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NEW PRODUCTS



VP-6392-AK

Adapter Kit - Model A Engine to Flathead Trans

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Available:
3.78:1
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Ring & Pinion Gears
6 and 10 Spline



T-STAND

Fan Spindle Bearing



21A-8626



A-10000-F Alternator (6V or 12V)
With Fan Mount Type Pulley

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Do you need more technical drawings?

See our website at

www.vanpeltsales.com

The grey bar below the Vanpelt Sales header in blue contains links for the following:

Parts Drawings

Tune Up Specs

Service Tips

Serial Numbers

Engine ID

Trans ID

Model ID

Part Number	Description - Wheel - Brake - Suspension Parts	\$ New
WHEELS - Brake Drums		
BDR- 1125	Brake Drum Retainer Kit (1939-48 car) - secures 2 drums	\$33.50
21A- 1125	Brake Drum (3¼" hole) - 1940-48 (hub mounts inside drum)	\$125.00
51A- 1125	Brake Drum (4" hole) - 1946-48 (hub mounts outside drum)	\$95.00
8C- 1125	Brake Drum (1948-52 F1 pickup) - Front	\$89.00
8D- 1125	Brake Drum (1948-50 F2/F3 truck) - Front	\$119.00
0A- 1125	Brake Drum (1949-54 Ford car) - Front	\$94.95
A8TZ- 1125	Brake Drum (1953-63 Ford pickup) - Front	\$79.00
AB- 1126	Brake Drum (1949-54 Ford car) - Rear	\$69.95
A8TZ- 1126	Brake Drum (1948-63 F1 pickup) - Rear	\$68.50
B7A- 1126-A	Brake Drum (1957-59 Ford car) - Rear	\$125.00
8A- 1107A	Stud Kit (set of 5) for 48-52 F1 pickup drums (F & R)	\$12.50
21A- 1107K	Stud Kit (set of 5) for 21A-1125 type drum	\$19.50
51A- 1107K	Stud Kit (set of 5) for 51A-1125 type drum	\$16.50
WHEELS - Grease Seals & Hub Caps		
B5A- 1131-A	Cap - Front Bearing Hub (1955-70) - Push-on type	\$3.50
68- 1139	Cap - Front Bearing Hub (1935-41) - Threaded type	\$3.75
51A- 1139	Cap - Front Bearing Hub (1946-48) - Push-on type	\$4.75
B- 1175	Rear Seal (1932-38 car & pickup)	\$3.50
78- 1175	Rear Seal (1938-48 car & 38-47 pickup)	\$3.50
0M- 1177	Rear Seal (1948-56 F1 & F100 pickup) 3½" x 1½" x 7/16"	\$3.95
8A- 1177	Rear Seal (1949-56 car) 2½" x 1.375"	\$3.95
B- 1180	Snap Ring (1928-38) - Rear Oil Seal (3-11/32" OD)	\$2.50
78- 1180	Snap Ring (1938-48) - Rear Oil Seal (3" OD)	\$2.50
8A- 1180	Retainer - Rear wheel bearing (49-56)	\$7.50
8M- 1180	Retainer - Rear wheel bearing (48-56)	\$7.95
B- 1183	Fiber Gasket (1928-48) - Rear Wheel Hub	\$1.50
48- 1190	Front Seal (1935-48 car & 35-48 pickup)	\$3.50
A9A- 1190	Front Seal (1949-54 car)	\$16.50
01Y- 1190	Front Seal (1948-56 F1 & F100 pickup)	\$3.50
91T- 1190	Front Seal (1939-47 Trucks exc 122" wb) - 3.31" dia	\$9.95
8A- 1190	Front Seal (1949-53 car)	\$4.25
WHEELS - Wheel Bearings & Parts		
A8AZ- 1001-A	Gasket - Axle Flange - Outer (49-59 Ford cars)	\$2.00
A8AZ- 1001-B	Gasket - Axle Flange - Outer (49-59 wagon, S.D, T-Bird, etc)	\$2.50
C1AZ- 1001-A	Gasket - Axle Flange - Inner (49-59 Ford cars)	\$2.50
B- 1195	Washer - Front Wheel Bearing (1932-48)	\$2.50
351129-S	Castle Nut - Front Wheel Bearing (1932-48)	\$4.50
B- 1201S	Front Bearing Set (1 ea B1201, B1202, B1216, and B1217)	\$68.00
8A- 1201S	Front Bearing Inner Set (1 ea 8A-1201 and 8A-1202)	\$21.00
8A- 1216S	Front Bearing Outer Set (1 ea 8A-1216 and 8A-1217)	\$22.50
B5A- 1201S	Front Bearing Inner Set (1 ea B5A-1201 and B5A-1202)	\$16.00
B5A- 1216S	Front Bearing Outer Set (1 ea B5A-1216 and B5A-1217)	\$16.00
01Y- 1201	Front Wheel Bearing - Inner (1948-56)	\$21.50
01Y- 1202	Front Bearing Race - Inner (1948-56)	\$8.00
8M- 1216	Front Wheel Bearing - Outer (1949-51)	\$26.00
8M- 1217	Front Bearing Race - Outer (1949-51)	\$16.00
B- 1225	Rear Wheel Roller Bearing (1928-36 early) - 3.19" OD	\$33.00
68- 1225	Rear Wheel Roller Bearing (1936-48) - 2.84" OD	\$34.50
8A- 1225	Rear Wheel Bearing (49-56 cars + 52-54 Merc)	\$24.50
8M- 1225	Rear Wheel Bearing (49-59 wagon + 48-67 F1/F100 + 49-51 Merc)	\$24.50
BRAKES - Brake Shoes		
01A- 2001S	Brake Shoe Set of 4 (1939-42) - round hole style	\$68.50
51A- 2001S	Brake Shoe Set of 4 (1946-48) - hole w/flat sides	\$68.50
10- 2001S	Brake Shoe Set of 4 (48-66 F1 & F100) - Front (11 x 2")	\$35.00
55- 2001S	Brake Shoe Set of 4 (48-66 F1 & F100) - Rear (11 x 1¾")	\$38.00

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
BRAKES - Brake Shoes - cont'd			
154- 2001S	Brake Shoe Set of 4 (49-53 car) - Front (10 x 2¼")		\$44.00
151- 2001S	Brake Shoe Set of 4 (49-53 car) - Rear (10 x 1¾")		\$44.00
Note: No core required on above brake shoes. All are new sets. Station wagon and other applications also available.			
BRAKES - Master Cylinder Repair Kits			
91A- 2004-B	Kit for 91A-2140 master cylinder (1939-48) - 1-1/16" bore		\$14.50
A9A- 2004-A	Kit for (1949-51 Ford)		\$11.50
8M- 2004	Kit for (1949-51 Merc)		\$14.00
91T- 2004	Kit for (1939-56 Ford trucks: D,Y,J,T,W) - 1¼" bore		\$16.50
8C- 2162	Filler Cap (1939-48 car + 1939-51 truck)		\$12.00
91A- 2167	Gasket - Filler Cap (1939-48 car + 39-51 truck)		\$1.50
91A- 2180	Rubber Boot - MC (1939-48 car + 39-52 pickup + 49-51 Merc)		\$3.00
BRAKES - Misc Brake Springs & Parts			
91A- 2027	Anchor Pin (39-42 cars + 39-44 truck)		\$9.00
96H- 2027	Anchor Pin (1948-52 F1 trucks)		\$17.00
33850-S	Nut - Anchor Pin (1948-52 F1 trucks)		\$2.00
356039-S	Nut - Anchor Pin (1939-42 cars + pickup trucks)		\$1.00
91A- 2028-A	Cam - Brake Shoe Adjusting (39-44)		\$6.00
51A- 2028	Cam - Brake Shoe Adjusting (46-48)		\$5.00
91A- 2030	Anchor Plate (39-44)		\$2.50
51A- 2030	Anchor Plate (36-48)		\$5.50
91A- 2035	Spring - Brake Return (39-48) - Front or Rear - 6½"		\$2.50
8A- 2035	Spring - Brake Return (49-54) - Front or Rear - 4-5/8"		\$2.50
8M- 2035	Spring - Brake Return (use B5A-2035 spring below)		
92Y- 2035	Spring - Brake Return (39-) - Trucks		\$2.50
B5A- 2035	Spring - Brake Return (49-59) - Front or Rear - 5.0"		\$2.50
B7A- 2041-S	Starwheel brake adjuster & socket (front or rear)		\$7.50
8A- 2049	Spring - Brake Adjust (49-54) - Front or Rear - 3-1/4"		\$2.95
H- 2049	Spring - Brake Adjust (49-59) - Front or Rear - 3-1/4"		\$2.95
8A- 2092	Rubber Plug (brake adjstg hole) - 1949-		\$0.95
19470- 2094S	Brake Shoe Hold Down Kit (55-58 car front)		\$7.50
19471- 2094S	Brake Shoe Hold Down Kit (55-58 car rear)		\$7.50
19472- 2094S	Brake Shoe Hold Down Kit (49-54 car front & rear)		\$7.50
91A- 2125	Clip - Brake Shoe Hold-down - Front or Rear		\$6.50
51A- 2125	Clip - Brake Shoe Hold-down - Front or Rear		\$7.95
BRAKES - Hydraulic Brake Hoses & Fittings			
91A- 2074-A	Brake Line Fitting - Rear T Connector (1939-41 car & pickup)		\$11.75
99A- 2074	Brake Line Fitting - Rear T Connector (1941-48 car)		\$13.50
8A- 2074	Brake Line Fitting - Rear T Connector (1949-57 car)		\$15.00
91A- 2075	Brake Line Fitting - Front Connector (1939-48 car & 39-41 pickup)		\$11.50
91A- 2076	Brake Line Fitting - MC V-outlet (1939-40 car & pickup)		\$13.75
99A- 2076	Brake Line Fitting - MC-outlet (1939-48 car & 39-41 pickup)		\$14.50
91T- 2076	Brake Line Fitting - MC V-outlet (1939-52 truck & 42-47 pickup)		\$14.50
91A- 2077	Brake Line Fitting - Bolt (master cylndr)		\$6.75
91A- 2078A	Rear Brake Hose (8¾" long)		\$12.75
01T- 2078	Rear Brake Hose (17.9" long)		\$14.00
TAAA- 2078	Front Brake Hose (17.2" long) (53-56 F100 truck)		\$16.50
8A- 2078	Rear Brake Hose (17.5" long)		\$15.75
B4AZ- 2078A	Front Brake Hose (14.2" long) (54-56 car + various)		\$19.75
B7AZ- 2078A	Front Brake Hose (15" long) (1957-58 car + various)		\$19.75
99A- 2079A	Front Brake Hose (15¾" long) - 1 per side req'd		\$14.75
8A- 2079	Front Brake Hose (13.0" long) - 1 per side req'd		\$15.75
8C- 2079	Front Brake Hose (16.0") - 1 per side req'd		\$15.75
91A- 2143	Push Rod - Master Cylinder		\$12.50
91A- 2149	Copper O Ring Washer		\$0.85
91A- 2150	Brake Line Fitting - Bolt		\$5.50

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
BRAKES - Hydraulic Brake Hoses & Fittings - cont'd			
91A- 2151	Copper O Ring Washer		\$0.85
91A- 2152	Copper O Ring Washer		\$0.85
91A- 2462	Rod - MC to Brake Pedal		\$8.00
21C- 2462	Rod - MC to Brake Pedal (42-52 pickup)		\$18.00
78- 2814	Clip - Brake Hose Connection (39-73) each:		\$1.25
BRAKES - Hydraulic Wheel Cylinders			
21A- 2061	Wheel Cylndr (R front) 1939-48 car & 39-47 pickup truck		\$35.00
21A- 2062	Wheel Cylndr (L front) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2261	Wheel Cylndr (R rear) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2262	Wheel Cylndr (L rear) 1939-48 car & 39-47 pickup truck		\$35.00
92Y- 2261	Wheel Cylndr (L&R frnt) 1 $\frac{3}{8}$ " thru bore - trucks (see applic. notes)		\$59.00
91T- 2261	Wheel Cylndr (L&R rear) 1939-52 trucks (see application notes)		\$79.00
AD- 2061	Wheel Cylndr (R front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
AD- 2062	Wheel Cylndr (L front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
8A- 2261	Wheel Cylndr (R rear) 1949-56 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8A- 2262	Wheel Cylndr (L rear) 1949-56 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8C- 2061	Wheel Cylndr (R front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8C- 2062	Wheel Cylndr (L front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8M- 2261	Wheel Cylndr (R rear) 1949-51 Mercury & 48-54 pickup		\$31.00
8M- 2262	Wheel Cylndr (L rear) 1949-51 Mercury & 48-54 pickup		\$31.00
8L- 2261	Wheel Cylndr (R rear) 1952-59 Mercury		\$28.50
8L- 2262	Wheel Cylndr (L rear) 1952-59 Mercury		\$28.50
B7A- 2061-A	Wheel Cylndr (R front) 1957-59 Ford cars) (1-1/8" bore)		\$25.00
B7A- 2062-A	Wheel Cylndr (L front) 1957-59 Ford cars) (1-1/8" bore)		\$25.00
BRAKES - Wheel Cylinder Repair Kits			
8M- 2208	Bleeder Valve for original wheel cylinders ($\frac{3}{8}$ -24)		\$1.50
8T- 2208	Bleeder Valve for original wheel cylinders ()		\$2.00
91A- 2221	Kit for 1939-41 Front Cylinders (with 1" x 1 $\frac{1}{4}$ " bores)		\$10.50
21A- 2221	Kit for 1942-48 Front Cylinders (with 1" x 1 $\frac{3}{8}$ " bores)		\$19.95
91A- 2128	Kit for 1939-48 Rear Cylinders (with 1" x 1 $\frac{1}{8}$ " bores)		\$8.50
91T- 2128	Kit for 1939-47 Trucks - Front (with 1 $\frac{1}{2}$ " bores)		\$6.50
91T- 2221	Kit for 1939-47 Trucks - Rear (with 1 $\frac{3}{8}$ " bores)		\$6.50
8A- 2128	Kit for 1949-59 Rear Cylinders (with $\frac{7}{8}$ " bores)		\$6.50
8M- 2221	Kit for 1949-59 Front Cylinders (with 1 $\frac{1}{8}$ " bores)		\$6.50
BRAKES - Hydraulic Master Cylinders			
91A- 2140	Hydraulic Brake Master Cylinder (1939-48 Ford & Merc)		\$79.50
A9A- 2140-A	Hydraulic Brake Master Cylinder (1949-51 Ford & 49-51 Merc*)		\$89.00
91T- 2140-A	Hydraulic Brake Master Cylinder (1939-52 Ford big truck)		\$96.50
B3C- 2140	Hydraulic Brake Master Cylinder (1953-56 F-1/100)		\$84.00
B5A- 2140-B	Hydraulic Brake Master Cylinder (1952-56 Ford & Merc)		\$89.50
11A- 13480	MC Brake Light Pressure Switch (1939-59 cars & trucks)		\$8.50
* The A9A-2140-A will also fit the 49-51 Merc. The bracket is slightly different but it will fit.			
BRAKES - Parking Brake Parts			
48- 2045	Pin - Cable Clevis to Equalizer Yoke (39-48)		\$2.00
91A- 2105	Pin - Parking Brake Link Pin (2 per vehicle) Each:		\$2.50
91A- 2106	C-Clip - Parking Brake Retainer (4 per vehicle) Each:		\$0.75
91A- 2113	Retainer - Parking Brake Cable (1 per side)		\$1.50
91A- 2119	Equalizer - Parking Brake Cable (39-48)		\$5.00
91A- 2275-B	Cable Assy (1939-41 Car & 39-41 Pickup) - 122" long (with boots)		\$21.00
21A- 2275	Cable Assy (1941-48 Car) - 107 $\frac{1}{4}$ " long (also replaces 99A-2275)		\$21.00
8C- 2275	Cable Assy (1948-52 F1 pickup) - 45-3/8" long (= 1C-2275) 2 req'd		\$45.00
21C- 2275	Cable Assy (1942-47 pickup + 48-52 F2/F3) - 44-3/4" long 2 req'd		\$27.00
01A- 2853	Parking Brake Cable Assy - Front (40-41 pass exc 60hp) - 77"L		\$29.00
01C- 2853	Parking Brake Cable Assy - Front (39 pass + 39-41 comm) - 70"L		\$29.00
7RC- 2853	Parking Brake Cable Assy - Front (48-52 F1) = 2C-2853		\$55.00

Part Number Description - Wheel - Brake - Suspension Parts			
	BRAKES - Parking Brake Parts - cont'd		\$ New
11A- 2853	Parking Brake Cable Assy - Front (41-48 pass) - 87½"L		\$29.00
91A- 2597	Rubber Boot - Parking Brake Cable (39-48)		\$2.00
BRAKES - Pedal Pads & Return Springs			
40- 2454	Pedal Pad (brake & clutch) (1933-40) each:		\$10.50
11A- 2454	Pedal Pad (brake & clutch) (1933-48) each:		\$7.50
01A- 2456	Spring (1940 car & 40-41 pickup) - 4.25" long		\$2.50
48- 2470-A	Bushing (1935-56 car) Brake & Clutch Pedal - 3.80" long		Out of Stock
8A- 2470	Bushing (49-51 Ford car) - Master Cylinder Mount (2 req'd)		\$3.00
B7AZ- 2471-B	Bushing - Brake & Clutch Mount Bracket (57-72 cars) - 4 req'd		\$2.00
51- 2472	Spring (1935-37 various truck applications) - 4.90" long		\$6.00
01T- 2472	Spring (1940-52 truck applications) - 10.25" long		\$4.50
91A- 2476-S	Pedal Seals (one each for brake & clutch pedal) (39-48)		\$7.50
91A- 7523	Spring (1939 Ford car) - 5.40" long		\$4.00
7526	Bushing - Brake Pedal (see trans clutch pedal parts prices)		
SUSPENSION PARTS - Ball Joint Kits			
C1AZ- 3049-A	Ball Joint - Upper (57-64 full size passenger car)		\$26.50
C1AZ- 3050-A	Ball Joint - Lower (57-64 full size passenger car)		\$59.00
SUSPENSION PARTS - Kingpins & Spindle Bolt Kits			
B- 3036	Nut - Perch Bolt (1932-48) - 1 required per spindle		\$2.75
11A- 3110	Bushing for spindle bolts (1932-41) - 2 required per spindle		\$3.00
A- 3111	Spindle Bolt & Bushing Kit (1928-31)		\$124.50
B- 3111	Spindle Bolt & Bushing Kit (1932-34)		\$124.50
48- 3111	Spindle Bolt & Bushing Kit (1935-36)		\$124.50
78- 3111	Spindle Bolt & Bushing Kit (1937-41)		\$44.50
21A- 3111	Spindle Bolt & Bushing Kit (1942-48 various)		\$44.50
A9A- 3111-A	Spindle Bolt & Bushing Kit (1949-53 Ford + 52-53 Merc)		\$39.50
8M- 3111	Spindle Bolt & Bushing Kit (1949-51 Merc)		\$79.50
BB- 3111	Spindle Bolt & Bushing Kit (1930-34 big trucks)		\$149.50
51- 3111	Spindle Bolt & Bushing Kit (1935-37 big trucks)		\$94.50
81T- 3111	Spindle Bolt & Bushing Kit (1938-47 big trucks)		\$79.50
SUSPENSION PARTS - Tie Rod Ends - Drag Links			
11A- 3270R	Tie Rod End (RH) 35-48 Car & 35-64 Pickup		\$14.50
11A- 3270	Tie Rod End (RH) 35-48 Car & 35-64 Pickup (USA made)		\$27.50
11A- 3271R	Tie Rod End (LH) 35-48 Car & 35-64 Pickup		\$14.50
11A- 3271	Tie Rod End (LH) 35-48 Car & 35-64 Pickup (USA made)		\$27.50
8A- 3280K	Kit (inner & outer LH & RH plus sleeves) 49-51 Ford car		\$109.50
8M- 3280K	Kit (inner & outer LH & RH plus sleeves) 49-51 Mercury		\$119.50
AB- 3280K	Kit (inner & outer LH & RH plus sleeves) 52-53 Ford car		\$285.00
MA- 3280K	Kit (inner & outer LH & RH plus sleeves) 52-53 Mercury		\$121.00
B- 3285	Tie Rod End Housing - RH (32-34)		\$16.50
B- 3286	Tie Rod End Housing - LH (32-34)		\$16.50
3289	See 11A-3270 tie rod end above		
3290	See 11A-3271 tie rod end above		
A- 3305SE	Kit - Drag link & tie rod ends - 16 pcs (32-34 car)		\$39.00
11Y- 3306	Drag Link (35-41) - 35" long - includes both ends		\$125.00
11A- 3306	Drag Link (41) - Bent arm style - includes both ends		\$125.00
21A- 3306	Drag Link (42-48) - 34" long - includes both ends		\$125.00
11A- 3440	Cap - Radius Rod Ball (1941-48)		\$7.00
B- 3446	Bushing - Front Radius Rod (32-40 car & 32-41 pickup)		\$4.50
11A- 3446	Bushing - Front Radius Rod (41-48 car)		\$3.50
SUSPENSION PARTS - Steering Gearbox Parts			
B- 3517-A	Bushing (with bronze insert) for upper steering column (1932-41)		\$22.00
51A- 3517-A	Bushing (with bronze insert) for upper steering column (1942-48)		\$7.50
7HC- 3524-X	Replacement worm for 1937-52 car/pickup steering gearbox		\$74.50
8A- 3524-X	Replacement worm for 1949-51 Ford car steering gearbox		\$79.50

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
SUSPENSION PARTS - Steering Gearbox Parts - cont'd			
01A- 3524	Steering Worm & Shaft Assy (37-40 car) - 46.50" OA length		\$159.00
11A- 3524	Steering Worm & Shaft Assy (41-48 car) - 47.73" OA length		\$159.00
82Y- 3524	Steering Worm & Shaft Assy (38-47 truck) - 49.30" OA length		\$159.00
7HC- 3524	Steering Worm & Shaft Assy (48-52 truck) - 43.72" OA length		\$159.00
B- 3532	Lock Sleeve - steering column - without screws (32-48)	\$25.00	
SGK 3548-A	Steering Gearbox Rebuild Kit (37-48 car)		\$73.00
SGK 3548-B	Steering Gearbox Rebuild Kit (48-52 F1 pickup)		\$73.00
B- 3552	Upper Bearing Cup (37-48 car & 37-60 pickup) see notes		\$10.00
68- 3553	Upper Bearing Cup (32-36 car & 32-36 pickup) replaces B-3553		\$65.00
8A- 3553	Lower Bearing Cup (37-57 car & 37-60 pickup) see notes		\$26.00
99A- 3556	Bushing - Front Track Bar (42-48) - SEE 51A-18197 below)		
78- 3564	Lock Washer - Ajdstg Screw		\$1.50
B- 3571	Taper Roller Bearing (2 req'd) (32-35 car & 32-35 truck)		\$16.00
68- 3571-A	Taper Roller Bearing (2 req'd) (36-57 car & 36-60 truck) notes		\$9.00
7RC- 3575	Steering sector shaft & roller (37-48 car & 37-52 pickup)	Check availability	Check availability
7RC- 3575-X	Steering Sector roller & shaft kit (37-48 car + 37-52 pickup)		\$65.00
8A- 3575-X	Steering Sector roller & shaft kit (49-51 Ford car)		\$79.50
78- 3576	Bushing - sector shaft (2 req'd) (37-48 car & 32-52 pickup) notes		\$4.50
78- 3577	Adjusting Screw		\$3.00
78- 3579	Thrust Washer - Adjusting Screw		\$3.00
B- 3581-S	Gasket Set (32-36 car & pickup)		\$9.50
78- 3581-S	Gasket set (37-48 car & 37-47 pickup)		\$9.50
7RC- 3581-S	Gasket set (48-52 F1 + 53-60 F-100 pickup)		\$9.50
7RT- 3581	Gasket - bottom cover (1948-52 F5 truck)		\$2.50
AB- 3581	Gasket - Cover (1952-57 car)		\$3.00
AB- 3581-S	Gasket Set (1952-57 car)		\$9.50
3590	Steering Arm (pittman arm) - various types - limited availability		Check availability
48- 3591	Oil Seal - Steering Gearbox (35-48 car & 35-47 pickup)		\$3.50
8M- 3591	Oil Seal - Steering Gearbox (1953-60 F1 pickup + 49-51 Merc)		\$2.50
8A- 3591	Oil Seal - Steering Gearbox (49-56 car & 48-52 F1 pickup)		\$2.50
81T- 3595-A	Gasket -End Plate Shim (.003" thick) - A/R (48-52 F5 truck)		\$1.50
81T- 3595-B	Gasket -End Plate Shim (.009" thick) - A/R (48-52 F5 truck)		\$1.50
B- 3609	Key - Steering Wheel (28-48)		\$1.00
B- 3610	Nut - Steering Wheel (28-48)		\$1.00
B- 3642	Spring - Light Switch Spider (32-39)		\$2.00
B- 3643	Spider - Light Switch (28-39)		\$4.00
B- 3644	Retainer - Light Switch Spider		\$1.00
B- 3647	Bail - Light Switch Housing (32-36)		\$2.00
78- 3647	Bail - Light Switch Housing (37-39)		\$5.00
11A- 3672A	Insulator - Horn Button (41-48 car)		\$4.00
81A- 3704/09K	Ignition Switch Body and Brush assy (38-40 car + 38-47 comm)		\$19.75
Part Number	Description - Rear End Parts		\$ New
REAR AXLE HOUSING PARTS			
B- 4012RS	Repair Sleeve (1928-48) - Rear Axle Housing (cars)		\$29.50
B- 4030	Plug - Differential Drain or Fill		\$1.25
B- 4035K	Gasket Set - 1928-32 early)		\$18.00
18- 4035K	Gasket Set - 1932 late to 1948 (15 pc)		\$22.00
B- 4035KX	Gasket Set - 1932 Model B (and early style V8)		\$24.00
8A- 4035	Rear Axle Housing Gasket (1 pc) (1949-56)		\$5.95
8M- 4035	Rear Axle Housing Gasket (1 pc) (1948-52) Also replaces 1M-4035	Gaskets	\$6.95
1M- 4035	Rear Axle Housing Gasket (1 pc) (1951-56)		\$6.95
18- 4507	Gasket - Torque tube to housing (fits 1932-48 car + 32-41 pickup)		\$3.50
B- 4515/16K	Gasket Set (3 pc) - Torque tube to trans (1932-48)		\$5.95
B- 4209-A	Ring & Pinion Gears (3.78:1) - 1932 early type	Ring & Pinion	\$395.00
B- 4209-HS	Ring & Pinion Gears (3.54:1) - 1932 early type	Gears	\$395.00

Part Number		Description - Rear End Parts	
		REAR AXLE HOUSING PARTS - cont'd	\$ New
40- 4209-F	Ring & Pinion Gears (3.25:1) - 1932-34 - Ten Spline	Ring & Pinion	\$495.00
40- 4209-HS	Ring & Pinion Gears (3.54:1) - 1932-34 - Ten Spline		\$495.00
68- 4209-F	Ring & Pinion Gears (3.25:1) - 1935-48 - Six Spline		\$349.00
68- 4209-HS	Ring & Pinion Gears (3.54:1) - 1935-48 - Six Spline		\$349.00
8C- 4209-HS	Ring & Pinion Gears (3.54:1) - 1948-50 F series pickup	Gears	\$349.00
Note: See the 4684 spline couplers & adapters listed below if needed.			
B- 4211	Differential Spider Cross Shaft (28-32) - 3 arm type		\$35.00
18- 4211	Differential Spider Cross Shaft (32-48) - 4 arm type		\$45.00
18- 4215	Spider Pinion Gear - 12T (32-38) - 7/8" thick x 3/4" bore ea:		\$35.00
81A- 4215	Spider Pinion Gear - 11T (39-48) - 7/8" thick x 3/4" bore ea:		\$35.00
B- 4221	Bearing Cone & Roller assy (1928-32 Four) - 2 req'd ea:		\$44.00
18- 4221/22S	Bearing Cone & Cup Assy Set:	Carrier	\$49.00
68- 4221/22S	Bearing Cone & Cup Ass (37-48 pass + 37-47 comm) Set:	Bearings	\$45.00
B- 4222	Bearing Cup (1928-32 Four) - 2 req'd each		\$44.00
B- 4243	Axle Key (28-48) - Cars & Pickup - 2.86" long		\$1.50
B- 4245	Rear Axle Inner Seal (1928-48) - 2 required each:	Inner Seals	\$3.00
B- 4245	Torque Tube Front Seal (1928-48) - 1 required		\$3.00
B- 4513	Cap - U Joint Housing - Inner (1932-48)	\$20.00	
48- 4520	Cap - U Joint Housing - Outer (1932-48) - less bolts	\$45.00	
20391-SK	Bolt & Nut Kit - for the B-4520 split outer cap		\$3.00
358011-S	Lubricator Fitting - 1/8" Angled - for outer cap assy		\$2.00
48- 4607	Pin - Driveshaft (1935-39) - 2.04" long (for 10 spline) Ea:		\$2.00
68- 4607	Pin - Driveshaft (1937-48) - 1.70" long (for 6 spline) Ea:		\$2.00
B- 4616	Pinion Bearing Race (early 1932 only)		\$82.00
18- 4616/21-S	Pinion Bearing Race & Cones Set (32-34)		\$89.00
48- 4616/21-S	Pinion Bearing Set (1 double race + 2 bearing cones)		\$68.50
8A- 4616	Pinion Bearing Race (front) (49-54 car + 49-51 Merc)		\$12.00
8A- 4621	Pinion Bearing Cone (front) (49-54 car + 49-51 Merc)	Pinion	\$29.50
18- 4625-U	Pinion Pilot Bearing (32-48 car + 32-47 comm) - USA made	Bearings	\$44.00
18- 4625-I	Pinion Pilot Bearing (32-48 car + 32-47 comm) - Import		\$21.00
8A- 4628	Pinion Bearing Race (rear) (49-54 car + 49-51 Merc)		\$14.50
8A- 4630	Pinion Bearing Cone (rear) (49-54 car + 49-51 Merc)		\$27.00
18- 4634	Nut - Pinion Bearing (1932-48) 2 required		\$3.75
B- 4636	Lock Washer - Pinion bearing nut (1 req'd)		\$2.50
01Y- 4636	Lock Washer - Pinion bearing nut (1 req'd)		\$4.00
01Y- 4637	Thrust Washer - Pinion Bearing (32-48 car + 32-47 pickup)		
B- 4645	Roller Bearing - Driveshaft front (1932-48)		\$13.00
B- 4655	Bushing/Sleeve - front D/S bearing (1932-48)		\$8.50
8A- 4676	Seal - Drive Pinion (49-56 car)	Pinion Seals	\$7.00
8M- 4676	Seal - Drive Pinion (48-56 pickup & 49-56 wagon)		\$7.00
01Y- 4676	Seal - Drive Pinion (42-47 pickup)		\$9.00
48- 4684	Coupler - Driveshaft - 6 to 10 spline (35-48 car & 35-41 comm)		\$89.00
68- 4684-B	Coupler - Driveshaft - 6 spline (37-48 car & 37-41 comm)		\$59.00
MISCELLANEOUS PARTS			\$ New
34034-S	Rear Axle Castle Nut - 1928-48 Car & Commercial		\$2.00
356074-S	Rear Axle Castle Nut - Replaced by 34034-S		
351505	Rear Axle Washer - 1928-48		\$1.50
DRIVESHAFT U-JOINTS			\$ Used \$ New
B- 7084-K	U-joint Spider Kit - 1928-48 Car & 28-42 Pickup Truck		\$45.00
BB- 7084	U-joint Spider Kit - 1932-34 Truck - Front - 4 speed		\$35.00
51- 7088	Universal Joint - 1932-39 Truck - Front - 4 speed - Closed Drive		\$119.00
B- 7090	Universal Joint - 1928-48 Car & 28-41 Comm - Front - Closed Drive	\$45.00	\$95.00
B5AZ- 4635-B	Universal Joint - 1949-60 Car - Front (check engine/trans)		\$18.95
B5AZ- 4635-A	Universal Joint - 1949-60 Car - Rear (check engine/trans)		\$45.00
B7AZ- 4635-A	Universal Joint - 1956-60 Car - Front/Rear (check engine/trans)		\$14.95

Part Number	Description - Suspension Parts	\$ Used	\$ New
DRIVESHAFT U-JOINTS - cont'd			
B7AZ- 4635-A	Universal Joint - 1942-71 Truck (½ ton 4x2) - Front/Rear		\$14.95
B6TZ- 4635-A	Universal Joint - 1953-70 Truck (¾ & 1 ton 4x2) - Front/Rear		\$16.00
B5TZ- 4635-A	Universal Joint - 1940-70 Truck (1½ & 2 ton) - Front/Rear		\$16.00
B5A- 4841	Driveshaft Slip Yoke (front knuckle) - (49-56 passenger cars)		\$79.00
SUSPENSION PARTS - Front Shackle Bolt Kits			
B- 5304-S	Front Shackle Kit (32-34 car & pickup)		\$19.50
48- 5304-S	Front Shackle Kit (35-40 car & pickup)		\$19.50
11A- 5304-S	Front Shackle Kit (1941 car)		\$19.50
21A- 5304-S	Front Shackle Kit (42-48 car) with rubber bushings		\$23.50
Note: Kits include the shackle bars, studs, and bolts to hang one spring assy)			
SUSPENSION PARTS - Rear Shackle Bolt Kits			
B- 5630-S	Rear Shackle Kit (32-34 car & pickup)		\$19.50
48- 5630-S	Rear Shackle Kit (35-40 car & pickup)		\$19.50
11A- 5630-S	Rear Shackle Kit (1941 car)		\$19.50
21A- 5630-S	Rear Shackle Kit (42-48 car) with rubber bushings		\$19.50
Note: Kits include the shackle bars, studs, and bolts to hang one spring assy)			
SUSPENSION PARTS - Shackle Bushings			
21A- 5467	Front Rubber Bushing (2 per 21A-5465 shackle bolt)		\$1.85
21A- 5484	Bushing - Front Stabilizer (42-48 car) - 2 req'd	Each:	\$3.95
21A- 5719	Rear Rubber Bushing (2 per 21A-5714 shackle bolt)		\$1.75
SUSPENSION PARTS - Shock Links			
48- 18055	Shock Link (35-41) - 3.00" L		\$16.95
78- 18055	Shock Link (37-42) - 4.00" L		\$16.95
99A- 18055	Shock Link (41-42) - 4.75" L		\$16.95
21A- 18055	Shock Link (42-47) - 2.39" L		\$16.95
SUSPENSION PARTS			
51A- 18197	Bushing - Track Bar & Shock (4 req'd per bar) (42-48 car)		\$2.00
Part Number	Description - Engine Rebuild Parts		
ENGINE - Rear Trans Support-Mount			
B- 5089-B	Rear Engine-Trans Support with rubber isolator (1932)		\$55.00
40- 5089-B	Rear Engine-Trans Support with rubber isolator (33-34)		\$49.00
48- 5089	Rear Engine-Trans Support with rubber isolator (35-36)		\$49.00
8T- 5089	Rear Engine-Trans Support rubber block (40-52 four speed)		\$59.00
01T- 5089	Rear Engine-Trans Support (use the 8T-5089 support above)		
BB- 5089	Rear Engine-Trans Support with rubber insulator (1932-39)		\$39.95
B- 5098-S	T-Bolt Set (original type) for trans rear mount to torque tube	\$24.00	na
B- 5098-RK	Bolt Replacement Kit for trans rear mount to torque tube		\$7.50
B- 5099-A	Plate - rear motor support (1932-36)	\$25.00	\$32.00
B- 6047-SK2	Rear Trans mount kit (2 sets) (37-41)		\$27.50
21A- 6068-A	Rear Transmission Vibration Mount assembly (42-52)		\$25.50
8A- 6068	Rear Transmission Vibration Mount assembly (49-50)		\$17.00
AD- 6068-D	Rear Transmission Vibration Mount assembly (51-56 V8)		\$17.00
ENGINE - Front Support-Mount			
6030/31	Front Motor Mounts (left & right) (32-36)	Check Availability	
B- 6047-SK2	Front Mount kit (2 sets) (35-48)		\$27.50
MA- 6038	Front Mount (49-53 Ford car) - 2 required	each	\$17.50
MA- 6038	Front Mount (52-53 Merc) - 2 Required	each	\$17.50
8M- 6038-A	Front Mount (49 Merc) - Square - 2 required	each	\$34.00
8M- 6038-B	Front Mount (49-51 Merc) Round Upper - 2 required	each	\$8.00
8M- 6039	Front Mount (49-51 Merc) Round Lower - 2 required	each	\$6.00
B7A- 6038-B	Front Mount (54-58 V8) - 2 required	each	\$19.00
ENGINE - Overhaul Gasket Sets			
18S- 6008	Engine Overhaul Gasket Set (21 stud - 3.0625 bore)		\$169.00
18S- 6008-C	Engine Overhaul Gasket Set (21 stud - 3.0625 bore) Copper		\$185.00
91S- 6008	Engine Overhaul Gasket Set (24 stud - 3.0625 bore)		\$122.00

Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
ENGINE - Overhaul Gasket Sets - cont'd			
91S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.0625 bore - Copper)		\$169.00
99S- 6008	Engine Overhaul Gasket Set (24 stud - 3.1875 bore)		\$115.00
99S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Copper)		\$145.00
99S- 6008-BB	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Big Bore)		\$169.00
8BAS- 6008	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore)		\$89.00
8BAS- 6008-C	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore - copper)		\$139.00
8BAS- 6008-BB	Engine Overhaul Gasket Set (24 bolt - Big Bore)		\$165.00
8BAS- 6008-BBC	Engine Overhaul Gasket Set (24 bolt - Big Bore - Copper)		\$169.00
B6A- 6008-A	Engine Overhaul Gasket Set - 272/292 V8 (1955-63)		\$139.00
B6A- 6008-B	Engine Overhaul Gasket Set - 312 V8 (1956-57)		\$139.00
1GA- 6008	Engine Overhaul Gasket Set (1941-47 Six G series)		\$269.00
7HA- 6008	Engine Overhaul Gasket Set (1947-51 Six H series)		\$165.00
74- 6008	Engine Overhaul Gasket Set (17 stud - 2.600" bore)		\$195.00
Note: gasket sets above include "regular" head gaskets except where noted. Copper gaskets are extra cost.			
ENGINE - V8 Block Plugs & Bushings			
18- 6019	Timing Cover (NOS) - stock 3 bolt mount for distributor	1932-41	\$19.00
21A- 6019	Timing Cover (USED) - Stock 2 bolt mount for distributor	1942-48	\$45.00
18- 6025	Bushing - Fuel pump pushrod (32-48 V8)	1932-48	\$5.50
8BA- 6025	Bushing - Fuel pump pushrod (49-53 V8)	1949-53	\$5.50
18- 6026	Rear Plug - brass - straight slot (32-48 V8)	1932-48	\$3.00
18- 6043	Front Plug - steel - with restrictor (32-48 V8)	1932-48	\$6.00
40- 6056	Valve Seat Insert (1.633" OD) - replaces 40-6057-B	1932-53	\$5.95
ENGINE - Cylinder Head Gaskets			
52- 6051	Cylinder Head Gasket (1937-40) - 60hp - Regular L/R		\$49.00
40- 6051	Cylinder Head Gasket (1932-37) - Regular L/R - 3.0625" Bore		\$35.00
40- 6051-C	Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore		\$52.50
41A- 6051	Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore		\$17.50
91A- 6051	Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore		\$39.00
91A- 6051C	Cylinder Head Gasket (1938-42) - Copper L/R - 3.0625" Bore		\$55.00
59A- 6051	Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore		\$29.50
59A- 6051C	Cylinder Head Gasket (1939-48) - Copper L/R - 3.1875" Bore		\$55.00
59A- 6051-BB	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore		\$55.00
EAB- 6051	Cylinder Head Gasket - RH (1949-53) - Regular - 3.1875" Bore		\$18.00
EAB- 6051C	Cylinder Head Gasket - RH (1949-53) - Copper - 3.1875" Bore		\$48.00
EAB- 6051-BB	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore		\$53.00
EAB- 6083	Cylinder Head Gasket - LH (1949-53) - Regular - 3.1875" Bore		\$18.00
EAB- 6083C	Cylinder Head Gasket - LH (1949-53) - Copper - 3.1875" Bore		\$48.00
EAB- 6083-BB	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore		\$53.00
C1AZ- 6051-B	Cylinder Head Gasket (LH & RH) - (1955-63 Y block V8)		\$19.00
1GA- 6051	Cylinder Head Gasket (1941-47 G Six) - Steel Clad		\$49.00
7HA- 6051	Cylinder Head Gasket (1947-51 H Six)		\$66.00
ENGINE - Miscellaneous Engine Gaskets			
18- 6020	Gasket - Timing Cover (1932-53 V8)		\$4.00
52- 6020	Gasket - Timing Cover (1937-40 V8-60hp)		\$11.00
B8A- 6020	Gasket Set - Timing Cover (54-62) 239-272-292-312 Y-block V8		\$19.00
6521	Intake Manifold Gasket - see 6500 valve section		
6506	Rocker Arm Gasket Set - see 6500 valve section		
6781	Oil Pan Gasket Set - see OIL PANS & GASKETS		
18- 9433-S	Exhaust Manifold Gasket (set of 8) for 85-100hp motor		\$8.50
1GA- 9450	Exhaust Manifold Flange Gasket (49-59 V8) - to muffler in pipe		\$5.50
ENGINE - Cylinder Head Bolts - Studs - Nuts			
8BA- 6065/66 Set	Set of 48 stock head bolts (20 short + 28 long bolts)	Stock 49-53 heads	\$95.00
8BA- 6066 Set	Set of 33 stock head bolt (7/16"-14 x 2.62" long type)	Stock 48-51 H Six	\$69.00
8BA- 6065or66	Head Bolt only - Specify short (1.94") or long (2.62")	Stock 49-53 heads	\$2.50
SWN-Kit	Set of 48 grade 5 studs, cad nuts, and steel washers	39-48 Perf heads	\$215.00


