

**2019**



**VanPelt**  
Sales, LLC

**Tel: (513) 724-9486**  
**online: [www.vanpeltsales.com](http://www.vanpeltsales.com)**



Welcome to our new 2019 product catalog. We're excited to have expanded our parts drawings, along with a growing line of replacement parts for your restoration projects.

Our business began in 2002 as a small part-time business selling parts for the flathead V8 powered cars and trucks. We've grown each year and beginning with 2008, made the business a full time operation selling parts. Our main warehouse stocks primarily mechanical parts, as you can see from the offerings in this catalog.

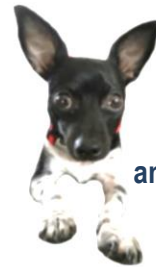
We also developed a rebuilding service for the early Ford transmissions, which has expanded into the Borg Warner overdrive types. This specialty rebuild facility averages 50 to 60 transmission overhauls each year. Some of our rebuilt transmissions have been run in a number of vintage auto race events, including *The Great Race*, the *Race of Gentlemen*, and the *Peking to Paris* race, among others.

It has always been our goal to provide the best available quality parts to our customers. We strive to build our knowledge base on everything we sell, in order to recommend the correct part for your application, whether you are restoring an early Ford or building a vintage hot rod. We have developed a significant data base of technical specifications on many parts, which gives us that edge in knowing what we sell.

Our printed catalog has expanded each year, but please visit our website at [www.vanpeltsales.com](http://www.vanpeltsales.com) for additional technical drawings, additional photos, and many service tips. Our online store, [www.vanpeltsalesstore.com](http://www.vanpeltsalesstore.com) is limited in offerings, so not every part can be ordered online. Please be sure to check with us for items that do not appear in the online store. We like to talk with you!

Thank you to our regular customers for your continued business, and to our new customers for giving us the opportunity to provide you with your restoration needs.

Sincerely, *Mac VanPelt & Shelly VanPelt*



and Flick - woof!

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**Batavia, OH 45103-0327**

**USA Orders: (513) 724-9486**  
**International Orders: (513) 724-9486**

[www.vanpeltsales.com](http://www.vanpeltsales.com)   [www.flatheadv8.com](http://www.flatheadv8.com)   [www.vanpeltsalesstore.com](http://www.vanpeltsalesstore.com)   [www.classictransmission.com](http://www.classictransmission.com)



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**Do you need more technical information?**

See our website at

[www.vanpeltsales.com](http://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

<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
<b>WHEELS - Brake Drums</b>			
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)		\$2.50
C1AZ- 1001-A	Gasket - Axle Flange - Inner (49-59 Ford cars)		\$2.50
B- 1012	Wheel Lug Nut (1/2-20) fits 1932-60		\$0.65
01A- 1105-X	Hub only - Front (1940-44 car and commercial)		\$119.00
8A- 1107A	Stud Kit (set of 5) for 48-52 F1 pickup drums (F & R)		\$12.50
01A- 1107K	Stud Kit (set of 5) for 21A-1125 type reproduction drum		\$15.00
51A- 1107K	Stud Kit (set of 5) for 51A-1125 type reproduction drum		\$19.00
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)		\$145.00
51A- 1125	Brake Drum (4" hole) - 1946-48 (hub mounts outside drum)		\$145.00
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
<b>WHEELS - Grease Seals &amp; Hub Caps</b>			
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
BB- 1175-C	Rear Axle Outer Seal (1934-52 trucks) - Large OD: 4.572"		\$14.50
61- 1175	Rear Axle Outer Seal (38-47 122" 1 ton + 48-51 F3) - 3.60" OD		\$11.00
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
8M- 1190	Front Seal (1949-51 Mercury)		\$21.00
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
<b>WHEELS - Wheel Bearings &amp; Parts</b>			
B- 1195	Washer - Front Wheel Bearing (1932-48)		\$2.50
351129-S	Castle Nut - Front Wheel Bearing (1932-48)		\$4.50
72054-SK	Cotter Pin Kit (4 pcs) - Front Wheel Nut (1932-59)		\$1.50
B- 1201S	Front Bearing Set (1 ea B1201, B1202, B1216, and B1217)		\$61.00
B- 1201	Front Wheel Bearing - Inner (1932-48)		\$19.00
B- 1202	Front Bearing Race - Inner (1932-48)		\$14.00
B- 1216	Front Wheel Bearing - Outer (1932-48)		\$25.00
B- 1217	Front Bearing Race - Outer (1932-48)		\$11.00
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)		\$28.00
8A- 1201	Front Wheel Bearing - Inner (1949-54)		\$16.50
8A- 1202	Front Bearing Race - Inner (1949-54)		\$6.50
8A- 1216	Front Wheel Bearing - Outer (1948-56)		\$18.00
8A- 1217	Front Bearing Race - Outer (1948-56)		\$8.50



<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
	<b>WHEELS - Wheel Bearings &amp; Parts - Cont'd</b>		
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
B5A- 1201	Front Wheel Bearing - Inner (1949-64)		\$8.50
B5A- 1202	Front Bearing Race - Inner (1949-64)		\$5.00
B5A- 1216	Front Wheel Bearing - Outer (1949-64)		\$7.50
B5A- 1217	Front Bearing Race - Outer (1949-64)		\$3.75
01Y- 1201S	Front Bearing Inner Set (1 ea 01Y-1201 and 01Y-1202)		\$32.00
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
	<b>BRAKES - Rebuild Kits</b>		
VP- 2000K-A	Basic kit - Fits 1939-42 Ford/Mercury cars + 39-47 Pickup		\$265.00
VP- 2000K-B	Master kit - Fits 1939-42 Ford/Mercury cars + 39-47 Pickup		\$99.00
VP- 2000K-AB	Full Kit - Includes all of the <b>A kit</b> plus all of the <b>B kit</b>		\$359.00
The A Kit includes: 4 pairs brake shoes, 4 wheel cylinders, 4 brake shoe springs, 2 front & 2 rear wheel grease seals, 2 front hydraulic brake hoses, and 1 rear brake hose. The B kit includes the 91A master cyl, the 2076 brass fitting, the 2151 and 2152 copper washers, and the brake lite switch.			
	<b>BRAKES - Brake Shoes</b>		
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
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
263- 2001S	Brake Shoe Set of 4 (1957-59 car) - Front (11 x 2¼")		\$39.00
Note: No core required on above brake shoes. All are new sets. Station wagon and other applications also available.			
	<b>BRAKES - Master Cylinder Repair Kits</b>		
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
	<b>BRAKES - Misc Brake Springs &amp; Parts</b>		
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)		
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
B7A- 2042-A	Link - Wheel cylinder (49-72) 2 req'd per wheel cylinder		\$5.00

<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
	<b>BRAKES - Misc Brake Springs &amp; Parts - Cont'd</b>		
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
19474- 2094S	Brake Shoe Hold Down Kit (55-70)		\$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
96H- 2139-B	Spring - Parking Brake Link (49-59 Ford car + 48-66 F-100)		\$2.00
	<b>BRAKES - Hydraulic Brake Hoses &amp; Fittings</b>		
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
8C- 2076	Brake Line Fitting - MC V-outlet (1948-56 F1 and F100 pickup)		\$19.00
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
91T- 2143	Push Rod - Master Cylinder		\$11.00
91A- 2149	Copper O Ring Washer		\$0.85
8M- 2149	Copper O Ring Washer		\$1.00
91A- 2150	Brake Line Fitting - Bolt		\$5.50
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
	<b>BRAKES - Hydraulic Wheel Cylinders</b>		
21A- 2061	Wheel Cylnr (R front) 1939-48 car & 39-47 pickup truck		\$35.00
21A- 2062	Wheel Cylnr (L front) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2261	Wheel Cylnr (R rear) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2262	Wheel Cylnr (L rear) 1939-48 car & 39-47 pickup truck		\$35.00
92Y- 2261	Wheel Cylnr (L&R frnt) 1½" thru bore - Trucks (various types)		\$59.00
91T- 2261	Wheel Cylnr (L&R rear) 1939-52 - Trucks (various types)		\$79.00
AD- 2061	Wheel Cylnr (R front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
AD- 2062	Wheel Cylnr (L front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
8A- 2261	Wheel Cylnr (R rear) 1949-64 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8A- 2262	Wheel Cylnr (L rear) 1949-64 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8C- 2061	Wheel Cylnr (R front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8C- 2062	Wheel Cylnr (L front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8M- 2261	Wheel Cylnr (R rear) 1949-51 Mercury & 48-54 F1 pickup		\$31.00
8M- 2262	Wheel Cylnr (L rear) 1949-51 Mercury & 48-54 F1 pickup		\$31.00

<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
<b>BRAKES - Hydraulic Wheel Cylinders - Cont'd</b>			
8L- 2261	Wheel Cylnr (R rear) 1952-59 Mercury		\$28.50
8L- 2262	Wheel Cylnr (L rear) 1952-59 Mercury		\$28.50
B7A- 2061-A	Wheel Cylnr (R front) 1957-59 Ford cars) (1-1/8" bore)		\$25.00
B7A- 2062-A	Wheel Cylnr (L front) 1957-59 Ford cars) (1-1/8" bore)		\$25.00
<b>Note:</b> Other wheel cylinders are available for other trucks and later Ford models. Call for pricing.			
<b>BRAKES - Wheel Cylinder Repair Kits</b>			
8M- 2208	Bleeder Valve for original wheel cylinders (3/8"-24 thread)		\$1.50
8T- 2208	Bleeder Valve for original wheel cylinders ( )		\$2.00
91A- 2221	Kit for 1939-41 Front Cylinders (with 1" x 1 1/4" bores)		\$10.50
21A- 2221	Kit for 1942-48 Front Cylinders (with 1" x 1 3/8" bores)		\$19.95
91A- 2128	Kit for 1939-48 Rear Cylinders (with 1" x 1 1/8" bores)		\$8.50
91T- 2128	Kit for 1939-47 Trucks - Front (with 1 1/2" bores)		\$6.50
91T- 2221	Kit for 1939-47 Trucks - Rear (with 1 3/8" bores)		\$6.50
8A- 2128	Kit for 1949-59 Rear Cylinders (with 7/8" bores)		\$6.50
8M- 2221	Kit for 1949-59 Front Cylinders (with 1 1/8" bores)		\$6.50
<b>BRAKES - Hydraulic Master Cylinders</b>			
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
B7A- 2140	Hydraulic Brake Master Cylinder (1957-59 Ford car)		\$109.00
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 and function as stock.			
<b>BRAKES - Parking Brake Parts</b>			
48- 2045	Pin - Cable Clevis to Equalizer Yoke (39-48)		\$2.00
2103	Lever - Parking Brake (RH)	\$15.00	\$24.00
2104	Lever - Parking Brake (RH)	\$15.00	\$24.00
91A- 2105	Pin - Parking Brake Link Pin - Front Shoe (2 per vehicle)		\$3.00
91A- 2106	C-Clip - Parking Brake Retainer (4 per vehicle)		\$0.75
91A- 2107	Pin - Parking Brake Link Pin - Rear Shoe (2 per vehicle)		\$4.00
51A- 2107	Pin - Parking Brake Link Pin - Rear Shoe (2 per vehicle)		\$2.50
91A- 2113	Retainer - Parking Brake Cable (1 per side)		\$2.50
91A- 2119	Equalizer - Parking Brake Cable (39-48)		\$5.00
91A- 2121	Clevis - Parking brake cable to yoke (39-48)		\$10.00
91A- 2275-B	Cable Assy (1939-41 Car & 39-41 Pickup) - 122" long (w/boots)		\$18.50
21A- 2275	Cable Assy (1941-48 Car) - 107 1/4" long (also replaces 99A-2275)		\$18.50
8C- 2275	Cable Assy (1948-52 F1 pickup) - 45-3/8" long (= 1C-2275)		\$45.00
21C- 2275	Cable Assy (1942-47 pickup + 48-52 F2/F3) - 44-3/4" long		\$27.00
TAAA- 2275-A	Cable Assy (1953-60 pickup)		\$39.00
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 com) - 70"L		\$29.00
7RC- 2853	Parking Brake Cable Assy - Front (48-52 F1) = 2C-2853		\$55.00
11A- 2853	Parking Brake Cable Assy - Front (41-48 pass) - 87 1/2"L		\$29.00
91A- 2597	Rubber Boot - Parking Brake Cable (39-48)		\$5.00
<b>BRAKES - Pedal Pads &amp; Return Springs</b>			
40- 2454	Pedal Pad (brake & clutch) (1933-40) - diamond pattern		\$8.00
11A- 2454	Pedal Pad (brake & clutch) (1933-48) - circular pattern		\$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		
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



<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>	<b>\$ New</b>
	<b>BRAKES - Pedal Pads &amp; Return Springs - Cont'd</b>	
91A- 7523	Spring (1939 Ford car) - 5.40" long	\$4.00
7526	Bushing - Brake & Clutch pedal mounting. See 7000 series transmission parts listings.	
	<b>SUSPENSION PARTS - Ball Joint Kits</b>	
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
	<b>SUSPENSION PARTS - Kingpins &amp; Spindle Bolt Kits</b>	
B- 3036	Nut - Perch Bolt (1932-48) - 1 per spindle	\$2.75
11A- 3110	Bushing for spindle bolts (1932-41) - 2 per spindle	\$3.00
A- 3111	Spindle Bolt & Bushing Kit (1928-31)	\$124.50
B- 3111	Spindle Bolt & Bushing Kit (1932-34)	\$95.00
48- 3111	Spindle Bolt & Bushing Kit (1935-36)	\$124.50
78- 3111	Spindle Bolt & Bushing Kit (1937-41)	\$49.50
21A- 3111	Spindle Bolt & Bushing Kit (1942-48 various)	\$52.00
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)	\$119.00
	<b>SUSPENSION PARTS - Tie Rod Ends - Drag Links</b>	
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)	Check availability
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
	<b>SUSPENSION PARTS - Steering Gearbox Parts</b>	
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	\$74.50
AB- 3524-X	Replacement worm for 1952-53 Ford/Merc car steering gearbox	\$79.00
AD- 3524-X	Replacement worm for 1954-56 early Ford car steering gearbox	\$74.50
B7A- 3524-X	Replacement worm for 1956 late to 57 Ford car steering gearbox	\$74.50
B7C- 3524-X	Replacement worm for 1953-60 Ford F-100/250 steering gearbox	\$74.50
01A- 3524	Steering Worm & Shaft Assy (37-40 car) - 46.50" OA length	\$199.00
11A- 3524	Steering Worm & Shaft Assy (41-48 car) - 47.73" OA length	\$199.00
8A- 3524	Steering Worm & Shaft Assy (49-50 Ford car)	\$189.00
1A- 3524	Steering Worm & Shaft Assy (51 Ford car)	\$189.00
AB- 3524	Steering Worm & Shaft Assy (52-53 Ford car)	\$189.00
AD- 3524	Steering Worm & Shaft Assy (54 Ford car)	\$189.00
82Y- 3524	Steering Worm & Shaft Assy (38-47 truck) - 49.30" OA length	\$199.00

<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
	<b>SUSPENSION PARTS - Steering Gearbox Parts Cont'd</b>		
7HC- 3524	Steering Worm & Shaft Assy (48-52 truck) - 43.72" OA length		\$189.00
TAAA- 3524	Steering Worm & Shaft Assy (53-55 F100/F250)		\$189.00
B6C- 3524	Steering Worm & Shaft Assy (1956 F100/F250)		\$189.00
B7C- 3524	Steering Worm & Shaft Assy (57-60 F100/F250)		\$189.00
B- 3532	Lock Sleeve - steering column - without screws (32-48)	\$25.00	
<b>SGK 3548-A</b>	Steering Gearbox Rebuild Kit (37-48 car)		\$76.00
<b>SGK 3548-B</b>	Steering Gearbox Rebuild Kit (48-52 F1 pickup)		\$76.00
<b>SGK 3548-C</b>	Steering Gearbox Rebuild Kit (53-60 F100 pickup)		\$76.00
<b>Note:</b> the SGK rebuild kits above include all tapered bearings, bushings, gaskets, shims, and the oil seal.			
B- 3552	Upper Bearing Cup (37-48 car & 37-60 pickup)		\$11.00
68- 3553	Upper Bearing Cup (32-36 car & 32-36 pickup) replaces B-3553		Check availability
8A- 3553	Lower Bearing Cup (37-57 car & 37-60 pickup)		\$29.00
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)		\$10.00
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)		\$69.00
8A- 3575-X	Steering Sector roller & shaft kit (49-51 Ford car)		\$79.00
AB- 3575-X	Steering Sector roller & shaft kit (52-53 Ford car)		\$69.00
AD- 3575-X	Steering Sector roller & shaft kit (54-early 56 Ford car)		\$69.00
B7C- 3575-X	Steering Sector roller & shaft kit (57-60 F-100 + F-250)		\$69.00
78- 3576	Bushing - sector shaft (2 req'd) (37-48 car & 32-52 pickup)		\$4.50
68- 3576	Needle Bearing - sector shaft (49-56 Ford car) - 2 req'd		\$8.95
81T- 3576-A	Bushing - sector shaft (2 req'd) (53-56 F100 pickup)		\$5.00
78- 3577	Adjusting Screw		\$3.00
78- 3579	Thrust Washer - Adjusting Screw		\$3.00
B- 3581-S	Gasket Set (32-36 car & pickup)		\$9.75
78- 3581-S	Gasket set (37-48 car & 37-47 pickup)		\$9.75
7RC- 3581-S	Gasket set (48-52 F1 + 53-60 F-100 pickup)		\$9.75
7RT- 3581	Gasket - bottom cover (1948-52 F5 truck)		\$2.50
8A- 3581-S	Gasket set (1949-51 Ford car)		\$9.95
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 available		Check availability
8C- 3590	Steering Arm (pittman arm) - (48-52 F1 pickup)		\$99.00
TAAA- 3590	Steering Arm (pittman arm) - (53-56 F-100 pickup)		\$110.00
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 & Brush assy (38-40 car + 38-47 comm)		Check availability
	<b>REAR END &amp; DIFFERENTIAL PARTS</b>		<b>\$ New</b>
4012RS	Repair Sleeve (1928-48) - Rear Axle Housing (cars)		\$29.50
B- 4030	Plug - Differential Drain or Fill		\$1.25

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
<b>REAR END &amp; DIFFERENTIAL PARTS - Cont'd</b>			
B- 4035K	Gasket Set - 1928-32 early)	Gaskets	\$18.50
18- 4035K	Gasket Set - 1932 late to 1948 (15 pc)		\$26.00
B- 4035KX	Gasket Set - 1932 Model B (and early style V8)		\$26.00
8A- 4035	Real Axle Housing Gasket (1 pc) (1949-56)		\$6.00
8M- 4035	Real Axle Housing Gasket (1 pc) (1948-52) = 1M-4035		\$7.00
1M- 4035	Rear Axle Housing Gasket (1 pc) (1951-56)		\$7.00
18- 4507	Gasket - Torque tube-housing (fits 1932-48 car, 32-41 com)		\$3.50
B- 4515/16K	Gasket Set (3 pc) - Torque tube to trans (1932-48)		\$6.00
B- 4209-A	Ring & Pinion Gears (3.78:1) - 1932 early type	Ring & Pinion Gears	\$395.00
B- 4209-HS	Ring & Pinion Gears (3.54:1) - 1932 early type		\$395.00
40- 4209-F	Ring & Pinion Gears (3.25:1) - 1932-34 - Ten Spline		\$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		\$375.00
68- 4209-HS	Ring & Pinion Gears (3.54:1) - 1935-48 - Six Spline		\$375.00
8C- 4209-HS	Ring & Pinion Gears (3.54:1) - 1948-50 F series pickup		\$395.00
<b>RING &amp; PINION KITS</b>			
40- 4209-FK	Ring & Pinion Kit (3.25:1) - 1932-34 - (for 10 spline driveshaft)		\$695.00
40- 4209-HK	Ring & Pinion Kit (3.54:1) - 1932-34 - (for 10 spline driveshaft)		\$695.00
48- 4209-FK	Ring & Pinion Kit (3.25:1) - 1935-36 - (for 10 spline driveshaft)		
48- 4209-HK	Ring & Pinion Kit (3.54:1) - 1935-36 - (for 10 spline driveshaft)		
68- 4209-FK	Ring & Pinion Kit (3.25:1) - 1937-48 - (for 6 spline driveshaft)		\$549.00
68- 4209-HK	Ring & Pinion Kit (3.54:1) - 1937-48 - (for 6 spline driveshaft)		\$549.00
<b>Important:</b> Be sure to verify exactly which rear end you have before ordering component parts such as gearsets and bearings. If necessary, open up assembly to check driveshaft type and carrier bearing cup width. We are not responsible for errors in identifying your specific rear end model year or type. The same applies to the 1175 rear grease seals.			
<b>Note:</b> Above kits include ring & pinion gears, pinion bearing set, carrier bearing set, pinion pilot bearing, oil seals, and gaskets.			
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		\$35.00
81A- 4215	Spider Pinion Gear - 11T (39-48) - 7/8" thick x 3/4" bore		\$35.00
B- 4221/22S	Bearing Cone & Cup Assy (1928-32 Four) 2 req'd per car		\$45.00
18- 4221/22S	Bearing Cone & Cup Assy (late 1932-36 V8) 2 req'd per car		\$49.00
68- 4221/22S	Bearing Cone & Cup Assy (37-48 pass + 37-47 com) 2 req'd		\$39.00
B- 4243	Axle Key (28-48) - Cars & Pickup - 2.86" long		\$1.50
B- 4245	Rear Axle Inner Seal (1928-48) - 2 required	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 \$45.00	
48- 4520	Cap - U Joint Housing - Outer (1932-48) - less bolts		
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 applications) - 2.04" long		\$2.00
68- 4607	Pin - Driveshaft (1937-48 applications) - 1.70" long		\$2.00
B- 4616/21-S	Pinion Bearing Race & Cones Set (28-32 early)	Pinion Bearings	\$99.00
B- 4616	Pinion Bearing Race (early 1932 only)		\$82.00
18- 4616/21-S	Pinion Bearing Race & Cones Set (32-34)		\$89.00
18- 4616	Pinion Bearing Double Race (32-34)		\$126.00
48- 4616	Pinion Bearing Double Race (35-52)		\$65.00
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)	Pinion Bearings	\$12.00
8A- 4621	Pinion Bearing Cone (front) (49-54 car + 49-51 Merc)		\$29.50
18- 4621	Pinion Tapered Roller Bearing (32-34) two req'd		\$19.00
48- 4621	Pinion Tapered Roller Bearing (35-52) two req'd		\$47.00
18- 4625-U	Pinion Pilot Bearing (32-48 car + 32-47 com) - USA made		\$44.00
18- 4625-I	Pinion Pilot Bearing (32-48 car + 32-47 com)		\$29.00
8A- 4628	Pinion Bearing Race (rear) (49-54 car + 49-51 Merc)		\$14.50



<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>		<b>\$ New</b>
	<b>REAR END &amp; DIFFERENTIAL PARTS - Cont'd</b>		
8A- 4630	Pinion Bearing Cone (rear) (49-54 car + 49-51 Merc)		\$27.00
18- 4634	Nut - Pinion Bearing (1932-48) 2 required		Check availability
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)		\$4.00
B- 4645	Roller Bearing - Driveshaft front (1932-48)		\$13.00
B- 4655	Bushing/Sleeve - front D/S bearing (1932-48)		\$8.50
VP- 4658K	Bearing Kit - Driveshaft (middle of torquetube) - (37-48)		\$169.00
8A- 4676	Seal - Drive Pinion (49-56 car)	Pinion Seals	\$7.00
8M- 4676	Seal - Drive Pinion (48-56 pickup & 49-56 wagon)		\$9.50
01Y- 4676	Seal - Drive Pinion (42-47 pickup)		\$13.00
48- 4684	Coupler - Driveshaft - 6 to 10 spline (35-48 car, 35-41 com)		\$89.00
68- 4684-B	Coupler - Driveshaft - 6 spline (37-48 car & 37-41 com)		\$63.00
	<b>MISC REAR END HARDWARE</b>		<b>\$ New</b>
34034-S	Rear Axle Castle Nut - 1928-48 Car & Commercial		\$2.00
356074-S	Rear Axle Castle Nut - Replaced by 34034-S		See 34034-S
351505	Rear Axle Washer - 1928-48		\$1.50
350509-S	Bolt - Axle housings to banjo housing (20 required)		\$1.00
72062-SK	Cotter Pin Kit (4 pcs) - for rear axle nut (1932-48)		\$1.00
	<b>DRIVESHAFT U-JOINTS</b>	<b>\$ Used</b>	<b>\$ New</b>
B- 7084-K	U-joint Spider Kit - 1928-48 Car & 28-42 Pickup Truck	\$55.00	\$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		\$175.00
B- 7090	Universal Joint - 1928-48 Car & 28-41 Comm - Front		\$95.00
51- 7090	Universal Joint - 1932-39 Truck - Rear - 4 speed		\$135.00
B5AZ- 4635-B	Universal Joint - 1949-60 Car - Front - 3 speed		\$18.95
B5AZ- 4635-A	Universal Joint - 1949-60 Car - Rear - 3 speed		\$45.00
B7AZ- 4635-A	Universal Joint - 1956-60 Car - Front/Rear - 3 speed		\$14.95
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
21C- 4841	Driveshaft Slip Yoke (front knuckle) - (42-52 F1 pickup)		\$89.00
B5A- 4841	Driveshaft Slip Yoke (front knuckle) - (49-56 pass. cars)		\$79.00
	<b>BODY MOUNT KITS</b>		
78- 5001-S	Body mounting pads (34 pc rubber pads and bushings)		\$44.00
Note: Kit fits all 1937-40 passenger car models except convertibles.			
	<b>SUSPENSION PARTS - Front Shackle Bolt Kits</b>		
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)			
	<b>SUSPENSION PARTS - Rear Shackle Bolt Kits</b>		
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)			
	<b>SUSPENSION PARTS - Shackle Bolts/Studs/Bushings</b>		
21C- 5465	Stud - Front Spring Shackle (42-56 pickup + 122" truck)		\$8.00
21T- 5465	Stud - Front Spring Shackle (42-60 truck applications)		\$10.00
21A- 5467	Front Rubber Bushing (2 per 21A-5465 shackle bolt)		\$1.85
21A- 5484	Bushing - Front Stabilizer (42-48 car) - 2 req'd		\$3.95
51A- 5713	Rear Shackle Stud - Upper (32-48 car & 32-41 pickup)		\$6.00

<b>Part Number</b>	<b>Description - Wheel - Brake - Suspension Parts</b>	<b>\$ New</b>	
<b>SUSPENSION PARTS - Shackle Bolts/Studs/Bushings - Cont'd</b>			
51A- 5713	Rear Shackle Stud - Lower (32-41 car)		\$6.00
21A- 5714	Rear Shackle Bolt - Lower (42-48 car)		\$1.75
21A- 5719	Rear Rubber Bushing (2 per 21A-5714 shackle bolt)		\$1.75
21C- 5780	Shackle Pin - Rear Spring (42-56 Pickup F1/F100)		\$6.00
01T- 5780	Shackle Pin - Rear Spring (38-56 Trucks F4/F500 - F6/F600)		\$10.00
21C- 5781	Bushing - Rear Spring Hangar (42-56 pickup + F1 / F100)		\$6.50
21C- 5781	Bushing - Front Spring (42-60 trucks + F4/F400 to F6/F600)		\$6.50
21T- 5781	Bushing - Rear Spring Eyelets (42-56 trucks + F4/400 to F6/600)		\$7.00
BB- 5791	Bushing - Rear Spring Shackle (32-56 trucks + F4/400 to F6/600)		\$4.00
21C- 5791	Bushing - Rear Spring Shackle (42-56 pickup + F1/100)		\$6.00
21C- 5791	Bushing - Front Spring Shackle (48-56 F3/300 to F6/600)		\$6.00
<b>SUSPENSION PARTS - Shock Links</b>			
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
<b>SUSPENSION PARTS - Shock Links</b>			
51A- 18197	Bushing - Track Bar & Shock (4 req'd per bar) (42-48 car)		\$2.00
<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>ENGINE - Rear Trans Support-Mount</b>			
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) (32-36)		\$27.50
78- 6047-SK2	Rear Trans mount kit (2 sets) (37-41)		\$27.50
21A- 6068-A	Rear Transmission Vibration Mount (42-48 car + 42-52 pickup)		\$29.50
M- 6068-R	Rear Transmission Vibration Mount (49-51 Mercury)		\$44.50
8A- 6068	Rear Transmission Vibration Mount (49-50 Ford car)		\$17.00
AD- 6068-D	Rear Transmission Vibration Mount (51-56 V8 Ford car)		\$17.00
<b>ENGINE - Front Support-Mount</b>			
6030/31	Front Motor Mount-Lower Hose Outlets (left & right) (32-36)		Check Availability
B- 6047-SK2	Front Mount kit (2 sets) (35-36)		\$27.50
78- 6047-SK2	Front Mount kit (2 sets) (37-48 cars + 37-51 trucks)		\$27.50
MA- 6038	Front Mount (49-53 Ford car) - 2 required		\$17.50
MA- 6038	Front Mount (52-53 Merc) - 2 Required		\$17.50
8M- 6038-B	Front Mount (49-51 Merc) Round Upper - 2 required		\$8.00
8M- 6039	Front Mount (49-51 Merc) Round Lower - 2 required		\$6.00
B7A- 6038-B	Front Mount (54-58 V8) - 2 required		\$19.00
<b>ENGINE - Overhaul Gasket Sets</b>			
18S- 6008	Engine Overhaul Gasket Set (21 stud - 3.0625 bore)		\$182.00
18S- 6008-C	Engine Overhaul Gasket Set (21 stud - 3.0625 bore) Copper		\$199.00
91S- 6008	Engine Overhaul Gasket Set (24 stud - 3.0625 bore)		\$132.00
91S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.0625 bore) Copper		\$182.00
99S- 6008	Engine Overhaul Gasket Set (24 stud - 3.1875 bore)		\$124.00
99S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.1875 bore) Copper		\$156.00
99S- 6008-BB	Engine Overhaul Gasket Set (24 stud - 3.1875 bore) Big Bore		\$182.00
8BAS- 6008	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore)		\$95.00
8BAS- 6008-C	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore) Copper		\$149.00

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>ENGINE - Overhaul Gasket Sets - Cont'd</b>			
8BAS- 6008-BB	Engine Overhaul Gasket Set (24 bolt - Big Bore)		\$178.00
8BAS- 6008-BBC	Engine Overhaul Gasket Set (24 bolt - Big Bore) Copper		\$182.00
B6A- 6008-A	Engine Overhaul Gasket Set - 272/292 V8 (1955-63)		\$149.00
B6A- 6008-B	Engine Overhaul Gasket Set - 312 V8 (1956-57)		\$149.00
1GA- 6008	Engine Overhaul Gasket Set (1941-47 Six G series)		\$232.00
7HA- 6008	Engine Overhaul Gasket Set (1947-51 Six H series)		\$170.00
74- 6008	Engine Overhaul Gasket Set (17 stud - 2.600" bore)		\$199.00
Note: gasket sets above include composite head gaskets except where copper head gaskets are supplied as indicated.			
Note: Big bore gaskets (BB) are for cylinders with 0.080" oversize and larger.			
<b>ENGINE - V8 Block Plugs &amp; Bushings</b>			
18- 6019	Timing Cover (NOS) - stock 3 bolt mount for distributor	1932-41	\$19.00
21A- 6019	Timing Cover (USED) - For 2 bolt distributor	1942-48	\$85.00
21A- 6019	Timing Cover (NOS) - For 2 bolt distributor	1942-48	Check availability
48- 12148	Bolt for V8 timing cover to block (5 required)	1932-53	\$1.50
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
8BA- 6026	Front Plug - steel - hex socket (49-53 V8) = 87710-S plug	1949-53	\$3.00
18- 6043	Front Plug - steel - with restrictor (32-48 V8)	1932-48	Check availability
40- 6057-A	Valve Seat Insert (1.633" OD) - 1933-53 V8 (exc 60hp)	1933-53	\$5.95
<b>ENGINE - Cylinder Head Gaskets</b>			
52- 6051	Cylinder Head Gasket (1937-40) - 60hp - Regular L/R		\$51.00
40- 6051	Cylinder Head Gasket (1932-37) - Regular L/R - 3.0625" Bore		\$39.00
40- 6051-C	Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore		\$51.00
51 6051-C	Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore		\$49.00
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		\$40.00
91A- 6051C	Cylinder Head Gasket (1938-42) - Copper L/R - 3.0625" Bore		\$57.00
59A- 6051	Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore		\$40.00
59A- 6051C	Cylinder Head Gasket (1939-48) - Copper L/R - 3.1875" Bore		\$49.00
59A- 6051-BB	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore		\$53.00
59A- 6051-BBC	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore Copper		\$57.00
EAB- 6051	Cylinder Head Gasket - RH (1949-53) - Regular - 3.1875" Bore		\$38.00
EAB- 6051C	Cylinder Head Gasket - RH (1949-53) - Copper - 3.1875" Bore		\$51.00
EAB- 6051-BB	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore		\$51.00
EAB- 6051-BBC	Cylinder Head Gasket - RH (1949-53) - Reglr - Big Bore Copper		\$59.00
EAB- 6083	Cylinder Head Gasket - LH (1949-53) - Regular - 3.1875" Bore		\$38.00
EAB- 6083C	Cylinder Head Gasket - LH (1949-53) - Copper - 3.1875" Bore		\$51.00
EAB- 6083-BB	Cylinder Head Gasket - LH (1949-53) - Reglr - Big Bore Copper		\$51.00
EAB- 6083-BBC	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore		\$59.00
C1AZ- 6051-B	Cylinder Head Gasket (LH & RH) - (1955-63 Y block V8)		\$43.00
1GA- 6051	Cylinder Head Gasket (1941-47 G Six) - Steel Clad		\$49.00
7HA- 6051	Cylinder Head Gasket (1947-51 H Six)		\$68.00
Note: Big bore gaskets (BB) are for cylinders with 0.080" oversize and larger.			
<b>ENGINE - Miscellaneous Engine Gaskets</b>			
18- 6020	Gasket - Timing Cover (1932-53 V8)		\$4.00
52- 6020	Gasket - Timing Cover (1937-40 V8-60hp)		\$11.50
B8A- 6020	Gasket Set - Timing Cover (54-62) 239-272-292-312 Y-block V8		\$19.50
6521	Intake Manifold Gasket - see section after valves		
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 inlet pipe		\$5.50



<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used Specified For</b>	<b>\$ Price \$ New</b>
<b>ENGINE - Cylinder Head Bolts - Studs - Nuts</b>			
8BA- 6065/66-SA	Set of 48 stock head bolts (20 short + 28 long bolts) - 11/16" hex	Stock 49-53 head	Out of Stock
8BA- 6065/66-SB	Set of 48 stock head bolts (20 short + 28 long bolts) - 5/8" hex	Stock 49-53 head	\$95.00
8BA- 6065-SL	Set of 54 stock head bolt (7/16"-14 x 2.71" long type)- 5/8" hex	Stock 337 Lincoln	\$107.00
8BA- 6066 SH	Set of 33 stock head bolt (7/16"-14 x 2.71" long type)- 5/8" hex	Stock 48-51 H Six	\$69.00
8BA- 6066R-Set	Set of 48 all long head bolts (7/16"-14 x 2.62" long type) - 5/8" hex	39-48 Perf head	\$99.00
8BA- 6065 or 66	Head Bolt only - Specify 6065 short (1.94") or 6066 long (2.62")	Stock 49-53 head	\$2.50
SWN-Kit	Set of 48 grade 5 studs, cad nuts, and steel washers	39-48 Perf head	\$215.00
M- 90-02	Set of 42 grade 5 cylinder head studs for stock heads	Stock 33-36 head	\$135.00
M- 90-03	Set of 42 grade 5 cylinder head studs for stock heads	Stock 37-38 head	\$135.00
M- 90-04	Set of 48 grade 5 cylinder head studs for stock heads	Stock 39-48 head	\$149.00
M- 90-04L	Set of 48 grade 5 cylinder head studs for perfor. alum. heads	39-48 Perf head	\$149.00
M- 90-05	Set of 48 grade 5 cylinder head studs for perfor. alum. heads	49-53 Perf head	\$149.00
R- 95-03	Set of 34 grade 5 cylinder head studs for stock heads (60hp)	1937-40 V8-60	\$84.00
M- 90-Short	Single stud (2.34" long) - each	Stock head	\$3.60
M- 90-Med	Single stud (3.01" long) - each	Stock head	\$3.60
M- 90-Long	Single stud (3.20" long) - each	Stock head	\$3.60
M- 90-E-long	Single stud (3.70" long) - each	Stock head	\$3.60
R- 95-Long	Single stud (2.74" long) - each	Stock 60hp head	\$2.75
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 head	\$42.00
R- 87-02S	Set of 42 grade 5 cylinder head nuts - cadmium plated	1932-38 head	\$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)	1932-48 head	\$1.25
CNC- 6062-A	Chrome Nut Cover for cylinder head bolts/nuts - (11/16" hex)		\$0.85
CNC- 6062-B	Chrome Nut Cover for cylinder head bolts/nuts - ( 9/16" hex)		\$1.40
CNC- 6062-C	Chrome Nut Cover for cylinder head bolts/nuts - ( 5/8" hex)		\$1.40
CNC- 6062-CS	Set of 48 Chrome Nut Covers for cylinder head bolts (5/8")		\$29.00
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 (11/16")		\$25.00
<b>ENGINE - Piston Sets (with pins and clips)</b>		<b>Specified For</b>	<b>\$ New</b>
52- 6108-Std	Set of 8 Pistons (2.600") - Standard Bore - Dome Top - 3 ring	1937-40 V860	\$477.00
52- 6108-S020	Set of 8 Pistons (2.600") - 0.020" Oversize - Dome Top - 3 ring	1937-40 V860	\$477.00
52- 6108-S030	Set of 8 Pistons (2.600") - 0.030" Oversize - Dome Top - 3 ring	1937-40 V860	\$477.00
52- 6108-S040	Set of 8 Pistons (2.600") - 0.040" Oversize - Dome Top - 3 ring	1937-40 V860	\$477.00
52- 6108-S060	Set of 8 Pistons (2.600") - 0.060" Oversize - Dome Top - 3 ring	1937-40 V860	\$477.00
52- 6108-S080	Set of 8 Pistons (2.600") - 0.080" Oversize - Dome Top - 3 ring	1937-40 V860	\$477.00
<b>Note : The 52-6108 piston sets listed above are non-stock items and considered special order. These are not returnable.</b>			
40- 6108-Std	Set of 8 Pistons (3.0625") - Standard Bore - Flat Top	1932-36	\$422.00
40- 6108-S020	Set of 8 Pistons (3.0625") - 0.020" Oversize - Flat Top	1932-36	\$422.00
40- 6108-S030	Set of 8 Pistons (3.0625") - 0.030" Oversize - Flat Top	1932-36	\$422.00
40- 6108-S040	Set of 8 Pistons (3.0625") - 0.040" Oversize - Flat Top	1932-36	\$422.00
40- 6108-S060	Set of 8 Pistons (3.0625") - 0.060" Oversize - Flat Top	1932-36	\$422.00
40- 6108-S080	Set of 8 Pistons (3.0625") - 0.080" Oversize - Flat Top	1932-36	\$422.00
40- 6108-S100	Set of 8 Pistons (3.0625") - 0.100" Oversize - Flat Top	1932-36	\$422.00
<b>Note : The 40-6108 piston sets listed above are non-stock items and considered special order. These are not returnable.</b>			
01T- 6108-STD	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - Standard Bore	1934-42	\$429.00
01T- 6108-S020	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.020" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S030	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.030" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S040	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.040" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S060	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.060" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S080	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.080" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S100	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.100" Oversize - Dome Top	1934-42	\$429.00
01T- 6108-S120	Set of 8 Pistons ( <b>3-1/16"</b> ) (3.0625") - 0.120" Oversize - Dome Top	1934-42	\$429.00

