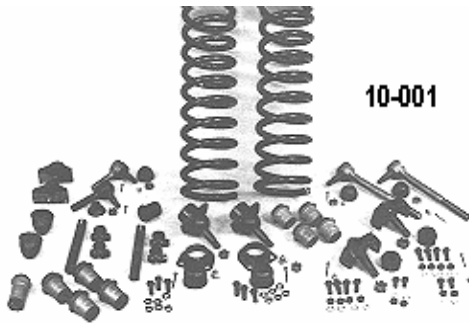


Group 10A

FRONT SUSPENSION, STEERING

FRONT SUSPENSION REBUILD KITS



10-001 ALL EXCEPT original power steering, includes; 1 pr standard front coils, 2 inner Tie rods, 2 outer tie rods, 2 tie rod sleeves w/clamps, 2 upper ball joints, 2 lower ball joints, 1 pr idler arm bushings, 4 upper A arm bushings, 4 lower A-arm bushings, 2 upper A arm bumpers, 2 lower A arm bumpers, all Premium quality USA parts. **476.46 R**

10-001-F Same as #10-001 but with foreign made ball joints & tie rods **369.36 R**

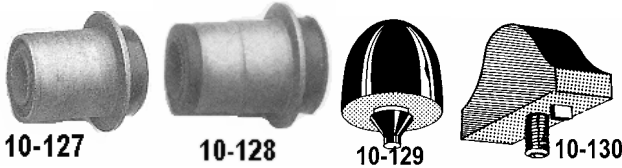
10-001A ALL WITH original power steering same as #10-001 but w/tie rod ends for cars with original power assist **481.54 R**

10-001A-F Same as #10-001A, but with foreign made ball joints & tie rods **396.94 R**

Call for other Kit combinations, also available without springs.

10-004A Basic Front Suspension Kit Manual Steering all USA parts incl; ball joints, tie rods, idler & A-arm bushings, **399.00 R**

10-004AF Basic Front Suspension Kit Manual Steering incl; foreign ball joints, foreign tie rods, idler & A-arm bushings, **299.00 R**



'A' ARM BUSHINGS & BUMPERS

10-127 Upper BUSHING, 4 per car, Ea. **6.75 R**

10-128 Lower BUSHING, 4 per car, Ea. **7.50 R**

10-129 Upper BUMPER, 2 per car, Ea. **6.95 R**

10-130 Lower BUMPER, 2 per car, Ea. **8.90 R**

E-33108G POLY BUSHING SET Black poly / gold zinc plated [Energy Suspension] Set/8 **65.00 C**



10-310 Front End Alignment SHIM PACKAGE, includes 8 each of 1/8", 1/16" and 1/32" thick shims, plated **6.50 R**

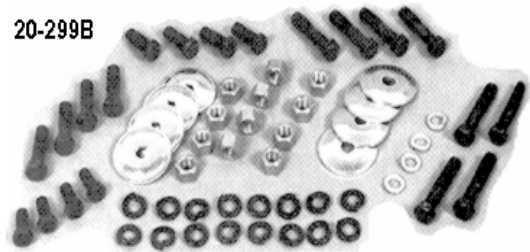
10-281 GREASE FITTING, straight, Ea. **.50 R**

10-282 GREASE FITTING, 90° angle, Ea. **.75 R**

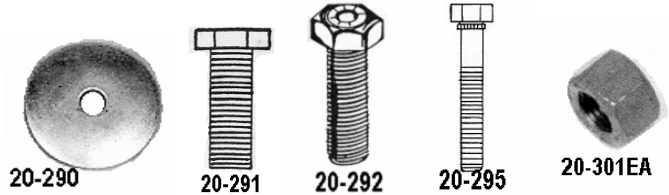
10-283 GREASE FITTING, 90° for center link only **.95 R**



10-309 Upper A Arm OFFSET SHAFT provides [up to 2° caster] additional caster to solve alignment problems **69.00 R**



