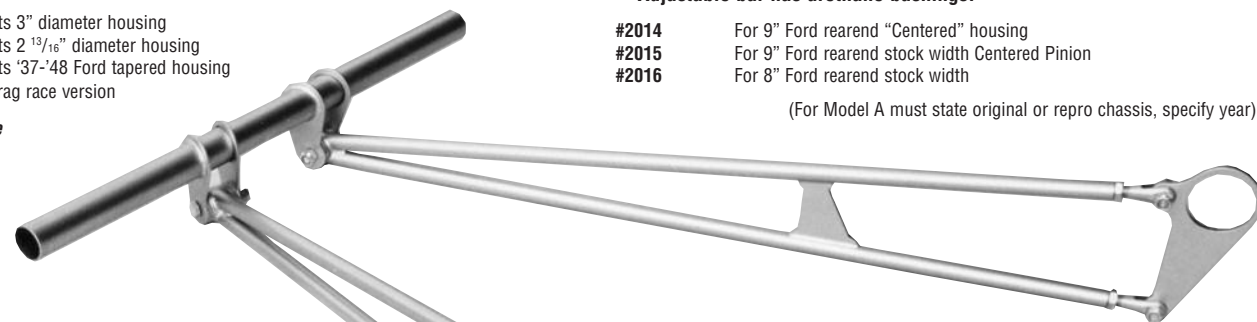
- #2014 For 9" Ford rearend "Centered" housing
 #2015 For 9" Ford rearend stock width Centered Pinion
 #2016 For 8" Ford rearend stock width
 (For Model A must state original or repro chassis, specify year)

MODEL A REAR LADDER BAR KIT

- Mounts rearend into boxed 'A or repro rails.
- Urethane bushings at front center pivot.
- Adjustable clevises at rear.
- Ultimate in strength and traction!

- #2011 Fits 3" diameter housing
 #2011-A Fits 2 13/16" diameter housing
 #2011-B Fits '37-'48 Ford tapered housing
 #2011-DR Drag race version

Add C for chrome



COIL SHOCK SUSPENSION KIT

- Upper mounts weld onto stock style 'A rear crossmember or repro frame.
- Lower mounts have 3 vertical positions to adjust ride height.
- Features Viper alloy adjustable valve shocks with urethane bushings.
- Spring rates: 130#, 160#, 190#, 220#, 250#, 300#.

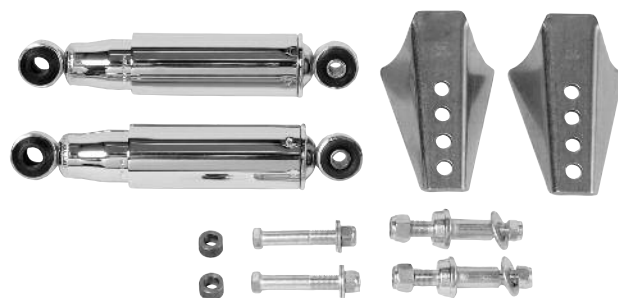
- #2012 Kit complete with coil shocks (specify spring rate)
 #2013 Kit without coil shocks
 #1090 Upper mounts and bolts only
 #1077 Lower mounts, spacers, and bolts only
 #1078 1" lower mounts, spacers, and bolts only



MODEL A REAR SPRING MOUNTS

- Mounts stock 'A rear spring (2 1/4" wide) on top of rearend.
- Includes shackles with urethane bushings.

#2019



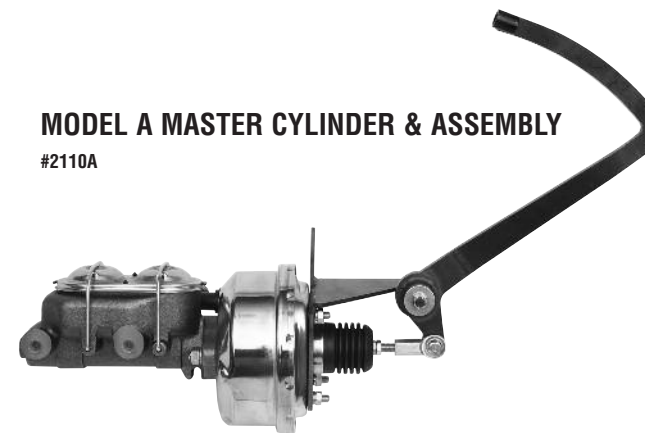
MODEL A REAR SHOCK KIT

- Brackets have 4 vertical positions to dial in shock travel.
- Features Pete & Jake's Rod Shocks.
- Includes shock studs and bolts.

- #1070 Kit with painted shocks
 #1070-C Kit with chromed shocks

MODEL A MASTER CYLINDER & ASSEMBLY

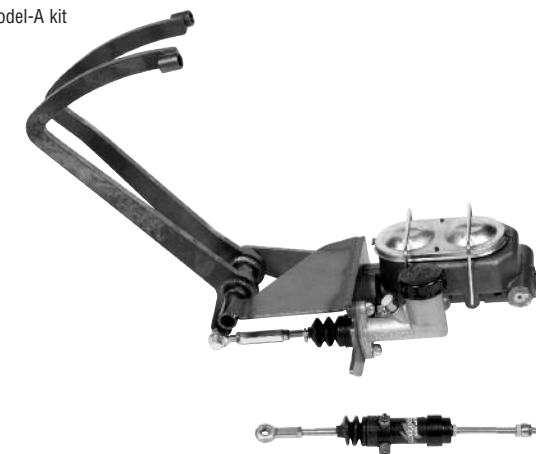
#2110A



BRAKE & HYDRAULIC CLUTCH ASSEMBLY

- Weld on Chassis Bracket.
- Kit includes dual brake master cylinder, single aluminum clutch cylinder, and aluminum slave cylinder.
- All necessary hardware.

#2040 Model-A kit

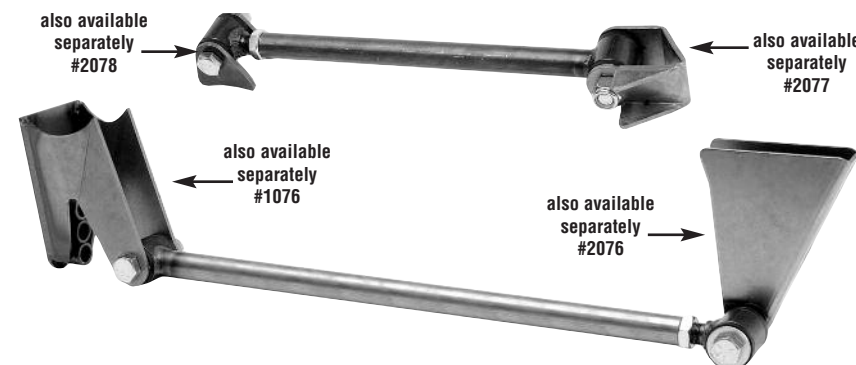


Model A Rear 4-Bar® Kits

MODEL A REAR TRIANGULATED 4-BAR® KIT

- Eliminates the need for a panhard bar.
- Rear brackets have 3 mounting holes for adjustable height.
- Adjustable bars 1" o.d. with urethane bushings and all necessary hardware.

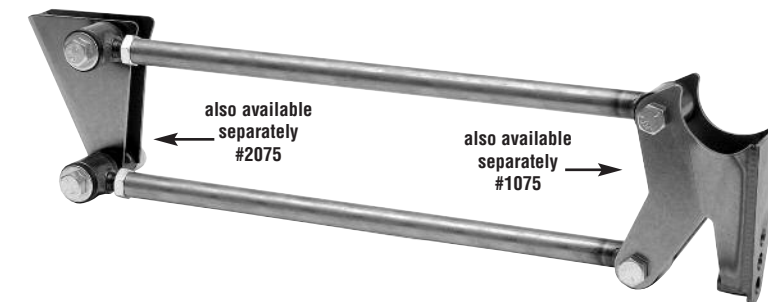
- #2018 '28-'31 Triangulated Rear 4-bar®
 #2018C '28-'31 Chrome Triangulated Rear 4-bar®



MODEL A REAR 4-BAR® KIT

- Rear brackets have 3 mounting holes for adjustable height.
- Adjustable bars 1" o.d. with urethane bushings and all necessary hardware.

- #2017 '28-'31 Rear 4-bar® Suspension
 #2017C '28-'31 Chrome Rear 4-bar® Suspension

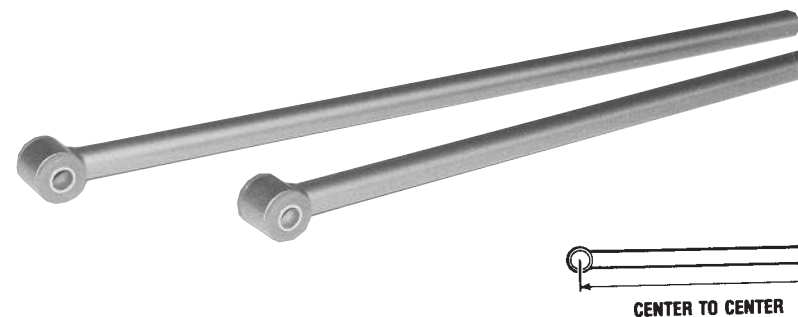


ADJUSTABLE BARS

- All bars are 1" diameter mild steel.
- Tapped for 3/4" - 16 threads (#1206).
- Includes urethane bushing w/inner sleeve available for 1/2" or 5/8" bolt.
- The C to C dimension includes adjuster installed.

- #2051- 15 3/4" Center to Center
 #2052- 22 3/8" Center to Center (Angled)
 #2053- 22 3/8" Center to Center
 #2054- 22 3/4" Center to Center
 #2055- 18" Center to Center
 #2056- 26 1/2" Center to Center

Add C for Chrome.



'32 Ford Chassis

SERIES 3000

#3100 1932 Ford Chassis Includes:

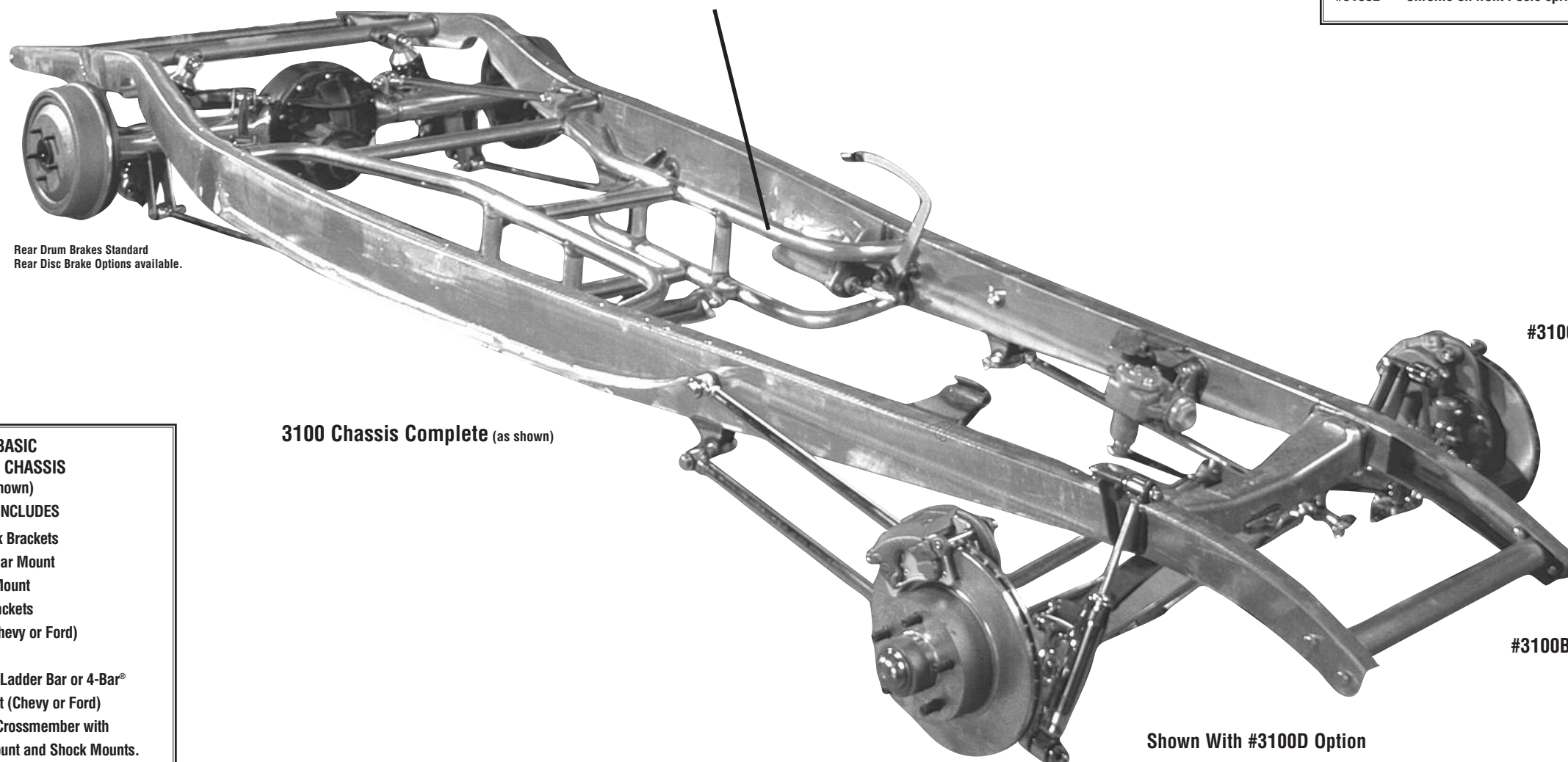
- Drop axle with 4" drop, tube or I-Beam.
- Pete and Jake's 4-Bar® or Hairpin.
- Vega cross steering (complete).
- Front disc brakes complete (5 x 4 1/2 or 5 x 4 3/4).
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount w/Dual MC.
- Brake Pedal.
- Ladder Bar rear kit or/Rear 4-bar® kit.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper alloy shocks.
- Panhard bar rear.

- Fully Boxed new rails for strength and appearance.
- Tubular X member is 1 1/2" diameter, .120 wall thickness welded at eight points.
- All brackets welded.
- All mounting holes have nuts welded in place.
- Universal transmission mount accepts several motor and transmission combinations.

Chassis Options

3100 CHASSIS OPTIONS

#3100A	Power Brake Option.	#3100F	Rear SVO disc brake kit with emergency brake.
#3100B	Super Bell Disc Brakes with polished Wilwood 4 piston calipers with *360 Back Plates.	#3100G	Brake line kit installed.
#3100BF	Super Bell Disc Brakes with full polished finned Backing Plates.	#3100GS	Polished Stainless Steel brake line with AN fittings.
#3100C	Show Chrome on Front axle.	#3100H	Currie Polished billet 9" Ford housing.
#3100CD	Show Chrome on Front drilled I-beam axle.	#3100I	Pro-street option (includes special cut on 9" Ford housing).
#3100D	Chrome front end option includes chrome on the following: <ul style="list-style-type: none"> • 4-BAR® • panhard • drag link • pitman arm and shackles • perches • tie rod • front shocks • lower shock mounts • lower steering arms 	#3100J	Front Monoleaf Spring (Chrome).
		#3100K	So-Cal Hairpin Radius Rods (Polished).
		#3100L	C-Notch Rear Chassis.
		#3100M	Chrome on spindle.
		#3100N	Chrome on tie rod ends.
#3100E	Chrome on front Posie spring with rounded ends		



SUPER BELL SUPER STOPPER BRAKE KITS

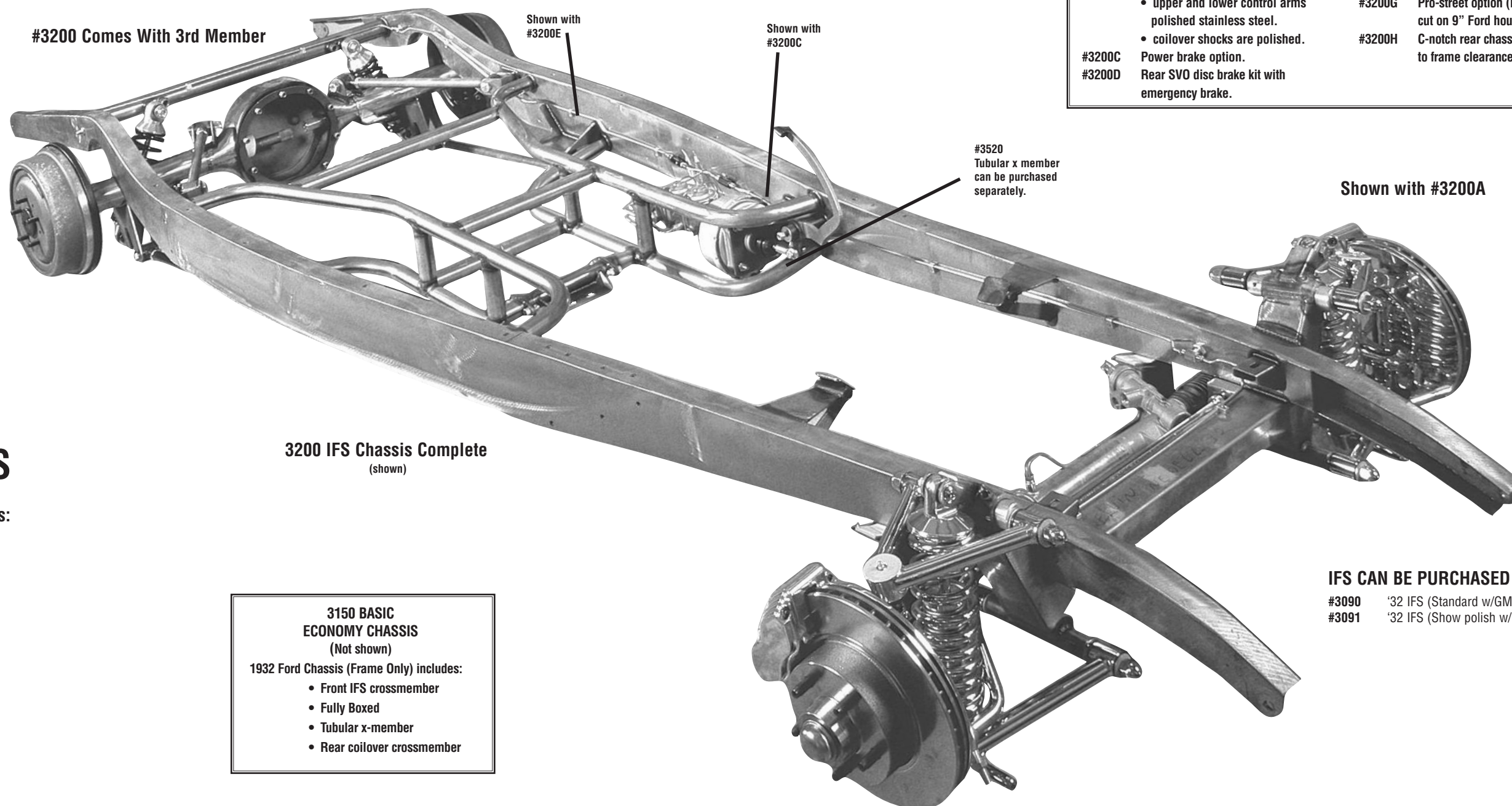


3000 BASIC ECONOMY CHASSIS	
(Not shown)	
PACKAGE INCLUDES	
#1087	Pair Front Shock Brackets
#1016	Front Panhard Bar Mount
#1019	Vega Steering Mount
#1285	Front 4-Bar® Brackets
#3005	Motor Mount (Chevy or Ford)
#3010	MC Mount
	X-Member with Ladder Bar or 4-Bar® and Trans Mount (Chevy or Ford)
	Rear Coil Over Crossmember with Panhard Bar Mount and Shock Mounts.

'32 Ford IFS Chassis

Chassis Options

1932 CHASSIS OPTIONS			
#3200A	Brake upgrade option (includes polished 4-piston Wilwood calipers and 360 degree polished backing plates).	#3200E	Brake line kit installed.
#3200B	Show polish on IFS includes: • upper and lower control arms polished stainless steel. • coilover shocks are polished.	#3200ES	Polished stainless steel brake line with AN fittings.
#3200C	Power brake option.	#3200F	Currie Polished billet 9" Ford housing.
#3200D	Rear SVO disc brake kit with emergency brake.	#3200G	Pro-street option (includes special cut on 9" Ford housing).
		#3200H	C-notch rear chassis for more axle to frame clearance.



#3200 Comes With 3rd Member

Rear Drum Brakes Standard
Rear Disc Brake Options available.

3200 IFS Chassis Complete
(shown)

Shown with #3200A

Shown with #3200B

SERIES 3000 IFS

#3200 1932 Ford Chassis Includes:

- Complete IFS front end w/GM brakes.
- Tubular upper and lower control arms.
- Front coil over shocks.
- Motor Mounts (Chevy or Ford).
- Transmission Mounts (Chevy or Ford).
- Master cylinder mount.
- Brake pedal.
- Dual master cylinder.
- Ladder Bar rear kit or/Rear 4^o-bar kit.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper Alloy Shocks.
- Panhard bar rear.

3150 BASIC ECONOMY CHASSIS
(Not shown)

1932 Ford Chassis (Frame Only) includes:

- Front IFS crossmember
- Fully Boxed
- Tubular x-member
- Rear coilover crossmember

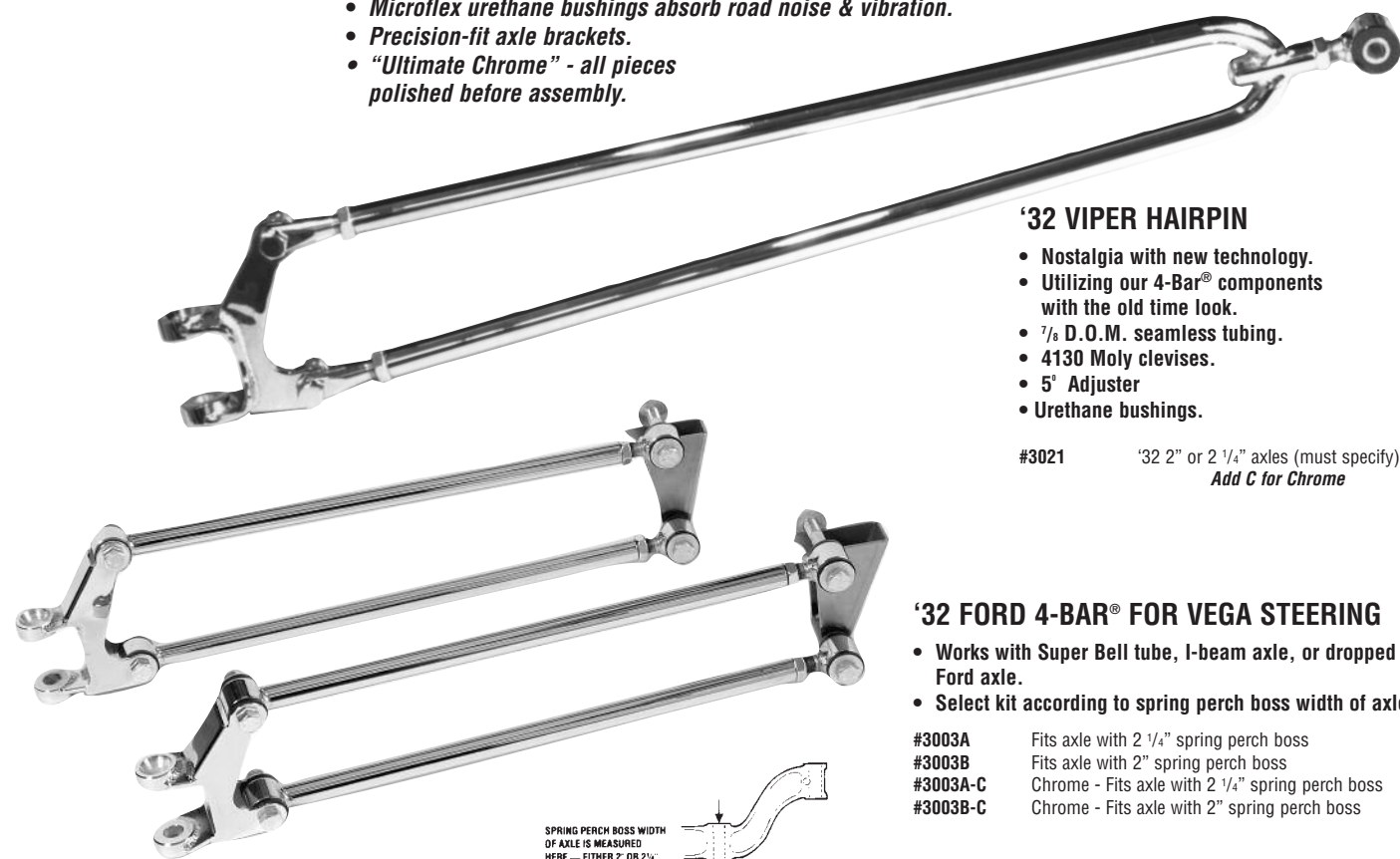
IFS CAN BE PURCHASED SEPARATELY

- #3090 '32 IFS (Standard w/GM disc brake)
- #3091 '32 IFS (Show polish w/Custom disc brake)

'32 Ford

'32 FORD 4-BAR® KIT

- Easy to install.
- Bars adjust to dial-in caster angle & alignment.
- Microflex urethane bushings absorb road noise & vibration.
- Precision-fit axle brackets.
- "Ultimate Chrome" - all pieces polished before assembly.



