

VANPELT SALES LLC

Your Flathead Parts Source

2021



TRANSMISSION REBUILDING

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BOOKS

BRAKE PARTS

IGNITION PARTS

ELECTRICAL PARTS

ENGINE REBUILD PARTS

(513) 724-9486

www.VANPELTSALES.com



Welcome to our newest product catalog. We hope that this newest catalog finds everyone healthy and happy. We also hope this finds the Coronavirus in our rear view mirror. It's been a heck of a year!

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 **vanpeltsales.com** for additional technical drawings, additional photos, and a variety of service tips. Our online store, **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 & Shelly Van Pelt*

& Flick the guard dog!

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

www.vanpeltsales.com www.flatheadv8.com www.vanpeltsalesstore.com www.flatheadparts.com

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Do you need more technical information?

See our website at

www.vanpeltsales.com

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

Parts Drawings
Tune Up Specs
Service Tips
Serial Numbers
Engine ID
Trans ID
Model ID

Part Number	Description - Wheel - Brake - Suspension Parts	\$ Used	\$ New
WHEELS - Brake Drums			
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
BB- 1124-A	Washer - Rear Wheel Bearing Nut (30-34 truck) - 2" OD		\$8.00
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)		\$165.00
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		\$119.00
A8TZ- 1126	Brake Drum (1948-63 F1 pickup) - Rear		\$68.50
B7A- 1126-A	Brake Drum (1957-59 Ford car) - Rear		\$125.00
WHEELS - Grease Seals & Hub Caps			\$ New
B5A- 1131-A	Cap - Front Bearing Hub (1955-70) - Push-on type		\$3.50
68- 1139	Cap - Front Bearing Hub (1935-41) - Threaded type		\$8.50
51A- 1139	Cap - Front Bearing Hub (1946-48) - Push-on type		\$4.75
B- 1175	Rear Seal (1932-38 car & pickup)		\$3.50
78- 1175	Rear Seal (1938-48 car & 38-47 pickup)		\$3.50
0M- 1177	Rear Seal (1948-56 F1 & F100 pickup) 3½" x 1½" x 7/16"		\$3.95
8A- 1177	Rear Seal (1949-56 car) 2½" x 1.375"		\$3.95
B- 1180	Snap Ring (1928-38) - Rear Oil Seal (3-11/32" OD)		\$2.50
78- 1180	Snap Ring (1938-48) - Rear Oil Seal (3" OD)		\$2.50
8A- 1180	Retainer - Rear wheel bearing (49-56)		\$7.50
8M- 1180	Retainer - Rear wheel bearing (48-56)		\$7.95
B- 1183	Fiber Gasket (1928-48) - Rear Wheel Hub		\$1.50
B- 1190	Front Grease Retainer (1932-34 car & pickup)		\$6.50
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
WHEELS - Wheel Bearings & Parts			\$ New
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
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

Part Number	Description - Wheel - Brake - Suspension Parts	\$ Used	\$ New
WHEELS - Wheel Bearings & Parts - Cont'd			
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
BRAKES - Rebuild Kits			
VP- 2000K-A	Basic Brake Kit - Fits 1939-42 Ford/Mercury cars + 39-47 Pickup		\$349.00
VP- 2000K-B	Master Cylinder Kit - Fits 1939-42 Ford/Mercury cars + 39-47 Pickup		\$99.00
VP- 2000K-AB	Full Kit - Includes all of the A kit plus all of the B kit		\$440.00
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. <i>Customer must specify brake shoe type: round hole or flat hole (01A or 51A type).</i>			
BRAKES - Brake Shoes			\$ New
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.			
BRAKES - Master Cylinder Repair Kits			\$ New
91A- 2004-B	Kit for 91A-2140 master cylinder (1939-48) - 1-1/16" bore		\$15.50
A9A- 2004-A	Kit for (1949-51 Ford)		\$11.50
8M- 2004	Kit for (1949-51 Merc)		\$14.00
91T- 2004	Kit for (1939-56 Ford trucks: D,Y,J,T,W) - 1¼" bore		\$16.50
8C- 2162	Filler Cap (1939-48 car + 1939-51 truck)		\$12.00
91A- 2167	Gasket - Filler Cap (1939-48 car + 39-51 truck)		\$1.50
91A- 2180	Rubber Boot - MC (1939-48 car + 39-52 pickup + 49-51 Merc)		\$3.00
BRAKES - Misc Brake Springs & Parts			\$ New
91A- 2027	Anchor Pin (39-42 cars + 39-44 truck)		\$9.00
96H- 2027	Anchor Pin (1948-52 F1 trucks)		\$17.00
92Y- 2027	Anchor Pin (1939-47 trucks)		\$12.00
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) - Round washer		\$6.00
51A- 2028	Cam - Brake Shoe Adjusting (46-48) - Flat sided washer		\$5.00
91A- 2030	Anchor Plate (39-44)		\$2.50
51A- 2030	Anchor Plate (36-48)		\$5.50
91A- 2035	Spring - Brake Return (39-48) - Front or Rear - 6½"		\$2.50
8A- 2035	Spring - Brake Return (49-54) - Front or Rear - 4-5/8"		\$2.50
8M- 2035	Spring - Brake Return (use B5A-2035 spring below)		
92Y- 2035	Spring - Brake Return (39-) - Trucks		\$2.50
B5A- 2035	Spring - Brake Return (49-59) - Front or Rear - 5.0"		\$2.50
B7A- 2041-S	Starwheel brake adjuster & socket (front or rear)		\$7.50
B7A- 2042-A	Link - Wheel cylinder (49-72) 2 req'd per wheel cylinder		\$5.00
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

Part Number	Description - Wheel - Brake - Suspension Parts	\$ Used	\$ New
BRAKES - Misc Brake Springs & Parts - Cont'd			
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		Check availability
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
BRAKES - Hydraulic Brake Hoses & Fittings			\$ New
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 (39-48 pass & 39-41 comm)		\$8.00
21C- 2462	Rod - MC to Brake Pedal (42-52 pickup)		\$24.50
78- 2814	Clip - Brake Hose Connection (39-73) each:		\$1.25
BRAKES - Hydraulic Wheel Cylinders			\$ New
21A- 2061	Wheel Cylndr (R front) 1939-48 car & 39-47 pickup truck		\$35.00
21A- 2062	Wheel Cylndr (L front) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2261	Wheel Cylndr (R rear) 1939-48 car & 39-47 pickup truck		\$35.00
91A- 2262	Wheel Cylndr (L rear) 1939-48 car & 39-47 pickup truck		\$35.00
92Y- 2261	Wheel Cylndr (L&R frnt) 1¾" thru bore - trucks (see applic. notes)		\$59.00
91T- 2261	Wheel Cylndr (L&R rear) 1939-52 trucks (see application notes)		\$79.00
AD- 2061	Wheel Cylndr (R front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
AD- 2062	Wheel Cylndr (L front) 1949-56 Ford & Merc car (1-1/8" bore)		\$28.50
8A- 2261	Wheel Cylndr (R rear) 1949-64 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8A- 2262	Wheel Cylndr (L rear) 1949-64 Ford car + 55-56 Merc (7/8" bore)		\$27.00
8C- 2061	Wheel Cylndr (R front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8C- 2062	Wheel Cylndr (L front) 1948-60 pickup truck (1-1/16" bore)		\$27.00
8M- 2261	Wheel Cylndr (R rear) 1949-51 Mercury & 48-54 F1 pickup		\$31.00
8M- 2262	Wheel Cylndr (L rear) 1949-51 Mercury & 48-54 F1 pickup		\$31.00
8L- 2261	Wheel Cylndr (R rear) 1952-59 Mercury		\$28.50
8L- 2262	Wheel Cylndr (L rear) 1952-59 Mercury		\$28.50
B7A- 2061-A	Wheel Cylndr (R front) 1957-59 Ford cars (1-1/8" bore)		\$25.00
B7A- 2062-A	Wheel Cylndr (L front) 1957-59 Ford cars (1-1/8" bore)		\$25.00

Note: Other wheel cylinders are available for other trucks and later Ford models. Call for pricing.

Part Number	Description - Wheel - Brake - Suspension Parts		
	BRAKES - Wheel Cylinder Repair Kits		\$ New
8M- 2208	Bleeder Valve for original wheel cylinders (3/8"-24)		\$1.50
8T- 2208	Bleeder Valve for original wheel cylinders ()		\$2.00
91A- 2221	Kit for 1939-41 Front Cylinders (with 1" x 1 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
Note: Other wheel cylinder repair kits are available for trucks and other Ford models. Call for pricing.			
	BRAKES - Hydraulic Master Cylinders		\$ New
91A- 2140	Hydraulic Brake Master Cylinder (1939-48 Ford/Merc + 39-52 F1 pickup)		\$79.50
A9A- 2140-A	Hydraulic Brake Master Cylinder (1949-51 Ford & 49-51 Merc*)		\$89.00
8M- 2140-A	Hydraulic Brake Master Cylinder (1949-51 Merc*) - Use A9A-2140A		
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 Mercury car. The bracket is slightly different but it will fit the Mercury application.			
Note: Other master cylinders are available for trucks and other Ford models. Call for pricing			
	BRAKES - Parking Brake Parts		\$ New
48- 2045	Pin - Cable Clevis to Equalizer Yoke (39-48)		\$3.00
91A- 2105	Pin - Parking Brake Link Pin - Frnt Shoe (2 per vehicle) Each:		\$3.00
91A- 2106	C-Clip - Parking Brake Retainer (4 per vehicle) Each:		\$0.75
91A- 2107	Pin - Parking Brake Link Pin - Rear Shoe (2 per vehicle) Each:		\$4.00
51A- 2107	Pin - Parking Brake Link Pin - Rear Shoe (2 per vehicle) Each:	Check availability	
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- 2271	Rubber Bushing for 91A-2272 strap (39-40 pass & comm)		\$3.50
91A- 2272	Strap - Hand brake cable stabilizer (39-40 pass & comm)		\$5.00
91A- 2275-B	Cable Assy (1939-41 Car & 39-41 Pickup) - 122" long (with 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) 2 req'd		\$45.00
21C- 2275	Cable Assy (1942-47 pickup + 48-52 F2/F3) - 44-3/4" long 2 req'd		\$27.00
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 comm) - 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
	BRAKES - Pedal Pads & Return Springs		\$ New
40- 2454	Pedal Pad (brake & clutch) (1933-40) - diamond pattern each:		\$8.00
11A- 2454	Pedal Pad (brake & clutch) (1933-48) - circular pattern each:		\$9.00
01A- 2456	Spring - brake pedal retracting (1940 car & 40-41 pickup) - 4.25" L		\$4.00
48- 2470-A	Bushing (1935-38 car + various) Brake & Clutch Pedal - 3.80" long		\$25.00
B7AZ- 2471-B	Bushing - Brake & Clutch Mount Bracket (57-72 cars) - 4 req'd		\$2.00
51- 2472	Spring (1935-37 various truck applications) - 4.90" long		\$6.00
01T- 2472	Spring (1940-52 truck applications) - 10.25" long		\$4.50
91T- 2472	Spring (1939 truck exc COE)		\$6.00
91A- 2476-S	Pedal Seals (one each for brake & clutch pedal) (39-48)		\$7.50
91A- 7523	Spring (1939 Ford car) - 5.40" long		\$8.00
7526	Bushing - Brake Pedal (see trans clutch pedal parts prices)		
	SUSPENSION PARTS - Kingpins & Spindle Bolt Kits		\$ New
B- 3036	Nut - Perch Bolt (1932-48) - 1 required per spindle		\$2.75
11A- 3110	Bushing for spindle bolts (1932-41) - 2 required per spindle		\$3.00

Part Number	Description - Wheel - Brake - Suspension Parts		
	SUSPENSION PARTS - Kingpins & Spindle Bolt Kits - Cont'd		\$ New
A- 3111	Spindle Bolt & Bushing Kit (1928-31)		\$124.50
B- 3111	Spindle Bolt & Bushing Kit (1932-34)		\$135.00
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
B3C- 3111-A	Spindle Bolt & Bushing Kit (1953-56 F-100)		\$69.00
BB- 3111	Spindle Bolt & Bushing Kit (1930-34 big trucks)		Check availability
51- 3111	Spindle Bolt & Bushing Kit (1935-37 big trucks)		Check availability
81T- 3111	Spindle Bolt & Bushing Kit (1938-47 big trucks)		\$119.00
	SUSPENSION PARTS - Tie Rod Ends - Drag Links		\$ New
11A- 3270R	Tie Rod End (RH) 35-48 Car & 35-64 Pickup		\$14.50
11A- 3270	Tie Rod End (RH) 35-48 Car & 35-64 Pickup (USA made)		\$27.50
11A- 3271R	Tie Rod End (LH) 35-48 Car & 35-64 Pickup		\$14.50
11A- 3271	Tie Rod End (LH) 35-48 Car & 35-64 Pickup (USA made)		\$27.50
8A- 3280K	Kit (inner & outer LH & RH plus sleeves) 49-51 Ford car		\$109.50
8M- 3280K	Kit (inner & outer LH & RH plus sleeves) 49-51 Mercury		\$119.50
AB- 3280K	Kit (inner & outer LH & RH plus sleeves) 52-53 Ford car		\$285.00
MA- 3280K	Kit (inner & outer LH & RH plus sleeves) 52-53 Mercury		\$121.00
B- 3285	Tie Rod End Housing - RH (32-34)		\$16.50
B- 3286	Tie Rod End Housing - LH (32-34)		\$16.50
3289	See 11A-3270 tie rod end above		
3290	See 11A-3271 tie rod end above		
A- 3305SE	Kit - Drag link & tie rod ends - 16 pcs (32-34 car)		\$39.00
11Y- 3306	Drag Link (35-41) - 35" long - includes both ends		\$125.00
11A- 3306	Drag Link (41) - Bent arm style - includes both ends		\$125.00
21A- 3306	Drag Link (42-48) - 34" long - includes both ends		\$125.00
11A- 3440	Cap - Radius Rod Ball (1941-48)		\$7.00
B- 3446	Bushing - Front Radius Rod (32-40 car & 32-41 pickup)		\$4.50
11A- 3446	Bushing - Front Radius Rod (41-48 car)		\$3.50
	SUSPENSION PARTS - Steering Gearbox Parts	\$ Used	\$ New
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
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	
SGK 3548-A	Steering Gearbox Rebuild Kit (37-48 car)		\$76.00
SGK 3548-B	Steering Gearbox Rebuild Kit (48-52 F1 pickup)		\$76.00
SGK 3548-C	Steering Gearbox Rebuild Kit (53-60 F100 pickup)		\$76.00
SGK 3548-D	Steering Gearbox Rebuild Kit (49-56 Ford Passenger car)		\$95.00
Note: the SGK rebuild kits above include all tapered bearings, bushings, gaskets, shims, and the oil seal.			

Part Number	Description - Wheel - Brake - Suspension Parts	\$ Used	\$ New
	SUSPENSION PARTS - Steering Gearbox Parts - Cont'd		
B- 3552	Bearing Cup: (37-56 car & 37-60 pickup upper + 29-36 car lower)		\$15.00
BB- 3552	Bearing Cup (38-47 truck upper + 32-37 truck lower)		\$21.00
68- 3553	Bearing Cup (32-36 car & 32-36 pickup upper) replaces B-3553		\$65.00
8A- 3553	Bearing Cup (49-57 car upper + 37-57 car & 37-60 pickup lower)		\$29.00
81T- 3553	Bearing Cup (38-47 truck lower - exc 122" WB)		\$26.00
99A- 3556	Bushing - Front Track Bar (42-48) - SEE 51A-18197 below)		
78- 3564	Lock Washer - Adjusting Screws		Check availability
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)		\$15.00
81T- 3571-A	Taper Roller Bearing (2 req'd) (38-52 truck)		\$17.00
7RC- 3575	Steering sector shaft & roller (37-48 car & 37-52 pickup)	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 (53-60 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		\$9.00
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		\$3.50
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)		\$10.00
AB- 3581	Gasket - Cover (1952-57 car)		\$3.00
AB- 3581-S	Gasket Set (1952-57 car)		\$9.50
81T- 3581	Gasket - Cover (1938-47 truck)		\$3.00
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- 3591	Oil Seal - Steering Gearbox (1938-47 trucks)		\$7.50
81T- 3595-A	Gasket -End Plate Shim (.003" thick) - A/R (48-52 F5 truck)		\$1.50
81T- 3595-B	Gasket -End Plate Shim (.009" thick) - A/R (48-52 F5 truck)		\$1.50
B- 3609	Key - Steering Wheel (28-48)		\$1.00
B- 3610	Nut - Steering Wheel (28-48)		\$1.00
B- 3642	Spring - Light Switch Spider (32-39)		\$2.00
B- 3643	Spider - Light Switch (28-39)		\$4.00
B- 3644	Retainer - Light Switch Spider		\$1.00
B- 3647	Bail - Light Switch Housing (32-36)		\$2.00
78- 3647	Bail - Light Switch Housing (37-39)		\$5.00
11A- 3672A	Insulator - Horn Button (41-48 car)		\$4.00
81A- 3704/09K	Ignition Switch Body and Brush assy (38-40 car + 38-47 comm)		\$19.75
Ford Part Number	Description - Rear End Parts	\$ Used	\$ New
	REAR AXLE HOUSING PARTS		
A8AZ- 1001-A	Gasket - Axle Flange - Outer (49-59 Ford cars)		\$2.00
A8AZ- 1001-B	Gasket - Axle Flange - Outer (49-59 wagon, S.D, T-Bird)		\$2.50
C1AZ- 1001-A	Gasket - Axle Flange - Inner (49-59 Ford cars)		\$2.50
B- 1175	Rear Axle Outer Seal (1928-38 car & 28-38 pickup)		\$3.50
BB- 1175-C	Rear Axle Outer Seal (1934-52 trucks)		\$14.50
78- 1175	Rear Axle Outer Seal (1938-48 car & 38-47 pickup)		\$3.50
61- 1175	Rear Axle Outer Seal (1938-47 122" 1 ton + 48-51 F3 pickup)		\$11.00
0M- 1177	Rear Seal (1948-56 F1 & F100 pickup) 3½" x 1½" x 7/16"		\$3.95

Ford Part Number	Description - Rear End Parts	\$ Used	\$ New
REAR AXLE HOUSING PARTS - Cont'd			
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)		\$2.75
78- 1180	Snap Ring (1938-48) - Rear Oil Seal (3" OD)		\$2.75
B- 1183	Fiber Gasket (1928-48) - Rear Wheel Hub		\$1.50
B- 1225	Rear Wheel Roller Bearing (28-36 early) - 3.11" od x 1.66" L		\$33.00
68- 1225	Roller Bearing - Rear Wheel (36-48) - 2.84" od x 1.66" long		\$34.50
8A- 1225	Rear Wheel Bearing (49-56 cars + 52-54 Merc)		\$24.50
8M- 1225	Rear Wheel Bearing (49-59 wagon, 49-53 Merc, 48-67 F100)		\$24.50
VP- 1225BG	Special wheel bearing grease for B-1225 and 68-1225 (14 oz tub)		\$11.00
B- 4012RS	Repair Sleeve (1928-48) - Rear Axle Housing (cars)		\$29.50
B- 4030	Plug - Differential Drain or Fill		\$1.25
18- 4035K	Gasket Set - 1932 late to 1948 (15 pc)		\$26.00
B- 4035K	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
RING & PINION GEARS			\$ New
B- 4209-A	Ring & Pinion Gears (3.78:1) - 1932 early type		\$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		\$595.00
40- 4209-HS	Ring & Pinion Gears (3.54:1) - 1932-34 - Ten Spline		\$595.00
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		\$420.00
Note: See the 4684 spline couplers & adapters listed below if needed.			
RING & PINION GEAR KITS			\$ New
40- 4209-FK	Ring & Pinion Kit (3.25:1) - 1932-34 - (for 10 spline driveshaft)		\$795.00
40- 4209-HK	Ring & Pinion Kit (3.54:1) - 1932-34 - (for 10 spline driveshaft)		\$795.00
48- 4209-FK	Ring & Pinion Kit (3.25:1) - 1935-36 - (for 10 spline driveshaft)		Inquire
48- 4209-HK	Ring & Pinion Kit (3.54:1) - 1935-36 - (for 10 spline driveshaft)		Inquire
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
Note: Above kits include ring & pinion gears, pinion bearing set, carrier bearing set, pinion pilot bearing, oil seals, and gask			
Important: 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- 4211	Differential Spider Cross Shaft (28-32) - 3 arm type		\$35.00
18- 4211	Differential Spider Cross Shaft (32-48) - 4 arm type		\$49.00
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
18- 4217	Bolt - Differential Gear Case (32-48) - ¾-24 x 3¼" long	\$9.00	
B- 4221	Bearing Cone & Roller assy (1928-32 Four) - 2 req'd		\$44.00
18- 4221	Bearing Cone & Roller assy (late 1932-36 V8) - 2 req'd		\$85.00
68- 4221	Bearing Cone & Roller assy (37-48 pass, 37-47 com) 2 req		\$39.00
8A- 4221	Bearing Cone & Roller assy (49-54 pass) 2 req		
B- 4222	Bearing Cup (1928-32 Four) - 2 req'd		\$37.00
18- 4222	Bearing Cup (1932-36 V8) - 2 req'd		\$21.00
68- 4222	Bearing Cup (37-48 pass + 37-47 comm) - 2 req'd		\$19.00
Note: Above 4221 and 4222 carrier bearings are USA manufacture, and are in limited availability.			
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
8A- 4221/22S	Bearing Cone & Cup Assy (49-54 Ford pass) - 2 required		\$49.00
B- 4243	Axle Key (28-48) - Cars & Pickup - 2.86" long		\$1.50

Ford Part Number	Description - Rear End Parts		
	RING & PINION GEAR KITS - Cont'd	\$ Used	\$ New
B- 4245	Rear Axle Inner Seal (1928-48) - 2 required		\$3.00
B- 4245	Torque Tube Front Seal (1928-48) - 1 required		\$3.00
B- 4513	Cap - U Joint Housing - Inner (1932-48)	\$20.00	
48- 4520	Cap - U Joint Housing - Outer (1932-48) - less bolts	\$45.00	
20391-SK	Bolt & Nut Kit - for the B-4520 split outer cap		\$3.00
358011-S	Lubricator Fitting - 1/8" Angled - for outer cap assy		\$2.00
48- 4607	Pin - Driveshaft (1935-39) - 2.04" long (for 10 spline) 2 req		\$2.00
68- 4607	Pin - Driveshaft (1937-48) - 1.70" long (for 6 spline) 1 req		\$2.00
B- 4616	Pinion Bearing Race (early 1932 only)		\$82.00
18- 4616	Pinion Bearing Double Race (32-34)		\$89.00
48- 4616	Pinion Bearing Double Race (35-52)		\$95.00
8A- 4616	Pinion Bearing Race (front) (49-54 car + 49-51 Merc)		\$12.00
18- 4621	Pinion Tapered Roller Bearing (32-34) two req'd		\$19.00
48- 4621	Pinion Tapered Roller Bearing (35-52) two req'd		\$35.00
8A- 4621	Pinion Bearing Cone (front) (49-54 car + 49-51 Merc)		\$29.50
Note: Above 4616 and 4621 pinion bearings are USA manufacture, and are in limited availability.			
B- 4616/21-S	Pinion Bearing Race & Cones Set (28-32 early)		\$99.00
18- 4616/21-S	Pinion Bearing Race & Cones Set (32-34)		\$89.00
48- 4616/21-S	Pinion Bearing Set (1 double race + 2 bearing cones)		\$68.50
18- 4625-I	Pinion Pilot Bearing (32-48 car + 32-47 com)		\$29.00
18- 4629	Retainer - Pinion Pilot Bearing (32-48 car + 32-47 pickup)		\$5.00
8A- 4628	Pinion Bearing Race (rear) (49-54 car + 49-51 Merc)		\$14.50
8A- 4630	Pinion Bearing Cone (rear) (49-54 car + 49-51 Merc)		\$27.00
B- 4634	Nut - Pinion Bearing (1928-Early 32) 2 required		\$5.50
18- 4634	Nut - Pinion Bearing (1932-48) 2 required		\$7.00
B- 4636	Lock Washer - Pinion bearing nut (1 req'd)		\$2.50
01Y- 4636	Lock Washer - Pinion bearing nut (1 req'd)		\$4.00
B- 4637	Thrust Washer - Pinion Bearing (28-32 early)		\$3.50
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- 4645-U	Roller Bearing - Driveshaft front (1932-48) - USA made		\$18.00
B- 4655	Bushing/Sleeve - front D/S bearing (1932-48)		\$10.50
VP- 4658K	Bearing Kit - Driveshaft (middle of torqu tube) - (37-48)		\$169.00
8A- 4676	Seal - Drive Pinion (49-56 car)		\$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
	MISCELLANEOUS PARTS		\$ New
34034-S	Rear Axle Castle Nut - 1928-48 Car & Commercial		\$2.00
356074-S	Rear Axle Castle Nut - Replaced by 34034-S		
351505	Rear Axle Washer - 1928-48		\$1.50
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
	DRIVESHAFT U-JOINTS	\$ Used	\$ New
B- 7084-K	U-joint Spider Kit - 1928-48 Car & 28-42 Pickup Truck		\$45.00
BB- 7084	U-joint Spider Kit - 1932-34 Truck - Front - 4 speed		\$35.00
51- 7088	Universal Joint - 1932-39 Truck - Front - 4 speed		\$175.00
B- 7090	Universal Joint - 1928-48 Car & 28-41 Comm - Front	\$75.00	
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		\$16.50
B7AZ- 4635-A	Universal Joint - 1942-71 Truck (½ ton 4x2) - Front/Rear		\$16.50
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-A	Driveshaft Slip Yoke (3.48" inside depth) - (42-52 F1 pickup)		\$110.00

Ford Part Number	Description - Rear End Parts	\$ Used	\$ New
	DRIVESHAFT U-JOINTS - Cont'd		
TAAA- 4841	Driveshaft Slip Yoke (5.11" inside depth) - (53-55 F100 pickup)		\$89.00
B5A- 4841	Driveshaft Slip Yoke (front knuckle) - (49-56 pass. cars)		\$79.00
	BODY MOUNT KITS		\$ New
78- 5001-S	Body mounting pads		\$44.00
	SUSPENSION PARTS - Front Shackle Bolt Kits		
B- 5304-S	Front Shackle Kit (32-34 car & pickup)		Check availability
48- 5304-S	Front Shackle Kit (35-40 car & 35-41 pickup)		\$25.00
11A- 5304-S	Front Shackle Kit (1941 car only)		\$29.00
21A- 5304-S	Front Shackle Kit (42-48 car only) with rubber bushings		Check availability
Note: Kits include the shackle bars, studs, and bolts to hang one spring assy)			
	SUSPENSION PARTS - Rear Shackle Bolt Kits		\$ New
B- 5630-S	Rear Shackle Kit (32-34 car & pickup)		\$29.00
48- 5630-S	Rear Shackle Kit (35-40 car & pickup)		\$25.00
11A- 5630-S	Rear Shackle Kit (1941 car)		\$29.00
21A- 5630-S	Rear Shackle Kit (42-48 car) with rubber bushings		\$29.00
Note: Kits include the shackle bars, studs, and bolts to hang one spring assy)			
	SUSPENSION PARTS - Shackle Bolts/Studs/Bushings		\$ New
21C- 5465	Stud - Front Spring Shackle (42-56 pickup + 122" truck)		\$8.00
21T- 5465	Stud - Front Spring Shackle (42-47 trucks, 48-60 F-4/F350 to F-6/F600)		\$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 Each:		\$3.95
51A- 5713	Rear Shackle Stud - Upper (32-48 car & 32-41 pickup)		\$6.00
51A- 5713	Rear Shackle Stud - Lower (32-41 car)		\$6.00
21C- 5780	Shackle Pin - Rear Spring (42-56 Pickup F1/F100) - 6 req'd		\$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
	SUSPENSION PARTS - Shock Links		\$ New
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
51A- 18197	Bushing - Track Bar & Shock (4 req'd per bar) (42-48 car)		\$2.00
	Ford Part Number	Description - Engine Rebuild Parts	\$ Used
	ENGINE - Rear Trans Support-Mount		\$ New
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)		\$59.00
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
5098-CNS	Castle Nut (7/16-20 thread) for the B-5098 L head bolts - Set of 4		\$4.00
B- 5099-A	Plate - rear motor support (1932-36)	\$25.00	\$32.00
8M- 6038-B	Rear Mount (50-51 Merc) Round Upper - Large diameter - 1 req'd		\$8.00
8M- 6039	Rear Mount (50-51 Merc) Round Lower - Small diameter - 1 req'd		\$6.00
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 assy (42-48 car + 42-52 pickup)		\$29.50

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
ENGINE - Rear Trans Support-Mount - Cont'd			
8M- 6068-R	Rear Transmission Vibration Mount assy (49-51 Mercury)		Not Available
8A- 6068-B	Rear Transmission Vibration Mount assy (49-50 Ford car V8 + Six)		\$17.00
AD- 6068-D	Rear Transmission Vibration Mount assy (51-56 Ford V8 and Six)		\$17.00
AD- 6068-D	Rear Transmission Vibration Mount assy (52-56 Merc V8)		\$17.00
B7A- 6068-A	Rear Transmission Vibration Mount assy (57-59 Ford V8 only)		\$17.00
C0TT- 6061-B	Rear Transmission Support -Lower (53-56 F-100) - 2 req'd		\$11.50
TAAA- 6068-A	Rear Transmission Support -Upper (53-56 F-100) - 2 req'd		\$16.50
ENGINE - Front Support-Mount		\$ Used	\$ New
6030/31	Front Motor Mounts (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 (59-53 Ford car + 52-53 Merc) - 2 Required		\$17.50
8M- 6038-A	Front Mount (49 Merc) - Square - 2 required		
8M- 6038-B	Front Mount (49-51 Merc) Round Upper - Large diameter - 2 req'd		\$8.00
8M- 6039	Front Mount (49-51 Merc) Round Lower - Small diameter - 2 req'd		\$6.00
B5S- 6038-A	Front Mount (53-56 F-100) Rectangular		\$25.00
B7A- 6038-B	Front Mount (54-58 Ford V8 & Six + 54-58 Merc) - 2 required		\$19.00
ENGINE - Overhaul Gasket Sets		Application	\$ New
18S- 6008	Engine Overhaul Gasket Set (21 stud - 3.0625 bore)	1932-37 Ford	\$182.00
18S- 6008-C	Engine Overhaul Gasket Set (21 stud - 3.0625 bore) Copper	1932-37 Ford	\$199.00
91S- 6008	Engine Overhaul Gasket Set (24 stud - 3.0625 bore)	1938-42 Ford	\$132.00
91S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.0625 bore - Copper)	1938-42 Ford	\$182.00
99S- 6008	Engine Overhaul Gasket Set (24 stud - 3.1875 bore)	1939-48 All	\$124.00
99S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Copper)	1939-48 All	\$156.00
99S- 6008-BB	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Big Bore)	1939-48 All	\$182.00
99S- 6008-BBC	Engine Overhaul Gasket Set (24 stud) - 3.1875 bore - Big Bore Copper	1939-48 All	\$188.00
8BAS- 6008	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore)	1949-53 All	\$95.00
8BAS- 6008-C	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore - copper)	1949-53 All	\$149.00
8BAS- 6008-BB	Engine Overhaul Gasket Set (24 bolt - Big Bore)	1949-53 All	\$178.00
8BAS- 6008-BBC	Engine Overhaul Gasket Set (24 bolt - Big Bore - Copper)	1949-53 All	\$182.00
8ELS- 6008-C	Engine Overhaul Gasket Set (27 bolt - Copper) - Lincoln 337 V8	1949-51	\$325.00
B6A- 6008-A	Engine Overhaul Gasket Set - 272/292 V8 (1955-63)	1955-63	\$149.00
B6A- 6008-B	Engine Overhaul Gasket Set - 312 V8 (1956-57)	1956-57	\$149.00
1GA- 6008	Engine Overhaul Gasket Set (1941-47 Six G series) w/o head gask	1941-47	\$232.00
7HA- 6008	Engine Overhaul Gasket Set (1947-51 Six H series)	1948-51	\$170.00
74- 6008	Engine Overhaul Gasket Set (17 stud - 2.600" bore) - V8 60	1937-40	\$199.00
Note: gasket sets above include "regular" head gaskets except where noted. Sets with copper head gaskets are noted above.			
Note: Big Bore gasket sets above are recommended when cylinder bores are .080" oversize and larger.			
ENGINE - V8 Block Plugs & Bushings		\$ Used	\$ New
18- 6019	Timing Cover (NOS) - stock 3 bolt mount for distributor (1932-41 V8)	\$15.00	\$19.00
21A- 6019	Timing Cover (USED) - For 2 bolt distributor (1942-48 V8)	\$85.00	
Note:	The 1949-53 V8 timing covers are 8BA-6059 and 0BA-6059	Check Availability	
48- 12148	Bolt for V8 timing cover to block (32-53) - 5 required		\$1.50
18- 6025	Bushing - Fuel pump pushrod (32-48 V8)		\$5.50
8BA- 6025	Bushing - Fuel pump pushrod (49-53 V8)		\$5.50
18- 6026	Rear Plug - brass - straight slot (32-48 V8)		\$3.00
8BA- 6026	Front Plug - steel - hex socket (49-53 V8) = 87710-S plug		\$3.00
18- 6043	Front Plug - steel - with restrictor (32-48 V8)		\$6.00
40- 6057-A	Valve Seat Insert (1.633" OD) - 1933-53 V8 (exc 60hp)		\$5.95
ENGINE - Cylinder Head Gaskets		Block Type	\$ New
52- 6051	Cylinder Head Gasket (1937-40) - 60hp - Regular L/R	17 Stud	\$51.00
40- 6051	Cylinder Head Gasket (1932-37) - Regular L/R - 3.0625" Bore	21 Stud	\$39.00
40- 6051-C	Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore	21 Stud	\$51.00
91A- 6051	Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore	24 Stud	\$40.00
91A- 6051C	Cylinder Head Gasket (1938-42) - Copper L/R - 3.0625" Bore	24 Stud	\$57.00
59A- 6051	Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore	24 Stud	\$40.00