20-299B FRONT SUSPENSION FASTENER SET, 55-7, complete repro set; bolts, nuts, washers to mount upper & lower 'A' arms, all correct overall & shank length, grade 8, better than orig. finish (includes 20-289 thru 295 & 301 & correct lock washers), black phosphate over zinc plated bolts, copper plated nuts. ALL USA MADE, Don't be fooled by imitations. **39.95 R**



Individual CONTROL ARM BOLTS

Black Zinc Gr. 8 Orig. Marks. Use #20-299B for complete kit. 4 Each required per car. Exact Original Made in USA

20-291B Lower Control Arm Bushing Retaining Bolt, Ea. **2.30 R**

20-292B Upper Control Arm Bushing Retaining Bolt, Ea. **2.30 R**

20-293B Lower Control Arm to Frame, LONG BOLT, Ea. **2.95 R**

20-294B Lower Control Arm to Frame, SHORT BOLT, Ea. **2.95 R**

20-295 Upper Control Arm to Frame, knurl under head, Ea. **4.40 R**

'A' ARM, CURVED BUSHING WASHERS

20-289 Lower 'A' Arm, 4 per car, plated, Ea. **1.75 R**

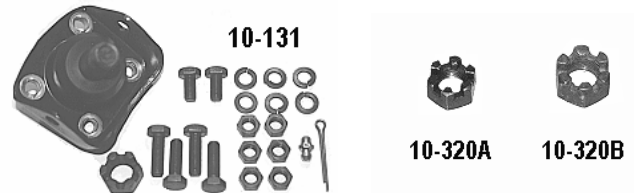
20-290 Upper 'A' Arm, 4 per car, plated, Ea. **1.75 R**

20-295A SPINDLE BOLT SET, bolts/ nuts/ washers to mount spindle backing plate & steering arms together, all Grade 8, 20 pieces [not included in 20-299B kit] **5.75 RP**

20-300 LOCK WASHER, heavy duty for suspension Black, Ea. **.20 R**

20-301 'A' ARM NUT SET, Upper & Lower Control Arm Retaining Nuts, exact original dimensions & grade 8, copper plated, Set/12 [part of 20-299B] all USA made **11.00 R**

20-301EA 'A' ARM NUT, as above Each **1.00 R**



10-131 BALL JOINT, Lower premium USA quality **59.00 R**

10-131F BALL JOINT, Lower foreign made **28.00 RF**

10-132 BALL JOINT, Upper premium USA quality **35.00 R**

10-132F BALL JOINT, Upper foreign made **23.00 RF**

10-320A Castle NUT 1/2-20 Upper Ball Joint, ea. **1.30 R**

10-320B Castle NUT 9/16-18 Lower Ball Joint, ea. **1.50 R**

10-131B LOWER Ball Joint BOOT only EA. **3.95 R**

10-132B UPPER Ball Joint BOOT only EA. **4.95 R**



FRONT COILS SPRINGS

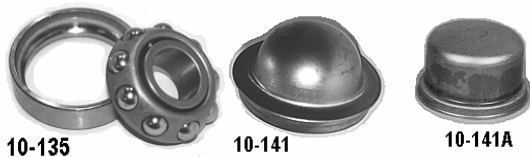
Recommended for All models including stock & all modified applications (even big blocks) powder coated, Pr.
10-133A Standard **88.00* R**
10-133C Lowered, lowers car 2" same ride, **88.00* C**

Ride Height Tech Notes; New springs will be considerably higher than 50 year old original springs. With a 26" diameter tire you can expect to see 2 or more inches of air space between top of tire and wheel opening in the fender. With lowered coils about 1 inch or more. Note requirements on other changes that can affect the ride height you wish to achieve, such as different lower A-Arms. Never use a wheel over 7" wide in the front. When using a stock spindle disc brake kit we recommend a 6" wheel width only. Any tire that can be used on the front of 55-7 will fit on a 6 or 7" wheel. Never cut more than 1 coil from any spring. Cutting 1 coil will lower the car about 1" or a little less. Bear in mind when you lower to extremes you can expect problems rubbing wheel well when wheels are cut hard [normally when you are going slow], the lower you go, the more you're gonna rub even with the above recommendations, although if followed the rubbing is 'manageable'. Compute your ride height carefully.