'32 VIPER HAIRPIN

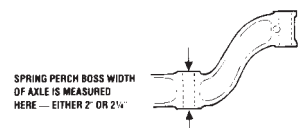
- Nostalgia with new technology.
- Utilizing our 4-Bar® components with the old time look.
- 7/8 D.O.M. seamless tubing.
- 4130 Moly clevises.
- 5" Adjuster
- Urethane bushings.

#3021 '32 2" or 2 1/4" axles (must specify)
Add C for Chrome

'32 FORD 4-BAR® FOR VEGA STEERING

- Works with Super Bell tube, I-beam axle, or dropped Ford axle.
- Select kit according to spring perch boss width of axle.

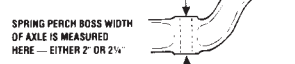
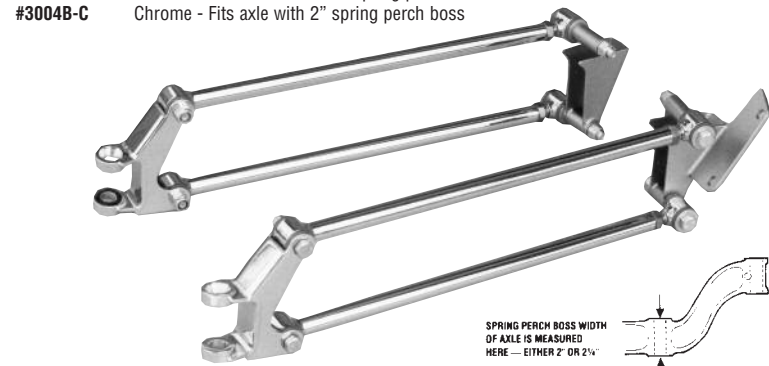
#3003A Fits axle with 2 1/4" spring perch boss
#3003B Fits axle with 2" spring perch boss
#3003A-C Chrome - Fits axle with 2 1/4" spring perch boss
#3003B-C Chrome - Fits axle with 2" spring perch boss



'32 FORD 4-BAR® WITH MUSTANG STEERING

- Frame bracket accepts '64-'73 Mustang steering gear.
- Works with dropped Ford or Super Bell tube axle.
- NOTE: Use of Super Bell I-beam axle with this kit may cause interference with spindle steering arm and shock absorber.
- Select kit according to spring perch boss width of axle.

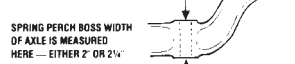
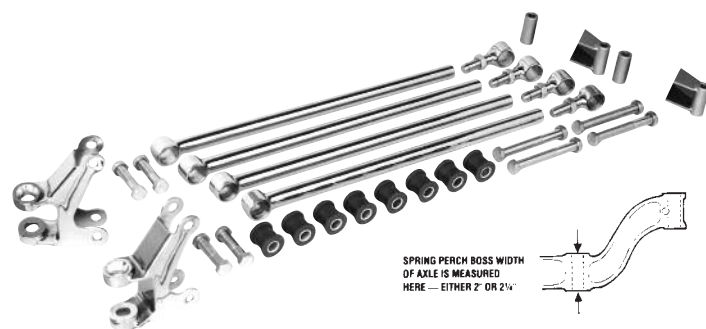
#3004A Fits axle with 2 1/4" spring perch boss
#3004B Fits axle with 2" spring perch boss
#3004A-C Chrome - Fits axle with 2 1/4" spring perch boss
#3004B-C Chrome - Fits axle with 2" spring perch boss



'32 FORD "HIBOY" 4-BAR®

- For use with Vega cross steering and lower than stock front crossmember & spring.
- Works with Super Bell tube, I-beam axle, or dropped Ford axle.
- Will also work with stock fenders.
- Select kit according to spring perch boss width of axle.

#3001A Fits axle with 2 1/4" spring perch boss
#3001B Fits axle with 2" spring perch boss
#3001A-C Chrome - Fits axle with 2 1/4" spring perch boss
#3001B-C Chrome - Fits axle with 2" spring perch boss



'32 FORD BOLT-ON FRONT SHOCK KIT

- Upper brackets bolt to frame.
- Lower mounts bolt to spring perch #1042.
- Features Pete and Jake's Rod Shocks.

#1062 Kit with painted shocks
#1062-C Kit with chromed shocks
#1062-D Kit with chrome on shocks & lower mounts

Available with: #2084 Short Shock.



'32 FORD WELD-ON /BOLT-ON FRONT SHOCK KIT

- Upper brackets weld on to frame.
- Lower mounts bolt to spring perch #1042.
- Features Pete and Jake's Rod Shocks.

#1064 Kit with painted shocks
#1064-C Kit with chromed shocks
#1064-D Kit with chrome on shocks & lower mounts

Available with: #2084 Short Shock.



'32 FORD FRONT CROSSMEMBER

- Lowers car 1" more than stock.
- Butts-up to boxed frame rails (use boxing plates #3026).

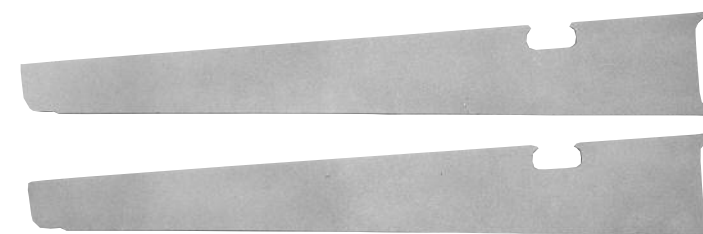
#2024 '32 Front Crossmember
#2024A Crossmember shown above with optional weld on 1002 Pring Pad



VEGA STEERING PLATE

- Mounts Vega steering gear to frame for cross steering installation.
- Fits boxed frame.
- Includes gusset.

#1019



'32 FORD FRAME BOXING PLATES

- 3/16" steel plates strengthen frame for engine and 4-Bar® installations.

#3025 For use with original Ford front crossmember
#3026 For use with repro front crossmember #2024

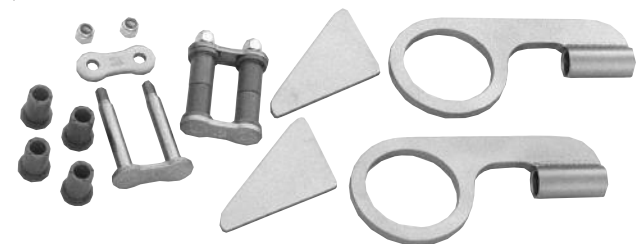


FRONT PANHARD ROD KIT

- A "must" for cross steering installations.
- Eliminates lateral movement of axle that affects steering.
- Improves handling & stability.
- Adjustable bar features urethane bushings.
- Threaded stud can be bolted to I-beam or welded to tube axle.

#1016 Chrome (on bar & adjustable end)
#1016-C Batwing Mount
#1016-B Batwing Mount Chrome
#1016-BC For Hairpin Batwing
#1016-HP For Hairpin Batwing Chrome
#1016-HPC For Hairpin Batwing Chrome

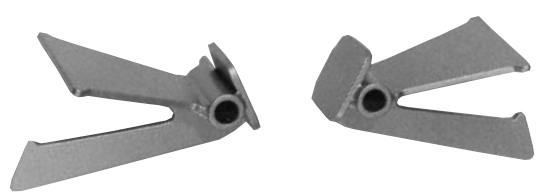
'32 Ford



'32 FORD REAR SPRING MOUNTING KIT

- Mounts '32-'34 curved style rear spring to rearend.
- Includes shackles with urethane bushings.

#4019 Fits 3" diameter housing
#4019-A Fits 2 13/16" diameter housing



'32 FORD MOTOR MOUNTS

- Mounts Small Block Chevy using factory type rubber mounts.
- Fits boxed '32 Ford frame rails.

#3005 Small Block
#3015 Big Block
#82142 Rubber Mount to SB Chevy
#3005H Hemi Motor Mounts (see parts department)

FLAT HEAD MOTOR MOUNT



'32 SMALL BLOCK FORD MOTOR MOUNT

- Mounts a SB Ford 302-351W into a '32 Ford.

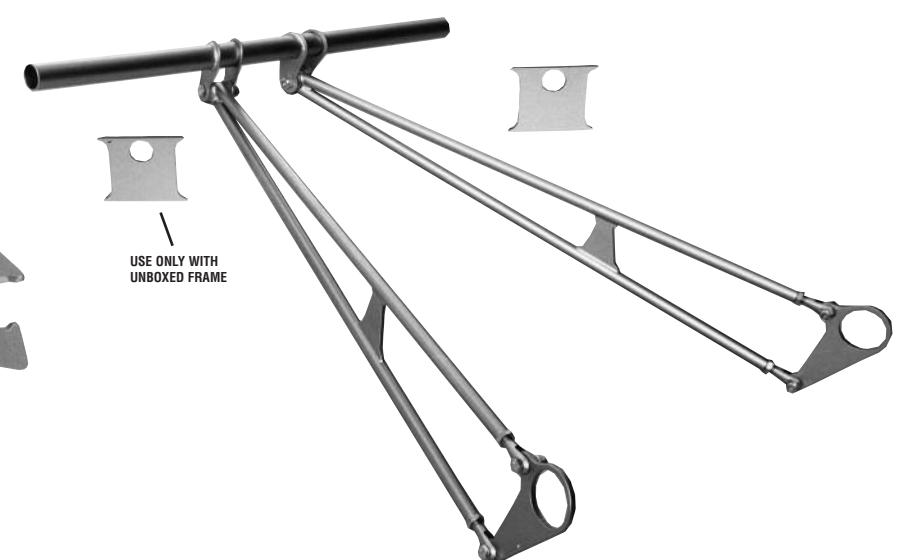
#3006



LADDER BAR CROSSMEMBERS

- Optional dropped crossmember for all #3011.

#3511 Dropped tube 42"



USE ONLY WITH UNBOXED FRAME

'32 FORD REAR LADDER BAR KIT

- Mounts rearend into '32 Fords that have flat style floor pan (dropped pan under seat of coupe, roadster, etc., must be replaced with flat panel like flooring of 2-door sedan).
- Urethane bushings at front center pivot.
- Adjustable clevises at rear.
- Ultimate in strength and traction!

#3011 Fits 3" diameter housing
#3011-A Fits 2 13/16" diameter housing
#3011-B Fits '37-'48 Ford tapered housing
#3011-DR Drag race version
Add C for Chrome.



'32 REAR SHOCK KIT

- Brackets have 4 vertical positions to dial in shock travel.
- Features Pete & Jake's Rod Shocks.
- Includes shock studs and bolts.

#1070 Kit with painted shocks
#1070-C Kit with chromed shocks

'32 Ford

'32 FORD REAR 4-BAR® KIT

- Mounts rearend onto chassis.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

#3017
#3017-C Chrome



also available separately #1075

also available separately #4075



also available separately #4078

also available separately #1076

also available separately #4077

also available separately #4076

'32 FORD TRIANGULATED REAR 4-BAR® KIT

- Eliminates the need for panhard bar.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

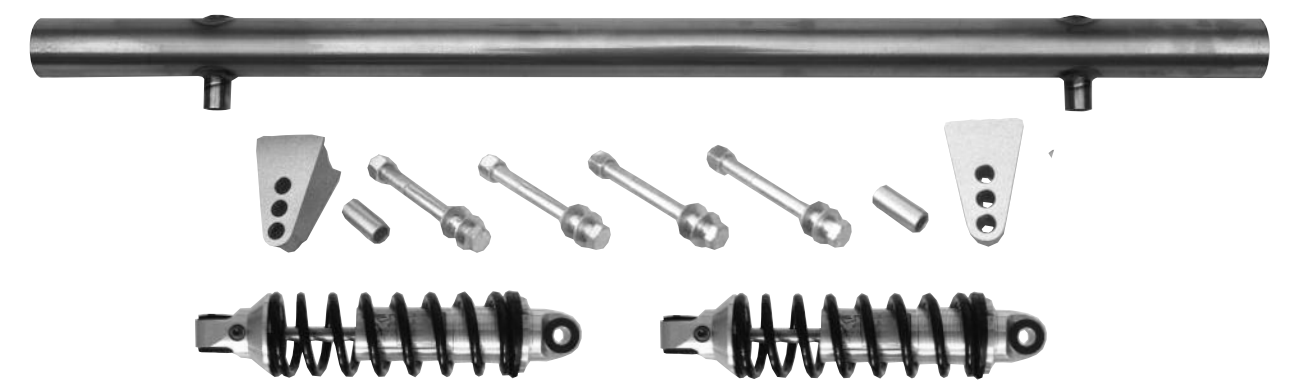
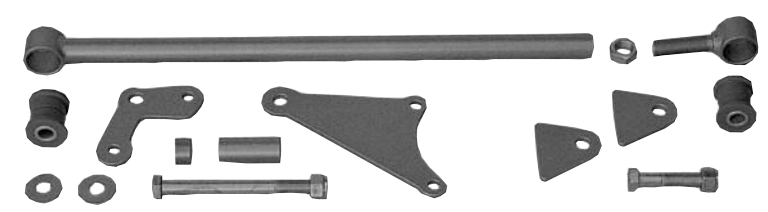
#3018
#3018-C Chrome

'32 FORD REAR COIL SHOCK SUSPENSION KIT

PANHARD BAR FOR COILOVER REAR SUSPENSION*

- Prevents lateral movement of rearend.
- Brackets bolt onto rearend center section.
- Adjustable bar has urethane bushings.

*Available Separately
See part numbers below.



- Tube crossmember replaces stock crossmember using stock rivet holes in frame for location and easy installation.
- Lower shock mounts have 3 vertical positions to adjust ride height.
- Features Viper alloy adjustable valve shocks with urethane bushings.
- Spring rates: 130#, 160#, 190#, 220#, 250#, 300#, 350#.

*NOTE: Must specify original or reproduced frame. (Reproduced frame shown.)

#3012 Kit complete with coil shocks (specify spring rate)
#3013 Kit without coil shocks
#3014 Crossmember with panhard rod and bracket only
#1077 Lower mounts, spacers, and bolts only
#1078 1" lower mounts, spacers, and bolts only

#2014 For 9" Ford rearend "Centered" housing (2" cut off right side)
#2015 For 9" Ford rearend stock width Centered Pinion
#2016 For 8" Ford rearend stock width



NEW '32 FORD ADJUSTABLE REAR SPRING KIT

- Allows for pinion adjustment after welded.
- Allows for different spring length.
- Lowers car 1" in rear.
- Works only with narrow spring.

#4019-AD Fits 3" Diameter Housing
#4019-AAD Fits 2 13/16" Diameter Housing



Axle sold separately

BRAKE & HYDRAULIC CLUTCH ASSEMBLY

- Weld on Chassis Bracket.
- Kit includes dual brake master cylinder, single aluminum clutch cylinder and aluminum slave cylinder.
- All necessary hardware.

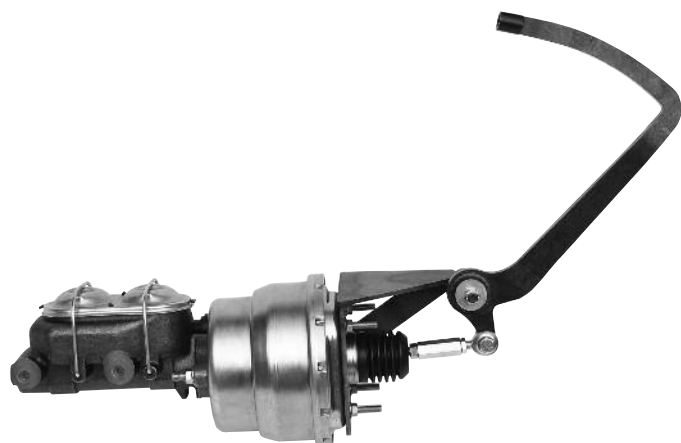
#3040 '32 kit



FRONT COILOVER KIT FOR DROP AXLES

- Aluminum coilover shocks.
- Achieve that hi-tech look with a drop axle.
- Complete kit with brackets and hardware.
- Designed for Model-A - 1934 Ford.
- Will not work with fenders.

#1143 Complete kit
#1143-P Complete kit with polished shocks
#1143-PC Complete kit polished and chromed



MASTER CYLINDER w/DUAL BOOSTER ASSEMBLY

- Compact Booster and MC 7" booster.

#3109 Pedal, '32 Ford
#3110 MC & Booster Bracket
#3110A Complete Assembly

'32 FORD MASTER CYLINDER MOUNTING KIT

- Can be used on a lot of non-Ford applications, such as Chevrolets and Mopars.

#3009 Brake Pedal - '32 Ford boxed rails only.
#3010 Master cylinder mounting bracket and installation kit.

'33 - '34 Ford



Cover car -STREET RODDER MAGAZINE Feb. 1991
Pete & Jake's, "The California Kid II"

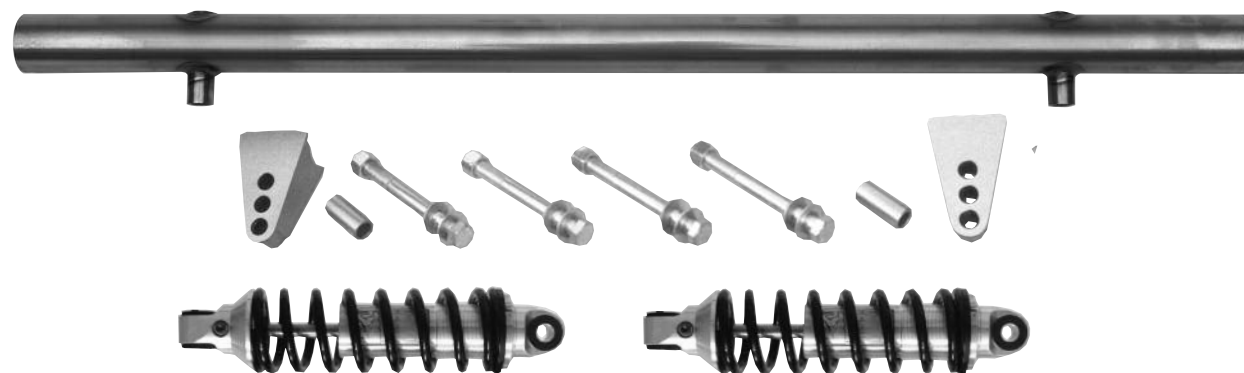
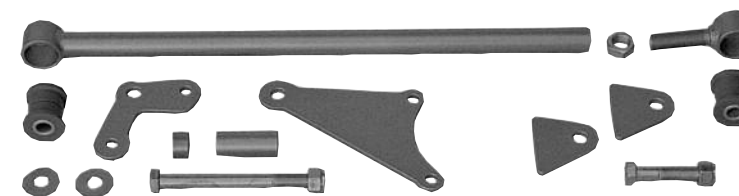
The flames, unmistakable, but at a second glance you will notice a much more aggressive stance about the "Kid II". The chassis features the unmistakable Pete & Jake's pro-street option. This option can be added to anyone of our chassis. The pro-street option includes the heavy duty x-member and narrowed 9" Ford. The front end is a Pete & Jake's / Super Bell Axle complete package. The rear end features the traditional, yet functional #4012 kit. The big block chevy rests on #4015 motor mounts. The brakes feature #1111A-P front disc brake kit and 1128-P rear disc brake kit. The #4009R, 4010R, and #1118 brake pedal, MC mount, and master cylinder complete the package.

'34 FORD REAR COIL SHOCK SUSPENSION KIT

PANHARD BAR FOR COILOVER REAR SUSPENSION*

- Prevents lateral movement of rearend.
- Brackets bolt onto rearend center section.
- Adjustable bar has urethane bushings.

*Available Separately
See part numbers below.



- Tube crossmember replaces stock crossmember using stock rivet holes in frame for location and easy installation.
- Lower shock mounts have 3 vertical positions to adjust ride height.
- Features Viper alloy adjustable valve shocks with urethane bushings.
- Spring rates: 130#, 160#, 190#, 220#, 250#, 300#, 350#.

*NOTE: Must specify original or reproduced frame. (Reproduced frame shown.)

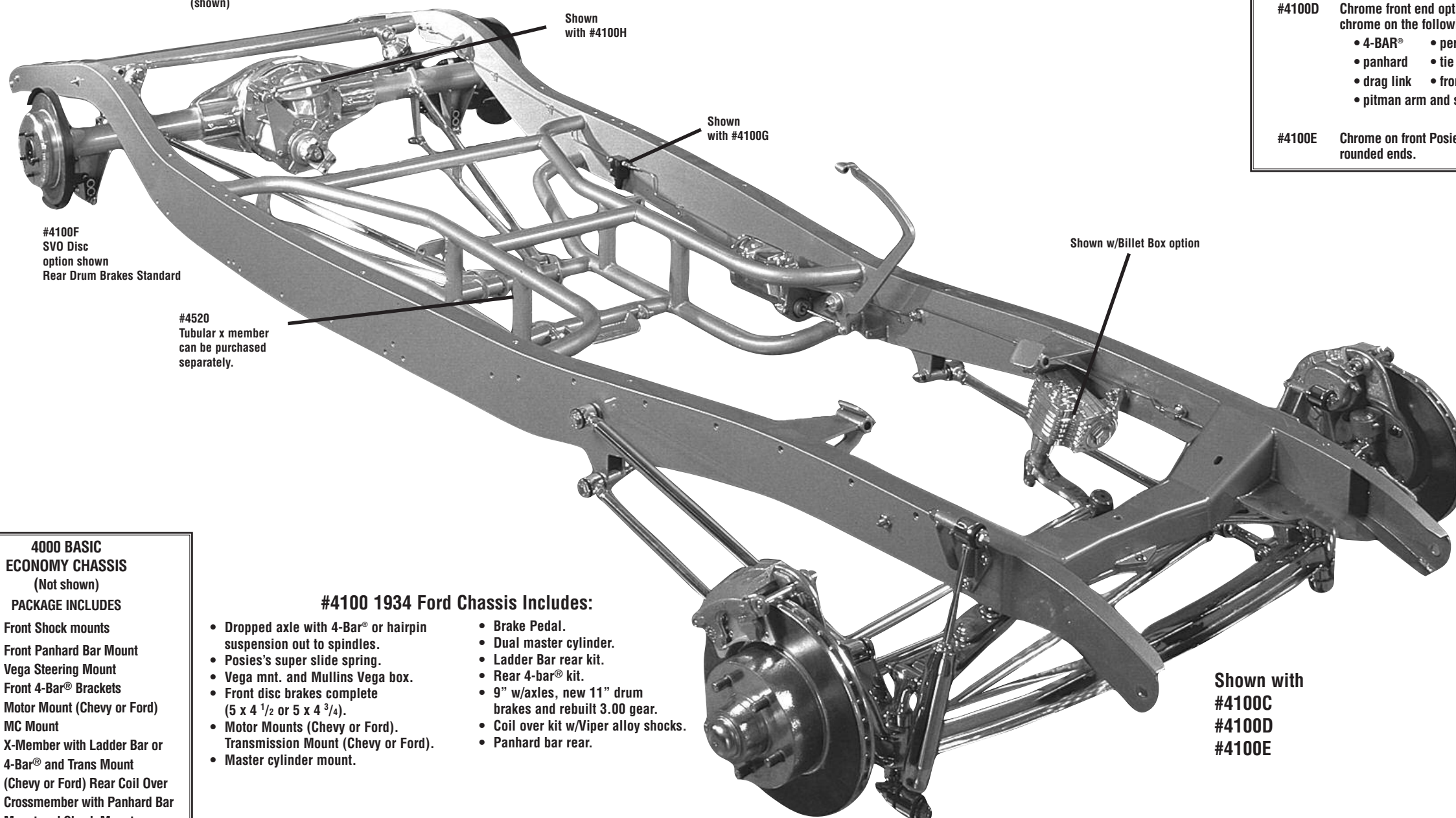
#4012	Kit complete with coil shocks (specify spring rate)	#2014	For 9" Ford rearend "Centered" housing (2" cut off right side)
#4013	Kit without coil shocks	#2015	For 9" Ford rearend stock width Centered Pinion
#4014	Crossmember with panhard rod and bracket only	#2016	For 8" Ford rearend stock width
#1077	Lower mounts, spacers, and bolts only		
#1078	1" lower mounts, spacers, and bolts only		

'33 - '34 Ford Chassis

SERIES 4000

- Fully Boxed new rails for strength and appearance.
- All mounting holes have nuts welded in place.
- A universal transmission mount accepts several motor and transmission combinations.
- Tubular X member is 1 1/2" diameter, .120 wall thickness welded at eight points.