Part Number	Description - Engine Rebuild Parts	Specified For	\$ New
	ENGINE - Cylinder Head Bolts - Studs - Nuts - cont'd		
M- 90-02	Set of 42 grade 5 cylinder head studs for stock heads	Stock 33-36 heads	\$135.00
M- 90-03	Set of 42 grade 5 cylinder head studs for stock heads	Stock 37-38 heads	\$135.00
M- 90-04	Set of 48 grade 5 cylinder head studs for stock heads	Stock 39-48 heads	\$149.00
M- 90-04L	Set of 48 grade 5 cylinder head studs for perfor. alum. heads	39-48 Perf heads	\$149.00
R- 95-03	Set of 34 grade 5 cylinder head studs for stock heads (60hp)	1937-40 V8-60	\$77.00
M- 90-Short	Single stud (2.34" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-Med	Single stud (2.90" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-Long	Single stud (3.20" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-E-long	Single stud (3.70" long) - Save money by buying in sets above	Stock heads	\$3.60
R- 95-Long	Single stud (2.74" long) - Save money by buying in sets above	Stock 60hp heads	\$2.50
R- 092-B	Set of 48 grade 5 washers for aluminum cylinder heads		\$27.00
R- 260	Set of 34 grade 5 washers (for aluminum cylinder heads (60hp)	1937-40 V8-60	\$15.00
R- 87-03S	Set of 48 grade 5 cylinder head nuts - cadmium plated	1938-48 heads	\$42.00
R- 87-02S	Set of 42 grade 5 cylinder head nuts - cadmium plated	1932-38 heads	\$34.50
R- 619	Set of 34 grade 5 cylinder head nuts - cadmium plated (60hp)	1937-40 V8-60	\$23.50
R- 87-Nut	Single cadmium plates cylinder head nut (85-95hp) each:	1932-48 heads	\$1.25
CNC- 6062-BS	Set of 20 Chrome Nut Covers for intake manifold bolts 9/16"		\$15.00
CNC- 6062-AS	Set of 48 Chrome Nut Covers for cylinder head bolts		\$25.00
	ENGINE - Piston Sets (with pins and clips)	Specified For	\$ New
52- 6108-Std	Set of 8 Pistons (2.600") - Standard Bore - Dome Top - 3 ring	1937-40 V860	\$386.00
52- 6108-S020	Set of 8 Pistons (2.600") - 0.020" Oversize - Dome Top - 3 ring	1937-40 V860	\$386.00
52- 6108-S030	Set of 8 Pistons (2.600") - 0.030" Oversize - Dome Top - 3 ring	1937-40 V860	\$386.00
52- 6108-S040	Set of 8 Pistons (2.600") - 0.040" Oversize - Dome Top - 3 ring	1937-40 V860	\$386.00
52- 6108-S060	Set of 8 Pistons (2.600") - 0.060" Oversize - Dome Top - 3 ring	1937-40 V860	\$386.00
52- 6108-S080	Set of 8 Pistons (2.600") - 0.080" Oversize - Dome Top - 3 ring	1937-40 V860	\$386.00
	Pistons above are special order and non returnable		
40- 6108-Std	Set of 8 Pistons (3.0625") - Standard Bore - Flat Top	1932-36	\$376.00
40- 6108-S020	Set of 8 Pistons (3.0625") - 0.020" Oversize - Flat Top	1932-36	\$376.00
40- 6108-S030	Set of 8 Pistons (3.0625") - 0.030" Oversize - Flat Top	1932-36	\$376.00
40- 6108-S040	Set of 8 Pistons (3.0625") - 0.040" Oversize - Flat Top	1932-36	\$376.00
40- 6108-S060	Set of 8 Pistons (3.0625") - 0.060" Oversize - Flat Top	1932-36	\$376.00
40- 6108-S080	Set of 8 Pistons (3.0625") - 0.080" Oversize - Flat Top	1932-36	\$376.00
40- 6108-S100	Set of 8 Pistons (3.0625") - 0.100" Oversize - Flat Top	1932-36	\$376.00
	Pistons above are special order and non returnable		
01T- 6108-STD	Set of 8 Pistons (3-1/16") (3.0625") - Standard Bore	1934-42	\$389.00
01T- 6108-S020	Set of 8 Pistons (3-1/16") (3.0625") - 0.020" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S030	Set of 8 Pistons (3-1/16") (3.0625") - 0.030" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S040	Set of 8 Pistons (3-1/16") (3.0625") - 0.040" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S060	Set of 8 Pistons (3-1/16") (3.0625") - 0.060" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S080	Set of 8 Pistons (3-1/16") (3.0625") - 0.080" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S100	Set of 8 Pistons (3-1/16") (3.0625") - 0.100" Oversize - Dome Top	1934-42	\$389.00
01T- 6108-S120	Set of 8 Pistons (3-1/16") (3.0625") - 0.120" Oversize - Dome Top	1934-42	\$389.00
8BA- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Dome Top	1939-53	\$219.00
8BA- 6108-S020	Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S100	Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Dome Top	1939-53	\$219.00
8BA- 6108-S125	Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Dome Top	1939-53	\$219.00
EAC- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Mercury	1949-53	\$285.00
EAC- 6108-S020	Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Mercury	1949-53	\$285.00
EAC- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Mercury	1949-53	\$285.00

Part Number		Description - Engine Rebuild Parts		
		ENGINE - Piston Sets (with pins and clips) - cont'd	Specified For	\$ New
EAC- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Mercury		1949-53	\$285.00
EAC- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Mercury		1949-53	\$285.00
EAC- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Mercury		1949-53	\$285.00
EAC- 6108-S100	Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Mercury		1949-53	\$285.00
Note: Mercury pistons can only be used with the Mercury 4" stroke crankshaft. All Mercury pistons are dome top type.				
B5A- 6108-A Std	Set of 8 Pistons (3.625") - Standard Bore - Ford 272 V8		1955-57	\$325.00
B5A- 6108-C-020	Set of 8 Pistons (3.625") - 020 Oversize - Ford 272 V8		1955-57	\$325.00
B5A- 6108-E-030	Set of 8 Pistons (3.625") - 030 Oversize - Ford 272 V8		1955-57	\$325.00
B5A- 6108-G-040	Set of 8 Pistons (3.625") - 040 Oversize - Ford 272 V8		1955-57	\$325.00
B5A- 6108-J-060	Set of 8 Pistons (3.625") - 060 Oversize - Ford 272 V8		1955-57	\$325.00
B5A- 6108-A Std	Set of 8 Pistons (3.750") - Standard Bore - Ford 292 V8		1955-64	\$318.00
B5A- 6108-B-020	Set of 8 Pistons (3.750") - 020 Oversize - Ford 292 V8		1955-64	\$318.00
B5A- 6108-F-030	Set of 8 Pistons (3.750") - 030 Oversize - Ford 292 V8		1955-64	\$318.00
B5A- 6108-H-040	Set of 8 Pistons (3.750") - 040 Oversize - Ford 292 V8		1955-64	\$318.00
B5A- 6108-K-060	Set of 8 Pistons (3.750") - 060 Oversize - Ford 292 V8		1955-64	\$318.00
B6A- 6108	Set of 8 Pistons (3.800") - Ford 312 V8 - Various sizes available		1956-57	\$287.00
		ENGINE - Piston Ring Sets	Specified For	\$ New
78- 6140	Retainer - Piston Wrist Pin (2 required per piston)		1937-53	\$0.35
82- 6149-STD	Set of 8 Four Ring sets (2.600") - Standard Bore		1937-40	\$115.00
82- 6149-S020	Set of 8 Four Ring sets (2.600") - 0.020" Oversize		1937-40	\$115.00
82- 6149-S030	Set of 8 Four Ring sets (2.600") - 0.020" Oversize		1937-40	\$115.00
82- 6149-S040	Set of 8 Four Ring sets (2.600") - 0.020" Oversize		1937-40	\$115.00
82- 6149-S060	Set of 8 Four Ring sets (2.600") - 0.020" Oversize		1937-40	\$115.00
01T- 6149-STD	Set of 8 Four Ring sets (3.0625") - Standard Bore		1934-42	\$115.00
01T- 6149-S020	Set of 8 Four Ring sets (3.0625") - 0.020" Oversize		1934-42	\$115.00
01T- 6149-S030	Set of 8 Four Ring sets (3.0625") - 0.030" Oversize		1934-42	\$115.00
01T- 6149-S040	Set of 8 Four Ring sets (3.0625") - 0.040" Oversize		1934-42	\$115.00
01T- 6149-S060	Set of 8 Four Ring sets (3.0625") - 0.060" Oversize		1934-42	\$115.00
01T- 6149-S080	Set of 8 Four Ring sets (3.0625") - 0.080" Oversize		1934-42	\$115.00
29A- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore		1939-48	\$129.00
29A- 6149-S020	Set of 8 Four Ring sets (3.1875") - 0.020" Oversize		1939-48	\$129.00
29A- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize		1939-48	\$129.00
29A- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize		1939-48	\$129.00
29A- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize		1939-48	\$129.00
29A- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize		1939-48	\$129.00
Note: Use 29A rings only with 09T or 49T or 29T original type pistons with 5/32" oil ring grooves.				
8BA- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore		1939-53	\$69.00
8BA- 6149-S020	Set of 8 Four Ring sets (3.1875") - 0.020" Oversize		1939-53	\$69.00
8BA- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize		1939-53	\$69.00
8BA- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize		1939-53	\$69.00
8BA- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize		1939-53	\$69.00
8BA- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize		1939-53	\$69.00
8BA- 6149-S100	Set of 8 Four Ring sets (3.1875") - 0.100" Oversize		1939-53	\$69.00
8BA- 6149-S125	Set of 8 Four Ring sets (3.1875") - 0.125" Oversize		1939-53	\$69.00
Note: 8BA rings must be used with 8BA or EAC pistons when fitting in 1939-48 motors. The 8BA and EAC type pistons have 3/16" wide oil ring grooves. Some 39-48 motors were rebuilt with 8BA pistons. Check carefully.				
ECB- 6149-STD	Set of 8 Three Ring sets (3.625") - Standard Bore - 272 V8		1955-57	\$55.00
ECB- 6149-S020	Set of 8 Three Ring sets (3.625") - 020" Oversize - 272 V8		1955-57	\$55.00
ECB- 6149-S030	Set of 8 Three Ring sets (3.625") - 030" Oversize - 272 V8		1955-57	\$55.00

Part Number	Description - Engine Rebuild Parts	Specified For	\$ New
ENGINE - Piston Ring Sets - cont'd			
ECB- 6149-S040	Set of 8 Three Ring sets (3.625") - 040" Oversize - 272 V8	1955-57	\$55.00
ECB- 6149-S060	Set of 8 Three Ring sets (3.625") - 060" Oversize - 272 V8	1955-57	\$55.00
ECK- 6149-STD	Set of 8 Three Ring sets (3.750") - Standard Bore - 292 V8	1955-64	\$52.00
ECK- 6149-S020	Set of 8 Three Ring sets (3.750") - 020" Oversize - 292 V8	1955-64	\$52.00
ECK- 6149-S030	Set of 8 Three Ring sets (3.750") - 030" Oversize - 292 V8	1955-64	\$52.00
ECK- 6149-S040	Set of 8 Three Ring sets (3.750") - 040" Oversize - 292 V8	1955-64	\$52.00
ECK- 6149-S060	Set of 8 Three Ring sets (3.750") - 060" Oversize - 292 V8	1955-64	\$52.00
B6A- 6149-S	Set of 8 Three Ring sets (3.800") - Various Sizes - 312 V8	1956-57	\$52.00
7HA- 6149-S	Set of 6 Four Ring sets (3.300") - Various Sizes - G and H Six	1941-51	\$55.00
ENGINE - Connecting Rods - New or Recon (set of 8)			
21A- 6200	Connecting Rod (9.125" OA length - 2.220" Dia big end)	1935-42 (85hp)	Out of Stock
29A- 6200	Connecting Rod (9.187" OA length - 2.360" Dia big end)	1939-48 (100hp)	\$295.00
8BA- 6200	Connecting Rod (9.187" OA length - 2.291" Dia big end)	1949-53 (100hp)	\$295.00
EBU- 6200	Connecting Rod (239-272-292 V8)	1954-64	\$225.00
ENGINE - Connecting Rods - Used (set of 8)			
48- 6200	Connecting Rod (9.125" OA length - 2.20" Dia big end)	1932-38 (85hp)	\$125.00
21A- 6200	Connecting Rod (9.125" OA length - 2.20" Dia big end)	1935-42 (85hp)	\$125.00
29A- 6200	Connecting Rod (9.187" OA length - 2.36" Dia big end)	1939-48 (100hp)	\$125.00
8BA- 6200	Connecting Rod (9.187" OA length - 2.29" Dia big end)	1949-53 (100hp)	\$125.00
ENGINE - Connecting Rod Parts			
21A- 6207A	Bushing - Con Rod Small End (0.735" ID x 1.36" long - Std)	1938-53 V8	\$2.40
7HA- 6212	Nut - 3/8-24 - Con Rod (2 req'd per rod)	1947-53 V8	\$1.00
45218-S8	Jam Nut - 3/8-24 - Con Rod (2 req'd per rod)	1947-53 V8	\$0.40
ENGINE - Connecting Rod Bearings			
48- 6211-Std	Rod Bearing (1 pair) - Std - For 1.999" crank journal	1932-37 (85hp)	\$32.95
48- 6211-010	Rod Bearing (1 pair) - .010 us - For 1.999" crank journal	1932-37 (85hp)	Call for Pricing
48- 6211-020	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1932-37 (85hp)	Call for Pricing
48- 6211-030	Rod Bearing (1 pair) - .030 us - For 1.999" crank journal	1932-37 (85hp)	Call for Pricing
81A- 6211-Std	Rod Bearing (1 pair) - Std - For 1.999" crank journal	1938-42 (85hp)	\$24.95
81A- 6211-10	Rod Bearing (1 pair) - .010 us - For 1.999" crank journal	1938-42 (85hp)	\$36.95
81A- 6211-20	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
81A- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
81A- 6211-40	Rod Bearing (1 pair) - .040 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
99T- 6211-Std	Rod Bearing (1 pair) - Std - For 2.1390" crank journal	1939-48 (100hp)	\$39.95
99T- 6211-10	Rod Bearing (1 pair) - .010 us - For 2.1390" crank journal	1939-48 (100hp)	\$49.95
99T- 6211-20	Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal	1939-48 (100hp)	Call for Pricing
99T- 6211-30	Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal	1939-48 (100hp)	Call for Pricing
99T- 6211-40	Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal	1939-48 (100hp)	Call for Pricing
0BA- 6211-Std	Rod Bearing (1 pair) - Std - For 2.1390" crank journal	1949-53 (100hp)	\$19.95
0BA- 6211-10	Rod Bearing (1 pair) - .010 us - For 2.1390" crank journal	1949-53 (100hp)	\$19.95
0BA- 6211-20	Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal	1949-53 (100hp)	\$24.95
0BA- 6211-30	Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal	1949-53 (100hp)	\$24.95
0BA- 6211-40	Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal	1949-53 (100hp)	\$24.95
52- 6211-Std	Rod Bearing (1 pair) - Std - For 1.5990" crank journal	1937-39 (60hp)	\$14.95
52- 6211-10	Rod Bearing (1 pair) - .010 us - For 1.5990" crank journal	1937-39 (60hp)	\$59.95
52- 6211-20	Rod Bearing (1 pair) - .020 us - For 1.5990" crank journal	1937-39 (60hp)	Call for Pricing
52- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.5990" crank journal	1937-39 (60hp)	Call for Pricing

Part Number	Description - Engine Rebuild Parts	Specified For	\$ New
ENGINE - Connecting Rod Bearings - cont'd			
92- 6211-Std	Rod Bearing (1 pair) - Std - For 1.6990" crank journal	1940 (60hp)	\$14.95
92- 6211-10	Rod Bearing (1 pair) - .010 us - For 1.6990" crank journal	1940 (60hp)	\$59.95
92- 6211-20	Rod Bearing (1 pair) - .020 us - For 1.6990" crank journal	1940 (60hp)	Call for Pricing
92- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.6990" crank journal	1940 (60hp)	Call for Pricing
ENGINE - V8 Camshaft & Bearing Sets			
B5T- 6211-Std	Rod Bearing (1 pair) - Std For 239-272-292-312 (2.189" journal)	1954-62 V8	\$11.95
B5T- 6211-010	Rod Bearing (1 pair) - .010 us For 239-272-292-312	1954-62 V8	\$11.95
B5T- 6211-020	Rod Bearing (1 pair) - .020 us For 239-272-292-312	1954-62 V8	\$11.95
B5T- 6211-030	Rod Bearing (1 pair) - .030 us For 239-272-292-312	1954-62 V8	\$11.95
B5T- 6211-040	Rod Bearing (1 pair) - .040 us For 239-272-292-312	1954-62 V8	\$11.95
ENGINE - V8 Camshaft & Bearing Sets			
B6A- 6250	Camshaft - 272-292-312 V8 (based on 1957 4V 312 engine)	1955-62	\$129.00
B8A- 6250-C	Camshaft (NORS) - 272-292-312 V8	1955-62	\$99.00
52- 6260S	Camshaft Bearings (front-center-rear) - 60HP	1937-40	\$46.00
01A- 6260S	Camshaft Bearings (front-center-rear) - Std (85-100hp)	1933-53	\$34.95
01A- 6260S-D	Camshaft Bearings (front-center-rear) - .080" os (85-100hp)	1933-53	Call for Pricing
C2AZ- 6A251-B	Camshaft Bearing Set - Std - 272-292-312 V8	1955-57	\$45.00
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)	1942-48	\$16.00
FLATHEAD ENGINE - Timing Gears & Cam Related Parts			
18- 6254-B	Gear - Oil Pump Drive (on end of camshaft) - with flat spot inside	1932-53	\$6.50
7RA- 6255	Gear - Distributor Drive (on end of camshaft)	1948-53	\$19.00
1GA- 6256A	Timing Gear - Camshaft (bolt-on type) - 48T Aluminum	1941-47 Six	\$24.95
7HA- 6256A	Timing Gear - Camshaft (bolt-on type) - 48T Aluminum	1948-51 Six	\$53.00
52- 6256	Timing Gear - Camshaft (press-on type) - 42T Fiber	1937-40 V8-60	\$29.00
18- 6256F	Timing Gear - Camshaft (press-on type) - 56T Fiber	1932-34	\$42.00
91A- 6256A	Timing Gear - Camshaft (bolt-on type) - 44T Aluminum	1935-48	\$49.95
11A- 6256F	Timing Gear - Camshaft (bolt-on type) - 44T Fiber	1935-48	\$49.95
8BA- 6256A	Timing Gear - Camshaft (bolt-on type) - 44T Aluminum	1949-53	\$49.95
8BA- 6256F	Timing Gear - Camshaft (bolt-on type) - 44T Fiber	1949-53	\$49.95
91A- 6258	Lock Ring for bolt-on type timing gear	1935-53	\$4.25
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)		\$16.00
350400-SK	Bolts for Camshaft Lock Ring (set of 4 bolts)	1935-53	\$12.00
1GA- 6306	Timing Gear - Crankshaft - 24T	1941-47 Six	\$26.95
18- 6306	Timing Gear - Crankshaft - 28T	1932-34	\$27.95
48- 6306	Timing Gear - Crankshaft - 22T	1935-48	\$29.95
8BA- 6306	Timing Gear - Crankshaft - 22T	1949-53	\$36.95
74153-S	Key - timing gear to crankshaft (1" x ¼")	Various	\$1.50
357654-S	Key - timing gear to crankshaft (¾" x ¼")	Various	\$1.00
Y-BLOCK ENGINE - Timing Sprockets & Chains			
EAA- 6256-A	Sprocket (42T) - Camshaft (239-272-292-312 V8)	1954-64	\$23.00
EAA- 6268-B	Timing Chain (239-272-292-312 V8)	1954-64	\$32.00
B8A- 6306-B	Sprocket (21T) - Crankshaft (239-272-292-312 V8)	1954-64	\$14.00
EAA- 6268-S	Timing Set (cam & crank sprockets + chain) - 239-272-292-312 V8	1954-64	\$67.00
74147-S	Key - (5/32") - Timing sprocket to camshaft	1954-64	\$1.00
74175-S	Key - (5/32") - Timing sprocket to crankshaft	1954-64	\$1.00
ENGINE - Crankshaft Pulleys & Seals			
6303	Crankshaft - check availability on our used crank stock	Call for Price	
40- 6310A	Oil Slinger - Crankshaft (1932-38 V8)		\$2.50
81A- 6310	Oil Slinger - Crankshaft - 1938-53 V8		\$2.50
18- 6312-A	Single Pulley (wide belt) - 5.0" dia (1932-38)	Call for price	
81C- 6312A	Single Pulley (wide belt) - 5.0" dia (1939 Std - long snout crank)	Call for price	
91A- 6312-A	Single Pulley (wide belt) - 4.375"L x 5.0" dia - with fan mount flange	Call for price	
21A- 6312	Dual Pulley (wide belt) - 5.375" diameter	Call for price	
8BA- 6312-A	Dual Pulley (wide belt) - 4.81" long - replaced by 8BA-6312-B	Call for price	

Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
ENGINE - Crankshaft Pulleys & Seals - cont'd			
8BA- 6312-B	Dual Pulley (wide belt) - 3.68" long - used with 8BA-6362 sleeve)	\$85.00	\$129.00
8BA- 6312-C	Dual Pulley (narrow belt) - 3.08"L x 6.0"D - use w/ 8BA-6362 sleeve)	\$95.00	
B- 6319	Bolt - Crankshaft Pulley (ratchet type) 1928-47 large type		\$14.95
81A- 6319	Bolt - Crankshaft Pulley (ratchet type) 1939-48 small type		\$5.95
81A- 6326	Pipe - Crankshaft rear main oil drain (39-42 V8)		\$4.00
20639-SK	Bolt & Washer Kit (crank pulley) 1949-53 V8		\$7.00
20639-S	Bolt - Crankshaft Pulley (hex type) 1949-53 V8		\$5.50
351590-S	Washer - Crank Pulley Bolt 1949-53 V8		\$2.00
74151-S	Key - crank pulley (1/4") - All Y-Block V8		\$1.00
74153-S	Key - crank pulley (1/4") - 48-51 H Six + 49-53 V8 car & truck		\$1.50
74156-S	Key - crank pulley (1/4") - 32-37 V8 (exc 60hp)		\$2.00
78- 6335	Rear Main Seal Retainer - Upper (36-42 V8)	\$25.00	\$42.00
91A- 6335	Rear Main Seal Retainer - Upper (39-48 V8)	\$25.00	\$42.00
8BA- 6335	Rear Main Seal Retainer - Upper (49-53 V8)	\$35.00	\$49.00
78- 6336	Rear Main Seal Retainer - Lower (36-42 V8)	\$25.00	\$42.00
19B- 6336	Rear Main Seal Retainer - Lower (39-48 V8)	\$25.00	\$42.00
59A- 6345	Bolt - Main Brg Caps F & C (1/2"-13 x 2.61" long) - (36-48 V8)		\$1.00
91A- 6347	Rope Seal (upper/lower rear main) (39-53 V8)		\$9.00
91A- 6347K	Rear Main Seal Kit (upper/lower ropes + tool & gauge) (39-53 V8)		\$25.00
B- 6348	Castle Nut (1/2"-20 thread) - Main Cap Stud		\$2.00
8BA- 6362M	Crank Sleeve (smooth for one-piece oil seal) (49-53 V8)		\$6.50
8BA- 6362	Crank Sleeve (standard spiral grooved) (49-53 V8)		\$6.50
B- 6700-MK	Kit - One piece front oil seal + smooth sleeve (49-53 V8)		\$17.95
B- 6700	Rope Seal (upper/lower - timing cover/pan (32-48 V8)		\$3.00
B- 6700-M	Oil Seal (1 pc) - Crankshaft front (49-53 V8)		\$14.95
ENGINE - Main Bearings			
52- 6330S	Main Bearing Set (3 pairs) - Specify Size - 1.990" journal 60hp	Specified For 1937-39	\$ New Call for Pricing
68- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.399" journal	1936-38	\$95.00
68- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.399" journal	1936-38	\$139.00
68- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.399" journal	1936-38	\$139.00
68- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.399" journal	1936-38	\$139.00
81A- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.499" journal	1939-48	\$159.00
81A- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.499" journal	1939-48	\$159.00
81A- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.499" journal	1939-48	\$159.00
81A- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.499" journal	1939-48	\$159.00
81A- 6330S-040	Main Bearing Set (3 pairs) - 0.040 - for 2.499" journal	1939-48	\$159.00
1BA- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.499" journal	1949-53	\$119.00
1BA- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.499" journal	1949-53	\$119.00
1BA- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.499" journal	1949-53	\$119.00
1BA- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.499" journal	1949-53	\$119.00
1BA- 6330S-040	Main Bearing Set (3 pairs) - 0.040 - for 2.499" journal	1949-53	\$119.00
EBV- 6330S-Std	Main Bearing Set (5 pairs) - Std 2.499" journal (239-272-292 V8)	1954-64	\$75.00
EBV- 6330S-010	Main Bearing Set (5 pairs) - 010" us (239-272-292 V8)	1954-64	\$75.00
EBV- 6330S-020	Main Bearing Set (5 pairs) - 020" us (239-272-292 V8)	1954-64	\$75.00
EBV- 6330S-030	Main Bearing Set (5 pairs) - 030" us (239-272-292 V8)	1954-64	\$75.00
EBV- 6330S-040	Main Bearing Set (5 pairs) - 040" us (239-272-292 V8)	1954-64	\$75.00
B6A- 6330S-Std	Main Bearing Set (5 pairs) - Std 2.624" journal (312 V8)	1956-57	\$119.00
B6A- 6330S-010	Main Bearing Set (5 pairs) - 010" us (312 V8)	1956-57	\$119.00
B6A- 6330S-020	Main Bearing Set (5 pairs) - 020" us (312 V8)	1956-57	\$119.00
B6A- 6330S-030	Main Bearing Set (5 pairs) - 030" us (312 V8)	1956-57	\$119.00

Part Number	Description - Engine Rebuild Parts		
ENGINE - Bell Housings & Starter Plates		\$ Used	US \$ Price
8RT- 6392 *	Bell Housing (cast iron) + Starter plate (48-52 F series trucks)	\$225.00	
8CM- 6392 *	Bell Housing (pressed steel) + Starter plate (49-50 Mercury cars)	\$225.00	
8BA- 6392 *	Bell Housing (pressed steel) + Starter plate (49-51 Ford cars)	\$225.00	
AC- 6392 *	Bell Housing (cast iron) + Starter plate (52-53 Ford/Merc cars)	\$225.00	
* Note: Bell housing adapters & starter plates listed above are only sold as sets. All sets are from our used parts inventory and are cleaned & painted. Very limited availability - check back with us if the adapter you want is not available at any given time.			
Model A to Early V8 Transmission Adapter Kit			\$ New
VP- 6392-AK	Complete Adapter Kit - 1932-48 early Ford trans to Model A engine		\$509.00
VP- 6392-APB	Parking Brake Bracket - To mount A brake handle to early V8 trans		\$39.00
Note: Kit includes cast aluminum transmission adapter, brake & clutch pedal mount, clutch release bearing shaft & arm, the			
ENGINE - Flywheel & Related Parts		\$ Used	\$ New
19A- 6375	Flywheel & Ring Gear Assy (1941-48) (for 10" clutch)	\$145.00	
8BA- 6375	Flywheel & Ring Gear Assy (1949-53) (for 9½" or 11" clutch)	\$145.00	
B- 6376S	Flywheel Bolts (set of 4) - Drilled for safety wire		\$19.50
B- 6384	Flywheel Ring Gear - 112 teeth (1932-48)		\$32.00
52- 6384	Flywheel Ring Gear - 122 teeth (1937-40 V8-60hp)		Call for Price
8BA- 6384	Flywheel Ring Gear - 112 teeth (1949-53)		\$39.00
350329-S2	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		Use 350433-S
350433-S	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		\$9.50
350645-S	Bolt - Flywheel to Crankshaft (see B-6376S above)		
7RA- 7609	Retainer Ring (flywheel bolt retaining) - (32-53 V8)	\$7.50	
8RT- 6410	Retainer - Flywheel housing (48-52 trucks) - seals not included		\$32.00
8BA- 6411	Dust Seal - Flywheel housing (49-53 cars)		\$18.00
8RT- 6424	Dust Seal - Flywheel housing retainer - lower (48-52 trucks)		\$9.00
8RT- 6425	Packing - Flywheel housing retainer - upper (48-52 trucks)		\$4.00
FLATHEAD ENGINE - V8 Valve Package		Specified For	\$ New
8BA- 6505K	Complete Valve Kit for V8 Engine	1933-53	\$265.00
Note: Kit includes 16 each valves, 1 pc guides, springs, spring retainers, guide retainers, keepers, and 8 oil seals. Add \$45.00 to			
FLATHEAD ENGINE - Valves & Valve Components		Specified For	\$ New
52- 6500	Tappet - Slotted - Hollow (New) Set of 16:	1932-53	\$175.00
82- 6500-KH	Tappet - Hollow Adjustable Set of 16:	1937-39	\$335.00
18- 6500	Tappet - Slotted - Hollow (NOS) Each:	1932-53	\$3.95
91A- 6500	Tappet - Solid side - Hollow (NOS) Each:	1932-53	\$3.95
91A- 6500AD-S	Tappet - Solid Adjustable Each:	1932-53	\$14.95
91A- 6500AD-H	Tappet - Hollow Adjustable Each:	1932-53	\$16.50
91A- 6500KS	Tappet - Solid Adjustable Set of 16:	1932-53	\$225.00
91A- 6500KH	Tappet - Hollow Adjustable Set of 16:	1932-53	\$215.00
91A- 6500WRN	Wrench set for adjustable tappets	1932-53	\$8.95
52- 6505	Valve (Intake or Exhaust) - Mushroom Tip (60hp)	1937-40	\$19.95
1GT- 6505	Valve (Exhaust only) - Mushroom Tip (G series six)	1941-47	\$11.95
7HA- 6505	Valve (Exhaust only) - Straight Stem (1.51" dia x 5.36" long)	1947-50	\$7.95
11T- 6505	Valve (Intake or Exhaust) - Mushroom Tip	1932-48	\$15.95
8BA- 6505	Valve (Intake or Exhaust) - Straight Stem (4.490" long)	1932-53	\$7.95
1BA- 6505	Valve (Intake or Exhaust) - Straight Stem (4.540" long)	1951-53	\$9.95
1BA- 6507	Valve (Intake only - Straight Stem (4.54" long)	1951-53	\$7.95
5GA- 6507	Valve (Intake) - Mushroom Tip - Six Cyl G series	1945-47	\$8.95
7HA- 6507	Valve (Intake) - Straight Stem - Six Cyl H series	1947-51	\$15.95
40- 6510	Valve Guide (split type) - 85/95hp	1933-48	\$7.95
52- 6510	Valve Guide (split type) - 60hp	1937-40	\$8.95
8BA- 6510	Valve Guide (one piece type) - 85/110hp	1933-53	\$4.75
1GA- 6510	Valve Guide (split type) - G series Six - Exhaust Valve side only	1941-47	\$7.95
7HA- 6510	Valve Guide (one piece type) - H series Six -Intake & Exh valves	1947-51	\$8.95
40- 6512	Retainer - Valve Guide (horseshoe clip) - 85-110hp	1932-53	\$1.65
52- 6512	Retainer - Valve Guide (horseshoe clip) - 60hp	1937-40	\$2.50

Part Number		Description - Engine Rebuild Parts		
		FLATHEAD ENGINE - Valves & Valve Components - cont'd	Specified For	\$ New
52- 6513	Valve Spring (intake or exhaust) - V8-60hp	1937-40	\$6.95	
78- 6513	Valve Spring (intake or exhaust) - 2.41" long x 11½ coils - V8	1932-53	\$2.95	
0BA- 6513	Valve Spring (intake or exhaust) - 2.48" long x 10.1 coils - V8	1932-53	\$2.95	
1BA- 6513	Valve Spring (intake or exhaust) - 2.20" long x 9.1 coils - V8	1951-53	\$3.50	
86H- 6513	Valve Spring (intake or exhaust) - 2.40" long x 9¼ coils - V8	1933-53	\$5.95	
0HA- 6513	Valve Spring (intake or exhaust) - 2.56" long x 9.38" coils (Six)	1947-51	\$6.50	
40- 6514	Retainer - Valve Spring	1932-48	\$1.25	
8BA- 6514	Retainer - Valve Spring (use with 8BA-6505 valves)	1932-53	\$1.75	
1BA- 6514	Retainer - Valve Spring (use with 1BA-6505 valves)	1951-53	\$1.75	
7HA- 6514	Retainer - Valve Spring (use with 7HA valves) - H series six	1947-51	\$1.50	
1BA- 6517	Sleeve - Valve Retainer (use with 1BA-6505 and 1BA-6514)	1951-53	\$5.00	
7HA- 6518	Lock Keys (2) - Valve Spring (use with 8BA/1BA-6505 valves)	1932-53	\$0.60	
52- 6521	Intake Manifold Gasket (1937-40) - 60HP		\$17.00	
40- 6521B	Intake Manifold Gasket (1932-48) - 85/100 HP		\$13.50	
8BA- 6521	Intake Manifold Gasket (1949-53) - 100 HP		\$11.00	
C0AE- 6521-A	Valve Chamber Cover Gasket Set (54-62) - 239-272-292-312 V8		\$9.50	
B4AZ- 6A506-A	Rocker Arm Cover Gasket Set (54-62) - 239-272-292-312 V8		\$15.50	
48- 6524	Oil Baffle - Valve Chamber - USED part	1932-53	\$5.00	
8BA- 6571	Seal - Valve Guide	1932-53	\$1.00	
C1TE- 6571-C	Seal - Valve Stem - Set of 16 - 239-272-292-312	1954-62	\$18.50	
40- 6056	Valve Seat Insert (1.633" OD) - replaces 40-6057-B	1932-53	\$5.95	
Note: The 1949-50 style valve assembly can be used in any 1933-53 flathead V8 (221-239-255 cu in) engine as long as you use the entire assembly. Parts cannot be inter-mixed with the 51-53 rotator style valve assembly.				
		Y-BLOCK ENGINE - Valves & Valve Components	Specified For	\$ New
B8C- 6500-A	Valve Lifter - All 239-272-292-312 Y-Block	1954-64	\$11.50	
C3AZ- 6505-N	Valve (Exhaust) - 1.52" diam - Y block V8 all	1954-64	\$9.95	
SS- 6505	Valve (Exhaust 21-4N stainless) - 1.52" diam - Y block V8 all		\$15.95	
C0AE- 6507-J	Valve (Intake) - 1.79" diam - 272-292-312 V8	Various	\$7.95	
B7A- 6507-A	Valve (Intake) - 1.92" diam - 272-292-312 V8	1957	\$9.95	
SS- 6507	Valve (Intake 21-4N stainless) - 1.92" diam - 272-292-312 V8	1957	\$15.95	
Note: The SS-6507 valve can not be installed in the 1960-64 Y-Block heads. OK to machine the 55-59 heads for this valve.				
B6A- 6513	Valve Spring (int or exh) - 2.09" L - 7 coils - (239-272-292-312 V8)	1954-64	\$2.40	
B9A- 6514-A	Valve Spring Retainer (239-272-292 V8)	1954-64	Use VSR-6514K kit	
B6A- 6514-A	Valve Spring Retainer (312 V8)	1957	Use VSR-6514K kit	
7HA- 6518	Lock Keys (2) - Split - Valve retainer (239-272-292-312 V8) Pair:	1954-64	\$0.60	
VSR- 6514K	Valve Spring & Retainer Kit (police package) - 292-312 V8	1956-59	\$115.00	
B4AZ- 6563-A	Rocker Shaft (239-272-292-312 V8) Pair:	1954-64	\$95.00	
C0AZ- 6564-A	Rocker Arm & Screw (239-272-292-312 V8)	1954-64	\$39.00	
EBU- 6565-B	Push Rod (239-272-292 V8) - 8.29"L	1954-55	\$11.50	
C0AE- 6565-D	Push Rod (272-292 V8) - 8.188"L	1956-64	\$6.50	
TS- 6565-A	Push Rod (272-292-312V8) - 8.129"L - Tubular 250# Steel	1956-64	\$7.50	
Note: You can check the exact pushrod length needed with the PRLC tool (range: 7.20 to 8.30" length) - \$19.00				
		ENGINE - Oil Pump & Pump Parts	\$ New	
C0AE- 6600-D	Oil Pump (less screen & tube) - 272-292-312 V8	1955-64	\$139.00	
8RT- 6615	Oil Pump pickup tube & cover (for M-19 short body pump)		\$19.50	
8BA- 6615	Oil Pump pickup tube & cover (for M-19 short body pump)		\$29.00	
B9A- 6A618-A	Oil Pump drive shaft (=C1AZ-6A618A) - 272-292-312 V8	1955-64	\$11.50	
41T- 6623	Oil Pump pickup screen (replaces 68-6623 and 8BA-6623)		\$19.95	
8BA- 6621	Oil Pump with gasket (short body M-19) - less pickup assy		\$179.00	
01A- 6654	Spring - Oil pressure relief - 50 psi (35-42 V8)		\$2.00	
41A- 6654	Spring - Oil pressure relief - 80 psi (44-48 V8)		\$2.00	
18- 6655	Idler Gear for oil pump - with new bushing (32-53 V8)	\$22.00	\$29.00	
18- 6656	Shaft - Oil pump idler gear (32-48 V8)	\$15.00		
8BA- 6656	Shaft - Oil pump idler gear (49-53 V8)	\$15.00		
18- 6657	Bushing - idler gear (32-53 V8) for the 18-6655 idler gear		\$5.00	

Part Number	Description - Engine Rebuild Parts		\$ New
ENGINE - Oil Pump & Pump Parts			
18- 6659-A	Gasket - Oil Pump Drive Gear Cover (32-41 V8)		\$3.00
18- 6659-B	Gasket - Oil Pump Drive Gear Cover (41-48 V8)		\$3.00
8BA- 6659	Gasket - Oil Pump Drive Gear Cover (49-53 V8)		\$3.00
01A- 6663	Plunger - Oil pressure relief (see Notes) - (32-47)	Notes	\$15.00
68- 6666	Plug - Oil pressure relief (35-48 V8)		\$5.00
ENGINE - Oil Pans & Dipsticks		\$ Used	\$ New
48- 6675-C	Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch	115.00	
59A- 6675-B	Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch	115.00	
8BA- 6675-C	Oil Pan (49-50 Ford V8) - Mid sump - horizontal drain plug	115.00	
1BA- 6675-A	Oil Pan (51 Ford V8) - angled drain plug	115.00	
1BA- 6675-C	Oil Pan (52 Ford V8) - Mid sump - angled drain plug - 2 side ribs	115.00	
1BA- 6675-D	Oil Pan (52-53 Ford V8) - Mid sump - angled plug - 3 side ribs	115.00	
8CM- 6675-C	Oil Pan (49-51 Merc) - Rear sump - stud reinforcement at bottom)	115.00	
1M- 6675	Oil Pan (51 Merc) - Rear sump - w/o stud reinforcement at bottom)	115.00	
8RT- 6675-B	Oil Pan (48-53 Truck V8) - rear sump with cleanout	125.00	
8RT- 6675-D	Oil Pan (53 Truck V8) - long rear to mid sump without cleanout	115.00	
ENGINE - Oil Pan Parts & Gaskets - Oil Filters		\$ Used	\$ New
7HT- 6698	Gasket - Oil Pan Cleanout Plate (1948-52 truck pan)		\$4.95
B- 6700M	One Piece Front Oil Seal (32-53V8) use with 8BA-6362M sleeve		\$14.95
B- 6700	Rope Seal (upper/lower - timing cover/pan (32-48 V8)		\$3.00
B- 6730	Plug - Oil Drain (3/4"-24x5/8") - (33-48)		\$3.75
B- 6730-M	Plug - Oil Drain (3/4"-24x5/8") - (33-48) - Magnetic		\$6.95
52- 6730	Plug - Oil Drain (1.5"-20x5/8") - (38-48)	7.50	\$11.00
8HA- 6730	Plug - Oil Drain (7/8"-14 x 5/8") - (48-56)		\$3.95
VPOF- 6731-A	Oil Filter Element (40-53 all) (Equivalent to 7HA-6731)		\$14.50
VPOF- 6731-S	Oil Filter - Spin On Type (1954-70 V8) (Equiv. to C1AZ-6731A)		\$8.95
Note: If engine block is not equipped with the spin-on adapter, order the B7A-6882 adapter below. For 1954 and later V8 engines.			
B- 6734-C	Gasket (copper) - Drain Plug - 3/4" dia		\$2.00
8HA- 6734-C	Gasket (copper) - Drain Plug - 7/8" dia		\$2.00
52- 6734-C	Gasket (copper) - Drain Plug - 1½" dia.		\$3.00
40- 6750-B	Dipstick (34-40 V8) - 16.625" long (short handle)	\$5.00	
48- 6750	Dipstick (35-48 V8) - 16.625" long (tight loop handle)	\$7.00	\$12.50
8BA- 6750	Dipstick (49-53 V8) - (replaced by EAB-6750)	\$10.00	\$19.50
8CM- 6750-B	Dipstick (49-51 Merc)	Out of Stock	
48- 6751-A	Dipstick Tube Mount Boss (w/o filter return hole, includes gasket)		Out of Stock
59A- 6751	Dipstick Tube Mount Boss (w/filter return hole, includes gasket)		Out of Stock
48- 6753	Gasket - Tube Boss (fits 48-6751A and 59A-6751 boss)		\$2.50
8BA- 6753	Gasket - Tube Boss (fits 8BA-6751 boss)		\$2.50
48- 6754-A	Tube - Dipstick (35-53 V8) - 7.00" long	\$5.00	
48- 6754-B	Tube - Dipstick (35-53 V8) - 8.25' long	\$5.00	\$9.00
8CM- 6754	Tube - Dipstick (49-51 Merc)		
48- 6756-A	Tube - Vent under fuel pump (35-48) - 4.98" L - with C.I. manif.	\$5.00	\$7.50
48- 6756-B	Tube - Vent under fuel pump (35-48) - 4.02" L - with alum manif.	\$5.00	\$7.50
8BA- 6757/62	Road Draft Tube (2 pc) - (49-53 Ford V8)	\$75.00	
48- 6766	Breather Cap (X top) - (35-48 V8) - Painted black	\$8.00	\$14.00
48- 6766-C	Breather Cap (X top) - (35-48 V8) - Chrome plated		\$21.00
8BA- 6766	Breather Cap with skirt - (49-53 V8)		\$24.00
C0AZ- 6710-B	Oil Pan Gasket (239-272-292-312 V8)		\$14.50
18- 6781	Oil Pan Gasket set (with rope seals) - 1932-34 V8		\$22.50
52- 6781	Oil Pan Gasket set (with rope seals) - 1937-39 60HP		\$29.00
022A- 6781	Oil Pan Gasket set (with rope seals) - 1940 60HP		\$29.00
48- 6781	Oil Pan Gasket set (with rope seals) - 1935-48 V8		\$17.00
IGA- 6781	Oil Pan Gasket set (with rope seals) - 1941-47 G Six		\$32.00
7HA- 6781	Oil Pan Gasket set (with rope seals) - 1948-51 H Six		\$32.00
8BA- 6781	Oil Pan Gasket set (with rope seals) - 1949-53 V8		\$19.00

Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
	ENGINE - Oil Pan Parts & Gaskets - Oil Filters - cont'd		
B7A- 6882	Adapter - for spin-on type oil filter (1952 & later Six; 1954 & later V8)		\$25.00
Note: Oil pan gasket sets include the lower rope seals only. Uppers are included in full rebuild gaskets sets only.			
Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts		
B- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$225.00	
48- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$195.00	
78- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$215.00	
01A- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$135.00	
AF- 7006	Gearbox case only less gears (no shifter housing or retainers) See also 7222 shifter housings, and 7050 & 7085 retainers	\$195.00	
48- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$195.00
67- 7017	Main Drive Gear - 14 tooth	\$0.00	\$25.00
81A- 7017R	Main Drive Gear - 16 tooth (replaces the 8M-7017)	\$115.00	\$195.00
81A- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$225.00
022A- 7017R	Main Drive Gear - 15 tooth	\$115.00	\$195.00
022A- 7017	Main Drive Gear - 15 tooth (NOS or NORS)	\$115.00	\$225.00
8M- 7017	Main Drive Gear - 16 tooth (order the 81A-7017)		
8A- 7017	Main Drive Gear - 16 tooth	\$75.00	\$150.00
1A- 7017	Main Drive Gear - 16 tooth (= B6A-7017C & B7A-7017J)	\$95.00	\$160.00
1C- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$195.00
TAAA- 7017-A	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$195.00
06H- 7017R	Main Drive Gear - 18 tooth LZ	\$115.00	\$195.00
06H- 7017	Main Drive Gear - 18 tooth LZ (NOS or NORS)	\$125.00	\$235.00
26H- 7017	Main Drive Gear - 19 tooth LZ	\$125.00	na
74- 7025	Ball Bearing - MDG - V860 trans (use 8A-7025 bearing)		
8A- 7025	Ball Bearing - MDG (also = C3AZ-7025B)		\$22.00
51A- 7025	Ball Bearing - MDG		\$19.50
B5S- 7025-A	Ball Bearing - MDG (55-62 T-86 OD)		
B- 7026-A	Snap Ring - Ball Bearing OD (fits 51A-7025) - .063" thick		\$3.00
B- 7026-B	Snap Ring - Ball Bearing OD (fits 51A-7025) - .075" thick		\$3.00
B3TZ- 7A034-A	Bushing - Extension Housing (49-67)		\$8.00
B5AZ- 7A034-A	Bushing - Extension Housing (56-64)		\$9.50
C0DP- 7034-C	Bushing - Extension Housing (60-66)		\$9.00
7039	Universal Joint - See 4635 universal joints under rear end parts		
B- 7040	Oil Baffle - MDG - 1932-54 (2.875" OD x 1.576/585" ID)	\$2.50	\$4.00
8A- 7040	Oil Baffle - MDG - 1949-64 (2.690" OD x 1.339/380" ID)	\$3.00	\$6.00
7041	Rear Bushing - see 7A034 bushings above		
B5AZ- 7A044-C	Insert - Synchro for T86 trans (3 req'd) Each:		\$5.00
B- 7050	Bearing Retainer (MDG) - 1932-36	\$25.00	
78- 7050	Bearing Retainer (MDG) - less grease seal (1937-52)	\$39.00	\$45.00
8A- 7050	Bearing Retainer (MDG) spiral groove (1949-55)	\$25.00	\$35.00
TAAA- 7050-A	Bearing Retainer (MDG) spiral groove (1953-56) for 208 bearg	\$39.00	
TAAA- 7050-B	Bearing Retainer (MDG) spiral groove (1953-56) for 207 bearg	\$39.00	
B- 7051	Gasket - Front bearing retainer (32-52 various) See B-7153F		\$2.50
8A- 7051	Gasket - Front bearing retainer (49-62 various) See 8A-7153		\$2.50
78- 7052	Grease Seal - Front bearing retainer (1932-50)		\$4.00
21C- 7052	Grease Seal - Rear bearing retainer (1942-63)		\$6.00
C0DR- 7052-A	Grease Seal - Tailshaft Housing (1960-66 2.77 type)		\$11.00
C1DP- 7052-A	Oil Seal - Tailshaft Housing (60-64 Falcon 144/170 Six w/FM)		\$7.00
C2AZ- 7052-A	Grease Seal - Tailshaft Housing (1951-64 Fordomatic)		\$9.95
C3AZ- 7052A1	Grease Seal - Tailshaft Housing (1957-65)		\$14.50
C3AZ- 7052A2	Grease Seal - Tailshaft Housing (1957-65)		\$8.50
B7AZ- 7A283A	Grease Seal - Front bearing retainer (1957-59)		\$9.50
C0DR- 7A283A	Grease Seal - Front bearing retainer (1960-66 2.77 type)		\$9.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts			
81A- 7059	Snap Ring - mainshaft to synchro front (= B7A-7059A)		\$3.00
B- 7061	Main Shaft - 6S/6S (S=straight / H=helical spline)	\$85.00	\$165.00
68- 7061-A	Main Shaft - 6H/6S	\$115.00	\$175.00
68- 7061-B	Main Shaft - 16H/6S	\$115.00	\$195.00
81A- 7061	Main Shaft - 16H/6S - with 81A-7073 pin	\$125.00	\$225.00
21C- 7061-A	Main Shaft - 16H/16S - Open Drive - with 81A-7073 pin	\$135.00	\$225.00
51A- 7061	Main Shaft - 16H/6S - w/o pin	\$125.00	\$225.00
59C- 7061	Main Shaft - 16H/16S - Open Drive - w/o pin	\$135.00	\$225.00
8M- 7061	Main Shaft - 16H/16S	\$95.00	\$160.00
8A- 7061-A	Main Shaft - 16H/16S - Non OD	\$65.00	\$95.00
1A- 7061-A	Main Shaft - 16H/16S - Non OD	\$85.00	\$125.00
1C- 7061-A	Main Shaft - 16H/16S - Open Drive (1951-52 pickup)	\$135.00	\$225.00
TAAA- 7061	Main Shaft - 16H/16S - Open Drive (1953-54 pickup)	\$95.00	\$125.00
B5A- 7061-C	Main Shaft - 16H/16S - Non OD - 27.45" long - Replaces AB-7061A	\$125.00	\$175.00
B- 7063	Spacer Ring - mainshaft pilot	\$2.00	\$3.00
B- 7064-M	Snap Ring - MDG ball bearing retaining - opposed ends		\$3.00
8A- 7064	Snap Ring - MDG ball bearing (1949-58) - opposed ends		\$3.00
74- 7065	Ball Bearing - Mainshaft V860 trans		\$18.00
51A- 7065	Ball Bearing - mainshaft (rear)		\$17.50
8A- 7065	Ball Bearing - mainshaft (rear) 1949-51 - use 8A-7025		
C0DZ- 7065	Ball Bearing - mainshaft (rear)		\$14.50
B- 7069	Thrust Washer - mainshaft - 6 slot		\$6.00
81A- 7069-A	Thrust Washer - mainshaft - 6 slot (0.064" thick)		\$6.00
81A- 7069-B	Thrust Washer - mainshaft - 6 slot (0.072" thick)		\$6.00
VP- 7069-A	Thrust Washer - mainshaft - (0.010" thick) (39-62)		\$3.00
51A- 7070-A	Snap Ring - Ball Bearing OD (for 51A-7065 bearing)		\$3.00
51A- 7070-B	Snap Ring - Ball Bearing OD (for 51A-7065 bearing)		\$3.00
68- 7071	Thrust Washer - mainshaft - 6 slot		\$7.00
81A- 7071	Thrust Washer - mainshaft - 8 slot		\$7.00
B- 7072	Spring - mainshaft (lock key for 2nd gear) (32-38)		\$3.00
B- 7073	Plunger - mainshaft (lock key for 2nd gear) (32-38)		\$3.00
81A- 7073	Pin - mainshaft to thrust washer retaining (39-48)		\$1.00
68- 7080	Grease Baffle - mainshaft (rear) 1936-48)	\$3.00	\$4.00
59C- 7080	Washer - mainshaft (rear) 1946-50)		\$4.00
B- 7084-K	U-Joint Spider Kit with bushings & clips (1928-48)		\$45.00
BB- 7084	U-Joint Spider Kit with bushings & clips (1932-34 truck)		\$35.00
B- 7085	Rear Bearing Retainer (1932-36)	\$85.00	
78- 7085	Rear Bearing Retainer (1937-40 Ford + 41 pickup V8)	\$60.00	
99A- 7085	Rear Bearing Retainer (41 Ford V8 + 39-41 Merc + Ford 41-42 Six)	\$60.00	\$72.00
21A- 7085	Rear Bearing Retainer (1942-48 Ford/Merc passenger)	\$50.00	\$72.00
21C- 7085-A	Rear Bearing Retainer (1942-52 truck open drive 3 speed)	\$60.00	
21C- 7085-AS	Rear Bearing Retainer - with speedo gear parts	\$95.00	
21C- 7085-B	Rear Bearing Retainer (1942-52 truck open drive 4 speed)	\$60.00	
21C- 7085-BS	Rear Bearing Retainer - with speedo gear parts	\$140.00	
B3TZ- 7085A	Rear Bearing Retainer (1953-62 pickup LD 3 speed)	\$60.00	
B- 7086	Gasket - Rear bearing retainer (32-52) See B-7153F set		\$2.50
8A- 7086	Gasket - Rear bearing retainer (49-62) See 8A-7153 set		\$3.00
B- 7090	U-Joint (1928-48) - For closed drive transmissions - 85-100hp	\$55.00	
B- 7090R	U-Joint (1928-48) - For closed drive transmissions - Rebuilt	\$120.00	
74- 7090	U-Joint (1937-39) - For closed drive transmissions - 60hp	\$55.00	\$115.00
LZ- 7090	U-Joint (LZ needle bearing type) - Original mfr part	\$60.00	\$95.00
B- 7095K	Bolt & Washer Kit - U-Joint to mainshaft		\$3.00
B- 7100	Low-reverse gear - 29T spur - six straight splines	\$55.00	\$95.00
67- 7100-A or B	Low-reverse gear - 29T spur - six straight splines	\$55.00	\$95.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts - cont'd		
68- 7100-A	Low-reverse gear - 29T helical - 6 helical splines	\$55.00	\$95.00
68- 7100-B	Low-reverse gear - 29T helical - 16 helical splines	\$75.00	\$105.00
01A- 7100	Low-reverse gear - 29T helical - 16 helical splines	\$80.00	\$105.00
1A- 7100	Low-reverse gear - 28T helical - 16 helical splines	\$95.00	\$165.00
B6A- 7100-A	Low-reverse gear - 29T helical - 6 helical splines	\$75.00	\$105.00
C0AR- 7100-B	Low-reverse gear - 28T helical - 32 helical splines	\$60.00	\$95.00
C0TR- 7100-A	Low-reverse gear - 28T helical - 16 helical splines	\$55.00	\$115.00
B6A- 7100-A	Low-reverse gear - R29T helical - 6H splines (T86 OD trans)	\$75.00	\$105.00
B- 7101	Key - Second Gear Lock (1932-39)	\$4.00	\$4.50
81A- 7102R	Second Gear - 22T	\$85.00	\$145.00
81A- 7102	Second Gear - 22T (NOR or NORS)	\$85.00	\$165.00
51A- 7102	Second Gear - 22T (order the 81A-7102)		
1A- 7102R	Second Gear - 22T (replaced by C1AZ-7102A)	\$60.00	\$124.00
1A- 7102	Second Gear - 22T (replaced by C1AZ-7102A) - NOS or NORS	\$60.00	\$165.00
06H- 7102	Second Gear - 24T - LZ	\$85.00	\$165.00
C1AZ- 7102-A	Second Gear - 22T (replaces the 1A-7102)	\$60.00	\$124.00
B6A- 7102-A	Second Gear - R23T - For T86 overdrive trans (1955-63 various)	\$60.00	\$124.00
B- 7103	Second Gear - 22T (without bushing)	\$95.00	\$175.00
68- 7104	Bushing - second gear sleeve (1932-39)		\$29.00
81A- 7105	Synchro Hub - uses 3 wide inserts with 3 balls and springs	\$25.00	\$45.00
51A- 7105	Synchro Hub - uses 3 wide inserts with 2 wire spring retainers	\$25.00	\$45.00
B5A- 7105	Synchro Hub - uses 3 narrow inserts with wire spring retainers	\$25.00	\$45.00
B- 7106	Synchro Sleeve - 1.406 " width (1932-35)	\$60.00	\$95.00
48- 7106	Synchro Sleeve - 1.345" width (1935-39)	\$45.00	\$95.00
81A- 7106	Synchro Sleeve	\$25.00	\$45.00
01A- 7106	Synchro Sleeve	\$25.00	\$49.00
B5A- 7106	Synchro Sleeve	\$25.00	\$45.00
81A- 7107	Brass Synchro Ring (2 req'd) - (= C3AZ-7107C) Price for each:		\$9.50
81A- 7107N	Brass Synchro Ring (2 req'd) - (= C3AZ-7107C) Price for each:		\$19.50
B5A- 7107	Brass Synchro Ring (2 req'd) - price for each:		\$12.50
B- 7108	Synchronizer Hub - 1932 to 39 (takes 6 balls & springs)	\$75.00	\$125.00
B- 7109	Spring - for 32-38 early type synchronizers (6 req'd) each:		\$2.50
B- 7109S	Spring & Ball Kit- (for B-7124 and 48-7124 style synchro (12 pcs)		\$12.00
81A- 7109	Spring - 01A style synchro (3 req'd) each (see 81A-7109S set)		\$2.00
81A- 7109S	Spring and ball set (3 each) set:		\$12.00
51A- 7109S	Springs and inserts set (for 51A style synchro) set:		\$11.00
B5A- 7109-A	Spring - Synchro hub for T86 (2 required) Each:	\$3.00	\$4.00
B- 7111R	Countershaft - 1932 to 52 - Reproduction		\$15.00
B- 7111	Countershaft - 1932 to 52 - Original USA mfg	\$9.00	Check Availability
8A- 7111-B	Countershaft - 1949 to 54	\$9.00	Check Availability
C0AR- 7111-A	Countershaft - 1955 to 63 - Ford L/D trans (8.22" x 0.8675" od)		\$18.50
B5A- 7111-B	Countershaft - 1955 to 63 - Warner T86 OD trans (8.20" x 0.757")	\$11.00	
C3AZ- 7111-B	Countershaft - 1963 to 67 (6.5"L)		\$32.00
C3AZ- 7111-C	Countershaft - 1963 to 67 (7.0"L)		
B- 7113	Cluster Gear - 28-24-18-15T (32-39) - uses caged rollers	\$175.00	\$255.00
48- 7113	Cluster Gear - 28-24-18-15T (32-39) - uses caged rollers	\$195.00	\$295.00
67- 7113	Cluster Gear - 29-24-17-15T (1936) - uses caged rollers	\$75.00	\$115.00
68- 7113R	Cluster Gear - 28-24-18-14T (36-50) - uses caged rollers	\$295.00	\$410.00
022A- 7113R	Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers		\$410.00
022A- 7113	Cluster Gear - 29-24-18-14T (40-50) - NOS or NORS	\$295.00	\$445.00
8M- 7113	Cluster Gear - 28-24-18-14T (40-50) - uses caged rollers	\$295.00	\$445.00
8A- 7113	Cluster Gear - 28-24-18-14T (40-50) - uses loose rollers	\$295.00	\$435.00
1A- 7113	Cluster Gear - 27-23-17-13T (51-55) - uses loose rollers	\$295.00	\$425.00
B4A- 7113-A	Cluster Gear - 27-23-17-13T (51-54) - uses loose rollers	\$295.00	\$425.00
06H- 7113	Cluster Gear - 26-22-18-14T (40-48) - uses caged rollers	Check Availability	Check Availability

Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts - cont'd		
26H- 7113	Cluster Gear - 25-22-18-14T (42-48) - uses caged rollers	Check Availability	na
B- 7115	Spacer tube - countershaft	\$7.00	\$10.00
8A- 7115	Spacer tube - countershaft	\$9.00	\$12.00
B5A- 7115-A	Spacer tube - countershaft (4.72" long x	\$7.00	\$9.00
B5A- 7115-B	Spacer tube - countershaft	\$7.00	
81A- 7116	Insert - Synchro - with 1/4" hole (3 req'd) each:	\$1.00	\$2.50
51A- 7116	Insert - Synchro - with raised bump - see 51A-7109S kit	\$1.00	
B5A- 7116	Insert (for T86 trans synchro) - See B5AZ-7A044-C)	\$3.50	\$5.00
B- 7118	Roller Bearing - short - caged (2 req'd) each:		\$6.50
8A- 7118	Roller Bearing Set (15pc) for MDG (49-55)		\$7.50
B- 7119	Thrust Washer - cluster gear - front (0.063" thick)		\$7.00
C1AR- 7119-A	Thrust Washer - cluster gear - front & rear		\$7.50
VP- 7119-A	Shim Washer - cluster gear - front (1.99" dia x 0.023" thick)		\$3.00
B- 7121	Roller Bearing - long - caged (32-48) - 1.70" long		\$6.50
8A- 7121-S	Roller Bearing Set (50 pc loose rollers) set - (49-59)		\$15.00
B- 7124	Synchronizer Assy (6 ball & spring type) - 1932-34	\$130.00	\$230.00
48- 7124	Synchronizer Assy (6 ball & spring type) - 1935-39	\$115.00	\$210.00
01A- 7124	Synchronizer Assy (3 ball & spring type) - 1940-48	\$75.00	\$120.00
8M- 7124	Synchronizer Assy (wire spring type) replaces 51A & C2TZ-7124A	\$75.00	\$120.00
B5A- 7124-B	Synchronizer Assy (wire spring type) - (1955-60)	\$85.00	\$125.00
C2AZ- 7124-C	Synchronizer Assy (wire spring type) - (1956-60 T85)		\$145.00
8M- 7128	Thrust Washer - cluster gear - rear (thin)		\$6.00
8M- 7129	Thrust Washer - cluster gear - rear (thick) - oblong hole		\$14.00
C8M- 7129	Thrust Washer - cluster gear - rear (thick) - Canadian type		\$27.50
B- 7129	Thrust Washer - cluster gear - rear (thick) - 5 prong		\$5.00
68- 7129-A	Thrust Washer - cluster gear - rear (thick) - 4 prong		\$6.00
68- 7129-B	Thrust Washer - cluster gear - rear (thick) - 4 prong		\$16.00
VP- 7129-A	Shim Washer - cluster gear - rear (2.45" dia x 0.023" thick)		\$4.00
B- 7130	Small Parts Kit (9 pc) - thrust washers & snap rings (32-35)		\$42.50
A0A- 7130-C	Small Parts Kit (7 pc) - thrust washers & snap rings (36-52)		\$33.00
A0A- 7130-D	Small Parts Kit (8 pc) - thrust washers & snap rings (36-52)		\$33.00
B- 7140	Shaft - reverse idler	\$8.00	\$14.00
B5A- 7140	Shaft - reverse idler (55-62 T86 OD trans)	\$9.00	\$14.00
B- 7141	Reverse idler gear - 18T spur cut (32-35)	\$20.00	\$35.00
68- 7141	Reverse idler gear - 18T helical (36-50)	\$55.00	\$95.00
1A- 7141A	Reverse idler gear - 17T helical (51-54)	\$55.00	\$85.00
B6A- 7141-A	Reverse idler gear - L16T helical (55-64 T86 OD various)	\$55.00	\$75.00
B- 4515/16K	Gasket Set (4 pc) - Torque tube to trans (1932-48)		\$5.95
B- 7153-F	Gasket Set (7 pc full set) for topload or sideload (32-52)		\$9.50
91A- 7223-K	Gasket Set (3 pc set) for top loader (32-51)		\$6.50
01A- 7223-K	Gasket Set (3 pc set) for sideloader (40-52)		\$6.50
74- 7153	Gasket Set (6 pc set) for V8-60 top loader (37-39)		\$16.50
8A- 7153	Gasket Set (full set) for 49-62 Ford trans (non OD sideloader)		\$6.50
8M- 7153	Gasket Set (full set) for 49-51 Merc trans (OD sideloader)		\$17.50
8L- 7153	Gasket Set (full set) for 49-51 Lincoln (T85 OD sideloader)		\$24.50
B5A- 7153-B	Gasket Set (full set) for 55-64 Ford T-86 trans (OD toploader)		\$24.50
B6A- 7153-B	Gasket Set (full set) for 48-59 Ford HD 3 speed trans (+OD)		\$24.50
B8AZ- 7153-A	Gasket Set (full set) for 49-62 Ford trans (Std or OD sideloader)		\$17.50
C3AZ- 7153-F	Gasket Set (full set) for 63-75 Ford trans (Std toploader)		\$16.50
C0DR- 7153A	Gasket Set (full set) for 60-66 Ford 2.77 (Std toploader trans)		\$14.50
B- 7155	Pin - countershaft lock	\$6.00	\$9.50
8A- 7155	Pin - countershaft lock (1949-62) 4.86" OA length	\$9.00	\$12.00
8C- 7160	Snap Ring - mainshaft/speedo gear (replaces the 21C-7160)		\$3.00
40- 7207	Gasket - shift lever retaining cap		\$2.50
7210	Lever - Toploader Trans Shifter - Call for pricing	Check Availability	

Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - cont'd			
A- 7213	Shift Lever Knob - black - 1928-36		\$4.00
78- 7213	Shift Lever Knob - brown - 1937-38		\$12.50
91A- 7213	Shift Lever Knob - light yellow - 1939 Ford		\$17.50
91C- 7213	Shift Lever Knob - black - 1936-50 Ford commercial		\$18.50
99A- 7213	Shift Lever Knob - ivory - 1939 Merc		\$9.50
7213	Shift Lever Knobs - other years available. Call for pricing.		
01A- 7219	Pin - Gearshift Lever Fulcrum (40-48 column shift)		\$5.00
B- 7220	Cap - gear shift housing	\$4.00	\$5.00
B- 7221	Pin - gear shift housing to shift lever		\$2.00
40- 7222	Shifter Housing with forks-rails-detents (32-35)	\$275.00	
68- 7222-A	Shifter Housing with forks-rails-detents (36-38) with 68 fork	\$275.00	
68- 7222-B	Shifter Housing with forks-rails-detents (36-38) with 91A fork	\$295.00	
81A- 7222	Shifter Housing with forks-rails-detents (39-52) with 91A fork	\$345.00	
01A- 7222	Shifter Housing Assy (40-48 + 49-51 Merc + 48-52 F1) - all non OD	\$225.00	
8A- 7222	Shifter Housing Assy (49-50 Ford car - specify Std or OD)	\$225.00	
8M- 7222	Shifter Housing Assy (49-51 early Merc - with OD)	\$225.00	
1A- 7222	Shifter Housing Assy (51 Ford & 51 Merc - Specify Std or OD)	\$225.00	
AB- 7222	Shifter Housing Assy (52-55 Ford & Merc - Specify Std or OD)	\$225.00	
B- 7223	Gasket - Shift housing to case (1932-52 top cover) <i>see B-7153F set</i>		\$3.50
01A- 7223	Gasket - Shift housing to case (1940-52 applications) <i>see B-7153F</i>		\$3.50
C2AZ- 7223-A	Gasket - Shift housing to case (1949-62 side cover) replaces 8A-7223		\$3.50
B- 7227	Spring - Shifter lever	\$3.00	\$3.00
B- 7228	Seat - Shifter lever (fits over spring and under cap)	\$20.00	
Note: the side loader 7222 shifter housings include the forks, shaft/cam assemblies, detent assy, shaft seals, pins & gasket. Be sure to check your application for model & year, and if overdrive or not. Shifter levers are NOT included in pricing.			
40- 7230	Fork - Shifter - 2nd/high	\$30.00	\$45.00
68- 7230	Fork - Shifter - 2nd/high	\$35.00	\$55.00
91A- 7230	Fork - Shifter - 2nd/high - Original Ford - limited availability	\$155.00	na
91A- 7230R	Fork - Shifter - 2nd/high - reproduction aftermarket		\$175.00
01A- 7230	Fork - Shifter - 2nd/high (1940-48 car or 40-52 LD truck)	\$23.00	\$32.00
0A- 7230	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$35.00	
C0AR- 7230-B	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$35.00	\$45.00
40- 7231	Fork - Shifter - 1st/rev (1932-35 car or truck)	\$30.00	\$45.00
68- 7231	Fork - Shifter - 1st/rev (1936-39 car or 1936-52 truck)	\$30.00	\$45.00
01A- 7231	Fork - Shifter - 1st/rev	\$18.00	\$25.00
1A- 7231	Fork - Shifter - 1st/rev (1950-54 cars)	\$18.00	\$25.00
B5A- 7231	Fork - Shifter - 1st/rev (1955-62 cars - T86 OD)		\$25.00
C1AR- 7231-A	Fork - Shifter - 1st/rev (1955-62 cars & pickups w/LD trans)	\$35.00	\$45.00
A- 7232	Pin (tubular) - shifter fork (pair)		\$2.00
81A- 7233	Plunger - Shifter Interlock (39-52)	Check Availability	
B- 7233/34	Kit - Spring + 2 plungers - Shifter Detent (32-38)		\$7.50
78- 7234	Spring - Shifter detent		\$4.00
VP- 7234K	Spring & Ball detent kit (2 each) for 81A-7222 housing		\$12.00
01A- 7234	Spring - Shifter detent (1940-62 Ford 3 speed sideloader)		\$3.00
B5A- 7234	Spring - Shifter detent (1955-63 Warner T86 toploader)		\$4.00
01A- 7235	Pin - Shifter Interlock (40-52) - Side cover type	\$5.00	
74- 7238	Plug - Shifter Housing Detent (1939-51) 2 required	Check Availability	
B- 7240	Shaft - Shifter - 1st/rev - (32-35) - 6.02" long - 3 detents	\$10.00	\$20.00
68- 7240	Shaft - Shifter - 1st/rev - (36-38) - 6.25" long - 3 detents	\$10.00	\$25.00
81A- 7240	Shaft - Shifter - 1st/rev - (36-52) - 6.25" long - 4 detents	\$20.00	Check Availability
B- 7241	Shaft - Shifter - 2nd/high - (32-35) - 5.69" long - 3 detents	\$10.00	\$20.00
68- 7241	Shaft - Shifter - 2nd/high - (36-38) - 5.88" long - 3 detents	\$10.00	\$25.00
81A- 7241	Shaft - Shifter - 2nd/high - (36-52) - 5.88" long - 4 detents	\$20.00	\$30.00
99A- 7242-B	Rubber Boot - shifter tower (fits 1936-52 toploader 3 speed)		\$11.50
01A- 7246	Insulator - Shifter Lever (40-48 passenger)		\$3.95

Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts - cont'd		
B- 7248	Leather Seal - shifter lever		\$1.50
B- 7249	Washer - shift lever pivot (32-52 toploader)		\$3.00
01A- 7280	Cam & Shaft Assy (2nd/high) - 40-48 Ford + 49-50 Mercury	\$25.00	\$34.50
01A- 7282	Cam & Shaft Assy (1st/Rev) - 40-48 Ford + 49-50 Merc non OD	\$25.00	\$34.50
21A- 7285	Shift Lever - 2nd/High (40-48 car & 40-52 pickup)	\$25.00	\$35.00
7285	Shift Lever - 2nd/High - Various configurations available		Call for Pricing
01A- 7288	Grease Seal - shift lever - 40-52 side cover type (2 req'd) ea:		\$3.50
1A- 7288	Grease Seal - shift lever - 51-59 side cover type (2 req'd) ea:		\$0.50
A9AZ- 7288	Grease Seal - OD shift lever (49-72) - replaces the 56H-7688)		\$6.75
C0DR- 7288	Grease Seal - shift lever - 60-66 top loader 2.77 type		\$7.50
21A- 7290	Shift Lever - Low/Rev (40-48 car & 40-52 pickup)	\$25.00	\$35.00
7290	Shift Lever - Low/Rev - Various configurations available		Call for Pricing
01A- 7354-RK	Shifter Linkage Bushing Kit (40-51) - 4 sets included		\$18.00
01A- 7503	Shaft - clutch equalizer (1940 85hp passenger)	\$35.00	\$49.00
51A- 7503	Shaft - clutch equalizer (1941-42 85hp + 40-48 100hp pass)	\$35.00	\$49.00
7RT- 7503	Shaft - clutch equalizer (1948-52 truck: C,D,Y,T,TH,TL)	\$55.00	
01T- 7503	Shaft - clutch equalizer (1940-47 truck)	\$25.00	\$40.00
01A- 7507	Bracket - clutch release equalizer shaft (1940-48 various)		\$24.00
01Y- 7507	Bracket - clutch release equalizer shaft (1940-52 various)		Out of Stock
01T- 7507	Bracket - clutch release equalizer shaft (1940-52)		\$24.00
8A- 7507	Bolt - Clutch equalizer bracket to shift housing (1949-51)		\$9.50
B- 7508	Bushing - clutch release shaft (2 req'd) 1.00" long (each:)		\$3.00
40- 7508	Bushing - clutch release shaft (2 req'd) 1.38" L x 0.945" OD each:		\$3.50
51A- 7508	Bushing - clutch release shaft (2 req'd) 1.48" L x 1.004" OD each:		\$6.50
B- 7510	Shaft - clutch release (1932-39) - 11.4" long	\$16.00	\$21.00
01A- 7510	Shaft - clutch release (1940-48 cars + 40-52 trucks)	\$25.00	\$44.50
7511	Clutch Release Arm (various) - call for price & availability		Call for Pricing
18- 7511	Arm - Clutch Release Shaft (1932 V8)	\$115.00	\$95.00
AB- 7513	Boot - Clutch Fork to Bell Housing (1952-59 cars)		\$35.00
B- 7515	Fork - clutch release brg - (1932-34) - 18 series case	\$20.00	\$25.00
48- 7515	Fork - throw out bearing (1935-48) - 48 or 78 or 01A cases	\$20.00	\$19.00
A9A- 7515	Lever - Clutch release fork (49-51 Ford car)		\$35.00
01A- 7517-N	Bushing - split - clutch release shaft (1940-59) - Nylon		\$6.50
01A- 7517	Bushing - split - clutch release shaft (1940-59) - Bronze		\$15.00
48- 7518	Cover - Transmission Inspection (1935-50) - painted	\$25.00	
B- 7521	Rod - Clutch Arm to Pedal - 3-9/16" long	\$8.00	\$9.50
48- 7521	Rod - Clutch Arm to Pedal - 4.0" long	\$8.00	\$9.50
78- 7523	Spring - clutch pedal return (1933-34 + 37-38) - 2.81" long		\$3.50
48- 7523	Spring - clutch pedal return (1935-36) - 3.44" long		\$2.95
91A- 7523	Spring - clutch pedal return (1939) - 5.40" long		\$4.00
99A- 7523	Spring - clutch pedal return (1939-48) - 7.50" long		\$4.00
01A- 7523	Spring - clutch pedal return (1940-41) - 17.30" long		\$4.25
11A- 7523	Spring - clutch pedal return (1941-48) - 6.30" long		\$4.00
8A- 7523	Spring - clutch pedal return (1949-50) - 3.00" long		\$7.50
7RT- 7523	Spring - clutch pedal return (1939-52 truck) - 4.0" L		\$9.00
MB- 7523	Spring - clutch pedal return (1952-54 car) - 5.0" long		\$4.50
B7C- 7523	Spring - clutch pedal return (1957-59 pickup)		\$6.00
B- 7526	Bushing - brake/clutch pedal (1932-52 various)		\$3.00
48- 7526	Bushing - brake/clutch pedal (1935-56 various)		\$5.50
91A- 7526	Bushing - clutch pedal (1939)		Out of Stock
01A- 7526	Bushing - brake/clutch pedal (1940-48 various)		\$5.50
91A- 7527	Pedal Seal - see 91A-2476 seal set for clutch & brake pedals		
B- 7532	Clevis - clutch rod (1932-48)		\$12.50
B- 7533	Pin - clutch & brake pedal to rod (32-48) - 1-7/16" long		\$2.00
01A- 7539	Rubber Washer - clutch rel. shaft (1940-57) 2 req'd - each		\$1.50

Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - cont'd			
01A- 7545	Spring - Clutch equalizer shaft (40-48 car/40-52 pickup)		\$2.00
Clutch Packages			
91A- 7550K	Kit - 9.0" diameter (35-42)		\$159.00
29A- 7550K	Kit - 10" diameter (42-56)		\$159.00
8BA- 7550K	Kit - 9.5" diameter (49-57)		\$169.00
51- 7550K	Kit - 11" diameter (35-52)		\$176.00
Note: Clutch packages include the 7550 disc, the 7563 pressure plate, the 7580 release bearing, the 7600 pilot bearing, and a clutch alignment tool. Check your application for specific year, make, and model. Call us if you are unsure.			
Clutch Discs			
91A- 7550	Clutch Disc - 9" Ford - 1 $\frac{3}{8}$ x 10 spline - 1928-41		\$39.00
8BA- 7550-A	Clutch Disc - 9 $\frac{1}{2}$ " Ford - 1" x 10 spline - 1949-57		\$39.00
B7A- 7550-D	Clutch Disc - 9 $\frac{1}{2}$ " Ford - 1" x 10 spline - see 8BA-7550		
29A- 7550	Clutch Disc - 10" Ford - 1 $\frac{3}{8}$ x 10 spline (also replaces 10" Merc)		\$39.00
B5A- 7550-B	Clutch Disc - 10" Ford - 1" x 10 spline (1949-54 taxi + 55-57 car)		\$49.00
81T- 7550	Clutch Disc - 11" Ford - 1 $\frac{3}{8}$ x 10 spline (rebuilt)		\$45.00
B6A- 7550-D	Clutch Disc - 11" Ford - 1" x 10 spline - 1953-57		\$53.00
A- 7550T	Clutch Alignment Tool (1 $\frac{3}{8}$ x 10 spline)		\$4.95
8A- 7550T	Clutch Alignment Tool (1" x 10 spline)		\$7.95
Clutch Release Bearing Parts			
48- 7561	Hub - clutch release bearing (1935-48 car/pickup)	\$19.00	\$21.00
48- 7561-S	Hub & TO Bearing Set (1932-50)		\$44.00
8A- 7561-S	Hub & TO Bearing Set (1949-51)		\$39.00
AB- 7561-S	Hub & TO Bearing Set (1952-56)		\$29.00
MB- 7561-S	Hub & TO Bearing Set (1954-56 Merc)		\$29.00
A- 7562	Spring - throw out bearing return (1929-31 car/pickup)		\$3.00
B- 7562	Spring - throw out bearing return (1932-34 car/pickup)		\$2.00
48- 7562	Spring - throw out bearing return (1935-48 car/pickup)		\$3.00
AB- 7562	Spring - clutch fork (1952-56 car)		\$1.00
Clutch Pressure Plates			
BB- 7563	Clutch Pressure Plate - 9 $\frac{3}{4}$ " Ford - 1928-34		\$129.00
48- 7563	Clutch Pressure Plate - 9" Ford - see 09A-7563		
09A- 7563	Clutch Pressure Plate - 9" Ford - 1935-42 (new mfr'd plate)		\$99.00
1A- 7563-A	Clutch Pressure Plate - 9 $\frac{1}{2}$ " Ford - 1949-57 (new mfr'd plate)		\$115.00
19A- 7563	Clutch Pressure Plate - 10" Ford - 1941-56 (new mfr'd plate)		\$99.00
8CM- 7563	Clutch Pressure Plate - 10" Merc (+ core charge)		Call for Pricing
51- 7563	Clutch Pressure Plate - 11" Ford Truck - 1935-67		\$115.00
B7S- 7563	Clutch Pressure Plate - 11" Ford Car - 1955-64		\$145.00
Clutch Release Bearings & Pilot Bearings			
48- 7575	Adjusting Screw - Clutch Pressure Plate		\$1.50
74- 7580-B	Bearing - clutch release (1937-39 V8-60)		\$18.00
78- 7580	Bearing - clutch release (1932-48 car + 32-62 pickup)		\$18.00
78- 7580F	Bearing - clutch release (1928-48 car/pickup) - FM		\$29.00
8A- 7580	Bearing - clutch release (1949-64)		\$19.50
B- 7600-DS	Bearing - pilot - double shield ball type		\$7.00
70- 7600	Bearing - pilot - self lube bushing type		\$6.00
8A- 7609	Spring Clip - Clutch release bearing hub (1949-50)		\$3.00
56H- 7688	Seal - Overdrive shift lever shaft (1949-54)		\$6.75
26H- 7693	Seal - Overdrive solenoid to adapter (1949-54)		\$5.50
Miscellaneous Trans Parts & Hardware			
351529-S	Washer - countershaft bearings (49-55) (2 req'd) each:	\$2.00	\$2.50
354398-S	Washer - countershaft bearings (55-62) (4 req'd) each:	\$2.00	\$2.50
353047-S	Lubricator Fitting - 1/8" straight		\$1.50
358011-S	Lubricator Fitting - 1/8" angled		\$2.00
353051-S	Plug - Drain or Fill (3/4" x 15/16" - square head) - Use A-7008 below	\$1.00	\$2.00
353075-S	Steel Ball - 3/8" (used on 40-48 side shift housing)		\$2.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
Miscellaneous Trans Parts & Hardware - cont'd			
353076-S	Steel Ball - 1/4" (for 01A-7124 or 81A-7124 style synchros)		\$0.75
353080-S	Steel Ball - 3/16" (for 74-7124 V8-60 style synchro)		\$0.75
353082-S	Steel Ball - 7/16" (0.433") (used in 81A-7222 shifter detents)		\$3.00
352500-RP	Steel Roll Pin (1" long) for shifter fork		\$0.75
352501-RP	Steel Roll Pin (1.125" long) for shifter fork		\$1.00
352581-S	Pin - clutch release shaft to fork (5/16" x 1.5") standard		\$2.00
357534-S	Pin - shifter lever to shafts (side cover type) - Sub with 48-4607		\$2.00
20366-SK	Bolt - Front Bearing Rtnr to trans case (32-48) - Grade 8 Set of 4:		\$2.00
20388-SK	Bolt - Transmission to Bell Housing (32-48) - Grade 8 Set of 8:		\$7.50
22518-SK	Bolt - Rear Bearing Retainer to Trans - 1" long Set of 6:	\$3.00	
22526-SK	Bolt - Rear Bearing Retainer to Trans - 1-1/8" long Set of 5:	\$2.50	
20391-SK	Bolt & Nut Kit - for the B-4520 split outer cap		\$3.00
26148-S	Screw - Trans Inspection Cover Each:		\$1.50
73746-S	Tapered Pin - Shifter Housing (shaft lock)		\$1.00
74111-SK	Expansion Plug - 5/8" - for toploader shifter housing (Pkg of 3)		\$1.50
74113-S	Expansion Plug - 3/4" - for toploader shifter housing Each:		\$1.00
74125-S	Expansion Plug - 1/2" - for overdrive housing Each:		\$2.00
74142-S	Woodruff Key - 1/8" wide - speedo gear to mainshaft (49-56)		\$0.50
A- 7008	Plug - Drain or Fill with square head	\$1.00	\$2.00
SW-25	Safety Wire (1/4 lb spool) .032" stainless steel		\$8.50
VPSC-1	Wood Shipping Crate for rebuilt transmissions (20x22x24")		\$85.00
Trans Small Parts Kits			
VP- SRK-1	Snap Ring Kit (4 pc) - Fits 1939-48 trans (3 spd new synchro)		\$11.00
VP- SRK-2	Snap Ring Kit (5 pc) - Fits 1942-52 open drive 3 speed trans		\$14.00
VP- SRK-3	Snap Ring Kit (3 pc) - Fits 1932-39 trans (3 spd old synchro)		\$8.00
A0A- 7130-C	Small Parts Kit (7 pc) - thrust washers & snap rings (36-52)		\$31.50
A0A- 7130-D	Small Parts Kit (8 pc) - thrust washers & snap rings (36-52)		\$31.50
Note: The -C kit includes the 68-7129B rear washer. The -D kit includes one each 8M-7128 and 8M-7129 rear washers.			
8A- 7199	Kit (Warner SP253-50A) - (1949-51 L/D passenger 3 speed)		\$49.50
B5A- 7199-B	Kit (Warner SP259-50B) - (1955-62)		\$46.50
B7SZ- 7B331-A	Kit (Warner SP85C-50) - 1956-65 (T85 with or w/o OD)		\$46.50
T87A- 7199	Kit (Warner T87)		\$42.50
B6A- 7199	Kit (Warner SP86E-50N) - 1955-67 (Overdrive trans)		\$46.50
C0DZ- 7B331-A	Kit (Warner SP280-50) - 1960-67 Falcon Six		\$46.50
C3AZ- 7B331-D	Kit (Warner SP287-50) - 1963-67 (303 series trans)		\$49.50
Transmission Gear Oil			
VPGO- 1A	Gear Oil - GL4 spec - 140 wt - Quart		\$16.50
VPGO- 2A	Gear Oil - GL4 spec - 140 wt - Gallon		\$52.00
VPGO- 1B	Gear Oil - GL4 spec - 85/90 wt - Quart		\$16.50
VPGO- 2B	Gear Oil - GL4 spec - 85/90 wt - Gallon		\$52.00
Note: Our GL lube has no additives harmful to bronze or brass metals. Quart container has convenient squirt nozzle.			
Overdrive Transmission Parts			
8M- 6915	OD Relay - 6 volt (also 1M-6915) 1949-55		\$139.00
B6AZ- 7A651A	OD Relay -12 volt 1956-63		\$139.00
FAA- 6916-A	OD Solenoid - 6V (replaces 8M-6916) 1949-55	\$265.00	\$385.00
B6A- 6916-A	OD Solenoid - 12V 1956-65	\$265.00	\$385.00
	*Solenoid Core Charge for reman units (6V or 12V)	\$75.00	
8M- 6919	OD Governor - Recon or New - with gear	\$165.00	\$225.00
8A- 6918-B	OD Kickdown Switch (also FAA-6918A and A9AZ-7A652A)		\$25.00
6941	OD Governor Rubber Cover		\$9.00
8M- 6943	OD Governor Control (reconditioned)	\$165.00	\$225.00
8A- 4078	OD Control Cable & Chrome Handle (also A9AZ-7A650A)		\$54.00
51A- 7025	Ball Bearing - MDG - (1949-50 Merc)		\$19.50
8A- 7025	Ball Bearing - MDG or MS (1949-59 Ford OD w/Six & small V8)		\$22.00
8A- 7025	Ball Bearing - Overdrive housing (1949-64; 1951-59 Merc)		\$22.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
	Overdrive Transmission Parts - cont'd		
8M- 7030 7A039	Snap Ring - Bearing retainer for OD Adapter casting Refer to 7650 OD rear housings	\$5.00	\$10.00
21C- 7052	Grease Seal - Rear bearing retainer (1942-63)		\$6.00
C3AZ- 7052A	Grease Seal - Tailshaft Housing (1957-65)		\$8.95
56H- 7061	Mainshaft (output) - Overdrive (1949-50 Merc) - 14.25" long	\$95.00	\$145.00
8A- 7061-B	Mainshaft (output) - Overdrive (1949-50 Ford) - 13.36" long	\$65.00	\$95.00
1A- 7061-B	Mainshaft (output) - Overdrive (1951-54 Ford & Merc) - 13.36" long	\$65.00	\$95.00
B5A- 7061-D	Mainshaft (output) - Overdrive (1955 T-Bird, 51-54 Ford) - 13.36" L	\$65.00	\$95.00
B5A- 7061-F	Mainshaft (output) - Overdrive (1955-60 Ford) - 14.56" long	\$95.00	\$145.00
B5A- 7061-G	Mainshaft (output) - Overdrive (1955-62 Ford) - 13.56" long	\$95.00	\$145.00
51A- 7065	Ball Bearing - Overdrive housing (1949-50 Merc)		\$17.50
8D- 7065	Ball Bearing - Overdrive mainshaft - T85 (1956-59)		\$28.00
A9AZ- 7288	OD Seal - Manual Shaft (1949-65 Ford & Merc)		\$6.75
56H- 7292	Lever - OD Lockout (shift housing) (1946-50)	\$20.00	
7650	OD rear housings (see notes)	\$115.00	
A9AZ- 7A650-A	OD Control Cable & Chrome Handle - 80" length		\$59.00
8A- 7652	OD Mainshaft & Gear assy (1949-51 Ford & 51 Merc) 12.75" long	\$95.00	\$195.00
7652	8M-7652 & AB-7652 - See 7749 listings below		
16H- 7653	OD Ring Gear - 42 internal spline x 4.25" dia (1949-66)	\$40.00	
8L- 7653	OD Ring Gear - 52 internal spline x 5.16" dia (1956-65)	\$40.00	
16H- 7657	Oil Seal - overdrive housing rear (1940-48 Linc-Zephyr)	Out of Stock	
8A- 7660	OD Adapter - Trans case to OD housing (1949-51)	\$80.00	
8M- 7660	OD Adapter - Trans case to OD housing (1949-51 Merc)	\$80.00	
AB- 7660-A	OD Adapter - Trans case to OD housing (1952-54)	\$80.00	
B5A- 7660-B	OD Adapter - Trans case to OD housing (1955-59)	\$80.00	
8L- 7660	OD Adapter - Trans case to OD housing (1956-57) 312V8	\$80.00	
56H- 7662	OD Balk Ring & Gear assy (1949-64 R10)	\$45.00	
8L- 7662	OD Balk Ring & Gear assy (1949-70 R11)	\$55.00	
56H- 7665	OD Plate & Trough assy (49-51 Ford, 56-57 T-Bird 312)	\$35.00	
AB- 7665	OD Plate & Trough assy (52-66 Ford Six & small V8)	\$35.00	
B7A- 7665	OD Plate & Trough assy (57-64 Ford w/ 312-332-352-390 V8)	\$35.00	
8A- 7665	OD Plate & Trough assy (1949-51 Ford; late 51 Merc)	\$35.00	
8M- 7665	OD Plate & Trough assy (1949-51 Merc)	\$35.00	
AB- 7665-A	OD Plate & Trough assy (1952-58 Ford; 1952-58 Merc)	\$35.00	
16H- 7666	Snap Ring - Plate & Trough (1949-59 R10)	\$5.00	
16H- 7668	OD Oil Baffle - output shaft (1949-51 Merc)	\$7.00	
8A- 7668	OD Oil Baffle - output shaft (1949-58 Ford) - 2.82" OD	\$7.00	
56H- 7670	OD Sun Gear (1949-62)	\$85.00	
8L- 7670	OD Sun Gear (1956-65)	\$95.00	\$125.00
56H- 7673	OD Planetary Gear assy (1949-66)	\$295.00	
8L- 7673	OD Planetary Gear assy (1949-70)	\$345.00	
16H- 7674	OD Retainer - Freewheel unit - Front (1949-59) - R10	\$3.00	
16H- 7675	OD Freewheel unit w/o rollers (1949-64) for R10 OD	\$95.00	
8L- 7675	OD Freewheel unit w/o rollers (1949-70) for R11 OD	\$95.00	
16H- 7676	OD Retainer - Freewheel unit - Rear (1949-5)	\$3.00	
16H- 7679-S	OD Rollers - freewheel unit (set of 12) (1949-65) - R10 type	\$20.00	
8L- 7679-S	OD Rollers - freewheel unit (set of 12) (1949-70) - R11 type	\$25.00	
56H- 7680	OD Fork & Rail assy (1949-51 Merc)	\$20.00	\$30.00
1A- 7680-A	OD Fork & Rail assy (1949-55 Ford; 1951-55 Merc)	\$20.00	\$30.00
B5A- 7680-A	OD Fork & Rail assy (1956 T-Bird 312 V8)	\$20.00	\$30.00
B5A- 7680-B	OD Fork & Rail assy (1955-62 Ford; 1955-60 Merc)	\$20.00	\$30.00
B7A- 7680-A	OD Fork & Rail assy (1957-59 Ford)	\$20.00	\$30.00
16H- 7685	OD Spring - Fork & Rail (1949-64 Ford; 1949-64 Merc)	\$8.00	
56H- 7686	OD Manual Control Shaft (1949-51 Merc)	\$17.00	
8L- 7686	OD Manual Control Shaft (1949-55 Ford)	\$17.00	