FRONT SWAY BARS

10-101 **7/8" DIAMETER** Popular aftermarket bar complete with mounting kit, **129.00*C**
10-101A **1" DIAMETER** Same as 10-101 but heavier **139.90*C**
10-306 **3/4" DIAMETER** exact Repro of the little known original accessory, w/the original heavy stamped A Arm brackets & hardware. **199.00*R**
10-307 **1" DIAMETER** same as #10-306 but heavier **199.00*C** black powder coat
10-263 Sway Bar LINK BOLT 8" long includes all rubbers, washers & sleeve, Ea. **10.00 C**



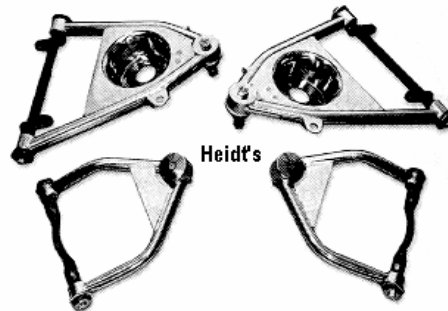
Stock Front Wheel BEARINGS

original ball bearing with races
10-135 **Outer 55**, (1 15/16" OD outer race) **39.90 R**
10-136 **Outer 56-7**, (2 3/32" OD outer race) **45.00 R**
10-137 **Inner, 55-7 ALL** **59.00 R**
10-140 GREASE SEAL, Front Wheel Bearing Hub, all **10.95 R**
10-181 NUT & THRUST WASHER, Front Wheel Bearing Bearing Hub Dust/Grease CAPS **4.90 R**
10-141 56-57, fits inside of Hub Ea. **6.95 R**
10-141A 55, fits outside of Hub Ea. **12.50 R**

10-180



10-180 **Front Wheel ROLLER BEARING Conversion Kit**, all parts to replace marginal original ball bearings & hubs. No machining. Includes 2 hubs with wheel studs installed, 2 inner & 2 outer tapered roller bearings, 2 grease seals, 2 dust caps, for stock drums **195.00 C**



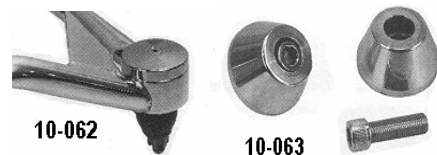
Heidt's TUBULAR 'A' ARMS

Made by *Heidt's Rod Shop* They are the highest quality. Can be used with dropped or stock spindles. If using stock spindles w/Tubular A arms use our disc brake conversion parts, see Group 22 (#22-125A Brackets or Kits) Note that upper arms include offset shafts [up to 2° caster] to help with alignment. Lower arms have spring pockets so spring height is unaffected. Complete & ready w/ball joints & urethane bushings installed.

Lower arms are 3/8" longer than stock so lowers must be used with their uppers. OK to use their uppers with stock lowers
10-060A Upper, Steel Pr. **390.00 C**
10-061A Lower, Steel Pr. **710.00 C**
10-060B Upper, Polished Stainless Pr. **730.00 C**
10-061B Lower, Polished Stainless Pr. **1345.00 C**

Heidts Tubular Upper A Arm now have 6° camber option
10-060A+6 Steel **390.00** 10-060B+6 Stainless **730.00**

Heidts A-Arms also available as 1 1/2" narrowed per side. Set of 4
Note that this will require shortening tie rod ends.
 requires use of Coil-Overs no room for stock coils. See Shock section
10-060A1S Narrowed Steel Set of 4 **1100.00 C**
10-060B1S Narrowed Stainless Steel Set of 4 **2055.00 C**

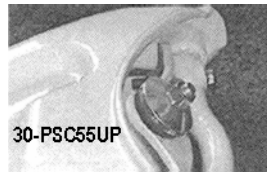


10-062 BALL JOINT CAP for 'Heidts' Tubular A Arms, Polished stainless, Ea. **60.00 C**
10-063 A ARM BUSHING CAP for 'Heidts' Tubular A Arms, Polished stainless, Set of 8 **180.00 C**

