

VANPELT SALES LLC

2024

Transmission Rebuilding
Transmission Parts
Chassis Parts
Tools
Books
Brake Parts
Ignition Parts
Electrical Parts
Engine Rebuild Parts
Rear End Parts

(513) 724-9486

www.vanpeltsales.com



Welcome to our 2024 parts catalog! Please note that this is an intermediate catalog, based on the previous one, but with updated pricing. There are many changes in the selections we offer from the past and more changes coming. We wanted to get this updated catalog out to bridge the gap to the eventual 2025 catalog. As always, you can visit our website to view all the current listings, where prices are kept up to date. Anything you see in this printed catalog is subject to availability, and all prices are subject to change without notice.

Our business began in 2002 as a part time operation, and we became a full-time vendor in 2008. With over 22 years of experience selling vintage mechanical automobile parts, we have developed a reputation of providing quality parts, along with the knowledge (and often the firsthand experience) to recommend the correct part for your job.

The parts we specialize in are primarily driveline parts, including the transmissions, engines, rear ends, steering gear, and much more for the flathead V8 era. So, whether you are repairing or restoring an original type car/truck, or a hot rod, we want to be able to offer our line of parts to you along with the knowledge of their applications.

Beside our parts sales, we also maintain a transmission rebuilding shop for the early Ford based manual transmissions, including the Borg Warner overdrive types. Many of our transmissions have been run in various automobile race events, including the Great Race, the Race of Gentlemen, and others. This rebuilding experience also helps with our parts sales in recommending the correct parts for your build, adding the first-hand knowledge of how they fit together.

We want to make this knowledge and experience available to all types of repair shops, dealers, and restoration shops around the globe, along with the many individuals who want to repair their own vehicles.

We encourage you to also use our online store, vanpeltsalesstore.com, for purchases at all times. The convenience of 24/7 shopping with secure payment is important to help our customers use this, whether they want to make a purchase after hours, or from around the world. Please note that we do not have all items listed in the store, so if you see it on our website but not in the store, just contact us for price and availability.

Thank you for your patronage and continued business. We welcome new customers every day and are confident that you will also be happy doing business with us.

Sincerely, Mac & Shelly Van Pelt

VanPelt Sales, LLC
PO Box 327
Batavia, OH 45103-0327

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

Hours: Monday – Thursday 9 AM – 5 PM

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Do you need more technical information?

See our website at

www.vanpeltsales.com

The colored 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

Order Online at:

www.vanpeltsalesstore.com

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|---|---|--|---------------|
| WHEELS - Brake Drums | | | |
| A8AZ- 1001-A | Gasket - Axle Flange - Outer (49-59 Ford cars) | | \$2.00 |
| A8AZ- 1001-B | Gasket - Axle Flange - Outer (49-59 wagon, S.D, T-Bird) | | \$2.50 |
| C1AZ- 1001-A | Gasket - Axle Flange - Inner (49-59 Ford cars) | | \$2.50 |
| B- 1012 | Wheel Lug Nut (1/2-20) fits 1932-60 | | \$1.70 |
| 01A- 1105-X | Hub only - Front (1940-44 car and commercial) | | \$145.00 |
| 8A- 1107A | Stud Kit (set of 5) for 48-52 F1 pickup drums (F & R) | | NA |
| 01A- 1107K | Stud Kit (set of 5) for 21A-1125 type reproduction drum | | \$22.00 |
| 51A- 1107K | Stud Kit (set of 5) for 51A-1125 type reproduction drum | | \$24.50 |
| BB- 1124-A | Washer - Rear Wheel Bearing Nut (30-34 truck) - 2" OD | | \$8.00 |
| 21A- 1125 | Brake Drum (3¼" hole) - 1940-48 (hub mounts inside drum) | | \$179.00 |
| 51A- 1125 | Brake Drum (4" hole) - 1946-48 (hub mounts outside drum) | | \$189.00 |
| 8C- 1125 | Brake Drum (1948-52 F1 pickup) - Front | | \$105.00 |
| A8TZ- 1125 | Brake Drum (1953-63 Ford pickup) - Front | | \$105.00 |
| AB- 1126 | Brake Drum (1949-54 Ford car) - Rear | | \$119.00 |
| A8TZ- 1126 | Brake Drum (1948-63 F1 pickup) - Rear | | \$99.00 |
| B7A- 1126-A | Brake Drum (1957-59 Ford car) - Rear | | NA |
| 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 | | \$6.00 |
| 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- 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 |
| 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 Axle Washer (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) - 3.318" OD | | \$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) | | \$95.00 |
| B- 1201 | Front Wheel Bearing - Inner (1932-48) | | \$29.00 |
| B- 1202 | Front Bearing Race - Inner (1932-48) | | \$17.00 |
| B- 1216 | Front Wheel Bearing - Outer (1932-48) | | \$37.00 |
| B- 1217 | Front Bearing Race - Outer (1932-48) | | \$19.00 |
| 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 |

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|--|--|--|---------------|
| WHEELS - Wheel Bearings & Parts - Cont'd | | | |
| B5A- 1201S | Front Bearing Inner Set (1 ea B5A-1201 and B5A-1202) | | \$16.00 |
| B5A- 1216S | Front Bearing Outer Set (1 ea B5A-1216 and B5A-1217) | | \$16.00 |
| B5A- 1201 | Front Wheel Bearing - Inner (1949-64) | | \$8.50 |
| B5A- 1202 | Front Bearing Race - Inner (1949-64) | | \$5.00 |
| B5A- 1216 | Front Wheel Bearing - Outer (1949-64) | | \$7.50 |
| B5A- 1217 | Front Bearing Race - Outer (1949-64) | | \$3.75 |
| 01Y- 1201S | Front Bearing Inner Set (1 ea 01Y-1201 and 01Y-1202) | | \$32.00 |
| 01Y- 1201 | Front Wheel Bearing - Inner (1948-56) | | \$21.50 |
| 01Y- 1202 | Front Bearing Race - Inner (1948-56) | | \$8.00 |
| 8M- 1216 | Front Wheel Bearing - Outer (1949-51) | | \$26.00 |
| 8M- 1217 | Front Bearing Race - Outer (1949-51) | | \$16.00 |
| B- 1225 | Rear Wheel Roller Bearing (28-36 early) - 3.11" od x 1.66" L | | \$39.50 |
| 68- 1225 | Roller Bearing - Rear Wheel (36-48) - 2.84" od x 1.66" long | | \$42.00 |
| 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 |
| B- 1225 | Rear Wheel Roller Bearing (1928-36 early) - 3.19" OD | | \$39.50 |
| 68- 1225 | Rear Wheel Roller Bearing (1936-48) - 2.84" OD | | \$42.00 |
| 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. Customer must specify brake shoe type: round hole or flat hole (01A or 51A type). | | | |
| 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 | | \$25.00 |
| 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) | | \$12.00 |
| 96H- 2027 | Anchor Pin (1948-52 F1 trucks) | | \$17.00 |
| 92Y- 2027-A | 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 | | \$5.00 |
| 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 (46-48) | | \$5.50 |
| 91A- 2035 | Spring - Brake Return (39-48) - Front or Rear - 6½" | | \$2.50 |
| 8A- 2035 | Spring - Brake Return (49-54) - Front or Rear - 4-5/8" | | \$2.50 |
| 8M- 2035 | Spring - Brake Return (use B5A-2035 spring below) | | |
| B5A- 2035 | Spring - Brake Return (49-59) - Front or Rear - 5.0" | | \$2.50 |
| B7A- 2041-S | Starwheel brake adjuster & socket (front or rear) | | \$7.50 |
| B7A- 2042-A | Link - Wheel cylinder (49-72) 2 req'd per wheel cylinder | | \$5.00 |
| 8A- 2049 | Spring - Brake Adjust (49-54) - Front or Rear - 3-1/4" | | \$2.95 |

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|--------------|---|---------|---------------|
| | BRAKES - Misc Brake Springs & Parts - Cont'd | | \$ New |
| H- 2049 | Spring - Brake Adjust (49-59) - Front or Rear - 3-1/4" | | \$2.95 |
| 8A- 2092 | Rubber Plug (brake adjstg hole) - 1949- | | \$0.95 |
| 19470- 2094S | Brake Shoe Hold Down Kit (55-58 car front) | | \$7.50 |
| 19471- 2094S | Brake Shoe Hold Down Kit (55-58 car rear) | | \$7.50 |
| 19472- 2094S | Brake Shoe Hold Down Kit (49-54 car front & rear) | | \$7.50 |
| 19474- 2094S | Brake Shoe Hold Down Kit (55-70) | | \$7.50 |
| 91A- 2125 | Clip - Brake Shoe Hold-down - Front or Rear | | \$6.50 |
| 51A- 2125 | Clip - Brake Shoe Hold-down - Front or Rear | | \$6.00 |
| 96H- 2139-B | Spring - Parking Brake Link (49-59 Ford car + 48-66 F-100) | | \$2.00 |
| 91A- 2240 | Baffle - Grease - Center of backing plate (39-48) | \$20.00 | |
| | BRAKES - Hydraulic Brake Hoses & Fittings | | \$ New |
| 91A- 2074-A | Brake Line Fitting - Rear T Connector (1939-41 car & pickup) | | \$15.00 |
| 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) | | \$19.00 |
| 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 | | \$15.00 |
| 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 Cylnr (R front) 1939-48 car & 39-47 pickup truck | | \$37.50 |
| 21A- 2062 | Wheel Cylnr (L front) 1939-48 car & 39-47 pickup truck | | \$37.50 |
| 91A- 2261 | Wheel Cylnr (R rear) 1939-48 car & 39-47 pickup truck | | \$37.50 |
| 91A- 2262 | Wheel Cylnr (L rear) 1939-48 car & 39-47 pickup truck | | \$37.50 |
| 92Y- 2261 | Wheel Cylnr (L&R frnt) 1¾" thru bore - various 1939-52 trucks (F & R) | | \$59.00 |
| 91T- 2261 | Wheel Cylnr (L&R rear) 1½" thru bore - various 1939-52 trucks (F & R) | | \$79.00 |
| AD- 2061 | Wheel Cylnr (R front) 1949-56 Ford & Merc car (1-1/8" bore) | | \$28.50 |
| AD- 2062 | Wheel Cylnr (L front) 1949-56 Ford & Merc car (1-1/8" bore) | | \$28.50 |
| 8A- 2261 | Wheel Cylnr (R rear) 1949-64 Ford car + 55-56 Merc (7/8" bore) | | \$27.00 |
| 8A- 2262 | Wheel Cylnr (L rear) 1949-64 Ford car + 55-56 Merc (7/8" bore) | | \$27.00 |
| 8C- 2061 | Wheel Cylnr (R front) 1948-60 pickup truck (1-1/16" bore) | | \$27.00 |
| 8C- 2062 | Wheel Cylnr (L front) 1948-60 pickup truck (1-1/16" bore) | | \$27.00 |
| 8M- 2261 | Wheel Cylnr (R rear) 1949-51 Mercury & 48-54 F1 pickup | | \$31.00 |
| 8M- 2262 | Wheel Cylnr (L rear) 1949-51 Mercury & 48-54 F1 pickup | | \$31.00 |
| 8L- 2261 | Wheel Cylnr (R rear) 1952-59 Mercury | | \$28.50 |
| 8L- 2262 | Wheel Cylnr (L rear) 1952-59 Mercury | | \$28.50 |
| B7A- 2061-A | Wheel Cylnr (R front) 1957-59 Ford cars (1-1/8" bore) | | \$25.00 |
| B7A- 2062-A | Wheel Cylnr (L front) 1957-59 Ford cars (1-1/8" bore) | | \$25.00 |

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|---|---|---------|---------------|
| | 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) | | NA |
| 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 (39-48 Ford/Merc + 39-52 pickup) | | \$69.50 |
| 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) | | \$69.50 |
| B5A- 2140-B | Hydraulic Brake Master Cylinder (1952-56 Ford & Merc) | | \$89.50 |
| B7A- 2140 | Hydraulic Brake Master Cylinder (1957-59 Ford car) | | \$109.00 |
| 11A- 13480 | MC Brake Light Pressure Switch (1939-59 cars & trucks) | | \$8.50 |
| * The A9A-2140-A will also fit the 49-51 Merc. The bracket is slightly different but it will fit. | | | |
| | BRAKES - Parking Brake Parts | | \$ New |
| 48- 2045 | Pin - Cable Clevis to Equalizer Yoke (39-48) | | \$3.00 |
| 2103 | Lever - Parking Brake (RH) - 1939-48 car | \$17.00 | \$24.00 |
| 2104 | Lever - Parking Brake (LH) - 1939-48 car | \$17.00 | \$24.00 |
| 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: | | NA |
| 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) | | \$7.00 |
| 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 | | \$35.00 |
| 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 |
| 21C- 2863 | Parking Brake Cable Assy - Front (42-47 pickup truck) | | \$95.00 |
| 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 |
| 8A- 2454 | Pedal Pad (brake & clutch) (49-51 Ford car) = 1A-2454A each: | | \$8.50 |
| 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) | | |

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|-------------|--|----------------|--------------------|
| | SUSPENSION PARTS - Kingpins & Spindle Bolt Kits | | \$ New |
| 11A- 3020-A | Rubber Axle Bumper (various 35-42 front and 35-56 rear) Each: | | \$8.00 |
| B- 3036 | Nut - Perch Bolt (1932-48) - 1 required per spindle | | \$2.75 |
| 8A- 3048 | Lower Control Arm Shaft Kit (1949-53 Ford car) | | \$51.00 |
| 11A- 3110 | Bushing for spindle bolts (1932-41) - 2 required per spindle | | \$5.25 |
| 21A- 3110 | Bushing for spindle bolts (1942-48) - 2 required per spindle | | \$3.00 |
| 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) | | \$71.00 |
| 21A- 3111 | Spindle Bolt & Bushing Kit (1942-48 various) | | \$79.00 |
| A9A- 3111-A | Spindle Bolt & Bushing Kit (1949-53 Ford + 52-53 Merc) | | \$61.00 |
| 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) | | Call for pricing |
| 51- 3111 | Spindle Bolt & Bushing Kit (1935-37 big trucks) | | Call for pricing |
| 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) | | Check Availability |
| 11A- 3271R | Tie Rod End (LH) 35-48 Car & 35-64 Pickup | | \$14.50 |
| 11A- 3271 | Tie Rod End (LH) 35-48 Car & 35-64 Pickup (USA made) | | \$27.50 |
| 8A- 3280K | Kit (inner & outer LH & RH plus sleeves) 49-51 Ford car | | \$109.50 |
| 8M- 3280K | Kit (inner & outer LH & RH plus sleeves) 49-51 Mercury | | NA |
| AB- 3280K | Kit (inner & outer LH & RH plus sleeves) 52-53 Ford car | | NA |
| 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 | | |
| 11Y- 3306 | Drag Link (35-41) - 35" long - includes both ends | | \$135.00 |
| 11A- 3306 | Drag Link (41) - Bent arm style - includes both ends | | \$125.00 |
| 21A- 3306 | Drag Link (42-48) - 34" long - includes both ends | | \$135.00 |
| B- 3440 | Cap - Radius Rod Ball (1932-40) | | \$21.00 |
| 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 |
| 51A- 3517-A | Bushing (with bronze insert) for upper steering column (1932-48) | | \$6.50 |
| 7HC- 3524-X | Replacement worm for 1937-52 car/pickup steering gearbox | | \$145.00 |
| 8A- 3524-X | Replacement worm for 1949-51 Ford car steering gearbox | | \$169.00 |
| AB- 3524-X | Replacement worm for 1952-53 Ford/Merc car steering gearbox | | \$169.00 |
| AD- 3524-X | Replacement worm for 1954-56 early Ford car steering gearbox | | \$169.00 |
| B7A- 3524-X | Replacement worm for 1956 late to 57 Ford car steering gearbox | | \$169.00 |
| B7C- 3524-X | Replacement worm for 1953-60 Ford F-100/250 steering gearbox | | \$145.00 |
| 01A- 3524 | Steering Worm & Shaft Assy (37-40 car) - 46.50" OA length | | \$305.00 |
| 11A- 3524 | Steering Worm & Shaft Assy (41-48 car) - 47.73" OA length | | \$305.00 |
| 8A- 3524 | Steering Worm & Shaft Assy (49-50 Ford car) | | \$295.00 |
| 1A- 3524 | Steering Worm & Shaft Assy (51 Ford car) | | \$295.00 |
| AB- 3524 | Steering Worm & Shaft Assy (52-53 Ford car) | | \$295.00 |
| AD- 3524 | Steering Worm & Shaft Assy (54 Ford car) | | \$295.00 |
| 82Y- 3524 | Steering Worm & Shaft Assy (38-47 truck) - 49.30" OA length | | \$305.00 |
| 7HC- 3524 | Steering Worm & Shaft Assy (48-52 truck) - 43.72" OA length | | \$295.00 |
| TAAA- 3524 | Steering Worm & Shaft Assy (53-55 F100/F250) | | \$295.00 |
| B6C- 3524 | Steering Worm & Shaft Assy (1956 F100/F250) | | \$295.00 |
| B7C- 3524 | Steering Worm & Shaft Assy (57-60 F100/F250) | | \$295.00 |
| SGK 3548-A | Steering Gearbox Rebuild Kit (37-48 car) | | \$96.00 |
| SGK 3548-B | Steering Gearbox Rebuild Kit (48-52 F1 pickup) | | \$96.00 |
| SGK 3548-C | Steering Gearbox Rebuild Kit (53-60 F100 pickup) | | \$96.00 |
| SGK 3548-D | Steering Gearbox Rebuild Kit (49-56 Ford Passenger car) | | \$106.00 |
| SGK 3548-E | Steering Gearbox Rebuild Kit (49-51 Mercury Passenger car) | | \$115.00 |

Note: the SGK rebuild kits above include all tapered bearings, bushings, gaskets, shims, and the oil seal.

| Part Number | Description - Wheel - Brake - Suspension Parts | | \$ New |
|-------------------------|--|--------------------|--------------------|
| | SUSPENSION PARTS - Steering Gearbox Parts - Cont'd | \$ Used | \$ New |
| B- 3552 | Bearing Cup: (37-56 car & 37-60 pickup upper + 29-36 car lower) | | \$19.00 |
| 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) | | \$36.00 |
| 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 - Ajdstg Screw | | 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 | Check availability |
| 7RC- 3575-X | Steering Sector roller & shaft kit (37-48 car + 37-52 pickup) | | \$115.00 |
| 8A- 3575-X | Steering Sector roller & shaft kit (49-51 Ford car) | | \$115.00 |
| AB- 3575-X | Steering Sector roller & shaft kit (52-53 Ford car) | | \$115.00 |
| AD- 3575-X | Steering Sector roller & shaft kit (54-early 56 Ford car) | | \$115.00 |
| B7C- 3575-X | Steering Sector roller & shaft kit (53-60 F-100 + F-250) | | \$115.00 |
| 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) | | \$11.50 |
| 78- 3581-S | Gasket set (37-48 car & 37-47 pickup) | | \$11.50 |
| 7RC- 3581-S | Gasket set (48-52 F1 + 53-60 F-100 pickup) | | \$11.50 |
| 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) | | NA |
| AB- 3581-S | Gasket Set (1952-57 car) | | \$9.50 |
| 81T- 3581 | Gasket - Cover (1938-47 trucks exc 122" WB) | | \$3.00 |
| 3590 | Steering Arm (pittman arm) - various types available | | Check availability |
| 8C- 3590 | Steering Arm (pittman arm) - (48-52 F1 pickup) | | \$99.00 |
| TAAA- 3590 | Steering Arm (pittman arm) - (53-56 F-100 pickup) | | \$110.00 |
| 48- 3591 | Oil Seal - Steering Gearbox (35-48 car & 35-47 pickup) | | \$3.50 |
| 8M- 3591 | Oil Seal - Steering Gearbox (1953-60 F1 pickup + 49-51 Merc) | | \$2.50 |
| 8A- 3591 | Oil Seal - Steering Gearbox (49-56 car & 48-52 F1 pickup) | | \$2.50 |
| 81T- 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 |
| 81T- 3595-K | Gasket Set (3 of .003" thick and 1 of .009" thick) - Truck Steeringbox | | \$5.50 |
| 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 | | \$ New |
| | REAR AXLE HOUSING PARTS | | |
| B- 4012RS | Repair Sleeve (1928-48) - Rear Axle Housing (cars) | | \$32.00 |
| B- 4030 | Plug - Differential Drain or Fill | | \$1.25 |
| 18- 4035K | Gasket Set - 1932 late to 1948 (15 pc) | | \$32.00 |
| B- 4035K | Gasket Set - 1932 Model B (and early style V8) | | \$32.00 |
| 8A- 4035 | Real Axle Housing Gasket (1 pc) (1949-56 Ford & Merc various) | | \$6.50 |
| 8M- 4035 | Real Axle Housing Gasket (1 pc) (1948-50 Ford & Merc Dana 41) | Gaskets | \$9.00 |
| 1M- 4035 | Rear Axle Housing Gasket (1 pc) (1951-56 Ford & Merc Dana 44) | | \$8.00 |
| 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) | | \$6.50 |
| B- 4209-A | Ring & Pinion Gears (3.78:1) - 1932 early type | | \$495.00 |

| Ford Part Number | Description - Rear End Parts | \$ Used | \$ New |
|---|---|----------------|---------------|
| REAR AXLE HOUSING PARTS - Cont'd | | | |
| B- 4209-HS1 | Ring & Pinion Gears (3.54:1) - 1932 early type | | \$495.00 |
| B- 4209-HS2 | Ring & Pinion Gears (3.25:1) - 1932 early type | | \$545.00 |
| 40- 4209-F | Ring & Pinion Gears (3.25:1) - 1932-34 - Ten Spline | | \$550.00 |
| 40- 4209-HS | Ring & Pinion Gears (3.54:1) - 1932-34 - Ten Spline | | \$550.00 |
| 68- 4209-F | Ring & Pinion Gears (3.25:1) - 1935-48 - Six Spline | | \$450.00 |
| 68- 4209-HS | Ring & Pinion Gears (3.54:1) - 1935-48 - Six Spline | | \$450.00 |
| 8C- 4209-HS | Ring & Pinion Gears (3.54:1) - 1948-50 F series pickup | | \$420.00 |
| RING & PINION KITS | | | \$ New |
| 40- 4209-FK | Ring & Pinion Kit (3.25:1) - 1932-34 - (for 10 spline driveshaft) | | Inquire |
| 40- 4209-HK | Ring & Pinion Kit (3.54:1) - 1932-34 - (for 10 spline driveshaft) | | Inquire |
| 48- 4209-FK | Ring & Pinion Kit (3.25:1) - 1935-36 - (for 10 spline driveshaft) | Couplers | Inquire |
| 48- 4209-HK | Ring & Pinion Kit (3.54:1) - 1935-36 - (for 10 spline driveshaft) | Available | Inquire |
| 68- 4209-FK | Ring & Pinion Kit (3.25:1) - 1937-48 - (for 6 spline driveshaft) | Below | Inquire |
| 68- 4209-HK | Ring & Pinion Kit (3.54:1) - 1937-48 - (for 6 spline driveshaft) | | Inquire |
| 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. | | | |
| Note: Above kits include ring & pinion gears, pinion bearing set, carrier bearing set, pinion pilot bearing, oil seals, and gasket set. | | | |
| 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 | | \$45.00 |
| 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) - 3/4-24 x 3 1/4" long | \$9.00 | \$ New |
| B- 4221 | Bearing Cone & Roller assy (1928-32 Four) - 2 req'd | | NA |
| 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 |
| 8A- 4222 | Bearing Cup (49-54 pass) - 2 req'd | | |
| 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 | | \$56.00 |
| 68- 4221/22S | Bearing Cone & Cup Assy (37-48 pass + 37-47 com) 2 req'd | | Inquire |
| 8A- 4221/22S | Bearing Cone & Cup Assy (49-54 Ford pass) - 2 required | | Inquire |
| B- 4243 | Axle Key (28-48) - Cars & Pickup - 2.86" long | | \$1.50 |
| B- 4245 | Rear Axle Inner Seal (1928-48) - 2 required | Inner Seals | \$3.00 |
| B- 4245 | Torque Tube Front Seal (1928-48) - 1 required | | \$3.00 |
| B- 4513 | Cap - U Joint Housing - Inner (1932-48) | \$20.00 | |
| 48- 4520 | Cap - U Joint Housing - Outer (1932-48) - less bolts | | |
| 20391-SK | Bolt & Nut Kit - for the B-4520 split outer cap | \$45.00 | \$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- 4616/21-S | Pinion Bearing Race & Cones Set (28-32 early) | | \$99.00 |
| 18- 4616/21-S | Pinion Bearing Race & Cones Set (32-34) | | \$125.00 |
| 48- 4616/21-S | Pinion Bearing Set (1 double race + 2 bearing cones) | | \$109.00 |
| 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 | | \$42.00 |
| 8A- 4621 | Pinion Bearing Cone (front) (49-54 car + 49-51 Merc) | | \$29.50 |
| 18- 4625-U | Pinion Pilot Bearing (32-48 car + 32-47 com) - USA made | | NA |
| 18- 4625-I | Pinion Pilot Bearing (32-48 car + 32-47 com) - Import | | \$35.00 |
| 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 |

| Ford Part Number | Description - Rear End Parts | \$ Used | \$ New |
|---|---|----------------|--------------------|
| REAR AXLE HOUSING PARTS - Cont'd | | | |
| 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) | | \$5.00 |
| 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 torquetube) - (37-48) | | \$199.00 |
| 8A- 4676 | Seal - Drive Pinion (49-56 car) | Pinion Seals | \$7.00 |
| 8M- 4676 | Seal - Drive Pinion (48-56 pickup & 49-56 wagon) | | \$9.50 |
| 01Y- 4676 | Seal - Drive Pinion (42-47 pickup) | | \$13.00 |
| VP- 4684-S1 | Coupler Sleeve for 68-4684 (5" long) Heat shrink to install | | \$4.00 |
| 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) | | \$59.00 |
| MISCELLANEOUS PARTS | | | \$ New |
| 34034-S | Rear Axle Castle Nut - 1928-48 Car & Commercial | | \$2.00 |
| 351505-S | 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 | \$75.00 | \$45.00 |
| BB- 7084 | U-joint Spider Kit - 1932-34 Truck - Front - 4 speed | | \$35.00 |
| 51- 7088 | Universal Joint - 1932-39 Truck - Front - 4 speed | | \$175.00 |
| B- 7090 | Universal Joint - 1928-48 Car & 28-41 Comm - Front | | |
| 51- 7090 | Universal Joint - 1932-39 Truck - Rear - 4 speed | | NA |
| B5AZ- 4635-B | Universal Joint - 1949-60 Car - Front - 3 speed | | \$19.00 |
| B5AZ- 4635-A | Universal Joint - 1949-60 Car - Rear - 3 speed | | \$56.00 |
| B7AZ- 4635-A | Universal Joint - 1956-60 Car - Front/Rear - 3 speed | | \$19.00 |
| B7AZ- 4635-A | Universal Joint - 1942-71 Truck (½ ton 4x2) - Front/Rear | | \$19.00 |
| 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) | | Check availability |
| 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) | | \$89.00 |
| BODY MOUNT KITS | | | \$ New |
| 78- 5001-S | Body mounting pad set | | \$44.00 |
| SUSPENSION PARTS - Front Shackle Bolt Kits | | | \$ New |
| B- 5304-S | Front Shackle Kit (32-34 car & pickup) | | \$35.00 |
| 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 | | \$44.00 |
| 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) | | \$39.00 |
| 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 | | \$42.00 |
| 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) | | \$7.00 |
| 21T- 5465 | Stud - Front Spring Shackle (42-47 trucks, 48-60 F-4/F350 to F-6/F600) | | \$12.00 |
| 21A- 5467 | Front Rubber Bushing (2 per 21A-5465 shackle bolt) | | \$2.00 |
| 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 |
| 21A- 5714 | Rear Shackle Bolt - Lower (42-48 car) | | NA |
| 21A- 5719 | Rear Rubber Bushing (2 per 21A-5714 shackle bolt) | | \$2.00 |
| 21C- 5780 | Shackle Pin - Rear Spring (42-56 Pickup F1/F100) - 6 req'd | | \$6.00 |

| Ford Part Number | Description - Rear End Parts | \$ Used | \$ New |
|-------------------------|--|---------------------|--------------------|
| | SUSPENSION PARTS - Shackle Bolts/Studs/Bushings - Cont'd | | \$ New |
| 01T- 5780 | Shackle Pin - Rear Spring (38-56 Trucks F4/F500 - F6/F600 | | \$12.00 |
| 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 | | \$11.00 |
| BB- 5791 | Bushing - Rear Spring Shackle (32-56 trucks + F4/400 to F6/600 | | \$8.50 |
| 21C- 5791 | Bushing - Rear Spring Shackle (42-56 pickup + F1/100 | | \$7.00 |
| 21C- 5791 | Bushing - Front Spring Shackle (48-56 F3/300 to F6/600 | | \$7.00 |
| | 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 |
| | SUSPENSION PARTS - Shock Links | | \$ New |
| 51A- 18197 | Bushing - Track Bar & Shock (4 req'd per bar) (42-48 car) | | \$3.00 |
| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
| | ENGINE - Rear Trans Support-Mount | | |
| B- 5089-B | Rear Engine-Trans Support with rubber isolator (1932) | | \$65.00 |
| 40- 5089-B | Rear Engine-Trans Support with rubber isolator (33-34) | | Check availability |
| 48- 5089 | Rear Engine-Trans Support with rubber isolator (35-36) | | \$95.00 |
| 8T- 5089 | Rear Engine-Trans Support rubber block (40-52 four speed) | | NA |
| 01T- 5089 | Rear Engine-Trans Support (use the 8T-5089 support above) | | NA |
| 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 | | \$7.50 |
| B- 6047-SK2 | Rear Trans mount kit (2 sets) (32-36) | | \$42.00 |
| 78- 6047-SK2 | Rear Trans mount kit (2 sets) (37-41) | | \$35.00 |
| 21A- 6068-A | Rear Transmission Vibration Mount assy (42-48 car + 42-52 pickup) | | \$29.50 |
| 8M- 6068-R | Rear Transmission Vibration Mount assy (49-50 + early 51 Mercury) | | \$56.00 |
| 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 | | \$ New |
| 6030/31 | Front Motor Mounts (left & right) (32-36) | | Check Availability |
| B- 6047-SK2 | Front Mount kit (2 sets) (35-36) | | \$42.00 |
| 78- 6047-SK2 | Front Mount kit (2 sets) (37-48 cars + 37-51 trucks) | | \$35.00 |
| MA- 6038 | Front Mount (49-53 Ford car + 52-53 Merc) - 2 Required | | \$17.50 |
| 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 with V8) Rectangular | | \$25.00 |
| B7A- 6038-B | Front Mount (54-58 Ford V8 & Six + 54-58 Merc) - 2 required | | \$19.00 |
| | ENGINE - Overhaul Gasket Sets | Applications | \$ New |
| 18S- 6008 | Engine Overhaul Gasket Set (21 stud - 3.0625 bore) | 1932-37 Ford | \$199.00 |
| 18S- 6008-C | Engine Overhaul Gasket Set (21 stud - 3.0625 bore) Copper | 1932-37 Ford | \$245.00 |
| 91S- 6008 | Engine Overhaul Gasket Set (24 stud - 3.0625 bore) | 1938-42 Ford | \$145.00 |
| 91S- 6008-C | Engine Overhaul Gasket Set (24 stud - 3.0625 bore - Copper) | 1938-42 Ford | \$225.00 |
| 99S- 6008 | Engine Overhaul Gasket Set (24 stud - 3.1875 bore) | 1939-48 All | \$139.00 |
| 99S- 6008-C | Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Copper) | 1939-48 All | \$195.00 |
| 99S- 6008-BB | Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Big Bore) | 1939-48 All | \$199.00 |
| 99S- 6008-BBC | Engine Overhaul Gasket Set (24 stud) - 3.1875 bore - Big Bore Copper | 1939-48 All | \$235.00 |
| 8BAS- 6008 | Engine Overhaul Gasket Set (24 bolt - 3.1875" bore) | 1949-53 All | \$125.00 |

| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
|---|---|---------------------|---------------|
| ENGINE - Overhaul Gasket Sets - Cont'd | | | |
| 8BAS- 6008-C | Engine Overhaul Gasket Set (24 bolt - 3.1875" bore - copper) | 1949-53 All | \$189.00 |
| 8BAS- 6008-BB | Engine Overhaul Gasket Set (24 bolt - Big Bore) | 1949-53 All | \$189.00 |
| 8BAS- 6008-BBC | Engine Overhaul Gasket Set (24 bolt - Big Bore - Copper) | 1949-53 All | \$225.00 |
| 8ELS- 6008-C | Engine Overhaul Gasket Set (27 bolt - Copper) - Lincoln 337 V8 | 1949-51 | \$413.00 |
| B6A- 6008-A | Engine Overhaul Gasket Set - 272/292 V8 (1955-63) | 1955-63 | \$175.00 |
| B6A- 6008-B | Engine Overhaul Gasket Set - 312 V8 (1956-57) | 1956-57 | \$175.00 |
| 1GA- 6008 | Engine Overhaul Gasket Set (1941-47 Six G series) with head gasket | 1941-47 | \$310.00 |
| 7HA- 6008 | Engine Overhaul Gasket Set (1947-51 Six H series) | 1948-51 | \$215.00 |
| 74- 6008 | Engine Overhaul Gasket Set (17 stud - 2.600" bore) - V8 60 | 1937-40 | \$231.00 |
| Note: gasket sets above include "regular" head gaskets except where noted. Copper gaskets are extra cost. The G series six cylinder set includes head gasket while supplies last. | | | |
| 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 | |
| 21A- 6019 | Timing Cover (NOS) - For 2 bolt distributor - (1942-48 V8) | | \$110.00 |
| 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- 6044 | Engine Radius Rod (33-34 Ford V8) | \$20.00 | |
| 48- 6044 | Engine Radius Rod (35-40 Ford V8) | \$20.00 | |
| 11A- 6044 | Engine Radius Rod (41 Ford V8) - 23.375" OA Length | \$20.00 | |
| 40- 6057-A | Valve Seat Insert (1.633" OD) - 1933-53 V8 (exc 60hp) | | \$5.95 |
| ENGINE - Cylinder Head Gaskets | | Applications | \$ New |
| 52- 6051 | Cylinder Head Gasket (1937-40) - 60hp - Regular L/R | 17 Stud | \$59.00 |
| 40- 6051 | Cylinder Head Gasket (1932-37) - Regular L/R - 3.0625" Bore | 21 Stud | \$49.00 |
| 40- 6051-C | Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore | 21 Stud | \$69.00 |
| 91A- 6051 | Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore | 24 Stud | \$47.00 |
| 91A- 6051C | Cylinder Head Gasket (1938-42) - Copper L/R - 3.0625" Bore | 24 Stud | \$77.00 |
| 59A- 6051 | Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore | 24 Stud | \$49.00 |
| 59A- 6051C | Cylinder Head Gasket (1939-48) - Copper L/R - 3.1875" Bore | 24 Stud | \$73.00 |
| 59A- 6051-BB | Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore | 24 Stud | \$62.00 |
| 59A- 6051-BBC | Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore Copper | 24 Stud | \$79.00 |
| EAB- 6051 | Cylinder Head Gasket - RH (1949-53) - Regular - 3.1875" Bore | 24 Bolt | \$45.00 |
| EAB- 6051C | Cylinder Head Gasket - RH (1949-53) - Copper - 3.1875" Bore | 24 Bolt | \$74.00 |
| EAB- 6051-BB | Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore | 24 Bolt | \$59.00 |
| EAB- 6051-BBC | Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore Copper | 24 Bolt | \$79.00 |
| EAB- 6083 | Cylinder Head Gasket - LH (1949-53) - Regular - 3.1875" Bore | 24 Bolt | \$45.00 |
| EAB- 6083C | Cylinder Head Gasket - LH (1949-53) - Copper - 3.1875" Bore | 24 Bolt | \$74.00 |
| EAB- 6083-BB | Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore Copper | 24 Bolt | \$59.00 |
| EAB- 6083-BBC | Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore | 24 Bolt | \$79.00 |
| C1AZ- 6051-B | Cylinder Head Gasket (LH & RH) - (1955-63 Y block V8) | | \$49.00 |
| 1GA- 6051 | Cylinder Head Gasket (1941-47 G Six) only sold as part of engine set. | | |
| 7HA- 6051 | Cylinder Head Gasket (1947-51 H Six) Steel clad | | \$95.00 |
| ENGINE - Miscellaneous Engine Gaskets | | | \$ New |
| 18- 6020 | Gasket - Timing Cover (1932-53 V8) | | \$5.00 |
| 52- 6020 | Gasket - Timing Cover (1937-40 V8-60hp) | | \$11.00 |
| B8A- 6020 | Gasket Set - Timing Cover (54-62) 239-272-292-312 Y-block V8 | | \$22.00 |
| 6521 | Intake Manifold Gasket - see the section after valve parts (6500) | | |
| 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 | | \$22.00 |
| 18- 9433-S | Exhaust Manifold Gasket (set of 8) for 85-100hp motor | | \$10.00 |
| 7HA- 9433-S | Exhaust Manifold Gasket (set of 3) for H series Six | | \$16.00 |
| 1GA- 9450 | Exhaust Manifold Flange Gasket (49-59 V8) - to muffler inlet pipe | | \$6.00 |

| Ford Part Number | Description - Engine Rebuild Parts | Specified For | \$ New |
|---|---|----------------------|------------------|
| ENGINE - Cylinder Head Bolts - Studs - Nuts | | | |
| 8BA- 6065/66-SA | Set of 48 stock head bolts (20 short + 28 long bolts) - 11/16" hex | Stock 49-53 heads | \$110.00 |
| 8BA- 6066-SL | Set of 54 stock head bolts (7/16"-14 x 2.71" long type)- 11/16" hex | Stock 337 Lincoln | NA |
| 8BA- 6066 SH | Set of 33 stock head bolts (7/16"-14 x 2.71" long type)- 11/16" hex | Stock 48-51 H Six | \$75.00 |
| 8BA- 6065 | Head Bolt only - Stock short bolt only (1.94" length) Each: | Stock 49-53 heads | \$2.60 |
| 8BA- 6066 | Head Bolt only - Stock long bolt only (2.62" length) Each: | Stock 49-53 heads | \$2.60 |
| 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-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 (3.60" long) - Save money by buying in sets above | Stock heads | \$3.60 |
| R- 092-BS1 | Set of 48 steel washers for aluminum cylinder heads | | NA |
| R- 092-BS2 | Set of 48 steel washers for aluminum cylinder heads | | NA |
| R- 87-03S | Set of 48 grade 5 cylinder head nuts - cadmium plated | 1938-48 heads | \$45.00 |
| R- 87-02S | Set of 42 grade 5 cylinder head nuts - cadmium plated | 1932-38 heads | \$39.00 |
| 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 | \$1.50 |
| CNC- 6062-A | Chrome Nut Cover for cylinder head bolts/nuts - (11/16" hex) each: | | \$0.95 |
| CNC- 6062-B | Chrome Nut Cover for cylinder head bolts/nuts - (9/16" hex) each: | | \$0.95 |
| CNC- 6062-BS | Set of 20 Chrome Nut Covers for intake manifold bolts (9/16") | | \$19.00 |
| CNC- 6062-AS | Set of 48 Chrome Nut Covers for cylinder head bolts (11/16") | | \$39.00 |
| ENGINE - Piston Sets (with pins and clips) | | Specified For | \$ New |
| 52- 6108-Std | Set of 8 Pistons (2.600") - Standard Bore - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 52- 6108-S020 | Set of 8 Pistons (2.600") - 0.020" Oversize - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 52- 6108-S030 | Set of 8 Pistons (2.600") - 0.030" Oversize - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 52- 6108-S040 | Set of 8 Pistons (2.600") - 0.040" Oversize - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 52- 6108-S060 | Set of 8 Pistons (2.600") - 0.060" Oversize - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 52- 6108-S080 | Set of 8 Pistons (2.600") - 0.080" Oversize - Dome Top - 3 ring | 1937-40 V860 | Call for Pricing |
| 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 | Call for Pricing |
| 40- 6108-S020 | Set of 8 Pistons (3.0625") - 0.020" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 40- 6108-S030 | Set of 8 Pistons (3.0625") - 0.030" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 40- 6108-S040 | Set of 8 Pistons (3.0625") - 0.040" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 40- 6108-S060 | Set of 8 Pistons (3.0625") - 0.060" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 40- 6108-S080 | Set of 8 Pistons (3.0625") - 0.080" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 40- 6108-S100 | Set of 8 Pistons (3.0625") - 0.100" Oversize - Flat Top | 1932-36 | Call for Pricing |
| 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 | Call for Pricing |
| 01T- 6108-S020 | Set of 8 Pistons (3-1/16") (3.0625") - 0.020" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S030 | Set of 8 Pistons (3-1/16") (3.0625") - 0.030" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S040 | Set of 8 Pistons (3-1/16") (3.0625") - 0.040" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S060 | Set of 8 Pistons (3-1/16") (3.0625") - 0.060" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S080 | Set of 8 Pistons (3-1/16") (3.0625") - 0.080" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S100 | Set of 8 Pistons (3-1/16") (3.0625") - 0.100" Oversize - Dome Top | 1934-42 | Call for Pricing |
| 01T- 6108-S120 | Set of 8 Pistons (3-1/16") (3.0625") - 0.120" Oversize - Dome Top | 1934-42 | Call for Pricing |
| Note : The 01T-6108 piston sets listed above are non-stock items and considered special order. These are not returnable. | | | |
| 8BA- 6108-STD | Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S020 | Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S030 | Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S040 | Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S060 | Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S080 | Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S100 | Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Dome Top | 1939-53 | \$359.00 |
| 8BA- 6108-S125 | Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Dome Top | 1939-53 | \$359.00 |

| Ford Part Number | Description - Engine Rebuild Parts | Specified For | \$ New |
|--|--|----------------------|--------------------|
| | ENGINE - Piston Sets (with pins and clips) - Cont'd | | |
| EAC- 6108-STD | Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S020 | Set of 8 Pistons (3-3/16") (3.1875") - 0.020" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S030 | Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S040 | Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S060 | Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S080 | Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S100 | Set of 8 Pistons (3-3/16") (3.1875") - 0.100" Oversize - Mercury | 1949-53 | \$469.00 |
| EAC- 6108-S125 | Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Mercury | 1949-53 | \$469.00 |
| Note: 8BA pistons can only be used with the Ford 3.75" stroke crankshaft. The EAC pistons can only be used with the Mercury 4.0" stroke crankshaft. | | | |
| 7HA- 6108-S | Set of 6 Pistons (3.300") - Ford 226 Flathead Six - Various sizes | 1948-51 | Call for Pricing |
| | ENGINE - Piston Ring Sets | Specified For | \$ New |
| 78- 6140 | Retainer - Piston Wrist Pin (2 required per piston) | 1937-53 | Check availability |
| 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 |
| 01T- 6149-S100 | Set of 8 Four Ring sets (3.0625") - 0.100" Oversize | 1934-42 | Check availability |
| 8BA- 6149-STD | Set of 8 Four Ring sets (3.1875") - Standard Bore | 1939-53 | \$82.00 |
| 8BA- 6149-S020 | Set of 8 Four Ring sets (3.1875") - 0.020" Oversize | 1939-53 | NA |
| 8BA- 6149-S030 | Set of 8 Four Ring sets (3.1875") - 0.030" Oversize | 1939-53 | \$82.00 |
| 8BA- 6149-S040 | Set of 8 Four Ring sets (3.1875") - 0.040" Oversize | 1939-53 | \$82.00 |
| 8BA- 6149-S060 | Set of 8 Four Ring sets (3.1875") - 0.060" Oversize | 1939-53 | \$82.00 |
| 8BA- 6149-S080 | Set of 8 Four Ring sets (3.1875") - 0.080" Oversize | 1939-53 | \$82.00 |
| 8BA- 6149-S100 | Set of 8 Four Ring sets (3.1875") - 0.100" Oversize | 1939-53 | NA |
| 8BA- 6149-S125 | Set of 8 Four Ring sets (3.1875") - 0.125" Oversize | 1939-53 | \$82.00 |
| Note: 8BA rings must be used with 8BA or EAC pistons when fitting in 1939-48 motors. The 8BA and EAC type pistons have 3/16" wide oil ring grooves. Some 39-48 motors were rebuilt with 8BA pistons. Check carefully. | | | |
| ECB- 6149-STD | Set of 8 Three Ring sets (3.625") - Standard Bore - 272 V8 | 1955-57 | \$55.00 |
| ECB- 6149-S020 | Set of 8 Three Ring sets (3.625") - 020" Oversize - 272 V8 | 1955-57 | \$55.00 |
| ECB- 6149-S030 | Set of 8 Three Ring sets (3.625") - 030" Oversize - 272 V8 | 1955-57 | \$55.00 |
| ECB- 6149-S040 | Set of 8 Three Ring sets (3.625") - 040" Oversize - 272 V8 | 1955-57 | \$55.00 |
| ECB- 6149-S060 | Set of 8 Three Ring sets (3.625") - 060" Oversize - 272 V8 | 1955-57 | \$55.00 |
| ECK- 6149-STD | Set of 8 Three Ring sets (3.750") - Standard Bore - 292 V8 | 1955-64 | \$55.00 |
| ECK- 6149-S020 | Set of 8 Three Ring sets (3.750") - 020" Oversize - 292 V8 | 1955-64 | \$55.00 |
| ECK- 6149-S030 | Set of 8 Three Ring sets (3.750") - 030" Oversize - 292 V8 | 1955-64 | \$55.00 |
| ECK- 6149-S040 | Set of 8 Three Ring sets (3.750") - 040" Oversize - 292 V8 | 1955-64 | \$55.00 |
| ECK- 6149-S060 | Set of 8 Three Ring sets (3.750") - 060" Oversize - 292 V8 | 1955-64 | \$55.00 |
| B6A- 6149-S | Set of 8 Three Ring sets (3.800") - Various Sizes - 312 V8 | 1956-57 | \$55.00 |
| 7HA- 6149-S | Set of 6 Four Ring sets (3.300") - Various Sizes - G and H Six | 1941-51 | \$82.00 |
| | 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) | \$295.00 |
| 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 |

| Ford Part Number | Description - Engine Rebuild Parts | Specified For | \$ Used |
|---|---|----------------------|--------------------|
| ENGINE - Connecting Rods - Used (set of 8) | | | |
| 48- 6200 | Connecting Rod (9.125" OA length - 2.22" Dia big end | 1932-38 (85hp) | \$125.00 |
| 21A- 6200 | Connecting Rod (9.125" OA length - 2.22" 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 | \$1.75 |
| 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) | \$35.00 |
| 48- 6211-002 | Rod Bearing (1 pair) - .002 us - For 1.999" crank journal | 1932-37 (85hp) | \$35.00 |
| 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) | \$95.00 |
| 48- 6211-030 | Rod Bearing (1 pair) - .030 us - For 1.999" crank journal | 1932-37 (85hp) | \$95.00 |
| | | | |
| 81A- 6211-Std | Rod Bearing (1 pair) - Std - For 1.999" crank journal | 1938-42 (85hp) | \$29.00 |
| 81A- 6211-10 | Rod Bearing (1 pair) - .010 us - For 1.999" crank journal | 1938-42 (85hp) | \$39.00 |
| 81A- 6211-20 | Rod Bearing (1 pair) - .020 us - For 1.999" crank journal | 1938-42 (85hp) | \$69.00 |
| 81A- 6211-30 | Rod Bearing (1 pair) - .030 us - For 1.999" crank journal | 1938-42 (85hp) | \$89.00 |
| 81A- 6211-40 | Rod Bearing (1 pair) - .040 us - For 1.999" crank journal | 1938-42 (85hp) | \$89.00 |
| | | | |
| 99T- 6211-Std | Rod Bearing (1 pair) - Std - For 2.1390" crank journal | 1939-48 (100hp) | \$69.00 |
| 99T- 6211-10 | Rod Bearing (1 pair) - .010 us - For 2.1390" crank journal | 1939-48 (100hp) | \$79.00 |
| 99T- 6211-20 | Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal | 1939-48 (100hp) | \$99.00 |
| 99T- 6211-30 | Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal | 1939-48 (100hp) | \$109.00 |
| 99T- 6211-40 | Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal | 1939-48 (100hp) | Check availability |
| | | | |
| 0BA- 6211-Std | Rod Bearing (1 pair) - Std - For 2.1390" crank journal | 1949-53 (100hp) | \$19.00 |
| 0BA- 6211-10 | Rod Bearing (1 pair) - .010 us - For 2.1390" crank journal | 1949-53 (100hp) | \$19.00 |
| 0BA- 6211-20 | Rod Bearing (1 pair) - .020 us - For 2.1390" crank journal | 1949-53 (100hp) | \$19.00 |
| 0BA- 6211-30 | Rod Bearing (1 pair) - .030 us - For 2.1390" crank journal | 1949-53 (100hp) | \$19.00 |
| 0BA- 6211-40 | Rod Bearing (1 pair) - .040 us - For 2.1390" crank journal | 1949-53 (100hp) | \$19.00 |
| 0BA- 6211-Set | Rod Bearing Set (8 pairs) - Specify size | 1949-53 (100hp) | \$99.00 |
| | | | |
| 52- 6211-Std | Rod Bearing (1 pair) - Std - For 1.5990" crank journal | 1937-39 (60hp) | \$14.95 |
| 52- 6211-10 | Rod Bearing (1 pair) - .010 us - For 1.5990" crank journal | 1937-39 (60hp) | \$59.95 |
| 52- 6211-20 | Rod Bearing (1 pair) - .020 us - For 1.5990" crank journal | 1937-39 (60hp) | Check availability |
| 52- 6211-30 | Rod Bearing (1 pair) - .030 us - For 1.5990" crank journal | 1937-39 (60hp) | Check availability |
| | | | |
| 92- 6211-Std | Rod Bearing (1 pair) - Std - For 1.6990" crank journal | 1940 (60hp) | \$14.95 |
| 92- 6211-10 | Rod Bearing (1 pair) - .010 us - For 1.6990" crank journal | 1940 (60hp) | \$59.95 |
| 92- 6211-20 | Rod Bearing (1 pair) - .020 us - For 1.6990" crank journal | 1940 (60hp) | Check availability |
| 92- 6211-30 | Rod Bearing (1 pair) - .030 us - For 1.6990" crank journal | 1940 (60hp) | Check availability |
| | | | |
| B5T- 6211-Std | Rod Bearing (1 pair) - Std For 239-272-292-312 (2.189" journal) | 1954-62 V8 | \$11.95 |
| B5T- 6211-010 | Rod Bearing (1 pair) - .010 us For 239-272-292-312 | 1954-62 V8 | \$11.95 |
| B5T- 6211-020 | Rod Bearing (1 pair) - .020 us For 239-272-292-312 | 1954-62 V8 | \$11.95 |
| B5T- 6211-030 | Rod Bearing (1 pair) - .030 us For 239-272-292-312 | 1954-62 V8 | \$11.95 |
| B5T- 6211-040 | Rod Bearing (1 pair) - .040 us For 239-272-292-312 | 1954-62 V8 | \$11.95 |
| | | | |
| ENGINE - V8 Camshaft Bearing Sets | | 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 | \$59.00 |
| 01A- 6260S-D | Camshaft Bearings (front-center-rear) - .080" os (85-100hp) | 1933-53 | \$59.00 |
| C2AZ- 6A251-B | Camshaft Bearing Set - Std - 272-292-312 V8 | 1955-57 | \$45.00 |
| 11A- 6280 | Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam) | 1942-48 | \$16.00 |
| 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 | \$9.00 |

| Ford Part Number | Description - Engine Rebuild Parts | Specified For | \$ New |
|-------------------------|---|----------------------|---------------|
| | FLATHEAD ENGINE - Timing Gears & Cam Related Parts - Cont'd | | |
| 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 | \$84.00 |
| 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 | \$84.00 |
| 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 | \$49.00 |
| 8BA- 6306 | Timing Gear - Crankshaft - 22T | 1949-53 | \$49.00 |
| 74153-S | Key - timing gear to crankshaft (1" x ¼") - see comments | | \$1.50 |
| 357654-S | Key - timing gear to crankshaft (¾" x ¼") - see comments | | \$1.00 |
| | ENGINE - Crankshaft Pulleys & Seals | \$ Used | \$ New |
| 8BA- 6307 | Plug - Crank Cleanout (0.430"/0.403" tapered) Set of 4 plugs | | \$5.00 |
| 8CM- 6307 | Plug - Crank Cleanout (0.650"/0.612" tapered) Set of 4 plugs | | \$11.00 |
| 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) | Call for price | |
| 81C- 6312A | Crankshaft Pulley (single wide belt) - 5.0" dia (1939 Std - long snout crank) | Call for price | |
| 91A- 6312-A | Crankshaft Pulley (single wide belt) - 4.375"L x 5.0" dia - w/ fan mount flange | Call for price | \$135.00 |
| 21A- 6312 | Crankshaft Pulley (dual wide belt) - 5.375" diameter | Call for price | \$150.00 |
| 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 | \$9.00 | \$18.00 |
| 81A- 6326 | Pipe - Crankshaft rear main oil drain (39-42 V8) | | NA |
| 81A- 6332 | Washer - Crank Pulley Bolt (1939-48) | | \$3.00 |
| 20639-SK | Bolt & Washer Kit (crank pulley) 1949-53 V8 | | \$8.00 |
| 20639-S | Bolt - Crankshaft Pulley (hex type) 1949-53 V8 | | \$6.00 |
| 351590-S | Washer - Crank Pulley Bolt 1949-53 V8 | | \$3.00 |
| 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 |
| 91A- 6335 | Rear Main Seal Retainer - Upper (39-48 V8) | \$39.00 | \$65.00 |
| 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 | \$49.00 |
| 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) | | \$10.00 |
| 91A- 6347K | Rear Main Seal Kit (upper/lower ropes + gauge) (39-53 V8) | | \$26.00 |
| B- 6348 | Castle Nut (½-20 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) | | \$3.50 |
| B- 6700-M | Oil Seal (1 pc) - Crankshaft front (49-53 V8) | | \$14.95 |

| Ford Part Number | Description - Engine Rebuild Parts | | |
|--|---|----------------------|--------------------|
| | ENGINE - Main Bearings | Specified For | \$ New |
| 52- 6330S | Main Bearing Set (3 pairs) - Specify Size - 1.999" journal 60hp | 1937-39 | \$219.00 |
| 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 | \$145.00 |
| 68- 6330S-020 | Main Bearing Set (3 pairs) - 0.020 - for 2.399" journal | 1936-38 | \$155.00 |
| 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 | \$95.00 |
| 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) | \$255.00 | |
| 8CM- 6392 * | Bell Housing (pressed steel) + Starter plate (49-50 Mercury cars) | \$235.00 | |
| 8BA- 6392 * | Bell Housing (pressed steel) + Starter plate (49-51 Ford cars) | \$235.00 | |
| AC- 6392 * | Bell Housing (cast iron) + Starter plate (52-53 Ford/Merc cars) | \$235.00 | |
| 8RT- 6392-SC | Starter Cup for 8RT cast iron bell housing - Customer install only | | \$59.00 |
| 01T- 7501 | Transmission Adapter Housing (aka hogs head adapter) | \$195.00 | |
| * 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. | | | |
| | ENGINE - Flywheel & Related Parts | \$ Used | \$ New |
| 19A- 6375 | Flywheel & Ring Gear Assy (1941-48) (for 10" clutch) | \$175.00 | |
| 19A- 6375-X | Flywheel & Ring Gear Assy (1941-48) (for 10" or 11" clutch) | | NA |
| 8BA- 6375 | Flywheel & Ring Gear Assy (1949-53) (for 9½" or 11" clutch) | \$165.00 | |
| 8BA- 6375-X | Flywheel & Ring Gear Assy (1949-53) (for 10" or 11" clutch) | | \$339.00 |
| 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) | | \$34.00 |
| B- 6387 | Dowel Pin - Flywheel (7/16" dia) - crankshaft to flywheel - 2 req'd - each | | |
| 1CM- 6387-B | Dowel Pin - Flywheel (0.440" dia - OS) - crank to flywheel - 2 req'd - each | | \$3.00 |
| 18- 6397 | Dowel Pin - Trans case to engine block (3/8" dia) - 2 req'd - each: | | \$2.00 |
| 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 |
| 350645-S | Bolt - Flywheel to Crankshaft (see B-6376S above) | | |
| 7RA- 7609 | Retainer Ring (flywheel bolt retaining) - (32-53 V8) | \$7.50 | |
| 8RT- 6410 | Retainer - Flywheel housing (48-52 trucks) - seals 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 | \$359.00 |
| 8BA- 6505-KL | Complete Valve Kit for V8 Engine (with LZ 86H valve springs) | 1933-53 | Check availability |
| Note: Kit includes 16 each valves, 1 pc guides, springs, spring retainers, guide retainers, keepers, and 8 oil seals. Add \$45.00 to the package price if you want to change to the heavy coil LZ valve springs instead of the standard springs. | | | |

| Ford Part Number | Description - Engine Rebuild Parts | Specified For | \$ New |
|--|---|----------------------|---------------|
| | FLATHEAD ENGINE - Valves & Valve Components | | |
| 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-S | Tappet - Solid Adjustable Each: | 1932-53 | NA |
| 91A- 6500AD-H | Tappet - Hollow Adjustable Each: | 1932-53 | \$16.50 |
| 91A- 6500KH | Tappet - Hollow Adjustable Set of 16: | 1932-53 | \$285.00 |
| 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 | NA |
| 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 | \$11.00 |
| 1BA- 6505 | Valve (Intake or Exhaust) - Straight Stem (4.540" long) | 1951-53 | \$11.00 |
| 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 | \$8.50 |
| 86H- 6513 | Valve Spring (intake or exhaust) - 2.40" long x 9¼ coils - V8 | 1933-53 | \$5.95 |
| 0HA- 6513 | Valve Spring (intake or exhaust) - 2.56" long x 9.38" coils (Six) | 1947-51 | \$7.50 |
| 40- 6514 | Retainer - Valve Spring | 1932-48 | \$1.25 |
| 8BA- 6514 | Retainer - Valve Spring (use with 8BA-6505 valves) | 1932-53 | \$2.00 |
| 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 | \$1.75 |
| 52- 6521 | Intake Manifold Gasket (1937-40) - 60HP | | \$22.00 |
| 40- 6521B | Intake Manifold Gasket (1932-48) - 85/100 HP | | \$15.00 |
| 8BA- 6521 | Intake Manifold Gasket (1949-53) - 100 HP | | \$15.00 |
| 8BA- 6521-BP | Intake Manifold Gasket (1949-53) - 100 HP - Big Port | | \$16.00 |
| 8EL- 6521 | Intake Manifold Gasket (1949-51) - 337 cu in V8 | | \$29.50 |
| C0AE- 6521-A | Valve Chamber Cover Gasket Set (54-62) - 239-272-292-312 V8 | | \$12.50 |
| B4AZ- 6A506-A | Rocker Arm Cover Gasket Set (54-62) - 239-272-292-312 V8 | | \$18.50 |
| 48- 6524 | Oil Baffle - Valve Chamber - USED | \$7.50 | \$12.00 |
| 8BA- 6571 | Seal - Valve Guide (for 8BA type valve guides - intake side) | | \$1.25 |
| 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. | | | |
| | ENGINE - Oil Pump & Pump Parts | | \$ New |
| C0AE- 6600-D | Oil Pump (less screen & tube) - 272-292-312 V8 | | NA |
| 8RT- 6615 | Oil Pump pickup tube & cover (for M-19 short body pump) | | \$29.50 |

| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
|---|---|--------------------|--------------------|
| ENGINE - Oil Pump & Pump Parts - Cont'd | | | |
| 8BA- 6615 | Oil Pump pickup tube & cover (for M-19 short body pump) | Check Availability | Check Availability |
| B9A- 6A618-A | Oil Pump drive shaft (=C1AZ-6A618A) - 272-292-312 V8 | | \$11.50 |
| 8BA- 6621 | Oil Pump with gasket (short body M-19) - less pickup assy | | \$259.00 |
| 41A- 6623 | Oil Pump pickup screen (replaces 68-6623, 41T-6623 and 8BA-6623) | | \$19.00 |
| 41A- 6626 | Gasket - pickup tube to oil pump (V8 only) | | \$2.00 |
| 01A- 6654 | Spring - Oil pressure relief - 50 psi (35-42 V8) | | \$4.00 |
| 41A- 6654 | Spring - Oil pressure relief - 80 psi (44-48 V8) | | \$2.00 |
| 18- 6655 | Idler Gear for oil pump - with new bushing (32-53 V8) | \$22.00 | \$39.00 |
| 18- 6656 | Shaft - Oil pump idler gear (32-48 V8) | \$15.00 | \$20.00 |
| 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) | \$20.00 | |
| 18- 6657 | Bushing - idler gear (32-53 V8) for the 18-6655 idler gear | | \$5.00 |
| 8BA- 6658 | Cover - Idler Gear (49-53 V8) - Stamped Steel | | \$30.00 |
| 18- 6659-A | Gasket - Oil Pump Drive Gear Cover (32-41 V8) | | \$3.50 |
| 18- 6659-B | Gasket - Oil Pump Drive Gear Cover (41-48 V8) | | \$3.50 |
| 8BA- 6659 | Gasket - Oil Pump Drive Gear Cover (49-53 V8) | | \$3.50 |
| 01A- 6663 | Plunger - Oil pressure relief (see Notes) - (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 Pans & Dipsticks | | \$ Used | |
| 48- 6675-C | Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch | 125.00 | |
| 59A- 6675-B | Oil Pan Assy (35-48 V8) - for engines with 9" or 10" clutch | 125.00 | |
| 8BA- 6675-C | Oil Pan (49-50 Ford V8) - Mid sump - horizontal drain plug | 125.00 | |
| 1BA- 6675-A | Oil Pan (51 Ford V8) - angled drain plug | 125.00 | |
| 1BA- 6675-C | Oil Pan (52 Ford V8) - Mid sump - angled drain plug - 2 side ribs | 125.00 | |
| 1BA- 6675-D | Oil Pan (52-53 Ford V8) - Mid sump - angled drain plug - 3 side ribs | 125.00 | |
| 8CM- 6675-C | Oil Pan (49-51 Merc) - Rear sump - stud reinforcement at bottom) | 125.00 | |
| 1M- 6675 | Oil Pan (51 Merc) - Rear sump - w/o stud reinforcement at bottom) | 125.00 | |
| AE- 6675-A | Oil Pan (52-53 Merc) - Mid sump - rear drain plug - 3 side ribs | 125.00 | |
| 8RT- 6675-B | Oil Pan (48-53 Truck V8) - rear sump with cleanout | 125.00 | |
| 8RT- 6675-D | Oil Pan (53 Truck V8) - long rear to mid sump without cleanout | 125.00 | |
| ENGINE - Oil Pan Parts & Gaskets - Oil Filters | | \$ Used | \$ New |
| 7HT- 6698 | Gasket - Oil Pan Cleanout Plate (1948-52 truck pan) | | \$5.50 |
| 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) | | \$3.50 |
| B- 6730 | Plug - Oil Drain (3/4"-24x5/8") - (33-48) | | \$5.00 |
| B- 6730-M | Plug - Oil Drain (3/4"-24x5/8") - (33-48) - Magnetic | | \$7.00 |
| 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) | | \$4.00 |
| 8HA- 6730 | Plug - Oil Drain (7/8"-14 x 5/8") - (48-56) - Magnetic | | \$6.00 |
| VPOF- 6731-AU | Oil Filter Element (40-53 all) - USA (Equivalent to 7HA-6731) | | \$18.00 |
| B- 6734-C | Gasket (copper) - Drain Plug - 3/4" dia | | \$3.00 |
| 8HA- 6734 | Gasket (fiber) - Drain Plug - 7/8" ID | | \$3.00 |
| 52- 6734 | Gasket - Drain Plug - 1½" dia. | | \$3.00 |
| 40- 6750-B | Dipstick (34-40 V8) - 16.625" long (short handle) | \$5.00 | |
| 48- 6750 | Dipstick (35-48 V8) - 16.625" long (tight loop handle) | \$7.00 | \$12.50 |
| 8BA- 6750 | Dipstick (49-53 V8) - (replaced by EAB-6750) | \$10.00 | \$22.00 |
| 8CM- 6750-B | Dipstick (49-51 Merc) | | NA |
| 48- 6751-A | Boss - Dipstick Tube Mount (w/o filter return hole, includes gasket) | | \$35.00 |
| 59A- 6751 | Boss - Dipstick Tube Mount (w/filter return hole, includes gasket) | | \$35.00 |
| 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 manifold | \$10.00 | \$18.00 |
| 48- 6756-B | Tube - Vent under fuel pump (35-48) - 4.02" L - with alum manifold | \$10.00 | NA |
| 8BA- 6757/62 | Road Draft Tube (2 pc) - (49-53 Ford V8) | \$75.00 | |

