

# NOVA & Camaro

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## COMPLETE FRONT/REAR BIG BRAKE KITS

CPP introduces its own line of Big Brake kits. The front system uses a 13" cross-drilled, gas slotted and zinc washed rotor, mounted to a 2024 T6 billet aluminum CNC machined anodized hub and a PBR C15 caliper that attaches to the spindle with CPP custom caliper mounting brackets. PBR C15 calipers have twin 52mm pistons and a larger brake pad surface area that offers about 60% more stopping power in the caliper than the popular C5 caliper at half the cost. Big Brake kits requires a 17" diameter disc brake type wheels (easy-to-use wheel template available). The rear kit utilizes a 12" rotor and Lincoln caliper. Kits are complete and include front and rear rotors, front and rear loaded calipers, hoses, front bearings and seals, front and rear mounting brackets, forged aluminum hubs, all necessary hardware and include a 4-wheel master cylinder and proportioning valve kit. *Note: Kits are all original **drum brake** offset. Also, 1962-65 kit requires 5-lug disc spindles, steering arms, and 5-lug rear end. 1967-69 kits require disc brake spindles. Specify if not using stock rear end.*

*\*Shown with optional upgraded calipers.*



#67FRBK-BB



### QUICK FACTS...

STOCK/DROP	stock
ROTOR	13" / 12"
CALIPER	(2) 52mm/45mm
OFFSET	0
MIN. WHEEL SIZE	17"
BACKSPACING	factory



6265FRBK-BB	1962-65 Nova, 5x4.75 kit, plain calipers	\$1,498.00
6667FRBK-BB	1966-67 Nova, 5x4.75 kit, plain calipers	\$1,498.00
67FRBK-BB	1967 Camaro, 5x4.75 kit, plain calipers	\$1,498.00
6869FRBK-BB	1968-74 Nova, 68-69 Camaro, 5x4.75 kit w/ plain calipers	\$1,498.00



*\*Shown with upgraded calipers.*

## BIG BRAKE WHEEL KIT

These big brake wheel kits are designed around our 2" drop spindles and the stock height disc brake spindle. Includes rotors, calipers, hoses, bearing seals, mounting brackets and all necessary hardware. *Note: Big Brakes do NOT move wheels out from stock **drum** brake location. Also, #6267WBK-P13 and #6472WBK-P13 kits require disc brake spindles.*

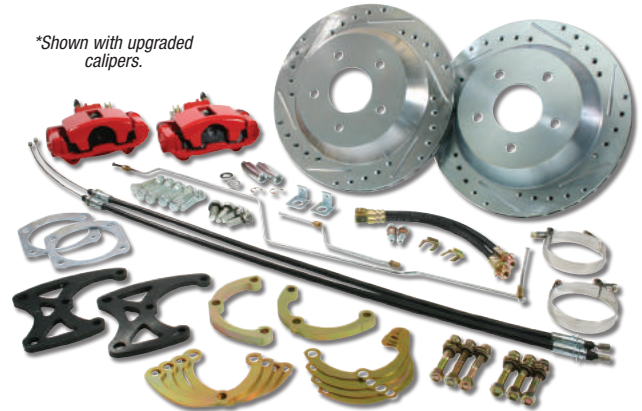
### QUICK FACTS...

STOCK/DROP	drop
ROTOR	13"
CALIPER	(2) 52mm
OFFSET	0
MIN. WHEEL SIZE	17"
BACKSPACING	factory

6267WBK-D13*	1962-67 Nova, plain calipers, (incl. 2" drop spindles) kit	\$999.00
6472WBK-D13	1968-74 Nova & 1967-69 Camaro, plain calipers, (includes 2" drop spindles) kit	\$999.00
6472WBK-S13	1968-74 Nova & 1967-69 Camaro, plain calipers, (incl. stock height spindles) kit	\$999.00
6267WBK-P13	1962-67 Nova, plain calipers, (no spindles) kit	\$799.00
6472WBK-P13	1968-74 Nova & 1967-69 Camaro, plain calipers, (no spindles) kit	\$799.00

\* Specify when using Mini Sub Frame Kit

*\*Shown with upgraded calipers.*



## REAR BIG BRAKE KIT

CPP's system uses a 12" cross-drilled, gas slotted and zinc washed rotor that mounts to the factory axle with the longer studs supplied, and mates up to a Lincoln Continental emergency brake style caliper mounted to the rear axle housing with a CPP custom caliper mounting bracket. Includes all the rotors, calipers, brake lines, brackets, cables, hoses, clips, instructions and necessary hardware to assure a hassle-free installation. This kit requires larger diameter disc brake type 16" wheels. (easy-to-use wheel template available online). These kits work with original rear end. *Note: Kits also available for Ford 9", please inquire.*

6265RWBK-P12	1962-65 Nova, kit	\$699.00
6667RWBK-P12	1966-67 Nova, kit	\$699.00
67RWBK-P12	1967 Camaro, kit	\$699.00
6869RWBK-P12	1968-74 Nova & 1968-69 Camaro, kit	\$699.00
7078RWBK-P12	1970-78 Camaro, kit	\$699.00

### CALIPER COLOR UPGRADES:

#### POWDERCOATED SHOW CALIPERS

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

4 Wheel.....\$200 Front or Rear only.....\$100

#### PRODUCTION FINISH CALIPERS

(-B) black or (-R) red Front or Rear.....\$55



NOVA & CAMARO



## COMPLETE FRONT & REAR DISC BRAKE KITS

This is absolutely the most complete disc brake kit on the market and it is bolt-on easy to install. It includes a complete front disc brake wheel kit, (stock or drop spindle) complete rear disc brake kit, power brake booster with a 4-wheel disc brake master cylinder and OE style proportioning valve. The "FRBK" kits also include front and rear OE material hard line kits and rear emergency brake cables; the "FRBP" kits do NOT. Please specify choice of booster size 7", 8", 9" and 11" for 1968-74 Nova and Camaro applications. *Note: Drop spindles lower the center of gravity while maintaining the full suspension travel. This will drastically improve the ride, braking, steering and handling. Also, 1962-64 Nova kits work with 5-lug drum brake spindles and 5-lug rear ends. Specify if not using stock rear end.*



QUICK FACTS...	
STOCK/DROP ROTOR	stock 11"
CALIPER	2.938", 2.125"
OFFSET	+ .438"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

\*Shown with optional upgraded rotors & hoses.

### ASSEMBLED KITS:

<b>6264FRBK-D*</b>	1962-64 Nova - drop spindle (incl. spindles), kit	<b>\$1,299.00</b>
<b>65FRBK-D*</b>	1965 Nova - drop spindle (incl. spindles), kit	<b>\$1,299.00</b>
<b>66FRBK-D*</b>	1966 Nova - drop spindle (incl. spindles), kit	<b>\$1,299.00</b>
<b>67FRBK-DN*</b>	1967 Nova - drop spindle (incl. spindles), kit	<b>\$1,299.00</b>
<b>67FRBK-S</b>	1967 Camaro, stock spindle (incl. spindles), kit	<b>\$1,199.00</b>
<b>67FRBK-D</b>	1967 Camaro, drop spindle (incl. spindles), kit	<b>\$1,299.00</b>
<b>6874FRBK-S</b>	1968-74 Nova, 1968-69 Camaro - stock spindle (incl. spindles), kit	<b>\$1,199.00</b>
<b>6874FRBK-D</b>	1968-74 Nova, 1968-69 Camaro - drop spindle (incl. spindles), kit	<b>\$1,299.00</b>

\* Specify when using Mini Sub Frame Kit

### UNASSEMBLED KITS:

<b>6264FRBK-S</b>	1962-64 Nova - stock height (no spindles), kit	<b>\$1,199.00</b>
<b>65FRBK-S</b>	1965 Nova - stock height (no spindles), kit	<b>\$1,199.00</b>
<b>66FRBK-SN</b>	1966 Nova - stock height (no spindles), kit	<b>\$1,199.00</b>
<b>67FRBK-SN</b>	1967 Nova - stock height (no spindles), kit	<b>\$1,199.00</b>
<b>6774FRBP-11</b>	1967 Camaro, 11" booster, stock height, kit	<b>\$1,069.00</b>
<b>6774FRBP-11D</b>	1967 Camaro, 11" booster (drop with econo spindles), kit	<b>\$1,169.00</b>
<b>6474FRBP-9</b>	1967 Camaro, 9" booster, stock height, kit	<b>\$1,069.00</b>
<b>6474FRBP-9D</b>	1967 Camaro, 9" booster (drop with econo spindles), kit	<b>\$1,169.00</b>
<b>6869FRBP-11</b>	1968-69 Camaro & 1968-74 Nova, 11" booster, stock height, kit	<b>\$1,069.00</b>
<b>6869FRBP-11D</b>	1968-69 Camaro & 1968-74 Nova, 11" booster (drop with econo spindles), kit	<b>\$1,169.00</b>

#6874FRBP2-9UG

**NEW**



\*Shown with optional upgraded rotors & hoses.

QUICK FACTS...	
STOCK/DROP ROTOR	stock 11"
CALIPER	2.938", 2.125"
OFFSET	+ .438"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

## COMPLETE FRONT & REAR DISC/DRUM BRAKE KITS

This kit is ideal to freshen up all the brakes on your car that already has been converted to front power disc brakes or great as an upgrade if you are wanting to add power front disc brakes to your drum/drum vehicle. These kits come complete with vacuum brake booster, master cylinder, proportioning valve, front rotors, loaded calipers, bearings, seals, front hoses, spindles, brackets, dust shields, rear brake shoe assemblies and rear drums. Available with 9" or 11" booster and with plain rotors/rubber brake hoses or drilled rotors/stainless hoses in the -UG kits.

<b>6874FRBP2-9</b>	1967-69 Camaro & 1968-74 Nova, standard, 9" booster, kit	<b>\$899.00</b>
<b>6874FRBP2-9UG</b>	1967-69 Camaro & 1968-74 Nova, upgrade, 9" booster, kit	<b>\$999.00</b>
<b>6874FRBP2-11</b>	1967-69 Camaro & 1968-74 Nova, standard, 11" booster, kit	<b>\$899.00</b>
<b>6874FRBP2-11UG</b>	1967-69 Camaro & 1968-74 Nova, upgrade, 11" booster, kit	<b>\$999.00</b>

**Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:**  
**+ \$200 for 4 Wheel**  
**+ \$100 for Front or Rear only**



**Add -WWB (black) or -WWR (red) to any front kit**

Not available for Big Brake Kit

Includes: Upgrade to Wilwood D52 red or black calipers, cross drilled & gas slotted rotors, and stainless hoses.

**\$199.00**

Note: Purchase of brake kit required.



**POWDERCOATED SHOW CALIPER UPGRADES:**

**(-B) black, (-BLU) blue, (-R) red, or (-S) silver**

4 Wheel.....\$200 Front or Rear only.....\$100

**PRODUCTION FINISH CALIPER UPGRADES:**

**(-B) black or (-R) red**

Front or Rear.....\$55





\*Shown with optional upgraded rotors.



### QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"; 2.125"
OFFSET	+438"
MIN. WHEEL SIZE	15"
BACKSPACING	factory

**NEW**

## HYDRASTOP™ COMPLETE FRONT BRAKE KIT

CPP's newest Hydraulic Assist Kits are now available as a complete package! Available in stock height and 2" drop spindles for your 1964-74 "A", "F", and "X" body. Kits come complete with stock height or 2" dropped spindles, caliper mounting brackets, loaded calipers, rotors, bearings, seals, hoses, mounting hardware and a Street Beast HydraStop™ brake assist system.



6474CBKS-HS	1967-69 Camaro & 1968-74 Nova, stock height, kit	\$1,229.00
6474CBKD-HS	1967-69 Camaro & 1968-74 Nova, 2" drop, kit	\$1,329.00



#CPP6874CBK-D

\*Shown with optional upgraded rotors.

## DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our complete 2" drop spindle disc brake kit accepts factory ball joints and utilizes factory 5-lug steering arms, thus minimizing the modifications required for installation. The early Nova kit works with 14" disc brake type wheel and keeps the wheels at the stock DRUM offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields (only late Nova and Camaro), bearings, seals, dust caps, spindle nuts, banjo bolts, power brake booster, master cylinder and OE style proportioning valve. Assembled ("CBK") kits also include an OE material hard line kit. Unassembled kits include our Econo drop spindle and assembled kits include our premium Modular™ drop spindles. Notes: 1962-67 kit will come with 9" booster and all other kits will come with 11" booster unless otherwise specified. 1962-64 Nova kit requires the use of factory 5 lug steering arms or CPP replacement #6267SA.

### ASSEMBLED KITS:

CPP6264CBK-D	1962-64 Nova, kit	\$799.00
CPP6566CBK-D	1965-66 Nova, kit	\$799.00
CPP67CBK-DN	1967 Nova, kit	\$799.00
CPP6874CBK-D	1968-74 Nova & 1967-69 Camaro, kit	\$799.00

\* Specify when using Mini Sub Frame Kit

### UNASSEMBLED KITS:

E6474FBP-D9	1968-74 Nova & 1967-69 Camaro, 9" booster, kit	\$675.00
E6474FBP-D11	1968-74 Nova & 1967-69 Camaro, 11" booster, kit	\$675.00

\*Shown with optional upgraded rotors.



#6264CBK-S

## STOCK SPINDLE COMPLETE FRONT BRAKE KITS

Improve the stopping power of your car while retaining its stock ride height. The early Nova kit works with 14" disc brake type wheel and keeps the wheels at the stock DRUM offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Kits include rotors, loaded calipers, caliper brackets, bearings, seals, dust caps, spindle nuts, banjo bolts, power brake booster, master cylinder and OE style proportioning valve. 1968-74 Nova and 1967-69 Camaro kits also include disc brake spindles and dust shields. All "CBK" kits also include an OE material pre-bent hard line kit, but "FBP" kits do not. Note: 1962-67 Nova kit and #6474FBP-9 will come with 9" booster and all other kits will come with 11" booster unless otherwise specified.

### ASSEMBLED KITS:

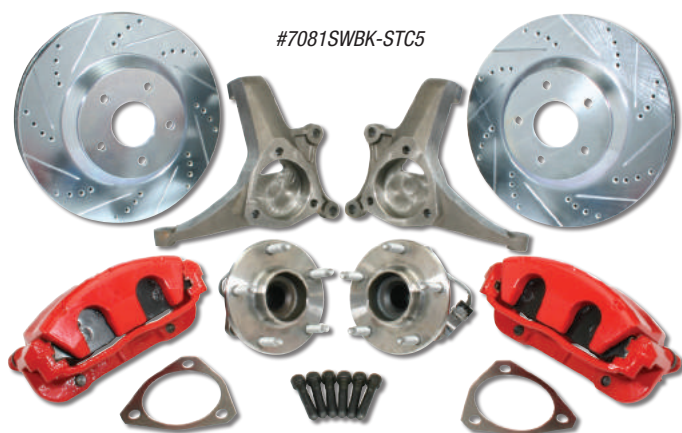
CPP6264CBK-S	1962-64 Nova, kit (includes spindles)	\$799.00
CPP6566CBK-S	1965-66 Nova, kit (includes spindles)	\$799.00
CPP67CBK-SN	1967 Nova, kit (includes spindles)	\$799.00
6874CBK-S	1968-74 Nova & 1967-69 Camaro, kit	\$699.00

### UNASSEMBLED KITS:

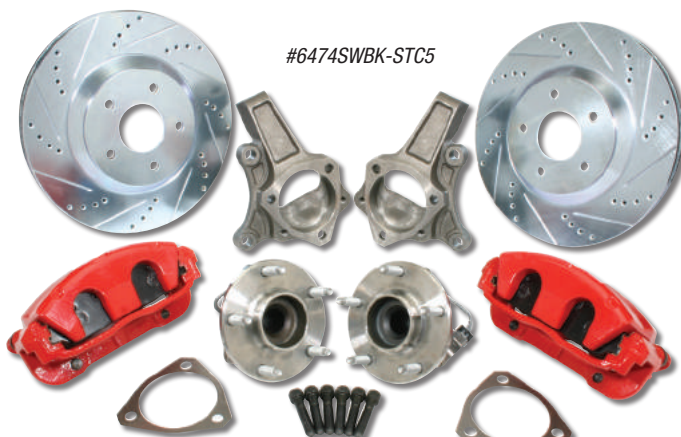
6264CBK-S	1962-64 Nova, kit (requires 5-lug spindles & steering arms)	\$699.00
6566CBK-SN	1965-66 Nova, kit (no spindles included)	\$699.00
67CBK-SN	1967 Nova, kit (no spindles included)	\$699.00
6474FBP-9	1968-74 Nova & 1967-69 Camaro, 9" booster, kit	\$575.00
6774FBP-11	1968-74 Nova & 1967-69 Camaro, 11" booster, kit	\$575.00

NOVA & CAMARO

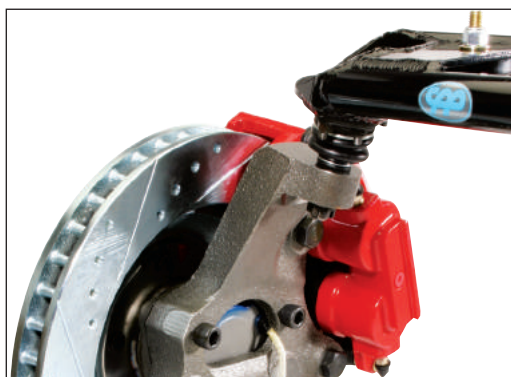




#7081SWBK-STC5



#6474SWBK-STC5



AVAILABLE IN  
RED OR  
BLACK



## C5 SPINDLE WHEEL BRAKE KIT

These spindles are a direct bolt on for Camaro and Nova (Nova & early Camaro kit uses original or CPP replacement steering arms). This spindle utilizes a C5 bearing hub assembly; by utilizing this type of sealed bearing pack flex on the factory spindle pin, which causes caliper piston push back is eliminated. This condition is especially a problem on aftermarket multi piston radial mount style calipers. They also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo, and Wilwood C5 applications). The early AFX body tall spindle helps with improved geometry by giving a better camber change during suspension movement and also maintains the drum brake offset. The second generation Camaro spindle is the first of its kind, and exclusive to CPP. Complete brake kits include spindles, slotted and drilled rotors, loaded calipers, sealed bearing packs and mounting hardware. Specify black or red calipers. Note: C5 hubs use 12x1.5 metric lug nuts. Also, these kits will not work with CPP budget tubular control arms.

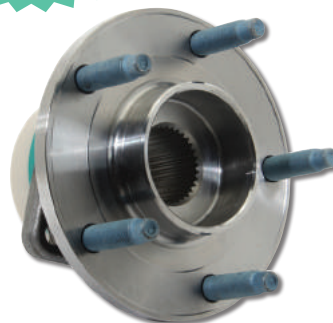
These kits utilize a 13" rotor and require a minimum 17" wheel. It is recommended that you use CPP's front brake hose tabs for 1967-69 Camaro & 1968-74 Nova (#6769FDBL-TK).

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	13"
CALIPER	(2)40.5mm
OFFSET	0
MIN. WHEEL SIZE	17"
BACKSPACING	factory

6474SWBK-STC5B	1968-74 Nova & 1967-69 Camaro, OE style hub, black caliper, kit	\$649.00
6474SWBK-STC5R	1968-74 Nova & 1967-69 Camaro, OE style hub, red caliper, kit	\$649.00
7081SWBK-SC5B	1970-81 Camaro & 1975-79 Nova OE style hub, C5, black caliper, kit	\$649.00
7081SWBK-SC5R	1970-81 Camaro & 1975-79 Nova OE style hub, C5, red caliper, kit	\$649.00

## SKF X-TRACKER HUB ASSEMBLY

Race car and high-performance vehicle owners demand exceptional performance, cornering and stability. The SKF X-Tracker delivers all of it and more. The X-tracker is currently used in a number of high-volume, high performance luxury vehicles. The X-tracker features a double row angular contact ball bearing arrangement in which the outboard row has a larger diameter and contains more balls than the inboard row. This unique, asymmetrical design increases the bearing load carrying capacity and operational life, while significantly improving camber stiffness compared to traditional symmetrical hub units. Improving camber stiffness allows the brake rotor to tilt less during vehicle cornering, which in turn reduces brake caliper piston knock back, allowing the driver to brake later, and reducing lap times on the track. The small inner ring is retained with orbital forming, which means the bearing will stay in preload under heavier loading, providing a longer service life.



BR930544	1967-81 Camaro & 1968-79 Nova, with C5 spindles, each	\$429.00
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\*Shown with optional upgraded rotors.

#6467WBK-S

QUICK FACTS...	
STOCK/DROP	stock
ROTOR	10.75"
CALIPER	2.75"
OFFSET	0
MIN. WHEEL SIZE	14"
BACKSPACING	factory

## STOCK HEIGHT WHEEL BRAKE KITS

Improve the stopping power of your car while retaining your vehicles stock ride height. The early Nova kit works with 14" disc brake type wheels and maintains the DRUM brake offset. The later Nova and Camaro kit works with most 15" wheels and moves the wheels out 7/16". Installation requires no modifications to your car's stock suspension. Kits include rotors, brackets, loaded calipers, bearings, seals, dust caps, and hoses. The #6267SWBK-S kit also includes 5-lug drum brake spindles and steering arms and the later Nova and Camaro kits include disc brake spindles and dust shields.

### ASSEMBLED KITS:

<b>6267SWBK-S</b>	1962-67 Nova (includes spindles & 5-lug steering arms), kit	<b>\$649.00</b>
<b>6472SWBK-S</b>	1968-74 Nova & 1967-69 Camaro, stock height, kit	<b>\$449.00</b>
<b>7078SWBK-S</b>	1970-78 Camaro, stock height, kit	<b>\$549.00</b>

### QUICK FACTS...

STOCK/DROP	stock
ROTOR	11"
CALIPER	2.938"
OFFSET	+438"
MIN. WHEEL SIZE	15"
BACKSPACING	factory



#6472SWBK-S

### UNASSEMBLED KITS:

<b>6467WBK-S</b>	1962-67 Nova (does not include spindles), kit	<b>\$449.00</b>
<b>6472WBK-S</b>	1968-74 Nova & 1967-69 Camaro, stock height, kit	<b>\$449.00</b>



\*Shown with optional upgraded rotors.

#CPP6267SWBK-D

## DROP SPINDLE COMPLETE FRONT BRAKE KIT

Our 2" drop spindle wheel brake kit accepts factory ball joints and utilizes factory 5-lug steering arms, thus minimizing the modifications required for installation. The early Nova kit works with 14" disc brake type wheel and maintains the factory DRUM brake offset. The later Nova and Camaro kits work with most 15" wheels and moves the wheels out 7/16". Kit includes spindles, rotors, loaded calipers, caliper brackets, dust shields, bearings, seals, dust caps, spindle nuts, banjo bolts, and hardware. Unassembled kits include our Econo drop spindle and assembled kits include our premium Modular™ drop spindles. Notes: 1962-64 Nova kit requires the use of factory 5-lug steering arms or CPP replacement #6267SA.

### ASSEMBLED KITS:

<b>CPP6267SWBK-D</b>	1962-64 Nova, Modular™ 2" drop, kit	<b>\$525.00</b>
<b>6474SWBK-D</b>	1968-74 Nova & 1967-69 Camaro, Modular™ 2" drop, kit	<b>\$499.00</b>
<b>7078SWBK-D</b>	1970-78 Camaro, kit	<b>\$549.00</b>
<b>7981SWBK-D</b>	1979-81 Camaro, kit	<b>\$549.00</b>

### UNASSEMBLED KIT:

<b>E6474WBP-D</b>	1968-74 Nova & 1967-69 Camaro, Econo 2" drop, kit	<b>\$449.00</b>
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### CALIPER COLOR UPGRADES:

#### POWDERCOATED SHOW CALIPERS

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

4 Wheel.....\$200 Front or Rear only.....\$100

#### PRODUCTION FINISH CALIPERS

(-B) black or (-R) red Front or Rear.....\$55



#6769SWBK-D12-UG

\*Shown with optional upgraded rotors.

## 12" ROTOR DROP SPINDLE WHEEL BRAKE KITS

This new and revised kit has almost everything you need to add 12" disc brakes and 2" drop spindles to your disc or drum brake car, including NEW loaded (with disc pads) big piston calipers, 12" one-piece rotors, bearings, seals, dust caps, spindle nuts, hardware, and rubber brake hoses. Works with most 15" or larger custom wheels. Provides a full 2" drop and does not change the car's steering geometry. Note: maximum backspace 4 3/8".