Part Number	Description - Transmission Parts	\$ Used	\$ New
Overdrive Transmission Parts - cont'd			
56H- 7688	OD Seal - Manual Shaft - use A9AZ-7288 seal above		
8M- 7689	OD Lever - Manual Shaft (1949-51 Merc) - 2.94" long	\$15.00	
8A- 7689	OD Lever - Manual Shaft (1949-55 Ford) - 3.19" long	\$15.00	
8M- 7690	OD Pawl - V-shaped slot (1949-51 Merc)	\$10.00	
8A- 7690	OD Pawl - Circular-shaped slot (1949-51 Ford; 1951 Merc)	\$10.00	
AB- 7690-A	OD Pawl - Circular-shaped slot (1952-64 Ford; 1955 T-Bird)	\$10.00	
8L- 7690	OD Pawl - (1956-57 T-Bird)	\$10.00	
B7A- 7690-A	OD Pawl - (1957-64 Ford; 1958-59 T-Bird)	\$10.00	
16H- 7691-C	OD Plunger - Interlock (1949-51 Merc) - 1.082" long	\$10.00	
16H- 7691-E	OD Plunger - Interlock (1949-51 Merc) - 1.065" long	\$10.00	
26H- 7693	OD Seal - Solenoid to adapter (1949-65 Ford & Merc)		\$5.50
8L- 7696	OD Guide - Shift Rail (1949-5 Ford; 1951 Merc)	\$15.00	
16H- 7697	Ball Bearing - OD Mainshaft (40-48 LZ) - use C0DZ-7065		\$14.50
8M- 7749	OD Mainshaft & Gear assy (1949-51 Merc) 10.75" long	\$125.00	\$220.00
AB- 7749-A	OD Mainshaft & Gear assy (1952-56 Ford & Merc) 16.03" long	\$125.00	\$220.00
B5A- 7749-A	OD Mainshaft & Gear assy (1956-57 T-Bird) 18.17" long	\$140.00	\$240.00
B7A- 7749-A	OD Mainshaft & Gear assy (1957-63) - see C1AA-7749-B		
B7A- 7749-B	OD Mainshaft & Gear assy (1957 Ford 312) 22.18" long	\$120.00	\$240.00
B8A- 7749-A	OD Mainshaft & Gear assy (1958-60 A/S 332-352)		
C1AA- 7749-A	OD Mainshaft & Gear assy (1961-64 Ford 352-390 V8)	\$120.00	\$240.00
C1AA- 7749-B	OD Mainshaft & Gear assy (1957-63) - replaces B7A-7749-A	\$120.00	\$240.00
8M- 14381	Wire Harness - Relay to Ignition Coil (1949-51 Ford) - 54"		\$6.00
FAA- 14381A	Wire Harness - Relay to Ignition Coil (1952-54 Ford) - 36"		\$6.00
8M- 14382	Wire Harness - Main OD wiring (1949-51 Ford/Merc) - 45"		\$39.00
1A- 14382	Wire Harness - Main OD wiring (1951 Ford) - 56"		\$39.00
FAC- 14382	Wire Harness - Main OD wiring (1952-54 Ford) - 53"		\$39.00
B7A- 14382	Wire Harness - Main OD wiring (1956-58 Ford)		\$26.00
B7A- 14382M	Wire Harness - same as above with molded ends		\$39.00
8M-	Wire Harness - Relay to Ign Sw () - 57"		\$6.00
8M- 6917W	Wire Harness - Rev Lockout Sw (1949-51) Two 3"		\$11.00
V8-60HP 3 Speed Transmission Parts			
74- 7017	Main Drive Gear - 15T - 7.68" long	\$75.00	\$95.00
74- 7025	Ball Bearing - Main Drive Gear (=8A-7025)		\$22.00
74- 7040	Oil Baffle - Main Drive Gear	\$4.00	\$6.00
74- 7050	Front Bearing Retainer	\$30.00	\$40.00
74- 7052	Oil Seal - Main Drive Gear		Out of Stock
74- 7061-A	Main Shaft (1937) - Six Straight Spline - 8.65" long	\$55.00	\$85.00
74- 7061-B	Main Shaft (37-39) - 14 Helical Spline - 8.65" long	\$55.00	\$95.00
74- 7063	Spacer Ring - mainshaft pilot - 0.62" ID	\$3.00	
74- 7064	Snap Ring - MDG bearing - 1.25" ID	\$4.00	
74- 7065	Ball Bearing - Mainshaft - SIZE: 2.44" OD & 0.98" ID		\$18.00
74- 7069	Thrust Washer - 2nd Gear Front - 1.54" OD		\$6.00
74- 7070	Snap Ring - For 7065 rear bearing - 2.33" ID	\$3.00	
74- 7071B	Thrust Washer - 2nd Gear Rear - 2.00" OD		\$6.00
B- 7072	Spring - Mainshaft plunger	\$2.00	
B- 7073	Plunger - Mainshaft gear lock	\$5.00	
74- 7080-A	Oil Baffle - Mainshaft bearing - with spur gear	\$4.00	
74- 7080-B	Oil Baffle - Mainshaft bearing - with helical gear	\$4.00	\$6.00
74- 7085	Rear Bearing Retainer	\$50.00	
74- 7090	Universal Joint Assy	\$60.00	\$110.00
B- 7095	U-Joint retaining Bolt & Washer		\$3.00
74- 7100-A	Gear - Low/Rev slider (27T spur) - 6 straight spline (1937)	\$35.00	\$45.00
74- 7100-B	Gear - Low/Rev slider (27T helical) -14 hel. spline (1937-39)	\$37.50	\$49.00
74- 7101	Key - Mainshaft gear locking	\$2.00	\$4.00
74- 7103-A	Gear - Second - 21T Helical - (1937)	\$50.00	\$85.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
V8-60HP 3 Speed Transmission Parts - cont'd			
74- 7103-B	Gear - Second - 18T Helical - (37-39) - 1.357" thru hub	\$50.00	\$85.00
74- 7104-B	Sleeve - 2nd Gear (bronze six internal splines)		\$10.00
74- 7106-B	Sleeve - Synchro Outer Ring	\$25.00	\$35.00
74- 7108	Synchro Hub (requires 6 of 353080-S detent ball - 3/16")	\$25.00	\$39.00
74- 7109	Spring - synchro hub (6 required)		\$2.00
74- 7111	Countershaft - 7.40" long		\$10.00
74- 7112-A	Cluster Gear (29-23 Hel x 17-13 spur)	\$165.00	\$250.00
74- 7112-B	Cluster Gear (29-23-17-13 All helical)		\$225.00
74- 7113-A	Cluster Gear (29-19 Hel x 17-13 spur)	\$125.00	\$225.00
74- 7113-C	Cluster Gear (29-23-17-13 All helical)		\$225.00
74- 7113-D	Cluster Gear (29-19-17-13 All helical)	\$125.00	\$225.00
74- 7115	Spacer Tube - cluster gear (3.35" long x 0.63" ID)	\$6.00	\$9.00
74- 7118	Roller Bearing - Mainshaft pilot (1 required)		\$8.50
74- 7119	Thrust Washer - cluster gear front (1 or 2 required)		\$6.00
74- 7121-B	Bushing - Cluster Gear (2 required)		\$6.00
74- 7124	Synchronizer Assembly - NOS		\$95.00
74- 7129-A	Thrust Washer - cluster gear rear - 6 prong		\$7.00
74- 7129-C	Thrust Washer - cluster gear rear - 4 prong		\$10.00
74- 7140	Shaft - reverse idler gear (2.24" long)	\$7.00	\$12.00
74- 7141-A	Gear - reverse idler with bushing (18T spur teeth)	\$22.00	\$40.00
74- 7141-B	Gear - reverse idler with bushing (18T helical teeth)	\$25.00	\$45.00
74- 7153	Gasket Set		\$16.50
74- 7155	Lock Pin - countershaft	\$5.00	
74- 7209	Shifter Lever	\$75.00	
74- 7230B	Fork - Shifter - 2nd/high gear	\$30.00	\$45.00
74- 7231B	Fork - Shifter - 1st/reverse (used with 74-7100-B)		\$45.00
74- 7233	Fork - Shifter - 1st/reverse (used with 74-7100-B)		\$6.00
74- 7234	Spring - Shifter interlock		\$6.00
74- 7240	Shaft - shifter - low/reverse (6.16" long)	\$15.00	
74- 7241	Shaft - shifter - 2nd/high (6.36" long)	\$15.00	
74- 7515	Fork - Clutch release	\$30.00	
74- 7561	Hub - Clutch release bearing	\$13.00	\$19.50
74- 7580-B	Bearing - Clutch release		\$18.00
HEAVY DUTY 3 SPEED (T-85 or T87 or T-89) TRANS PARTS			
8D- 7017	Main Drive Gear - 20T - 8.25" long (30 synchro teeth)		\$190.00
B7A- 7017-G	Main Drive Gear - 19T - 8.60" long (36 synchro teeth)	\$105.00	\$185.00
8D- 7025	Ball Bearing - MDG (use the BB-7025 bearing)		\$28.00
BB- 7025	Ball Bearing - Main Drive Gear		\$28.00
8D- 7040	Oil Baffle - MDG		\$4.00
8D- 7050	Front Bearing Retainer (T87)		Call for Pricing
C1AA- 7050-A	Front Bearing Retainer (T85)		Call for Pricing
7052	Rear Oil Seal - use 01T-4813 for the T87		\$9.00
8D- 7059	Snap Ring - Synchro to Mainshaft (1.40" ID x .086-88" thick)		
8D- 7061	Main Shaft - 9.73" long (10-10-6 straight spline) 1948-52		\$95.00
8J- 7061	Main Shaft - 11.97" long (10-10-10 straight spline) 1953-66		\$125.00
8D- 7064	Snap Ring - MDG bearing - 1.625" ID (avail .091 to .103" thick)		\$4.00
8D- 7065	Ball Bearing - Mainshaft (sub BB-7065 with 7070 snap ring)		\$28.00
8D- 7080	Oil Baffle - Mainshaft rear bearing		
8C- 7085	Rear Bearing Retainer (1948-52) - C	\$35.00	
8D- 7085-B	Rear Bearing Retainer (1948-52) - D or Y	\$35.00	
8J- 7085	Rear Bearing Retainer (1948-52) - J, JH, T, TL, or W	\$35.00	
TAAA- 7085-B	Rear Bearing Retainer (1953-55) - C	\$35.00	
TBAA- 7085--A	Rear Bearing Retainer (1953-55) - D, J, JH, Y, T	\$35.00	
8D- 7100	Low/Reverse Slider Gear (39 spur teeth x 10 straight spline)	\$115.00	\$189.00
B5A- 7100-B	Low/Reverse Slider Gear 31T x 6 spline (1.625" thick x 4.21" OD)	\$115.00	\$195.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
HEAVY DUTY 3 SPEED TRANS PARTS - cont'd			
8D- 7102	Second Gear with bushing (29 helical teeth x 27 synchro teeth)		\$119.00
B5A- 7102-D	Second Gear with bushing (L26T x 36T synchro)	\$95.00	\$145.00
8D- 7105	Synchro Hub (27 spline)		\$55.00
8D- 7106-A	Synchro Sleeve (shifter groove is offset) for 1948-49 only		\$85.00
8D- 7106-B	Synchro Sleeve (shifter groove is centered) for 1948-55)		\$85.00
8D- 7107	Synchro Ring (27 teeth) - Bronze (2 required) Each:		\$15.00
8L- 7107	Synchro Ring (36 teeth) - Bronze (2 required) Each:		\$19.50
8D- 7109	Snap Ring (2 req'd) - synchro hub inserts		
8D- 7109-S	Synchro Parts Kit (3 inserts + 2 wire springs)		\$15.00
8D- 7111	Countershaft - 9.594" long		\$15.00
8L- 7111	Countershaft - 9.4375" L x 7/8" dia		\$13.00
8D- 7113	Cluster Gear (40-31-21-17T)		\$125.00
B5A- 7113-D	Cluster Gear (29-25-19-15T)	\$325.00	\$425.00
BB- 7118	Roller Bearing - Cluster Gear (2 req'd) - replaces the 8D-7121)		\$23.00
8D- 7119	Thrust Washer - cluster gear front		
8D- 7120	Roller Bearing (16 req'd) - mainshaft pilot to MDG		\$16.00
8D- 7121	Roller Bearing - Cluster Gear (replaced by BB-7118)		\$23.00
8D- 7124	Synchro Assy		\$165.00
8D- 7140	Shaft - Reverse Idler Gear (4.00" long)		\$8.50
8D- 7141	Reverse Idler Gear (22 teeth)		\$79.50
B6A- 7153-B	Gasket Set (7 pc)		\$24.50
8L- 7231	Fork - 1st/reverse shifter (T85 std & OD)	\$40.00	
T-8 and T-98 Truck 4 Speed Trans Parts			
BB- 7017	Main Drive Gear (17T)	\$155.00	\$265.00
BB- 7025	Ball Bearing - Main Drive Gear (T-8 and T-9)		\$28.00
3MTH- 7025	Ball Bearing - Main Drive Gear (T-98)		\$34.00
BB- 7030	Snap Ring - MDG Ball Bearing		\$3.00
01T- 7039	U-Joint (1940-52) - Open Drive - 1,2 or 3 req'd		\$16.50
01Y- 7039	U-Joint (1940-56) - Open Drive - 2 or 3 req'd		\$16.50
BB- 7043	Oil Baffle - Main Drive Gear	\$3.00	\$4.00
BB- 7045	Snap Ring - Main Drive Gear		\$2.50
BB- 7050	Front Bearing Retainer - 1929-37 (replaced by 51-7050)		
51- 7050	Front Bearing Retainer - 1929-52	\$25.00	\$42.00
BB- 7061	Mainshaft - 10.14" long - 6S splines (1929-1951)	\$65.00	\$115.00
01T- 7061-A	Mainshaft - 12.74 " with undercut on splines (1940-1952)	\$95.00	\$130.00
BB- 7062	Thrust Washer - mainshaft ball bearing		\$3.00
BB- 7063	Spacer - mainshaft pilot - 0.81" ID		\$2.00
BB- 7064	Snap Ring - MDG		\$4.00
BB- 7065	Ball Bearing - Mainshaft - T-8 and T-9		\$28.00
7EQ- 7065	Ball Bearing - Mainshaft - T-98		\$34.00
BB- 7070	Snap Ring - Mainshaft bearing retainer - 3.375" OD		\$3.00
70- 7080	Oil Baffle - Mainshaft bearing	\$2.00	\$3.00
BB- 7085	Rear Bearing Retainer (rear support) 1932-1939		\$37.00
01T- 7085	Rear Bearing Retainer (rear support) 1940-1952	\$35.00	
BB- 7090	U-Joint - Front (1932-39) - Closed Drive		\$120.00
BB- 7100	Low/Second Slider Gear - 43-33 spur teeth (1929-52)	\$135.00	\$195.00
BB- 7101	Third/High Slider Gear - 24 spur teeth (1929-1952)	\$115.00	\$185.00
51- 7111	Countershaft - 9.44" long (1929-1952) - replaces BB-7111	\$27.00	\$42.00
BB- 7113-A	Cluster Gear - 43-36-27-17 spur teeth (1929-1952)	\$325.00	\$425.00
BB- 7115-A	Spacer - countershaft - 1.68" long (1929-1952)	\$3.00	\$5.00
BB- 7118-A	Roller Bearing - countershaft (1929-1952)		\$23.00
BB- 7120-A	Roller Bearing - mainshaft pilot (1929-1952)		\$16.00
59T- 7129	Thrust Washer - Countershaft cluster gear (1945-51) 2 req'd	\$8.00	\$10.00
BB- 7140	Reverse Idler Shaft - 5" long (1929-1952)	\$5.00	\$13.00
BB- 7141	Reverse Idler Gear - 22-18 spur teeth	\$85.00	\$139.00

Part Number	Description - Transmission Parts	\$ Used	\$ New
	T-8 and T-98 Truck 4 Speed Trans Parts - cont'd		
BB- 7153	Gasket Set (1929-1952)		\$22.50
BB- 7155	Retainer - countershaft/rev idler shaft (1929-1952)		\$3.00
BB- 7209	Shifter Lever (1929-1938) - with trigger lock assy	\$95.00	
01T- 7209-A	Shifter Lever (1929-1942) - replaces the BB-7209	\$75.00	
41T- 7210-A	Shifter Lever (1944-1952) without trigger lock assy	\$50.00	
BB- 7213	Shifter Knob/ball (1929-1952)		\$9.00
BB- 7215-A	Shifter Lever Latch (1929-1942)		\$8.00
BB- 7218	Latch - Shifter lever (1928-42)		\$6.00
BB- 7220-A	Cap - shifter lever (1929-1952)	\$6.00	\$8.00
B- 7227	Spring - shifter lever (1929-1950)	\$3.00	\$3.00
BB- 7228	Seat - shifter lever (1929-1952)	\$6.00	\$9.00
BB- 7230	Shift Fork - 3rd/High (1929-1952)	\$35.00	\$55.00
BB- 7231	Shift Fork - 1st/2nd (1929-1952)	\$35.00	\$55.00
BB- 7232	Gate - shifter reverse (1929-1942)		\$12.00
41T- 7232	Gate - shifter reverse shift shaft (1944-1952)	\$20.00	
BB- 7233	Plunger - shifter detent (1929-1952)		\$5.00
BB- 7234	Spring - shifter detent - exc reverse (1929-1952) 2 or 3 req'd		\$3.00
79- 7234	Spring - shifter detent - reverse shaft (1938-52) (1 or 2 req'd)		\$3.00
BB- 7240	Shaft - 1st/2nd - 7.06" long (1929-1952)	\$8.00	\$10.00
BB- 7242	Shaft - reverse - 7.25" long (1930-1952)	\$8.00	\$12.00
BB- 7243	Shift Fork - reverse (1929-1952)	\$35.00	\$55.00
BB- 7244	Shaft - reverse - 5.0625" long (1929-1952)	\$8.00	\$12.00
BB- 7245	Screw - Shift Fork to Shaft (32-52)		\$5.00
BB- 7246	Shaft - 3rd/high - 7.06" long (1929-1952)	\$8.00	\$13.00
41T- 7247	Plunger - reverse shifter gate (1944-1952)		
78- 7580F	Bearing - clutch release (1929-1952)		\$29.00
01T- 4813	Oil Seal - rear mount/coupling shaft (1940-51)		\$9.00
353075-S	Steel Ball - 3/8" - shifter shaft detent (3 req'd) 1932-52		\$2.00
74113-S	Expansion Plug - 3/4" -shifter housing (3 req'd) 1932-52		\$1.00
BB- 4513	Inner Cap - Six bolt holes (1932-39)		\$37.50
BB- 4515	Gasket - Inner Cap (1 req'd)		\$1.50
BB- 4520	Outer Cap - Two Halves (1932-39)		\$49.00
8T- 5089	Rear Support (1940-52) - 8" long (replaces the 01T-5089)		\$79.50
BB- 5089	Rear Support (1932-39)		\$39.95

TRANSMISSION SEAL KITS

Part Number	SEAL KIT APPLICATIONS	\$ New Kit
	FORD PASSENGER CARS	
	Ford Passenger Cars - Non Overdrive - 9 Bolt Side Cover	
VPSK-1	Seal Kit - 5 pc (1940-48 Ford car side loader LD 3 speed)	\$15.00
VPSK-2	Seal Kit - 5 pc (1949-50 Ford car side loader LD 3 speed)	\$14.00
VPSK-3	Seal Kit - 5 pc (1951-62 Ford car side loader LD 3 speed)	\$9.00
	Ford Passenger Cars - Overdrive - 9 Bolt Side Cover	
VPSK-4	Seal Kit - 8 pc (1949-50 Ford car side loader LD 3 speed OD)	\$27.00
VPSK-5	Seal Kit - 8 pc (1951-55 Ford car side loader LD 3 speed OD)	\$21.00
	Ford Passenger Cars - Overdrive - 6 Bolt Top Cover	
VPSK-6	Seal Kit - 7 pc (1955-63 Ford car top loader LD 3 speed OD) - T86	\$32.00
	Ford Passenger Cars - Non Overdrive - 4 Bolt Top Cover	
VPSK-17	Seal Kit - 4 pc (1960-67 Ford car top loader LD 3 speed) - 2.77 series	\$33.00
	Ford Passenger Cars - Overdrive - Curved Side Cover	
VPSK-7	Seal Kit - 7 pc (1956-65 Ford car side loader HD 3 speed OD) - T85	\$35.00

TRANSMISSION SEAL KITS			
Part Number	SEAL KIT APPLICATIONS	\$ New Kit	
MERCURY PASSENGER CARS			
Mercury Passenger Cars - Non Overdrive - 9 Bolt Side Cover			
VPSK-1	Seal Kit - 5 pc (1940-48 Mercury car side loader LD 3 speed)		\$15.00
VPSK-8	Seal Kit - 5 pc (1949-50 Mercury car side loader LD 3 speed)		\$16.00
VPSK-9	Seal Kit - 5 pc (1951-59 Mercury car side loader LD 3 speed)		\$9.00
Mercury Passenger Cars - Overdrive - 9 Bolt Side Cover			
VPSK-10	Seal Kit - 8 pc (1949-50 Mercury car side loader LD 3 speed OD)		\$29.00
VPSK-11	Seal Kit - 8 pc (1951-55 Mercury car side loader LD 3 speed OD)		\$21.00
Mercury Passenger Cars - Overdrive - Curved Side Cover			
VPSK-7	Seal Kit - 7 pc (1955-58 Merc car side loader HD 3 speed OD) - T85		\$35.00
FORD PICKUP TRUCKS			
Ford Pickup Trucks - Non Overdrive - 6 Bolt Top Cover			
VPSK-12	Seal Kit - 3 pc (1942-52 Ford top loader LD 3 speed)		11.00
Ford Pickup Trucks - Non Overdrive - 9 Bolt Side Cover			
VPSK-13	Seal Kit - 6 pc (1950-52 Ford side loader LD 3 speed)		21.00
VPSK-14	Seal Kit - 5 pc (1953-62 Ford side loader LD 3 speed)		9.00
Ford Pickup Trucks - Overdrive - 9 Bolt Side Cover			
VPSK-15	Seal Kit - 8 pc (1953-56 Ford side loader LD 3 speed OD)		21.00
Ford Pickup Trucks - Overdrive - 6 Bolt Top Cover			
VPSK-16	Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86		32.00
Note: Some 1957-59 passenger car transmission used a front retainer oil seal (B7AZ-7A283A). This			\$9.50
Part Number	Description - Engine Parts	\$ Used	\$ New
RADIATOR - Caps & Parts			
91A- 8100	Non Pressure Cap - 1937-48 V8 (replaces 78-8100)		\$8.50
41A- 8100-C	Pressure Cap (4 psi) 1937-48 V8 car & 37-51 V8 trucks - 0.93" deep		\$9.50
B2TZ- 8100-A	Pressure Cap (4 psi) 1951-60 V8 trucks - 0.98" deep		\$7.50
B2AZ- 8100-F	Pressure Cap (7 psi) 1949-54 V8 cars (repl 0A-8100A) - 3/4" deep		\$7.50
B2AZ- 8100-E	Pressure Cap (7 psi) 1951-53 V8 cars (repl 1M-8100A) - 1" deep		\$7.50
C9ZZ- 8100-A	Pressure Cap (13 psi) 1951-53 V8 cars (replaces 1M-8100A)		\$9.50
Note: All radiatorcaps listed are not true reproductions of the original caps, but are functionally correct for their applications.			
48- 8115	Drain Cock - Offset Handle - 33-48		\$18.50
8A- 8115	Drain Cock - Wing Handle - 42-59		\$3.95
B- 8130-S	Radiator Support Kit (28-48) Includes bolts, springs, nuts, & pads (8 pcs)		\$5.95
RADIATOR - Hoses & Hose Clamps			
40- 8260-SK	Hose Kit - 32-36 all V8 (w/Ford script)		\$65.00
40- 8260-K	Hose Kit - 32-36 all V8		\$45.00
78- 8260/86K	Hose Kit - 37-38		\$49.50
91A- 8260/86K	Hose Kit - 39-41		\$75.00
21A- 8260/86K	Hose Kit - 42-48		\$62.00
1BA- 8260/86K	Hose Kit - 49-53 V8 - (w/Fomoco script)		\$59.00
Hose kits listed above include all necessary clamps			
78- 8260-S	Upper Hoses (1 pair) 37-38 all + 39 Std (w/Ford script)		\$52.00
78- 8260	Upper Hoses (1 pair) 37-38 all + 39 Std		\$42.50
91A- 8260-S	Upper Hoses (1 pair) 1939 Dlx + 40-41 all (w/Ford script)		\$52.00
91A- 8260	Upper Hoses (1 pair) 1939 Dlx + 40-41 all		\$45.00
91A- 8286-S	Lower Hoses (1 pair) 1939 Dlx + 40-41 all (w/Ford script)		\$58.00
91A- 8286	Lower Hoses (1 pair) 1939 Dlx + 40-41 all		\$37.00
21A- 8260-S	Upper Hoses (1 pair) 1942-48 V8 Car (w/Ford script)		\$52.00
21A- 8260	Upper Hoses (1 pair) 1942-48 V8 Car		\$45.00
1BA- 8260	Upper Hoses (1 pair) 1949-53 V8 Car		\$23.50
1BA- 8260-S	Upper Hoses (1 pair) 1949-53 V8 Car (w/Fomoco script)		\$46.50

Part Number	Description - Engine Parts	\$ Used	\$ New
RADIATOR - Hoses & Hose Clamps - cont'd			
18- 8286	Lower Hoses (1 pair) 1932-38 all + others (1¼ x 5½")		\$16.00
21A- 8286	Lower Hoses (1 pair) 1932-38 all + others		\$16.00
8BA- 8286	Lower Hoses (1 pair) 1949-53 V8 Car		\$28.00
8BA- 8286-S	Lower Hoses (1 pair) 1949-53 V8 Car (w/Fomoco script)		\$33.50
8RT- 8260-A	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 4¼")		\$13.50
8RT- 8260-B	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 2½")		\$7.50
21C- 8260	Lower Hoses (1 pair) 1948-52 V8 Truck (1¼ x 7½")		\$26.00
67- 8260	Lower Hoses (1 pair) 1953 V8 Truck (1¼ x 10.9")		\$38.50
8RT- 8290	Pipe - Upper Rad Hose - 1¼" - 1948-52 truck each:		\$14.50
51A- 8333-D	Straight Hose (1¼" x 36"L) - or cut to fit at \$2.00/inch		\$29.50
51A- 8333-B	Straight Hose (1¼" x 36"L) - or cut to fit at \$2.25/inch		\$33.00
WATER PUMPS - New or Rebuilt			
8A- 8287	Hose Clamp (band type) - Fits 1¼" hoses		\$1.75
91A- 8287	Hose Clamp (band type) - Fits 1¾" hoses		\$1.95
68- 8502	Water Pumps (pair) - NEW or REBUILT (33-36) + \$35 core rebuilt	\$210.00	\$159.00
68- 8502	Water Pumps (pair) - NEW or REBUILT (33-36) + \$35 core rebuilt	\$210.00	\$159.00
78- 8501-SPR	Water Pumps (pair) - NEW - 1937-48 (wide belt)	\$95.00	\$124.00
8RT- 8501-SPR	Water Pumps (pair) - NEW - 1948-52 truck (wide belt)	NA	\$175.00
8BA- 8501-SPR	Water Pumps (pair) - NEW - 1949 Ford car/1953 F100 (wide belt)	NA	\$124.00
EAB- 8501-SPR	Water Pumps (pair) - NEW - 50-53 car & 53 truck (narrow belt)	NA	\$124.00
B4A- 8501	Water Pump - 239 OHV V8 (1954 passngr) - Rebuilt only	\$89.00	NA
B6A- 8501-B	Water Pump - 1955-62 V8 (272-292-312) Passenger Car only	\$99.00	\$124.00
Note: Some pumps include a new gasket. Check before ordering a gasket separately.			
ENGINE - Misc Water Pump Gaskets & Parts			
18- 8507	Water Pump Gasket (1932-36 V8)		\$2.50
78- 8507	Water Pump Gasket (1937-48 V8)		\$2.50
8BA- 8507	Water Pump Gasket (1949-53 V8)		\$2.50
8509	WP pulley (RH) - specify year of motor	\$25.00	
78- 8509	WP pulley (LH/RH same) - 1937-48 pass car	\$10.00	\$17.00
8RT- 8509	WP pulley (LH/RH same) - 1948-52 truck	\$10.00	\$17.00
8515	WP pulley (LH) - specify year of motor	\$25.00	
48- 8519	Plug - Water pump temp sender hole (32-36 pumps)		\$3.00
78- 8528	WP block-off plates (left or right) for 1937-38 blocks Pair:	\$85.00	
ENGINE - Thermostats			
11A- 8575-A	160° thermostat for 1937-48 V8 (2 required) Each:		\$8.50
11A- 8575-B	180° thermostat for 1937-48 V8 (2 required) Each:		\$8.50
1BA- 8575-A	160° thermostat for 1949-53 V8 (2 required) Each:		\$7.50
1BA- 8575-B	180° thermostat for 1949-53 V8 (2 required) Each:		\$7.50
C2AZ- 8575-A	160° thermostat for 1954-59 V8 and 47-51 Six Each:		\$8.50
C2AZ- 8575-B	180° thermostat for 1954-59 V8 and 47-51 Six Each:		\$8.75
1BA- 8592	Thermostat Housing - Cast Iron- (49-53 V8) - 2 req'd Each:	\$11.00	\$17.00
1BA- 8592-PA	Thermostat Housing - Polished Aluminum - (49-53 V8) Each:		\$15.00
8BA- 8255	Thermostat Housing Gasket (1949-53 V8) - 2 req'd Each:		\$1.50
WATER PUMP - Kits			
52- 8591-C	WP rebuild kit (per pump) - 1937-39 V8-60hp		\$42.50
68- 8591	WP rebuild kit (per pump) - 1933-36 pass car		\$42.50
78- 8591	WP rebuild kit (per pump) - 1937-48 pass car		\$29.00
A8C- 8591	WP rebuild kit (per pump) - 1949-53 Ford & 1950-53 Merc		\$29.50
B5A- 8591-C	WP rebuild kit - 1955-62 V8 (272-292-312)		Check availability
B6C- 8591-A	WP rebuild kit - 1956-62 V8 Truck (272-292)		\$29.50
8HA- 8591	WP rebuild kit 1948-51 H series Six (passenger car only)		\$45.00
ENGINE - Cooling Fans			
40- 8600	Fan Assy (4 blade - 15.50" dia) bolts to generator pulley	\$55.00	Check availability
78- 8600	Fan Assy (4 blade - 15.75" dia) bolts to generator pulley	\$55.00	Check availability
91A- 8600	Fan Assy (6 blade - 16.75" dia) bolts to crankshaft pulley (39-41 V8)	\$55.00	Check availability

Part Number	Description - Engine Parts	\$ Used	\$ New
ENGINE - Cooling Fans - cont'd			
21A- 8600	Fan Assy (4 blade - 16" dia) - takes 8 bolts (42-48 V8 car)	\$55.00	Check availability
8CM- 8600-A	Fan Assy (4 blade - 17" dia) - takes 8 bolts (49 Merc)	\$55.00	Check availability
21T- 8600	Fan Assy (4 blade - 18" dia) - takes 8 bolts (42-44 V8 truck)	\$55.00	Check availability
59T- 8600-A	Fan Assy (4 blade - 18.5" dia) - takes 8 bolts (46-52 V8 truck)	\$55.00	Check availability
8BA- 8602-A	Fan & Hub Assy (4 blade-18" dia) with wide belt pulley - 49 Ford car	\$125.00	Check availability
EAB- 8602-A	Fan & Hub Assy (3 blade - dia) includes narrow belt pulley	\$95.00	Check availability
21T- 8600-AX	Fan & Hub Assy (4 blade - 18" dia) includes oil hub & pulley assy	\$185.00	Check availability
ENGINE - Fan Parts		\$ Used	\$ New
21A- 8603	Fan hub assy with sheave (1942-48 car / 1942-52 truck) V8	\$95.00	Check availability
21A- 8603C	Fan hub/sheave/spindle brg/impeller/cover plate assy	\$175.00	Check availability
21A- 8621	Cover Plate for hub assy (1942-52 V8)	\$10.00	\$15.00
21A- 8626	Spindle Bearing (1942-52 V8)		\$89.00
21A- 8626-39K	Spindle Bearing + Shaft Kit		\$124.00
21A- 8638	Gasket - Fan Hub front (1942-52 V8)		\$2.50
21A- 8632	Mounting Bracket - Fan assy (1942-52)	\$10.00	\$15.00
21A- 8639	Shaft & Impeller (1942-52 V8)	\$25.00	Out of Stock
21A- 8642	Retainer/double nut - Fan assy (1942-52) - Limited availability	\$10.00	
21A- 8646	Gasket - Fan Hub rear (1942-52 V8)		\$1.50
21A- DFB	Decal - Fan Oiling Instructions (42-48 car V8 + 42-52 truck V8)		\$4.50
355429-S	Bolt - Fan to Hub (8 required) #12-32 x 1-1/16" cap screw Each:	\$3.00	
26498-S8	Special Filler Plug Screw (zinc plated) - price for two screws		\$1.00
ENGINE - Fan Belts			\$ New
40- 8620-A	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & W.Pumps		\$16.50
40- 8620-AS	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & W.Pumps (script)		\$18.00
78- 8620-C	Fan Belt (1937-48 V8) - Gen & Water Pumps		\$15.00
78- 8620-AS	Fan Belt (1937-48 V8) - Gen & W. Pumps (script)		\$16.50
21A- 8577-S	Fan Belt (1942-49 V8 car + 48-53 truck) - Fan (script)		\$24.50
7RA- 8620-S	Fan Belt (1949 V8 car + 48-52 truck) - Gen & Pumps (script)		\$25.00
8BA- 8620	Fan Belt (1950-53 V8 car) - Gen & water pump		\$14.50
8BA- 8620-S	Fan Belt (1950-53 V8 car) - Gen & water pump (script)		\$24.50
8BA- 8577	Fan Belt (1950-53 V8 car) - Fan & water pump		\$13.50
8BA- 8577-S	Fan Belt (1950-53 V8 car) - Fan & water pump (script)		\$19.50
Note: belts marked "script" have the manufacturer's brand marking on the belt.			
MISCELLANEOUS FUEL SYSTEM			
11C- 9030	Fuel Tank Cap (1932-48 car + 48-50 pickup) - Chrome - Non Locking		\$7.95
B6TZ- 9030	Fuel Tank Cap (1951-72 Truck) - Chromed - Non Locking		\$11.00
A- 9156-A	Fuel Bowl Filter Kit (for glass bowl fuel pumps)		\$15.00
A- 9173N	Fuel Pump Bowl Gasket (1945-53 V8) - Neoprene		\$2.75
01A- 9275	Fuel Tank Sending Unit (1936-40) - see 99A-9275 unit		
99A- 9275	Fuel Tank Sending Unit (1936-55) - 6V - includes gasket		\$36.95
18- 9288	Flexible Fuel Line (1932-48) - Firewall to fuel pump		\$9.50
7HC- 9288	Flexible Fuel Line (1949-50) - Firewall to fuel pump		\$9.50
1A- 9288	Flexible Fuel Line (1951-53) - Firewall to fuel pump		\$9.50
18- 9296	Clamp - Fuel Line to Firewall (1932-48)		\$9.00
ENGINE - Fuel Pumps & Related Parts		\$ Used	\$ New
11A- 9350	Fuel Pump (1933-48 V8) - Steel Bowl - replaces the 68-9350		\$59.00
59A- 9350	Fuel Pump (1938-48 V8) - Glass Bowl		\$61.00
7HA- 9350	Fuel Pump (1947-51 Six)		\$59.00
7RA- 9350-C	Fuel Pump (1949-50 V8) - Glass Bowl		\$59.00
1BA- 9350-A	Fuel Pump (1949-51 V8) - Glass Bowl - replaced by B1A-9350A		Use B1A pricing
B1A- 9350-A	Fuel Pump (1951-53 V8) - Glass Bowl (small inlet)		\$69.50
11A- 9349	Fuel Pump Kit (1933-48 V8)		\$21.00
68- 9364	Gasket (cork) for fuel pump cover (1936-41)		\$2.00
91A- 9369-B	Fuel Line w/fittings - copper/steel line (1938-53 V8 with Strom carb)		\$6.50
91A- 9369-A	Fuel Line w/fittings - copper/steel line (1938-53 V8 with Ford carb)		\$6.50

Part Number	Description - Engine Parts	\$ Used	\$ New
ENGINE - Fuel Pumps & Related Parts - cont'd			
40- 9374	Gasket - Fuel Pump Stand to intake (33-53 V8)		\$1.75
68- 9398	Diaphragm - Fuel Pump (34-48 V8)		\$6.50
48- 9400-A	Fuel Pump Pushrod (1933-48 cast iron intake) - 8.875" long		\$7.95
48- 9400-B	Fuel Pump Pushrod (1933-48 aluminum intake) - 7.875" long		\$11.50
EAB- 9400-A	Fuel Pump Pushrod (1949-53 cast iron intake) - 10.064" long		\$14.50
52- 9400-A	Fuel Pump Pushrod (1937-40 aluminum intake) - 5.625" long		\$8.50
52- 9400-B	Fuel Pump Pushrod (1937-40 cast iron intake) - 6.375" long		\$8.50
18- 6025	Pushrod Bushing (1932-48) - 85-100hp V8		\$5.50
8BA- 6025	Pushrod Bushing (1949-53) -100hp V8		\$5.50
48- 9415	Adapter - Fuel Pump Mount (35-48 V8) - recon - less lower tube	\$75.00	
X- 9415	Lower tube for 48-9415 fuel pump adapter - sold only with adapter	\$10.00	
8BA- 9416	Adapter - Fuel Pump Mount (49-53 V8) - reconditioned	\$29.00	
40- 9417	Gasket - Fuel Pump to Stand (33-48 V8)		\$2.00
7RA- 9417	Gasket - Fuel Pump to Stand (49-53 V8)		\$2.00
48- 6766	Breather Cap (X top) - (35-48 V8)		\$14.00
48- 6766-C	Breather Cap (X top) - (35-48 V8) - Chrome plated		\$21.00
8BA- 6766	Breather Cap with skirt - (49-53 V8)		\$15.00
ENGINE - Carburetors & Carb Kits			
59A- 9510	Carburetor - New 94 type (38-48 V8) - Pass/Truck		\$295.00
8BA- 9510	Carburetor - New 94 type (49-53 V8) - Passenger car		\$295.00
8RT- 9510	Carburetor - New 94 type (48-53 V8) - Truck		\$295.00
40- 9447-A	Carb Gasket - base to intake manifold (33-37) Strombg		\$2.50
40- 9447-B	Carb Gasket - base to intake manifold (38-53) Ford/Holley		\$2.50
21A- 9502	Carb Gasket Set (12 pcs) for Ford/Holley (38-53)		\$9.50
T- 9533-S	Stromberg jet wrench (97 type)		\$14.95
40- 9550	Float - for 97 series Stromberg carbs (34-39 V8)		\$17.50
78- 9550	Float - for 94 series Ford/Holley carbs (38-53 V8)		\$17.50
7HA- 9590	Carb Kit (simple) for Ford Six (1GA-7HA-8HA) - 1 barrel		\$17.50
67- 9590-S	Carb Kit (simple) for Stromberg 97		\$23.50
67- 9590-M	Carb Kit (major) for Stromberg 97 (includes jets)		\$34.00
59A- 9590	Carb Kit (simple) for Ford 94 (1938-53 V8)		\$23.50
8CM- 9590-B	Carb Kit (simple) for Mercury carb (1949-51)		\$57.50
B4A- 9590	Carb Kit (simple) for Ford carb (1954-56) - 2 barrel		\$26.50
MISCELLANEOUS PARTS			
11A- 6280	Camshaft Distr Drive Adapter (32-41 cam to 42-48 distr)		\$11.00
21A- 9735	Accelerator Pedal - (35-48) - replaces the 48-9735 pedal		\$12.95
91A- 15160	Heater Hose Nipple (1939-48) - fits into lower rad hose		\$12.50
B- 11350-US	V8 Starter Drive Assembly (32-53 except Fordomatic & V8-60)		\$55.00
51A- 11350-US	Starter Support Bracket (32-53 V8)		\$7.50
B- 11375	Starter Spring (32-53 V8)		\$7.00
8M- 18599	Heater Hose Nipple (3/8" thread) - straight		\$13.50
8A- 18599	Heater Hose Nipple (3/8" thread) - 20° angle		\$10.50
RC- 110	Aerosol Can of Antique Dark Green spray paint		\$8.00
RC- 111	Aerosol Can of Antique Dark Blue spray paint		\$8.50
RC- 112	Aerosol Can of Cast Blast Gray spray paint		\$11.50
MISCELLANEOUS ENGINE HARDWARE			
18- 6515	Stud - Fuel Pump Stand to V8 Intake Manifold		\$1.00
88393-S	Stud - Exhaust manifold to pipe (1½" L) (37-53 V8)		\$2.00
33816-S	Brass Nut - Exhaust manifold to pipe (7/16-20) (37-53 V8)		\$2.00
VP- 24430-K	Exhaust Manifold Bolt & Lockwasher set (12 pc) - (33-53 V8)		\$7.95
BPP- 250	Brass Pipe Plug - 1/4" NPT with hex head		\$3.50
BPP- 375	Brass Pipe Plug - 3/8" NPT with hex head		\$4.50
SW-25	Safety Wire (1/4 lb spool) .032" stainless steel		\$8.50
74142-S	Key - Speedo drive gear to MS (1949-56) replaces 74172-S		\$0.50
74147-S	Key (5/32") Timing sprocket to cam (all Y-Block V8)		\$1.00