4100 Chassis Complete
(shown)



Chassis Options

4100 CHASSIS OPTIONS

#4100A	Power Brake Option.	#4100F	Rear SVO disc brake kit with emergency brake.
#4100B	Super Bell Disc Brakes with polished Wilwood 4 piston calipers with 360 Back Plates.	#4100G	Brake line kit installed.
#4100BF	Super Bell Disc Brakes with full polished finned Backing Plates.	#4100GS	Polished Stainless Steel brake line with AN fittings.
#4100C	Show Chrome on Front axle.	#4100H	Currie Polished billet 9" Ford housing.
#4100CD	Show Chrome on Front drilled I-beam axle.	#4100I	Pro-street option (includes special cut on 9" Ford housing).
#4100D	Chrome front end option includes chrome on the following: • 4-BAR® • perches • lower shock mounts • panhard • tie rod • lower steering arms • drag link • front shocks • pitman arm and shackles	#4100J	Front Monoleaf Spring (Chrome).
#4100E	Chrome on front Posie spring with rounded ends.	#4100K	So-Cal Hairpin Radius Rods (Polished).
		#4100L	C-Notch Rear Chassis.
		#4100M	Chrome on Spindle.
		#4100N	Chrome on tie rod ends.

SUPER BELL SUPER STOPPER BRAKE KITS



#4100B Smooth Backing Plate



#4100BF Finned Backing Plate

Shown with
#4100C
#4100D
#4100E

4000 BASIC ECONOMY CHASSIS (Not shown)

PACKAGE INCLUDES

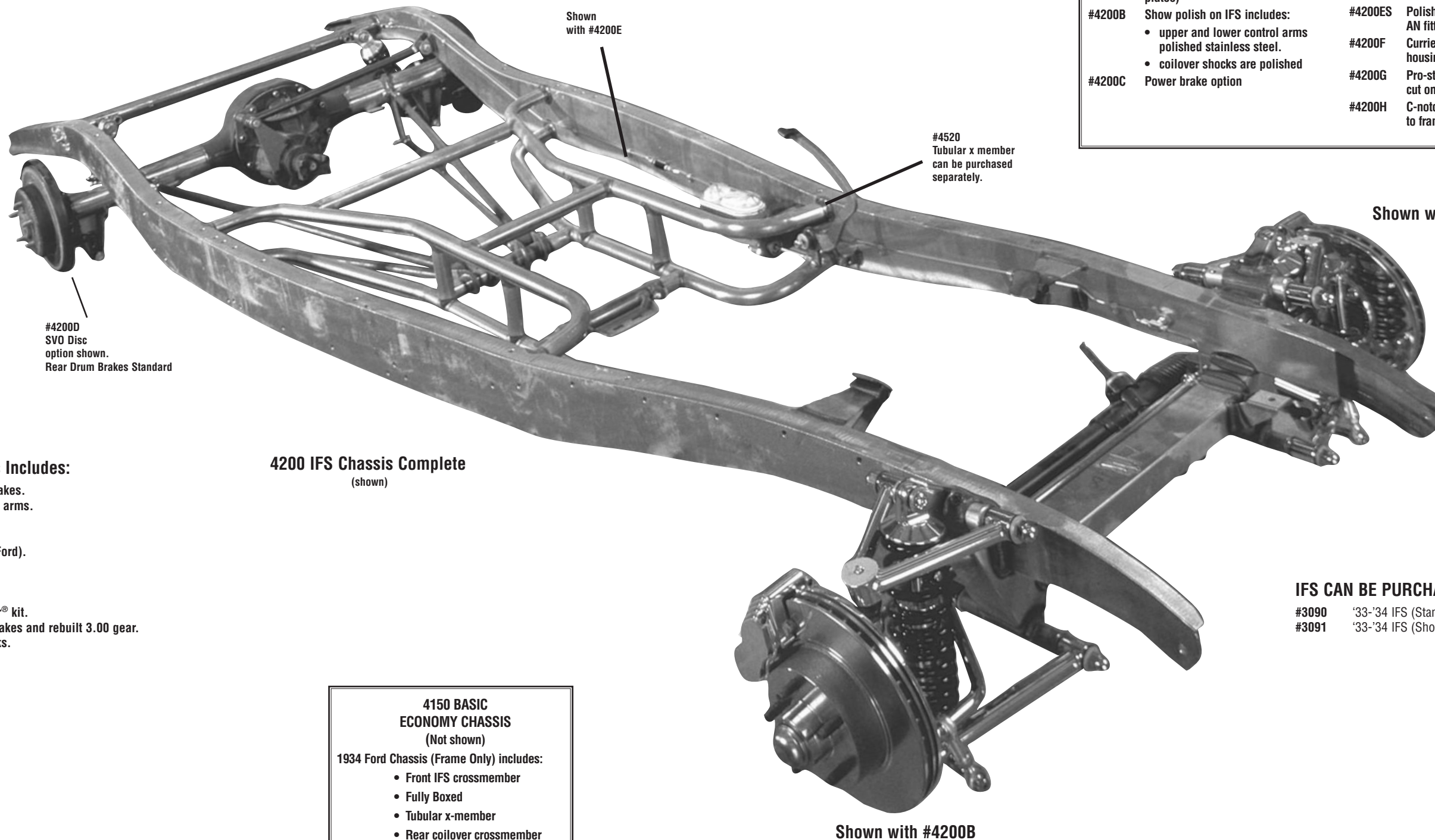
- #1085 Front Shock mounts
- #1016 Front Panhard Bar Mount
- #1019 Vega Steering Mount
- #1287 Front 4-Bar® Brackets
- #4005 Motor Mount (Chevy or Ford)
- #4010 MC Mount
- X-Member with Ladder Bar or 4-Bar® and Trans Mount
- (Chevy or Ford) Rear Coil Over Crossmember with Panhard Bar Mount and Shock Mounts

#4100 1934 Ford Chassis Includes:

- Dropped axle with 4-Bar® or hairpin suspension out to spindles.
- Posies's super slide spring.
- Vega mnt. and Mullins Vega box.
- Front disc brakes complete (5 x 4 1/2 or 5 x 4 3/4).
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount.
- Brake Pedal.
- Dual master cylinder.
- Ladder Bar rear kit.
- Rear 4-bar® kit.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper alloy shocks.
- Panhard bar rear.

'33-'34 Ford IFS Chassis

Chassis Options



4200 CHASSIS OPTIONS	
#4200A	Brake upgrade option (includes polished 4-piston Wilwood calipers and 360 degree polished backing plates)
#4200B	Show polish on IFS includes: <ul style="list-style-type: none"> • upper and lower control arms polished stainless steel. • coilover shocks are polished
#4200C	Power brake option
#4200D	Rear SVO disc brake kit with emergency brake
#4200E	Brake line kit installed
#4200ES	Polished stainless steel brake line with AN fittings.
#4200F	Currie Polished billet 9" Ford housing.
#4200G	Pro-street option (includes special cut on 9" Ford housing)
#4200H	C-notch rear chassis for more axle to frame clearance.

#4200 1934 Ford Chassis Includes:

- Complete IFS front end w/GM brakes.
- Tubular upper and lower control arms.
- Front coil over shocks.
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount.
- Brake Pedal.
- Dual master cylinder.
- Ladder Bar rear kit or Rear 4-bar® kit.
- 9" with axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper alloy shocks.
- Panhard bar rear

4200 IFS Chassis Complete (shown)

4150 BASIC ECONOMY CHASSIS (Not shown)
1934 Ford Chassis (Frame Only) includes:

- Front IFS crossmember
- Fully Boxed
- Tubular x-member
- Rear coilover crossmember

IFS CAN BE PURCHASED SEPARATELY

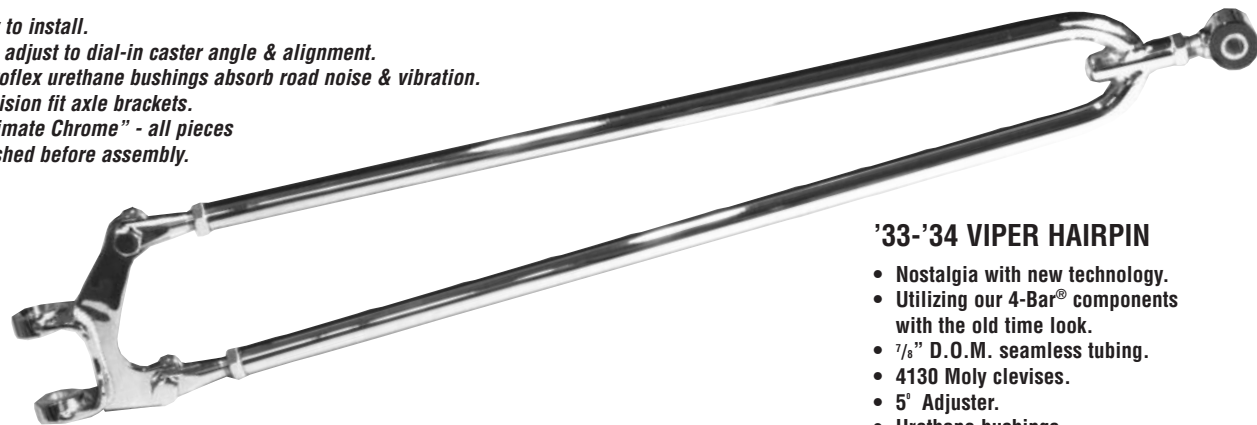
- #3090 '33-'34 IFS (Standard w/GM disc brake)
- #3091 '33-'34 IFS (Show polish w/Custom disc brake)

Shown with #4200B

'33-'34 Ford

'33-'34 FORD 4-BAR® KITS

- Easy to install.
- Bars adjust to dial-in caster angle & alignment.
- Microflex urethane bushings absorb road noise & vibration.
- Precision fit axle brackets.
- "Ultimate Chrome" - all pieces polished before assembly.



'33-'34 VIPER HAIRPIN

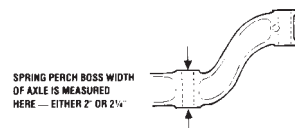
- Nostalgia with new technology.
- Utilizing our 4-Bar® components with the old time look.
- 7/8" D.O.M. seamless tubing.
- 4130 Moly clevises.
- 5" Adjuster.
- Urethane bushings.

#4021 '34 2" or 2 1/4" axles (must specify)
Add C for Chrome

'33-'34 4-BAR® FOR VEGA CROSS STEERING

- Works with Super Bell tube or I-beam axle or dropped Ford axle.
- Select kit according to spring perch boss width of axle.

#4003A Fits axle with 2 1/4" spring perch boss
#4003B Fits axle with 2" spring perch boss
#4003A-C Chrome - Fits axle with 2 1/4" spring perch boss
#4003B-C Chrome - Fits axle with 2" spring perch boss



'33-'34 FORD 4-BAR® WITH MUSTANG STEERING

- Frame bracket accepts '64-'73 Mustang steering gear.
- Works with dropped Ford or Super Bell tube axle or I-beam.
- Select kit according to spring perch boss width of axle.
- This kit will not work on trucks that use the pickup style front fender.

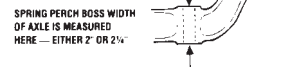
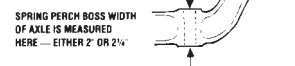
#4004A Fits axle with 2 1/4" spring perch boss
#4004B Fits axle with 2" spring perch boss
#4004A-C Chrome - Fits axle with 2 1/4" spring perch boss
#4004B-C Chrome - Fits axle with 2" spring perch boss



'33-'34 FORD "HIBOY" 4-BAR®

- For use with Vega cross steering and lower than stock front crossmember & spring.
- Works with Super Bell tube or I-beam axle or dropped Ford axle.
- Will also work with stock fenders.
- Select kit according to spring perch boss width of axle.

#4001A Fits axle with 2 1/4" spring perch boss
#4001B Fits axle with 2" spring perch boss
#4001A-C Chrome - Fits axle with 2 1/4" spring perch boss
#4001B-C Chrome - Fits axle with 2" spring perch boss



33-34 Ford



'33-'34 FORD FRAME BOXING PLATES

- 3/16" steel plates strengthen frame for engine and 4-Bar® installations.
- Fits from stock front crossmember to X-member

#4002



FORD FRONT CROSSMEMBER

- Lowers car 1" more than stock.
- Raked center eliminates spring shackle bind.

#4024 '33-'34 Front Crossmember
#4024A Crossmember shown above with optional weld on 1002 Spring Pad



FRONT PANHARD ROD KIT

- A "must" for cross steering installations.
- Eliminates lateral movement of axle that affects steering.
- Improves handling & stability.
- Adjustable bar features urethane bushings.
- Threaded stud can be bolted to I-beam or welded to tube axle.

#1016
#1016-C Chrome (on bar & adjustable end)
#1016-B Batwing Mount
#1016-BC Batwing Mount Chrome
#1016-HP For Hairpin Batwing
#1016-HPC For Hairpin Batwing Chrome



'33-'34 FORD FRONT SHOCK KIT

- Upper mounts bolt-on with stock fender brace.
- Lower mounts to bolt to spring perch #1042.
- Features Pete & Jake's Rod Shocks.
- NOTE: Kit does not fit pickup or panel trucks.

#1065 Kit with painted shocks
#1065-C Kit with chromed shocks
#1065-D Kit with chrome on shocks & lower mounts
Available with: #2084 Short Shock.



'33-34 FORD TRUCK FRONT SHOCK KIT

- Fits trucks (pickups, panel, etc.) that use pickup type front fenders.
- Upper mounts bolt-on with stock fender brace.
- Lower mounts to bolt to spring perch #1042.
- Features Pete & Jake's Rod Shocks.

#1072 Kit with painted shocks
#1072-C Kit with chromed shocks
#1072-D Kit with chrome on shocks & lower mounts
Available with: #2084 Short Shock.

'33-'34 FORD MASTER CYLINDER MOUNTING BRACKET

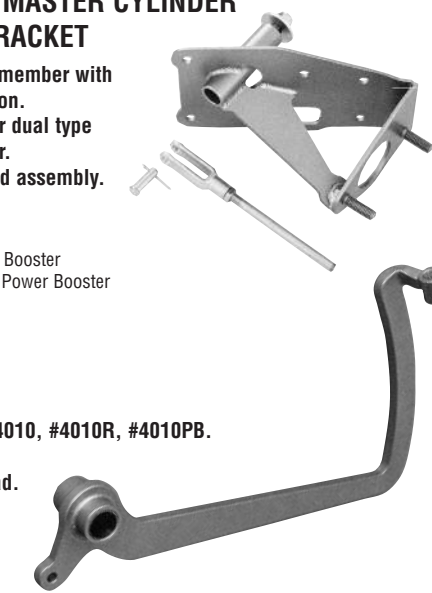
- Bolts to stock X-member with slight modification.
- Accepts single or dual type Mustang cylinder.
- Includes push rod assembly.

#4010
#4010R Repto
#4010PB Power Booster
#4110 Repto Power Booster

'33-'34 BRAKE PEDAL

- Works with master cylinder mount #4010, #4010R, #4010PB.
- Correct leverage for easy operation.
- Threaded end accepts stock pedal pad.

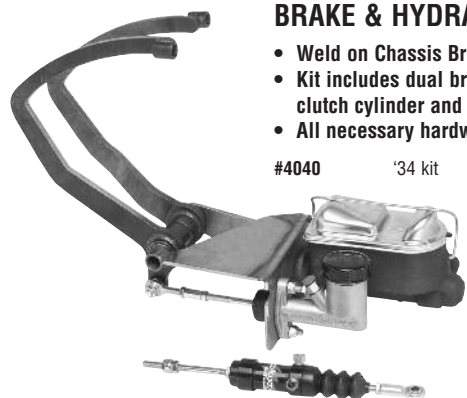
#4009
#4009R Repto
#4009PB Power Booster
#4109 Repto Power Booster



'33-'34 Ford

BRAKE & HYDRAULIC CLUTCH ASSEMBLY

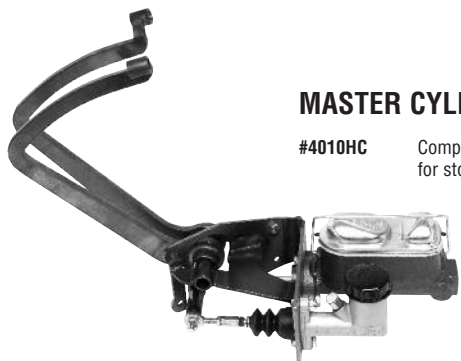
- Weld on Chassis Bracket.
- Kit includes dual brake master cylinder, single aluminum clutch cylinder and aluminum slave cylinder.
- All necessary hardware.



#4040 '34 kit

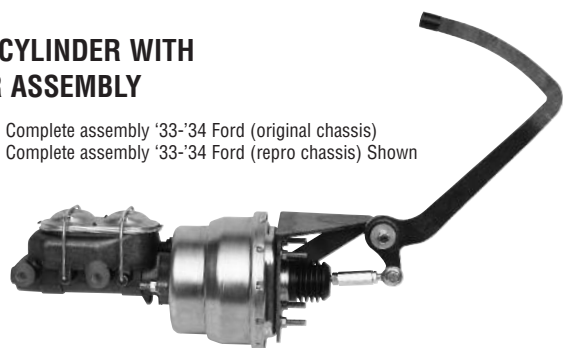
MASTER CYLINDER

#4010HC Complete assembly '33-'34 Ford for stock x-member



MASTER CYLINDER WITH BOOSTER ASSEMBLY

#4010PBA Complete assembly '33-'34 Ford (original chassis)
#4110A Complete assembly '33-'34 Ford (repro chassis) Shown



350 TURBO TRANS MOUNT

- Mounts Chevy 350 turbo trans into '33-'34 Ford.
- Bolts to bottom of X-member after stock trans cradle is removed.



#4007
#82224 Rubber Mount to transmission

'33-'34 FORD X-MEMBER SUPPORT

- Restores strength and torsional rigidity to frame after cradle is removed.
- Tube and plates weld into X-member.



#4008



BIG BLOCK CHEVY MOTOR MOUNT

- Mounts a big block Chevy into a '33-'34 Ford.

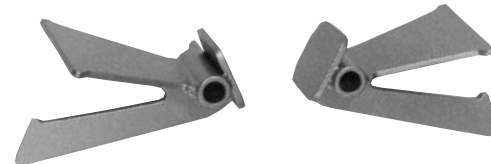
#4015



SMALL BLOCK FORD MOTOR MOUNT

- Mounts a SB Ford 302-351W into a '33-'34 Ford.

#4006



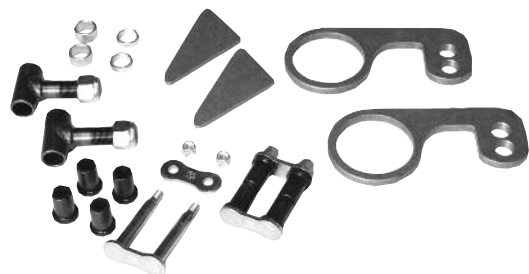
'33-'34 FORD MOTOR MOUNTS

- Mounts small block Chevy or Buick V-6 using factory type rubber side mounts.
- Fits boxed '33-'34 Ford frame rails

#4005 For small block Chevy
#82142 Rubber Mount to SB Chevy
#3005H Hemi motor mount kit (see parts department)

FLAT HEAD MOTOR MOUNT

#4005FH



NEW '33-'34 FORD ADJUSTABLE REAR SPRING KIT

- Allows for pinion adjustment after welded.
- Allows for different spring length.
- Lowers car 1" in rear.
- Works only with narrow spring.

#4019-AD Fits 3" Diameter housing
#4019-AAD Fits 2 13/16" Diameter housing

33-34 Ford



'33-'34 FORD LADDER BAR KIT

- Mounts rearend into '33-'34 Fords.
- Dropped tube crossmember and boxing plates weld into stock X-member.
- Urethane bushings at front center pivot.
- Adjustable clevises at rear.
- Ultimate in strength and traction!

#4011 Fits 3" diameter housing
#4011-A Fits 2 13/16" diameter housing
#4011-B Fits '37-'48 Ford tapered housing
#4011DR Drag Race version

Add C for Chrome



'33-'34 FORD REAR 4-BAR® KIT

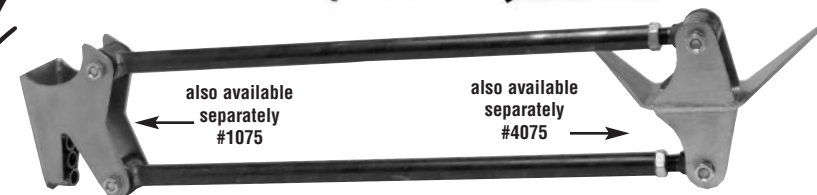
#4017 For original chassis and x-member



'33-'34 FORD REAR SPRING MOUNTING KIT

- Mounts '32-'34 curved style rear spring to rearend.
- Includes shackles with urethane bushings.

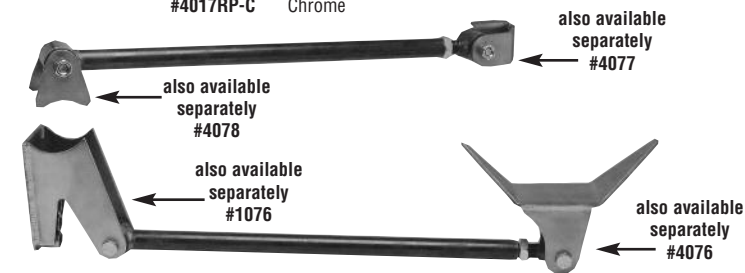
#4019 Fits 3" diameter housing
#4019-A Fits 2 13/16" diameter housing



'33-'34 FORD REAR 4-BAR® KIT

- Mounts rearend onto chassis.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

#4017 For original chassis and original x-member
#4017RP Boxed rails repro x-member
#4017RP-C Chrome



'33-'34 FORD TRIANGULATED REAR 4-BAR® KIT

- Eliminates the need for panhard bar.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

#4018-RP Boxed rails repro x-member
#4018-RP-C Chrome



PANHARD BAR FOR COILOVER REAR SUSPENSION

- Prevents lateral movement of rearend.
- Brackets bolt onto rearend center section.
- Adjustable bar has urethane bushings.

#2014 For 9" Ford rearend "Centered" housing (2" cut off right side)
#2015 For 9" Ford rearend stock width Centered Pinion
#2016 For 8" Ford rearend stock width

Specify year of application



'33-'34 FORD REAR SHOCK KIT

- Brackets have 4 vertical positions to dial in shock travel.
- Features Pete & Jake's Rod Shocks.
- Includes shock studs and bolts.