Ford Part Number	Description - Engine Rebuild Parts		
	ENGINE - Cylinder Head Gaskets - Cont'd	Block Type	\$ New
59A- 6051	Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore	24 Stud	\$40.00
59A- 6051-BB	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore	24 Stud	\$53.00
59A- 6051-BBC	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore Copper	24 Stud	\$57.00
EAB- 6051	Cylinder Head Gasket - RH (1949-53) - Regular - 3.1875" Bore	24 Bolt	\$38.00
EAB- 6051C	Cylinder Head Gasket - RH (1949-53) - Copper - 3.1875" Bore	24 Bolt	\$51.00
EAB- 6051-BB	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore	24 Bolt	\$51.00
EAB- 6051-BBC	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore Copper	24 Bolt	\$59.00
EAB- 6083	Cylinder Head Gasket - LH (1949-53) - Regular - 3.1875" Bore	24 Bolt	\$38.00
EAB- 6083C	Cylinder Head Gasket - LH (1949-53) - Copper - 3.1875" Bore	24 Bolt	\$51.00
EAB- 6083-BB	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore Copper	24 Bolt	\$51.00
EAB- 6083-BBC	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore	24 Bolt	\$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)		\$49.00
7HA- 6051	Cylinder Head Gasket (1947-51 H Six)		\$68.00
	ENGINE - Miscellaneous Engine Gaskets		\$ New
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 the 6521 section (after valves)		
6506	Rocker Arm Gasket Set - see 6500 valve section		
6781	Oil Pan Gasket Set - see OIL PANS & GASKETS		
52- 9433-S	Exhaust Manifold Gasket (set of 8) for V8-60hp motor		\$19.00
18- 9433-S	Exhaust Manifold Gasket (set of 8) for 85-100hp motor		\$8.50
7HA- 9433-S	Exhaust Manifold Gasket (set of 3) for H series Six		\$13.50
1GA- 9450	Exhaust Manifold Flange Gasket (49-59 V8) - to muffler inlet pipe		\$5.50
	ENGINE - Cylinder Head Bolts - Studs - Nuts	Specified For	\$ New
8BA- 6065/66-SA	Set of 48 stock head bolts (20 short + 28 long bolts) - 11/16" hex	Stock 49-53 heads	\$95.00
8BA- 6065-SL	Set of 54 stock head bolt (7/16"-14 x 2.71" long type)- 11/16" hex	Stock 337 Lincoln	\$107.00
8BA- 6066 SH	Set of 33 stock head bolt (7/16"-14 x 2.71" long type)- 11/16" 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) - 11/16" hex	39-48 Perf heads	\$99.00
8BA- 6065 or 66	Head Bolt only - Specify 6065 short (1.94") or 6066 long (2.62")	Stock 49-53 heads	\$2.50
M- 90-02	Set of 42 grade 5 cylinder head studs for stock heads	Stock 33-36 heads	\$135.00
M- 90-03	Set of 42 grade 5 cylinder head studs for stock heads	Stock 37-38 heads	\$135.00
M- 90-04	Set of 48 grade 5 cylinder head studs for stock heads	Stock 39-48 heads	\$149.00
M- 90-04L	Set of 48 grade 5 cylinder head studs for perfor. alum. heads	39-48 Perf heads	\$149.00
M- 90-05	Set of 48 grade 5 cylinder head studs for perfor. alum. heads	49-53 Perf heads	\$149.00
R- 95-03	Set of 34 grade 5 cylinder head studs for stock heads (60hp)		Check Availability
M- 90-Short	Single stud (2.34" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-Med	Single stud (2.90" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-Long	Single stud (3.10" long) - Save money by buying in sets above	Stock heads	\$3.60
M- 90-E-long	Single stud (3.70" long) - Save money by buying in sets above	Stock heads	\$3.60
R- 95-Long	Single stud (2.74" long) - Save money by buying in sets above	Stock 60hp heads	Check Availability
R- 092-B	Set of 48 grade 5 washers for aluminum cylinder heads		\$27.00
R- 260	Set of 34 grade 5 washers for aluminum cylinder heads (60hp)	1937-40 V8-60	\$15.00
R- 87-03S	Set of 48 grade 5 cylinder head nuts - cadmium plated	1938-48 heads	\$42.00
R- 87-02S	Set of 42 grade 5 cylinder head nuts - cadmium plated	1932-38 heads	\$34.50
R- 619	Set of 34 grade 5 cylinder head nuts - cadmium plated (60hp)	1937-40 V8-60	\$23.50
R- 87-Nut	Single cadmium plates cylinder head nut (85-95hp) each:	1932-48 heads	\$1.25
CNC- 6062-A	Chrome Nut Cover for cylinder head bolts/nuts - (11/16" hex) each:		\$0.85
CNC- 6062-B	Chrome Nut Cover for cylinder head bolts/nuts - (9/16" hex) each:		\$1.40
CNC- 6062-C	Chrome Nut Cover for cylinder head bolts/nuts - (5/8" hex) each:		\$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

Ford Part Number	Description - Engine Rebuild Parts		
	ENGINE - Piston Sets (with pins and clips)	Specified For	\$ New
52- 6108-Std	Set of 8 Pistons (2.600") - Standard Bore - Dome Top - 3 ring	1937-40 V860	\$495.00
52- 6108-S020	Set of 8 Pistons (2.600") - 0.020" Oversize - Dome Top - 3 ring	1937-40 V860	\$495.00
52- 6108-S030	Set of 8 Pistons (2.600") - 0.030" Oversize - Dome Top - 3 ring	1937-40 V860	\$495.00
52- 6108-S040	Set of 8 Pistons (2.600") - 0.040" Oversize - Dome Top - 3 ring	1937-40 V860	\$495.00
52- 6108-S060	Set of 8 Pistons (2.600") - 0.060" Oversize - Dome Top - 3 ring	1937-40 V860	\$495.00
52- 6108-S080	Set of 8 Pistons (2.600") - 0.080" Oversize - Dome Top - 3 ring	1937-40 V860	\$495.00
Note: The 52-6108 piston sets listed above are non-stock items and considered special order. These are not returnable.			
40- 6108-Std	Set of 8 Pistons (3.0625") - Standard Bore - Flat Top	1932-36	\$449.00
40- 6108-S020	Set of 8 Pistons (3.0625") - 0.020" Oversize - Flat Top	1932-36	\$449.00
40- 6108-S030	Set of 8 Pistons (3.0625") - 0.030" Oversize - Flat Top	1932-36	\$449.00
40- 6108-S040	Set of 8 Pistons (3.0625") - 0.040" Oversize - Flat Top	1932-36	\$449.00
40- 6108-S060	Set of 8 Pistons (3.0625") - 0.060" Oversize - Flat Top	1932-36	\$449.00
40- 6108-S080	Set of 8 Pistons (3.0625") - 0.080" Oversize - Flat Top	1932-36	\$449.00
Note: The 40-6108 piston sets listed above are non-stock items and considered special order. These are not returnable.			
01T- 6108-STD	Set of 8 Pistons (3-1/16") (3.0625") - Standard Bore	1934-42	\$449.00
01T- 6108-S020	Set of 8 Pistons (3-1/16") (3.0625") - 0.020" Oversize - Dome Top	1934-42	\$449.00
01T- 6108-S030	Set of 8 Pistons (3-1/16") (3.0625") - 0.030" Oversize - Dome Top	1934-42	\$449.00
01T- 6108-S040	Set of 8 Pistons (3-1/16") (3.0625") - 0.040" Oversize - Dome Top	1934-42	\$449.00
01T- 6108-S060	Set of 8 Pistons (3-1/16") (3.0625") - 0.060" Oversize - Dome Top	1934-42	\$449.00
01T- 6108-S080	Set of 8 Pistons (3-1/16") (3.0625") - 0.080" Oversize - Dome Top	1934-42	\$449.00
8BA- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Dome Top	1939-53	\$245.00
8BA- 6108-S020	Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S100	Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Dome Top	1939-53	\$245.00
8BA- 6108-S125	Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Dome Top	1939-53	\$245.00
EAC- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Mercury	1949-53	\$339.00
EAC- 6108-S020	Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S100	Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Mercury	1949-53	\$339.00
EAC- 6108-S125	Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Mercury	1949-53	\$339.00
Note: Mercury pistons can only be used with the Mercury 4" stroke crankshaft. All Mercury pistons are dome top type.			
7HA- 6108-S	Set of 6 pistons (3.300") - Ford 226 Flathead Six - Various sizes	1948-51	\$369.00
ENGINE - Piston Ring Sets		Specified For	\$ New
78- 6140	Retainer - Piston Wrist Pin (2 required per piston)	1937-53	\$0.50
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	Check availability
01T- 6149-S020	Set of 8 Four Ring sets (3.0625") - 0.020" Oversize	1934-42	Check availability
01T- 6149-S030	Set of 8 Four Ring sets (3.0625") - 0.030" Oversize	1934-42	Check availability
01T- 6149-S040	Set of 8 Four Ring sets (3.0625") - 0.040" Oversize	1934-42	Check availability
01T- 6149-S060	Set of 8 Four Ring sets (3.0625") - 0.060" Oversize	1934-42	Check availability
01T- 6149-S080	Set of 8 Four Ring sets (3.0625") - 0.080" Oversize	1934-42	Check availability
29A- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore	1939-48	Check availability
29A- 6149-S020	Set of 8 Four Ring sets (3.1875") - 0.020" Oversize	1939-48	Check availability

Ford Part Number	Description - Engine Rebuild Parts	Specified For	\$ New
ENGINE - Piston Ring Sets - Cont'd			
29A- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize	1939-48	Check availability
29A- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize	1939-48	Check availability
29A- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize	1939-48	Check availability
29A- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize	1939-48	Check availability
Note: Use 29A rings only with 09T or 49T or 29T original type pistons with 5/32" oil ring grooves.			
8BA- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore	1939-53	\$69.00
8BA- 6149-S020	Set of 8 Four Ring sets (3.1875") - 0.020" Oversize	1939-53	\$69.00
8BA- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize	1939-53	\$69.00
8BA- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize	1939-53	\$69.00
8BA- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize	1939-53	\$69.00
8BA- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize	1939-53	\$69.00
8BA- 6149-S125	Set of 8 Four Ring sets (3.1875") - 0.125" Oversize	1939-53	\$69.00
Note: 8BA rings must be used with 8BA or EAC pistons when fitting in 1939-48 motors. The 8BA and EAC type pistons have 3/16" wide oil ring grooves. Some 39-48 motors were rebuilt with 8BA pistons. Check carefully.			
ENGINE - Connecting Rods - New or Recon (set of 8)		Specified For	\$ New
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)	\$295.00
8BA- 6200	Connecting Rod (9.187" OA length - 2.291" Dia big end)	1949-53 (100hp)	\$295.00
EBU- 6200	Connecting Rod (239-272-292 V8)	1954-64	\$225.00
ENGINE - Connecting Rods - Used (set of 8)		Specified For	\$ Used
48- 6200	Connecting Rod (9.125" OA length - 2.20" Dia big end)	1932-38 (85hp)	\$125.00
21A- 6200	Connecting Rod (9.125" OA length - 2.20" Dia big end)	1935-42 (85hp)	\$125.00
29A- 6200	Connecting Rod (9.187" OA length - 2.36" Dia big end)	1939-48 (100hp)	\$125.00
8BA- 6200	Connecting Rod (9.187" OA length - 2.29" Dia big end)	1949-53 (100hp)	\$125.00
ENGINE - Connecting Rod Parts		Specified For	\$ New
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	\$2.75
7HA- 6212	Nut - 3/8-24 - Con Rod (2 req'd per rod)	1947-53 V8	\$1.00
45218-S8	Jam Nut - 3/8-24 - Con Rod (2 req'd per rod)	1947-53 V8	\$0.40
ENGINE - Connecting Rod Bearings		Specified For	\$ New
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)	Check availability
48- 6211-020	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1932-37 (85hp)	Check availability
48- 6211-030	Rod Bearing (1 pair) - .030 us - For 1.999" crank journal	1932-37 (85hp)	Check availability
81A- 6211-Std	Rod Bearing (1 pair) - Std - For 1.999" crank journal	1938-42 (85hp)	\$24.95
81A- 6211-10	Rod Bearing (1 pair) - .010 us - For 1.999" crank journal	1938-42 (85hp)	\$36.95
81A- 6211-20	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
81A- 6211-30	Rod Bearing (1 pair) - .030 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
81A- 6211-40	Rod Bearing (1 pair) - .040 us - For 1.999" crank journal	1938-42 (85hp)	\$54.95
99T- 6211-Std	Rod Bearing (1 pair) - Std - For 2.1390" crank journal	1939-48 (100hp)	\$59.95
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

Ford Part Number	Description - Engine Rebuild Parts	Specified For	\$ New
	ENGINE - Connecting Rod Bearings - Cont'd		
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
	ENGINE - V8 Camshaft & Bearing Sets	Specified For	\$ New
52- 6260S	Camshaft Bearings (front-center-rear) - 60HP	1937-40	\$49.00
01A- 6260S	Camshaft Bearings (front-center-rear) - Std (85-100hp)	1933-53	\$36.00
01A- 6260S-D	Camshaft Bearings (front-center-rear) - .080" os (85-100hp)	1933-53	Check availability
C2AZ- 6A251-B	Camshaft Bearing Set - Std - 272-292-312 V8	1955-57	\$45.00
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)	1942-48	\$16.00
	FLATHEAD ENGINE - Timing Gears & Cam Related Parts	Specified For	\$ New
18- 6254-A	Gear - Oil Pump Drive (on end of camshaft) - with round inside bore	1932-53	\$6.50
18- 6254-B	Gear - Oil Pump Drive (on end of camshaft) - with flat spot inside bore	1932-53	\$21.00
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	\$63.00
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	\$63.00
8BA- 6256F	Timing Gear - Camshaft (bolt-on type) - 44T Fiber	1949-53	Check availability
91A- 6258	Lock Ring for bolt-on type timing gear	1935-53	\$4.25
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)		\$16.00
350400-SK	Bolts for Camshaft Lock Ring (set of 4 bolts)	1935-53	\$12.00
1GA- 6306	Timing Gear - Crankshaft - 24T	1941-47 Six	\$26.95
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	\$36.00
8BA- 6306	Timing Gear - Crankshaft - 22T	1949-53	\$36.00
74153-S	Key - timing gear to crankshaft (1" x ¼")		\$1.50
357654-S	Key - timing gear to crankshaft (¾" x ¼")		\$1.00
	ENGINE - Crankshaft Pulleys & Seals	\$ Used	\$ New
40- 6310A	Oil Slinger - Crankshaft (1932-38 V8)		\$2.50
81A- 6310	Oil Slinger - Crankshaft - 1938-53 V8		\$3.50
18- 6312-A	Crankshaft Pulley (single wide belt) - 5.0" dia (1932-38)	Check availability	
81C- 6312A	Crankshaft Pulley (single wide belt) - 5.0" dia (1939 Std - long snout crank)	Check availability	
91A- 6312-A	Crankshaft Pulley (single wide belt) - 4.375"L x 5.0" dia - with fan mount flange	Check availability	\$135.00
21A- 6312	Crankshaft Pulley (dual wide belt) - 5.375" diameter	Check availability	\$125.00
8BA- 6312-A	Crankshaft Pulley (dual wide belt) - 4.81" long - replaced by 8BA-6312-B		
8BA- 6312-B	Crankshaft Pulley (dual wide belt) - 3.68" long - used with 8BA-6362 sleeve)		\$129.00
8BA- 6312-C	Crankshaft Pulley (dual narrow belt) - 3.08" long - use w/ 8BA-6362 sleeve)		\$92.00
B- 6319	Bolt - Crankshaft Pulley (ratchet type) 1928-47 large type		\$14.95
81A- 6319	Bolt - Crankshaft Pulley (ratchet type) 1939-48 small type		\$8.95
81A- 6326	Pipe - Crankshaft rear main oil drain (39-42 V8)		\$4.00
18- 6332	Washer - Crank Pulley Bolt (1939-48)		\$3.00
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 (¼") - All Y-Block V8		\$1.00
74153-S	Key - crank pulley (¼") - 48-51 H Six + 49-53 V8 car & truck		\$1.50
74156-S	Key - crank pulley (¼") - 32-37 V8 (exc 60hp)		\$2.00
78- 6335	Rear Main Seal Retainer - Upper (36-42 V8)	\$25.00	\$42.00

Ford Part Number	Description - Engine Rebuild Parts		
	ENGINE - Crankshaft Pulleys & Seals - Cont'd	\$ Used	\$ New
91A- 6335	Rear Main Seal Retainer - Upper (39-48 V8)	\$39.00	\$57.00
8BA- 6335	Rear Main Seal Retainer - Upper (49-53 V8)	\$39.00	\$51.00
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
	ENGINE - Main Bearings	Specified For	\$ New
68- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.399" journal	1936-38	\$135.00
68- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.399" journal	1936-38	\$175.00
68- 6330S-020	Main Bearing Set (3 pairs) - 0.020 - for 2.399" journal	1936-38	\$175.00
68- 6330S-030	Main Bearing Set (3 pairs) - 0.030 - for 2.399" journal	1936-38	\$175.00
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
	ENGINE - Bell Housings & Starter Plates	\$ Used	
8RT- 6392 *	Bell Housing (cast iron) + Starter plate (48-52 F series trucks)	\$225.00	
8CM- 6392 *	Bell Housing (pressed steel) + Starter plate (49-50 Mercury cars)	\$225.00	
8BA- 6392 *	Bell Housing (pressed steel) + Starter plate (49-51 Ford cars)	\$225.00	
AC- 6392 *	Bell Housing (cast iron) + Starter plate (52-53 Ford/Merc cars)	\$225.00	
* Note: Bell housing adapters & starter plates listed above are only sold as sets. All sets are from our used parts inventory and are cleaned & painted. Very limited availability - check back with us if the adapter you want is not available at any given time.			
	V8 to Model A Transmission Adapter Kit		\$ New
VP- 6392-AK	Complete Adapter Kit - 1932-48 early Ford trans to Model A engine		\$509.00
VP- 6392-APB	Parking Brake Bracket - To mount A brake handle to early V8 trans		\$39.00
Note: Kit includes cast aluminum transmission adapter, brake & clutch pedal mount, clutch release bearing shaft & arm, the mounting bracket for the parking brake, and the wishbone mount. Parking brake bracket also available separately.			
	ENGINE - Flywheel & Related Parts	\$ Used	\$ New
19A- 6375-X	Flywheel & Ring Gear Assy (1941-48) (for 10" or 11" clutch)		\$289.00
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		\$19.00
B- 6384	Flywheel Ring Gear - 112 teeth (1932-48)		\$32.00
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
1CM- 6387-B	Dowel Pin - Flywheel (0.440" dia - OS) - crankshaft to flywheel - 2 req'd - each		\$3.00
18- 6397	Dowel Pin - Transmission case to engine block (3/8" dia) - 2 req'd - each:		
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		\$14.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
ENGINE - Flywheel & Related Parts - Cont'd			
350645-S	Bolt - Flywheel to Crankshaft (see B-6376S above)	\$7.50	
7RA- 7609	Retainer Ring (flywheel bolt retaining) - (32-53 V8)		
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
B4A- 6436	Seal - Starter motor to flywheel housing (54-64 Y-block V8)		\$12.00
FLATHEAD ENGINE - V8 Valve Package		Specified For	\$ New
8BA- 6505-KF	Complete Valve Kit for V8 Engine (with Ford 0BA valve springs)	1933-53	\$285.00
8BA- 6505-KL	Complete Valve Kit for V8 Engine (with LZ 86H valve springs)	1933-53	\$315.00
Note: Kit includes 16 each valves, 1 pc guides, springs, spring retainers, guide retainers, keepers, and 8 oil seals. Ford springs are recommended for stock and mild cams. The LZ springs are recommended for higher lift cams.			
FLATHEAD ENGINE - Valves & Valve Components		Specified For	\$ New
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) Each:	1932-53	\$3.95
91A- 6500	Tappet - Solid side - Hollow (NOS) Each:	1932-53	\$3.95
91A- 6500AD-H	Tappet - Hollow Adjustable 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	\$9.95
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	\$4.95
1BA- 6513	Valve Spring (intake or exhaust) - 2.20" long x 9.1 coils - V8	1951-53	\$6.95
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	\$7.50
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	\$1.25
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
8EL- 6521	Intake Manifold Gasket (1949-51) - 337 cu in V8		\$24.00
48- 6524	Oil Baffle - Valve Chamber (2 required)	\$6.00	\$12.00
8BA- 6571	Seal - Valve Guide (for 8BA type valve guides - intake side)		\$1.00
40- 6057-A	Valve Seat Insert (1.653" OD) - 1933-53 V8 (exc 60hp)		\$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.			

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	\$ New
ENGINE - Oil Pump & Pump Parts			
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
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		\$185.00
41A- 6626	Gasket - pickup tube to oil pump (1946-53 V8 only)		\$2.00
01A- 6654	Spring - Oil pressure relief - 50 psi (35-42 V8)		\$4.00
41A- 6654	Spring - Oil pressure relief - 50 psi (35-42 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	
18- 6656/64	Shaft & Cover - Oil pump idler gear (32-48 V8)	\$20.00	\$30.00
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
1CM- 6658	Cover - Idler Gear (49-53 V8) - cast iron (replaces 8BA-6658)	\$20.00	
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 - (32-47)		\$15.00
18- 6664	Cover - Idler Gear (32-48 V8) - cast iron	\$20.00	\$30.00
68- 6666	Plug - Oil pressure relief (35-48 V8)		\$8.00
ENGINE - Oil Pan Parts & Gaskets - Oil Filters		\$ Used	\$ New
7HT- 6698	Gasket - Oil Pan Cleanout Plate (1948-52 truck pan)		\$5.00
52- 6700	Rope Seal (upper/lower - timing cover/pan (37-40 V8-60hp)		\$9.00
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)		\$5.75
B- 6730-M	Plug - Oil Drain (3/4"-24x5/8") - (33-48) - Magnetic		\$6.95
52- 6730	Plug - Oil Drain (1.5"-20x5/8") - (38-48)	7.50	\$11.00
8HA- 6730	Plug - Oil Drain (7/8"-14 x 5/8") - (48-56)		\$3.95
VPOF- 6731-AU	Oil Filter Element (40-53 all) - USA (Equivalent to 7HA-6731)		\$18.50
VPOF- 6731-S	Oil Filter - Spin On Type (1954-70 V8) (Equivalent to C1AZ-6731A)		\$8.95
Note: If engine block is not equipped with the spin-on adapter, order the B7A-6882 adapter below. For 1954 and later V8 engines.			
B- 6734-C	Gasket (copper) - Drain Plug - 3/4" dia		\$2.00
8HA- 6734-C	Gasket (copper) - Drain Plug - 7/8" dia		
8HA- 6734	Gasket (fiber) - Drain Plug - 7/8" ID		\$3.00
52- 6734	Gasket - Drain Plug - 1 1/2" 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
48- 6751-A	Dipstick Tube Mount Boss (w/o filter return hole, includes gasket)		\$24.00
59A- 6751	Dipstick Tube Mount Boss (w/filter return hole, includes gasket)		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	\$8.00	\$12.50
8CM- 6754	Tube - Dipstick (49-51 Merc)		
48- 6756-A	Tube - Vent under fuel pump (35-48) - 4.98" L - with cast iron manif.	\$5.00	\$7.50
48- 6756-B	Tube - Vent under fuel pump (35-48) - 4.02" L - with alum manifold	\$10.00	
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
EAD- 6766	Breather Cap (54-64 Ford car + 55-63 Ford truck - 272-292 V8)		\$11.00
C0AZ- 6766	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

Ford Part Number	Description - Engine Rebuild Parts		
	ENGINE - Oil Pan Parts & Gaskets - Oil Filters - Cont'd	\$ Used	\$ New
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
Note: Oil pan gasket sets include the lower rope seals only. Uppers are included in full rebuild gaskets sets only.			
Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts		
B- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$225.00	
48- 7006	Gearbox case only less gears (no shifter housing or retainers)	\$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
11Y- 7017	Main Drive Gear - 14 tooth		\$195.00
022A- 7017R	Main Drive Gear - 15 tooth	\$115.00	\$195.00
8M- 7017	Main Drive Gear - 16 tooth (order the 81A-7017)		
8A- 7017	Main Drive Gear - 16 tooth	\$75.00	\$150.00
1A- 7017	Main Drive Gear - 16 tooth (= B6A-7017C & B7A-7017J)	\$95.00	\$160.00
1C- 7017	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$195.00
TAAA- 7017-A	Main Drive Gear - 16 tooth (NOS or NORS)	\$115.00	\$195.00
06H- 7017R	Main Drive Gear - 18 tooth LZ	\$115.00	\$195.00
06H- 7017	Main Drive Gear - 18 tooth LZ (NOS or NORS)	\$125.00	\$235.00
26H- 7017	Main Drive Gear - 19 tooth LZ	\$125.00	NA
		\$ Used	\$ New
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
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) - 1.625" OD x 1.500" ID		\$8.00
B5AZ- 7A034-A	Bushing - Extension Housing (56-64) - 1.812" OD x 1.750" ID		\$9.50
C0DP- 7A034-C	Bushing - Extension Housing (60-66) - 1.500" OD x 1.375" ID		\$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	\$8.00
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 (1937-52 various)		\$4.00
21C- 7052	Grease Seal - Rear bearing retainer (1942-67 various)		\$6.00
C0DR- 7052-A	Grease Seal - Tailshaft Housing (2.77 series: 1960-66)		\$11.00
C1DP- 7052-A	Oil Seal - Tailshaft Housing (Falcon 144/170 Six w/FM)		\$7.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - Cont'd			
C2AZ- 7052-A	Grease Seal - Tailshaft Housing (automatic trans)		\$9.95
C3AZ- 7052A1	Grease Seal - Tailshaft Housing (with rubber boot)		\$14.50
C3AZ- 7052A2	Grease Seal - Tailshaft Housing (without rubber boot)		\$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 - Non OD - Use B5A-7061-C below		
TAAA- 7061-B	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
NOTE: See Overdrive parts section for pricing on various OD type mainshafts.			
B- 7063	Spacer Ring - mainshaft pilot	\$2.00	\$3.00
B- 7064-M	Snap Ring - MDG ball bearing retaining - opposed ends		\$3.00
8A- 7064	Snap Ring - MDG ball bearing (1949-58) - opposed ends		\$3.00
74- 7065	Ball Bearing - Mainshaft V860 trans		\$18.00
51A- 7065	Ball Bearing - mainshaft (rear)		\$17.50
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	\$4.00	\$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		\$9.00
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
B- 7080	Oil Baffle - mainshaft (rear) 1932-35 car & pickup	\$4.00	\$6.00
68- 7080	Oil Baffle - mainshaft (rear) 1936-48 car + 42-44 comm)	\$3.00	\$4.00
59C- 7080	Washer - mainshaft (rear) 1946-50)		\$3.00
VP- 7080-A	Washer - mainshaft shim (rear) - .010" thick		\$3.00
B- 7084-K	U-Joint Bushing Kit - 4 bushings + 4 clips (1928-48)		\$29.00
B- 7084-RK	U-Joint Repair Kit with spider, 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	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Three Speed Transmission Parts - Cont'd		
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	
74- 7090	U-Joint (1937-39) - Closed drive applications - 60hp	\$55.00	\$125.00
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	\$75.00	\$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- 7102	Second Gear - L22T	\$85.00	\$145.00
51A- 7102	Second Gear - L22T (order the 81A-7102)		
1A- 7102	Second Gear - L22T (51-62 various)	\$85.00	\$165.00
06H- 7102	Second Gear - L24T - (40-48 LZ)	\$95.00	\$165.00
C1AZ- 7102-A	Second Gear - L22T (see 1A-7102)		
B6A- 7102-A	Second Gear - R23T - (1955-63 various T86 OD)	\$60.00	\$124.00
B7A- 7102-A	Second Gear - L23T - (55 T-Bird + 55-60 various Non-OD trans)	\$60.00	\$125.00
B- 7103	Second Gear - L22T - without bushing (32-39)	\$95.00	\$145.00
68- 7104	Bushing - second gear sleeve (1932-39) for B-7103 above		\$29.00
81A- 7105	Synchro Hub - 3 ball and spring type	\$40.00	\$65.00
51A- 7105	Synchro Hub - 3 wide plate and 2 wire spring type	\$30.00	\$45.00
B5A- 7105	Synchro Hub - 3 narrow insert and 2 wire spring type	\$30.00	\$45.00
Note: the 7105 synchro hubs listed above do not include related inserts, springs, or balls. These items are sold separately below.			
B- 7106	Synchro Sleeve - 1.406 " width (1932-35)	\$45.00	\$95.00
48- 7106	Synchro Sleeve - 1.345" width (1935-39)	\$55.00	\$95.00
81A- 7106	Synchro Sleeve - narrow flange (39-52 toploader only)	\$55.00	\$95.00
01A- 7106	Synchro Sleeve - wide flange (39-52 top or side loader)	\$55.00	\$95.00
B5A- 7106	Synchro Sleeve - wide flange (55-62 T86 type)	\$30.00	\$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) - NOS/NORS		Check availability
B5A- 7107	Brass Synchro Ring - Narrow slot (2 req'd) - (T86 type)		\$12.50
B5A- 7107N	Brass Synchro Ring - Narrow slot (2 req'd) - (T86 type) - NOS/NORS		Check availability
C2DZ- 7107C	Brass Synchro Ring - Narrow slot (2 req'd) - (277 type)		\$15.00
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- 7109S	Spring and ball set - use 51A-7109-S kit instead (listed below)		
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
B5A- 7109-S	Springs and inserts set (3 plates & two wire springs) - for T86		Check availability
B- 7111R	Countershaft - 1932 to 52 - Reproduction		\$15.00
B- 7111	Countershaft - 1932 to 52 - NOS or NORS	\$9.00	Check availability
8A- 7111-B	Countershaft - 1949 to 54	\$9.00	Check availability
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	\$29.00
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)	\$495.00	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - Cont'd			
68- 7112 K	28T Cluster + 16T MDG + 22T Second gear (3 pc set)	NA	\$695.00
022A- 7112 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 (42-48) - uses caged rollers	\$325.00	\$425.00
26H- 7113	Cluster Gear - 25-22-18-14T (42-48) - uses caged rollers	\$325.00	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 0.770" ID) - 1955-62 Ford type	\$7.00	\$9.00
B5A- 7115-B	Spacer tube - countershaft (4.98" long x 0.843" ID) - 1955-62 T86 type	\$7.00	\$9.00
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)	\$5.00	\$8.00
B- 7118	Roller Bearing - short - caged (2 req'd) each:	\$7.50	\$17.00
8A- 7118	Roller Bearing Set (15pc) for MDG (49-55)		\$8.00
B- 7119	Thrust Washer - cluster gear - front (0.063" thick)		\$7.00
C1AR- 7119-A	Thrust Washer - cluster gear - front & rear		\$8.00
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)	\$7.50	\$17.00
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	\$95.00	\$175.00
8M- 7124	Synchronizer Assy (wire spring type) - (39-62 applications)	\$95.00	\$165.00
B5A- 7124-B	Synchronizer Assy (wire spring type) - (1955-63 T86)	\$105.00	\$145.00
C2AZ- 7124-C	Synchronizer Assy (wire spring type) - (1956-60 T85)		\$145.00
8M- 7128	Thrust Washer - cluster gear - rear (thin)		\$6.00
8M- 7129	Thrust Washer - cluster gear - rear (thick) - oblong hole		\$14.00
C8M- 7129	Thrust Washer - cluster gear - rear (thick) - Canadian type		\$27.50
B- 7129	Thrust Washer - cluster gear - rear (thick) - 5 prong		\$8.00
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

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - Cont'd			
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)		\$22.00
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 (various 1932-39 car and 32-52 pickup)		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	
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	
Note: the side loader 7222 shifter housings include the forks, shaft/cam assemblies, detent assy, shaft seals, pins & gasket. Be sure to check your application for model & year, and if overdrive or not. Shifter levers are NOT included in pricing.			
40- 7230	Fork - Shifter - 2nd/high	\$30.00	\$45.00
68- 7230	Fork - Shifter - 2nd/high	\$35.00	\$55.00
91A- 7230	Fork - Shifter - 2nd/high - Original Ford - limited availability	\$175.00	
01A- 7230	Fork - Shifter - 2nd/high (1940-48 car or 40-52 LD truck)	\$23.00	\$32.00
0A- 7230	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$35.00	\$45.00
C0AR- 7230-B	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$35.00	\$45.00
40- 7231	Fork - Shifter - 1st/rev (1932-35 car or truck)	\$30.00	\$45.00
68- 7231	Fork - Shifter - 1st/rev (1936-39 car or 1936-52 truck)	\$30.00	\$45.00
01A- 7231	Fork - Shifter - 1st/rev	\$18.00	\$25.00
1A- 7231	Fork - Shifter - 1st/rev (1950-54 cars)	\$18.00	\$25.00
B5A- 7231	Fork - Shifter - 1st/rev (1955-62 cars - T86 OD)		\$25.00
C1AR- 7231-A	Fork - Shifter - 1st/rev (1955-62 cars & pickups w/LD trans)	\$35.00	\$45.00
A- 7232	Pin - shifter fork (1 pair) - Solid pin with tubular end		\$2.00
A- 7232-RP	Pin - shifter fork (1 pair) - Roll pin type		\$2.00
81A- 7233	Plunger - Shifter Interlock (39-52 toploader) - when available	\$20.00	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - Cont'd			
01A- 7233	Plunger - Shifter Interlock (40-48 sideloader)		\$15.00
8A- 7233	Plunger - Shifter Interlock (49-59 sideloader)	\$10.00	\$20.00
B- 7233/34	Kit - Spring + 2 plungers - Shifter Detent (32-38)		\$7.50
78- 7234	Spring - Shifter detent (various 1939-52 applications)		\$4.00
78- 7234X	Spring - Shifter detent booster (2nd/high) for 81A-7222 housing		\$4.00
VP- 7234K	Spring & Ball detent kit (2 each) for 81A-7222 housing		\$12.00
01A- 7234	Spring - Shifter detent (1940-62 Ford 3 speed sideloader)		\$3.00
B5A- 7234	Spring - Shifter detent (1955-63 Warner T86 toploader)		\$4.00
01A- 7235	Pin - Shifter Interlock (40-52) - Side cover type	\$5.00	
74- 7238	Plug - Shifter Housing Detent (1939-51) 2 required	\$5.00	\$7.50
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	\$34.00
01A- 7282	Cam & Shaft Assy (1st/Rev) - (40-48 Ford + 49-50 Merc Std)	\$25.00	\$34.00
21A- 7285	Shift Lever - 2nd/High (40-48 car & 50-52 pickup)	\$65.00	
7285	Shift Lever - 2nd/High - Various side loader types	Check Availability	
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		\$8.00
21A- 7290	Shift Lever - Low/Rev (40-48 car & 50-52 pickup)	\$65.00	\$75.00
7290	Shift Lever - Low/Rev - Various side loader types	Check Availability	
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
8A- 7506	Shaft - clutch equalizer (1949-51 Ford car)		\$21.00
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		Check Availability
B- 7512	Spring Washer - Clutch pedal shaft (1932-37 cars & pickups)		\$2.50
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	\$10.50
7521-EXT	Rod Extension Kit (1 sleeve coupling + one 6" threaded rod)		\$12.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Three Speed Transmission Parts - Cont'd			
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		\$8.00
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
BB- 7523	Spring - Clutch pedal return - 4.38" long (1932-34 truck)		\$4.00
81W- 7523	Spring - Clutch pedal return - 8.40" long (1938-47 COE truck)		\$3.00
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 (1940-51 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
92Y- 7532	Clevis - clutch rod (
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
Clutch Packages			\$ New
BB- 7550K	Kit - 9.75" diameter (32-34 various) 1 $\frac{3}{8}$ x 10 spline on disc		\$179.00
91A- 7550K	Kit - 9.0" diameter (35-42 various) 1 $\frac{3}{8}$ x 10 spline on disc		\$175.00
29A- 7550K	Kit - 10" diameter (42-56 various) 1 $\frac{3}{8}$ x 10 spline on disc		\$175.00
8BA- 7550K	Kit - 9.5" diameter (49-57 various) 1" x 10 spline on disc		\$179.00
B5A- 7552K	Kit - 10" diameter (49-57 various) 1" x 10 spline on disc		\$193.00
51- 7550K	Kit - 11" diameter (35-52 various) 1 $\frac{3}{8}$ x 10 spline on disc		\$185.00
Note: Clutch packages include the 7550 disc, the 7563 pressure plate, the 7580 release bearing, the 7600 pilot bearing, and a clutch alignment tool. Check application comments for specific year, make, and model. Customer must check clutch size before ordering. Bearing hubs sold separately.			
Clutch Discs - New			\$ New
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		
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		\$45.00
B6A- 7550-D	Clutch Disc - 11" Ford - 1" x 10 spline - 1953-57		
A- 7550T	Clutch Alignment Tool (1 $\frac{3}{8}$ x 10 spline)		\$4.95
8A- 7550T	Clutch Alignment Tool (1" x 10 spline)		\$7.95
Clutch Release Bearing Parts		\$ Used	\$ New
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
1M- 7561	Hub - clutch release bearing (late 1951 Mercury only)		\$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
Clutch Pressure Plates - New			\$ New
BB- 7563	Clutch Pressure Plate - 9 $\frac{3}{4}$ " Ford - 1928-34		\$119.00
48- 7563	Clutch Pressure Plate - 9" Ford - see 09A-7563		
09A- 7563	Clutch Pressure Plate - 9" Ford - 1935-42		\$115.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Clutch Pressure Plates - New - Cont'd			
1A- 7563-A	Clutch Pressure Plate - 9½" Ford - 1949-57		\$125.00
19A- 7563	Clutch Pressure Plate - 10" Ford - 1941-56		\$115.00
51- 7563	Clutch Pressure Plate - 11" Ford Truck - 1935-67		\$119.00
350433-SK	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		\$14.00
Clutch Release Bearings & Pilot Bearings			\$ New
48 7575	Adjusting Screw - Clutch Pressure Plate		\$1.50
74- 7580-B	Bearing - clutch release (1937-39 V8-60)		\$34.00
78- 7580F	Bearing - clutch release (1928-48 car/pickup) - FedMog		\$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
Miscellaneous Trans Parts & Hardware		\$ Used	\$ New
351529-S	Washer - countershaft bearings (49-55) (2 req'd)	\$1.00	\$2.00
354398-S	Washer - countershaft bearings (55-62) (4 req'd)	\$2.00	\$2.50
353047-S	Lubricator Fitting - 1/8" straight		\$1.50
358011-S	Lubricator Fitting - 1/8" angled		\$2.00
353051-S	Plug - Drain or Fill (3/4" x 15/16" - square head) - Use A-7008		
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	
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		\$9.50
VPSC-1	Wood Shipping Crate for rebuilt transmissions		\$95.00
VPSC-2	Wood Shipping Crate for rebuilt transmissions		\$150.00
Trans Small Parts Kits			\$ New
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) - (1949-51 L/D passenger 3 speed)		\$49.50
B5A- 7199-B	Kit (Warner SP259-50B) - (1955-62)		\$51.00
B7SZ- 7B331-A	Kit (Warner SP85C-50) - 1956-65 (T85 with or w/o OD)		\$49.50