'A' Arm Bushing COVERS Billet aluminum polished

for stock A -Arms from Pete's Fabrication

- 30-CTA55UP** Upper 4 pc w/hardware **54.95 C**
- 30-CLA557P** Lower 4 pc w/hardware **54.95 C**
- 30-PSC55UP** Shock Tower Bush COVERS polished aluminum
2 pc w/hardware **27.45 C**



DROPPED SPINDLES

10-075A 2" DROPPED SPINDLES Steel by Heidt's Rod Shop 'bolt on' caliper mount, this set mounts big 73-77 'A' body calipers 2.937" piston dia. that will stop the car. Don't be misled into buying the ones that use the small 2.5" calipers. Narrow Track, made of 1045 heat-treated alloy steel. Pr.

349.00

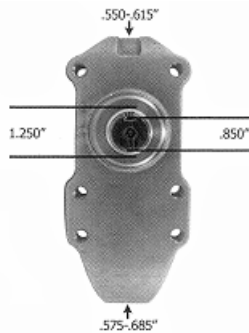
10-075A1 Heidt's 2" DROPPED SPINDLES without caliper brackets [for Wilwood or ECI brake kits] **339.00**



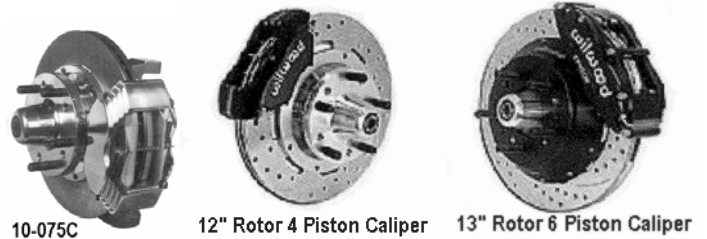
10-075A

Disc Brake 'Wheel' Kit for Heidt's Dropped Spindles Includes 10.5" rotors, calipers, bearings, hoses & hardware to complete installation of #10-075A spindles. These spindles use A3 & A6 bearings that require use of 80 Malibu rotors that are supplied with this kit. Stock spindle kits use A2 outer bearings. '0' Offset [For stock spindle kits see **GROUP 22.**]

- 10-075B** kit with **Big 2.937" Chevelle Calipers** **299.00**
- 10-075B1** Kit for those who already have stock spindle disc brake kit provides rotors & associated parts so you can use your current calipers. Without disconnecting them. **209.00**



- 10-077A** MBM 2" Dropped Spindles **199.00 F**
- 10-077B** CALIPER BRACKETS for 10-077A above **59.00**
- 10-077C** Front wheel BRAKE KIT for 10-077A,B above includes rotors, calipers, pads, hoses, bearings, hardware. 2.9" Big piston calipers **289.00**



Wilwood Brake 'Wheel' Kits for Heidt's Dropped Spindles

All rotors have 1/2 wheel studs. Includes rotors, calipers, caliper brackets, bearings & hardware. To complete installation order braided flex hoses & adapters sold separately below. Call for other caliper & rotor options.

[Note; all Wilwood kits move wheels out 13/16"]

Heidts recommends using these kits with shortened A Arms only

- 10-075HC** BRAIDED FLEX HOSES for Wilwood Kits above **39.50**
- 10-075HC1** Braided Flex HOSE ADAPTERS for Wilwood Kits above, adapts steel lines to braided hoses. **16.50**
- 11" Rotors for 14" or larger Wheels**
- 10-075C** 11" Smooth Rotors, 4 piston Polished Calipers **925.00**
- 10-075D** 11" Drilled/Slotted Rotors, 4 piston Polished Calipers, 12" Rotors for 15" or larger Wheels **1080.00**
- 10-076A** 12" Drilled/Slotted Rotors, 4 piston Polished Calipers 13" Rotors for 17" or larger Wheels **1120.00**
- 10-075E** 13" Drilled & Slotted Rotors, 6 Piston Black Calipers **2025.00**
- 10-075E1** 13" Drilled & Slotted Rotors, 6 Piston Black Calipers. We have come up with this kit that will move wheels out less than 1/4". Wheel choice is critical however since caliper sticks out from face of hub. Will work with 17" 5 spoke American Racing Wheels. Call for details. **1800.00**