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE - Piston Sets (with pins and clips)</b>	<b>Specified For</b>	<b>\$ New</b>
8BA- 6108-STD	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - Standard Bore - Dome Top	1939-53	\$235.00
8BA- 6108-S020	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.020" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S030	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.030" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S040	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.040" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S060	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.060" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S080	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.080" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S100	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.100" Oversize - Dome Top	1939-53	\$235.00
8BA- 6108-S125	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.125" Oversize - Dome Top	1939-53	\$235.00
EAC- 6108-STD	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - Standard Bore - Merc	1949-53	\$319.00
EAC- 6108-S020	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.020" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S030	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.030" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S040	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.040" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S060	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.060" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S060	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.060" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S080	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.080" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S100	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.100" Oversize - Merc	1949-53	\$319.00
EAC- 6108-S125	Set of 8 Pistons <b>(3-3/16")</b> (3.1875") - 0.125" Oversize - Merc	1949-53	\$319.00
<b>Note:</b> Mercury pistons can only be used with the Mercury 4" stroke crankshaft. All Mercury pistons are dome top type.			
<b>Note:</b> 8BA and EAC pistons are also available in other sizes as <i>special orders</i> .			
7HA- 6108-S	Set of 6 pistons <b>(3.300")</b> - Ford 226 Flathead Six - Various sizes	1948-51	\$339.00
B5A- 6108-A Std	Set of 8 Pistons <b>(3.625")</b> - Standard Bore - Ford 272 V8	1955-57	\$399.00
B5A- 6108-C-020	Set of 8 Pistons <b>(3.625")</b> - 020 Oversize - Ford 272 V8	1955-57	\$399.00
B5A- 6108-E-030	Set of 8 Pistons <b>(3.625")</b> - 030 Oversize - Ford 272 V8	1955-57	\$399.00
B5A- 6108-G-040	Set of 8 Pistons <b>(3.625")</b> - 040 Oversize - Ford 272 V8	1955-57	\$399.00
B5A- 6108-J-060	Set of 8 Pistons <b>(3.625")</b> - 060 Oversize - Ford 272 V8	1955-57	\$399.00
B5A- 6108-A Std	Set of 8 Pistons <b>(3.750")</b> - Standard Bore - Ford 292 V8	1955-64	\$359.00
B5A- 6108-B-020	Set of 8 Pistons <b>(3.750")</b> - 020 Oversize - Ford 292 V8	1955-64	\$359.00
B5A- 6108-F-030	Set of 8 Pistons <b>(3.750")</b> - 030 Oversize - Ford 292 V8	1955-64	\$359.00
B5A- 6108-H-040	Set of 8 Pistons <b>(3.750")</b> - 040 Oversize - Ford 292 V8	1955-64	\$359.00
B5A- 6108-K-060	Set of 8 Pistons <b>(3.750")</b> - 060 Oversize - Ford 292 V8	1955-64	\$359.00
B6A- 6108	Set of 8 Pistons <b>(3.800")</b> - Ford 312 V8 - Various sizes available	1956-57	\$332.00
	<b>ENGINE - Piston Ring Sets</b>	<b>Specified For</b>	<b>\$ New</b>
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	\$89.00
82- 6149-S020	Set of 8 Four Ring sets (2.600") - 0.020" Oversize	1937-40	\$89.00
82- 6149-S030	Set of 8 Four Ring sets (2.600") - 0.030" Oversize	1937-40	\$89.00
82- 6149-S040	Set of 8 Four Ring sets (2.600") - 0.040" Oversize	1937-40	\$89.00
82- 6149-S060	Set of 8 Four Ring sets (2.600") - 0.060" Oversize	1937-40	\$89.00
01T- 6149-STD	Set of 8 Four Ring sets (3.0625") - Standard Bore	1934-42	\$95.00
01T- 6149-S020	Set of 8 Four Ring sets (3.0625") - 0.020" Oversize	1934-42	\$95.00
01T- 6149-S030	Set of 8 Four Ring sets (3.0625") - 0.030" Oversize	1934-42	\$95.00
01T- 6149-S040	Set of 8 Four Ring sets (3.0625") - 0.040" Oversize	1934-42	\$95.00
01T- 6149-S060	Set of 8 Four Ring sets (3.0625") - 0.060" Oversize	1934-42	\$95.00
01T- 6149-S080	Set of 8 Four Ring sets (3.0625") - 0.080" Oversize	1934-42	\$95.00
29A- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore	1939-48	\$95.00
29A- 6149-S020	Set of 8 Four Ring sets (3.1875") - 0.020" Oversize	1939-48	\$95.00
29A- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize	1939-48	\$95.00
29A- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize	1939-48	\$95.00

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used Specified For</b>	<b>\$ Price \$ New</b>
	<b>ENGINE - Piston Ring Sets - Cont'd</b>		
29A- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize	1939-48	\$95.00
29A- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize	1939-48	\$95.00
<b>Note:</b> Use 29A rings only with 09T or 49T or 29T original type pistons with <b>5/32"</b> 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
<b>Note:</b> 8BA rings must be used with 8BA or EAC pistons when fitting in 1939-48 motors. The 8BA and EAC type pistons have <b>3/16"</b> wide oil ring grooves. Some 39-48 motors were rebuilt with 8BA pistons. Check pistons 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
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	\$55.00
ECK- 6149-S020	Set of 8 Three Ring sets (3.750") - .020" Oversize - 292 V8	1955-64	\$55.00
ECK- 6149-S030	Set of 8 Three Ring sets (3.750") - .030" Oversize - 292 V8	1955-64	\$55.00
ECK- 6149-S040	Set of 8 Three Ring sets (3.750") - .040" Oversize - 292 V8	1955-64	\$55.00
ECK- 6149-S060	Set of 8 Three Ring sets (3.750") - .060" Oversize - 292 V8	1955-64	\$55.00
B6A- 6149-S	Set of 8 Three Ring sets (3.800") - Various Sizes - 312 V8	1956-57	\$55.00
7HA- 6149-S	Set of 6 Four Ring sets (3.300") - Various Sizes - G and H Six	1941-51	\$59.00
	<b>ENGINE - Connecting Rods - New or Recon (set of 8)</b>	<b>Specified For</b>	<b>\$ New</b>
21A- 6200	Connecting Rod (9.125" OA length - 2.220" Dia big end)	1935-42 (85hp)	Check Availability
29A- 6200	Connecting Rod (9.187" OA length - 2.360" Dia big end)	1939-48 (100hp)	Check Availability
8BA- 6200	Connecting Rod (9.187" OA length - 2.291" Dia big end)	1949-53 (100hp)	Check Availability
EBU- 6200	Connecting Rod (239-272-292 V8)	1954-64	Check Availability
	<b>ENGINE - Connecting Rods - Used (set of 8)</b>	<b>Specified For</b>	<b>\$ Used</b>
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- 20639	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
	<b>ENGINE - Connecting Rod Parts</b>	<b>Specified For</b>	<b>\$ New</b>
18- 6207A	Bushing - Con Rod Small End (0.731" ID x 1.34" long - Std)	1932-41 V8	\$3.85
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
	<b>ENGINE - Connecting Rod Bearings</b>	<b>Specified For</b>	<b>\$ New</b>
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)	\$59.95
48- 6211-020	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1932-37 (85hp)	\$79.95
48- 6211-030	Rod Bearing (1 pair) - .030 us - For 1.999" crank journal	1932-37 (85hp)	\$79.95
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



<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE - Connecting Rod Bearings - Cont'd</b>	<b>Specified For</b>	<b>\$ New</b>
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)	\$59.95
99T- 6211-20	Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal	1939-48 (100hp)	\$99.95
99T- 6211-30	Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal	1939-48 (100hp)	\$99.95
99T- 6211-40	Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal	1939-48 (100hp)	\$99.95
0BA- 6211-Std	Rod Bearing (1 pair) - Std - For 2.1390" crank journal	1949-53 (100hp)	\$19.00
0BA- 6211-10	Rod Bearing (1 pair) - .010 us - For 2.1390" crank journal	1949-53 (100hp)	\$19.00
0BA- 6211-20	Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal	1949-53 (100hp)	\$19.00
0BA- 6211-30	Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal	1949-53 (100hp)	\$19.00
0BA- 6211-40	Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal	1949-53 (100hp)	\$19.00
0BA- 6211-Set	Rod Bearing Set (8 pairs) - Specify size	1949-53 (100hp)	\$99.00
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)	Check availability
52- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.5990" crank journal	1937-39 (60hp)	Check availability
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)	Check availability
92- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.6990" crank journal	1940 (60hp)	Check availability
B5T- 6211-Std	Rod Bearing (1 pair) - Standard 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
	<b>ENGINE - V8 Camshaft &amp; Bearing Sets</b>	<b>Specified For</b>	<b>\$ New</b>
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	\$36.00
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
	<b>ENGINE - Timing Gears &amp; Cam Related Parts</b>	<b>Specified For</b>	<b>\$ New</b>
18- 6254-B	Gear - Oil Pump Drive (on end of camshaft) - with flat spot inside bore	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
48- 6256F	Timing Gear - Camshaft (press-on type) - 44T Fiber	1935-38	\$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
18- 6254-A	Gear - Oil Pump Drive (on end of cam) - with round inside bore	1932-53	\$11.00
18- 6254-B	Gear - Oil Pump Drive (on end of cam) - with flat spot inside bore	1932-53	\$6.50
7RA- 6255	Gear - Distributor Drive (on end of camshaft)	1948-53	\$19.00
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)		\$16.00

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE - Timing Gears &amp; Cam Related Parts - Cont'd</b>	<b>Specified For</b>	<b>\$ New</b>
7RA- 6255	Gear - Distributor Drive (on end of camshaft)	1948-53	\$19.00
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
52- 6306	Timing Gear - Crankshaft - 21T (for V8-60)	1937-40	\$42.00
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 1/4")		\$1.50
357654-S	Key - timing gear to crankshaft (3/4" x 1/4")		\$1.00
	<b>Y-BLOCK ENGINE - Timing Sprockets &amp; Chains</b>	<b>Specified For</b>	<b>\$ New</b>
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	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
	<b>ENGINE - Crankshaft Pulleys &amp; Seals</b>	<b>\$ Used</b>	<b>\$ New</b>
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	Crankshaft Pulley (wide belt) - 5.0" dia (1932-38)	Call for price	
91A- 6312-A	Crankshaft Pulley (wide belt) - 4.375"L x 5.0" dia - fan mount flange	Call for price	\$135.00
21A- 6312	Crankshaft Pulley (dual wide belt) - 5.375" diameter	Call for price	\$125.00
8BA- 6312-A	Crankshaft Pulley (dual wide belt) - replaced by 8BA-6312-B		
8BA- 6312-B	Crankshaft Pulley (dual wide belt) - 3.68" long	\$85.00	\$129.00
8BA- 6312-C	Crankshaft Pulley (dual narrow belt) - 3.08" long	\$65.00	\$92.00
Note: The 8BA-6312-B and 8BA-6312-C crankshaft pulleys are used with the 8BA-6362 sleeves (see listings below)			
B- 6319	Bolt - Crankshaft Pulley (ratchet type) 1928-47 large type		\$14.95
81A- 6319	Bolt - Crankshaft Pulley (ratchet type) 1939-48 small type		\$8.95
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 & R (1/2"-13 x 2.61" long) - (36-48 V8)		\$1.50
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)		\$21.00
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)		\$8.50
8BA- 6362	Crank Sleeve (standard spiral grooved) (49-53 V8)		\$8.50
B- 6700-MK	Kit - One piece front oil seal + smooth sleeve (49-53 V8)		\$18.95
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
	<b>ENGINE - Main Bearings</b>	<b>Specified For</b>	<b>\$ New</b>
52- 6330S	Main Bearing Set (3 pairs) - Specify Size - 1.999" journal	1937-39 60hp	Check availability
68- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.399" journal	1936-38	Check availability
68- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.399" journal	1936-38	Check availability
68- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.399" journal	1936-38	Check availability
68- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.399" journal	1936-38	Check availability

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE - Main Bearings - Cont'd</b>	<b>Specified For</b>	<b>\$ New</b>
81A- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.499" journal	1939-48	\$115.00
81A- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.499" journal	1939-48	\$115.00
81A- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.499" journal	1939-48	\$115.00
81A- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.499" journal	1939-48	\$115.00
81A- 6330S-040	Main Bearing Set (3 pairs) - 0.040 - for 2.499" journal	1939-48	\$115.00
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
	<b>ENGINE - Bell Housings &amp; Starter Plates</b>	<b>\$ Used</b>	
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	
* <b>Note:</b> 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.			
	<b>V8 to Model A Transmission Adapter Kit</b>		<b>\$ New</b>
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
<b>Note:</b> Kit includes cast aluminum transmission adapter, brake & clutch pedal mount, clutch release bearing shaft & arm, the mounting bracket for the parking brake, and the wishbone mount. Parking brake bracket also available separately.			
	<b>ENGINE - Flywheel &amp; Related Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
19A- 6375	Flywheel & Ring Gear Assy (1941-48) (for 10" clutch)	\$145.00	
19A- 6375-X	Flywheel & Ring Gear Assy (1941-48) (for 10" or 11" clutch)		\$259.00
8BA- 6375	Flywheel & Ring Gear Assy (1949-53) (for 9½" or 11"clutch)	\$145.00	
8BA- 6375-X	Flywheel & Ring Gear Assy (1949-53) (for 10" or 11"clutch)		\$259.00
B- 6376-S	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)		Check availability
8BA- 6384	Flywheel Ring Gear - 112 teeth (1949-53)		\$39.00
EAA- 6384-A	Flywheel Ring Gear - 146 teeth (1954-64 Y-block) + (52-62 Six)		\$25.00
B- 6387	Dowel Pin - Flywheel (7/16" dia) - crankshaft to flywheel - 2 req'd		\$3.50
350329-S2	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		Use 350433-S
350433-SK	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	
	<b>ENGINE - Flywheel &amp; Related Parts</b>		<b>\$ New</b>
8RT- 6410	Retainer - Flywheel housing (48-52 trucks) - seals sold separately		\$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

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used Specified For</b>	<b>\$ Price \$ New</b>
<b>FLATHEAD ENGINE - V8 Valve Package</b>			
8BA- 6505K	Complete Valve Kit for V8 Engine - with Ford springs	1933-53	\$249.00
8BA- 6505KZ	Complete Valve Kit for V8 Engine - with L-Z springs	1933-53	\$294.00
Note: Kit includes 16 each valves, 1 pc guides, springs, spring retainers, guide retainers, keepers, and 8 oil seals.			
<b>FLATHEAD ENGINE - Valves &amp; Valve Components</b>			
52- 6500	Tappet - Slotted - Hollow (New) for V8-60 Set of 16:	1932-53	\$175.00
82- 6500-KH	Tappet - Hollow Adjustable for V8-60 Set of 16:	1937-39	\$335.00
18- 6500	Tappet - Slotted - Hollow (NOS)	1932-53	\$3.95
91A- 6500	Tappet - Solid side - Hollow (NOS)	1932-53	\$3.95
91A- 6500AD-S	Tappet - Solid Adjustable	1932-53	\$14.95
91A- 6500AD-H	Tappet - Hollow Adjustable Price each:	1932-53	\$16.50
91A- 6500KH	Tappet - Hollow Adjustable Set of 16:	1932-53	\$245.00
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 -Int & Exh valves	1947-51	\$9.95
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
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	\$3.25
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		\$17.50
40- 6521B	Intake Manifold Gasket (1932-48) - 85/100 HP		\$12.50
8BA- 6521	Intake Manifold Gasket (1949-53) - 100 HP		\$12.50
C0AE- 6521-A	Valve Chamber Cover Gasket Set (54-62) - 239-272-292-312 V8		\$10.00
B4AZ- 6A506-A	Rocker Arm Cover Gasket Set (54-62) - 239-272-292-312 V8		\$16.00
48- 6524	Oil Baffle - Valve Chamber - USED	1932-53	\$6.00
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
<b>FLATHEAD ENGINE - Valves &amp; Valve Components</b>			
40- 6057-A	Valve Seat Insert (1.653" OD) - 1933-53 V8 (exc 60hp)	1933-53	\$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 style valve assembly.			
<b>Y-BLOCK ENGINE - Valves &amp; Valve Components</b>			
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

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>Y-BLOCK ENGINE - Valves &amp; Valve Components Cont'd</b>	<b>Specified For</b>	<b>\$ New</b>
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
<b>Note:</b> 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)	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)	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
	<b>ENGINE - Oil Pump &amp; Pump Parts</b>		<b>\$ New</b>
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)		\$27.50
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
41A- 6626	Gasket - pickup tube to oil pump (V8 only)	1946-53	\$2.00
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
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
18- 6664	Cover - Idler Gear	\$20.00	
68- 6666	Plug - Oil pressure relief (35-48 V8)		\$8.00
	<b>ENGINE - Oil Pans &amp; Dipsticks</b>	<b>\$ Used</b>	
48- 6675-C	Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch	\$125.00	
59A- 6675-B	Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch	\$125.00	
8BA- 6675-C	Oil Pan (49-50 Ford V8) - Mid sump - horizontal drain plug	\$125.00	
1BA- 6675-A	Oil Pan (51 Ford V8) - angled drain plug	\$125.00	
1BA- 6675-C	Oil Pan (52 Ford V8) - Mid sump - angled drain plug - 2 side ribs	\$125.00	
1BA- 6675-D	Oil Pan (52-53 Ford V8) - Mid sump - angled drain plug - 3 side ribs	\$125.00	
8CM- 6675-C	Oil Pan (49-51 Merc) - Rear sump - stud reinforcement at bottom)	\$125.00	
1M- 6675	Oil Pan (51 Merc) - Rear sump - w/o stud reinforcement at bottom)	\$125.00	
AE- 6675-A	Oil Pan (52-53 Merc) - Mid sump - rear drain plug - 3 side ribs	\$125.00	
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	\$125.00	
	<b>ENGINE - Oil Pan Parts &amp; Gaskets - Oil Filters</b>	<b>\$ Used</b>	<b>\$ New</b>
7HT- 6698	Gasket - Oil Pan Cleanout Plate (1948-52 truck pan)		\$5.00
B- 6700-MK	Kit - One piece front oil seal + smooth sleeve (49-53 V8)		\$18.95
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)		\$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) (Equal to 7HA-6731)		\$14.50

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE - Oil Pan Parts &amp; Gaskets - Oil Filters - Cont'd</b>	<b>\$ Used</b>	<b>\$ New</b>
VPOF- 6731-AU	Oil Filter Element (40-53 all) - USA (Equal to 7HA-6731)		\$18.50
VPOF- 6731-S	Oil Filter - Spin On Type (1954-70 V8) (Equal to C1AZ-6731A)		\$8.95
<b>Note:</b> If engine block is not equipped with the spin-on adapter, order 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)		
48- 6751-A	Dipstick Tube Mount Boss (w/o filter return hole)		\$24.00
59A- 6751	Dipstick Tube Mount Boss (w/filter return hole)		Check availability
8BA- 6751	Dipstick Tube Mount Boss (1949-53 V8)		Check availability
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 (cast iron manifold)	\$5.00	\$7.50
48- 6756-B	Tube - Vent under fuel pump (35-48) - 4.02" L (aluminum manifold)	\$10.00	Out of Stock
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)		\$16.50
18- 6781	Oil Pan Gasket set (with rope seals) - 1932-34 V8		\$23.00
52- 6781	Oil Pan Gasket set (with rope seals) - 1937-39 60HP		\$30.00
022A- 6781	Oil Pan Gasket set (with rope seals) - 1940 60HP		\$30.00
48- 6781	Oil Pan Gasket set (with rope seals) - 1935-48 V8		\$17.50
IGA- 6781	Oil Pan Gasket set (with rope seals) - 1941-47 G Six		\$33.00
7HA- 6781	Oil Pan Gasket set (with rope seals) - 1948-51 H Six		\$33.00
8BA- 6781	Oil Pan Gasket set (with rope seals) - 1949-53 V8		\$19.50
B7A- 6882	Adapter - for spin-on type oil filter (1952 & later Six; 1954 & later V8)		\$25.00
<b>Note:</b> Oil pan gasket sets include the lower rope seals only. Uppers are included in full rebuild gaskets sets only.			
<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts</b>		
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)	\$225.00	
78- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$245.00	
01A- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$135.00	
1A- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$195.00	
AF- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$195.00	
	See also 7222 shifter housings, and 7050 & 7085 retainers		
B- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$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	\$115.00	\$195.00
81A- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$225.00
11Y- 7017	Main Drive Gear - 14 tooth		\$195.00
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



<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts - Cont'd</b>		
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) (OD: 2.828")		\$22.00
51A- 7025	Ball Bearing - MDG (OD: 3.150")		\$19.50
51A- 7025F	Ball Bearing - MDG (front) - Fed Mogul		\$37.50
B5S- 7025-A	Ball Bearing - MDG (55-62 T-86 Overdrive) (OD: 3.150")		\$45.00
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
8M- 7030-A	Snap Ring - Bearing retainer for rear housing casting (0.088" thick)		\$10.00
8M- 7030-B	Snap Ring - Bearing retainer for rear housing casting (0.093" thick)		\$10.00
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 - (2.875" OD x 1.576/585" ID)	\$2.50	\$4.00
8A- 7040	Oil Baffle - MDG - (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)		\$5.00
B- 7050	Bearing Retainer (MDG)	\$25.00	
78- 7050	Bearing Retainer (MDG) - less grease seal	\$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 (for 208 bearing)	\$39.00	
TAAA- 7050-B	Bearing Retainer (MDG) spiral groove (for 207 bearing)	\$39.00	
B- 7051	Gasket - Front bearing retainer		\$2.50
8A- 7051	Gasket - Front bearing retainer		\$2.50
78- 7052	Grease Seal - Front bearing retainer		\$4.00
21C- 7052	Grease Seal - Rear bearing retainer		\$6.00
C0DR- 7052-A	Grease Seal - Tailshaft Housing (2.77 series)		\$11.00
C1DP- 7052-A	Oil Seal - Tailshaft Housing (Falcon 144/170 Six w/FM)		\$7.00
C2AZ- 7052-A	Grease Seal - Tailshaft Housing (automatic trans)		\$9.95
C3AZ- 7052A1	Grease Seal - Tailshaft Housing		\$14.50
C3AZ- 7052A2	Grease Seal - Tailshaft Housing		\$8.50
B7AZ- 7A283A	Grease Seal - Front bearing retainer		\$9.50
C0DR- 7A283A	Grease Seal - Front bearing retainer (2.77 type)		\$9.00
81A- 7059	Snap Ring - mainshaft to synchro front		\$3.00
B- 7061	Main Shaft - 6S/6S	\$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
11Y- 7061	Main Shaft - 16S/6S - Closed drive (9.90" long)		
21C- 7061-A	Main Shaft - 16H/16S - Open Drive - with pin - 12.92" long	\$135.00	\$225.00
21C- 7061-B	Main Shaft - 16S/16S - Closed Drive - with pin - 12.92" long		\$195.00
51A- 7061	Main Shaft - 16H/6S - w/o pin	\$125.00	\$225.00
59C- 7061	Main Shaft - 16H/16S - Open Drive - w/o pin - 12.92" long	\$135.00	\$225.00
8M- 7061	Main Shaft - 16H/16S - Non OD (22.94")	\$95.00	\$160.00
8A- 7061-A	Main Shaft - 16H/16S - Non OD (24.18" long)	\$65.00	\$95.00
1A- 7061-A	Main Shaft - 16H/16S - Non OD (24.18" long)	\$85.00	\$125.00
1C- 7061-A	Main Shaft - 16H/16S - Open Drive - 12.92" long	\$135.00	\$225.00
AB- 7061-A	Main Shaft - 16H/16S - Use B5A-7061-C		
TAAA- 7061	Main Shaft - 16H/16S - Non OD - 13.22" long	\$95.00	\$125.00
B5A- 7061-C	Main Shaft - 16H/16S - Non OD - 27.45" long	\$125.00	\$175.00
<b>NOTE: See Overdrive parts section for pricing on various OD type mainshafts.</b>			
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

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts - Cont'd</b>		
51A- 7065	Ball Bearing - mainshaft (rear)		\$17.50
51A- 7065F	Ball Bearing - mainshaft (rear) - Fed Mogul		\$37.50
8A- 7065	Ball Bearing - mainshaft (rear) 1949-59 - use 8A-7025		
C0DZ- 7065	Ball Bearing - mainshaft (rear)		\$14.50
B- 7069	Thrust Washer - mainshaft - 6 slot		\$8.00
81A- 7069-A	Thrust Washer - mainshaft - 6 slot (0.064" thick)		\$6.00
81A- 7069-B	Thrust Washer - mainshaft - 6 slot (0.070" thick)		\$6.00
VP- 7069-A	Shim 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)		\$3.00
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 - 8" bolt hole spacing (39-42 various)	\$60.00	\$72.00
21A- 7085	Rear Bearing Retainer - 8" bolt hole spacing (42-48 various)	\$50.00	\$72.00
21C- 7085-A	Rear Bearing Retainer - 8" bolt hole spacing (42-52 pickup)	\$60.00	\$85.00
21C- 7085-AS	Rear Bearing Retainer - with speedo gear parts	\$120.00	
21C- 7085-B	Rear Bearing Retainer - 8" bolt hole spacing (42-52 big truck)	\$60.00	\$85.00
21C- 7085-BS	Rear Bearing Retainer - with speedo gear parts	\$120.00	
B3TZ- 7085A	Rear Bearing Retainer (53-62 pickup LD 3 speed)	\$60.00	
B- 7086	Gasket - Rear bearing retainer (32-52 various)		\$2.50
8A- 7086	Gasket - Rear bearing retainer (49-62 various)		\$3.00
B- 7090	U-Joint (1928-48) - Closed drive applications - 85hp	\$75.00	
B- 7090R	U-Joint (1928-48) - Closed drive applications - Rebuilt	\$140.00	
74- 7090	U-Joint (1937-39) - Closed drive applications - 60hp	\$55.00	\$125.00
LZ- 7090	U-Joint (LZ needle bearing type) - NOS	\$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
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
11Y- 7100	Low-reverse gear - 29T spur - 16 straight splines		\$115.00
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 - R29H - R6H splines (T86 trans)	\$75.00	\$105.00
B7C- 7100-A	Low-reverse gear - L29H - L6H splines (T86 trans)	\$95.00	\$175.00
B- 7101	Lock Key - Second Gear to Mainshaft (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 (51-62 various)	\$60.00	\$124.00
1A- 7102	Second Gear - 22T (51-62 various) - NOS	\$60.00	\$165.00
06H- 7102	Second Gear - 24T - (40-48 LZ)	\$95.00	\$165.00
C1AZ- 7102-A	Second Gear - 22T (see 1A-7102)		
B6A- 7102-A	Second Gear - R23T - (1955-63 various T86 OD)	\$60.00	\$124.00
B7A- 7102-A	Second Gear - L23T - (1957-62 various applications)		\$125.00

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts - Cont'd</b>		
B- 7103	Second Gear - 22T - without bushing (32-39)	\$95.00	\$145.00
68- 7104	Bushing - second gear sleeve (1932-39)		\$29.00
81A- 7105	Synchro Hub - 3 ball and spring type	\$25.00	\$45.00
51A- 7105	Synchro Hub - 3 wide plate and 2 wire spring type	\$25.00	\$45.00
B5A- 7105	Synchro Hub - 3 narrow insert and 2 wire spring type	\$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 - narrow flange (39-52 toploader)	\$25.00	\$45.00
91A- 7106	Synchro Sleeve - narrow flange (39 toploader)		
01A- 7106	Synchro Sleeve - wide flange (39-52 top or side loader)	\$35.00	
B5A- 7106	Synchro Sleeve - wide flange (55-62 T86 type)	\$25.00	\$45.00
81A- 7107	Brass Synchro Ring - Wide slot (2 req'd) - (= C3AZ-7107C)		\$9.50
81A- 7107N	Brass Synchro Ring - Wide slot (2 req'd) - (= C3AZ-7107C)		\$19.50
B5A- 7107	Brass Synchro Ring - Narrow slot (2 req'd) - (T86 type)		\$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)		\$2.50
B- 7109S	Spring & Ball Kit - For 1932-38 style synchro (12 pcs)		\$12.00
81A- 7109	Spring - 01A style synchro (3 req'd)		\$2.00
81A- 7109S	Spring and ball set (3 each plates, balls & springs)		\$12.00
51A- 7109S	Springs and inserts set (3 plates & two wire springs)		\$11.00
B5A- 7109-A	Spring - Synchro hub for T86 (2 required)	\$3.00	\$4.00
B- 7111R	Countershaft - 1932 to 52 - Reproduction		\$15.00
B- 7111	Countershaft - 1932 to 52 - NOS or NORS	\$9.00	\$17.50
8A- 7111-B	Countershaft - 1949 to 54	\$9.00	\$17.50
C0AR- 7111-A	Countershaft - 1955 to 63 - (8.22" long x 0.8675" od) - Ford L/D	\$21.00	\$39.00
B5A- 7111-B	Countershaft - 1955 to 63 - (8.20" long x 0.757" od) - Warner T86	\$11.00	
C3AZ- 7111-B	Countershaft - 1963 to 67 (6.5"L)		\$32.00
C3AZ- 7111-C	Countershaft - 1963 to 67 (7.0"L)		
06H- 7112 K	26T Cluster + 18T MDG + 24T Second gear (3 pc set)	na	\$695.00
26H- 7112 K	25T Cluster + 19T MDG + 24T Second gear (3 pc set)		
68- 7112 K	28T Cluster + 16T MDG + 22T Second gear (3 pc set)	na	\$695.00
022A- 7012 K	29T Cluster + 15T MDG + 22T Second gear (3 pc set)		\$695.00
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- 7113-AR	Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers		\$410.00
022A- 7113-A	Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers	\$295.00	\$445.00
022A- 7113-B	Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers	\$295.00	\$445.00
022A- 7113	Cluster Gear - 29-24-18-14T (40-50) - NOS or NORS	\$295.00	\$445.00
51A- 7113	Cluster Gear - 28-24-18-14T (40-50) - uses caged rollers	\$295.00	
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	\$325.00	
26H- 7113	Cluster Gear - 25-22-18-14T (42-48) - uses caged rollers	\$495.00	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:		\$7.50
8A- 7118	Roller Bearing Set (15pc) for MDG (49-55)		\$8.00
B- 7119	Thrust Washer - cluster gear - front (0.063" thick)		\$7.00

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts - Cont'd</b>		
C1AR- 7119-A	Thrust Washer - cluster gear - front & rear		\$7.50
VP- 7119-A	Shim Washer - cluster gear - front (1.99" od x 0.023" thick)		\$3.00
B- 7121	Roller Bearing - long - caged (32-48)		\$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	\$155.00	\$225.00
01A- 7124	Synchronizer Assy (3 ball & spring type) - 1940-48	\$85.00	\$125.00
8M- 7124	Synchronizer Assy (wire spring type) - (39-62 applications)	\$75.00	\$120.00
B5A- 7124-B	Synchronizer Assy (wire spring type) - (1955-63 T86)	\$85.00	\$125.00
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-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
A0A- 7130-B	Small Parts Kit (6 pc) - thrust washers & snap rings (32-35)		\$31.00
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
A0A- 7130-E	Small Parts Kit (8 pc) - thrust washers & snap rings (49-50 Merc)		\$38.00
B- 7140	Shaft - reverse idler	\$8.00	\$14.00
B5A- 7140	Shaft - reverse idler (55-62 T86 OD trans)		\$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)		\$6.00
B- 7153	Gasket Set (7 pc full set) for topload or sideload (32-52)		\$9.75
91A- 7153	Gasket Set (3 pc set) for top loader (42-52 pickup)		\$6.50
01A- 7153	Gasket Set (3 pc set) for sideloader (50-52 pickup)		\$6.50
74- 7153	Gasket Set (6 pc set) for V8-60 top loader (37-39)		\$18.00
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 (Std & OD)		\$18.00
8L- 7153	Gasket Set (full set) for 49-51 Lincoln (T85 Std & OD)		\$20.00
B5A- 7153-B	Gasket Set (full set) for 55-64 Ford T-86 (OD toploader)		\$20.00
B6A- 7153-B	Gasket Set (full set) for 48-59 Ford HD Trans (T85-T87-T89)		\$20.00
B8AZ- 7153-A	Gasket Set (full set) for 49-62 Ford trans (Std & OD sideloader)		\$17.50
C3AZ- 7153-F	Gasket Set (full set) for 63-75 Ford 3.03 (Std toploader)		\$14.50
C0DR- 7153A	Gasket Set (full set) for 60-66 Ford 2.77 (Std toploader)		\$17.50
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
01A- 7208	Spring - shifter lever mechanism (40-48 column shift)		\$2.00
7210	Lever - Trans Shifter (toploader) - various types available		Check Availability
A- 7213	Shift Lever Knob - black - 1928-36		\$6.00
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	\$8.00
B- 7221	Pin - gear shift housing to shift lever		\$2.00
01A- 7221	Pin - gear shift lever mechanism (40-48 column shift)		\$6.00
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	

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
<b>Three Speed Transmission Parts - Cont'd</b>			
81A- 7222	Shifter Housing with forks-rails-detents (39-52) with 91A fork	\$345.00	
01A- 7222	Shifter Housing Assy (40-48 + 48-52 F1) - Sideloader type	\$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 - Std or OD)	\$225.00	
AB- 7222	Shifter Housing Assy (52-55 Ford & Merc - Std or OD)	\$225.00	
B- 7223	Gasket - Shift housing to case (1932-52 toploader 3 speed)		\$3.50
01A- 7223	Gasket - Shift housing to case (1940-48 car + 50-52 pickup)		\$3.75
C2AZ- 7223-A	Gasket - Shift housing to case (1949-62 sideloader) = 8A-7223		\$3.50
B- 7227	Spring - Shifter lever	\$2.00	\$3.00
01A- 7227	Spring - Shifter tube fulcrum pin (40-59 cars + 53-64 pickups)		\$3.00
B- 7228	Seat - Shifter lever (fits over spring and under cap)	\$20.00	
<b>Note:</b> 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	Check Availability
68- 7230	Fork - Shifter - 2nd/high	\$35.00	\$55.00
91A- 7230	Fork - Shifter - 2nd/high - Original Ford - limited availability	\$175.00	na
91A- 7230R	Fork - Shifter - 2nd/high - reproduction aftermarket		\$195.00
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	Check Availability
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 toploader)		\$15.00
01A- 7233	Plunger - Shifter Interlock (40-48 sideloader)		\$7.50
B- 7233/34	Kit - Spring + 2 plungers - Shifter Detent (32-38)		\$4.00
78- 7234	Spring - Shifter detent		\$4.00
78- 7234X	Spring - Shifter detent booster (2nd/high) for 81A-7222 housing		\$12.00
VP- 7234K	Spring & Ball detent kit (2 each) for 81A-7222 housing		\$3.00
01A- 7234	Spring - Shifter detent (1940-62 Ford 3 speed sideloader)		\$4.00
B5A- 7234	Spring - Shifter detent (1955-63 Warner T86 toploader)		\$5.00
01A- 7235	Pin - Shifter Interlock (40-52) - Side cover type	\$5.00	\$7.50
74- 7238	Plug - Shifter Housing Detent (1939-51) 2 required	\$5.00	
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 (1936-52 toploader 3 speed)		\$11.50
01A- 7246	Insulator - Shifter Lever (40-62 car + 48-63 F1 & F100)		\$4.00
B- 7248	Leather Seal - shifter lever (1932-52 toploader 3 speed)		\$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 Merc)	\$25.00	\$34.50
01A- 7282	Cam & Shaft Assy (1st/Rev) - (40-48 Ford + 49-50 Merc Std)	\$25.00	\$34.50
21A- 7285	Shift Lever - 2nd/High (40-48 car & 40-52 pickup)	\$65.00	
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)		\$3.50
1A- 7288	Grease Seal - shift lever - 51-59 side cover type (2 req'd)		\$0.50
A9AZ- 7288	Grease Seal - OD shift lever (49-72) = 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)	\$65.00	

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Three Speed Transmission Parts - Cont'd</b>		
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)		\$22.00
01Y- 7507	Bracket - clutch release equalizer shaft (1940-52 various)		\$17.00
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		\$3.50
51A- 7508	Bushing - clutch release shaft (2 req'd) 1.48" L x 1.004" OD		\$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	\$39.00
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)		\$37.00
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
48- 7518	Cover - Transmission Inspection (1935-50) - painted	\$25.00	
B- 7521	Rod - Clutch Arm to Pedal - 3-9/16" long	\$8.00	
40- 7521	Rod - Clutch Arm to Pedal - 4-3/16" long	\$10.00	
48- 7521	Rod - Clutch Arm to Pedal - 4.0" long	\$8.00	\$9.50
7521-EXT	Rod Extension Kit (1 sleeve coupling + one 6" threaded rod)		\$12.00
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)		\$5.00
91A- 7526	Bushing - clutch pedal (1939)		Out of Stock
01A- 7526	Bushing - brake/clutch pedal (1940-48 various)		\$2.50
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		\$3.00
01A- 7539	Rubber Washer - clutch rel. shaft (1940-57)		\$1.50
01A- 7545	Spring - Clutch equalizer shaft (40-48 car/40-52 pickup)		\$2.00
	<b>Clutch Packages</b>		
91A- 7550K	Kit - 9.0" diameter (35-42)		\$164.00
29A- 7550K	Kit - 10" diameter (42-56)		\$164.00
8BA- 7550K	Kit - 9.5" diameter (49-57)		\$169.00
51- 7550K	Kit - 11" diameter (35-52)		\$176.00
<b>Note:</b> Clutch packages include the 7550 disc, the 7563 pressure plate, the 7580 release bearing, the 7600 pilot bearing, and a clutch alignment tool. Check application comments for specific year, make, and model.			
	<b>Clutch Discs</b>		
91A- 7550	Clutch Disc - 9" Ford - 1 $\frac{3}{8}$ " x 10 spline - 1928-41		\$42.00
8BA- 7550-A	Clutch Disc - 9 $\frac{1}{2}$ " Ford - 1" x 10 spline - 1949-57		\$42.00
B7A- 7550-D	Clutch Disc - 9 $\frac{1}{2}$ " Ford - 1" x 10 spline - see 8BA-7550		