#1070 Kit with painted shocks
#1070-C Kit with chromed shocks

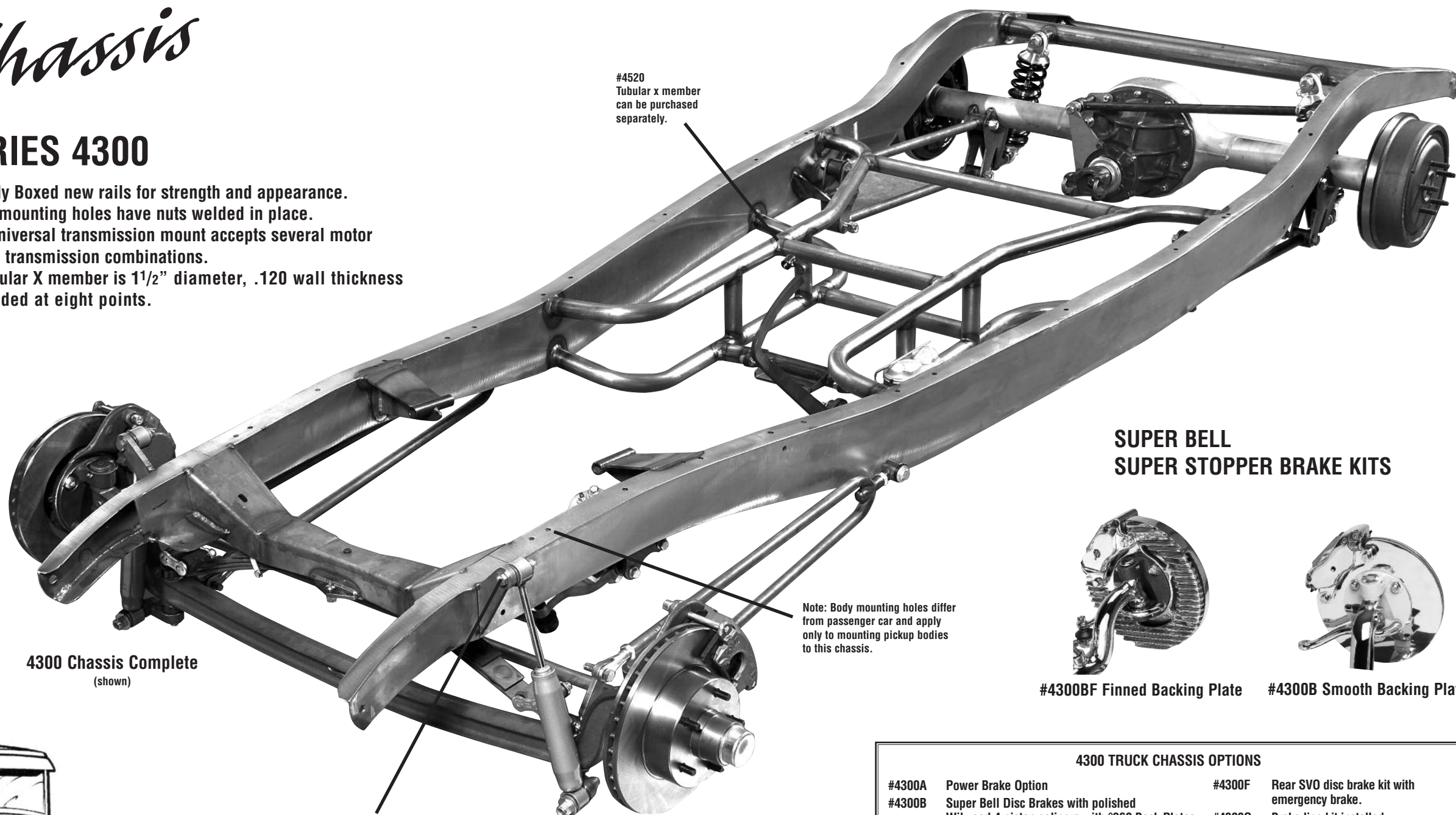
'34 Ford Truck Chassis

SERIES 4300

- Fully Boxed new rails for strength and appearance.
- All mounting holes have nuts welded in place.
- A universal transmission mount accepts several motor and transmission combinations.
- Tubular X member is 1 1/2" diameter, .120 wall thickness welded at eight points.

#4300 1934 Ford Chassis Includes:

- Dropped axle with 4" drop, tube or I-beam.
- Pete & Jakes 4-bar® or Hairpin.
- Vega cross steering (complete).
- Front disc brakes complete (5 x 4 1/2" or 5 x 4 3/4").
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount w/Dual MC.
- Brake Pedal.
- Ladder Bar rear kit or/Rear 4-bar® kit.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Coil over kit w/Viper alloy shocks.
- Panhard bar rear.



#4520
Tubular x member
can be purchased
separately.

Note: Body mounting holes differ from passenger car and apply only to mounting pickup bodies to this chassis.

4300 Chassis Complete
(shown)

#1072
Shock kit sold separately

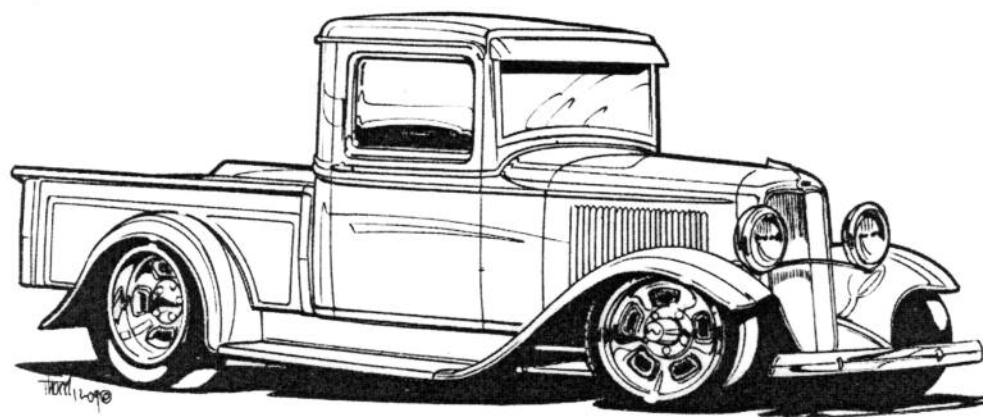
SUPER BELL SUPER STOPPER BRAKE KITS



#4300BF Finned Backing Plate



#4300B Smooth Backing Plate



- 4350 BASIC
ECONOMY CHASSIS
(Not shown)**
- PACKAGE INCLUDES**
- #1085 Front Shock brackets
 - #1016 Front Panhard Bar Mount
 - #1019 Vega Steering Mount
 - #1287 Front 4-Bar® Brackets
 - #4005 Motor Mount (Chevy or Ford)
 - #4010 MC Mount

4300 TRUCK CHASSIS OPTIONS

- | | |
|---|---|
| #4300A Power Brake Option | #4300F Rear SVO disc brake kit with emergency brake. |
| #4300B Super Bell Disc Brakes with polished Wilwood 4 piston calipers with 360 Back Plates | #4300G Brake line kit installed. |
| #4300BF Super Bell Disc Brakes with full polished finned Backing Plates | #4300GS Polished Stainless Steel brake line with AN fittings. |
| #4300C Show Chrome on Front axle | #4300H Currie Polished billet 9" Ford housing. |
| #4300CD Show Chrome on Front drilled I-beam axle | #4300I Pro-street option (includes special cut on 9" Ford housing). |
| #4300D Chrome front end option includes chrome on the following:
• 4-BAR® • perches • lower shock mounts
• panhard • tie rod • lower steering arms
• drag link • front shocks
• pitman arm and shackles | #4300J Front Monoleaf Spring (Chrome). |
| #4100E Chrome on front Posie spring with rounded ends | #4300K So-Cal Hairpin Radius Rods (Polished). |
| | #4300L C-Notch Rear Chassis. |
| | #4300M Chrome on Spindle. |
| | #4300N Chrome on tie rod ends. |

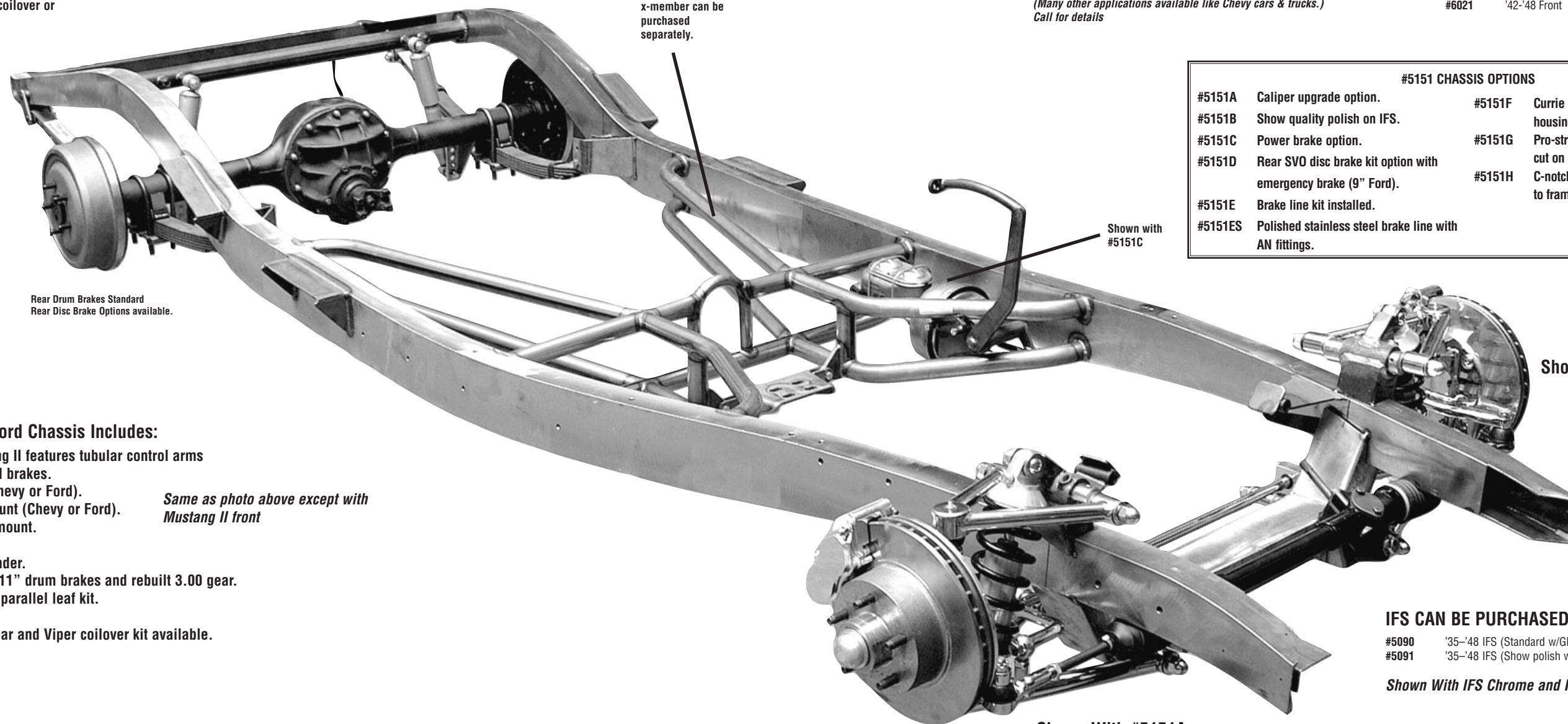
'35-'48 Ford IFS Chassis

#5050 & #5051 '35 - '40 Ford Chassis (Frame Only) Includes:

- True IFS or Front Mustang II crossmember
- Fully boxed
- Tubular Strut Rods
- Tubular x-member.
- Master cylinder mount.
- Brake pedal
- Includes crossmember for coilover or parallel leaf

#5151 '35-'40 Ford Chassis Includes: *Shown Below*

- Complete IFS features tubular control arms with standard GM brakes.
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount.
- Brake Pedal.
- Dual master cylinder.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Posie adjustable parallel leaf kit.
- Rear sway bar.
- Optional ladder bar and Viper coilover kit available.



Rear Drum Brakes Standard
Rear Disc Brake Options available.

The #5520 Tubular x-member can be purchased separately.

Shown with #5151C

Shown With #5151B

#5100 '35-'40 Ford Chassis Includes:

- Complete Mustang II features tubular control arms with standard GM brakes.
- Motor Mounts (Chevy or Ford).
- Transmission Mount (Chevy or Ford).
- Master cylinder mount.
- Brake Pedal.
- Dual master cylinder.
- 9" w/axles, new 11" drum brakes and rebuilt 3.00 gear.
- Posie adjustable parallel leaf kit.
- Rear sway bar.
- Optional ladder bar and Viper coilover kit available.

Same as photo above except with Mustang II front



Standard front end on #5100 Chassis

FORD MUSTANG II IFS

- Cross member, coil spring shock towers.
- 1" tubular A-arms, spindles (stock height or 2" drop).
- Rotor, spindles & brake units come assembled with bearings, Packed with hi-temp grease.
- Air spring suspension option 12" or 13" brakes option.
- Available with optional power rack.

#5040 '35-'41 Ford passenger cars and trucks
#6041 '42-'48 Ford passenger cars

(Many other applications available like Chevy cars & trucks.)
Call for details

SWAY BAR KITS '35-'48 FORD

Front Sway Bar Kit '35-'48 Ford using Mustang II

- Control body roll.
- Fits stock style control arms and some tubular styles.

#5021 '35-'40 Front
#6021 '42-'48 Front

#5151 CHASSIS OPTIONS

#5151A	Caliper upgrade option.	#5151F	Currie Polished billet 9" Ford housing polished.
#5151B	Show quality polish on IFS.	#5151G	Pro-street option includes special cut on 9" housing
#5151C	Power brake option.	#5151H	C-notch rear chassis for more axle to frame clearance.
#5151D	Rear SVO disc brake kit option with emergency brake (9" Ford).		
#5151E	Brake line kit installed.		
#5151ES	Polished stainless steel brake line with AN fittings.		

IFS CAN BE PURCHASED SEPARATELY

#5090 '35-'48 IFS (Standard w/GM disc brake)
#5091 '35-'48 IFS (Show polish w/Custom disc brake)

Shown With IFS Chrome and Polished Options

Shown With #5151A

'35-'48 Fat Fords

'35-'40 FORD STEERING MOUNT

- Bolt-in mount accepts steering gear from Chevy Vega and other GM cars.

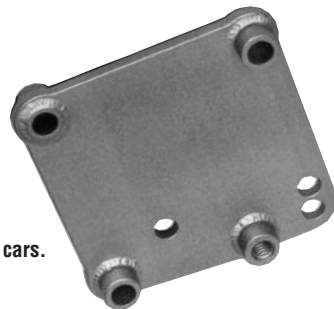
#5002



SAGINAW STEERING PLATE

- Bolt to steering mount of '35-'48 Fords.
- Accepts steering gear from mid-60's GM cars.

#5000 '35-'40
#6000 '41-'48



MOTOR MOUNT FOR SMALL BLOCK FORD

- Weld-in for '35-'40 Ford (289-302-351W)
#5006
- Weld-in for '41-'48 Ford (289-302-351W)
#6006



'35-'40 FORD MOTOR MOUNTS

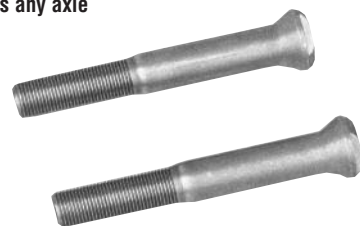
- Bolt in small block Chevy using factory type rubber side mounts.

#5005 Weld in style for Mustang II crossmember
#5005W Rubber Mount to SB Chevy
#82142

'35-'48 FORD FLAT TOP PERCHES

- Extra long threaded stud fits any axle thickness (2" or 2 1/4").
- Includes Nuts.

#1043 Chrome
#1043-C



'42-'48 MOTOR MOUNTS

- Weld-in small block chevy using factory type rubber side mounts of P & J #82142. When ordering, specify mechanical or electric fuel pump.

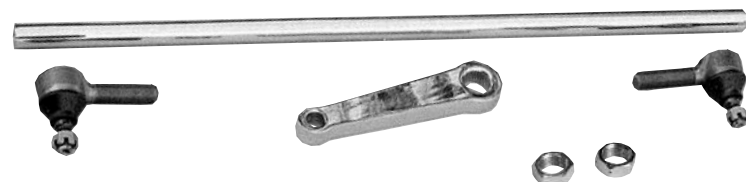
#6005 Rubber Mount to SB Chevy
#82142 Hemi Motor Mounts (see parts department)
#3005H



FRONT SPRING PLATE & U-BOLTS

- Fits '35-'48 Fords.
- Secures front spring into crossmember.
- Gold iridite plated, nuts included.

#1000 Kit: 2 U-bolts, nuts & plate
Add C for Chrome



STEERING COMPONENT KIT FOR '35-'48 FORD WITH VEGA CROSS STEERING

- Designed for Vega steering installation using P & J's #5002 bracket with Super Bell I-Beam axle.
- Includes pitman arm to fit Vega steering gear.
- Chrome kit features chrome on all pieces except rod ends.
- Included jam nuts.

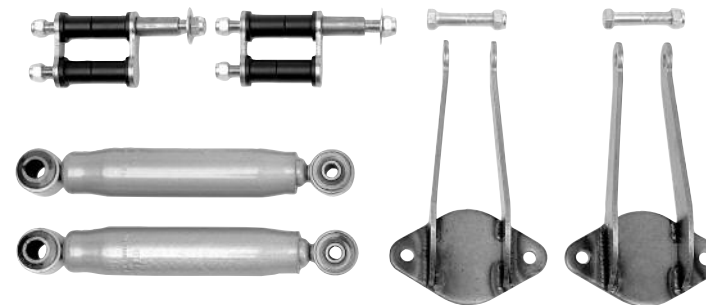
#1013 Chrome
#1013-C



DROPPED STEERING ARMS

- For use where additional drop is needed to clear wishbones. For proper installation apply one drop of Blue Loctite upon final assembly.

#1109 Forged B/O deep dropped for '35-'48
#1109-C Chrome



'35-'39 FORD FRONT SHOCK KIT

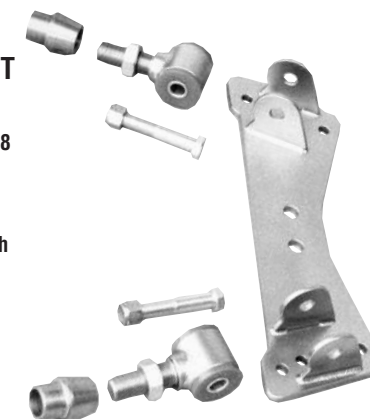
- Upper mounts bolt-on in stock location.
- Lower mounts spring shackles include urethane bushings.
- Features Pete & Jake's Rod Shocks.
- This kit will also fit '40 Fords, if you are not using the stock front torsional sway stabilizer bar.

#5001 Kit with painted shocks
#5001-C Kit with chromed shocks
#5048 Pair of shackles only

350 TURBO TRANS MOUNT/SPLIT WISHBONE KIT

- Bolt in plat mounts GM 350 trans in '35-'48 Fords.
- Wishbone kit features 3/4" threaded ends, urethane bushed adjustments.
- Plate available as trans mount only or with complete kit.

#5007 '35-'40 trans mount only
#5007A '35-'40 trans mount & wishbone kit.
#6007 '41-'48 trans mount only
#6007A '41-'48 trans mount & wishbone kit.



POSIE SPRING

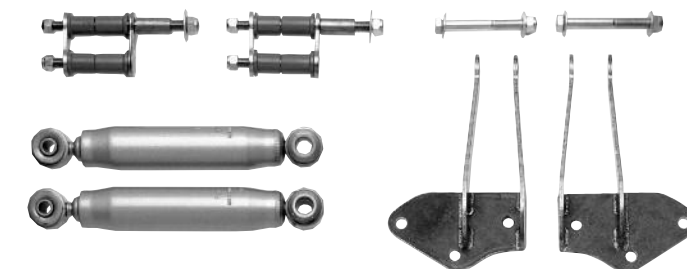
- Stock axle being used and Perch centers.

#1057 Using '35-'36 wishbones
#1058 Using '37-'40 wishbones
#1059 Using '41-'48 wishbones

BOLT ON PANHARD BAR

- Eliminates lateral movement of axle

#1015 36 1/2" '35-'40 Perch Centers.
(Most after market axles)
#1015-A 38 1/2" '35-'40 Stock axles.
#6015 38 1/2" '41-'48 Perch Centers.



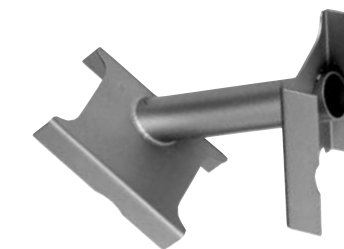
'42-'48 FORD FRONT SHOCK KIT

Designed for:

- Aftermarket narrow axles.
- Posie spring.
- Lower stance.
- Original sway bar must be removed.

#6001 Kit with painted shocks
#6001-C Kit with chromed shocks
#6048 Pair of shackles only

*Ask Salesperson for more application footnotes.



'35-'48 X-MEMBER SUPPORT

- Tubular design restores torsional rigidity to frame after cradle modification.
- Welds into stock X-member.

#5008 '35-'40
#6008 '41-'48

'35-'48 Fat Fords

'35-'48 FORD BRAKE PEDAL

- Works with master cylinder mount #5010 and #6010.
- Correct leverage for easy operation.
- Threaded end accepts stock pedal pad.

#5009 '35-'40
#6009 '41-'48 Bent Left

Add PB for Power

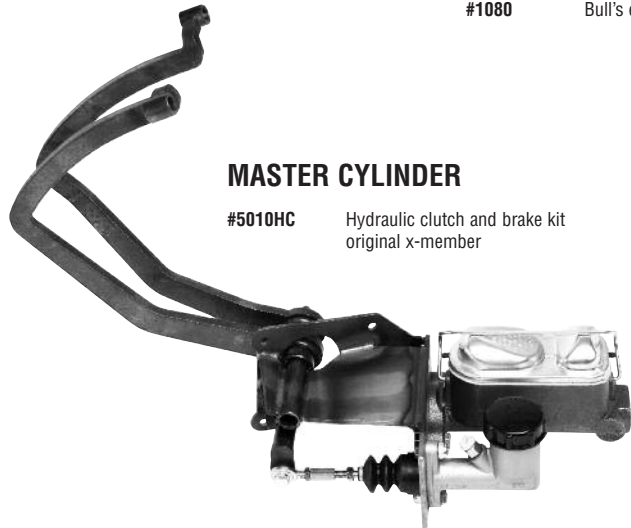


PEDAL PADS

#1079 Pyramid design
#1080 Bull's eye design

MASTER CYLINDER

#5010HC Hydraulic clutch and brake kit original x-member



'35-'48 REAR SHOCK KIT

- Brackets have 4 vertical positions to dial-in shock travel.
- Features Pete & Jake's Rod Shocks.
- Includes shock studs and bolts.

#1070 '35-'40 Kit with painted shocks
#1070-C Kit with chromed shocks

#1073 '41-'48 Kit with painted shocks and upper mounts.
#1073-C Kit with chromed shocks and upper mounts

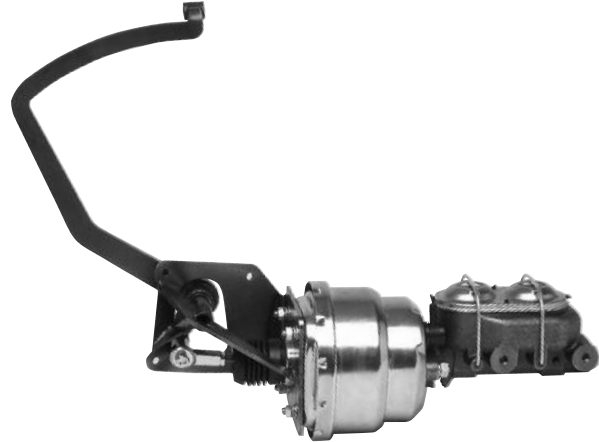


'35-'48 FORD MASTER CYLINDER MOUNTING BRACKET

- Bolts to stock X-member with slight modification.
- Accepts single or dual type Mustang cylinder.
- Includes push rod assembly.