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Trans Small Parts Kits - Cont'd			
T87A- 7199	Kit (Warner T87 heavy duty 3 speed truck type)		\$42.50
T96- 7199	Kit (Warner T-96 light duty 3 speed overdrive)		\$42.50
B6A- 7199	Kit (Warner SP86E-50N) - 1955-67 (Overdrive trans)		\$46.50
C0DZ- 7B331-A	Kit (Warner SP280-50) - 1960-67 Falcon Six (2.77 series)		\$46.50
C3AZ- 7B331-D	Kit (Warner SP287-50) - 1963-67 (303 series trans)		\$49.50
Note: the small parts kits include various parts. Contact for exact descriptions of contents if needed.			
Transmission Gear Oil & Assembly Grease			
VPTG- 1	Transmission Assembly Grease - 16 oz tub		\$12.50
VPGO- 1A	Gear Oil - GL4 spec - 140 wt - Quart		\$16.50
VPGO- 2A	Gear Oil - GL4 spec - 140 wt - Gallon		\$52.00
VPGO- 1B	Gear Oil - GL4 spec - 85/90 wt - Quart		\$16.50
VPGO- 2B	Gear Oil - GL4 spec - 85/90 wt - Gallon		\$52.00
Note: Our GL4 gear oil has no additives harmful to bronze or brass metals. Quart container has convenient squirt nozzle.			
Overdrive Transmission Parts		\$ Used	\$ New
8M- 6915	OD Relay - 6 volt (also 1M-6915) 1949-55		\$145.00
B6AZ- 7A651A	OD Relay -12 volt 1956-63		\$145.00
8M- 6919	OD Governor - Reconditioned or New - without gear	\$165.00	\$215.00
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) - Includes 2 jam nuts		\$26.00
351075-SK	Jam Nuts (1 pair) for kickdown switch		\$1.50
8M- 6941	OD Governor Rubber Cover		\$9.00
8M- 6943	OD Governor (see 8M-6919 governor)		
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	Snap Ring - Bearing retainer for OD adapter casting	\$5.00	\$10.00
7A039	Refer to 7650 OD rear housings		
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 - Replaced by B5A-7061-D below	\$75.00	\$105.00
B5A- 7061-D	Mainshaft (output) - OD (1955 T-Bird, 51-54 Ford & Merc) - 13.36"	\$75.00	\$105.00
B5A- 7061-F	Mainshaft (output) - OD (1955-60 Ford) - 14.56" long - T85 type	\$95.00	\$145.00
B5A- 7061-G	Mainshaft (output) - OD (1955-62 Ford) - 13.56" long - T86 type	\$95.00	\$145.00
51A- 7065	Ball Bearing - OD Mainshaft (1949-50 Merc + 41-48 LZ MS)		\$17.50
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)	\$125.00	
8A- 7652	OD Mainshaft & Gear (1949-51 Ford & 51 Merc) 12.75" long	\$125.00	\$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)	\$50.00	
8L- 7653	OD Ring Gear - 52 internal spline x 5.16" dia (1956-65)	\$60.00	
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	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Overdrive Transmission Parts - Cont'd		
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	Out of Stock	
56H- 7673	OD Planetary Gear assy (1949-66)	\$345.00	
8L- 7673	OD Planetary Gear assy (1949-70)	\$385.00	
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	\$130.00	
8L- 7675	OD Freewheel unit w/o rollers (1949-70) for R11 OD	\$145.00	
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	\$20.00	
8A- 7689	OD Lever - Manual Shaft (1949-55 Ford) - 3.19" long	\$20.00	
VP- 7689	Special washers, bolt, and nut for either 7689 lever listed above	\$15.00	
8M- 7690	OD Pawl - V-shaped slot (1949-51 Merc)	\$10.00	
8A- 7690	OD Pawl - Circular-shaped slot (1949-51 Ford; 1951 Merc)	\$10.00	
AB- 7690-A	OD Pawl - Circular-shaped slot (1952-64 Ford; 1955 T-Bird)	\$10.00	
8L- 7690	OD Pawl - (1956-57 T-Bird)	\$10.00	
B7A- 7690-A	OD Pawl - (1957-64 Ford; 1958-59 T-Bird)	\$10.00	
16H- 7691-C	OD Plunger - Interlock (1949-51 Merc) - 1.082" long	\$10.00	
16H- 7691-E	OD Plunger - Interlock (1949-51 Merc) - 1.065" long	\$10.00	
26H- 7693	OD Seal - Solenoid to adapter (1949-5 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
8A- 7713	OD Cable Clip - cable to steering column (1949-52 Ford car)		\$5.50
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	\$140.00	\$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- 14382	Wire Harness - Main OD wiring (1949-51 Ford/Merc) - 45"		\$44.00
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

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Overdrive Transmission Parts - Cont'd		
B7A- 14382M	Wire Harness - same as above with molded ends		\$42.00
	V8-60HP 3 Speed Transmission Parts	\$ Used	\$ New
74- 7017	Main Drive Gear - 15T - 7.68" long	\$75.00	\$95.00
74- 7025	Ball Bearing - Main Drive Gear (=8A-7025)		\$22.00
74- 7040	Oil Baffle - Main Drive Gear	\$4.00	\$6.00
74- 7050	Front Bearing Retainer	\$30.00	\$40.00
74- 7052	Oil Seal - Main Drive Gear		
74- 7061-A	Main Shaft (1937) - Six Straight Spline - 8.65" long	\$55.00	\$85.00
74- 7061-B	Main Shaft (37-39) - 14 Helical Spline - 8.65" long	\$55.00	\$95.00
74- 7063	Spacer Ring - mainshaft pilot - 0.62" ID	\$3.00	
74- 7064	Snap Ring - MDG bearing - 1.25" ID	\$4.00	
74- 7065	Ball Bearing - Mainshaft - SIZE: 2.44" OD & 0.98" ID		\$18.00
74- 7069	Thrust Washer - 2nd Gear Front - 1.54" OD		\$6.00
74- 7070	Snap Ring - For 7065 rear bearing - 2.33" ID	\$3.00	
74- 7071B	Thrust Washer - 2nd Gear Rear - 2.00" OD		\$6.00
B- 7072	Spring - Mainshaft plunger	\$2.00	
B- 7073	Plunger - Mainshaft gear lock	\$5.00	
74- 7080-A	Oil Baffle - Mainshaft bearing - with spur gear	\$4.00	
74- 7080-B	Oil Baffle - Mainshaft bearing - with helical gear	\$4.00	\$6.00
74- 7085	Rear Bearing Retainer	\$50.00	
74- 7090	Universal Joint Assy	\$60.00	\$110.00
B- 7095	U-Joint retaining Bolt & Washer		\$3.00
74- 7100-A	Gear - Low/Rev slider (27T spur) - 6 straight spline (1937)	\$35.00	\$45.00
74- 7100-B	Gear - Low/Rev slider (27T helical) -14 hel. spline (1937-39)	\$37.50	\$49.00
74- 7101	Key - Mainshaft gear locking	\$2.00	\$4.00
74- 7103-A	Gear - Second - 21T Helical - (1937)	\$50.00	\$85.00
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	Plunger - Shifter interlock		\$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)		Check availability

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
V8-60HP 3 Speed Transmission Parts - Cont'd			
74- 7515	Fork - Clutch release	\$30.00	
74- 7550	Clutch Disc - 8.5" diameter		\$69.50
74- 7561	Hub - Clutch release bearing	\$13.00	\$19.50
74- 7563	Clutch Pressure Plate - 8.5" diameter (+ core charge)		\$89.50
74- 7563Core	Core charge for the 74-7563 pressure plate		\$35.00
74- 7580-B	Bearing - Clutch release		\$34.00
Heavy Duty 3 Speed Trans (T-85 or T-87 or T-89)		\$ Used	\$ New
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
7025	Ball Bearing - for T-85 MDG and MS (see BB-7065 bearings below)		
8A- 7025	Ball Bearing - for T-85 OD mainshaft (= C3AZ-7025-B bearing)		\$22.00
BB- 7025	Ball Bearing - Main Drive Gear		\$28.00
C3AZ- 7052A1	Rear Oil Seal - Tailshaft Housing - T-85 (with rubber boot)		\$14.50
C3AZ- 7052A2	Rear Oil Seal - Tailshaft Housing - T-85 (without boot)		\$8.50
7052	Rear Oil Seal - T87 use 01T-4813		
BB- 7065	Ball Bearing - for T-85 MDG (replaces the 8D-7065 bearing)		\$28.00
BB- 7065	Ball Bearing - for T-85 Mainshaft (replaces the 8D-7065)		\$28.00
8D- 7065	Ball Bearing - for T-87 mainshaft (use the BB-7065 bearing)		\$28.00
8D- 7107	Synchro Ring (27 teeth) - Bronze (2 required) Each:		\$15.00
8D- 7113	Cluster Gear (40-31-21-17T)		\$125.00
BB- 7118	Roller Bearing - Cluster Gear (2 req'd) - replaces the 8D-7121)		\$23.00
8D- 7124-B	Synchro Assy (includes hub, sleeve, inserts, springs, and bronze rings)		\$125.00
A8TZ- 7124-A	Synchro Assy = 8D-7124-B above		
B6A- 7153-B	Gasket Set (7 pc) - all gaskets for T-85 + T-87 + T-89		\$20.00
87D- 7199	Small Parts Kit - T-87		\$42.50
B7SZ- 7B331-A	Small Parts Kit - T85 (with or w/o OD)		\$49.50
01T- 4813	Rear Oil Seal - T-87		\$9.00
303 SERIES 3 SPEED TRANSMISSION PARTS		\$ Used	\$ New
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
C3AZ- 7025-B	Ball Bearing - MDG (use 8A-7025)		\$22.00
C3AZ- 7025-C	Ball Bearing - MDG (use 51A-7025)		\$19.50
B3Z- 7A034-A	Bushing - Extension Housing		\$7.50
A2TZ- 7052-A	Oil Seal - Extension Housing (use 21C-7052)		\$6.00
7052	Oil Seal - MDG retainer (see B7AZ-7A283 below)		
C3AZ- 7153-F	Gasket Set (full set) for 63-75 Ford trans (Std toploader)		\$14.50
B7AZ- 7A283-B	Oil Seal - MDG retainer (same as B7AZ-7A283-A)		\$9.50
1A- 7288	Oil Seal - shifter shaft O ring		\$0.50
C3AZ- 7B331-B	Small Parts Kit (HEE)		
C3AZ- 7B331-D	Small Parts Kit (HEF/HEG - 3.03 series)		\$49.50
2.77 SERIES TRANSMISSION PARTS		\$ Used	\$ New
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
8A- 7025	Ball Bearing - MDG		\$22.00
C0DZ- 7065	Ball Bearing - Mainshaft		\$19.50
C0DR- 7052-A	Grease Seal - Tailshaft Housing (1960-67 2.77 type)		\$11.00
C0DR- 7A283A	Grease Seal - Front bearing retainer (1960-67 2.77 type)		\$9.00
C2DZ- 7107-C	Synchronizer bronze ring (24 tooth)		\$15.00
C2DZ- 7124	Synchronizer Assy		
C0DR- 7153A	Gasket Set (full set) for 60-67 Ford 2.77 toploader trans		\$17.50
C0DR- 7288	Grease Seal - shift lever - 60-67 top loader 2.77 type		\$7.50
C0DZ- 7B331-A	Small Parts Kit 2.77 series)		\$46.50
Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts			
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts - Cont'd		
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
59T- 7006	Gearbox case only (does not include the 01T adapter)	\$225.00	
BB- 7025	Ball Bearing - Main Drive Gear (T-8 and T-9)		\$28.00
BB- 7030	Snap Ring - MDG Ball Bearing		\$3.00
BB- 7043	Oil Baffle - Main Drive Gear	\$6.00	
BB- 7045	Snap Ring - Main Drive Gear		\$2.50
BB- 7050	Front Bearing Retainer - 1929-37 (replaced by 51-7050)		
51- 7050	Front Bearing Retainer - 1929-52	\$25.00	\$42.00
BB- 7061	Mainshaft - 10.14" long - 6S splines (1929-1951)	\$65.00	\$115.00
01T- 7061-A	Mainshaft - 12.74 " with undercut on splines (1940-1952)	\$155.00	
BB- 7062	Thrust Washer - mainshaft ball bearing		\$3.00
BB- 7063	Spacer - mainshaft pilot - 0.81" ID		\$4.00
BB- 7064	Snap Ring - Mainshaft - 1.20" ID (1939-47 truck applications)		\$4.00
BB- 7065	Ball Bearing - Mainshaft - T-8 and T-9		\$28.00
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	
7085	Other rear bearing retainers also available. Check with us.		
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	
BB- 7101	Third/High Slider Gear - 24 spur teeth (1929-1952)	\$125.00	
51- 7111	Countershaft - 9.44" long (1929-1952) - replaces BB-7111	\$35.00	
BB- 7113-A	Cluster Gear - 43-36-27-17 spur teeth (1929-1952)	\$325.00	
BB- 7115-A	Spacer - countershaft - 1.68" long (1929-1952)	\$3.00	\$5.00
BB- 7118-A	Roller Bearing - countershaft (1929-1952)		\$23.00
BB- 7120-A	Roller Bearing - mainshaft pilot (1929-1952)		\$16.00
59T- 7129	Thrust Washer - Countershaft cluster gear (1945-51) 2 req'd		\$11.00
BB- 7140	Reverse Idler Shaft - 5" long (1929-1952)	\$10.00	\$16.00
BB- 7141	Reverse Idler Gear - 22-18 spur teeth	\$115.00	
BB- 7153	Gasket Set (1929-1952) - for T8/T9 trans		\$23.00
BB- 7155	Retainer - countershaft/rev idler shaft (1929-1952)		\$3.00
BB- 7165	Cover Plate - PTO drive opening	\$25.00	
BB- 7209	Shifter Lever (1929-1938) - with trigger lock assy	\$95.00	
01T- 7209-A	Shifter Lever (1929-1942) - replaces the BB-7209	\$85.00	
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)		\$8.00
BB- 7220-A	Cap - shifter lever (1929-1952)	\$6.00	\$8.00
BB- 7222	Shifter Housing (32-42) - Bare Casting	\$125.00	
41T- 7222	Shifter Housing (44-52) - Bare Casting	\$125.00	
B- 7227	Spring - shifter lever (1929-1952)	\$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)		\$25.00
41T- 7232	Gate - shifter reverse shift shaft (1944-1952) including plunger & spring	\$25.00	
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

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts - Cont'd			
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
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
BB- 7523	Spring - Clutch pedal return - 4.38" long (1932-34 truck)		\$4.00
81W- 7523	Spring - Clutch pedal return - 8.40" long (1938-47 COE truck)		\$3.00
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
8T- 5089	Rear Support (1940-52) - 8" long (replaces the 01T-5089)		\$79.50
BB- 5089	Rear Support (1932-39)		\$59.00
T-98 Truck 4 Speed (synchro) Transmission Parts		\$ Used	\$ New
Note: Limited availability of gears for these transmissions. Contact us with specific needs. Please confirm tooth counts.			
8MTH- 7017	Main Drive Gear R17T x 27 synchro teeth (8.39" long) (1948-52)		
B6C- 7017-C	Main Drive Gear L17T x 27 synchro teeth (9.69" long) (1956-64)		\$125.00
8MTH- 7025	Ball Bearing - MDG (3.54" OD) 1948-64 - replaced by 7EQ-7065		\$34.00
8MTH- 7025	Ball Bearing - MS (3.54" OD) 1965-66		
8MTH- 7050	Front Bearing Retainer		\$65.00
B9C- 7061-D	Mainshaft (S10-S10-S10 spines) - 14.66" L - with 371887-S nut		\$95.00
7EQ- 7065	Ball Bearing - Mainshaft (replaces 8MTH-7065B bearing)		\$34.00
8MTH- 7101	Gear - 3rd speed on MS (R24T - 27 synchro teeth) includes bushing		\$95.00
B6C- 7101-A	Gear - 3rd speed on MS (L24T - 27 synchro teeth) includes bushing		\$95.00
8D- 7105	Hub - 3rd/High synchro (comes in A8TZ-7124A synchro assy)		\$35.00
8D- 7106-B	Sleeve - 2rd/high synchro (center groove) see A8TZ-7124A assy		\$40.00
8D- 7107	Bronze synchro ring (27T) - 3rd/High synchro (2 required)		\$15.00
B6C- 7113-B	Cluster Gear (R43-36-27 + S17 teeth) - 9.67" long (1956-66)		\$295.00
8MTH- 7115	Spacer tube - Cluster Gear (5.44" long)		
8D- 7124-B	Synchronizer Assy - 3rd/4th Gear - See A8TZ-7124-A below		
A8TZ- 7124-A	Synchronizer Assy - 3rd/4th Gear - Complete with two rings		\$125.00
8MTH- 7140	Shaft - Reverse Idler Gear (1.115" diameter X 5.81" long)		\$19.00
8MTH- 7153	Gasket Set		\$18.00
8MTH- 7175B	Bronze synchro ring (36T) - 2nd speed gear - 1 req'd		\$19.00
8MTH- 7176-B	Gear - 2nd speed on MS R33T - S36 synchro teeth) 1948-55		\$95.00
B6C- 7176-A	Gear - 2nd speed on MS L33T - S36 synchro teeth) 1956-66		\$175.00
8MTH- 7199	Small Parts Kit (SP-98-50) - 18 pcs		\$46.50
01T- 4813	Rear Oil Seal - 1965-66 applications only (=C1TT-4813) 3" OD		\$9.00
TRANSMISSION SEAL KITS			
FORD PASSENGER CARS			
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
Ford Passenger Cars - Overdrive - 9 Bolt Side Cover			
VP SK-4	Seal Kit - 8 pc (1949-50 Ford car side loader LD 3 speed OD)		\$27.00
VP SK-5	Seal Kit - 8 pc (1951-55 Ford car side loader LD 3 speed OD)		\$21.00
Ford Passenger Cars - Overdrive - 6 Bolt Top Cover			
VP SK-6	Seal Kit - 7 pc (1955-63 Ford car top loader LD 3 speed OD) - T86		\$32.00
Ford Passenger Cars - Non Overdrive - 4 Bolt Top Cover			
VP SK-17	Seal Kit - 4 pc (1960-67 Ford car top loader LD 3 speed) - 2.77 series		\$33.00

Ford Part Number	Description - Transmission Rebuild Parts	\$ Price
	TRANSMISSION SEAL KITS - Cont'd	
	Ford Passenger Cars - Overdrive - Curved Side Cover	
VP SK-7	Seal Kit - 7 pc (1956-65 Ford car side loader HD 3 speed OD) - T85	\$32.00
	MERCURY PASSENGER CARS	
	Mercury Passenger Cars - Non Overdrive - 9 Bolt Side Cover	
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
	Mercury Passenger Cars - Overdrive - 9 Bolt Side Cover	
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
	Mercury Passenger Cars - Overdrive - Curved Side Cover	
VP SK-7	Seal Kit - 7 pc (1955-58 Merc car side loader HD 3 speed OD) - T85	\$35.00
	FORD PICKUP TRUCKS	
	Ford Pickup Trucks - Non Overdrive - 6 Bolt Top Cover	
VP SK-12	Seal Kit - 3 pc (1942-52 Ford top loader LD 3 speed)	\$11.00
	Ford Pickup Trucks - Non Overdrive - 9 Bolt Side Cover	
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
	Ford Pickup Trucks - Overdrive - 9 Bolt Side Cover	
VP SK-15	Seal Kit - 8 pc (1953-56 Ford side loader LD 3 speed OD)	\$21.00
	Ford Pickup Trucks - Overdrive - 6 Bolt Top Cover	
VP SK-16	Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86	\$32.00
	Note: Some 1957-59 passenger car transmission used a front retainer oil seal (B7AZ-7A283A) measures 1.630" OD x 1.125" ID. This seal must be added separately if needed.	\$9.50
Ford Part Number	COOLING SYSTEM PARTS	\$ New
	RADIATOR - Caps & Parts	
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 (replaces 1M-8100A) - 1" deep	\$7.50
C9ZZ- 8100-A	Pressure Cap (13 psi) 1951-53 V8 cars (replaces 1M-8100A)	\$9.50
Note: All radiatorcaps listed are not true reproductions of the original caps, but are functionally correct for their applications.		
48- 8115	Drain Cock - Offset Handle - 33-48	\$18.50
8A- 8115	Drain Cock - Wing Handle - 42-59	\$3.95
B- 8130-S	Radiator Support Kit (28-48) Includes bolts, springs, nuts, & pads (8 pcs)	\$5.95
8C- 8125-S	Radiator Support Kit (48-52 F-1) Includes bolts, springs, nuts, & pads (11 pcs)	\$14.95
	RADIATOR - Hoses & Hose Clamps	
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
91A- 8260/86KS	Hose Kit - 39-41 V8 (with Ford script on upper hoses only)	\$84.00
21A- 8260/86K	Hose Kit - 42-48 V8 Passenger V8	\$75.00
1BA- 8260/86K	Hose Kit - 49-53 V8 - (w/Fomoco script)	\$59.00
Note: 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
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-S	Upper Hoses (1 pair) 1949-53 V8 Ford Car (w/Fomoco script)	\$34.00

Ford Part Number	COOLING SYSTEM PARTS		\$ New
	RADIATOR - Hoses & Hose Clamps - Cont'd		
18- 8286	Lower Hoses (1 pair) 1932-38 all + others (1¾ x 5½")		\$16.00
21A- 8286	Lower Hoses (1 pair) 1932-38 all + others		\$16.00
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")		\$21.00
8RT- 8260-B	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 2½")		\$12.00
21C- 8260	Lower Hoses (1 pair) 1948-52 V8 Truck (1¼ x 7½")		\$41.00
67- 8260	Lower Hoses (1 pair) 1953 V8 Truck (1¾ x 10.9")		\$59.00
51A- 8333-D	Straight Hose (1¼" x 36"L) - or cut to fit at \$2.40/inch		\$47.50
51A- 8333-B	Straight Hose (1¾" x 36"L) - or cut to fit at \$2.80/inch		\$55.00
8A- 8287	Hose Clamp (band type) - Fits 1¼" hoses		\$1.75
91A- 8287	Hose Clamp (band type) - Fits 1¾" hoses		\$1.95
8RT- 8290	Pipe - Upper Rad Hose - 1¼" - 1948-52 truck - each		\$14.50
	WATER PUMPS - New or Rebuilt		\$ New
68- 8502	Water Pumps (pair) - NEW - (33-36) - same pump for L or R		\$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)		\$137.00
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 car (narrow belt)		\$124.00
OCM- 8501-02	Water Pumps (pair) - REBUILT - 1950-51 Merc - (narrow belt)		NA
Note: The OCM pumps are not available new. Customer can use the A8C-8591 rebuild kit to repair his core pump.			
B6A- 8501-B	Water Pump - 1955-62 V8 (272-292-312) - Passenger car only		\$124.00
	ENGINE - Misc Water Pump Gaskets & Parts	\$ Used	\$ New
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:	Check availability	
20408-SKA	Bolt & Washer Kit (stainless steel) - 16 pc - For 78-8501 & 02 pumps		\$9.50
20408-SKB	Bolt & Washer Kit (stainless steel) - 16 pc - For 8BA/8RT/EAB pumps		\$14.50
	ENGINE - Thermostats	\$ Used	
11A- 8575-A	160° thermostat for 1937-48 V8 (2 required) Each:		\$11.50
11A- 8575-B	180° thermostat for 1937-48 V8 (2 required) Each:		\$11.50
1BA- 8575-A	160° thermostat for 1949-53 V8 (2 required) Each:		\$7.50
1BA- 8575-B	180° thermostat for 1949-53 V8 (2 required) Each:		\$7.50
C2AZ- 8575-A	160° thermostat for 1954-59 V8 and 47-51 Six Each:		\$8.50
C2AZ- 8575-B	180° thermostat for 1954-59 V8 and 47-51 Six Each:		\$8.75
1BA- 8592	Thermostat Housing - Cast Iron- (49-53 V8) - 2 req'd Each:	\$11.00	\$17.00
1BA- 8592-PA	Thermostat Housing - Polished Aluminum - (49-53 V8) Each:		\$15.00
8BA- 8255	Thermostat Housing Gasket (1949-53 V8) - 2 req'd Each:		\$1.50
	WATER PUMP - Kits		\$ New
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
B6C- 8591-A	WP rebuild kit - 1956-62 V8 Truck (272-292)		\$39.50
8HA- 8591	WP rebuild kit 1948-51 H series Six (passenger car only)		\$45.00
	ENGINE - Cooling Fans	\$ Used	\$ New
18- 8600	Fan Assy (4 blade - 15.50" dia) bolts to generator pulley	\$55.00	
40- 8600	Fan Assy (4 blade - 15.50" dia) bolts to generator pulley	\$55.00	
78- 8600	Fan Assy (4 blade - 15.75" dia) bolts to generator pulley	\$55.00	
91A- 8600	Fan Assy (6 blade - 16.75" dia) bolts to crankshaft pulley (39-41 V8)	\$55.00	
21A- 8600	Fan Assy (4 blade - 16" dia) - takes 8 bolts (42-48 V8 car)	\$55.00	
8CM- 8600-A	Fan Assy (4 blade - 17" dia) - takes 8 bolts (49 Merc)	\$55.00	

Ford Part Number	COOLING SYSTEM PARTS	\$ Used	\$ New
	ENGINE - Cooling Fans - Cont'd		
21T- 8600	Fan Assy (4 blade - 18" dia) - takes 8 bolts (42-44 V8 truck)	\$55.00	
59T- 8600-A	Fan Assy (4 blade - 18.5" dia) - takes 8 bolts (46-52 V8 truck)	\$55.00	
8BA- 8602-A	Fan & Hub Assy (4 blade - 18" dia) includes wide belt pulley - 49 Ford car	\$125.00	
EAB- 8602-A	Fan & Hub Assy (3 blade - dia) includes narrow belt pulley	\$95.00	
21T- 8600-AX	Fan & Hub Assy (4 blade - 18" dia) includes oil hub & pulley assy	\$185.00	
	ENGINE - Fan Parts	\$ Used	\$ New
VP- 8602RK	Replacement shaft & bearing kit for 1949-53 type sealed bearing fan		\$55.00
21A- 8603	Fan hub assy with sheave (1942-48 car / 1942-52 truck) V8	\$95.00	
21A- 8603C	Fan hub/sheave/spindle brg/impeller/cover plate assy	\$175.00	
21A- 8621	Cover Plate for hub assy (1942-52 V8)	\$10.00	\$15.00
21A- 8626	Spindle Bearing (1942-52 V8)		\$89.00
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 (42-48 car V8 + 42-52 truck V8)		\$5.00
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 Each:	\$3.00	
26498-S8	Special Filler Plug Screw (zinc plated) - price for two screws		\$1.00
	ENGINE - Fan Belts		\$ New
40- 8620-A	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & W.Pumps		\$16.50
40- 8620-AS	Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & W.Pumps (<i>Ford script</i>)		\$18.00
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
Ford Part Number	FUEL SYSTEM PARTS		\$ New
	MISCELLANEOUS FUEL SYSTEM		
11C- 9030	Fuel Tank Cap (1932-48 car + 48-50 pickup) - Chromed - 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		\$10.50
7HC- 9288	Flexible Fuel Line (1949-50) - Firewall to fuel pump		\$10.50
1A- 9288	Flexible Fuel Line (1951-53) - Firewall to fuel pump		\$10.50
18- 9296	Clamp - Fuel Line to Firewall (1932-48)		\$9.00
	ENGINE - Fuel Pump & Related Parts	\$ Used	\$ New
11A- 9349	Fuel Pump Rebuild Kit (1933-53 V8)		\$22.00
59A- 9355	Glass Bowl only - Fuel pump (1945-53 V8)	\$6.50	
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) - 12" long		\$6.50
91A- 9369-A	Fuel Line w/fittings - copper/steel line (1938-53 V8) - 18" long		\$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)		\$7.50
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		\$10.00
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

Ford Part Number	FUEL SYSTEM PARTS	\$ Used	\$ New
	ENGINE - Fuel Pump & Related Parts		
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 fuel pump adapter - sold only with 48-9415 adptr	\$10.00	\$20.00
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 + 48-51 H Six)		\$20.00
	ENGINE - Carburetors		\$ New
59A- 9510	Carburetor - New 94 type (38-48 V8) - Pass/Truck		\$495.00
8BA- 9510	Carburetor - New 94 type (49-53 V8) - Passenger car		\$495.00
8RT- 9510	Carburetor - New 94 type (48-53 V8) - Truck		\$495.00
	ENGINE - Carburetors & Carb Kits		\$ New
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)		\$10.50
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
Ford Part Number	MISCELLANEOUS PARTS		\$ New
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
8Q- 9747-A	Accelerator Linkage (adjustable from 11.875" to 12.875")		\$29.00
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)		\$6.95
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
	MISCELLANEOUS ENGINE HARDWARE	\$ Used	\$ New
18- 6515	Stud - Fuel Pump Stand to V8 Intake Manifold		\$3.00
21A- 10148	Square spacer - fan assy to generator mounting stud (42-53 V8)	\$5.00	
20408-SKA	Bolt & Washer Kit (stainless steel) - 16 pc - For 78-8501 & 02 pumps		\$9.50
20408-SKB	Bolt & Washer Kit (stainless steel) - 16 pc - For 8BA/8RT/EAB pumps		\$14.50
VP- 24430-K	Exhaust Manifold Bolt & Lockwasher set (12 pc) - (33-53 V8)		\$7.95
33816-S	Brass Nut - Exhaust manifold to pipe (7/16-20) (37-53 V8)		\$2.25
33848-S	Nut - Gen bracket to stud on intake manifold (33-41)		
352740-S	Stud - Generator Bracket to Intake Manifold (33-41 V8) - 2.625" long	\$5.00	
356075-S	Nut - Fan Bracket to Intake Manifold Stud (42-48 car + 42-53 truck)	\$10.00	
357730-S	Stud - Generator Bracket to Intake Manifold (42-48 car + 42-53 truck)	\$5.00	
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		\$6.00
BPP- 250	Brass Pipe Plug - 1/4" NPT with hex head		\$3.50
BPP- 375	Brass Pipe Plug - 3/8" NPT with hex head		\$4.50
SW- 25	Safety Wire .038" (1/4 lb spool - approx 64') 304 stainless steel		\$9.50

Ford Part Number	MISCELLANEOUS PARTS	\$ Used	\$ New
	MISCELLANEOUS ENGINE HARDWARE - Cont'd		
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
	ENGINE & TRANSMISSION TOOLS		\$ New
CBT	Flathead V8 Cam Bearing Tool		\$105.00
VGBT	Flathead V8 Valve Guide Bar Tool		\$36.50
T-STAND	Transmission Support Work Stand (32-48 type three speed)		\$45.00
	Miscellaneous Books		\$ New
L- 1001	"Ins and Outs of Early Ford Transmissions" Book (Mac VanPelt)		\$35.00
L- 1002	Repair Manual - Transmissions, Clutches, Overdrives, Etc		Check Availability
L- 1003	Official Guide to Borg Warner R10 and R11 Overdrive Book		\$16.00
L- 1004	Official Guide to 12V Conversion Book		\$12.00
L- 1005	Official Guide to Cooling Systems Book		\$16.00
L- 1017	Nostalgia by Ron Holleran Book		\$27.00
L- 1022	Shop Kinks (Randy Rundle)		\$12.00
L- 1030	Factory service instructions for 1949-54 car 3 speed OD transm	not a book	\$15.00
L- 1031	Factory service instructions for 1940-52 truck 4 speed transm	not a book	\$15.00
Part Number	IGNITION & ELECTRICAL PARTS		
	IGNITION TUNE-UP KITS	\$ Used	\$ New
# 1FTK	Cap-Rotor-Points-Condenser (fits 1932-34 Four)		Check Availability
# 2FTK	Cap-Rotor-Points-Condenser (fits 1932-36 Early V8)		\$154.95
# 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)		Check Availability
# 11FTK	Cap-Rotor-Points-Condenser (fits 1946-47 Six)		Check Availability
# 12FTK	Cap-Rotor-Points-Condenser (fits 1948-67 Six)		\$18.95
	ENGINE IGNITION PARTS - Distributor Spacer Kits		\$ New
IS- 3241	Kit - For the 2 Bolt Distributor to a 3 Bolt Timing Cover		\$83.95
Note: Kit includes aluminum adapter, 2 gaskets, 3 screws, 2 bolts, and instructions.			
IS- 4248	Kit - For the 2 Bolt Distributor to a 2 Bolt Timing Cover		\$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
	ENGINE IGNITION PARTS - Coils & Coil Parts	\$ Rebuilt	\$ New
18- 12024-A	Coil - 6 Volt - (1932-36) Low Dome + \$35 core charge- REBUILT	\$145.00	
68- 12024	Coil - 6 Volt - (1936 late) Low Flat + \$35 core charge - REBUILT	\$145.00	
78- 12024-A	Coil - 6 Volt - (1937-41) Tall Dome + \$35 core charge - REBUILT	\$145.00	
1GA- 12024	Coil - 6 Volt - (1942-48) + \$35 core charge - REBUILT	\$145.00	
8BA- 12029	Coil - 6 Volt - Yellow Top (or use B-12000 coil below)		\$35.00
B- 12000	Coil - 6 Volt - (1949-56 V8 or 1948-56 Six) - Remote mount		\$22.00
B6A- 12029-B	Coil - 12 Volt - (1957-72 V8 or Six) - Remote mount		\$33.00
27153-SK	Screw Kit for Coil Mounting (1932-36 V8) - 3 screw type		\$2.00
27169-SK	Screw Kit for Coil Mounting (1937-41 V8) - 2 screw type		\$1.50
B- 12000-CB	Coil Mounting Bracket (replacement for round 6 & 12V type)		\$3.95
8BA- 12043	Coil Mounting Bracket (1949-53 V8)		\$14.95
18- 12010	Coil Brush & Spring (1932-36 V8)		\$4.00
68- 12010	Coil Brush & Spring (1937-41 V8)		\$4.00