<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
<b>Three Speed Transmission Parts - Cont'd</b>			
29A- 7550	Clutch Disc - 10" Ford - 1 $\frac{3}{8}$ " x 10 spline (same for 10" Merc)		\$42.00
B5A- 7550-B	Clutch Disc - 10" Ford - 1" x 10 spline (1949-57)		\$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
<b>Clutch Release Bearing Parts</b>			
48- 7561	Hub - clutch release bearing (1935-48 car/pickup)	\$19.00	\$24.00
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)	\$2.00	\$3.00
AB- 7562	Spring - clutch fork (1952-56 car)		\$1.00
<b>Clutch Pressure Plates</b>			
BB- 7563	Clutch Pressure Plate - 9 $\frac{3}{4}$ " Ford - 1928-34		\$110.00
48- 7563	Clutch Pressure Plate - 9" Ford - see 09A-7563		
09A- 7563	Clutch Pressure Plate - 9" Ford - 1935-42		\$105.00
1A- 7563-A	Clutch Pressure Plate - 9 $\frac{1}{2}$ " Ford - 1949-57		\$119.00
19A- 7563	Clutch Pressure Plate - 10" Ford - 1941-56		\$105.00
8CM- 7563	Clutch Pressure Plate - 10" Merc (+ core charge)		\$140.00
51- 7563	Clutch Pressure Plate - 11" Ford Truck - 1935-67		\$115.00
B7S- 7563	Clutch Pressure Plate - 11" Ford Car - 1955-64		\$145.00
350433-SK	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		\$9.50
<b>Clutch Release Bearings &amp; Pilot Bearings</b>			
48 7575	Adjusting Screw - Clutch Pressure Plate		\$1.50
74- 7580-B	Bearing - clutch release (1937-39 V8-60)		\$29.00
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		\$8.00
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
<b>Miscellaneous Trans Parts &amp; Hardware</b>			
351529-S	Washer - countershaft bearings (49-55) (2 req'd)		\$2.00
354398-S	Washer - countershaft bearings (55-62) (4 req'd)		\$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		
353075-S	Steel Ball - 3/8" (used on 40-48 side shift housing)		\$2.00
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 arm (5/16" x 1.5") - No pin hole		\$2.00
352581-SP	Pin - clutch release shaft to fork (5/16" x 1.5") - with pin hole		\$2.00
357534-S	Pin - shifter lever to shafts (side cover type) - 1/4" x 1-3/16"		\$2.00
48- 12148-SKA	Bolt - Shifter Housing to Case (set of 6) for 1932-52 toploader		\$8.50
48- 12148-SKB	Bolt - Shifter Housing to Case (set of 9) for 1940-62 sideloader		\$11.50
20366-SK	Bolt - Front Bearing Rtnr to trans case (set of 4) for 1932-55		\$2.00
20388-SK	Bolt - Transmission to Bell Housing (32-48) - Grade 8 Set/8:		\$7.50
22518-SK	Bolt - Rear Bearing Retainer to Trans - 1" long Set of 6:	\$5.00	

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
<b>Three Speed Transmission Parts - Cont'd</b>			
22526-SK	Bolt - Rear Bearing Retainer to Trans - 1-1/8" long Set of 5:	\$4.00	
20391-SK	Bolt & Nut Kit - for the B-4520 split outer cap		\$3.00
26148-S	Screw - Trans Inspection Cover		\$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		\$1.00
74125-S	Expansion Plug - 1½" - for overdrive housing		\$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		\$90.00
<b>Trans Small Parts Kits</b>			
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-B	Small Parts Kit (6 pc) - thrust washers & snap rings (32-35)		\$31.00
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
A0A- 7130-E	Small Parts Kit (8 pc) - thrust washers & snap rings (49-50 Merc)		\$38.00
8A- 7199	Kit (Warner SP253-50A) - washers, snaprings,etc (49-54 Ford car)		\$49.50
B5A- 7199-B	Kit (Warner SP259-50B) - washers, snaprings,etc (55-62 Ford car)		\$46.50
B7SZ- 7B331-A	Kit (Warner SP85C-50) - 1956-65 (T85 with or w/o OD)		\$46.50
T87A- 7199	Kit (Warner T87) - washers,snaprings,etc (48-55 T-87 truck)		\$42.50
B6A- 7199	Kit (Warner SP86E-50N) - washers,snaprings,etc (55-67 T-86)		\$46.50
C0DZ- 7B331-A	Kit (Warner SP280-50) - washers,snaprings,etc (60-66 Ford 2.77)		\$46.50
C3AZ- 7B331-D	Kit (Warner SP287-50) - washers,snapringsetc (63-72 Ford 3.03)		\$49.50
<b>Transmission Gear Oil</b>			
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		\$39.00
Note: Our GL lube has no additives harmful to bronze or brass metals. Quart container has convenient squirt nozzle.			
<b>Overdrive Transmission Parts</b>			
8M- 6915	OD Relay - 6 volt (also 1M-6915)		\$139.00
B6AZ- 7A651A	OD Relay -12 volt		\$139.00
8M- 6919	OD Governor - Recon or New - less gear	\$165.00	Call for Pricing
8M- 6922	Gear - OD Governor (driven) - 18T (49-56) = B6A-6922 gear	\$25.00	
8A- 6918-B	OD Kickdown Switch (= FAA-6918A and A9AZ-7A652A)		\$25.00
8M- 6941	OD Governor Rubber Cover		\$9.00
8M- 6943	OD Governor - see 8M-6919		
8A- 4078	OD Control Cable & Chrome Handle (also A9AZ-7A650A)		\$49.50
51A- 7025	Ball Bearing - MDG - (1949-50 Merc + 41-48 LZ OD)		\$19.50
8A- 7025	Ball Bearing - MDG or MS (1949-59 Ford OD w/Six & small V8)		\$22.00
B5S- 7025-A	Ball Bearing - MDG with shield (55-62 T86)		
8A- 7025	Ball Bearing - Overdrive housing (1949-64; 1951-59 Merc)		\$22.00
8M- 7030-A	Snap Ring - Bearing retainer for rear housing casting (0.088" thick)		\$10.00
8M- 7030-B	Snap Ring - Bearing retainer for rear housing casting (0.093" thick)		\$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) - OD (1949-50 Merc) - 14.25" long	\$95.00	\$145.00
8A- 7061-B	Mainshaft (output) - OD (1949-50 Ford) - 13.36" long	\$65.00	\$95.00
1A- 7061-B	Mainshaft (output) - OD (1951-54 Ford & Merc) - 13.36" long	\$65.00	\$95.00
B5A- 7061-D	Mainshaft (output) - OD (1955 T-Bird, 51-54 Ford) - 13.36" L	\$65.00	\$95.00
B5A- 7061-F	Mainshaft (output) - OD (1955-60 Ford) - 14.56" long	\$95.00	\$145.00
B5A- 7061-G	Mainshaft (output) - OD (1955-62 Ford) - 13.56" long	\$95.00	\$145.00
51A- 7065	Ball Bearing - OD housing (1949-50 Merc + 41-48 LZ MS)		\$17.50

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
	<b>Overdrive Transmission Parts - Cont'd</b>		
8D- 7065	Ball Bearing - OD mainshaft - T85 (1956-59)		\$28.00
C0DZ- 7065	Ball Bearing - LZ OD mainshaft (rear)		\$14.50
A9AZ- 7288	OD Seal - Manual Shaft (1949-5 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		\$54.00
8A- 7652	OD Mainshaft & Gear (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	
8M- 7656	Snap Ring - Rear bearing to OD tail housing (1949-63)	\$5.00	
16H- 7657	Oil Seal - overdrive housing rear (1940-48 Linc-Zephyr)	\$24.00	
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	
8A- 7665	OD Plate & Trough assy (49-51 Ford)	\$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)	\$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	
16H- 7666	Snap Ring - Plate & Trough (1949-62 R10)	\$5.00	
16H- 7668	OD Oil Baffle - output shaft (1949-51 Merc ) - 2.82" x 1.25" ID	\$7.00	
8A- 7668	OD Oil Baffle - output shaft (1949-58 Ford) - 2.82" x 1.44" ID	\$7.00	
56H- 7670	OD Sun Gear (1949-62)	\$85.00	
8L- 7670	OD Sun Gear (1956-65)	\$95.00	\$125.00
8L- 7672	OD Snap Ring - Freewheel Cam (1949-59) - R11		
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	\$115.00	
8L- 7675	OD Freewheel unit w/o rollers (1949-70) for R11 OD	\$115.00	
16H- 7676	OD Retainer - Freewheel unit - Rear (1949-5 )	\$3.00	
16H- 7679-S	OD Rollers - freewheel unit (set of 12) (1949-65) - R10	\$25.00	
8L- 7679-S	OD Rollers - freewheel unit (set of 12) (1949-70) - R11	\$25.00	
56H- 7680	OD Fork & Rail assy (1949-51 Merc)	\$20.00	\$30.00
8A- 7680	OD Fork & Rail assy (1949-50 Ford with lockout switch)	\$20.00	
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	
B5A- 77685-A	OD Manual Control Shaft & Lever (1955-63 T-86 type)	\$20.00	
56H- 7686	OD Manual Control Shaft (1949-51 Merc) - (2.31" long)	\$17.00	
8L- 7686	OD Manual Control Shaft (1949-55 Ford) - (2.66" long)	\$17.00	
56H- 7688	OD Seal - Manual Shaft - see 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 - Circular slot with groove (1956-57 T-Bird)	\$10.00	
B7A- 7690-A	OD Pawl - (1957-64 Ford; 1958-59 T-Bird)	\$10.00	

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>Overdrive Transmission Parts- Cont'd</b>			
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 (1949-5 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/Merc) - 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"		\$44.00
FAC- 14382	Wire Harness - Main OD wiring (1952-54 Ford) - 53"		\$39.00
B5S- 14382A	Wire Harness - Main OD wiring (1955 T-Bird)		\$39.00
B7A- 14382	Wire Harness - Main OD wiring (1956-58 Ford) - Crimped ends		\$28.00
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
<b>T-8/T-9 and T-98 Truck 4 Speed Trans Parts</b>			
59T- 7006	Gearbox case only (does not include the 01T adapter)	\$225.00	
BB- 7017	Main Drive Gear (17T)	\$155.00	Check Availability
BB- 7025	Ball Bearing - Main Drive Gear (T-8 and T-9)		\$28.00
8MTH- 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
8MTH- 7050	Front Bearing Retainer - 1948-56		\$65.00
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)	\$155.00	Check Availability
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	
7088	U-Joint - Front (1932-39) - Closed Drive (see rear end parts)		
7090	U-Joint - Rear (1932-39) - Closed Drive (see rear end parts)		
BB- 7100	Low/Second Slider Gear - 43-33 spur teeth (1929-52)	\$135.00	Check Availability
BB- 7101	Third/High Slider Gear - 24 spur teeth (1929-1952)	\$125.00	Check Availability
51- 7111	Countershaft - 9.44" long (1929-1952) - replaces BB-7111	\$35.00	Check Availability
BB- 7113-A	Cluster Gear - 43-36-27-17 spur teeth (1929-1952)	\$325.00	Check Availability
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

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>T-8/T-9 and T-98 Truck 4 Speed Trans Parts - Cont'd</b>		
BB- 7140	Reverse Idler Shaft - 5" long (1929-1952)	\$10.00	\$16.00
BB- 7141	Reverse Idler Gear - 22-18 spur teeth	\$115.00	Check Availability
BB- 7153	Gasket Set (1929-1952) - for T8/T9 trans		\$23.00
8MTH- 7153	Gasket Set (1948-1956) - for T-98 trans		\$18.00
BB- 7155	Retainer - countershaft/rev idler shaft (1929-1952)		\$3.00
BB- 7165	Cover Plate - PTO drive opening	\$25.00	
8MTH- 7199	Small Parts Kit - T98 four speed		\$46.50
BB- 7209	Shifter Lever (1929-1938) - with trigger lock assy	\$95.00	Check Availability
01T- 7209-A	Shifter Lever (1929-1942) - replaces the BB-7209	\$85.00	Check Availability
41T- 7210-A	Shifter Lever (1944-1952) without trigger lock assy	\$85.00	
BB- 7213	Shifter Knob/ball (1929-1952)		\$9.00
BB- 7215-A	Trigger - Shifter Lever Latch (1929-1942)		\$8.00
BB- 7217	Special Nut - Lever Latch (1929-42)		\$4.00
BB- 7218	Latch - Shifter lever (1928-42)		\$6.00
BB- 7219	Spring - Shifter lever latch (1929-42)		\$5.00
BB- 7220-A	Cap - shifter lever (1929-1952)	\$6.00	\$8.00
7222	Shifter Housing (32-52) - see notes		
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 (1940-55 T8/T9/T98)		\$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
	<b>V8-60HP 3 Speed Transmission Parts</b>		
74- 7017	Main Drive Gear - 15T - 7.68" long	\$75.00	\$95.00
74- 7025	Ball Bearing - Main Drive Gear (use 8A-7025)		
8A- 7025	Ball Bearing - Main Drive Gear (=74-7025) (2.834" OD)		\$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		
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	

<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>V8-60HP 3 Speed Transmission Parts - Cont'd</b>		
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
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	\$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)		
74- 7111	Countershaft - 7.40" long		\$10.00
74- 7112-A	Cluster Gear (29-23 Hel x 17-13 spur)	\$165.00	\$175.00
74- 7112-B	Cluster Gear (29-23-17-13 All helical)		
74- 7113-A	Cluster Gear (29-19 Hel x 17-13 spur)	\$125.00	\$175.00
74- 7113-C	Cluster Gear (29-23-17-13 All helical)		
74- 7113-D	Cluster Gear (29-19-17-13 All helical)	\$125.00	\$175.00
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)		\$7.50
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		\$18.00
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	
73- 7510	Shaft - Clutch release (13.54" long)		\$22.00
74- 7515	Fork - Clutch release	\$30.00	
74- 7550	Clutch Disc - 8.5" diameter		Check Availability
74- 7561	Hub - Clutch release bearing	\$13.00	Check Availability
74- 7563	Clutch Pressure Plate - 8.5" diameter (+ core charge)		Check Availability
74- 7580-B	Bearing - Clutch release		\$29.00
	<b>HEAVY DUTY 3 SPEED (T-85 or T87 or T-89) TRANS PARTS</b>		
<b>NOTE:</b> We have a limited selection of parts available for these type Ford/Borg-Warner heavy duty 3 speed transmissions. Please check with us for your parts needs.			
	<b>TRANSMISSION SEAL KITS</b>		
	<b>FORD PASSENGER CARS</b>		
VP SK-1	Seal Kit - 5 pc (1940-48 Ford car side loader LD 3 speed)		\$15.00
VP SK-2	Seal Kit - 5 pc (1949-50 Ford car side loader LD 3 speed)		\$14.00
VP SK-3	Seal Kit - 5 pc (1951-62 Ford car side loader LD 3 speed)		\$9.00
	<b>Ford Passenger Cars - Overdrive - 9 Bolt Side Cover</b>		
VP SK-4	Seal Kit - 8 pc (1949-50 Ford car side loader LD 3 speed OD)		\$27.00



<b>Ford Part Number</b>	<b>Description - Transmission Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>TRANSMISSION SEAL KITS - Cont'd</b>		
VP SK-5	Seal Kit - 8 pc (1951-55 Ford car side loader LD 3 speed OD)		\$21.00
	<b>Ford Passenger Cars - Overdrive - 6 Bolt Top Cover</b>		
VP SK-6	Seal Kit - 7 pc (1955-63 Ford car top loader LD 3 speed OD) - T86		\$32.00
	<b>Ford Passenger Cars - Non Overdrive - 4 Bolt Top Cover</b>		
VP SK-17	Seal Kit - 4 pc (1960-67 Ford car top loader LD 3 speed) - 2.77 series		\$33.00
	<b>Ford Passenger Cars - Overdrive - Curved Side Cover</b>		
VP SK-7	Seal Kit - 7 pc (1956-65 Ford car side loader HD 3 speed OD) - T85		\$32.00
	<b>MERCURY PASSENGER CARS</b>		
	<b>Mercury Passenger Cars - Non Overdrive - 9 Bolt Side Cover</b>		
VP SK-1	Seal Kit - 5 pc (1940-48 Mercury car side loader LD 3 speed)		\$15.00
VP SK-8	Seal Kit - 5 pc (1949-50 Mercury car side loader LD 3 speed)		\$16.00
VP SK-9	Seal Kit - 5 pc (1951-59 Mercury car side loader LD 3 speed)		\$9.00
	<b>Mercury Passenger Cars - Overdrive - 9 Bolt Side Cover</b>		
VP SK-10	Seal Kit - 8 pc (1949-50 Mercury car side loader LD 3 speed OD)		\$29.00
VP SK-11	Seal Kit - 8 pc (1951-55 Mercury car side loader LD 3 speed OD)		\$21.00
	<b>Mercury Passenger Cars - Overdrive - Curved Side Cover</b>		
VP SK-7	Seal Kit - 7 pc (1955-58 Merc car side loader HD 3 speed OD) - T85		\$35.00
	<b>FORD PICKUP TRUCKS</b>		
	<b>Ford Pickup Trucks - Non Overdrive - 6 Bolt Top Cover</b>		
VP SK-12	Seal Kit - 3 pc (1942-52 Ford top loader LD 3 speed)		\$11.00
	<b>Ford Pickup Trucks - Non Overdrive - 9 Bolt Side Cover</b>		
VP SK-13	Seal Kit - 6 pc (1950-52 Ford side loader LD 3 speed)		\$21.00
VP SK-14	Seal Kit - 5 pc (1953-62 Ford side loader LD 3 speed)		\$9.00
	<b>Ford Pickup Trucks - Overdrive - 9 Bolt Side Cover</b>		
VP SK-15	Seal Kit - 8 pc (1953-56 Ford side loader LD 3 speed OD)		\$21.00
	<b>Ford Pickup Trucks - Overdrive - 6 Bolt Top Cover</b>		
VP SK-16	Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86		\$32.00
	<b>Note:</b> Some 1957-59 passenger car transmission used a front retainer oil seal (B7AZ-7A283A) which measures 1.630" OD x 1.125" ID. This seal must be added separately if needed.		
			\$9.50
	<b>RADIATOR - Caps &amp; Parts</b>		
91A- 8100	Non Pressure Cap - 1937-48 V8 (replaces 78-8100)		
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 (= 0A-8100A) - 3/4" deep		\$7.50
B2AZ- 8100-E	Pressure Cap (7 psi) 1951-53 V8 cars (= 1M-8100A) - 1" deep		\$7.50
C9ZZ- 8100-A	Pressure Cap (13 psi) 1951-53 V8 cars (= 1M-8100A)		\$9.50
<b>Note:</b> 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 hardware & pads (8 pc)		\$5.95
8C- 8125-S	Radiator Support Kit (48-52 F-1) Includes hardware & pads (11 pcs)		\$14.95
	<b>RADIATOR - Hoses &amp; Hose Clamps</b>		
40- 8260-SK	Hose Kit - 32-36 V8 (w/Ford script)		\$65.00
40- 8260-K	Hose Kit - 32-36 V8		\$45.00
78- 8260/86K	Hose Kit - 37-38 V8		\$49.50
91A- 8260/86K	Hose Kit - 39-41 V8		\$75.00
21A- 8260/86K	Hose Kit - 42-48 V8		\$62.00
1BA- 8260/86K	Hose Kit - 49-53 V8 - (w/Fomoco script)		\$59.00
<b>Note:</b> above radiator hose kits include upper & lower hoses plus 8 hose clamps. Some kits have script hoses as noted.			
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

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>RADIATOR - Hoses &amp; Hose Clamp - Cont'd</b>		
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		\$33.00
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
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)		\$26.00
8RT- 8260-A	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 4¼")		\$19.00
8RT- 8260-B	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 2½")		\$11.00
21C- 8260	Lower Hoses (1 pair) 1948-52 V8 Truck (1¼ x 7½")		\$39.00
67- 8260	Lower Hoses (1 pair) 1953 V8 Truck (1¼ x 10.9")		\$58.00
8RT- 8290	Pipe - Upper Rad Hose - 1¼" - 1948-52 truck V8		\$14.50
51A- 8333-D	Straight Hose (1¼" x 36"L) - or cut to fit at \$2.20/inch		\$43.00
51A- 8333-B	Straight Hose (1¼" x 36"L) - or cut to fit at \$2.60/inch		\$51.00
8A- 8287	Hose Clamp (band type) - Fits 1¼" hoses		\$1.75
91A- 8287	Hose Clamp (band type) - Fits 1¾" hoses		\$1.95
	<b>WATER PUMPS - New or Rebuilt</b>		<b>\$ New</b>
68- 8502	Water Pumps (pair) - NEW - 1933-36 (wide belt)		\$159.00
78- 8501-SPR	Water Pumps (pair) - NEW - 1937-48 (wide belt)		\$124.00
8RT- 8501-SPR	Water Pumps (pair) - NEW - 1948-52 truck (wide belt)		\$124.00
8BA- 8501-SPR	Water Pumps (pair) - NEW - 1949 Ford car + 1953 F100 (wide belt)		\$124.00
EAB- 8501-SPR	Water Pumps (pair) - NEW - 50-53 Ford or Merc car (narrow belt)		\$124.00
8CM- 8501-SPR	Water Pumps (pair) - REBUILT - 1949 Merc - (wide belt)		na
OCM- 8501-02	Water Pumps (pair) - REBUILT - 1950-51 Merc - (narrow belt)		na
B6A- 8501-B	Water Pump - 1955-62 V8 (272-292-312)		\$124.00
	<b>ENGINE - Misc Water Pump Gaskets &amp; Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
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	
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	
20408-SK2	Bolt & Washer Kit (stainless steel) - 4 pc - Inside pump outlet		\$2.50
20408-SK4	Bolt & Washer Kit (stainless steel) - 16 pc - For 78-8501/02 pumps		\$9.50
	<b>ENGINE - Thermostats</b>	<b>\$ Used</b>	<b>\$ New</b>
11A- 8575-A	160° thermostat for 1937-48 V8 (2 required)		\$11.50
11A- 8575-B	180° thermostat for 1937-48 V8 (2 required)		\$11.50
1BA- 8575-A	160° thermostat for 1949-53 V8 (2 required)		\$7.50
1BA- 8575-B	180° thermostat for 1949-53 V8 (2 required)		\$7.50
C2AZ- 8575-A	160° thermostat for 1954-59 V8 and 47-51 Six		\$8.50
C2AZ- 8575-B	180° thermostat for 1954-59 V8 and 47-51 Six		\$8.75
1BA- 8592	Thermostat Housing - Cast Iron- (49-53 V8) - 2 req'd	\$11.00	\$17.00
1BA- 8592-PA	Thermostat Housing - Polished Alum - (49-53 V8) - 2 req'd		\$15.00
8BA- 8255	Thermostat Housing Gasket (1949-53 V8) - 2 req'd		\$1.50
	<b>WATER PUMP - Kits</b>		
52- 8591-C	WP rebuild kit (per pump) - 1937-39 V8-60hp		\$52.00
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)		Check availability

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>WATER PUMP - Kits - Cont'd</b>		
8HA- 8591	WP rebuild kit 1948-51 H series Six (passenger car only)		\$45.00
	<b>ENGINE - Cooling Fans</b>	<b>\$ Used</b>	<b>\$ New</b>
18- 8600	Fan Assy (4 blade - 15.50" dia) bolts to generator pulley	\$55.00	Check availability
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)	\$55.00	Check availability
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) Wide belt pulley - 49 Ford car	\$125.00	Check availability
EAB- 8602-A	Fan & Hub Assy (3 blade -     dia) with narrow belt pulley	\$95.00	Check availability
21T- 8600-AX	Fan & Hub Assy (4 blade - 18" dia) with oil hub & pulley assy	\$185.00	Check availability
	<b>ENGINE - Fan Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
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)	\$45.00	Out of Stock
21A- 8642	Retainer/double nut - Fan assy (1942-52) - Limited availability each:	\$10.00	
21A- 8646	Gasket - Fan Hub rear (1942-52 V8)		\$1.50
21A- DFB	Decal - Fan Blade - Oiling Instructions (42-52 car & truck V8)		\$4.50
20309-SK	Bolt - Fan to Generator Pulley (33-39 Std) Set of 4		\$4.00
355429-S	Bolt - Fan to Hub (8 required) #12-32 x 1-1/16" cap screw	\$3.00	
26498-S8	Special Filler Plug Screw (zinc plated) - price for two screws		\$1.00
	<b>ENGINE - Fan Belts</b>		<b>\$ New</b>
40- 8620-A	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & Pumps		\$16.50
40- 8620-AS	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & Pumps ( <i>Ford script</i> )		\$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 ( <i>Ford script</i> )		\$16.50
21A- 8577-S	Fan Belt (1942-49 V8 car + 48-53 truck) - Fan ( <i>Ford script</i> )		\$24.50
7RA- 8620-S	Fan Belt (1949 V8 car + 48-52 truck) - Gen & Pumps ( <i>Ford script</i> )		\$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 ( <i>Fomoco script</i> )		\$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 ( <i>Fomoco script</i> )		\$19.50
	<b>MISCELLANEOUS FUEL SYSTEM</b>		
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
	<b>ENGINE - Fuel Pumps &amp; Related Parts</b>	<b>\$ Used</b>	<b>\$ New</b>
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)		\$65.00
7RA- 9350-C	Fuel Pump (1949-50 V8) - Glass Bowl		\$66.00
1BA- 9350-A	Fuel Pump (1949-51 V8) - Glass Bowl - replaced by B1A-9350A		

<b>Ford Part Number</b>	<b>Description - Engine Rebuild Parts</b>	<b>\$ Used</b>	<b>\$ Price \$ New</b>
	<b>ENGINE - Fuel Pumps &amp; Related Parts - Cont'd</b>		
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
8BA- 9369K	Fuel Line w/fittings - prebent steel line (1949-53 all Ford V8)		\$27.00
40- 9374	Gasket - Fuel Pump Stand to intake (33-53 V8)		\$2.00
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		Check availability
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	\$85.00	
X- 9415	Lower tube for 48-9415 adaptr - sold <i>only</i> with 48-9415 adptr	\$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)	\$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
	<b>ENGINE - Carburetors</b>		
59A- 9510	Carburetor - New 94 type (38-48 V8) - Pass/Truck		\$422.00
8BA- 9510	Carburetor - New 94 type (49-53 V8) - Passenger car		\$422.00
8RT- 9510	Carburetor - New 94 type (48-53 V8) - Truck		\$422.00
	<b>ENGINE - Carburetors &amp; Carb Kits</b>		
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-M	Carb Kit (major) for Stromberg 97 (includes jets)		\$38.00
59A- 9590	Carb Kit (simple) for Ford 94 (1938-53 V8)		\$26.00
8CM- 9590-B	Carb Kit (simple) for Mercury carb (1949-51)		\$67.00
B4A- 9590	Carb Kit (simple) for Ford carb (1954-56) - 2 barrel		\$26.50
	<b>MISCELLANEOUS PARTS</b>		
11A- 6280	Camshaft Distr Drive Adapter (32-41 cam to 42-48 distr)		\$16.00
21A- 9735	Accelerator Pedal - (35-48) - replaces the 48-9735 pedal		\$12.95
TAAA- 9735	Accelerator Pedal - (48-56 F1 and F100)		\$14.95
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- 11140	Starter Support Bracket (32-53 V8)		\$7.50
B- 11375	Starter Spring (32-53 V8)		\$7.00
FDA- 18495-A	Heater Manual Shut-off Valve (3/8" NPT male x 5/8" hose nipple)		\$18.00
8M- 18599	Heater Hose Nipple (3/8" thread) - Straight - For 5/8" hose		\$11.50
8A- 18599	Heater Hose Nipple (3/8" thread) - 45° angle - For 5/8" hose		\$10.50
RC- 110	Aerosol Can of Antique Dark Green spray paint		\$8.50
RC- 111	Aerosol Can of Antique Dark Blue spray paint		\$8.50
RC- 112	Aerosol Can of Cast Blast Gray spray paint		\$11.50

Ford Part Number		Description - Engine Rebuild Parts	\$ Used	\$ Price
		<b>MISCELLANEOUS ENGINE HARDWARE</b>		
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
89067-SK		Stud - Carb to intake (34-53 V8) - (1¼" L) Set of 3 studs		\$5.00
33816-S		Brass Nut - Exhaust manifold to pipe (7/16-20) (37-53 V8)		\$2.25
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
20408-SK2		Bolt & Washer Kit (stainless steel) - 4 pc - Inside water pumps		\$2.50
20408-SK4		Bolt & Washer Kit (stainless steel) - 16 pc - For 78-8501/02 pumps		\$9.50
SW-25		Safety Wire (1/4 lb spool) .032" stainless steel		\$9.95
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
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
		<b>ENGINE &amp; TRANSMISSION TOOLS</b>		
CBT		Flathead V8 Cam Bearing Tool		\$95.00
VGBT		Flathead V8 Valve Guide Bar Tool		\$36.50
T-STAND		Transmission Support Work Stand (32-48 type three speed)		\$45.00
		<b>RENTAL TOOLS</b>		
ABV-156		Brake Drum Hub Puller (rental for 2 week period)		\$25.00
VGTK		Valve Guide Removal Tool Kit (rental for 2 week period)		\$50.00
Contact us for details on the tool rental. Deposit required. Customer pays shipping both ways. Longer rentals available.				
		<b>MUFFLERS -Glass &amp; Steel Pack</b>		
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
		<b>Part Number Description - Electrical Parts</b>		
		<b>IGNITION TUNE-UP KITS</b>		<b>\$ New</b>
# 1FTK		Cap-Rotor-Points-Condenser (fits 1932-34 Four)		Check availability
# 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)		\$119.95
# 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)		\$29.95
# 8FTK		Cap-Rotor-Points-Condenser (fits 1954-56 V8)		\$29.95
# 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
		<b>ENGINE IGNITION PARTS - Distributor Spacer Kits</b>		<b>\$ New</b>
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		\$56.95
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
		<b>Part Number Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
		<b>ENGINE IGNITION PARTS - Coils &amp; Coil Parts</b>	<b>\$ Rebuilt</b>	<b>\$ New</b>
18- 12024-A		Coil - 6 Volt - (1932-36) Low Dome + core - REBUILT	\$145.00	
68- 12024		Coil - 6 Volt - (1936 late) Low Flat + core - REBUILT	\$145.00	
78- 12024-A		Coil - 6 Volt - (1937-41) Tall Dome + core - REBUILT	\$145.00	

<b>Ford Part Number</b>	<b>Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE IGNITION PARTS - Coils &amp; Coil Parts</b>	<b>\$ Rebuilt</b>	<b>\$ New</b>
1GA- 12024 CORE	Coil - 6 Volt - (1942-48) + core - REBUILT Core charge for rebuilt stock 32-48 Ford coils	\$145.00 \$35.00	
8BA- 12029 B- 12000	Coil - 6 Volt - Yellow Top (or use B-12000 coil below) Coil - 6 Volt - (1949-56 V8 or 1948-56 Six) - Remote mount		\$35.00 \$22.00
B6A- 12029-B	Coil - 12 Volt - (1957-72 V8 or Six) - Remote mount		\$33.00
27153-SK 27169-SK	Screw Kit for Coil Mounting (1932-36 V8) - 3 screw type Screw Kit for Coil Mounting (1937-41 V8) - 2 screw type		\$2.00 \$1.50
B- 12000-CB 8BA- 12043	Coil Mounting Bracket (replacement for round 6 & 12V type) Coil Mounting Bracket (1949-53 V8)		\$3.95 \$14.95
18- 12010 68- 12010	Coil Brush & Spring (1932-36 V8) Coil Brush & Spring (1937-41 V8)		\$4.00 \$4.00
18- 12036K 78- 12036K	Coil Adapter Kit - Converts 1932-36 to late model 12V type Coil Adapter Kit - Converts 1937-41 to late model 12V type		\$46.00 \$46.00
18- 12140 78- 12140	Gasket - Coil to Distributor (3 hole type) Gasket - Coil to Distributor (2 hole type)		\$2.50 \$2.50
	<b>ENGINE IGNITION PARTS - Contact Points</b>		
A- 12199 B- 12199	Ignition Point set (28-31) - 4 Cylinder Ignition Point set (32-34) - 4 Cylinder		\$10.50 \$29.00
18- 12107S 78- 12107S	Ignition Point set - single arm w/screws (32-36 V8) Ignition Point set - separate arms - 4 pc (36-48 V8)		\$35.00 \$26.00
1GA- 12107 FAA- 12171 B7A- 12171B	Ignition Point set - single arm w/screws (41-47 Six G series) Ignition Point set (1949-54 V8 or 47-56 Six) replaces 7RA12171 Ignition Point set (1957-74 V8)		\$13.50 \$12.00 \$3.50
	<b>ENGINE IGNITION PARTS - Distributor Rotors</b>		
B- 12200 48- 12201 68- 12201	Rotor (1928-34) - 4 Cylinder Rotor (1933-35 V8) - use with 40-12127 distributor Rotor (1937-41 V8) - use with 68 or 78-12127 distributor		\$5.50 \$37.50 \$24.00
21A- 12200 1GA- 12200 59A- 12200 FAA- 12200 B7A- 12200	Rotor (1942-44 V8) - crab style distributor Rotor (1941-47 G series Six) Rotor (1946-48 V8) - Interchanges with FAA-12200 Rotor (1949-56 V8 and 1947-68 six) Rotor (1957-74 V8)		\$8.00 \$3.50 \$4.50 \$4.50 \$3.50
	<b>ENGINE IGNITION PARTS - Distributor Caps</b>		
B- 12105 18- 12105 1GA- 12106 21A- 12106 21A- 12106-Red 21A- 12106K	Cap - Winged Shaped (1928-34) - 4 Cylinder Cap - Outer (1932-41 V8) - 2 required Cap - Crab Style (1941-42 Six - G series) Cap - Crab Style (1942-44 V8) - 1 required - Black color Cap - Crab Style (1942-44 V8) - 1 required - Red color Kit - Converts 1946-48 V8 distributor to 42-44 crab cap type		\$15.50 \$13.00 \$25.00 \$22.50 \$29.00 \$31.00
<b>Note:</b> above kit includes crab cap, rotor, and side clip kit. Converts the 46-48 distributor to crab style. We recommend ordering the 21A-12259 wire set to match up with the 21A crab kit. The cap is the black color. Add \$7.00 to change to the red cap.			
5GA- 12106 59A- 12106 59A- 12105 7HA- 12106 FAB- 12106 B7A- 12106A	Cap - Outer (1945-47 Six - G Series) Cap - Inner (1946-48 V8) - 1 required Cap - Outer V-shaped (1946-48 V8) - 1 required Cap (1947 H series thru 1973 Six) Cap (1949-56 V8) Cap (1957-74 V8)		\$69.00 \$46.00 Check availability \$7.00 \$9.00 \$8.50
VP- 12106K	Conversion Kit to Crab style (rotor-cap-clip kit)		\$31.00
18- 12113 59A- 12113 B- 12115	Boot - Distributor Cap - Rubber (32-41) Two req'd Boot - Distributor Cap - Rubber (46-48) Two req'd per pair: Cap - Round Top (1928-34) - 4 Cylinder		\$3.00 \$13.00 \$5.50
18- 12116 68- 12116	Terminal plate (1932-36 V8) - 2 req'd - each: Terminal plate (1937-41 V8) - 2 req'd - each:		\$24.50 \$18.00
	<b>ENGINE IGNITION PARTS - Distributor Bushings</b>		
40- 12120 1GA- 12120 18- 12132	Bushing - Distributor front (1932-41) Bushing - Distributor point plate (1942-48 V8 & 41-47 Six) Bushing - Distributor Housing (1932-48)		\$6.00 \$4.00 \$8.00



<b>Ford Part Number</b>	<b>Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
	<b>ENGINE IGNITION PARTS - Distributor Bushings - Cont'd</b>	<b>\$ Rebuilt</b>	<b>\$ New</b>
7RA- 12120	Bushing - Distributor Upper Housing (1949-56)		Check availability
7RA- 12132	Bushing - Distributor Lower Housing (1949-56 V8 & 49-51 Six)		\$4.00
B- 12300	Condenser (1932-34) - 4 Cylinder		\$9.50
18- 12300-B	Condenser (1932-early 36 V8)		Check availability
68- 12300	Condenser (late 1936 V8)		\$9.00
78- 12300	Condenser (1937-1941 V8)		\$13.00
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		
VP- 12300-A	Condenser Kit (42-48 V8 and 41-47 Six) - replaces 1GA-12300		\$11.00
7RA- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also FAB-12300		\$9.50
FAB- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also 7RA-12300		\$9.50
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
	<b>DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc</b>		
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)		\$7.50
21A- 12104S	Distributor Gasket Set (4 piece) (1942-48)		\$7.50
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		\$1.50
21A- 12144S	Crab style cap hold-down clip & rivet kit (4 pc) (1942-44)		\$5.50
59A- 12144	Distributor Cap hold-down bail (1946-48) - 1 required		\$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
21A- 12151	Contact Plate (1942-48 V8) - USED part		\$25.00
11A- 12175	Shaft - Distributor (1937-41 V8)		\$21.50
21A- 12175	Shaft - Distributor (1942-48 V8) - USED part		\$25.00
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
21A- 12226	Vacuum Line with fitting (42-48 V8 distributors)		\$18.00
1GA- 12232	Terminal - Primary (42-48 V8 distributors)	\$15.00	
7RA- 12264	Ground Wire (uninsulated with terminals) - (49-56 V8 & Six)		\$4.25
7RA- 12390-C	Gear - Distributor Driven - 11T (on distr shaft) (1949-53 V8)		\$15.00
7RA- 6255	Gear - Distributor Drive (on end of camshaft) (1949-53 V8)		\$19.00
61465-S	Rivet - Distributor Driven Gear (1/8" x 11/16")		\$1.00
61489-S	Rivet - Spacer (Distributor Gear) (1/8" x 13/16")		\$1.00
<b>Note:</b> Rivets (61465 & 61489 only supplied as 1" length. Customer must trim to correct length before installation.			
	<b>ENGINE IGNITION PARTS - Vacuum Advance Units</b>		
18- 12220	Distributor Vacuum Brake Plunger, spring & seal (1932-48)		\$12.50
21A- 12226	Vacuum Steel Line with fittings (1942-48 V8)		\$18.00
7RA- 12370-B	Distributor Vacuum Advance Assy (1949-53 V8)		\$29.50
B5S- 12370	Distributor Vacuum Advance Assy (1955 V8 - 292)		\$95.00
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
	<b>SPARK PLUG WIRING SETS</b>		
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		\$45.00
18- 12259-R	Spark Plug Wiring Set (1932-36 V8) - Ring ends		Check availability
78- 12259-VP	Spark Plug Wiring Set (1937-41 V8)		\$49.00
21A- 12259-VP	Spark Plug Wiring Set (1942-44 V8)		\$51.00
59A- 12259	Spark Plug Wiring Set (1946-48 V8) - Brown wire		\$55.00
59A- 12259-BL	Spark Plug Wiring Set (1946-48 V8) - Black wire		\$55.00
8BA- 12259	Spark Plug Wiring Set (1949-50 V8) - Black wire (90° ends)		\$59.00
1A- 12259	Spark Plug Wiring Set (1951-53 V8) - Black wire (molded ends)		\$89.00