#5010 '35-'40
#6010 '41-'48

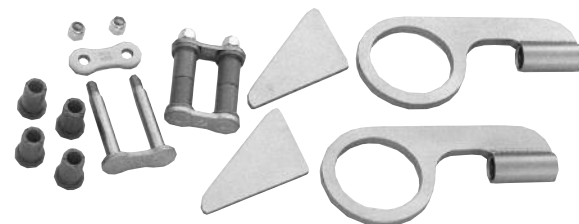
Add PB for Power



MASTER CYLINDER WITH BOOSTER ASSEMBLY

- '35-'48 Ford power master cylinder mounting bracket and pedal assembly

#5010PBA Complete assembly '35-'40 Ford original chassis
#6010PBA Complete assembly '42-'48 Ford original chassis



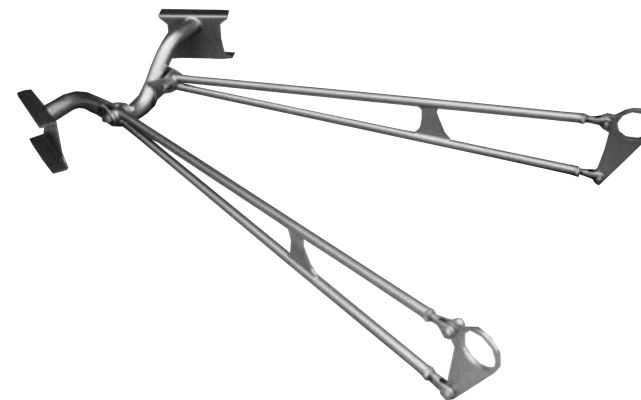
'35-'40 FORD REAR SPRING MOUNTING KIT

- Mounts '35-'40 rear spring to rearend.
- Includes shackles with urethane bushings.

#5019 Fits 3" diameter housing
#5019-A Fits 2 13/16" diameter housing

Also available in adjustable
5019-AD Fits 3" diameter housing
5019-AAD Fits 2 13/16" diameter housing

- Works only with narrow spring.



also available separately #1075

also available separately #4075

'35-'40 FORD REAR 4-BAR® KIT

- Mounts rearend onto chassis.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

#5017RP Boxed rails repro x-member
#5017RP-C Chrome
#5017 Fits original x-member



'33-'34 FORD REAR 4-BAR® KIT

#4017 For original chassis and x-member

'35-'48 FORD REAR LADDER BAR KIT

- Mounts rearend into '42-'48 Fords.
- Pre-welded crossmember assembly welds into stock X-Member.
- Urethane bushings at front center pivot.
- Adjustable clevises at rear.
- Ultimate in strength and traction!

'35-'40
#5011 Fits 3" diameter housing
#5011-A Fits 2 13/16" diameter housing
#5011-B Fits '37-'48 Ford tapered housing
#5011-DR Drag Race version

'41-'48
#6011 Fits 3" diameter housing
#6011-A Fits 2 13/16" diameter housing
#6011-B Fits '37-'48 Ford tapered housing
#6011-DR Drag Race version

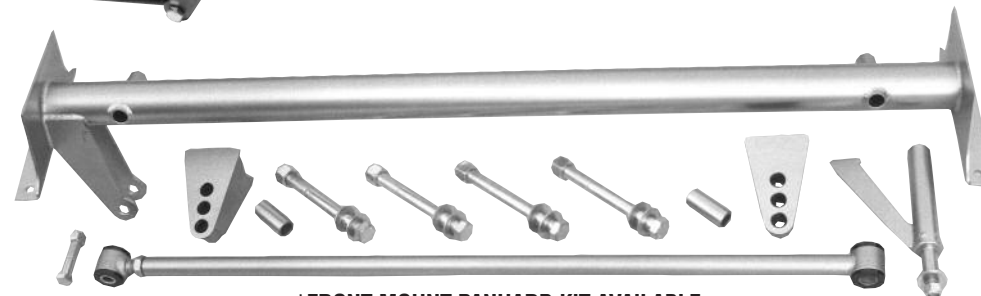
Add C for Chrome



'35-'40 FORD TRIANGULATED REAR 4-BAR® KIT

- Eliminates the need for panhard bar.
- Rear brackets feature a 3-position coil-over mount.
- Bars also feature urethane bushings.

#5018-RP Boxed rails repro x-member
#5018-RP-C Chrome



*FRONT MOUNT PANHARD KIT AVAILABLE

'35-'48 FORD REAR COIL SHOCK SUSPENSION KIT

- Tube crossmember replaces stock crossmember using stock rivet holes in frame for location and easy installation.
- Boxing plates, upper shock mounting tubes, and panhard bar brackets are already welded to the crossmember.
- Lower shock mounts have 3 vertical positions to adjust ride height.

'35-'40
#5012 Kit complete with coil shocks (specify spring rate)
#5013 Kit without coil shocks
#5014 Crossmember with panhard rod and bracket only
#1077 Lower shock mounts, spacers and bolts only
#1078 1" lower shock mounts, spacers and bolts only

'41-'48
#6012 Kit complete with coil shocks (specify spring rate)
#6013 Kit without coil shocks
#6014 Crossmember with panhard rod and bracket only
#1077 Lower shock mounts, spacers and bolts only
#1078 1" lower shock mounts, spacers and bolts only

Parts Department



HAIRPIN BATWINGS

- #1249A 2 1/2"
- #1249B 2"
- Add C for Chrome



Suicide Steering Arms



X-long Outside Steering for Suicide Front End
#1170XL
Add C for Chrome



Optional Shock mounts
#1263



Front End Close-up



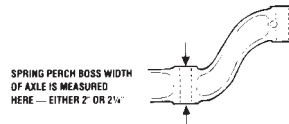
Suicide FRONT END

Suicide FRONT END

- #2097 Model A Ford
- #3097 '32 Ford
- #4097 '33-'34 Ford
- Add C for Chrome

"BATWINGS" 4-BAR® AXLE BRACKETS

- Durable mild steel construction.
- Precision fit for 2" or 2 1/4" spring perch boss width.
- Accepts urethane bushings with 1/2" bolt size.
- Plain or Ultimate Chrome: all pieces polished before assembly.



- #1250A Fits axles with 2 1/4" spring perch boss
- #1250B Fits axles with 2" spring perch boss
- #1250A-C Chrome - fits axles with 2 1/4" spring perch boss
- #1250B-C Chrome - fits axles with 2" spring perch boss

Suicide Batwings

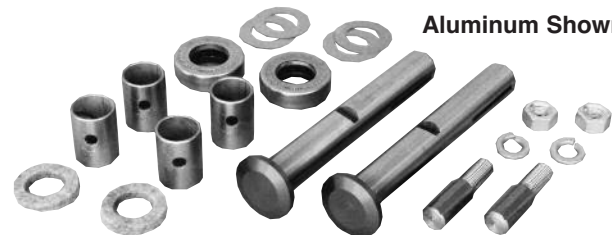


- Includes "T" Bolts and Nuts
- #1248A 2 1/4"
 - #1248B 2"
 - Add C for Chrome

STANDARD KING PIN SET

- Precision ground king pins, bronze bushings, ball bearings, shims, felt dust seals, and associated hardware.

- #1039 Fits '37-'41 Ford and Super Bell spindles
- #1040 Fits '42-'48 Ford spindles



ALUMINUM TOP KING PIN SET

- All the features of the standard king pin set plus machined aluminum tops.
- Stainless Steel thru pins included.

- #1039A Fits '37-'41 Ford and Super Bell spindles
- #1040A Fits '42-'48 Ford and Super Bell spindles

Aluminum Shown



ADJUSTABLE BAR END

- Steel stud has 5/8" - 18 threads.
- Includes urethane bushings & jam nut.
- Bushing sleeve size to accept 1/2", 9/16", or 5/8" bolt (include size with part number).
- Available straight, 5 or 9-degree angle.

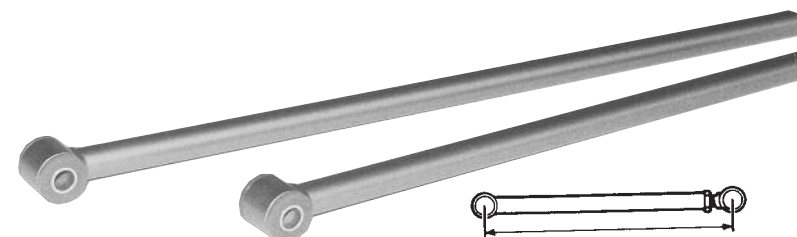
- #1260-(size) Straight
- #1261-(size) 9-degree angle
- #1262-(size) 5-degree angle
- #1260C-(size) Chrome - straight
- #1261C-(size) Chrome - 9-degree angle
- #1262C-(size) Chrome - 5-degree angle



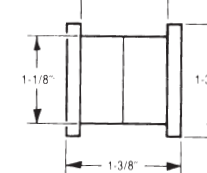
MICROFLEX 4-BAR® BUSHING PAK

- Package of 8 bushings & retainers.
- Bushing sleeve size to accept 1/2", 9/16", or 5/8" bolt.

- #1201-1/2" For 1/2" bolt
- #1201-9/16" For 9/16" bolt
- #1201-5/8" For 5/8" bolt



MICROFLEX 4-BAR® BUSHING



- Cushions suspension movement with minimum distortion.
- Made of highest quality urethane.
- Sharp looking competition black color.
- Bushing sleeve size to accept 1/2", 9/16", or 5/8" bolt.

- #1202-1/2" For 1/2" bolt
- #1202-9/16" For 9/16" bolt
- #1202-5/8" For 5/8" bolt

WELD-ON 4-BAR® SLEEVE

- Welds to end of bar.
- Accepts 4-Bar® urethane bushing.

#1259



ADJUSTABLE BARS

- 7/8" diameter mild steel bars accept 5/8" -18 threaded ends.
- Includes urethane bushing with sleeve size to accept 1/2", 9/16", or 5/8" bolt (include size with part number.)
- Center to center dimension is approximate length with adjustable end installed.
- Part numbers with C indicates chrome.

- #1251-(size) 20 5/8" Center to Center
- #1252-(size) 21 5/8" Center to Center
- #1253-(size) 23 3/8" Center to Center
- #1254-(size) 24" Center to Center
- #1255-(size) 27 1/4" Center to Center

Add C for Chrome

COMPLETE FRONT-END FOR MODEL A THRU 1934



Four Bar Option

NEW



#3084 Aluminum Shock Option

- Brushed or Polished
- Covered or Uncovered

- 46" King Pin Centers Standard**
- #2093 Model A complete front end polished Alum-I-Beam axle
 - #2093-C Model A complete front end chrome w/polished Alum-I-Beam Axle
 - #2094-C Model A complete front end chrome w/polished w/narrow tube axle
 - #2095 Model A complete front end w/l-beam axle
 - #2095-C Model A complete front end chrome w/l-beam axle
 - #2096 Model A complete front end w/drilled I-beam axle
 - #2096-C Model A complete front end chrome w/drilled I-beam axle
 - #3093 1932 Ford complete front end polished Alum-I-Beam axle
 - #3093-C 1932 Ford complete front end chrome w/polished Alum-I-Beam Axle
 - #3094 1932 Ford complete front end w/narrow tube axle
 - #3094-C 1932 Ford complete front end chrome w/narrow tube axle
 - #3095 1932 Ford complete front end w/l-beam axle

Packages Itemized in Price List

- Additional front end components often needed:**
- #8000 Vega box description
 - #1019 Vega box mount
 - #1020 Vega pitman arm

- 46" King Pin Centers Standard**
- #3095-C 1932 Ford complete front end chrome w/l-beam axle
 - #3096 1932 Ford complete front end w/drilled I-beam axle
 - #3096-C 1932 Ford complete front end chrome w/drilled I-beam axle
 - #4093 1934 Ford complete front end polished Alum-I-Beam axle
 - #4093-C 1934 Ford complete front end chrome w/polished Alum-I-Beam Axle
 - #4094 1934 Ford complete front end w/narrow tube axle
 - #4094-C 1934 Ford complete front end chrome w/narrow tube axle
 - #4095 1934 Ford complete front end w/l-beam axle
 - #4095-C 1934 Ford complete front end chrome w/l-beam axle
 - #4096 1934 Ford complete front end w/drilled I-beam axle
 - #4096-C 1934 Ford complete front end chrome w/drilled I-beam axle

Packages Itemized in Price List

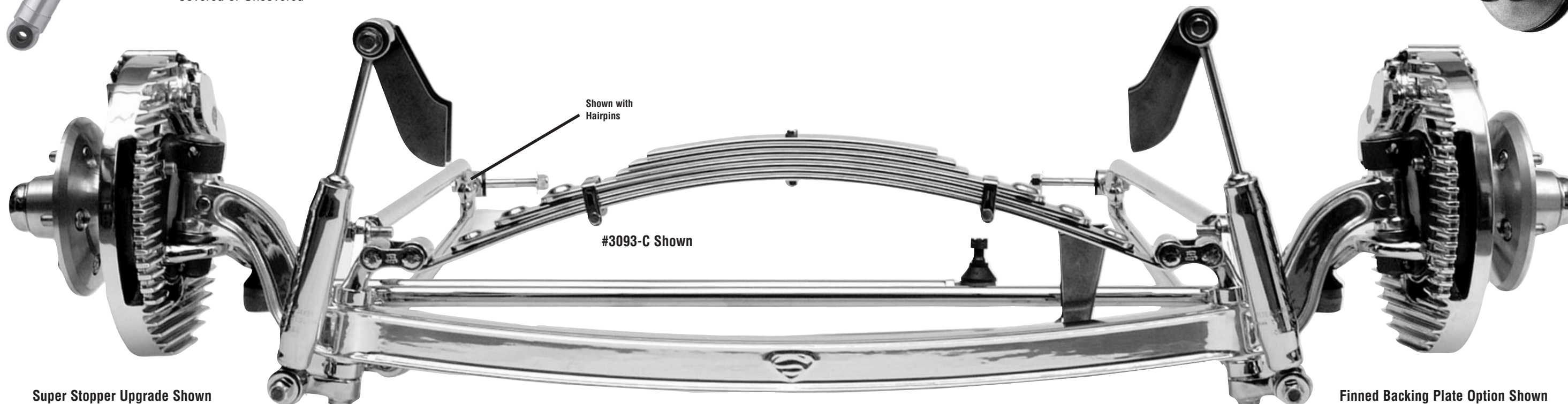
- Additional front end components often needed:**
- #1001 Front U bolt kit
 - #1002 Custom U bolt kit aluminum upgrade
 - #1095 Headlight shock mount



Smooth Backing Plate Option



Basic Brake is Standard



Super Stopper Upgrade Shown

Finned Backing Plate Option Shown

Shown with Hairpins

#3093-C Shown

Drilled Axle Option Available.

Now Standard on Chrome Front-ends

- Chrome spindles
- Tie rod ends

New Drilled and Filled Axle

- Available in plain and chrome
- Also available without holes



Parts Department



SUPER BELL SPINDLE STEERING ARM

- Fits '37-'48 Ford and Super Bell spindles only.
- Works with Super Bell Mustang disc brake kit, stock '39-'48 Ford brakes.

#1017
#1017C Chrome

MUSTANG STEERING PITMAN ARM

- Fits Mustang steering gear for installations in '28-'34 Fords.
- Hole for Ford rod end is tapered 50% from both sides.

#1022 Fits 1 1/8" diameter shaft
#1022-C Chrome - fits 1 1/8" diameter shaft



VEGA STEERING PITMAN ARM

- Fits on Vega steering gear for cross steering installations.
- Hole for Ford rod end is tapered 50% from both sides.

#1020 Chrome
#1020C Chrome
#1020B Bent 1" up
#1020BC Chrome

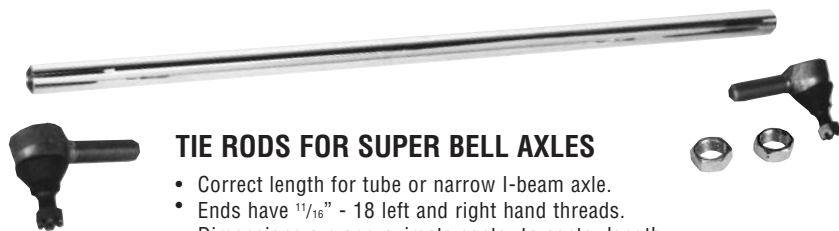


G.M. SAGINAW PITMAN ARM:

- Finally a flame-cut pitman that can be heated and bent to your specifications.
- Designed for early Ford tie rod ends and tapered 50-50 for insertions from top to bottom.
- Correct spline for all applications below:

'55-'57 Chevy (all)	'65-'86	Saginaw 122 manual box
'58-'64 Chevy (all)	'87-up	Saginaw 525 manual box
	'78-'84	Saginaw 605 power steering box

#2020 Chrome
#2020C Fits larger Saginaw power steering box.
#3020 (Can be bent or left straight)
#3020C Chrome



TIE RODS FOR SUPER BELL AXLES

- Correct length for tube or narrow I-beam axle.
- Ends have 1 1/16" - 18 left and right hand threads.
- Dimensions are approximate center to center length with rod ends installed.
- Part numbers with K are kits that include 2 rod ends & 2 jam Nuts.
- Part numbers with C indicate chrome (on tie rod, ends & jam nuts).

#1027 43 9/16 Fits SB wide tube axle (46 1/4" to 48 1/4")
#1027K Kit: tie rod, rod ends & jam nuts
#1028 41 3/4 Fits SB wide I-beam axle (44 1/2" to 46 1/2")
#1028K Kit: tie rod, rod ends & jam nuts
#1061 40 3/8 Fits SB narrow tube & narrow I-beam
#1061K Kit: tie rod ends & jam nuts



SUPER BELL TIE ROD ARMS

- Bolts onto SB spindles, or '37-'48 Ford (after original arms are cut off).
- Forged into shape to fit 4-Bar® on 4" dropped axle.
- Right side arm has double eye for cross steering hook-up.

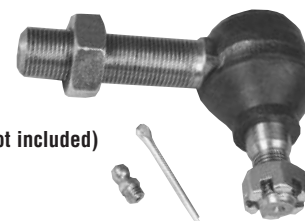
#1107
#1107-C Outside Steer (single eye both sides)
#1107-OS Chrome
#1107-OSC 5" drop axle.
#1107-D Chrome
#1107-DC Straight (no bend)
#1107-S



STEERING HOOK-UP ROD END

- For cross steering installations when there is no provision on spindle arm for drag link hook-up.
- Drag link hooks-up to hole in rod end.
- Hole is tapered 50% from both sides.
- Threads are 1 1/16" -18 left hand.

#1033



(Jam nuts not included)

FORD ROD ENDS

- For use in tie rods and drag links with 1 1/16" -18 threads.

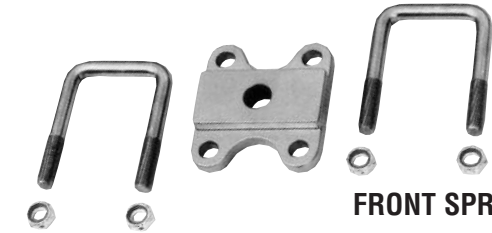
#1029 Ford 1 1/16" -18 Right hand threads
#1030 Ford 1 1/16" -18 Left hand threads

Add C for Chrome

HIGH QUALITY JAM NUTS

#1037 1 1/16"-18 Right hand threads
#1038 1 1/16"-18 Left hand threads
#1041 5/8"-18 Right hand threads

Add C for Chrome



FRONT SPRING PLATE & U-BOLTS

- Fits '28-'48 Fords.
- Secures front spring into crossmember.
- Gold iridite plated, nuts included.

#1000 '35-'48 Kit: 2 U-bolts, nuts & plate
#1001 '28-'34 Kit: 2 U-bolts, nuts & plate

Add C for Chrome



#1063WB Steering dampner end

STEERING DAMPNER

- Improves steering stability and eliminates any bump and vibration

#1063 Steering Dampner, includes clamps and hardware
#1063C Steering Dampner, includes clamps and hardware—chrome
#1063WB Steering Dampner, includes clamps, tabs and hardware for wishbone



FRONT PANHARD ROD KIT

- A "must" for cross steering installations.
- Eliminates lateral movement of axle that affects steering.
- Improves handling & stability.
- Adjustable bar features urethane bushings.
- Threaded stud can be bolted to I-beam or welded to tube axle.

#1016 Chrome (on bar & adjustable end)
#1016-C Batwing Mount
#1016-B Batwing Mount Chrome
#1016-BC



SPECIAL DRAG LINKS

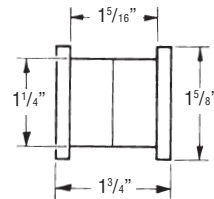
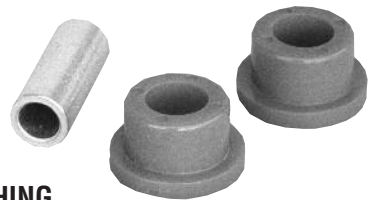
- Each have 1 1/16" -18 left & right hand threads.
- Dimensions indicate approximate center-to-center length with rod ends installed.
- Part numbers with K are kits that include 2 rod ends & jam nuts.
- Part numbers with C indicate chrome (on drag link, ends & jam nuts).

#1023 27 5/16 Fits Model A 4-Bar® w/Mustang (30"-32")also #1023-C
#1023K Kit: link, rod ends, & jam nutsalso #1023K-C
#1024 24 7/8 Fits '32-'34 4-Bar® w/Mustang (27 5/8"-29 5/8")also #1024-C
#1024K Kit: link, rod ends, & jam nutsalso #1024K-C
#1025 29 1/4 Fits A - '32 w/Vega & SB wide tube axle (32"-34")also #1025-C
#1025K Kit: link, rod ends, & jam nutsalso #1025K-C
#1026 28 1/2 Fits A - '34 w/Vega & SB wide I-beam (31 1/4"-33 1/4")also #1026-C
#1026K Kit: link, rod ends, & jam nutsalso #1026K-C
#1060 26 1/2 Fits SB narrow tube & narrow I-beamalso #1060-C
#1060K Kit: link, rod ends, & jam nutsalso #1060K-C

HEAVY DUTY MICROFLEX BUSHING

- Cushions suspension movement with minimum distortion.
- Made of highest quality urethane.
- Sharp looking competition black color.
- Bushing sleeve accepts 1/2" & 5/8" bolt.

#1205



HEAVY DUTY WELD-ON SLEEVE

- Welds on to end of bar.
- Accepts heavy duty urethane bushing.

#1208



HEAVY DUTY ADJUSTABLE END

- Steel stud has 3/4" - 16 RH threads.
- Includes urethane bushings & jam nut.
- Bushing sleeve accepts 1/2", 5/8" bolt.

#1206

Add C for Chrome



WELD-IN THREADED INSERT

- Welds into end of wishbone or 1 1/16" I.D. tubing.
- Has 3/4"-16 RH threads to accept adjustable end #1206.
- 1 1/16"-18 also available

#1207-3/4 Welds into end of wishbone or 1 1/16" I.D. tubing. Has 3/4"-16 RH threads to accept adjustable end
#1207-11/16 Has 1 1/16"-18 RH threads to accept early Ford tie rod end



Parts Department



POSIES SUPER SLIDE FRONT SPRING

- Fits '28-'34 Fords. Lowers front 1" more than stock.
- Eyes are 3/4" diameter.

#1056A	29"	for narrow tube and I-beam.
#1056	31"	for stock axle for 36 1/2" perch center
#1056L	31"	SuperLow 1" D-arch
#1056AL	29"	SuperLow 1" D-arch

Add C for Chrome
Add RT for Rolled and Tapered



REVERSED EYE MAIN LEAF

- Fits '28-'34 Ford front spring
- Lowers front 1" more than stock.
- Eyes are 3/4" diameter.

#1055	31"
#1055A	29"

FRONT SPRING CLAMPS

- Fits '28-'34 Ford front spring.
- Keeps spring leaves properly stacked.
- Beautifully polished stainless steel.

#1004



SUPER SMOOTH SPRING SHACKLES

- Gold iridite plated.
- Black urethane bushings.
- Check spring width and bushing diameters on chart to order part number.
- Sizes not marked with asterisk (*) are stock.
- Most reproduction springs and spring perches have 3/4" eyes.