Part Number	IGNITION & ELECTRICAL PARTS		
	ENGINE IGNITION PARTS - Coils & Coil Parts - Cont'd	\$ Rebuilt	\$ New
18- 12036K	Coil Adapter Kit - Converts 1932-36 to late model 12V type		\$46.00
78- 12036K	Coil Adapter Kit - Converts 1937-41 to late model 12V type		\$46.00
18- 12140	Gasket - Coil to Distributor (3 hole type)		\$2.50
78- 12140	Gasket - Coil to Distributor (2 hole type)		\$2.50
	ENGINE IGNITION PARTS - Contact Points		\$ New
18- 12107S	Ignition Point set - single arm w/screws (32-36 V8)		\$35.00
78- 12107S	Ignition Point set - separate arms - 4 pc (36-48 V8)		\$26.00
1GA- 12107	Ignition Point set - single arm w/screws (41-47 Six G series)		\$13.50
FAA- 12171	Ignition Point set (1949-54 V8 or 47-56 Six) replaces 7RA-12171		\$12.00
B7A- 12171B	Ignition Point set (1957-74 V8)		\$3.50
	ENGINE IGNITION PARTS - Distributor Rotors		\$ New
B- 12200	Rotor (1928-34) - 4 Cylinder		\$6.50
48- 12201	Rotor (1933-35 V8) - use with 40-12127 distributor		\$37.50
68- 12201	Rotor (1937-41 V8) - use with 68 or 78-12127 distributor		\$24.00
21A- 12200	Rotor (1942-44 V8) - crab style distributor		\$8.00
1GA- 12200	Rotor (1941-47 G series Six)		\$3.50
59A- 12200	Rotor (1946-48 V8) - Interchanges with FAA-12200		\$4.50
FAA- 12200	Rotor (1949-56 V8 and 1947-68 six)		\$4.50
B7A- 12200	Rotor (1957-74 V8)		\$3.50
	ENGINE IGNITION PARTS - Distributor Caps		\$ New
B- 12105	Cap - Winged Shaped (1928-34) - 4 Cylinder		\$15.50
18- 12105	Cap - Outer (1932-41 V8) - 2 required each:		\$13.00
1GA- 12106	Cap - Crab Style (1941-42 Six - G series)		Check Availability
21A- 12106	Cap - Crab Style (1942-44 V8) - 1 required - Black color		\$22.50
21A- 12106-Red	Cap - Crab Style (1942-44 V8) - 1 required - Red color		\$29.00
VP- 12106K	Kit - Converts 1946-48 V8 distributor to 42-44 crab cap type		\$31.00
Note: above kit includes crab cap, rotor, and side clip kit. Converts the 46-48 distributor to the 1942-44 crab style. We recommend ordering the 21A-12259 spark plug wire set, which is			
5GA- 12106	Cap - Outer (1945-47 Six - G Series)		Check Availability
59A- 12106	Cap - Inner (1946-48 V8) - 1 required		\$46.00
59A- 12105	Cap - Outer V-shaped (1946-48 V8) - 1 required		\$20.00
7HA- 12106	Cap (1947 H series thru 1973 Six)		\$7.00
FAB- 12106	Cap (1949-56 V8)		\$9.00
B7A- 12106A	Cap (1957-74 V8)		\$8.50
18- 12113	Boot - Distributor Cap - Rubber (32-41) Two req'd each:		\$3.00
59A- 12113	Boot - Distributor Cap - Rubber (46-48) Two req'd per pair:		\$13.00
B- 12115	Cap - Round Top (1928-34) - 4 Cylinder		\$5.50
18- 12116	Terminal plate (1932-36 V8) - 2 req'd - each:		\$24.50
68- 12116	Terminal plate (1937-41 V8) - 2 req'd - each:		\$18.00
	ENGINE IGNITION PARTS - Distributor Bushings		\$ New
40- 12120	Bushing - Distributor front (1932-41)		\$6.00
1GA- 12120	Bushing - Distributor point plate (1942-48 V8 & 41-47 Six)		\$4.00
18- 12132	Bushing - Distributor Housing (1932-48)		\$8.00
7RA- 12120	Bushing - Distributor Upper Housing (1949-56)		Out of Stock
7RA- 12132	Bushing - Distributor Lower Housing (1949-56 V8 & 49-51 Six)		\$4.00
	ENGINE IGNITION PARTS - Distributor Condensers		\$ New
18- 12300-B	Condenser (1932-early 36 V8)		Out of Stock
78- 12300	Condenser (1937-1941 V8)		\$13.00
1GA- 12300	Condenser - (1942-48 V8 and 1941-47 Six) - see also VP-12300A		\$10.00
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) = FAB-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
	DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc	\$ Used	\$ New
18- 12104S	Distributor Gasket Set (7 piece) (1932-41)		\$7.50
21A- 12104S	Distributor Gasket Set (4 piece) (1942-48)		\$7.50

Part Number		IGNITION & ELECTRICAL PARTS	
DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc - Cont'd		\$ Used	\$ New
59A- 12109	Distributor Cap hold-down bails (1946-48) - Sold as one pair		\$7.00
18- 12138	Rubber Plug (1932-36 V8) Fit in distr. adjust. holes - Per Pair:		\$2.00
68- 12143	Gasket - Distributor Housing to Timing Cover - 3 bolt type (32-41 V8)		\$2.00
1GA- 12143	Gasket - Distributor Housing to Timing Cover - 2 bolt type (42-48 V8)		\$2.00
18- 12144	Distributor Cap hold-down bail (1932-41) - 2 required - Each		\$1.50
21A- 12144S	Crab style cap hold-down clip & rivet kit (4 pc) (1942-44)		\$5.50
59A- 12144	Distributor Cap hold-down bail (1946-48) - 1 required - Each		\$5.00
7RA- 12144S	Distributor Cap hold-down side clip & rivet kit (4 pcs) (1949-56)		\$8.00
68- 12151	Contact Plate (1937-41 V8)		\$11.50
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) - Includes 21A-12176	\$25.00	\$45.00
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
351112-SK	Brass Tube Nuts (for vacuum tube: 3/8-24) - One pair:		\$5.00
61465-S	Rivet - Distributor Driven Gear (1/8" x 11/16") See Note		\$1.00
61489-S	Rivet - Spacer (Distributor Gear) (1/8" x 13/16") See Note		\$1.00
Note: Rivets only supplied as 1" length. Customer must trim to correct length before installation.			
ENGINE IGNITION PARTS - Vacuum Advance Units			\$ New
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
SPARK PLUG WIRING SETS			\$ New
18- 12259-H	Spark Plug Wiring Set (1932-36 V8) - Hook ends USA		\$49.00
78- 12259-VP	Spark Plug Wiring Set (1937-41 V8) USA		\$49.00
21A- 12259-VP	Spark Plug Wiring Set (1942-44 V8) USA		\$59.00
59A- 12259	Spark Plug Wiring Set (1946-48 V8) - Brown wire USA		\$57.00
8BA- 12259	Spark Plug Wiring Set (1949-50 V8) with 90° ends USA		\$55.00
1BA- 12259	Spark Plug Wiring Set (1951-53 V8) w/ molded ends USA		\$82.00
B7A- 12259	Spark Plug Wiring Set (1954-62 V8) with molded ends USA		\$89.00
5GA- 12259	Spark Plug Wiring Set (1941-47 Six - G series) USA		\$44.00
7HA- 12259	Spark Plug Wiring Set (1947-51 Six - H series) USA		\$49.00
B2A- 12259-A	Spark Plug Wiring Set (1952-53 Six - 215 series) USA		\$59.00
BLK- 12259-A	Spark Plug Wire (black 7mm) by the foot		\$1.20
RB- 12259-A	Rubber Boot - Spark plug wire to distributor cap		\$1.50
SPARK PLUGS			\$ New
40- 12405A	Spark Plug - 18mm - (1933-37 V8)		\$3.85
7RA- 12405A	Spark Plug - 14mm - (1938-53 V8 and 41-54 Six)		\$2.65
ELECTRICAL - Alternators/Generators			\$ New
G- 10000-6	Rebuilt Stock 6V Generator - Check for model availability		Check Availability
A- 10000-6F	New 30A Alternator - 6V - with wide belt pulley for fan mount		\$235.00
A- 10000-6P	New 30A Alternator - 6V - with wide belt pulley w/o fan mount		\$189.00
A- 10000-12F	New 60A Alternator -12V - with wide belt pulley for fan mount		\$235.00
A- 10000-12P	New 60A Alternator -12V - with wide belt pulley w/o fan mount		\$189.00
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)		\$71.00
AB 20	Alternator Bracket (49-52 wide belt type - with fan mount holes)		\$71.00
AB 30	Alternator Bracket (49-53 narrow belt type - w/fan mtg holes)		\$71.00
Note: Brackets are designed for mounting directly to the stock Ford/Merc intake manifolds.			
WP- 100	Alternator Pulley - Wide Belt - for GM type alternators - No fan mounting holes		\$16.00

Part Number	IGNITION & ELECTRICAL PARTS		
	ELECTRICAL - Voltage Regulators - 6 Volt		\$ New
B- 10505	Voltage Cut-Out (28-39) - 6V - 15 Amp (mounts on top of generator)		\$21.00
B- 10505-D	Voltage Cut-Out (28-39) - 6V - 20 Amp (semi conductor type)		\$62.00
B- 10505-DS	Voltage Cut-Out (28-39) - 6V - 20 Amp (same with Ford script)		\$69.00
Note: The semi-conductor type is heat sinked and cad plated. All are wired for positive ground application with 3rd brush type			
8A- 10505	Voltage Regulator (39-55) - 30 Amp (replaces 01A & 51A-10505)		\$54.00
51A- 10505-A	Voltage Regulator (39-56) - 33 Amp (see 8A-10505 regulator above)		
	ELECTRICAL - Voltage Regulators - 12 Volt		\$ New
C3TZ- 10505-B	Voltage Regulator (56-up) - 30 Amp (replaces B6A & B7A & C1TZ)		\$69.50
	ELECTRICAL - Generator Parts	\$ Used	\$ New
40- 10043	Set of 3 brushes (1929-39) - no wire		\$2.75
91A- 10043	Set of 2 brushes (1932-39) - single wire		\$4.50
01A- 10043	Set of 2 brushes (1940-62) - twin wire		\$5.25
68- 10044	Screw - Field Winding (2 req'd per generator)		\$4.00
91A- 10057	Spring - brush Holder (39-59) - 2 required Each:		\$4.00
7RA- 10094	Bearing - DE (1940-53 varied applications)		\$7.00
B- 10128	Bushing - CE (1932-36) 0.627" id x 0.754" od x 0.968" L		\$1.50
18- 10128	Bushing - CE (1932-38) 0.627" id x 0.754" od x 0.950" L		\$2.50
78- 10128	Bushing - CE (1937-53) 0.673" id x 0.797" od x 0.796" L		\$1.50
357740-S	Mounting Stud - Generator to intake manifold (33-48 V8)	\$15.00	
	ELECTRICAL - Misc Engine Sender Units		\$ New
8A- 10884	Water Temp Sender - 1 Terminal (1939-55 V8) - 6V		\$44.50
8A- 10990	Water Temp Sender - 2 Terminal (1939-53 V8) - 6V		\$44.50
41A- 9278	Oil Pressure Sender (80 psi) - Original type for stock gauge		\$45.00
	ELECTRICAL - Starters (32-53 V8)		\$ New
18- 11002-NSB	Starter with bendix (new) - 6 volt (barrel starter drive)	Manual Trans Only	\$169.00
18- 11002-NTB	Starter with bendix (new) - 12 volt (barrel starter drive)	Manual Trans Only	\$169.00
18- 11002-NSF	Starter with bendix (new) - 6 volt (B11350 starter drive)	Manual Trans Only	\$199.00
18- 11002-NTF	Starter with bendix (new) - 12 volt (B11350 starter drive)	Manual Trans Only	\$199.00
Note: The new starters include modern barrel type bendix, except when we exchange the drive for the B11350 which is made in the USA. The B11350 drive is recommended when installing on 1949-53 V8 engines. To order the basic unit without any starter drive, the model suffix becomes -NSX (6V) or -NTX (12V). Deduct \$10.00 from the \$169.00 barrel drive price.			
	ELECTRICAL - Starters (56-62 V8)		\$ New
B6A- 11002	Starter with Bendix (rebuilt) - 12 volt - Barrel starter drive		\$139.00
B4A- 6436	Seal - Starter motor to flywheel housing (54-64 Y-block V8)		\$12.00
	ELECTRICAL - Starter Parts	\$ Used	\$ New
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 Each:		\$1.00
18- 11091	Bolt - Starter Housing (5/16-18 x 7.18" long) - 2 req'd Each:	\$5.00	
B- 11135	Bushing - DE (1928-53) 5/8" id x 3/4" od x 1.156" L		\$4.00
1CM- 11135A	Bushing - DE (1951-53 w/autom + 1954-59 all)		\$3.00
51A- 11140	Starter Support Bracket (32-53 V8)		\$7.50
B- 11350-US	V8 Starter Drive Assembly (32-53 except Fordomatic & V8-60)		\$39.00
VP- 11350	V8 Starter Drive Assembly (barrel type)		\$19.00
B- 11375	Starter Drive Spring (1932-53 V8)		\$7.50
52- 11375	Spring - Starter Drive (60hp)		\$7.50
B- 11377	Bolt - starter drive spring to head (1932-53)		\$1.00
B- 11382	Bolt - starter drive spring to shaft (1932-53)		\$1.00
B- 11379	Lockwasher - starter drive bolts (1932-53)		\$1.00
74175-S	Key - Starter Drive to Shaft		\$1.00
	ELECTRICAL - Starter Solenoids		\$ New
40- 11450	Foot Starter Switch (1932-34 V8) - 6V		Check Availability
48- 11450	Foot Starter Switch (1935-36 V8) - 6V		Check Availability
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

Part Number	IGNITION & ELECTRICAL PARTS		
	ELECTRICAL - Starter Solenoids - Cont'd		\$ New
B5A- 11450A	Solenoid (1952-55) - 6V - Plastic case		\$24.00
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
	ELECTRICAL - Ignition Resistors & Breakers		\$ New
18- 12250	Ignition Coil Resistor (Ceramic type)		Check Availability
18- 12250R	Ignition Coil Resistor (Reproduction type)		\$17.50
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
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
	ELECTRICAL - Headlight Dimmer Switches		\$ New
B5AF- 13007	Sealed Beam Headlight - 6 Volt - 7" round		Check Availability
C0DF- 13007	Sealed Beam Headlight - 12 Volt - 7" round		\$14.50
11A- 13532	Dimmer Switch (1938-48) - Three hole bracket		\$13.00
8A- 13532	Dimmer Switch (1948-56) - Two hole bracket		\$22.50
B7A- 13532	Dimmer Switch (1957-58)		\$29.50
C0TF- 13A024	Dimmer Switch (1959-73)		\$9.00
	ELECTRICAL - Horn Relays		\$ New
FAA- 13853	Horn Relay - 6V (1937-55) - same application as 7RA-13853		\$11.00
7RA- 13853-A	Horn Relay - 6V (1937-55) - same application - use FAA-13853		\$13.00
2Q- 13853	Horn Relay - 12V (1956)		\$11.00
B7A- 13853	Horn Relay - 12V (1957-59)		\$11.00
B8C- 13853	Horn Relay - 12V (1957-66)		\$11.00
	ELECTRICAL - Miscellaneous		\$ New
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
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
14382	Overdrive Wire Harnesses - see listings with OD trans parts		
BDS910	Battery Disconnect Switch (125 amp)		\$9.50
VR126C	Voltage Reducer (12V to 6V) - 6 amp rating		\$29.50
VR126A	Voltage Reducer (12V to 6V) for gauges - 1 amp rating		\$15.00
VR126B	Voltage Reducer (12V to 6V) handles up to 3 gauges		\$34.50
	WINDSHIELD - Wiper Parts		\$ New
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
Part Number	SPEEDOMETER GEARS & PARTS		
	SPEEDOMETER CABLE	\$ Used	\$ New
99A- 17260-C	Speedometer Cable Assy (70.0" inner/outer with ends) 1935-48		\$16.00
A9A- 17260-A	Speedometer Cable Assy (70.75" inner/outer with ends) 1949-56		\$18.50
8C- 17260-A	Speedometer Cable Assy (75.5" inner/outer with ends) 1948-60		\$19.50
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	\$89.00
B- 17270-A	Driven Gear (19T) for 3.78:1 ratio (with 6.00 x 16" wheels)	\$55.00	\$89.00
B- 17270-B	Driven Gear (21T) for 4.11:1 ratio (with 6.00 x 16" wheels)	\$55.00	
18- 17270	Driven Gear (22T) for 4.33:1 ratio (with 6.00 x 16" wheels)	\$55.00	
Note: Above gears include the turtle housing for use with the closed drive torque tube mounting. Bolts not included.			
01Y- 17271-A	Driven Gear (18T) for 4.27:1 ratio (with 6.50 x 16" wheels)	\$45.00	
01Y- 17271-B	Driven Gear (19T) for 4.27:1 ratio (with 6.00 x 16" wheels)	\$45.00	
01Y- 17271-C	Driven Gear (20T) for 4.86:1 ratio (with 7.00 x 16" wheels)	\$45.00	

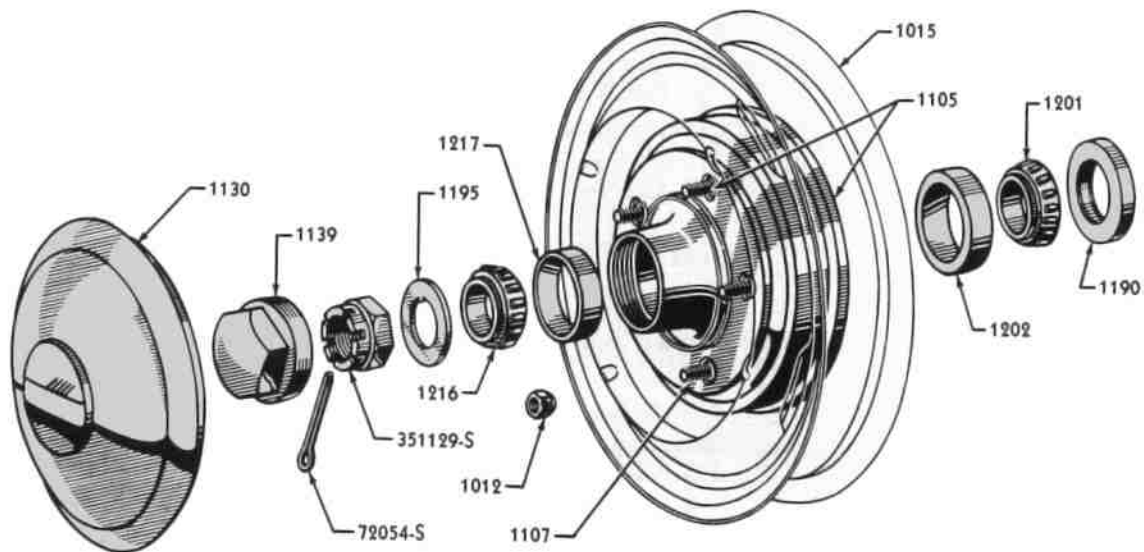
Part Number	SPEEDOMETER GEARS & PARTS		
	SPEEDOMETER CABLE - Cont'd	\$ Used	\$ New
01Y- 17271-D	Driven Gear (21T) for 3.73:1 ratio (with 6.50 x 16" wheels)	\$45.00	
01Y- 17271-E	Driven Gear (22T) for 3.73:1 ratio (with 6.00 x 16" wheels)	\$45.00	
01Y- 17271-F	Driven Gear (23T) for 3.92:1 ratio (with 6.00 x 16" wheels)	\$45.00	
01T- 17271-A	Driven Gear (18T) - Truck with 4 speed trans	\$25.00	\$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	\$45.00
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"	\$25.00	\$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 count carefully before ordering. Less teeth on the driven gear makes the speedometer read faster. More teeth make speedo read slower.			

Do you need technical help? Go to www.vanpeltsales.com and see our extensive pages of technical drawings, tune up specs, service tip, serial numbers, engine id, transmission id, and model id. The technical information listed is in the grey box below the vanpelt sales header on the main page.

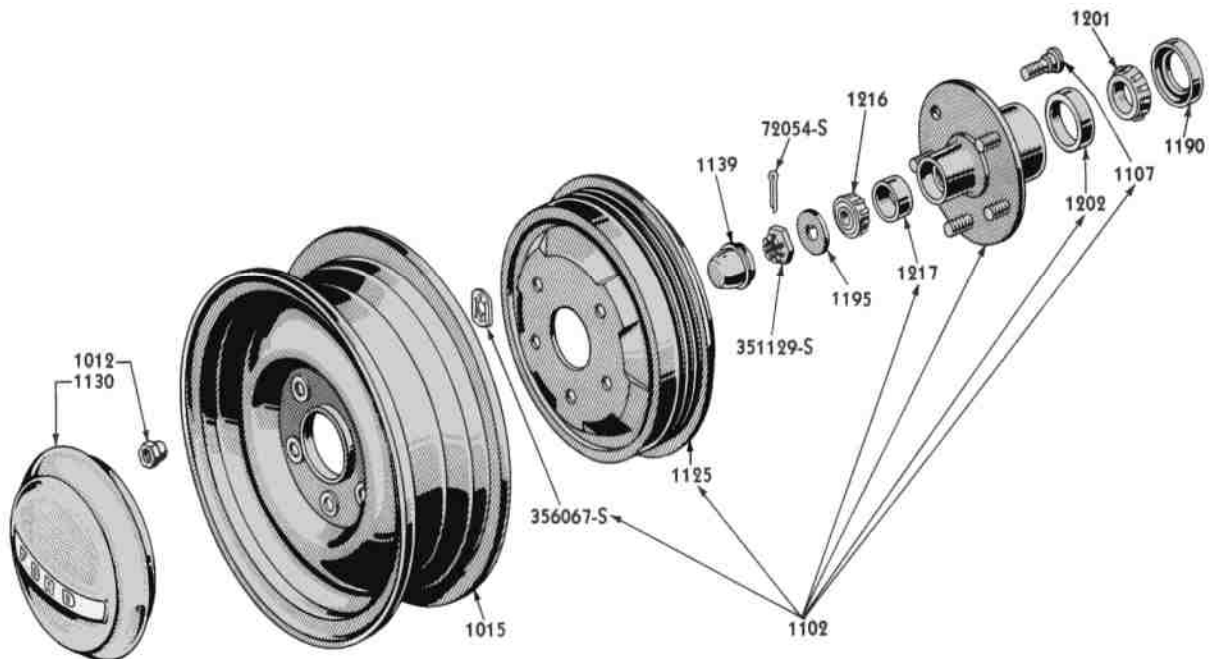
Do you want to see photos of parts? Go to www.vanpeltsales.com and see the parts prices in the yellow box on the front page. When you open the price page you will see the 3rd column has a link to a photo that should open a new browser window with an image of that part. We are adding images all the time.

A note about our online store. Our online store located at www.vanpeltsalesstore.com continues to be a work in progress. We add items as time permits. We have chosen not to put all items on the store as the likelihood of ordering the wrong parts is high. It is our intent to provide you with the best shopping experience that does not include parts being returned because they are wrong. Sometimes the best service is the conversation about your parts to ensure you get the right parts. Thank you for your understanding.

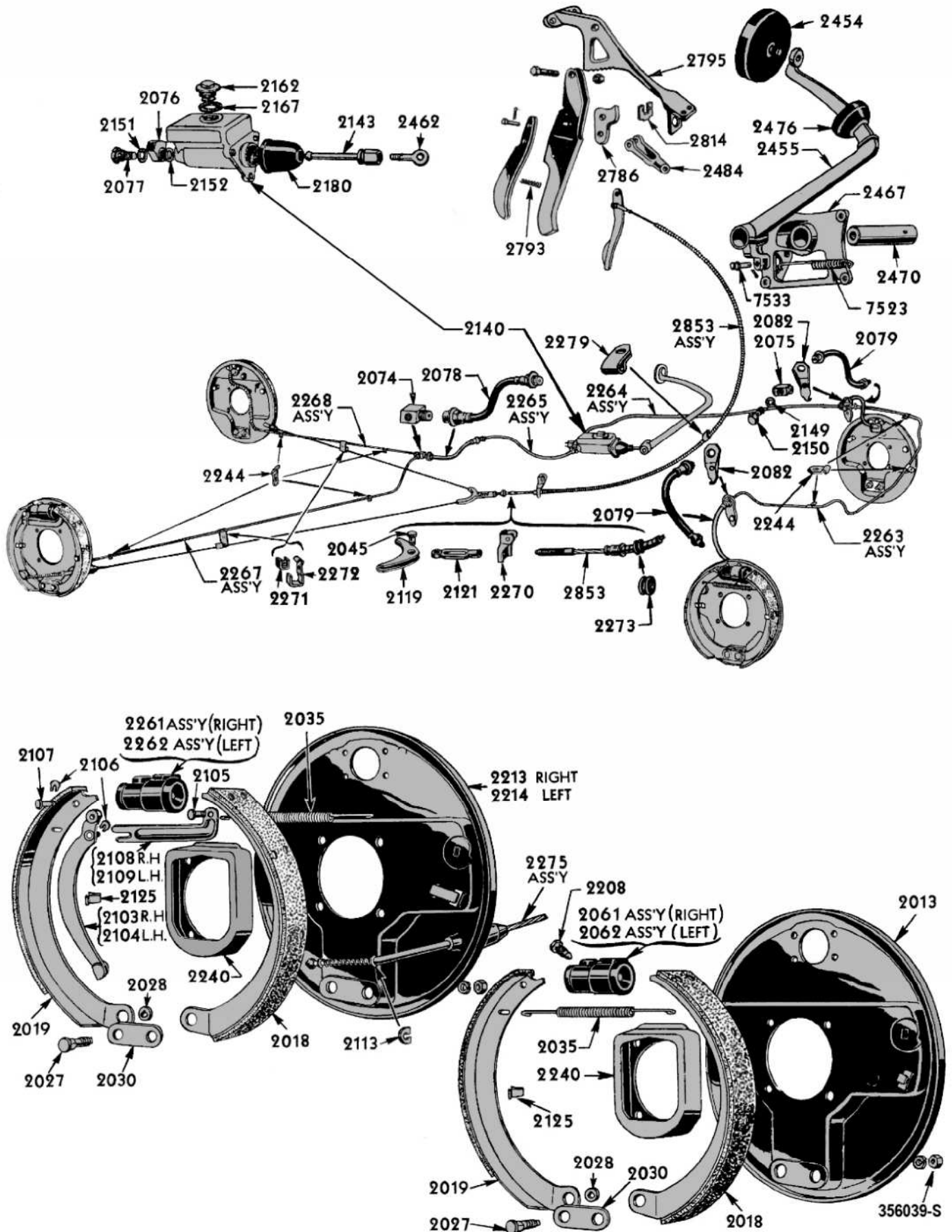
Front Wheel & Bearings - Typical 1940-48 Passenger Car