<b>Ford Part Number</b>	<b>Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>SPARK PLUG WIRING SETS - Cont'd</b>			
B7A- 12259	Spark Plug Wiring Set (1954-62 V8) - Black wire (molded ends)		\$53.00
5GA- 12259	Spark Plug Wiring Set (1941-47 Six - G series) Black wire		\$44.00
7HA- 12259	Spark Plug Wiring Set (1947-51 Six - H series) Black wire		\$49.50
B2A- 12259-A	Spark Plug Wiring Set (1952-53 Six - 215 series) Black wire		\$55.00
BLK- 12259-A	Spark Plug Wire (black 7mm) by the foot		\$1.20
<b>SPARK PLUGS</b>			
40- 12405A	Spark Plug - 18mm - (1933-37 V8)		\$3.85
7RA- 12405A	Spark Plug - 14mm - (1938-53 V8 and 41-54 Six)		\$2.65
<b>ELECTRICAL - Alternators/Generators</b>			
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 - with fan mount holes)		\$69.00
AB 20	Alternator Bracket (49-52 wide belt type - with fan mount holes)		\$69.00
AB 30	Alternator Bracket (49-53 narrow belt type - w/fan mtg holes)		\$69.00
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
<b>ELECTRICAL - Voltage Regulators - 6 Volt</b>			
B- 10505	Voltage Cut-Out (28-39) - 6V - 15 Amp (mounts on generator top)		\$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 sunked & cad plated. All are wired for + 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)		
<b>ELECTRICAL - Voltage Regulators - 12 Volt</b>			
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
<b>ELECTRICAL - Generator Parts</b>		<b>\$ Used</b>	<b>\$ New</b>
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		\$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
357740-S	Mounting Stud - Generator to intake manifold (33-48 V8)	\$15.00	
<b>ELECTRICAL - Misc Engine Sender Units</b>			
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
<b>ELECTRICAL - Starters (32-53 V8)</b>			
18- 11002-NSB	Starter with bendix (new) - 6 volt (without starter drive)	Std Trans Only	\$169.00
18- 11002-NTB	Starter with bendix (new) - 12 volt (without starter drive)	Std Trans Only	\$169.00
18- 11002-NSF	Starter with bendix (new) - 6 volt (with B11350 starter drive)	Std Trans Only	\$199.00
18- 11002-NTF	Starter with bendix (new) - 12 volt (with B11350 starter drive)	Std Trans Only	\$199.00
Note: The new starters include B-11350 bendix starter drive which is made in the USA. The B11350 drive is recommended when installing on 1949-53 V8 engines to eliminate any fitment issues.			
<b>ELECTRICAL - Starters (56-62 V8)</b>			
B6A- 11002	Starter with Bendix (rebuilt) - 12 volt - Barrel starter drive		Check availability
<b>ELECTRICAL - Starter Parts</b>			
18- 11057	Set of 4 Brushes (1928-53)		\$7.50
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		\$1.00

<b>Ford Part Number</b>	<b>Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>ELECTRICAL - Starter Parts - Cont'd</b>			
18- 11091	Bolt - Starter Housing (5/16-18 x 7.18" long) - 2 req'd	\$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 Assembly (32-53 excpt Fordomatic or V8-60)		\$39.00
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
<b>ELECTRICAL - Starter Solenoids</b>			
40- 11450	Foot Starter Switch (1932-34 V8) - 6V		\$29.95
48- 11450	Foot Starter Switch (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
<b>ELECTRICAL - Ignition Resistors &amp; Breakers</b>			
18- 12250	Ignition Coil Resistor (Ceramic type)		Check availability
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)		Check availability
01A- 12250-D	Ignition Coil Resistor & Circuit Breaker Assy (33-40)		Check availability
11A- 12250-A	Ignition Coil Resistor & Circuit Breaker Assy (41-48)		Check availability
11A- 12250-D	Ignition Coil Resistor & Circuit Breaker Assy (41-48)		Check availability
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
<b>ELECTRICAL - Headlight Dimmer Switches</b>			
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
<b>ELECTRICAL - Horn Relays</b>			
91A- 13842	Horn Relay - 6V (1939-40)		\$45.00
FAA- 13853	Horn Relay - 6V (1937-55) - same application as 7RA-13853		\$13.00
7RA- 13853-A	Horn Relay - 6V (1937-55) - same application as 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
<b>ELECTRICAL - Miscellaneous</b>			
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		\$9.50
BDS910	Battery Disconnect Switch (125 amp)		\$9.50

<b>Ford Part Number</b>	<b>Description - Electrical Parts</b>	<b>\$ Used</b>	<b>\$ Price</b>
<b>ELECTRICAL - Miscellaneous - Cont'd</b>			
VR126C	Voltage Reducer (12V to 6V) - 6 amp rating		\$29.50
VR126A	Voltage Reducer (12V to 6V) for gauges - 1 amp rating		\$15.00
VR126B	Voltage Reducer (12V to 6V) handles up to 3 gauges		\$34.50
<b>SPEEDOMETER CABLE</b>			<b>\$ New</b>
99A- 17260-C	Speedometer Cable Assy (inner/outer with ends) 1935-48		\$16.00
A9A- 17260	Speedometer Cable Assy (inner/outer with ends) 1949-56		\$18.50
8C- 17260-A	Speedometer Cable Assy (inner/outer with ends) 1948-60		\$19.50
<b>SPEEDOMETER GEARS &amp; PARTS</b>		<b>\$ Used</b>	<b>\$ New</b>
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	Check availability
B- 17270-A	Driven Gear (19T) for 3.78:1 ratio (with 6.00 x 16" wheels)	\$55.00	Check availability
B- 17270-B	Driven Gear (21T) for 4.11:1 ratio (with 6.00 x 16" wheels)	\$55.00	Check availability
18- 17270	Driven Gear (22T) for 4.33:1 ratio (with 6.00 x 16" wheels)	\$55.00	Check availability
01Y- 17271-A	Driven Gear (18T) for 4.27:1 ratio (with 6.50 x 16" wheels)		Check availability
01Y- 17271-B	Driven Gear (19T) for 4.27:1 ratio (with 6.00 x 16" wheels)		Check availability
01Y- 17271-C	Driven Gear (20T) for 4.86:1 ratio (with 7.00 x 16" wheels)		Check availability
01Y- 17271-D	Driven Gear (21T) for 3.73:1 ratio (with 6.50 x 16" wheels)		Check availability
01Y- 17271-E	Driven Gear (22T) for 3.73:1 ratio (with 6.00 x 16" wheels)		Check availability
01Y- 17271-F	Driven Gear (23T) for 3.92:1 ratio (with 6.00 x 16" wheels)		Check availability
01T- 17271-A	Driven Gear (18T) - Truck with 4 speed trans	\$25.00	\$35.00
01T- 17271-B	Driven Gear (19T) - Truck with 4 speed trans	\$25.00	\$35.00
01T- 17271-C	Driven Gear (20T) - Truck with 4 speed trans	\$25.00	\$35.00
B- 17274	Retainer - Speedo Housing & Shaft (32-48 car, 32-41 com)		\$3.00
B- 17275	Gasket - Speedo gear housing (1932-48 car + 32-41 com)		\$1.75
B- 17285	Drive Gear (7T) for all 1928-48 cars & 1928-41 com	\$25.00	\$35.00
21C- 17285-B	Drive Gear (6T) for 42-52 pickups	\$35.00	
21C- 17285-C	Drive Gear (8T) for 1942-52 trucks & 1942-52 com (3 spd)	\$35.00	\$45.00
01Y- 17285-A	Drive Gear (6T) for 42-47 pickup 4 speed & 42-47 3 spd 122"		\$35.00
8M- 17285	Drive Gear (7T) for all 1949-56 passngr cars + pickups (118" wb)	\$35.00	\$45.00
TAAA- 17285	Drive Gear (7T) for all 1948-56 F-1 pickups (110" wb)	\$35.00	\$45.00
B5A- 17322-A	Driven Gear (20T) - 1949-56 Passenger Car		\$19.00
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) = 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.

<b>WINDSHIELD - Wiper Parts</b>			
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)		\$17.00

#### Tool Rentals & Tools for Sale

RENTAL AVAILABLE - requires deposit & CC



Valve Tool Kit Rental



Brake Puller Tool Rental

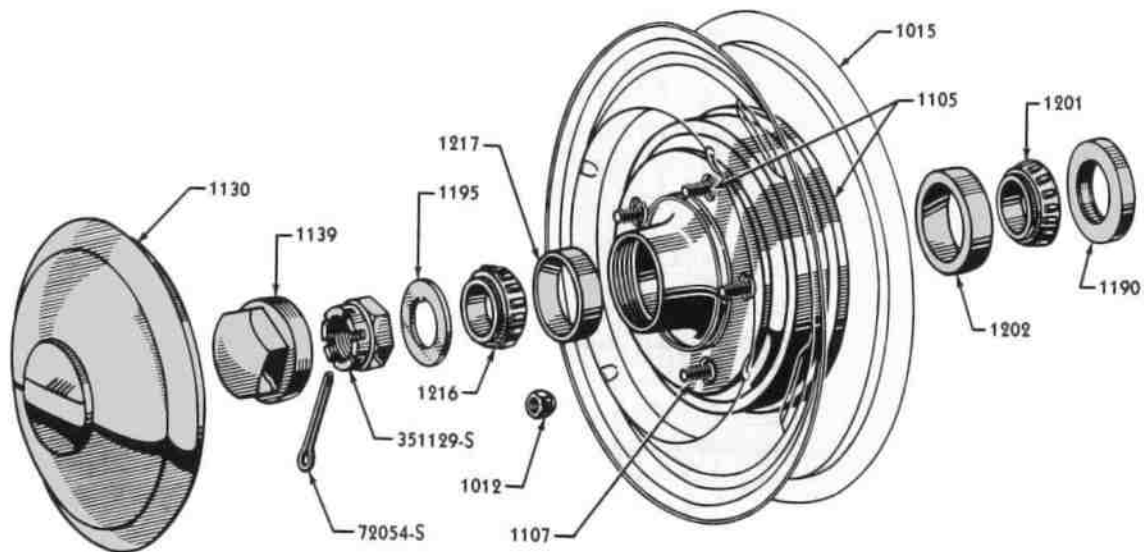


For Sale: CBT - Cam Bearing Tool

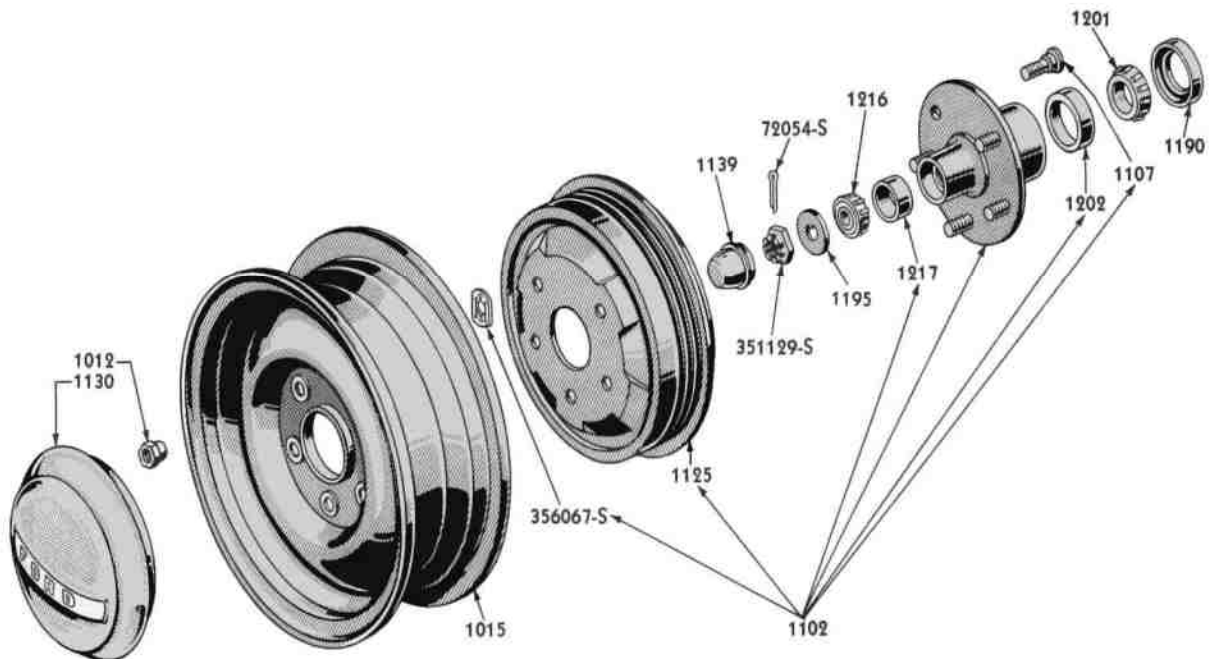


For Sale: VGBT - Valve Guide Bar Tool

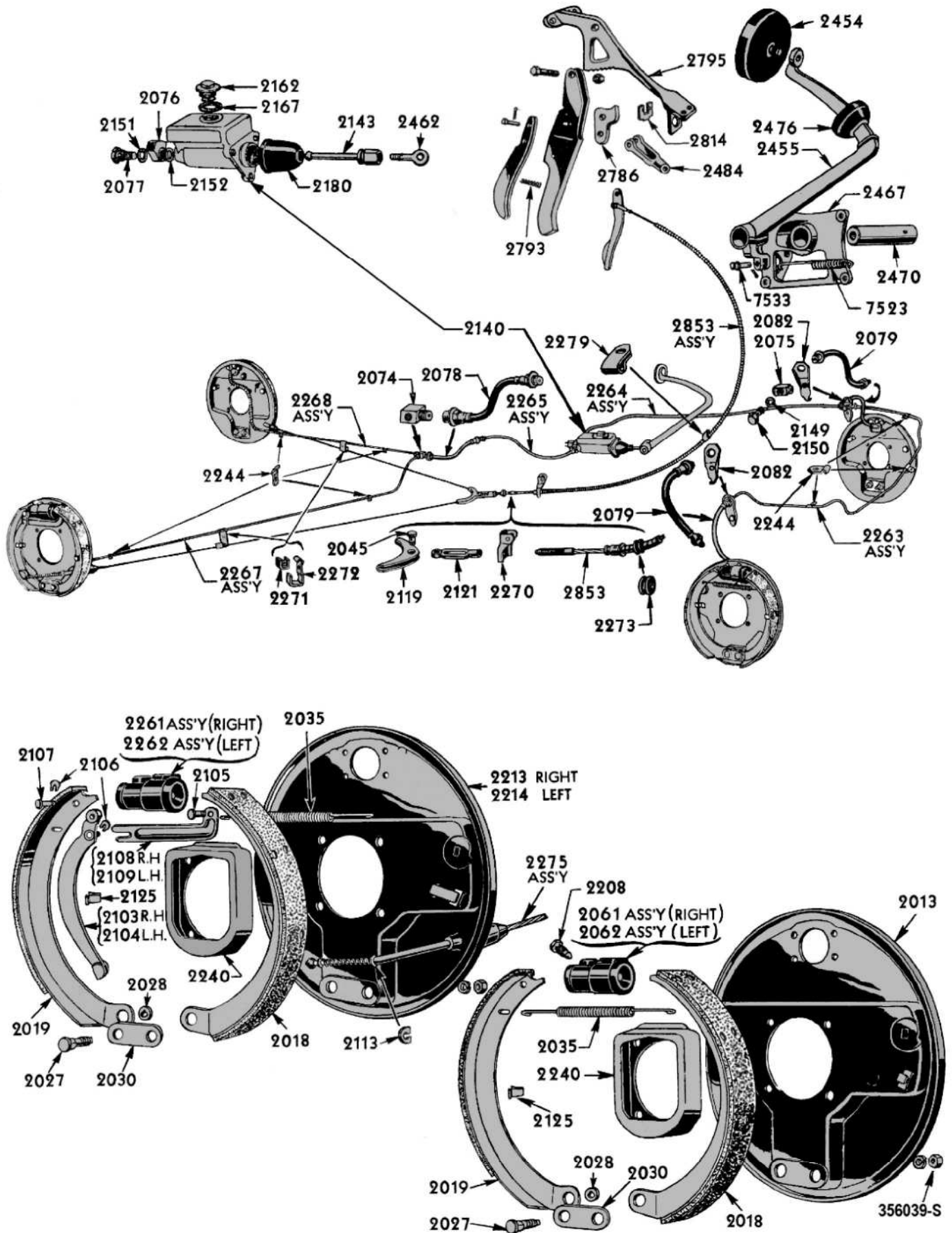
## Front Wheel & Bearings - Typical 1940-48 Passenger Car