### QUICK FACTS...

STOCK/DROP	drop
ROTOR	12"
CALIPER	2.938"
OFFSET	+188
MIN. WHEEL SIZE	16"
BACKSPACING	max 4-3/8"

<b>6769SWBK-D12</b>	1967-69 Camaro, 1968-74 Nova, kit	<b>\$409.00</b>
<b>6769SWBK-D12-UG</b>	w/ upgraded rotors & hoses, kit (shown)	<b>\$509.00</b>

### Add -WWB (black) or -WWR (red) to any front kit\*

\*Not available for Big Brake Kit

Includes: Upgrade to Wilwood D52 red or black calipers, cross drilled & gas slotted rotors, and stainless hoses.

**\$199.00**

Note: Purchase of brake kit required.



**Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:**  
+ \$200 for 4 Wheel  
+ \$100 for Front or Rear only







## BAER TRACK4 FRONT BRAKE SYSTEM

The Track4 is Baer's most popular front offering, and replaces the Track 2 piston system that they offered for years with the PBR based calipers. The Track4 is only available with 13" one piece rotors and is a great brake upgrade for customers looking to fill their 17" wheels, update their car to a modern brake and have a great visual impact. Like all their other systems, this will come complete with everything needed to mount to the corners on the car. 1970-81 Camaro kits include modified spindles.



4301381	1968-74 Nova & 1967-69 Camaro	\$1,595.00
4301397	1970-81 Camaro, stock	\$1,745.00
4301398	1970-81 Camaro, 2" drop	\$2,045.00



## BAER PRO+ FRONT BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). This is the first system offered that will allow you to have the exact same looking brake front and rear! Includes a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S). 1970-81 Camaro kits include modified spindles. Note: #4301352 is a 14" rotor.



4301336	1968-74 Nova & 1967-69 Camaro	\$2,245.00
4301342	1970-81 Camaro, stock	\$2,395.00
4301413	1970-81 Camaro, 2" drop	\$2,695.00
4301352*	fits #CP30013 & #CP30014 C5 spindle	\$1,995.00

\*Also requires hub & bearing pack



## BAER EXTREME+ FRONT BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it. 1970-81 Camaro kits include modified spindles.



4301083	1968-74 Nova & 1967-69 Camaro	\$3,595.00
4301091	1970-81 Camaro, stock	\$3,745.00
4301082	1970-81 Camaro, 2" drop	\$3,945.00
4301171*	fits #CP30013 & #CP30014 C5 spindle	\$3,395.00

\*Also requires hub & bearing pack



SEMA  
Global Media Awards  
Best New Product  
Winner

## BREMBO WHEEL FRONT BRAKE KIT

As the exclusive supplier of GM Muscucar Brembo brakes, we are excited to offer this top-of-the-line kit to our product line. Brembo's billet aluminum bells with "float" bushings allow the disc to seek its true centerline for consistent braking performance. The two-piece rotor assembly not only provides superior performance but also reduces unsprung weight (approx. 8 lbs. per corner). This kit has a 13" rotor and 6 piston calipers. Note: This kit is FRONT only.

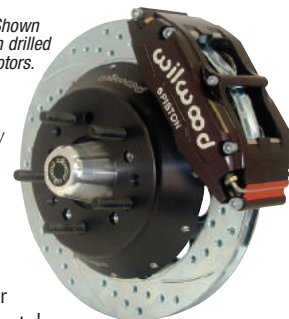


6474WBK-BDR	1967-69 Camaro & 1968-74 Nova, drilled rotor, red caliper, kit	\$3,595.00
6474WBK-BDB	1967-69 Camaro & 1968-74 Nova, drilled rotor, black caliper, kit	\$3,595.00
6474WBK-BDS	1967-69 Camaro & 1968-74 Nova, drilled rotor, silver caliper, kit	\$3,595.00
6474WBK-BSR	1967-69 Camaro & 1968-74 Nova, slotted rotor, red caliper, kit	\$3,595.00
6474WBK-BSB	1967-69 Camaro & 1968-74 Nova, slotted rotor, black caliper, kit	\$3,595.00
6474WBK-BSS	1967-69 Camaro & 1968-74 Nova, slotted rotor, silver caliper, kit	\$3,595.00

## WILWOOD FRONT WHEEL BRAKE KITS

Wilwood forged narrow Superlite 6R Big Brake kits upgrade your late model ride with increased brake capacity and complimentary style. Superlite kits are application-specific for a simpler installation and feature the extremely durable and efficient body design of their forged narrow 6-piston radial mount calipers. With Wilwood Forged Dynalite Big Brake kits, you'll be ready for show, street, or strip! Track-ready performance and high-tech style come with oversized rotors, forged billet Dynalite calipers, and high performance Wilwood SmartPads. These big brake stoppers are loaded to provide the perfect look with your wheel, tire, and suspension upgrades. Either kit offers full compatibility with OE master cylinder output and ABS functions where used. You can choose from optional caliper finishes and rotor designs to meet your personal style and braking requirements.

\*Shown with drilled rotors.



### SUPERLITE 6:

140-9803	13" plain rotor black caliper kit	\$1,600.00
140-9803-D	13" drilled rotor black caliper kit	\$1,700.00
140-9803-DR	13" drilled rotor red caliper kit	\$1,700.00
140-8031	13" slotted rotor black caliper kit for #CP30013 & #CP30014	\$1,494.00
140-9804	14" plain rotor black caliper kit	\$1,725.00
140-9804-D	14" drilled rotor black caliper kit	\$1,825.00
140-9804-DR	14" drilled rotor red caliper kit	\$1,825.00
140-10163	14" slotted rotor black caliper kit for #CP30013 & #CP30014	\$1,818.00

### DYNALITE:

140-7675	12.19" plain rotor, black caliper, kit	\$749.00
140-7675-D	12.19" drilled rotor, black caliper, kit	\$849.00
140-7675-DP	12.19" drilled rotor, polished caliper, kit	\$949.00
140-7675-DR	12.19" drilled rotor, red caliper, kit	\$949.00
220-7056	Stainless steel braided hose kit	\$63.00



### BAER SS4 REAR BRAKE SYSTEM



The SS4 rear system was designed to go along with Baer's Track4 front offering. This kit features a 12" one-piece rotor with drum in hat park brake. The billet backing plate supplied with the SS4 is rear specific and is available in a number of varieties. The SS4 for c-clip rears feature their unique VeriSlide mounting technology that allows a fix mounted caliper (4 piston) to properly work on a floating (c-clip) axle.

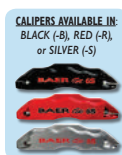
<b>4302326</b>	1968-74 Nova & 1967-69 Camaro	<b>\$1,295.00</b>
<b>4302320</b>	1970-74 Camaro	<b>\$1,295.00</b>
<b>4302314</b>	1975-81 Camaro	<b>\$1,295.00</b>
<b>4262236</b>	9" Ford (Torino) w/ 5x4.75	<b>\$1,245.00</b>



### BAER PRO+ REAR BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). These calipers have 6 different size pistons. This is the first system they offer that will allow you to have the exact same looking brake front and rear! This kit is a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S).

<b>4302350</b>	1968-74 Nova & 1967-69 Camaro	<b>\$2,245.00</b>
<b>4302352</b>	1970-74 Camaro	<b>\$2,245.00</b>
<b>4302354</b>	1975-81 Camaro	<b>\$2,245.00</b>
<b>4262149</b>	9" Ford (Torino) w/ 5x4.75	<b>\$2,295.00</b>



### BAER EXTREME+ REAR BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged mono-block caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it.

CALIPERS AVAILABLE IN:  
BLACK (-B), RED (-R),  
or SILVER (-S)



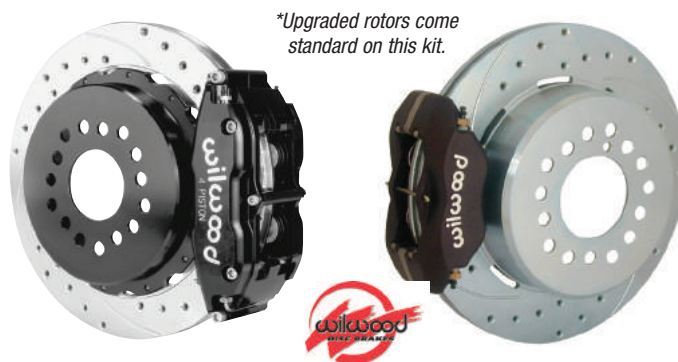
<b>4302376</b>	1968-74 Nova & 1967-69 Camaro	<b>\$3,595.00</b>
<b>4302379</b>	1970-74 Camaro	<b>\$3,595.00</b>
<b>4302382</b>	1975-81 Camaro	<b>\$3,595.00</b>
<b>4262097</b>	9" Ford (Torino) w/ 5x4.75	<b>\$3,545.00</b>



### BREMBO REAR WHEEL BRAKE KITS

This Brembo Performance GT kit with e-brake is the perfect compliment to our Brembo front kit. Works with Ford Granada end flange 9" rear end. GM 5x4.75 lug pattern specify drilled or slotted rotors and (B) black, (R) red, or (S) silver calipers.

<b>BREM-9RWBK-DR</b>	9" rear, drilled rotor, red caliper, kit	<b>\$4,590.00</b>
<b>BREM-9RWBK-DB</b>	9" rear, drilled rotor, black caliper, kit	<b>\$4,590.00</b>
<b>BREM-9RWBK-DS</b>	9" rear, drilled rotor, silver caliper, kit	<b>\$4,590.00</b>
<b>BREM-9RWBK-SR</b>	9" rear, slotted rotor, red caliper, kit	<b>\$4,590.00</b>
<b>BREM-9RWBK-SB</b>	9" rear, slotted rotor, black caliper, kit	<b>\$4,590.00</b>
<b>BREM-9RWBK-SS</b>	9" rear, slotted rotor, silver caliper, kit	<b>\$4,590.00</b>



\*Upgraded rotors come standard on this kit.

### WILWOOD REAR WHEEL BRAKE KITS

Available in both 12 and 13" brake packages with 4 and 6 piston calipers. These rear Wilwood brake kits are a perfect match for their front brake systems. These kits come complete with brackets, rotors, calipers and a built in internal parking brake assembly. Also available with plain or drilled and slotted rotors and come standard with Black calipers or optional Red calipers. 12" brakes fit with most 15" or larger wheels where 13" brakes require a 17" or larger wheel.

<b>140-10908-D</b>	Chevy, 12 Bolt, 2.81" offset, 13" rotor, staggered, kit	<b>\$1,595.00</b>
<b>140-9213-D</b>	Chevy, 12 Bolt, 2.81" offset, 13" rotor, non-staggered, kit	<b>\$1,595.00</b>
<b>140-7141</b>	Chevy, 12 Bolt, 2.81" offset, 12" rotor, non-staggered, kit	<b>\$649.00</b>
<b>140-7149</b>	Chevy, 12 Bolt, 2.75" offset, 12" rotor, non-staggered, kit	<b>\$649.00</b>
<b>220-7056</b>	Stainless steel braided hose kit	<b>\$63.00</b>

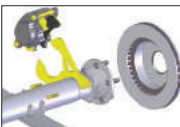


## 10 & 12 BOLT FLANGE REAR BRAKE KIT

Designed to bolt directly to 10 or 12 bolt rear-end. Easy bolt-on installation. Kit includes rotors, calipers with built in E-brake, E-brake cables, rubber hose kit and all mounting hardware. Will work with C-clip eliminators. Some modifications may be necessary. *Note: Specify if using BOP rear end. Also, occasionally extra shims are required to align the rear caliper.*

### QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a



\*Shown with optional upgraded rotors.

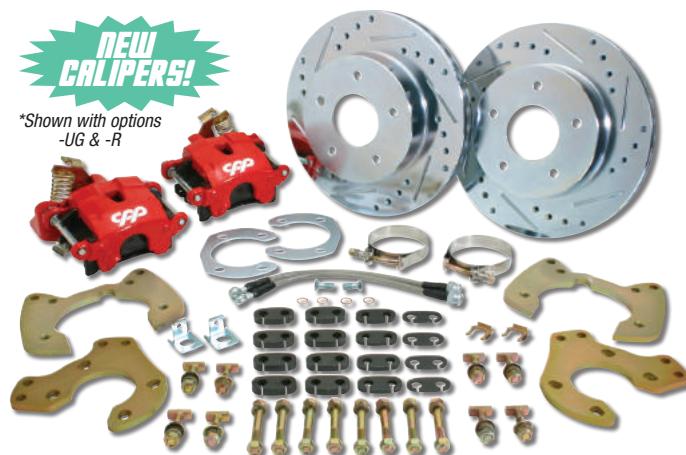


<b>6263RWBK-E</b>	1962-63 Nova, 4-lug, (requires axles to be drilled to 5 lug), kit	<b>\$599.00</b>
<b>6263RWBK-S</b>	1962-63 Nova, 4-lug, (requires axles to be drilled to 5 lug), w/o Emergency Brake, kit	<b>\$499.00</b>
<b>1012RWBK-SE-6265</b>	1962-65 Nova, 5-lug, kit	<b>\$599.00</b>
<b>1012RWBK-SS-6265</b>	1962-65 Nova, w/o E-Brake (non E-Brake caliper), kit	<b>\$499.00</b>
<b>1012RWBK-SE-6667</b>	1966-67 Nova, kit	<b>\$599.00</b>
<b>1012RWBK-SS-6667</b>	1966-67 Nova, w/o E-Brake (non E-Brake caliper), kit	<b>\$499.00</b>
<b>1012RWBK-SE-67</b>	1967 Camaro w/ E-Brake, kit	<b>\$599.00</b>
<b>1012RWBK-SS-67</b>	1967 Camaro w/o E-Brake, staggered (non E-Brake caliper), kit	<b>\$499.00</b>
<b>1012RWBK-SE-6869</b>	1968-69 Camaro, 1968-74 Nova, w/ E-Brake, staggered, kit	<b>\$599.00</b>
<b>1012RWBK-SS-6869</b>	1968-69 Camaro, 1968-74 Nova, w/o E-Brake, staggered (non E-Brake caliper), kit	<b>\$499.00</b>
<b>1012RWBK-SE-7078</b>	1970-78 Camaro w/E-Brake, kit	<b>\$599.00</b>
<b>1012RWBK-SS-7078</b>	1970-78 Camaro w/o E-Brake, kit	<b>\$499.00</b>
<b>37012</b>	.125" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	<b>\$4.00</b>
<b>37013</b>	.048" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	<b>\$4.00</b>

\* Add BOP to end of part number for Buick, Olds, or Pontiac rear ends.

**NEW CALIPERS!**

\*Shown with options -UG & -R



## 9" FORD FLANGE REAR BRAKE KITS

We now offer bolt-on rear disc brake kits for cars and trucks using the always popular Ford 9" rear end. Perfect for the enthusiast that has upgraded his rear end and now wants the ultimate in braking. Kits include rotors, calipers, caliper mounting brackets, rubber hose kit, and mounting hardware. *Note: All kits work with small or large bearings. Caliper brackets work with both 2.37" and 2.50" for 9" flange. 3/8 flange bolt kits will also fit 8" Ford rear end. Also, occasionally extra shims are required to align the rear calipers.*

### QUICK FACTS...

STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.125"
OFFSET	+1.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

<b>CP2105-38-5434</b>	Ford psngr car 9" (4.75 bolt pattern), 3/8" flange bolts, kit	<b>\$599.00</b>
<b>CP2105-50-5434</b>	Ford psngr car 9" (4.75 bolt pattern), 1/2" flange bolts, kit	<b>\$599.00</b>
<b>10271</b>	.048" shim, each (for 3/8" flange bolts)	<b>\$4.00</b>
<b>10423</b>	.048" shim, each (for 1/2" flange bolts)	<b>\$4.00</b>

**Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.**

**CURRIE REAR ENDS AVAILABLE FOR FORD 9"**



## REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new Cadillac Seville rear calipers. Cables are made specifically for each application to ensure an easy installation and fit. *Note: Not for drum brakes.*

<b>6267EBC</b>	1962-67 Nova, each	<b>\$89.00</b>
<b>67EBC</b>	1967 Camaro, pair	<b>\$89.00</b>
<b>6869EBC</b>	1968-74 Nova & 1968-69 Camaro, pair	<b>\$69.00</b>
<b>7078EBC</b>	1970-78 Camaro, pair	<b>\$89.00</b>

## CALIPER COLOR UPGRADES:

POWDERCOATED SHOW CALIPERS

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

4 Wheel.....\$200 Front or Rear only.....\$100

PRODUCTION FINISH CALIPERS

(-B) black or (-R) red Front or Rear.....\$55



**Add -WWB (black) or -WWR (red) to any front kit\***

\*Not available for Big Brake Kit

Includes: Upgrade to Wilwood D52 red or black calipers, cross drilled & gas slotted rotors, and stainless hoses.

**\$199.00**

Note: Purchase of brake kit required.



**Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:**  
**+ \$200 for 4 Wheel**  
**+ \$100 for Front or Rear only**



## WILWOOD D154 REAR BRAKE KIT

Compliment that front Wilwood D52 kit with this 12" rear kit that utilizes the new D154 caliper. Rotors are multi pattern and fit 5x4.5, 5x4.75 or 5x5 lug circle. Available with black or red caliper. Kits come standard with drilled one-piece rotors and black calipers. For red caliper, add (R) to end of part number. Inquire for plain rotors and other rear ends. Brake hoses sold separately. *Note: Requires 16" wheels or larger.*



\*Add (R) to end of part number for red caliper.



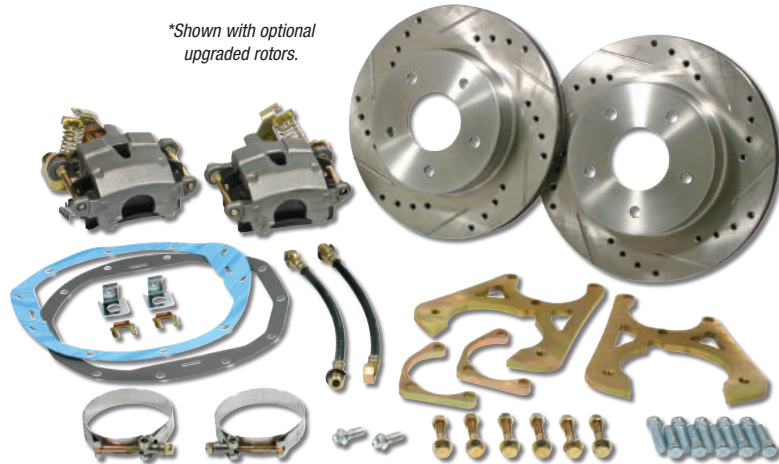
Be sure to order a new E-brake cable:  
#330-9371 \$120.00

140-12211-D	12 Bolt Chevy, 2.81 offset, kit	\$769.00
140-13025-D	12 Bolt Chevy, 2.81 offset with staggered shocks, kit	\$780.00
140-12215-D	12 Bolt Chevy, 2.75 offset, kit	\$769.00
140-12570-D	12 Bolt Chevy, 2.75 offset with staggered shocks, kit	\$780.00
140-12209-D	Big Ford, new style 2.50 offset, kit	\$769.00
140-12236-D	Big Ford, new style 2.50 offset with staggered shocks, kit	\$769.00
140-12216-D	Big Ford, new style 2.36 offset, kit	\$769.00

## REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits 10 or 12 bolt axle. Also, occasionally extra shims are required to align the rear caliper.

QUICK FACTS...	
STOCK/DROP	n/a
ROTOR	11"
CALIPER	2.120"
OFFSET	+1.125"
MIN. WHEEL SIZE	15"
BACKSPACING	n/a

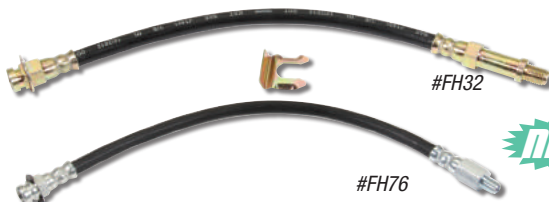


\*Shown with optional upgraded rotors.

## GM 10 or 12 BOLT REAR END

1012RBP	1967 Camaro, kit	\$499.00
1012RBP-S	1968-78 Camaro, 1968-74 Nova kit	\$499.00
37012	.125" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	\$4.00
37013	.048" shim, each (will not fit #6263RWBK-E or #6263RWBK-S)	\$4.00

\*Not for BOP rear ends.



## REAR AXLE FLEX HOSE

This replacement hose mounts on the rear axle and connects this hard lines to the wheels. For original rear end only.

RFH32	1962-65 Nova, each	\$12.00
RFH04	1967 Camaro & 1966-67 Nova, each	\$10.00
RFH05	1968 Camaro & Nova, each	\$10.00
RFH06	1969 Camaro & 1969-72 Nova, each	\$13.00
RFH10	1970-72 Camaro, each	\$12.00
RFH11	1973 Camaro, each	\$22.00
RFH15	1973 Nova, each	\$16.00
RFH12	1974-75 Camaro & Nova, each	\$15.00
RFH76	1976 Nova, each	\$24.00
RFH13	1976-81 Camaro (exc. Z28) & 1975-79 Nova, each	\$19.00

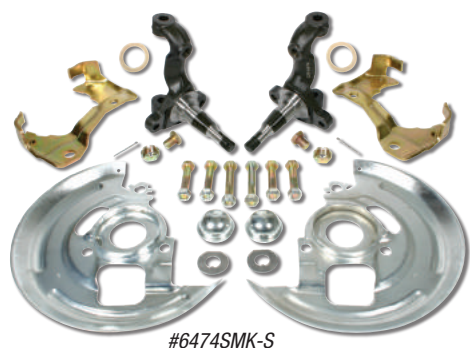


## REAR BRAKE DRUM KIT

These concours correct drum brake restore kits come with all brand new backing plates, 9-1/2" brake drums and shoes, and all hardware. Backing plates come assembled as shown.

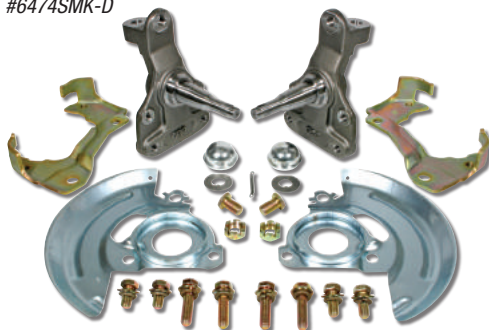
DBK69R1	1967-78 Camaro & 1968-72 Nova, kit	\$325.00
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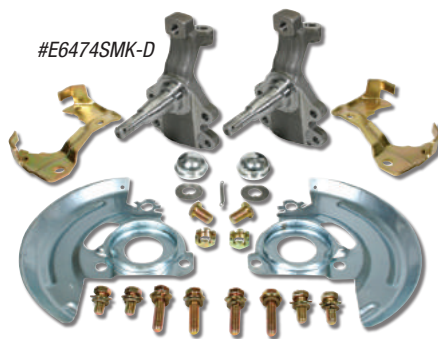


#6474SMK-S

#6474SMK-D



#E6474SMK-D



## MINI™ DISC KITS

Kits include the specialty parts you can't buy just anywhere. Save on freight with just the necessities. Kits work with components available at your local auto parts store. Backed by our limited CPP lifetime warranty.

### STOCK HEIGHT

<b>6474SMK-S</b>	1967-69 Camaro & 1968-74 Nova, stock spindle	<b>\$189.00</b>
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### DROP

<b>6474SMK-D</b>	1967-69 Camaro & 1968-74 Nova, drop spindle	<b>\$299.00</b>
<b>E6474SMK-D</b>	1967-69 Camaro & 1968-74 Nova, econo drop spindle	<b>\$249.00</b>

#6474SP-S



#6267SP-OE

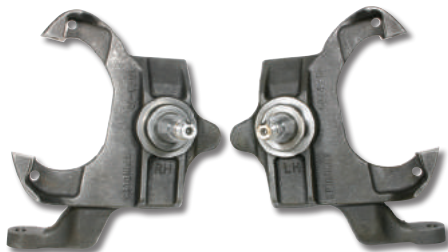


## STOCK DISC BRAKE SPINDLES

Looking to convert to front disc brakes? If so, then you'll need our components designed specifically to allow you to complete the job the right way.