| Ford Part Number | | Description - Engine Rebuild Parts | \$ Used | \$ New |
|---|--|--|---|----------|
| | | ENGINE - Oil Pan Parts & Gaskets - Oil Filters - Cont'd | | |
| 48- 6759 | | Crankcase Vent Tube (1935-48 V8) - in front of valve chest | \$10.00 | |
| 8BA- 6759 | | Crankcase Vent Tube (1949-53 V8) - in front of valve chest | \$10.00 | |
| 48- 6766 | | Breather Cap (X top) - (35-48 V8) - Painted black | \$8.00 | \$22.00 |
| 48- 6766-C | | Breather Cap (X top) - (35-48 V8) - Chrome plated | | \$25.00 |
| 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 |
| COAZ- 6766 | | Oil Pan Gasket (239-272-292-312 V8) | Note: Oil pan gasket sets include the lower rope seals only. Uppers are included in full rebuild gaskets sets only. | \$19.50 |
| 18- 6781 | | Oil Pan Gasket set (with rope seals) - 1932-34 V8 | | \$25.00 |
| 52- 6781 | | Oil Pan Gasket set (with rope seals) - 1937-39 60HP | | \$33.00 |
| 022A- 6781 | | Oil Pan Gasket set (with rope seals) - 1940 60HP | | \$33.00 |
| 48- 6781 | | Oil Pan Gasket set (with rope seals) - 1935-48 V8 | | \$19.50 |
| IGA- 6781 | | Oil Pan Gasket set (with rope seals) - 1941-47 G Six | | \$37.00 |
| 7HA- 6781 | | Oil Pan Gasket set (with rope seals) - 1948-51 H Six | | \$37.00 |
| 8BA- 6781 | | Oil Pan Gasket set (with rope seals) - 1949-53 V8 | | \$22.00 |
| Part Number | | Description - Transmission Parts | \$ New | |
| | | Transmission Seal Kits | | |
| | | Ford Passenger Car Transmission Kits | | |
| VPSK-1 | | Seal Kit - 5 pc (1940-48 Ford car side loader LD 3 speed) | | \$15.00 |
| VPSK-2 | | Seal Kit - 5 pc (1949-50 Ford car side loader LD 3 speed) | | \$14.00 |
| VPSK-3 | | Seal Kit - 5 pc (1951-62 Ford car side loader LD 3 speed) | | \$9.00 |
| VPSK-4 | | Seal Kit - 8 pc (1949-50 Ford car side loader LD 3 speed OD) | | \$27.00 |
| VPSK-5 | | Seal Kit - 8 pc (1951-55 Ford car side loader LD 3 speed OD) | | \$21.00 |
| VPSK-6 | | Seal Kit - 7 pc 1955-63 Ford car top loader LD 3 speed OD) - T86 | | \$32.00 |
| VPSK-17 | | Seal Kit - 4 pc (1960-67 Ford car top loader LD 3 speed) - 2.77 | | \$33.00 |
| VPSK-18 | | Seal Kit - 3 pc (1963-69 Ford car side loader 3 speed) - 3.03 | | \$15.00 |
| VPSK-7 | | Seal Kit - 7 pc (1956-65 Ford car side loader HD 3 spd OD) - T85 | | \$32.00 |
| | | Mercury Passenger Car Transmission Kits | | |
| VPSK-1 | | Seal Kit - 5 pc (1940-48 Mercury car side loader LD 3 speed) | | \$15.00 |
| VPSK-8 | | Seal Kit - 5 pc (1949-50 Mercury car side loader LD 3 speed) | | \$16.00 |
| VPSK-9 | | Seal Kit - 5 pc (1951-59 Mercury car side loader LD 3 speed) | | \$9.00 |
| VPSK-10 | | Seal Kit - 8 pc (1949-50 Mercury car side loader LD 3 speed OD) | | \$29.00 |
| VPSK-11 | | Seal Kit - 8 pc (1951-55 Mercury car side loader LD 3 speed OD) | | \$21.00 |
| VPSK-7 | | Seal Kit - 7 pc (1955-58 Merc car side loader HD 3 spd OD) - T85 | | \$32.00 |
| | | Ford Pickup Truck Transmission Kits | | |
| VPSK-12 | | Seal Kit - 4 pc (1942-52 Ford top loader LD 3 speed) | | \$12.00 |
| VPSK-13 | | Seal Kit - 6 pc (1950-52 Ford side loader LD 3 speed) | | \$21.00 |
| VPSK-14 | | Seal Kit - 5 pc (1953-62 Ford side loader LD 3 speed) | | \$9.00 |
| VPSK-15 | | Seal Kit - 8 pc (1953-56 Ford side loader LD 3 speed OD) | | \$21.00 |
| VPSK-16 | | Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86 | | \$32.00 |
| VPSK-20 | | Seal Kit - 4 pc (1963-67 Ford top loader 3 speed) - 3.03 series | | \$18.00 |
| | | Lincoln Passenger Car Transmission Kits | | |
| VPSK-19 | | Seal Kit - 6 pc (1949 Lincoln side loader HD 3 speed overdrive) | | \$43.00 |
| Note: Some 1957-59 passenger car transmission used a front retainer oil seal (B7AZ-7A283A) which measures 1.630" OD x 1.125" ID. This seal must be added separately if needed. | | | | \$11.00 |
| Note: Seal kits do not include gaskets. Please see 7153 series parts for assorted gasket sets | | | | |
| | | Three Speed Transmission Parts | \$ Used | \$ New |
| 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 | |
| 8A- 7006 | | Gearbox case only less gears (no shifter housing or retainers) | \$195.00 | |
| 1A- 7006 | | Gearbox case only less gears (no shifter housing or retainers) | \$195.00 | |
| AF- 7006 | | Gearbox case only less gears (no shifter housing or retainers) | \$195.00 | |
| See also 7222 shifter housings, and 7050 & 7085 retainers | | | | |
| B- 7017 | | Main Drive Gear - 16 tooth (NOS or NORS) | \$115.00 | \$195.00 |
| 48- 7017 | | Main Drive Gear - 16 tooth (NOS or NORS) | \$115.00 | \$195.00 |
| 67- 7017 | | Main Drive Gear - 14 tooth | \$0.00 | \$25.00 |
| 81A- 7017R | | Main Drive Gear - 16 tooth | \$115.00 | \$195.00 |
| 81A- 7017 | | Main Drive Gear - 16 tooth (NOS or NORS) | \$115.00 | \$225.00 |
| 11Y- 7017 | | Main Drive Gear - 14 tooth | | \$195.00 |

| Part Number | Description - Transmission Parts | \$ Used | \$ New |
|--|--|----------------|---------------|
| Three Speed Transmission Parts - Cont'd | | | |
| 022A- 7017R | Main Drive Gear - 15 tooth | \$115.00 | \$195.00 |
| 022A- 7017 | Main Drive Gear - 15 tooth (NOS or NORS) | \$115.00 | \$225.00 |
| 8M- 7017 | Main Drive Gear - 16 tooth (order the 81A-7017) | \$115.00 | |
| 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 | \$245.00 |
| TAAA- 7017-A | Main Drive Gear - 16 tooth (NOS or NORS) | \$115.00 | \$195.00 |
| 06H- 7017R | Main Drive Gear - 18 tooth LZ | \$125.00 | \$215.00 |
| 06H- 7017 | Main Drive Gear - 18 tooth LZ (NOS or NORS) | \$125.00 | \$245.00 |
| 26H- 7017 | Main Drive Gear - 19 tooth LZ | \$125.00 | NA |
| | | \$ Used | \$ New |
| 8A- 7025 | Ball Bearing - MDG (also = C3AZ-7025B) (OD: 2.828") | | \$22.00 |
| 8A- 7025F | Ball Bearing - MDG (also = C3AZ-7025B) (OD: 2.828") Top quality | | \$32.00 |
| 51A- 7025 | Ball Bearing - MDG (OD: 3.150") | | \$21.00 |
| 51A- 7025F | Ball Bearing - MDG (front) - Top Quality | | \$37.50 |
| B5S- 7025-A | Ball Bearing - MDG (55-62 T-86 Overdrive) (OD: 3.150") | | \$45.00 |
| B- 7026-A | Snap Ring - Ball Bearing OD (fits 51A-7025) - .063" thick | | \$3.00 |
| B- 7026-B | Snap Ring - Ball Bearing OD (fits 51A-7025) - .075" thick | | \$3.00 |
| 8M- 7030-A | Snap Ring - Bearing retainer for rear housing casting (0.088" thick) | \$5.00 | \$10.00 |
| 8M- 7030-B | Snap Ring - Bearing retainer for rear housing casting (0.093" thick) | \$5.00 | \$10.00 |
| B3TZ- 7A034-A | Bushing - Extension Housing (49-67) | | \$9.00 |
| B5AZ- 7A034-A | Bushing - Extension Housing (56-64) | | \$13.00 |
| C0DP- 7A034-C | Bushing - Extension Housing (60-66) | | \$11.00 |
| 7039 | Universal Joint - See 4635 universal joints under rear end parts | | |
| B- 7040 | Oil Baffle - MDG - (2.875" OD x 1.576/585" ID) | \$4.00 | \$7.50 |
| 8A- 7040 | Oil Baffle - MDG - (2.690" OD x 1.339/380" ID) | \$5.00 | \$8.00 |
| 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 | | \$4.00 |
| 21C- 7052 | Grease Seal - Rear bearing retainer | | \$6.00 |
| C0DR- 7052-A | Grease Seal - Tailshaft Housing (2.77 series) | | \$11.00 |
| C1DP- 7052-A | Oil Seal - Tailshaft Housing (Falcon 144/170 Six w/FM) | | \$7.00 |
| C2AZ- 7052-A | Grease Seal - Tailshaft Housing (automatic trans) | | \$9.95 |
| C3AZ- 7052A1 | Grease Seal - Tailshaft Housing | | \$14.50 |
| C3AZ- 7052A2 | Grease Seal - Tailshaft Housing | | \$8.50 |
| B7AZ- 7A283A | Grease Seal - Front bearing retainer | | \$11.00 |
| C3TZ- 7A283B | Grease Seal - Front bearing retainer (1963-67 3.03 type) | | \$13.00 |
| 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 | \$95.00 | \$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 | \$145.00 | \$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 | \$145.00 | \$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 | \$145.00 | \$225.00 |
| AB- 7061-A | Main Shaft - 16H/16S - Non OD - Use B5A-7061-C below | | |

| Part Number | Description - Transmission Parts | \$ Used | \$ New |
|--------------------|--|----------------|---------------|
| | Three Speed Transmission Parts - Cont'd | | |
| 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 |
| B- 7063 | Spacer Ring - mainshaft pilot | \$2.00 | \$3.00 |
| B- 7064 | Snap Ring - MDG ball bearing retaining - opposed ends | | \$4.00 |
| 8A- 7064 | Snap Ring - MDG ball bearing (1949-58) - opposed ends | | \$3.00 |
| 51A- 7065 | Ball Bearing - mainshaft (rear) | | \$19.50 |
| 51A- 7065F | Ball Bearing - mainshaft (rear) - Top Quality | | \$37.50 |
| 8A- 7065 | Ball Bearing - mainshaft (rear) 1949-59 - use 8A-7025 | | |
| C0DZ- 7065 | Ball Bearing - mainshaft (rear) | | \$22.00 |
| 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) | \$4.00 | \$7.50 |
| 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) | \$70.00 | |
| 99A- 7085 | Rear Bearing Retainer - 8" bolt hole spacing (39-42 various) | \$60.00 | \$72.00 |
| 21A- 7085 | Rear Bearing Retainer - 8" bolt hole spacing (42-48 various) | \$50.00 | \$72.00 |
| 21C- 7085-A | Rear Bearing Retainer - 8" bolt hole spacing (42-52 pickup) | \$60.00 | \$85.00 |
| 21C- 7085-AS | Rear Bearing Retainer - with speedo gear parts | \$120.00 | |
| 21C- 7085-B | Rear Bearing Retainer - 8" bolt hole spacing (42-52 big truck) | \$60.00 | \$85.00 |
| 21C- 7085-BS | Rear Bearing Retainer - with speedo gear parts | \$120.00 | |
| B3TZ- 7085A | Rear Bearing Retainer (53-62 pickup LD 3 speed) | \$85.00 | |
| B- 7086 | Gasket - Rear bearing retainer (32-52 various) | | \$2.50 |
| 8A- 7086 | Gasket - Rear bearing retainer (49-62 various with Six and FH V8) | | \$3.00 |
| B- 7090 | U-Joint (1928-48) - Closed drive applications - 85hp | \$75.00 | |
| 74- 7090 | U-Joint (1937-39) - Closed drive applications - 60hp | \$60.00 | \$110.00 |
| 81C- 7090 | U-Joint (1938-41) - Closed drive applications - Commercial 4 speed | \$55.00 | \$125.00 |
| LZ- 7090 | U-Joint (LZ needle bearing type) - NOS | \$80.00 | \$115.00 |
| 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 | \$90.00 | \$149.00 |
| 51A- 7102 | Second Gear - L22T (order the 81A-7102) | | |
| 1A- 7102 | Second Gear - L22T (51-62 various) - NOS | \$85.00 | \$165.00 |
| 06H- 7102 | Second Gear - L24T - (40-48 LZ) | \$95.00 | \$165.00 |

| Part Number | Description - Transmission Parts | | |
|--------------|---|----------|--------------------|
| | Three Speed Transmission Parts - Cont'd | \$ Used | \$ New |
| 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) | | \$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 |
| 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) | \$55.00 | \$95.00 |
| 91A- 7106 | Synchro Sleeve - narrow flange (39 toploader) | | |
| 01A- 7106 | Synchro Sleeve - wide flange (39-52 top or side loader) | \$65.00 | \$105.00 |
| B5A- 7106 | Synchro Sleeve - wide flange (55-62 T86 type) | \$30.00 | \$75.00 |
| 81A- 7107 | Brass Synchro Ring - Wide slot (2 req'd) - (= C3AZ-7107C) | | \$11.00 |
| 81A- 7107N | Brass Synchro Ring - Wide slot (2 req'd) - NOS/NORS | | \$19.50 |
| 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 | | \$19.50 |
| 8L- 7107 | Brass Synchro Ring - Narrow slot (2 req'd) - T85 type | | \$19.50 |
| 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- 7109 | Spring - 01A style synchro (3 req'd) | | NA |
| 81A- 7109S | Spring and ball set (3 each plates, balls & springs) - use 51A-7109-S kit | | NA |
| 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 | | \$24.00 |
| D 7111A | Countershaft - 1932 to 52 - Dummy shaft (customer cuts to fit) | | \$5.00 |
| B- 7111 | Countershaft - 1932 to 52 - NOS or NORS | \$10.00 | NA |
| 8A- 7111-B | Countershaft - 1949 to 54 | \$10.00 | 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 |
| C3AZ- 7111-B | Countershaft - 1963 to 67 (6.5"L) | | \$32.00 |
| C3AZ- 7111-C | Countershaft - 1963 to 67 (7.0"L) | | |
| 06H- 7112 K | 26T Cluster + 18T MDG + 24T Second gear (3 pc set) | \$575.00 | Call for Pricing |
| 26H- 7112 K | 25T Cluster + 19T MDG + 24T Second gear (3 pc set) | \$575.00 | Call for Pricing |
| 68- 7112 K | 28T Cluster + 16T MDG + 22T Second gear (3 pc set) | \$530.00 | Call for Pricing |
| 022A- 7112 K | 29T Cluster + 15T MDG + 22T Second gear (3 pc set) | \$530.00 | Call for Pricing |
| B- 7113 | Cluster Gear - 28-24-18-15T (32-39) - uses caged rollers | \$195.00 | \$255.00 |
| 48- 7113 | Cluster Gear - 28-24-18-15T (32-39) - uses caged rollers | \$215.00 | \$295.00 |
| 67- 7113 | Cluster Gear - 29-24-17-15T (1936) - uses caged rollers | | \$115.00 |
| 68- 7113 | Cluster Gear - 28-24-18-14T (36-50) - uses caged rollers | \$315.00 | \$410.00 |
| 022A- 7113 | Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers | \$315.00 | \$410.00 |
| 8M- 7113 | Cluster Gear - 28-24-18-14T (40-50) - uses caged rollers | \$315.00 | \$410.00 |
| 8A- 7113 | Cluster Gear - 28-24-18-14T (40-50) - uses loose rollers | \$315.00 | \$435.00 |
| 1A- 7113 | Cluster Gear - 27-23-17-13T (51-55) - uses loose rollers | \$315.00 | \$425.00 |
| B4A- 7113-A | Cluster Gear - 27-23-17-13T (51-54) - uses loose rollers | \$315.00 | \$425.00 |
| 06H- 7113 | Cluster Gear - 26-22-18-14T (42-48) - uses caged rollers | \$350.00 | \$425.00 |
| 26H- 7113 | Cluster Gear - 25-22-18-14T (42-48) - uses caged rollers | \$350.00 | na |
| B- 7115 | Spacer tube - countershaft | \$7.00 | Check Availability |
| 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- 7118/21K | Roller Bearing Kit (2 short + 1 long + B-7063 spacer ring) | | \$55.00 |
| B- 7118 | Roller Bearing - short - caged (2 req'd) each: | \$10.00 | \$21.00 |
| 8A- 7118 | Roller Bearing Set (15pc) for MDG (49-55) | | \$8.50 |

| Part Number | Description - Transmission Parts | | |
|--------------|---|----------|--------------------|
| | Three Speed Transmission Parts - Cont'd | \$ Used | \$ New |
| 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) | \$10.00 | \$21.00 |
| 8A- 7121-S | Roller Bearing Set (50 pc loose rollers) set - (49-59) | | \$22.00 |
| 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 | Check Availability |
| 01A- 7124 | Synchronizer Assy (3 ball & spring type) - 1940-48 | \$125.00 | \$195.00 |
| 8M- 7124 | Synchronizer Assy (wire spring type) - (39-62 applications) | \$125.00 | \$185.00 |
| 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) | | Check Availability |
| 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) | | \$44.00 |
| 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 |
| | Gasket Sets | \$ Used | \$ New |
| B- 4515/16K | Gasket Set (4 pc) - Torque tube to trans (1932-48) | | \$6.50 |
| B- 7153 | Gasket Set (7 pc full set) for topload or sideload (32-52) | | \$13.50 |
| 91A- 7153 | Gasket Set (3 pc set) for top loader (42-52 pickup) | | \$7.00 |
| 01A- 7153 | Gasket Set (3 pc set) for sideloader (50-52 pickup) | | \$7.50 |
| 74- 7153 | Gasket Set (6 pc set) for V8-60 top loader (37-39) | | \$19.50 |
| 8A- 7153 | Gasket Set (full set) for 49-62 Ford trans (non OD sideloader) | | \$7.50 |
| 8M- 7153 | Gasket Set (full set) for 49-51 Merc trans (Std & OD) | | \$19.50 |
| 8L- 7153 | Gasket Set (full set) for 49-51 Lincoln (T85 Std & OD) | | \$24.00 |
| B2A- 7153 | Gasket Set (full set) for 1949-54 Ford (OD sideloader) | | \$19.50 |
| B5A- 7153-B | Gasket Set (full set) for 55-64 Ford T-86 (OD toploader) | | \$22.50 |
| B6A- 7153-A | Gasket Set (full set) for 49-56 Ford HD Trans (T85 with OD) | | \$22.50 |
| B8AZ- 7153-A | Gasket Set (full set) for 49-62 Ford trans (Std & OD sideloader) | | \$19.50 |
| 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) | | \$19.50 |
| 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 | | \$3.00 |
| 01A- 7208 | Spring - shifter lever mechanism (40-48 column shift) | | \$2.00 |
| 7210 | Lever - Trans Shifter | | Call for Pricing |
| A- 7213 | Shift Lever Knob - black - 1928-36 | | \$6.00 |
| 78- 7213 | Shift Lever Knob - brown - 1937-38 | | \$14.00 |
| 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 | \$6.00 | \$10.00 |
| 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 | |

| Part Number | Description - Transmission Parts | | |
|--|---|--------------------|--------------------|
| | Three Speed Transmission Parts - Cont'd | \$ Used | \$ New |
| 68- 7222-B | Shifter Housing with forks-rails-detents (36-38) with 91A fork | \$315.00 | |
| 81A- 7222 | Shifter Housing with forks-rails-detents (39-52) with 91A fork | \$395.00 | |
| 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) | | \$4.00 |
| 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 | Check Availability | NA |
| 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 | \$55.00 |
| 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) | \$20.00 | |
| 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) | | \$8.00 |
| 78- 7234 | Spring - Shifter detent (various 1939-52 applications) | | \$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 |
| 01A- 7234K | Spring & Ball detent kit (1ball + 2 springs) for side loader type (40-59) | | \$5.00 |
| B5A- 7234 | Spring - Shifter detent (1955-63 Warner T86 toploader) | | \$4.00 |
| 01A- 7235 | Pin - Shifter Interlock (40-52) - Side cover type | \$5.00 | \$8.00 |
| 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) | | \$15.00 |
| 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 | \$85.00 |
| 7285 | Shift Lever - 2nd/High - Various configurations available | | Call for Pricing |
| 01A- 7288 | Grease Seal - shift lever - 40-52 side cover type (2 req'd) | | \$3.50 |
| 1A- 7288 | Grease Seal - shift lever - 51-59 side cover type (2 req'd) | | \$0.50 |
| A9AZ- 7288 | Grease Seal - OD shift lever (49-72) = 56H-7688) | | \$6.75 |
| C0DR- 7288 | Grease Seal - shift lever - 60-66 top loader 2.77 type | | \$8.00 |
| 21A- 7290 | Shift Lever - Low/Rev (40-48 car & 50-52 pickup) | \$65.00 | \$75.00 |
| 7290 | Shift Lever - Low/Rev - Various configurations available | | Call for Pricing |

| Part Number | Description - Transmission Parts | | |
|--------------|---|---------|------------------|
| | Three Speed Transmission Parts - Cont'd | \$ Used | \$ New |
| 01A- 7354-RK | Shifter Linkage Bushing Kit (40-51) - 4 sets included | | \$22.00 |
| 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 | \$75.00 |
| 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) | | \$12.00 |
| 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 | | \$4.50 |
| 51A- 7508 | Bushing - clutch release shaft (2 req'd) 1.48" L x 1.004" OD | | \$7.50 |
| B- 7510 | Shaft - clutch release (1932-39) - 11.4" long | \$16.00 | \$27.00 |
| 01A- 7510 | Shaft - clutch release (1940-48 cars + 40-52 trucks) | \$25.00 | \$39.00 |
| 7511 | Clutch Release Arm (various) - call for price & availability | | Call for Pricing |
| 18- 7511 | Clutch Release Arm (1932 Ford car & comm with V8) | \$95.00 | \$39.00 |
| 48- 7511 | Clutch Release Arm (1939 Ford car & comm) | \$85.00 | |
| 91A- 7511 | Clutch Release Arm (1939 Ford car & comm) | \$95.00 | \$25.00 |
| B- 7512 | Spring Washer - clutch pedal shaft - (32-37) | | |
| 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 | \$9.50 |
| 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 |
| TAAA- 7521 | Rod - Clutch Arm to Pedal - 13.42" long | | \$8.50 |
| 7521-EXT | Rod Extension Kit (1 sleeve coupling + one 6" threaded rod) | | \$12.00 |
| 78- 7523 | Spring - clutch pedal return (1933-34 + 37-38) - 2.81" long | | \$3.50 |
| 48- 7523 | Spring - clutch pedal return (1935-36) - 3.44" long | | \$3.50 |
| 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 | | \$6.00 |
| 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 |
| TAAA- 7523 | Spring - clutch pedal return (1953-56 pickups) - 13.42" L | | \$8.50 |
| B7C- 7523 | Spring - clutch pedal return (1957-59 pickup) | | \$6.00 |
| B- 7526 | Bushing - brake/clutch pedal (1932-52 various) | | \$3.00 |
| 48- 7526 | Bushing - brake/clutch pedal (1935-56 various) | | \$5.00 |
| 91A- 7526 | Bushing - clutch pedal (1939) | | NA |
| 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) | | \$185.00 |
| 91A- 7550K | Kit - 9.0" diameter (35-42 various) | | \$219.00 |
| 29A- 7550K | Kit - 10" diameter (42-56 various) | | \$219.00 |
| 8BA- 7550K | Kit - 9.5" diameter (49-57 various) | | \$229.00 |
| B5A- 7552K | Kit - 10" diameter (49-57 various) | | \$229.00 |

| Part Number | Description - Transmission Parts | | |
|---|--|---------|----------|
| | Clutch Packages - Cont'd | | \$ New |
| 51- 7550K | Kit - 11" diameter (35-52 various) | | \$239.00 |
| Note: Clutch packages include the 7550 disc, the 7563 pressure plate, the 7580 release bearing, and the 7600 pilot bearing. Customer is responsible for verifying his clutch size and type before ordering. | | | |
| | Clutch Discs | \$ Used | \$ New |
| 91A- 7550 | Clutch Disc - 9" Ford - 1 $\frac{3}{8}$ x 10 spline - 1928-41 | | \$45.00 |
| 8BA- 7550-A | Clutch Disc - 9 $\frac{1}{2}$ " Ford - 1" x 10 spline - 1949-57 | | \$47.00 |
| 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) | | \$45.00 |
| 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 (1935-64) | | \$47.00 |
| A- 7550T | Clutch Alignment Tool (1 $\frac{3}{8}$ x 10 spline) | | \$8.00 |
| 8A- 7550T | Clutch Alignment Tool (1" x 10 spline) | | NA |
| | Clutch Release Bearing Parts | \$ Used | \$ New |
| 48- 7561 | Hub - clutch release bearing (1935-48 car/pickup) | \$19.00 | \$24.00 |
| 48- 7561-SF | Hub & TO Bearing Set (1932-50) | | \$59.00 |
| 8A- 7561-S | Hub & TO Bearing Set (1949-51) | | \$89.00 |
| AB- 7561-S | Hub & TO Bearing Set (1952-56) | | \$39.00 |
| 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) | | NA |
| | Clutch Pressure Plates | | \$ New |
| BB- 7563 | Clutch Pressure Plate - 9 $\frac{3}{4}$ " Ford - 1928-34 | | \$159.00 |
| 48- 7563 | Clutch Pressure Plate - 9" Ford - see 09A-7563 | | |
| 09A- 7563 | Clutch Pressure Plate - 9" Ford - 1935-42 | | \$145.00 |
| 1A- 7563-A | Clutch Pressure Plate - 9 $\frac{1}{2}$ " Ford - 1949-57 | | \$149.00 |
| 19A- 7563 | Clutch Pressure Plate - 10" Ford - 1941-56 | | \$145.00 |
| 8CM- 7563 | Clutch Pressure Plate - 10" Merc (+ core charge) | | NA |
| 51- 7563 | Clutch Pressure Plate - 11" Ford Truck - 1935-67 | | \$145.00 |
| 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 | | \$4.00 |
| 74- 7580-B | Bearing - clutch release (1937-39 V8-60) | | \$34.00 |
| 78- 7580 | Bearing - clutch release (1932-48 car + 32-62 pickup) | | \$22.00 |
| 78- 7580F | Bearing - clutch release (1928-48 car/pickup) - FM | | \$39.00 |
| 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 | | NA |
| 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 |
| A- 7008 | Plug - Drain or Fill with square head | \$1.00 | \$2.00 |
| A- 7008M | Plug - Drain or Fill with square head - Magnetic | \$1.00 | \$7.50 |
| 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) | | \$1.00 |
| 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 |

| Part Number | Description - Transmission Parts | | |
|---|--|----------------|------------------|
| Miscellaneous Trans Parts & Hardware - Cont'd | | \$ Used | \$ New |
| 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: | \$8.00 | |
| 22526-SK | Bolt - Rear Bearing Retainer to Trans - 1-1/8" long Set of 5: | \$7.00 | |
| 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 |
| 18- 6397 | Dowel Pin - Transmission case to engine block - 2 req'd - each: | | \$2.00 |
| SW-25 | Safety Wire (1/4 lb spool) .032" stainless steel | | \$13.50 |
| Miscellaneous Trans Parts & Hardware - Cont'd | | \$ Used | \$ New |
| VPSC-1 | Wood Shipping Crate for rebuilt transmissions | | \$125.00 |
| VPSC-2 | Wood Shipping Crate for rebuilt transmissions (long 49-62 type) | | \$150.00 |
| VPSC-3 | Plastic Shipping Crate for rebuilt transmissions (long 49-62 type) | | \$200.00 |
| Transmission 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 (pickup) | | \$14.00 |
| VP- SRK-3 | Snap Ring Kit (3 pc) - Fits 1932-39 trans (3 spd old synchro) | | \$8.00 |
| VP- SRK-4 | Snap Ring Kit (6 pc) - Fits 1949-54 Ford Std and OD trans | | \$23.00 |
| VP- SRK-5 | Snap Ring Kit (4 pc) - Fits 1949-54 Ford Std 3 speed car trans | | \$11.00 |
| 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 |
| A0A- 7130-X | Rebuild Parts Kit (26 pc) - Fits 1939 type toploader trans | | Call for Pricing |
| 8A- 7199 | Kit (Warner SP253-50A) - (1949-54 L/D passenger 3 speed) | | \$53.00 |
| B5A- 7199-B | Kit (Warner SP259-50B) - (1955-62) | | \$54.00 |
| B7SZ- 7B331-A | Kit (Warner SP85C-50) - 1956-65 (T85 with or w/o OD) | | \$49.50 |
| 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 (T-86 Overdrive trans) | | \$46.50 |
| C0DZ- 7B331-A | Kit (Warner SP280-50) - 1960-67 Falcon Six | | \$46.50 |
| C3AZ- 7B331-D | Kit (Warner SP287-50) - 1963-67 (303 series trans) | | \$49.50 |
| Note: The small parts kits typically include snap rings, thrust washers, and may also include needle bearings etc. Contact us for details. | | | |
| Assembly Grease | | | \$ New |
| VPTG- 1 | Transmission Assembly Grease - 16 oz tub | | \$19.00 |
| Miscellaneous Torque Tube Parts | | | |
| See the 4513 and 4520 caps listed with the rear axle assembly parts | | | |
| Overdrive Transmission Parts | | \$ Used | \$ New |
| 8M- 6915 | OD Relay - 6 volt (also 1M-6915) 1949-55 | | \$125.00 |
| B6AZ- 7A651A | OD Relay -12 volt 1956-63 | | \$125.00 |
| FAA- 6916-A | OD Solenoid - 6V (replaces 8M-6916) 1949-55 | | \$255.00 |
| B6A- 6916-A | OD Solenoid - 12V 1956-65 | | \$255.00 |
| 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 | |
| B7A- 6927-A | O Ring seal for OD governor (1957 and newer applications) | | \$1.00 |
| 8A- 6918-B | OD Kickdown Switch (= FAA-6918A and A9AZ-7A652A) - Includes 2 jam nuts | | \$33.00 |
| 351075-SK | Jam Nuts (1 pair) for kickdown switch | | \$2.00 |
| 8M- 6941 | OD Governor Rubber Cover | | \$9.00 |
| 8M- 6943 | OD Governor Control (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 |
| 51A- 7025F | Ball Bearing - Top quality (see above applications) | | \$37.50 |
| 8A- 7025 | Ball Bearing - MDG or MS (1949-59 Ford OD w/Six & small V8) | | \$22.00 |

| Part Number | Description - Transmission Parts | | |
|---------------|---|----------|--------------------|
| | Overdrive Transmission Parts - Cont'd | \$ Used | \$ New |
| 8A- 7025 | Ball Bearing - Overdrive housing (1949-64; 1951-59 Merc) | | \$22.00 |
| 8A- 7025F | Ball Bearing - (see above applications) - Top quality | | \$32.00 |
| B5S- 7025-A | Ball Bearing - MDG with shield (55-62 T86) | | \$45.00 |
| 8A- 7025F | Ball Bearing - Overdrive housing (1949-64; 1951-59 Merc) | | \$32.00 |
| 8M- 7030 | Snap Ring - Bearing retainer for OD adapter casting | | \$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 - <i>Replaced by B5A-7061-D below</i> | \$75.00 | \$105.00 |
| B5A- 7061-D | Mainshaft (output) - OD (1955 T-Bird, 51-54 Ford & Merc) - 13.36" L | \$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 |
| 51A- 7065F | Ball Bearing - Top quality (see above applications) | | \$37.50 |
| 8D- 7065 | Ball Bearing - OD mainshaft - T85 (1956-59) | | \$39.50 |
| C0DZ- 7065 | Ball Bearing - LZ OD mainshaft (rear) | | \$22.00 |
| 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 | |
| A9AZ- 7A650-A | OD Control Cable & Chrome Handle - 80" length | | \$54.00 |
| 8A- 7652 | OD Mainshaft & Gear (1949-51 Ford & 51 Merc) 12.75" long | \$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) | \$85.00 | |
| 8M- 7660 | OD Adapter - Trans case to OD housing (1949-51 Merc) | \$85.00 | |
| AB- 7660-A | OD Adapter - Trans case to OD housing (1952-54) | \$85.00 | |
| B5A- 7660-A | OD Adapter - Trans case to OD housing (1955-56 truck + 55 T-Bird) | \$85.00 | |
| B5A- 7660-B | OD Adapter - Trans case to OD housing (1955-59 car with T-86) | \$85.00 | |
| 8L- 7660 | OD Adapter - Trans case to OD housing (1956-57) 312V8 | \$85.00 | |
| 56H- 7662 | OD Balk Ring & Gear assy (1949-64 R10) | \$45.00 | |
| 8L- 7662 | OD Balk Ring & Gear assy (1949-70 R11) | \$55.00 | |
| 56H- 7665 | OD Plate & Trough assy (49-51 Ford, 56-57 T-Bird 312) | \$35.00 | |
| 8A- 7665 | OD Plate & Trough assy (49-51 Ford) | \$35.00 | |
| AB- 7665 | OD Plate & Trough assy (52-66 Ford Six & small V8) | \$35.00 | |
| B7A- 7665 | OD Plate & Trough assy (57-64 Ford w/ 312-332-352-390) | \$35.00 | |
| 8A- 7665 | OD Plate & Trough assy (1949-51 Ford; late 51 Merc) | \$35.00 | |
| 8M- 7665 | OD Plate & Trough assy (1949-51 Merc) | \$35.00 | |
| 16H- 7666 | Snap Ring - Plate & Trough (1949-62 R10) | \$5.00 | |
| 16H- 7668 | OD Oil Baffle - output shaft (1949-51 Merc) - 2.82" x 1.25" ID | \$7.00 | |
| 8A- 7668 | OD Oil Baffle - output shaft (1949-58 Ford) - 2.82" x 1.44" ID | \$7.00 | |
| 56H- 7670 | OD Sun Gear (1949-62) | \$85.00 | |
| 8L- 7670 | OD Sun Gear (1956-65) | \$95.00 | \$125.00 |
| 8L- 7672 | OD Snap Ring - Freewheel Cam (1949-59) - R11 | | |
| 56H- 7673 | OD Planetary Gear assy (1949-66) | \$345.00 | Check Availability |
| 8L- 7673 | OD Planetary Gear assy (1949-70) | \$385.00 | Check Availability |
| 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 | \$29.00 | |
| 8L- 7679-S | OD Rollers - freewheel unit (set of 12) (1949-70) - R11 | \$29.00 | |
| 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 |