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

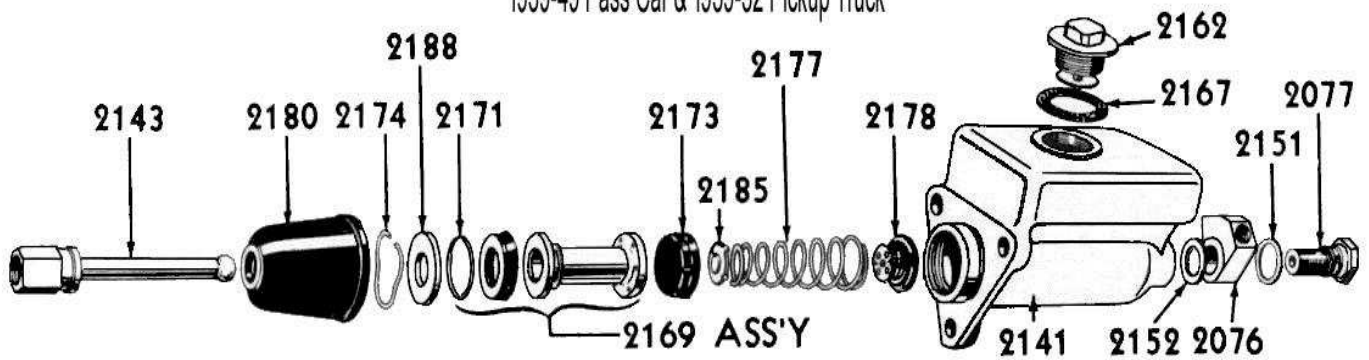


# Ford 1939-42 Passenger Car Brake System



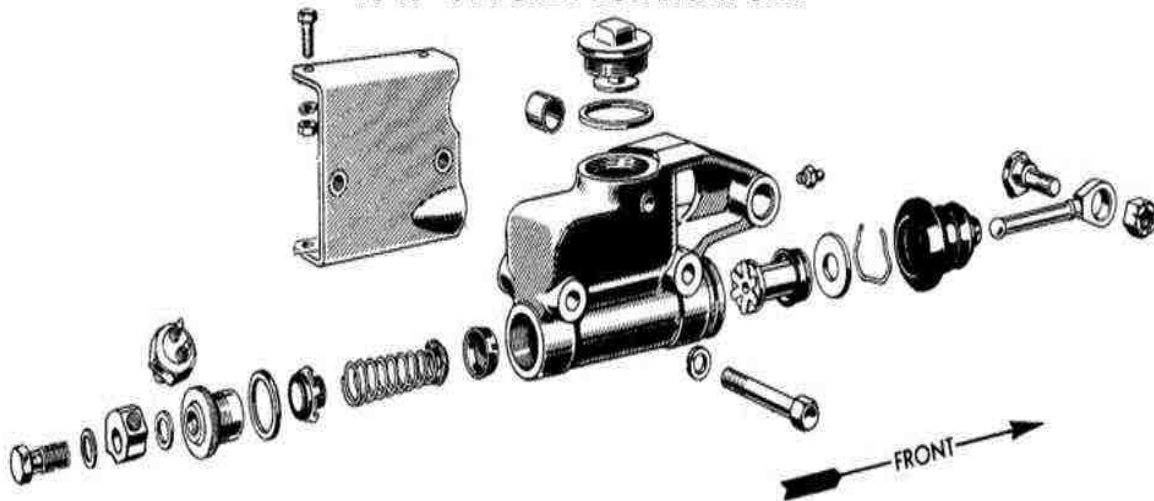
## Master Brake Cylinder Assy

1939-49 Pass Car & 1939-52 Pickup Truck

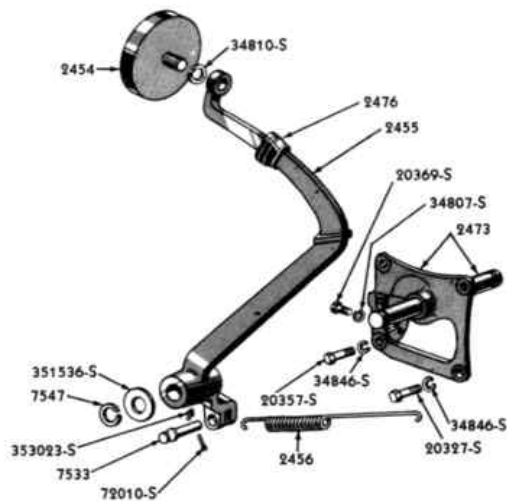


## MASTER BRAKE CYLINDER ASSY

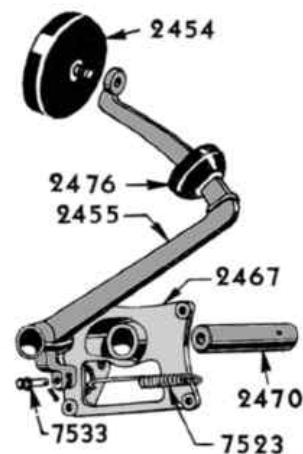
1949 - 51 FORD PASSENGER CAR



## Early Ford Brake Pedal Assembly



1940-48 Passenger Car

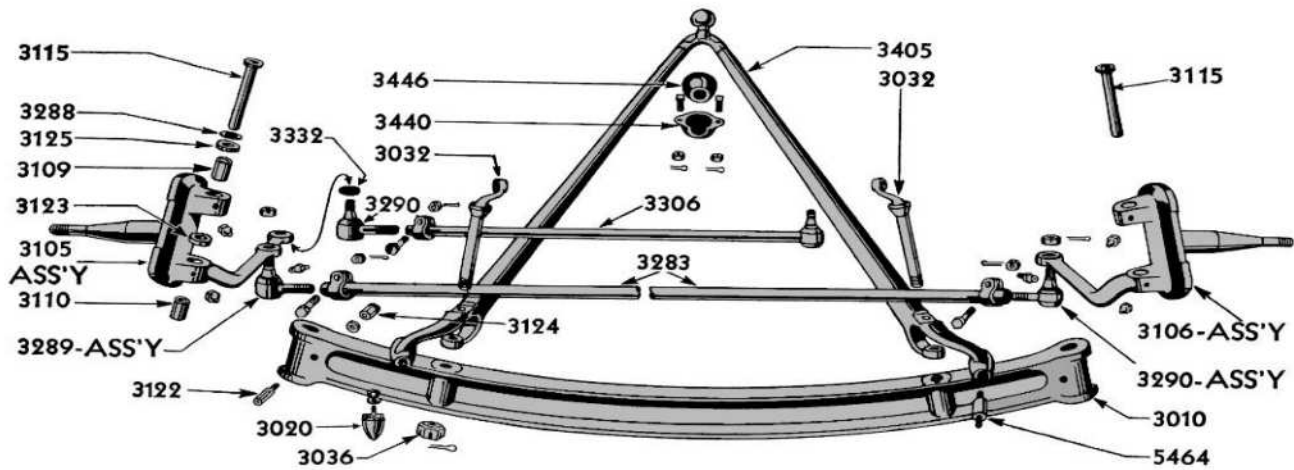


1939 Passenger Car

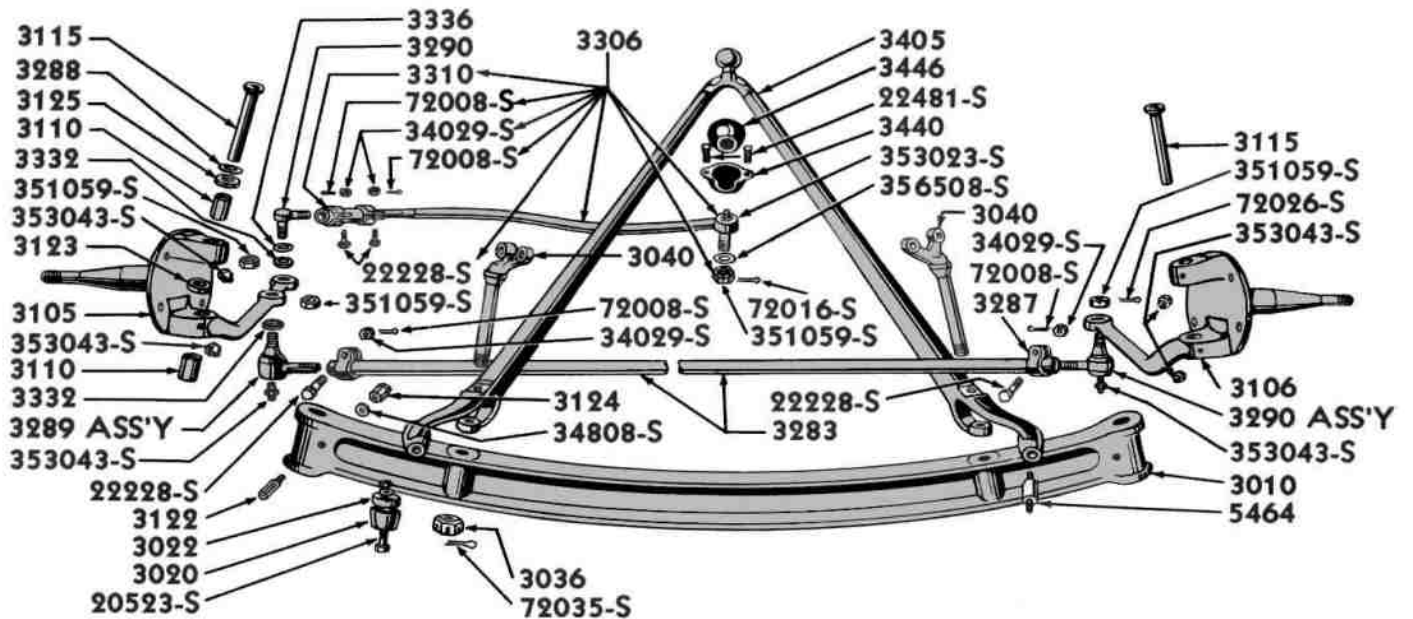


# Front Axle & Radius Rod Assembly

Typical 1937 Shown Below



## 1942-48 PASSENGER FRONT AXLE



**Left:**  
91A-3111  
King Pin Kit



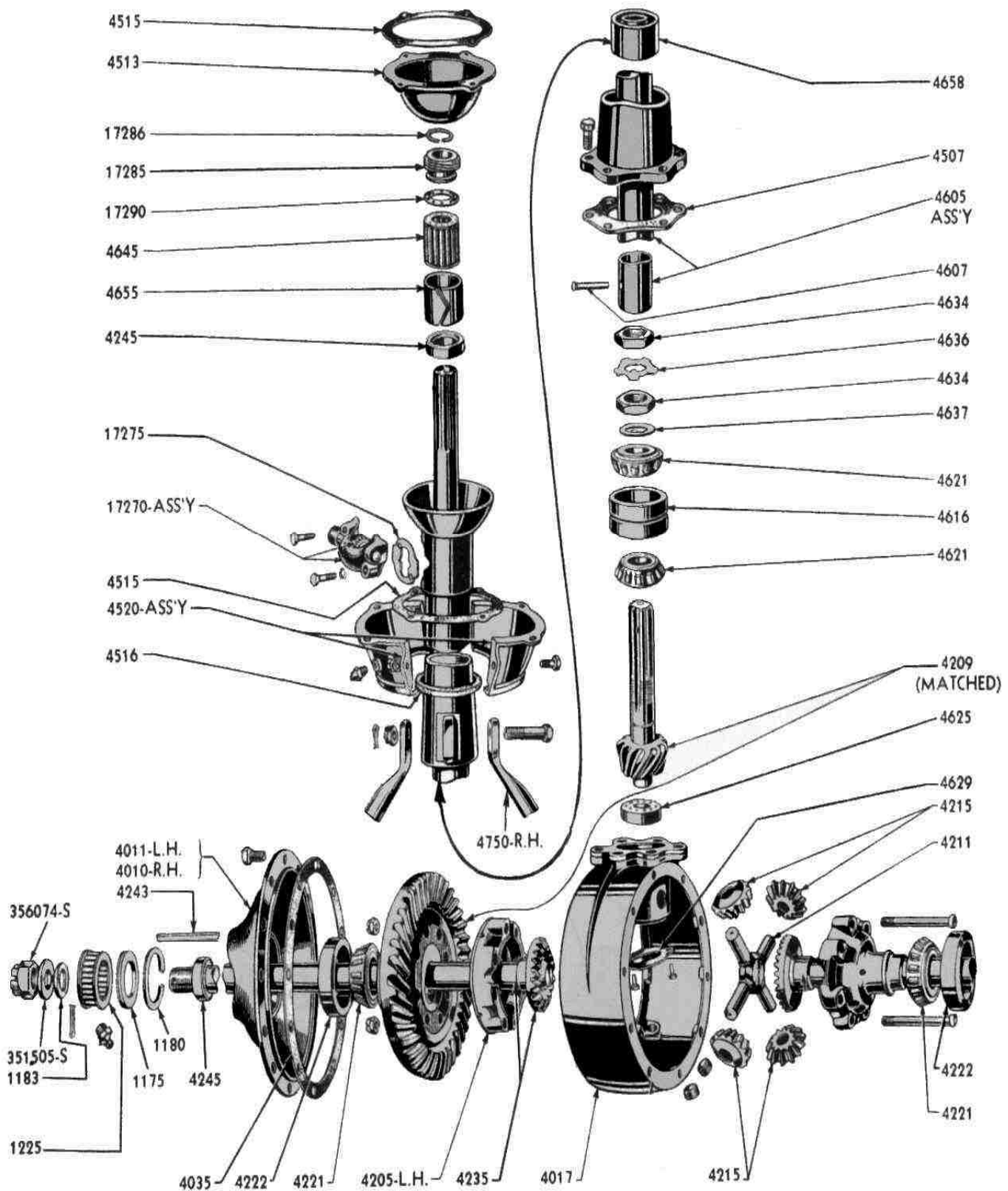
**Right:**  
21A-3111  
King Pin Kit

TYPICAL 1937-39 FORD PASSENGER CARS

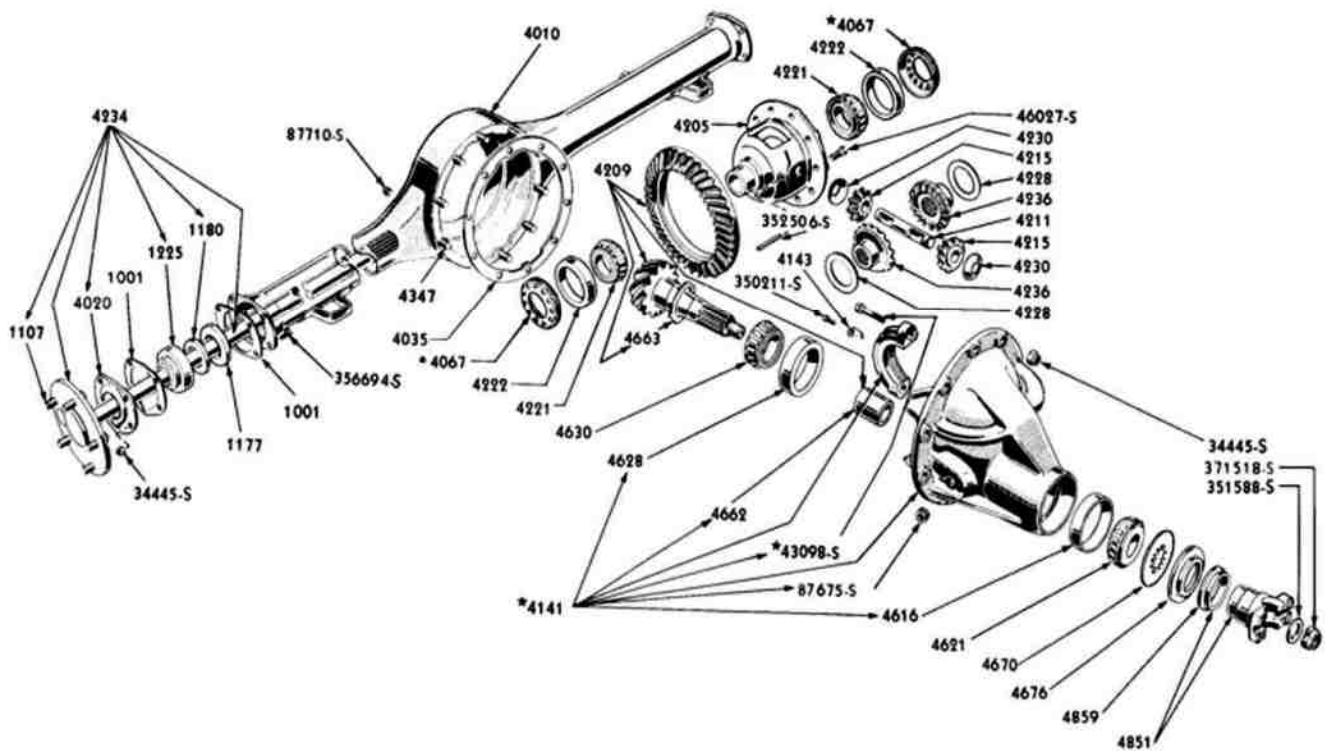


# PASSENGER REAR END & TORQUE TUBE ASSEMBLY

TYPICAL FOR 1932 - 48

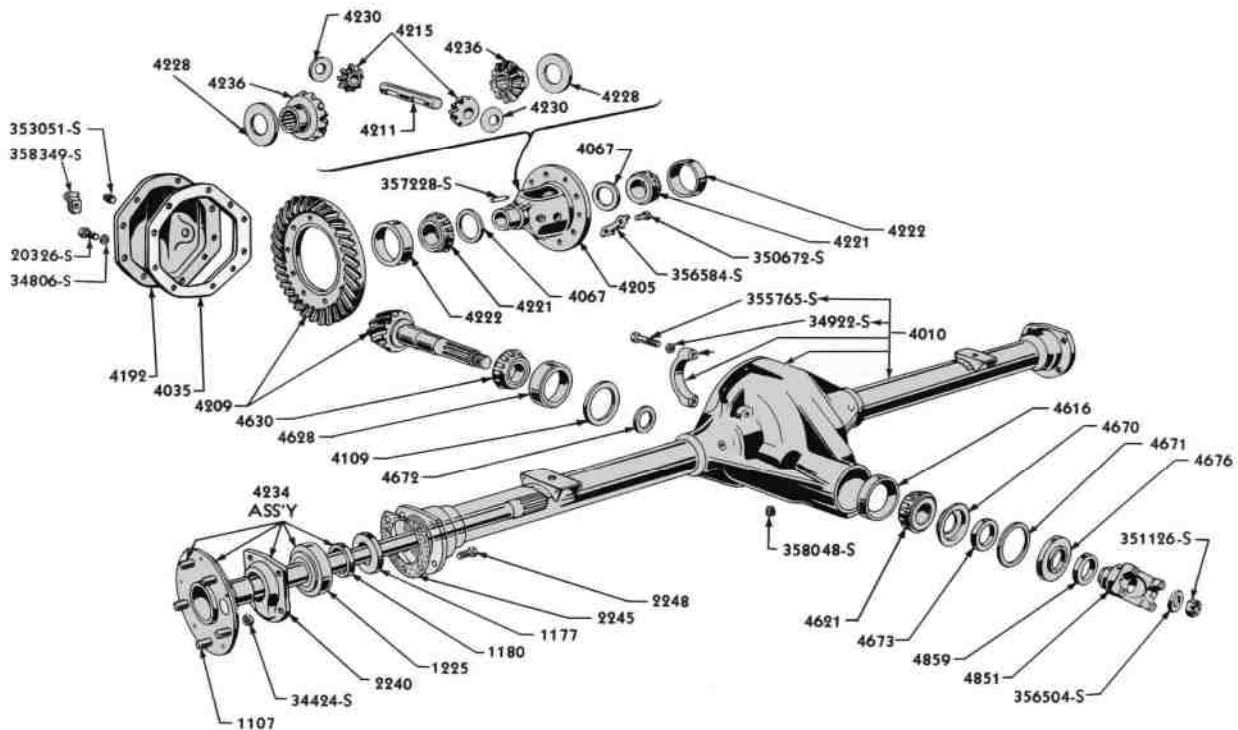


## Rear Axle Assembly for 1949 to 54 Ford (except Sedan Delivery and Station Wagon)

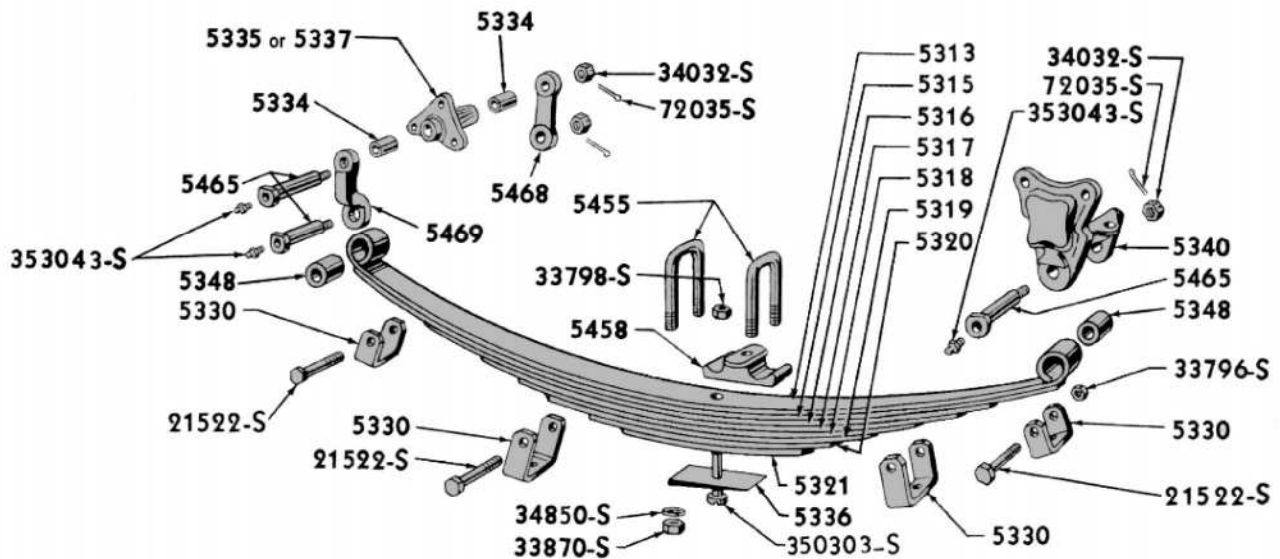


## Rear Axle Assembly

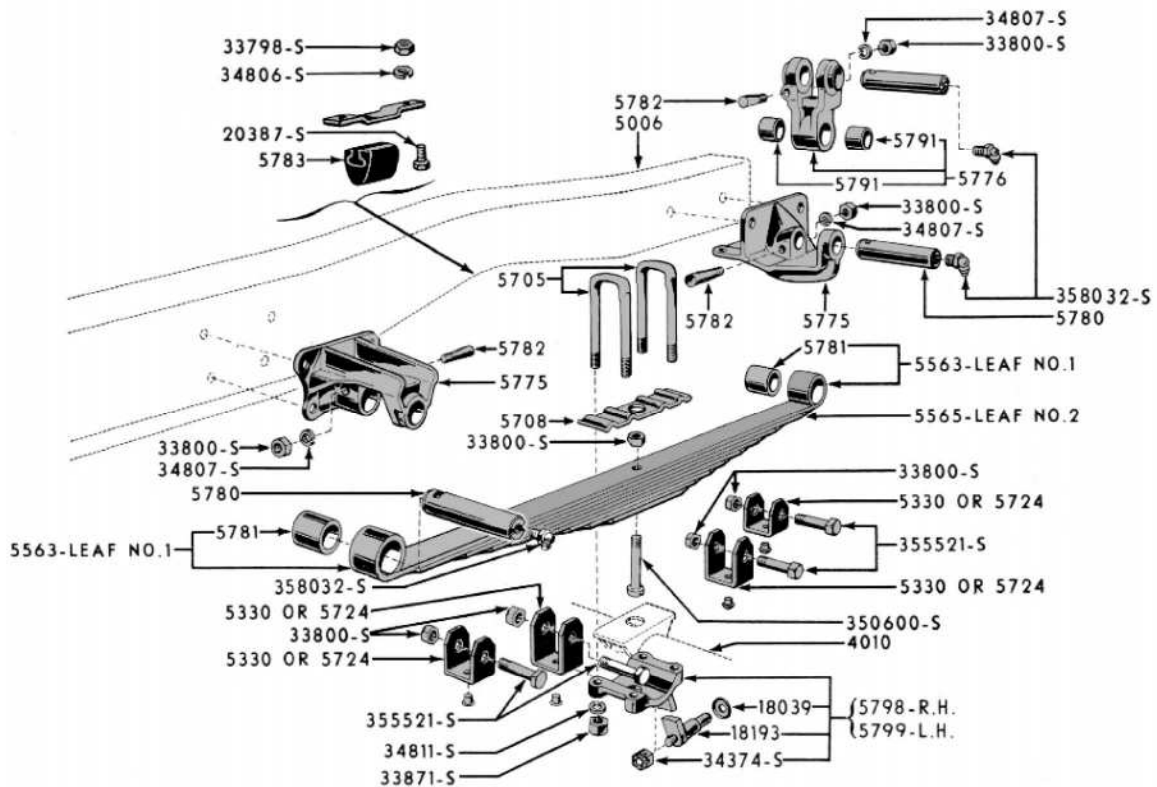
Typical for 1951-56 Pickup Truck



## Ford F-1 and F-100 Front Spring Assembly (1948-56)

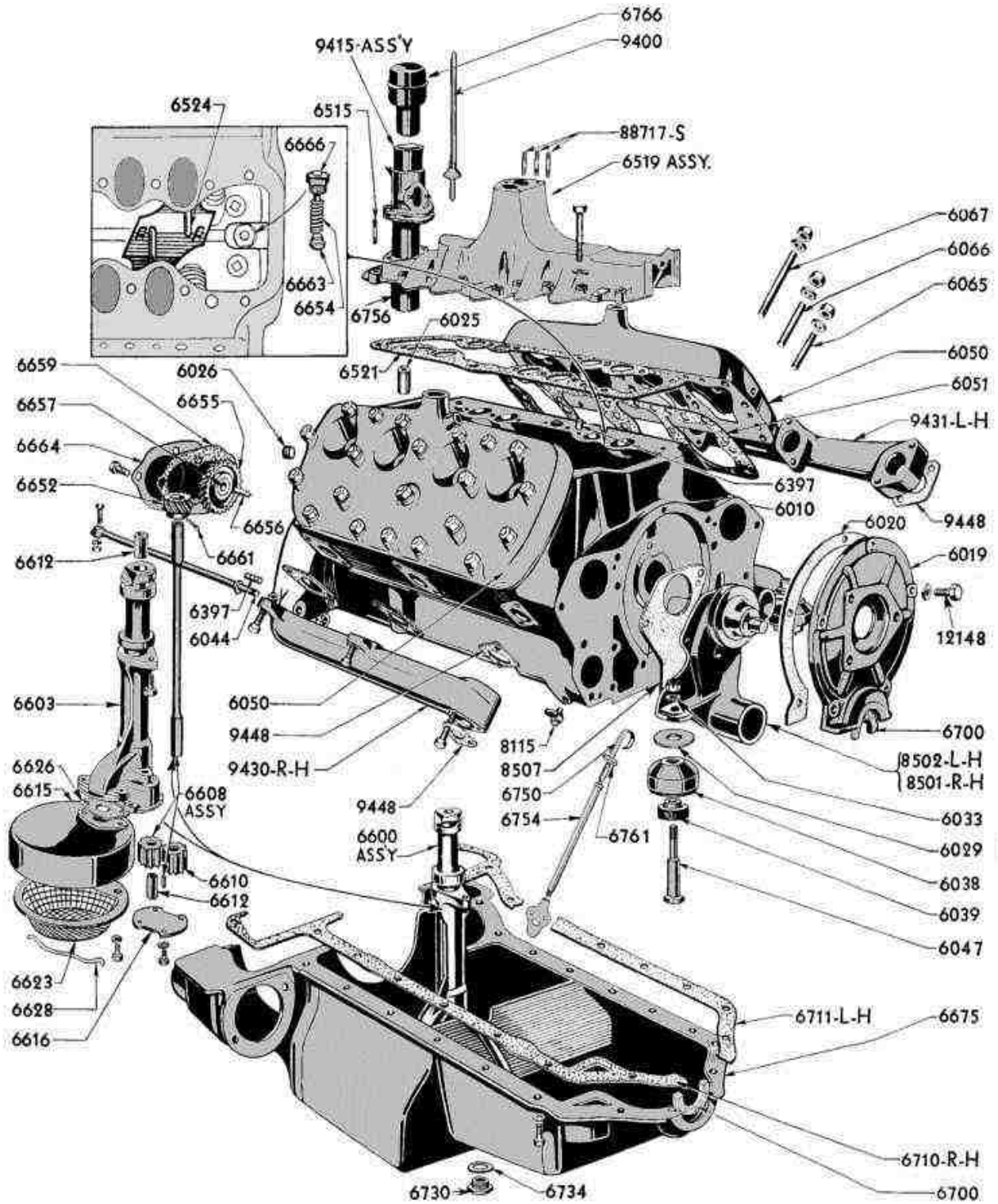


## Ford F-100 Rear Spring Assembly (1953-56)



# CYLINDER BLOCK ASSY

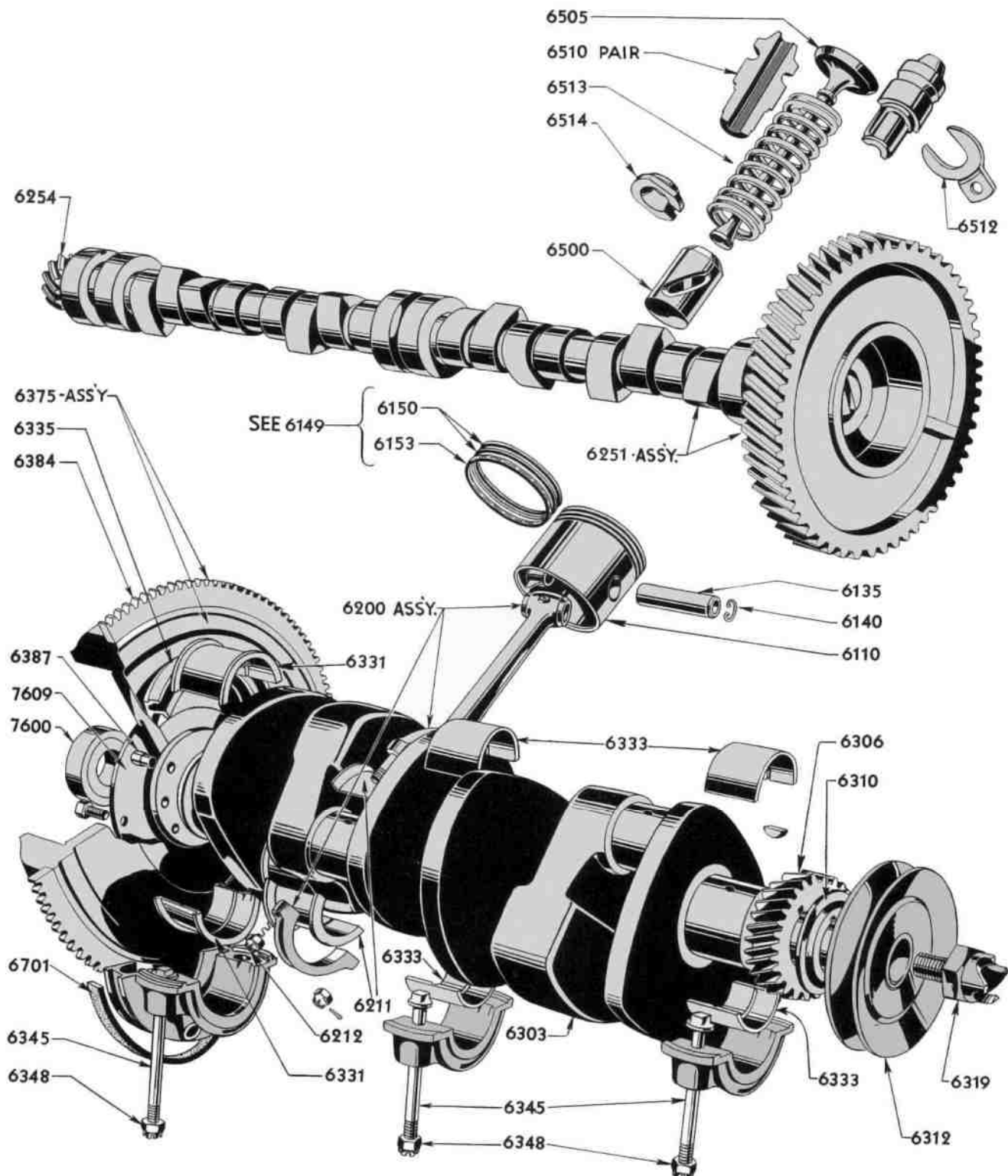
TYPICAL FOR 1937 TO EARLY 1938 (85HP - 21 STUD)





# CRANKSHAFT & CAM ASSY

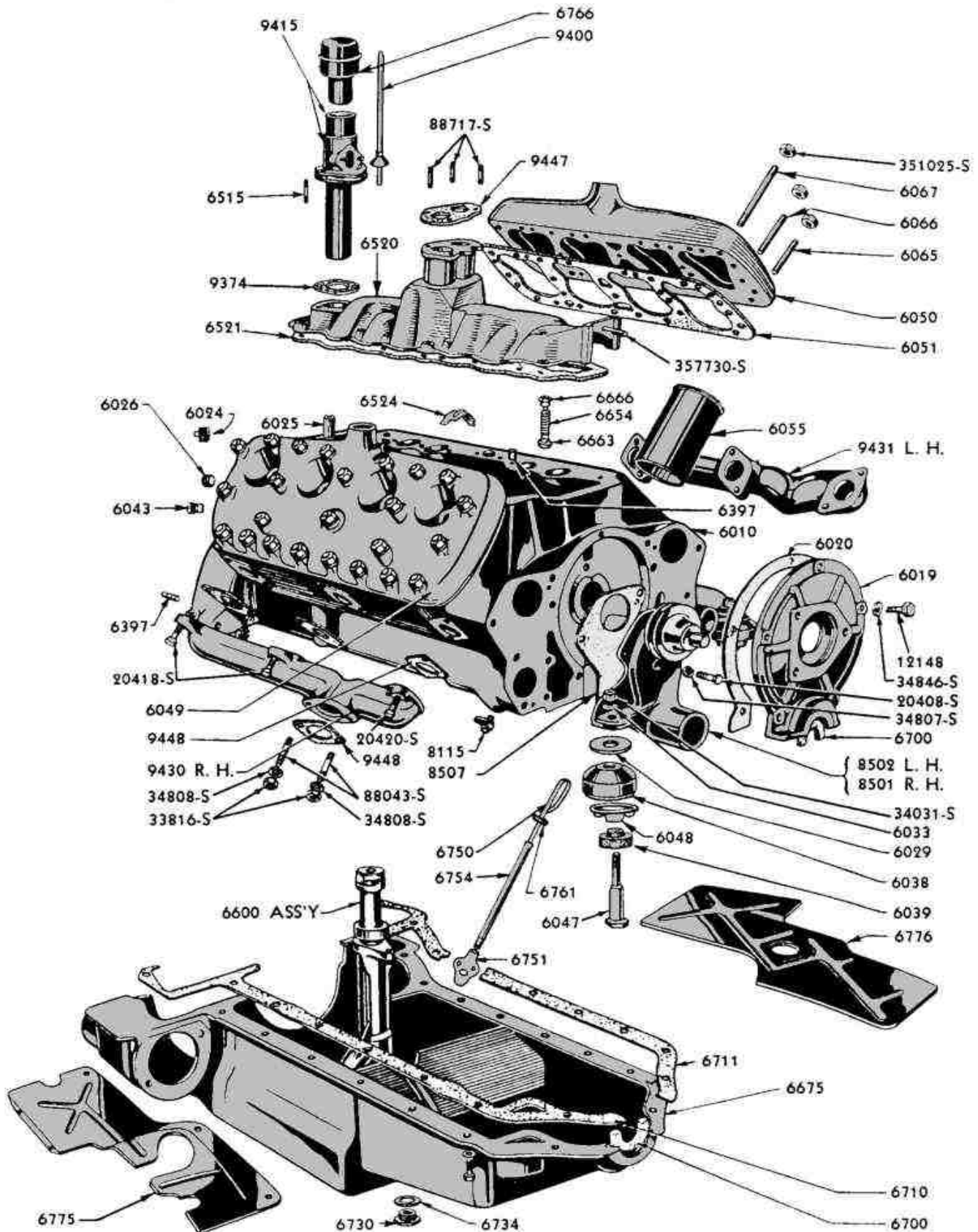
TYPICAL FOR 1932 - 37 (85HP - 21 STUD)





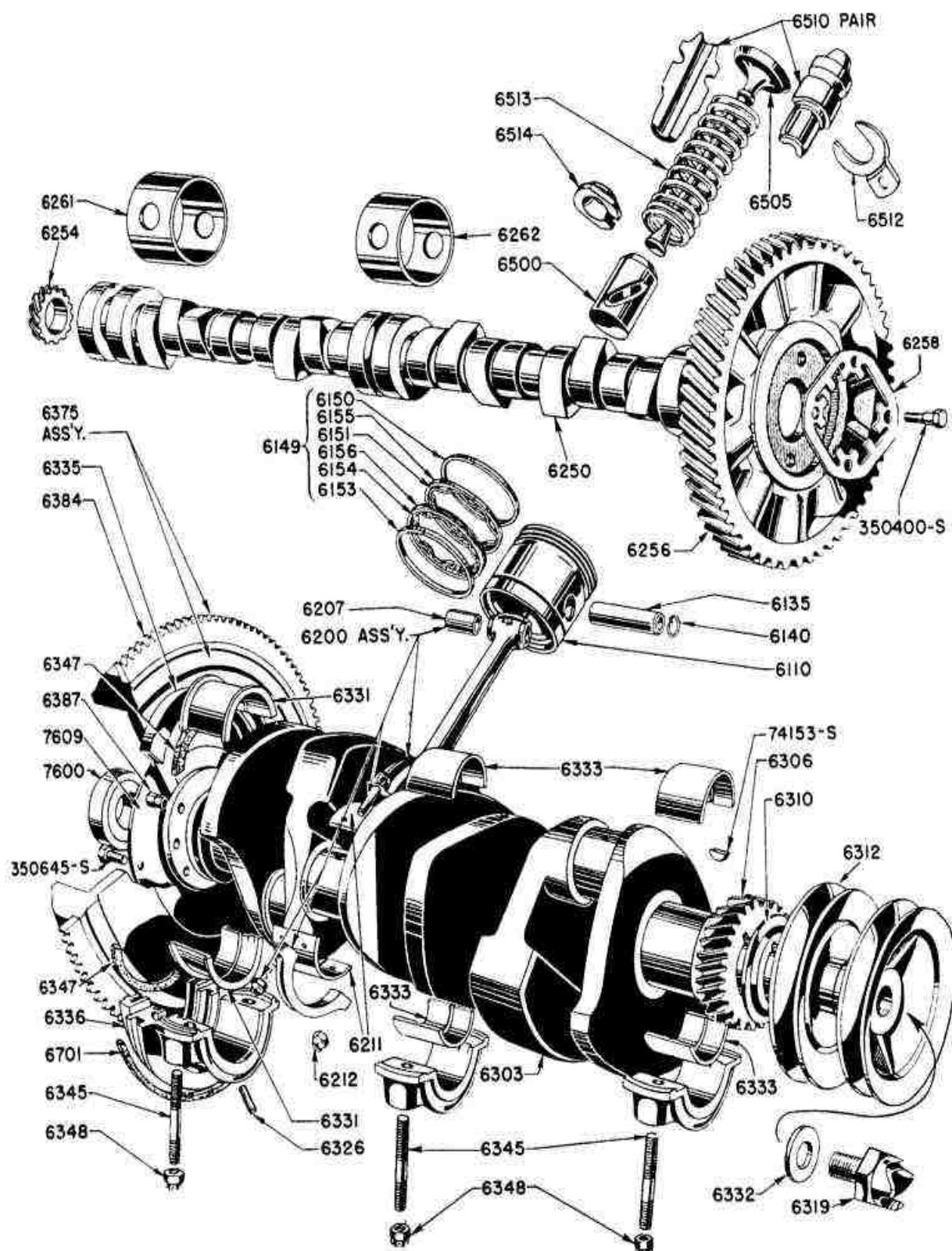
# CYLINDER BLOCK ASSY

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

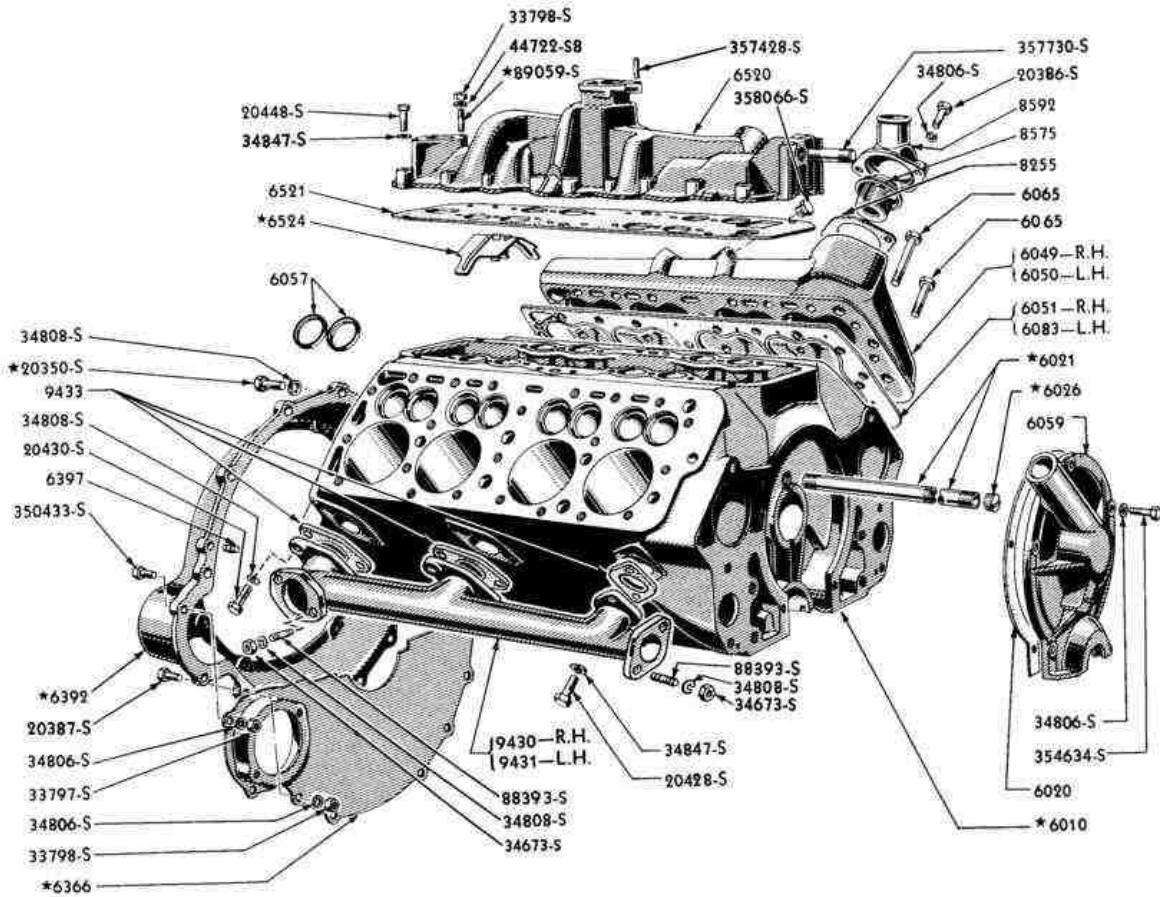


# CRANKSHAFT & CAM ASSY

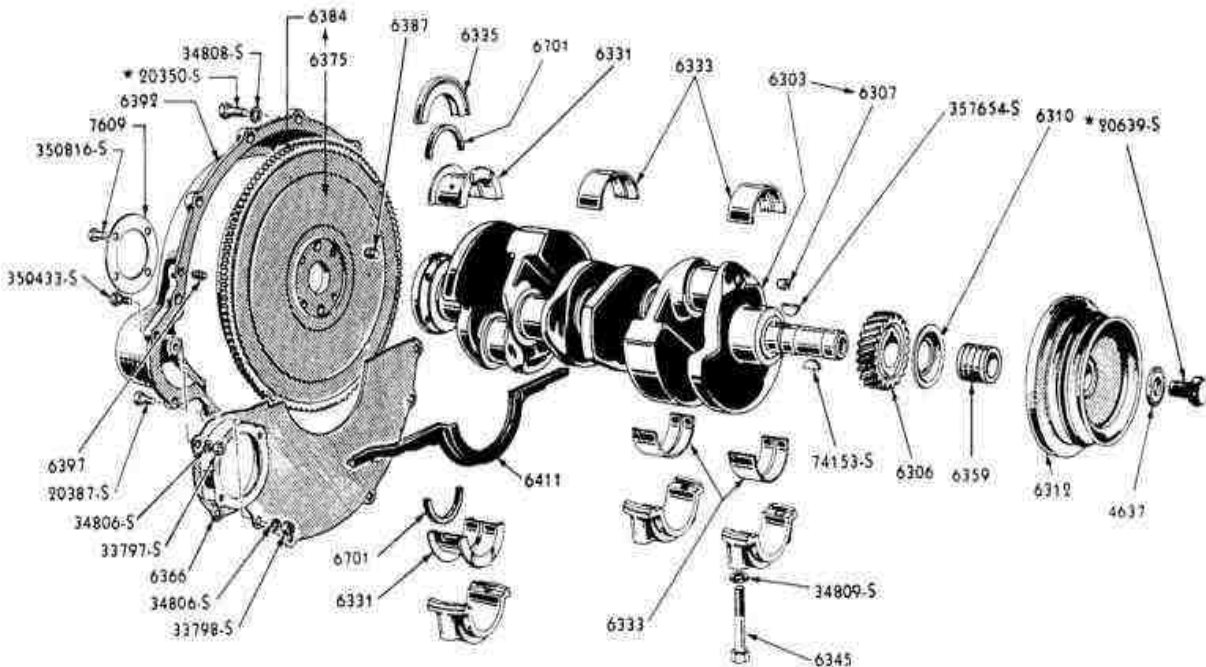
TYPICAL FOR 1939 - 48 (90/100HP)



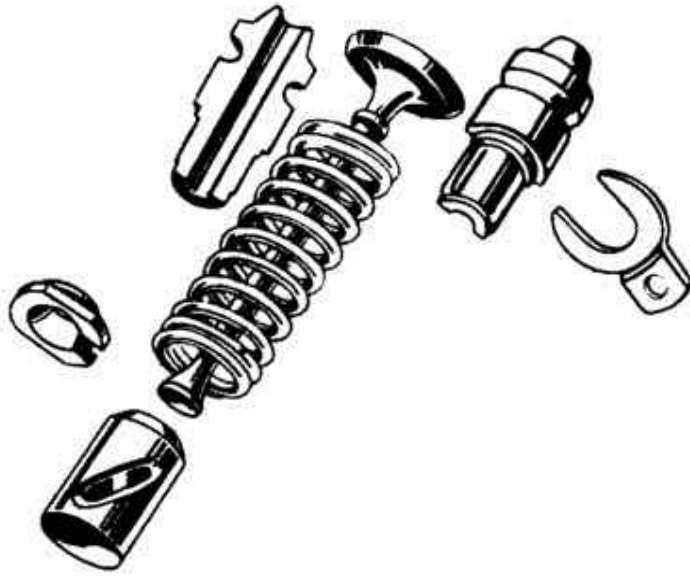
## Cylinder Block Assembly (8BA style) for 1949 to 53



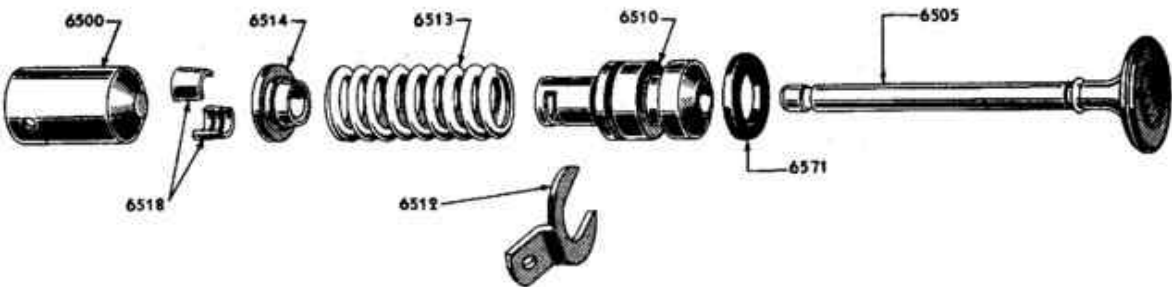
### Crankshaft Assy Typical for 1949 to 53 (100 Hp)



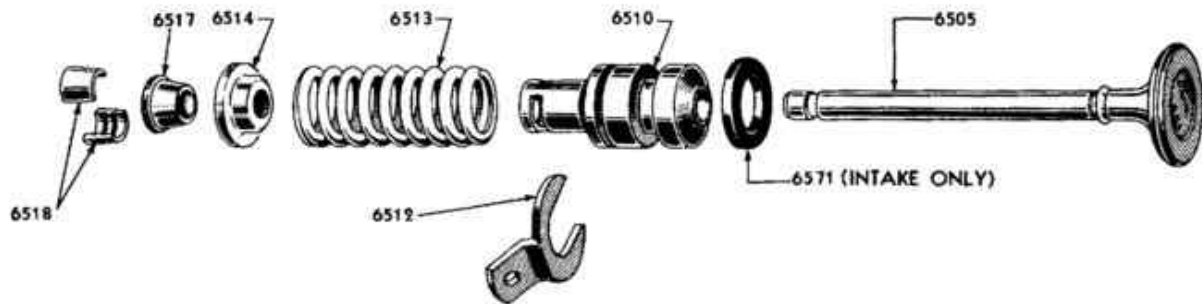
Engine Valve Assembly - Typical for 1933-48 V8 (85/90 hp)



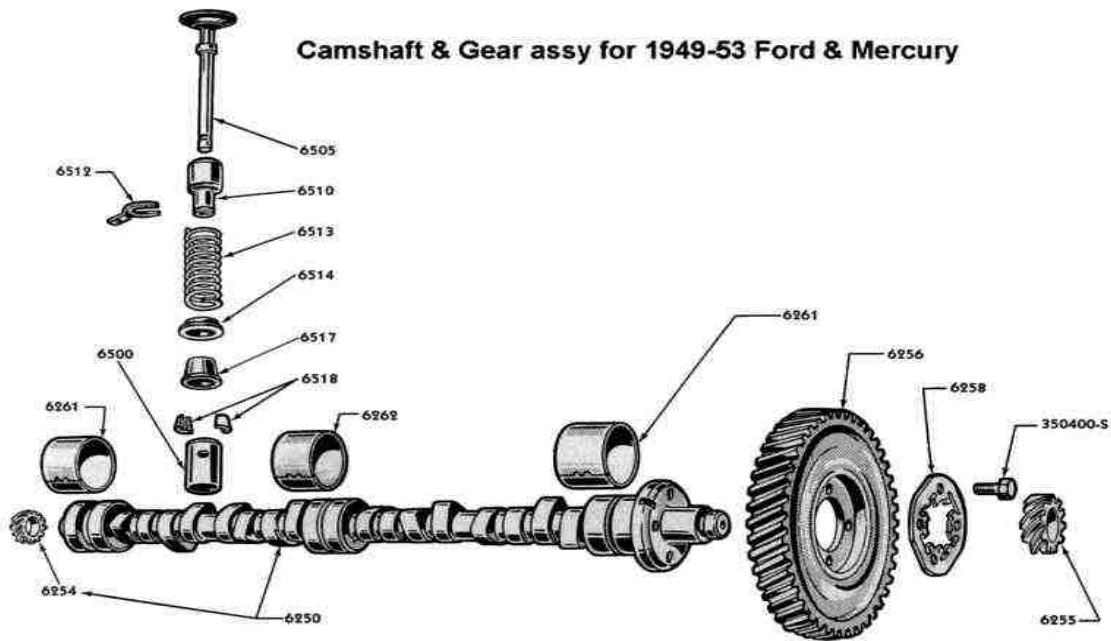
1948-50 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



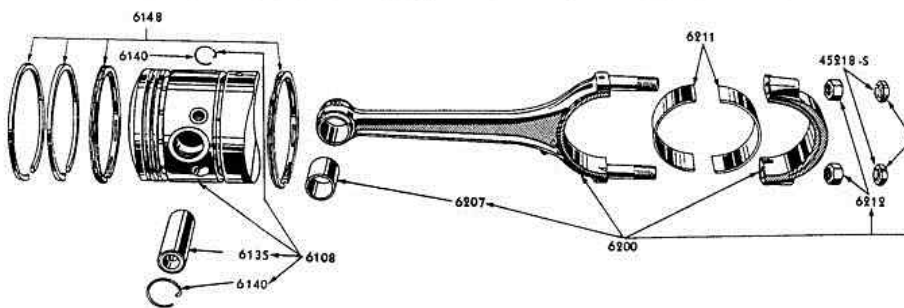
1951 to 53 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



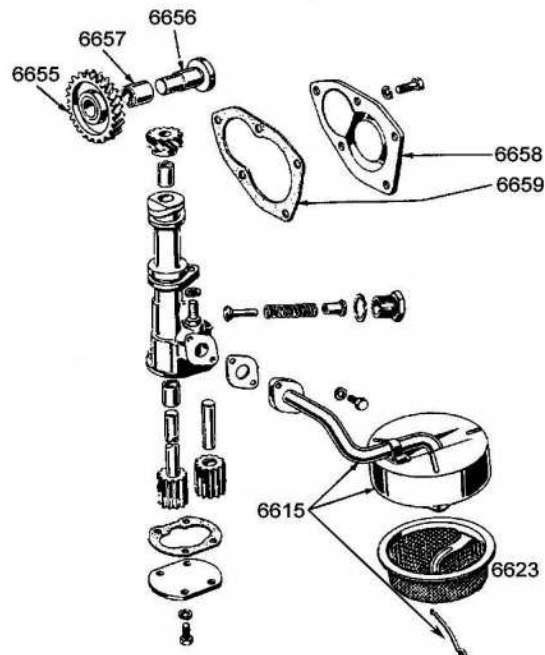
### Camshaft & Gear assy for 1949-53 Ford & Mercury



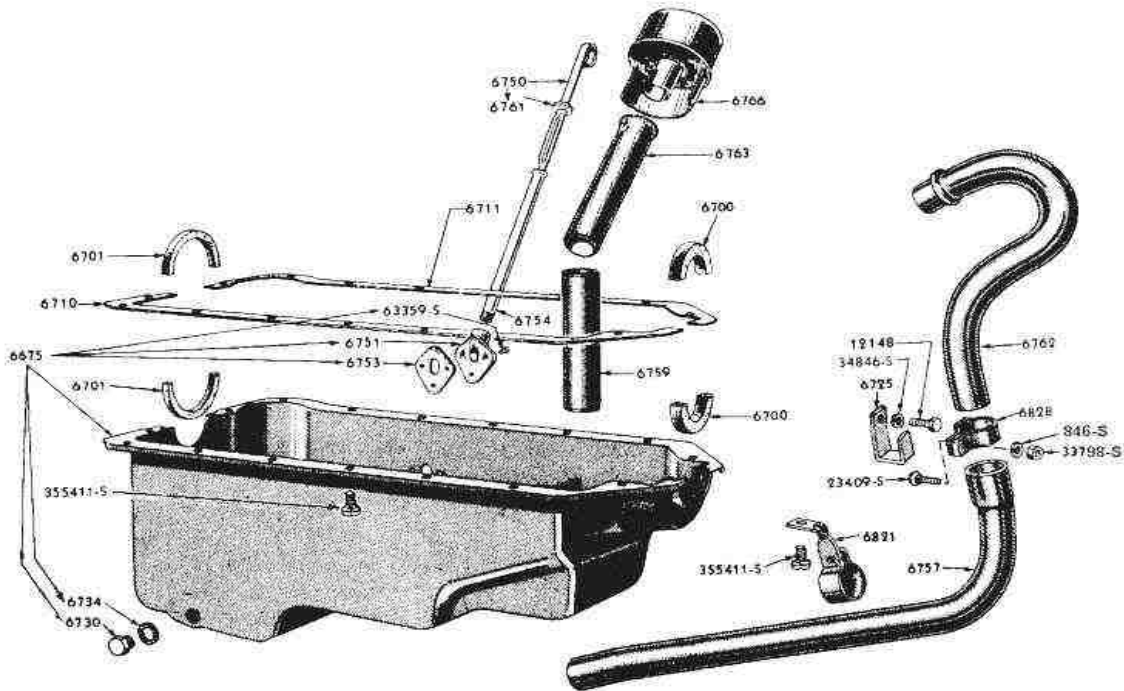
### Piston and Connecting Rod Assy for 1949 to 53 V8