Part Number		Description - Engine Parts	
		MISCELLANEOUS ENGINE HARDWARE - cont'd	
		\$ Used	\$ New
74151-S	Key (1/4") Crank pulley to crankshaft (all Y-Block V8)		\$1.00
74153-S	Key (1/4") Crank pulley to crankshaft (38-48 flathead V8)		\$1.50
74156-S	Key (1/4") Crank pulley to crankshaft (32-37 flathead V8)		\$2.00
74175-S	Key (5/32") Timing sprocket to crankshaft (all Y-Block V8)		\$1.00
357654-S	Key (1/4") Timing gear to crankshaft (49-53 flathead V8)		\$1.00
		ENGINE & TRANS TOOLS	
CBT	Flathead V8 Cam Bearing Tool		\$95.00
VGBT	Flathead V8 Valve Guide Bar Tool		\$36.50
PP-7134	Adjustable Motor Lift Sling		\$21.50
T-STAND	Transmission Support Work Stand		\$45.00
ABV-156	Brake Drum Hub Puller (rental for 2 week period)	RENTAL	\$25.00
VGTK	Valve Guide Removal Tool Kit (rental for 2 week period)	RENTAL	\$50.00
Contact us for details on the tool rental. Deposit required. Customer pays shipping both ways. Longer rentals available.			
Part Number		Description - Electrical Parts	
		ELECTRICAL - Alternators/Generators	
G- 10000-6	Rebuilt Stock 6V Generator - Check for model availability		\$125.00
	Core charge for rebuilt stock generator		\$50.00
A- 10000-6F	New 30A Alternator - 6V - with wide belt pulley for fan mount		\$229.00
A- 10000-6P	New 30A Alternator - 6V - with wide belt pulley w/o fan mount		\$187.00
A- 10000-12F	New 60A Alternator -12V - with wide belt pulley for fan mount		\$229.00
A- 10000-12P	New 60A Alternator -12V - with wide belt pulley w/o fan mount		\$187.00
Note: Alternators are the self regulated 1 wire type. Require a mounting bracket (see below)			
AB 10	Alternator Bracket (37-48 wide belt type - no fan mount holes)		\$75.00
AB 20	Alternator Bracket (49-52 wide belt type - with fan mount holes)		\$75.00
AB 30	Alternator Bracket (49-53 narrow belt type - w/fan mtg holes)		\$75.00
Note: Brackets are designed for mounting directly to the stock Ford/Merc intake manifolds.			
WP- 100	Alternator Pulley - Wide Belt - for GM type alternators		\$16.00
		ELECTRICAL - Voltage Regulators - 6 Volt	
B- 10505	Voltage Cut-Out (28-39) - 6V - 15 Amp (mounts on top of generator)		\$21.00
B- 10505-D	Voltage Cut-Out (28-39) - 6V - 20 Amp (semi conductor type)		\$56.00
B- 10505-DS	Voltage Cut-Out (28-39) - 6V - 20 Amp (same with Ford script)		\$64.00
Note: The semi-conductor type is heat sinked and cad plated. All are wired for positive ground application with 3rd brush type generator			
8A- 10505	Voltage Regulator (39-55) - 30 Amp (replaces 01A & 51A-10505)		\$54.00
FAC- 10505-A	Voltage Regulator (39-56) - 35 Amp (replaces 51A & FAB & 8M)		
		ELECTRICAL - Voltage Regulators - 12 Volt	
C3TZ- 10505-B	Voltage Regulator (56-up) - 30 Amp (replaces B6A & B7A & C1TZ)		\$69.50
C2AZ- 10505-C	Voltage Regulator (56-up) - 40 Amp (replaces B6A-B & B7A-A)		\$79.50
		ELECTRICAL - Generator Parts	
40- 10043	Set of 3 brushes (1929-39) - no wire		\$2.75
91A- 10043	Set of 2 brushes (1932-39) - single wire		\$4.50
01A- 10043	Set of 2 brushes (1940-62) - twin wire		\$5.25
68- 10044	Screw - Field Winding (2 req'd per generator)		\$4.00
91A- 10057	Spring - brush Holder (39-59) - 2 required	Each:	\$4.00
7RA- 10094	Bearing - DE (1940-53 varied applications)		\$7.00
B- 10128	Bushing - CE (1932-36) 0.627" id x 0.754" od x 0.968"L		\$1.50
18- 10128	Bushing - CE (1932-38) 0.627" id x 0.754" od x 0.950"L		\$2.50
78- 10128	Bushing - CE (1937-53) 0.673" id x 0.797" od x 0.796"L		\$1.50
		ELECTRICAL - Misc Engine Sender Units	
8A- 10884	Water Temp Sender - 1 Terminal (1939-55 V8) - 6V		\$44.50
8A- 10990	Water Temp Sender - 2 Terminal (1939-53 V8) - 6V		\$44.50
41A- 9278	Oil Pressure Sender (80 psi) - Original type for stock gauge		\$45.00
		ELECTRICAL - Starters (32-53 V8)	
18- 11002-NSF	Starter with bendix (new) - 6 volt (B11350 starter drive)	Manual Trans Only	\$210.00
18- 11002-NTF	Starter with bendix (new) - 12 volt (B11350 starter drive)	Manual Trans Only	\$210.00
See product note on top of next page			

Part Number	Description - Electrical Parts		
	ELECTRICAL - Starters (32-53 V8) - cont'd	\$ Used	\$ New
Note: The new starters include the original type bendix starter drive which we consider the most reliable and it fits all flathead 85-100hp applications. We do <u>not</u> have starters for the V8-60 engines at this time. If you wish to purchase the starter <u>without</u> a starter drive, deduct \$45.00 from the price shown and specify so when ordering.			
	ELECTRICAL - Starters (56-62 V8)		
B6A- 11002	Starter with Bendix (rebuilt) - 12 volt - Barrel starter drive		\$139.00
	ELECTRICAL - Starter Parts		
18- 11057	Set of 4 Brushes (1928-53)		\$6.50
18- 11052	Bushing - CE (1932-53) 5/8" id x 3/4" od x 0.595"L		\$1.50
B- 11059	Spring - Brush Holder (32-53) - 4 required	Each:	\$1.00
18- 11091	Bolt - Starter Housing (5/16-18 x 7.18" long) - 2 req'd	Each:	\$5.00
B- 11135	Bushing - DE (1928-53) 5/8" id x 3/4" od x 1.156"L		\$1.75
1CM- 11135A	Bushing - DE (1951-53 w/autom + 1954-59 all)		\$3.00
51A- 11140	Starter Support Bracket (32-53 V8)		\$6.95
B- 11350-US	V8 Starter Drive Assy (32-53 excpt Fordomatic & V8-60) Bendix type		\$49.00
B- 11350-R	V8 Starter Drive Assy (32-48 excpt Fordomatic & V8-60) Barrel type		\$25.00
B- 11375	Starter Drive Spring (1932-53 V8)		\$7.50
52- 11375	Spring - Starter Drive (60hp)		\$7.50
B- 11377	Bolt - starter drive spring to head (1932-53)		\$1.00
B- 11382	Bolt - starter drive spring to shaft (1932-53)		\$1.00
B- 11379	Lockwasher - starter drive bolts (1932-53)		\$1.00
74175-S	Key - Starter Drive to Shaft		\$1.00
	ELECTRICAL - Starter Solenoids		
40- 11450	Solenoid (1932-34 V8) - 6V		\$29.95
48- 11450	Solenoid (1935-36 V8) - 6V		\$32.95
01A- 11450FS	Solenoid (1937-48) - 6V - Steel Case - Push Button - Ford script		\$29.95
21A- 11450	Solenoid (1937-48) - 6V - Plastic case - Push button		\$19.95
1A- 11450	Solenoid (1951) - 6V - Metal case (replaced by the B5A-11450A)		Out of Stock
B5A- 11450A	Solenoid (1952-55) - 6V - Plastic case		\$18.50
B6A- 11450A	Solenoid (1956-64) - 12V - Plastic case		\$15.50
B6A- 11450AS	Solenoid (1956-74) - 12V - Plastic case - Ford script		\$49.50
6A- 11500	Starter Switch (chrome push button) - 1937-51 (no markings)		\$6.50
6A- 11500-S	Starter Switch (chrome push button) - 1937-51 ("Start")		\$9.00
	IGNITION TUNE-UP KITS		\$ New
1FTK	Cap-Rotor-Points-Condenser (fits 1932-34 Four)		\$46.95
2FTK	Cap-Rotor-Points-Condenser (fits 1932-36 Early V8)		Check availability
3FTK	Cap-Rotor-Points-Condenser (fits 1936 Late V8)		Check availability
4FTK	Cap-Rotor-Points-Condenser (fits 1937-41 V8)		Check availability
5FTK	Cap-Rotor-Points-Condenser (fits 1942-44 V8)		\$63.95
6FTK	Cap-Rotor-Points-Condenser (fits 1946-48 V8)		\$94.95
7FTK	Cap-Rotor-Points-Condenser (fits 1949-53 V8)		\$17.95
8FTK	Cap-Rotor-Points-Condenser (fits 1954-56 V8)		\$18.95
9FTK	Cap-Rotor-Points-Condenser (fits 1957-74 V8)		\$17.95
10FTK	Cap-Rotor-Points-Condenser (fits 1941-42 Six)		\$48.95
11FTK	Cap-Rotor-Points-Condenser (fits 1946-47 Six)		\$89.95
12FTK	Cap-Rotor-Points-Condenser (fits 1948-67 Six)		\$18.95
	ENGINE IGNITION PARTS - Distributor Spacer Kits		\$ New
IS- 3241	Kit - For the 2 Bolt Distributor to a 3 Bolt Timing Cover		\$83.95
Note: Kit includes aluminum adapter, 2 gaskets, 3 screws, 2 bolts, and instructions.			
IS- 4248	Kit - For the 2 Bolt Distributor to a 2 Bolt Timing Cover		\$53.95
Note: Kit includes aluminum adapter, 2 gaskets, 2 bolts, and instructions.			
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)		\$16.00
	ENGINE IGNITION PARTS - Coils & Coil Parts	\$ Rebuilt	\$ New
18- 12024-A	Coil - 6 Volt - (1932-36) Low Dome + \$35 core charge- REBUILT	\$145.00	
68- 12024	Coil - 6 Volt - (1936 late) Low Flat + \$35 core charge - REBUILT	\$145.00	
78- 12024-A	Coil - 6 Volt - (1937-41) Tall Dome + \$35 core charge - REBUILT	\$145.00	

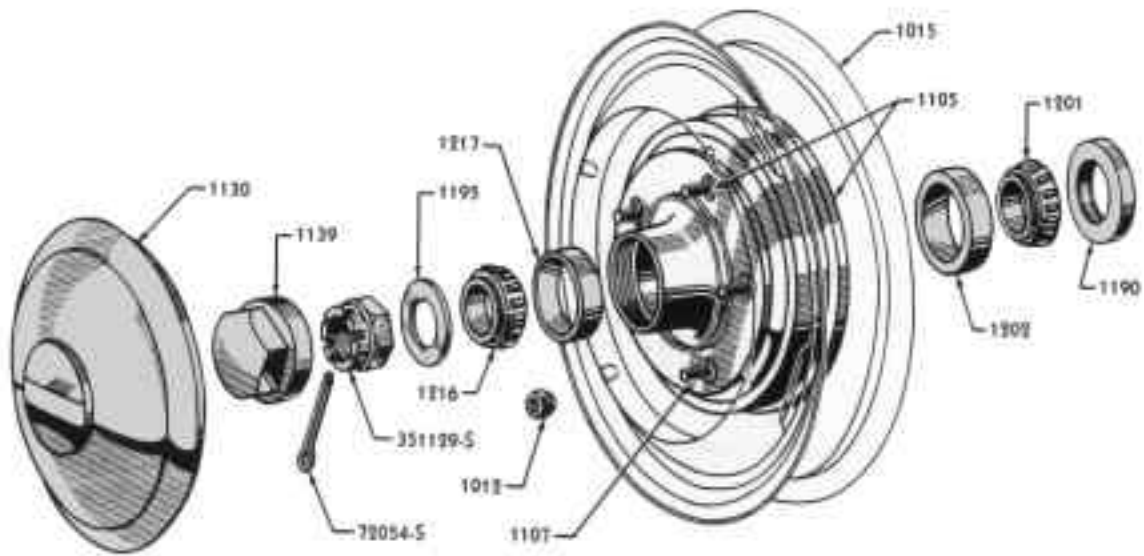
Part Number	Description - Electrical Parts	\$ Rebuilt	\$ New
ENGINE IGNITION PARTS - Coils & Coil Parts - cont'd			
1GA- 12024	Coil - 6 Volt - (1942-48) + \$35 core charge - REBUILT	\$145.00	
8BA- 12029	Coil - 6 Volt - Yellow Top (or use B-12000 coil below)		\$35.00
B- 12000	Coil - 6 Volt - (1949-56 V8 or 1948-56 Six) - Remote mount		\$19.00
B6A- 12029-B	Coil - 12 Volt - (1957-64 V8 or 1957-72 Six) - Remote mount		\$19.00
27153-SK	Screw Kit for Coil Mounting (1932-36 V8) - 3 screw type		\$2.00
27169-SK	Screw Kit for Coil Mounting (1937-41 V8) - 2 screw type		\$1.50
B- 12000-CB	Coil Mounting Bracket (replacement for round 6 & 12V type)		\$3.95
8BA- 12043	Coil Mounting Bracket (1949-53 V8)		\$14.95
18- 12010	Coil Brush & Spring (1932-36 V8)		\$4.00
68- 12010	Coil Brush & Spring (1937-41 V8)		\$4.00
18- 12036K	Coil Adapter Kit - Converts 1932-36 to late model 12V type		\$46.00
78- 12036K	Coil Adapter Kit - Converts 1937-41 to late model 12V type		\$46.00
18- 12140	Gasket - Coil to Distributor (3 hole type)		\$4.00
78- 12140	Gasket - Coil to Distributor (2 hole type)		\$2.00
ENGINE IGNITION PARTS - Distributor Caps			
B- 12105	Cap - Winged Shaped (1928-34) - 4 Cylinder		\$15.50
18- 12105	Cap - Outer (1932-41 V8) - 2 required each:		\$13.00
1GA- 12106	Cap - Crab Style (1941-42 Six - G series)		\$25.00
21A- 12106	Cap - Crab Style (1942-44 V8) - 1 required - Black color		\$22.50
21A- 12106-Red	Cap - Crab Style (1942-44 V8) - 1 required - Red color		\$22.50
5GA- 12106	Cap - Outer (1945-47 Six - G Series)		\$69.00
59A- 12106	Cap - Inner (1946-48 V8) - 1 required		\$46.00
59A- 12105	Cap - Outer V-shaped (1946-48 V8) - 1 required		\$22.50
7HA- 12106	Cap (1947 H series thru 1973 Six)		\$7.00
FAB- 12106	Cap (1949-56 V8)		\$7.50
B7A- 12106A	Cap (1957-74 V8)		\$8.50
ENGINE IGNITION PARTS - Contact Points			
A- 12199	Ignition Point set (28-31) - 4 Cylinder		\$10.50
B- 12199	Ignition Point set (32-34) - 4 Cylinder		\$29.00
18- 12107S	Ignition Point set - single arm w/screws (32-36 V8)		\$24.50
78- 12107S	Ignition Point set - separate arms - 4 pc (36-48 V8)		\$27.50
1GA- 12107	Ignition Point set - single arm w/screws (41-47 Six G series)		\$13.50
FAA- 12171	Ignition Point set (1949-54 V8 or 47-56 Six) replaces 7RA12171		\$4.50
B7A- 12171B	Ignition Point set (1957-74 V8)		\$3.50
DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc			
18- 12113	Boot - Distributor Cap - Rubber (32-41) Two req'd each:		\$3.00
59A- 12113	Boot - Distributor Cap - Rubber (46-48) Two req'd per pair:		\$13.00
B- 12115	Cap - Round Top (1928-34) - 4 Cylinder		\$5.50
18- 12116	Terminal plate (1932-36 V8) - 2 req'd - each:		Check availability
68- 12116	Terminal plate (1937-41 V8) - 2 req'd - each:		Check availability
18- 12138	Rubber Plug (1932-36 V8) Fit in distr. adjust. holes - Per Pair:		\$2.00
18- 12104S	Distributor Gasket Set (7 piece) (1932-41)		\$7.00
21A- 12104S	Distributor Gasket Set (4 piece) (1942-48)		\$6.00
1GA- 12134/35	Seal & Retainer - Distributor Housing (1942-48)		\$8.00
59A- 12109	Distributor Cap hold-down bails (1946-48) - Sold as one pair		\$7.00
18- 12144	Distributor Cap hold-down bail (1932-41) - 2 required - Each		\$1.50
21A- 12144S	Crab style cap hold-down clip & rivet kit (4 pc) (1942-44)		\$4.95
59A- 12144	Distributor Cap hold-down bail (1946-48) - 1 required - Each		\$5.00
7RA- 12144S	Distributor Cap hold-down side clip & rivet kit (4 pcs) (1949-56)		\$8.00
68- 12151	Contact Plate (1937-41 V8)		\$11.50
11A- 12175	Shaft - Distributor (1937-41 V8)		\$21.50
7RA- 12192	Spring - Distributor Advance		\$5.00
0BA- 12213	Rotor Clip for 1949-54 V8 Distributor		\$4.95
C0DF- 12216-A	Primary Wire (insulated with terminals) - (49-56 V8 & Six)		\$18.00
7RA- 12264	Ground Wire (uninsulated with terminals) - (49-56 V8 & Six)		\$4.25

Part Number	Description - Electrical Parts	\$ Used	\$ New
DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc - cont'd			
7RA- 12390-C	Gear - Distributor Driven - 11T (on distr shaft) (1949-53 V8)		Check availability
7RA- 6255	Gear - Distributor Drive (on end of camshaft) (1949-53 V8)		\$19.00
61465-S	Rivet - Distributor Gear (1/8" x 11/16") See Note		\$1.00
61489-S	Rivet - Spacer (Distributor Gear) (1/8" x 13/16") See Note		\$1.00
Note: Rivets only supplied as 1" length. Customer must trim to correct length before installation.			
ENGINE IGNITION PARTS - Distributor Bushings			
40- 12120	Bushing - Distributor front (1932-41)		\$6.00
1GA- 12120	Bushing - Distributor point plate (1942-48 V8 & 41-47 Six)		Check availability
18- 12132	Bushing - Distributor Housing (1932-48)		\$4.00
7RA- 12120	Bushing - Distributor Upper Housing (1949-56)		Check availability
7RA- 12132	Bushing - Distributor Lower Housing (1949-56 V8 & 49-51 Six)		\$2.50
ENGINE IGNITION PARTS - Distributor Rotors			
B- 12200	Rotor (1928-34) - 4 Cylinder		\$5.50
48- 12201	Rotor (1933-35 V8) - use with 40-12127 distributor		\$37.50
68- 12201	Rotor (1937-41 V8) - use with 68 or 78-12127 distributor		\$33.50
21A- 12200	Rotor (1942-44 V8) - crab style distributor		\$9.50
1GA- 12200	Rotor (1941-47 G series Six)		\$3.50
59A- 12200	Rotor (1946-48 V8) - Interchanges with FAA-12200		\$4.50
FAA- 12200	Rotor (1949-56 V8 and 1947-68 six)		\$4.50
B7A- 12200	Rotor (1957-74 V8)		\$3.50
ELECTRICAL - Ignition Resistors & Breakers			
18- 12250	Ignition Coil Resistor (Ceramic type)		\$19.00
18- 12250R	Ignition Coil Resistor (Reproduction type)		\$7.50
40- 12250-A	Ignition Coil Resistor & Fuse Block Assy (33-39) - Orig Type		\$24.00
40- 12250-D	Ignition Coil Resistor & Double Fuse Block Assy		\$29.00
01A- 12250-A	Ignition Coil Resistor & Circuit Breaker Assy (33-40)		\$55.00
01A- 12250-D	Ignition Coil Resistor & Circuit Breaker Assy (33-40)		\$49.00
11A- 12250-A	Ignition Coil Resistor & Circuit Breaker Assy (41-48)		\$55.00
11A- 12250-D	Ignition Coil Resistor & Circuit Breaker Assy (41-48)		\$49.00
B7A- 12250-A	Ignition Coil Resistor (56-57) - Generic type		\$14.50
B7A- 12250-AR	Ignition Coil Resistor (56-57) - Exact reproduction		\$31.00
B8A- 12250-A	Ignition Coil Resistor (58-59)		\$8.50
SPARK PLUG WIRING SETS			
B- 12275	Spark Plug Connectors (1932-34 Four) -set of 4 brass strips		\$3.40
18- 12259-H	Spark Plug Wiring Set (1932-36 V8) - Hook ends USA		\$45.00
18- 12259-R	Spark Plug Wiring Set (1932-36 V8) - Ring ends USA		\$49.00
78- 12259	Spark Plug Wiring Set (1937-41 V8) USA		\$51.00
21A- 12259	Spark Plug Wiring Set (1942-44 V8) USA		\$51.00
59A- 12259	Spark Plug Wiring Set (1946-48 V8) - Brown wire USA		\$51.00
59A- 12259-BL	Spark Plug Wiring Set (1946-48 V8) - Black wire USA		\$52.00
8BA- 12259	Spark Plug Wiring Set (1949-50 V8) with 90° ends USA		\$59.00
1A- 12259	Spark Plug Wiring Set (1951-53 V8) w/ molded ends USA		\$77.00
B7A- 12259	Spark Plug Wiring Set (1954-62 V8) with molded ends		\$53.00
5GA- 12259	Spark Plug Wiring Set (1941-47 Six - G series)		\$44.00
7HA- 12259	Spark Plug Wiring Set (1947-51 Six - H series)		\$49.50
B2A- 12259-A	Spark Plug Wiring Set (1952-53 Six - 215 series)		\$55.00
BLK- 12259-A	Spark Plug Wire (black 7mm) by the foot		\$1.20
SPARK PLUGS			
40- 12405M	Spark Plug - 18mm - (1933-37 V8)		\$3.85
7RA- 12405M	Spark Plug - 14mm - (1938-53 V8 and 41-54 Six)		\$2.65
ENGINE IGNITION PARTS - Distributor Condensers			
B- 12300	Condenser (1932-34) - 4 Cylinder		\$9.50
18- 12300-B	Condenser (1932-early 36 V8)		\$10.50
68- 12300	Condenser (late 1936 V8)		\$9.00
78- 12300	Condenser (1937-1941 V8)		\$10.50

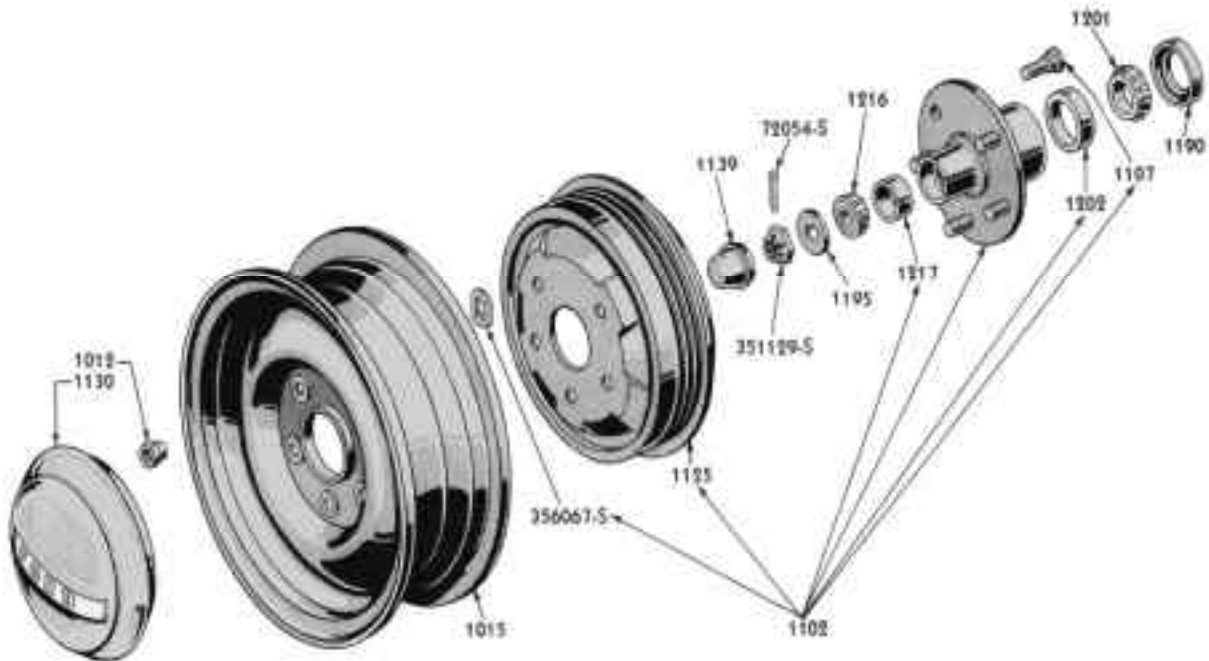
Part Number	Description - Electrical Parts	\$ Used	\$ New
ENGINE IGNITION PARTS - Distributor Condensers - cont'd			
81A- 12300	Condenser (1937-41 V8 with 81A-12024 coil)		\$11.00
1GA- 12300	Condenser - (1942-48 V8 and 1941-47 Six) - see VP-12300A		Use VP-12300-A
VP- 12300-A	Condenser Kit (42-48 V8 and 41-47 Six) - replaces 1GA-12300		\$13.00
7RA- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also FAB-12300		\$3.50
FAB- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also 7RA-12300		\$3.50
B9AZ- 12300-A	Condenser - (1957-64 V8) - replaces the B7AZ-12300		\$3.50
H- 12300	Condenser - (1936-48 Lincoln V12)		\$16.00
1GA- 12312	Condenser Boot (42-48 V8 & Six)		\$3.00
ENGINE IGNITION PARTS - Vacuum Advance Units			
18- 12220	Distributor Vacuum Brake Plunger, spring & seal (1932-48)		\$12.50
7RA- 12370-B	Distributor Vacuum Advance Assy (1949-53 V8)		\$29.50
FAB- 12370-A	Distributor Vacuum Advance Assy (1954-56 V8 - 239 & 272)		\$45.00
B5S- 12370	Distributor Vacuum Advance Assy (1955 V8 - 292)		\$95.00
B6A- 12370	Distributor Vacuum Advance Assy (1956 V8 - 292 & 312)		\$119.00
B7A- 12370-A	Distributor Vacuum Advance Assy (1957-59 V8)		\$55.00
B9AF- 12370-A	Distributor Vacuum Advance Assy (1957-62 V8 pivot plate)		\$26.00
ELECTRICAL - Headlight Dimmer Switches			
B5AF- 13007	Sealed Beam Headlight - 6 Volt - 7" round		\$11.00
C0DF- 13007	Sealed Beam Headlight - 12 Volt - 7" round		\$8.50
11A- 13532	Dimmer Switch (1938-48) - Three hole bracket		\$13.00
8A- 13532	Dimmer Switch (1948-56) - Two hole bracket		\$22.50
B7A- 13532	Dimmer Switch (1957-58)		\$29.50
C0TF- 13A024	Dimmer Switch (1959-73)		\$9.00
ELECTRICAL - Horn Relays			
91A- 13842	Horn Relay - 6V (1939-40)		\$45.00
FAA- 13853	Horn Relay - 6V (1937-55) - same application as 7RA-13853		\$11.00
7RA- 13853-A	Horn Relay - 6V (1937-55) - same application - use FAA-13853		\$13.00
2Q- 13853	Horn Relay - 12V (1956)		\$11.00
B7A- 13853	Horn Relay - 12V (1957-59)		\$11.00
B8C- 13853	Horn Relay - 12V (1957-66)		\$11.00
ELECTRICAL - Miscellaneous			
81A- 3704/09K	Ignition Switch Kit - body & brush (1938-40 car + 38-47 comm)		\$19.75
7RA- 11652	Headlight Switch - w/screw terminals (1941-48 + to '50 F1)		\$42.95
B- 11655/57K	Light Switch Housing & Body with contact plate (1928-37)		\$17.00
A- 13310-USA	Turn Signal Kit (Signal Stat) with flasher (1928-53)		\$55.00
11A- 13480	Brake Light Pressure Switch for MC (1939-64)		\$8.50
B- 14301	Braided Ground Strap (14.5" OA length) - Battery to Frame		\$9.00
91A- 14303	Braided Ground Strap (9" OA length) - Firewall to Engine		\$6.95
BDS910	Battery Disconnect Switch (125 amp)		\$9.50
VR126C	Voltage Reducer (12V to 6V) - 6 amp rating		\$29.50
VR126A	Voltage Reducer (12V to 6V) for gauges - 1 amp rating		\$12.50
VR126B	Voltage Reducer (12V to 6V) handles up to 3 gauges		\$34.50
WINDSHIELD - Wiper Parts			
B- 17528C	Wiper Blade - 8¼" long (1932-39)		\$3.45
51A- 17528	Wiper Blade - 9" long (1940-48)		\$3.95
7C- 17528A	Wiper Blade - 10" long (1948-52 F series pickup)		\$15.95
Part Number	SPEEDOMETER GEARS & PARTS	\$ New	
SPEEDOMETER CABLE			
B9AZ- 17262-D	Universal Cable Kit (.130" x 120") with square tip + crimp tool		\$9.50
SPEEDOMETER GEARS & PARTS			
		\$ Used	\$ New
01T- 17269	Bearing (bushing) for driven gear (1940-52 trucks)	\$25.00	
40- 17270	Driven Gear (18T) for 3.54:1 ratio (with 6.00 x 16" wheels)	\$55.00	
B- 17270-A	Driven Gear (19T) for 3.78:1 ratio (with 6.00 x 16" wheels)	\$55.00	
B- 17270-B	Driven Gear (21T) for 4.11:1 ratio (with 6.00 x 16" wheels)	\$55.00	
18- 17270	Driven Gear (22T) for 4.33:1 ratio (with 6.00 x 16" wheels)	\$55.00	

Part Number		SPEEDOMETER GEARS & PARTS	
		SPEEDOMETER GEARS & PARTS - cont'd	
			\$ Used
			\$ New
01Y- 17271-A		Driven Gear (18T) for 4.27:1 ratio (with 6.50 x 16" wheels)	\$45.00
01Y- 17271-B		Driven Gear (19T) for 4.27:1 ratio (with 6.00 x 16" wheels)	\$45.00
01Y- 17271-C		Driven Gear (20T) for 4.86:1 ratio (with 7.00 x 16" wheels)	\$45.00
01Y- 17271-D		Driven Gear (21T) for 3.73:1 ratio (with 6.50 x 16" wheels)	\$45.00
01Y- 17271-E		Driven Gear (22T) for 3.73:1 ratio (with 6.00 x 16" wheels)	\$45.00
01Y- 17271-F		Driven Gear (23T) for 3.92:1 ratio (with 6.00 x 16" wheels)	\$45.00
01T- 17271-A		Driven Gear (18T) - Truck with 4 speed trans	\$25.00
01T- 17271-B		Driven Gear (19T) - Truck with 4 speed trans	\$25.00
01T- 17271-C		Driven Gear (20T) - Truck with 4 speed trans	\$25.00
B- 17274		Retainer - Speedo Housing & Shaft (32-48 car _ 32-41 pickup)	
B- 17275		Gasket - Speedo gear housing (1932-48 car + 32-41 pickup)	\$3.00
B- 17285		Drive Gear (7T) for all 1928-48 cars & 1928-41 commercials	\$1.50
21C- 17285-C		Drive Gear (8T) for 1942-52 trucks & 1942-52 comm (3 speed)	\$35.00
01Y- 17285-A		Drive Gear (6T) for 42-47 pickup 4 speed & 42-47 three spd 122"	\$45.00
8M- 17285		Drive Gear (7T) for all 1949-56 passngr cars	\$35.00
B5A- 17322-A		Driven Gear (20T) - 1949-56 Passenger Car	\$45.00
B5A- 17322-B		Driven Gear (21T) - 1949-56 Passenger Car	\$19.00
B5A- 17322-C		Driven Gear (19T) - 1949-56 Passenger Car	\$19.00
B5A- 17322-D		Driven Gear (22T) - 1949-56 Passenger Car	\$19.00
B- 17286		Snap Ring - Speedo Drive Gear (1932-48)	\$1.50
B- 17290		Thrust Washer - Speedo Drive Gear (1932-48)	\$3.00
74142-S		Key - Speedo drive gear to MS (1949-56) replaces 74172-S	\$0.50
Speedometer Notes: the various gears listed above are all specific to the vehicle's rear end gear ratio AND the wheel and tire size. Calculate your tooth count carefully before ordering. Less teeth on the driven gear makes the speedometer read faster.			
		MUFFLERS -Glass & Steel Pack	
			\$ New
FMT- 1218G		MELLOW TONE - 12x18" - Glass Pack	\$37.00
FMT- 1724G		MELLOW TONE - 17x24" - Glass Pack	\$41.00
FMT- 2229G		MELLOW TONE - 22x29" - Glass Pack	\$43.00
FMT- 1218S		MELLOW TONE - 12x18" - Steel Pack	\$37.00
FMT- 1724S		MELLOW TONE - 17x24" - Steel Pack	\$41.00
FMT- 2229S		MELLOW TONE - 22x29" - Steel Pack	\$43.00
Note: Mufflers are sold in any quantity wanted. Prices above are for each individual muffler. Clamps not included.			
		Miscellaneous Books	
L- 1001		<i>Ins and Outs of Early Ford Transmissions</i>	\$35.00
L- 1002		<i>Repair Manual - Transmissions, Clutches, Overdrives, Etc</i>	\$12.00
L- 1003		<i>Official Guide to Borg Warner R10 and R11 Overdrive</i>	\$15.00
L- 1004		<i>Official Guide to 12V Conversion</i>	\$10.00
L- 1005		<i>Official Guide to Cooling Systems</i>	\$15.00
L- 1006		<i>Flathead Facts (by John W. Lawson)</i>	\$39.00
L- 1017		<i>Nostalgia (Ron Holleran)</i>	\$27.00
L- 1018		<i>Official Guide to Modern Gasoline & Oil For Antique Vehicles</i>	\$15.00
L- 1019		<i>Ford & Mercury Flathead V8 Identification & Rebuilders Guide (Joe Abbin)</i>	\$21.95
L- 1020		<i>Flathead Ford V8 Performance Handbook (Joe Abbin)</i>	\$24.95
L- 1021		<i>How to Rebuild & Modify Ford Flathead V8 Engines (Bishop/Tardell)</i>	\$34.95

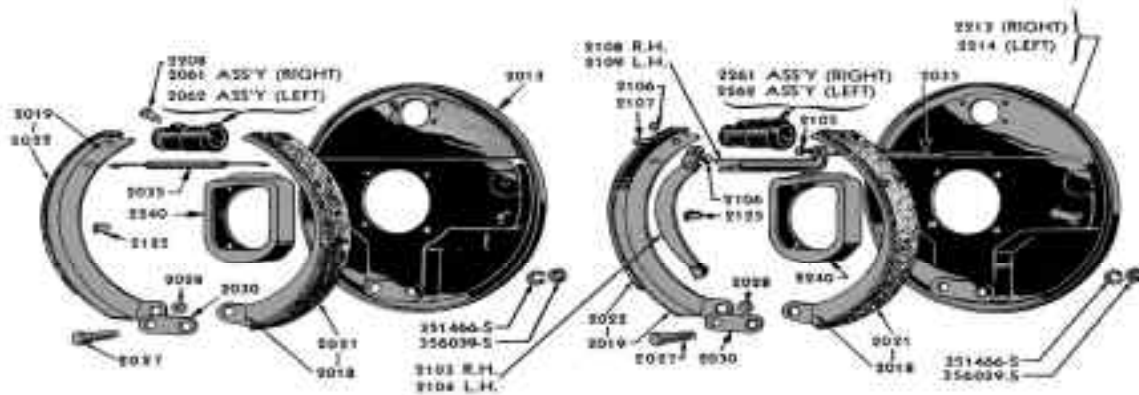
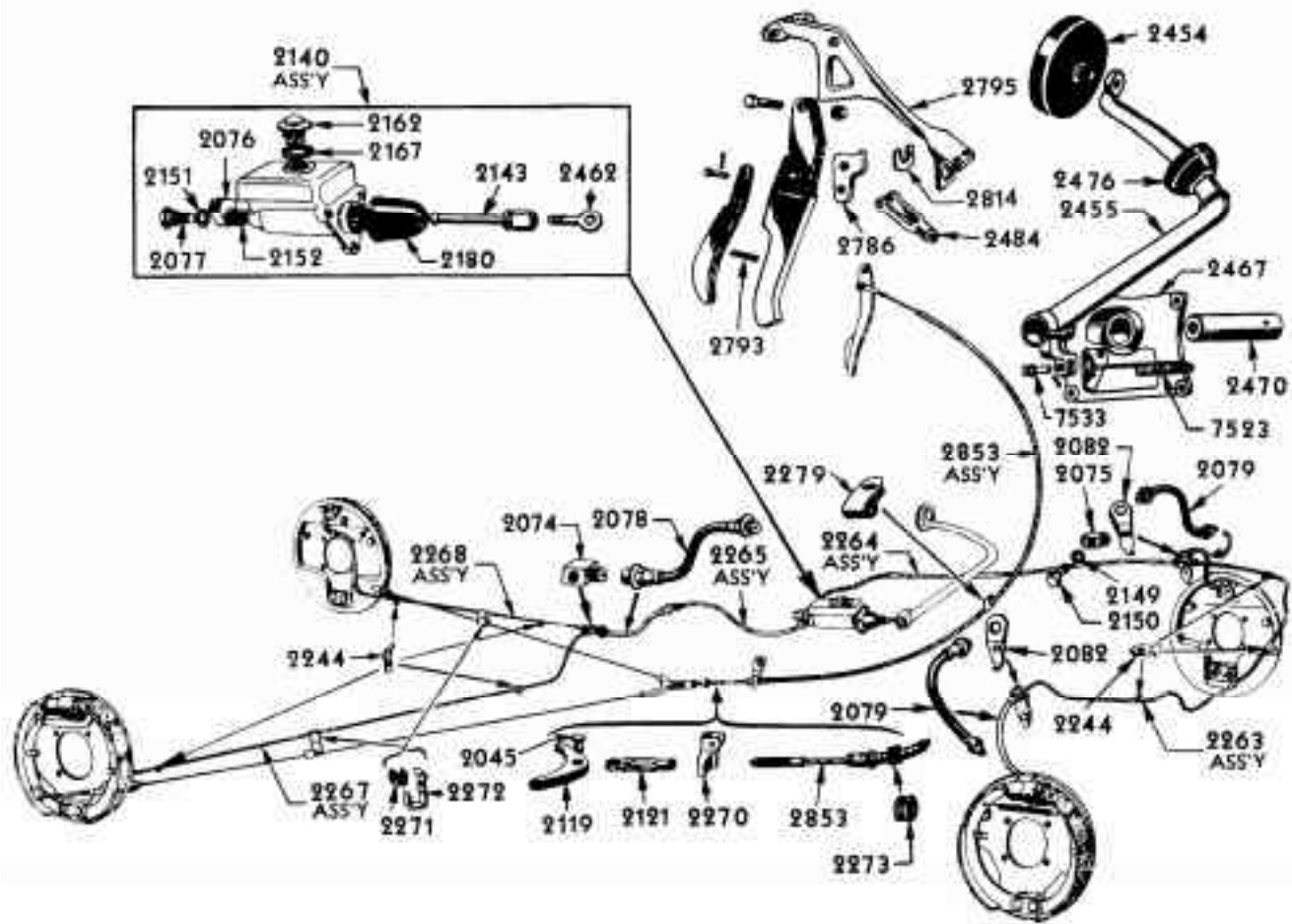
Front Wheel & Bearings - Typical 1940-48 Passenger Car



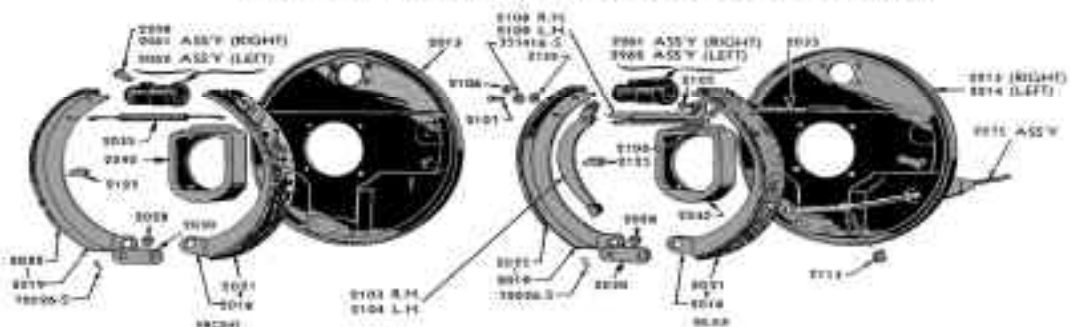
Wheel & Hub Assembly - Typical 1948-51 Ford Pickup Truck



Hydraulic Brake System 1939 - 42 Ford & Mercury

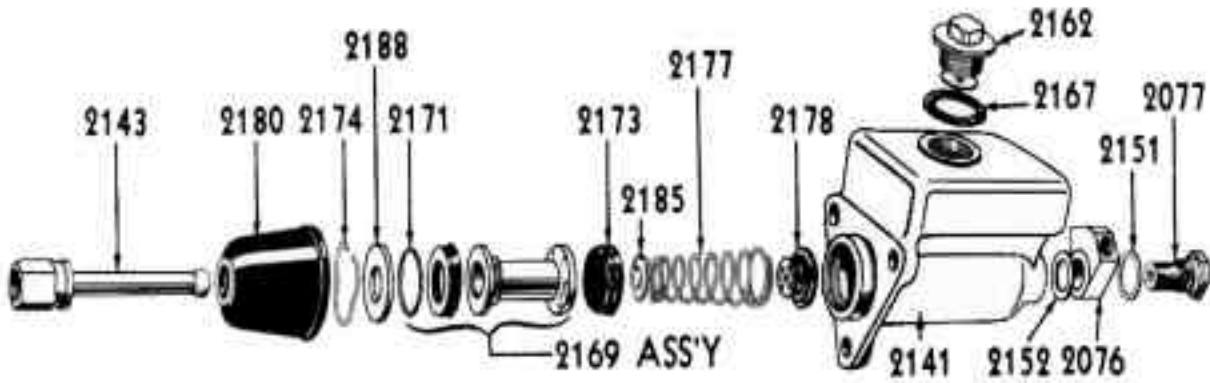


1939-42 PASSENGER BRAKE (FRONT & REAR)

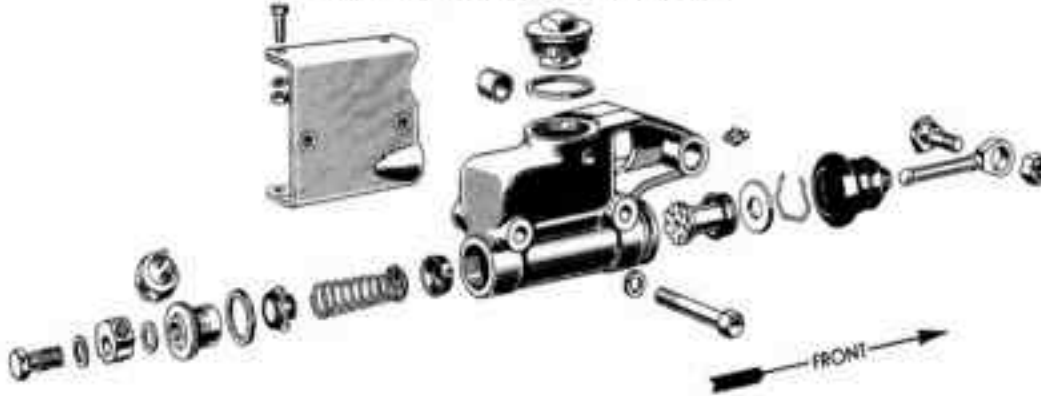


1946-48 PASSENGER BRAKE (FRONT & REAR)