<b>6474SP-S</b>	1968-74 Nova & 1967-69 Camaro, <b>disc</b> , each	<b>\$99.00</b>
<b>6267SP-OE*</b>	1964-65 Nova, 1/2"-20 anchor bolt, <b>drum</b> , each	<b>\$99.00</b>

\*Will also fit 1966-67 models



## NEW SCHOOL SPINDLES FOR 12" DISC BRAKE FOR 15" + WHEELS

These cast iron spindles allow you to add 12" disc brakes to your car. Works with 1970-78 Camaro calipers and 1988-92 Camaro 1LE 12" rotors. Will accept most 15" disc or larger custom wheels. Provides a full 2" drop and does not change the car's geometry. *Note: Wheels can not exceed 4.25" backsace.*

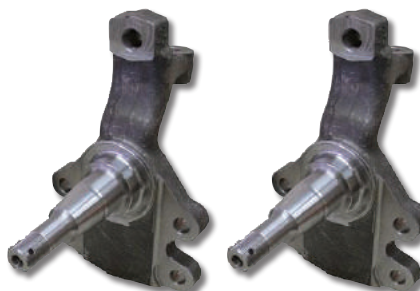
<b>6774DS-12</b>	1967-69 Camaro & 1968-74 Nova, pair	<b>\$189.00</b>
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## 2" MODULAR™ DROP SPINDLES

CPP's one-piece forged iron design with pressed in alloy steel axle pin; installs with no modifications; and lowers your vehicle 2". In some cases, this is accomplished without moving the wheels out! These work with CPP Big Brakes and many manufacturers brake kits in many different brake sizes...ideal for today's larger wheels.

<b>CP30103</b>	1962-67 Nova, pair	<b>\$225.00</b>
<b>CP30100</b>	1967-69 Camaro & 1968-74 Nova, pair	<b>\$225.00</b>



## ECONO LINE DROP SPINDLES

These spindles work with original disc as well as the ever-popular Big Brake kits. Its unique design not only lowers your vehicle 2", it allows the use of stock steering arms and the factory 11" single piston disc brakes all for a very affordable price.

<b>E6474DS</b>	1964-72, pair	<b>\$179.00</b>
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#CP30014



#CP30013

**C5 SPINDLES**

These spindles are a direct bolt on for Camaro and Nova (Nova & early Camaro kit uses original or CPP replacement steering arms). This spindle utilizes a C5 bearing hub assembly; by utilizing this type of sealed bearing pack flex on the factory spindle pins, which causes caliper piston push back is eliminated. This condition is especially a problem on aftermarket multi piston radial mount style calipers. They also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo, and Wilwood C5 applications). The early AFX body tall spindle helps with improved geometry by giving a better camber change during suspension movement and also maintains the drum brake offset. The second generation Camaro spindle is the first of its kind, and exclusive to CPP. *Note: Will not work with CPP budget tubular control arms. Also, requires 17" or larger wheels.*

<b>CP30013</b>	1967-69 Camaro & 1968-74 Nova, pair	<b>\$269.00</b>
<b>CP30014</b>	1970-81 Camaro & 1975-79 Nova, pair	<b>\$269.00</b>
<b>513139</b>	Hub and bearing pack, each (12mm studs)	<b>\$79.00</b>
<b>BR930544</b>	Performance hub and bearing pack, each (12mm studs)	<b>\$429.00</b>

**NEW DESIGN!****ORIGINAL COMPONENT DROP SPINDLES**

These newly designed drop spindles will allow the use of your original rotors and calipers, yield a 2" drop and will not affect the offset of your wheels.

<b>7078DS</b>	1970-78 Camaro & 1975-79 Nova, pair	<b>\$249.00</b>
<b>7981DS</b>	1979-81 Camaro, pair	<b>\$249.00</b>

**FORGED LIKE FACTORY****STEERING ARMS**

A new reproduction forged to look and perform just like the original steering arms. No more having to grind them down or dispose of them when using the old style spindles and brake kits. Install these when you upgrade the brakes, spindles or lower control arms.

<b>6267SA</b>	1962-67 Nova (5 lug), pair	<b>\$69.00</b>
<b>6774SP-A</b>	1968-74 Nova & 1967-69 Camaro, pair	<b>\$69.00</b>

**STEERING ARM HARDWARE KIT FOR STOCK SPINDLES**

<b>CPSAH-K</b>	1/2" bolts, kit	<b>\$7.00</b>
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For a more in-depth look at some of our featured products, go to:

<http://www.cpptalk.com/ShopTalkSite>

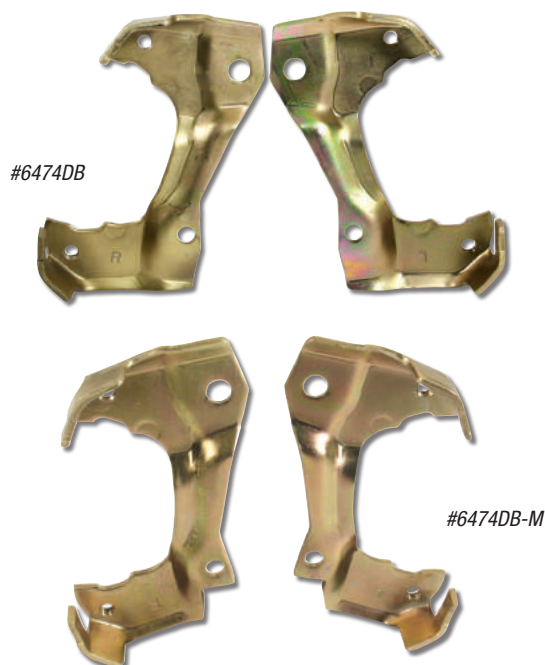




## OEM-STYLE DISC BRAKE DUST SHIELDS

Stock type disc brake dust shields. Works with OE style disc brakes. #CPDS-10 also work with CPP OE style stock & drop spindles. #DBDS-M work with #CP30100 Modular™ and Econo drop spindles.

<b>DBDS</b>	1967-69 Camaro & 1968-74 Nova, stock disc spindle, pair	<b>\$39.00</b>
<b>DBDS-M</b>	#CP30100 Modular™ & econo drop spindles, pair	<b>\$49.00</b>



## DISC BRACKETS

These caliper brackets are designed to fit 1967-69 Camaro and 1968-74 Nova (requires disc brake spindles).

<b>6474DB</b>	1967-69 Camaro & 1968-74 Nova, pair	<b>\$55.00</b>
<b>6474DB-M</b>	Fits #CP30100 and #E6474DS, pair	<b>\$80.00</b>



## DROP SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.

<b>2705</b>	standard fits #7078DS, kit	<b>\$225.00</b>
<b>2705UG</b>	deluxe fits #7078DS, kit	<b>\$325.00</b>
<b>2706</b>	standard fits #7981DS, kit	<b>\$225.00</b>
<b>2706UG</b>	deluxe fits #7981DS, kit	<b>\$325.00</b>
<b>2709</b>	standard fits #6474SP-S, #CP30100, kit	<b>\$225.00</b>
<b>2709UG</b>	deluxe fits #6474SP-S, #CP30100, kit	<b>\$325.00</b>
<b>2711</b>	standard fits ALL 12" rotor spindles, kit	<b>\$225.00</b>
<b>2711UG</b>	deluxe fits ALL 12" rotor spindles, kit	<b>\$325.00</b>



## FRONT DISC BRAKE HOSE & LINE TAB KIT

These improved design tabs are engineered to keep the hard lines and hoses in an ideal location for disc brakes. Sold in pairs.

<b>6769FDBL-TK</b>	1967-69 Camaro & 1968-74 Nova, pair	<b>\$29.00</b>
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## OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

<b>M-82017</b>	1964-66, each	<b>\$69.00</b>
<b>M-C118-OE</b>	1967-72, Power w/5468309 stamping, each	<b>\$89.00</b>

#PR114



#PR115



#PR105



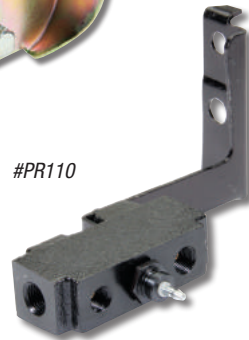
#PR104E



#PR109A



#PR110



#PR104C

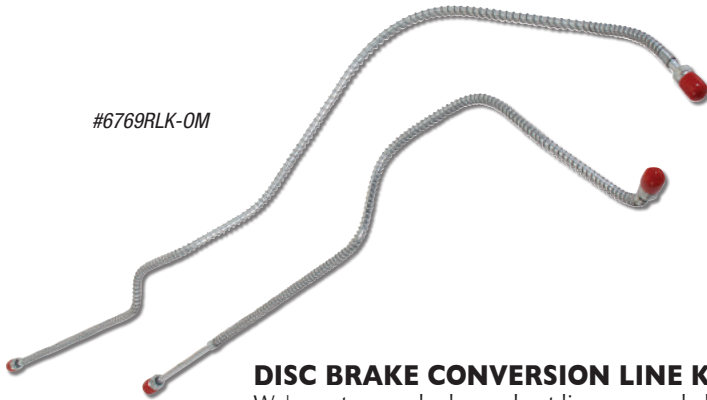


## DISTRIBUTION BLOCKS & HOLD OFF VALVES

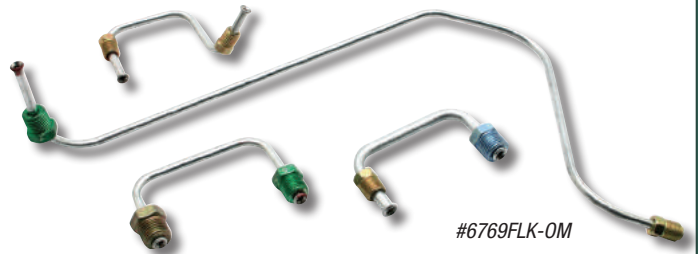
These OE-style parts are for original disc brake applications.

<b>PR114</b>	1967-68 Nova & Camaro, front brakes hold off valve, each	<b>\$85.00</b>
<b>PR105</b>	1969 Nova & Camaro, front brakes hold off valve, each	<b>\$79.00</b>
<b>PR115</b>	1970 Nova & Camaro, front brakes hold off valve, each	<b>\$85.00</b>
<b>PR104E</b>	1967-69 Camaro & 68-69 Nova, rear brakes hold off valve, each	<b>\$49.00</b>
<b>PR104C</b>	1970 Camaro & Nova, rear brakes hold off valve, each	<b>\$49.00</b>
<b>PR109A</b>	1967-69 Camaro & Nova, distribution block (with bracket), each	<b>\$79.00</b>
<b>PR110A</b>	1970-74 Nova, distribution block (with bracket), each	<b>\$85.00</b>

#6769RLK-OM



#6769FLK-OM

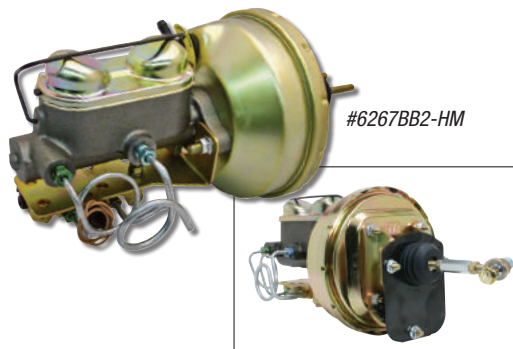


## DISC BRAKE CONVERSION LINE KITS

We've got power brake pre-bent lines, rear axle lines for disc and universal kits for your street rod or custom application. Pre-bent line kits require no bending or flaring of lines, just bolt them in. *Note: Some line kits ship O/S; additional freight charges apply. Also, these kits will not work with aftermarket IFS clips.*

<b>6264FLK-OM</b>	1962-64 Nova front, original material, kit	<b>\$69.00</b>
<b>6264FLK-SS</b>	1962-64 Nova front, stainless steel, kit	<b>\$89.00</b>
<b>6265RLK</b>	1962-65 Nova rear, original material, kit	<b>\$35.00</b>
<b>6267RLK-CURRIE-OM</b>	1962-67 Nova w/ Currie rear end, disc, orig. mat., kit	<b>\$40.00</b>
<b>6267RLK-CURRIE-SS</b>	1962-67 Nova w/ Currie rear end, disc, stainless st., kit	<b>\$55.00</b>
<b>6566FLK-OM</b>	1965-66 Nova front, original material, kit	<b>\$69.00</b>
<b>6566FLK-SS</b>	1965-66 Nova front, stainless steel, kit	<b>\$89.00</b>
<b>6667RLK-OM</b>	1966-67 Nova rear, original material, kit	<b>\$35.00</b>
<b>67FLK-OM-NP</b>	1967 Nova mini kit, front, original material, kit	<b>\$35.00</b>
<b>67FLK-SS-NP</b>	1967 Nova mini kit, front, stainless steel, kit	<b>\$50.00</b>
<b>6769FLK-OM</b>	1967-69 Camaro, 1968-74 Nova mini kit, front, original material, kit	<b>\$29.00</b>
<b>6769FLK-SS</b>	1967-69 Camaro, 1968-74 Nova mini kit, front, stainless steel, kit	<b>\$39.00</b>
<b>6769LK-OM</b>	1967-69 Camaro, 1968-74 Nova front, original material, kit	<b>\$79.00</b>
<b>6769LK-SS</b>	1967-69 Camaro, 1968-74 Nova front, stainless steel, kit	<b>\$99.00</b>
<b>6769RLK-OM</b>	1967-69 Camaro, 1968-74 Nova rear, original material, kit	<b>\$35.00</b>
<b>6769RLK-SS</b>	1967-69 Camaro, 1968-74 Nova rear, stainless steel, kit	<b>\$50.00</b>
<b>6769RLK-CURRIE-OM</b>	1967-67 Camaro, 1968-74 Nova w/ Currie rear end, disc, original material, kit	<b>\$40.00</b>
<b>6769RLK-CURRIE-SS</b>	1967-67 Camaro, 1968-74 Nova w/ Currie rear end, disc, stainless steel, kit	<b>\$55.00</b>

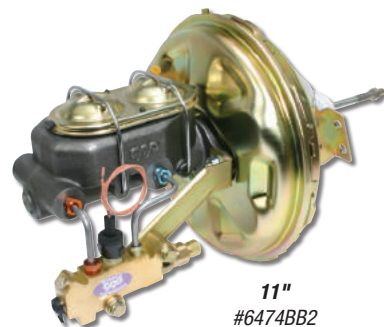




#6267BB2-HM



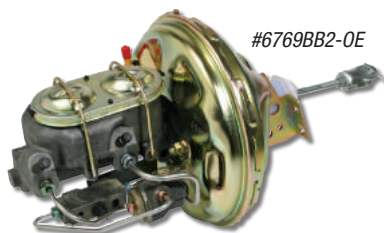
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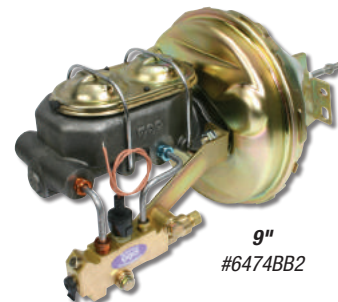
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#6267BB2-9C



#6769BB2-OE



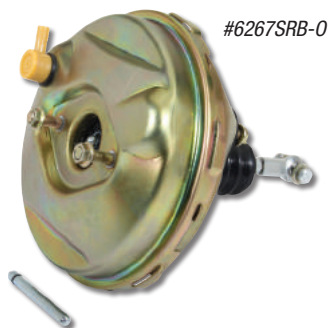
9"  
#6474BB2

ASK ABOUT  
CHROME  
UPGRADES!

## FIREWALL BRAKE BOOSTER KITS

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster and 3/16" mounting brackets, linkage to connect to the pedal, firewall seal, and master cylinder. Disc/drum and disc/disc kits also include proportioning valve and bracket assembly. Kits available in 7", 8", 9" or 11" and both single and dual diaphragm. If not specified, default booster diameter for your application will be provided. Kits also available in chrome finish. Please inquire.

6267BBD	1962-67 Nova, drum/drum, kit	\$299.00
6267BB2	1962-67 Nova, disc/drum, kit	\$299.00
6267BB4	1962-67 Nova, disc/disc, kit	\$299.00
6267BB2-HM	1962-67 Nova, (high mount) disc/drum, IFS clip only, kit	\$329.00
6267BB4-HM	1962-67 Nova, (high mount) disc/disc, IFS clip only, kit	\$329.00
6474BBD	1968-74 Nova, 1967-69 Camaro, drum/drum, kit	\$299.00
6474BB2	1968-74 Nova, 1967-69 Camaro, disc/drum, kit	\$299.00
6474BB4	1968-74 Nova, 1967-69 Camaro, disc/disc, kit	\$299.00
6769BB2-OE	1967-69 Camaro, (OE style) disc/drum, kit	\$299.00
7079BB2	1970-79 Camaro, disc/drum, kit	\$299.00
7079BB4	1970-79 Camaro, disc/disc, kit	\$299.00



#6267SRB-0



#6774SRB-0

## OEM REPLACEMENT BRAKE BOOSTERS

Replace your original or upgrade to power with one of CPP's brake boosters. All boosters are brand new and are available in both brilliant gold cadmium plating or a production chrome. Applications come with firewall bracketry and pedal linkage. All boosters come with a long and short pin for either deep or shallow master cylinders. Kits also available in black finish. Please inquire.

6267SRB-0	1962-67 Nova, gold cad (no bracketry, bolts directly to firewall)	\$149.00
6267SRB-0C	1962-67 Nova, chrome (no bracketry, bolts directly to firewall)	\$249.00
6774SRB-0	1967-69 Camaro, 1968-74 Nova, gold cad	\$149.00
6774SRB-0C	1967-69 Camaro, 1968-74 Nova, chrome	\$249.00

## POWER BRAKE BOOSTER BOOT, CLEVIS & PIN KIT

Necessary when converting from manual to power brakes. 2-3/8" and 4" booster pins available.



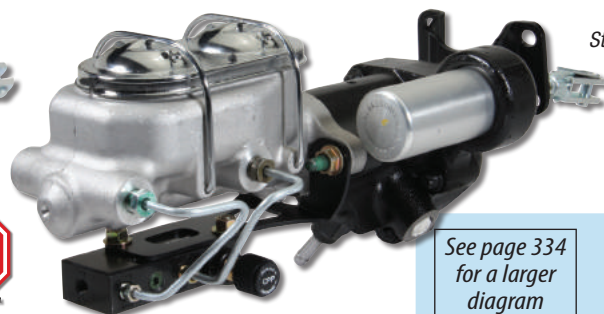
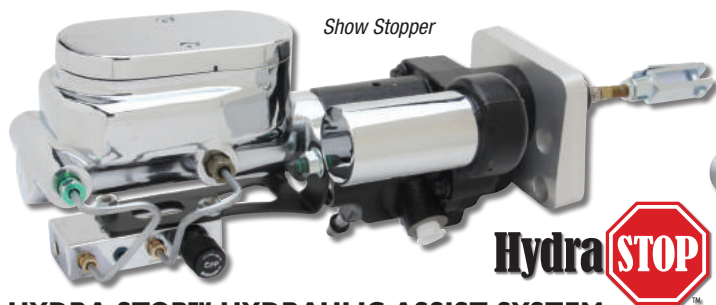
6474SRB-BK	1967-69 Camaro & 1968-74 Nova, complete, kit	\$12.00
6474SRB-B	1967-69 Camaro & 1968-74 Nova, boot, each	\$5.00
6474SRB-C	1967-69 Camaro & 1968-74 Nova, booster clevis, each	\$5.00
6474SRB-SP	1967-69 Camaro & 1968-74 Nova, 2-3/8" booster pin (shallow bore master), each	\$2.00
6474SRB-DP	1967-69 Camaro & 1968-74 Nova, 4" booster pin (deep bore master), each	\$2.00

## Power Disc Booster Install Kit

Save yourself some time and tech phone calls with our install kit. When adding CPP brakes, these helpful tools will make your job much easier. These kits include the vacuum fitting, 25" or 50" vacuum hose, prop valve tool and curved tip syringe bleeder.

#PDBI-K25 (25" hose).....	\$27.00
#PDBI-K50 (50" hose).....	\$29.00





## HYDRA STOP™ HYDRAULIC ASSIST SYSTEM

We now offer a high-quality direct bolt-in hydraulic brake booster kit designed to upgrade manual or vacuum-assisted brakes with a powerful and compact modern hydraulic assist unit. These systems include everything you need to install into your vehicle. Most installations can be accomplished in an afternoon, using common hand tools, with average mechanical skill levels. Consisting of a direct fit high performance, hydraulic brake assist unit (with options for steel or billet aluminum firewall mounting bracket); braided stainless or rubber, high pressure line set; heavy duty power steering return line; pedal rod hardware and mounting hardware. Using all new parts, this unit puts out an amazing 1800psi at the wheels! The "Show Stopper" package includes: Hydraulic Brake Assist unit with billet aluminum firewall mounting bracket, chrome master cylinder with chrome adjustable prop valve distribution block, chrome accumulator cover, stainless pressure hoses, rubber return hoses and all necessary fittings and hardware for installation. The "Street Beast" package includes: Hydraulic Brake Assist Unit with steel firewall mounting bracket, aluminum Corvette-style master cylinder, side mounted Prop & Stop Block kit, rubber pressure & return hoses and all necessary fittings and hardware for installation. Bare Units are Hydraulic Assist only, master cylinder and hoses are not included.

### COMPLETE UNITS:

<b>6267HBK-SB*</b>	1962-67 Nova, Street Beast, each	<b>\$829.00</b>
<b>6474HBK-SS</b>	1967-69 Camaro & 1968-74 Nova, Show Stopper, each	<b>\$979.00</b>
<b>6474HBK-SB</b>	1967-69 Camaro & 1968-74 Nova, Street Beast, each	<b>\$829.00</b>
<b>7081HBK-SB</b>	1970-81 Camaro, Street Beast, each	<b>\$829.00</b>

(\*will only work with Mustang II IFS, will not work with factory strut towers)



## HYDRAULIC BRAKE ASSIST BARE UNITS

<b>6267HBK-BSB*</b>	1962-67 Nova, steel bracket, each	<b>\$469.00</b>
<b>6474HBK-BSS</b>	1967-69 Camaro & 1968-74 Nova, billet bracket, each	<b>\$549.00</b>
<b>6474HBK-BSB</b>	1967-69 Camaro & 1968-74 Nova, steel bracket, each	<b>\$469.00</b>
<b>7081HBK-BSB</b>	1970-81 Camaro, steel bracket, each	<b>\$469.00</b>
<b>HAHK-S</b>	Stainless Hose, kit	<b>\$199.00</b>
<b>HAHK-R</b>	Rubber Hose, kit	<b>\$115.00</b>

(\*will only work with Mustang II IFS, will not work with factory strut towers)



## HYDRAULIC BRAKE ASSIST HOSE KITS

<b>HAHK-S</b>	Stainless Hose, kit	<b>\$199.00</b>
<b>HAHK-R</b>	Rubber Hose, kit	<b>\$115.00</b>

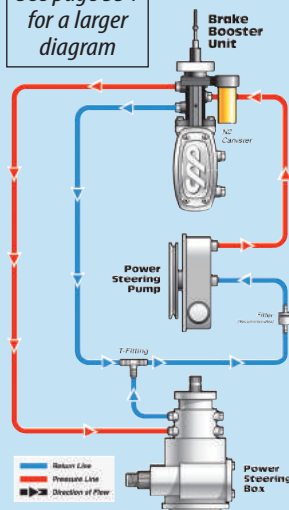
## HYDRAULIC BOOSTER BRACKET KIT

This attractive billet bracket will allow the use of a GM L/T hydraulic brake assist on your 1st gen Camaro or 2nd gen Nova and bolt directly to your firewall. Kit includes billet mounting bracket and installation tool.