22-EC735CK



ECI Dropped Spindle 'Wheel' Kits
'0' Offset for 17" or larger wheels

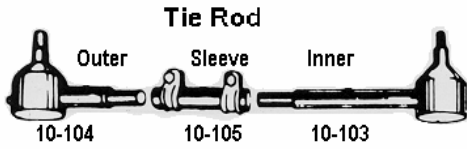
22-EC73513 For Heidts Spindles with 13" OEM Rotors & the same big 2.937" piston Calipers used in our regular kits. '0' Offset accomplished with custom made aluminum hubs included **695.00**

Complete Kits below use above wheel kit & include stainless level mount 8" dual diaphragm booster, chrome flat top dual master cylinder, stainless formed line kit, aluminum proportioning valve with mount bracket to complete conversion. Specify if you are using rear drum or disc brakes.

- 22-EC735-1LS** w/13" Rotors, for Heidts dropped spindles 55 **1437.36**
- 22-EC735-2LS** w/13" Rotors, for Heidts dropped spindles 56-7 **1437.36**

See Group 22 for Stock Spindle Brake Kits
Or other brake parts

STEERING LINKAGE

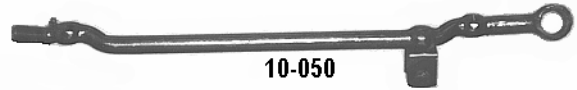


TIE ROD ENDS w/boot & nut

<u>10-103</u>	INNER (long) All exc. PS left USA	45.00 R
<u>10-103F</u>	INNER (long) All exc. PS left foreign made	25.00 RF
<u>10-176</u>	INNER (long) original <u>Power Steering</u> Left	49.90 R
<u>10-104</u>	OUTER (short) All, USA	30.00 R
<u>10-104F</u>	OUTER (short) All, foreign made	23.00 RF
<u>10-096</u>	Tie Rod End BOOT, rubber, Ea.	3.00 R
<u>10-105</u>	Adjusting SLEEVE, w/clamps All exc. PS left USA	27.50 R
<u>10-105F</u>	Adjusting SLEEVE, w/clamps All exc. PS left foreign	14.50 RF
<u>10-177</u>	Adjusting SLEEVE, <u>Power Steering</u> Left (#10-288 clamps <u>not</u> included, 2 used)	26.75 R
<u>10-288</u>	CLAMP, for Tie Rod Sleeve to Tie Rod all Ea.	4.00 R



10-107 CENTER LINK REBUILD KIT, small springs and seats for pitman ball end of manual steering center link **Discontinued** quality issues



10-050 Power Steering CENTER LINK, reproduction of original part **129.00 R**



10-051 Power Steering PITMAN ARM, repro of original **55.00 R**



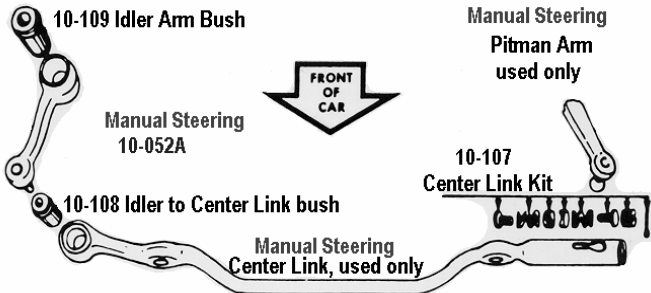
10-052 Power Steering IDLER ARM, repro of original **59.00 R**



10-052A Manual Steering IDLER ARM ASSEMBLY complete arm w/ frame bracket, bushings & fasteners. **59.00 R**