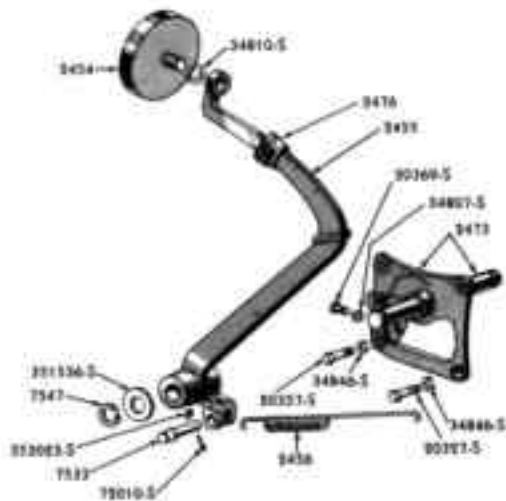
MASTER BRAKE CYLINDER ASSY
 1939 - 48 PASS CAR & 19239 - 47 PICKUP TRUCK



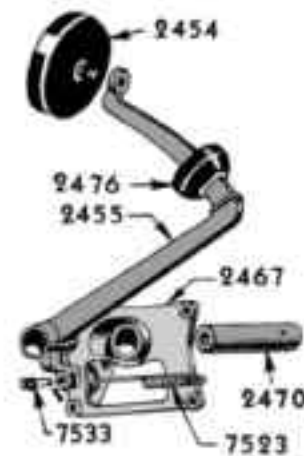
MASTER BRAKE CYLINDER ASSY
 1949 - 51 FORD PASSENGER CAR



Early Ford Brake Pedal Assembly



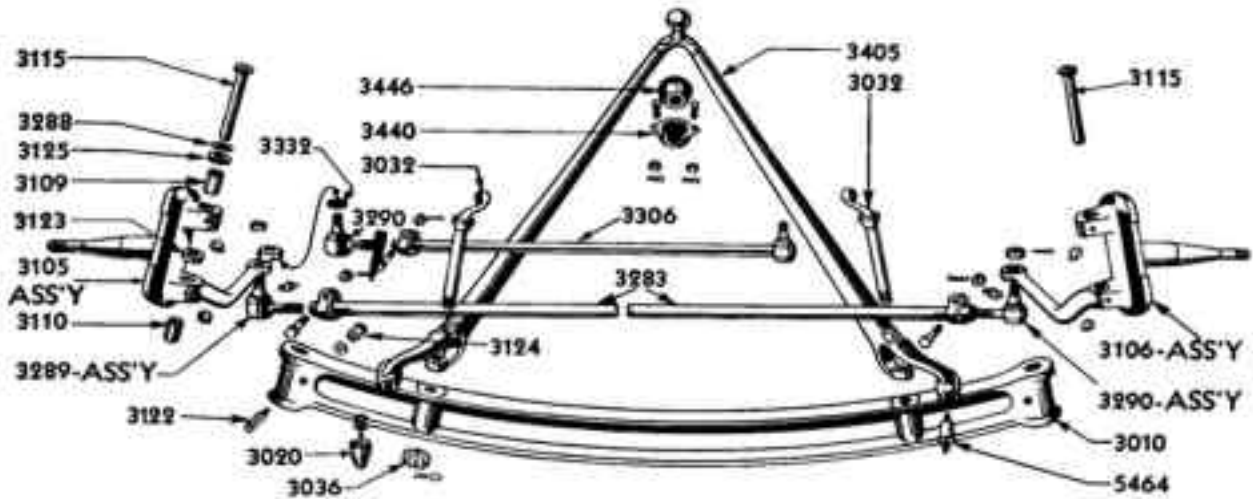
1940-48 Passenger Car



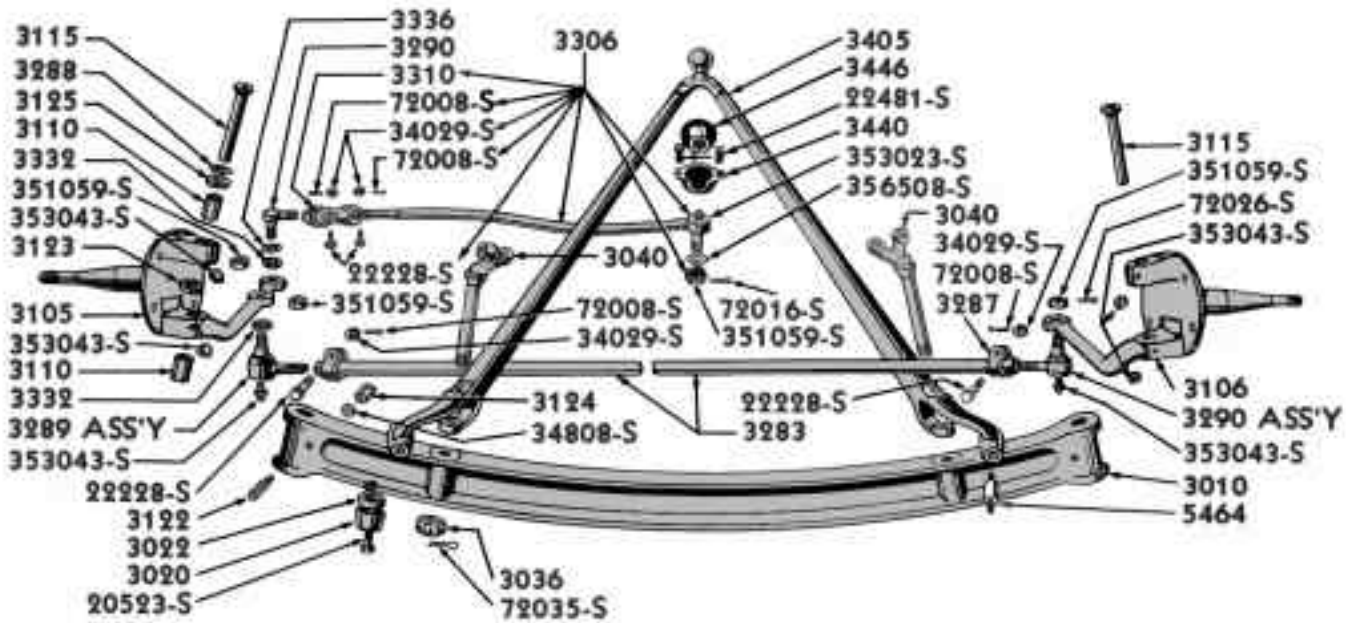
1939 Passenger Car

Front Axle Assembly

Typical for 1932 to 1937 Ford Passenger Car



1942-48 PASSENGER FRONT AXLE



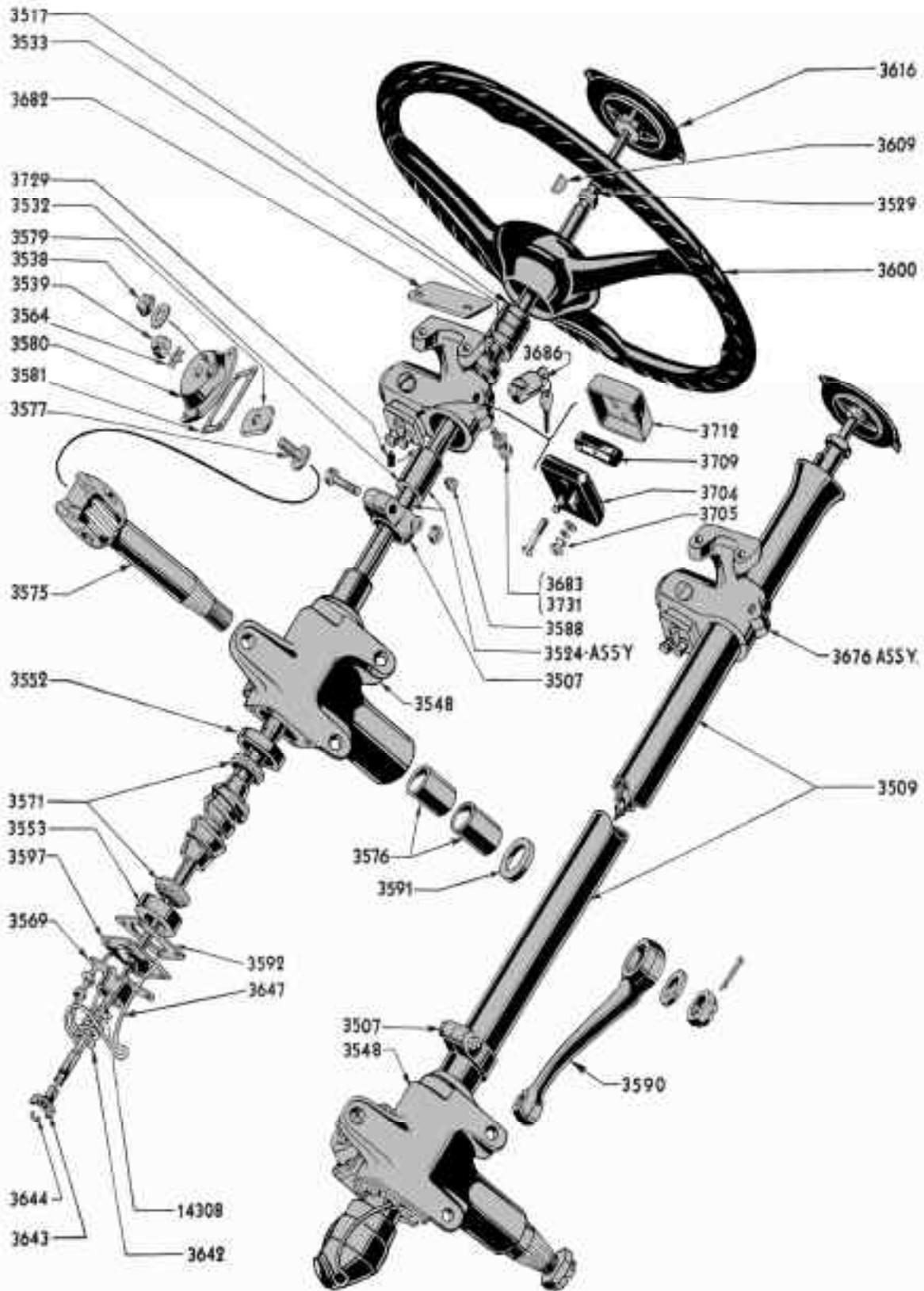
Left:
91A-3111
King Pin Kit



Right:
21A-3111
King Pin Kit

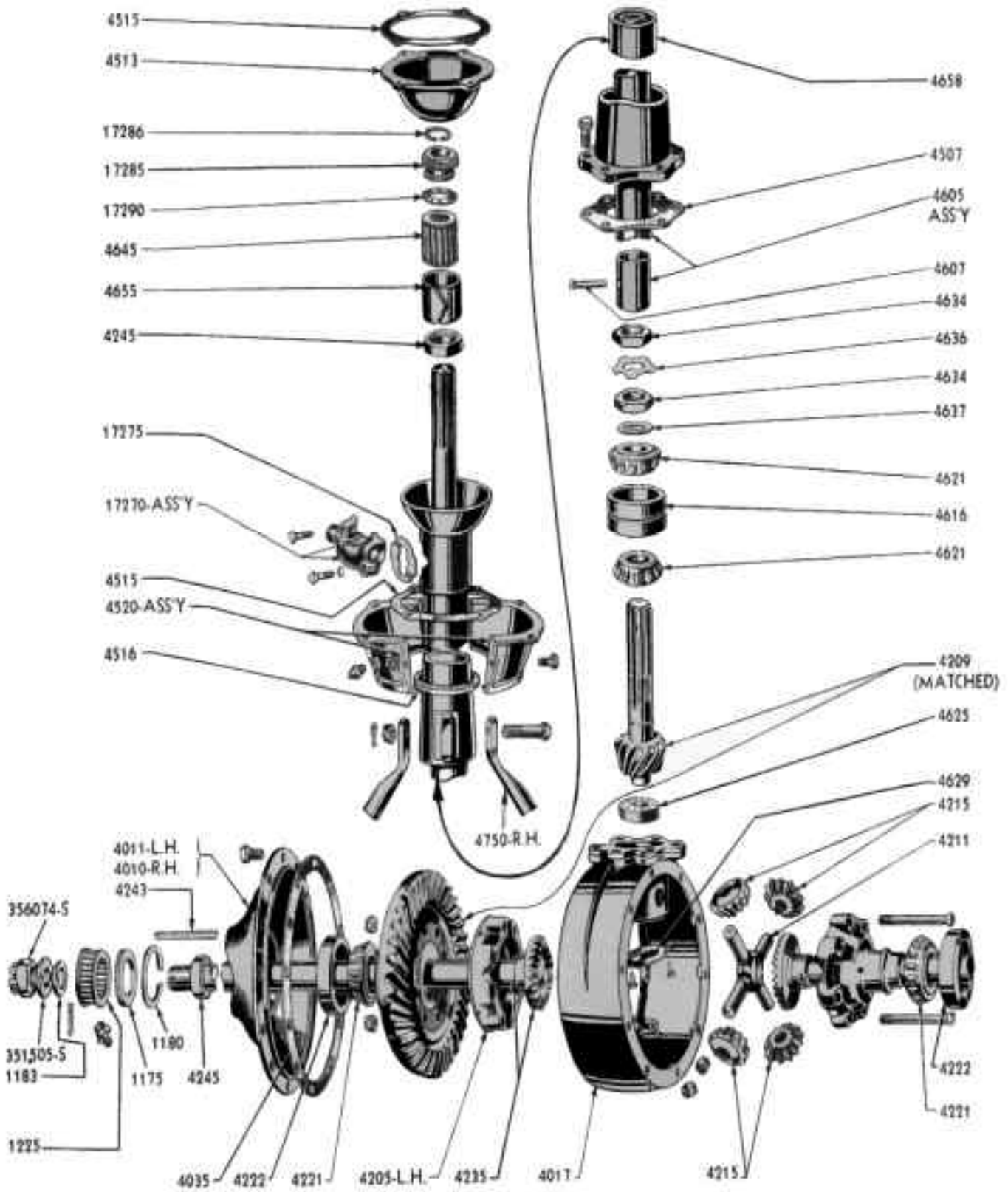
STEERING GEARBOX & STEERING COLUMN ASSY

TYPICAL 1937-39 FORD PASSENGER CARS

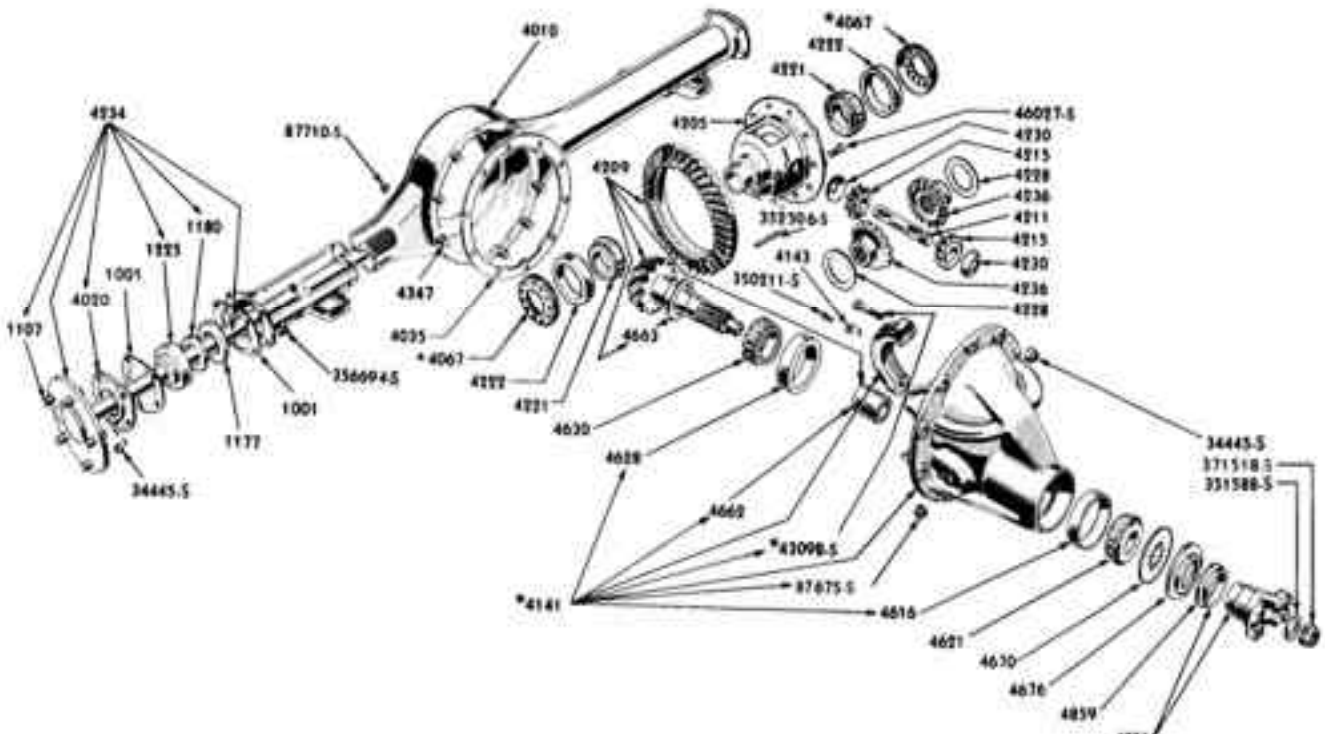


PASSENGER REAR END & TORQUE TUBE ASSEMBLY

TYPICAL FOR 1932 - 48

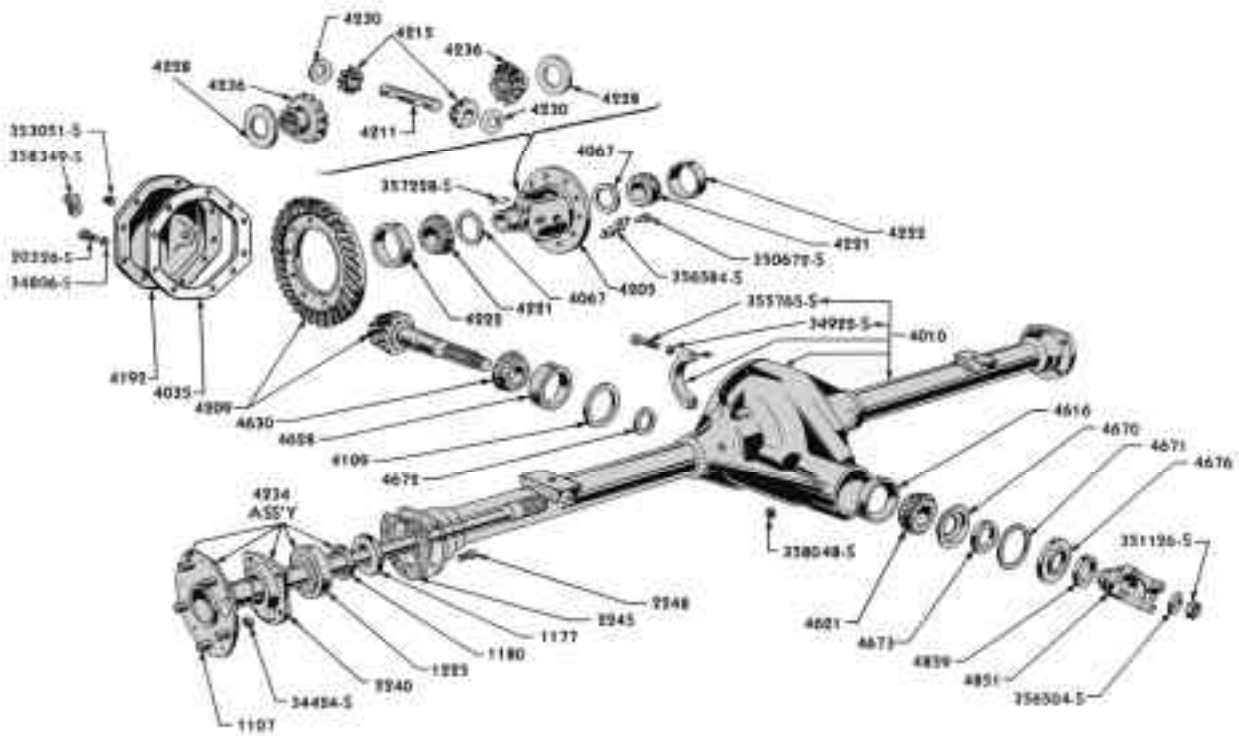


Rear Axle Assembly for 1949 to 54 Ford
(except Sedan Delivery and Station Wagon)



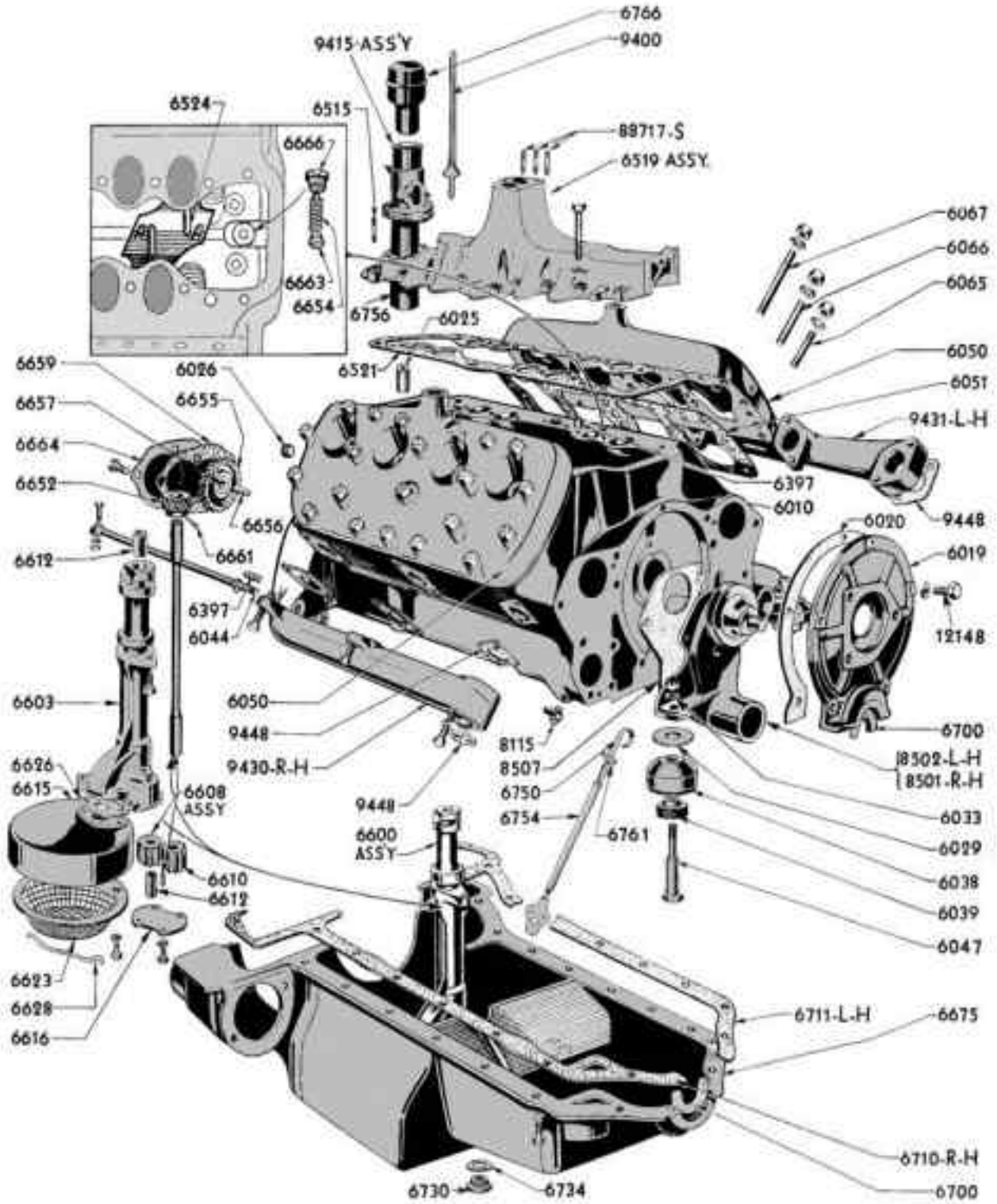
REAR AXLE ASSEMBLY

TYPICAL FOR 1950 - 56 CAR & PICKUP TRUCK



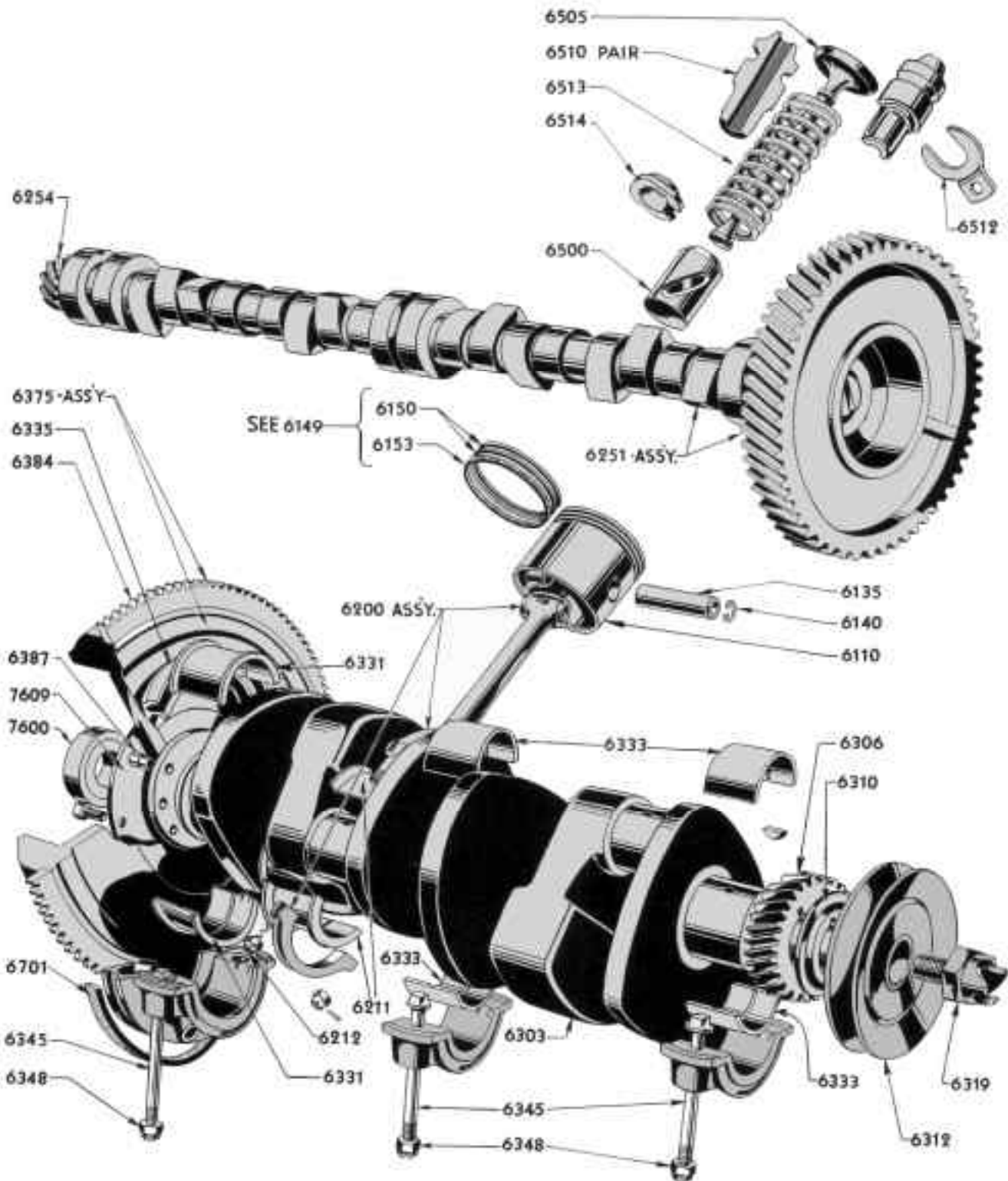
CYLINDER BLOCK ASSY

TYPICAL FOR 1937 TO EARLY 1938 (85HP - 21 STUD)



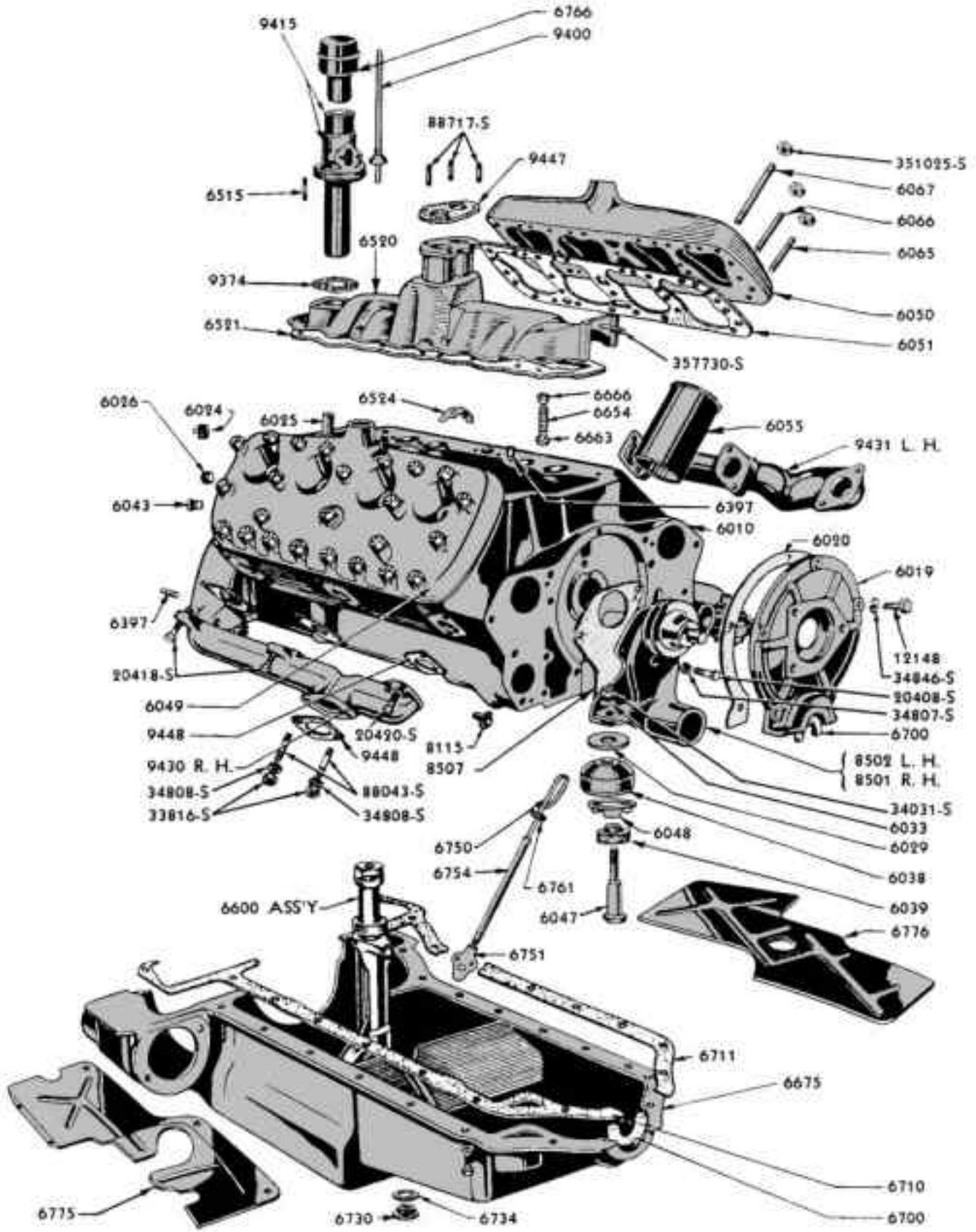
CRANKSHAFT & CAM ASSY

TYPICAL FOR 1932 - 37 (85HP - 21 STUD)



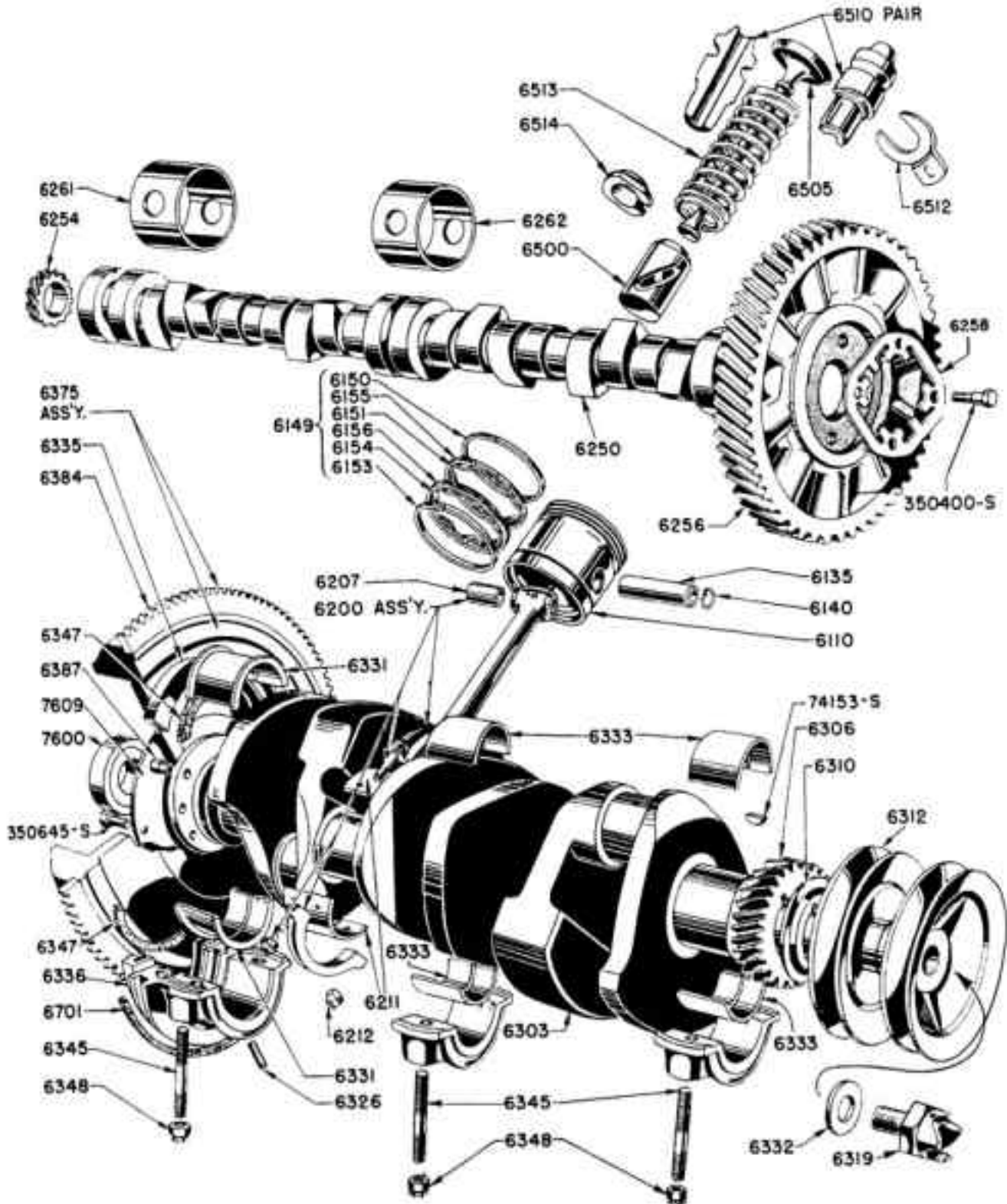
CYLINDER BLOCK ASSY

TYPICAL FOR 1939 TO 48 (85-100 hp - 24 Stud)

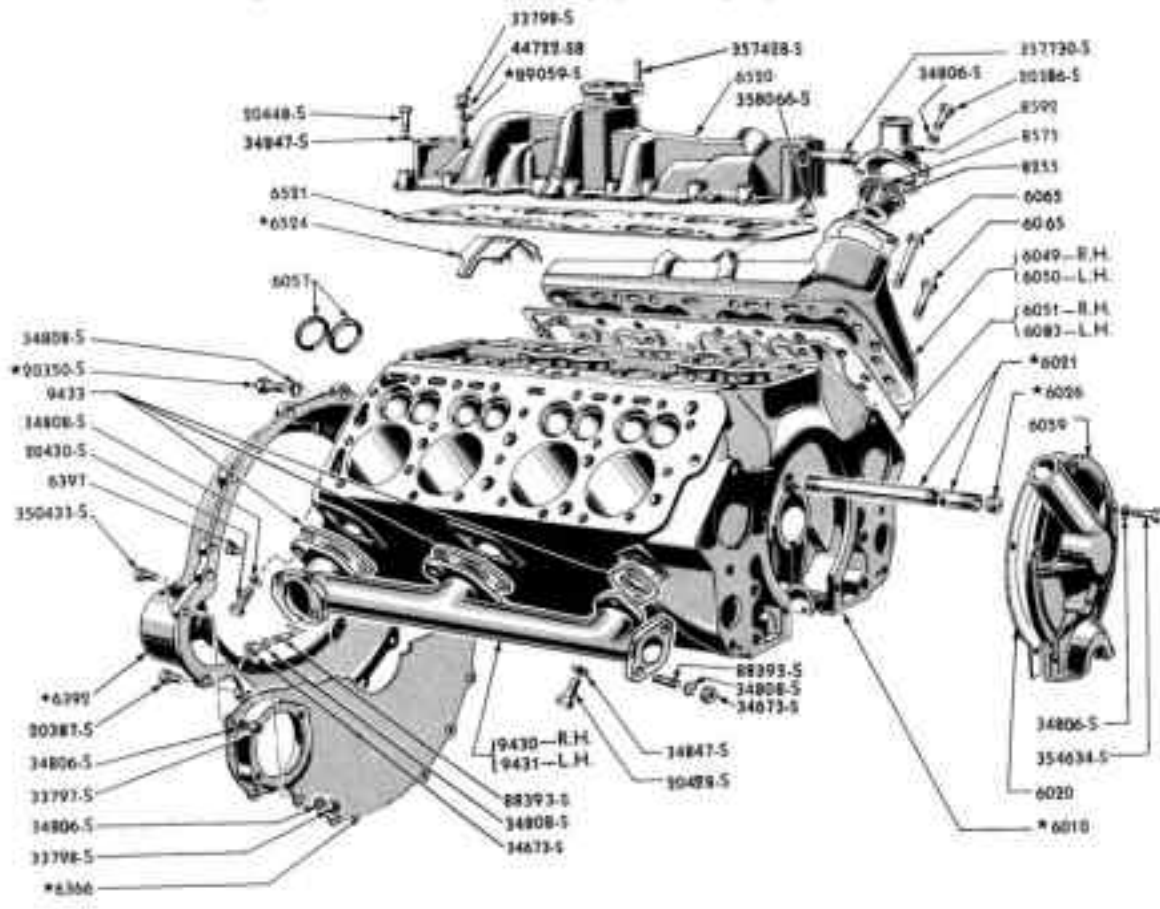


CRANKSHAFT & CAM ASSY

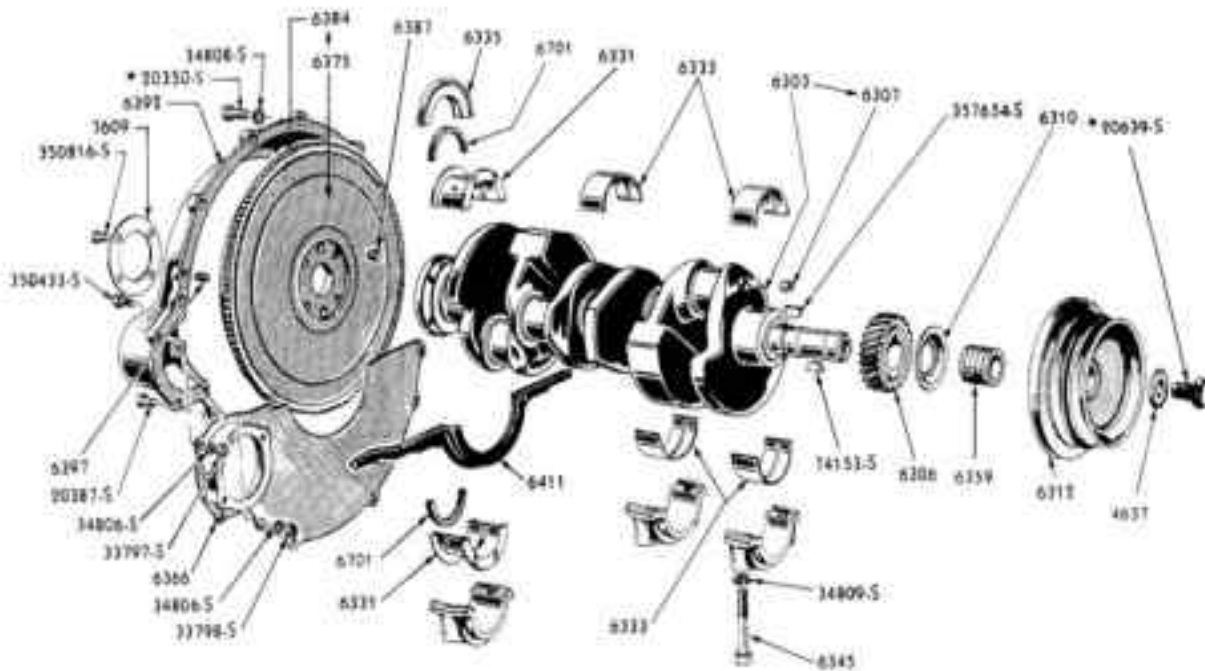
TYPICAL FOR 1938 - 48 (90/100HP)



Cylinder Block Assembly (8BA style) for 1949 to 53



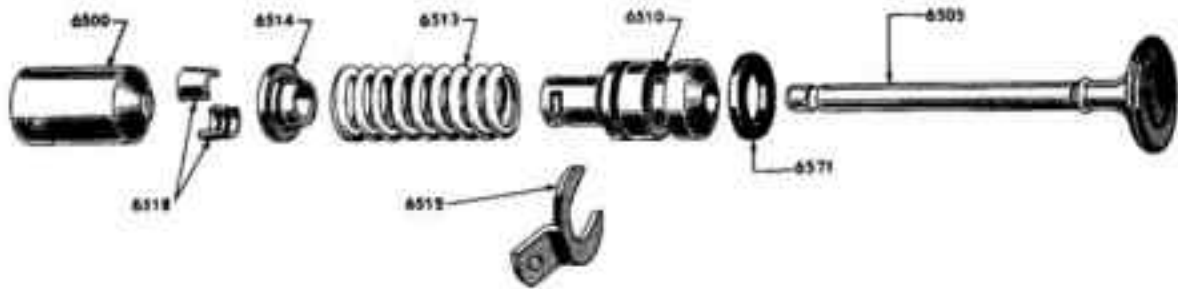
Crankshaft Assy Typical for 1949 to 53 (100 Hp)