| Part Number | Description - Transmission Parts | \$ Used | \$ New |
|--------------------|---|----------------|---------------|
| | Overdrive Transmission Parts - Cont'd | | |
| 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 | \$19.00 |
| 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- 7689K | Special washers, bolt, and nut for either 7689 lever listed above | \$15.00 | \$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- 14381 | Wire Harness - Relay to Ignition Coil (1949-51 Ford) - 54" | | \$6.00 |
| FAA- 14381A | Wire Harness - Relay to Ignition Coil (1952-54 Ford/Merc) - 36" | | \$6.00 |
| 8M- 14382 | Wire Harness - Main OD wiring (1949-51 Ford/Merc) - 45" | | NA |
| 1A- 14382 | Wire Harness - Main OD wiring (1951 Ford) - 56" | | NA |
| FAA- 14382 | Wire Harness - Main OD wiring (1952-54 Ford) - 41" | | \$39.00 |
| FAC- 14382 | Wire Harness - Main OD wiring (1952-54 Ford) - 53" | | NA |
| B5S- 14382A | Wire Harness - Main OD wiring (1955 T-Bird only) | | \$39.00 |
| B7A- 14382 | Wire Harness - Main OD wiring (1956-58 Ford) - crimped ends | | \$34.00 |
| B7A- 14382M | Wire Harness - same as above with molded ends | | NA |
| 8M- | Wire Harness - Relay to Ign Sw () - 57" | | \$6.00 |
| 8M- 6917W | Wire Harness - Rev Lockout Sw (1949-51) Two 3" | | \$11.00 |
| | V8-60HP 3 Speed Transmission Parts | | |
| 74- 7017 | Main Drive Gear - 15T - 7.68" long | \$75.00 | \$95.00 |
| 74- 7025 | Ball Bearing - Main Drive Gear (=8A-7025F) | | \$32.00 |
| 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 | | NA |
| 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 | |
| 74- 7073 | Plunger - Mainshaft gear lock | \$5.00 | \$7.00 |
| 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 |

| Part Number | Description - Transmission Parts | \$ Used | \$ New |
|--|---|--------------------|---------------|
| V8-60HP 3 Speed Transmission Parts - Cont'd | | | |
| 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) | | \$8.00 |
| 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 | | \$19.50 |
| 74- 7155 | Lock Pin - countershaft | \$5.00 | |
| 74- 7209 | Shifter Lever | \$75.00 | |
| 74- 7230B | Fork - Shifter - 2nd/high gear | \$30.00 | \$45.00 |
| 74- 7231B | Fork - Shifter - 1st/reverse (used with 74-7100-B) | | \$45.00 |
| 74- 7233 | 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) | | |
| 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 Parts: T-85 and T-87 | | \$ Used | \$ New |
| 8D- 7006 | Gearbox case only (does not include the 01T adapter) | Check Availability | |
| 8D- 7017 | Main Drive Gear - 20T - 8.25" long (27 synchro teeth) | | \$190.00 |
| B7A- 7017-G | Main Drive Gear - 19T - 8.60" long (36 synchro teeth) | \$105.00 | \$195.00 |
| 7025 | Ball Bearing - for T-85 MDG and MS (see BB-7065 bearings below) | | |
| 8A- 7025F | Ball Bearing - for T-85 OD mainshaft (= C3AZ-7025-B bearing) | | \$32.00 |
| BB- 7025 | Ball Bearing - Main Drive Gear | | \$37.50 |
| 8D- 7040 | Oil Baffle - MDG | | \$4.00 |
| 8D- 7050 | Front Bearing Retainer (T87) | \$50.00 | |
| C1AA- 7050-A | Front Bearing Retainer (T85) | \$50.00 | |
| 7052 | Rear Oil Seal - use 01T-4813 for the T87 | | |
| 8D- 7059 | Snap Ring - Synchro to Mainshaft (1.40" ID x .086-.88" thick) | | |
| B5A- 7061-F | Main Shaft - 14.56" long (S6-L6-S16) - Overdrive 1956-64 | | \$145.00 |
| 8D- 7061 | Main Shaft - 9.73" long (10-10-6 straight spline) 1948-52 | | \$95.00 |
| 8J- 7061 | Main Shaft - 11.97" long (10-10-10 straight spline) 1953-66 | | \$125.00 |
| 8D- 7064 | Snap Ring - MDG bearing - 1.625" ID | | \$4.00 |
| BB- 7065 | Ball Bearing - for T-85 MDG (replaces the 8D-7065 bearing) | | \$39.50 |
| BB- 7065 | Ball Bearing - for T-85 Mainshaft (replaces the 8D-7065) | | \$39.50 |

| Part Number | Description - Transmission Parts | \$ Used | \$ New |
|-------------------------|---|--------------------|--------------------|
| | Heavy Duty 3 Speed Trans Parts: T-85 and T-87 - Cont'd | | |
| 8D- 7065 | Ball Bearing - for T-87 mainshaft (use the BB-7065 bearing) | | |
| 8D- 7080 | Oil Baffle - Mainshaft rear bearing | | |
| 8C- 7085 | Rear Bearing Retainer (1948-52) - C | \$35.00 | |
| 8D- 7085-B | Rear Bearing Retainer (1948-52) - D or Y | \$35.00 | \$75.00 |
| 8J- 7085 | Rear Bearing Retainer (1948-52) - J, JH, T, TL, or W | \$35.00 | |
| TAAA- 7085-B | Rear Bearing Retainer (1953-55) - C | \$35.00 | |
| TBAA- 7085--A | Rear Bearing Retainer (1953-55) - D,J,JH,Y,T | \$35.00 | |
| 8D- 7100 | Low/Reverse Slider Gear (39 spur teeth x 10 straight spline) | \$115.00 | \$189.00 |
| B5A- 7100-B | Low/Reverse Slider Gear 31T x 6 spline (1.625" thick x 4.21" OD) | \$165.00 | \$245.00 |
| 8D- 7102 | Second Gear with bushing (29 helical teeth x 27 synchro teeth) | | \$119.00 |
| B5A- 7102-D | Second Gear with bushing (L26T x 36T synchro) | \$95.00 | \$175.00 |
| 8D- 7105 | Synchro Hub (27 spline) | | \$35.00 |
| 8D- 7106-A | Synchro Sleeve (shifter groove is offset) for 1948-49 only | | \$40.00 |
| 8D- 7106-B | Synchro Sleeve (shifter groove is centered) for 1948-55) | | |
| 8L- 7106 | Synchro Sleeve (for T-85) - with 36 splines | \$35.00 | \$45.00 |
| 8D- 7107 | Synchro Ring (27 teeth) - Bronze (2 required) Each: | | \$15.00 |
| 8L- 7107 | Synchro Ring (36 teeth) - Bronze (2 required) Each: | | \$19.50 |
| 8D- 7109 | Snap Ring (2 req'd) - synchro hub inserts | | |
| 8D- 7109-S | Synchro Parts Kit (3 inserts + 2 wire springs) - For T87 | | \$19.00 |
| 8L- 7109-S | Synchro Parts Kit (3 inserts + 2 wire springs) - For T85 | | \$24.00 |
| 8D- 7111 | Countershaft - 9.594" long | | \$19.00 |
| 8L- 7111 | Countershaft - 9.4375" L x 7/8" dia | | \$13.00 |
| 8D- 7113 | Cluster Gear (40-31-21-17T) | Check Availability | \$125.00 |
| B5A- 7113-D | Cluster Gear (29-25-19-15T) | | Check Availability |
| 8D- 7115 | Spacer Tube (2.343" long) - Cluster Gear | | |
| 8D- 7116 | Synchro Insert (3 required) - T87 | | |
| 8L- 7116 | Synchro Insert (3 required) - T85 | | |
| BB- 7118 | Roller Bearing - Cluster Gear (2 req'd) - replaces the 8D-7121) | | \$23.00 |
| 8D- 7119 | Thrust Washer - cluster gear front | | |
| 8D- 7120 | Roller Bearing (16 req'd) - mainshaft pilot to MDG | | \$19.00 |
| 8D- 7121 | Roller Bearing - Cluster Gear (replaced by BB-7118) | | |
| 8D- 7124-B | Synchro Assy (includes hub, sleeve, inserts, springs, and bronze rings) | | \$125.00 |
| A8TZ- 7124-A | Synchro Assy = 8D-7124-B above | | |
| 8L- 7124 | Synchro Assy | | |
| 8D- 7128 | Thrust Washer - Cluster Rear (outer) | | |
| 8D- 7129 | Thrust Washer - Cluster Rear (inner) | | |
| 8D- 7140 | Shaft - Reverse Idler Gear (4.00" long) | | \$11.00 |
| 8D- 7141 | Reverse Idler Gear (22 teeth) | | \$79.50 |
| B5A- 7141-C | Reverse Idler Gear (R18T) | | |
| B6A- 7153-B | Gasket Set (7 pc) | | \$22.50 |
| BB- 7155 | Retainer bar - countershafts | | |
| 87D- 7199 | Small Parts Kit | | |
| C2AZ- 7230 | Fork - 2nd/high shifter (T85 std & OD; T-10 four speed) | \$65.00 | |
| 8L- 7231 | Fork - 1st/reverse shifter (T85 std & OD) | \$40.00 | |
| Ford Part Number | Description - Transmission Parts | \$ Used | \$ New |
| | T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts | | |
| 51- 7006 | Gearbox case only (1935-40 trucks) | \$225.00 | |
| 59T- 7006 | Gearbox case only (1941-52 trucks) | \$225.00 | |
| BB- 7017-A | Main Drive Gear (17T spur gear) - 7.78" long | \$155.00 | \$265.00 |
| BB- 7025 | Ball Bearing - Main Drive Gear (T-8 and T-9) | | \$28.00 |
| BB- 7030 | Snap Ring - MDG Ball Bearing | | \$3.00 |
| 01T- 7039 | U-Joint (1940-52) - Open Drive - 1,2 or 3 req'd | | \$16.50 |
| 01Y- 7039 | U-Joint (1940-56) - Open Drive - 2 or 3 req'd | | \$16.50 |
| BB- 7043 | Oil Baffle - Main Drive Gear | \$4.00 | \$4.00 |
| BB- 7045 | Snap Ring - Main Drive Gear | | \$2.50 |
| BB- 7050 | Front Bearing Retainer - 1929-37 (replaced by 51-7050) | | |
| 51- 7050 | Front Bearing Retainer - 1929-52 | \$25.00 | \$42.00 |
| BB- 7061 | Mainshaft - 10.14" long - 6S splines (1929-1951) | \$65.00 | \$115.00 |
| 01T- 7061-A | Mainshaft - 12.74 " with undercut on splines (1940-1952) | \$155.00 | \$245.00 |
| BB- 7062 | Thrust Washer - mainshaft ball bearing | | \$3.00 |

| Ford Part Number | Description - Transmission Parts | \$ Used | \$ New |
|---|--|----------------|---------------|
| T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts - Cont'd | | | |
| 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 (replaces BB-7080) | \$2.00 | \$3.00 |
| BB- 7085 | Rear Bearing Retainer (rear support) 1932-1939 | | \$37.00 |
| 01T- 7085 | Rear Bearing Retainer (rear support) 1940-1952 | \$35.00 | |
| 7088 | U-Joint - Front (1932-39) - Closed Drive (see rear end parts) | | |
| 7090 | U-Joint - Rear (1932-39) - Closed Drive (see rear end parts) | | |
| BB- 7100 | Low/Second Slider Gear - 43-33 spur teeth (1929-52) | \$135.00 | \$325.00 |
| BB- 7101 | Third/High Slider Gear - 24 spur teeth (1929-1952) | \$125.00 | \$240.00 |
| 51- 7111 | Countershaft - 9.44" long (1929-1952) - replaces BB-7111 | \$35.00 | \$75.00 |
| BB- 7113-A | Cluster Gear - 43-36-27-17 spur teeth (1929-1952) | \$325.00 | \$425.00 |
| BB- 7115-A | Spacer - countershaft - 1.68" long (1929-1952) | \$3.00 | \$5.00 |
| BB- 7118-A | Roller Bearing - countershaft (1929-1952) | | \$23.00 |
| BB- 7120-A | Roller Bearing - mainshaft pilot (1929-1952) | | \$16.00 |
| 59T- 7129 | Thrust Washer - Countershaft cluster gear (1945-51) 2 req'd | | \$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 | \$195.00 |
| BB- 7153 | Gasket Set (1929-1952) - for T8/T9 trans | | \$25.00 |
| 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 | \$125.00 |
| 01T- 7209-A | Shifter Lever (1929-1942) - replaces the BB-7209 | \$85.00 | \$125.00 |
| 41T- 7210-A | Shifter Lever (1944-1952) without trigger lock assy | \$85.00 | |
| BB- 7213 | Shifter Knob/ball (1929-1952) 3/8-24 thread | | \$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) - attaches with 6 short bolts | | |
| 41T- 7222 | Shifter Housing (44-52) - attaches with 5 short and 1 long bolt | | |
| B- 7227 | Spring - shifter lever (1929-1950) | \$3.00 | \$3.00 |
| BB- 7228 | Seat - shifter lever (1929-1952) | \$6.00 | \$9.00 |
| BB- 7230 | Shift Fork - 3rd/High (1929-1952) | \$35.00 | \$55.00 |
| BB- 7231 | Shift Fork - 1st/2nd (1929-1952) | \$35.00 | \$55.00 |
| BB- 7232 | Gate - shifter reverse (1929-1942) | | \$25.00 |
| 41T- 7232 | Gate - shifter reverse shift shaft (1944-1952) | \$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 |
| BB- 7244 | Shaft - reverse fork - 5.0625" long (1929-1952) | \$8.00 | \$12.00 |
| BB- 7245 | Screw - Shift Fork to Shaft (32-52) | | \$5.00 |
| BB- 7246 | Shaft - 3rd/high - 7.06" long (1929-1952) | \$8.00 | \$13.00 |
| 41T- 7247 | Plunger - reverse shifter gate (1944-1952) | | |
| 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 truck) | | \$3.00 |
| 78- 7580F | Bearing - clutch release (1929-1952) | | \$35.00 |
| 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 |

| Ford Part Number | Description - Transmission Parts | \$ Used | \$ New |
|--|--|----------------|---------------|
| T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts - Cont'd | | | |
| 01T- 7501 | Transmission Adapter Housing (aka hogs head adapter) | \$195.00 | |
| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
| RADIATOR - Caps & Parts | | | \$ New |
| 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 | | \$7.00 |
| 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, & pad (11 pcs) | | \$16.00 |
| RADIATOR - Hoses & Hose Clamps | | | \$ New |
| 40- 8260-SK | Hose Kit - 32-36 V8 Passenger V8 (w/Ford script) | | \$65.00 |
| 40- 8260-K | Hose Kit - 32-36 V8 Passenger V8 | | \$45.00 |
| 78- 8260/86K | Hose Kit - 37-38 V8 Passenger V8 | | \$61.00 |
| 91A- 8260/86K | Hose Kit - 39-41 V8 Passenger 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 Passenger V8 (w/Fomoco script) | | \$68.00 |
| Note: above radiator hose kits include upper & lower hoses plus 8 hose clamps. Some kits have script hoses as noted. | | | |
| BB- 8260-S | Upper Hoses (1 pair) 32-36 all passenger cars | | \$59.00 |
| 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 | | \$52.00 |
| 91A- 8260-S | Upper Hoses (1 pair) 1939 Dlx + 40-41 all (w/Ford script) | | \$52.00 |
| RADIATOR - Hoses & Hose Clamps - Cont'd | | | \$ New |
| 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 |
| 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 \$2.20/inch | | \$47.50 |
| 51A- 8333-B | Straight Hose (1¾" x 36"L) - or cut to fit at \$2.60/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 239 V8 each | | \$21.00 |
| WATER PUMPS - New or Rebuilt | | | \$ New |
| 68- 8502 | Water Pumps (pair) - NEW - 1933-36 (wide belt) | | \$166.00 |
| 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) | | \$165.00 |
| 8BA- 8501-SPR | Water Pumps (pair) - NEW - 1949 Ford car + 1953 F100 (wide belt) | | \$165.00 |
| EAB- 8501-SPR | Water Pumps (pair) - NEW - 50-53 car (narrow belt) | | \$165.00 |
| B6A- 8501-B | Water Pump - 1955-62 V8 (272-292-312) | | \$135.00 |
| 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) | | \$2.75 |
| 8BA- 8507 | Water Pump Gasket (1949-53 V8) | | \$2.75 |
| 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 |

| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
|---------------------------------------|--|--------------------|--------------------|
| 8RT- 8509 | WP pulley (LH/RH same) - 1948-52 truck | \$10.00 | |
| 8515 | WP pulley (LH) - specify year of motor | \$25.00 | |
| 48- 8519 | Plug - Water pump temp sender hole (32-36 pumps) | | \$3.00 |
| 78- 8528 | WP block-off plates (left or right) for 1937-38 blocks Pair: | \$85.00 | |
| 20408-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 | \$ New |
| 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 - 1¼" outlet (49-53 V8) Ea: | | \$15.00 |
| 1BA- 8592-AS | Thermostat Housing - Stainless Steel -1¾" outlet (49-53 V8) Ea: | | \$26.00 |
| 8BA- 8255 | Thermostat Housing Gasket (1949-53 V8) - 2 req'd Each: | | \$1.75 |
| WATER PUMP - Kits | | | \$ New |
| 52- 8591-C | WP rebuild kit (per pump) - 1937-39 V8-60hp | | \$92.50 |
| 68- 8591 | WP rebuild kit (per pump) - 1933-36 pass car | | \$42.50 |
| 78- 8591 | WP rebuild kit (per pump) - 1937-48 pass car | | \$29.00 |
| A8C- 8591 | WP rebuild kit (per pump) - 1949-53 Ford & 1950-53 Merc | | \$33.00 |
| B5A- 8591-C | WP rebuild kit - 1955-62 V8 (272-292-312) | | Check Availability |
| B6C- 8591-A | WP rebuild kit - 1956-62 V8 Truck (272-292) | | \$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 | Check Availability |
| 40- 8600 | Fan Assy (4 blade - 15.50" dia) bolts to generator pulley | \$55.00 | Check Availability |
| 78- 8600 | Fan Assy (4 blade - 15.75" dia) bolts to generator pulley | \$55.00 | Check Availability |
| 91A- 8600 | Fan Assy (6 blade - 16.75" dia) bolts to crankshaft pulley (39-41 V8) | \$55.00 | Check Availability |
| 21A- 8600 | Fan Assy (4 blade - 16" dia) - takes 8 bolts (42-48 V8 car) | \$55.00 | Check Availability |
| ENGINE - Cooling Fans - Cont'd | | \$ Used | \$ New |
| 8CM- 8600-A | Fan Assy (4 blade - 17" dia) - takes 8 bolts (49 Merc) | \$55.00 | Check Availability |
| 21T- 8600 | Fan Assy (4 blade - 18" dia) - takes 8 bolts (42-44 V8 truck) | \$55.00 | Check Availability |
| 59T- 8600-A | Fan Assy (4 blade - 18.5" dia) - takes 8 bolts (46-52 V8 truck) | \$55.00 | Check Availability |
| 8BA- 8602-A | Fan & Hub Assy (4 blade - 18" dia) includes wide belt pulley - 49 Ford car | \$125.00 | Check Availability |
| EAB- 8602-A | Fan & Hub Assy (3 blade - dia) includes narrow belt pulley | \$95.00 | Check Availability |
| 21T- 8600-AX | Fan & Hub Assy (4 blade - 18" dia) includes oil hub & pulley assy | \$185.00 | Check Availability |
| ENGINE - Fan Parts | | \$ Used | \$ New |
| 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 | \$135.00 |
| 21A- 8603C | Fan hub/sheave/spindle brg/impeller/cover plate assy | \$175.00 | \$225.00 |
| 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) | Check Availability | |
| 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-AS | Fan Belt (1933-36 V8 car + 33-37 truck) - Gen & W.Pumps (Ford script) | | \$18.00 |
| 78- 8620-AS | Fan Belt (1937-48 V8) - Gen & W. Pumps (Ford script) | | \$16.50 |
| 21A- 8577-S | Fan Belt (1942-49 V8 car + 48-53 truck) - Fan (Ford script) | | \$28.00 |
| 7RA- 8620-S | Fan Belt (1949 V8 car + 48-52 truck) - Gen & Pumps (Ford script) | | \$28.00 |
| 8BA- 8620-S | Fan Belt (1950-53 V8 car) - Gen & water pump (Ford script) | | \$24.50 |
| 8BA- 8577-S | Fan Belt (1950-53 V8 car) - Fan & water pump (Fomoco script) | | \$19.50 |

Note: All of the above fan belts are marked with the Ford brand name in script

| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
|-------------------------|---|----------------|---------------|
| | MISCELLANEOUS FUEL SYSTEM | | \$ New |
| 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- 9173 | Fuel Pump Bowl Gasket (1945-53 V8) - Cork | | \$2.75 |
| 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 Pumps & Related Parts | \$ Used | \$ New |
| 11A- 9349 | Fuel Pump Kit (1933-53 V8) | | \$22.00 |
| 59A- 9355 | Glass Bowl only - Fuel pump (1945-53 V8) | \$6.50 | |
| 59A- 9364 | Gasket (cork) for fuel pump cover (1946-53 glass bowl type) 2 1/8" OD | | \$2.50 |
| 68- 9364 | Gasket (cork) for fuel pump cover (1936-41 steel bowl type) 2 1/4" OD | | \$2.50 |
| 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) | | \$2.50 |
| 68- 9398 | Diaphragm - Fuel Pump (34-48 V8) | | \$7.50 |
| 48- 9400-A | Fuel Pump Pushrod (1933-48 cast iron intake) - 8.875" long | | \$13.00 |
| 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 |
| 8BA- 6025 | Pushrod Bushing (1949-53) -100hp V8 | | \$5.50 |
| 48- 9415 | Adapter - Fuel Pump Mount (35-48 V8) - recond - less lower tube | \$85.00 | |
| X- 9415 | Lower tube for 48-9415 fuel pump adapter - sold only with 48-9415 adapter | \$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) | | \$2.50 |
| | ENGINE - Fuel Pumps & Related Parts - Cont'd | \$ Used | \$ New |
| 7RA- 9417 | Gasket - Fuel Pump to Stand (49-53 V8) | | \$2.50 |
| 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 | | \$595.00 |
| 8BA- 9510 | Carburetor - New 94 type (49-53 V8) - Passenger car | | \$595.00 |
| 8RT- 9510 | Carburetor - New 94 type (48-53 V8) - Truck | | \$595.00 |
| | ENGINE - Carburetors & Carb Kits | | \$ New |
| 40- 9447-A | Carb Gasket - base to intake manifold (33-37) Strombg | | \$3.00 |
| 40- 9447-B | Carb Gasket - base to intake manifold (38-53) Ford/Holley | | \$3.00 |
| 21A- 9502 | Carb Gasket Set (12 pcs) for Ford/Holley (38-53) | | \$10.50 |
| 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) | | \$72.00 |
| B4A- 9590 | Carb Kit (simple) for Ford carb (1954-56) - 2 barrel | | \$39.00 |
| | 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 | | \$17.00 |
| 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 | | \$19.50 |
| 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 |

| Ford Part Number | Description - Engine Rebuild Parts | \$ Used | \$ New |
|---|--|----------------|---------------|
| 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) | | \$21.00 |
| 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 | | N/A |
| RC- 111 | Aerosol Can of Antique Dark Blue spray paint | | N/A |
| RC- 112 | Aerosol Can of Cast Blast Gray spray paint | | N/A |
| RC- 113 | Aerosol Can of Gloss Black (heat resistant) spray paint | | N/A |
| | MISCELLANEOUS ENGINE HARDWARE | \$ Used | \$ New |
| 18- 6397 | Dowel Pin - Transmission case to engine block - 2 req'd - each: | | |
| 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) | | |
| 356075-S | Nut - Fan Assy Bracket to Intake Manifold Stud (42-53 car + 42-53 truck) | See 357730-SK | |
| 357730-S | Stud - Generator Bracket to Intake Manifold (42-53 car + 42-53 truck) | See 357730-SK | |
| 357730-SK | Stud-Nut-Washer Kit -Gen Bracket to Manifold (42-53 car + 42-53 truck) | | \$29.00 |
| 74113-SK | Expansion Plug - Set of 4 - V8 Block oil pan rail (3/4" diameter) | | \$3.00 |
| 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 |
| 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 | | \$115.00 |
| | ENGINE & TRANSMISSION TOOLS - Cont'd | | \$ New |
| VGBT | Flathead V8 Valve Guide Bar Tool | | \$42.00 |
| VGRT | Flathead V8 Valve Guide Retainer Remover Tool | | \$75.00 |
| T-STAND | Transmission Support Work Stand (32-48 type three speed) | | \$45.00 |
| Part Number | Description - Electrical Parts | | \$ New |
| | ELECTRICAL - Alternators | | |
| 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 1942-53 V8 intake manifolds. | | | |
| WP- 100 | Alternator Pulley - Wide Belt - for GM type alternators | | \$21.00 |
| | 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 generator | | | |
| 8A- 10505 | Voltage Regulator (39-55) - 30 Amp (replaces 01A & 51A-10505) | | \$54.00 |
| FAC- 10505-A | Voltage Regulator (39-56) - 35 Amp (replaces 51A & FAB & 8M) | | |
| | ELECTRICAL - Voltage Regulators - 12 Volt | | \$ New |
| C3TZ- 10505-B | Voltage Regulator (56-up) - 30 Amp (replaces B6A & B7A & C1TZ) | | \$69.50 |

| Part Number | Description - Electrical Parts | | |
|--|--|-------------------|--------------------|
| | ELECTRICAL - Voltage Regulators - 12 Volt - Cont'd | | \$ New |
| C2AZ- 10505-C | Voltage Regulator (56-up) - 40 Amp (replaces B6A-B & B7A-A) | | \$79.50 |
| | ELECTRICAL - Generator Parts | | \$ 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 |
| 357730-S | Mounting Stud-Nut-Washer Kit - Generator to intake manifold (42-53 V8) | | \$29.00 |
| | 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 |
| B6A- 9278-B | Oil Pressure Sender (_ psi) - 12V - For dash indicator lite | | \$9.95 |
| | ELECTRICAL - Starters (32-53 V8) | | \$ New |
| 18- 11002-NSB | Starter with bendix (new) - 6 volt (barrel starter drive) | Manual Trans Only | \$179.00 |
| 18- 11002-NTB | Starter with bendix (new) - 12 volt (barrel starter drive) | Manual Trans Only | \$179.00 |
| 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. Ford bendix drives available at extra cost (customer install). | | | |
| | 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 excpt Fordomatic & V8-60) | | \$39.00 |
| | ELECTRICAL - Starter Parts - Cont | \$ Used | \$ New |
| 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) | | \$2.00 |
| B- 11382 | Bolt - starter drive spring to shaft (1932-53) | | \$2.00 |
| B- 11379 | Lockwasher - starter drive bolts (1932-53) | | \$1.50 |
| 74175-S | Key - Starter Drive to Shaft | | \$1.00 |
| | ELECTRICAL - Starter Solenoids | | \$ New |
| 40- 11450 | Foot Starter Switch (1932-34 V8) - 6V | | \$29.95 |
| 48- 11450 | Foot Starter Switch (1935-36 V8) - 6V | | \$32.95 |
| 01A- 11450FS | Solenoid (1937-48) - 6V - Steel Case - Push Button - Ford script | | \$29.95 |
| 21A- 11450 | Solenoid (1937-48) - 6V - Plastic case - Push button | | \$19.95 |
| 1A- 11450 | Solenoid (1951) - 6V - Metal case (replaced by the B5A-11450A) | | |
| 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 |
| | IGNITION TUNE-UP KITS | | \$ 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) | | \$124.95 |
| # 4FTK | Cap-Rotor-Points-Condenser (fits 1937-41 V8) | | \$119.95 |

| Part Number | Description - Electrical Parts | | |
|---|---|-------------------|------------------|
| | IGNITION TUNE-UP KITS - Cont'd | | \$ New |
| # 5FTK | Cap-Rotor-Points-Condenser (fits 1942-44 V8) | | \$63.95 |
| # 6FTK | Cap-Rotor-Points-Condenser (fits 1946-48 V8) | | \$94.95 |
| # 7FTK | Cap-Rotor-Points-Condenser (fits 1949-53 V8) | | \$29.95 |
| # 8FTK | Cap-Rotor-Points-Condenser (fits 1954-56 V8) | | \$29.95 |
| # 9FTK | Cap-Rotor-Points-Condenser (fits 1957-74 V8) | | \$17.95 |
| # 10FTK | Cap-Rotor-Points-Condenser (fits 1941-42 Six) | | \$48.95 |
| # 11FTK | Cap-Rotor-Points-Condenser (fits 1946-47 Six) | | \$89.95 |
| # 12FTK | Cap-Rotor-Points-Condenser (fits 1948-67 Six) | | \$18.95 |
| | | | |
| | ENGINE IGNITION PARTS - Distributor Spacer Kits | | \$ New |
| IS- 3241 | Kit - For the 2 Bolt Distributor to a 3 Bolt Timing Cover | | Call for Pricing |
| 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 | | Call for Pricing |
| 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 | \$159.00 | |
| 78- 12024-A | Coil - 6 Volt - (1937-41) Tall Dome + \$35 core charge - REBUILT | \$159.00 | |
| 1GA- 12024 | Coil - 6 Volt - (1942-48) + \$35 core charge - REBUILT | \$159.00 | |
| 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 |
| 18- 12036K | Coil Adapter Kit - Converts 1932-36 to late model 12V type | | \$49.00 |
| 78- 12036K | Coil Adapter Kit - Converts 1937-41 to late model 12V type | | \$49.00 |
| 18- 12140 | Gasket - Coil to Distributor (3 hole type) | | \$2.75 |
| 78- 12140 | Gasket - Coil to Distributor (2 hole type) | | \$2.75 |
| | DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc | \$ Used | \$ New |
| 18- 12138 | Rubber Plug (1932-36 V8) Fit in distr. adjust. holes - Per Pair: | | \$2.00 |
| 18- 12104S | Distributor Gasket Set (7 piece) (1932-41) | | \$8.50 |
| 21A- 12104S | Distributor Gasket Set (4 piece) (1942-48) | | \$8.50 |
| 1GA- 12134/35 | Seal & Retainer - Distributor Housing (1942-48) | | NA |
| 59A- 12109 | Distributor Cap hold-down bails (1946-48) - Sold as one pair | | \$7.00 |
| 68- 12143 | Gasket - Distributor Housing to Timing Cover - 3 bolt type (32-41 V8) | | \$2.50 |
| | DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc - Cont'd | \$ Used | \$ New |
| 1GA- 12143 | Gasket - Distributor Housing to Timing Cover - 2 bolt type (42-48 V8) | | \$2.50 |
| 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 on Used) | \$25.00 | |
| 7RA- 12192 | Spring - Distributor Advance | | NA |
| 0BA- 12213 | Rotor Clip for 1949-54 V8 Distributor | | \$4.95 |
| 7HA- 12216 | Primary Wire (insulated with terminals) - (49-56 V8 & Six) | | |
| 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 |

| Part Number | Description - Electrical Parts | | |
|--|---|----------------|------------------|
| | DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc - Cont'd | \$ Used | \$ New |
| 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 - Contact Points | | \$ New |
| A- 12199 | Ignition Point set (28-31) - 4 Cylinder | | \$10.50 |
| B- 12199 | Ignition Point set (32-34) - 4 Cylinder | | \$29.00 |
| 18- 12107S | Ignition Point set - single arm w/screws (32-36 V8) | | \$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 7RA12171 | | \$12.00 |
| B7A- 12171B | Ignition Point set (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) | | \$39.00 |
| 21A- 12106 | Cap - Crab Style (1942-44 V8) - 1 required - Black color | | \$22.50 |
| 21A- 12106-Red | Cap - Crab Style (1942-44 V8) - 1 required - Red color | | \$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 sized to match the wire locations. | | | |
| 5GA- 12106 | Cap - Outer (1945-47 Six - G Series) | | Call for Pricing |
| 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) | | \$12.00 |
| 7RA- 12132 | Bushing - Distributor Lower Housing (1949-56 V8 & 49-51 Six) | | \$6.00 |
| | 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 |
| | ELECTRICAL - Ignition Resistors & Breakers | | \$ New |
| 18- 12250 | Ignition Coil Resistor (Ceramic type) - For 6V system | | \$19.00 |
| 18- 12250R | Ignition Coil Resistor (Reproduction type) - For 6V system | | \$17.50 |
| 40- 12250-A | Ignition Coil Resistor & Fuse Block Assy (33-39) - Orig 6V type | | \$35.00 |
| 40- 12250-D | Ignition Coil Resistor & Double Fuse Block Assy - Orig 6V type | | \$29.00 |
| B7A- 12250-A | Ignition Coil Resistor (56-57) - Generic type - 12 volt sytem | | \$14.50 |
| B7A- 12250-AR | Ignition Coil Resistor (56-57) - Exact reproduction - 12 volt | | \$31.00 |
| B8A- 12250-A | Ignition Coil Resistor (58-59) - For 12 volt system | | \$8.50 |
| | SPARK PLUG WIRING SETS | | \$ New |
| B- 12275 | Spark Plug Connectors (1932-34 Four) -set of 4 brass strips | | \$3.40 |
| 18- 12259-H | Spark Plug Wiring Set (1932-36 V8) - Hook ends USA | | \$49.00 |
| 18- 12259-R | Spark Plug Wiring Set (1932-36 V8) - Ring ends USA | | \$49.00 |
| 78- 12259-VP | Spark Plug Wiring Set (1937-41 V8) USA | | \$49.00 |