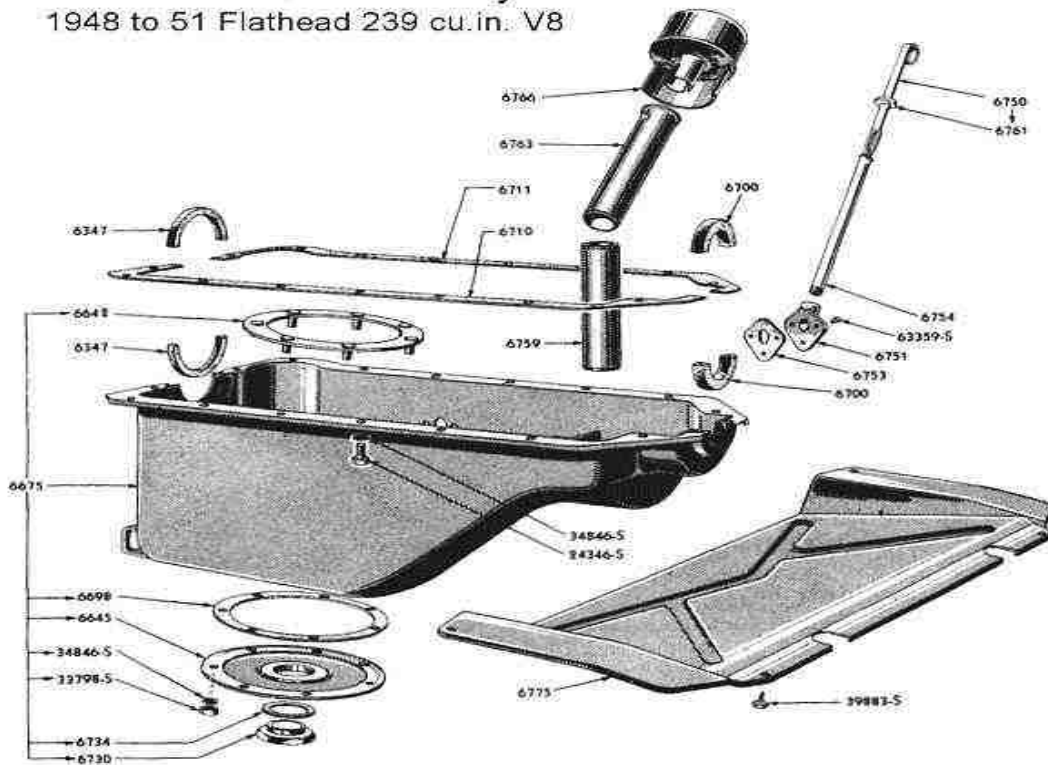
### Oil Pump Assembly for 1949 - 52 V8



## 1949-51 Mercury

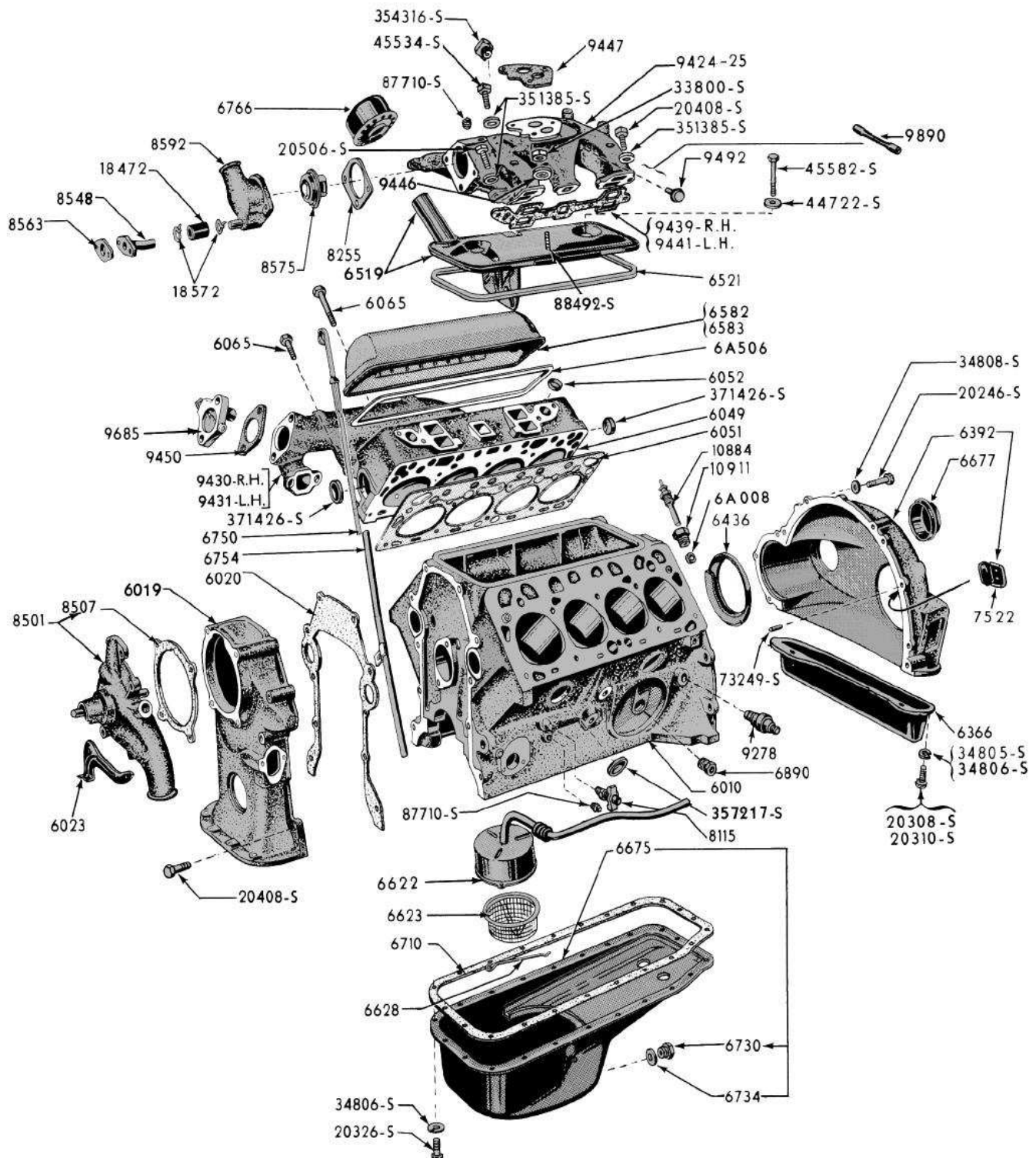


1948 to 51 Flathead 239 cu.in. V8



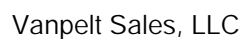


# Ford Y-Block Type V8 Engine (1954-64 Car and Truck) 239-272-292-312 Cubic Inch)



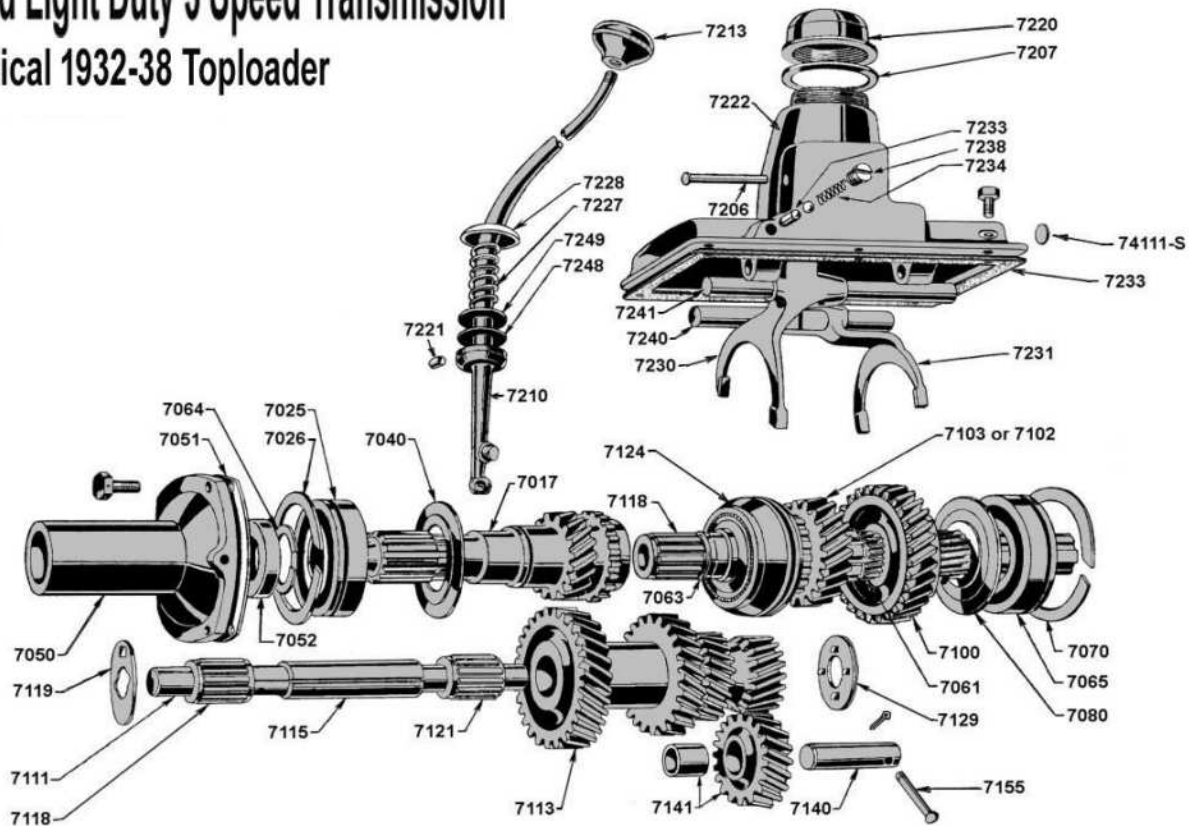


Typical for 1955-62 V8 (272-292-312)



# Ford Light Duty 3 Speed Transmission

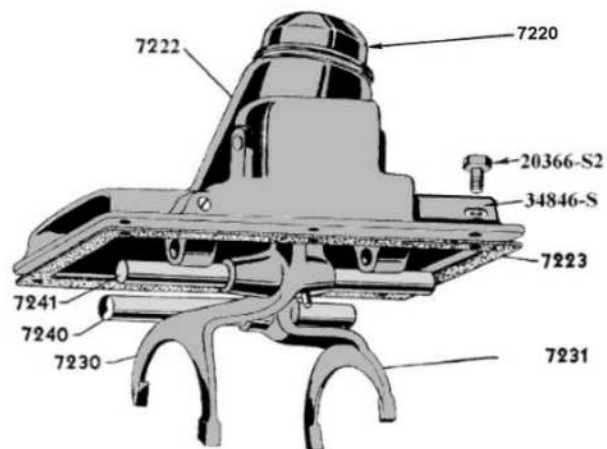
## Typical 1932-38 Toploader



- 7006 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 - Synchro to Mainshaft (1939-59)
- 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
- 7128 Thrust Washer - CS rear (46-54)
- 7129 Thrust Washer - CS rear
- 7140 Shaft - Reverse Idler Gear
- 7141 Reverse Idler Gear
- 7155 Retainer Pin - Countershaft
- 7086 Gasket - Rear Bearing Retainer
- (Not shown on above parts drawing)

## Typical 1932-35 Slanted Shift Housing

1932 only has the two bosses for a parking brake mount.

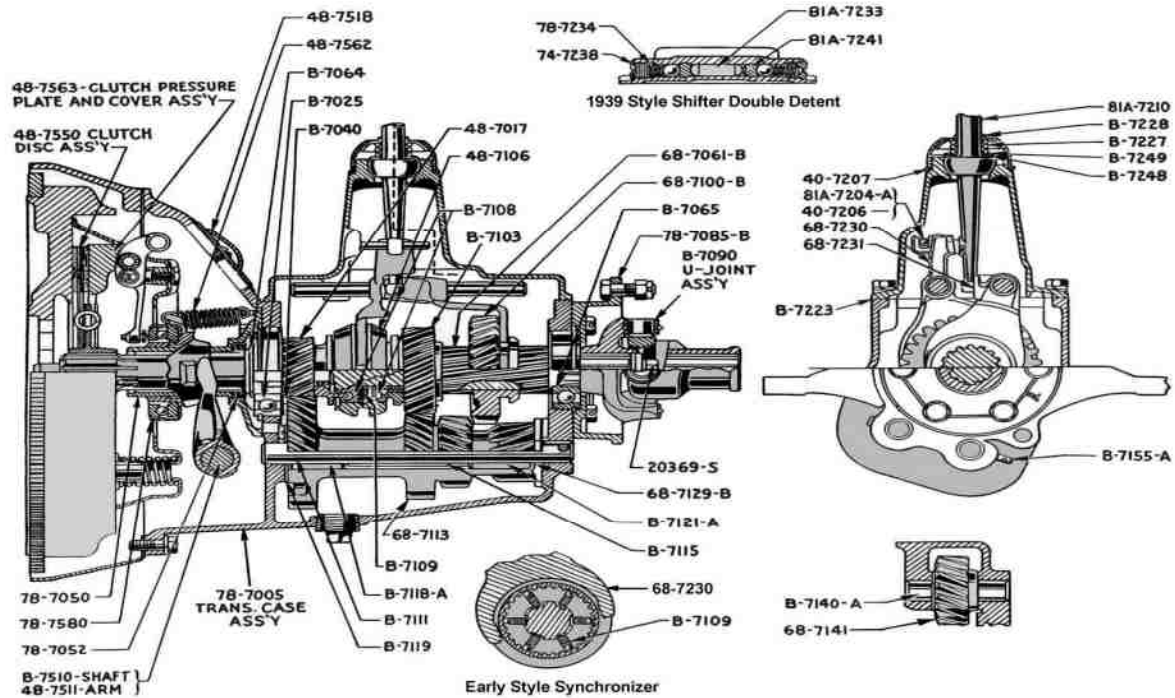


- 7206 Guide Pin - Shifter Housing
- 7207 Gasket - Shift Housing Cap
- 7210 Shifter Lever - Top Loader
- 7213 Knob - Shifter Lever
- 7220 Cap - Shifter Housing
- 7221 Trunnion Pin - Shifter Housing
- 7222 Shifter Housing - Topload & Sideload
- 7223 Gasket - Shifter Housing
- 7227 Spring - Shifter Lever
- 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
- 7238 Seat - Shaft Plunger Lock
- 7240 Shift Shaft - Low & Reverse
- 7241 Shift Shaft - Second & High

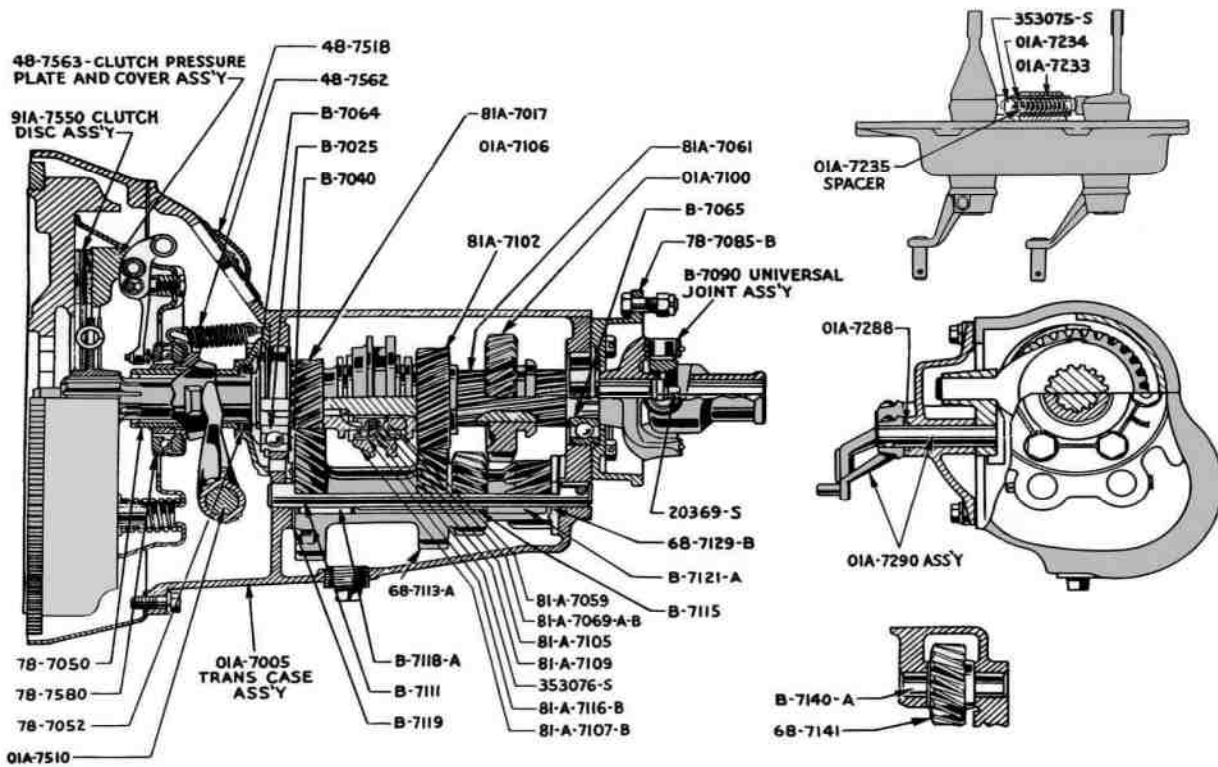
- 7248 Oil Seal - Shifter Lever
- 7249 Washer - Shifter Lever
- 7280 Cam and Shaft - Second & High
- 7282 Cam and Shaft - Low & Reverse
- 7284 Retainer - Shift Fork
- 7285 Shift Lever - Second & High (40-48)
- 7287 Washer - Shift Cam Thrust
- 7288 Oil Seal - Shifter Shaft
- 7290 Shift Lever - Low & Reverse (40-48)
- 353075-S Ball - Shifter Detent (40-48)

Note: Part numbers are just the basic number for the common parts. Specific prefix and suffix number/letters define the exact version of each part.

## Typical 1937-39 Type Topload 3 Speed Transmission

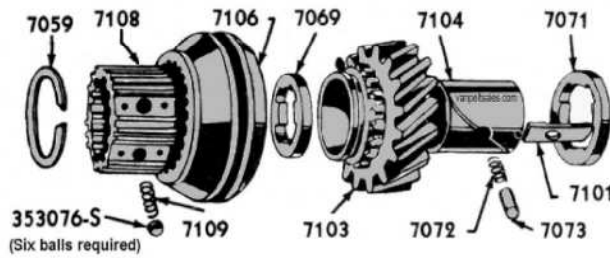


## Typical 1940-48 Side Load Three Speed Transmission



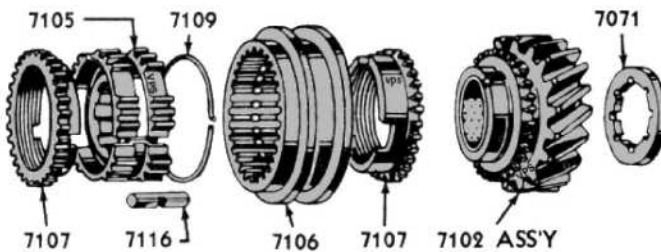
## Ford and Mercury Transmission Synchronizer Types

(Not all parts shown in the drawings are included with the basic 7124 assy)



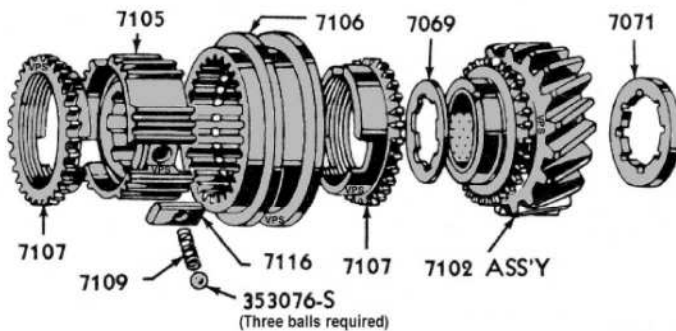
### B-7124 and 48-7124

These are the early type synchro assy for 1932 to early 1939 early V8 type. The assy includes the 7108 hub, 7106 sleeve, the 7109 springs and the balls. The B-7124 is used with B-7113 cluster gear, and the 48-7124 is used with the 48-7113 cluster gear.



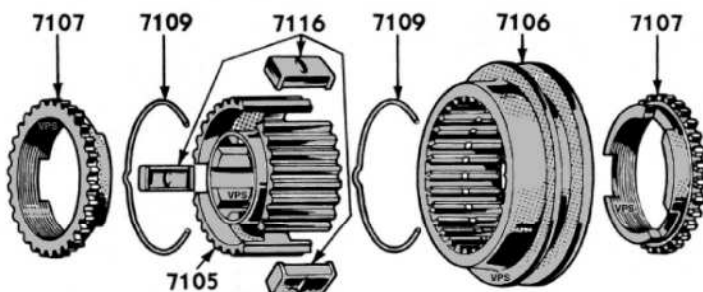
### 91A-7124 and B5A-7124

This type uses the narrow 7116 inserts and the bronze rings with the narrow slots. This type was used for partial 1939 production, and the same type used in the 1955-66 T-86 overdrive type transmissions. The T86 version uses two of the 7109 retainer springs.



### 01A-7124

The 01A type was introduced for 1940 and was used up through 1948. This type is identified by the 3 balls, springs and inserts. The 7069 brass spacer washer must be used with this type 7105 hub. The bronze 7107 synchro rings have the wide type slots.



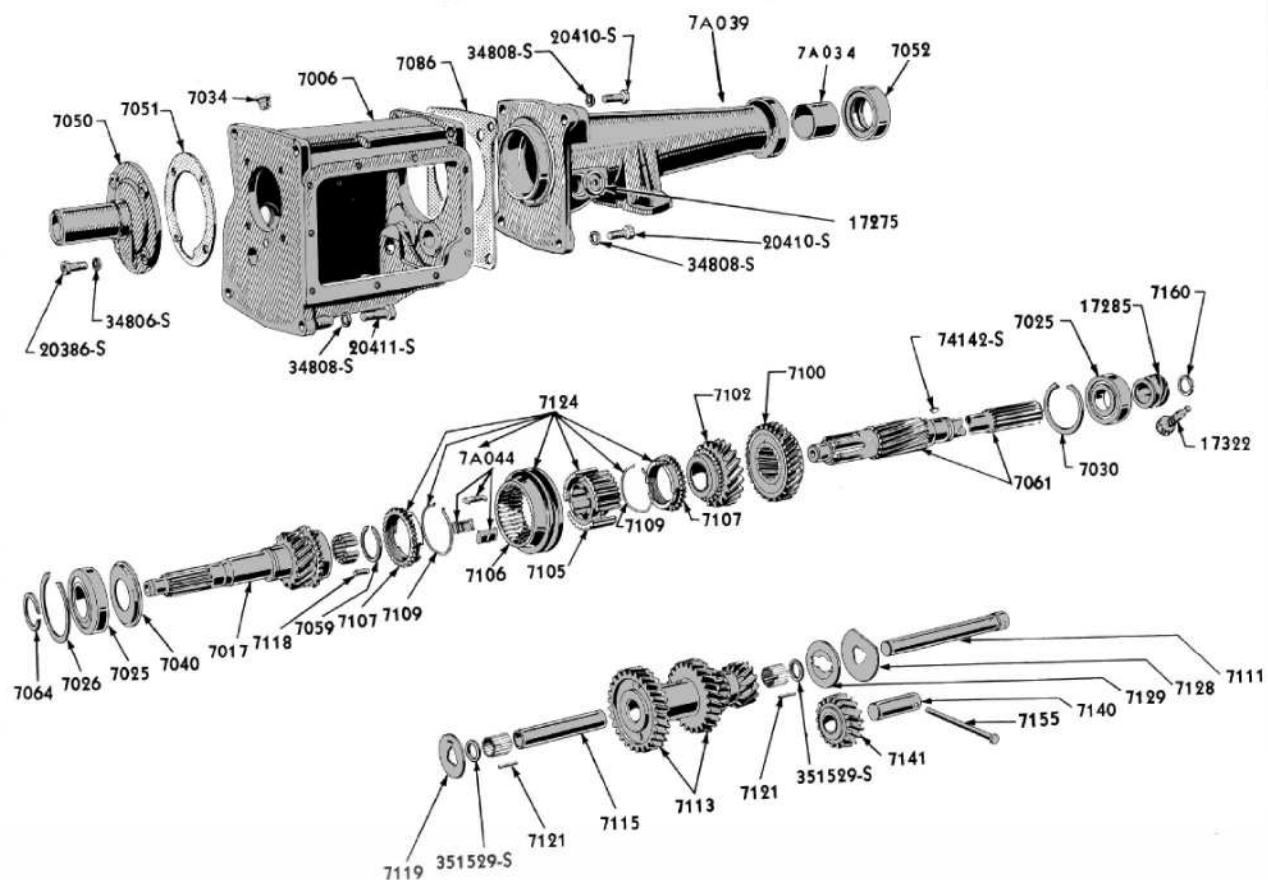
### 51A-7124 and 8M-7124

The 51A and 8M type synchro assembly was introduced in 1945 and was used up through 1962 on the Ford light duty three speed transmissions. The 7105 hub is slightly a slightly bigger length compared to the 01A type, and thus does not require the 7069 washer.

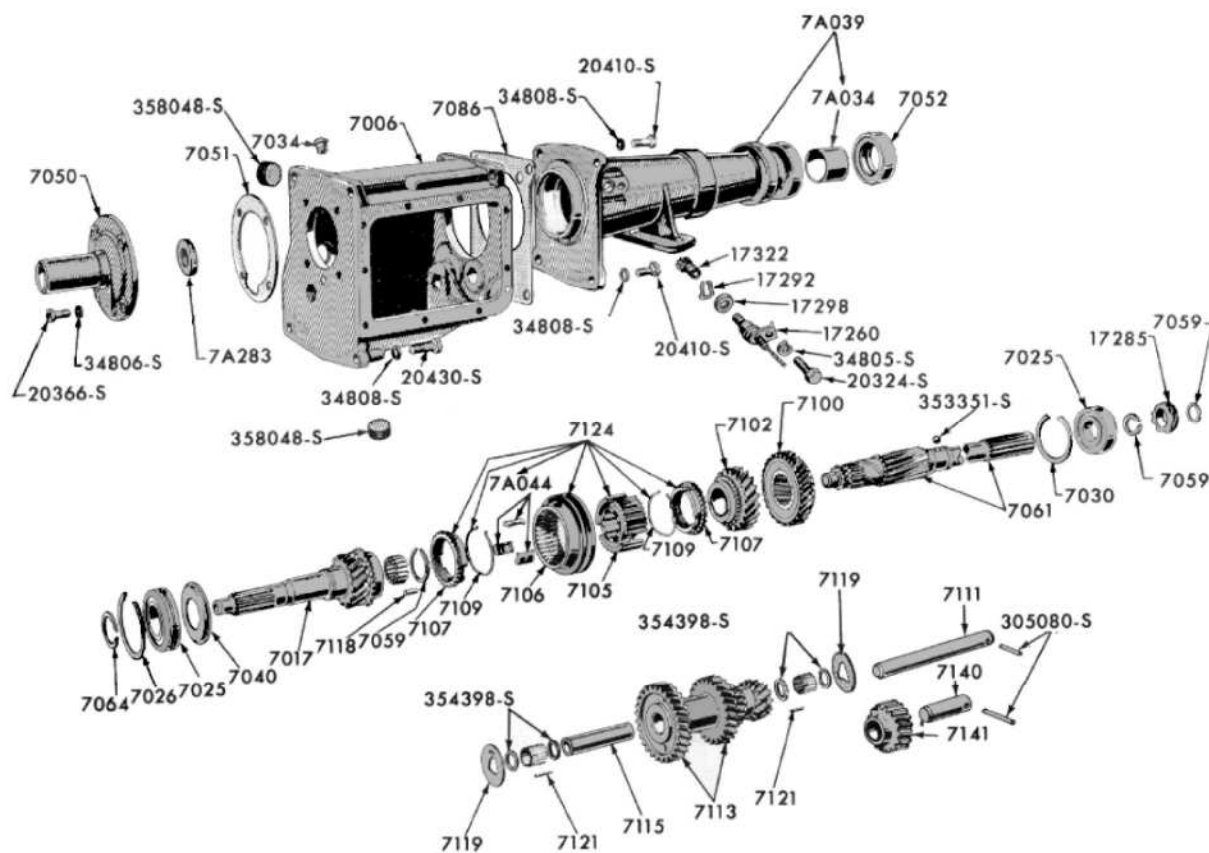




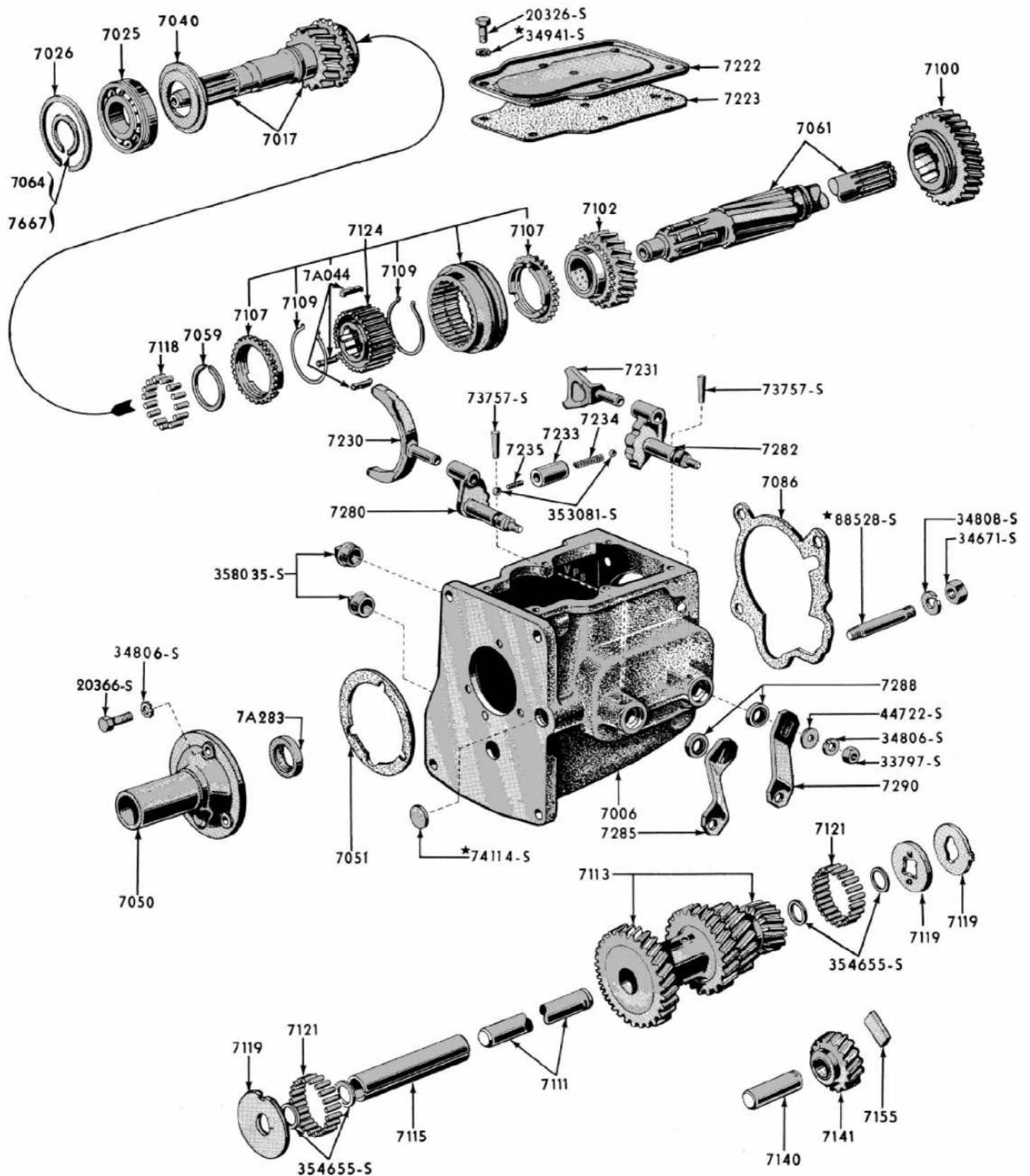
## Ford 1949-54 Typical Standard 3 Speed Transmission



## Ford 1955-62 Typical Standard 3 Speed Transmission

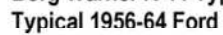


## Ford 1955-66 Light Duty 3 Speed Transmission for Overdrive T-86 Type

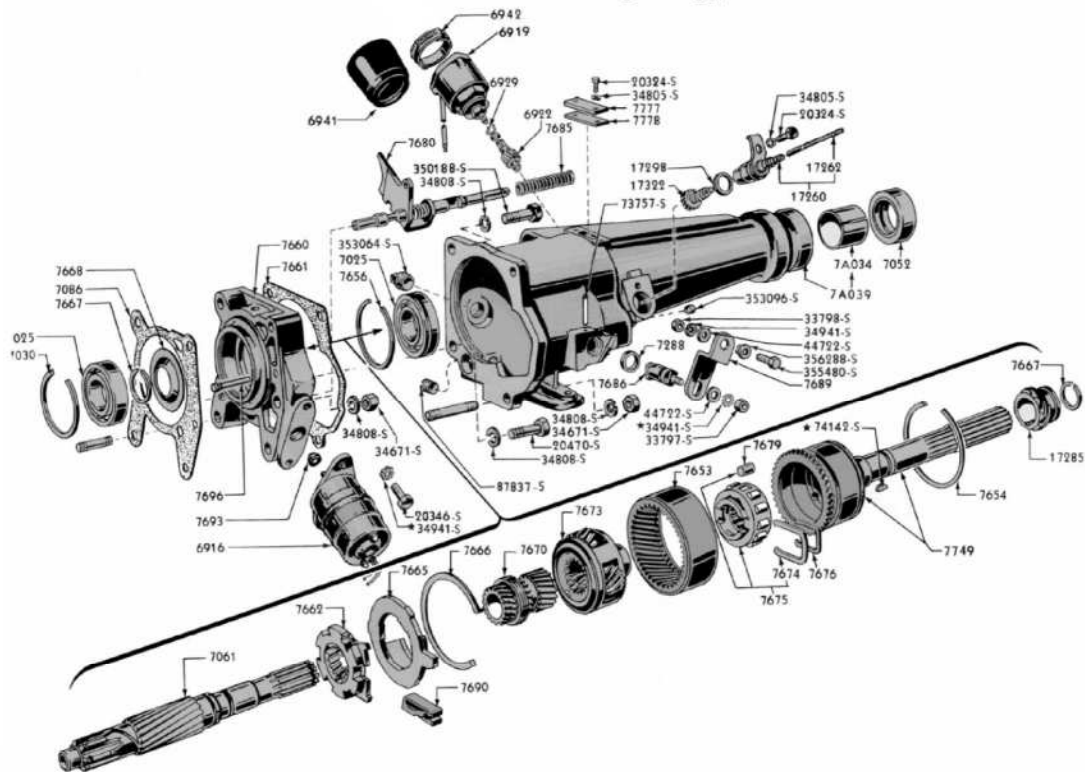




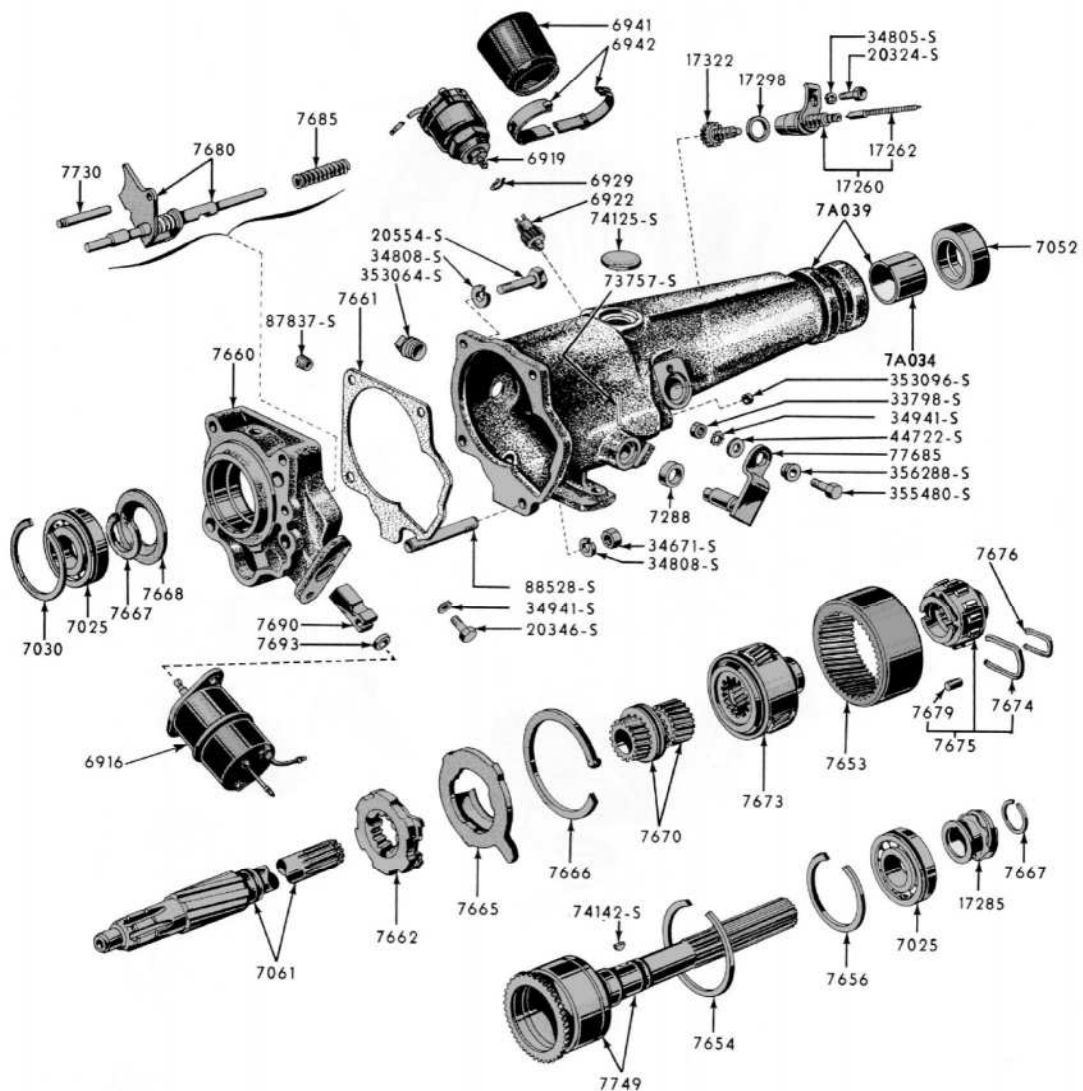
1956-64 Ford



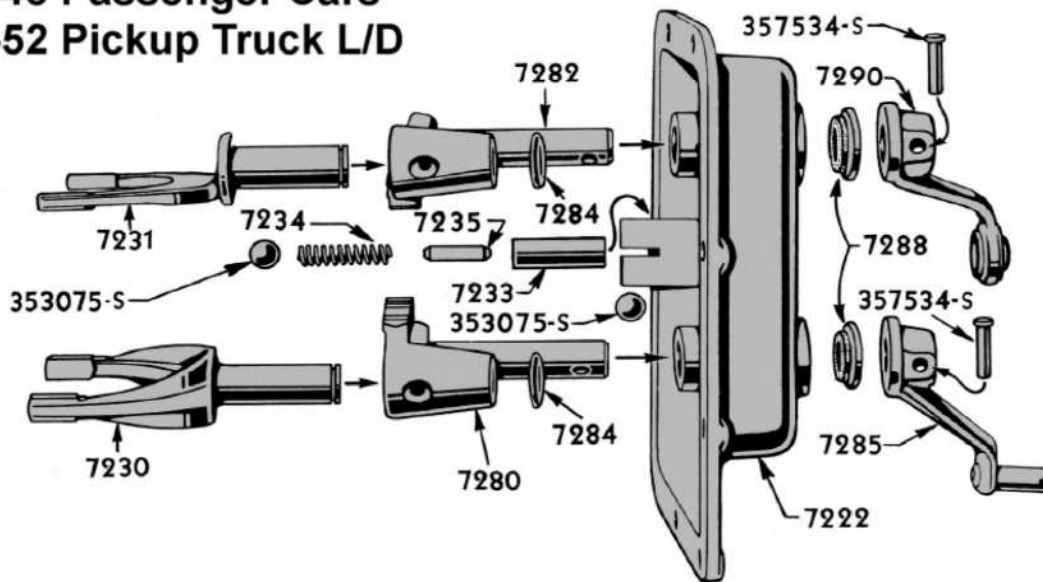
## Ford R-10 Overdrive Assy - Typical 1952-55



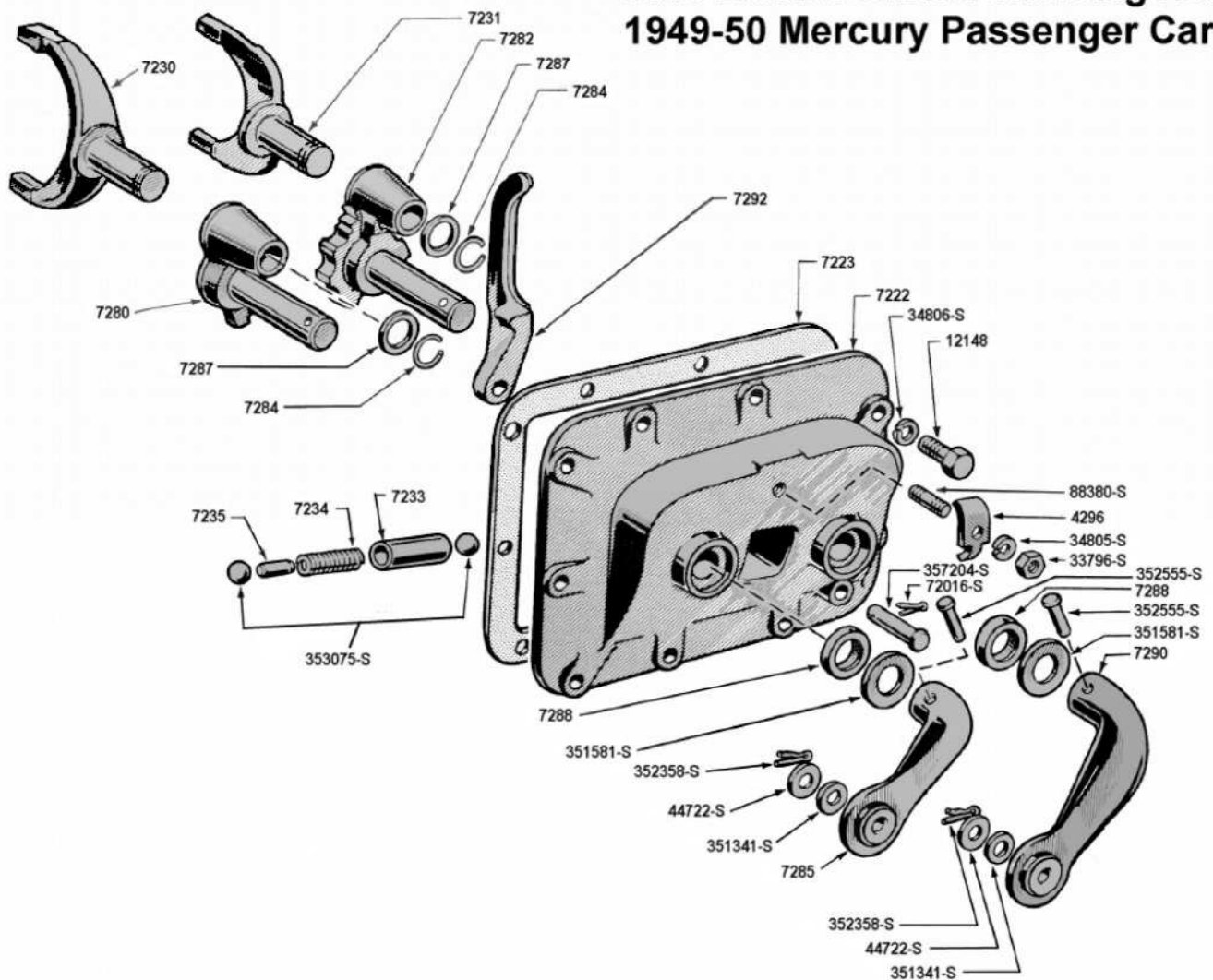
## Borg Warner T-86 Overdrive Assy - Typical 1956-64