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

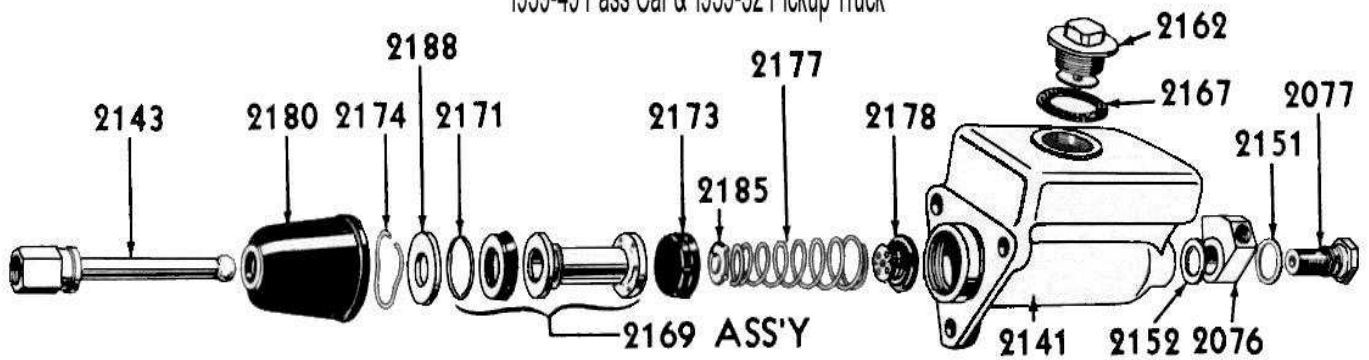


Ford 1939-42 Passenger Car Brake System



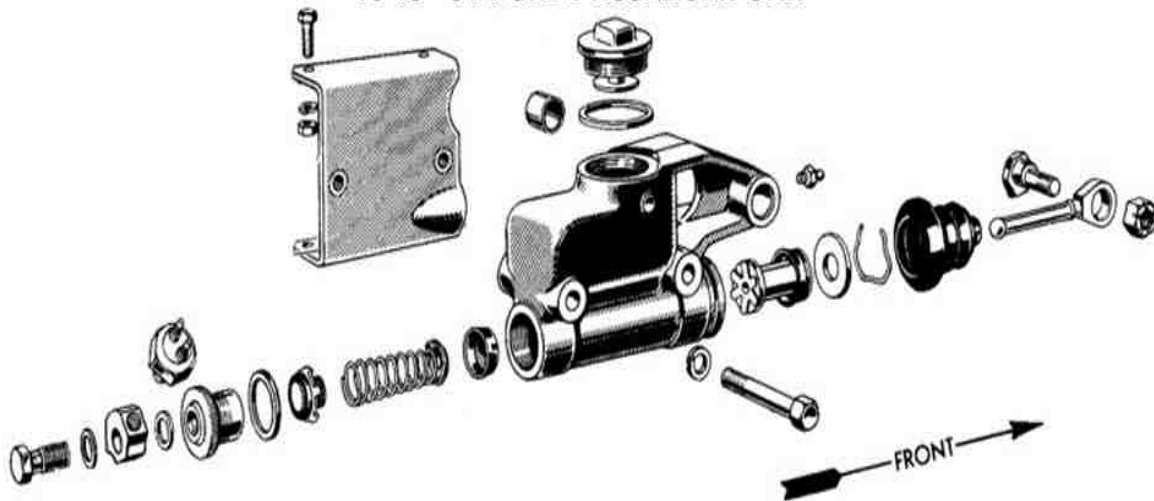
Master Brake Cylinder Assy

1939-49 Pass Car & 1939-52 Pickup Truck

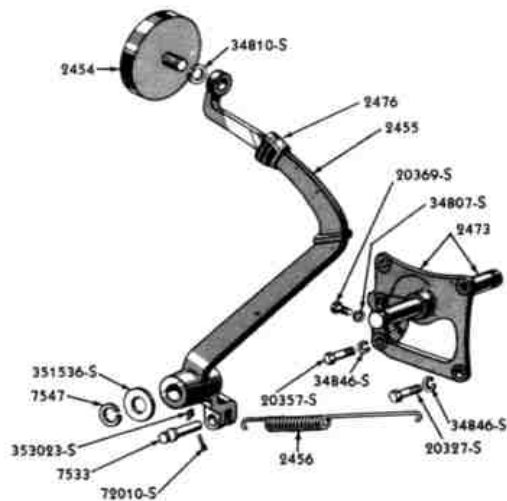


MASTER BRAKE CYLINDER ASSY

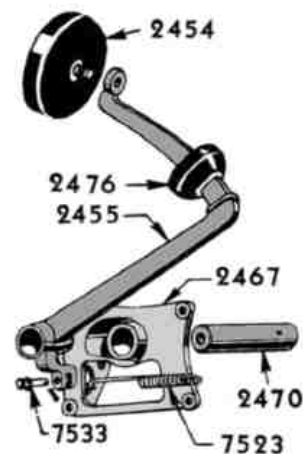
1949 - 51 FORD PASSENGER CAR



Early Ford Brake Pedal Assembly



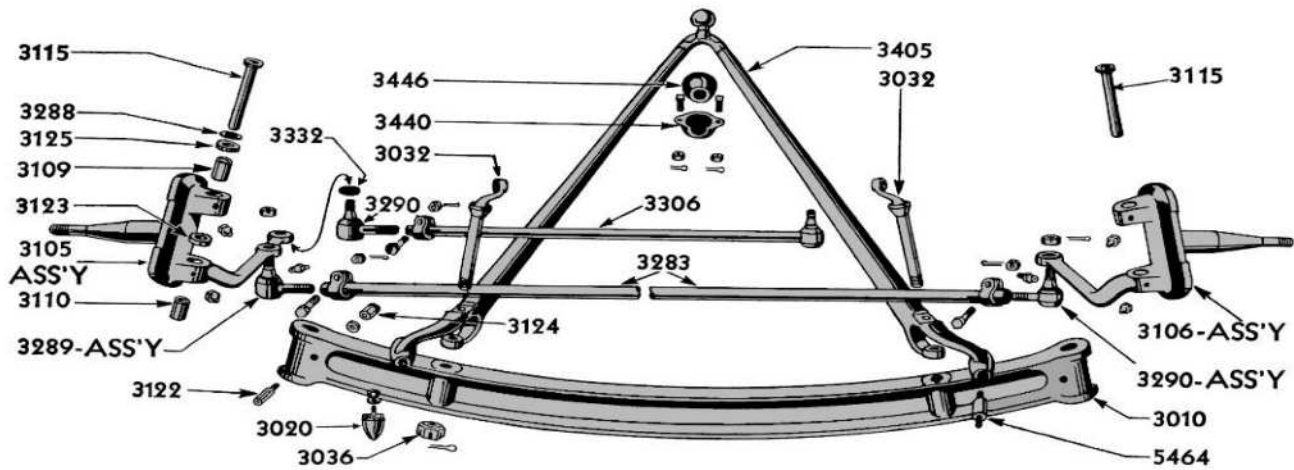
1940-48 Passenger Car



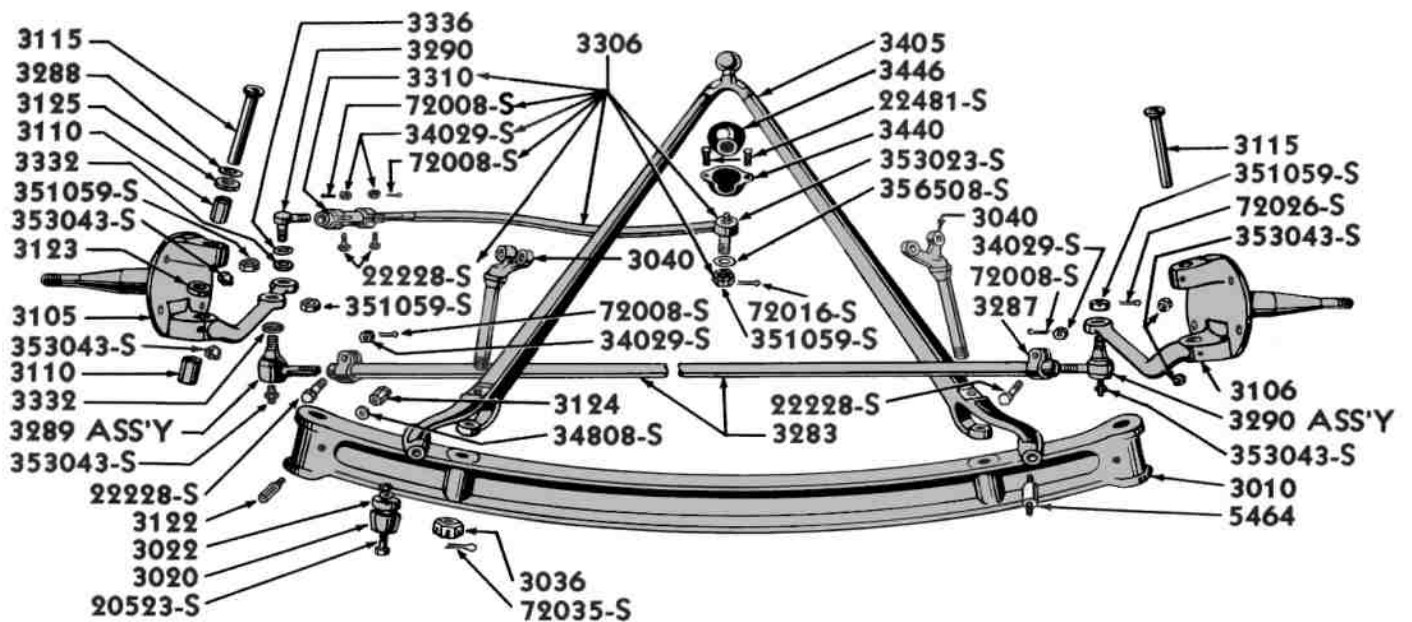
1939 Passenger Car

Front Axle & Radius Rod Assembly

Typical 1937 Shown Below



1942-48 PASSENGER FRONT AXLE



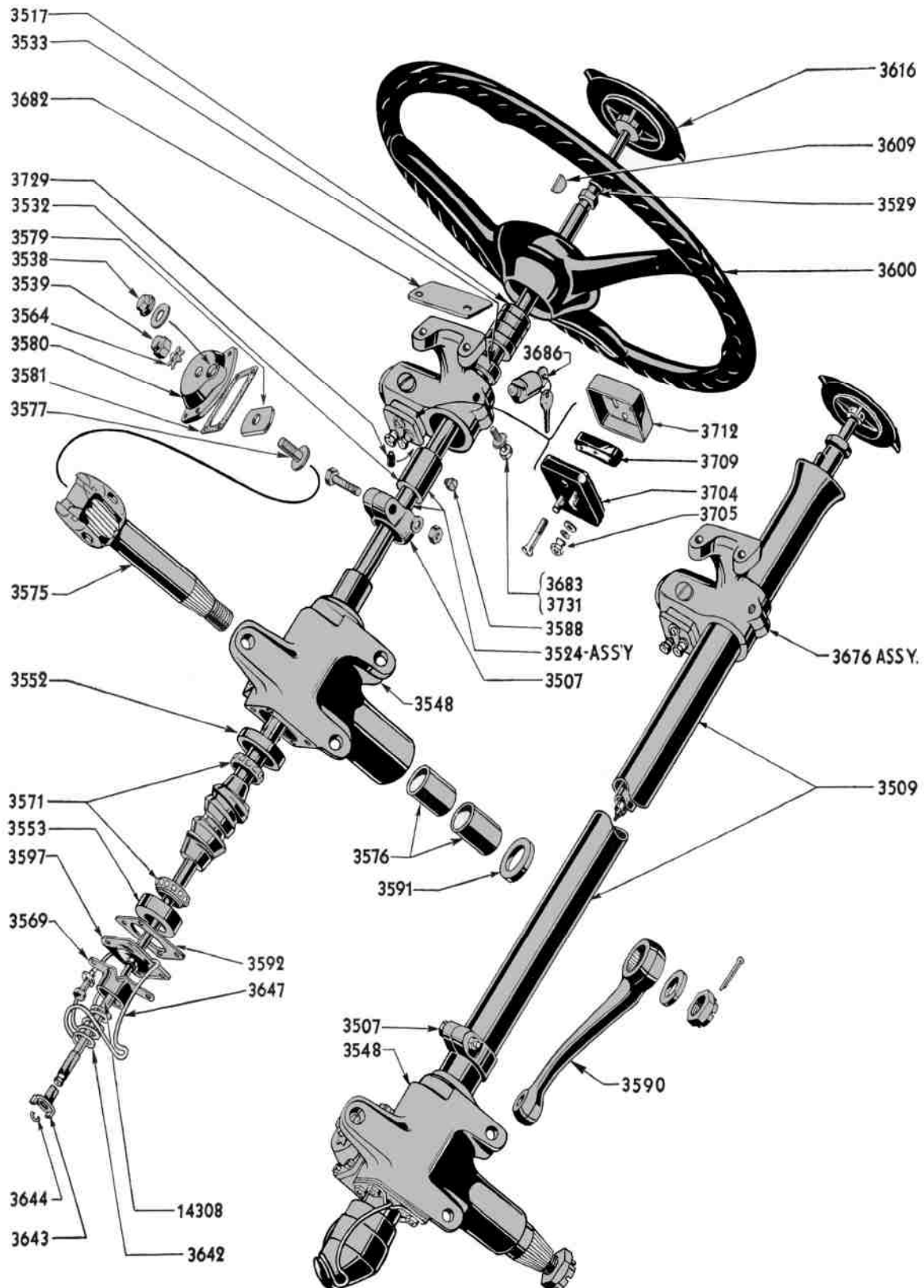
Left:
91A-3111
King Pin Kit



Right:
21A-3111
King Pin Kit

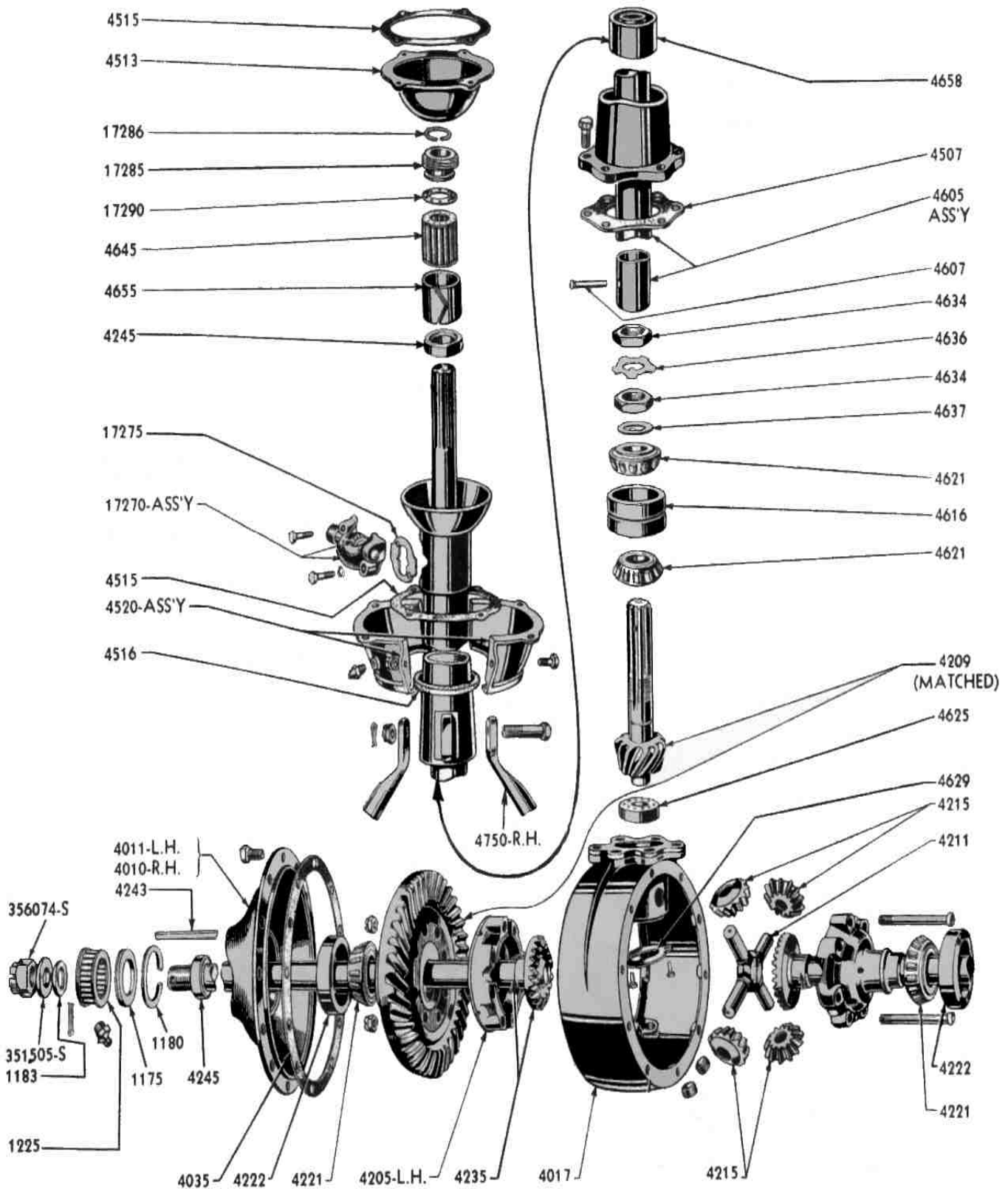
STEERING GEARBOX & STEERING COLUMN ASSY

TYPICAL 1937-39 FORD PASSENGER CARS

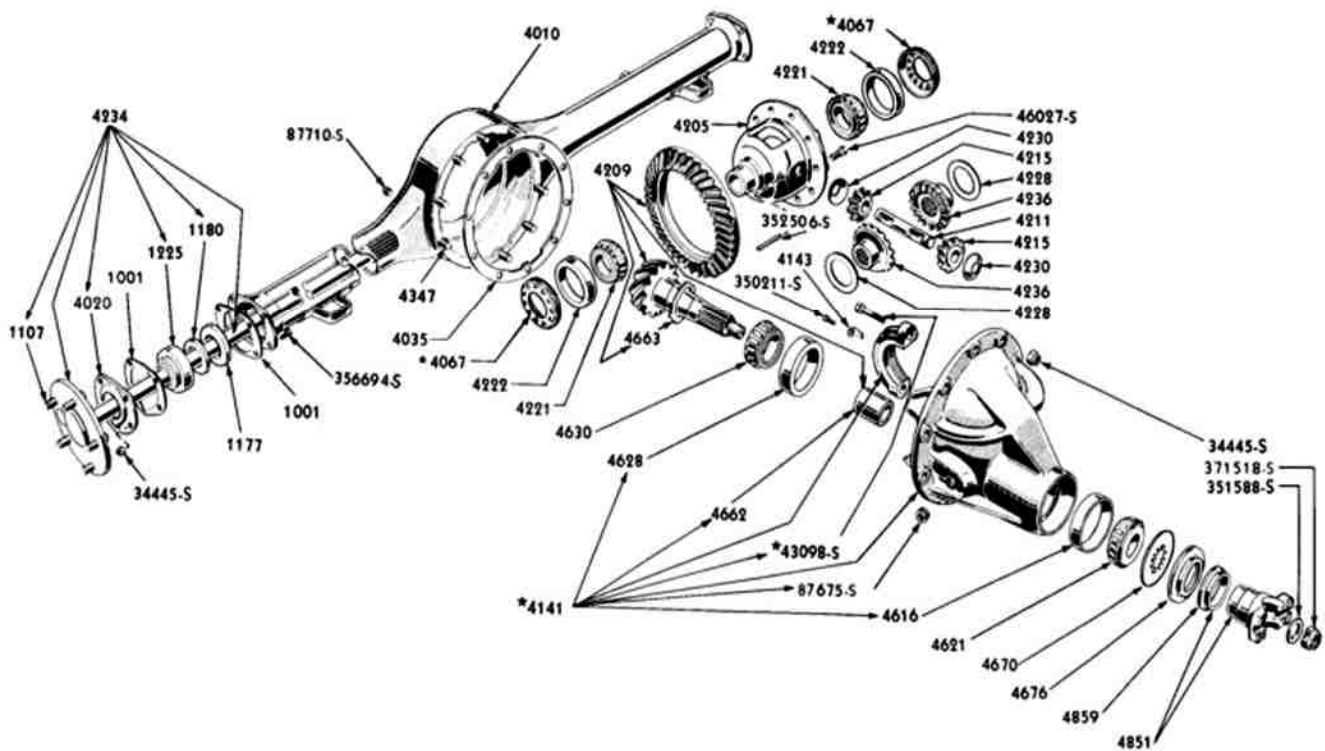


PASSENGER REAR END & TORQUE TUBE ASSEMBLY

TYPICAL FOR 1932 - 48

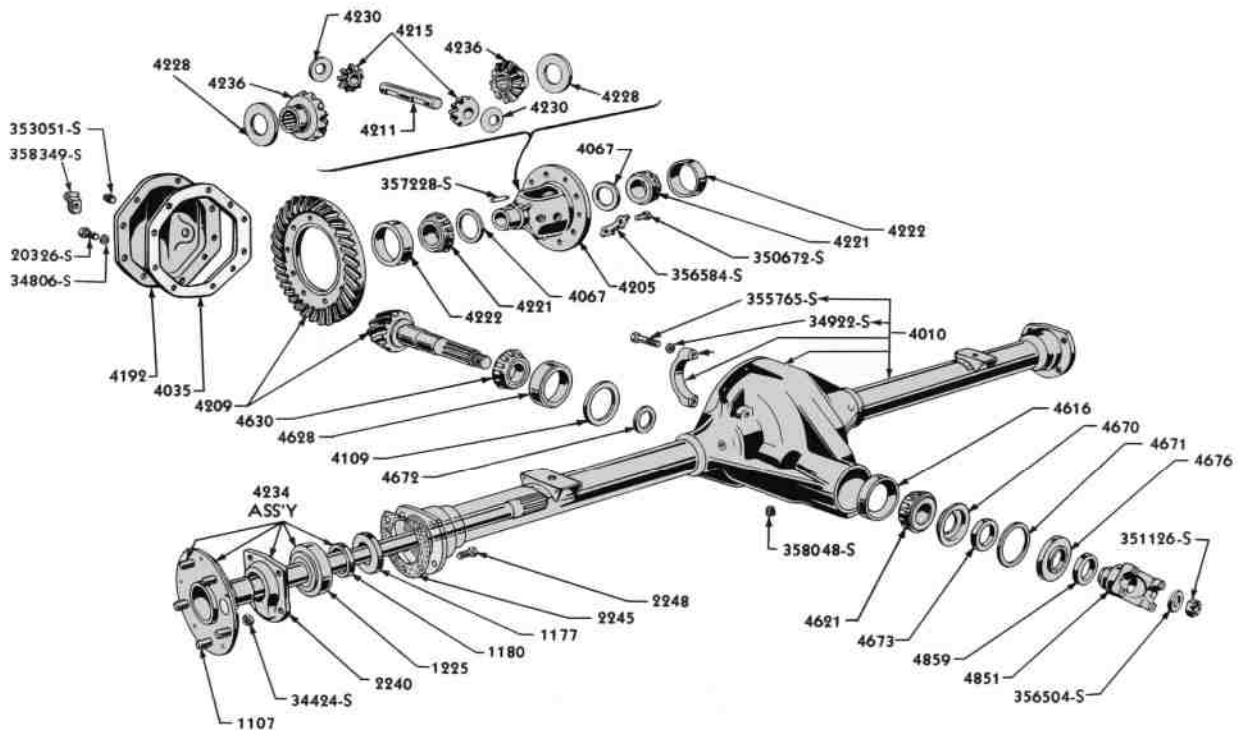


Rear Axle Assembly for 1949 to 54 Ford (except Sedan Delivery and Station Wagon)

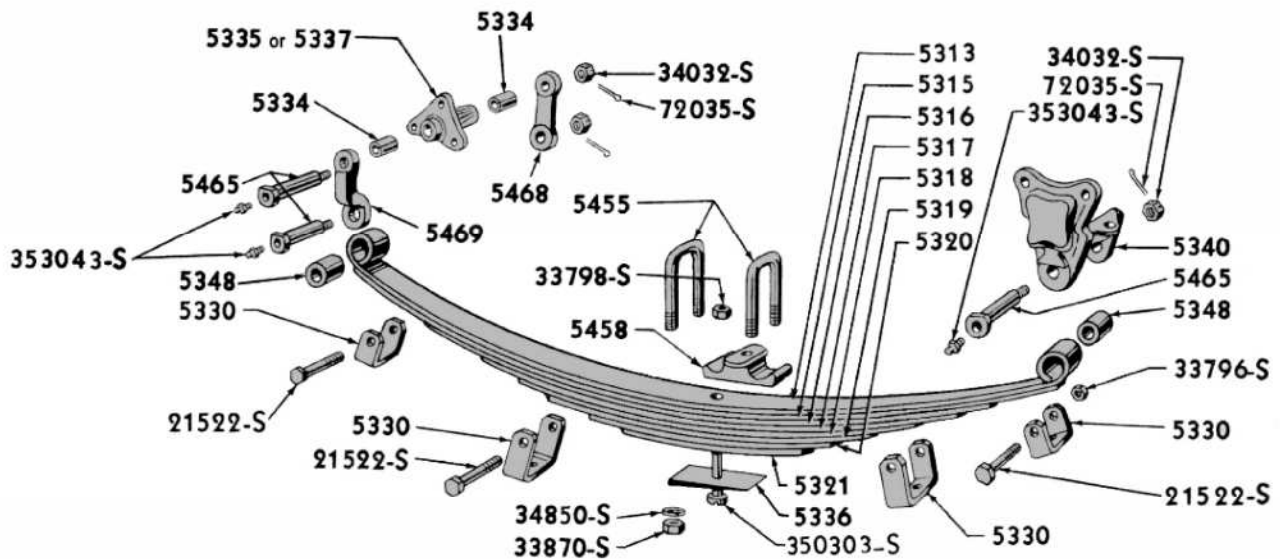


Rear Axle Assembly

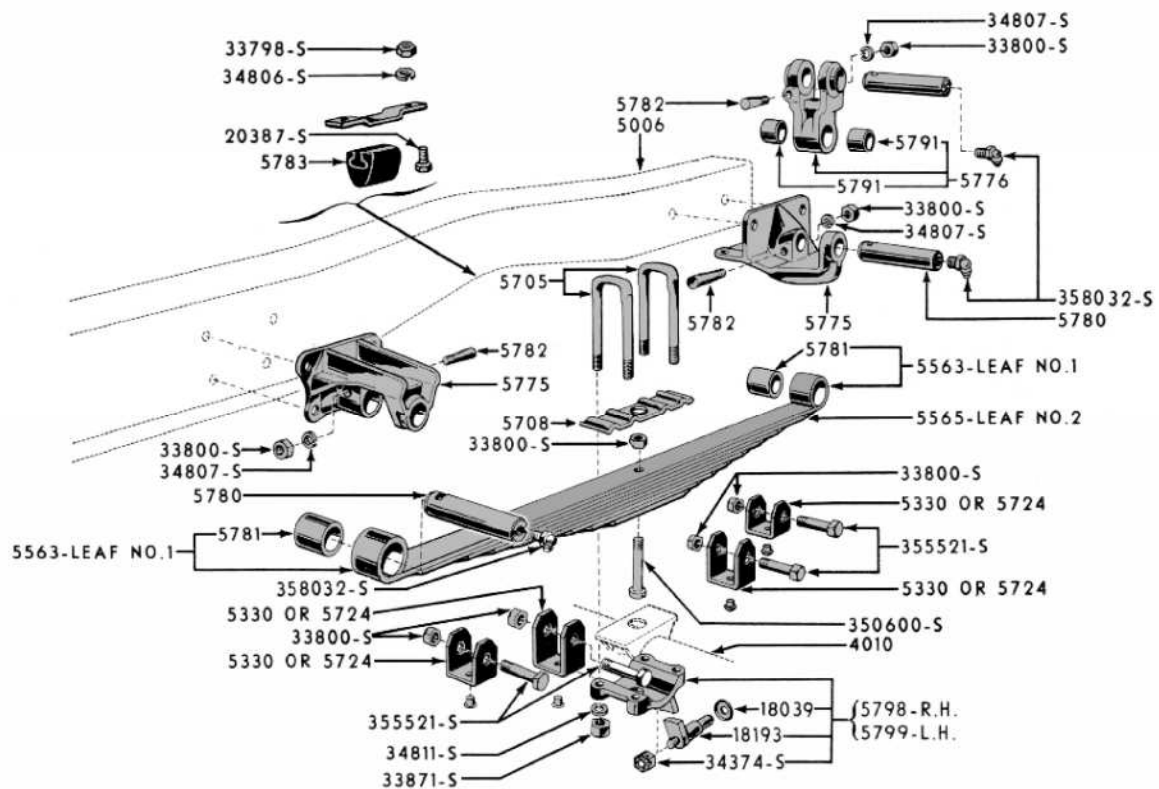
Typical for 1951-56 Pickup Truck



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

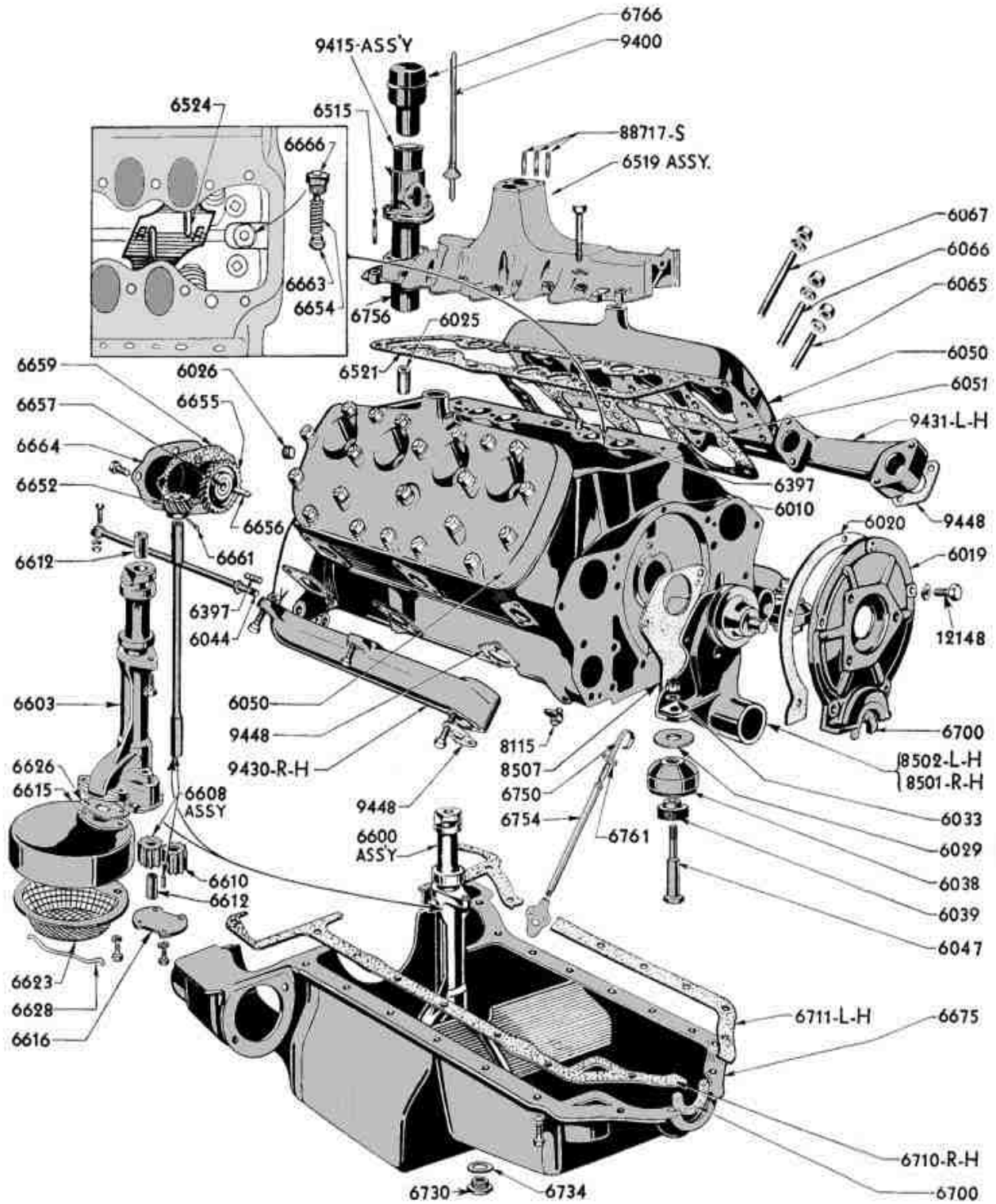


Ford F-100 Rear Spring Assembly (1953-56)



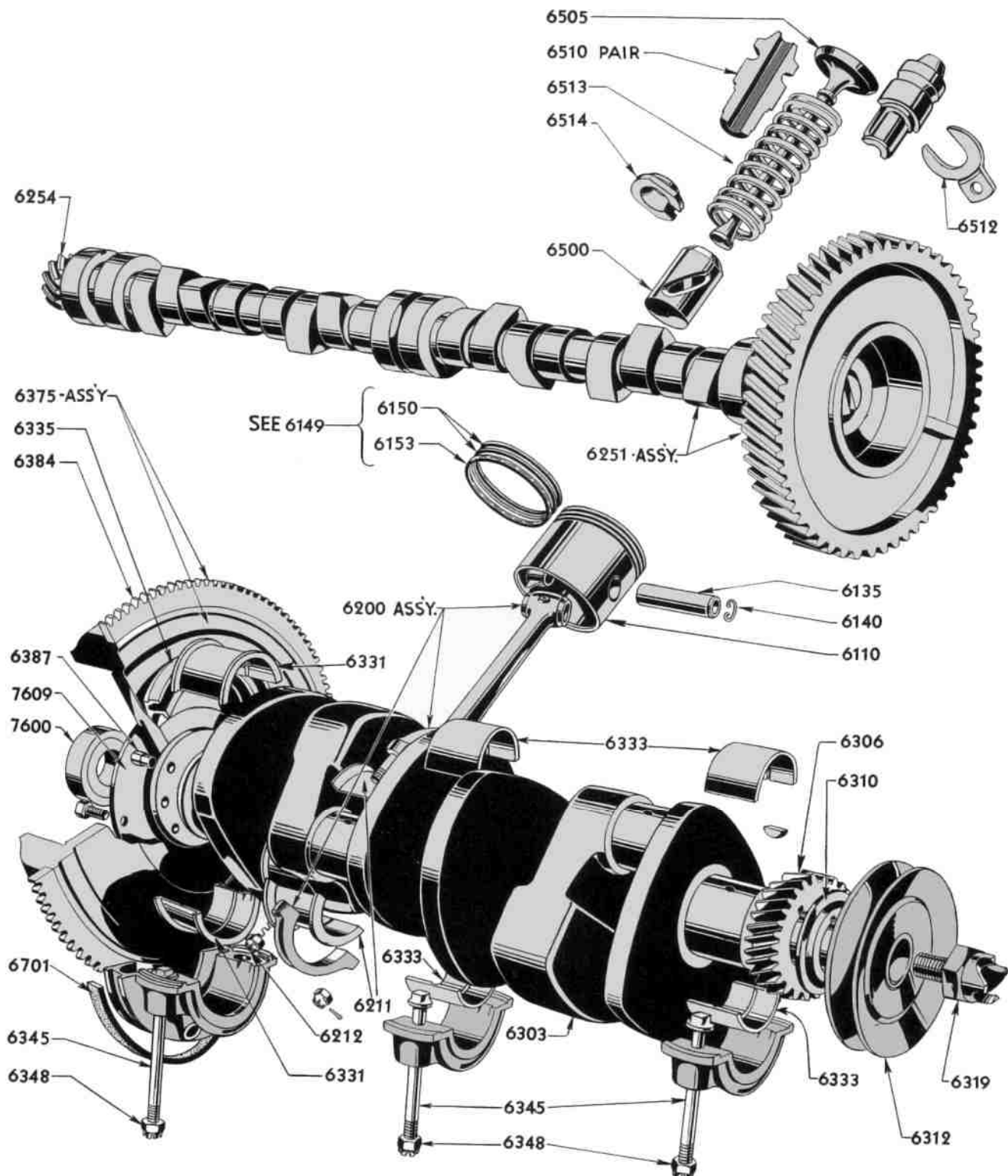
CYLINDER BLOCK ASSY

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



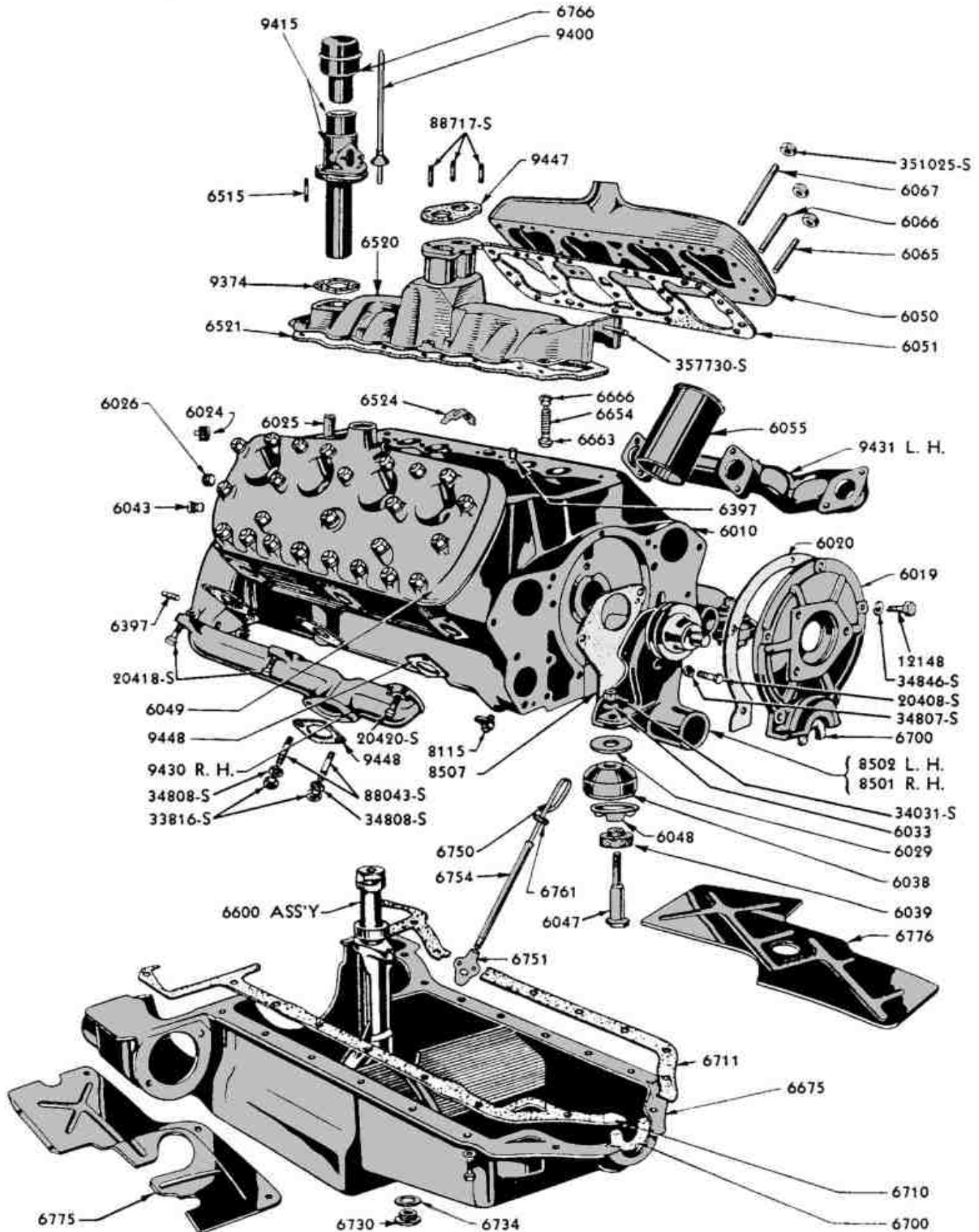
CRANKSHAFT & CAM ASSY

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



CYLINDER BLOCK ASSY

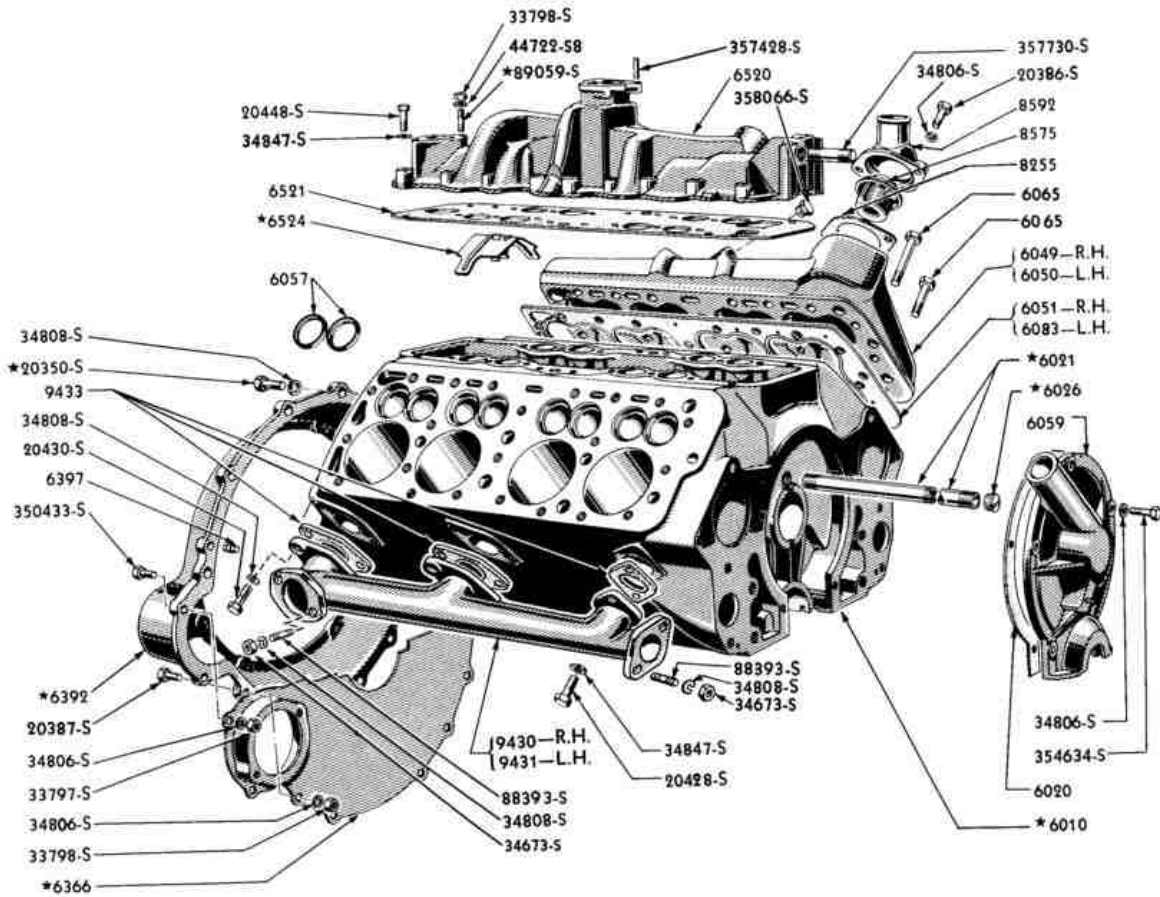
TYPICAL FOR 1939 TO 48 (85-100 hp - 24 Stud)



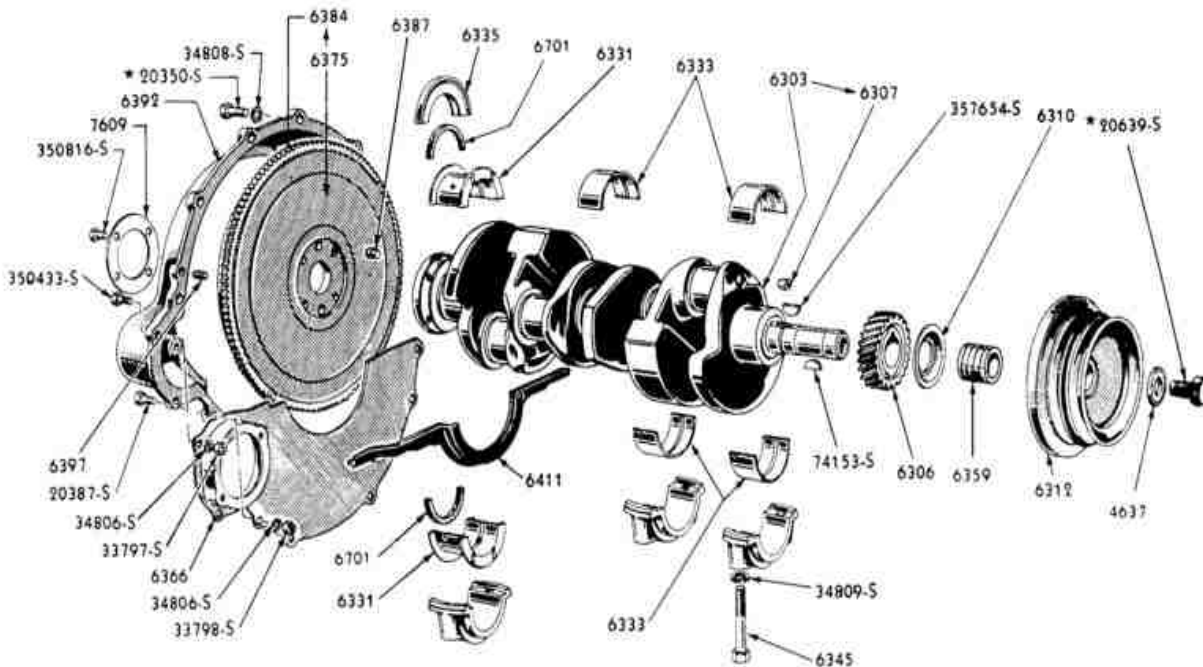
TYPICAL FOR 1939 - 48 (90/100HP)

Exploded view diagram of a mechanical assembly, likely a pump or motor, showing various components and their assembly sequence. The diagram includes a central shaft with gears, a piston and crank assembly, and various housing and support parts. Numerous callouts identify specific parts, including gears (e.g., 6254, 6256, 6258), shafts (e.g., 6250, 6251), and housing components (e.g., 6375 ASS'Y., 6335, 6384). The diagram is a technical drawing with clear lines and labels.