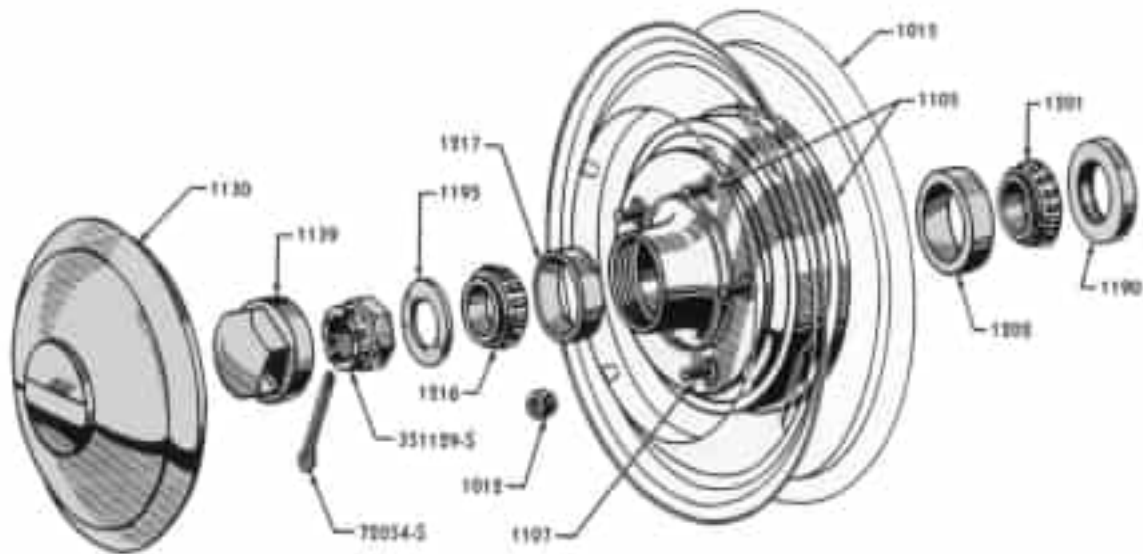
| Part Number | Description - Electrical Parts | | |
|---|---|---------------|------------------|
| SPARK PLUG WIRING SETS - Cont'd | | | \$ New |
| 21A- 12259-VP | Spark Plug Wiring Set (1942-44 V8) USA | Limited Stock | \$59.00 |
| 59A- 12259 | Spark Plug Wiring Set (1946-48 V8) - Brown wire USA | | \$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 | Limited Stock | \$89.00 |
| 5GA- 12259 | Spark Plug Wiring Set (1941-47 Six - G series) | | \$44.00 |
| 7HA- 12259 | Spark Plug Wiring Set (1947-51 Six - H series) | | \$49.00 |
| B2A- 12259-A | Spark Plug Wiring Set (1952-53 Six - 215 series) | | \$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- 12405N | Spark Plug - 14mm - (1938-53 V8 and 41-54 Six) -NGK | | \$3.55 |
| 7RA- 12405NS | Spark Plug - 14mm - Set of 8 NGK plugs | | \$27.00 |
| 7RA- 12405A | Spark Plug - 14mm - (1938-53 V8 and 41-54 Six) - AL | | \$2.65 |
| 7RA- 12405AS | Spark Plug - 14mm - Set of 8 Autolite 7RA plugs | | \$20.00 |
| ENGINE IGNITION PARTS - Distributor Condensers | | | \$ New |
| 18- 12300-B | Condenser (1932-early 36 V8) | | NA |
| 78- 12300 | Condenser (1937-1941 V8) | | \$13.00 |
| VP- 12300-A | Condenser Kit (42-48 V8 and 41-47 Six) - replaces 1GA-12300 | | \$13.00 |
| 7RA- 12300 | Condenser - (1949-56 V8 and 1948-64 Six) use also FAB-12300 | | \$9.50 |
| FAB- 12300 | Condenser - (1949-56 V8 and 1948-64 Six) use also 7RA-12300 | | \$3.50 |
| B9AZ- 12300-A | Condenser - (1957-64 V8) - replaces the B7AZ-12300 | | \$3.50 |
| H- 12300 | Condenser - (1936-48 Lincoln V12) | | \$16.00 |
| 1GA- 12312 | Condenser Boot (42-48 V8 & Six) | | \$3.00 |
| ENGINE IGNITION PARTS - Vacuum Advance Units | | | \$ 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) | | \$31.50 |
| B7A- 12370-A | Distributor Vacuum Advance Assy (1957-59 V8) | | \$55.00 |
| B9AF- 12370-A | Distributor Vacuum Advance Assy (1957-62 V8 pivot plate) | | \$26.00 |
| ELECTRICAL - Headlight Dimmer Switches | | | \$ New |
| 11A- 13532 | Dimmer Switch (1938-48) - Three hole bracket | | \$22.00 |
| 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 |
| 91A- 13842 | Horn Relay - 6V (1939-40) | | \$45.00 |
| FAA- 13853 | Horn Relay - 6V (1937-55) - same application as 7RA-13853 | | \$11.00 |
| 7RA- 13853-A | Horn Relay - 6V (1937-55) - same application - use FAA-13853 | | \$13.00 |
| 2Q- 13853 | Horn Relay - 12V (1956) | | \$11.00 |
| B7A- 13853 | Horn Relay - 12V (1957-59) | | \$11.00 |
| B8C- 13853 | Horn Relay - 12V (1957-66) | | \$11.00 |
| ELECTRICAL - Miscellaneous | | | \$ New |
| 7RA- 11652 | Headlight Switch - w/screw terminals (1941-48 + to '50 F1) | | \$42.95 |
| FAA- 11654-A | Headlight Switch - w/screw terminals (1950-54 + 48-54 F1) | | \$45.00 |
| B- 11655/57K | Light Switch Housing & Body with contact plate (1928-37) | | Call for Pricing |
| A- 13310 | Turn Signal Kit (Signal Stat) with flasher (1928-53) - 6 Volt | | \$67.00 |
| 11A- 13480 | Brake Light Pressure Switch for MC (1939-64) | | \$8.50 |
| B- 14301 | Braided Ground Strap (8 7/8" OA length) - Battery to Frame | | \$9.50 |
| 91A- 14303 | Braided Ground Strap (9 7/8" OA length) - Firewall to Engine | | \$9.00 |
| 8M- 14303 | Braided Ground Strap (13 1/4" OA length) - Firewall to Engine | | \$9.50 |
| 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 | | \$39.50 |
| WINDSHIELD - Wiper Parts | | | \$ New |
| B- 17528C | Wiper Blade - 8 1/4" 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 | Description - Electrical Parts | | |
|---|--|---------|---------|
| SPEEDOMETER CABLE | | \$ 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 | | \$21.00 |
| 8C- 17260-A | Speedometer Cable Assy (75.5" inner/outer with ends) 1948-60 | | \$19.50 |
| Note: Above speedo cables fit various applications. Contact us to help verify your specific cable. Advise car or truck and model year. | | | |
| SPEEDOMETER GEARS & PARTS | | \$ Used | \$ New |
| 01T- 17269 | Bearing (bushing) for driven gear (1940-52 trucks) | \$25.00 | |
| 40- 17270 | Driven Gear (18T) for 3.54:1 ratio (with 6.00 x 16" wheels) | \$55.00 | \$89.00 |
| B- 17270-A | Driven Gear (19T) for 3.78:1 ratio (with 6.00 x 16" wheels) | \$55.00 | \$75.00 |
| 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 | |
| 01Y- 17271-A | Driven Gear (18T) for 4.27:1 ratio (with 6.50 x 16" wheels) | \$45.00 | \$55.00 |
| 01Y- 17271-B | Driven Gear (19T) for 4.27:1 ratio (with 6.00 x 16" wheels) | \$45.00 | |
| 01Y- 17271-C | Driven Gear (20T) for 4.86:1 ratio (with 7.00 x 16" wheels) | \$45.00 | |
| 01Y- 17271-D | Driven Gear (21T) for 3.73:1 ratio (with 6.50 x 16" wheels) | \$45.00 | |
| 01Y- 17271-E | Driven Gear (22T) for 3.73:1 ratio (with 6.00 x 16" wheels) | \$45.00 | |
| 01Y- 17271-F | Driven Gear (23T) for 3.92:1 ratio (with 6.00 x 16" wheels) | \$45.00 | |
| 01T- 17271-A | Driven Gear (18T) - Truck with 4 speed trans | \$25.00 | \$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) | | \$2.00 |
| 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" | | \$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 |

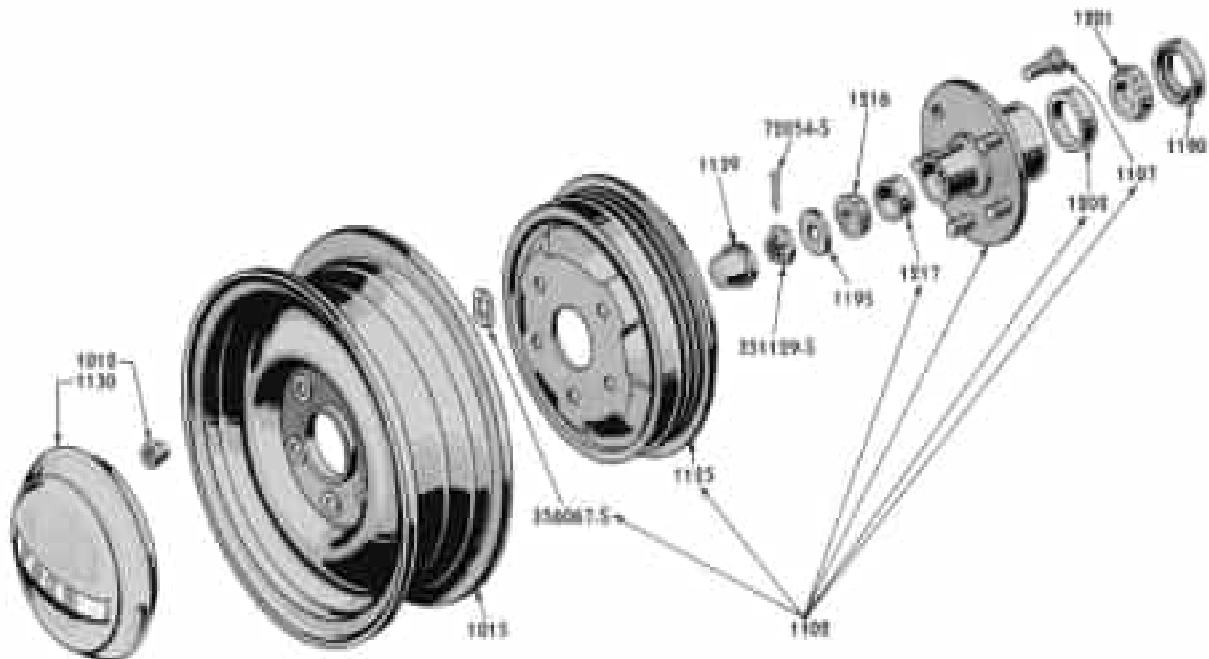
Speedometer Notes: the various gears listed above are all specific to the vehicle's rear end gear ratio AND the wheel and tire size. Calculate the tooth count carefully before ordering. Less teeth on the driven gear makes the speedometer read faster. See the gear ratio chart in back of this catalog for more detail

Do you need **technical help**? Go to www.vanpeltsales.com to see our extensive pages of technical and parts drawings, tune up specs, service tips, serial numbers info, engine ID, and model ID. The tech help is listed in the box above the pricing on the main pages. Many parts are available at our online store www.vanpeltsalesstore.com.
Note that the shipping amount is not accurate. We charge shipping on your order and recalculate shipping when your order is processed for shipping.

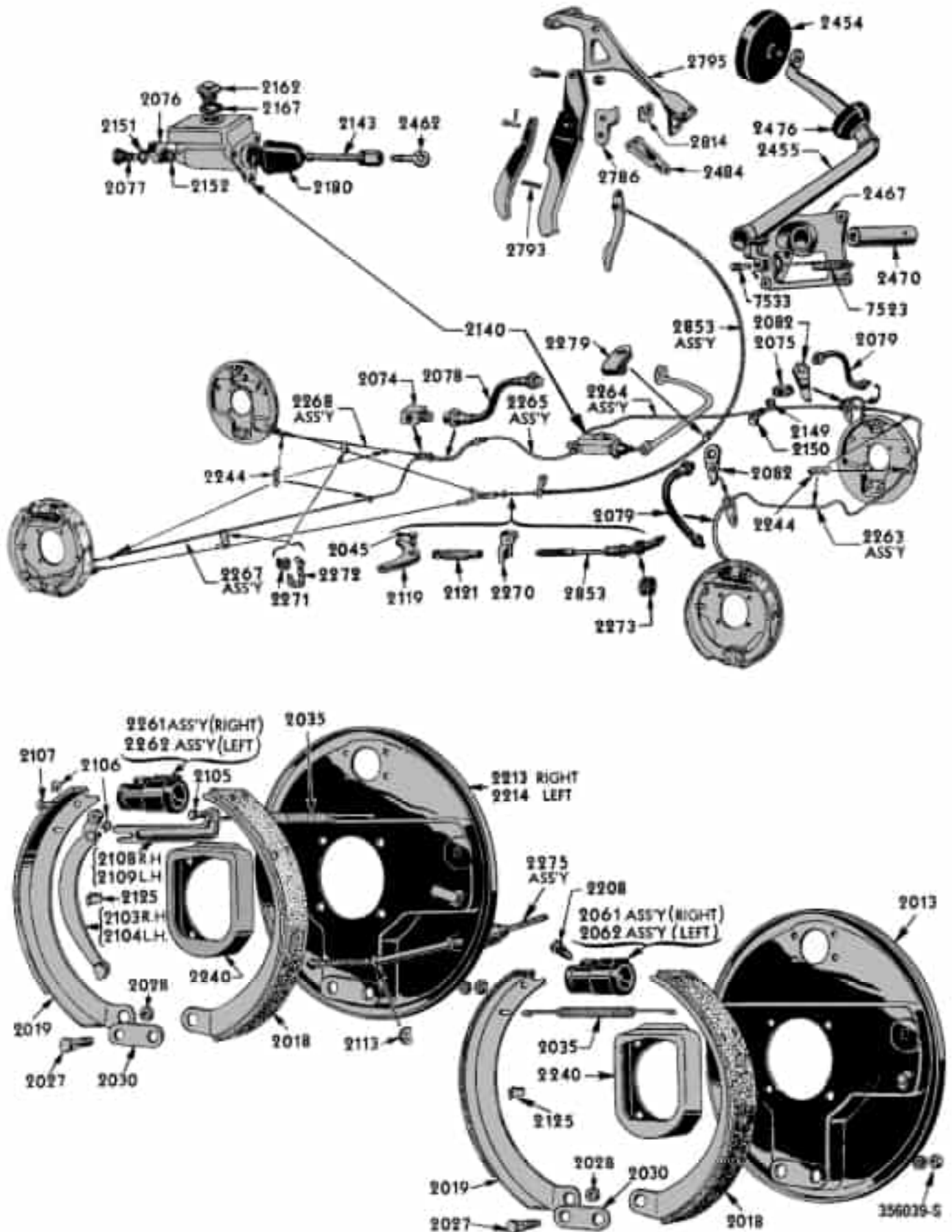
Front Wheel & Bearings - Typical 1940-48 Passenger Car