<b>6474HBB-K</b>	1967-69 Camaro & 1968-74 Nova, kit	<b>\$169.00</b>
<b>7079HBB-K</b>	1970-79 Camaro, kit	<b>\$169.00</b>



See page 334  
for a larger  
diagram



**NEW**



## HYDRAULIC BRAKE ASSIST ACCESSORIES

Our new Install Kit features an in-line filter, fitting kit and brake bleeding syringe. Our in-line filtration extends steering system life and ensures proper performance over the long haul. The fitting kit consists of three brake line adapters with 3/8-24 inverted flare male and three different inverted flare female ends. The included curved tip syringe makes bleeding a snap as well as being brake fluid and solvent resistant. Finish your HydraStop unit with one of our chrome accumulator covers for that show quality finish.

<b>HBA-1K</b>	Hydraulic Brake Assist Install Kit	<b>\$29.00</b>
<b>20-0038F</b>	In-Line Filter, 3/8" lines, each	<b>\$20.00</b>
<b>CP0105</b>	Brake Bleeding Syringe, curved tip, each	<b>\$5.00</b>
<b>45045</b>	Prop Valve/Master Cylinder Adapter Fitting Kit	<b>\$15.00</b>
<b>CP5100</b>	Chrome Accumulator Cover, each	<b>\$69.00</b>



For more Master  
Cylinder options...

See page 270

For more Power Steering  
Pump options...

See page 287



For more Prop Valve  
options...

See page 269





**BRAND NEW!**

NEW POWER RACK, SWAY BAR & 11-3/4" ROTOR PERFORMANCE BRAKES INCLUDED!

#E6267M2IFS-K

#E6267M2-X

#6265IFP

#6667IFP

## MUSTANG II IFS SYSTEM

Enjoy the comfort and benefits of having an independent suspension system in your Nova without paying the big prices of other kits. These kits come with crossmember, coil springs, spindles, 11-3/4" diameter rotor performance brakes, gas shocks, upper and lower control arms, new power rack & pinion, sway bar, forged hubs and our Big Bore™ calipers plus mounting hardware. Specify manual or power steering and stock or dropped spindles. Available in 4.5, 4.75, 5x5 or 5x5.5 and 6x5.5 lug patterns.



Upgrade starting at  
**\$599/kit**

**AIR BAG UPGRADE**



**COILOVER UPGRADE**

Upgrade starting at  
**\$479/kit**



**WILWOOD CALIPER UPGRADE**

**NEW OPTION!**

Available in black or red

Upgrade starting at **\$200/kit**

<b>E6267M2IFS-K</b>	1962-67 Economy Mustang II, complete kit	<b>\$1,799.00</b>
<b>E6267M2-X</b>	1962-67 Economy Mustang II, welded crossmember, kit	<b>\$509.00</b>
<b>6265IFP</b>	1962-65, inner fender panels, pair	<b>\$199.00</b>
<b>6667IFP</b>	1966-67, inner fender panels, pair	<b>\$199.00</b>
<b>M2ABU-K</b>	Air Bag Upgrade Kit	<b>\$599.00</b>
<b>M2COK</b>	Coilover Upgrade Kit	<b>\$479.00</b>
<b>-WWB</b>	Wilwood Caliper Upgrade Kit, black	<b>\$200.00</b>
<b>-WWR</b>	Wilwood Caliper Upgrade Kit, red	<b>\$200.00</b>

## STOCK SUBFRAME KIT

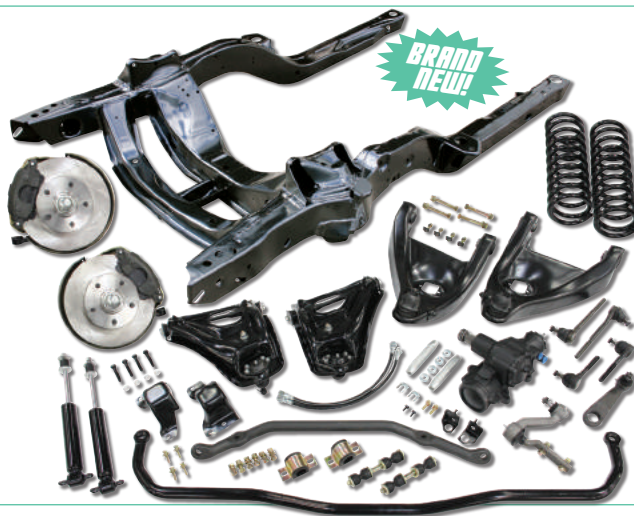
Freshen up or completely restore your stock Camaro front subframe with all new parts and enjoy the modern amenities of disc brakes and power steering. This kit comes with a stock subframe that is painted for protection from the elements. It also includes a stock spindle disc brake wheel kit, power steering gear box, stamped OE style control arms, steering linkage, steering arms, coil springs, shocks, sway bar, and small block Chevy motor perches. Many brake, control arm and steering box upgrades are available, ask your customer service rep when ordering.

**Upgrade Brakes: \$300 - \$2300**

**Upgrade Tubular Arms: \$200**

**Upgrade 500 Series™ Steering Box: \$80**

**Upgrade Drilled & Slotted Rotors: \$100- \$200**



**BRAND NEW!**

<b>67FSC-K</b>	1967 Camaro, Subframe, kit	<b>\$2,759.00</b>
<b>68FSC-K</b>	1968 Camaro, Subframe, kit	<b>\$2,759.00</b>
<b>69FSC-K</b>	1969 Camaro, Subframe, kit	<b>\$2,759.00</b>
<b>1000M</b>	1967 Camaro, Subframe only, each	<b>\$1,080.00</b>
<b>1000N</b>	1968 Camaro, Subframe only, each	<b>\$1,080.00</b>
<b>1000T</b>	1969 Camaro, Subframe only, each	<b>\$1,080.00</b>

**NEW**

#6774CPP-K

## COMPLETE PERFORMANCE PACKAGE

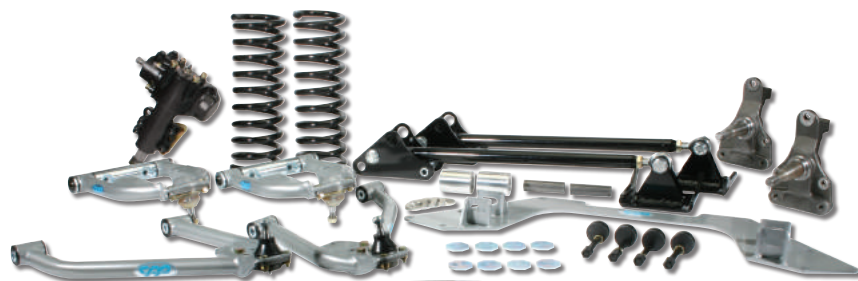
Get a Complete Performance Package and tune up your chassis with some of the best upgrades for a great price! This package teams up all of the pieces that will convert your ride into a corner carver on the track and a pleasure to drive on the streets. Early Nova kits feature our innovative MINI™ Sub-Frame and 400 Series™ performance steering box and also includes Totally Tubular™ upper control arms, and a set of 2" drop Modular™ disc brake spindles. Late Nova & Camaro kits include upper and lower Totally Tubular™ control arms,

500 Series™ performance power steering box, 1.5" drop rear leaf kit and feature our C5 spindles & hubs that offer the latest in braking technology. All kits also include front coil springs, front and rear performance sway bars and front and rear Black Magic™ performance tuned shocks.

Arms are available in gloss black or silver powder coat. *Note: C5 spindles require C5 components and require 17" or larger wheels.*



#7081CPP-K



#6267CPP-K



6267CPP-K	1962-67 Nova, kit	\$1,959.00
6774CPP-K	1967-69 Camaro & 1968-74 Nova, kit	\$2,229.00
7081CPP-K	1970-81 Camaro & 1975-79 Nova, kit	\$2,289.00



## PRO-TOURING KITS

CPP's new Pro-Touring Kits provide the ultimate performance for an affordable price. Our kits are made in the USA with the quality you have come to expect from Classic Performance Products. Included with each kit is a front and rear pro-touring sway bar, combined with the lowered stance and performance enhancements of either the lowered coil springs and gas shock combo in the Stage I kits or the adjustable coil over package in the Stage II kits would be great on their own. When adding CPP's award-winning MCPV-1 master cylinder; along with our front and rear 11" or 13" brake kit, you have a "tried and true" Pro-Touring package in the Stage III and Stage IV kits. Add a 500 Series™ steering box to get even more steering performance out of your classic muscle.



### STAGE I

Includes front lowered coil springs, front and rear shocks, front and rear sway bar kits. The 1962-67 Nova kit also comes with a front MINI™ Sub Frame kit, and front upper control arms. 1968-74 Nova and 1967-81 Camaro kits also include front upper & lower control arms and rear lowered leaf springs.

#6267PTK-1	1962-67 Nova, kit	\$1,599.00
6774PTK-1	1967-69 Camaro, 1968-74 Nova, kit	\$1,599.00
7081PTK-1	1970-81 Camaro, kit	\$1,699.00

## For Calvert Cal Tracs Traction Bars



See page 171

### 500Series™

Add a 500 Series™ Box for the Ultimate Performance!

### STAGE II

Includes front coil over kits, rear aluminum body shocks and front and rear sway bar kits. The 1962-67 Nova kit also comes with a front MINI™ Sub Frame kit, and front upper control arms. 1968-74 Nova and 1967-81 Camaro kits also include front upper & lower control arms and rear lowered leaf springs.

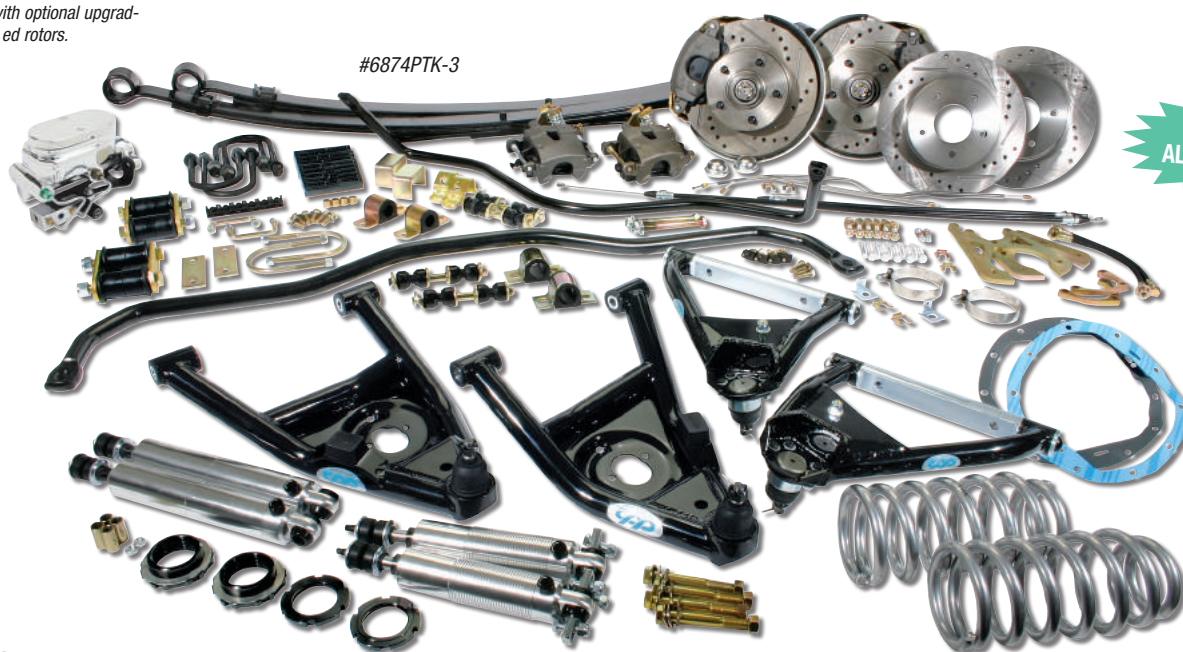
#6267PTK-2



SILVER ARMS  
ALSO AVAILABLE!

6267PTK-2	1962-67 Nova, kit	\$2,199.00
6774PTK-2	1967-69 Camaro, 1968-74 Nova, kit	\$1,999.00
7081PTK-2	1970-81 Camaro, kit	\$2,199.00

\*Shown with optional upgraded rotors.



SILVER ARMS  
ALSO AVAILABLE!

### STAGE III

Includes all Stage II pieces plus front and rear 11" stock height brakes and chrome master cylinder with chrome adjustable prop valve distribution block.  
Note: Drop spindle upgrade available.

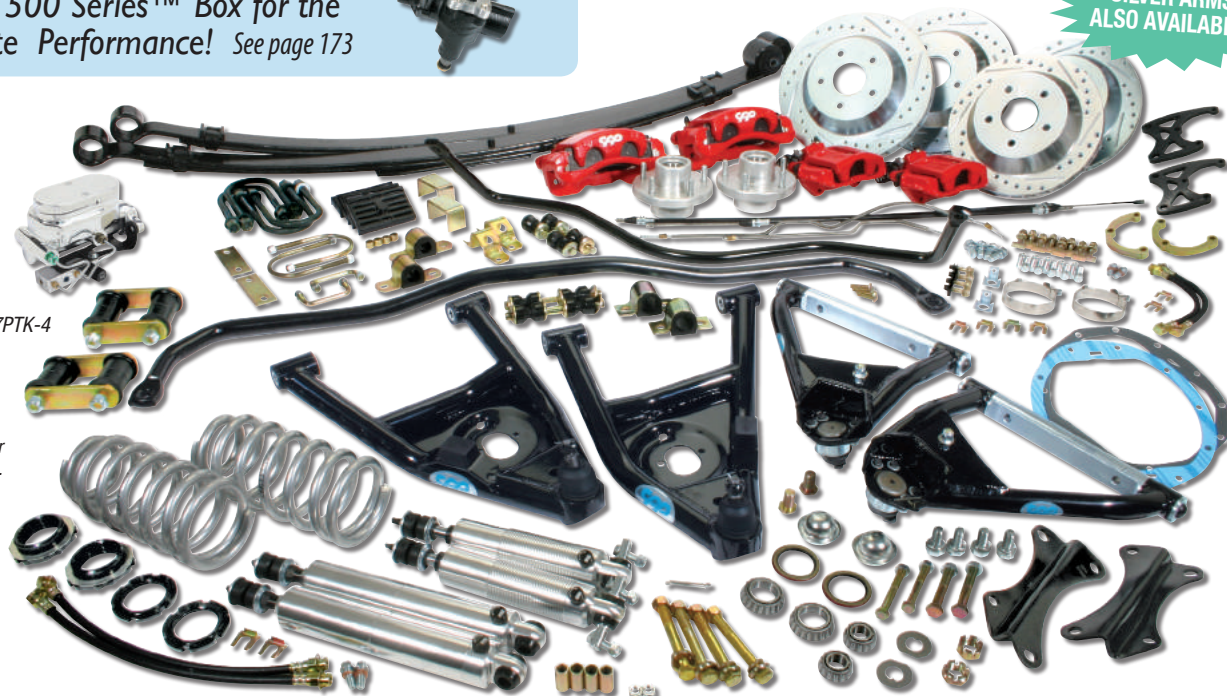
6265PTK-3	1962-65 Nova, kit	\$3,099.00
6667PTK-3	1966-67 Nova, kit	\$3,099.00
67PTK-3	1967 Camaro, kit	\$2,999.00
6874PTK-3	1968-69 Camaro, 1968-74 Nova, kit	\$2,999.00
7078PTK-3	1970-78 Camaro, kit	\$3,299.00

Add a 500 Series™ Box for the  
Ultimate Performance! See page 173



#67PTK-4

\*Shown with  
optional powder  
coated calipers.



SILVER ARMS  
ALSO AVAILABLE!

### STAGE IV

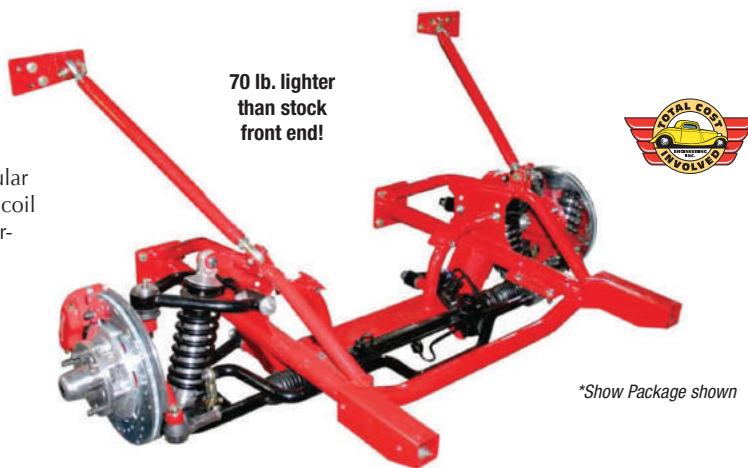
Includes all Stage 2 pieces plus 13" front and 12" rear Big Brakes and our chrome master cylinder with chrome adjustable prop valve distribution block.  
Note: Requires using 17" or larger wheels and disc brake spindles.

6265PTK-4	1962-65 Nova, kit	\$3,699.00
6667PTK-4	1966-67 Nova, kit	\$3,699.00
67PTK-4	1967 Camaro, kit	\$3,599.00
6874PTK-4	1968-69 Camaro & 1968-74 Nova, kit	\$3,599.00
7081PTK-4	1970-81 Camaro, kit	\$3,599.00



## PRO-TOURING IFS

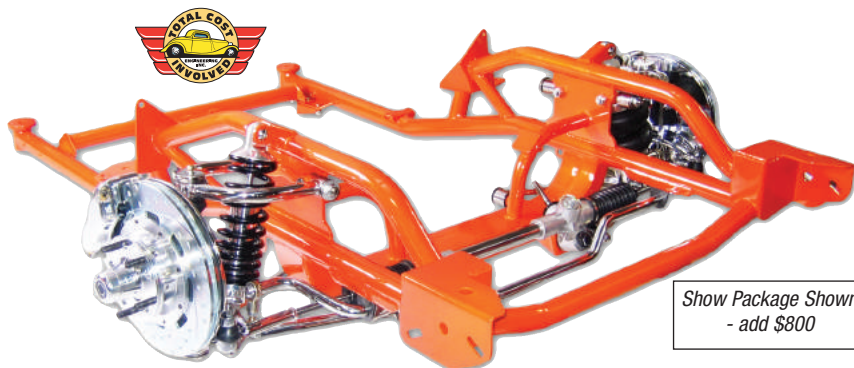
Includes tubular front sub frame, upper & lower tubular control arms, down bars with adjustable heim ends, coil overs, 2" drop spindles, 11" GM brakes, manual steering, rack & pinion, sway bar, aluminum inner fender panels and engine brackets. *Note: \*Specify year for inner fender panels.*



228-2202-00	1962-67, plain kit	\$4,411.00
228-2206-12	1962-67, show kit	\$5,292.00

## CAMARO COIL-OVER IFS

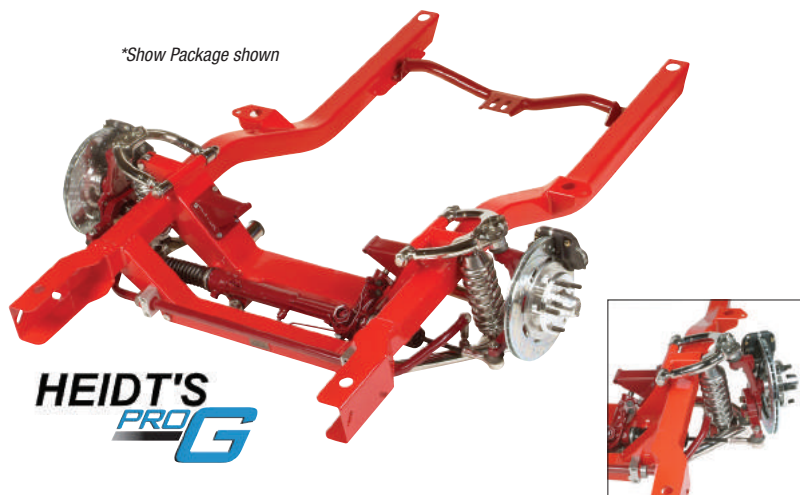
This complete assembly features front suspension clip with double rail, and mandrel-bent design that provides superior strength with higher durability. Engine mounts, core support, body mounts, and suspension brackets come installed. All heli-arc welded for the highest quality strength and finish available. Engine mounts are designed to accept small block, big block and LS1 engines (optional brackets and Camaro oil pan required with LS1). Bolt-in multi position transmission mount is included. Urethane bushed tubular A-arms, 2" drop spindles, new manual rack and pinion gear, GM disc brake kit, black powder coated springs, billet coil-overs and transmission mount come standard with the kit. The optional show package (shown above) features polished stainless A-arms, chrome spindles, chrome steering arms, chrome anti-roll bar, polished billet coil-overs and custom 11" brake with polished billet calipers and polished backing plates. Other options available include black powder coated A-arms, power rack and pinion steering gear, Air Spring suspension, chrome coils, and 12" or 13" brake kit. *Note: This kit is over a 100lb. weight savings from the stock suspension clip.*



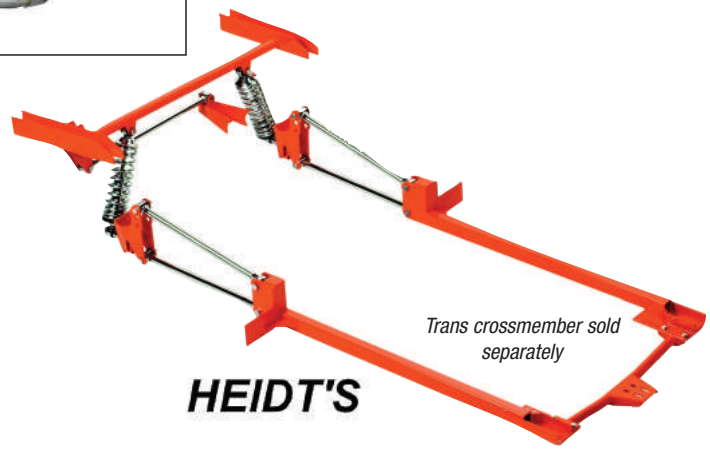
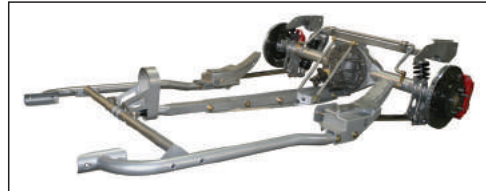
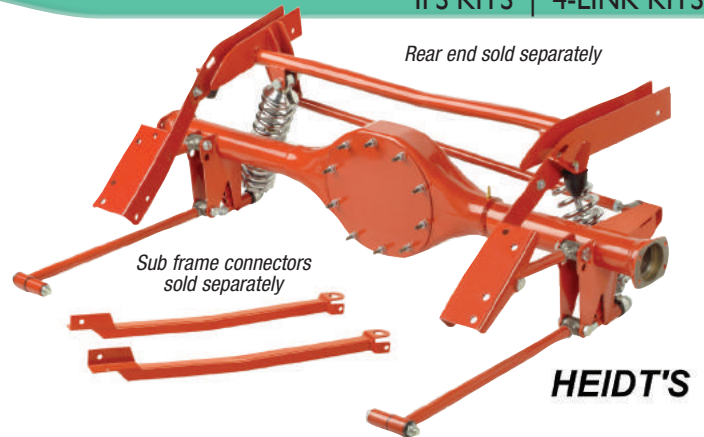
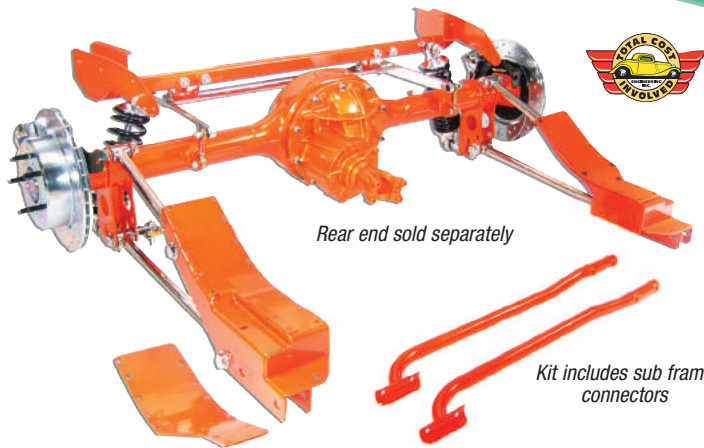
229-2202-00	1967-69 Camaro, complete assembly	\$5,046.00
226-2202-00	1968-72 Nova, complete assembly	\$5,046.00

## PRO-G™ SUSPENSION SYSTEM

Heidt's subframe system featuring their Pro-G™ suspension system is a state of the art system and was designed specifically as a subframe system which bolts in directly in place with no floor modifications. This is not just another warmed over or adapted street rod suspension. It is a truly new system designed for absolute handling and performance, with true race car geometry and characteristics. 1-1/4" upper and 1-1/2" lower tubular arms, billet adjustable coilovers, 11" disc brakes, tall drop spindles rack and pinion and trans crossmember are included. Options include: trans crossmember, polished stainless a-arms, polished billet coilovers, 12" or 13" brakes, power rack and pinion and sway bar.