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



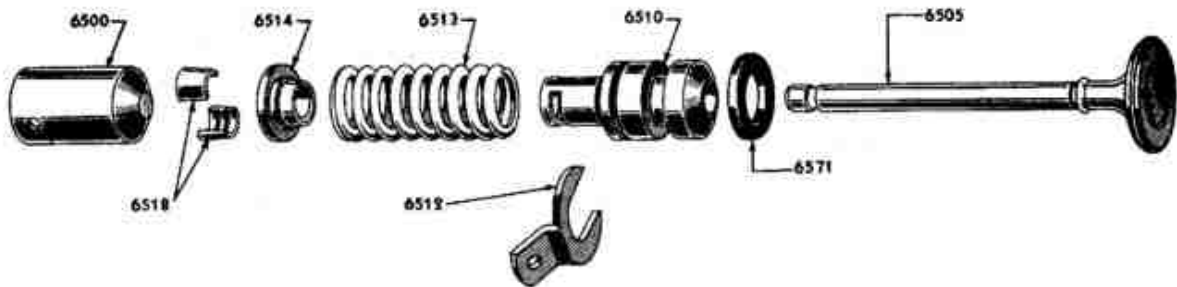
Crankshaft Assy Typical for 1949 to 53 (100 Hp)



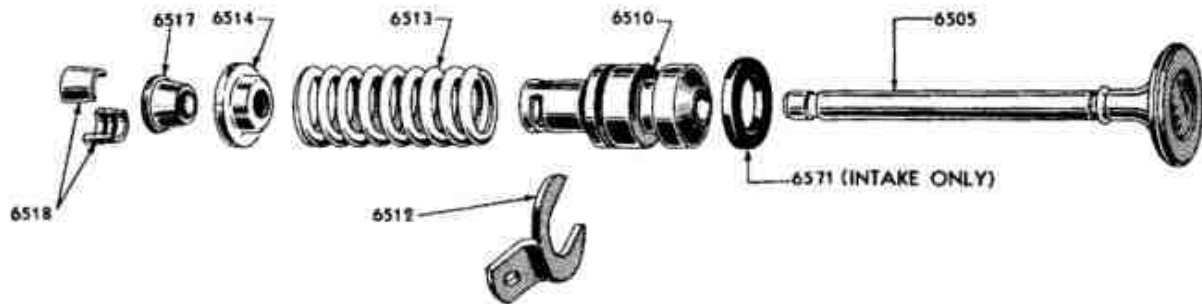
Engine Valve Assembly - Typical for 1933-48 V8 (85/90 hp)



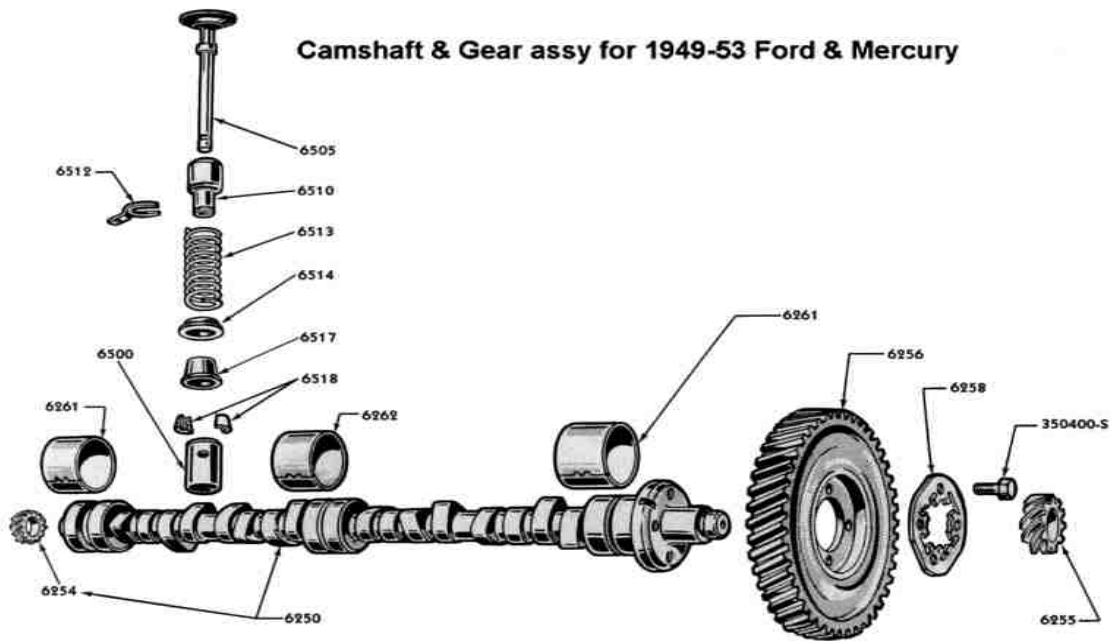
1948-50 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



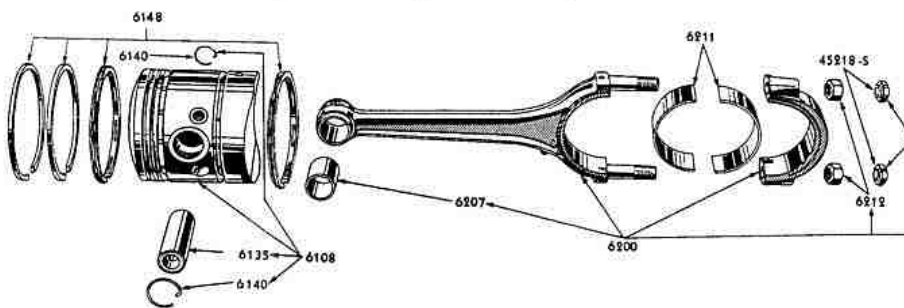
1951 to 53 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



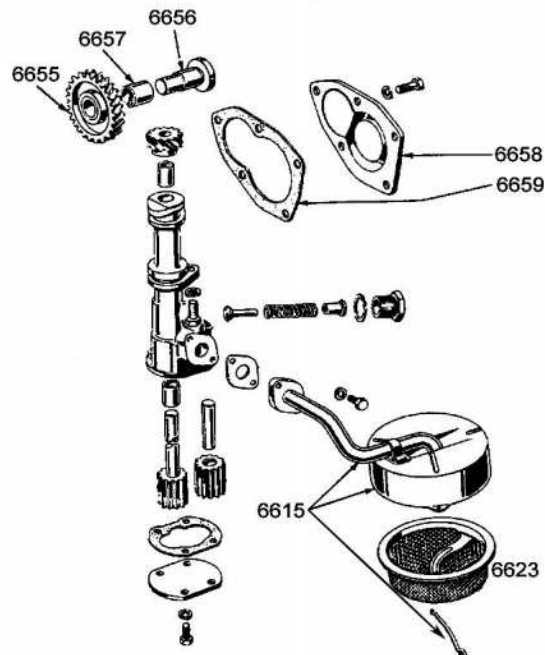
Camshaft & Gear assy for 1949-53 Ford & Mercury



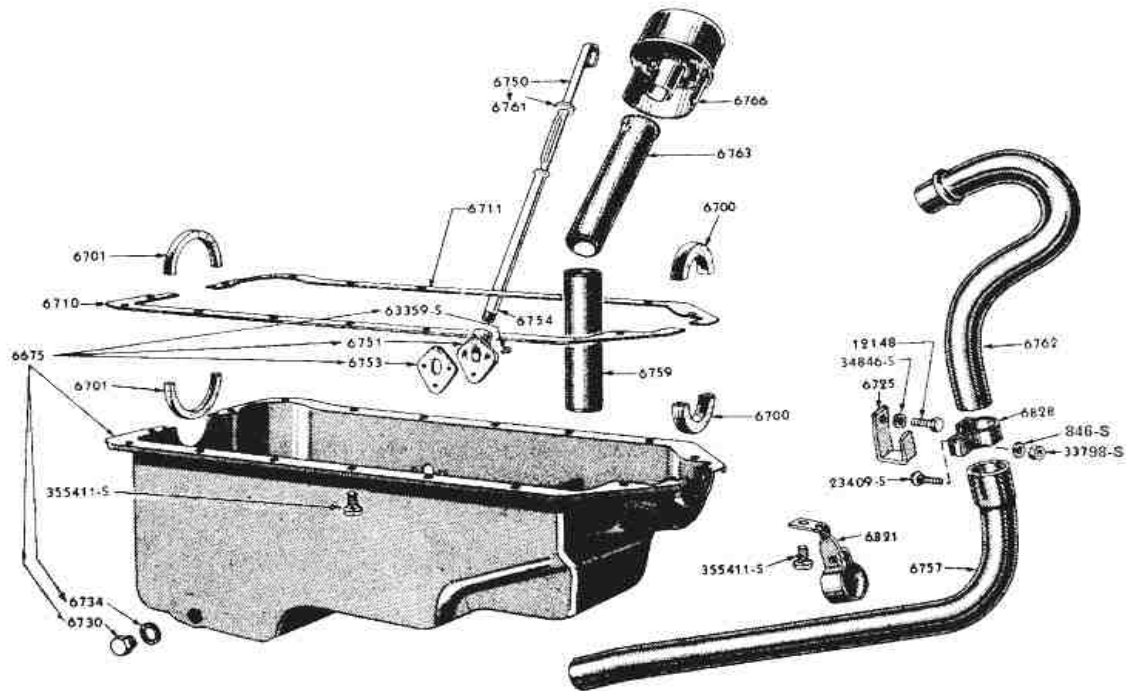
Piston and Connecting Rod Assy for 1949 to 53 V8



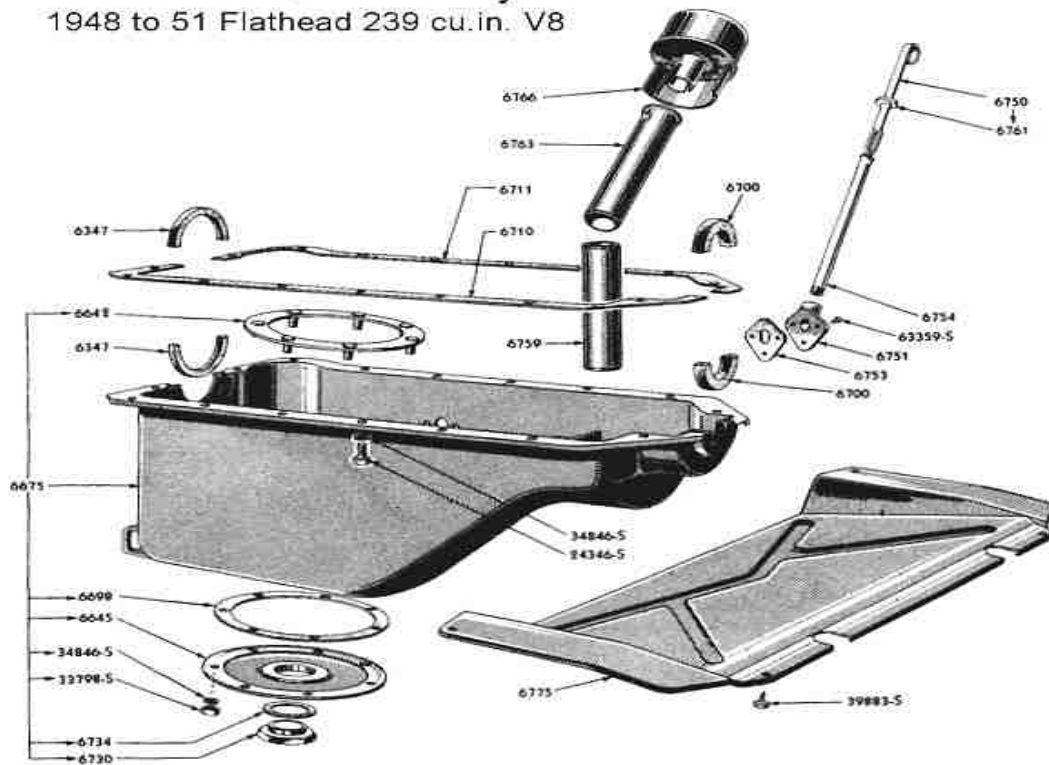
Oil Pump Assembly for 1949 - 52 V8



1949-51 Mercury

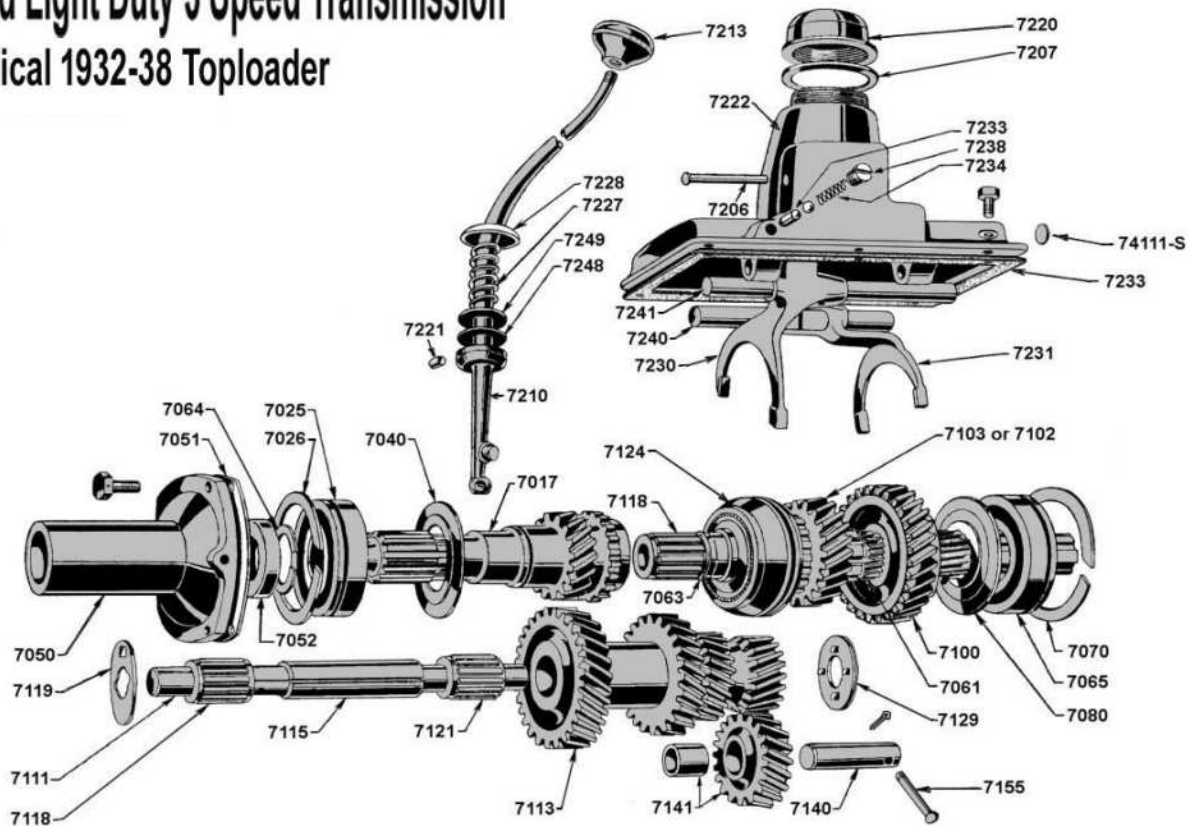


1948 to 51 Flathead 239 cu.in. V8

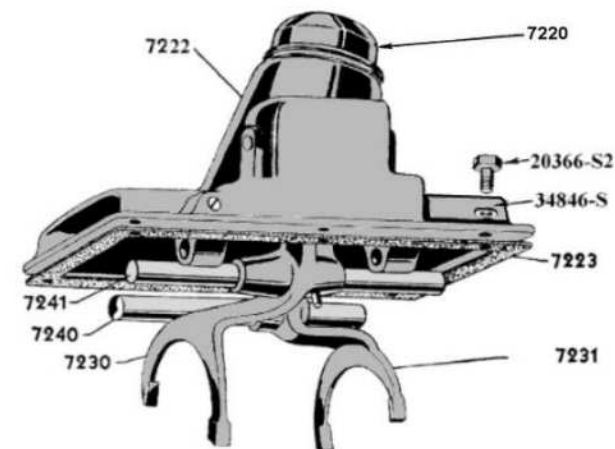


Ford Light Duty 3 Speed Transmission

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)



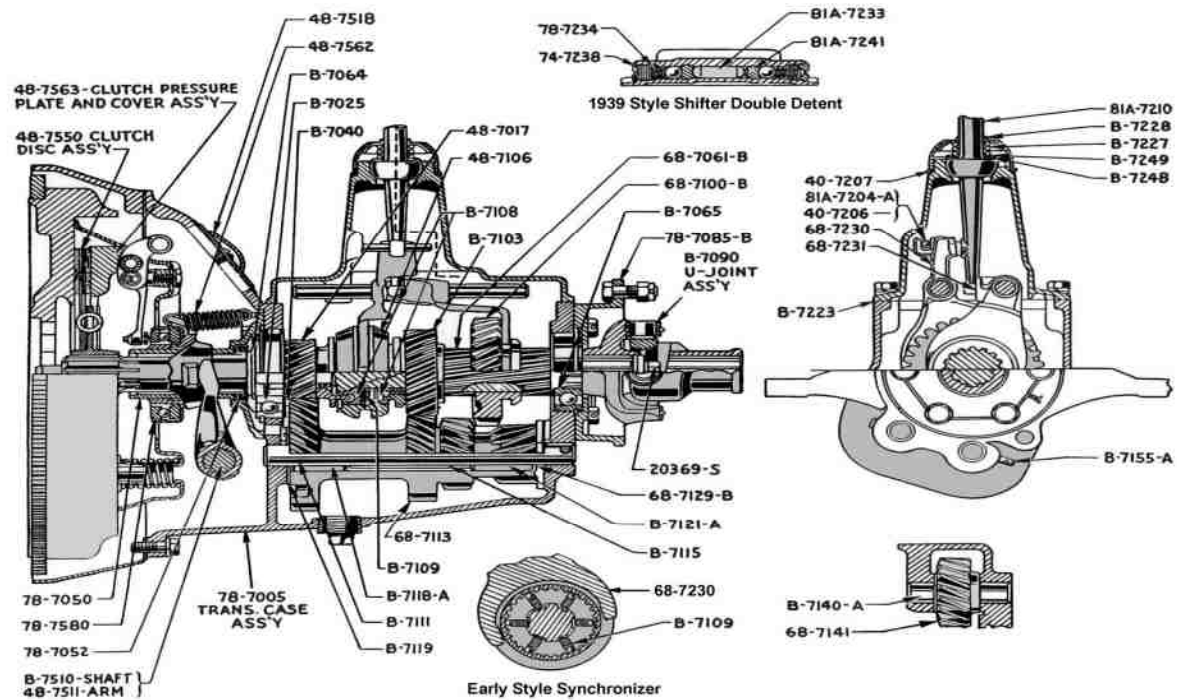
Typical 1932-35 Slanted Shift Housing
1932 only has the two bosses for a parking brake mount.

- 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

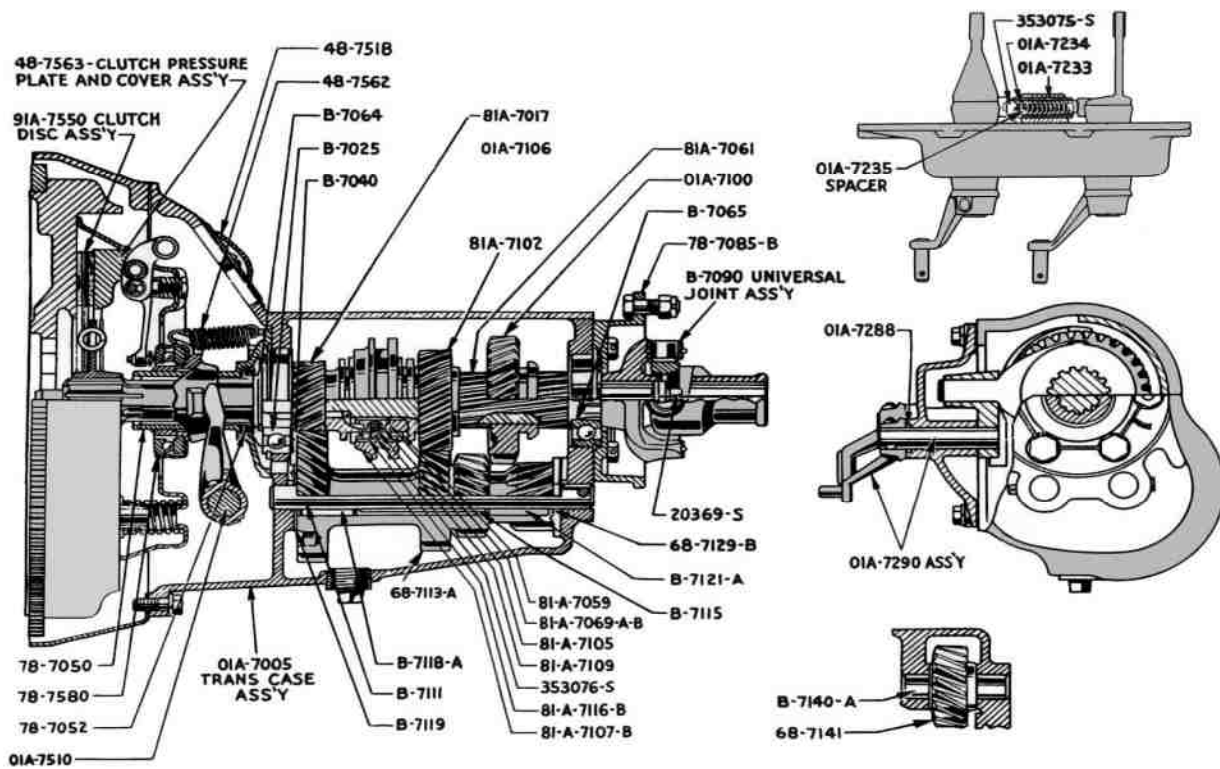
- 7248 Oil Seal - Shifter Lever
- 7249 Washer - Shifter Lever
- 7280 Cam and Shaft - Second & High
- 7282 Cam and Shaft - Low & Reverse
- 7284 Retainer - Shift Fork
- 7285 Shift Lever - Second & High (40-48)
- 7287 Washer - Shift Cam Thrust
- 7288 Oil Seal - Shifter Shaft
- 7290 Shift Lever - Low & Reverse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

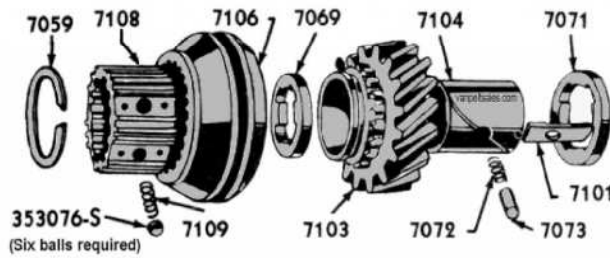


Typical 1940-48 Side Load Three Speed Transmission



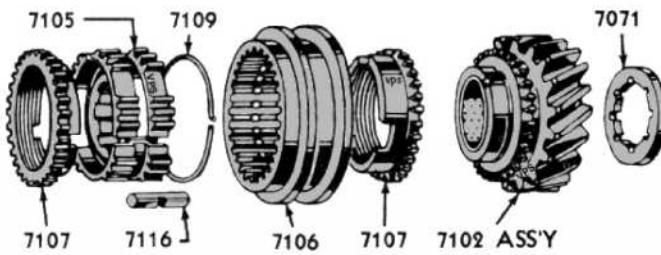
Ford and Mercury Transmission Synchronizer Types

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



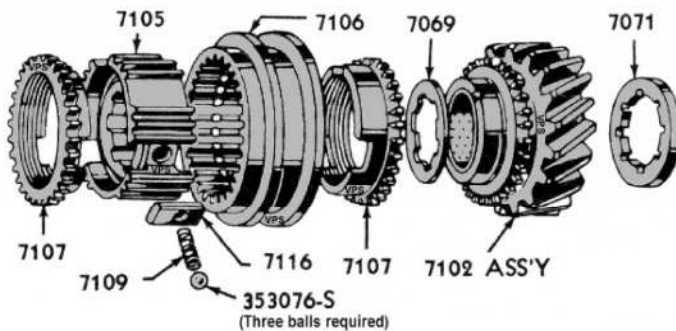
B-7124 and 48-7124

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.



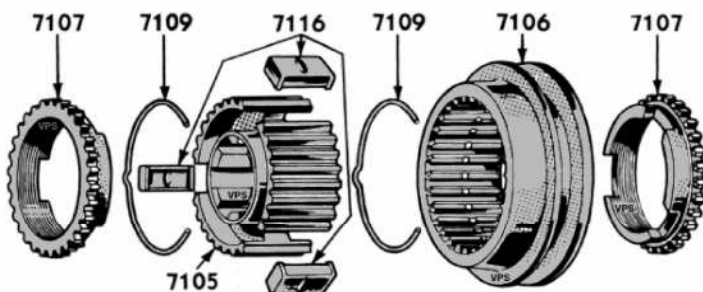
91A-7124 and B5A-7124

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

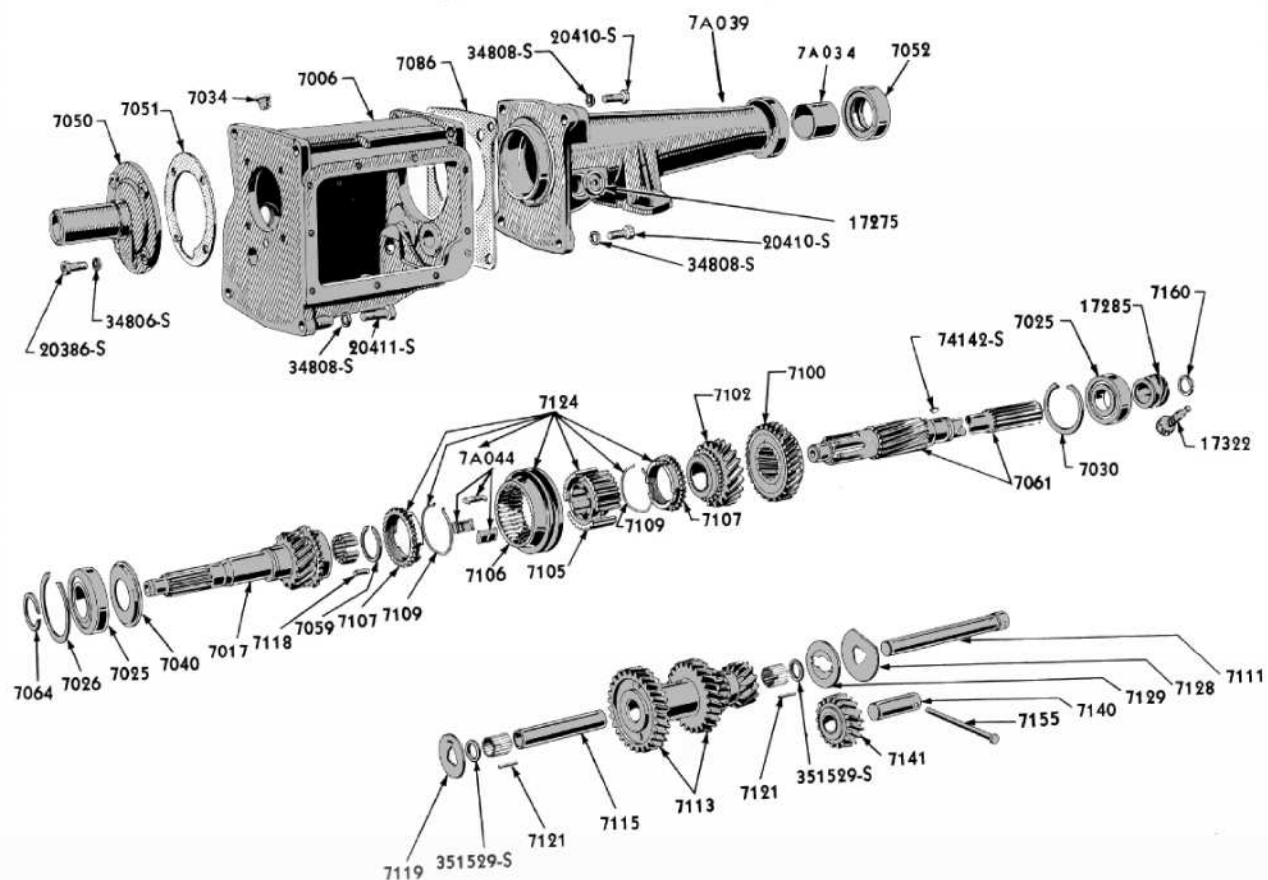
The 01A type was introduced for 1940 and was used up through 1948. This type is identified by the 3 balls, springs and inserts. The 7069 brass spacing washer must be used with this type 7105 hub. The bronze 7107 synchro rings have the wide type slots.



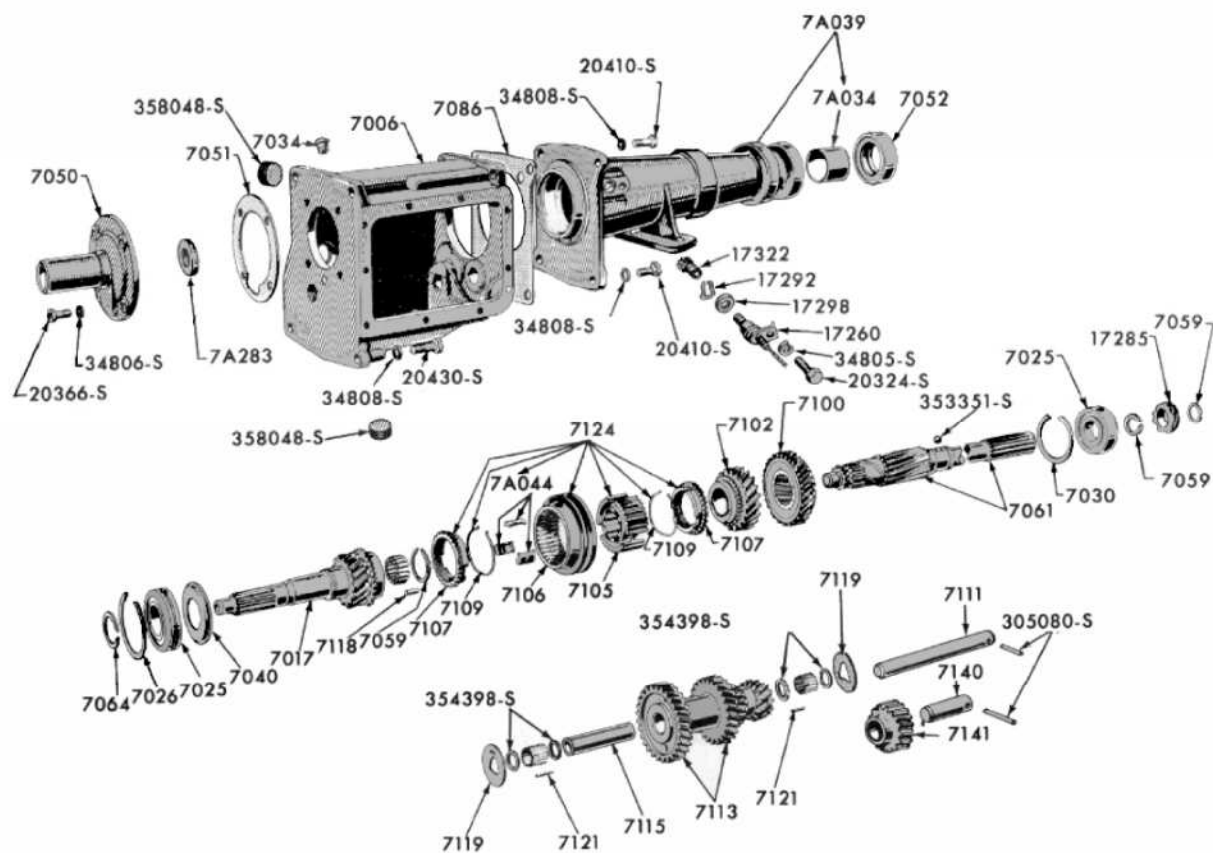
51A-7124 and 8M-7124

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.