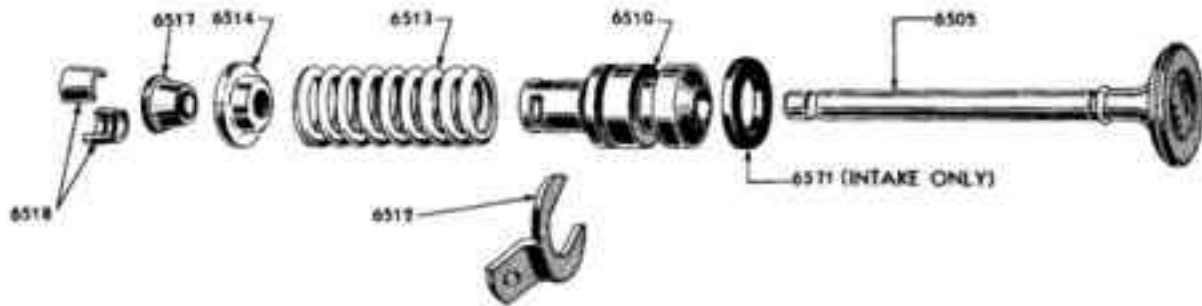
Engine Valve Assembly - Typical for 1933-48 V8 (85/90 hp)



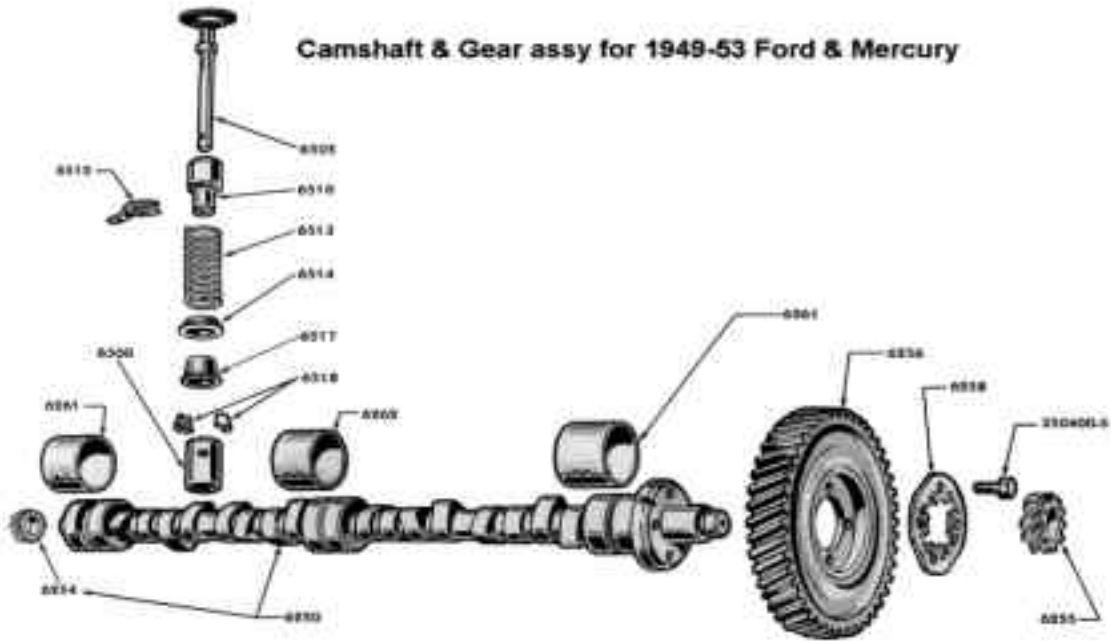
1948-50 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



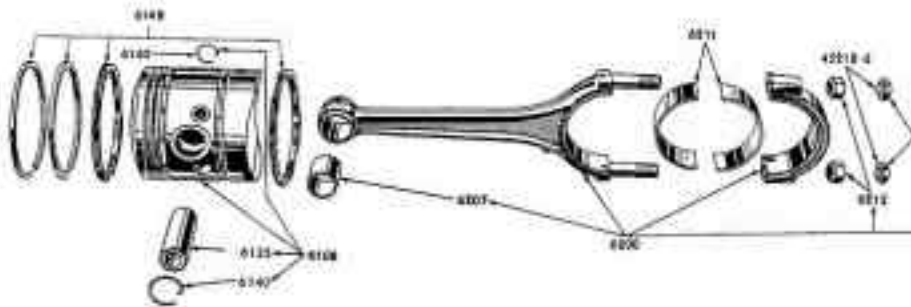
1951 to 53 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



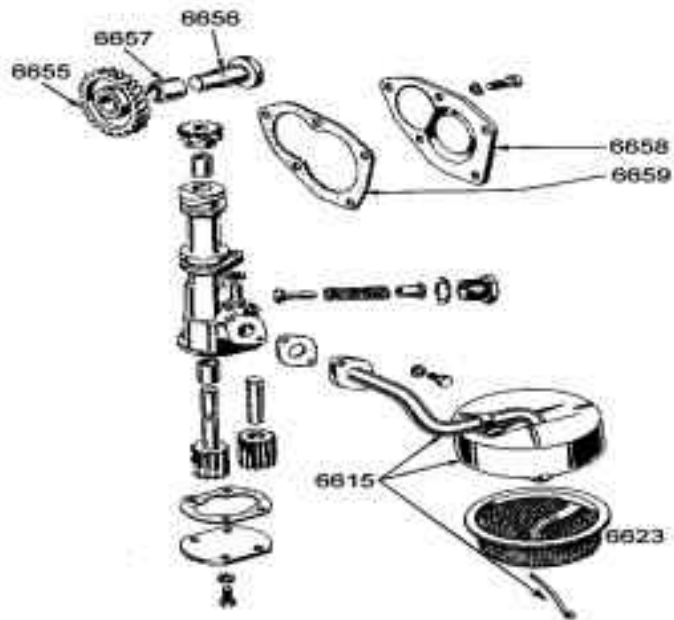
Camshaft & Gear assy for 1949-53 Ford & Mercury



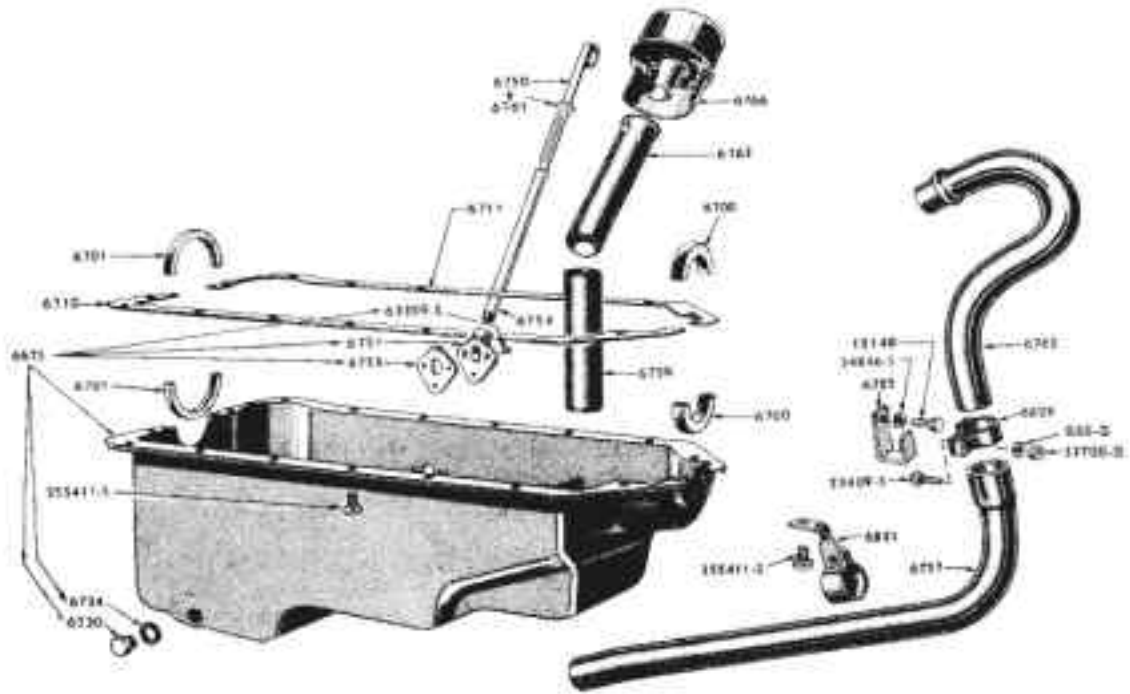
Piston and Connecting Rod Assy for 1949 to 53 V8



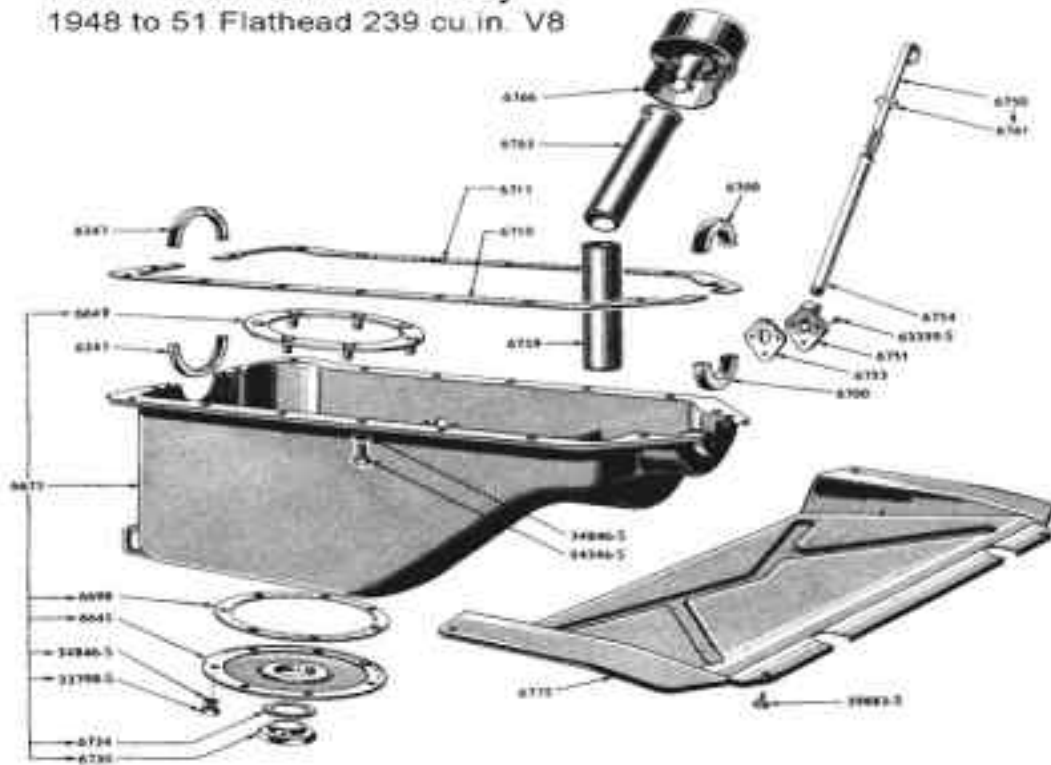
Oil Pump Assembly for 1949 to 53 V8



Oil Pan & Draft Tube Assembly
1949-51 Mercury

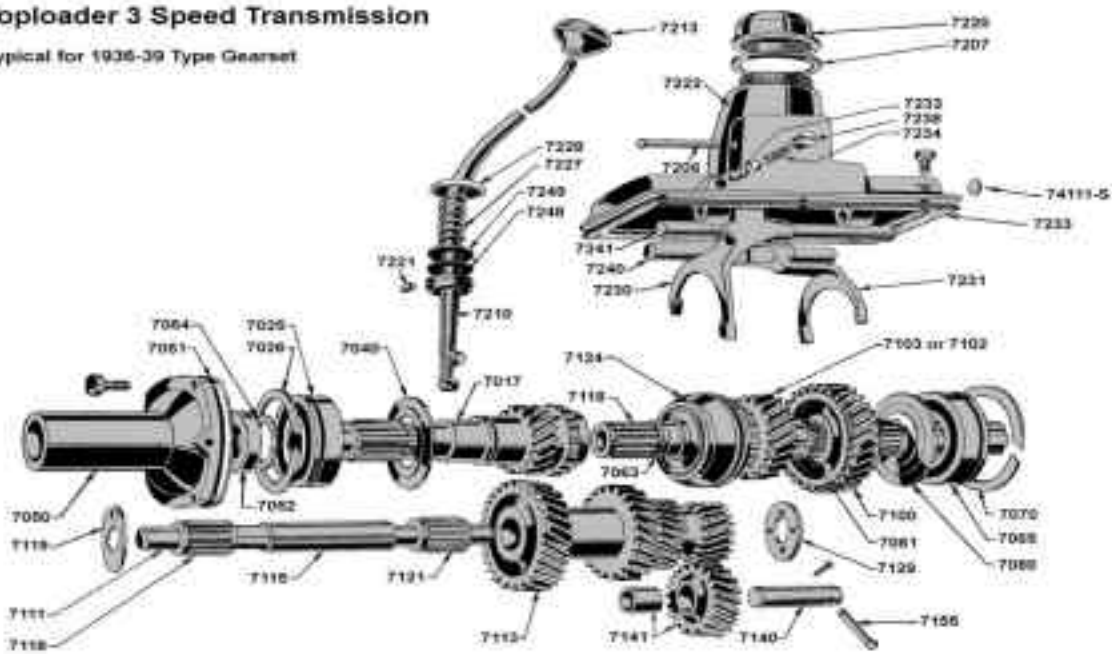


Ford Truck Oil Pan Assy
1948 to 51 Flathead 239 cu. in. V8



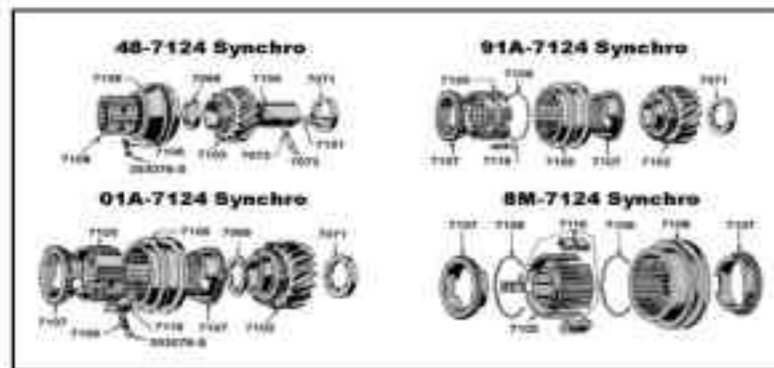
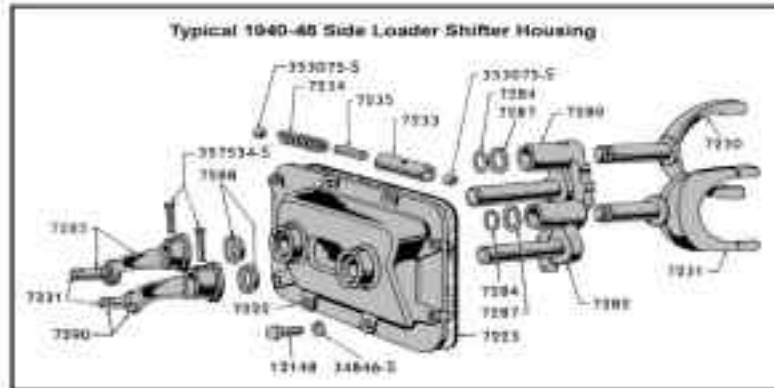
Toploader 3 Speed Transmission

Typical for 1936-39 Type Gearset



- 7000 Gearbox Case
- 7017 Main Drive Gear
- 7025 Ball Bearing - Main Drive Gear
- 7026 Snap Ring - MDG Bearing
- 7040 Oil Baffle - Main Drive Gear
- 7050 Retainer - MDG Bearing
- 7051 Gasket - MDG Bearing Retainer
- 7052 Oil Seal - MDG Bearing Retainer
- 7059 Snap Ring - Mainshaft
- 7061 Mainshaft
- 7063 Spacer Ring - Mainshaft Pilot
- 7064 Snap Ring - Main Drive Gear
- 7065 Ball Bearing - Mainshaft
- 7069 Spacer Washer - Mainshaft
- 7070 Snap Ring - Mainshaft Bearing
- 7071 Thrust Washer - Second Gear
- 7072 Spring - Mainshaft Plunger
- 7073 Plunger - Mainshaft
- 7080 Oil Baffle - Mainshaft
- 7100 Low & Reverse Sliding Gear
- 7101 Lock Key - Mainshaft
- 7102 Second Speed Gear (39-48)
- 7103 Second Speed Gear (32-39)
- 7104 Bushing - Second Speed Gear
- 7105 Synchronizer Clutch Hub (39-48)
- 7106 Synchronizer Clutch Sleeve
- 7107 Synchronizer Blocker Ring (39-48)
- 7108 Synchronizer Clutch Hub (32-39)
- 7109 Synchronizer Hub Spring
- 7111 Countershaft
- 7113 Countershaft Cluster Gear
- 7115 Spacer Tube - Countershaft
- 7116 Synchronizer Hub Insert
- 7118 Roller Bearing - short
- 7119 Thrust Washer - Cluster Gear front
- 7121 Roller Bearing - long
- 7126 Thrust Washer - CS rear (40-54)
- 7129 Thrust Washer - CS rear
- 7140 Shaft - Reverse Idler Gear
- 7141 Reverse Idler Gear
- 7155 Retainer Pin - Countershaft

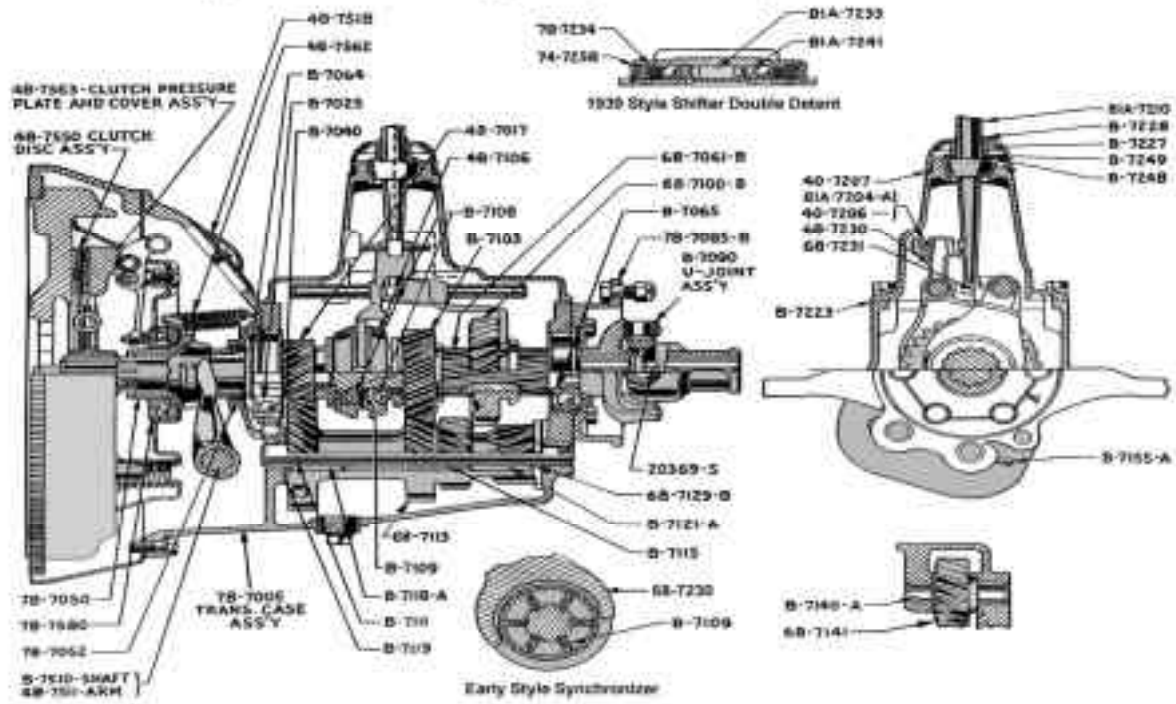
- 7206 Guide Pin - Shifter Housing
- 7207 Gasket - Shift Housing Cap
- 7210 Shifter Lever - Top Loader
- 7213 Knob - Shifter Lever
- 7220 Cap - Shifter Housing
- 7221 Trunion Pin - Shifter Housing
- 7222 Shifter Housing
- 7223 Gasket - Shifter Housing



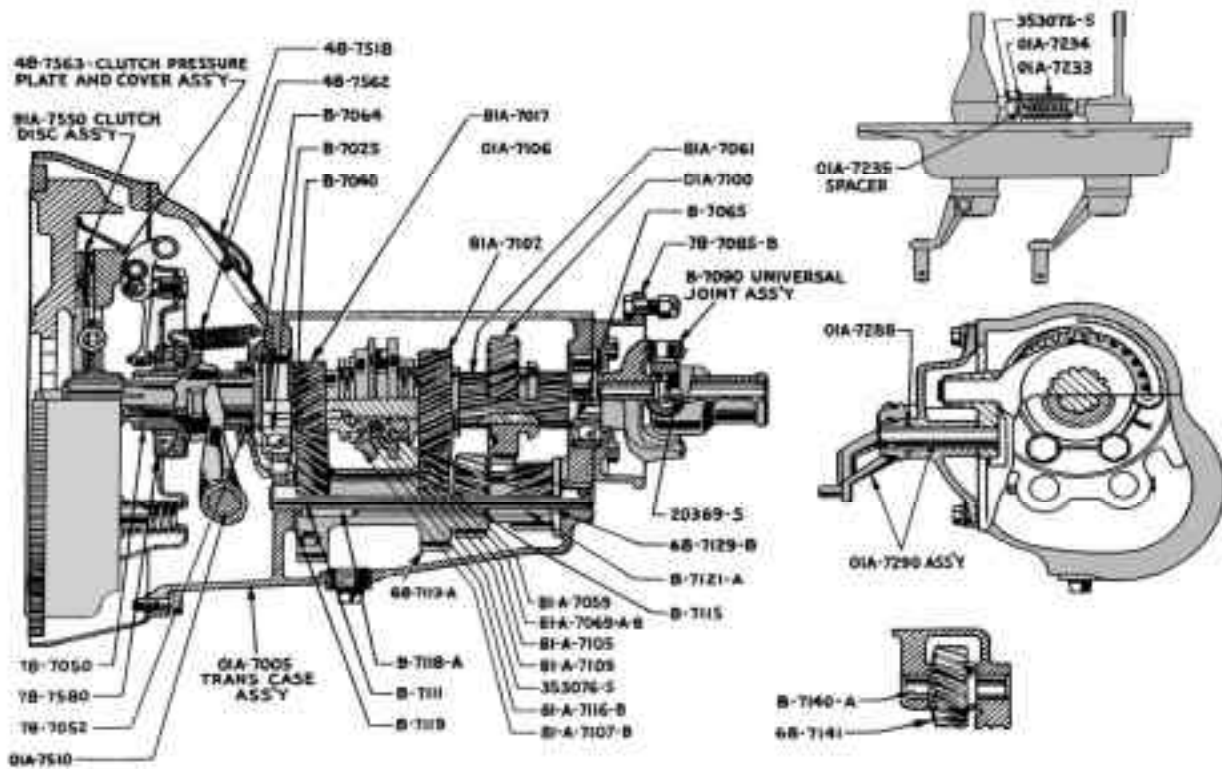
- 7227 Spring - Shifter Lever
- 7228 Seat - Shifter Lever
- 7230 Shift Fork - Second & High
- 7231 Shift Fork - Low & Reverse
- 7233 Plunger - Shaft Lock
- 7234 Spring - Shaft Detent
- 7235 Interlock Pin
- 7236 Seat - Shaft Plunger Lock
- 7240 Shift Shaft - Low & Reverse
- 7241 Shift Shaft - Second & High

- 7248 Oil Seal - Shifter Lever
- 7249 Washer - Shifter Lever
- 7280 Cam and Shaft - Second & High
- 7262 Cam and Shaft - Low & Reverse
- 7284 Retainer - Shift Fork
- 7285 Shift Lever - Second & High (40-48)
- 7267 Washer - Shift Cam Thrust
- 7288 Oil Seal - Shifter Shaft
- 7290 Shift Lever - Low & Reverse (40-48)
- 353075-8 Ball - Shifter Detent (40-48)

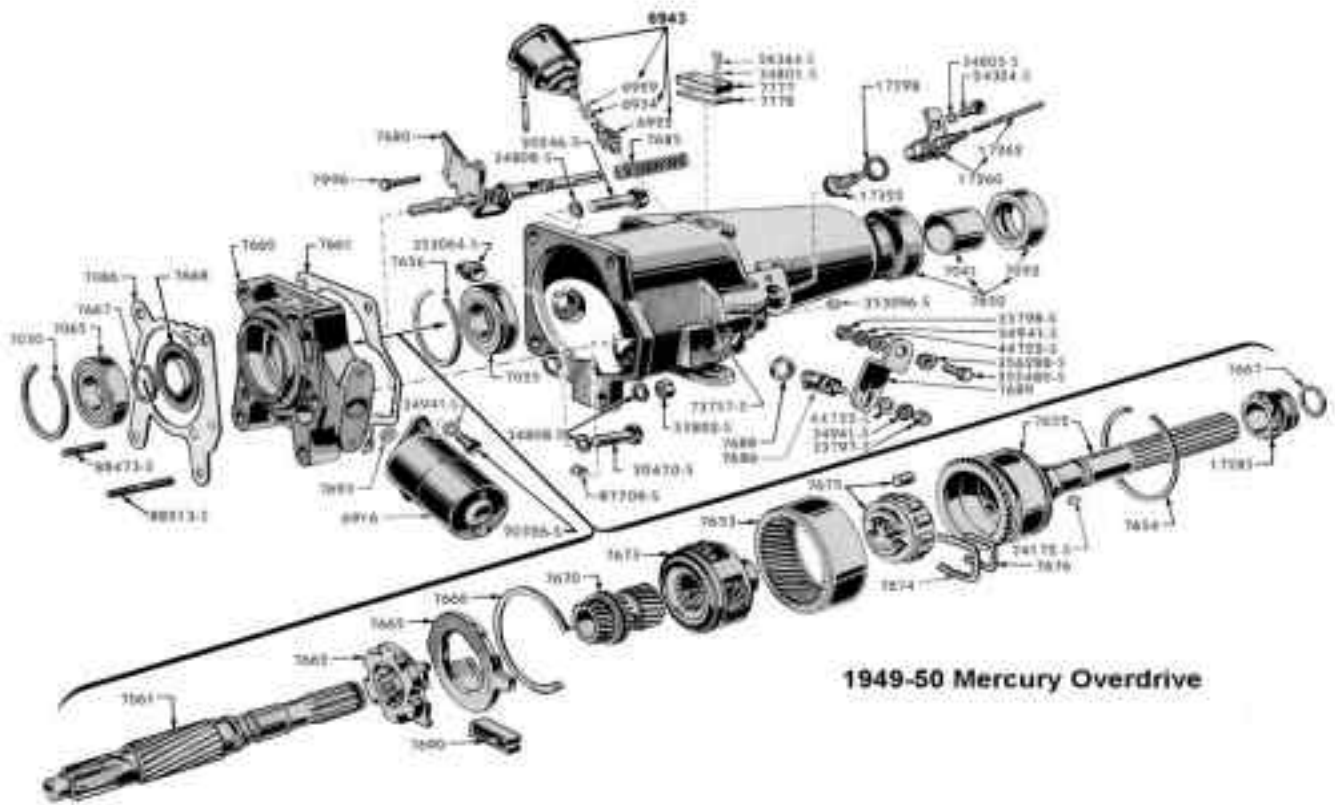
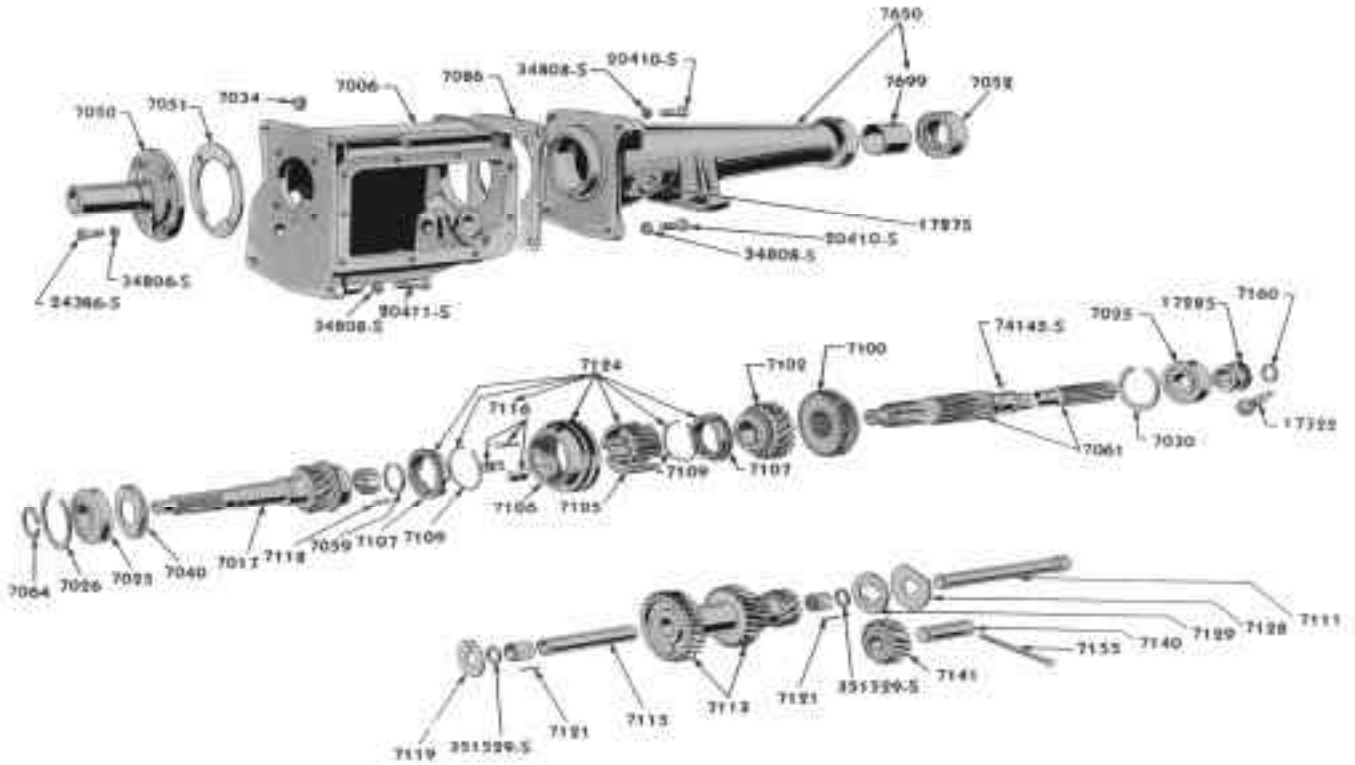
Typical 1937-39 Type Topload 3 Speed Transmission



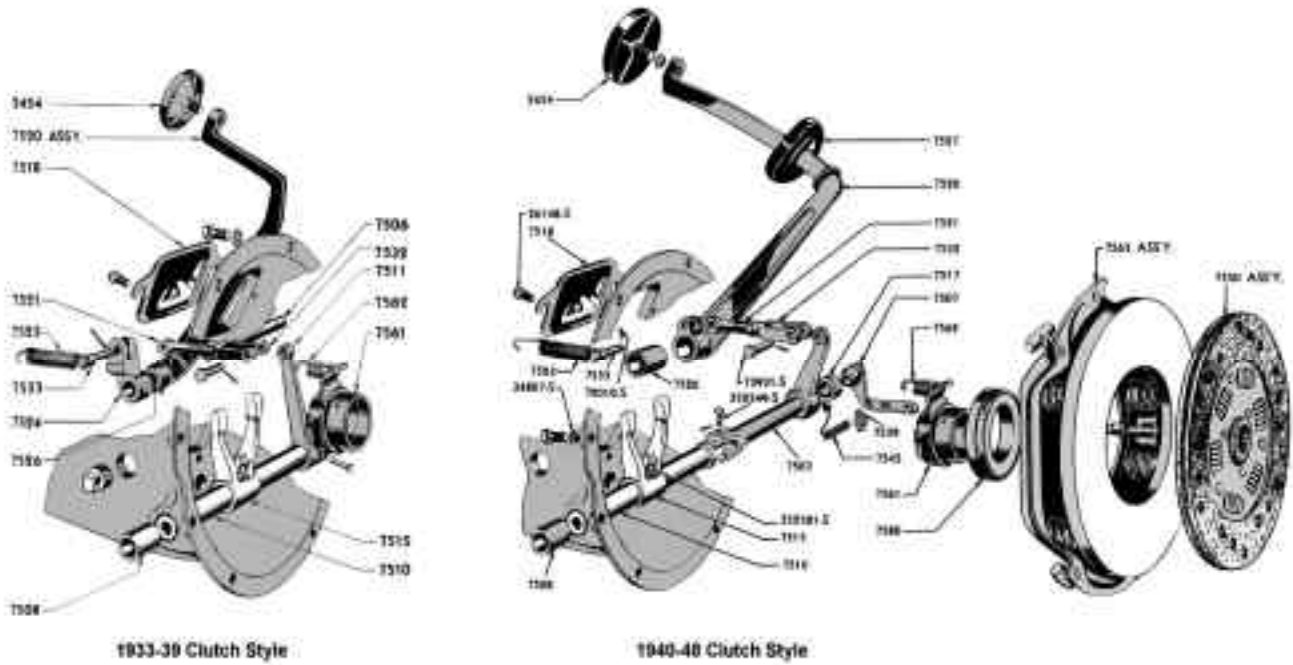
Typical 1940-48 Side Load Three Speed Transmission



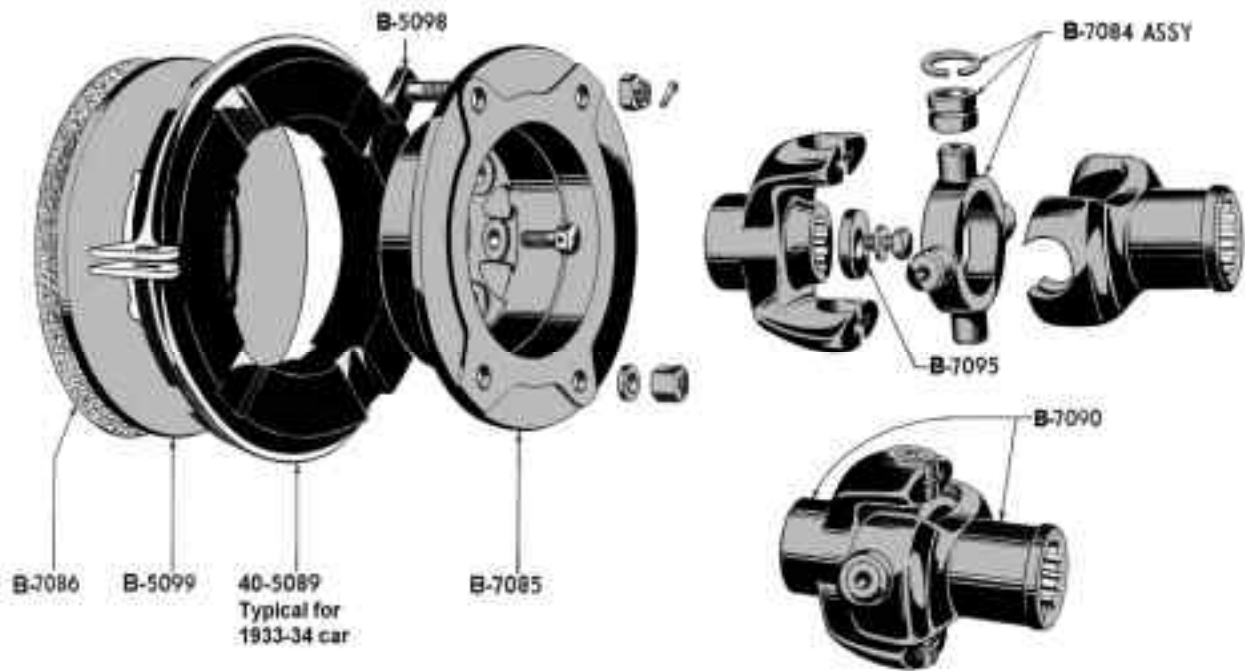
Typical 1949 - 1955 3 Speed Transmission



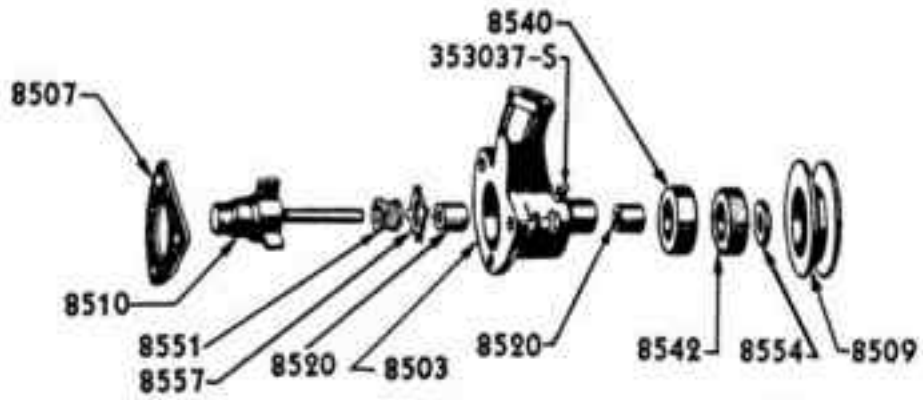
TYPICAL CLUTCH AND PEDAL ASSEMBLY



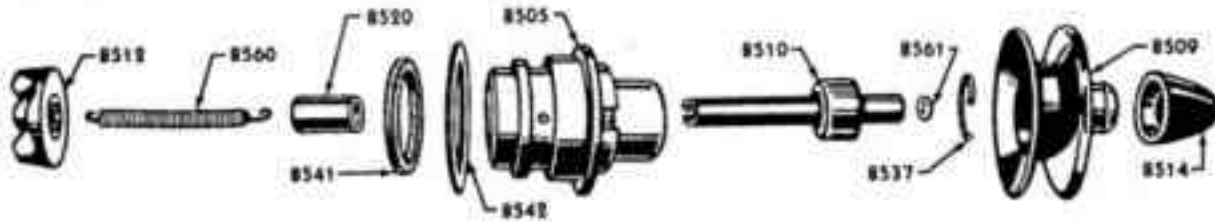
REAR TRANSMISSION SUPPORT - TYPICAL FOR 1932 - 1936



FLATHEAD V8 WATERPUMPS



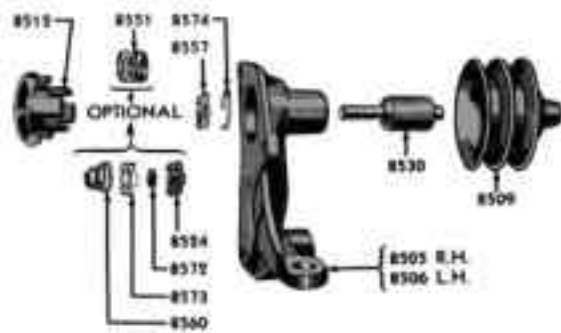
1932 - 35 Water Pump for 85 HP



1937 Water Pump for 60 HP 1937

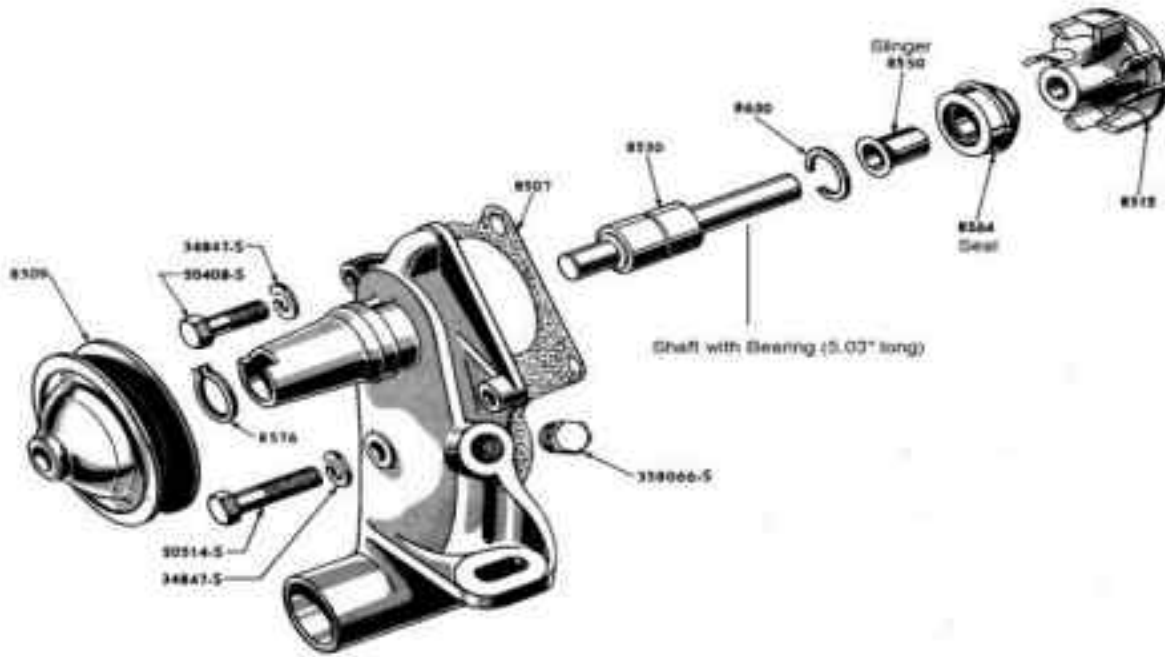


1937-48 8 CYL. 90 & 100 H.P. PASSENGER, COMMERCIAL & TRUCK WATER PUMP (78-8501-2)



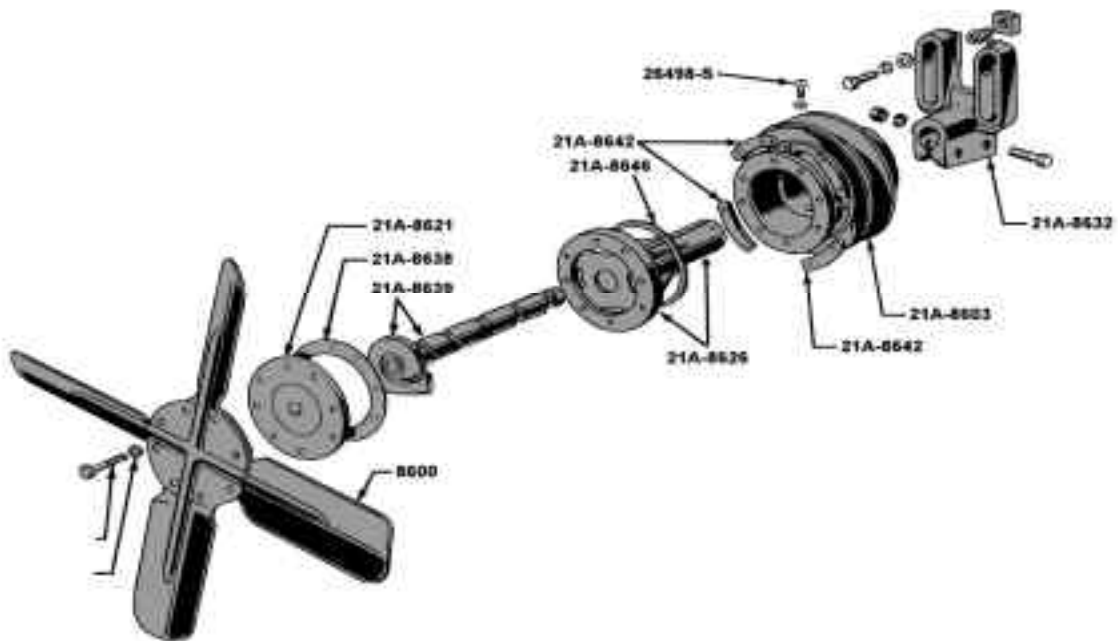
1937-41 8 CYL. 90 & 100 H.P. TRUCK WATER PUMP (79-8501-2)