CF-101-WT	1967-69 Camaro, kit	\$5,092.00
CF-201	1970-78 Camaro, kit	\$5,092.00



## REAR 4-LINK SUSPENSION KIT

Upgrade your rear leaf spring suspension to a fully adjustable 4-link suspension with one of these kits. These kits help to improve handling and ride quality and allows for better weight transfer which improves traction. Kits will allow the rear end to be lowered up to 4" in some applications and most have 3 different settings for height. Kits include coil over shocks, crossmember member, 4 bars, mounting bracketry and hardware. Some kits contain drive shaft loop. All truck kits include trac bar. Some kits available with chrome or stainless bars. Air bag kits also available. Torque arm kits are designed with pro-tiuring and road courses in mind!

<b>528-5102-00</b>	1962-67 Nova, plain bars, kit	<b>\$1,454.00</b>
<b>RN-101</b>	1962-67 Nova, plain bars, Heidt's kit	<b>\$1,507.00</b>
<b>528-5105-00</b>	1962-67 Nova, torque arm, kit	<b>\$1,985.00</b>
<b>526-5102-00*</b>	1968-72 Nova, plain bars, kit (do not use with mini tub kits)	<b>\$1,579.00</b>
<b>529-5102-00*</b>	1967-69 Camaro, plain bars, kit (will not work with CPP Rear Big Brakes)	<b>\$1,579.00</b>
<b>RC-101-WT</b>	1967-69 Camaro, plain bars, Heidt's kit	<b>\$1,507.00</b>
<b>529-5105-00*</b>	1967-69 Camaro, torque arm, kit	<b>\$1,985.00</b>
<b>RC-121</b>	1970-81 Camaro, plain bars, Heidt's kit	<b>\$1,507.00</b>

\*Specify stock or TCI front clip.

## UPGRADES:

<b>428-4856-00</b>	1962-67 Nova, TCI sway bar, each	<b>\$271.00</b>
<b>429-4856-00</b>	1968-72 Nova, 1967-69 Camaro, TCI sway bar, each	<b>\$271.00</b>
<b>728-7540-00</b>	1962-67 Nova, TCI transmission mounts, each	<b>\$109.00</b>
<b>RN-053</b>	1962-67 Nova, Heidt's transmission mount	<b>\$85.00</b>
<b>RC-102</b>	1967-69 Camaro, sedan, Heidt's connectors, pair	<b>\$215.00</b>
<b>RC-103</b>	1967-69 Camaro, convertible, Heidt's connectors, pair	<b>\$215.00</b>
<b>RC-122</b>	1970-81 Camaro, Heidt's connectors, pair	<b>\$215.00</b>
<b>RC-125</b>	1970-81 Camaro, drive shaft loop, each	<b>\$110.00</b>
<b>429-4628-00</b>	1967-69 Camaro, TCI drive loop, each	<b>\$188.00</b>
<b>400-4251-00</b>	Shockwave upgrade for muscle car kits	<b>\$799.00</b>





## AIR SUSPENSION SYSTEMS BY RIDETECH FOR CAMARO - LEVEL 1



The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: CoolRide Airsprings and brackets, Black Series shocks, AirBar Bolt-In 4 Link and RidePRO analog controls 3 gallon single compressor.

11160199	1967-69 Camaro (air suspension), kit	\$5,150.00
11160109	1967-69 Camaro (coil over suspension), kit	\$5,150.00
11170199	1970-81 Camaro (air suspension), kit	\$3,700.00
11170109	1970-81 Camaro (coil over suspension), kit	\$3,550.00



## AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 2

Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: ShockWaves Master Series Single Adjustable (front & rear), upper and lower StrongArms, Tall Spindles, Master Series Single Adjustable front and rear shocks, AirBar Bolt-In 4 Link, and RidePRO e3 controls 5 gallon dual compressor

11160299	1967-69 Camaro (air suspension), kit	\$6,250.00
11160210	1967-69 Camaro (coil over suspension), kit	\$4,100.00
11170299	1970-81 Camaro (air suspension), kit	\$5,900.00
11170210	1970-81 Camaro (coil over suspension), kit	\$3,750.00



### AIR SUSPENSION SYSTEMS BY RIDETECH FOR NOVA - LEVEL 1



The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: CoolRide Airsprings and brackets, Black Series shocks, AirBar Bolt-In 4 Link and RidePRO analog controls 3 gallon single compressor.

11250199	1962-67 Nova (air suspension), kit	\$3,700.00
11250109	1962-67 Nova (coil over suspension), kit	INQUIRE
11260199	1968-74 Nova (air suspension), kit	\$5,150.00
11260109	1968-74 Nova (coil over suspension), kit	\$3,900.00



### AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 2



Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: ShockWaves Master Series Single Adjustable (front & rear), upper and lower StrongArms, Tall Spindles, Master Series Single Adjustable front and rear shocks, AirBar Bolt-In 4 Link, and RidePRO e3 controls 5 gallon dual compressor.

11250299	1962-67 Nova (air suspension), kit	\$4,600.00
11250210	1962-67 Nova (coil over suspension), kit	INQUIRE
11260199	1968-74 Nova (air suspension), kit	\$6,250.00
11260210	1968-74 Nova (coil over suspension), kit	\$5,150.00



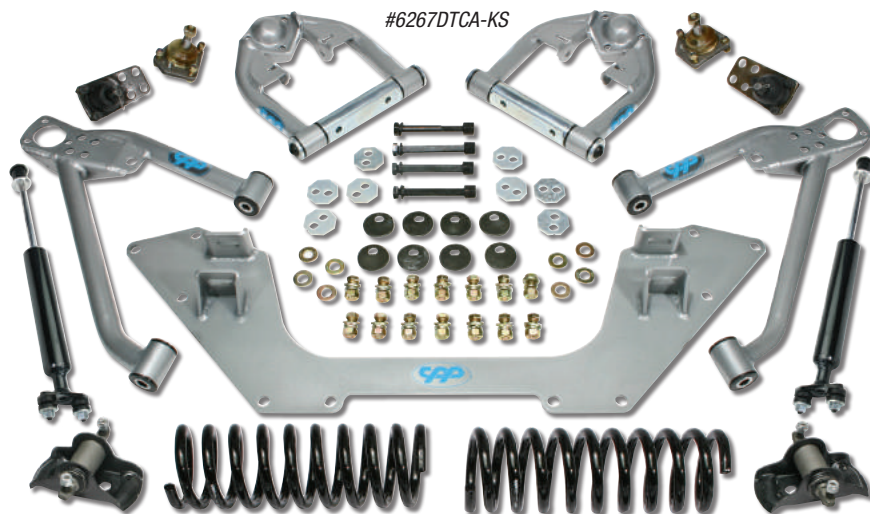


#6267TCA-ULK

## Totally TUBULAR™

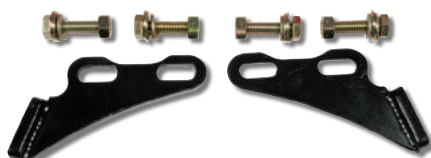
### MINI™ SUB-FRAME KIT

At the heart of the innovative kit is the 1/4" steel cross-member that bolts to the chassis in place of the factory strut rod mounts, eliminating the factory strut rods, and adding adjustable forward control arm mounts. This kit adds stability, alignability, improved steering response and over 2" of ground clearance for your early Nova. By eliminating the binding action caused by the factory strut rods you are able to maintain proper wheel alignment. The Mini Sub-Frame accommodates both factory and aftermarket sway bars. The upper control arms will accommodate stock coil springs, Shockwave™ and also coil over conversions. Available in gloss black or silver powder coat. *Note: Lowered coils not recommended with drop spindles.*



#6267DTCA-KS

<b>6267TCA-UKB</b>	1962-67 Nova, Upper only, black, kit	<b>\$309.00</b>
<b>6267TCA-UKS</b>	1962-67 Nova, Upper only, silver, kit	<b>\$309.00</b>
<b>6267TCA-KB</b>	1962-67 Nova, Lower, Mini™ Subframe, black, kit	<b>\$399.00</b>
<b>6267TCA-KS</b>	1962-67 Nova, Lower, Mini™ Subframe, silver, kit	<b>\$399.00</b>
<b>6267TCA-ULK-B</b>	1962-67 Nova, Upper/Lower, black, kit	<b>\$699.00</b>
<b>6267TCA-ULK-S</b>	1962-67 Nova, Upper/Lower, silver, kit	<b>\$699.00</b>
<b>6267DTCA-KB</b>	1962-67 Nova, Upper/Lower, deluxe, black, kit	<b>\$929.00</b>
<b>6267DTCA-KS</b>	1962-67 Nova, Upper/Lower, deluxe, silver, kit	<b>\$929.00</b>



### STEERING STOPS

When you want to add steering stops to your CPP Tubular Arms.

<b>CP12028</b>	1962-67 Nova, pair	<b>\$19.00</b>
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### ALIGNMENT LOCK OUT KIT

CPP's lock out plates eliminate the alignment cams and provide 13 different positions for the control arm. They will never slip and cause a lost alignment.



<b>CP10134</b>	1962-67 Nova, kit	<b>\$35.00</b>
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### CAM BOLT KIT

Replace your old rusty alignment cams with new replacement cam bolt kits. Two are required with original control arms and four are required with CPP Mini Sub-Frame.



<b>264-3594</b>	1962-67 Nova, each	<b>\$9.00</b>
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### TUBULAR CONTROL ARMS

CPP's quality upper and lower Totally Tubular™ control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept QA-1 coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are pre-assembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering. Arms are available in gloss black or silver powder coat. Economy import arms also available for some applications. Ball joints included with all arms. *Note: #6774ETA-K will lower vehicle 1-1/2".*



<b>6774TCA-UKB</b>	1968-74 Nova & 1967-69 Camaro, Upper, black, pair	\$337.00
<b>6774TCA-UKS</b>	1968-74 Nova & 1967-69 Camaro, Upper, silver, pair	\$337.00
<b>6774TCA-LKB</b>	1968-74 Nova & 1967-69 Camaro, Lower, black, pair	\$445.00
<b>6774TCA-LKS</b>	1968-74 Nova & 1967-69 Camaro, Lower, silver, pair	\$445.00
<b>6774TCA-ULK-B</b>	1968-74 Nova & 1967-69 Camaro, Upper/Lower, black, set	\$733.00
<b>6774TCA-ULK-S</b>	1968-74 Nova & 1967-69 Camaro, Upper/Lower, silver, set	\$733.00
<b>6774ETA-K</b>	1968-74 Nova & 1967-69 Camaro, Budget, Upper/Lower, black, set	\$399.00
<b>7081TCA-UKB</b>	1970-78 Camaro, Upper, black, pair	\$337.00
<b>7081TCA-UKS</b>	1970-78 Camaro, Upper, silver, pair	\$337.00
<b>7081TCA-LKB</b>	1970-78 Camaro, Lower, black, pair	\$445.00
<b>7081TCA-LKS</b>	1970-78 Camaro, Lower, silver, pair	\$445.00
<b>7081TCA-ULK-B</b>	1970-78 Camaro, Upper/Lower, black, set	\$733.00
<b>7081TCA-ULK-S</b>	1970-78 Camaro, Upper/Lower, silver, set	\$733.00



### STOCK-TYPE CONTROL ARMS

These factory-correct upper and lower front control arms are exactly what you're looking for. Both versions are precision engineered and stamped from heavy-gauge steel for superior strength and durability. All arms are coated for protection. Ball joints and upper cross shafts are included.

<b>6774SCA-U</b>	1968-74 Nova & 1967-69 Camaro, upper	\$149.00
<b>6774SCA-L</b>	1968-74 Nova & 1967-69 Camaro, lower	\$199.00
<b>6774SCA-ULK</b>	1968-74 Nova & 1967-69 Camaro, Upper & Lower, kit	\$299.00

### CONTROL ARM BOLTS

These are the factory style grade 8 control arm bolts. Correct in every detail including the pointed tip for easy installation.

<b>RC-403</b>	1968-74 Nova & 1967-69 Camaro, upper, kit	\$15.00
<b>RC-404</b>	1968-74 Nova & 1967-69 Camaro, lower, kit	\$39.00







#6774LHP-K

## PERFORMANCE HANDLING KIT

The 1-1/8" front and 1" rear sway bars play an important role in providing your car with the great handling you're after. They reduce body roll and help to reduce over and under steer. Combined with a lowered stance and the enhancements of the lowered front and rear coil springs and gas shock combo, the performance handling kit is the upgrade that is designed for the budget minded. Kit includes front and rear sway bars, front and rear gas shocks and front lowered springs and rear lowered leaves.

6774LHP-K	1967-69 Camaro & 1968-74 Nova, kit	\$829.00
7078LHP-K	1970-78 Camaro, kit	\$889.00



#6869SDFK-P

\*Kit components may vary

## PERFORMANCE PLUS FRONT END KITS

CPP's Performance Plus kits complement CPP's POLYPLUS™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, CNC wound and factory tested front coil springs, front 3 way adjustable shocks, which allow you to set the compression / rebound to 70/30, 50/50 or 40/60, POLYPLUS™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, POLYPLUS™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, and idler arm. Sway bar bushings and end links are sold separately. *Note: the POLYPLUS™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

62SDFK-P	1962 Nova, kit	\$599.00
6367SDFK-P	1963-67 Nova, kit	\$639.00
6874SDFK-P	1968-74 Nova, kit	\$549.00
67SDFK-PC	1967 Camaro, kit	\$469.00
6869SDFK-P	1968-69 Camaro, kit	\$469.00



**NEW**

## ECONOMY CONTROL ARM UPGRADE KIT

Kits include upper and lower budget control arm set, stock height coils and gas charged Black Magic™ shocks. Available for most popular applications.

6774ECU-K	1967-69 Camaro & 1968-74 Nova, kit	\$449.00
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## Let's Connect...



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### COMPLETE POLYPLUS™ FRONT END KITS

CPP's POLYPLUS™ front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing. All car include upper and lower POLYPLUS™ control arm bushings, and bump stops. Sway bar bushings and end links sold separately.



<b>62SFK-P</b>	1962 Nova, kit	<b>\$559.00</b>
<b>6367SFK-PP</b>	1963-67 Nova - power, kit	<b>\$469.00</b>
<b>6367SFK-PM</b>	1963-67 Nova - manual, kit	<b>\$469.00</b>
<b>6874SFK-P</b>	1968-74 Nova, kit	<b>\$299.00</b>
<b>67SFK-PC</b>	1967 Camaro, kit	<b>\$379.00</b>
<b>6869SFK-P</b>	1968-69 Camaro, kit	<b>\$299.00</b>
<b>7072SFK-P</b>	1970-72 Camaro, kit	<b>\$419.00</b>
<b>7374SFK-P</b>	1973-74 Camaro, kit	<b>\$469.00</b>
<b>7579SFK-P</b>	1975-79 Camaro, kit	<b>\$329.00</b>



### POLYPLUS™ FRONT END KITS

POLYPLUS™ bushings, used in our front end kits, are the ultimate combination of polyurethane and graphite. The first for performance and durability; the second for superior lubricating qualities which provides smooth operation. Kits include upper and lower ball joints, outer tie rod ends, control arm bushing kit and lower bump stops.



<b>62FK-P</b>	1962 Nova, kit	<b>\$399.00</b>
<b>6367FK-P</b>	1963-67 Nova, kit	<b>\$349.00</b>
<b>6874FK-P</b>	1968-74 Nova, kit	<b>\$209.00</b>
<b>67FK-P</b>	1967 Camaro, kit	<b>\$219.00</b>
<b>6869FK-P</b>	1968-69 Camaro, kit	<b>\$229.00</b>
<b>7072FK-P</b>	1970-72 Camaro, kit	<b>\$219.00</b>
<b>7374FK-P1.37</b>	1973-74 Camaro with 1-3/8" front lower bushing, kit	<b>\$219.00</b>
<b>7374FK-P1.62</b>	1973-74 Camaro with 1-5/8" front lower bushing, kit	<b>\$219.00</b>
<b>7579FK-P</b>	1975-79 Camaro, kit	<b>\$219.00</b>



### COMPLETE RUBBER FRONT END KITS

Don't overlook your front end when rebuilding your classic Chevy, replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing, upper and lower rubber control arm bushings, and bump stops. Sway bar bushings and end links sold separately.

<b>62SFK-R</b>	1962 Nova, kit	<b>\$559.00</b>
<b>6367SFK-RP</b>	1963-67 Nova - power, kit	<b>\$469.00</b>
<b>6367SFK-RM</b>	1963-67 Nova - manual, kit	<b>\$469.00</b>
<b>6874SFK-R</b>	1968-74 Nova, kit	<b>\$279.00</b>
<b>67SFK-RC</b>	1967 Camaro, kit	<b>\$359.00</b>
<b>6869SFK-R</b>	1968-69 Camaro, kit	<b>\$279.00</b>
<b>7072SFK-R</b>	1970-72 Camaro, kit	<b>\$419.00</b>
<b>7374SFK-R3</b>	1973-74 Camaro, kit	<b>\$449.00</b>
<b>7579SFK-R</b>	1975-78 Camaro, kit	<b>\$309.00</b>



### RUBBER FRONT END KITS

Never overlook your front end when rebuilding your classic Chevy vehicle. Replace your old worn out bushings, ball joints and tie rod ends. CPP's rubber front end kits make it possible to achieve better than new performance for a modest price. All kits include: upper and lower ball joints, outer tie rod ends, control arm bushings, and bump stops.

<b>62FK-R</b>	1962 Nova, kit	<b>\$399.00</b>
<b>6367FK-R</b>	1963-67 Nova, kit	<b>\$349.00</b>
<b>6874FK-R</b>	1968-74 Nova, kit	<b>\$189.00</b>
<b>67FK-R</b>	1967 Camaro, kit	<b>\$209.00</b>
<b>6869FK-R</b>	1968-69 Camaro, kit	<b>\$189.00</b>
<b>7072FK-R</b>	1970-72 Camaro, kit	<b>\$209.00</b>



Parts shown for illustration only. Actual components of kits will vary.



## STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new center-link, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: Basic kits do not include the tie rod ends or adjuster sleeves.*

### COMPLETE KIT:

<b>6869SLK-CP</b>	1967-69 Camaro & 1968-74 Nova, kit	<b>\$269.00</b>
<b>6367SLK-CP</b>	1963-67 Nova, kit	<b>\$349.00</b>
<b>6367SLK-CP-U</b>	1963-67 Nova, with upgraded deluxe idler arm, kit	<b>\$399.00</b>

### BASIC KIT:

<b>6869SLK</b>	1967-69 Camaro & 1968-74 Nova, kit	<b>\$169.00</b>
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## ROLLER BEARING HUB UPGRADE KIT

CPP's new replacement forged aluminum hubs with new studs and installed bearing races are stronger and safer than any hub on the market to date. Our kit is also 2 lbs. lighter for added performance and fuel efficiency. A perfect fit for today's modern wheels and tires and any type of brake upgrade. Kit comes complete with two new forged aluminum hubs, inner and outer bearings and races, wheel studs, wheel hub seals, hub caps, hub washers, grease caps and cotter pins.

<b>6474RBH-K</b>	1968-74 Nova & 1967-69 Camaro, kit	<b>\$189.00</b>
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## OE DRUM HUB KIT

Replace your worn out drum hubs with this kit that contains all new components.

<b>6474HK-OE</b>	1967-69 Camaro & 1968-74 Nova, kit	<b>\$69.00</b>
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## UPPER & LOWER CONTROL ARM CROSS SHAFT KITS

Cross shafts are an essential components of your front suspension. Without them you aren't going anywhere. OEM replacement for this high wear item kit includes one shaft with grease seals and end caps, or bushings.

<b>6267UCS-RK</b>	1962-67 Nova, rubber bushing, pair	<b>\$99.00</b>
<b>6267UCS-PK</b>	1962-67 Nova, poly bushing, pair	<b>\$159.00</b>
<b>FA1019</b>	1967-69 Camaro, 1968-70 Nova, each	<b>\$49.00</b>
<b>FA9009</b>	1970-73 Camaro, each	<b>\$65.00</b>



## UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

<b>CPP406</b>	1962-67 Nova, upper, each	<b>IMPROVED DESIGN!</b>	<b>\$45.00</b>
<b>FA487</b>	1968-74 Nova, 1967-69 Camaro, each		<b>\$19.00</b>
<b>CPP407</b>	1962-67 Nova, lower, each	<b>IMPROVED DESIGN!</b>	<b>\$45.00</b>
<b>FA993</b>	1968-74 Nova, 1967-69 Camaro, each		<b>\$23.00</b>
<b>FA688</b>	1970-79 Camaro, upper, each		<b>\$19.00</b>
<b>FA921</b>	1970-79 Camaro, lower, each		<b>\$23.00</b>

## IDLER ARM BEARING CONVERSION KIT

Improve your manual steering with one of our idler arm bearing conversion kits. This conversion kit makes your vehicle steer easier and it also outlasts the original rubber bushings.



6367IBC	1963-67 Nova, kit	\$89.00
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## IDLER ARM BOLT



6367IAB	1963-67 Nova, each	\$25.00
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## DELUXE IDLER ARM

This upgrade idler arm is the perfect compliment to a CPP Mini™ Subframe and 400 Series™ steering box. Includes premium Duraleen bushings (same ones found in CPP control arms), frame mount bracket and sleeves for centerlink. Note: Will not work with factory power assist.



6367IA-UK	1963-67 Nova, pair	\$129.00
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#6667STC



#6667OSTP-K

## SHOCK TOWER & OUTER SHOCK TOWER PANELS

6667STC	1966-67 Nova, shock tower, each	\$29.00
6667OSTP-K	1966-67 Nova, outer shock tower panels, pair	\$99.00



## IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

K6058	1963-67 Nova, power steering, (will work for manual steering) each	\$79.00
6367IA-UK	1963-67 Nova, deluxe idler arm, each	\$129.00
CP20227	1967 Camaro, manual steering, each	\$129.00
FA609	1968-74 Nova & 1968-69 Camaro (manual steering), 1967-69 Camaro (power steering) each	\$49.00
FA695	1970-79 Camaro, each	\$69.00

## IDLER ARM BUSHINGS

When replacing front end bushings remember the center link and idler arm bushings. New bushings will tighten up your steering and make your car safer to drive. See top of page for our upgraded idler arm bearing kit (#6367IBC).



FB249	1963-67 Nova, Center Link 1.25" length, each	\$9.00
IB5386	1963-67 Nova, Idler Arm support 1.88" length, each	\$9.00



## CENTERLINKS

CPP has stock replacement steering draglinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear. Note: Will not work on Firebird or Trans Am.

6367CL	1963-67 Nova, each	\$89.00
6769CL	1967-69 Camaro, each	\$89.00
DS829	1970-81 Camaro, each	\$69.00



## TIE ROD ENDS

Replacing the tie rod ends on your front end greatly reduces steering "slop" and makes your car much safer to drive. Includes all hardware and dustboots.