20-447S Idler Arm Slotted NUTS, w/ cotters Pr. **1.60 R**



<u>10-108</u>	Idler Arm BUSHING, on <i>Center Link</i>	17.00 R
<u>10-108D</u>	Idler Arm BUSHING, on <i>Center Link</i> foreign version	11.95 RF
<u>10-109</u>	Idler Arm SUPPORT BUSHING, on <i>frame bracket</i>	17.00 R
<u>10-109D</u>	Idler Arm SUPPORT BUSHING, foreign version	11.95 RF



<u>10-109A</u>	Idler Arm WASHER, <i>type with lock tang on inside diameter</i>	1.95 R
<u>10-308</u>	Idler Arm BALL BEARING KIT, replaces both bushings with bearings [do not use with power steering]	99.75 C



<u>10-107A</u>	Pitman Arm to Center Link, COVER & SEAL, over link hole, for non-power center link	7.95 R
<u>20-459</u>	FELT SEAL, Steering Box Pitman Arm Ball to Center Link, replacement, manual steering	3.00 RP
<u>15-120</u>	FELT SEAL, Steering Box Pitman Arm Ball to Center Link, replacement, power steering	1.95 RP
<u>10-320</u>	CASTLE NUT, tie rods, Pwr/Strng Pitman arm ball, Ea.	1.60 R



DROPPED CENTER LINK, copy of the old 'Hurst' custom part, for installing a big block or needed oil pan clearance. (Exchange only), #10-079A, 2"Drop / #10-079B, 3"Drop **135.00 C**



<u>20-492</u>	IDLER ARM BOLTS, to <i>Frame</i> , original carriage bolts w/nuts & lock washers, Pr.	3.95 R
<u>20-493</u>	STEERING BOX BOLTS, to <i>Frame</i> , original carriage bolts w/nuts & lock washers, Set of 3	5.95 R

STOCK STEERING BOX



Manual STEERING BOX w/Long shaft

All Manual Units offered are precision rebuilds ready for paint.

Where specified we must have your usable core exchange unit in our possession before we will send a rebuilt one. Main parts must be usable.

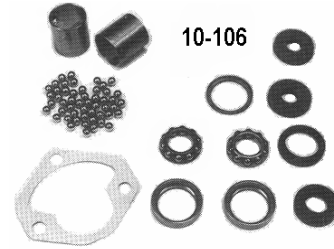
- 10-287** Stock *Rebuild, Exchange Only* **399.00***
- 10-287-NC** Stock *Rebuild* by Mullins Steering, No Exchange required **499.00***
- 10-287D3** *Rebuild w/Quick Ratio*, Long steering shaft No exchange required **649.00***



Manual Steering Box w/Short shaft

Mid-length, same length as '605' or 'Concept 1', use w/ CJ tilt column or shortened stock column w/rag joint or sleeve connector. No Exchange. Rag Joint numbers shown are for plain steering shaft cut-off from original box and require grinding flats into it to fit 7DD top of rag joint.

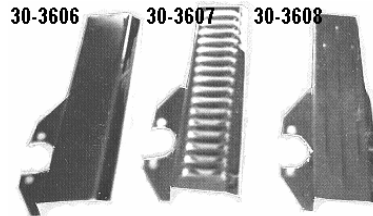
- 10-287G** *Quick Ratio, Mid length 36* spline steering wheel shaft. Use Rag joint #10-B053449 [not included] **649.00 RB**
- 10-287G1** *Stock Ratio, Mid length 30* spline steering wheel shaft. Use Rag joint #10-B053149 [not included] **499.00 RB**
- M-921005** TOP COVER, stock steering box Billet Aluminum **69.00 C**
- M-909012** COLUMN FLOOR MOUNT RING polished replaces stock Firewall clamp, mounts inside car, use on most 2" columns **90.00 C**



Steering Box Overhaul Kit

Includes all gaskets, seals, bushings, bearings, etc.