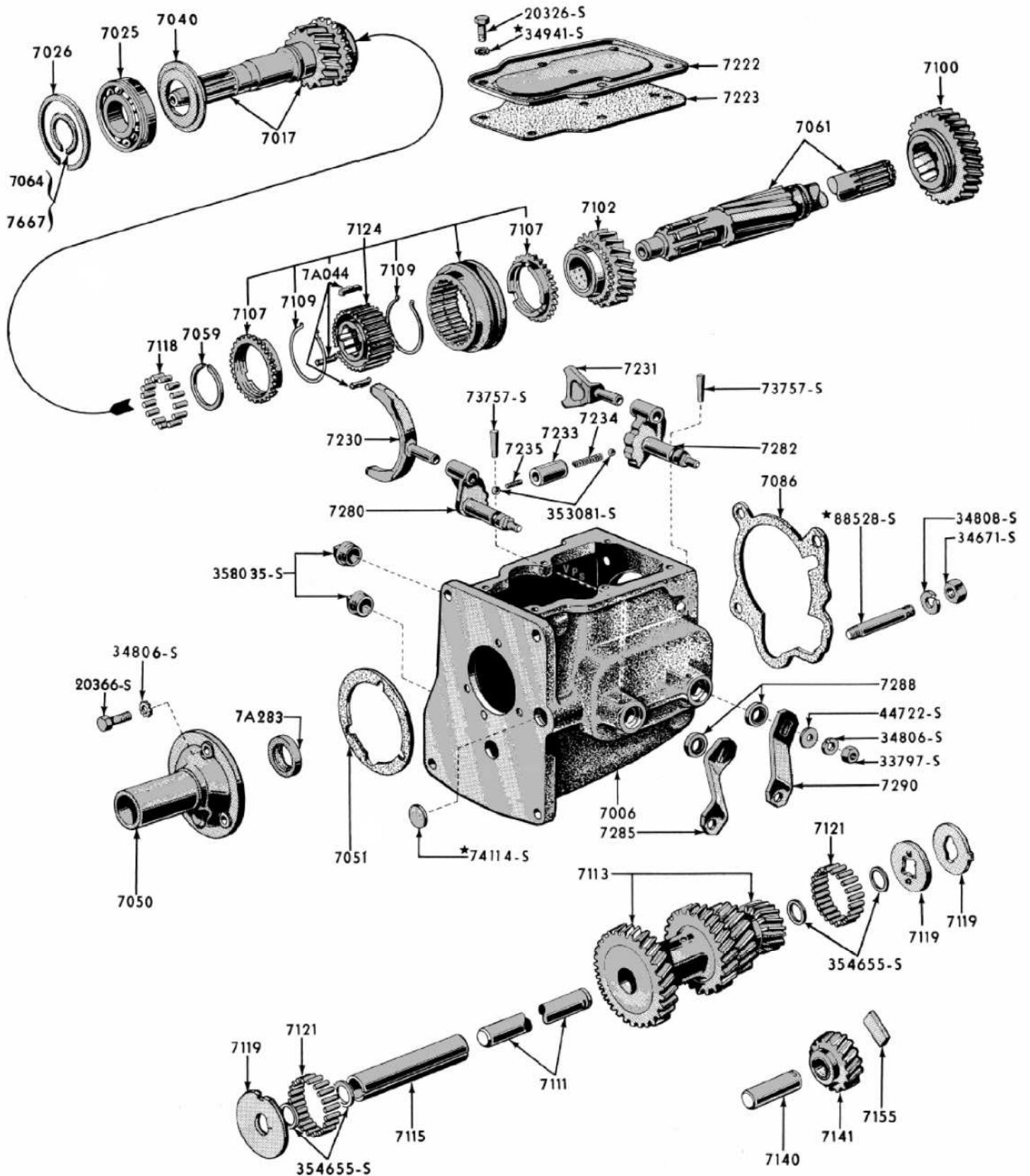
Ford 1949-54 Typical Standard 3 Speed Transmission



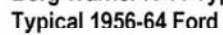
Ford 1955-62 Typical Standard 3 Speed Transmission



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

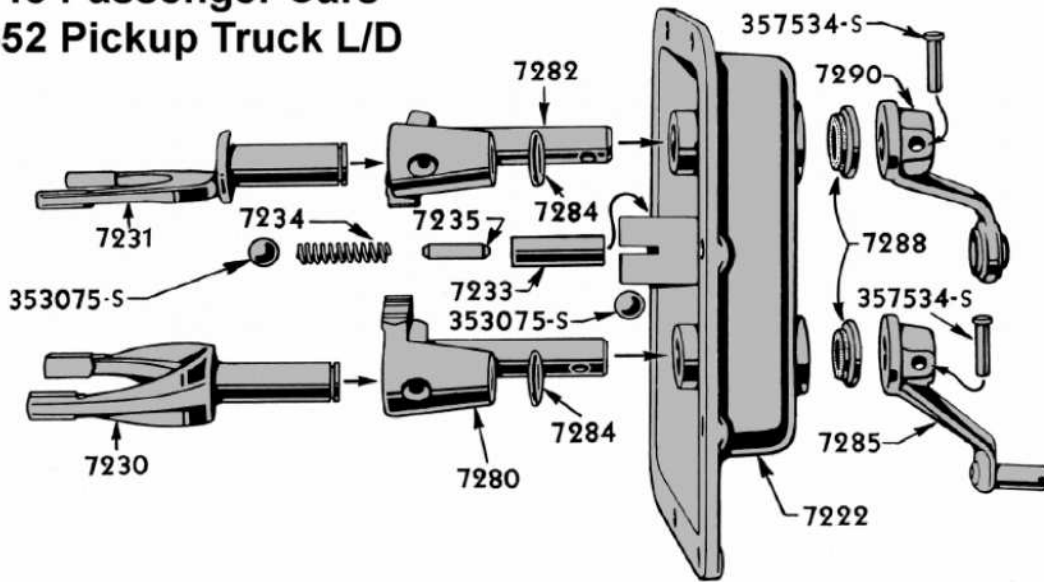


1956-64 Ford

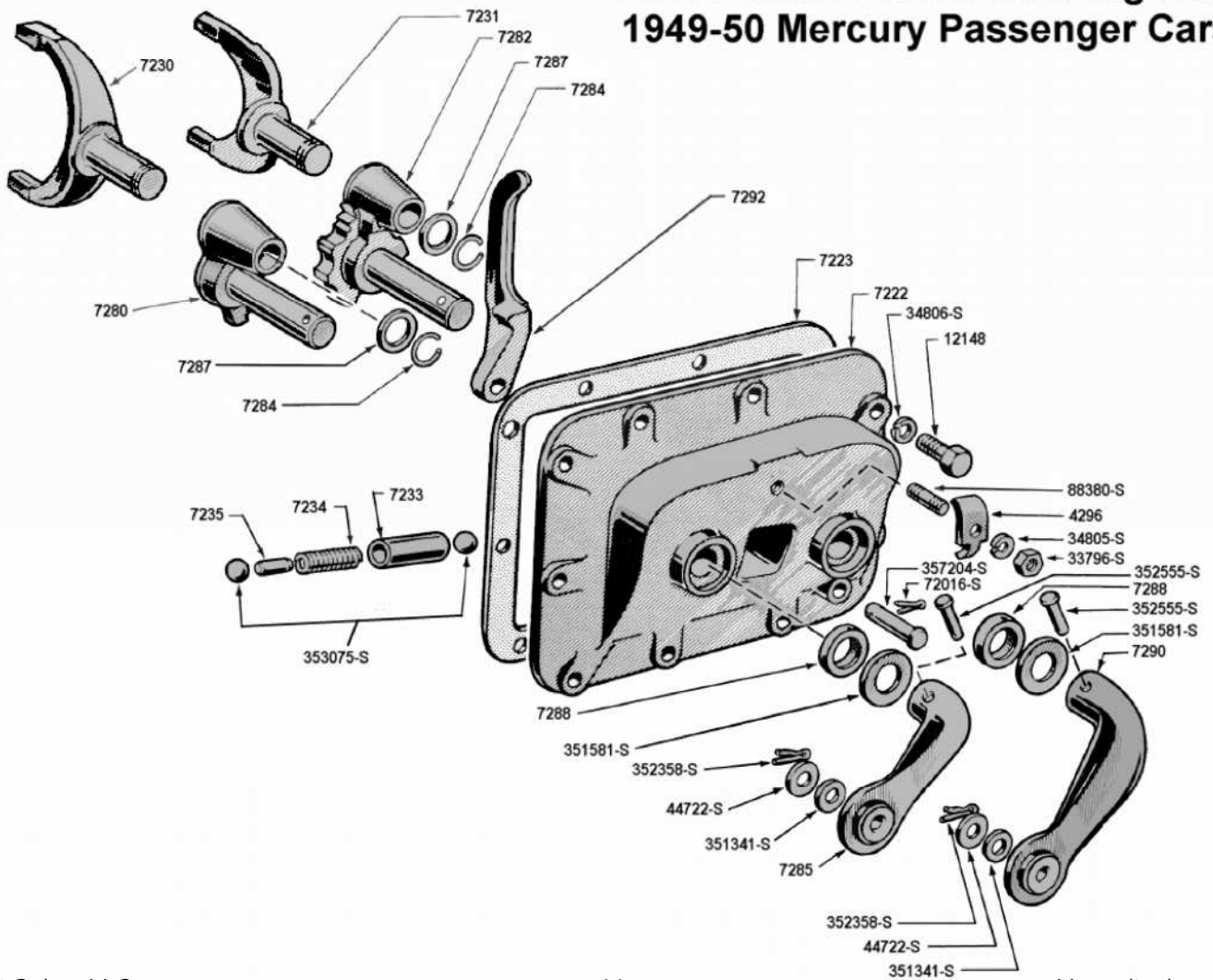


[illegible]

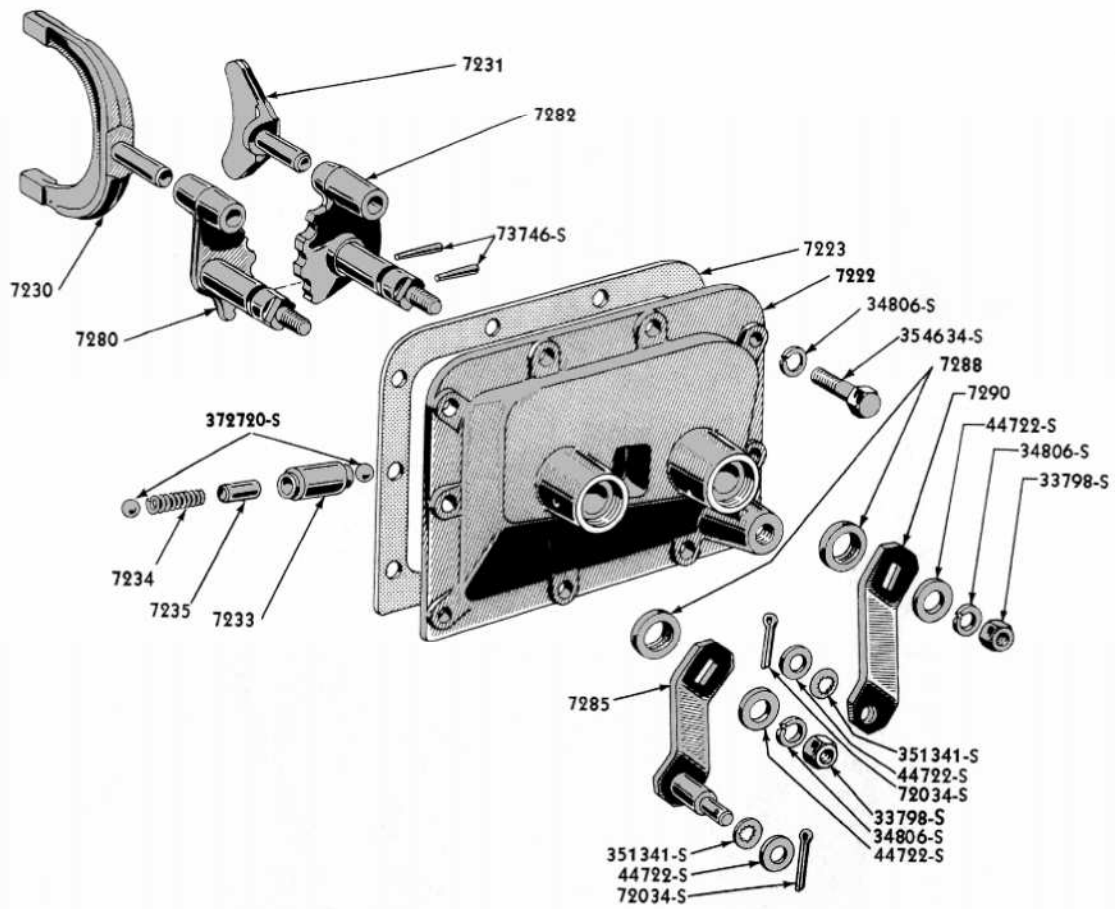
Side Loader Shifter Housing Assy
1940-48 Passenger Cars
1950-52 Pickup Truck L/D



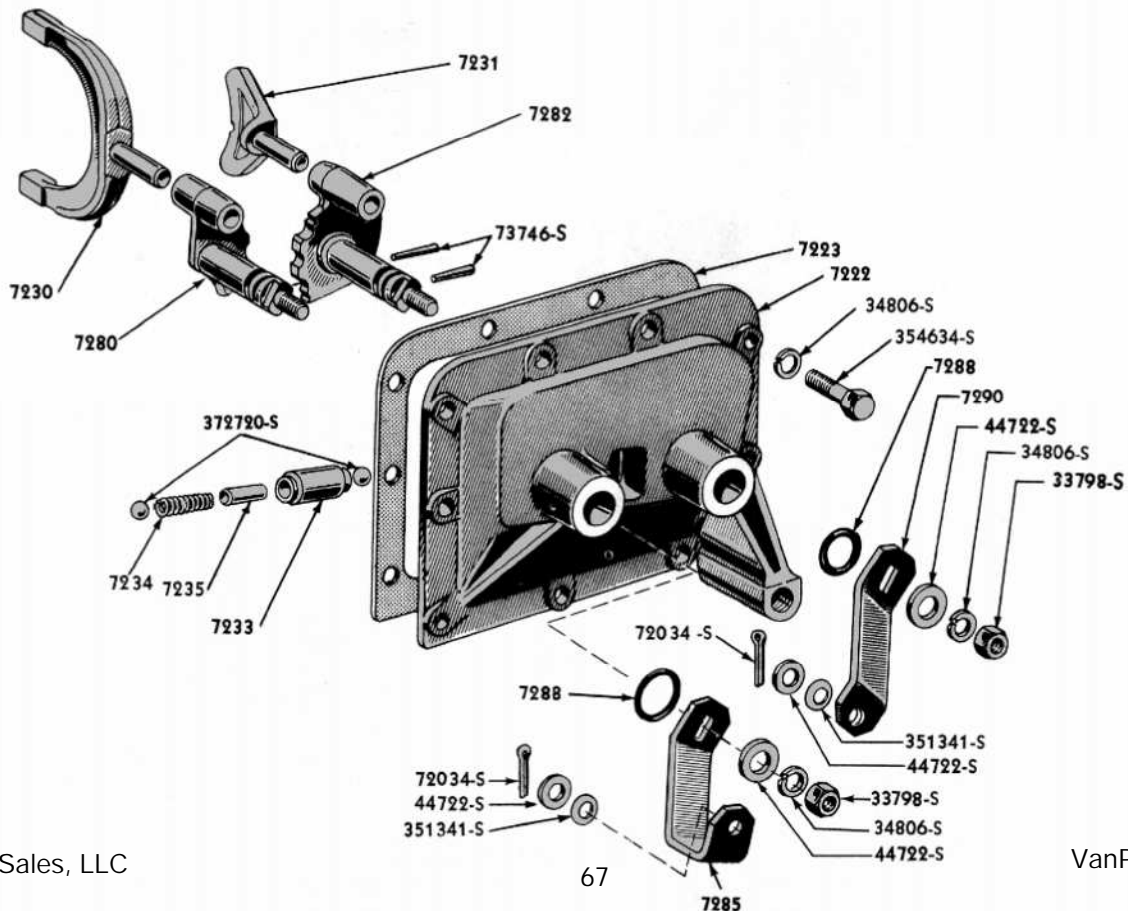
Side Loader Shifter Housing Assy 1949-50 Mercury Passenger Cars



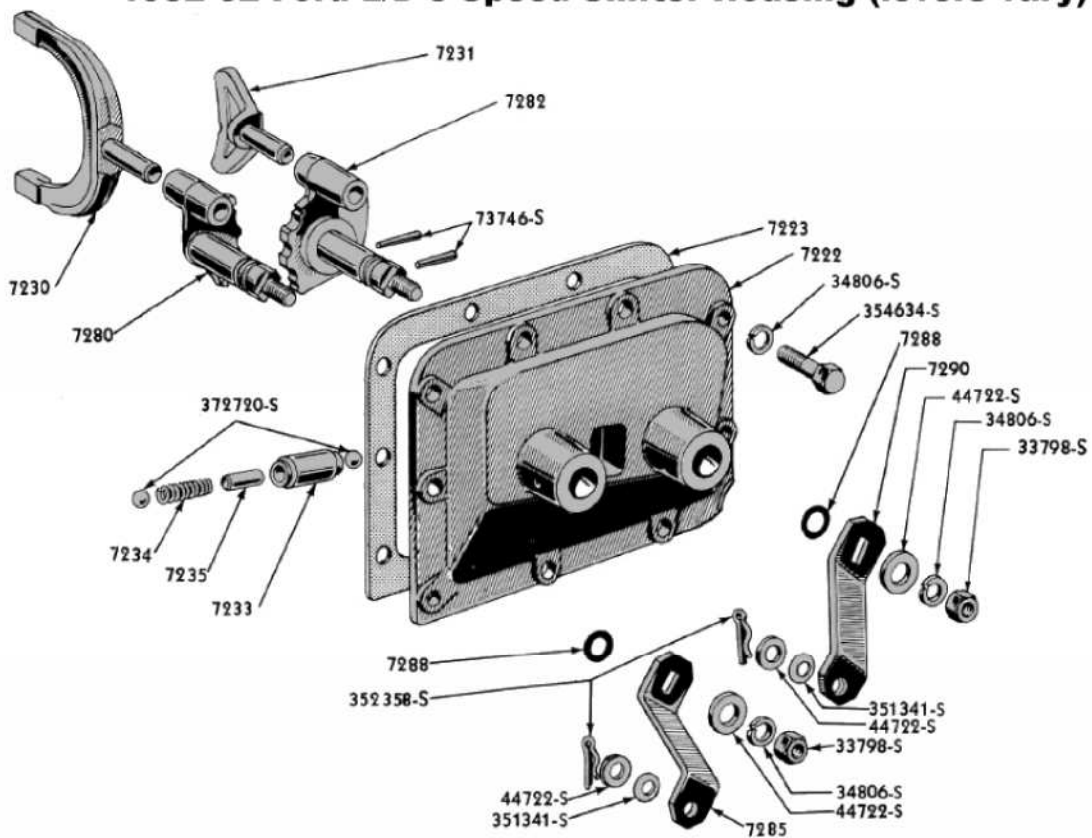
1949-50 Ford Passenger Transmission Shifter Housing



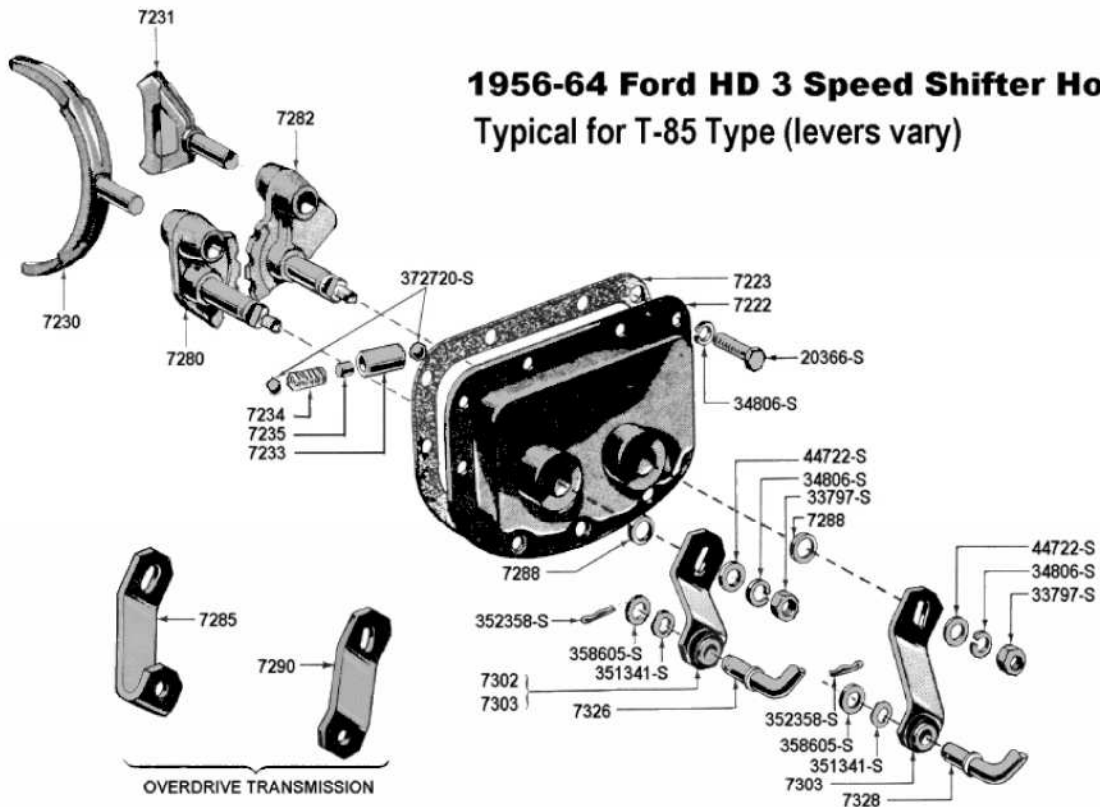
1951 Ford Passenger Transmission Shifter Housing



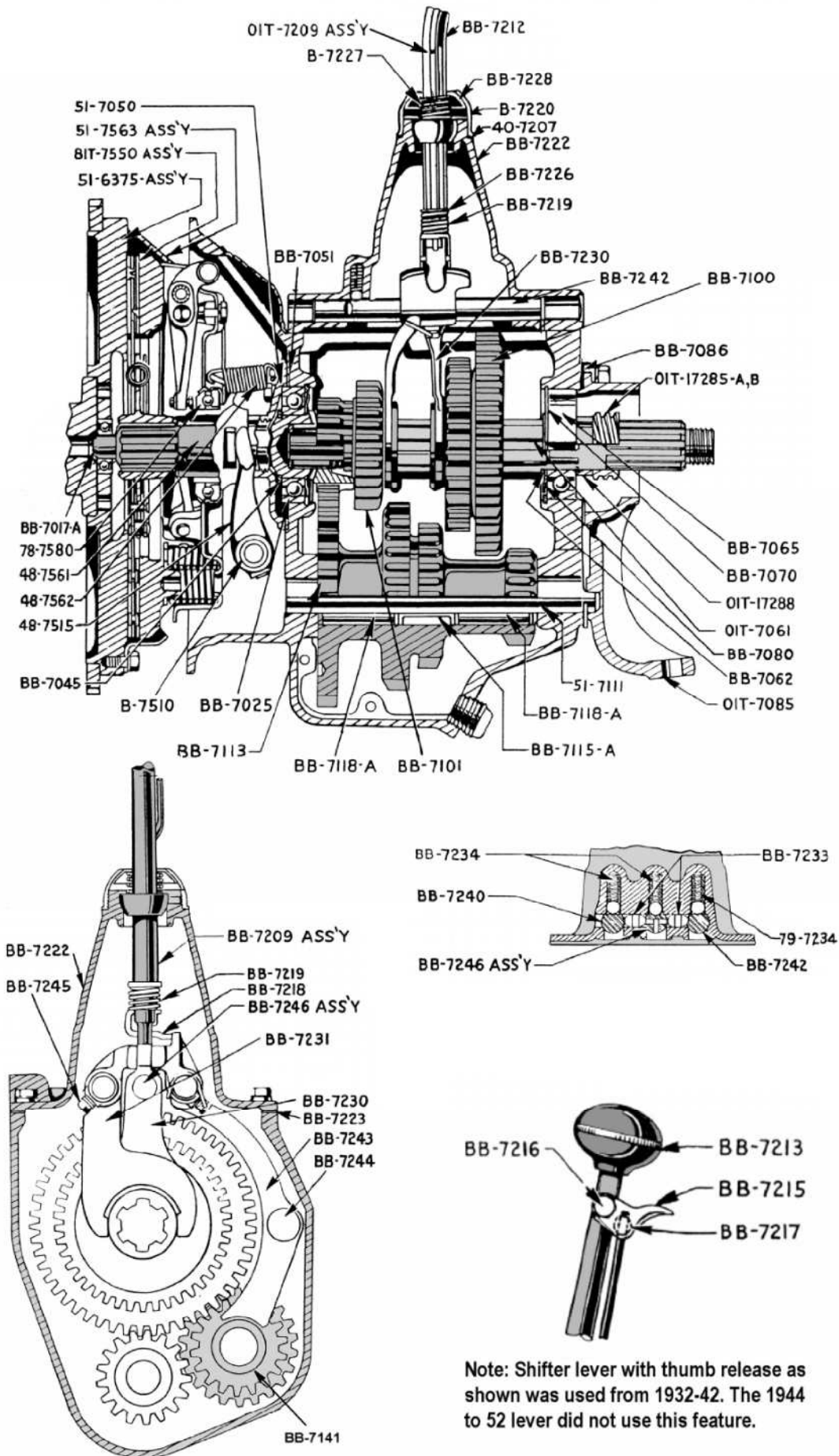
1952-62 Ford L/D 3 Speed Shifter Housing (levers vary)



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

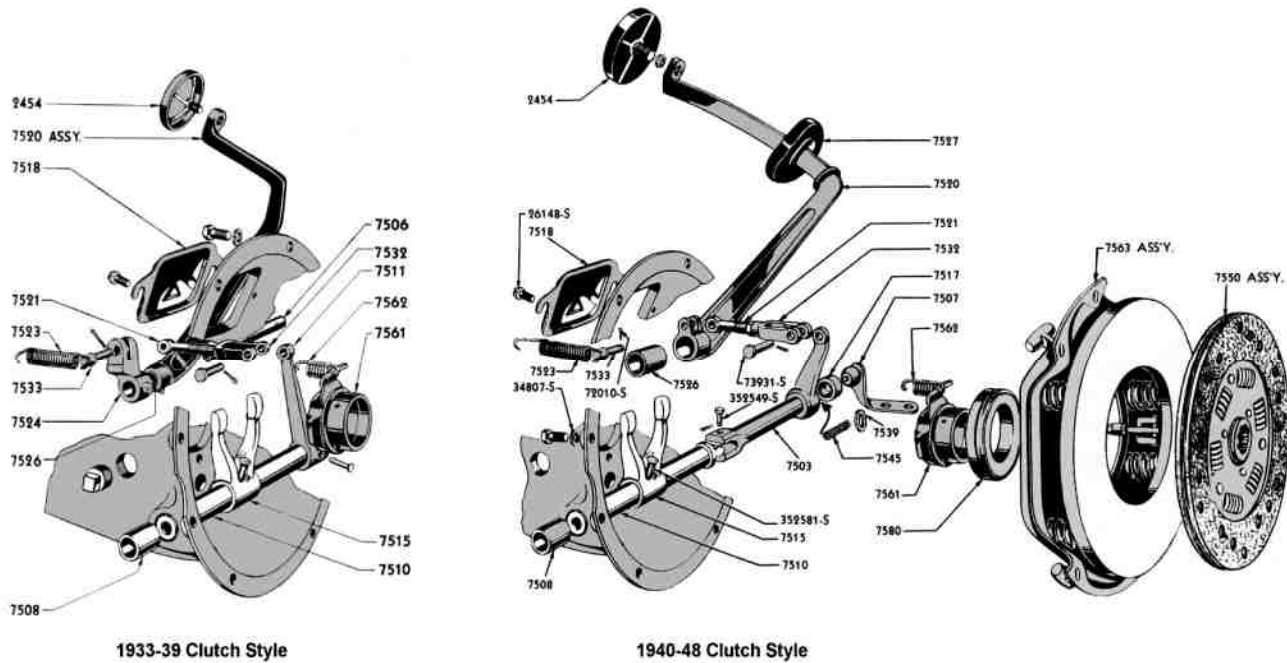


Ford Truck 4 Speed Transmission (T8-T9 Borg Warner)

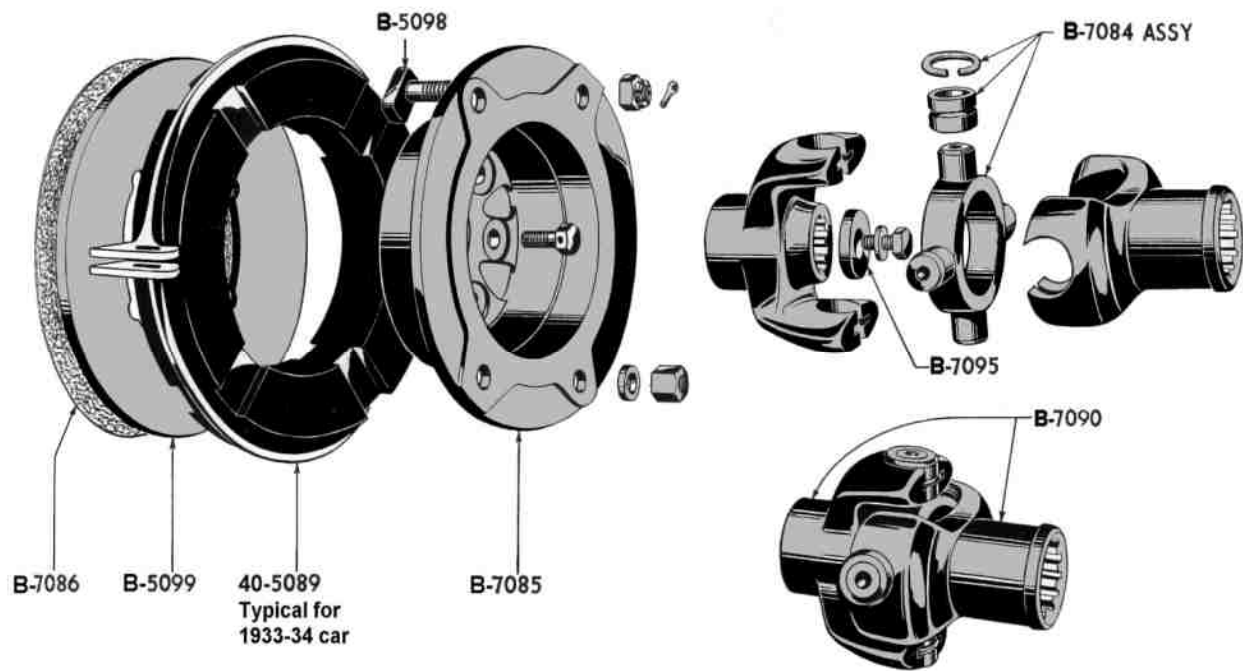


Note: Shifter lever with thumb release as shown was used from 1932-42. The 1944 to 52 lever did not use this feature.

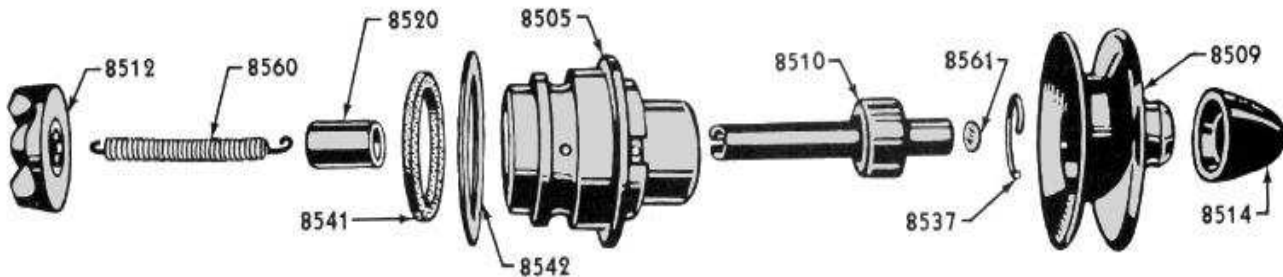
TYPICAL CLUTCH AND PEDAL ASSEMBLY



REAR TRANSMISSION SUPPORT - TYPICAL FOR 1932 - 1936

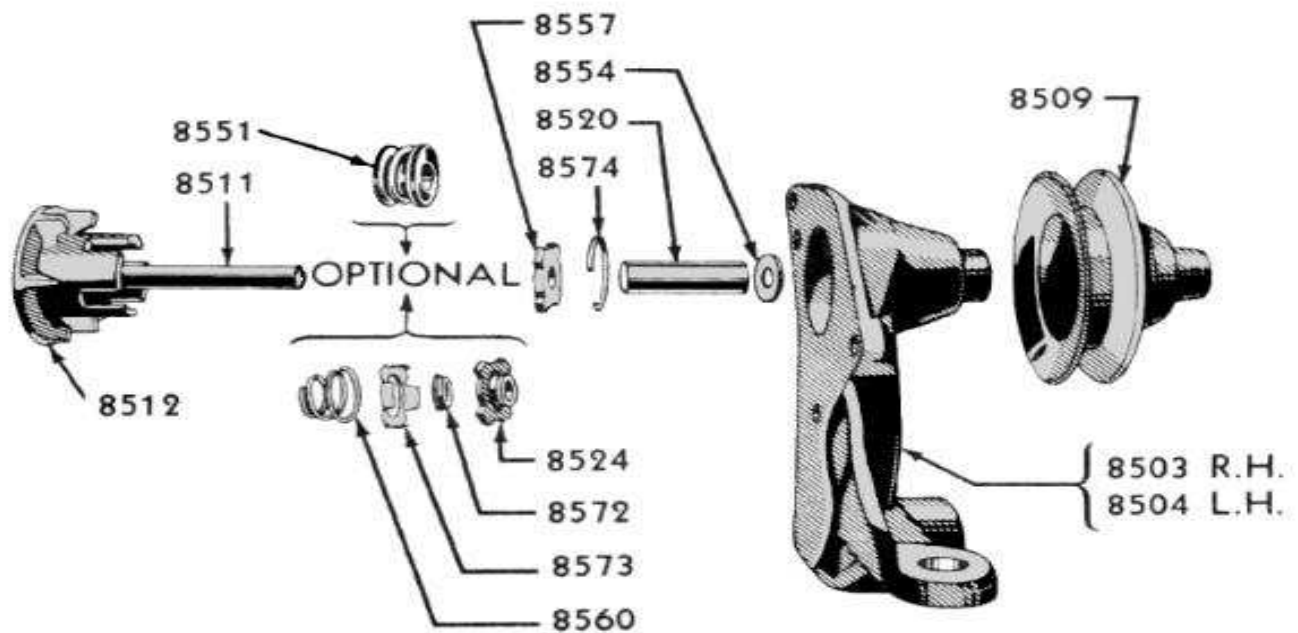


Passenger Car Water Pump - 1937 to 40 Type (60 HP)
Straight Pump Body Shown

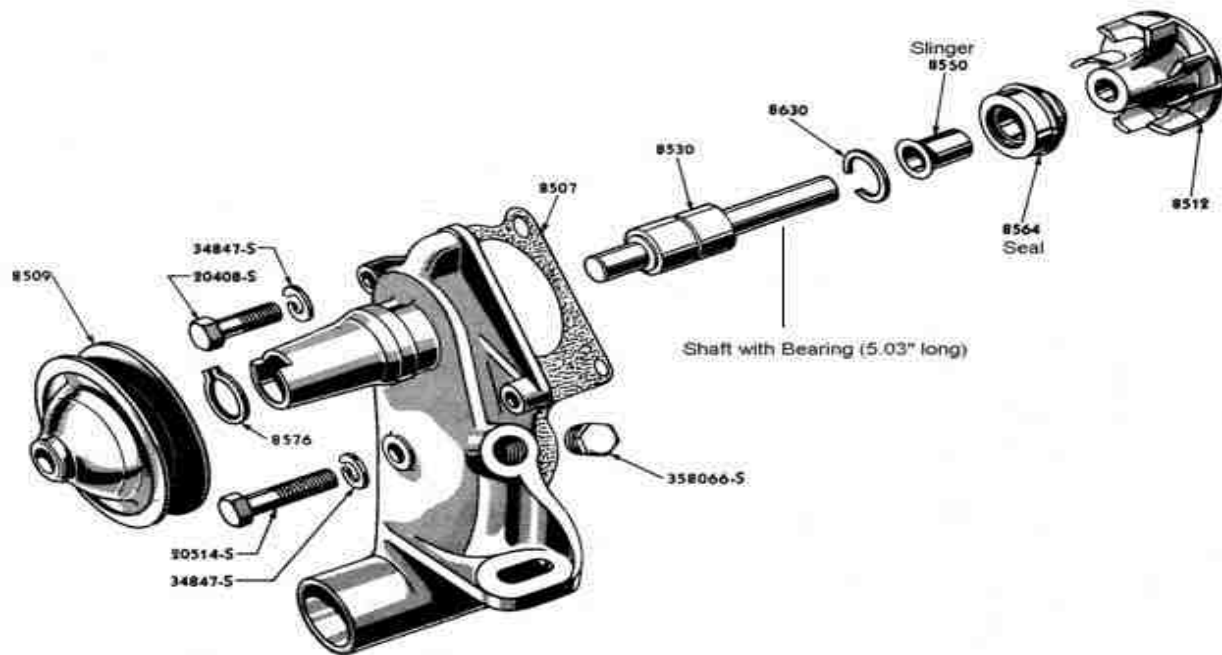


use #52-8591-C Water Pump Kit for rebuilding

Passenger Car Water Pump - 1937 to 48 Type
85 - 95 HP V8



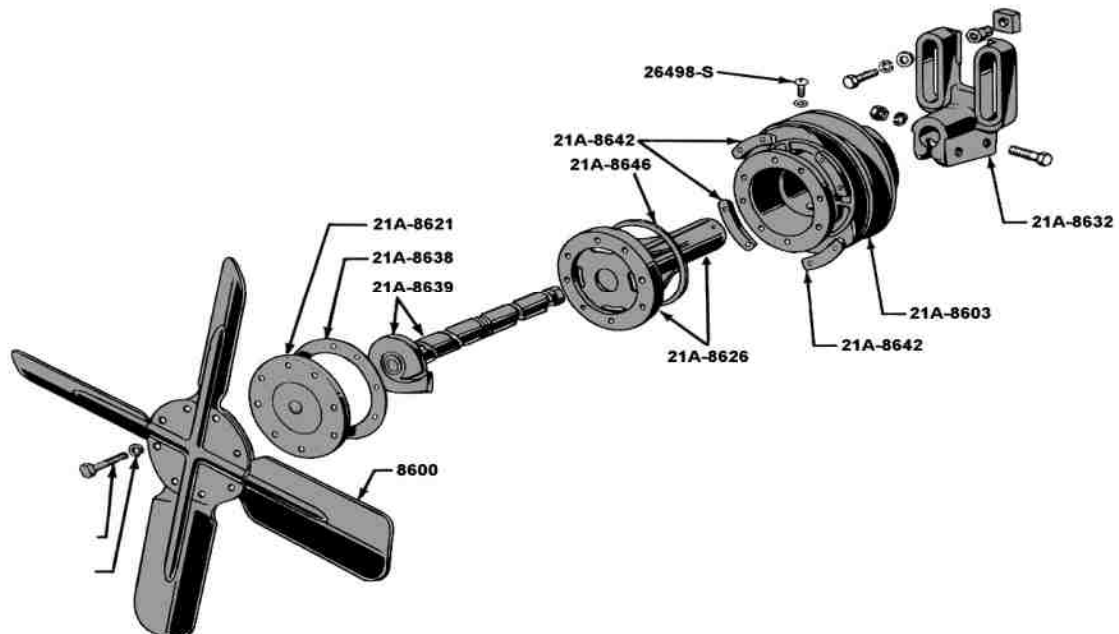
use #78-8591 Water Pump Kit for rebuilding