ES323L	1962-67 Nova, inner, each	\$22.00
ES681N	1968-74 Nova & 1967-69 Camaro, inner, each	\$16.00
ES443L	1975-79 Camaro, RH inner, each	\$20.00
ES442L	1975-79 Camaro, LH inner, each	\$20.00
ES661	1962 Nova, outer - 1st design straight, each	\$79.00
ES675	1962 Nova, outer - 2nd design & 1963-67, each	\$49.00
ES381R	1968-74 Nova & 1967-69 Camaro, outer, each	\$21.00
ES404R	1970-74 Camaro, outer, each	\$40.00
CP25832	1970-74 Camaro, RH inner, each	\$85.00
CP25833	1970-74 Camaro, LH inner, each	\$85.00
ES441R	1975-81 Camaro, outer, each	\$19.00



## TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.

ES312S	1962 Nova, stock - 1st design straight, each	\$15.00
ES2032S	1962 Nova, stock - 2nd design & 1963-67 Nova, stock, each	\$9.00
ES350S	1968-74 Nova, stock, each	\$12.00
ES2004S	1970-81 Camaro, stock, each	\$15.00



## BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

ES2032SP-A	1963-67 Nova, pair	\$69.00
ES350SP-A	1968-74 Nova & 1967-69 Camaro, pair	\$69.00
ES2004SP-A	1970-81 Camaro, pair	\$69.00





## CPP NITROGEN GAS SHOCKS

Our nitrogen gas shocks are designed to enhance your car or trucks performance and provide quick response to road conditions. The 180 psi nitrogen gas cylinder was specifically built with lowered vehicles in mind to give a boost in cornering performance. The outstanding quality is backed with a lifetime warranty.

<b>CPP-1004</b>	1962-67 Nova, front stock, each	<b>\$39.00</b>
<b>CPP-1000</b>	1968-74 Nova, 1967-81 Camaro, front, each	<b>\$39.00</b>
<b>CPP-1105*</b>	1962-67 Nova, 1967-69 Camaro, rear stock, each	<b>\$39.00</b>
<b>CPP-1107*</b>	1968-74 Nova, 1967-69 Camaro, rear stock, each	<b>\$39.00</b>
<b>CPP-1106</b>	1970-78 Camaro, rear stock, each	<b>\$39.00</b>

\* 1967-69 Camaro with factory upper shock plate or #CPP-1105STK (see left) use #CPP-1105, otherwise use #CPP-1107.



## RCD CLASSICS BILSTEIN SHOCK ABSORBERS

Bilstein gas shocks are made with seamless shock bodies, hardened chrome plated and polished shaft. Precision valving, and the highest quality seals. Improved ride, handling, and control, with Bilstein's lifetime warranty.

<b>55-R050</b>	1968-74 Nova - w/ Mustang II, front, each	<b>\$129.00</b>
<b>55-R118</b>	1962-67 Nova, front, each	<b>\$89.00</b>
<b>55-R024B</b>	1968-74 Nova, front, each	<b>\$89.00</b>
<b>55-R204</b>	1975-79 Nova, front, each	<b>\$89.00</b>
<b>55-R016</b>	1967-76 Camaro, front, each	<b>\$109.00</b>
<b>55-R018B</b>	1962-67 Nova, 1967-69 Camaro (Multi Leaf), rear, each	<b>\$129.00</b>
<b>55-R031B</b>	1968-78 Nova, rear, each	<b>\$89.00</b>
<b>55-R017B</b>	1967-69 Camaro (Mono Leaf), rear, each	<b>\$129.00</b>
<b>55-R019</b>	1970-76 Camaro, rear, each	<b>\$159.00</b>



## RIDETECH HQ SERIES SHOCKS

Monotube design allows large piston for superior oil control (which increases ride quality and handling performance). Performance is optimized and uses fewer components than a twin tube design. These are the HQ series and are rebound-adjustable. Applications designed for stock height springs.

<b>22169851</b>	1962-67 Nova, front, each	<b>\$185.00</b>
<b>22149846</b>	1968-79 Nova, 1967-69 Camaro, front, each	<b>\$185.00</b>
<b>22159846</b>	1970-81 Camaro, front, each	<b>\$185.00</b>
<b>22189845</b>	1962-67 Nova, rear, each	<b>\$185.00</b>
<b>22189853</b>	1968-79 Nova, rear, each	<b>\$185.00</b>
<b>22189842</b>	1967-69 Camaro, rear, each	<b>\$185.00</b>
<b>22199847</b>	1970-81 Camaro, rear, each	<b>\$185.00</b>



## DUAL ADJUSTABLE STOCK MOUNT SHOCK

CPP offers double adjustable shocks when you do not want or need the ability to alter your stance. These shocks offer bolt-in performance, and come complete with all mounting hardware.

<b>B222</b>	1962-67 Nova & 1967-69 Camaro (mono), rear, ea.	<b>\$174.00</b>
<b>B222</b>	1962-67 Nova & 1967-69 Camaro (multi), rear, ea.	<b>\$174.00</b>
<b>B220</b>	1968-79 Nova, rear, ea.	<b>\$184.00</b>
<b>B219</b>	1970-81 Camaro, rear, ea.	<b>\$194.00</b>



## REAR UPPER SHOCK MOUNT

One of CPP's newest parts is a must when mounting original style or stock replacement shocks to your Camaro. The rear shock upper mount plate is located in the forward trunk area of the Camaro and mounts the upper shock rod to the shock tower. Two required per car.



<b>CPP-1105STK</b>	1967-69 Camaro, each	<b>\$9.00</b>
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TECH GUIDES | INSTRUCTION SHEETS | MAGAZINE STORIES | & MUCH MORE!

[www.ClassicPerform.com](http://www.ClassicPerform.com)



### FRONT COIL SPRINGS

Coil springs are available in pairs. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. *Note: Not recommended to use lowered coils with drop spindles.*

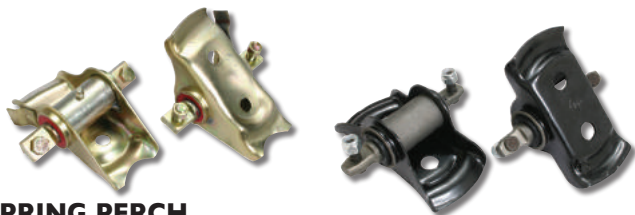
<b>FCS6080-S</b>	1962-67 Nova, stock height, pair	<b>\$105.00</b>
<b>FCS6080-D</b>	1962-67 Nova, 2" lowered, pair	<b>\$95.00</b>
<b>FCS6246-D</b>	1962-67 Nova, 2" lowered - HD, pair	<b>\$105.00</b>
<b>FCS6246-S</b>	1962-67 Nova, stock height - HD, pair	<b>\$105.00</b>
<b>FCS638-S</b>	1968-74 Nova, stock height, pair	<b>\$95.00</b>
<b>FCS638-D</b>	1968-74 Nova, 2" lowered, pair	<b>\$95.00</b>
<b>FCS6310-S</b>	1967-69 Camaro, stock height - SB, pair	<b>\$105.00</b>
<b>FCS6310-D</b>	1967-69 Camaro, 1-1/2" drop - SB, pair	<b>\$95.00</b>
<b>FCS5276-S</b>	1970-78 Camaro, stock height - SB, pair	<b>\$105.00</b>
<b>FCS5276-D</b>	1970-78 Camaro, 1-1/2" drop - SB, pair	<b>\$105.00</b>
<b>FCS656-S</b>	1967-69 Camaro, stock height - BB, pair	<b>\$95.00</b>
<b>FCS656-D</b>	1967-69 Camaro, 1-1/2" drop - BB, pair	<b>\$95.00</b>
<b>FCS590-S</b>	1970-78 Camaro, stock height - BB, pair	<b>\$105.00</b>
<b>FCS590-D</b>	1970-78 Camaro, 1-1/2" drop - BB, pair	<b>\$105.00</b>

### SPRING RETAINER PLATE

Replace your worn, broken or missing upper coil spring retainer in your early Nova with the factory front end.



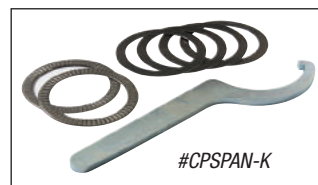
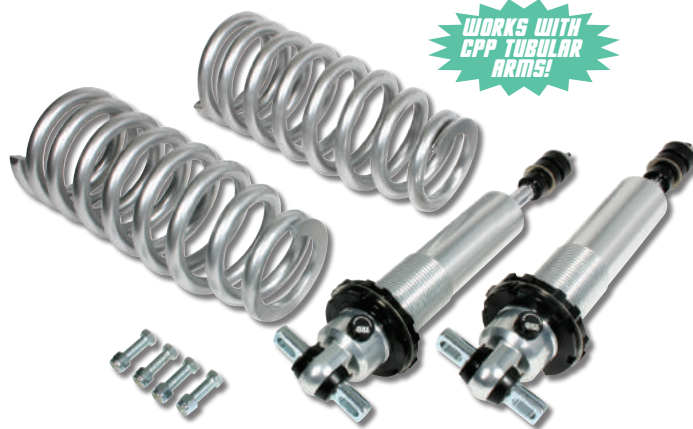
<b>6267CRP</b>	1962-67 Nova, pair	<b>\$16.00</b>
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### SPRING PERCH

Replace those squeaking spring perches with a set of our OEM rubber or heavy duty polyurethane spring perches. *Note: control arm holes must be elongated when using POLYPLUS™ on Nova.*

<b>6267PCH-R</b>	1962-67 Nova, rubber, each	<b>\$39.00</b>
<b>6267PCH-P</b>	1962-67 Nova, POLYPLUS, pair	<b>\$189.00</b>



### ADJUSTABLE COIL OVER CONVERSION SYSTEM

These springs are designed so that the lower end sets on the coil-over shock and the upper end sets in the original spring bucket in the frame. This allows for the use of a longer and lighter spring for more stored energy, offering increased weight transfer. Greater durability is also achieved by locating the spring pressure in the frame and not on a single stud. The threaded aluminum body allows ride height adjustment and boasts an easy bolt-in installation. The system includes aluminum body coil-over shocks, specially designed conical springs and all mounting hardware. *Note: Specify spring rate (350, 400, 450, 500 or 550#) when ordering kit (see chart on page 341). Will not work with Econo Control Arms.*

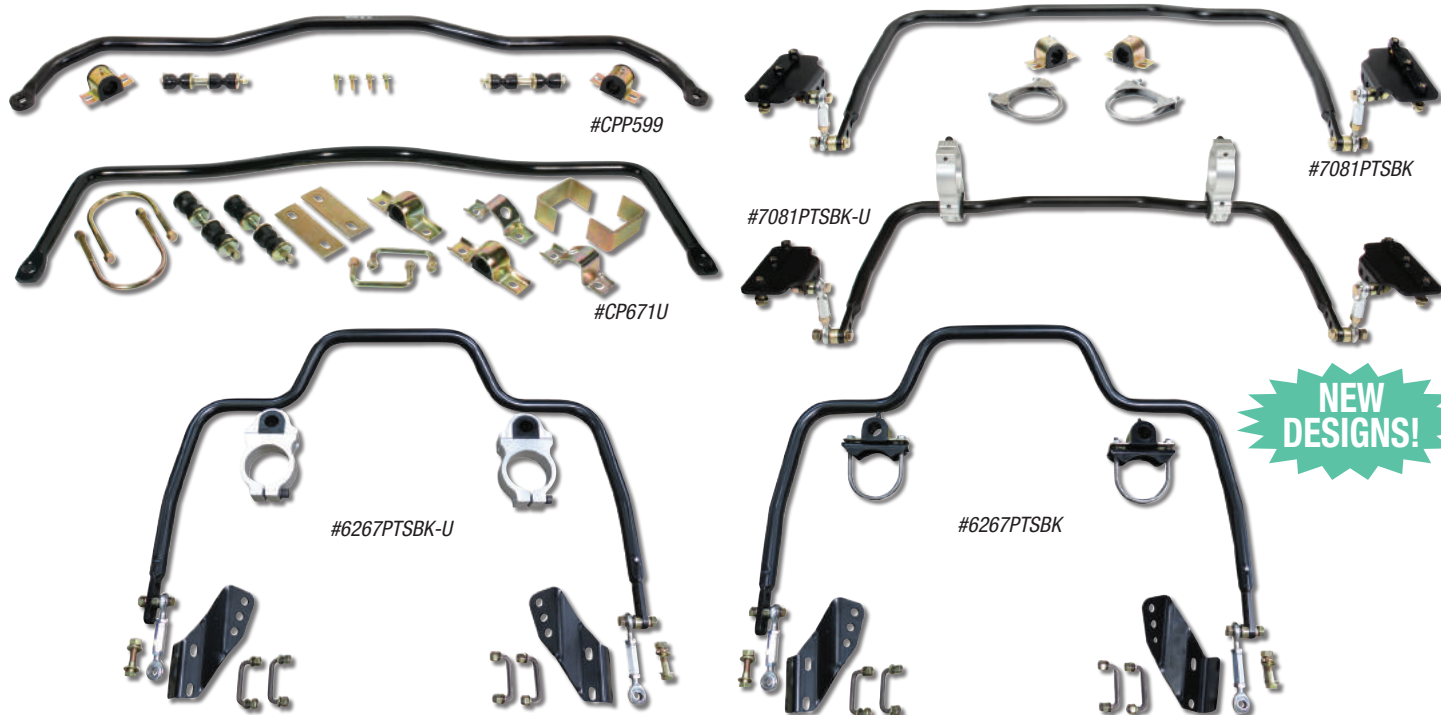
<b>6267COK-SA</b>	1962-67 Nova, Single Adjustable, 325# spring rate, kit	<b>\$449.00</b>
<b>6267COK-DA</b>	1962-67 Nova, Double Adjustable, 325# spring rate, kit	<b>\$499.00</b>
<b>6774COK-SA</b>	1967-69 Camaro & 1968-74 Nova, Single Adjustable, pair	<b>\$449.00</b>
<b>6774COK-DA</b>	1967-69 Camaro & 1968-74 Nova, Dual Adjustable, pair	<b>\$499.00</b>
<b>7081COK-SA</b>	1970-81 Camaro, Single Adjustable, pair	<b>\$449.00</b>
<b>7081COK-DA</b>	1970-81 Camaro, Dual Adjustable, pair	<b>\$499.00</b>
<b>7579COK-SA</b>	1975-79 Nova, Single Adjustable, pair	<b>\$449.00</b>
<b>7579COK-DA</b>	1975-79 Nova, Dual Adjustable, pair	<b>\$499.00</b>
<b>CPSPAN-K</b>	Spanner Wrench & Thrust Bearing Kit (nec. when installing coil over system)	<b>\$39.00</b>

## How it all began...



Read about the CPP Story  
on page 2





## STOCK SUSPENSION SWAY BARS

Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. Kits come complete with sway bar, poly bushings, mounting brackets and all necessary hardware. Black powder coated finish. Note: Protouring sway bars will not work with aftermarket rear ends.

### FRONT:

CP108U	1962-67 Nova, 1", kit	\$149.00
CP108FBM	1962-67 Nova, 1", with billet upgrade, kit	\$199.00
CPP599	1967-69 Camaro & 1968-74 Nova, 1-1/8", kit	\$129.00
CPP599FBM	1967-69 Camaro & 1968-74 Nova, 1-1/8", with billet upgrade, kit	\$179.00
CP883U	1970-81 Camaro & 1975-79 Nova, 1-1/8", kit	\$129.00
CP883FBM	1970-81 Camaro & 1975-79 Nova, 1-1/8", with billet upgrade, kit	\$179.00
CP709U	1970-81 Camaro & 1975-79 Nova, 1-1/4", kit	\$129.00
CP709FBM	1970-81 Camaro & 1975-79 Nova, 1-1/4", with billet upgrade, kit	\$179.00
CP2278U	1970-81 Camaro & 1975-79 Nova, 1-3/8", kit	\$149.00
CP2278FBM	1970-81 Camaro & 1975-79 Nova, 1-3/8", with billet upgrade, kit	\$199.00

### REAR:

CP916U	1962-67 Nova, 3/4", kit	\$139.00
CP671U	1967-69 Camaro & 1968-74 Nova, 7/8", kit	\$139.00
CP681U	1970-78 Camaro, 1", kit	\$149.00
6267PTSBK	1962-67 Nova, Pro-Touring, kit	\$189.00
6267PTSBK-U	1962-67 Nova, Pro-Touring, Pro-Touring, kit	\$279.00
6774PTSBK	1967-69 Camaro & 1968-74 Nova, Pro-Touring, kit	\$189.00
6774PTSBK-U	1967-69 Camaro & 1968-74 Nova, Pro-Touring, billet upgrade, kit	\$279.00
7081PTSBK	1970-81 Camaro, Pro-Touring, kit	\$189.00
7081PTSBK-U	1970-81 Camaro, Pro-Touring, billet upgrade, kit	\$279.00



All sway bar diameters available

## BILLET ALUMINUM SWAY BAR MOUNTS

For the ultimate in looks and longevity when pounding your street machine on and off the track, upgrade to these billet sway bar mount bracket kits. They feature greasable poly bushings and are available in a brushed machine, black or polished finish. Specify finish and diameter of sway bar.



FBM25	Front, pair	\$69.00
RBM-SK	Rear, Standard kit	\$89.00
RBM-DK	Rear, Deluxe kit	\$129.00

## CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings. Nova and 1965-70 FullSize Chevy kits also include strut rod bushings. Note: 1965-70 Fullsize must utilize original lower shells when using POLYPLUS™ kit.

<b>6267CAB-P</b>	1963-67 Nova, POLYPLUS, kit (shown)	<b>\$79.00</b>
<b>6267CAB-R</b>	1962-67 Nova, rubber, kit	<b>\$79.00</b>
<b>CP-3101G</b>	1968-74 Nova & 67-69 Camaro, w/ 1.65" O.D. Rear Round Lower Bushing, POLYPLUS, kit	<b>\$65.00</b>
<b>CP9595</b>	1968-74 Nova, rubber, kit	<b>\$39.00</b>
<b>CP-3102G</b>	1970-72 Camaro, POLYPLUS, kit	<b>\$65.00</b>
<b>CP-3103G</b>	1973-74 Camaro, POLYPLUS w/ 1-5/8" front lwr bushing, kit	<b>\$65.00</b>
<b>CP-3104G</b>	1973-74 Camaro, POLYPLUS w/ 1-3/8" front lwr bushing, kit	<b>\$65.00</b>
<b>CP-3105G</b>	1975-79 Camaro, POLYPLUS, kit	<b>\$65.00</b>
<b>6769CAB-R</b>	1967-69 Camaro, rubber, kit (shown)	<b>\$39.00</b>
<b>7072CAB-R</b>	1970-72 Camaro, rubber, kit	<b>\$39.00</b>
<b>7374CAB-R5</b>	1973-74 Camaro, rubber w/ 1-5/8" front lower bushing, kit	<b>\$39.00</b>
<b>7374CAB-R3</b>	1973-74 Camaro, rubber w/ 1-3/8" front lower bushing, kit	<b>\$39.00</b>
<b>7579CAB-R</b>	1975-79 Camaro, rubber, kit	<b>\$39.00</b>



## BUMP STOPS

Use our bump stops to keep your suspension from bottoming out.

<b>402410</b>	1968-69 Nova/Camaro, rubber, lower, each	<b>\$9.00</b>
<b>G7080</b>	1970-81 Nova/Camaro, rubber, lower, each	<b>\$9.00</b>
<b>3773361</b>	1967-69 Nova/Camaro, rubber, upper, each	<b>\$9.00</b>
<b>G7078</b>	1970-81 Nova/Camaro, rubber, upper, each	<b>\$9.00</b>
<b>CP-9154G</b>	1968-69 Nova/Camaro, POLYPLUS, lower, pair	<b>\$15.00</b>
<b>CP-9150G</b>	1970-81 Nova/Camaro, POLYPLUS, lower, pair	<b>\$13.00</b>
<b>CP-9151G</b>	1968-69 Nova/Camaro, POLYPLUS, upper, pair	<b>\$8.00</b>
<b>CP-9102G</b>	1970-81 Nova/Camaro, POLYPLUS, upper, pair	<b>\$9.00</b>



## BODY MOUNT BUSHING KIT

This complete kit includes both upper and lower body mount "donuts" in our exclusive POLYPLUS™ graphite polyurethane.

<b>CP-4142G</b>	1968-74 Nova subframe & 1967-81 Camaro, kit	<b>\$69.00</b>
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## MULTI LEAF SPRINGS

Now available are new stock height and drop leaf springs for your car. These are not reconditioned originals, but new leaf springs made to the original factory specs. Sold in pairs. Only lowered leaf kits include bushings or U-bolts. Note: Stock height springs will not work with vehicles that were equipped with monos.

<b>6267RLS-3D1</b>	1962-67 Nova, multi leaf, 1" drop, pair	<b>\$520.00</b>
<b>6267RLS-3D2</b>	1962-67 Nova, multi leaf, 2" drop, pair	<b>\$520.00</b>
<b>6267RLS-3D3</b>	1962-67 Nova, multi leaf, 3" drop, pair	<b>\$520.00</b>
<b>6267RLS-S</b>	1962-67 Nova, stock height, rear, pair	<b>\$395.00</b>
<b>S-220-34</b>	1963-67 Nova, Calvert split-mono, 1" drop, pair	<b>\$429.00</b>
<b>6879RLS-SNV</b>	1967-69 Camaro & 1968-79 Nova, stock height, rear, pair	<b>\$299.00</b>
<b>6769RLS-D</b>	1967-69 Camaro & 1968-74 Nova, 1.5" drop, kit	<b>\$399.00</b>
<b>230-43</b>	1967-81 Camaro, Calvert split-mono, 1" drop, pair	<b>\$378.00</b>
<b>7078RLS-S</b>	1970-78 Camaro, stock height, rear, pair	<b>\$395.00</b>
<b>7081RLS-D</b>	1970-81 Camaro, 1.5" drop, kit	<b>\$449.00</b>



## LEAF SPRING HARDWARE

Get all your hardware necessary for leaf spring installation on your Camaro or Nova.

<b>27001-2</b>	1962-67 Nova, multi-leaf long bolt kit	<b>\$29.00</b>
<b>6770STB</b>	1967-70 Camaro, short multi-leaf T-bolt, each	<b>\$5.00</b>
<b>6781SEUC</b>	1967-81 Camaro, spring eye U-clip, each	<b>\$5.00</b>
<b>RL7</b>	1967-81 Camaro, U-bolt kit	<b>\$20.00</b>



## LEAF SPRING MOUNTING BRACKET

These brackets provide the front mounting points for the rear leaf springs. They mount to the underbody with 3 bolts and come coated for lasting protection. Sold in pairs.

<b>6769RLS-FMB</b>	1967-69 Camaro, pair	<b>\$59.00</b>
<b>7073RLS-FMB</b>	1970-73 Camaro, pair	<b>\$59.00</b>

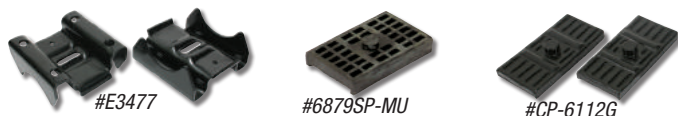




## LEAF SPRING BUSHING KITS

CPP offers leaf spring bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits are available for fixed end, shackle and complete sets. Fixed end kits may have a solid bushing or 2 part bushing depending on the application.

<b>K979-K</b>	1962-67 Nova, shackle bushing, rubber, kit	<b>\$69.00</b>
<b>SK9002-K</b>	1968-79 Nova, shackle bushing, rubber, kit	<b>\$69.00</b>
<b>CP-2122G</b>	1962-67 Nova, complete POLYPLUS™, mono-leaf, kit	<b>\$57.00</b>
<b>CP-2101G</b>	1968-74 Nova, complete POLYPLUS™, mono-leaf, kit	<b>\$49.00</b>
<b>CP-2103G</b>	1968-79 Nova, complete POLYPLUS™, multi-leaf, kit	<b>\$49.00</b>
<b>SK1188-K</b>	1970-74 Nova, fixed end, rubber, kit	<b>\$24.00</b>



## WELD-ON REAR AXLE SEATS AND LEAF SPRING PADS

When lowering your vehicle or converting to a later year axle these are a must.

<b>E3477</b>	1967-69 Camaro, axle seat, mono spring, pair	<b>\$70.00</b>
<b>E3478</b>	1967-69 Camaro, axle seat, multi spring, pair	<b>\$84.00</b>
<b>6879SP-MU</b>	1968-81 Camaro, 1968-79 Nova, multi-leaf, each	<b>\$9.00</b>
<b>CP-6112G</b>	1968-69 Camaro, multi-leaf, pair	<b>\$22.00</b>
<b>CP-6113G</b>	1967-69 Camaro, mono-leaf, pair	<b>\$19.00</b>
<b>CP-6111G</b>	1970-81 Camaro, multi-leaf, pair	<b>\$21.00</b>

## On Our Mailing List?

Don't miss out on special offers and new products updates. Ask your Customer Service Rep to put you on the list today!