- 10-106** Kit *with GM Bushings* (bronze over steel) **119.00 R**
- 10-106C** Kit *with Rp Bushings* (brass) **96.00 R**
- 10-171** SEAL, *Pitman Shaft*, bottom of steering box **8.95 R**
- 10-175** SEAL, *Worm Shaft*, steering box to steering wheel shaft **9.75 R**
- 10-228** BRONZE BUSHING, *Steering Box Pitman Shaft*, 2 required, ea. (Steel w/Bronze lining) **15.00 GM**
- 10-287A** NUT, *Pitman Arm to Steering Box large Nut* **3.00 R**
- 10-287A1** LOCK WASHER, *Pitman Arm to Steering Box* **1.00 R**
- 10-287A2** LOCK NUT, *bottom of steering box for bearing adjustment* Available Used Only At this time.
- 10-002B** LASH ADJUSTMENT SHIMS stock Steering Box, set **18.00 GM**
- 15-120B** GM FELT WASHER Steering Box steering shaft, Ea **3.50 GM**
- 10-287E** Stock Steering Box PITMAN SHAFT **139.50 R**



STOCK STEERING BOX COVER \$69.00

- 30-3606** Plain Chrome **30-3607** Louvered Chrome
- 30-3608** Ribbed Chrome **30-3607B** Louvered *Brushed Aluminum*

Original Style POWER ASSIST STEERING KIT



16-170 Original Power Steering Kit

All New Parts All parts are original except the control valve that is a **New 63-82 GM valve**. (Specially adapted to fit on the stock power center link and use the stock pressure and return hoses. It is a much better valve than the original: It is not prone to leaks as was the original 55-7 valve). Kit includes all items necessary up to but not including pump. Use pump of your choice; original or later model. This system is the simplest way to have power steering as NO modifications are required to the car. It is the 'assist' type as original so it uses the stock manual steering box. See pump/pump kits and hoses later in this group.

Cannot be used with 27-304, 27-304A Headers.

Ok with 27-D357Y. Supplied unassembled. \$845.00



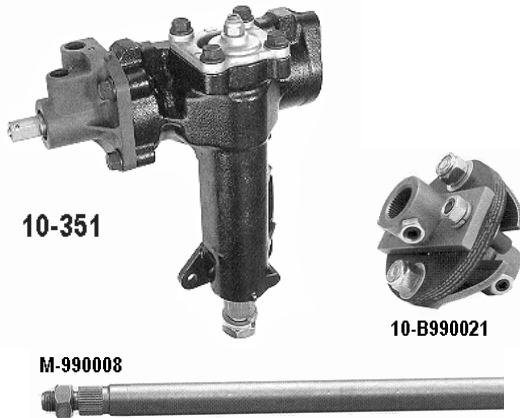
With this system you get:

1. The simplest installation to have power steering. No mods required to steering box or steering column.
2. Good road feel. 3. Steering return to center.
4. It is not hyper sensitive and twitchy like a 605 conversion.
5. With the newer valve Very reliable and trouble free. [Prototype has been in my car for 8 years now & I have never added fluid yet. Ted]

Parts Included are:

- 10-050 Center link / 10-051 Pitman Arm / 10-052 Idler Arm / 10-107 & 108 & 109A Idler Arm Bushings & Washers / 10-176 & 177 Tie Rod & Sleeve / 16-163RP Control Valve with 2 Cylinder Hoses / 16-123C Cylinder / 16-126 Cyl. to Frame Bracket Mounting Kit 16-123B & 16-148 Bolt & Grommets Cylinder to Center Link / 16-162 Cylinder frame Bracket.

Borgeson/Mullins 600 POWER STEERING BOX



10-351 Borgeson/Mullins 600 Power Steering Box, Rebuilt & modified from original OEM box to bolt on in stock position. Takes stock manual pitman arm [not included] has 8 DD steering shaft end [not splined] [connection to column not included & will vary according to your application]. The stock steering shaft on column will need to be modified as well as the column itself unless a special tilt column is ordered. Takes O-ring style hoses. An economical OEM alternative to the Concept One without having to use a foreign made box. **MADE in USA** {see notes on #10-351 in Tech Help section in back of catalog for additional info} **599.00**

10-B990021 RAG JOINT 8DD [10-351] x 3/4-36 Splined column **115.00**

10-B055049 RAG JOINT 8DD [10-351] x 7DD [3/4"] to stock steering shaft, flats must be ground into stock shaft. **115.00**