MODEL		SPRING WIDTH	PERCH/HANGER	SPRING EYE	ORDER NO.
MODEL T	Rear	2"	3/4"	3/4"	#1048
	Front	1 3/4"	1 1/16"	1 1/16"	#1049
MODEL A FORD	Front	1 3/4"	1 1/16"	3/4"	#1050
	Front	1 3/4"	3/4"	3/4"	#1051
	Front	1 3/4"	3/4"	3/4"	#1051C
	Rear	2 1/2"	3/4"	3/4"	#1052
	Rear	2 1/2"	3/4"	3/4"	#1052C
	Front	1 3/4"	3/4"	3/4"	#1051
'32-'34 FORD	Front	1 3/4"	3/4"	7/8"	#1053
	Rear	2 1/4"	3/4"	7/8"	#1054
	Rear	2 1/4"	3/4"	7/8"	#1054C
'35-'41 FORD	Front	2"	3/4"	3/4"	#1048
	Rear	2 1/2"	3/4"	3/4"	#1052



MONO LEAF FRONT SPRING

- Comes with spacer stack.
- Super low style.

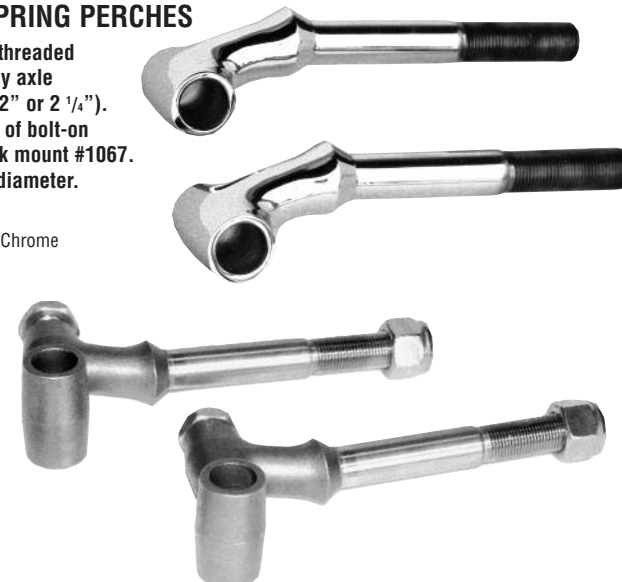
#1056AM	29"
#1056M	31"

Add C for Chrome

'28-'34 FORD FRONT SPRING PERCHES

- Extra long threaded stud fits any axle thickness (2" or 2 1/4").
- Allows use of bolt-on lower shock mount #1067.
- Eye is 3/4" diameter.

#1042	
#1042-C	Chrome



NEW SUPERBELL ADJUSTABLE FRONT SPRING PERCHES

- Allows for perfect caster adjustment.
- Forged steel.
- Hole is tapered 50% from both sides.
- Good for stock and aftermarket crossmembers.

#1044	
#1044-C	Chrome



#1002 CUSTOM WELD ON U-BOLT PLATE

- Fits '28-'34 Fords.
- Secures front spring into crossmember.
- Chrome bolts and nuts included.

REPLACEMENT SHACKLE BUSHINGS

- Fits Pete & Jake's shackles.
- Made of black urethane.
- Inside diameter is 1/2".
- Part number is for 1 bushing (2 halves).

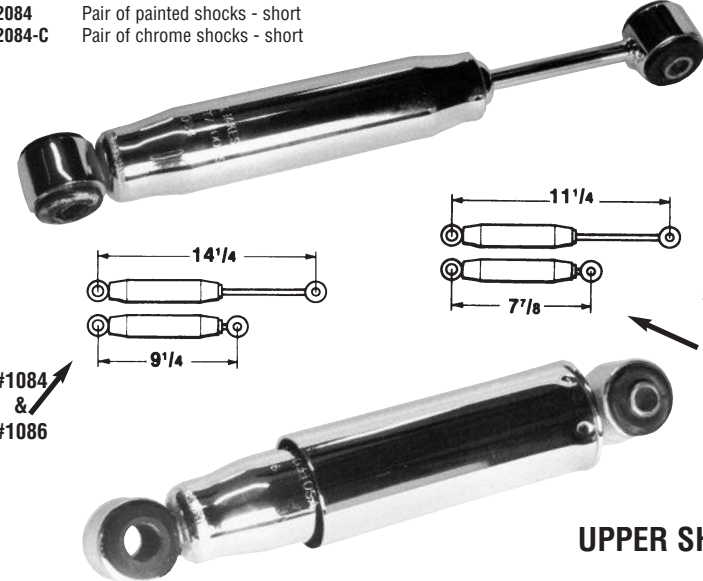
#1211	1 1/16" diameter,	1 3/4" spring width	#1215	7/8" diameter,	1 3/4" spring width
#1212	3/4" diameter,	1 3/4" spring width	#1216	7/8" diameter,	2" spring width
#1213	3/4" diameter,	2" spring width	#1217	7/8" diameter,	2 1/4" spring width
#1214	3/4" diameter,	2 1/4" spring width			



PETE & JAKE'S ROD SHOCK

- Designed especially for hot rod use.
- Features hard chrome (non-rust) shaft.
- Rubber bushed ends.

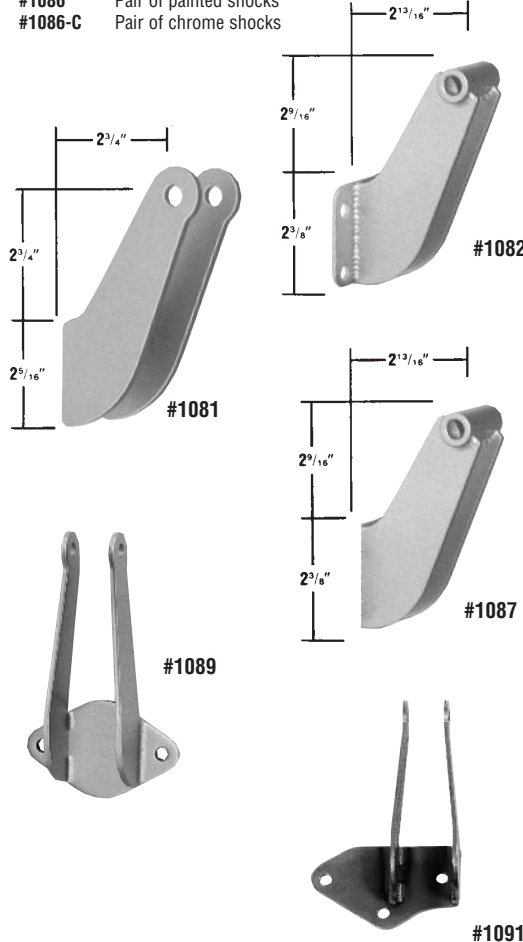
#1084	Pair of painted shocks
#1084-C	Pair of chrome shocks
#2084	Pair of painted shocks - short
#2084-C	Pair of chrome shocks - short



COVERED ROD SHOCK

- For use on rear of car.
- Cover protects shaft from dirt, etc.
- Rubber bushed ends.

#1086	Pair of painted shocks
#1086-C	Pair of chrome shocks



BOLT-ON LOWER SHOCK MOUNTS

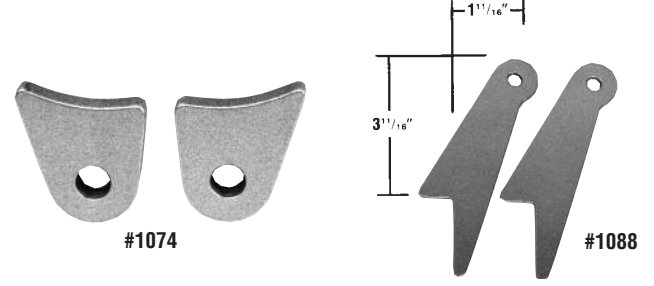
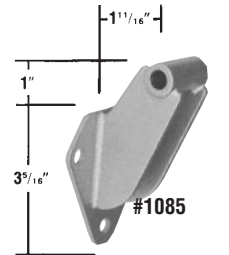
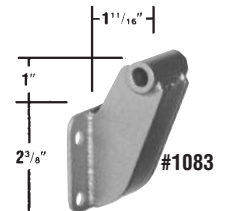
- Mounts below "batwings" or stock wishbone using spring perch #1042.

#1067	
#1067-C	Chrome

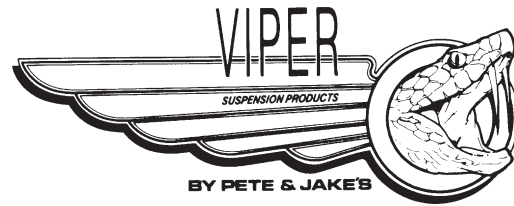


UPPER SHOCK BRACKETS

- #1095 • Headlight shock mount combo. Weld on unit works on most fenderless cars.
- #1081 • For hiboys or full fendered '32's. Shock fits between plates. Weld on style (4 plates)
- #1082 • Bolt on bracket from Model A & '32 front shock kit (pair).
- #1087 • Weld on bracket from Model A & '32 front shock kit (pair).
- #1083 • Bolt on "shortie" bracket (pair).
- #1085 • Bolt on bracket from '33-'34 front shock kit (pair).
- #1088 • For hiboys only. Will not work with stock fenders. Position shocks higher for cars that are "low". Shock fits between plates. Weld on style (4 plates)
- #1089 • Bolt on bracket from '35-'39 front shock kit (pair).
- #1091 • Bolt on bracket from '42-'48 front shock kit (left and right pair).
- #1074 • Weld-on lower front shock mounts. Mounts weld-on to curve shape of dropped axle. 1/2" holes accept #1068 shock studs.



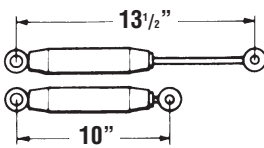
Parts Department



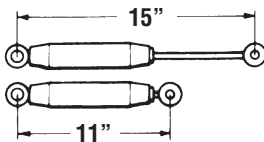
REAR VIPER ALLOY SHOCK

- First in a series of new Viper Suspension Products from Pete & Jake's.
- The first shock absorber designed exclusively for hot rods and pro street machines.
- The first affordable all billet shock absorber made of super strong 6061T-6 aluminum alloy.
- Gas charged for superior, fade free damping and consistent operation.
- The valving is a six stage automatic damping function that adjusts to continuing load and velocity factors to provide proper damping under all conditions. A special antitopping function is also built in.
- Plus a 11 position damping adjuster lets you select the ride you desire.
- Double wall body protects inner cylinder from outside damage due to dents and insures that the damping remains consistent to piston/body compatibility.
- Special vented oil cavity protects top seal from excessive pressure - solves the problem of leaking shocks.
- Pete & Jake's Microflex® Bushings.

#1140 & 1141



#1140-1



- #1140 Viper Polished
- #1140P Viper Polished w/Chrome Coil
- #1140PC Viper Polished w/Chrome Coil

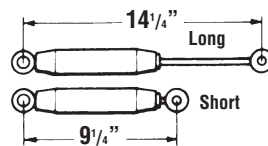
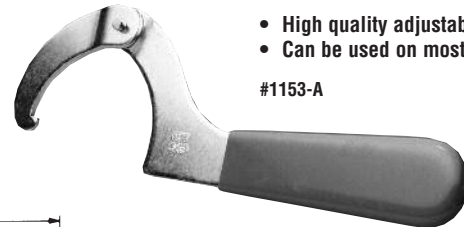
- #1140-1 Aldan
- #1140-1P Aldan Polished
- #1140-1PC Aldan Polished w/Chrome Coil

- #1141 Aldan Non-Adjustable
- #1141P Aldan Non-Adjustable Polished
- #1141PC Aldan Non-Adjustable Polished w/Chrome Coil

SPANNER WRENCH

- High quality adjustable wrench.
- Can be used on most all coil-over shocks.

#1153-A



ALUM "I" ROD SHOCK

- Aluminum shock designed for heavier drop axle cars.
- 50/50 shock, dyno tested and USA made.
- Works well with standard weight cars to dial in desired ride.
- Superior damping and rebound over the standard shock.
- Damping has been increased by 15%.
- Rebound has been increased by 55%.
- Limits the "bouncing" effect that drop axle cars can experience.

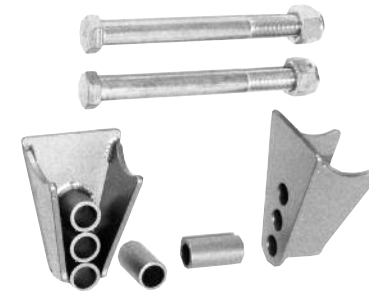
- #3084 Brushed finish
- #3084-P Polished finish
- #2086 Brushed finish
- #2086-P Polished finish

REAR END LADDER BARS & PLATES

- The ultimate in strength and traction!
- Strong 3/8" mild steel tube construction.
- Urethane bushings at front center pivot.
- Adjustable clevises at rear.
- Includes nuts & bolts.
- 360-degree (full circle) plates eliminates warp from welding.

- #3516 Pair of ladder bars, nuts & bolts
- #3500 Pair of rearend plates - Fits 3" diameter housing
- #3501 Pair of rearend plates - Fits 2 13/16" diameter housing
- #3502 Pair of rearend plates - Fits '37-'48 Ford tapered housing

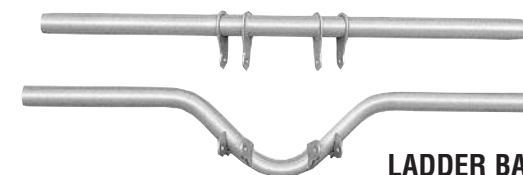
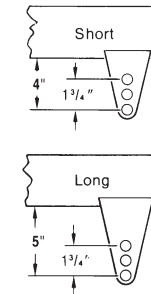
Add C for Chrome



LOWER REAR SUSPENSION SHOCK MOUNTS

- Mounts coil suspension shocks to rear end.
- 3 vertical positions to dial-in ride height.
- Includes 3/8" bolts and spacers.
- Available in 2 lengths (see drawing at right).

- #1077 Short (used in Model A kit)
- #1078 Long



LADDER BAR CROSSMEMBERS

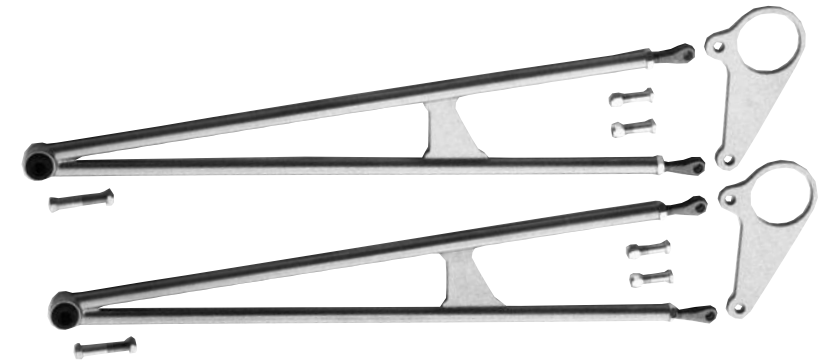
- Long enough to fit width of any car.
- Angled plates accept ladder bars coming into center.
- Straight tube goes above driveshaft, bars mount below.
- Dropped tube goes under driveshaft, bars mount behind.

- #3509 Straight tube 39"
- #3511 Dropped tube 42"
- #3512 Dropped 1 1/2" OD 42"
- #3513 Straight 1 1/2" OD 18"

FINEST QUALITY CLEVISES

- Used for solid hook-up.
- 3/8" slot, 1/2" hole.
- 3/8" -18 threads
- Bright zinc plated.
- Includes jam nut.

- #1099 One Clevis & nut
- #1099-C Chrome Clevis



DRAG RACE VERSION LADDER BAR KIT AVAILABLE FOR ALL LADDER BARS.



- Double gusset for extra strength.
- As used on the 500 HP California Kid II Pro-street '34 ford.
- Features all urethane bushings.

- #2011-DR Model 'A'
- #3011-DR '32 Ford
- #4011-DR '33-'34 Ford
- #5011-DR '35-'40 Ford
- #6011-DR '42-'48 Ford

Add C for Chrome

SHOCK STUDS

- Pair of studs, nuts & washers.

#1068



LOWER REAR SHOCK MOUNTS

- 4 vertical positions to dial-in shock travel.
- 1/2" holes accept #1068 shock studs.

#1071



Super Bell Front Axles

I-BEAM AXLES

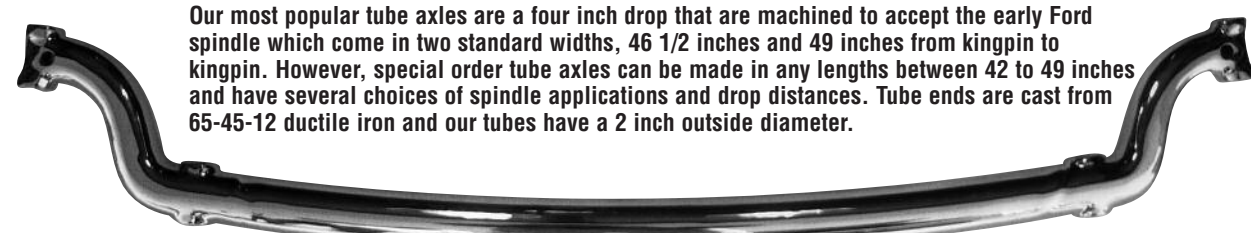
Cast from high strength 65-45-12 ductile iron, Super Bell's I-Beam axles are designed to accept '37-'48 Ford passenger car spindles. Applications include '28-'34 Ford, 1/2 ton Ford trucks up through 1941, and '35-'36 Fords when you split the original bones. Split wishbone kits and instructional sheets are available.

(D = Drilled)

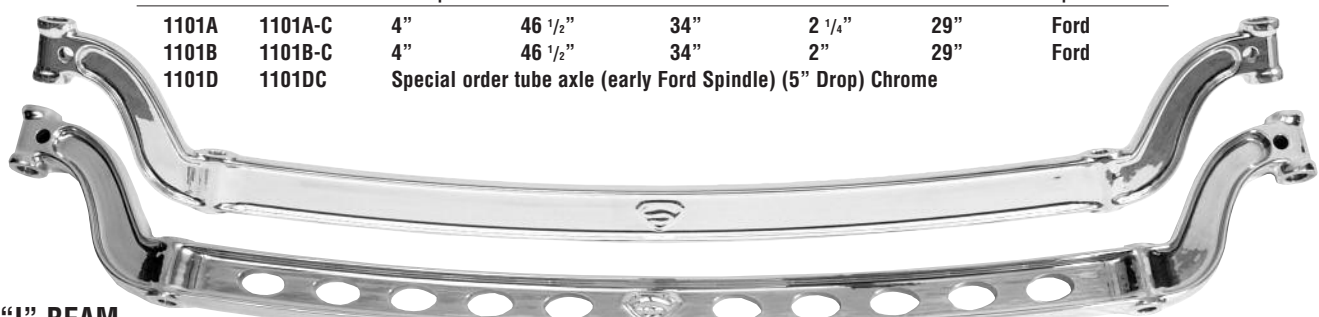
Part No.	Chrome No.	Inches of Drop	King Pin Centers	Perch Centers	Perch Boss	Spring Width	Spindle
1103A	1103A-C	4"	47 3/4"	36 1/2"	2 1/4"	31"	Ford
1103A-D	1103A-DC	4"	47 3/4"	36 1/2"	2 1/4"	31"	Ford
1103B	1103B-C	4"	47 3/4"	36 1/2"	2"	31"	Ford
1103B-D	1103B-DC	4"	47 3/4"	36 1/2"	2"	31"	Ford
1102A	1102A-C	4"	46"	34"	2 1/4"	29"	Ford
1102A-D	1102A-DC	4"	46"	34"	2 1/4"	29"	Ford
1102B	1102B-C	4"	46"	34"	2"	29"	Ford
1102B-D	1102B-DC	4"	46"	34"	2"	29"	Ford

TUBE AXLES

Our most popular tube axles are a four inch drop that are machined to accept the early Ford spindle which come in two standard widths, 46 1/2 inches and 49 inches from kingpin to kingpin. However, special order tube axles can be made in any lengths between 42 to 49 inches and have several choices of spindle applications and drop distances. Tube ends are cast from 65-45-12 ductile iron and our tubes have a 2 inch outside diameter.



Part No.	Chrome No.	Inches of Drop	King Pin Centers	Perch Centers	Perch Boss	Spring Width	Spindle	
1101A	1101A-C	4"	46 1/2"	34"	2 1/4"	29"	Ford	
1101B	1101B-C	4"	46 1/2"	34"	2"	29"	Ford	
1101D	1101DC	Special order tube axle (early Ford Spindle) (5" Drop) Chrome						



ALUM "I" BEAM

The *NEW* Super Bell Axle Co. is proud to introduce to you our newest I-Beam axle called the Alum "I" beam. Computer designed and strength tested, this axle combines Super Bell's traditional I-beam 'narrow upsweep' with the original 1932 truck (wider style) belly and features a raised "Super Bell" shield on only one side of the beam. Measuring 46" king pin to king pin our Alum "I" beam is designed for use under the 1928-34 Ford using the '37-'48 Ford passenger car spindles. Forged from 7175-T74 aircraft aluminum and "Made in the USA", Super Bell's Alum "I" beam is lighter (9.5 lbs.), stronger (tested in the real world), and better then ever. Offered in highlighted or fully polished with a drilled option (1 inch lightning holes) available.

Part No.	Description
1100-H	Alum "I" beam (highlight polish)
1100-F	Alum "I" beam (full polish)
1100-DH	Alum "I" beam (drilled with highlight polish)
1100-DF	Alum "I" beam (drilled with full polish)
1100-DOF	Alum "I" beam (drilled oval holes full polished only).



SUPER BELL BASIC BRAKE KITS



- Adapts most 1978-86 intermediate passenger car GM calipers and rotors to 1937-48 Ford passenger car Spindles

#1125K Complete kit with calipers, rotors and bracket kit 5" x 4 3/4" (Chevy)
#1125AK Complete kit with calipers, rotors and bracket kit 5" x 4 1/2" (Ford)



#1125 Bracket Kit only 5" x 4 3/4" (Chevy)
#1125A Bracket Kit only 5" x 4 1/2" (Ford)



DUST SHIELDS

Super Bell dust shields designed for the Power Stopper kit.

- Will work on the #1125K and #1125AK.
- Stamped steel (comes gold airodite finish standard).

#1131 Standard Black Powder Coated Finish
#1131-C Chrome



CALIPER COVERS

Super Bell caliper covers designed for the Power Stopper kit.

#1125CC Aluminum Caliper Cover for 78-up GM intermediate metric calipers. This will fit the Super Bell Basic disc brake kit. This allows you to dress up an existing kit already installed. These covers will fit any other kit that uses the 78-up GM calipers, on a drop axle or independent front suspensions.



Chrome plated powder coating

SUPER BELL POLISHED FINED BACKING PLATE FOR SUPER STOPPER BRACKET ONLY

Available for 1937-48 Ford spindles (specify year).

#1130P Full Polish

SUPER BELL SUPER STOPPER BRAKE KITS

- 4 piston Calipers (standard).
- Aluminum hub.
- 360 degree polished backing plate.

#1111-A 4 1/2", 3/8", rotors
#1111-B 4 3/4", 3/8", rotors
#1111-C 5", 3/8", rotors
#1111-D 5 1/2", 3/8", rotors
#1112-A 4 1/2", 1", rotors
#1112-B 4 3/4", 1", rotors
#1112-C 5", 1", rotors
#1112-D 5 1/2", 1", rotors

Add P to part # for polished caliper
Add FP to part # for Fined Backing Plate Full Polish
Add DS to part # for Drilled and Slotted



Parts Department



NEW! WILWOOD REAR DISC BRAKE KIT

#1128 With integrated parking brake & solid rotor. State rear end being used.

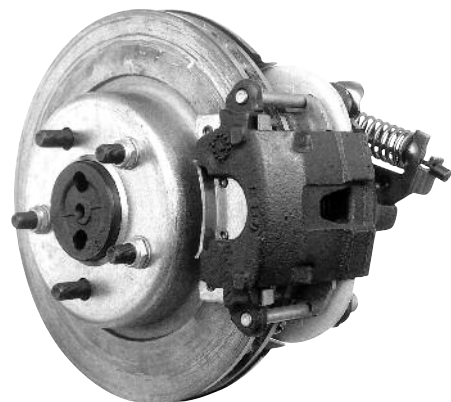
Add P for polished

SUPER BELL'S POWER STOPPER REAR DISC BRAKE KIT

Super Bell's Power Stopper Rear disc brake kits have been designed with 3,000lb and over cars in mind.