## REAR SHACKLE KITS

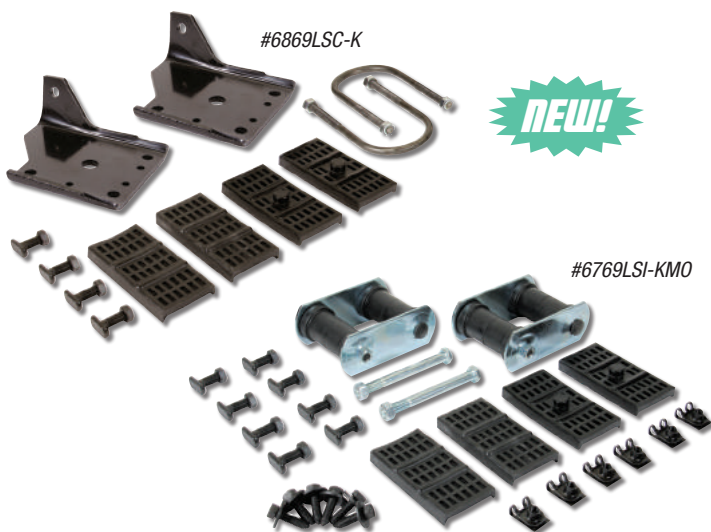
Our shackles are designed to be a direct replacement for the factory units.

<b>27009</b>	1962-67 Nova, each (2 need per car)	<b>\$39.00</b>
<b>27009-1</b>	1968-79 Nova, each (2 need per car)	<b>\$44.00</b>
<b>CP-2136G</b>	1967-69 Camaro for mono leaf springs, kit	<b>\$85.00</b>
<b>CP-2134G</b>	1967-81 Camaro for multi leaf springs, kit	<b>\$95.00</b>
<b>6769SHK-R</b>	1967-70 Camaro, each	<b>\$29.00</b>
<b>7181SHK-R</b>	1971-81 Camaro, each	<b>\$29.00</b>



## LEAF SPRING & SHOCK MOUNT PLATES

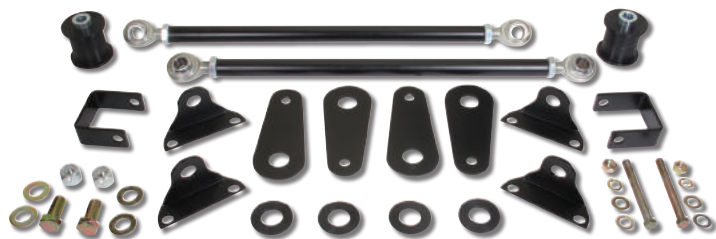
<b>67LSP-LMO</b>	1967 Camaro, left, mono-leaf, each	<b>\$58.00</b>
<b>6769LSP-RMO</b>	1967 Camaro, right & 1968-69 Camaro left or right, mono-leaf, ea	<b>\$58.00</b>
<b>6869LSP-RMU</b>	1968-69 Camaro, left or right, multi-leaf, each	<b>\$39.00</b>
<b>7081LSP-RMU</b>	1970-81 Camaro, left or right, multi-leaf, each	<b>\$39.00</b>



## LEAF SPRING INSTALL KITS

CPP has complete rear spring installation set for mono-leaf or multi-leaf springs. Sets come complete with rear shackles, U-bolts, upper and lower spring pads, spring eye bolts, and clips and screws for mounting. The 1967-70 shackle sets include the correct plates, bushings, bolts and nuts for authenticity. Sets are available for mono or multi leaf installation. We also offer a conversion kit when replacing your original mono-springs with multi-leaf springs (weld on axle seats sold separate).

<b>6769LSI-KMO</b>	1967-69 Camaro, mono-leaf, kit	<b>\$109.00</b>
<b>6769LSI-KMU</b>	1967-69 Camaro, multi-leaf, kit	<b>\$109.00</b>
<b>6869LSC-K</b>	1968-69 Camaro, mono to multi-leaf conversion kit	<b>\$129.00</b>
<b>7081LSI-KMU</b>	1970-81 Camaro, multi-leaf, kit	<b>\$99.00</b>



**NEW!**

### CPP TRACTION BARS

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

6267TB	1962-67 Nova, kit	\$299.00
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### CALTRACS TRACTION BARS

Specializing in leafspring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever! With unsurpassed quality and craftsmanship, all competition is eliminated. Why settle for anything less than the original system that set the standards? Calvert Racing's CalTracs are the most innovative traction bar units today, often imitated, but never duplicated. If you have a leafspring car, we have a set of bars for you. From daily driven cars, to 8-second outlaw cars, this system is made to out perform.



2200	1962-67 Nova, kit	\$339.00
2380	1968-74 Nova, kit	\$339.00
2300	1967-69 Camaro, kit	\$339.00
2400	1970-81 Camaro, kit	\$339.00

## BUSHINGS | REAR LEAF KITS | REAR ENDS



### CURRIE CRATE REAR ENDS

These feature the 9-Plus heavy duty housing and 31 spline "Currie Axle" and are built to the stock overall width and pinion offset specifications. Housings have all the original bracketry to remove your original rear end and bolt this new 9" housing directly in. Housings include 3rd member studs installed and Torino-style late model large bearing housing ends. GM replacements come with 5x4.75 bolt circle and 7/16" wheel studs. Third members and brake kits sold separate. *Note: 1963-67 Nova will not allow use of drum brakes.*

GMF6769SX	1967-69 Camaro & 1968-74 Nova (mono), kit	\$1,269.00
GMF6769MX	1967-69 Camaro & 1968-74 Nova (multi), kit	\$1,269.00
GMF7081X	1970-81 Camaro, kit	\$1,269.00
GMN6267SX	1962-67 Nova (mono), kit	\$1,269.00
GMN6267MX	1962-67 Nova (multi), kit	\$1,269.00



### THIRD MEMBERS

These Currie Third Members are designed to fit Ford 9" applications with 31 spline axles and are all new parts. Available with open differential or traction lock. Specify gear ratio when ordering. 3.00-5.14 ratios available. *Note: An additional \$39 fee for protective case when shipping from manufacturer or CPP. No additional charge for Will Call pick up.*

90D	Open Differential	\$1,499.00
9TL	Traction Lock	\$1,799.00
9IK-OD	Fluid, kit (open differential)	\$21.00
9IK-TL	Fluid, kit (traction lock)	\$28.00



### HEAVY DUTY REAR AXLE KITS

Our cold rolled spline manufacturing process produces an axle spline up to 35% stronger than cut splines. Axles also include dual bolt patterns to allow for upgrading to larger studs. Kits include: axles, studs, bearings, seals, and differential gasket.

CP10-1	1967-69 Camaro, 10 bolt, kit	\$299.00
CP10-2	1970-81 Camaro, 10 bolt, kit	\$299.00
CP10-3	1965-67 Nova, 10 bolt, kit	\$299.00
CP12-1	1970-82 Camaro, 12 bolt, kit	\$299.00
CP12-2	1967-69 Camaro & 1968-72 Nova, 12 bolt, kit	\$299.00
CP12-3	1965-67 Nova, 12 bolt, kit	\$299.00

## Step-by-Step...

Tech Articles



Videos

Instruction Sheets

www.ClassicPerform.com

NOVA & CAMARO



## 400Series™



## 500Series™



### POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our brand new 400 Series™ as well as our very popular 500 Series™ power steering boxes for your classic Chevy. Both boxes have 3/4"-30 input shaft and utilize inverted flare hoses with 11/16"-18 pressure and 5/8"-18 return fittings. Pulleys available on page 286.

<b>6267PSK-SB</b>	1962-67 Nova with 400 Series™ box, (with SBC) kit	*Note: Will not work with 1967 factory column	<b>\$675.00</b>
<b>6768PSK</b>	1967-68 Camaro with 500 Series™ box, kit		<b>\$599.00</b>
<b>69PSK</b>	1969 Camaro & 1968-74 Nova with 500 Series™ box, kit		<b>\$599.00</b>



### POWER STEERING RACK & PINION KITS

Specifically designed with your application in mind, these rack & pinion kits are a direct bolt in and include all of the necessary items required to install into your car. No fabrication required! Steering shaft kits sold separately (see page 284). Many applications available in chrome finish and some applications are available with manual steering. Please inquire.



<b>8010650-01</b>	1962-67 Nova, complete, kit	<b>\$1,386.00</b>
<b>8010760-01</b>	1962-67 Nova, no pump, hoses or reservoir	<b>\$999.00</b>
<b>8010540-01</b>	1967-69 Camaro, kit	<b>\$890.00</b>
<b>8010990-01</b>	1970-74 Camaro, small block, kit	<b>\$1,575.00</b>
<b>8011000-01</b>	1970-74 Camaro, big block, kit	<b>\$1,775.00</b>
<b>8011160-01</b>	1970-74 Trans Am, kit	<b>\$1,775.00</b>
<b>8011080-01</b>	1975-81 Camaro, small block, kit	<b>\$1,575.00</b>
<b>8011090-01</b>	1975-81 Camaro, big block, kit	<b>\$1,575.00</b>
<b>8011110-01</b>	1975-81 Trans Am, kit	<b>\$1,775.00</b>

#### RACK ACCESSORIES:

<b>620230</b>	Vega conversion shaft, each	<b>\$49.00</b>
<b>8020490</b>	OE column shaft adapter, each	<b>\$29.00</b>
<b>8020820</b>	1967-69 Camaro, OE column adapter, each	<b>\$64.00</b>
<b>8021550</b>	banjo fitting, 14mm, each	<b>\$12.00</b>
<b>8021560</b>	banjo fitting, 16mm, each	<b>\$12.00</b>
<b>8021570</b>	banjo fitting, 18mm, each	<b>\$12.00</b>



### 400 SERIES™ POWER STEERING CONVERSION KIT

This powerful little power steering box will give you a great feel and allow more clearance for engine accessories and exhaust. This box utilizes the stock inverted flare hoses, 3/4"-30 rag joint and works with MANUAL steering pitman arm. Kit includes box, rag joint extension adapter and pitman arm. Must use high volume pump with kit, see page 287.

<b>6774PSC-K400</b>	1967-69 Camaro & 1968-74 Nova	<b>\$399.00</b>
<b>19-PUMP-H</b>	hi volume/pressure pump, 1500psi; 2.75GPM, each	<b>\$109.00</b>

### MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



<b>20-0038F</b>	3/8" lines, each	<b>\$20.00</b>
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## POWER STEERING BOXES

The compact 400 Series™ power steering box utilizes late model steering technology for your classic. These are a direct replacement for the original manual steering box and keep perfect alignment with the OE or aftermarket column. The compact design is closely modeled after the original manual steering box. With its 13.6:1 ratio (2.75 turns lock to lock) it has the performance handling of many rack and pinion conversions without the need for extensive modifications. This box uses the original MANUAL steering pitman arm. Our 500 Series™ Box for your Camaro or Nova car is truly the best of its kind. A direct replacement for the factory power steering box or an easy way to upgrade from manual steering to power steering. The 14 to 1 ratio adds a new dimension of handling to your car, smooth operation and excellent road feedback. This box works with factory POWER steering pitman arm. Both the 400 Series™ & 500 Series™ have a 3/4"-30 input shaft and use inverted flare hoses (11/16"-18 pressure fitting & 5/8"-18 return fitting). These are the perfect solution for your bolt on performance power steering needs! OE power steering boxes are remanufactured units and use inverted flare hoses (11/16"-18 pressure fitting & 5/8"-18 return fitting), 13/16"-36 rag joint and original power steering pitman arm.



CPP's 400 Series™ Power Steering Box is the most compact box on the market and packs a powerful assist.



Along with CPP's Mini-Rag Joint, the column and 400 Series™ are a perfect match in the engine compartment.

CP50005NV	1962-67 Nova, 400 Series™, 13.6:1 ratio, each	\$379.00
CP50004	1968-79 Nova, 1967-79 Camaro, 500 Series™, 14:1 ratio, each	\$379.00
CP6537C	1968-76 Nova, 1967-79 Camaro, OE reman, 16:1 ratio, each	\$299.00
CP6537Q	1968-76 Nova, 1967-79 Camaro, OE reman, 12:1 ratio, each	\$299.00
CP50007	1968-74 Nova, 1967-69 Camaro, 400 Series™, 13.6:1 ratio, each	\$299.00



## MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.

K6102	1963-67 Nova, manual steering, each	\$69.00
FA989	1971-74 Nova, power steering, each	\$69.00
67PA-M	1967 Camaro, manual steering, each	\$49.00
6869PA-M	1968-69 Camaro, manual steering, each	\$49.00
6769PA-P	1967-69 Camaro, power steering, each	\$49.00



## ORIGINAL INNER STEERING SHAFT

When installing a 400 Series™ power steering kit in your 1967 Nova and using the original column, this modified inner steering shaft will be required.

67ISS-400	1967 Nova, each	\$49.00
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## STEERING BOX FITTINGS

605SOL	O-ring box to inv flare hoses, pair	\$16.00
605ANF-IF	IF inv flare box to-6AN hose, pair	\$16.00
605ANF-OR	O-ring box to-6AN hose, pair	\$16.00
500IOA	inv flare box to O-ring hose, pair	\$16.00

## POWER STEERING HOSE KIT

Complete your 400 Series™ power steering installation with this rubber hose kit. Includes pressure and return lines.



6267HK	1962-67 Nova with 400 Series™ box, kit	\$55.00
CPUHK	1967-69 Camaro & 1968-74 Nova, kit	\$55.00





## CPP CLASSIC FIT™ TILT STEERING COLUMN

5-way adjusting tilt columns for those who want great performance at affordable pricing. Made from stainless steel 2" tube for automatic column shift and all floor shift applications and available in plain, chrome and black finish. Columns come with 3/4"-36 output shaft. All columns accepts any 1967-94 GM steering wheel or aftermarket adapter. Column shift columns come with both 3-speed and 4-speed shift indicators.

TC-6267-FP	1962-67 Nova, Floor Shift	<a href="#">Inquire</a>
TC-6266-SP	1962-66 Nova, Column Shift	<a href="#">Inquire</a>
TC-67-SP	1967 Nova, Column Shift	<a href="#">Inquire</a>



## IDIDIT STEEL TILT STEERING COLUMNS

The ididit, inc. company has been manufacturing quality steering columns made in the USA for 25 years! These columns are all 100% brand new and come with turn signal and 4 way flashers. Retrofit columns for vehicles 1967 and later will adapt to factory wiring. Earlier models and Street Rod columns will require adapter kits or custom wiring. Available in plain steel and chrome and come standard with 3-7/8" GM wiring and accept GM wheels or aftermarket wheels except those specified as Ford style, which come ready to adapt into your stock Ford wiring and accept your stock Ford steering wheel. Many custom options are available like: black powder coating, brushed or polished aluminum, keyed and keyless ignition, dimmer and cruise control, please inquire.

### Retrofit Floor Shift:

1120646010	1962-66 Nova, plain (3/4"-36 spline), each	\$417.00
1120646020	1962-66 Nova, chrome (3/4"-36 spline), each	\$540.00
1120630010	1967 Nova, plain (3/4"-36 spline), each	\$417.00
1120630020	1967 Nova, chrome (3/4"-36 spline), each	\$540.00
1520720010	1969-73 Nova, plain w/key (3/4"-36 spline), each	\$757.00
1520720020	1969-73 Nova, chrome w/key (3/4"-36 spline), each	\$879.00
1120680010	1967-68 Camaro, plain (1"-48 spline), each	\$417.00
1120680020	1967-68 Camaro, chrome (1"-48 spline), each	\$540.00
1520790010	1969 Camaro, plain w/key (3/4"-36 spline), each	\$757.00
1520790020	1969 Camaro, chrome w/key (3/4"-36 spline), each	\$879.00
1620860010	1970-75 Camaro, plain w/key (1"-48 spline), each	\$864.00
1620860020	1970-75 Camaro, chrome w/key (1"-48 spline), each	\$987.00

### Retrofit Column Shift:

1140646010	1962-66 Nova, plain (3/4"-36 spline), each	\$674.00
1140646020	1962-66 Nova, chrome (3/4"-36 spline), each	\$858.00
1140630010	1967 Nova, plain (3/4"-36 spline), each	\$674.00
1140630020	1967 Nova, chrome (3/4"-36 spline), each	\$858.00
1540720010	1969-73 Nova, plain w/key (3/4"-36 spline), each	\$1,022.00
1540720020	1969-73 Nova, chrome w/key (3/4"-36 spline), each	\$1,206.00
1140680010	1967-68 Camaro, plain (3/4"-36 spline), each	\$674.00
1140680020	1967-68 Camaro, chrome (3/4"-36 spline), each	\$855.00
1540790010	1969 Camaro, plain w/key (3/4"-36 spline), each	\$1,022.00
1540790020	1969 Camaro, chrome w/key (3/4"-36 spline), each	\$1,206.00

**COLUMN  
INSTALL  
KITS****NEW!**

This kit has all the essentials for installing a CPP 400 Series™ Box on your early Nova. Whether using an original style column or floor shift column or an aftermarket tilt column, we have you covered. *Note: Aftermarket DD column must have hollow 1" DD output shaft.*



#6266SCI-KOS



#SCG-6266N

#SCG-67N

#SCG-6768F

#SCG-69F

#SCG-7081F

<b>6266SCI-KOS</b>	1962-66 Nova, Original Shift, kit	<b>\$139.00</b>
<b>6266SCI-KOF</b>	1962-66 Nova, Original Floor, kit	<b>\$109.00</b>
<b>6266SCI-K36</b>	1962-66 Nova, Aftermarket, (3/4"-36)	<b>\$159.00</b>
<b>6266SCI-KDD</b>	1962-66 Nova, Aftermarket, (DD)	<b>\$159.00</b>

**FIREWALL COLUMN SEALS**

Made of foam material.

<b>SCG-6266N</b>	1962-66 Nova, each	<b>\$5.00</b>
<b>SCG-67N</b>	1967 Nova, each	<b>\$5.00</b>
<b>SCG-6768F</b>	1967-68 Camaro, each	<b>\$5.00</b>
<b>SCG-69F</b>	1969 Camaro, each	<b>\$5.00</b>
<b>SCG-7081F</b>	1970-81 Camaro, each	<b>\$5.00</b>

**POWER STEERING  
PUMP BRACKETS**

These power steering brackets will allow you to easily bolt a power steering pump to your engine and enjoy the comfort of either a power steering box or rack & pinion steering. Brackets come in black powder coated finish.

**NEW!**

<b>PS708-S</b>	1962-67 Nova, V8, set	<b>\$49.00</b>
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**CUSTOM  
RAG JOINTS**

Already have an aftermarket column and 400 Series™ Box for your early Nova and just need that custom rag joint to connect them? Available for 3/4"-36 and DD output shaft.

**NEW!**

<b>CP59060</b>	1962-67 Nova, 3/4"-30 x 3/4"-36 (aftermarket column)	<b>\$95.00</b>
<b>CP59065</b>	1962-66 Nova, 3/4"-30 x 3/4" DD (stock column)	<b>\$95.00</b>



#19-6768SB

#19-6969SB

#19-6969SB-C

#19-6969BB

#19-6969BB-C

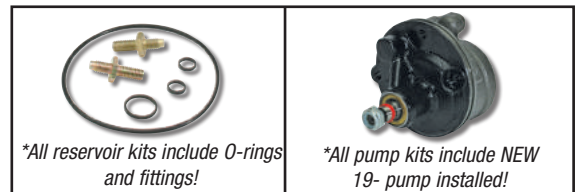
#19-7074SB

#19-7074SB-C

**POWER STEERING PUMP AND HOUSING KITS**

These 100% brand new pumps and reservoirs have a beautiful OEM appearance and function. Reservoirs come with all o-rings and fittings, including an AN adapter, if necessary to install in your application. All pump kits include **brand new** #19-PUMP installed. When appearance is a concern, use these OE style pumps and reservoirs.

*\*Reservoir canisters and canister kits include cap. Caps also sold separately.*

**PUMP KITS:**

<b>19-6768SB-P</b>	1967-68 Camaro, small block, plain, each	<b>\$159.00</b>
<b>19-6768SB-PC</b>	1967-68 Camaro, small block, chrome, each	<b>\$169.00</b>
<b>19-6969SB-P</b>	1969 Nova, 1969 Camaro small block, plain, each	<b>\$159.00</b>
<b>19-6969SB-PC</b>	1969 Nova, 1969 Camaro small block, chrome, each	<b>\$169.00</b>
<b>19-6969BB-P</b>	1969 Camaro, '69 Nova, big block, plain, each	<b>\$159.00</b>
<b>19-6969BB-PC</b>	1969 Camaro, '69 Nova, big block, chrome, each	<b>\$169.00</b>
<b>19-7074BSB-P</b>	1970-74 Camaro, 1970-74 Nova 8 cyl, plain, each	<b>\$159.00</b>
<b>19-7074BSB-PC</b>	1970-74 Camaro, 1970-74 Nova 8 cyl, chrome, each	<b>\$169.00</b>

**RESERVOIR KITS:**

<b>19-7074BSB</b>	1970-74 Camaro, 1970-74 Nova 8 cyl, plain, each	<b>\$39.00</b>
<b>19-7074BSB-C</b>	1970-74 Camaro, 1970-74 Nova 8 cyl, chrome, each	<b>\$49.00</b>
<b>19-6768SB</b>	1967-68 Camaro, small block, plain, each	<b>\$39.00</b>
<b>19-6768SB-C</b>	1967-68 Camaro, small block, chrome, each	<b>\$49.00</b>
<b>19-6969SB</b>	1969 Nova, 1969 Camaro, small block, plain, each	<b>\$39.00</b>
<b>19-6969SB-C</b>	1969 Nova, 1969 Camaro, small block, chrome, each	<b>\$49.00</b>
<b>19-6969BB</b>	1969 Camaro, 1969 Nova, big block, plain, each	<b>\$39.00</b>
<b>19-6969BB-C</b>	1969 Camaro, 1969 Nova, big block, chrome, each	<b>\$49.00</b>

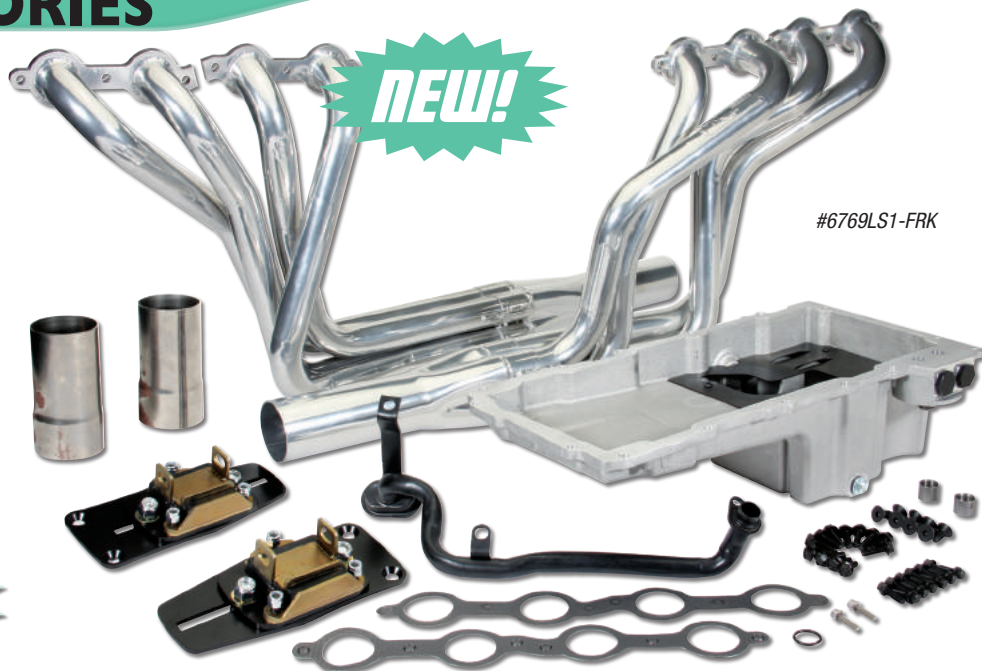
**Low, Standard & High Volume / Pressure Pumps Available! See page 287**



## ENGINE INSTALL KITS FOR LS1, LS2, LS3, & LS6

Install a modern, dependable, light weight, low maintenance, high powered V8. Works with all Vortec and most LS engines. May not work with LSX heads, and dry sump oil systems. We've got just what you need to finish off that motor and get it into your ride. Includes oil pan, windage tray, oil pick up tube, engine side mounts, engine side mount adaptors, ceramic coated headers and all mounting hardware.