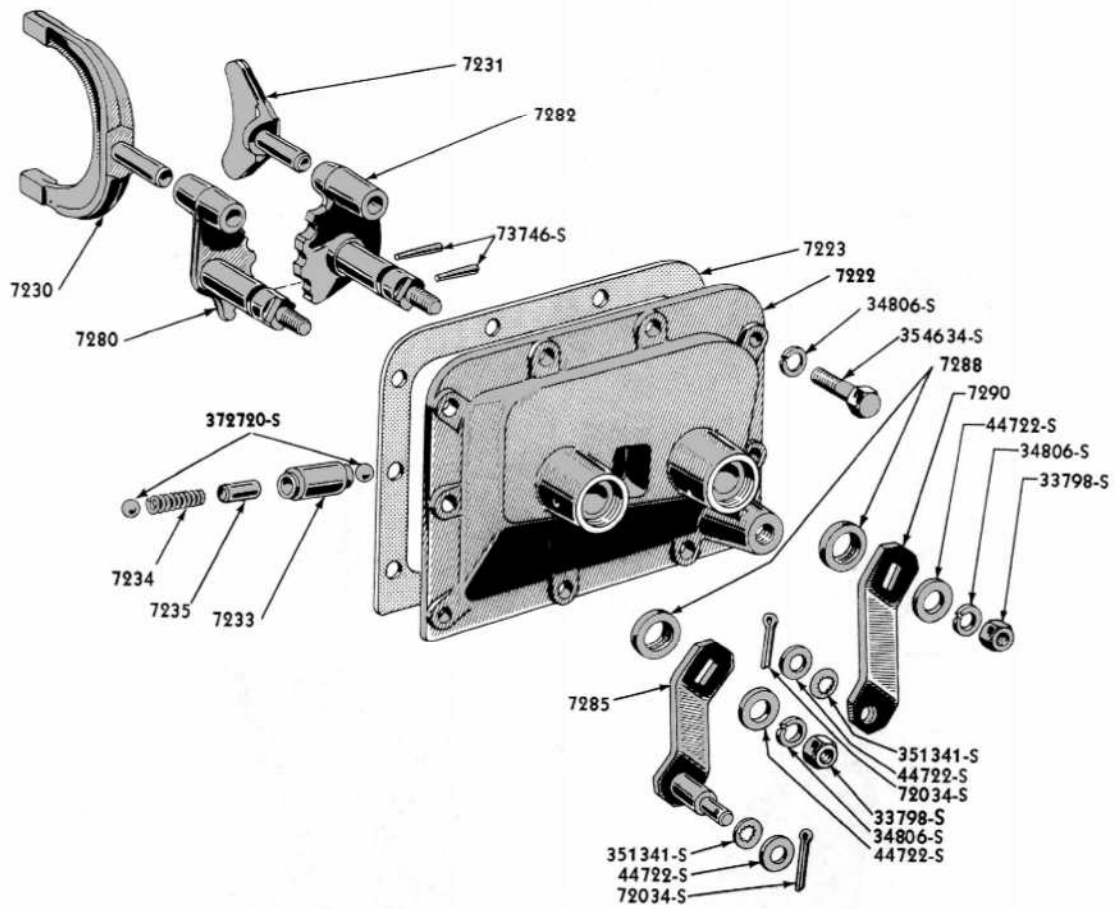
# **Side Loader Shifter Housing Assy** **1940-48 Passenger Cars** **1950-52 Pickup Truck L/D**



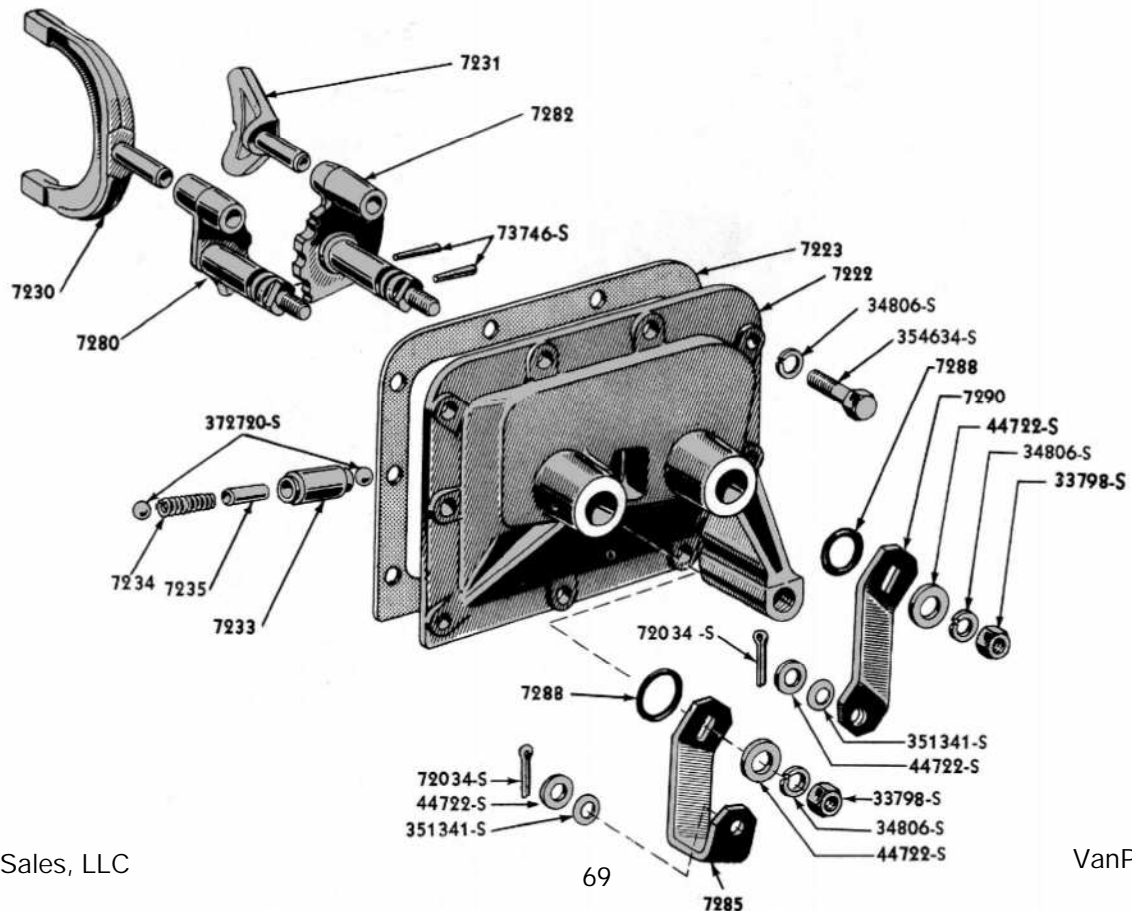
# **Side Loader Shifter Housing Assy** **1949-50 Mercury Passenger Cars**



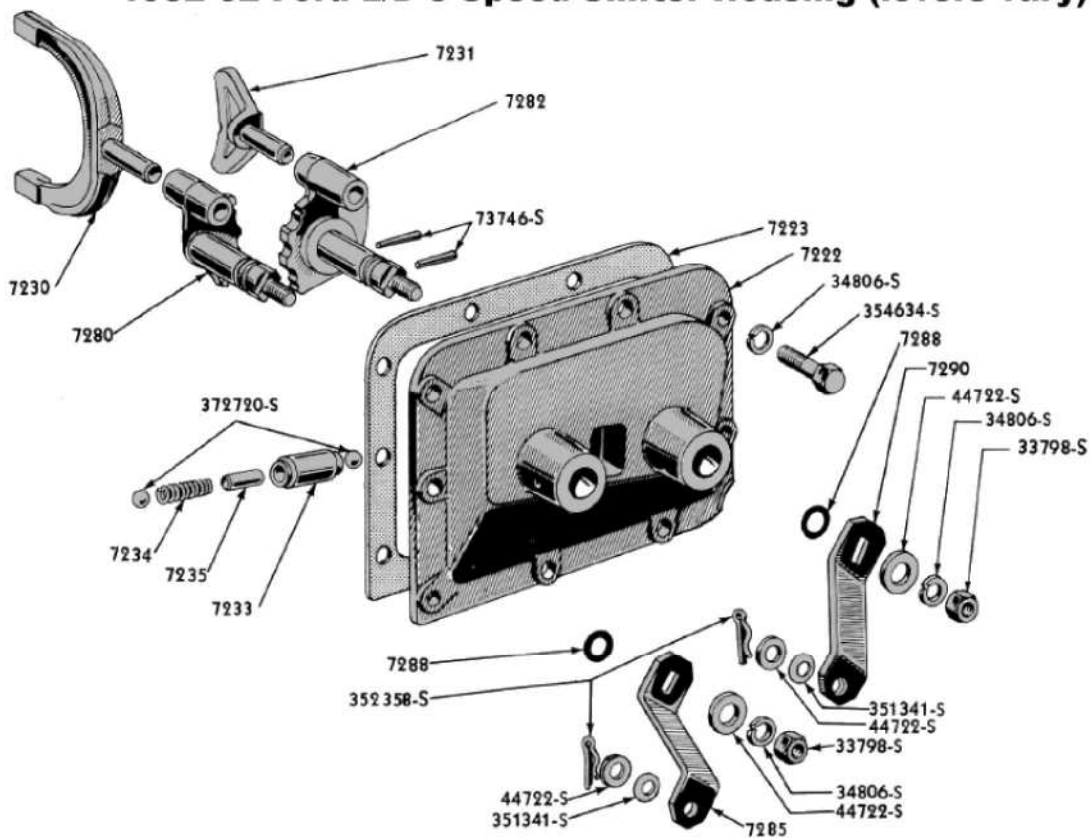
## 1949-50 Ford Passenger Transmission Shifter Housing



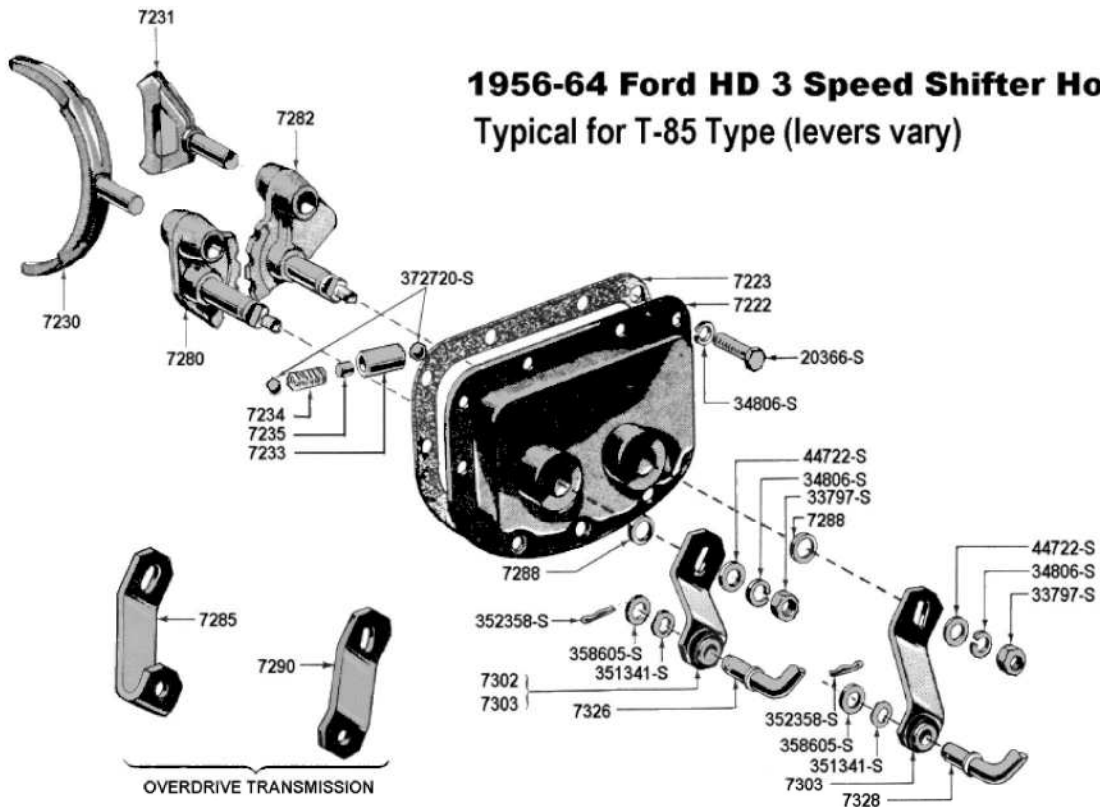
## 1951 Ford Passenger Transmission Shifter Housing



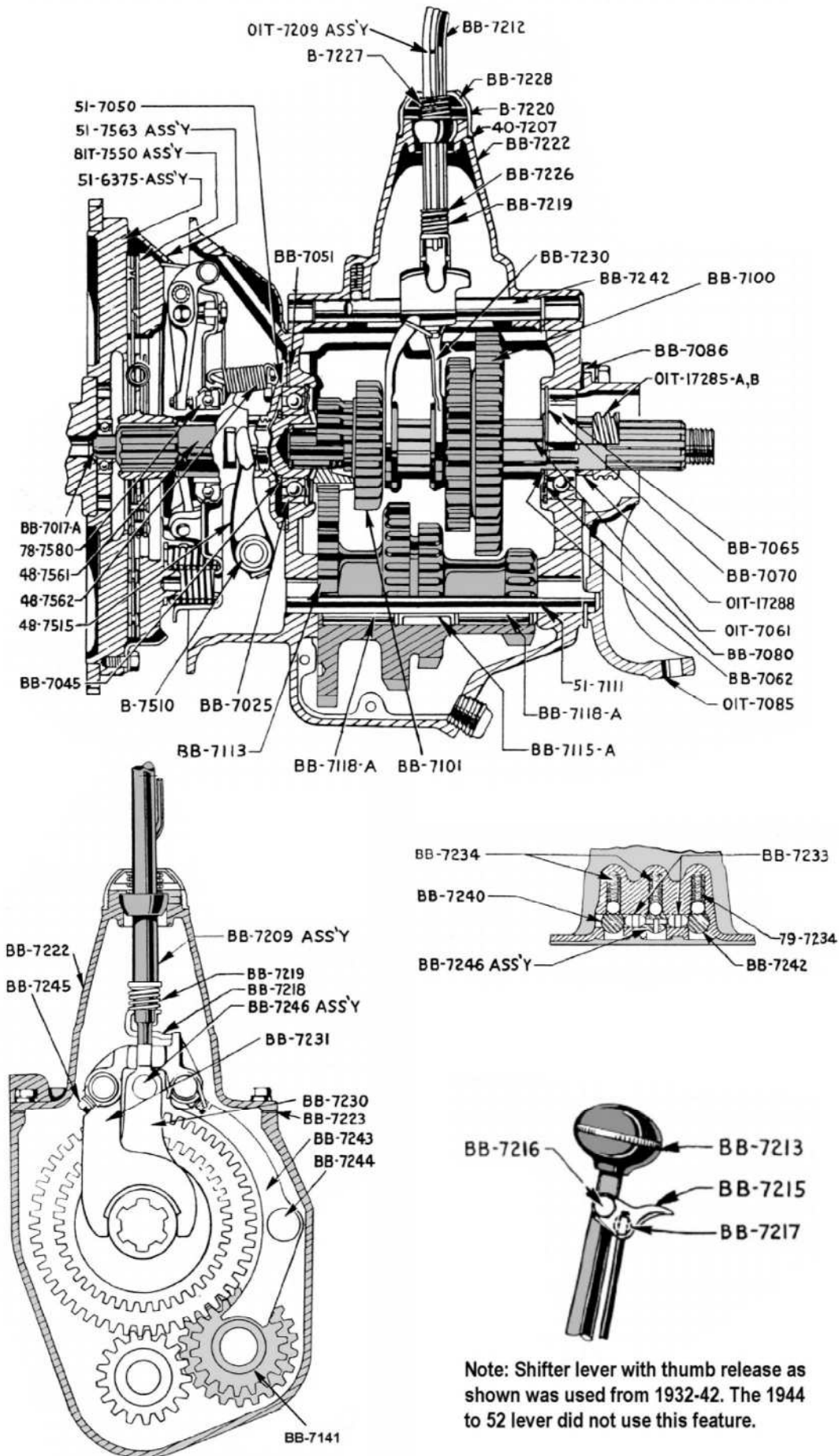
## 1952-62 Ford L/D 3 Speed Shifter Housing (levers vary)



## 1956-64 Ford HD 3 Speed Shifter Housing Typical for T-85 Type (levers vary)

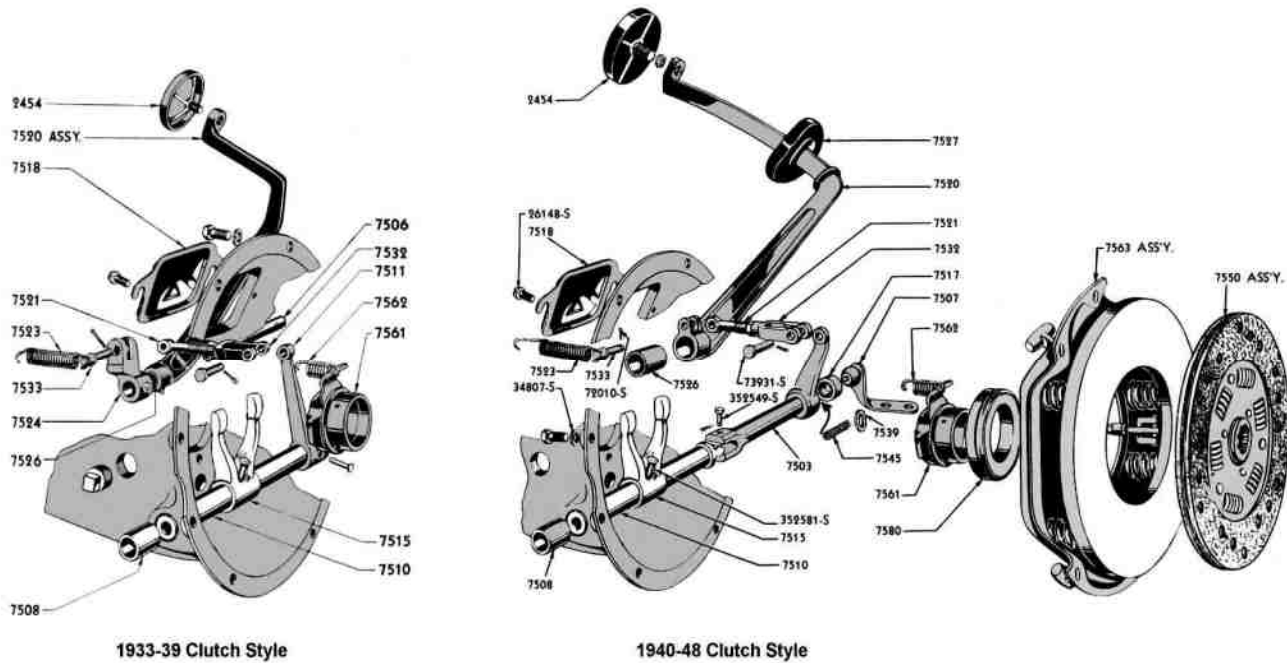


# Ford Truck 4 Speed Transmission (T8-T9 Borg Warner)

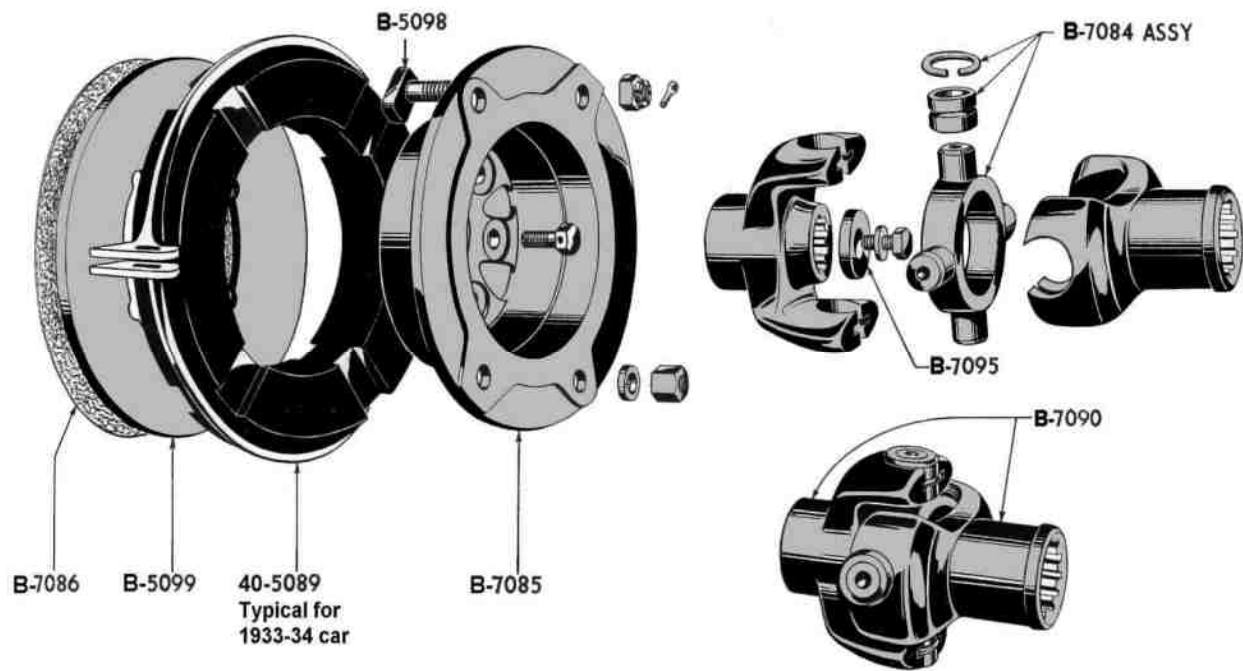


Note: Shifter lever with thumb release as shown was used from 1932-42. The 1944 to 52 lever did not use this feature.