10-B055052 RAG JOINT 8DD [10-351] x 1"DD [CJ columns etc] **115.00**

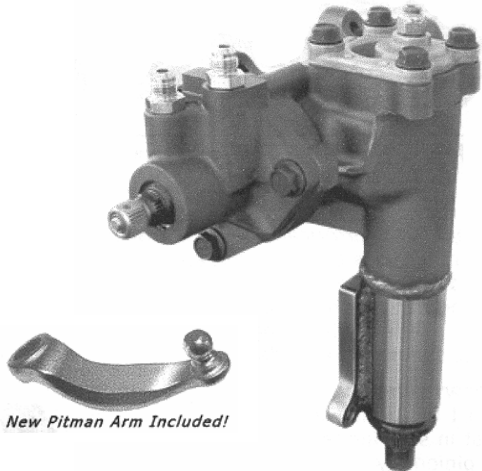
M-990008 UPPER STEERING SHAFT, for use with rag joint or other couplers when stock column is to be retained 31" long with 3/4-36 splines on steering box end **49.00**

'CONCEPT ONE' Power Steering Box

The latest in technology including a rack & pinion type servo & specifically tuned effort characteristics. The result is quick response, precise control and smooth operation throughout the entire steering range. This produces excellent road feel and driver feedback like that found in today's cars & trucks. Includes new pitman arm as this box has a larger shaft than original. This box is made with brand new OEM Delphi parts. Bolt on, requires column modifications or tilt custom column like '605'. Does not have the light feel of the '605' Steering. Comes with special adapters to take regular flared hoses.

Note that there is a foreign copy on the market that is considerably cheaper.

Do not be confused; this cheaper copy is not the same box.



New Pitman Arm Included!

10-350A	14: 1 Ratio	829.00
10-350B	12.7: 1 Performance Ratio	829.00

Please Note the following items or operations are necessary to complete this conversion

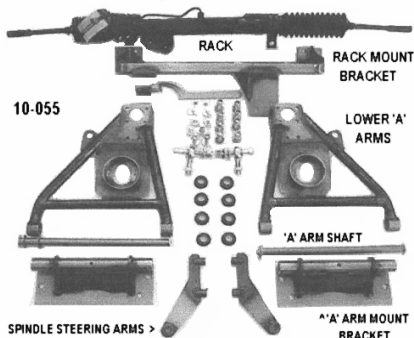
1. Conversion requires shortening stock steering column or a specially made tilt column. There are several options for this. See Group 17C. You cannot use this box or a '605' with a column shift manual column.
2. We highly recommend the use of a rag joint for the connection to the steering column. Rag joints sold separately.
3. Pitman arm supplied' mates to original manual steering center link.
4. Pump, Pump brackets, Hoses etc not included. See following pages.

NOTE: Photo shows box with O-ring to AN hose adapters, NOT included.

MADE in USA

Use hoses 16-139A & 16-140 on small blocks,
16-136 & 16-140 on big blocks [Flare Ends]

Jim Meyer Racing RACK & PINION POWER STEERING KITS



good road feel. Uses Big car GM Rack with shortened Tubular Lower A Arms to maintain correct steering axis and avoid 'bumpsteer'. Uses stock lower ball joints, stock shocks & springs (not supplied) 10-133C coils recommended (not supplied) If using your existing coils, cut 1 coil to maintain previous ride height. Completely Bolt-On. Does not include pump, pump brackets or hoses (see following pages) or mating parts from Rack to steering column (These are sold separately according to the steering column you are using). Call for other applications. Note: Will not bolt to dropped spindles without alterations to dropped spindles

10-055 Kit as shown \$1575.00*

10-055A Steering Column to Rack STEERING CONNECTION KIT, polished stainless, 2 joints and shaft for CJ column **327.75 C**

10-055B Steering Column to Rack STEERING CONNECTION KIT, steel, 2 joints and shaft for CJ column **184.00 C**

10-055 Rack & Pinion Power Steering Conversion

Jim Meyer Racing Products 'Econo Kit'. These units are fast, precise with