**Upgrading to LS?**  
See all of our  
LS options on  
page 256



#6769LS1-FRK

6769LS1-FRK	1967-69 Camaro, kit	\$1,149.00
CPLS1-SAK	Universal, Engine accessory kit (not shown, see page 257)	\$1,529.00



#CP90233



#XMN062677



#CP1008



#6667MP-S8

## ENGINE AND TRANSMISSION MOUNTS

CPP has everything from trim to fit universal engine mounts and transmission crossmembers to specific applications for your classic Chevy. Note: Engine and trans pads in rubber or POLYPLUS™ sold separately.

CP1008	1962-67 Nova engine mounts, small block, pair	\$89.00
6667MP-S8	1962-67 Nova, V8, pair	\$69.00
CP16049	1962-67 Nova Turbo 400 transmission crossmember, each	\$169.00
CP16001	1962-67 Nova Turbo 350 transmission crossmember, each	\$89.00
XMN062677	1962-67 Nova - 700R4 transmission crossmember, each	\$195.00
CP90233	1967-69 Camaro, 1968-74 Nova 700R4, trans. crossmember, ea	\$175.00
XMCA6797T	1967-69 Camaro, 1968-74 Nova T-56, trans. crossmember, ea	\$195.00
XMCA67692	1967-69 Camaro, 1968-74 Nova 200R4, trans. crossmember, ea	\$195.00



## MOTOR MOUNT BOLT KIT

Fit both small and big block Chevy V8s. Nuts and washers included.

CPMMB-K	kit	\$10.00
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#CP1009

## OIL PAN KITS AND COMPONENTS

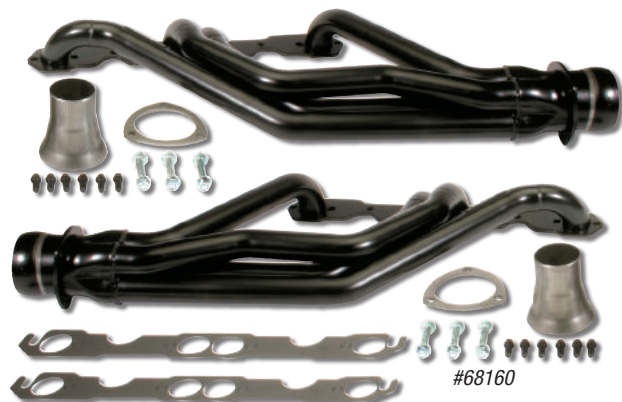
CPP now offers oil pan conversions for small block Chevys as well as the popular LS motors. LS kits include oil pan and pick up. Small Block 1962-67 Chevy II/Nova kits include oil pan, oil pump pick up and gaskets. Milidon kits include the oil pan, rear oil pan baffle, windage tray and windage tray stud kit.

CP1009	1962-67 Nova, small block, driver side dipstick (pre '80), kit	\$399.00
CP1009-1	1962-67 Nova, small block, passenger side dipstick (1980-85), kit	\$399.00
CP1009-2	1962-67 Nova, small block, 1 PC rear main seal (1986 & up), kit	\$399.00
31906	1962-67 Nova, small block, driver side dipstick (pre '80), kit	\$395.00
31060	1962-67 Nova, small block, pre 1980 pan only, each	\$239.00
31061	1962-67 Nova, small block, passenger side dipstick, 1980-85 pan only	\$239.00
31062	1962-67 Nova, small block, passenger side dipstick, 86+ pan only	\$249.00
31063	1962-67 Nova, LS series, pan only, each	\$249.00

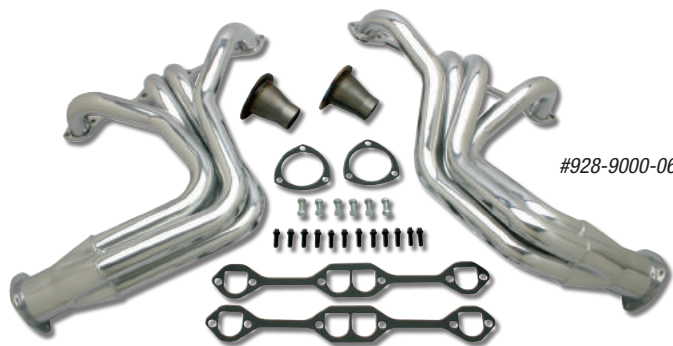
See page 289 for Motor Mount Pads

## HEADER KITS

We've got hot rod headers for many applications in multiple finishes! Available for small block and big block Chevy, LS engines and the popular 348/409 motors. Small block applications have 1-5/8" tubes and big block applications have 1-3/4" tubes. Gaskets and collectors are also included. Mini starter may be required. *Note: LS headers will not work for LS7.*



#68160



#928-9000-06



#THY-376Y-1C

D367Y	1962-67 Nova, SBC w/ original clip, subframe coated (will not work with manual transmission)	\$625.00
68160	1962-67 Nova, SBC w/ original clip (Hedman)	\$225.00
THY-376Y-1C	1967-69 Camaro SBC w/ original clip (Doug Thorley)	\$599.00
THY-320-C	1967-69 Camaro & 1968-74 Nova, LS, full-length, coated with original clip (Doug Thorley), pair	\$729.00
928-9000-06	1967-69 Camaro, 1962-67 Nova, small block (TCI, CPP, Heidts subframe kit only), pair	\$601.00
928-9001-06	1967-69 Camaro, 1962-67 Nova, big block (TCI, CPP, Heidts subframe kit only), pair	\$680.00
928-9002-06	1967-69 Camaro, 1962-67 Nova, LS with TCI clip (TCI, CPP, Heidts subframe kit only), pair	\$631.00
2288-1HKR	1967-69 Camaro, LS, full length with stock clip, pair	\$736.00
H8047	1967-69 Camaro, small block, with stock clip, raw, pair	\$197.00
H8047-1	1967-69 Camaro, small block, with stock clip, coated, pair	\$369.00
68276	1967-69 Camaro & 1968-74 Nova, full length, coated, SBC with original clip, pair	\$499.00
68606	1967-69 Camaro & 1968-74 Nova, mid length, coated, SBC with original clip, pair	\$499.00

## KEVKO RACING OIL PAN KITS

CPP now offers Kevko Racing Oil Pan Kits. The Street Pan is 7-1/2" deep while the Road Race Pan is 7-1/2" deep, 9-1/2" long, and 13-1/2" wide with gating for right and left turns. Street Pan has a 6 quart capacity and the Road Race is 7 quarts with filter. These pans are designed for early Nova V8 conversions and **provide additional clearance for stroked small block Chevy motors** and also allow for the most possible ground clearance. This kit includes a pickup tube for either a standard or a HIGH volume oil pump and also includes 1 piece felpo oil pan gasket kit. This pan will NOT fit if your car has factory power assist steering. Kits are available for early SBC with LH dipstick, late SBC with RH dipstick and 2 piece rear main seal and for late SBC with RH dipstick and 1 piece rear main seal. The engine install kits also include Hedman coated full length headers and SBC motor perches.

**NEW!**



## ENGINE INSTALL KITS W/ STREET PAN

6267KSK-SB1S	w/early SBC LH dipstick and standard oil pump, kit	\$819.00
6267KSK-SB1HV	early SBC LH dipstick and hi volume oil pump, kit	\$819.00
6267KSK-SB2S	w/SBC RH dipstick (2 pc rear main) and standard oil pump, kit	\$819.00
6267KSK-SB2HV	w/SBC RH dipstick (2 pc rear main) and hi vol oil pump, kit	\$819.00
6267KSK-SB3S	w/SBC RH dipstick (1 pc rear main) and standard oil pump, kit	\$819.00
6267KSK-SB3HV	w/SBC RH dipstick (1 pc rear main) and hi vol oil pump, kit	\$819.00

## ENGINE INSTALL KITS W/ ROAD RACE PAN

6267KRRK-SB1S	w/early SBC LH dipstick and standard oil pump, kit	\$819.00
6267KRRK-SB1HV	early SBC LH dipstick and hi volume oil pump, kit	\$819.00
6267KRRK-SB2S	w/SBC RH dipstick (2 pc rear main) and standard oil pump, kit	\$819.00
6267KRRK-SB2HV	w/SBC RH dipstick (2 pc rear main) and hi vol oil pump, kit	\$819.00
6267KRRK-SB3S	w/SBC RH dipstick (1 pc rear main) and standard oil pump, kit	\$819.00
6267KRRK-SB3HV	w/SBC RH dipstick (1 pc rear main) and hi vol oil pump, kit	\$819.00





#CM67680GT-FI



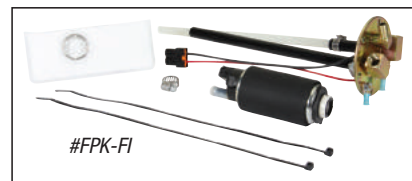
#NV62670GT-FI



#CM70730GT-FI

## OE STYLE GAS TANKS FOR FUEL INJECTION

CPP carries a wide variety of fuel injection ready tanks with built-in trays and appropriate fittings. These are original fit tanks and require no modifications to mount. This is the best choice for adding a fuel injection ready tank to your classic vehicle! These come as kits and include all the necessary pieces to mount to your vehicle. Pumps and sending units sold separately.



#FPK-FI

NV62670GT-FI	1962-67 Nova, 16 gallon	\$255.00
NV68690GT-FI	1968-69 Nova, 21 gallon	\$255.00
NV700GT-FI	1970 Nova, 21 gallon	\$255.00
NV71720GT-FI	1971-72 Nova, 21 gallon	\$255.00
CM67680GT-FI	1967-68 Camaro, 18 gallon	\$280.00
CM690GT-FI	1969 Camaro, 18 gallon	\$255.00
CM70730GT-FI	1970-73 Camaro, 21 gallon	\$255.00
FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (255 liters per hour - up to 600hp)	\$220.00
LV-FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (109 liters per hour for TBI)	\$190.00
HV-FPK-FI	Fuel Pump Kit for Original-Style Fuel Injected Tanks (400 liters per hour - 500- 1000hp high performance)	\$280.00

## LS FUEL FILTER REGULATOR KIT

These fuel regulator/filter combinations are a must with any LS engine conversion. Available in standard barb or -6AN Quick disconnect fittings. Perfect for plumbing your own fuel system.



**NEW**

LS9904	LS fuel filter/regulator 58 psi, each	\$35.00
LS9904-KIT	LS fuel filter/regulator 58 psi, with -6 AN quick disconnect fittings, kit	\$70.00



#UFPK-FI

**NEW**



#FPK-FI

## FUEL PUMP KITS FOR ORIGINAL-STYLE FUEL INJECTED TANKS

These high quality 8 amp/12 volt electric fuel pumps are quiet, reliable, and a must for your fuel injected engine. Kits include cushioned mounting brackets, fittings, clamps, and hardware.

UFPK-FI	Universal In-Tank Pump, kit	\$235.00
FPK-FI	255 Liters per hour - up to 600hp	\$220.00
LV-FPK-FI	109 Liters per hour for TBI	\$190.00
HV-FPK-FI	400 Liters per hour - 500-1000hp high performance	\$280.00

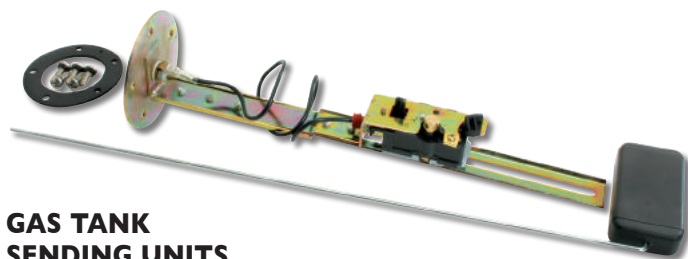


**NEW**

## LS FUEL LINE KIT

Purchasing a LS style gas tank conversion? We now have a complete fuel line and regulator kit to plumb all your fuel lines in your ride. Comes with fuel hose, all fittings (standard or 45° ends), and regulator/filter combo.

LS-LINE-KIT	Fuel line kit for LS engine	\$235.00
LS-LINE-KIT45	Fuel line kit for LS engine with 2- 45 degree hose ends	\$247.00



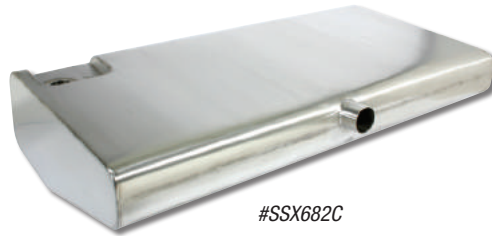
## GAS TANK SENDING UNITS

For use with our aluminum, stainless, and zinc painted bed mounted relocation gas tanks.

VSU-3	0-30 ohm, each	\$49.00
VSU-9	0-90 ohm, each	\$49.00
VSU-F	73-10 ohm, each	\$49.00
VSU-240	240-330 ohm, each	\$49.00



#SSX627C



#SSX682C



#SSX682FI

## STAINLESS STEEL GAS TANKS

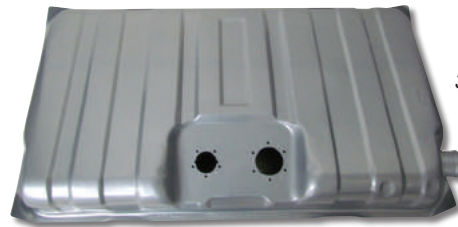
These tanks are hand formed from 304 grade stainless and TIG welded. All tanks feature unique baffle system that will control fuel tank slosh. Each tank has baffles running front to rear, side to side and surrounding the fuel tank pickups to eliminate fuel starvation during acceleration and hard braking. All tanks include stainless steel mounting strap and/or hardware. Tanks have a brushed finish and accept aftermarket sending units (sold separately). Carbureted tanks have a 3/8" NPT fuel supply. Fuel injection tanks include fuel pump, installed, that supports up to 405HP. Fuel pumps sits in a separate chamber within the tank to eliminate starvation during low tank levels. Fuel injection tanks feature a -6AN supply and return. *Note: Gas tanks ship O/S; additional freight charges apply.*

<b>SSX627C</b>	1962-67 Nova, 17 gallon	<b>\$748.00</b>
<b>SSX682C</b>	1968-72 Nova, carbureted, 16 gallon	<b>\$790.00</b>
<b>SSX682FI</b>	1968-72 Nova, fuel injection, 16 gallon	<b>\$1,199.00</b>
<b>SSX678C</b>	1967-68 Camaro, carbureted, 17 gallon	<b>\$748.00</b>
<b>SSX678FI</b>	1967-68 Camaro, fuel injection, 17 gallon	<b>\$1,060.00</b>

<b>SSX69C</b>	1969 Camaro, carbureted, 17 gallon	<b>\$790.00</b>
<b>SSX69FI</b>	1969 Camaro, fuel injection, 17 gallon	<b>\$1,199.00</b>
<b>SSX703C</b>	1970-73 Camaro, carbureted, 18 gallon	<b>\$759.00</b>
<b>SSX703FI</b>	1970-73 Camaro, fuel injection, 18 gallon	<b>\$1,172.00</b>



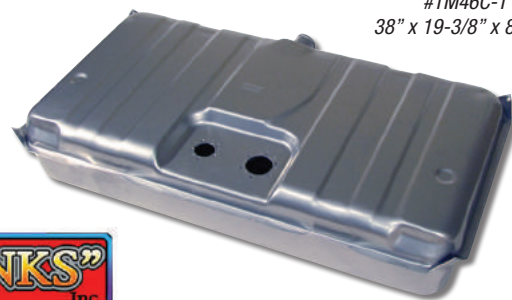
#TM32AN-T  
39-3/8" x 20-7/8" x 8-3/4"



#TM41-T  
34-1/4" x 18-7/8" x 8-3/4"



#TM32BN-T  
39-3/8" x 20-7/8" x 8-3/4"



#TM46C-T  
38" x 19-3/8" x 8-3/8"



**NEW!**

## TANKS INC. STEEL FUEL TANKS

For 30 years, Tanks Inc. has been manufacturing quality replacement fuel tanks for classic cars and trucks. Tanks are fully baffled tanks and have an internal reservoir tray, great for carbs and absolutely necessary for fuel injection. Tanks are galvanized steel powdered coated silver for maximum rust protection and look like OE tanks when installed. #TM32AN-T and #TM32BN-T feature notched corners making them perfect for mini-tub applications. #TM46C-T and #TM41-T tanks feature extra large 4.3 liter internal fuel tray to prevent fuel pump starvation and fuel injection ready. Accepted all 5-hole aftermarket sending units. Leak tested for your safety. Mounting hardware included.

<b>TM32AN-T</b>	1967-68 Camaro, EFI with narrowed corners	<b>\$305.00</b>
<b>TM32BN-T</b>	1969 Camaro, EFI with narrowed corners	<b>\$305.00</b>

<b>TM41-T</b>	1962-67 Nova, 16 gallon, fuel injection	<b>\$225.00</b>
<b>TM46C-T</b>	1971-72 Nova, fuel injection	<b>\$255.00</b>





## EDDIE MOTORSPORTS BILLET HOOD HINGES



Eddie Motorsports billet hood hinges are CNC machined to perfection. They are made of 6061-T6 billet aluminum and utilize sealed bearings for smooth and long lasting operation. These hood hinges are a great value without sacrificing quality. Available in a machined, polished or powdercoated custom color fusioncoated finish. Sold in pairs. Kits come standard with 360 lb. struts. 400 lb. also available if needed. *Note: Extreme cold may affect strut performance. These hinges will not allow you to lift hood up as high as factory.*



Custom powdercoated colors available:



*\*1963-67 Nova applications are available for aftermarket clips. Please inquire.*

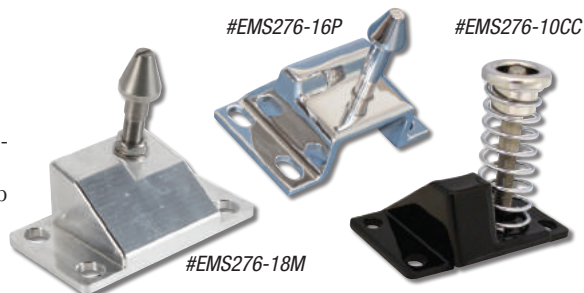
EMS149-40M	1963-65 Nova, Machined (for factory clip)	\$535.00
EMS149-40P	1963-65 Nova, Polished (for factory clip)	\$595.00
EMS149-40CC	1963-65 Nova, Custom Color (specify) (for factory clip)	\$645.00
EMS149-53M	1966-67 Nova, Machined (for factory clip)	\$535.00
EMS149-53P	1966-67 Nova, Polished (for factory clip)	\$595.00
EMS149-53CC	1966-67 Nova, Custom Color (specify) (for factory clip)	\$645.00
EMS149-54M	1968-79 Nova, Machined	\$550.00
EMS149-54P	1968-79 Nova, Polished	\$625.00

EMS149-54CC	1968-79 Nova, Custom Color (specify)	\$675.00
EMS149-50M	1967-69 Camaro, Machined	\$495.00
EMS149-50P	1967-69 Camaro, Polished	\$570.00
EMS149-50CC	1967-69 Camaro, Custom Color (specify)	\$625.00
EMS149-52M	1970-81 Camaro, Machined	\$550.00
EMS149-52P	1970-81 Camaro, Polished	\$625.00
EMS149-52CC	1970-81 Camaro, Custom Color (specify)	\$675.00

## EDDIE MOTORSPORTS BILLET HOOD LATCHES



Eddie Motorsports latest piece of custom hardware is their billet hood latch assemblies. Machined from solid chunks of 6061-T6 aluminum and 304 stainless steel, the latch assembly is a direct replacement for your cheap stock stamped steel pieces. The hood latch kit comes complete with a billet aluminum base plate, pilot bolt and retaining cup and pop-up spring (some applications). Stainless steel fasteners and billet aluminum finishing washers are also included. Available with a raw machined or highly polished finish as well as in a variety of Fusioncoated colors (see above).



EMS276-16M	1963-65 Nova, Machined	\$120.00
EMS276-16P	1963-65 Nova, Polished	\$140.00
EMS276-16CC	1963-65 Nova, Custom Color (specify)	\$150.00
EMS276-17M	1966-67 Nova, Machined	\$120.00
EMS276-17P	1966-67 Nova, Polished	\$140.00
EMS276-17CC	1966-67 Nova, Custom Color (specify)	\$150.00

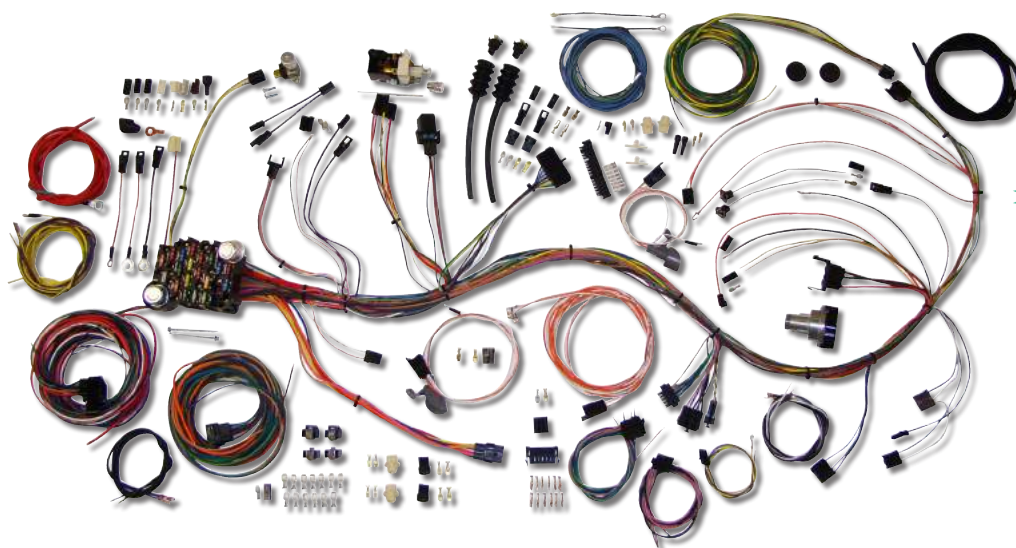
EMS276-18M	1968-74 Nova, Machined	\$120.00
EMS276-18P	1968-74 Nova, Polished	\$140.00
EMS276-18CC	1968-74 Nova, Custom Color (specify)	\$150.00
EMS276-10M	1967-81 Camaro, Machined	\$140.00
EMS276-10P	1967-81 Camaro, Polished	\$160.00
EMS276-10CC	1967-81 Camaro, Custom Color (specify)	\$175.00



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**NEW!**

### AMERICAN AUTOWIRE CLASSIC UPDATE SERIES WIRING KIT

Classic Update complete wiring kits are made for the automotive enthusiast who wants some modern amenities in their classic vehicle. These kits include everything you need to modernize your classic vehicle: Headlight, dimmer, and ignition switches; boots, tubes and grommets; fuses, relays, and flashers; original connectors, terminals, and disconnects. Classic Update Wiring Systems are made for specific make/model/year vehicles and are currently available in 27 kits. *Note: These kits are designed for MODIFIED original vehicles, not OEM restoration projects.*

500661	1967-68 Camaro, kit	\$599.00
500686	1969 Camaro, kit	\$554.00
510034	1970-73 Camaro, kit	\$589.00
510140	1962-67 Nova, kit	\$572.00
510201	1968 Nova, kit	\$590.00
500878	1969-72 Nova, kit	\$536.00



**NEW!**

### TUBS FOR CAMARO

CPP's new tubs are inner wheel housings that are 2.25" wider than original and are designed to accommodate wider tire and wheel packages, including wheels that are 11" and tires as wide as 13" wide (335 mm). They are designed for a perfect fit, retain a stock appearance, steel EDP coated replacements. These require cutting and welding and are excellent for Pro-Touring and custom builds.

WWTI-789	1967-69 Camaro, mini tubs	\$224.00
WWT-789	1969 Camaro, complete wider wheel tubs	\$329.00



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