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

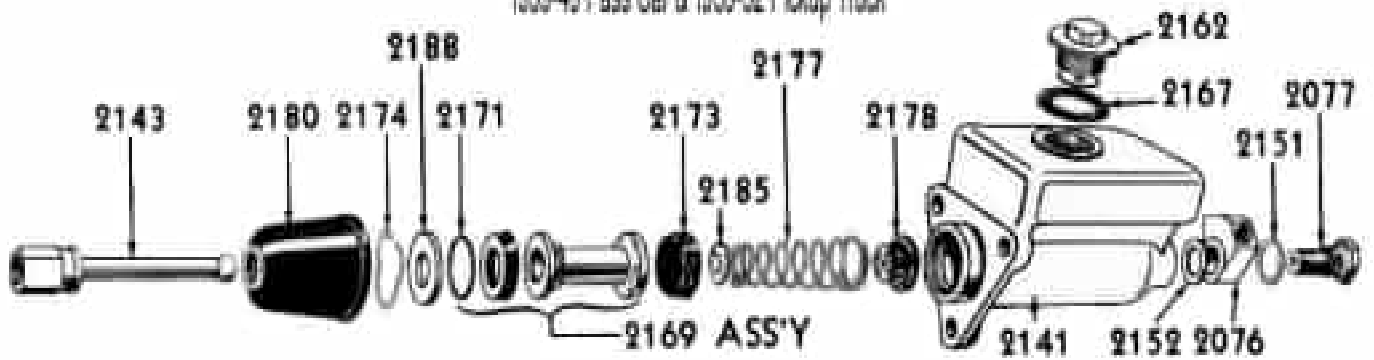


Ford 1939-42 Passenger Car Brake System



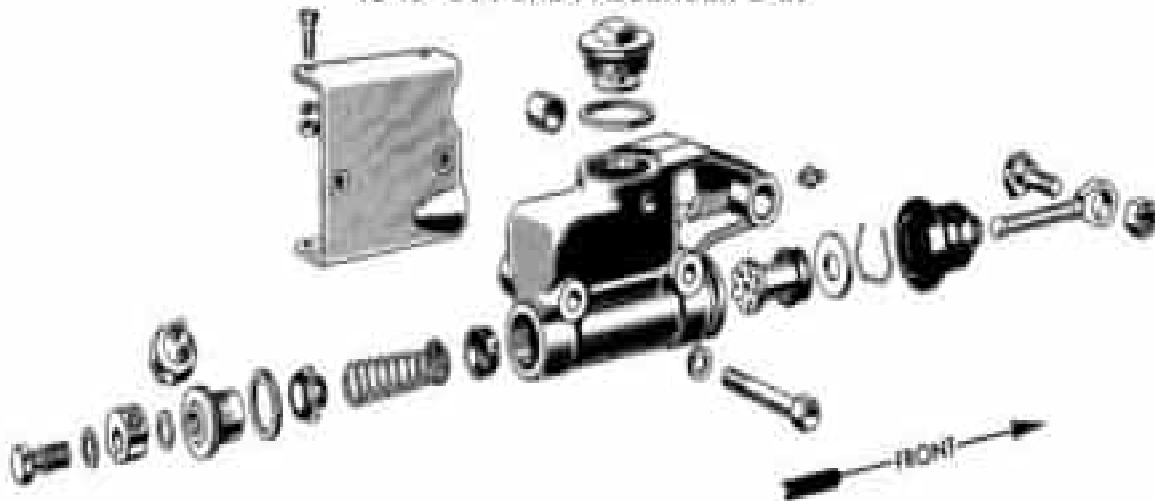
Master Brake Cylinder Assy

1939-49 Pass Car & 1939-52 Pickup Truck

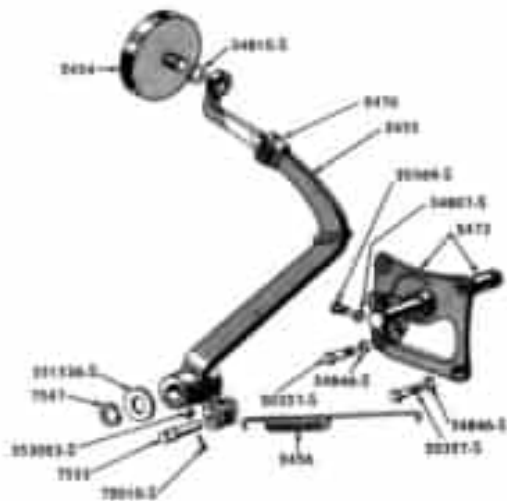


MASTER BRAKE CYLINDER ASSY

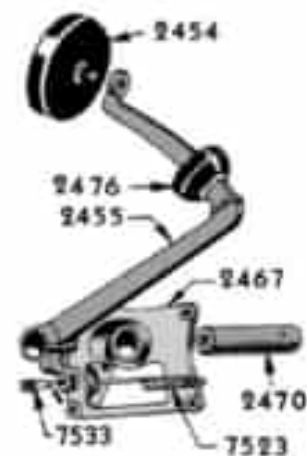
1949 - 51 FORD PASSENGER CAR



Early Ford Brake Pedal Assembly



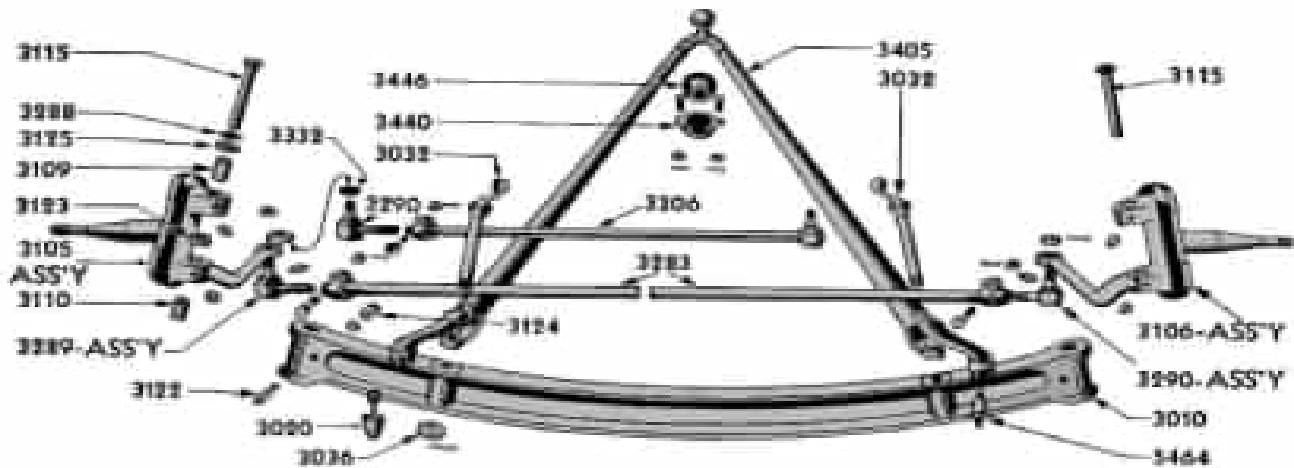
1940-48 Passenger Car



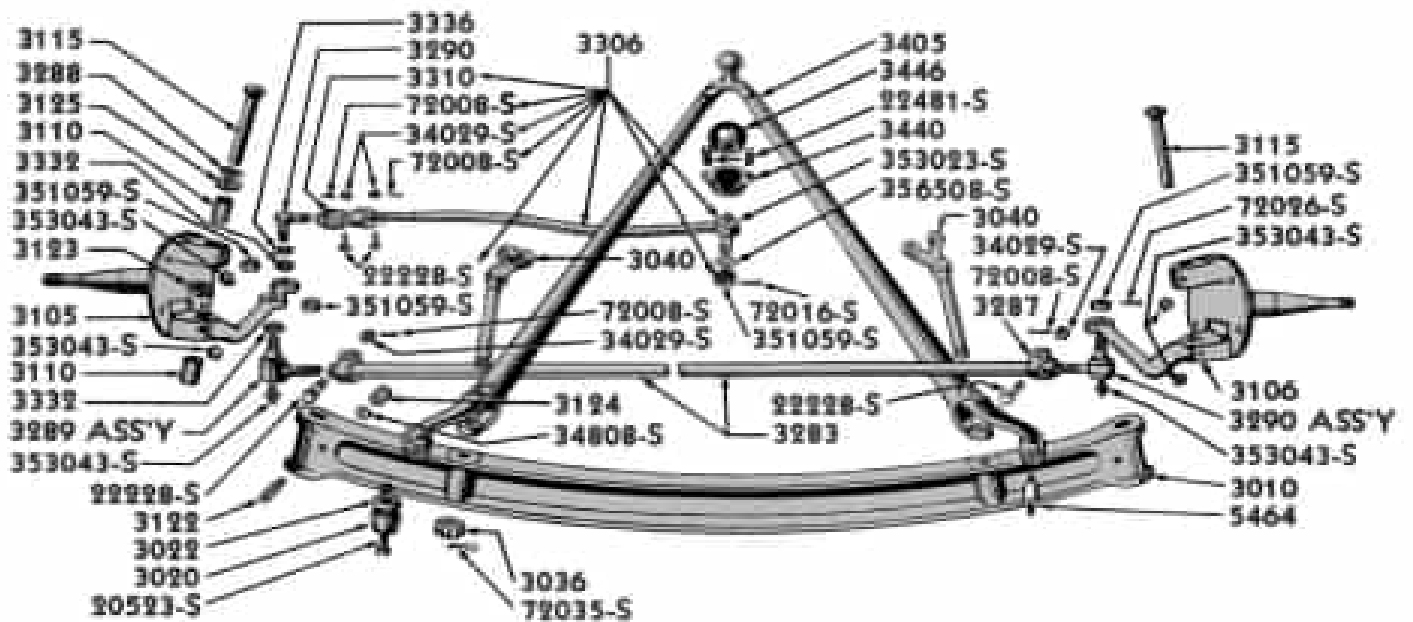
1939 Passenger Car

Front Axle & Radius Rod Assembly

Typical 1937 Shown Below



1942-48 PASSENGER FRONT AXLE



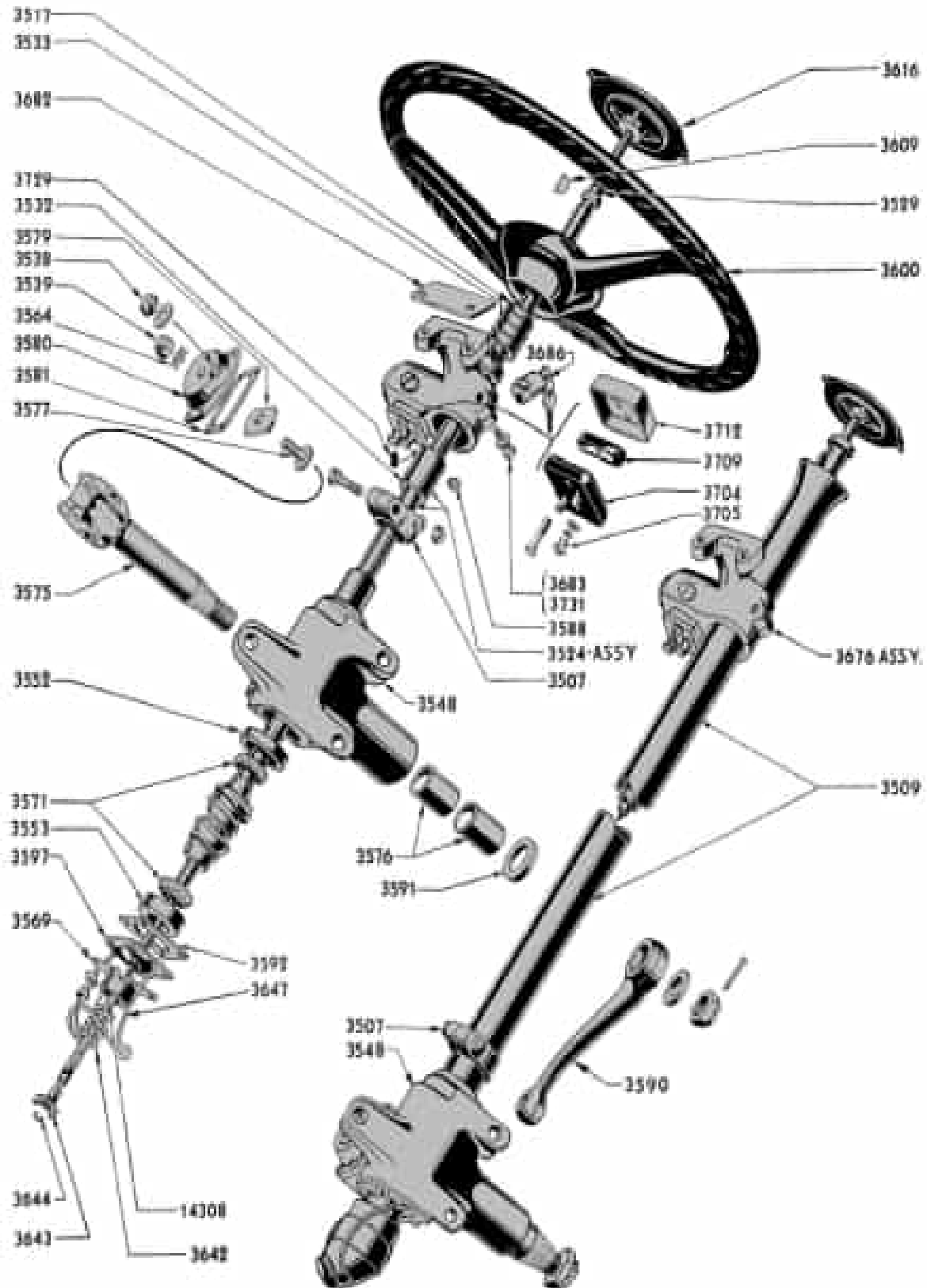
Left:
91A-3111
King Pin Kit



Right:
21A-3111
King Pin Kit

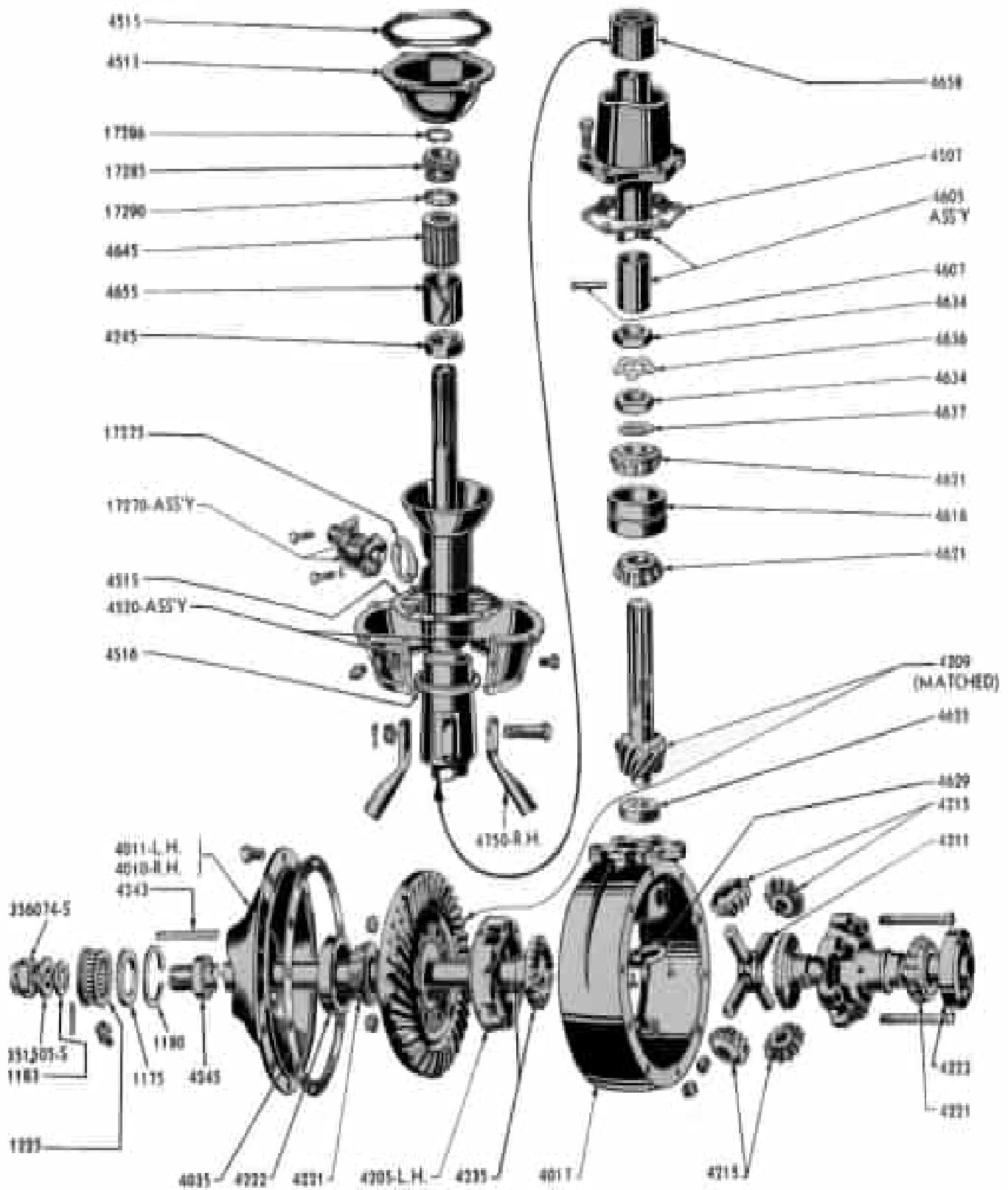
STEERING GEARBOX & STEERING COLUMN ASSY

TYPICAL 1997-00 FORD PASSENGER CARS

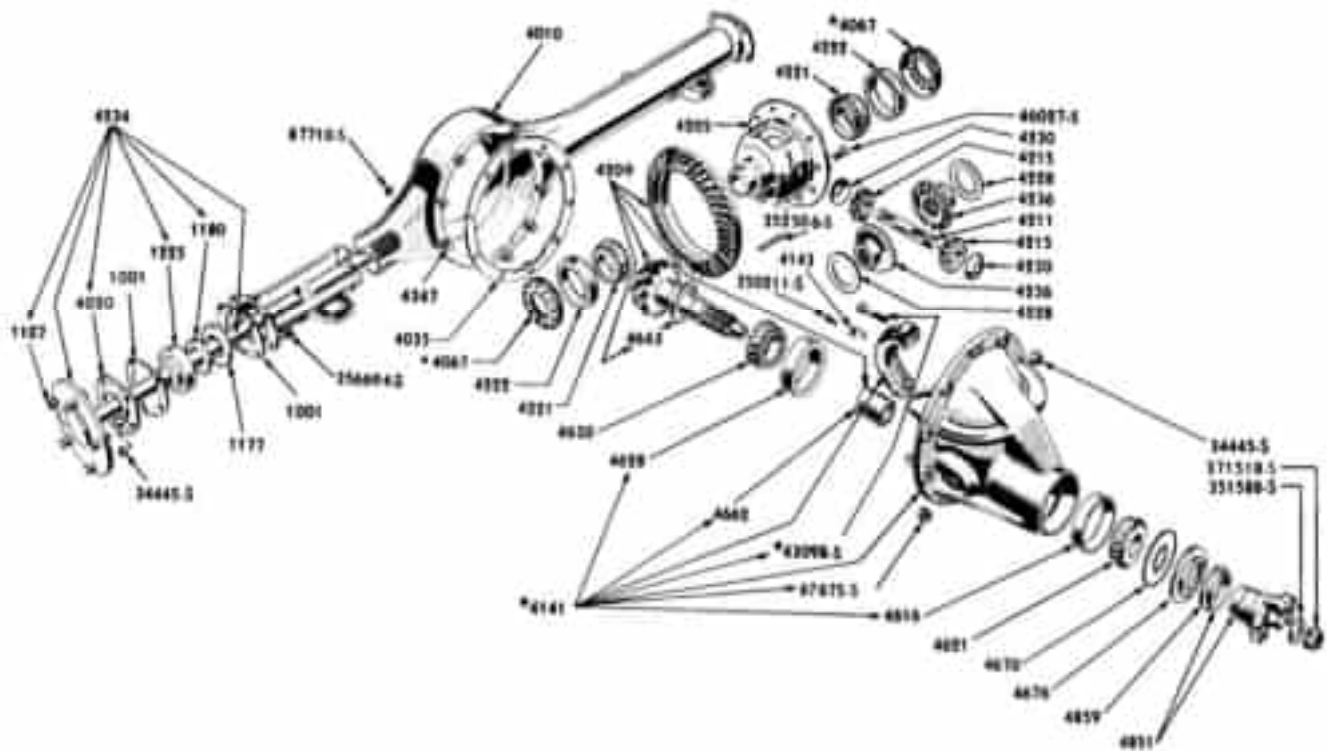


PASSENGER REAR END & TORQUE TUBE ASSEMBLY

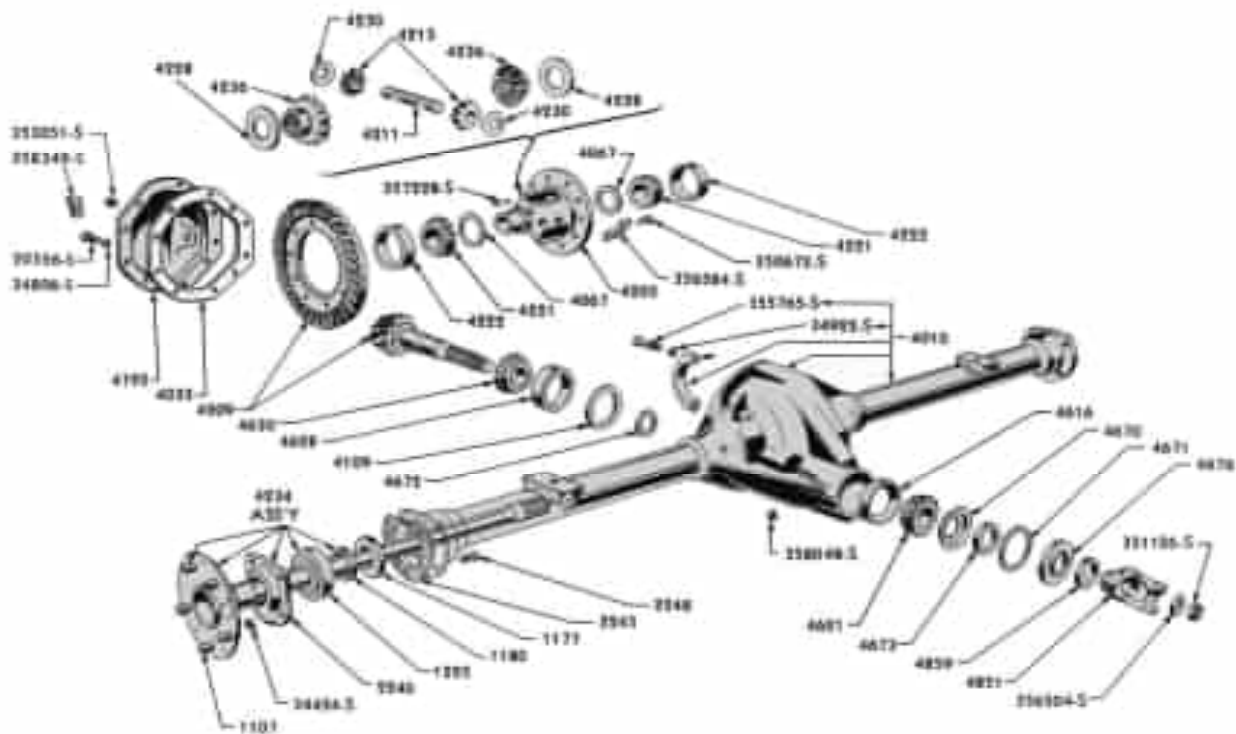
TYPICAL FOR 1932 - 48



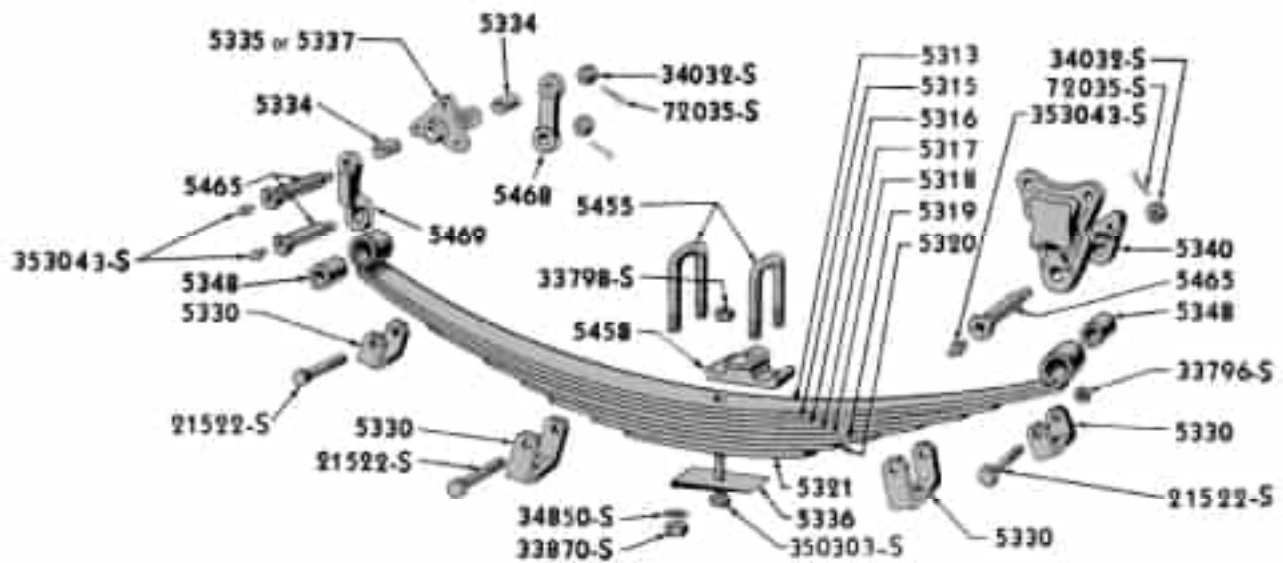
Rear Axle Assembly for 1949 to 54 Ford (except Sedan Delivery and Station Wagon)



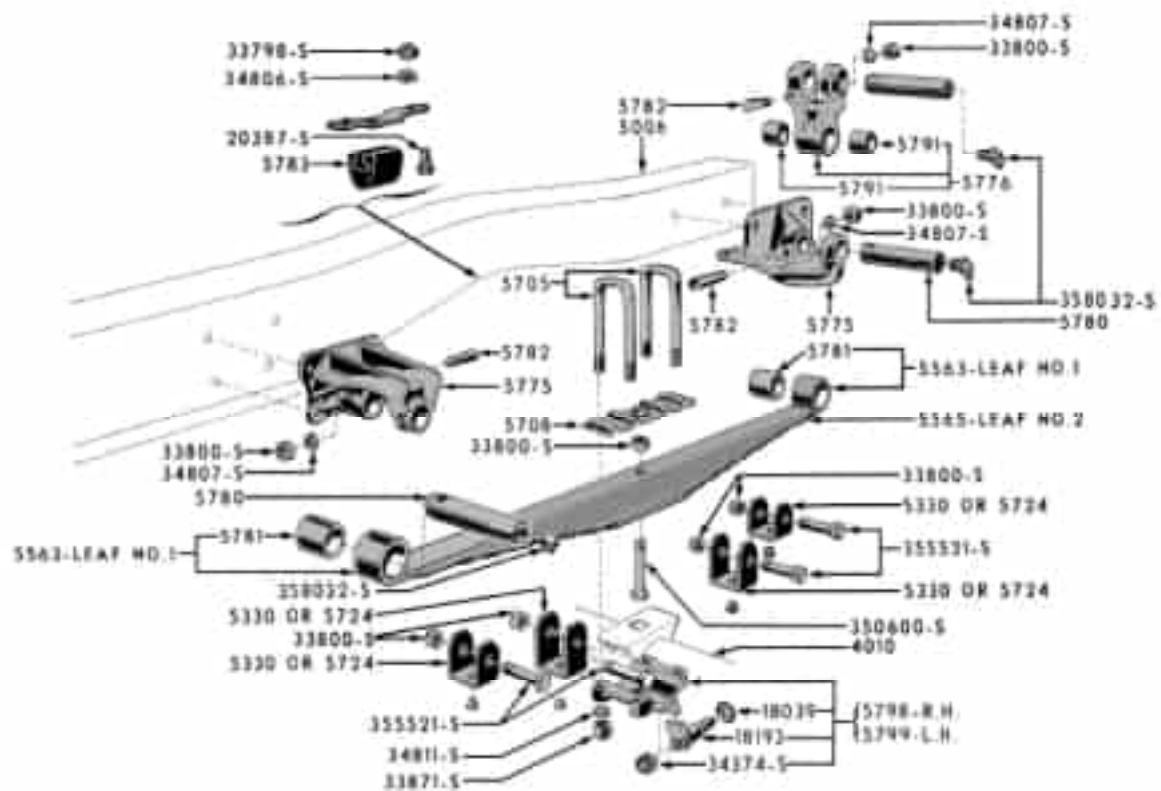
Rear Axle Assembly Typical for 1951-56 Pickup Truck



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

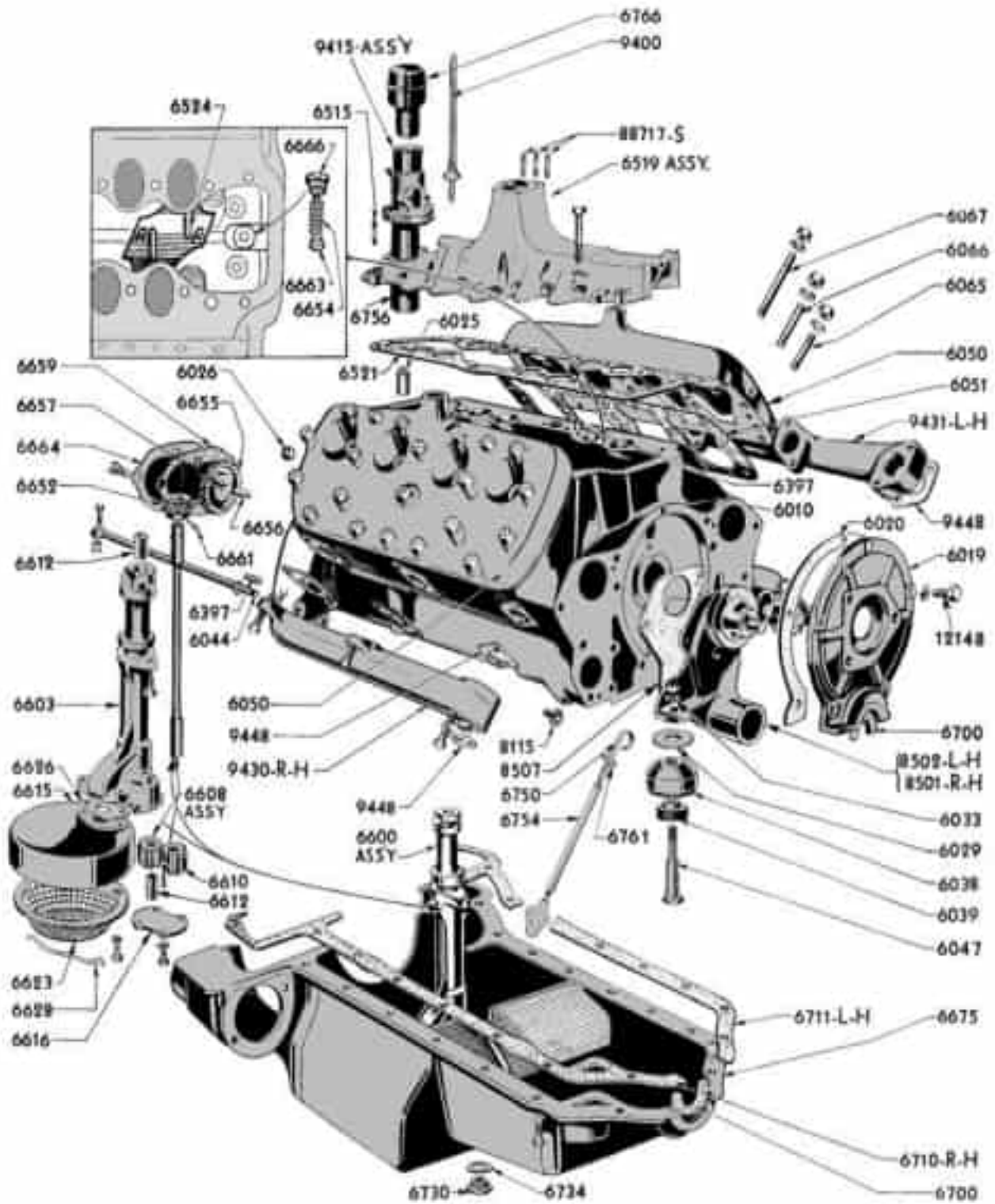


Ford F-100 Rear Spring Assembly (1953-56)



CYLINDER BLOCK ASSY

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

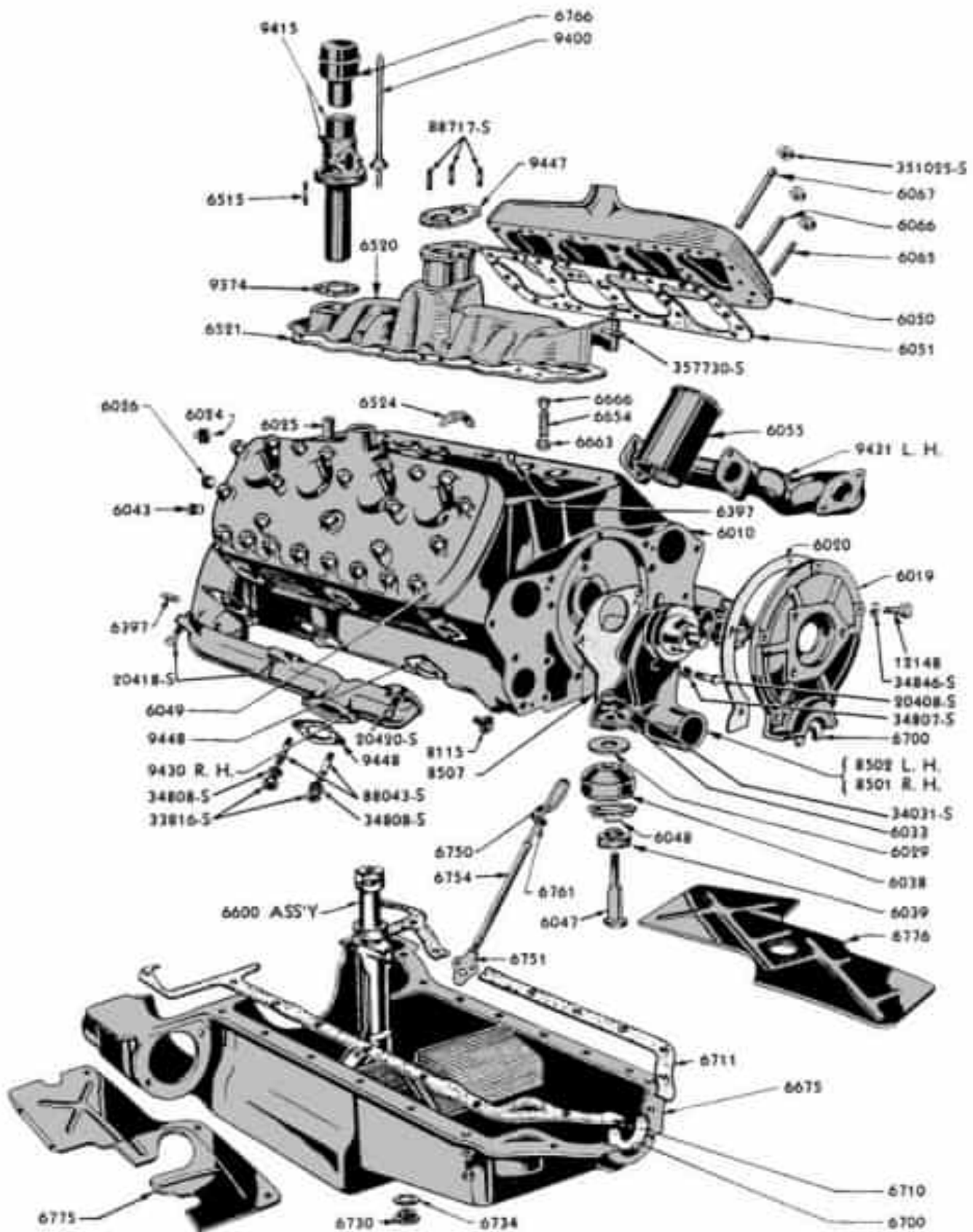


TYPICAL FOR 1932 - 37 (85HP - 21 STUD)



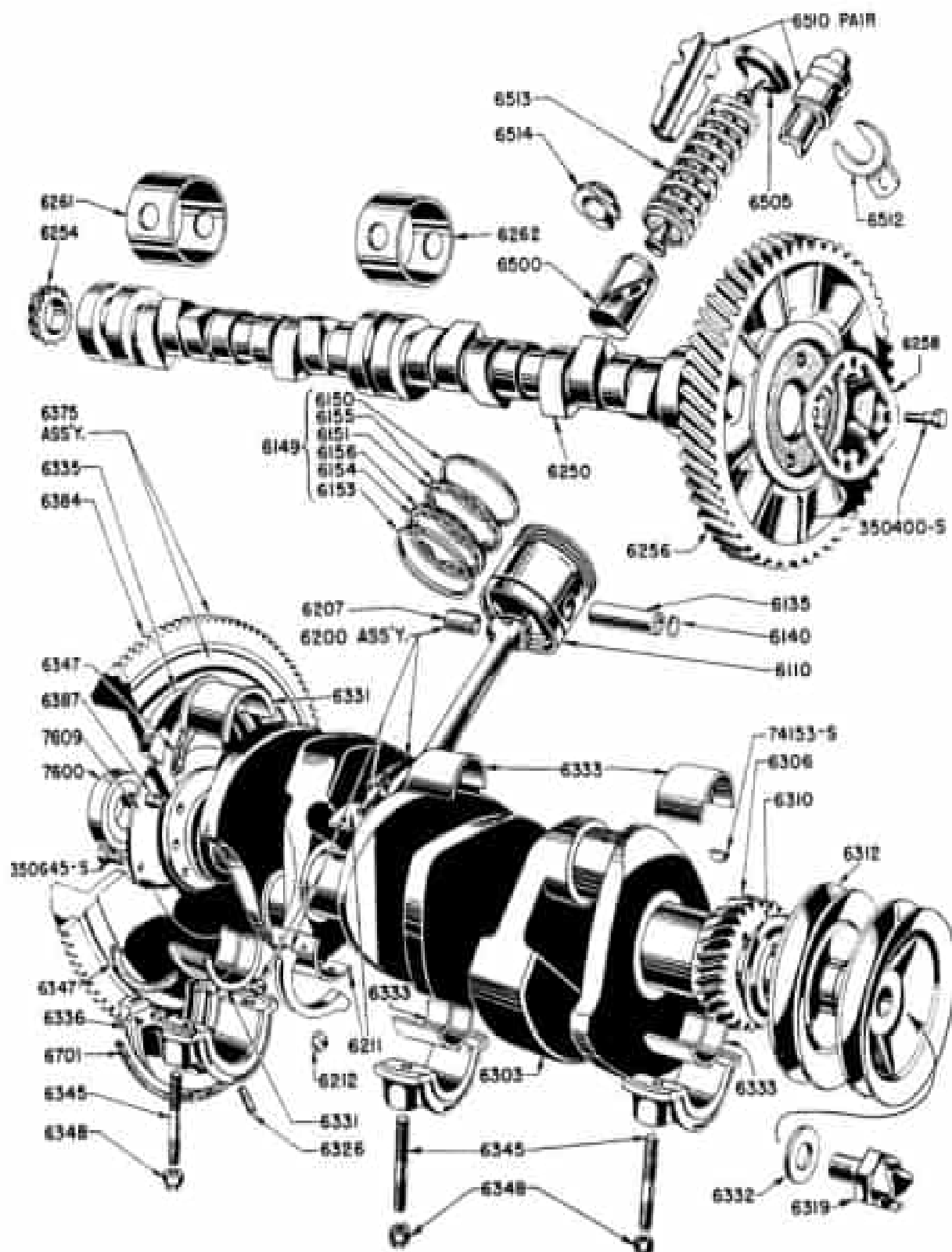
CYLINDER BLOCK ASSY

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

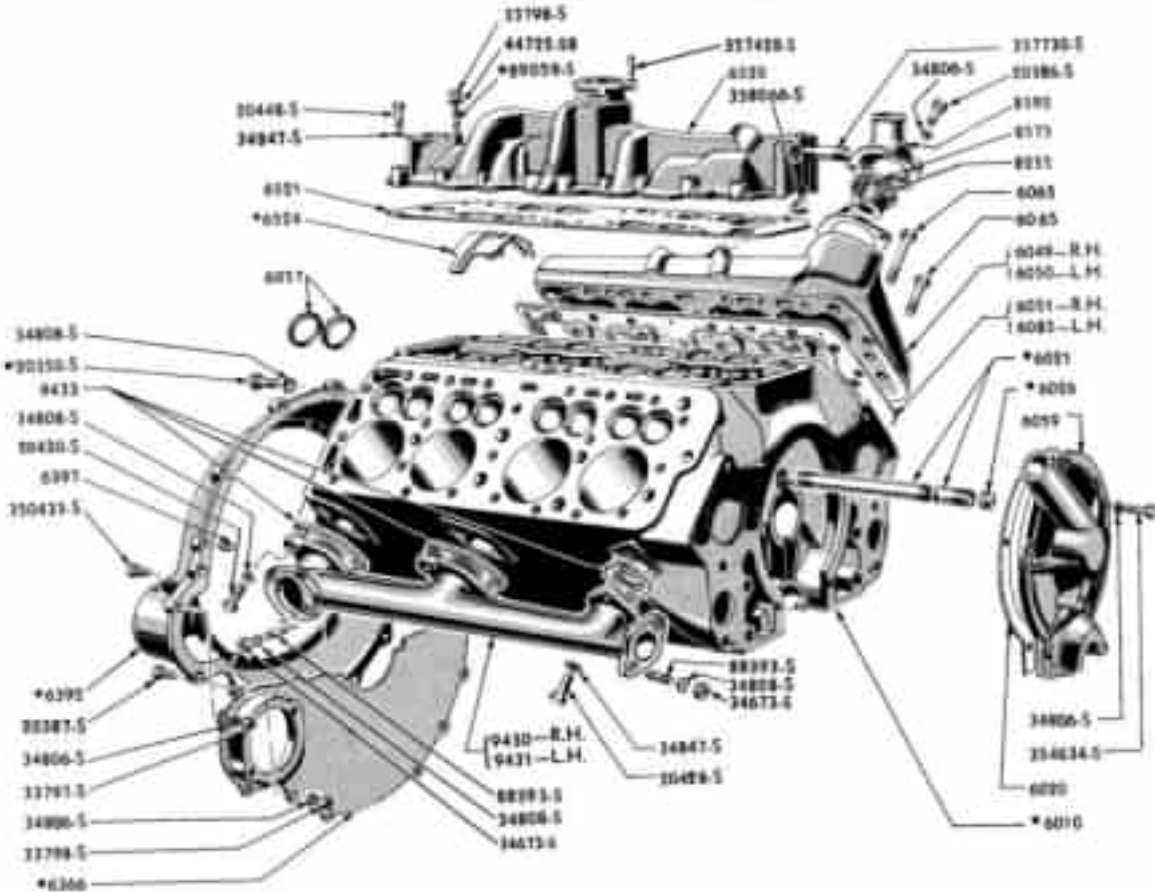


CRANKSHAFT & CAM ASSY

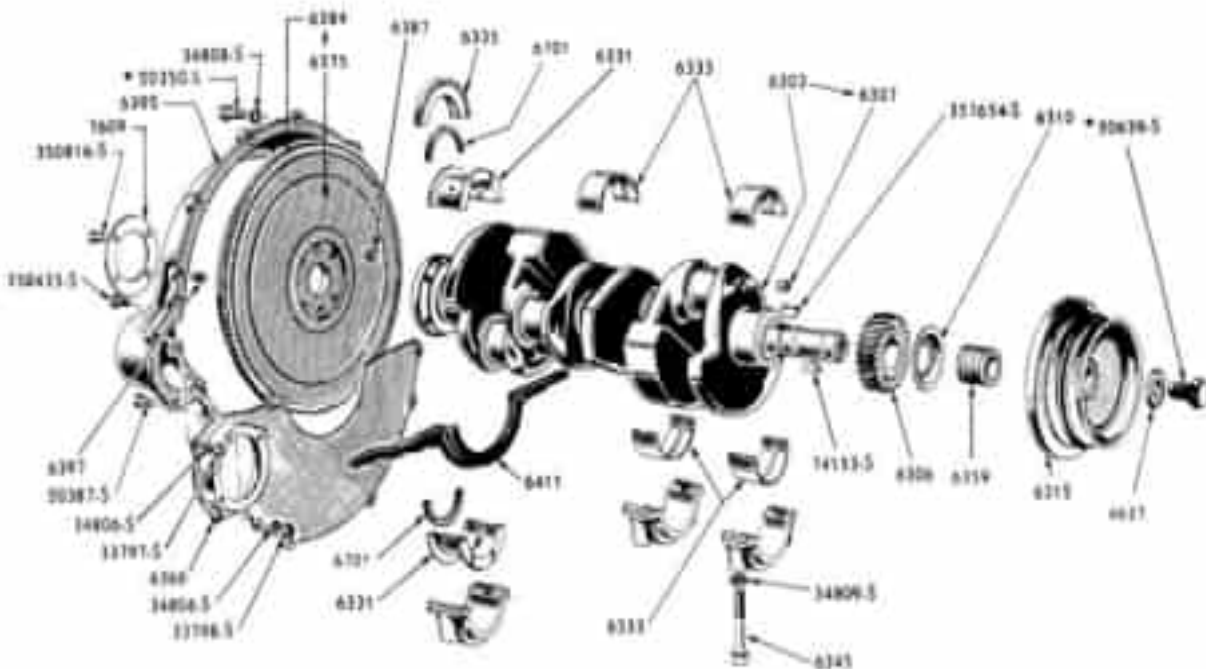
TYPICAL FOR 1939 - 48 (90/100HP)



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



Crankshaft Assy Typical for 1949 to 53 (100 Hp)



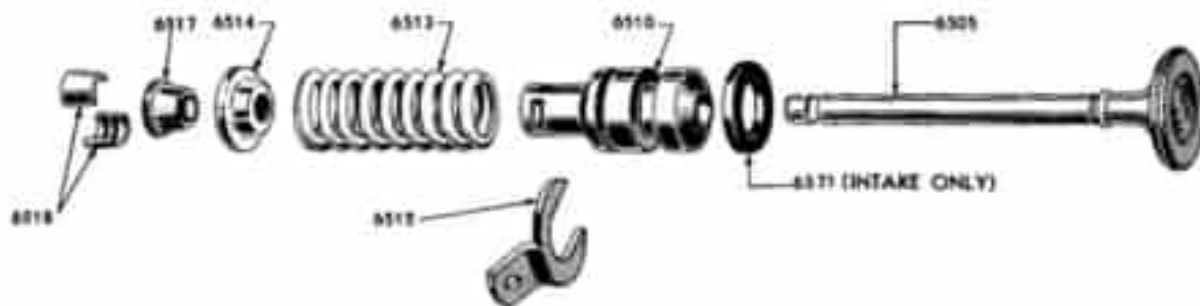
Engine Valve Assembly - Typical for 1933-48 V8 (85/90 hp)