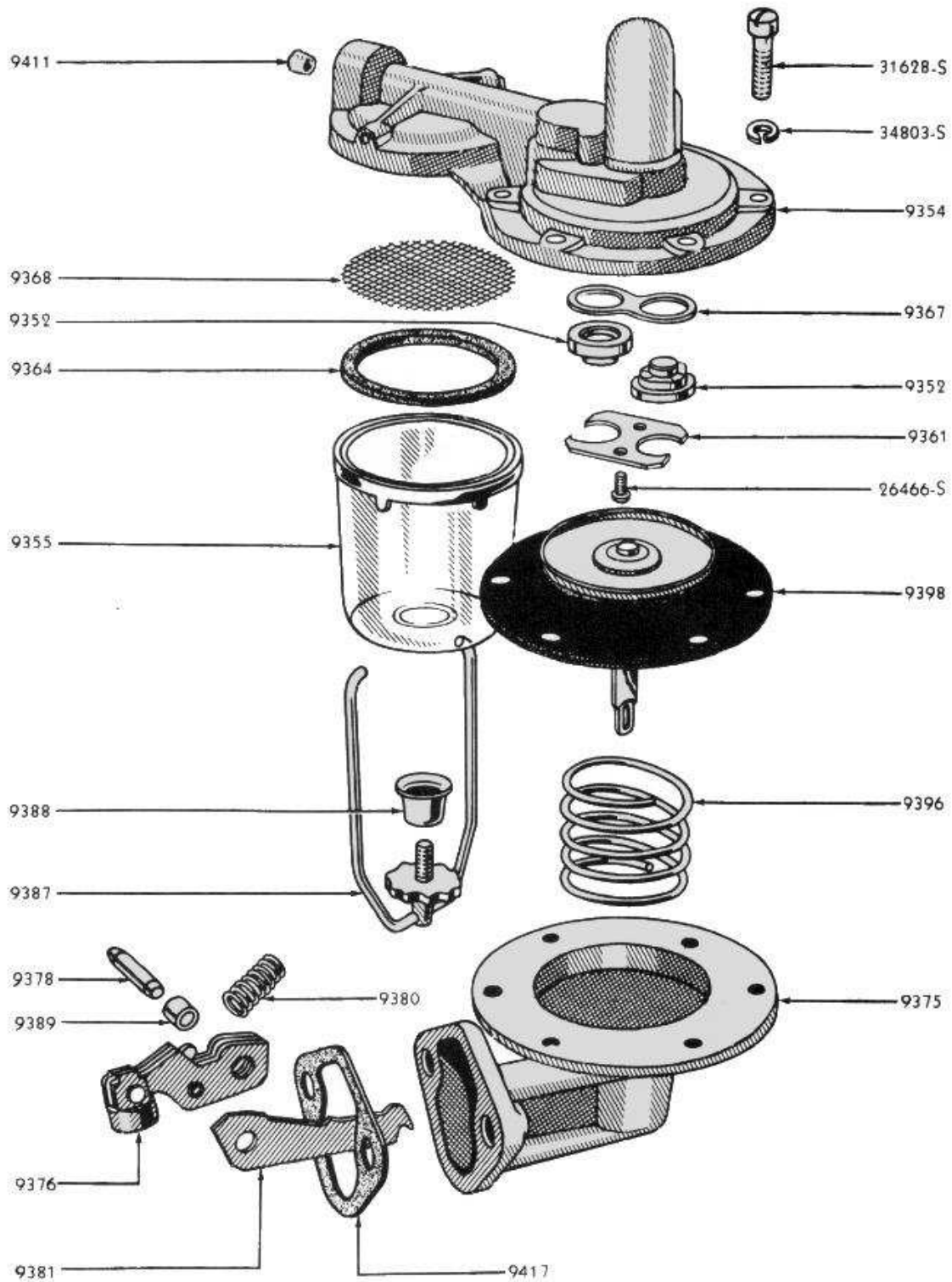
use A8C-8591 Water Pump Kit for rebuilding

OIL FILLED FAN & HUB ASSEMBLY

1942 - 48 Car and 1942 - 52 Truck V8

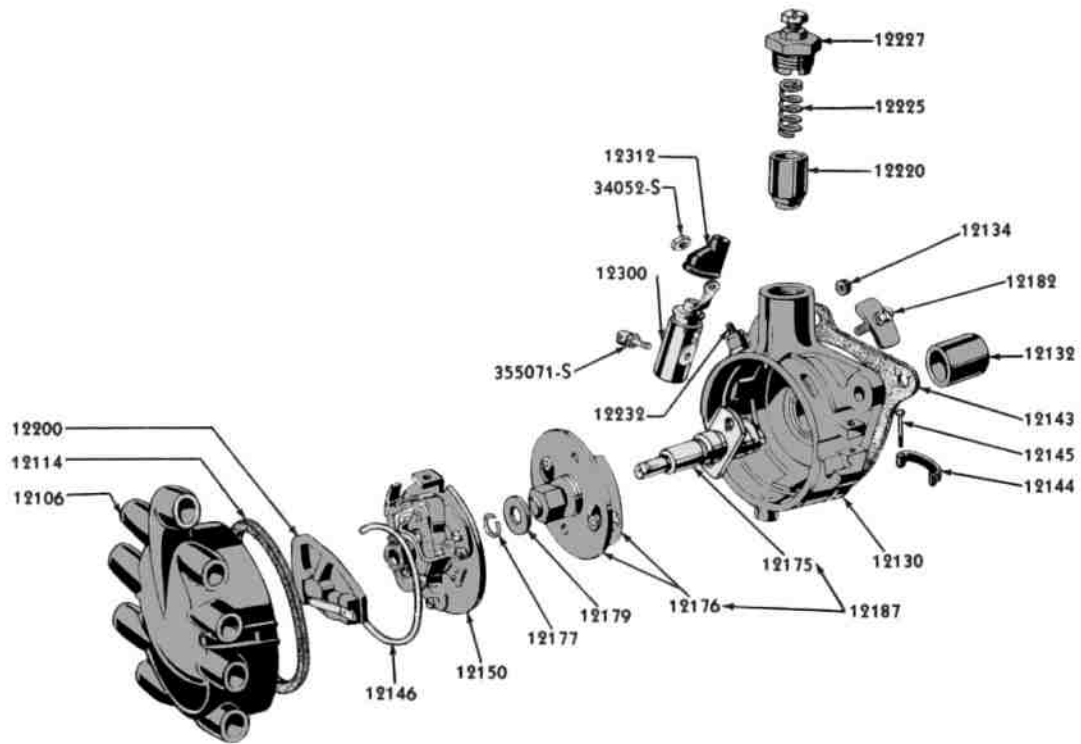


59A-9350 Fuel Pump - 1945-48 V8 100HP

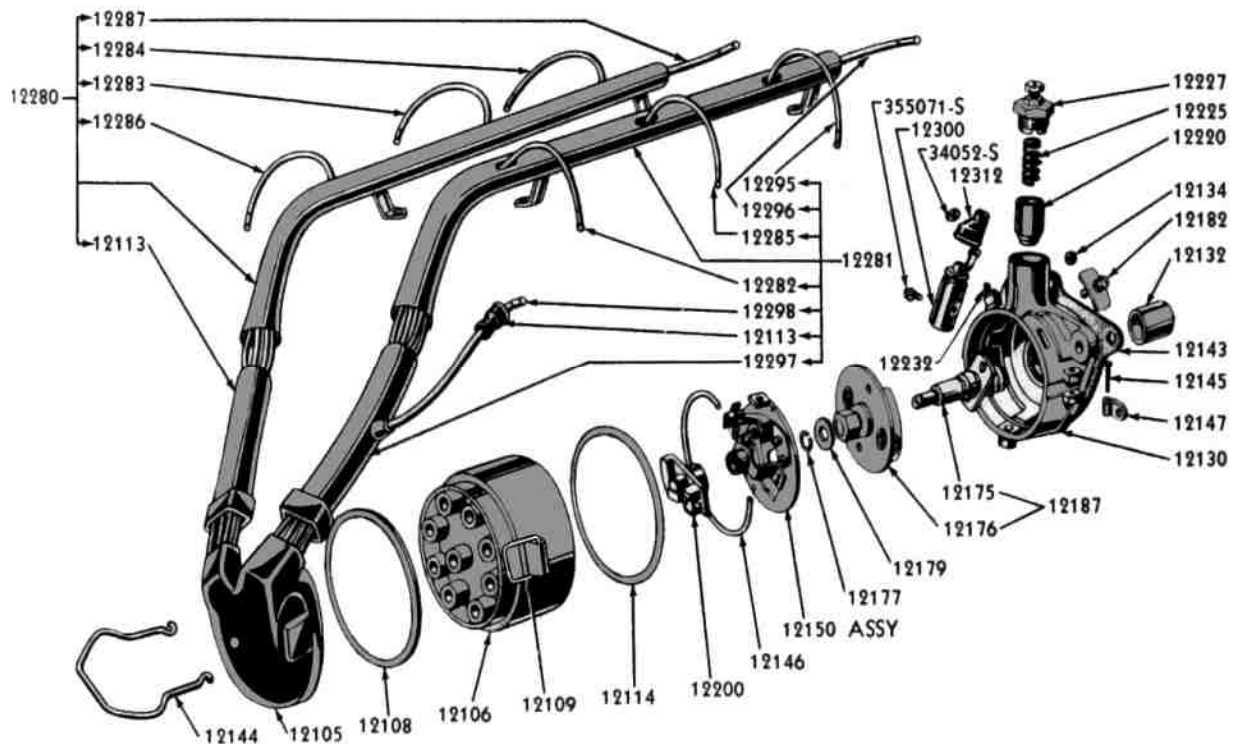


If you need to rebuild your fuel pump use #11A-9349 rebuild kit

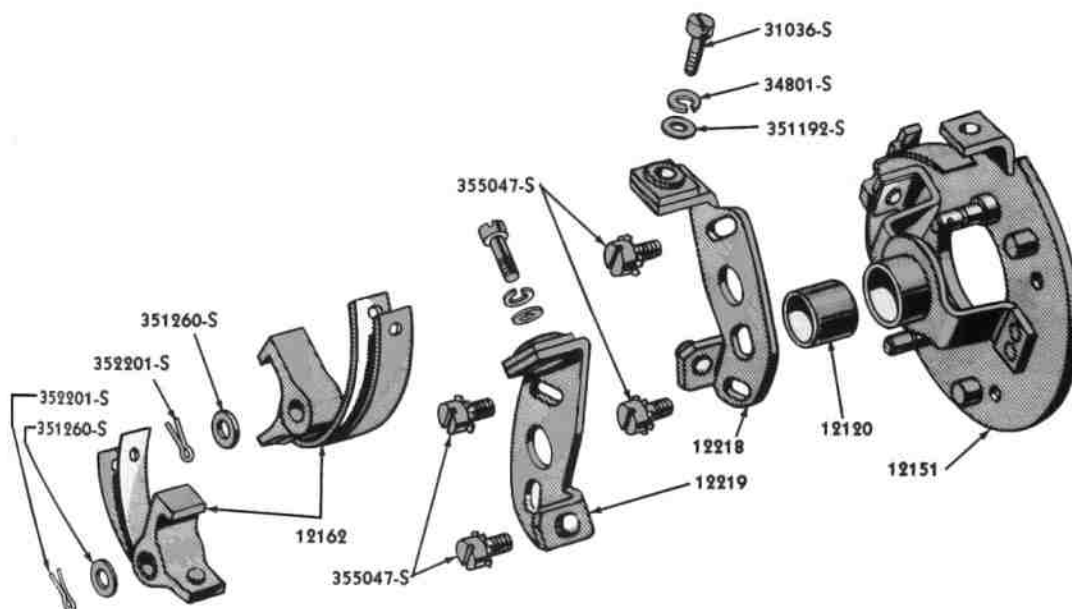
CRAB STYLE DISTRIBUTOR - Typical for 1944 - 48 V8



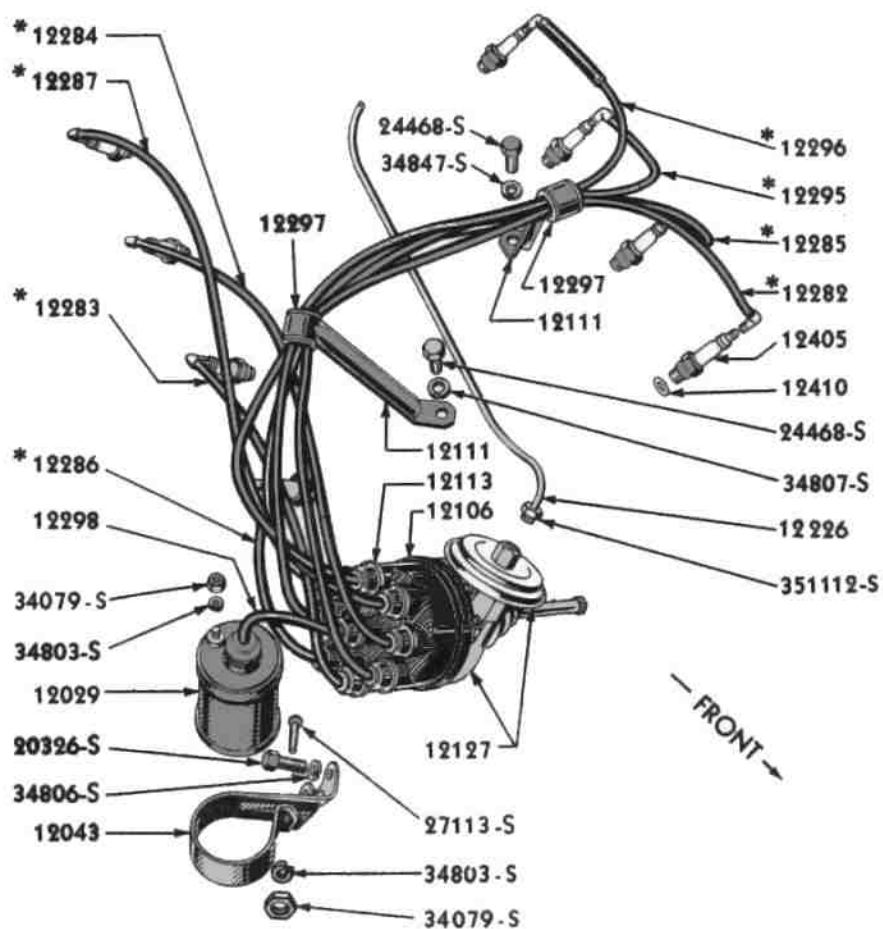
Typical for 1946 - 48 V8



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

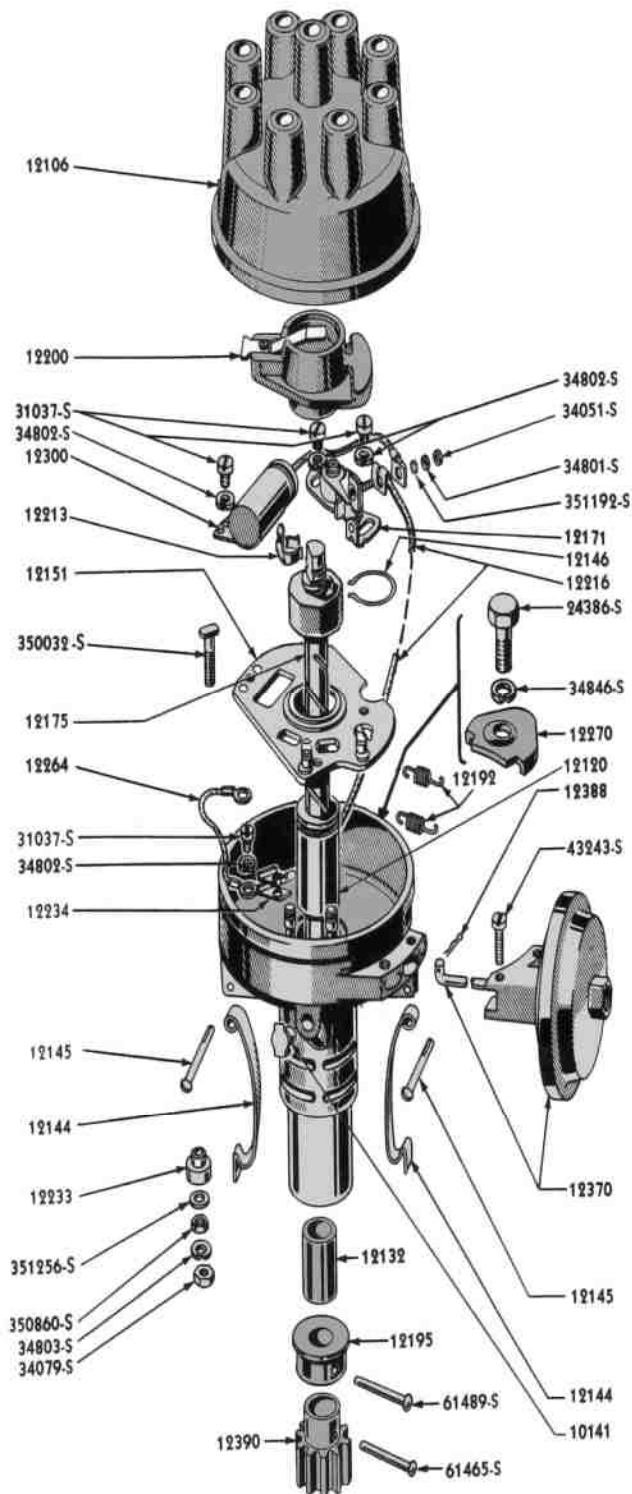


Ford - Mercury Distributor & Spark Plugs - Typical for 1949 - 1953 V8



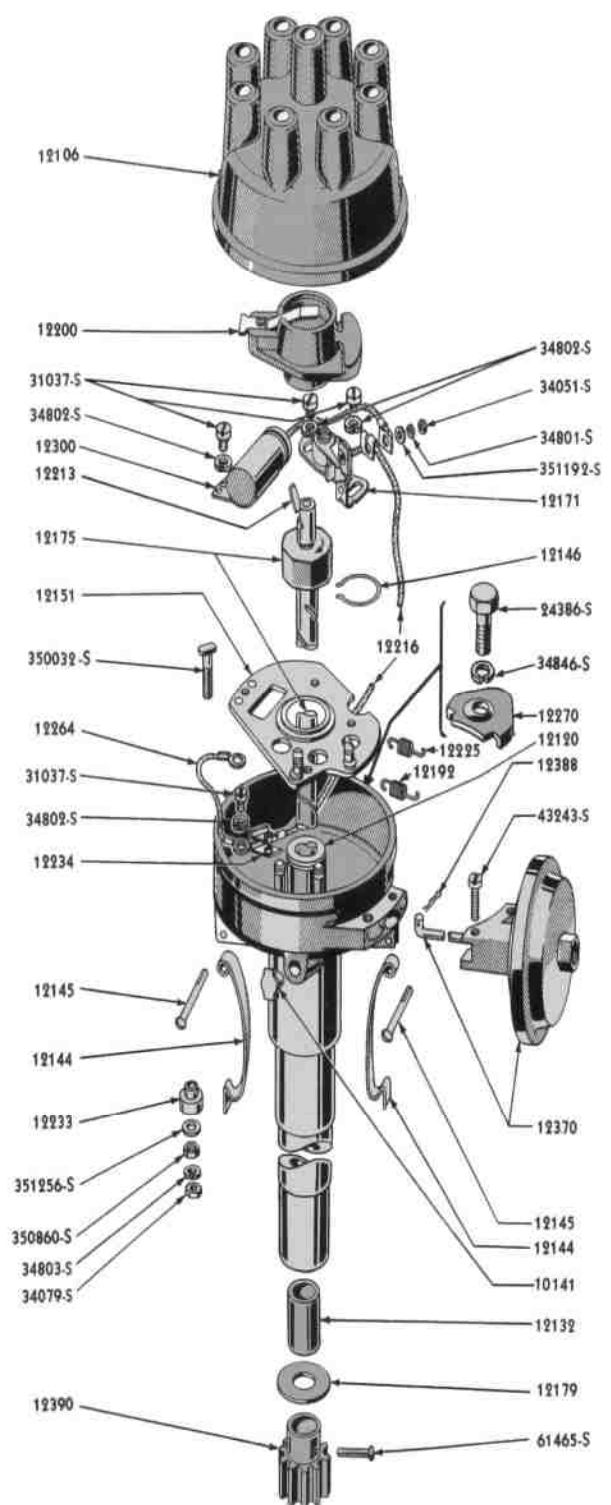
Ford-Mercury 0BA-12127

Typical for 1950-53 V8



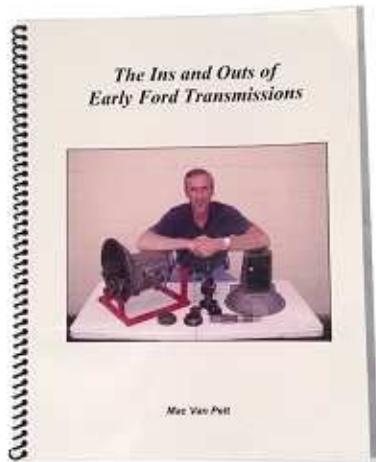
Ford-Mercury 7RA-12127

Typical for 1948-50 V8



BOOKS - because knowledge is power

L-1001

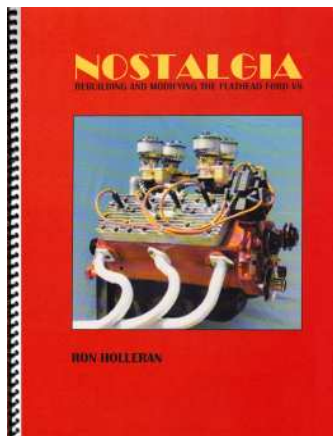


"The Ins & Outs of Early Ford Transmissions" Book

HIGHLIGHTS:

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

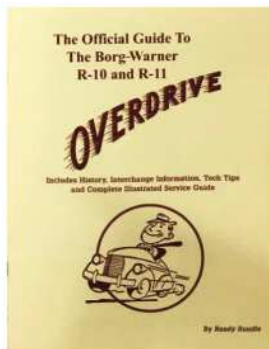
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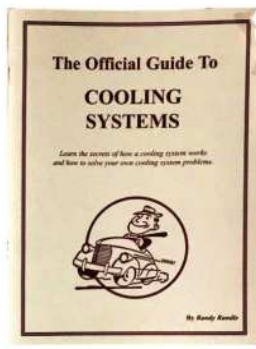
Ron Holleran's "NOSTALGIA" Book

This is an authorized copy of Nostalgia, by Ron Holleran. It is an indepth flathead rebuilding manual with photos for practical street use, as well as explanations of why, and why not.

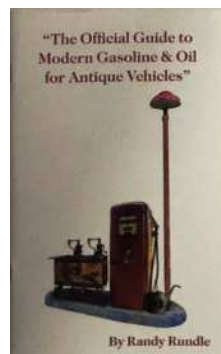
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Precision made camshaft bearing tool removes and installs the cam bearings in all Ford 1933-1953 Flathead V8 motors (85-100 hp type). Save money and do the job yourself!

TRANSMISSION STAND



T-STAND

Transmission support work stand for 1932 - 1948 Type 3 speed manual transmissions. Safely support your transmission while working on your bench.

The stand bolts to the bellhousing of the transmission while the rear lip supports the rear of the transmission.

T-STAND.....\$45.00

GEAR RATIO CHART

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

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

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
	85-100 HP
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
	85-100 HP
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
	100 - 110 HP
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
	100 - 110 HP
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 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.

more tech information available online at www.vanpeltsales.com

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.

An Explanation of the Part Numbers.....

The Ford part numbering system was developed differently from the other automobile manufacturers. Although their system has evolved over the decades, our experience is primarily with the early parts from 1932 to the 1960's. There are often exceptions to the "rules" for the factory numbers, so this should not be considered a definitive rule book, but rather a guide when trying to identify a part.

From at least the Model A era (1928-31) Ford used a base number to represent a particular type of part. For example, the number 1015 was always meant to represent a wheel. The number 3575 was always a steering sector, and the 7113 was always a transmission cluster gear. What identifies the actual year and type of that part was the prefix and suffix (letters and numbers were both used).

Sometimes the part was improved or modified for replacement of the original part, and it may have been assigned a suffix letter to identify that. This was often a letter that would have been an "A" with subsequent changes going through the alphabet. The chassis parts manuals produced by the factory would then list that item with its specific new application, or perhaps show it as a replacement for the original part number. Sometimes the suffix letter denoted a variation of the part that makes it a totally different part. For example, the 68-7061 mainshaft for 1936 transmissions had an "A" suffix (shaft with 6 helical splines) or the "B" suffix (shaft with 16 helical splines). Thus you see the same prefix and base number, yet the suffix shows a variation of the 1936 shaft that is not interchangeable from one to the other.

The prefix "A" was used to identify the part as used on the Model A four cylinder passenger vehicles (1928-31). If the part was used on the heavy trucks, it would have the AA prefix. The "BB" prefix went with the 1932 and later heavy trucks.

When the new Model B four cylinder models came out in 1932, the factory used a "B" prefix to identify that part for the new application. Occasionally, the part was essentially the same as the A- version so Ford would use the new B- number but list the part for use back to 1928 on Model A vehicles.

When the new V8 engine came out in 1932 models, the engine parts (and other parts that were unique to the V8 model) were given the 18- prefix. So, for example, a 1932 Ford with the B four cylinder engine would have a B-8600 fan but the V8 model for 1932 would have the 18-8600 fan since the parts were different. However, any other parts that were common to both vehicles, like the B-1201 wheel bearing, would keep the B-prefix since it was placed into the numbering system as a Model B (4 cylinder vehicle) before the Model 18 (V8 vehicle) was introduced.

If the actual part (ie that B-1201 wheel bearing) did not change from one model year to the next, the factory did not change its prefix. The B-1201 bearing was used on all passenger cars and pickup trucks up through at least 1947, so it retained its original part number all those years.

The original plan for this system was to follow the new passenger car model designations as the prefix letters or numbers. Thus, as the part changed, those prefixes evolved as follows:

B- Referred to the Model B (four cylinder) introduced for 1932

18- Referred to the Model 18 (V8) introduced for 1932

40- Referred to the Model 40 (V8) introduced for 1933 and 1934

48- Referred to the Model 48 (V8) introduced for 1935

68- Referred to the Model 68 (V8) introduced for 1936

Here is where another change occurred because of the introduction of the 60hp V8 engine to the line:

74- Referred to the Model 74 (V8-60hp) introduced for 1937

78- Referred to the Model 78 (V8-85hp) introduced for 1937

Then another change to standardize the reference to the 60hp versus the 85hp V8 models with the "1" referring to the 85hp model and the "2" referring to the 60hp model. Another change was the addition of a letter to the prefix. The letter "A" now referred to a passenger car, the "C" in the prefix meant the part was unique to the Commercial vehicles, the "T" in the prefix meant the part was for a Truck application. There were other specialty prefix letters as well.

81A- Referred to the Model 81A (V8 – 85hp) Passenger Car introduced for 1938

82A- Referred to the Model 82A (V8 – 60hp) Passenger Car introduced for 1938

The model year 1939 was the first year of the new Mercury model with its larger 90hp V8 engine. So the part numbers changed slightly to reflect the differences in the Ford vs Mercury body and the Ford 85hp vs the Mercury 90hp V8 engine. So now there were three different engines to accommodate in the numbering system, as well as the letter designations for the various vehicle types (passenger car, commercial vehicle, trucks, busses, and so on). Ford continued with this version of the numbers, continuing to use the year of the model as the first number in the prefix. So the 1940 model parts were given the "0" prefix, the 1941 models the "1" prefix, and the 1942 models the "2" prefix.

91A- Referred to the Model 91A (Ford V8 – 85hp) Passenger Car introduced for 1939

92A- Referred to the Model 92A (Ford V8 – 60hp) Passenger Car introduced for 1939

99A- Referred to the Model 99A (Mercury V8 – 90hp) Passenger Car introduced for 1939

01A- Referred to the Model 01A (Ford V8 – 85hp) Passenger Car introduced for 1940

022A- Referred to the Model 022A (Ford V8 – 60hp) Passenger Car introduced for 1940

09A- Referred to the Model 09A (Mercury V8 – 90hp) Passenger Car introduced for 1940

11A- Referred to the Model 11A (Ford V8 – 90hp) Passenger Car introduced for 1941

19A- Referred to the Model 19A (Mercury V8 – 100hp) Passenger Car introduced for 1941

1GA- Referred to the Model 1GA (Ford Six – 90hp) Passenger Car introduced for 1941

21A- Referred to the Model 21A (Ford V8 – 90hp) Passenger Car introduced for 1942

29A- Referred to the Model 29A (Mercury V8 – 100hp) Passenger Car introduced for 1942

2GA- Referred to the Model 2GA (Ford Six – 90hp) Passenger Car introduced for 1942

There was no passenger car production from early 1942 through mid 1945 due to World War II. The change over from military production back to regular vehicles began in late 1945. Following the previous numbering format, Ford used the “5” prefix to denote a 1945 model year, although all 1945 passenger car production was identified as 1946 models. Since trucks were built during the 1945 year, the new parts were given the “5” prefix, even though the parts were often used in the 1946 model year cars. Also, Ford decided to standardize on the 100hp V8 engine for any 1945 – 48 passenger car production, whether it was for a Ford or Mercury car with a V8 engine.

51A- Referred to any 1945 Passenger Models but could retrofit back to earlier models (1942 for example)

59A- Referred to Model 59A/69A (Ford V8 – 100hp) Passenger Car introduced for late 1945 and for 1946

59C- Referred to Model 59C/69C (Ford V8 – 100hp) Commercial vehicles introduced for late 45 and for 1946

5GA- Referred to any 1945 Models (Ford Six – 90hp) introduced for late 1945 and for 1946

After 1947 things began to change again when Ford introduced the new flathead V8 (often known as the 8BA in its passenger car version or the 8RT in the truck version). They also decided to try changing the numbering system so you have to be aware of how this worked. The “8” now refers to the 1948 introduction of this part to the system. Since this new engine was designed and built in late 1947 some of the parts numbers carry a 7RA prefix. Basically the “8” meant the part was new for 1949 models. The “B” in the prefix meant it was a Ford V8 passenger car item. The “R” in the prefix denoted the part as a truck or commercial V8 part, and the “M” in the prefix referred to the Mercury V8 parts. It seems that the part prefix number, in this case the “8” referred to the year that the part was filed into the Ford system. The next variation of the flathead Six engine was designated as the “H” type so that was used in those part numbers unique to this engine.

7RA- Referred to parts used beginning in 1948 Commercial and 1949 Passenger V8 vehicles

8BA- Referred to parts used beginning in 1948 Passenger and Commercial V8 vehicles

8CM- Referred to parts used beginning in 1949 Mercury V8 Passenger vehicles

8RT- Referred to parts used beginning in 1948 Commercial V8 vehicles

7HA- Referred to parts used beginning in 1948 Commercial Six vehicles

8HA- Referred to parts used beginning in 1949 Commercial Six vehicles

0BA- Referred to parts used beginning in 1950 Passenger and Commercial V8 vehicles

0HA- Referred to parts used beginning in 1950 Passenger and Commercial Six vehicles

1BA- Referred to parts used beginning in 1951 Passenger and Commercial V8 vehicles

1CM- Referred to parts used beginning in 1951 Mercury V8 Passenger vehicles

At some point the people in charge in Ford's parts system management realized that the numbers were becoming cumbersome with the passing years, and decided to implement the use of a letter code to denote the decade of the part's introduction. The 1940's were a mis-mash of differing part numbers and prefixes so they began the new system with the 1950's and used the letter “B” as the new prefix to identify the part as a new entry for the 1950's. This letter prefix was followed by the year of the part's model introduction. Thus a new part used on the new 1952 models was given the “B2” prefix. The numbers or letters that followed this prefix were meant to let you know that the part was introduced for a passenger car (“A”) or a truck (“T”) or a commercial vehicle like a pickup truck or panel van (“C”). There were other numbers and letters that crept into these part prefix identifiers over the years, and it gets a bit more complicated to know exactly what the part was original designed for. As the 1950's ended, Ford used the next letter in the alphabet (“C”) to denote the decade of the 1960's. In general, the prefix numbers/letters did away with anything designating the part for V8 versus Six engine applications. Some parts with 1960's type part number prefixes are also used in older vehicles as the factory wished to update all of their numbers for any active movers in the parts system. Many parts cross over from passenger car to truck/commercial applications, so just the one number would be used for both types if the part was identical for both.

B2A- Referred to parts used beginning in 1952 Ford passenger car vehicles

B3TZ- Referred to parts used beginning in 1953 Ford truck vehicles

C3AZ- Referred to parts used beginning in 1963 Ford passenger car vehicle

As I have stated above, there are often various exceptions to the so-called “rules” or formats used by Ford over the many years. Additional prefix letters and numbers were needed to expand the possible parts listings as the years went by.

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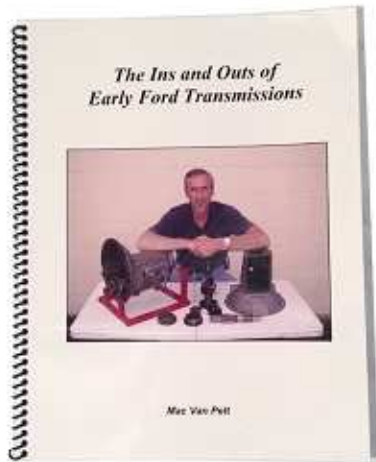
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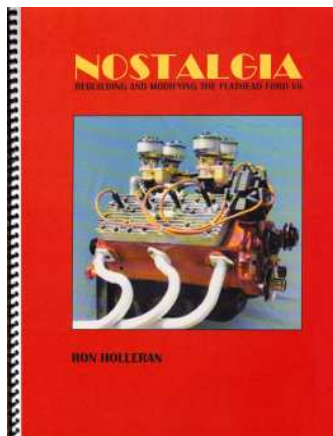


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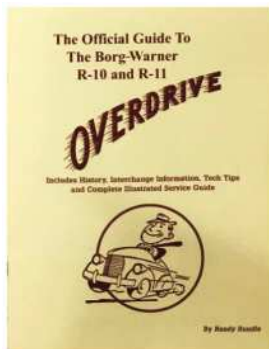
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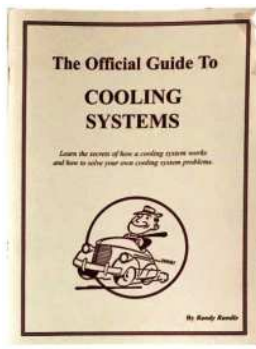
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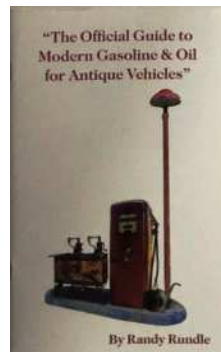
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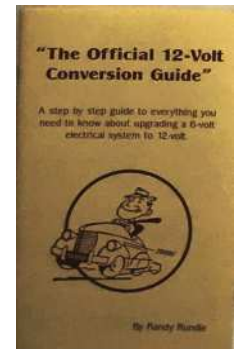
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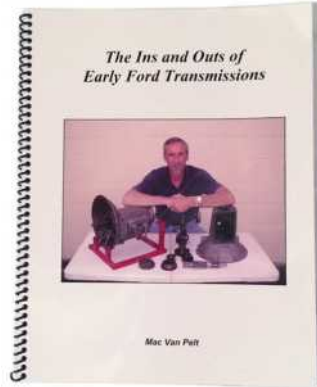


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