## TYPICAL CLUTCH AND PEDAL ASSEMBLY

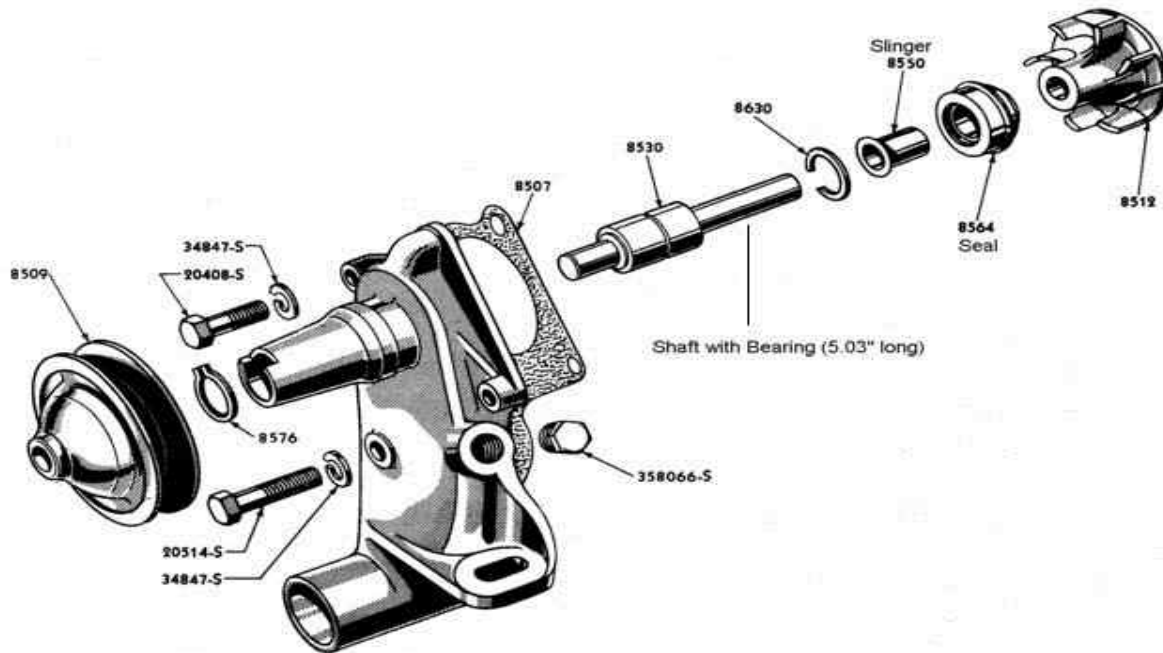


## REAR TRANSMISSION SUPPORT - TYPICAL FOR 1932 - 1936



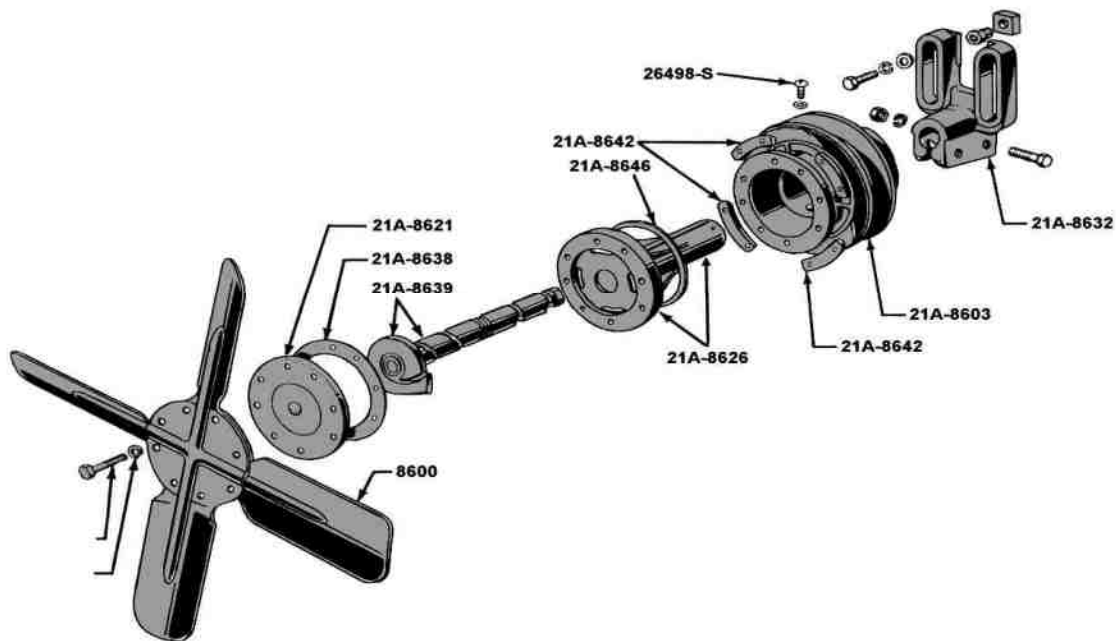


## Ford Truck Water Pump - 1948- 1952 Trucks with 239 cu in V8

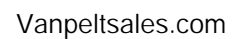


## OIL FILLED FAN & HUB ASSEMBLY

1942 - 48 Car and 1942 - 52 Truck V8

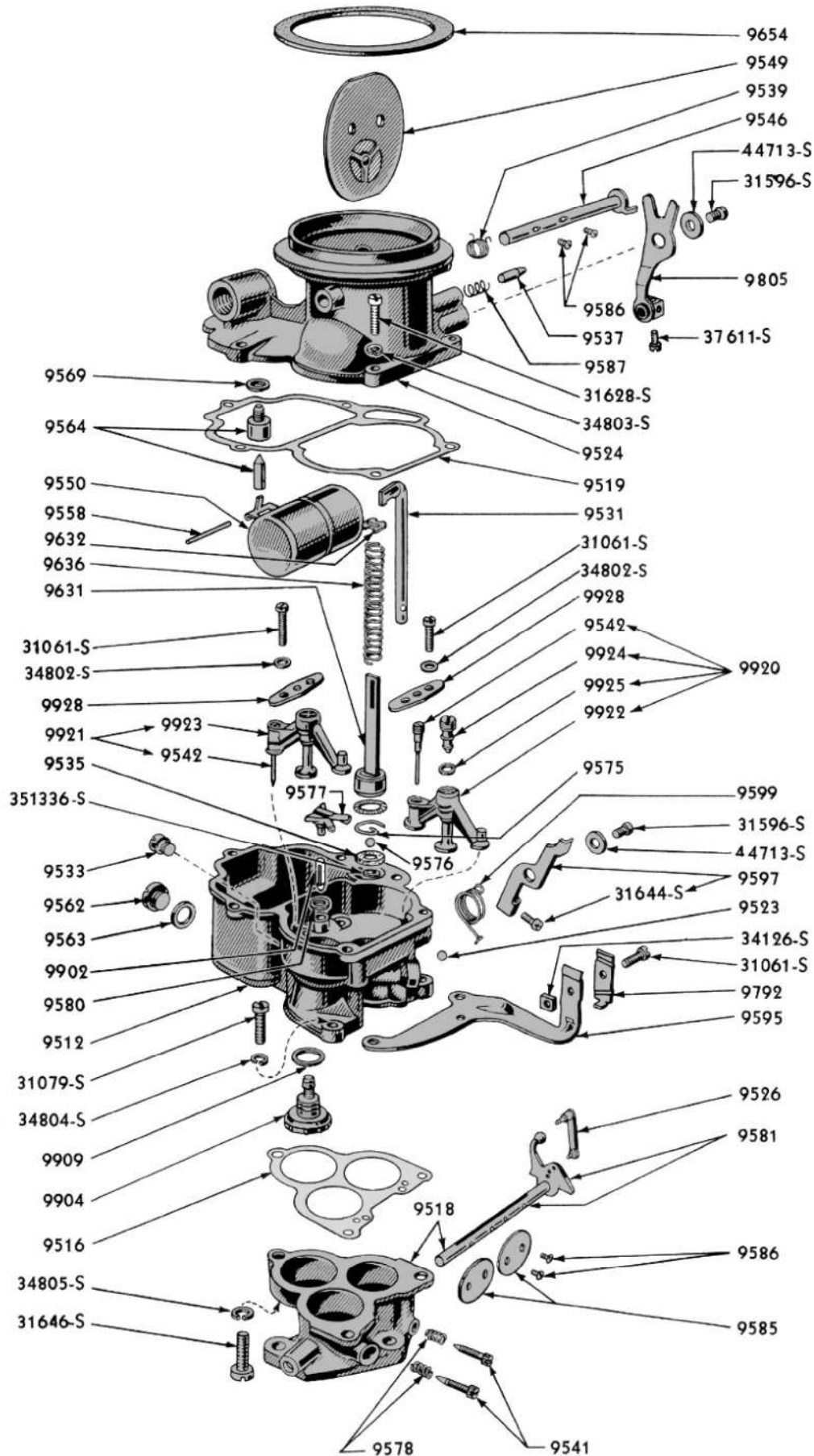


### Typical for 1942-48 Ford and Mercury V8

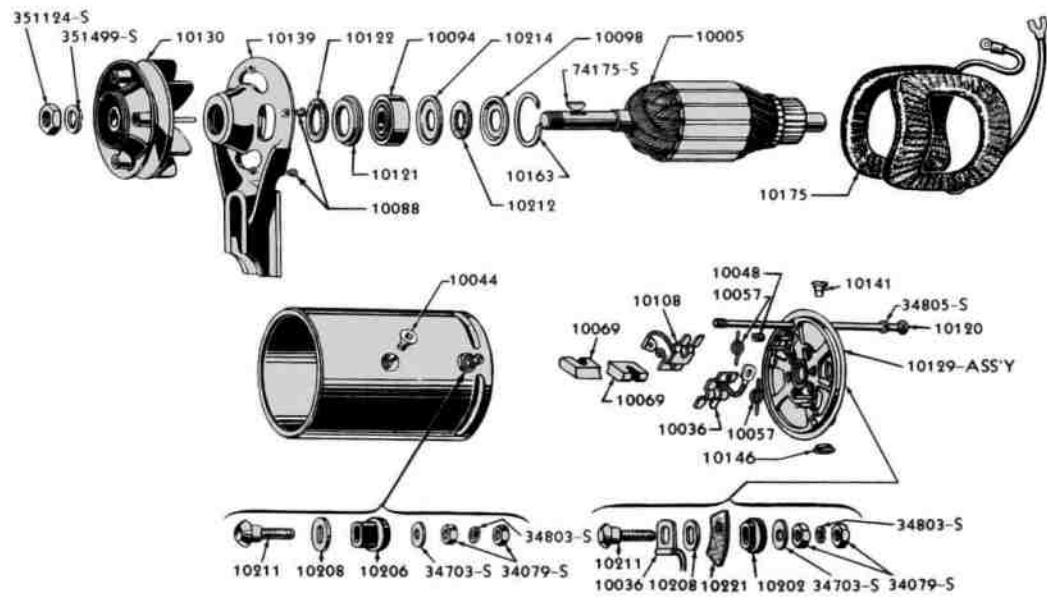


# Ford 8RT-9510 Carburetor - 94 Type

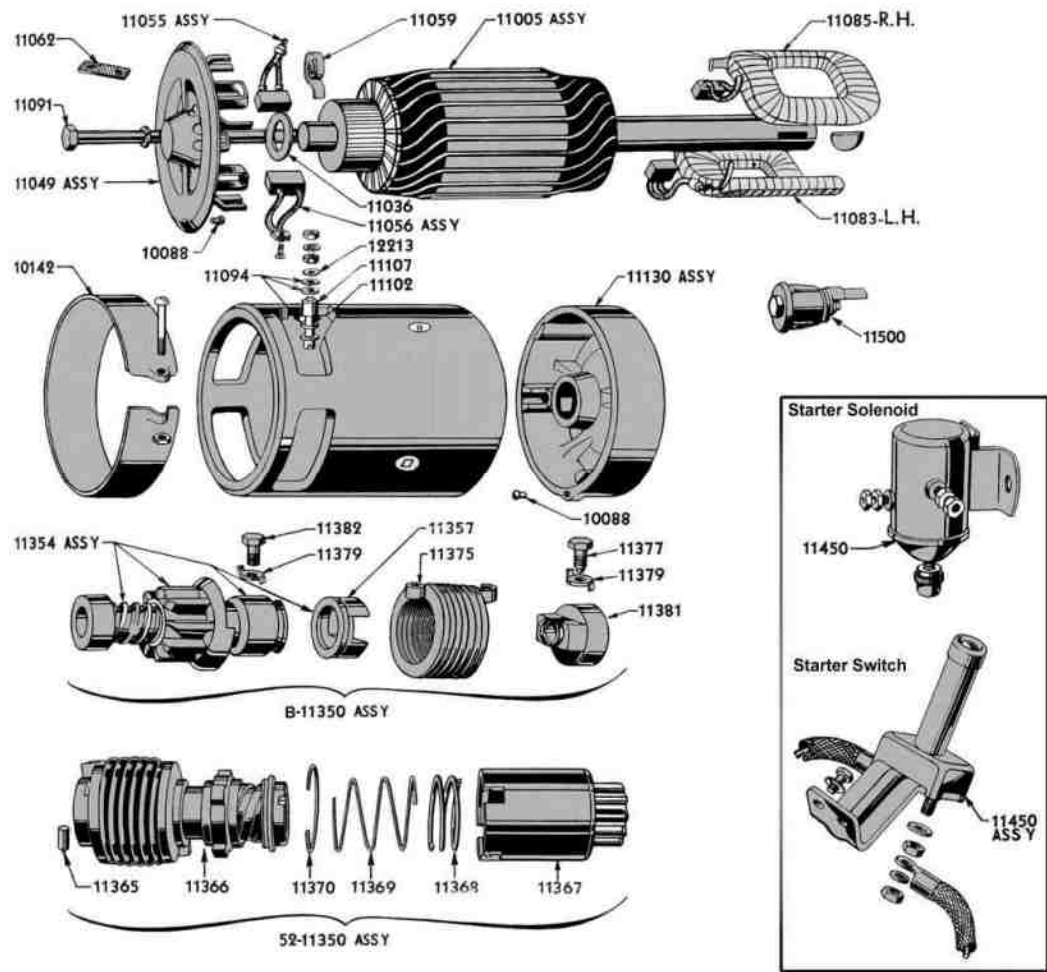
Typical for 1948-52 Ford Truck V8



Typical 2 Brush Generator

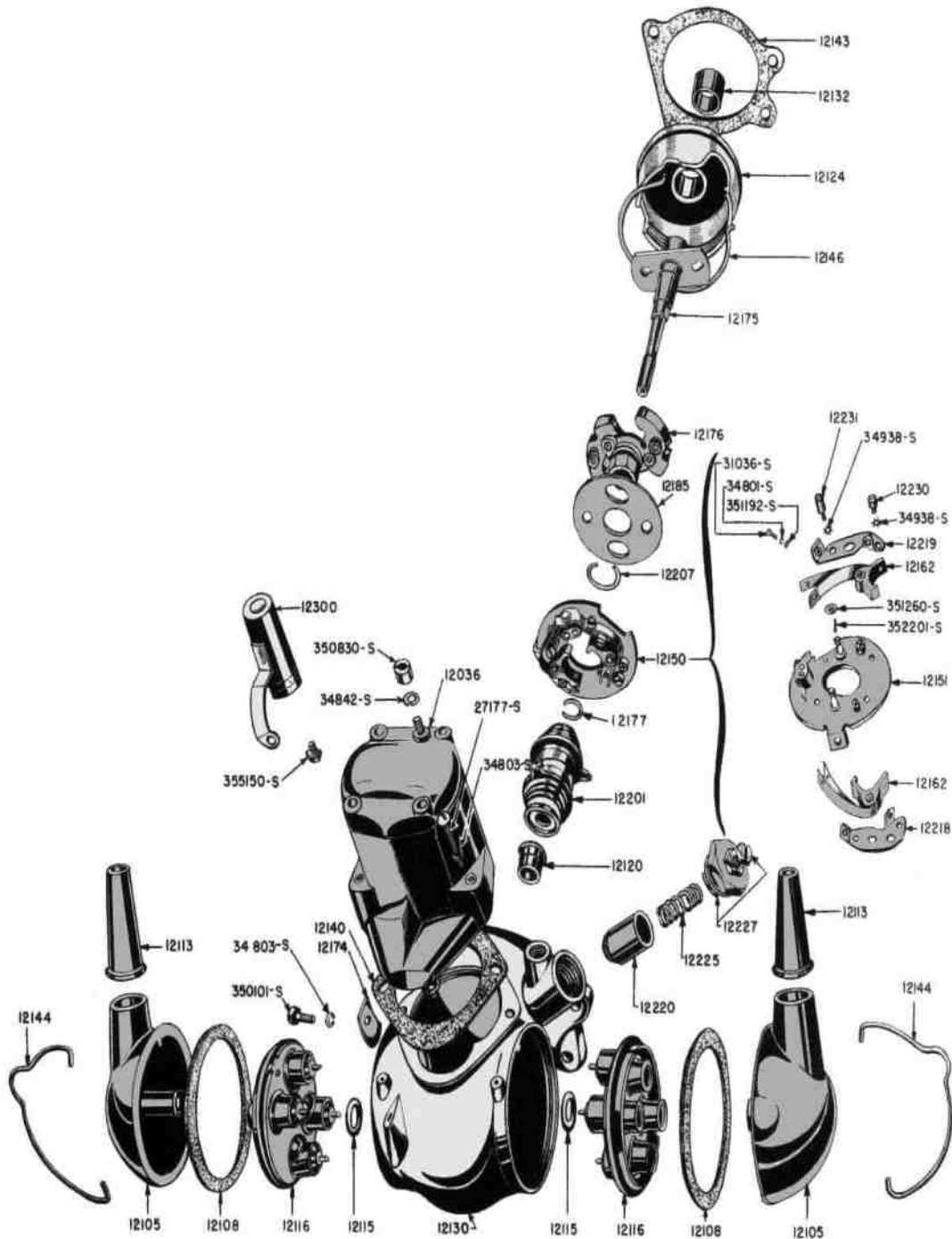


Typical Starter & Starter Drives

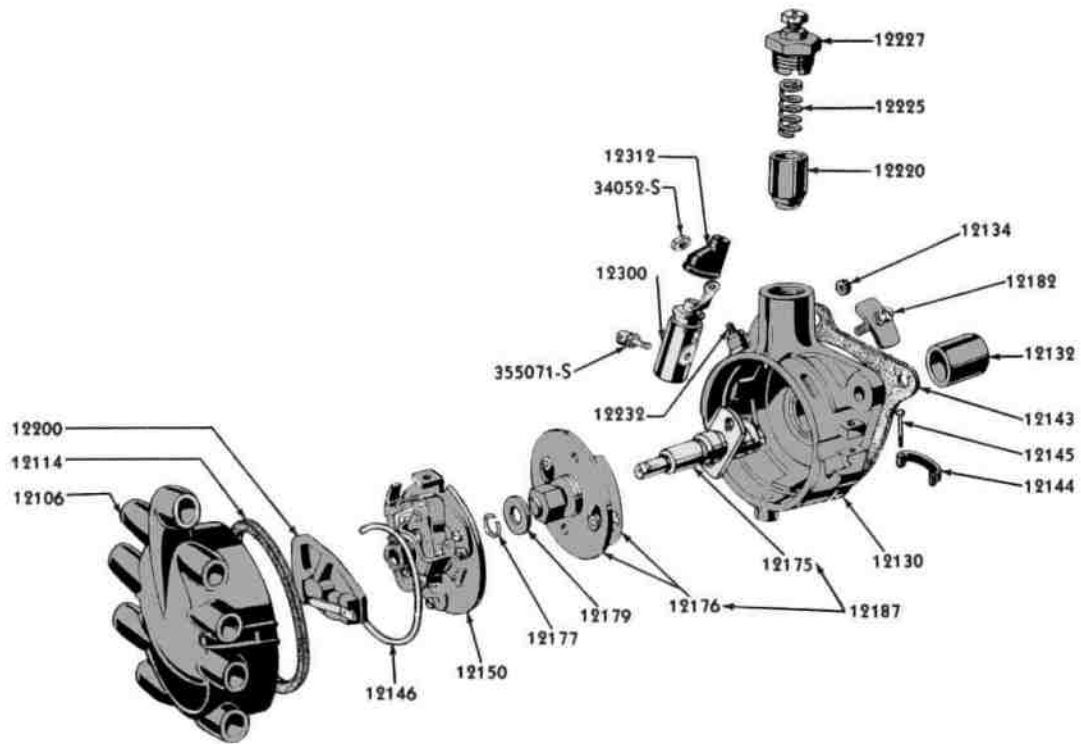


# FORD "HELMET" STYLE DISTRIBUTOR

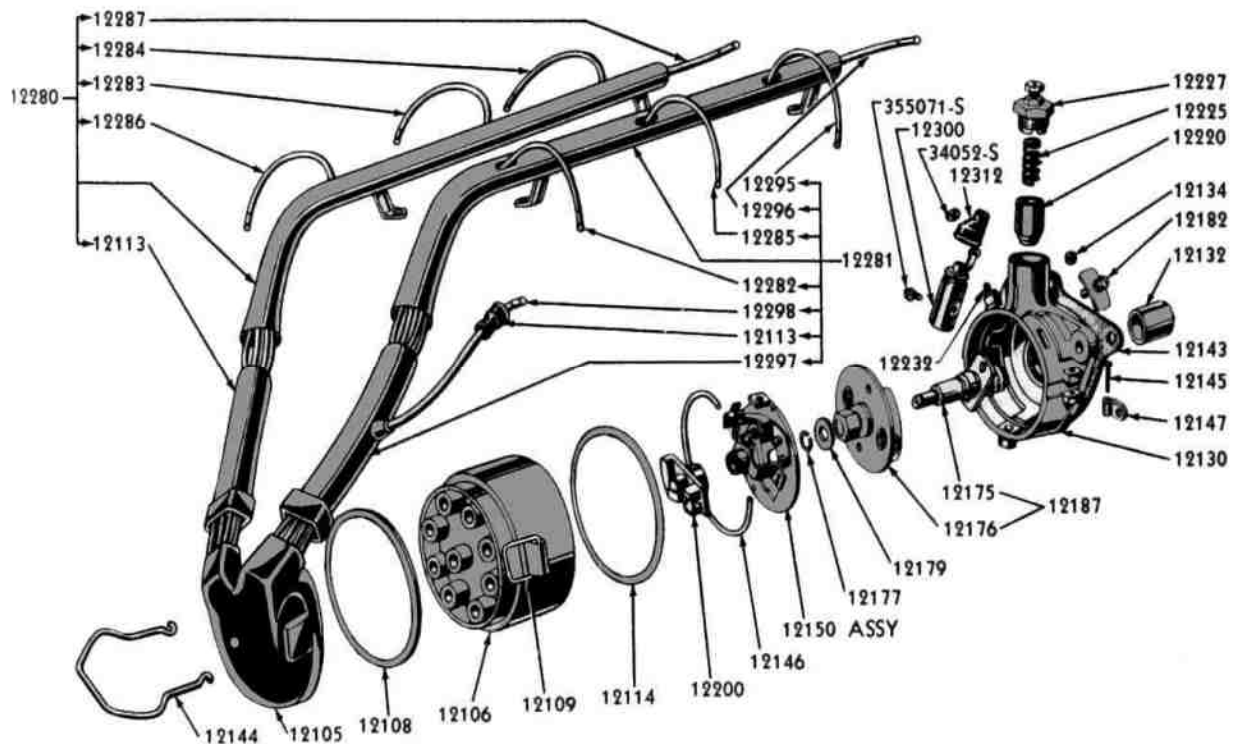
Typical for 1937-41 V8 (both 60 HP & 85/90 HP)



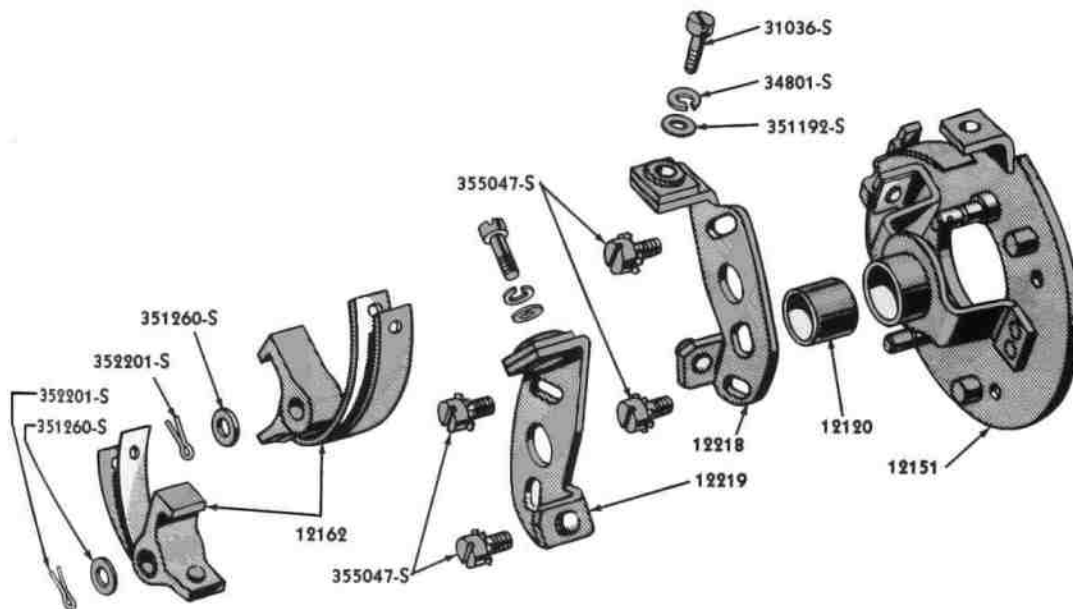
### CRAB STYLE DISTRIBUTOR - Typical for 1944 - 48 V8



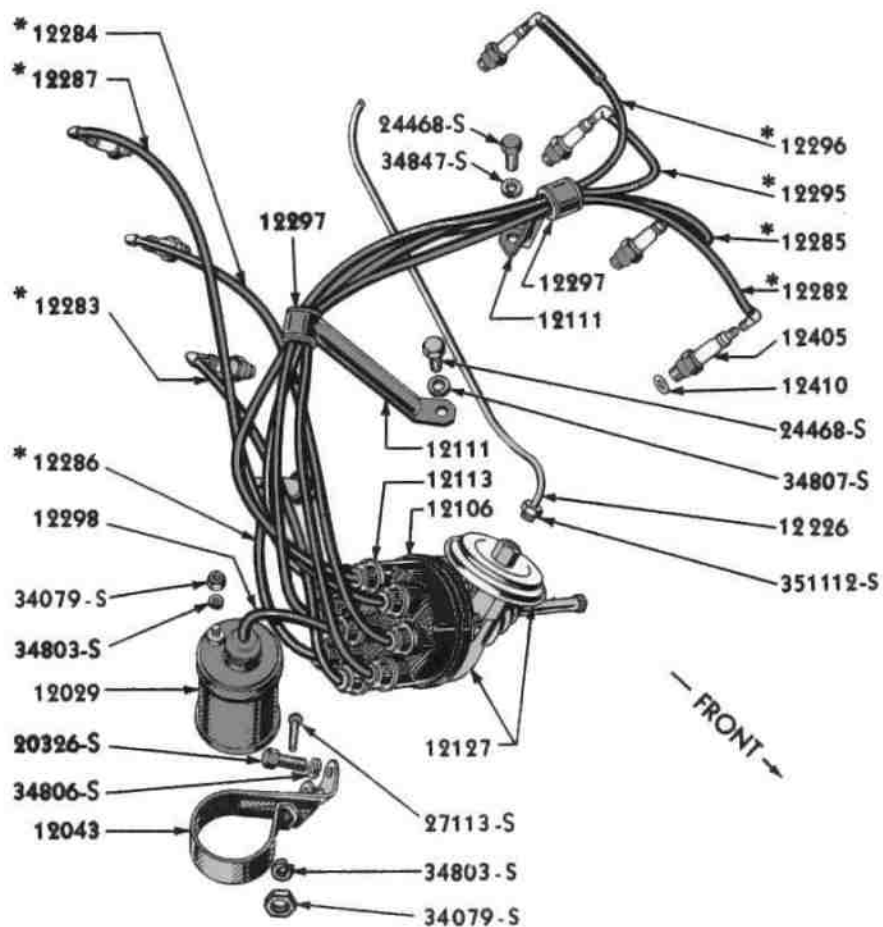
**Typical for 1946 - 48 V8**



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

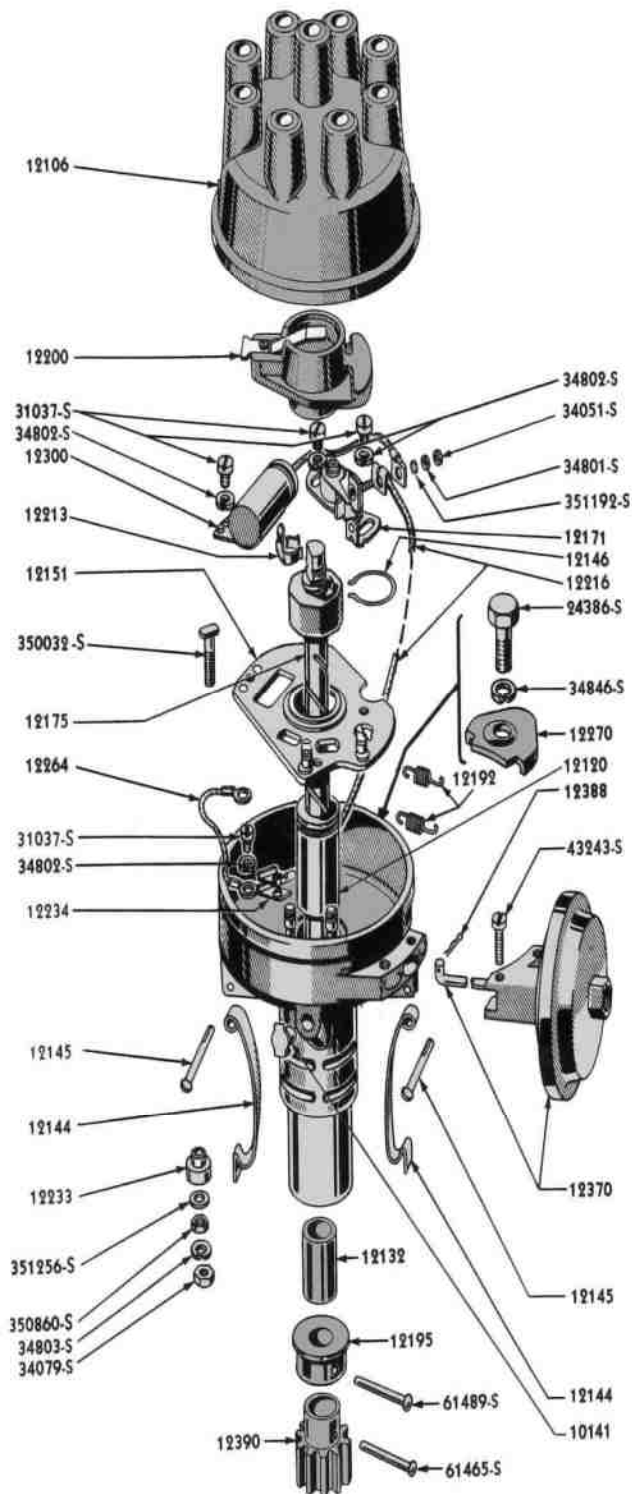


## Ford - Mercury Distributor & Spark Plugs - Typical for 1949 - 1953 V8

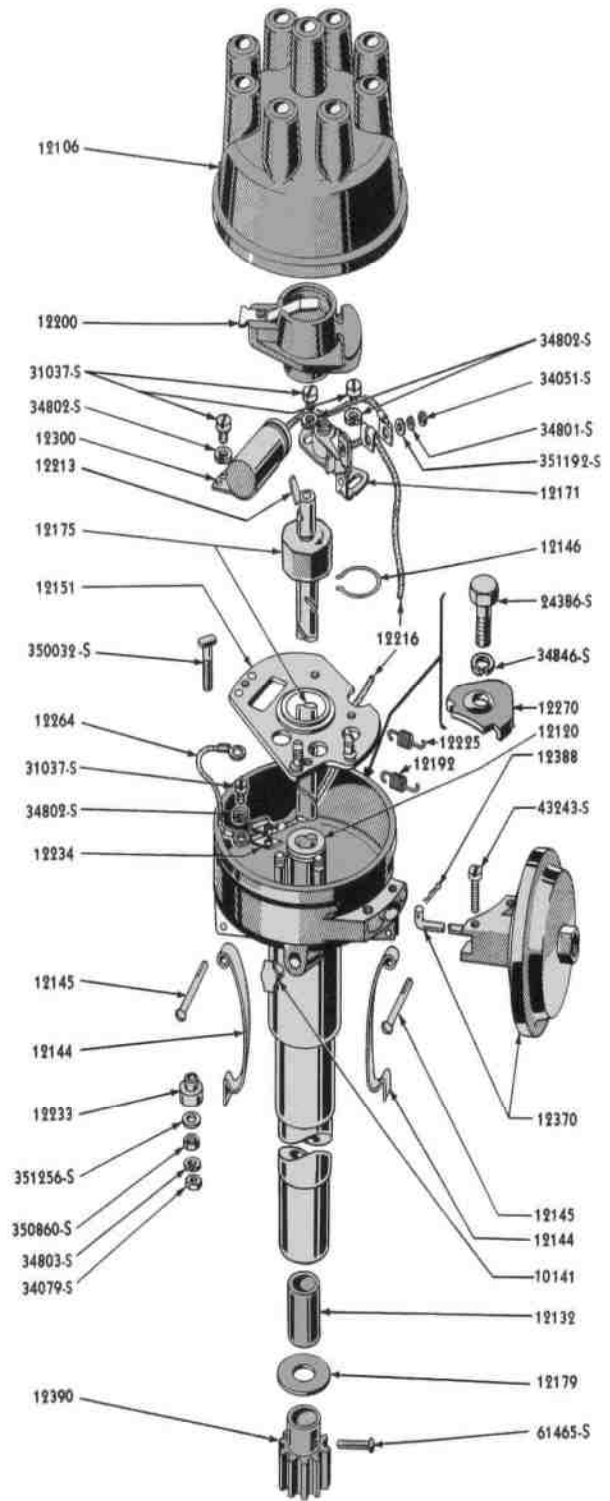




Typical for 1950-53 V8



Typical for 1948-50 V8



# GEAR RATIO CHART

<b>Ford Cars &amp; Light Trucks</b>  <b>85-100HP V8 1932-48</b>	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
<b>Trucks</b>  <b>60 HP V8 1937-40</b>  <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
<b>100HP V8 1939-48</b>  <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
<b>1936-48 All</b>  <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
<b>1951-54 As Listed</b>  <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
<b>1948-64 As Listed</b>  <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
<b>1932-64 As Listed</b>  <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.

# 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 V8 - 85hp	74 78	54- 6,602 18-3,331,857
1938	V8 - 60hp V8 - 85hp	82A 81A	54- 358,335 18-4,186,447 (f)
1939	Ford V8 - 60hp Ford V8 - 85hp Mercury V8 - 90hp	922A 91A 99A	Continued from 1938 (d & g) 18-4,661,001 (e) 99- 001
1940	Ford V8 - 60hp Ford V8 - 85hp Mercury V8 - 90hp	022A 01A 09A	54-0,506,501 (g) 18-5,210,701 99A-101,701
1941	Ford V8 - 90hp Ford 6 - 90hp Mercury V8 - 95hp	11A 1GA 19A	18-5,896,295 1GA-000,001 99A-257,101
1942	Ford V8 - 90hp Ford 6 - 90hp Mercury V8 - 100hp	21A 2GA 29A	18-6,769,036 1GA-034,801 99A-466,701
1946	Ford V8 - 100hp Ford 6 - 90hp Mercury V8 - 100hp	69A 6GA 69M	99A-650,280 none produced this year 99A-650,280
1947	Ford V8 - 100hp Mercury V8 - 100hp Ford 6 - 90hp (G series engine) Ford 6 - 90hp (H series engine)	79A 79M 7GA	799A-1,412,708 (i) 799A-1,412,708 71GA-326,418 77HA- 512 (a)
1948	Ford V8 - 100hp Ford 6 - 90hp Mercury V8 - 100hp	89A 8GA 89M	899A-2,071,118 (i) 87HA-0,009,370 899A-2,005,028
1949	Ford V8 - 100hp Ford 6 - 95hp Mercury V8 -	8A 8HA 9M	98BA-101 (h) 98HA-101 9CM -101
1950	Ford V8 - 100hp Ford 6 - 95hp Mercury V8 -	0A 0HA 0M	B0-100,001 (h) H0-100,001 50-100,001
1951	Ford V8 - 100hp Ford 6 - 95hp Mercury V8 -	1A 1HA 1M	B1-100,001 (h) H1-100,001 51-100,001
1952	Ford V8 - 110hp Ford 6 - 101hp Mercury V8 -	B2 A2 BC	A2-100,001 (h) B2-100,001 52-100,001
1953	Ford V8 - 110hp Ford 6 - 101hp Mercury V8 -	B3 A3 BG	A3-100,001 (h) B3-100,001 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.

# 1932 to 48 Tune-Up OEM Specifications

Year	Model	Displacement Cubic Inches	HP	Compression Ratio	Compression Pressure @ cranking speed	Spark Plugs (see Note f below)	
1932	18	221.0	85	5.50 (C.I. heads)	95 lbs	Champion (7/8")	0.025"
1933	40	221.0	85	6.30 (alum heads)	105 lbs	Champion C-7 (18mm)	0.025"
1934	40	221.0	85	6.30 (alum heads)	105 lbs	Champion 7 (18mm)	0.025"
1935	48	221.0	85	6.30 (alum heads)	105lbs	Champion 7 (18mm)	0.025"
1936	68	221.0	85	6.30 (alum heads)	105 lbs	Champion 7 (18mm)	0.025"
1937	77	221.0	85	6.12 (alum heads) 7.50 (C.I. heads)	100 lbs	Champion 7 (18mm)	0.025"
1938	81A	221.0	85	6.12 all heads	100 lbs	Champion H10 (14mm)	0.025"
1939	91A	221.0	85	6.20 (C.I. heads)	100 lbs	Champion H10 (14mm)	0.025"
1939	99A	239.4	95	6.30	100 lbs	Champion H10 (14mm)	0.025"
1940	01A	221.0	85	6.20	100 lbs	Champion H10 (14mm)	0.025"
1940	09A	239.4	95	6.30	100 lbs	Champion H10 (14mm)	0.025"
1941	11A	221.0	90	6.20	100 lbs	Champion H10 (14mm)	0.025"
1941	19A	239.4	100	6.30	100 lbs	Champion H10 (14mm)	0.025"
1942	21A	221.0	90	6.20	100 lbs	Champion H10 (14mm)	0.025"
1942	29A	239.4	100	6.40	120 lbs	Champion H10 (14mm)	0.025"
1946	69A	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"
1946	69M	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"
1947	79A	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"
1947	79M	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"
1948	89A	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"
1948	89M	239.4	100	6.75	120 lbs	Champion H10 (14mm)	0.025"

Year	Model	Firing Order	Ignition Timing (initial advance)	Engine Idle Speed	Breaker Points Gap
1932-36	18, 40, 48, 68	1-5-4-8-6-3-7-2	4° BTDC	400	.012-.014"
1937-48	77, 81A, 91A, 01A, 11A, 21A, 69A, 79A, 89A	1-5-4-8-6-3-7-2	4° BTDC	400	.014-.016"

## 1949 to 53 Tune-Up OEM Specifications

Year	Model	Displacement Cubic Inches	HP	Compression Ratio	Compression Pressure	Spark Plugs	
1949	8BA	239.4	100	6.80	110	Champion H10	.030"
1949	9M	255.4	110	6.80	115	Champion H10	.030"
1950	0BA	239.4	100	6.80	110	Champion H10	.030"
1950	0M	255.4	110	6.80	115	Champion H10	.030"
1951	1BA	239.4	100	6.80	120	Champion H10	.030"
1951	1M	255.4	112	6.80	115	Champion H10	.030"
1952	B2	239.4	110	7.20	125	Champion H10	.030"
1952	BC	255.4	125	6.80	115	Champion H10	.030"
1953	B3	239.4	110	7.20	125	Champion H10	.030"
1953	BG	255.4	125	6.80	115	Champion H10	.030"

All Specification's are per Motor's Auto Repair Manual and/or Ford-Mercury Shop Manual

Year	Ford Model	Valve Clearances * Exhaust Intake	Ignition Timing	Engine Idle Speed Manual Autom.	Breaker Points Gap (inches)	Dwell Angle (degrees)
1949	8BA	.014-.016" .010-.012"	2° BTDC	475 440	.014-.016	28°
1949 late	8BA	.017-.019" .013-.015"	2° BTDC	475 440	.014-.016	28°
1950	0BA	.017-.019" .013-.015"	2° BTDC	475 440	.014-.016	28°
1951	1BA	.017-.019" .013-.015"	2° BTDC	475 440	.014-.016	28°
1951	1BA	.017-.019" .013-.015"	2° BTDC	475 440	.014-.016	28°
1952	B2	.017-.019" .013-.015"	2° BTDC	475 440	.014-.016	28°
1953	B3	.017-.019" .013-.015"	2° BTDC	475 450	.014-.016	28°

Note: Valve (exhaust and intake) clearances on the flathead V8 engine are set COLD ( \* )

Mercury tune up specifications are the same as Ford specs shown above and below except as noted in red color.

Note: Valve specs shown here are from the Ford Service Manuals (1949-51 and 1952). The MOTORS MANUAL differs slightly on valve clearance specs.

Note (\*): Valve clearances on the flathead V8 are set COLD.

## Loadamatic Distributor Specifications (per Motor's Auto Repair Manual)

Year	Distributor	Distributor Vacuum Advance Specifications							
		AT 500 RPM		AT 1000 RPM		AT 1500 RPM		AT 2000 RPM	
		Degrees Advance	Inches Vacuum	Degrees Advance	Inches Vacuum	Degrees Advance	Inches Vacuum	Degrees Advance	Inches Vacuum
1949 to early 1950	7RA-12127C	1¼-2¼	0.40	4¼-5¼	1.70	6¼-7¼	2.80	7½-8½	3.70
Late 1950 to 1953	8BA-12127	0-1	0.30	5¼-6¼	1.32	8¾-10	2.85	10-11¼	3.70
Late 1950 to 1953	0BA-12127	0-1	0.30	5¼-6¼	1.32	8¾-10	2.85	10-11¼	3.70
1949-53	7RA-12127C	1¼-2¼	0.40	4¼-5¼	1.70	6½-7½	2.85	7½-8½	3.70

Note: A 3/8" x 24 adapter may be fitted to the carburetor for your vacuum gauge

## General Torque Specifications

### 1932-48 Flathead Engines & Transmissions

Bolt Location	Torque Setting Ft. Lbs
	<b>85-100 HP</b>
Main Bearing Bolts or Nuts	80-90
Cylinder Head Nuts (iron heads)	50-60
Cylinder Head Nuts (alum heads)	35-40 *
Connecting Rod Nut (castellated)	35-40
Connecting Rod Nut (self locking)	40-45
Flywheel to Crankshaft (wired)	65-70
Flywheel to Crankshaft (self-lock)	80
Exhaust Manifold Bolts	25-30
Intake Manifold Bolts	23-28
Oil Pump to Block Bolt	12-15
Oil Pump Cover Plate Bolts	7-10
Timing Cover Bolts	12-15
Camshaft Timing Gear Bolts	15-20

Bolt Location	Torque Setting Ft. Lbs
	<b>85-100 HP</b>
Pressure Plate Bolts	17-20
Transmission to Bell Housing Bolts	40-50
Starter Bolts	15-20
Fuel Pump Bolts	6-9
Spark Plug (7/8-16 - iron heads)	34-38
Spark Plug (18mm - iron heads)	28-32
Spark Plug (18mm - alum heads)	24-28
Spark Plug (14mm - iron heads)	24-28
Spark Plug (1mm - alum heads)	20-24
Generator Bracket Bolt	55-70
Water Pump Bolts	23-28
Oil Pan to Block Bolts	15-18

### 1949-53 Flathead Engines & Transmissions

Bolt Location	Torque Setting Ft. Lbs
	<b>100 - 110 HP</b>
Main Bearing Bolts	95-105
Cylinder Head Bolts (iron heads)	65-70
Cylinder Head Bolts (alum heads)	35-40 *
Connecting Rod Nut (self locking)	45-50
Flywheel to Crankshaft	75-85
Exhaust Manifold Bolts	25-30
Intake Manifold Bolts	23-28
Oil Pump to Block Bolt	12-15
Oil Pump Cover Plate Bolts	7-10
Timing Cover Bolts	12-15
Water Outlet Bolts	12-15
Water Pump Bolts	23-28

Bolt Location	Torque Setting Ft. Lbs
	<b>100 - 110 HP</b>
Camshaft Timing Gear Bolts	15-20
Pressure Plate Bolts	17-20
Transmission to Bell Housing Bolts	40-50
Bell Housing to Block Bolts	37-42
Generator Bracket Bolt	55-70
Starter Bolts	15-20
Fuel Pump Bolts	6-9
Spark Plug (14mm - iron heads)	25-30
Oil Pan to Block Bolts	15-18
Truck Pan Cleanout Plate bolts	10-15
Oil Pan to Rear Engine Plate	10-15

\* Aftermarket aluminum heads - Use the torque setting recommended by the manufacturer.

NOTE: Follow the cylinder head fastener tightening sequence (available at [vanpeltsales.com](http://vanpeltsales.com) and other sources). Be sure to perform follow-up torquing after one or two heat cycles, to retighten as needed. Be sure that the torque wrench reads accurately.

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# Clutch Chatter..... by Mac VanPelt

A frequent complaint among owners of older manual transmission cars and trucks is the issue of clutch chatter. This annoying condition rears its ugly head when the driver attempts to engage the clutch from a full stop, in either first gear or reverse gear. It can be more obvious in one versus the other. Once the vehicle is moving, the issue is generally not noticed during higher speeds and shifting into the higher gears. This list of conditions may help you pinpoint the problem area in your vehicle. Sometimes the repair is fairly simple and inexpensive, and other symptoms are more difficult to make the necessary corrections. If it's a subtle condition in your car, you may decide to adjust your driving (clutch engagement) technique to minimize the chatter and let things go. If the chatter is shaking the entire car badly, you should try to fix the problem as the heavy vibrations can cause other damage to the vehicle over time.

First, always be sure that you have the clutch properly adjusted. Your clutch linkage has an adjustable clevis that allows you to adjust the free play in the clutch pedal. This means that when adjusted properly, you have approximately 1" to 1½" of pedal travel at the upper range (pedal up) before the clutch begins to press on the pressure plate fingers (pedal moving down). By disconnecting the clevis to the clutch release shaft, you can rotate it to lengthen or shorten the linkage, then reconnect the clevis. This procedure is usually done from below the car, but the adjustments might be done from inside the Ford 1932 through 1948 cars with the floor boards removed.

The following is a list of possible conditions that might affect the smooth action of the clutch. These are not listed in any particular order of importance.

- 1) Worn out clutch pressure plate (loose or broken springs, warped friction plate, broken – bent – or out of adjustment fingers. **REMEDY:** replace pressure plate with a new or rebuilt. If the pressure plate is known to be recently new or replaced, and is the old style with small adjustable contact bolts on the three fingers, they must be adjusted to provide the same contact point with the clutch release bearing. This is usually done by the clutch manufacturer. Some pressure plate fingers have small adjusting bolts/screws at the finger ends. These are not for primary clutch adjustment, but are to assure that the fingers come into contact with the release bearing at the same moment.
- 2) Loose pressure plate bolts. The six bolts that hold the pressure plate to the flywheel should be tight (with lock washers) and torqued properly (17-20 ft/lbs). **REMEDY:** Tighten to spec.
- 3) Worn out clutch disc. Particularly the possibility of a broken/cracked marcel plate, or loose/broken springs. The marcel is the thin steel plate that is sandwiched in the two layers of friction material. These thin plates have a slight curve to absorb sudden clutch engagement. Many clutch discs also have several (4-5-6) tightly coiled springs captured around the center hub. **REMEDY:** Replace with a new or rebuilt clutch disc.
- 4) Worn or warped flywheel. If the surface that mates with the clutch disc is scored, or the flywheel is warped, the clutch disc will not mate evenly with the flywheel. **REMEDY:** replace the flywheel with a new one, or have your flywheel (or another available used one) resurfaced at a machine shop. This will true up the friction surface again. Check the used flywheel for fine cracks in the friction surface before spending money to have it resurfaced as they may become a problem again after a short time of use. Also, check the runout of the flywheel with a dial indicator. You should not see more than 0.005" of runout (measured near the outer diameter of the flywheel).
- 5) Worn, saggy, oil-impregnated motor mounts. After time, the rubber mounts become too soft and allow too much lateral movement. This would include both the front motor mounts, and the rear mount which is bolted to the rear of your transmission. **REMEDY:** If you have the 1932-36 type rear support, you have the large round rubber ring which was vulcanized to the metal support on the trans. This type requires disconnecting the torque tube cap, and unbolting the rear support & bearing retainer from the back of the transmission in order to replace the rubber component. If you have the 1937-41 style support, your trans is supported by the same "donut" style mounts as the front of the engine. They are easily replaced by jacking up the trans slightly, and unbolting the donut mounts to install new ones. The 1942-48 rear support uses a single saddle-shaped mount (rubber bonded to steel) that again is easily removed when the trans is lifted slightly with a jack. The 1949-53 type rear supports are easily accessed under the trans tail housing under the support cross member.

## Clutch Chatter.....continued

- 6) Any loose bolts that attach the transmission to the motor, or the flywheel to the crankshaft, or the trans to a bell housing if so equipped, or to the torque tube. **REMEDY:** Tighten all bolts. Replace lock washers with new ones if needed.
- 7) Anti-chatter rods. Ford installed these two steel rods on most V8 cars and trucks from 1933 through 1941. Called radius rods, they carried Ford's basic part number 6044, and they were produced in three different versions (lengths). They were not used with 1942 or newer vehicles. The rods can help control engine front-to-rear movement, and are fitted into "ears" on the back of the engine block, and bolted to the frames X rails. The forward ends were threaded with fine thread and used a castellated nut at the end. **REMEDY:** Check the rods for tightness. Adjust the nut against the engine block to put some tension on the rod. I do not have any specifications for this, so you will have to use common sense on what you do. Over-tightening the nuts will put some strain on the casting of the engine block at the ears, and would pull the motor backwards against the front motor mounts.
- 8) Loose radius rod connection for the rear end, or loose rear spring mounting, or loose rear shock absorbers. Consider that if the rear end/axles were allowed to shift about, you could aggravate the smooth operation of the clutch from the natural tendencies of the rear end to twist and move when under load. **REMEDY:** Check all mounting points for the rear radius rods, the spring U-bolts, the spring shackle bushings, and shock absorbers for loose hardware or worn bushings, and tighten as needed.
- 9) Worn engine main bearings. If the mains (particularly the rear main with its thrust surfaces) are worn, the engine's crankshaft will have too much front-to-rear movement, which will contribute to clutch chatter. **REMEDY:** This can be an expensive repair obviously. The engine must be disassembled and the main bearings checked and replaced.
- 10) Looseness or damage in the driveshaft/torque tube (32-48 closed drive). This is difficult to spot from any external inspection. Obviously, check all bolted connections. A complete disassembly would provide a more complete picture of problems here. This is more of a last resort in the process of checking for clutch problems.
- 11) Improper mounting between the transmission case and the bell housing. **REMEDY:** Check mounting surface for burrs or dirt that may prevent both surfaces from continuous contact at all points. A cracked gearbox front housing could also contribute to misalignment.
- 12) Poor contact surface where the clutch release bearing hub rides on the transmission front bearing retainer. **REMEDY:** Check bearing hub for excessive wear inside the bore. Check the retainer for wear on its outside diameter (front to rear). Replace either part if you find that the hub can wobble as it moves back and forth on the retainer.
- 13) Bent clutch release fork tips. **REMEDY:** If the fork tips are not aligned in the same plane, replace the fork with a new one, or a good used one if available.
- 14) Worn pilot bearing in the flywheel. **REMEDY:** The bearing helps keep the input shaft (which the clutch disc rides on) aligned. If you have the bushing type bearing (oilite) it may be badly worn inside. Replace with a new bushing bearing or the sealed ball bearing type.
- 15) Worn pilot end on the front of the transmission input shaft (main drive gear). **REMEDY:** Replacement of this gear requires pulling the transmission and tearing it down to replace this gear. Normally, the pilot end may suffer a slight amount of wear that a new pilot bearing in the flywheel can compensate for, but occasionally the pilot is too worn and will allow the input shaft to move excessively during clutch engagement.

Don't forget that the chattering problem can be a sum of several problems, each of which is slightly off the original factory installation. Replacing/repairing one single component may reduce the chattering, but not eliminate it if there is a problem elsewhere. Try to address all the possibilities.

## Service and How-To Tips for the Oil Filled Fan Assembly – by Mac VanPelt



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.

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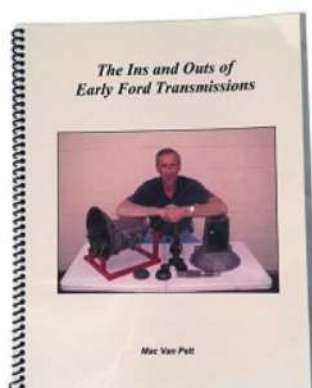
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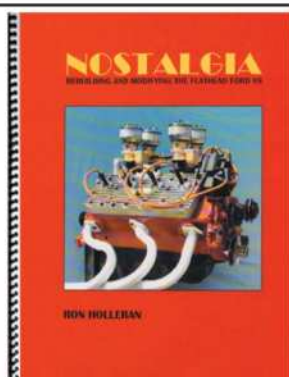
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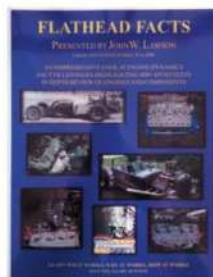
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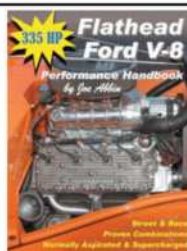
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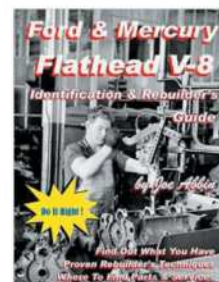
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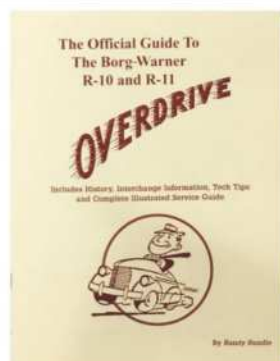
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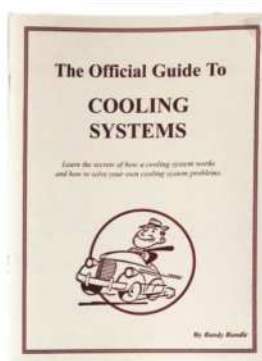
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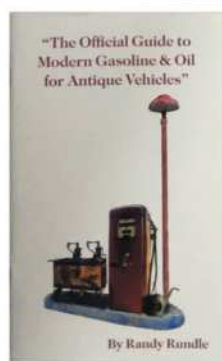
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