- #SB3601 Fits the small bearing, 2.66 offset
- #SB3602 Fits the big bearing, old style, 2.36 offset
- #SB3603 Fits the big bearing, new style, 2.50 offset

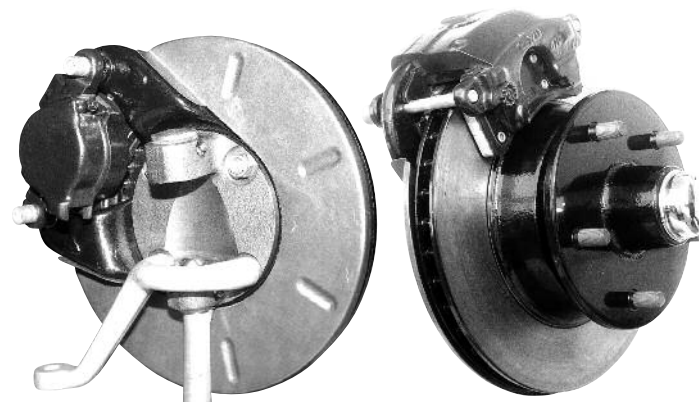
Comes with the standard 5x4 1/2 bolt pattern, but can be drilled out to 5 x 4 3/4" for added charge. Beginning kits come with brackets, rotors, black powder coated dust shields, and hardware packs. Add a "K" to the part number for a complete kit with calipers or add "KP" for a kit with parking brake. Call a technician for application details as some space limitations may apply.



REAR DRUM BRAKE KIT

#1127 Loaded backing plate and new drums.

POWER STOPPER FRONT BRAKE KITS



- Designed for 3000 lb. and over Ford passenger cars.
- Fits '37-'48 Ford cars '48-'56 Ford Trucks.
- Cast iron hubs, 1" vented rotors.
- Comes with stamped steel dust cover.
- 5x4 1/2", 5x4 3/4", 5x5", or 5x5 1/2" bolt patterns.

Ford Passenger Cars	Ford Trucks	Bolt Pattern
#1135A	#1136A	5x4 1/2"
#1135B	#1136B	5x4 3/4"
#1135C	#1136C	5x5"
#1135D	#1136D	5x5 1/2"

(Sold with calipers) Matching rear brakes available for 8" and 9" Ford (with or without E-Brake).



Inside View
#1132



#1134

JOHN'S INDUSTRIES REAR FINNED DRUM KIT FOR 9" FORD

- New loaded backing plates.

#1126 Polished
#1126P

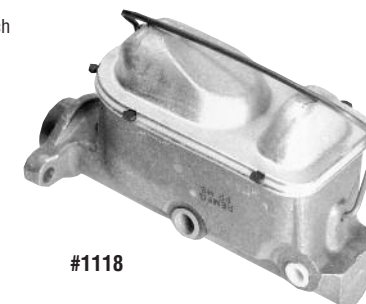
BRAKE MASTER CYLINDERS

- Single type Mustang cylinders to fit Pete & Jakes mounting kits.
- Cylinder for all drum brake system has 1" bore & no residual check valve.
- Cylinder for disc/drum for all disc system has 7/8" bore & no residual check valve.
- Features 2 threaded ports to accept straight or 90° fitting for 3/16" brake line & hydraulic stop light switch.

- #1116 Cylinder for disc brakes only
- #1117 Cylinder for Corvette dual
- #1118 Dual cylinder disc disc
- #1118-7/8 Dual cylinder disc drum
- #1119 Hydraulic stop light switch



#1119



#1118

FUNCTIONAL FAKES BUICK-STYLE FRONT DISC BRAKE KIT

- Uses Wilwood dual piston aluminum caliper w/11" vented rotor.
- Cast aluminum construction on backing plate and drum cover.
- Works on Super Bell spindles and '37-'41 early Ford spindles.
- Air scoops installed for ventilation.
- Rear drum covers to match front kit are available.

- #1132 Buick style finned drum with scoops
- #1133 Air scoops (pair)
- #1134 Buick style rear drum cover

Add P for Polish
Call for quote



#1132
Outside View



THRU FRAME FITTINGS

3 male x 1/8" NPT female.

- #1121 2" Frame rails
- #1121-1 2 1/2" Frame rails stainless



ADJUSTABLE BRAKE PROPORTIONING VALVE

- Reduced fluid pressure to drum brakes as required in disc/drum system.
- Ports accept 3/16" brake lines.

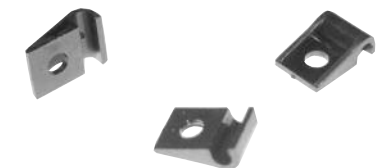
#1122



RESIDUAL VALVE

- Eliminate fluid flow back into master cylinder. Blue anodized body.

#1123-2 2#
#1123-10 10#



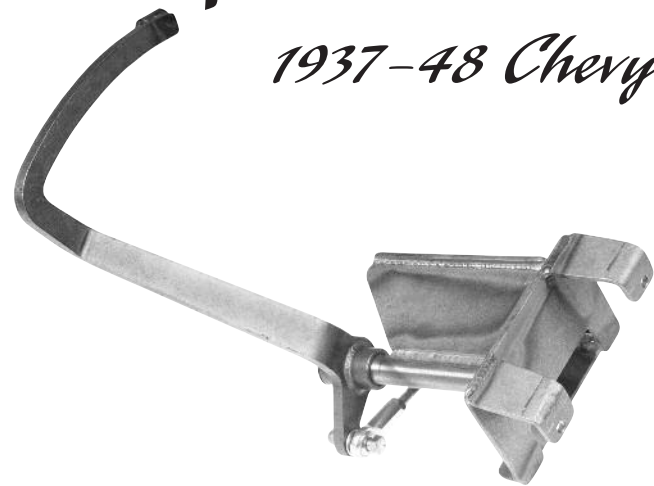
M-V LINE CLAMPS

- Universal clamps for brake & fuel lines, wiring loom, etc.
- Made of tough semi-gloss black plastic
- 10 clamps in a pack.

- #8030-3/16" For 3/16" line.
- #8030-3/4" For 3/4" line.
- #8030-5/8" For 5/8" line.
- #8030-3/8" For 3/8" line.
- #8030-7/16" For 7/16" line.
- #8030-1/2" For 1/2" line.

Parts Department

1937-48 Chevy



CHEVY MASTER CYLINDER MOUNT AND PEDAL KIT

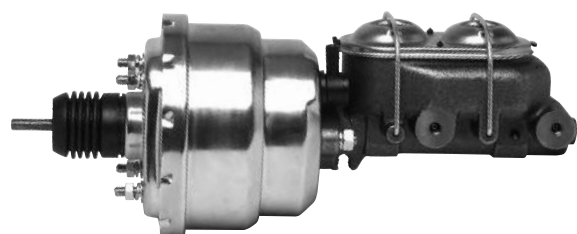
- #5409 '37-'39 Master and '36 Standard brake pedal (specify manual or power)
- #5410 '37-'39 Master and '36 Standard master cylinder/booster mount
- #5410A '37-'39 Master and '36 Standard complete assembly (pedal, mount, booster, and mc)
- #6409 '40-'48 Chevy brake pedal (specify manual or power)
- #6410 '40-'48 Chevy (pedal, mount, booster, and mc) (original)
- #6410A '40-'48 Chevy complete assembly (pedal, mount, booster, and mc)



UNIVERSAL MASTER CYLINDER w/BOOSTER ASSEMBLY

- Compact Dual Booster and MC. Features 1" bore for more volume.

#3110A



POWER BRAKE BOOSTER AND MASTER CYLINDER

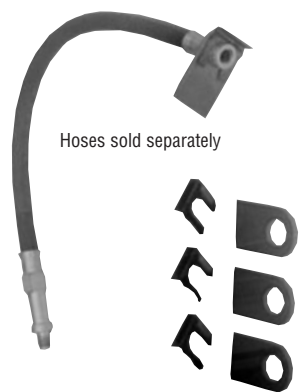
- Mounts to our bracket and pedal assemblies.
- Features a new 7" dual brake booster and new 1" bore master cylinder.

#1120



MACHINED ALUMINUM LINE CLAMPS

- #8042 3/16" For brake
- #8043 3/8" For fuel



Hoses sold separately

BRAKE LINE TABS AND CLIPS

- Mounts brake hose.
- Can be welded or bolted on, straight or bent, full length or cut short.

#1069 3 tabs & clips



BRAIDED STAINLESS BRAKE HOSE KIT

- Fittings accept 3/16" steel brake lines.
- Mounts hose to calipers and thru frame fittings.
- #1069

- #1113 Fits Mustang Disc brakes 1986-1973
- #1113-A Fits GM 1970-1977
- #1113-B Fits GM 1978 and up
- #1113-C Fits Mustang II
- #1113-D Fits Wilwood calipers
- #1113-D-R Fits rear Wilwood calipers
- #1113-E Fits drum rear
- #1113-F Specify Ford/Chevy Fits SVO rear disc

Rear Suspension Packages

BUGGY SPRING



TRADITIONAL REAR SUSPENSION PACKAGE

This package is designed to clear all quick change rear ends. Primary designed for 1932 Fords, other kits are available for 1933-up Fords. The traditional package can also be used with a 9" Ford rear end using a flat spring. This comes in kit form as shown or the pieces can be purchased separately and are listed throughout this catalog. The complete package features:

- Ladder bar kit
- Rear spring mounting kit
- Rear tube shock kit
- Posie rear transverse spring
- Posie Rear Model A style crossmember #2025
- Posie rear u-bolt kit

PLEASE CALL FOR PRICING AND DETAILS



POSIE TRANSVERSE REAR LEAF SPRINGS

- Computer designed to give you a 2 1/2" inch drop.
- Improved ride through the Super Slide button design.
- Uses rear hanger kit shown on this page.
- Specify Body type (coupe, sedan, etc.)

- #2058 Model A
- #3058 '32-'34 Ford Straight Narrow
- #4058 '32-'34 Ford
- #5058 '35-'40 Ford



FORD REAR BUGGY SPRING MOUNTING KIT

- Mounts '35-'41 rear spring to rearend.
- Includes shackles with urethane bushings.

- #5019 Fits 3" diameter housing
- #5019-A Fits 2 13/16" diameter housing



BUGGY SPRING REAR CROSSMEMBER

- Spring pad and shock mounts welded.
- For use the Posie 2 1/4" wide rear spring.
- Will work on '32 and '34 Ford frames, as well as others

- #3016 for '32 Fords
- #4016 for '33-'34 Fords



ADJUSTABLE REAR SPRING HANGER KIT

- Allows for pinion adjustment after welded.
- Allows for different spring length.
- Lowers car 1" in rear.
- Works only with narrow spring.

- #4019-AD '32-'34 ford fits 3" Diameter housing
- #4019-AAD '32-'34 ford fits 2 13/16" Diameter housing
- #5019-AD '35-'40 ford fits 3" Diameter housing
- #5019-AAD '35-'40 ford fits 2 13/16" Diameter housing

Complete Rear End Packages

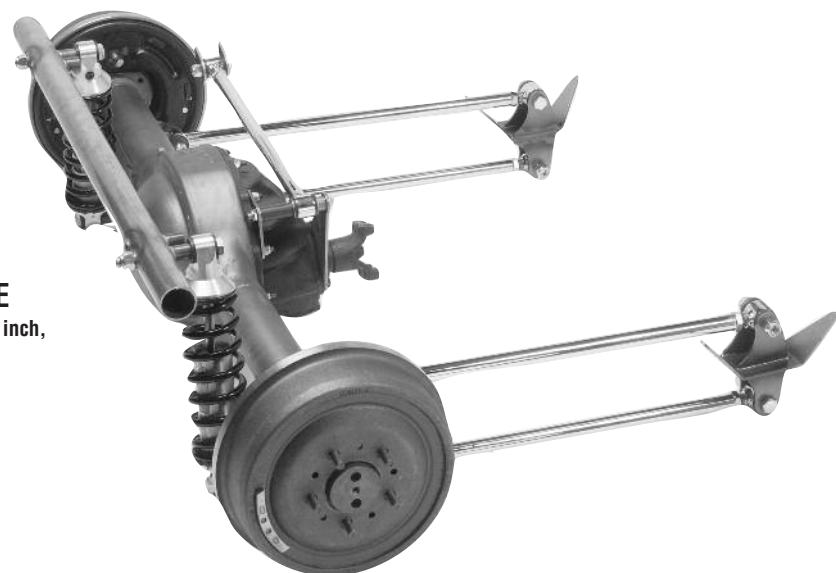
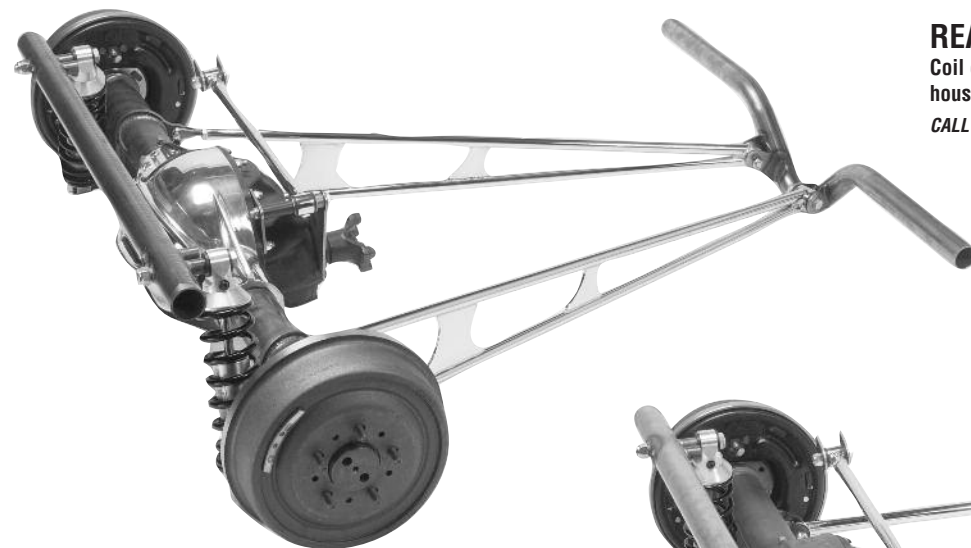


Pete & Jake's Rearend Cover for 9" Fords

- #8099C Chrome
- #8099P Polished

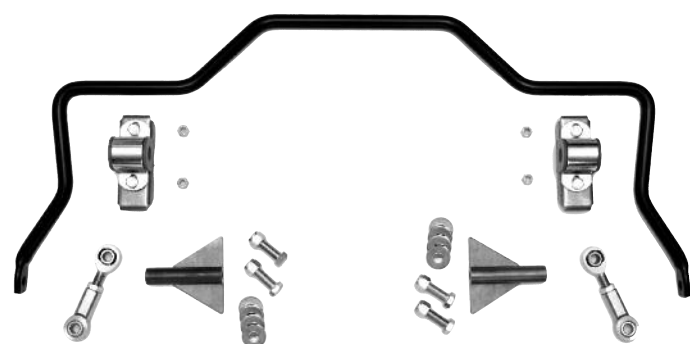
REAR SUSPENSION PACKAGE

Coil over rear suspension featuring: polished Currie rear housing, traditional ladder bars and panhard bar.
CALL FOR QUOTE



REAR SUSPENSION PACKAGE

Coil over rear suspension featuring: Ford 9 inch, parallel 4-bar® and panhard bar.
CALL FOR QUOTE



REAR SUSPENSION PACKAGE

- Fits '32-'48 Fords
- Black Powder coated
- Works with 4-Bar and Ladder Bar Suspensions

#8098

9 INCH FORD REAR END HOUSING



NOTE! 4 Bar brackets, Ladder Bar brackets, and Buggy Spring brackets (can be welded to housing).

- #8090 Stage I 56" wide overall axle flange to axle flange. (Housing and axle)
- #8091 Stage II 56" wide overall axle flange to axle flange. (With new drum brakes)
- #8092 Stage III 56" wide overall axle flange to axle flange. (Complete with 3.00 gear)

POSIES REAR PARALLEL LEAF KIT



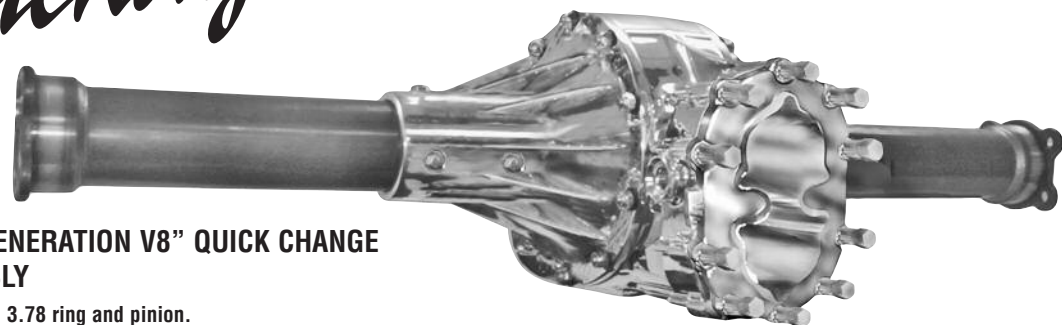
- Universal mounts for Ford and Chevy rear ends.

#5020 '35-'40 Ford kit

- Special mounting brackets for low ride.
- Available for '35-'48 Fords.

#6020 '42-'48 Ford kit

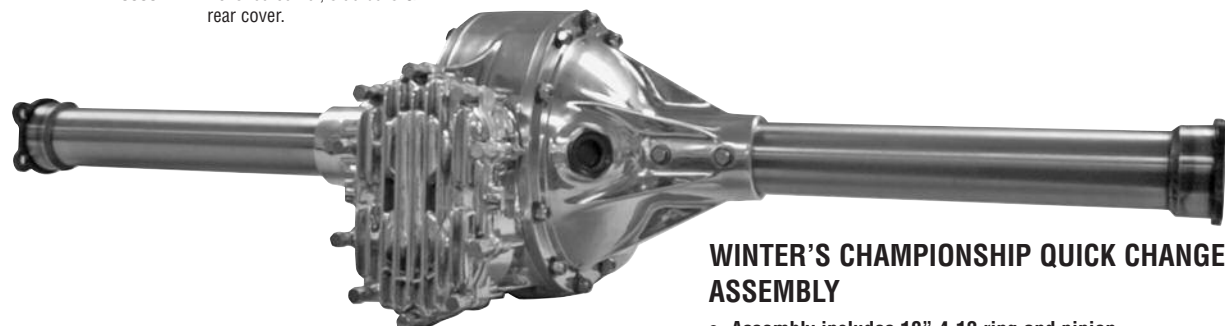
Complete Rear End Packages



WINTER'S "NEW GENERATION V8" QUICK CHANGE REAR END ASSEMBLY

- Assembly includes 8 3/8" 3.78 ring and pinion.
- Unit comes with Ford flanged 31 spline axles.
- Comes complete less brakes (accepts drum or disc).
- Finned side bells included.
- Finned rear cover or early Ford traditional style rear cover included.
- Many gear combinations available.
- Accepts Early Ford side bells.
- Unit comes plain or polished finish.
- Big bearing new and old style available.

#8088 Standard
#8088P Polished center, side bells & rear cover.



WINTER'S CHAMPIONSHIP QUICK CHANGE REAR END ASSEMBLY

- Assembly includes 10" 4.12 ring and pinion.
- Unit comes with Ford flanged 31 spline axles.
- Comes complete less brakes (accepts drum or disc).
- Finned side bells and finned rear cover included.
- Winter's Track differential (senses wheel spin and delivers positive traction).
- Many gear combinations available.
- Accepts Early Ford side bells.
- Unit comes plain or polished finish.
- Big bearing new and old style available.

#8089 Standard
#8089P Polished center, side bells & rear cover.



WINTERS QUICK CHANGE PANHARD KIT

#2026 V-8 Winters Quick Change Panhard Kit
#2026-C Chrome
#2027 Champ Winters Quick Change Panhard Kit
#2027-C Chrome

HALIBRAND QUICK CHANGE PANHARD KIT

#2022 Champ Halibrand Quick Change Panhard Kit
#2022-C Chrome
#2023 V-8 Halibrand Quick Change Panhard Kit
#2023-C Chrome



MULLINS BILLET STEERING BOX

#8001 Machined
#8001P Polished

UNISTEER STEERING RACK

- Retro fit kit. Everything to replace Vega Steering. No welding or drilling required.
- Polished and plated.

#8006 Retro Fit Kit
#8007 Rack & Pinion only



FLOOR MOUNT-POLISHED

Available in sizes of 1 3/4", 2", and 2 1/4"
#8004



SPLIT FLOOR MOUNT-POLISHED

Available in sizes of 2", and 2 1/4"
#8004-S

STEERING SHAFT

3/4" DD Steering shaft.

#1036A Steel in 36"
#1036AS Stainless Steel 22" length only



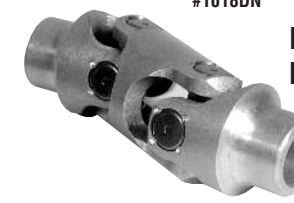
STAINLESS STEEL U-JOINT

#1018NS Polished
#1018NSP



STEEL U-JOINT

#1018N



DOUBLE NEEDLE BEARING U-JOINT

#1018DN



BILLET ROD COLUMN

Available in lengths of 26", 30" and 34". This column collapses on frontal impact and helps prevent the column from being pushed further into the passenger compartment.

#8002 Satin
#8002-P Polished

POLISHED BILLET TACH MOUNT

Need to specify type of instruments being used.

#8005



NEW MULLINS VEGA BOX

USA made with original saginaw tooling

#8000



BILLET COLUMN DROP-POLISHED

Column hole diameter available in 1 3/4", 2, 2 1/4" and 2 3/8", in lengths of 2", 4", 5", 6" and 7".

#8003

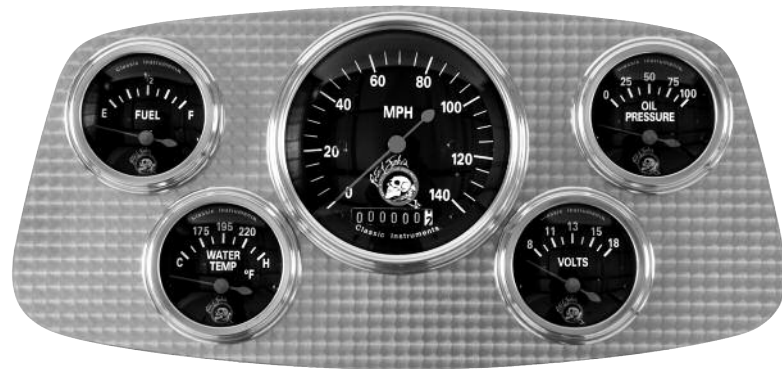
Parts Department

CUSTOM "BARE BONES" SERIES OF GAUGES FROM CLASSIC INSTRUMENTS

- This is an exclusive design for Pete & Jake's and our dealers.
- Features include 200 mph Speedo (8000 rpm with the #8127).
- Traditional black face w/red pointer and white print.
- "Bare Bones" logo in white and red.
- Curved lens on each instrument.
- Includes all senders.

- #8126 Custom "Bare Bones" Series 5 gauge set (Classic Instruments)
- #8127 Custom "Bare Bones" Series 6 gauge set (Classic Instruments)
- #8128 Custom "Bare Bones" Series Quad and Speedo Set (Classic Instruments)

NEW "BARE BONES" GAUGES



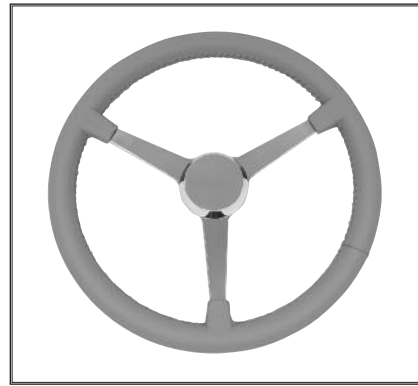
Engine Turned Stainless – Panels
Call For Applications



NOSTALGIA FULL LEATHER WRAP STEERING WHEEL

- Black leather.
- Available in other colors, call for availability.
- Billet steering adapter available for some GM and aftermarket columns.
- Direct bolt-on to Mullins column.
- For non-GM applications uses Grant adapter kits.

