

**WE HAVE A 1937-48 CHEVY FRAME EXCHANGE SIMILAR TO OUR FORD PROGRAM.
Please see page 12 or please give us a call for more information.**



CP-1101
Shown



CP-1103
Shown

ENGINE MOUNTING KIT - SMALL BLOCK CHEVY V-8

Chassis Engineering Engine mounts and crossmembers are especially engineered to work with Chevy's unusual "Top Hat" frame design. Kits include bolt on frame adapters (can be welded on) Chassis Engineering engine side mounts, thru bolt cushion set, bolts and instructions. Easy to install. For 1958 and up engines.

- CP-1100 1937-39 Small block kit\$165.00
- CP-1102 1939 Deluxe, small block kit Also fits 1937-39 with Chassis Engineering cross steering. Left mount offset for needed clearance.\$175.00



ES-1124-1125
Shown



ES-1126

TRANSMISSION CROSSMEMBER KITS

Bolts in and is removable. Has separate clutch and brake pedal support. Bolts and instruction are included. For use with.

- ES1124 1937-39 -Turbo 350, Powerglide, and standard or any trans. 20-5/8" from bell housing to trans mount.\$145.00
- ES-1126 1937-39 Turbo 400.\$145.00
- ES-1125 700R4 Overdrive Transmission\$145.00



BOLT-ON PINTO/MUSTANG II I.F.S. WITH ADJUSTABLE RIDE HEIGHT

Fully bolt-on crossmember uses Pinto/Mustang II suspension components. Stock Pinto-Mustang geometry is built in so there is no bump steer or other unpleasant surprises. Upper coil spring pads are adjustable, giving a 2 1/2" ride height adjustment at the wheels, an excellent method of fine tuning final ride height. Includes strut rod frame brackets with reinforcing rods built in for extra strength. Upper spring pads Interlock with crossmember for rigidity.

- IF-3739CP 1937-39 Chevy \$755.00
- Hub-to-hub kit \$1650.00



Crossmember only

WELD-IN MUSTANG II FRONT CROSSMEMBER KIT

This Heidts kit includes lower crossmember, upper spring mounts, boxing plates, rear strut mounts, gussets and instructions to mount 1974-78 Mustang II or 74-80 Pinto/Bobcat front suspension to your 1934-39 Chevy. Gives a low stance and nice ride. Note: requires extensive welding. Economy kit does not have dressed welds

- CX-102 1937-39..... \$399.00
- 1937-39 sway bar kit \$175.00



FRONT & REAR SWAY BAR

An ideal combination with our dual leaf rear end kit. Eliminates road sway and makes the top heavy Chevys into an excellent cornering and handling car. For best results use front and rear sway bars together. All linkage and mounting hardware furnished. State rear housing size. Rear must be used with CE rear shock kit.

- SB-1037PM 1937-39 Front - Pinto/Mustang II IFS . . \$175.00
- SB-1037R 1937-39 Rear - use with C.E. kit \$185.00

1937-1939 Chevy Suspension



REAR END MOUNTING KIT

Bolt-on kit with no modifications of any kind to rear end. Easy installation, just remove old mounts and bolt these in their place. *Kits include* right and left front and rear spring mounts, (4) U-bolts and nuts, rear shock kit with spring retainers, shocks, shackles, slider springs, bolts, and instructions. Kits use 1968-1976 Nova multi-leaf rear ends or 1967-1969 Camaro or Firebird. Best choice is the Ford Granada and Monarch rear ends (8 inch). To use other rears, spring pads must be welded on rear end.

- AS-1018CC 1937-39 for Camaro-Nova rear \$719.00**
- AS-1018CF 1937-39 for Ford rears and others. \$719.00**



BASIC REAR END MOUNTING KIT

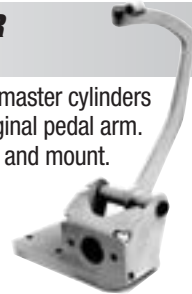
Bolt-on kit includes right and left front and rear spring mounts, hardware, and instructions. Kits use Dodge springs or Chassis Engineering slider springs. Note: 1941-48 require a wider rear end. Use a rear that measures at 60 inches wheel flange to wheel flange. 1968-1975 Nova is ideal.

- AS-1018 1937-39 \$130.00**

BRAKE PEDAL & MASTER CYLINDER MOUNTING KIT

Bolt-in mounts adapt Ford Mustang (non-power) master cylinders to 1937-48 Chevy cars. 1941-48 mount uses original pedal arm. 1937-39 is a complete assembly with swing arm and mount. Both units are bolt in.

- AS-1026 1937-39. \$172.00**
- AS-1041 1941-48. \$96.00**



1940-48 Chevy Hot Rod Suspension Parts



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- CP-1106 1940 Solid Axle \$165.00**
- CP-1106A 1940 Original Chevy IFS \$165.00**
- CP-1106GB 1940 Use with Competition Engineering or other bolt-in Mustang II IFS kits \$165.00**
- CP-1107 1941-48 Original Chevy IFS. \$165.00**
- CP-1107G 1941-48 Use with Competition Engineering or other bolt-in Mustang II IFS kits \$165.00**



TRANSMISSION MOUNTING PLATE

For use with only V-8 engines. Bolt-on plate fits original crossmember with minor modifications. Bolts and instructions included. For 350 Turbo, most powerglide and standard transmissions.

- ES-1170 1940-48. \$31.00**

GENERAL SWAP INFORMATION

Chassis Engineering engine mount kits are bolt-in, easy to use and solve two major problems associated with this swap: the transmission crossmember is not cut and there is clearance around the steering box to use a stock exhaust manifold. NOTE: the 1940 frame is different. Most parts will interchange, but not all.



RADIATOR SUPPORT

For use with Mustang II crossmember or for anyone who needs a replacement.

- AU-2255 1940-48 \$105.00**

1937-1939 Chevy Suspension

1940-1948 Chevy Suspension