Ford Truck Water Pump - 1948- 1952 Trucks with 239 cu in V8

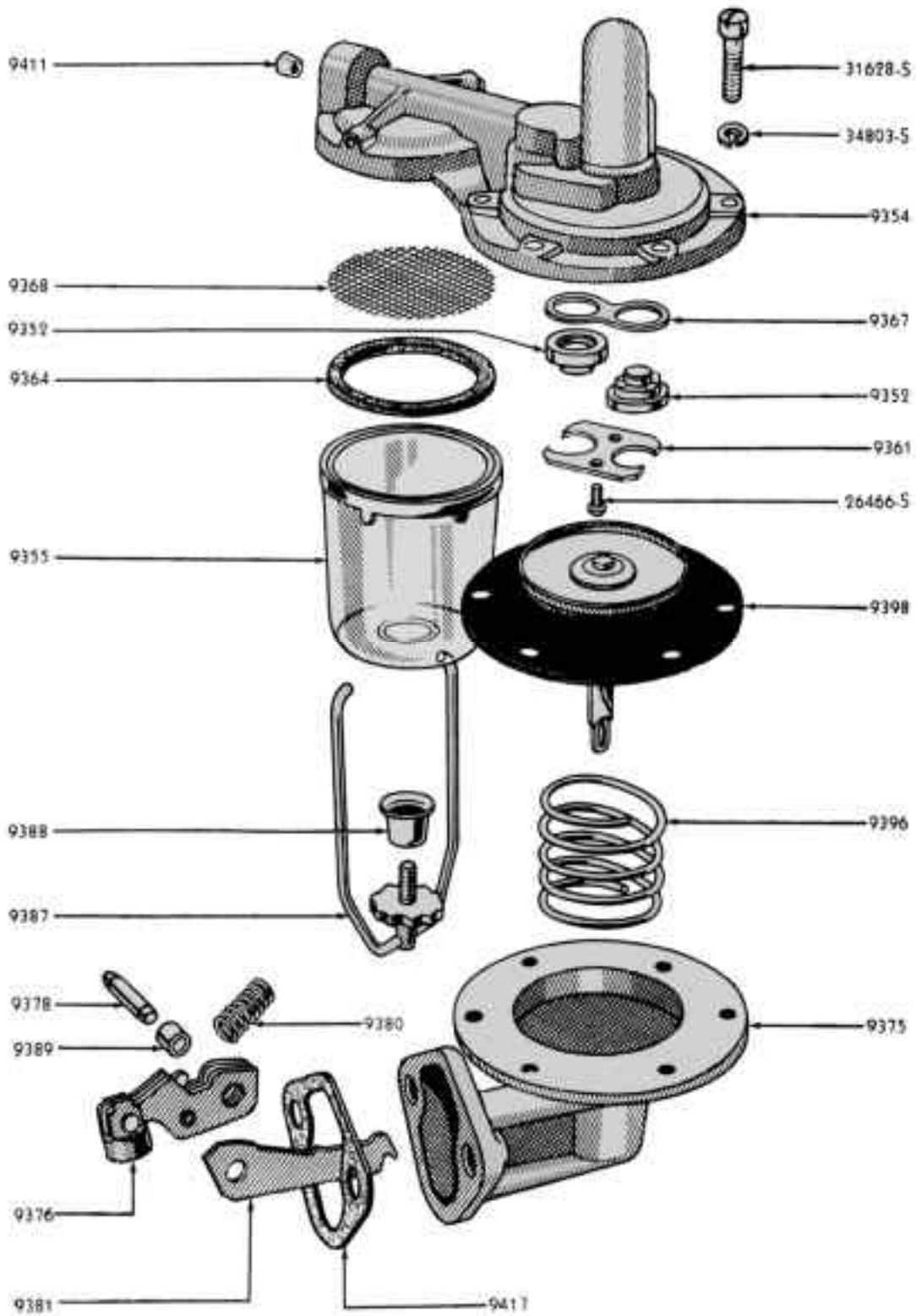


OIL FILLED FAN & HUB ASSEMBLY

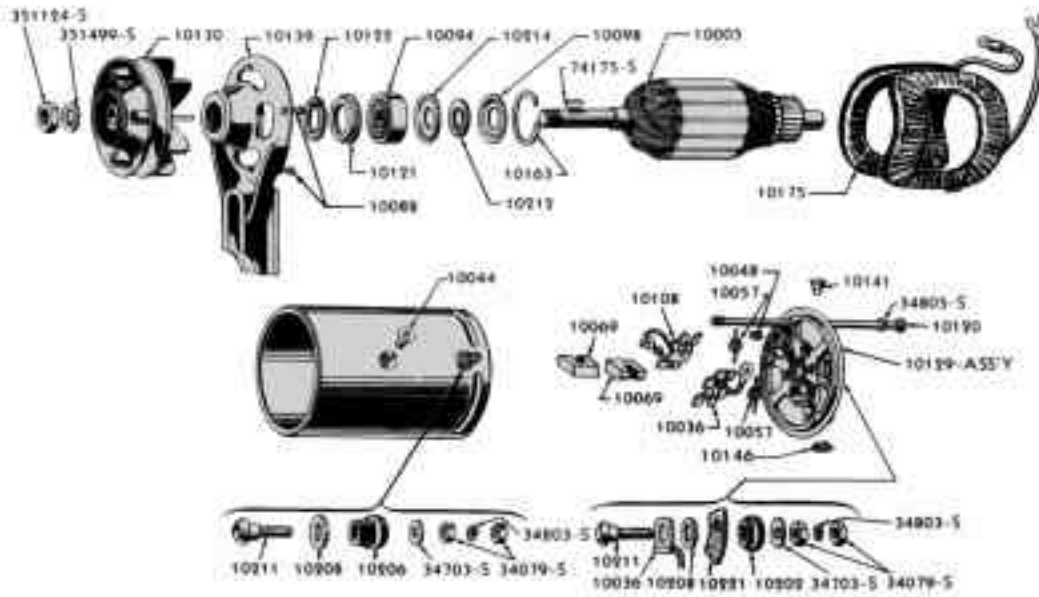
1942 - 48 Car and 1942 - 52 Truck V8



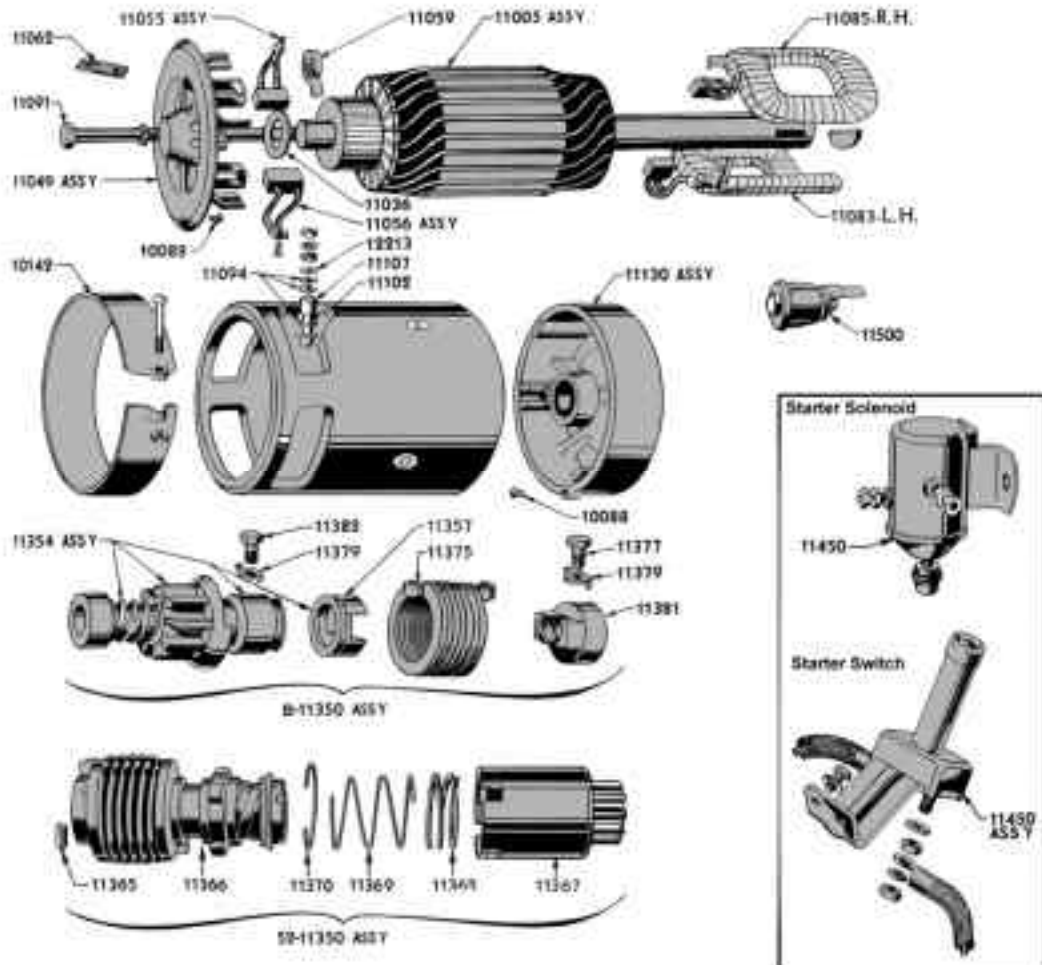
59A-9350 Fuel Pump



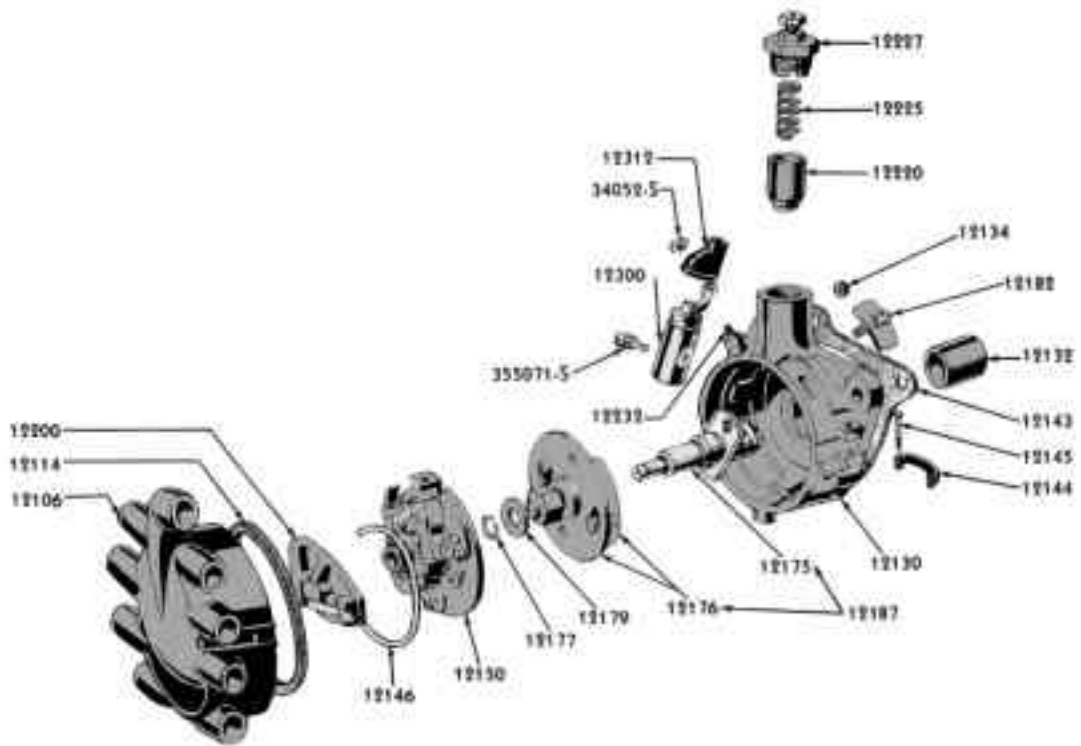
Typical 2 Brush Generator



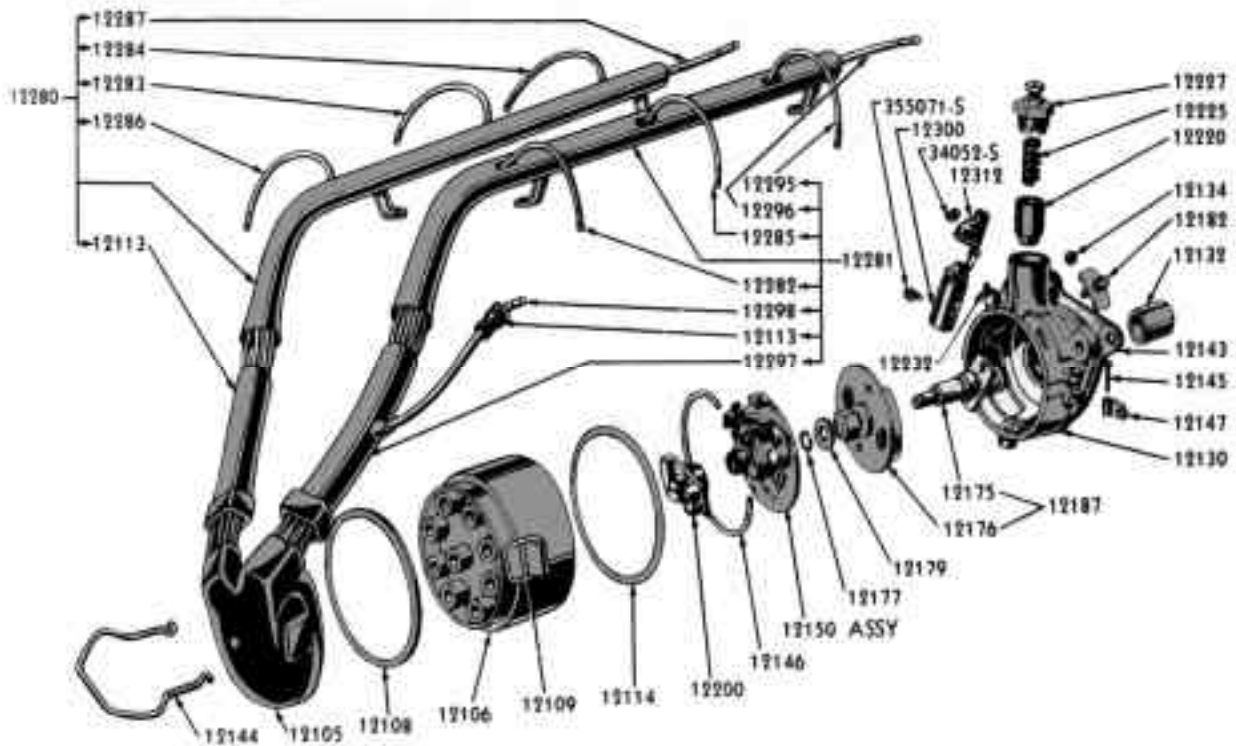
Typical Starter & Starter Drives



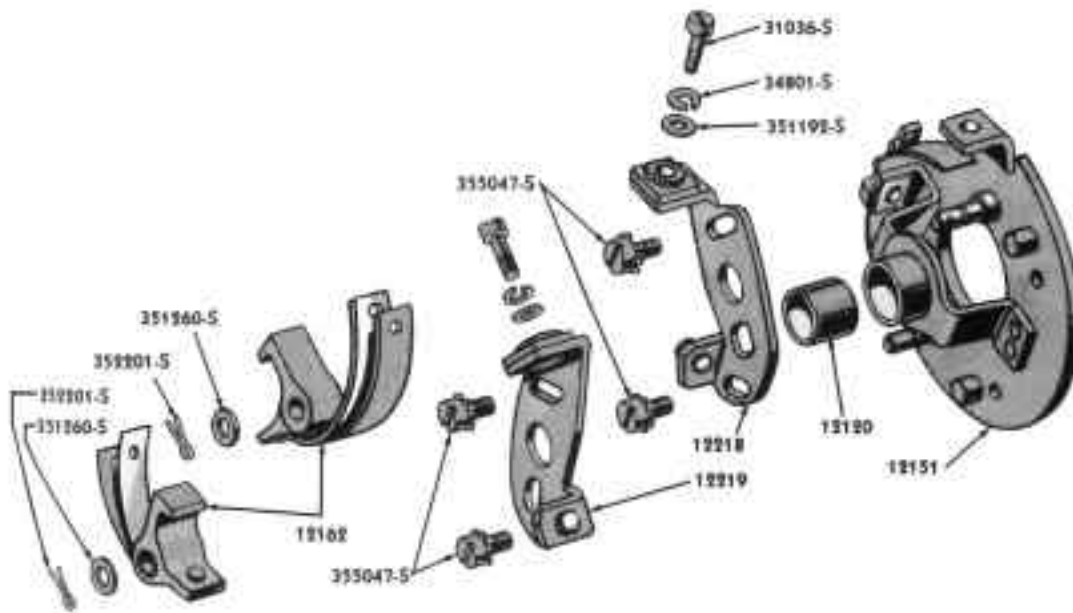
CRAB STYLE DISTRIBUTOR - Typical for 1944 - 48 V8



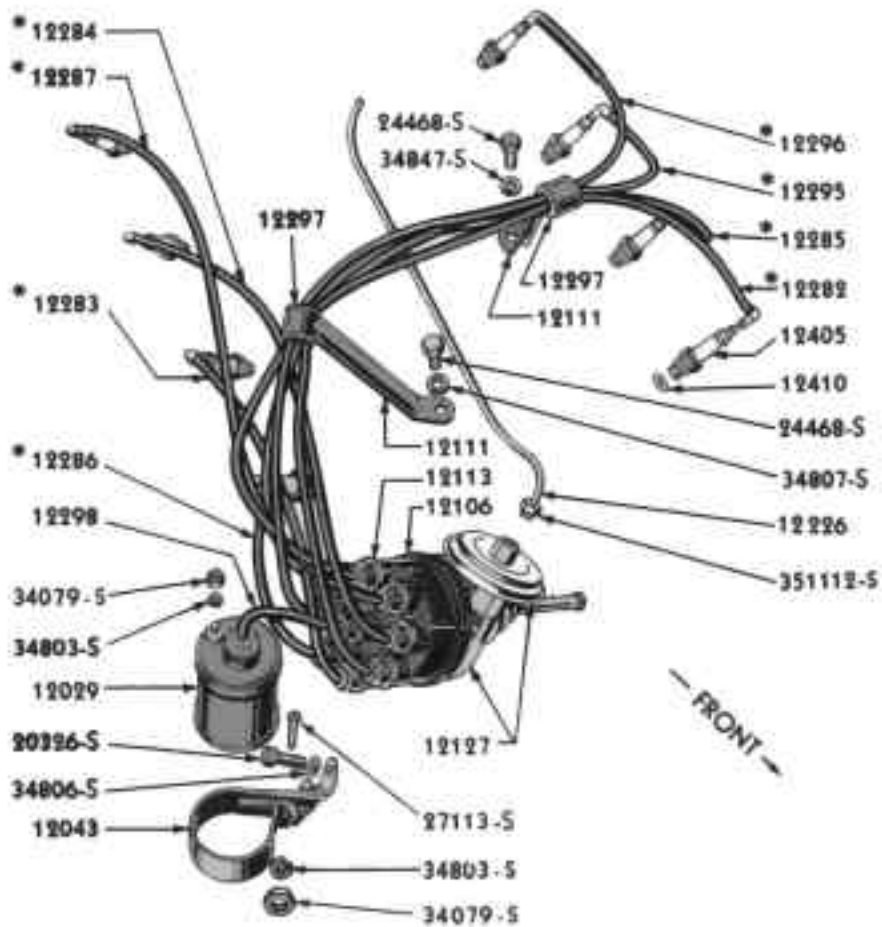
Typical for 1946 - 48 V8



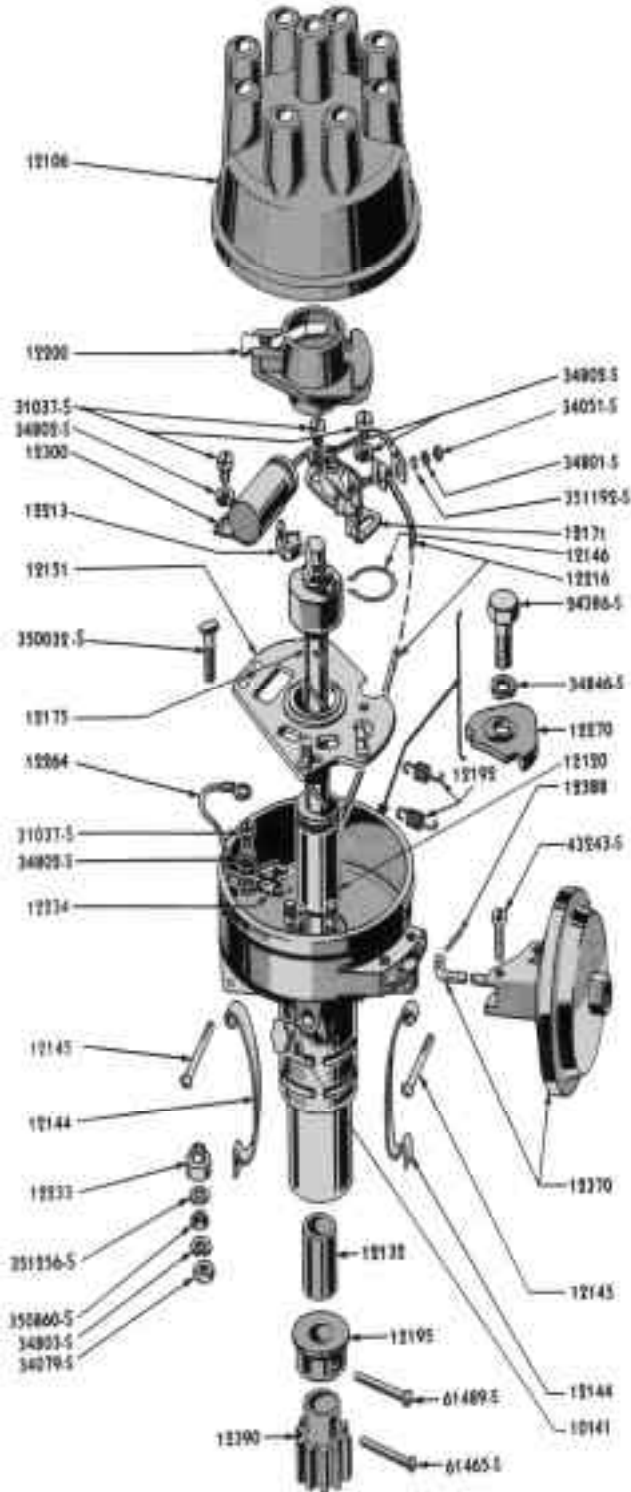
Ford - Mercury Distributor Points - Typical for 1937 - 1948 V8



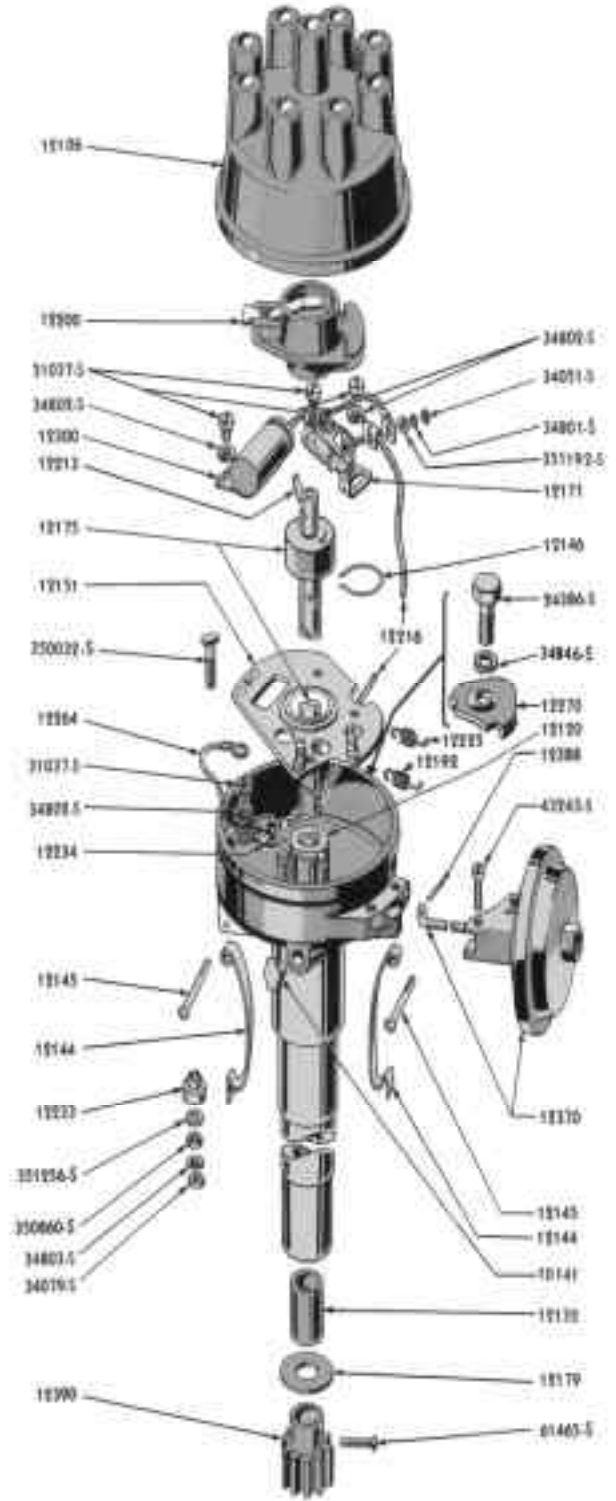
Ford - Mercury Distributor & Spark Plugs - Typical for 1949 - 1953 V8



Ford-Mercury 0BA-12127
Typical for 1950-53 V8



Ford-Mercury 7RA-12127
Typical for 1948-50 V8



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Precision made camshaft bearing tool removes and installs the cam bearings in all Ford 1933-1953 Flathead V8 motors (85-100 hp type). Save money and do the job yourself!

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FLATHEAD SERIAL NUMBERS

Model Year	Make and Engine	Passenger Car Model (note C)	First Serial Number (See note B below)
1932	V8	18	18- 001
1933	V8	40	18- 203,127
1934	V8	40	18- 457,478
1935	V8	48	18-1,234,357
1936	V8	68	18-2,207,111
1937	V8 - 60hp	74	54- 6,602
	V8 - 85hp	78	18-3,331,857
1938	V8 - 60hp	82A	54- 358,335
	V8 - 85hp	81A	18-4,186,447 (f)
1939	Ford V8 - 60hp	922A	Continued from 1938 (d & g)
	Ford V8 - 85hp	91A	18-4,661,001 (e)
	Mercury V8 - 90hp	99A	99- 001
1940	Ford V8 - 60hp	022A	54-0,506,501 (g)
	Ford V8 - 85hp	01A	18-5,210,701
	Mercury V8 - 90hp	09A	99A-101,701
1941	Ford V8 - 90hp	11A	18-5,896,295
	Ford 6 - 90hp	1GA	1GA-000,001
	Mercury V8 - 95hp	19A	99A-257,101
1942	Ford V8 - 90hp	21A	18-6,769,036
	Ford 6 - 90hp	2GA	1GA-034,801
	Mercury V8 - 100hp	29A	99A-466,701
1946	Ford V8 - 100hp	69A	99A-650,280
	Ford 6 - 90hp	6GA	none produced this year
	Mercury V8 - 100hp	69M	99A-650,280
1947	Ford V8 - 100hp	79A	799A-1,412,708 (i)
	Mercury V8 - 100hp	79M	799A-1,412,708
	Ford 6 - 90hp (G series engine)	7GA	71GA-326,418
	Ford 6 - 90hp (H series engine)		77HA- 512 (a)
1948	Ford V8 - 100hp	89A	899A-2,071,118 (i)
	Ford 6 - 90hp	8GA	87HA-0,009,370
	Mercury V8 - 100hp	89M	899A-2,005,028
1949	Ford V8 - 100hp	8A	98BA-101 (h)
	Ford 6 - 95hp	8HA	98HA-101
	Mercury V8 -	9M	9CM -101
1950	Ford V8 - 100hp	0A	B0-100,001 (h)
	Ford 6 - 95hp	0HA	H0-100,001
	Mercury V8 -	0M	50-100,001
1951	Ford V8 - 100hp	1A	B1-100,001 (h)
	Ford 6 - 95hp	1HA	H1-100,001
	Mercury V8 -	1M	51-100,001
1952	Ford V8 - 110hp	B2	A2-100,001 (h)
	Ford 6 - 101hp	A2	B2-100,001
	Mercury V8 -	BC	52-100,001
1953	Ford V8 - 110hp	B3	A3-100,001 (h)
	Ford 6 - 101hp	A3	B3-100,001
	Mercury V8 -	BG	53- 5,001H

SERIAL NUMBER NOTES

- (a) Ford changed production in late 1947 from the G series to the new H series six cylinder engine. They started new serial numbers for the new engine.
- (b) The serial numbers were stamped without any commas or superfluous 0's (zeros). They have been shown here to help identify the general starting number. For instance, the first 1939 Mercury would have a "99-1" stamped as its serial number (rather than 99-001).
- (c) The serialization applied to trucks and commercial vehicles using these Ford engines. They may have different serial prefixes, but would be inclusive within the serial ranges shown.
- (d) The available records do not show the beginning number for 1939 models with the 60hp V8 engine. According to the Early Ford V8 Club 1938-39 Ford reference book, Ford held up production of the 60hp engine for awhile due to overstock. They stopped building the engine at #54-468,967 on December 23, 1937 and did not resume production until April 20, 1939 with #54-476,288. This indicates that Ford was able to build all of the rest of the 1938 **60hp** vehicles and most of the 1939 **60hp** vehicles with late 1937 engine production inventory.
- (e) According to the same EFV8 Club reference book, the first model year 1939 production V8 (85hp) was #18-4,657,660 which was built Sept. 6, 1938. This conflicts with the "first" number listed above (a difference of 3,341 units).
- (f) In the 1938 model year Ford changed from the 21 stud 85hp V8 to the 24 stud engine. The change occurred with #18-4,380,120 on November 24, 1937.
- (g) Production figures for the 60hp engine must be considered for various groups of numbers that were pulled for reworked engines or simply a group of numbers that simply weren't built (example: a small group of 127 serial numbers not assigned at the end of 1939 motor production.) Although a "total" is shown in the table above, it does not account for such missing engines. Per "The Standard Catalog of Ford 1903-2003" total production of 1940 passenger vehicles with the 60hp V8 is 231,425 units (including coupes, Tudors, Fordors, & station wagons). This does not include additional totals of 60hp engines used in trucks and commercial vehicles.
- (h) For more complete Data Plate decoding information on 1949 thru 1953 Ford cars, refer to the decoding chart. Additional letters between the beginning two digits (letter/number) and the rest of the serial number indicate the assembly plant location. Refer to the decoding chart.
- (i) Letter from the Ford Motor Company to all Ford offices (dated Nov. 4, 1947): "Engine and model numbers for 1948 (Ford) cars - the lowest number used with 1948 prefixes for six-cylinder passenger car engines is 87HA-0536. Lowest number used with 1948 prefixes for V-8 passenger car engines is 899A-1984859. Due to inventory of engines at various assembly plants, some 1947 models will have higher numbers than the above. However, the prefix changes will definitely identify the 1948 models from the 1947 models." The serial numbering shown in the chart above reflects this numbering variance.

Other: From 1932 through 1948 vehicles, Ford Motor Company stamped the serial number into the top of the driver's side frame rail in three locations. This same number was also stamped into the top of the transmission-to-engine housing portion of the transmission. This location was visible when the floorboard and trans cover plate were removed. Of the frame stamped serial numbers, only the forward-most stamping was visible when looking down into the engine compartment (located between the front crossmember and the dash (firewall)). The two other frame locations are visible only when the body is removed from the frame. The serial numbers were metal stamped with numbers/letters approximately 1/4" in height. The number (including the prefixes shown) was always preceded by (and followed by) a stamped "star" similar to an asterisk. It is believed that this was done to prevent someone from fraudulently adding a digit to the beginning or ending of a serial number in order to alter its identification.

Resources: The information given in this chart is based on the data given in "MOTOR'S AUTO REPAIR MANUAL". Two versions were referenced: the 1935 to 48 book and the 1946 to 56 book. Also, "The 1938-39 Ford Book" published by the Early Ford V8 Club of America.

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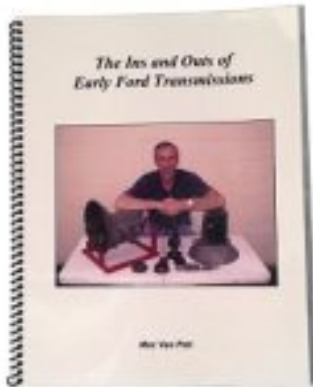
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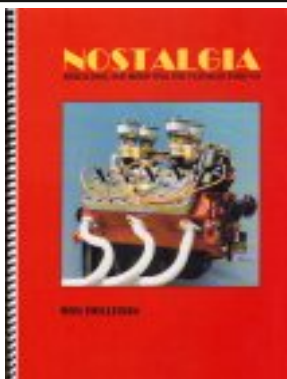
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HIGHLIGHTS:

- * Over 65 Pages
- * Over 140 Photos
- * Gear Application Charts
- * Serial Number Charts
- * Step-By-Step Instructions
- * Covers 1932 to 1952

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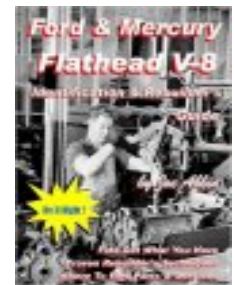
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Fan -Shaft - Hub Assembly

When Ford decided to change the flathead V8 engine fan design for 1942, they developed a design that moved the fan to a mid-level location on the motor. It was felt that this provided the maximum air flow through the heart of the radiator, and over the engine itself. The fan design was simple enough, a steel shaft running through a machined casting on a film of oil. The shaft had a slinger-impeller on its forward end, which tossed the lubricant back over the bearing structure where holes in the casting of the spindle bearing allowed the oil to reach the rotating shaft.

The fan design worked well enough that Ford used it for a number of years. The following V8 vehicles used this fan:

- [1942 to 48 Ford and Mercury Passenger Cars](#)
- [1942 to 52 Ford Trucks](#)
- [1949 Mercury Passenger Cars](#)

If there is one flaw in the fan, it is this. Over many years of service, plus the lack of service knowledge on them, future owners of such vehicles are not aware of the need of lubrication of this component. Owner's manuals are often lost, and the maintenance tips were never passed on to the next owner. This happens whether the engine remained in a stock vehicle or if the motor was removed and installed in a hot rod.

So, what happens if the fan is not lubricated? Eventually, one of two things will occur. Either the fan shaft runs dry and seizes in its spindle bearing, thus stopping the fan from rotating and burning up the fan belt. Or, in a worst case scenario, the shaft overheats and breaks while the engine is running. This allows the fan and its hub to separate from the mount, and causing untold damage to the radiator or other engine accessory components.

So what do you do? First make sure that you have this type fan on your flathead V8. They are easily identified by the eight bolts that attach the fan itself to the hub/carrier assembly. The hub is larger in diameter than any other Ford fan mounts, and the mounting bracket attaches to the front side of the generator mounting bracket. The pictures below will easily show what this unit looks like.

Your next step (assuming your fan still spins freely) is to lubricate the hub. With a clean rag, wipe the hub in the area just behind the fan blade. You will see a small straight slotted screw. This is the filler AND the drain plug! Rotate your fan and hub until the filler plug is up (at the 12 o'clock position) and remove the screw. The actual oil capacity of the hub cavity is about 2 ounces. Ford originally recommended regular motor oil, but changed that later to 85-90 weight gear oil....the same stuff used in your transmission. Use a squirt bottle to add the gear oil into the small opening in the hub. Try to measure out at least 2 ounces and add this to the hub. Now, with a rag under the hub, rotate it until the filler opening is down (at the 6 o'clock position). Due to the internal design of the filler plug opening, the correct amount of oil will remain in the hub. The excess oil will drain out into the rag. If no oil comes out, try adding an additional ounce and repeat the procedure. After the filling is completed, rotate the hub back up and replace the filler plug screw. The original screw has a small rubber-like ring under the screw head. You can use a small washer or O ring from a carb kit if you need to replace this sealing ring.

The follow up to all this is just as important. Repeat the fill procedure with each engine oil change. You will probably only have to add perhaps an ounce of gear oil at the oil change intervals, but the idea is to slightly overfill the hub and allow the excess to drain out. This will help assure many years of trouble-free operation of the fan assembly. Don't forget to pass this on to the next owner of the vehicle should you sell it in the future.

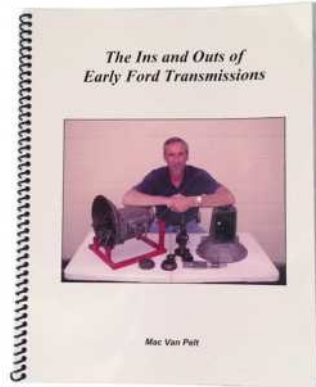
GEAR RATIO CHART

Ford Cars & Light Trucks 85-100HP V8 1932-48	With the 28-24-18-15/14 Cluster Gear and the 16 tooth Main Drive Gear	With the 29-24-17-15 Cluster Gear and the 14 Tooth Main Drive Gear	With the 29-24-18-14 Cluster Gear and the 15 Tooth Main Drive Gear
	1st Gear: 2.820 to 1	1st Gear: 3.520 to 1	1st Gear: 3.114 to 1
	2nd Gear: 1.604 to 1	2nd Gear: 1.899 to 1	2nd Gear: 1.773 to 1
	3rd Gear: 1 to 1	3rd Gear: 1 to 1	3rd Gear: 1 to 1
Trucks 60 HP V8 1937-40 <small>Note: Ford made the regular 85hp gear set available for 1937-39 commercial vehicles in the optional 73-7006 gearbox. See the 1939 to 1940 gear ratios.</small>	With the 29-19-17-13 Cluster Gear and the 15 tooth Main Drive Gear	With the 29-23-17-13 Cluster Gear and the 15 tooth Main Drive Gear	With the 29-24-18-14 Cluster Gear and the 15 tooth Main Drive Gear
	1st Gear: 3.070 to 1	1st Gear: 3.070 to 1	1st Gear: 3.114 to 1
	2nd Gear: 1.765 to 1	2nd Gear: 1.832 to 1	2nd Gear: 1.773 to 1
	3rd Gear: 1 to 1	3rd Gear: 1 to 1	3rd Gear: 1 to 1
100HP V8 1939-48 <small>Note: Mercury cars normally would not have the 29 tooth cluster gear, but the 28 tooth cluster could have been replaced with the 29 tooth.</small>	With the 28-24-18-15/14 Cluster Gear and the 16 tooth Main Drive Gear		With the 29-24-18-14 Cluster Gear and the 15 Tooth Main Drive Gear
	1st Gear: 2.820 to 1		1st Gear: 3.114 to 1
	2nd Gear: 1.604 to 1		2nd Gear: 1.773 to 1
	3rd Gear: 1 to 1		3rd Gear: 1 to 1
1936-48 All <small>Note: Lincoln and Zephyr cars had the same gears as Ford transmissions from 1936-39. The higher ratio gears did not come out until 1940 but could have been installed in a 36-39 gearbox.</small>	With the 28-24-18-15/14 Cluster Gear and the 16 tooth Main Drive Gear	With the 26-22-18-14 Cluster Gear and the 18 tooth Main Drive Gear	With the 25-22-18-14 Cluster Gear and the 19 tooth Main Drive Gear
	1st Gear: 2.820 to 1	1st Gear: 2.330 to 1	1st Gear: 2.120 to 1
	2nd Gear: 1.604 to 1	2nd Gear: 1.577 to 1	2nd Gear: 1.430 to 1
	3rd Gear: 1 to 1	3rd Gear: 1 to 1	3rd Gear: 1 to 1
1951-54 As Listed <small>Note: Beginning with 1951 vehicles, Ford changed to a new style gear with different tooth counts than previously used. This resulted in a slight change in gear ratios from the 1949-50 gearbox.</small>	With the 28-24-18-14 Cluster Gear and the 16 tooth Main Drive Gear (1949-50)		With the 27-23-17-13 Cluster Gear and the 16 tooth Main Drive Gear (1951-54)
	1st Gear: 2.820 to 1		1st Gear: 2.78 to 1
	2nd Gear: 1.604 to 1		2nd Gear: 1.62 to 1
	3rd Gear: 1 to 1		3rd Gear: 1 to 1
1948-64 As Listed <small>Note: Beginning with 1951 vehicles, Ford changed to a new style gear with different tooth counts than previously used. This resulted in a change in gear ratios from the 1949-50 gearbox. The Heavy Duty 3 Speed trans is listed for 1948-55.</small>	With the 28-24-18-14 Cluster Gear and the 16 tooth Main Drive Gear (1948-50)	With the 27-23-17-13 Cluster Gear and the 16 tooth Main Drive Gear (1951-54)	With the 40-31-21-17 Cluster Gear and the 20 tooth Main Drive Gear (48-64 HD)
	1st Gear: 2.820 to 1	1st Gear: 2.78 to 1	1st Gear: 3.72 to 1
	2nd Gear: 1.604 to 1	2nd Gear: 1.62 to 1	2nd Gear: 1.87 to 1
	3rd Gear: 1 to 1	3rd Gear: 1 to 1	3rd Gear: 1 to 1
1932-64 As Listed <small>Note: The spur gear 4 speed (non-syncho) was used from 1932-52. The 4 Speed (synchronized) helical gear was used from 1948-64. Both utilized the same gear ratios.</small>	With the 43-36-27-17 Cluster Gear and 17 tooth Main Drive Gear (1932-52)	With the 43-36-27-17 Cluster Gear & 27-17 tooth Main Drive Gear (1948-66)	
	1st Gear: 6.40 to 1	1st Gear: 6.4 to 1	
	2nd Gear: 3.09 to 1	2nd Gear: 3.09 to 1	
	3rd Gear: 1.69 to 1	3rd Gear: 1.69 to 1	
	4th Gear: 1 to 1	4th Gear: 1 to 1	

Note: The 28 tooth cluster gear came in two varieties where you had either a 15 tooth or 14 tooth reverse gear. Both have the same forward gear tooth counts. A Columbia rear axle overdrive would change all the regular ratios effectively. Also, (except for the truck 4 speed and the HD 3 speed gearboxes) most of the gearsets could be applied in any 1932-48 passenger gearbox, and any 1932-51 pickup truck gearbox.

TRANSMISSION REBUILDING

If you are thinking of rebuilding your transmission this book will guide you from beginning to end...



HIGHLIGHTS:

- * Over 65 Pages
- * Over 140 Photos
- * Gear Application Charts
- * Serial Number Charts
- * Step-By-Step Instructions
- * Covers 1932 to 1952 (32-48 Passenger and and 1932 to 1952 Light Truck & Commercial)
- * Priced at \$35.00

CHAPTERS:

- 1 - Transmission Parts ID
- 2 - Transmission Disassembly
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- 7 - Transmission Gear Charts
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LET US REBUILD YOUR TRANSMISSION FOR YOU!

Send us your transmission for rebuilding by our professionals while you concentrate on other aspects of your restoration. In our shop your transmission will receive the following treatment:

Transmission Case:

Disassembled
Inspected for wear
Baked
Blasted
Painted

Gears:

Removed
Inspected for wear
Cleaned
Replaced if needed

The Rebuild Process:

Your transmission is rebuilt using quality new parts when available. The rebuild process includes new bearings, thrust washers, oil seals, bearings and any internal parts that have the potential to wear from use.



Need to ship a transmission to us? No problem, we have you covered with a crate that we can send you for shipping your trans in.