- #8056 3 Spoke
- #8057 4 Spoke
- #8058 Polished billet adapter (most GM columns)



WATER PUMP RISER HOUSING

- Solves 3 problems
- Mounts Fan 5" higher
- Mounts Alternator
- Mounts A/C compressor

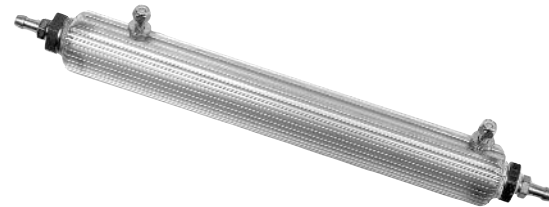
#8055



TRANSCOOLER

- Will fit in most chassis easily.
- Made for A&N fittings or rubber hose.

#8041



OVERFLOW RECOVERY

- Polished stainless steel

- #8053 -15"
- #8054 -17"



CALIFORNIA KID NERF BAR

- Designed for '35-'41 Ford
- Duplicate of bars on "California Kid"
- Chrome plated steel.

#8137



JAKE'S FRONT NERF BARS

Can be mounted on almost any frame or rail

#8129



CALIFORNIA KID NERF BAR

- Designed for '33-'34 Ford
- Duplicate of bars on "California Kid"
- Chrome plated steel.

#8124



SINGLE NERFS

- Universal fit for any application.
- Chrome plated steel.

- #8125 '33-'34
- #8140 '32 front
- #8141 '32 rear
- #8138 '35-'40

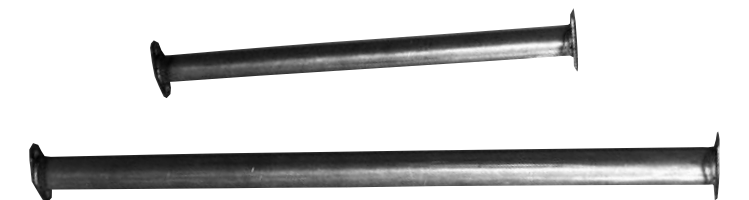


CALIFORNIA KID SYTLE REAR BUMPER CHROME PLATED

- #8123
- #8139 Custom built per application

SPREADER BARS

- #8094 Spreader bar for '32 front
- #8094-S Spreader bar for '32 front stainless
- #8095 Spreader bar for '32 rear
- #8095-S Spreader bar for '32 rear stainless
- #8096 Spreader bar for '33-'34 rear
- #8096-C Spreader bar for '33-'34 rear chrome





SHIFTERS



THROTTLE CABLES BLACK & STAINLESS



KICKDOWN CABLES



TRANSMISSION DIPSTICKS

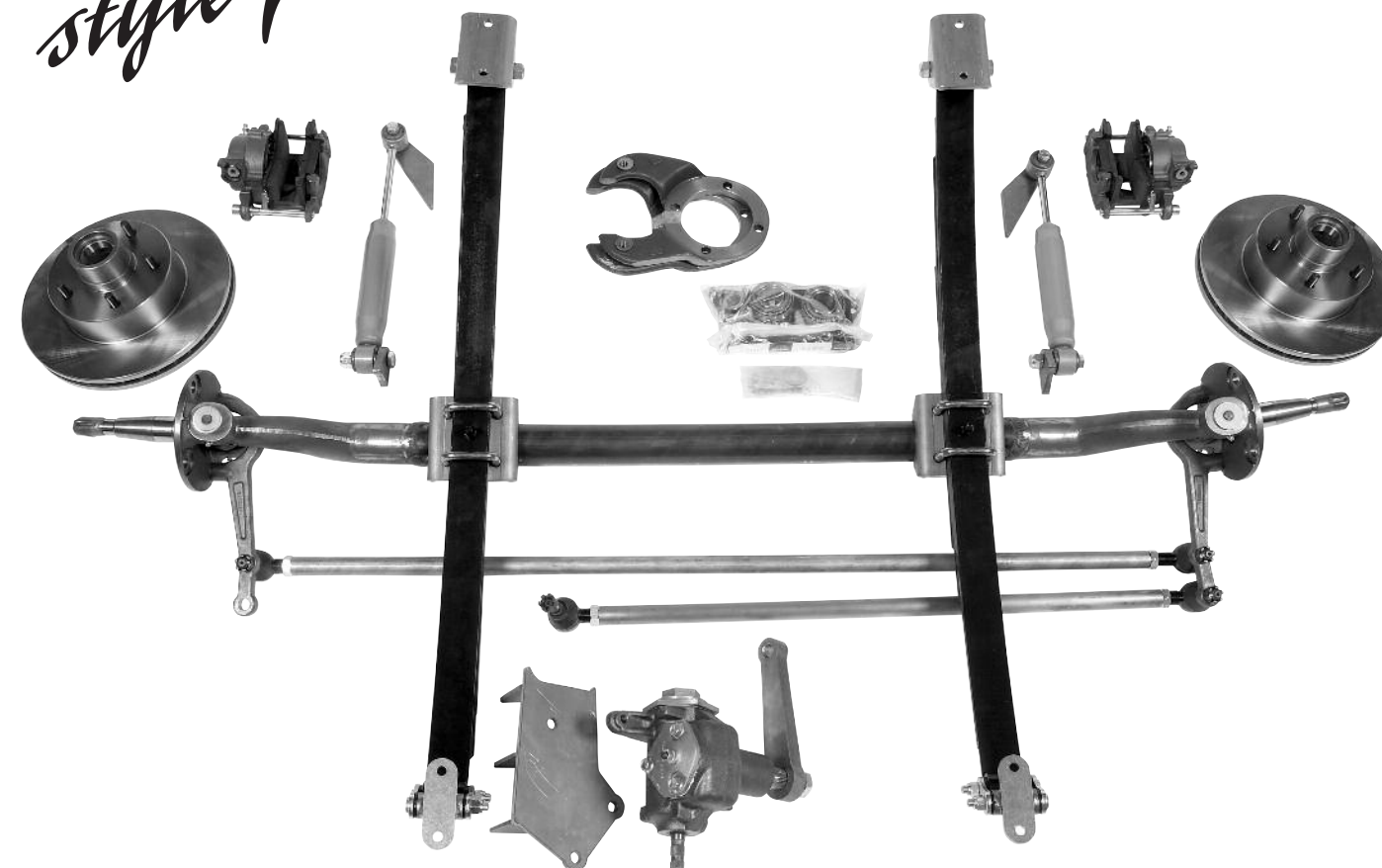


ENGINE DIPSTICKS



Call for Applications

*Newstalgia
3" drop gasser
style front-end kit*



STAINLESS THROTTLE LINKAGE

- Telescopic design mounts from carb straight to firewall.
- Seals out engine fumes & heat from passenger compartment.

#8037



M-V THROTTLE PEDAL

- Has the style & comfort of an original Ford "spoon" pedal.
- Wide spread bronze bushings for better wear & stability.
- Pedal arm & upright lever are reversible for correct position on double splined shaft.
- Beautifully chrome plated.
- Works with throttle #8037

#8036 w/o Rubber
#8036R with Rubber



#8036R



TESLA GHOST THROTTLE PEDAL

- Includes brakepad
- Billet Aluminum
- Brass Bushings in Pivot Points
- Ultimate Smoothness
- Perfect for Larger Cars or Custom Trucks

#8038



#8035

M-V BRAKE PEDAL PAD

- Chrome plated steel w/rubber insert.
- Styling to match #8036 and #8036R

#8035

PEDAL PADS

#1079 Pyramid design
#1080 Bull's eye design

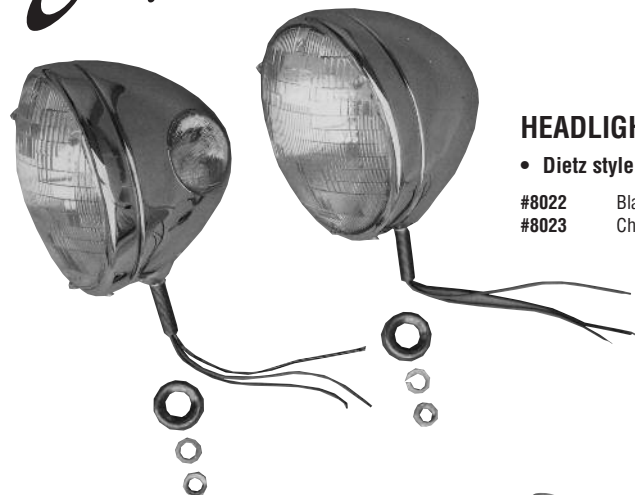


INTRODUCING OUR *Newstalgia* 3" drop gasser style parallel leaf front-end kit (as pictured). Complete Gasser front-end kit for that nostalgia look will fit a variety of different applications. Items include:

- 3" drop tube axle (42" through 49" king pin to king pin).
- Parallel spring kit; shackles, bushing, hardware, brackets.
- Super Bell spindles, bushed with king pins.
- Super Bell's Basic Brake Kit (5x4 1/2 or 3/4 bolt patterns—upgrades available).
- Tie Rod kit, with tie rod ends.
- Drag link kit, with tie rod ends.
- Spindle stop nuts.
- Spring clamps.
- Spindle nut & keyed washer kit.
- Shock kit, brackets & hardware.
- Vega plate.
- Vega box.
- Pitman arm.

#5049 Complete front-end kit
Ask Technician about your application

Headlights & Accessories



HEADLIGHTS

- Dietz style hot rod headlights.

#8022 Black w/o bulbs
#8023 Chrome w/o bulbs

#0000 Stainless dipstick "T" handle square stem



#0000 Stainless dipstick "T" handle round stem



#0000 Front stainless steel license plate frame spreader bar mount

Rear lighted also available



#8019 1933-34 12 volt Quartz Halogen headlamps without turn signals (bulbs installed)



#8019 1933-34 12 volt Quartz Halogen headlamps with turn signals (bulbs installed)

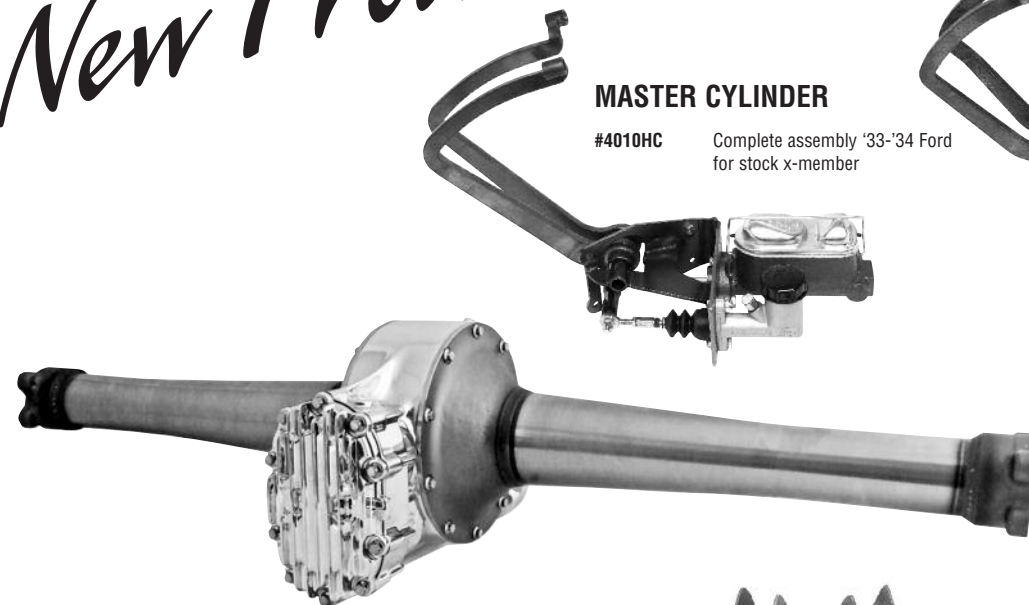


#8020 1932 Stainless 12 volt Quartz Halogen headlamps with turn signals (bulbs installed)



Back view showing mounting brackets

New Products

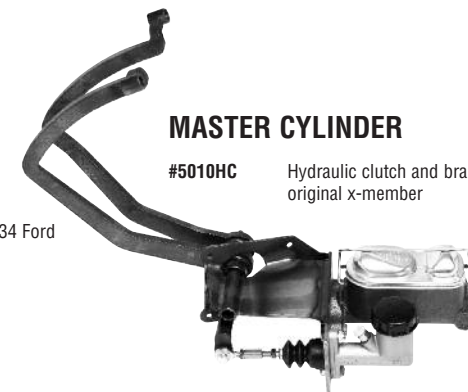


MASTER CYLINDER

#4010HC Complete assembly '33-'34 Ford for stock x-member

MASTER CYLINDER

#5010HC Hydraulic clutch and brake kit original x-member



WELD-IN THREADED INSERT

- Welds into end of wishbone or 1 1/16" I.D. tubing.
- Has 3/4"-16 RH threads to accept adjustable end #1206.
- 1/16"-18 also available

#1207-3/4 Welds into end of wishbone or 1 1/16" I.D. tubing. Has 3/4"-16 RH threads to accept adjustable end #1206.

#1207-11/16 Has 11/16"-18 RH threads to accept early Ford tie rod end



Hemi Motor Mount Kit

Mounts a Hemi in a Model A, 1932, 1933-34, 1935-40, or 1942-48 Ford. Kit includes mount for block, frame and rubber cushion.

Part #3005H

WINTER'S NEW NOSTALGIA QUICK CHANGE

- Now with stock style steel tubes
- Assembly includes 8 3/8 3.78 Ring & pinion
- Unit comes with Ford flanged 31 Splined axles
- Comes complete Less Brakes (accepts drum or Disc)
- Finned rear cover or Early Ford traditional Style rear cover included
- Many gear combinations available
- Unit comes plain or polished
- Big Bearing new and old style available

#8087 Standard
#8087P Polished Center & Rear cover



CALIFORNIA KID NERF BAR

- Designed for '33-'34 Ford
- Duplicate of bars on "California Kid."
- Chrome plated steel.

#8124



SINGLE NERFS

- Universal fit for any application.
- Chrome plated steel.

#8125 '33-'34
#8140 '32 front
#8141 '32 rear
#8138 '35-'40



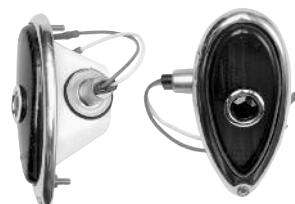
YOU KEEP ASKING FOR IT AND NOW IT'S HERE

#1098 A 2 1/4" Boss
#1098 B 2" Boss

Super Bell Axle Company is proud to introduce to you our newest I-beam that you have been asking for. A brand new 1932 'heavy' axle built to stock specifications. This original design would be a great piece for a bone stock restoration or any traditional hot rod. Made from 65-45-12 ductile iron, our newest I-beam has the strength and durability that you have come to expect from Super Bell Axle Company. You only have to buy a quality part once. Available in 2" or 2 1/4" perch boss, measures 50 1/2" from kingpin to kingpin, and 36 1/2" perch to perch.

AUTOMOTIVE FIBER OPTICS TAILLIGHTS

- Look the same as stock taillights.
- Buckets are 2" shorter than stock.
- Snap-in/side mounded bulbs for more tire clearance.
- Buckets are made from cast aluminum powder white (85% brighter).
- Designed and manufactured in the USA.



'39 FORD

#8044BD Blue Dot



'41-'48 CHEVY

#8045BD Blue Dot

OTHER STYLES AVAILABLE

TAILLIGHTS

- 12 volt hot rod taillights
- Also available in Blue Dots

#8050 Black w/o bulbs
#8050-BD Blue Dot



HEADLIGHTS STANDS

- Chopped stands for '33-'34 Ford

#8024 Black
#8025 Chrome



HI BOY HEADLIGHT STANDS

- Shock must mount in front of mount
- All polished stainless

#8021



LEE NOTTINGHAM GRILLE

- USA Made
- Super High Quality
- For use with cutout
- Available for 3 or 4 piece hood.

#8133 '33 Lee Nottingham Grill
#8233 3 pc hood now available in stock same high quality as stock but for 3 pc

HOT ROD GRILLES

GRILLE INSERTS

- USA Made
- Super High Quality
- Made by Dales Mfg.

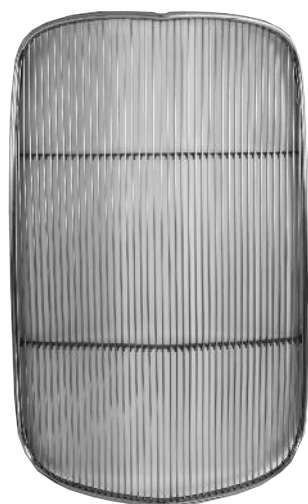
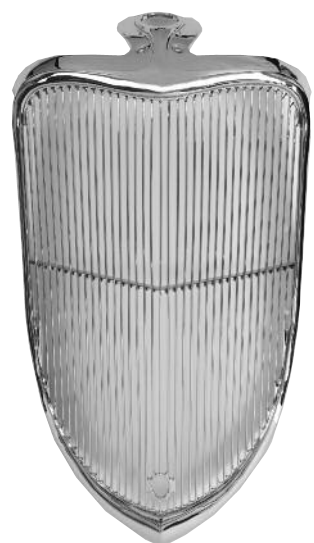
#8131 '32 Insert w/o Crank Hole
#8132 '32 Insert with Crank Hole

FILLED BROOKVILLE STEEL SHELL USA MADE

#8130

STEEL SHELL

#8190



Sales Policy



ORDERING DIRECT FROM PETE & JAKE'S:

It's easy to order parts from Pete & Jake's. If you are in more of a hurry or have any questions, just give us a call during our business hours and we will be happy to take your order over the phone. Because personal checks will delay your order up to 3 weeks, we prefer that you use certified check, money order, or American Express, Discover, Mastercard and Visa cards. We also ship C.O.D. All orders, mail or phone, will be processed and shipped as quickly as possible and will be delivered right to your door via speedy UPS service.

TO ORDER BY MAIL:

Mail orders should be sent to:
PETE & JAKE'S
401 Legend Lane
Peculiar, MO 64078

Order by using complete part number. Some part numbers require you to include a size, be sure to add the size you want to receive the correct parts. Include the name or brief description of each item. State information concerning the type of car the parts are to be used on: year, make, model, engine, trans, rear end, etc. Print clearly your Name, address, zip code, and phone number. Include payment by either check or money order, or indicate C.O.D. If using credit card be sure that number, name, dates, and signature are correct.

Order Forms have been included for your convenience. Replacement Order Forms will be sent to you with your order. If you need additional Order Forms at any time please let us know and we will be happy to send them to you.

TO ORDER BY PHONE: FOR ORDERS ONLY: 1-800-334-7240 FOR TECHNICAL INFO ONLY: 816-758-4504 FOR FAX ONLY: 816-758-4512

Prepare a list of the complete part numbers and a brief description of the parts you wish to order. If using a credit card for payment be sure to have the necessary information ready. You may also order the parts by phone to be sent C.O.D. Phone order can be made during our business hours: 8 a.m. to 5 p.m. (Central Standard Time) Monday thru Friday. Saturday 8 a.m. until noon. We are closed Sunday. Dial 1-800-334-7240 for ordering **only**. For Technical questions dial 816-758-4504 **only**.

TERMS:

We ship UPS whenever possible. On orders paid by check or money order merchandise is shipped freight collect (you pay freight charges C.O.D.) On credit card orders freight charges will be added to your account.

All prices are subject to change without notice. In the event of a substantial increase in price you will be notified before shipment is made. If you have prepaid your order by check or money order, but items in your order have increased in price, the balance due for the items will be collected C.O.D.

SHIPPING:

All orders will be shipped as soon as possible (usually within 1 week from receipt of order). Occasionally some orders will take longer (2 or 3 weeks) because of parts availability from other suppliers. You will be notified if your order cannot be shipped within 30 days.

C.O.D. ORDERS:

We do not require a deposit on C.O.D. orders. You pay for total parts, shipping, and C.O.D. charges all at the time of delivery. If the order is over \$100 you will be notified as to the exact amount due upon delivery. All C.O.D. orders must be paid by money order or certified check only. No personal checks will be accepted.

PERSONAL CHECKS:

Using a personal check will delay the shipping of your order 2 to 3 weeks as we must wait for your check to clear the bank before shipment is made. Because of this delay we prefer that you not use personal checks. We will accept personal checks as advance payment only for either deposit or full payment. Personal checks will not be accepted for payment of C.O.D.

BACK ORDERS:

Orders or portions of orders for merchandise temporarily out of stock will be held on Back Order and shipped immediately when available.

FOREIGN ORDERS:

All foreign orders are subject to special handling charges. Upon receipt of order we will inform you of what these charges will be, based on parts, weight and destination. Please allow 30 to 60 days for shipment of foreign orders.

RETURN MERCHANDISE:

All sales are final and merchandise may be returned only with consent of Pete & Jake's. Approved returns are subject to a handling charge of not less than 10%. All goods approved for return must be shipped freight prepaid as the Receiving Department is not authorized to accept collect shipments. Products that have been used or altered in any way cannot be returned. No returns after 30 days.

MANUFACTURER'S RIGHTS RETAINED:

Pete & Jake's reserves the right to make changes in design or to make additions to or improvements upon any of its products at any time without incurring any obligation whatsoever to install the same or improve upon products previously manufactured.

CLAIMS FOR DAMAGE OR SHORTAGE:

Claims for damaged or lost merchandise are to be made to freight carrier. If you receive a damaged package or a package that looks like it has been tampered with, make a written note of this to the freight carrier when you sign for receiving the package. A verbal note to the driver is not sufficient. Carefully open and be sure to save the damaged container as visible proof. This is the first thing they will ask to see! Notify the local office of the freight carrier as soon as possible (within 48 hours).

Claims for shortage of merchandise (other than lost items) to be made to us within five days of receipt of order.

GUARANTEE AND LIABILITY:

Merchandise is guaranteed free from defects in material and workmanship. We will repair or replace, at our option, any product found to be defective subject to our inspection and approval.

Pete & Jake's will not be liable for personal or property damage caused by use or mis-use of any product we manufacture or sell. Our liability will end with the repair or replacement of the part if found to be defective.

Pete & Jake's T-Shirts



COMMEMORATION HONORING THE FLATHEAD V-8
Robert Williams Art
#7009 \$3.00



"THE CALIFORNIA KID"
Commemorative poster
#7011 Print (18 x 24) \$6.00

CAN KOOZIE
(Super Bell/Pete & Jake's logos)
#7035 One Size \$3.00
BOTTLE KOOZIE
(Super Bell/Pete & Jake's logos)
#7035B One Size \$6.00



"BARE BONES" LOGO HAT
Embroidered logo, washed twill, low profile
#7031 Adjustable \$12.00
#7031F Flex Fit M-L \$22.50



GARAGE SIGN
Embossed tin with circle logo, Dated for the avid collector
#7032 \$45.00



WIND SHIRT
Embroidered logos
#7016 L-XL \$50.00
XXL-XXXL \$60.00

HOODIE SHIRT
Embroidered logos
#7016 L-XXXL \$49.95



"SCRIPT" LOGO HAT
Embroidered logo, washed twill, low profile
#7029 Charcoal \$12.00
#7030 Green \$12.00

NEW 35TH ANNIVERSARY LOGO T-SHIRT
#7020 S-XL \$15.00
2XL-3XL \$18.00



"BARE BONES" LOGO T-SHIRT
#7020 S-XL \$15.00
2XL-3XL \$18.00

"HOME OF THE CALIFORNIA KID" T-SHIRT
Same design front and back
#7000 S-XL \$15.00
2XL-3XL \$18.00
#7000K Kid's M (10-12) \$15.00
Kid's L (14-16) \$18.00

KIDS SHIRT (available in Pink or Gray)
Pete & Jake's design
#7016 Kid's M (10-12) \$10.00
Kid's L (14-16) \$12.00

"HENLEY" SHORT SLEEVE T-SHIRT
Embroidered wing logo
#7002 M-XL \$23.95
2XL \$26.50
3XL \$31.50

SEE WEBSITE FOR ADDITIONAL AND UPDATED APPAREL