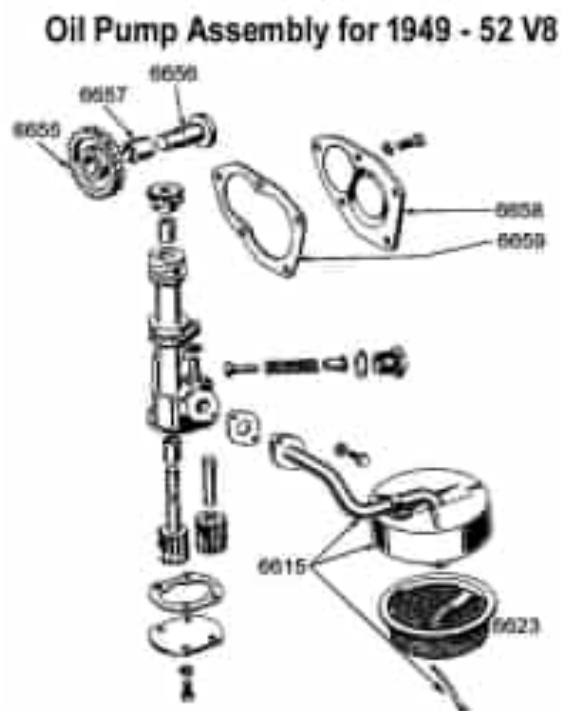
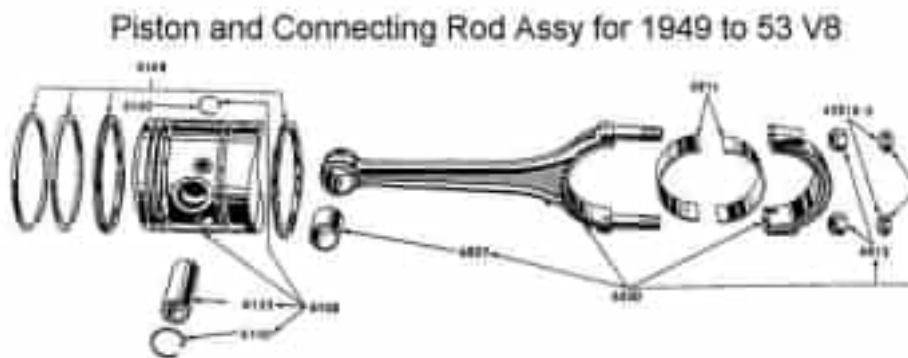
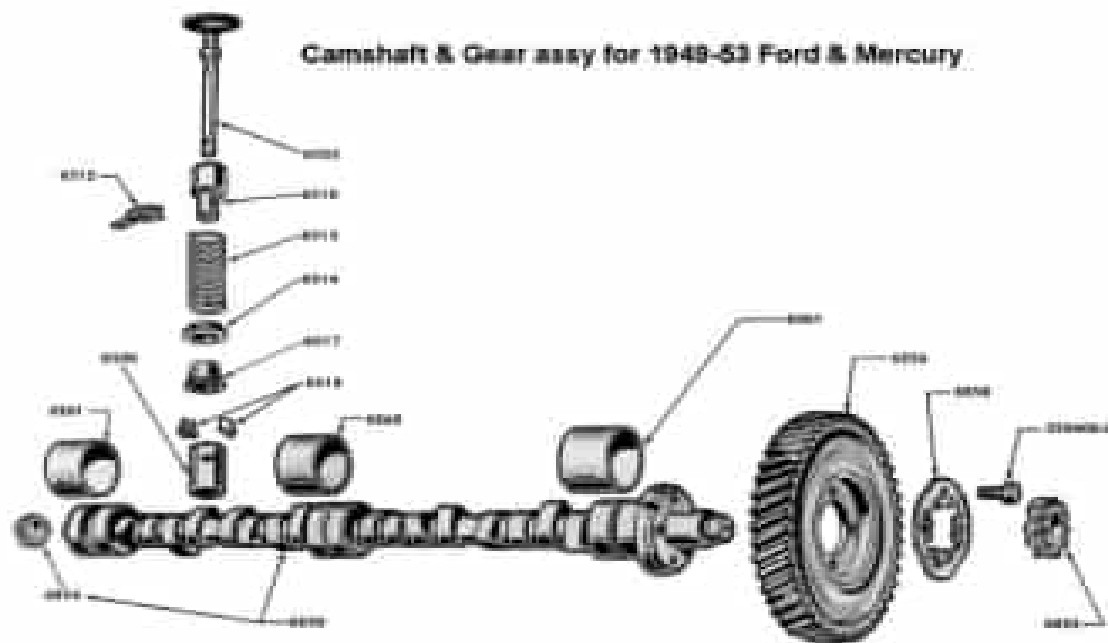


1948-50 VALVE AND RELATED PARTS ("R" SERIES ENGINE)

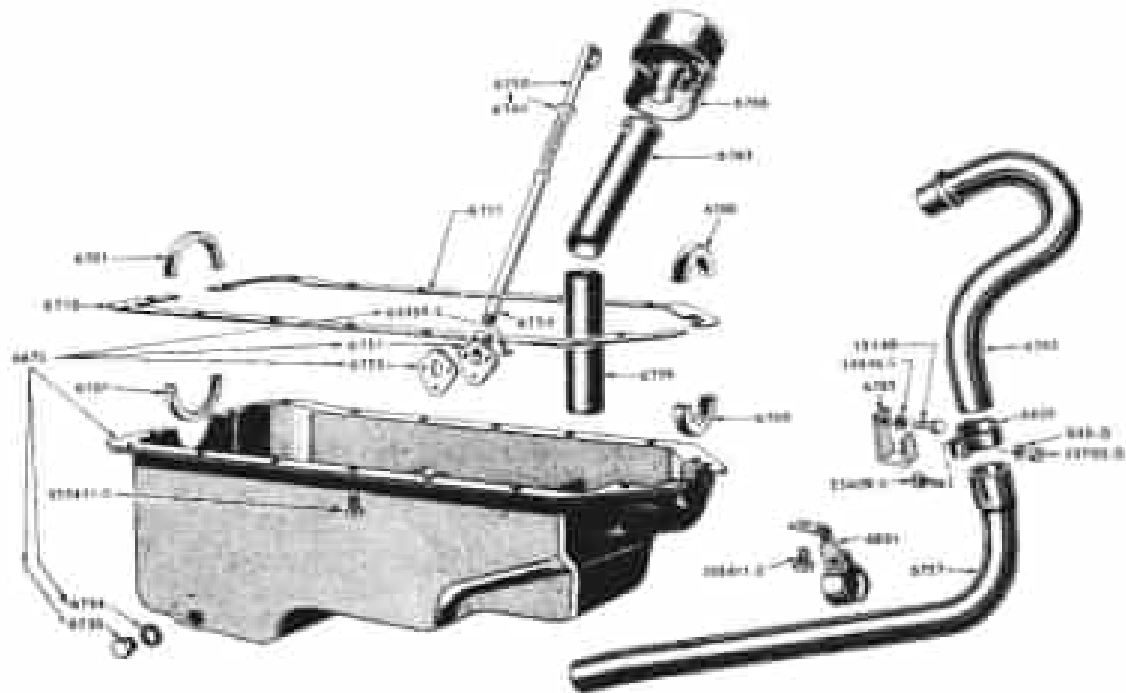


1951 to 53 VALVE AND RELATED PARTS ("R" SERIES ENGINE)

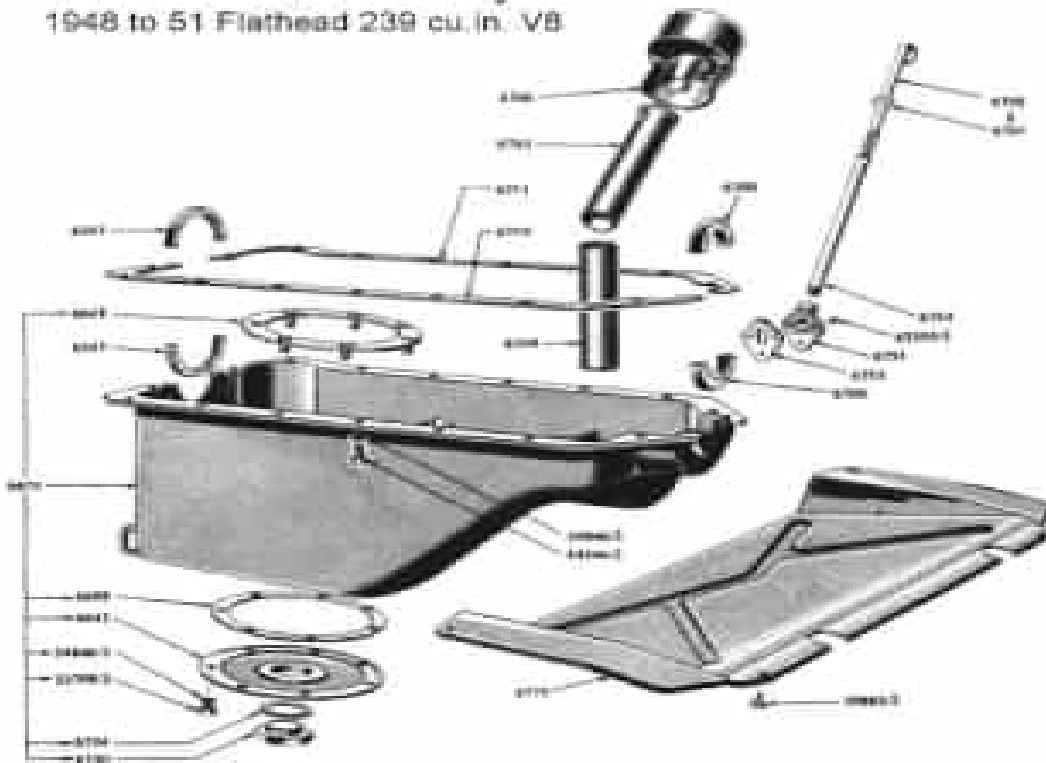




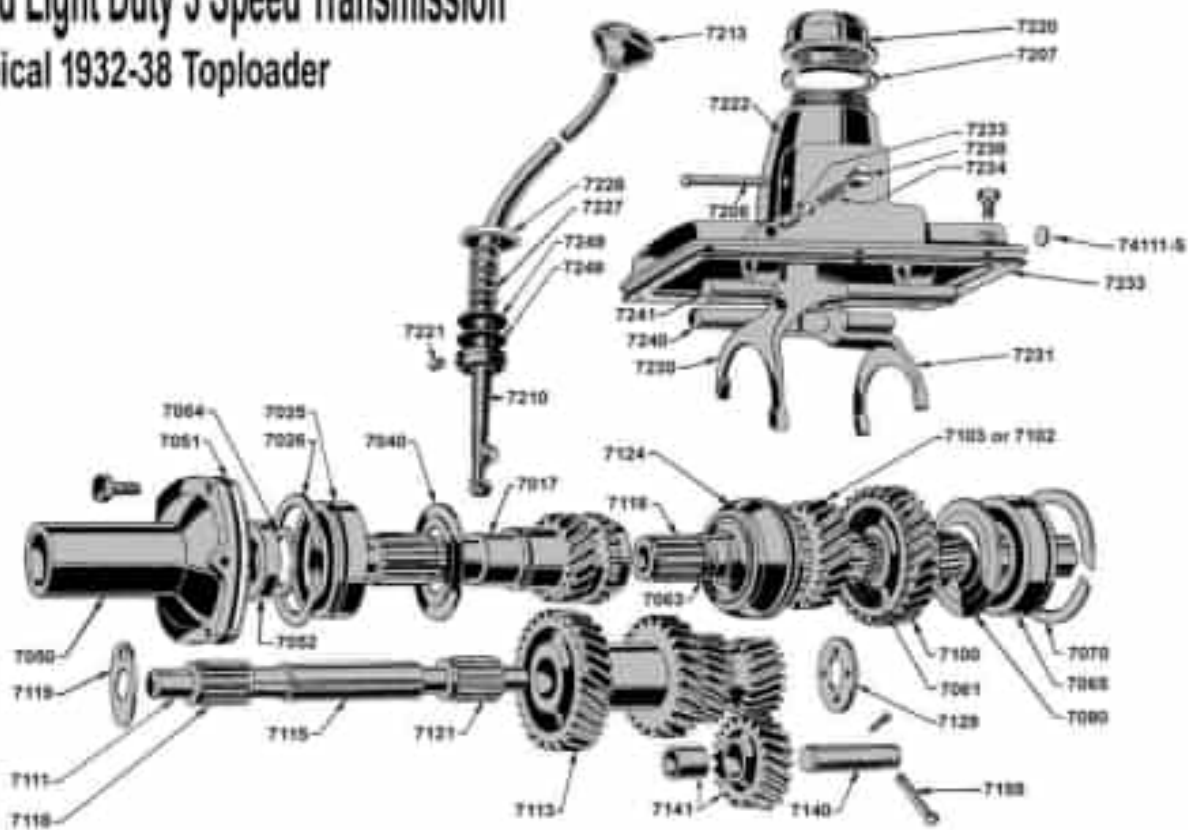
Oil Pan & Draft Tube Assembly 1949-51 Mercury



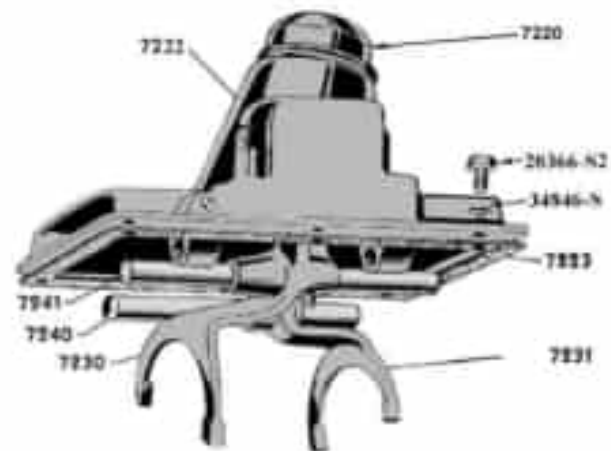
Ford Truck Oil Pan Assy 1948 to 51 Flathead 239 cu. in. V8



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 (7059-59)
 - 7061 Mainshaft
 - 7063 Spacer Ring - Mainshaft Pilot
 - 7064 Snap Ring - Main Drive Gear
 - 7065 Ball Bearing - Mainshaft
 - 7066 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 (32-38)
 - 7104 Bushing -Second Speed Gear
 - 7105 Synchronizer Clutch Hub (38-48)
 - 7106 Synchronizer Clutch Sleeve
 - 7107 Synchronizer Blucker Ring (39-48)
 - 7108 Synchronizer Clutch Hub (32-38)
 - 7109 Synchronizer Hub Spring
 - 7111 Countershaft
 - 7113 Countershaft Cluster Gear
 - 7115 Spacer Tube - Countershaft
 - 7116 Synchronizer Hub Inset
 - 7118 Roller Bearing - short
 - 7119 Thrust Washer - Cluster Gear front
 - 7121 Roller Bearing - long
 - 7128 Thrust Washer - CS rear (45-54)
 - 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)



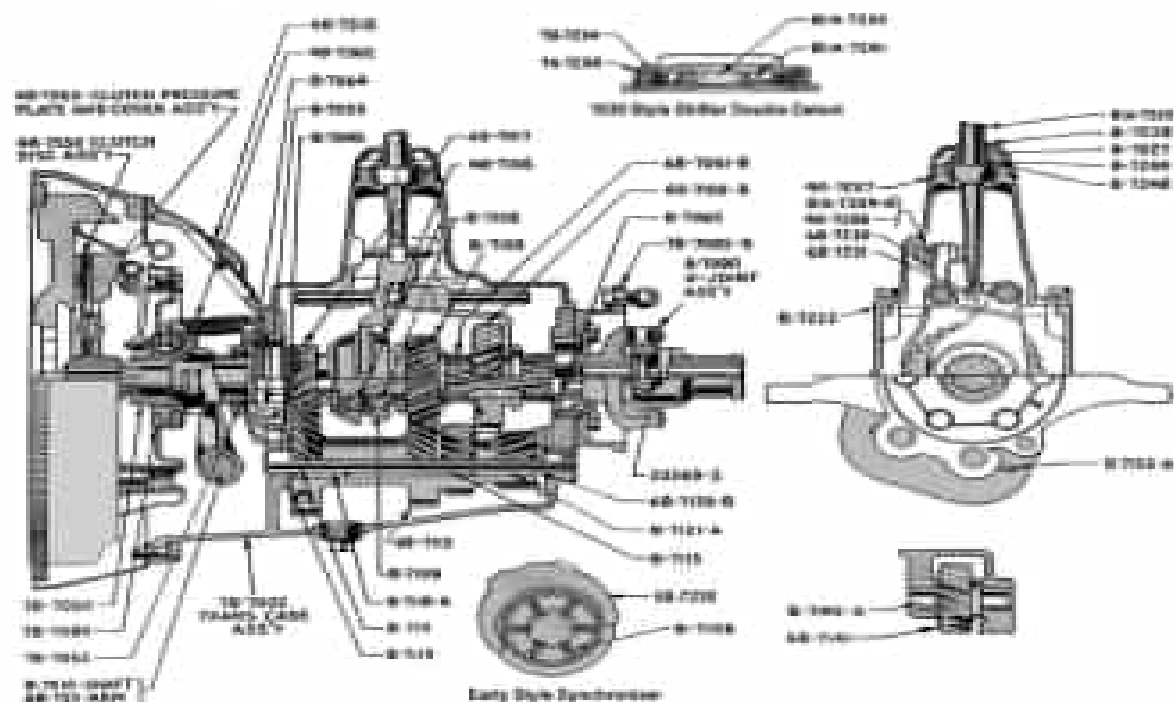
Typical 1932-35 Slanted Shift Housing
1932 only has the two bosses for a parking brake mount.

- 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

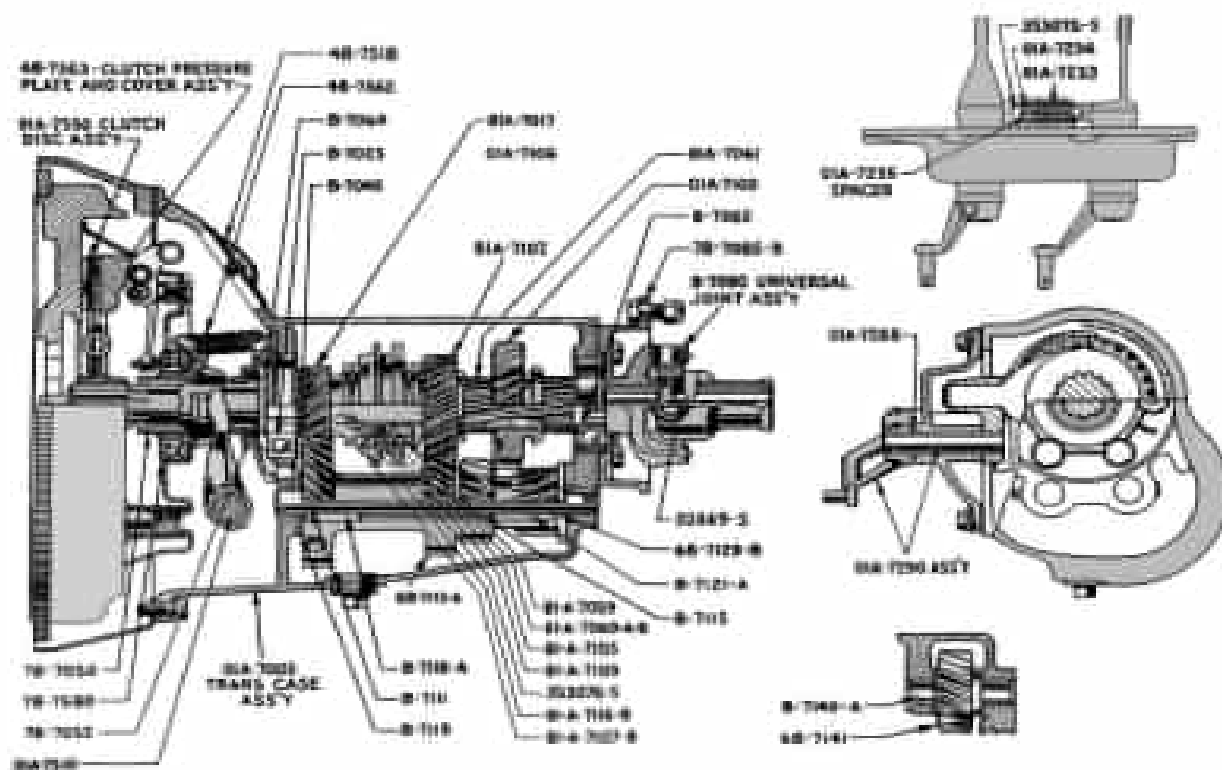
- 7248 Oil Seal - Shifter Lever
7249 Washer - Shifter Lever
7260 Cam and Shaft - Second & High
7282 Cam and Shaft - Low & Reverse
7284 Retainer - Shift Fork
7285 Shift Lever - Second & High (40-48)
7287 Washer - Shift Cam Thrust
7288 Oil Seal - Shifter Shaft
7290 Shift Lever - Low & Reverse (40-48)
353075-G Nail - 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

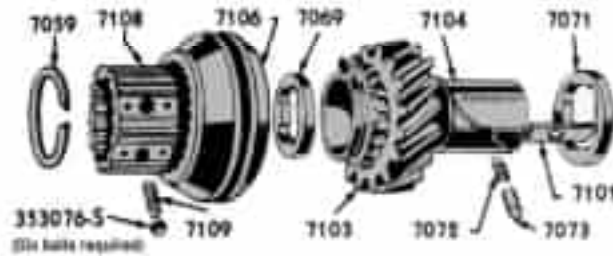


Typical 1940-48 Side Load Three Speed Transmission



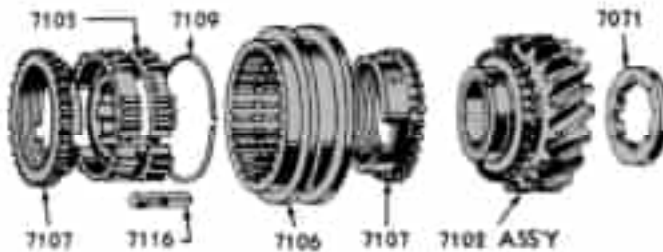
Ford and Mercury Transmission Synchronizer Types

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



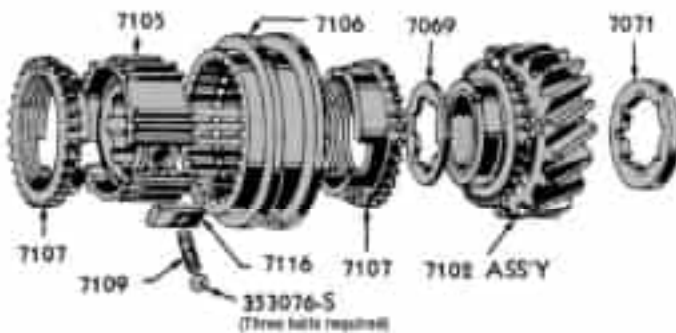
B-7124 and 48-7124

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.



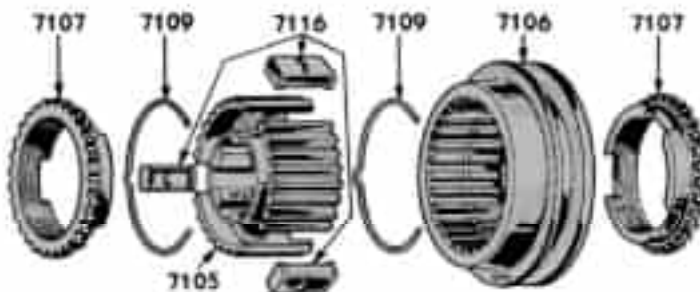
91A-7124 and B5A-7124

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

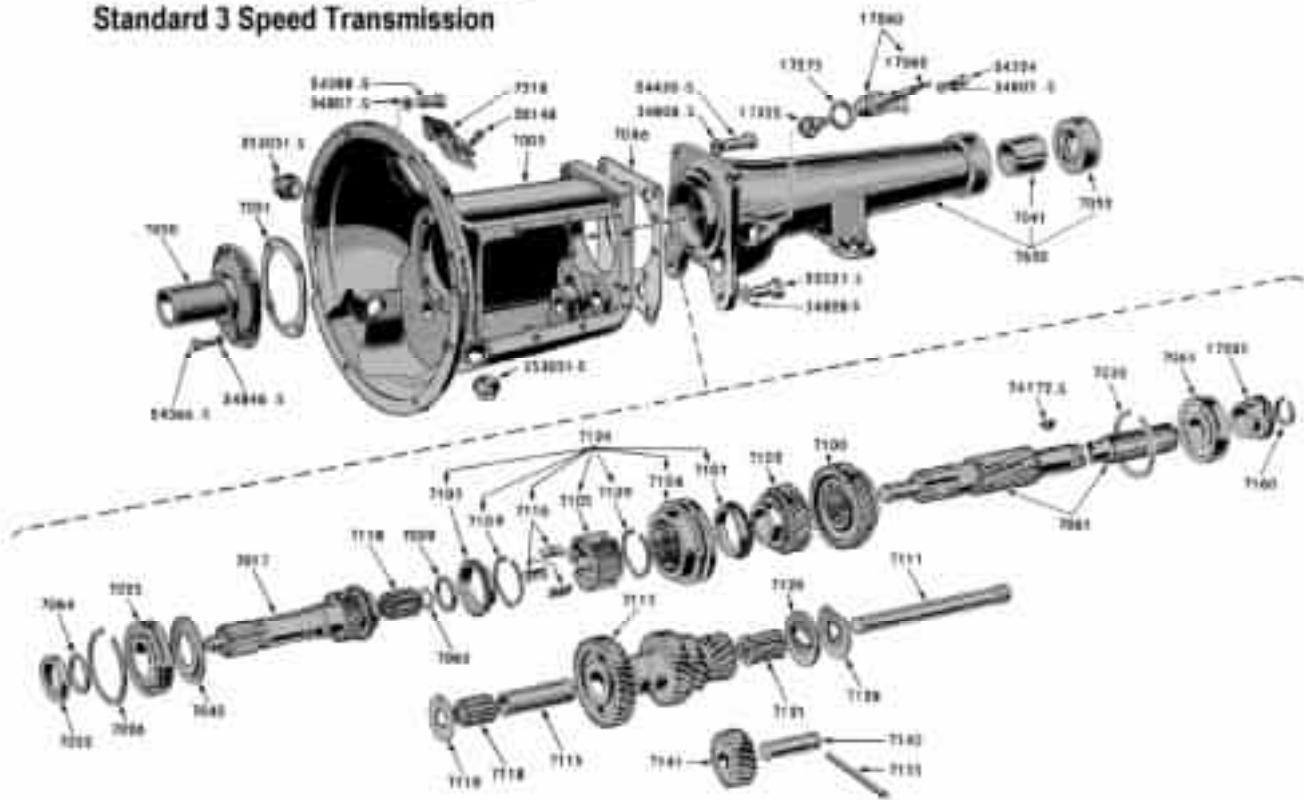
The 01A type was introduced for 1940 and was used up through 1948. This type is identified by the 3 balls, springs and inserts. The 7069 brass spacing washer must be used with this type 7105 hub. The bronze 7107 synchro rings have the wide type slots.



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.

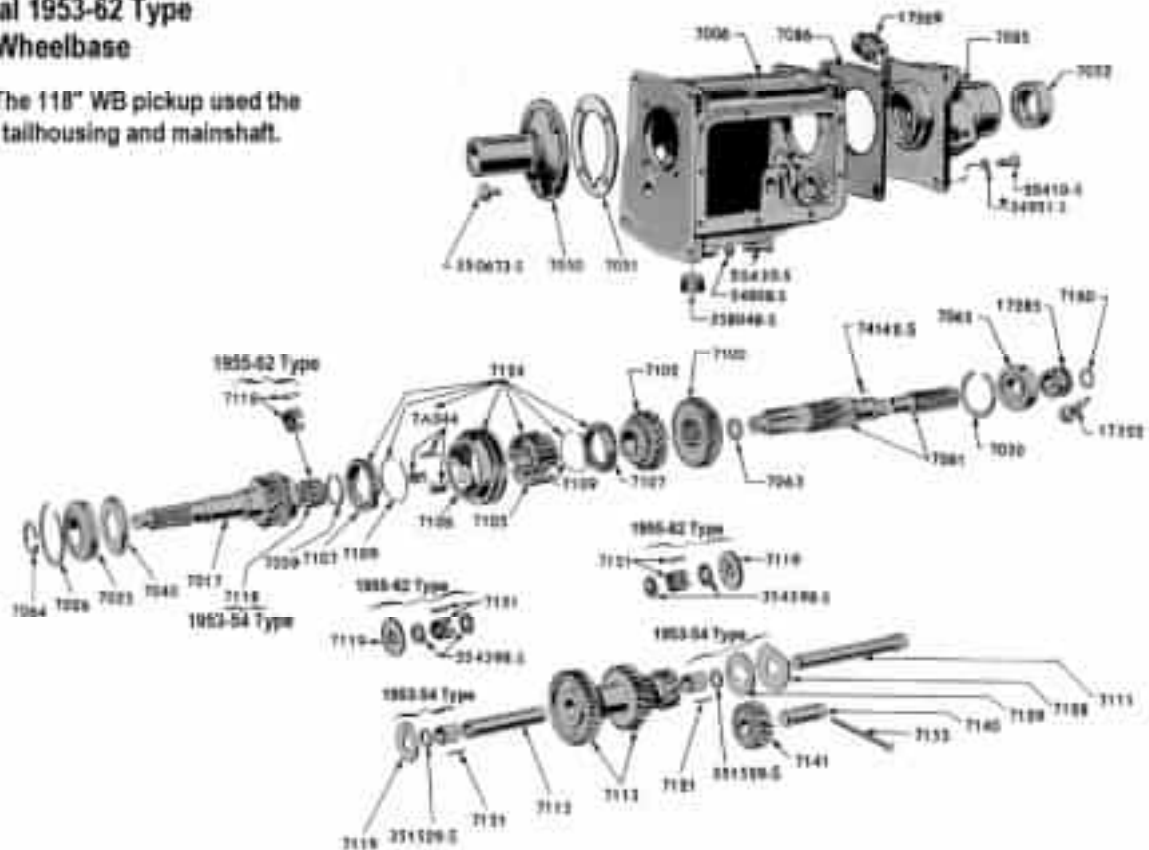
Mercury 1949-Early 1951 Standard 3 Speed Transmission



Ford F-100 Standard Transmission

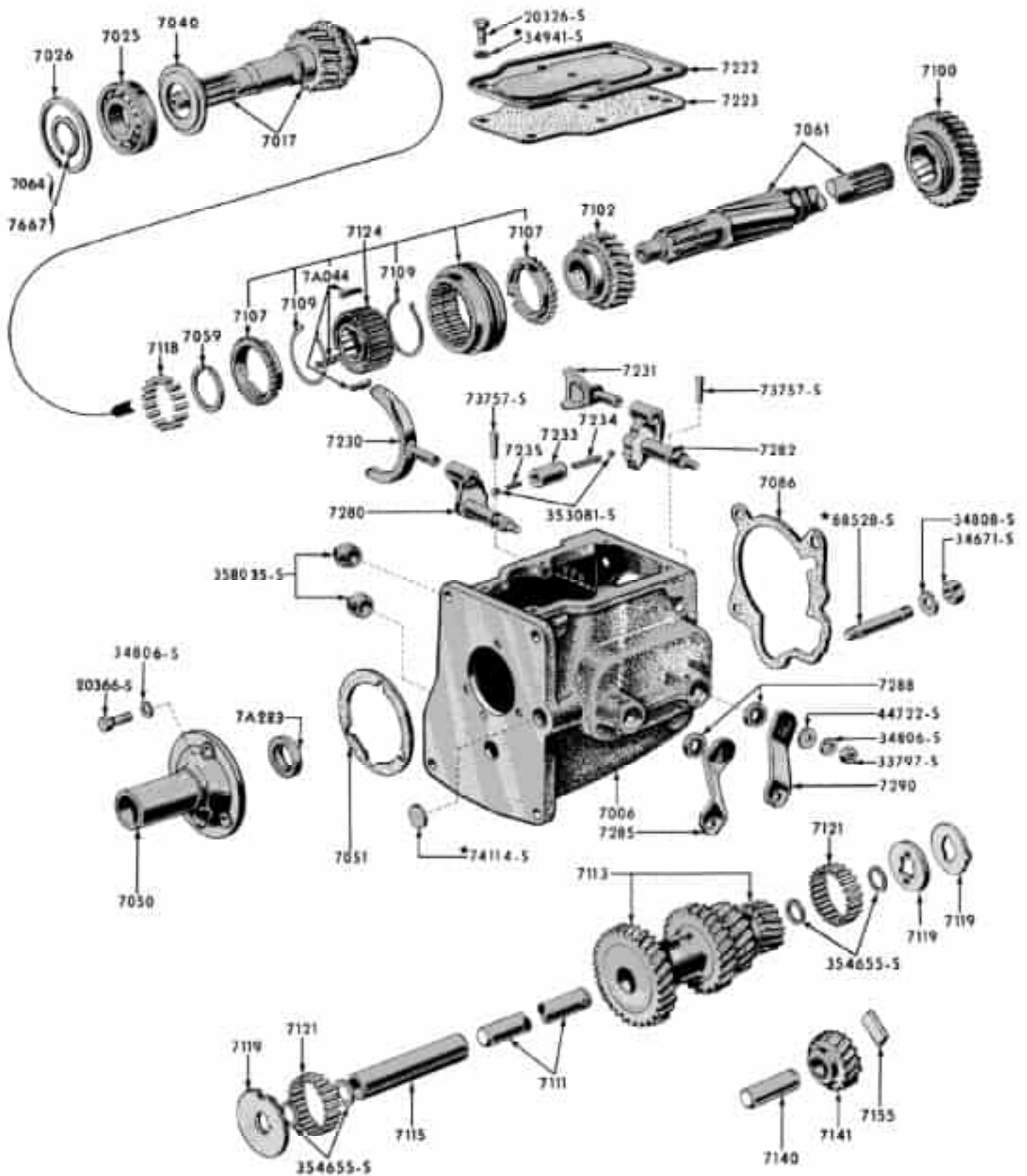
Typical 1953-62 Type
110" Wheelbase

Note: The 118" WB pickup used the longer tailhousing and mainshaft.



This diagram shows an exploded view of a complex mechanical assembly. The components are labeled with part numbers, including 7050, 34806-S, 20366-S, 358048-S, 7051, 7034-G, 7006, 7086, 34808-S, 20410-S, 7A039, 7A034, 7053, 17323, 17292, 17298, 17360, 34805-S, 20324-S, 7025, 17283, 7059, 7030, 7061, 353351-S, 7100, 7102, 7107, 7109, 7103, 7106, 7124, 7A044, 354398-S, 7119, 7111, 305080-S, 7140, 7141, 7121, 7113, 7118, 7017, 7116, 7059, 7107, 7040, 7064, 7026, 7025, 34808-S, 20430-S, 34808-S, 7A283, 7050, 34806-S, 20366-S, 358048-S, 7051, 7034-G, 7006, 7086, 34808-S, 20410-S, 7A039, 7A034, 7053, 17323, 17292, 17298, 17360, 34805-S, 20324-S, 7025, 17283, 7059, 7030, 7061, 353351-S, 7100, 7102, 7107, 7109, 7103, 7106, 7124, 7A044, 354398-S, 7119, 7111, 305080-S, 7140, 7141, 7121, 7113, 7118, 7017, 7116, 7059, 7107, 7040, 7064, 7026, 7025.

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

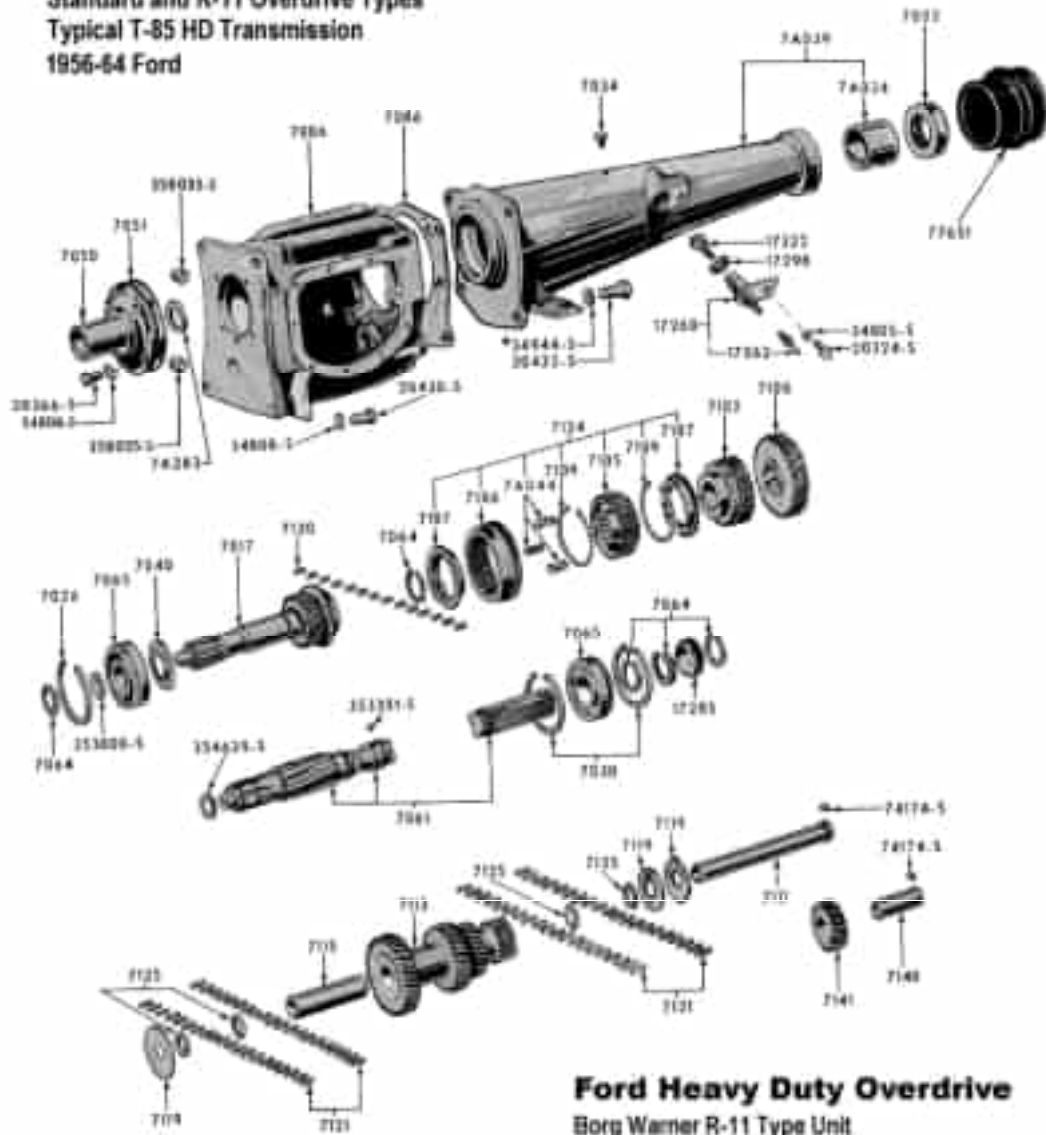


Ford Heavy Duty 3 Speed Transmission

Standard and R-11 Overdrive Types

Typical T-85 HD Transmission

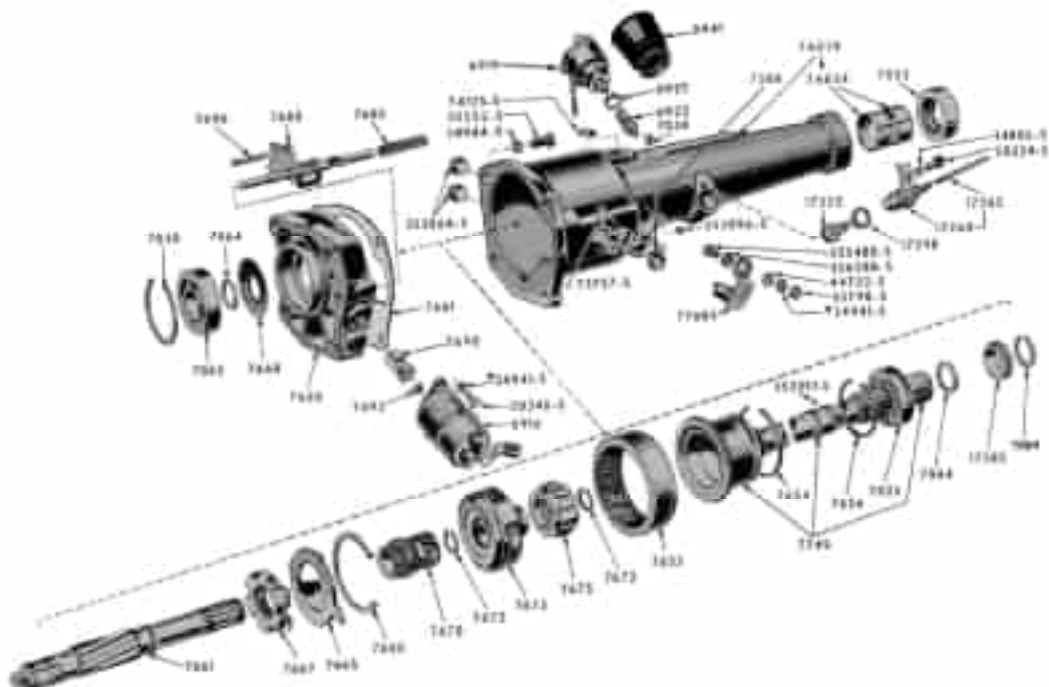
1956-64 Ford



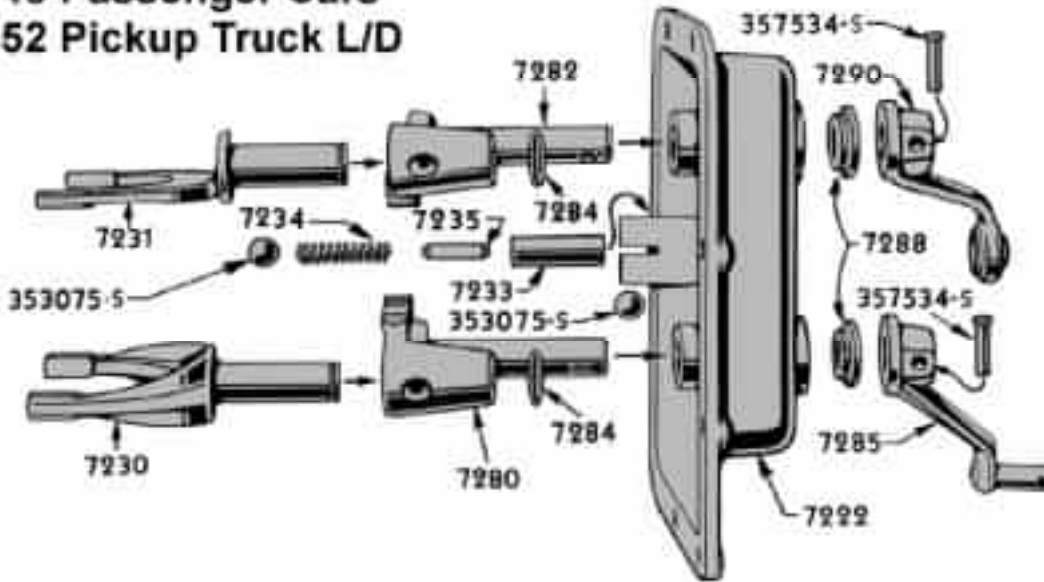
Ford Heavy Duty Overdrive

Borg Warner R-11 Type Unit

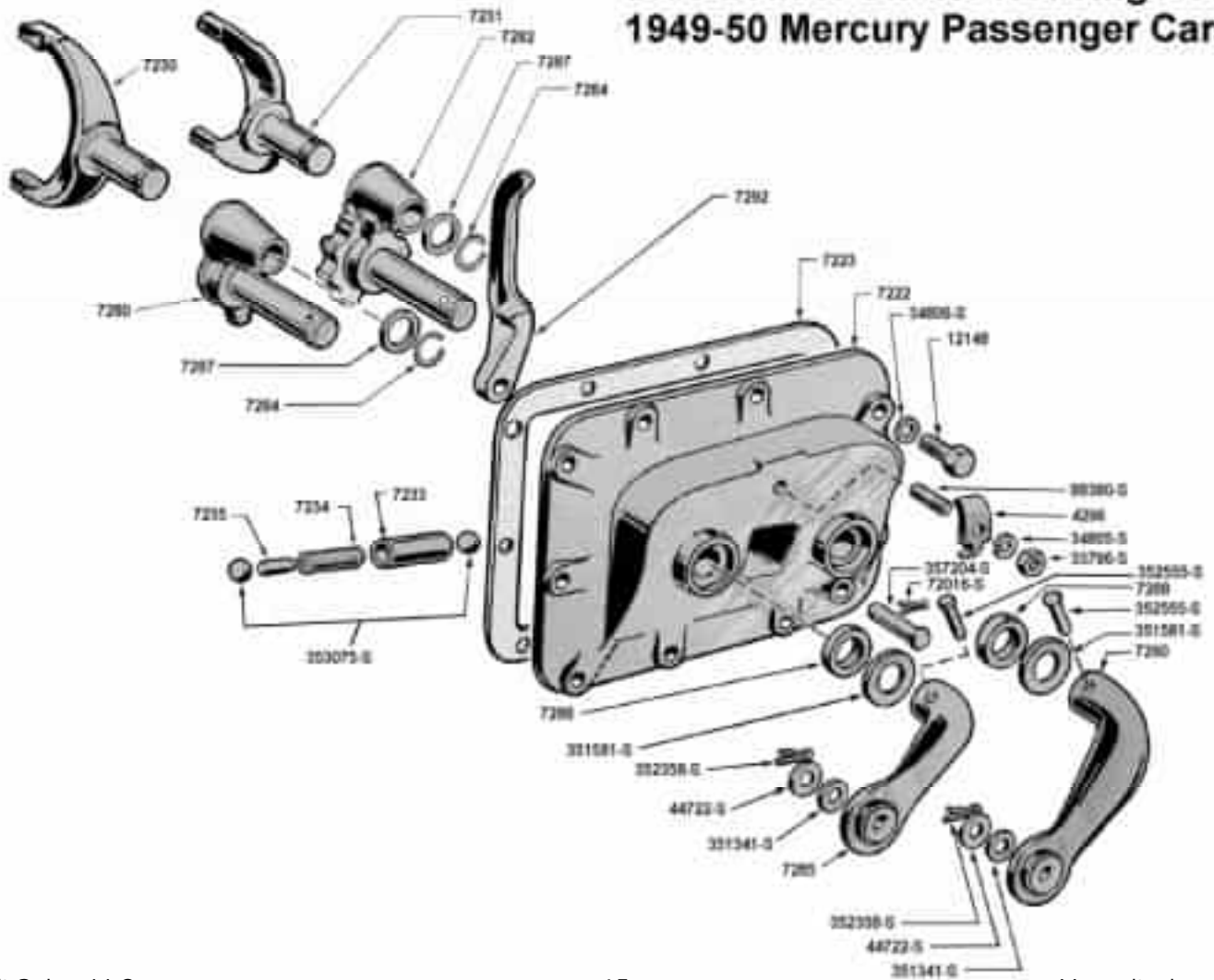
Typical 1956-64 Ford



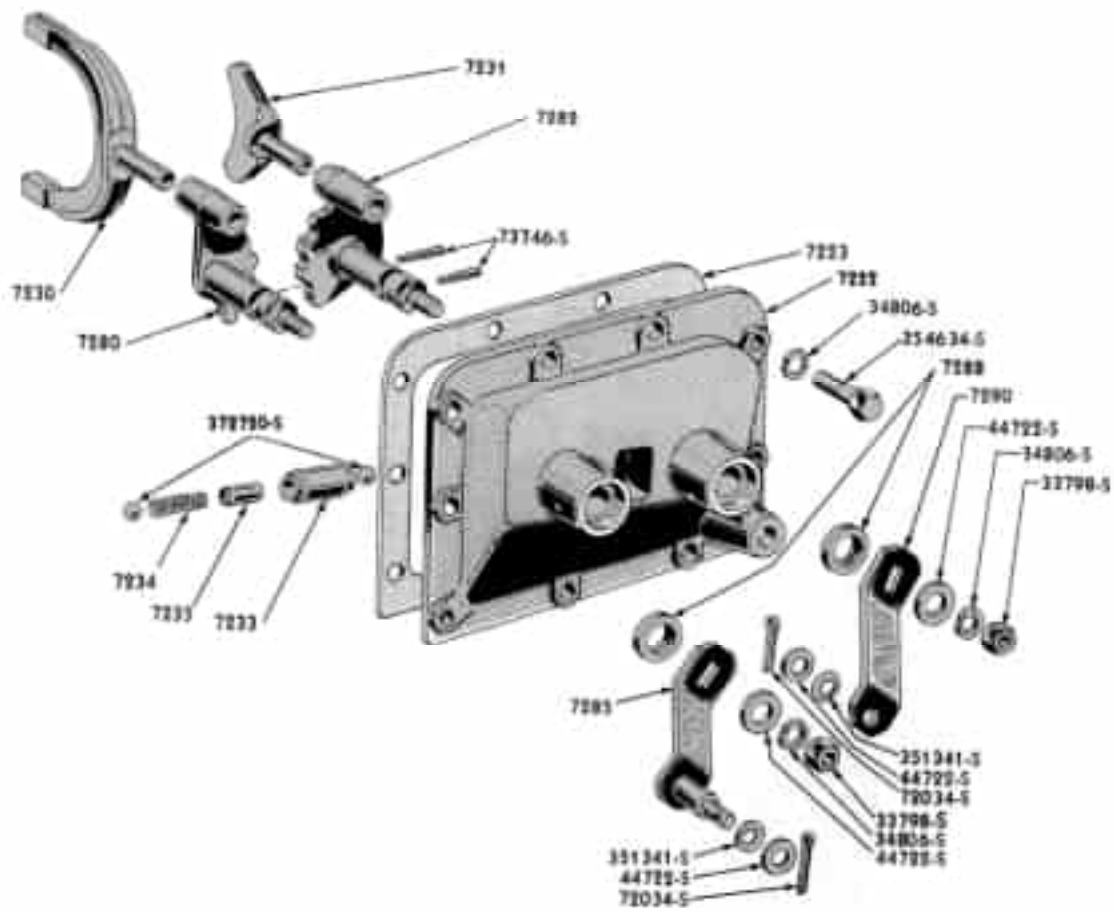
Side Loader Shifter Housing Assy
1940-48 Passenger Cars
1950-52 Pickup Truck L/D



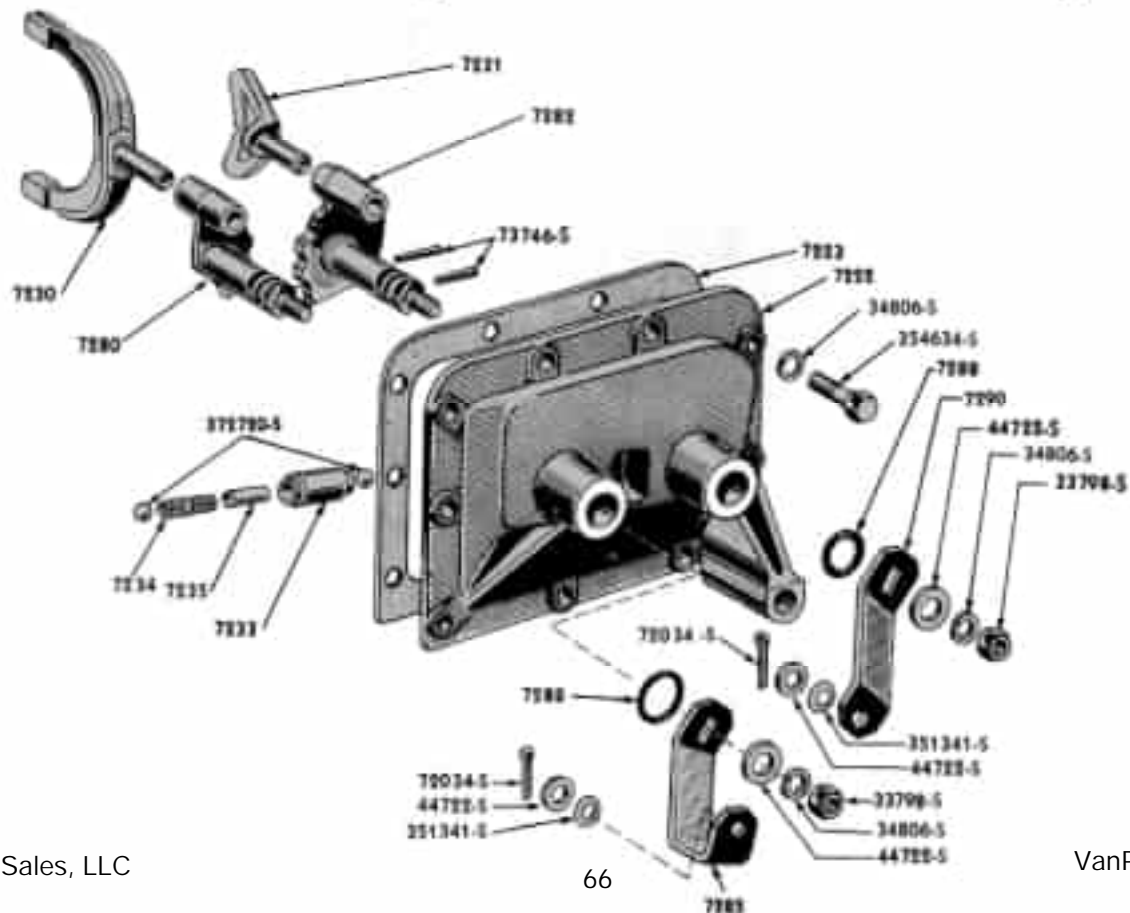
Side Loader Shifter Housing Assy 1949-50 Mercury Passenger Cars



1949-50 Ford Passenger Transmission Shifter Housing



1951 Ford Passenger Transmission Shifter Housing



[illegible]

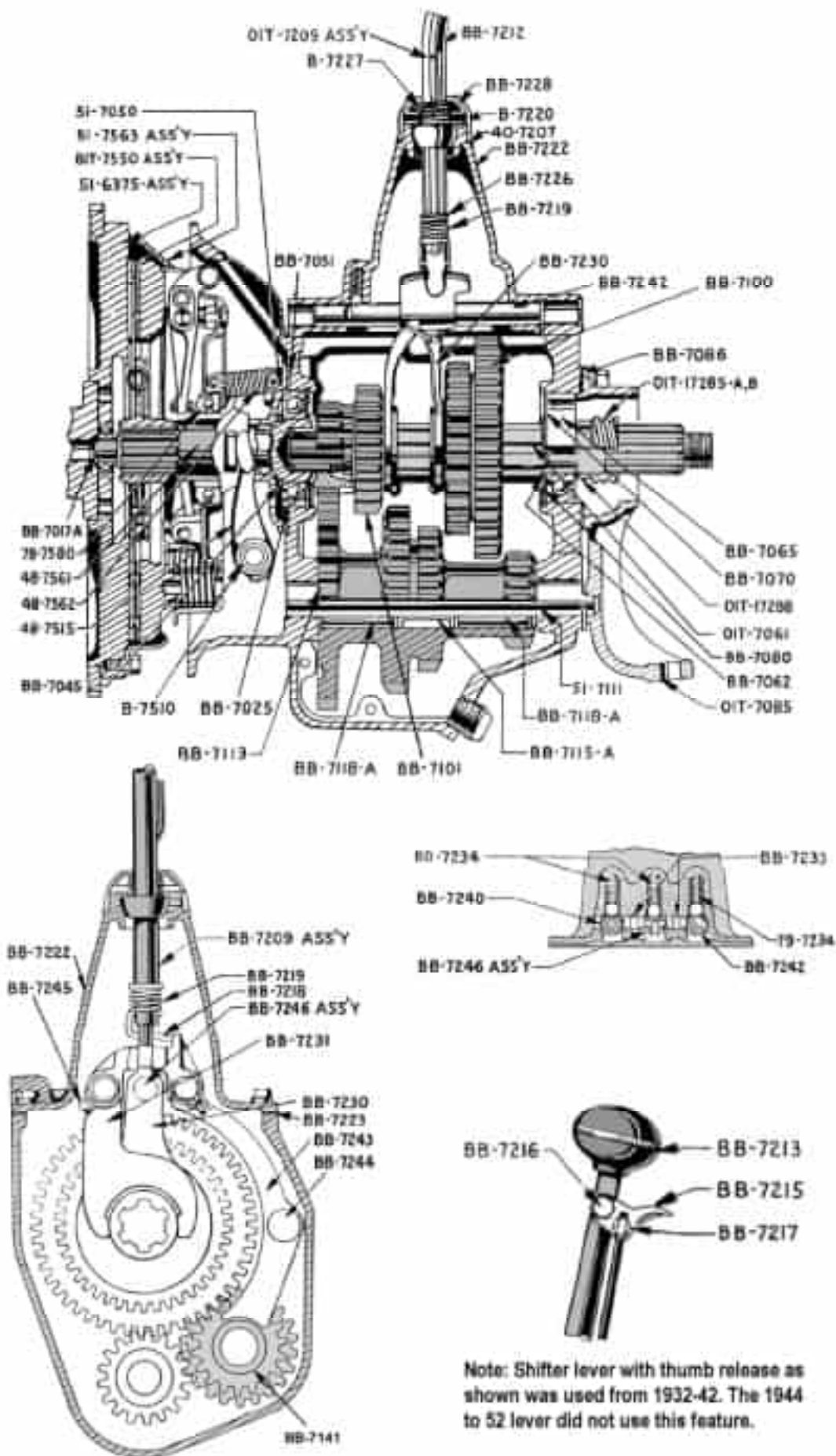
1956-64 Ford HD 3 Speed Shifter Ho
Typical for T-85 Type (levers vary)

7230
 7231
 7282
 7280
 372730-G
 7234
 7235
 7233
 20356-G
 34806-G
 44722-G
 34806-G
 33797-G
 7289
 352358-G
 358905-G
 351341-G
 7302
 7303
 7326
 352358-G
 358905-G
 351341-G
 7303
 7326

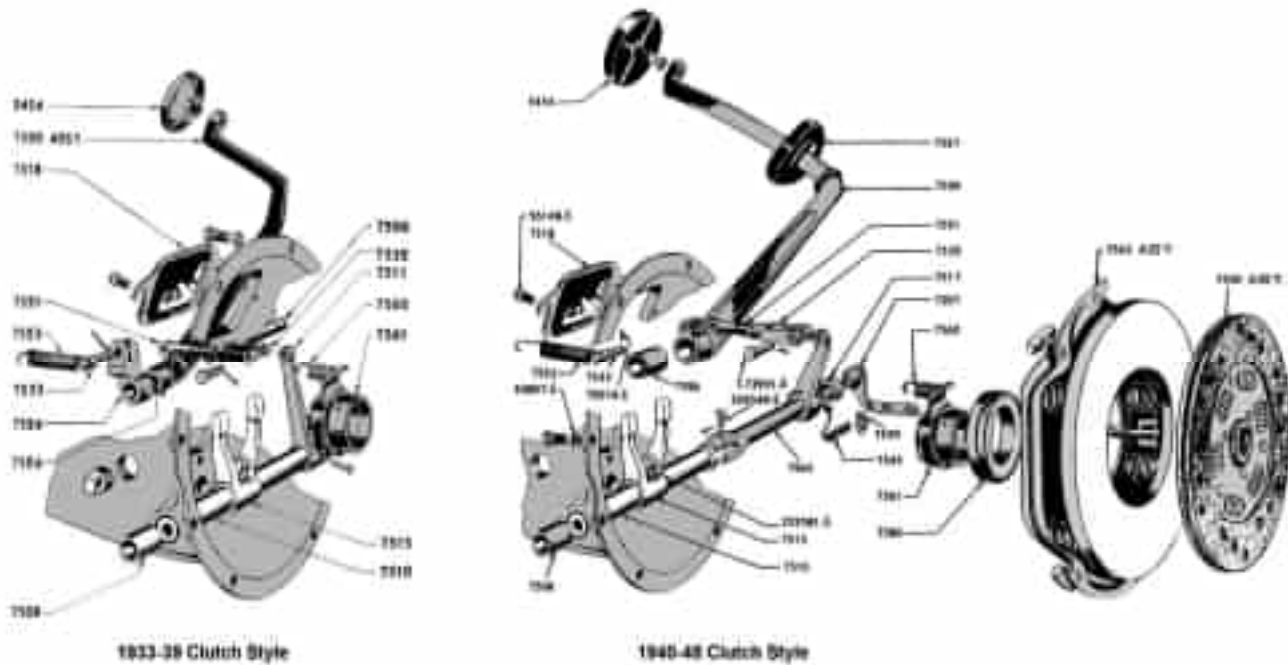
OVERDRIVE TRANSMISSION

7285
 7290

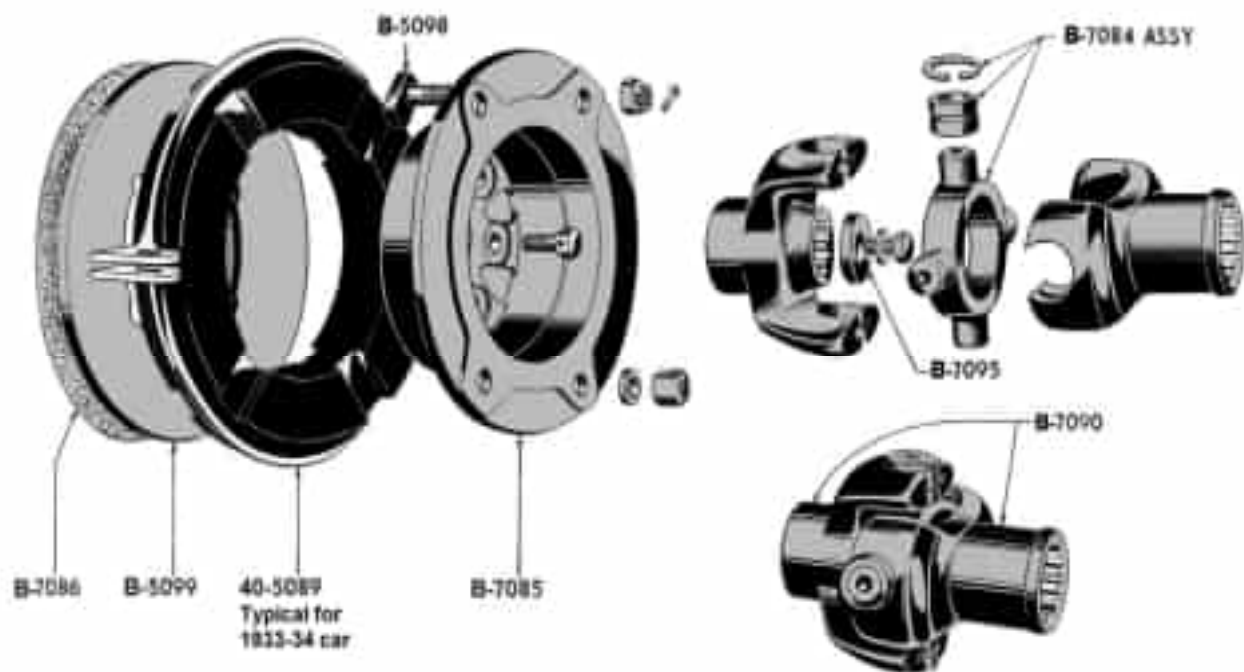
Ford Truck 4 Speed Transmission (T8-T9 Borg Warner)



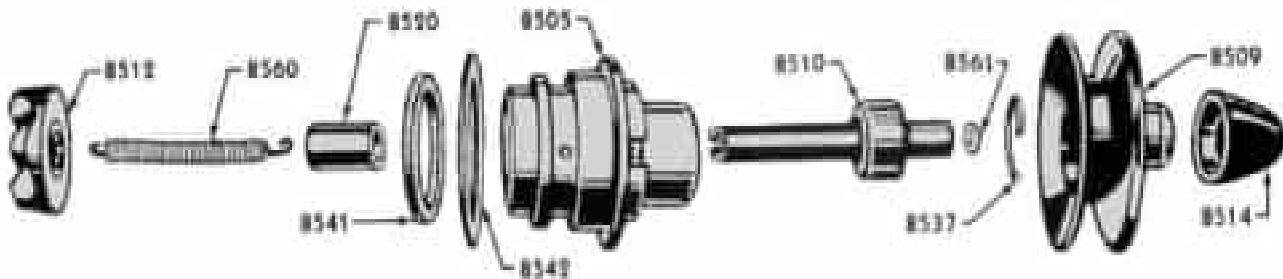
TYPICAL CLUTCH AND PEDAL ASSEMBLY



REAR TRANSMISSION SUPPORT - TYPICAL FOR 1932 - 1936

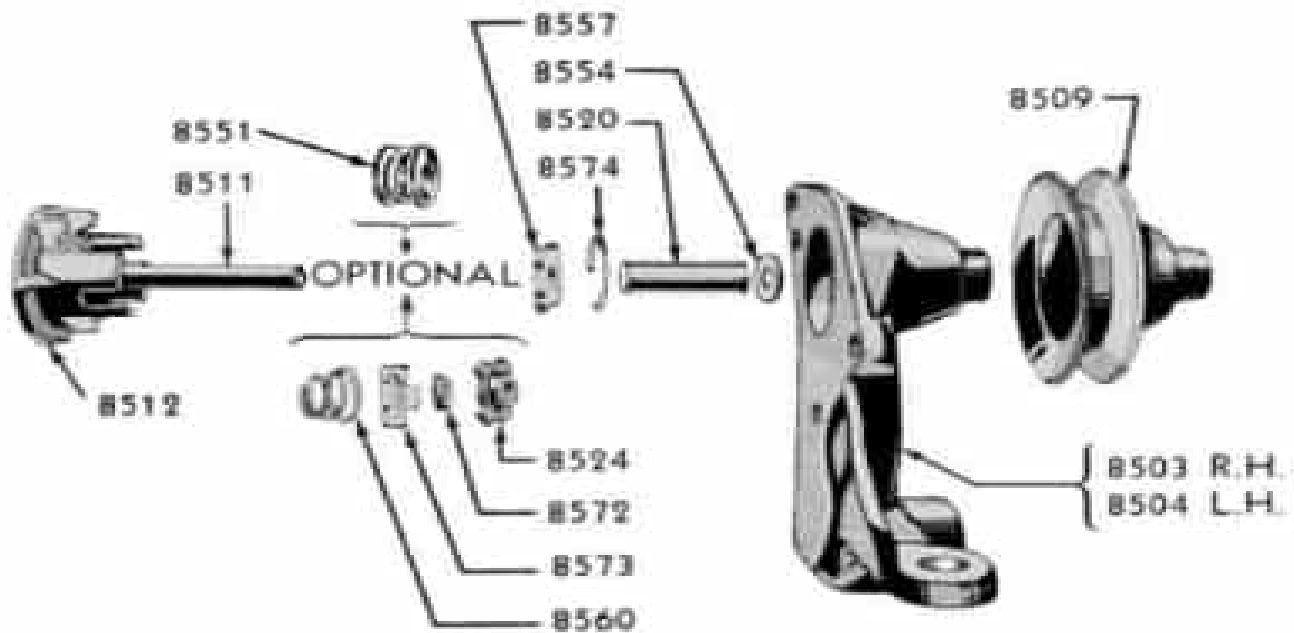


Passenger Car Water Pump - 1937 to 40 Type (60 HP)
Straight Pump Body Shown

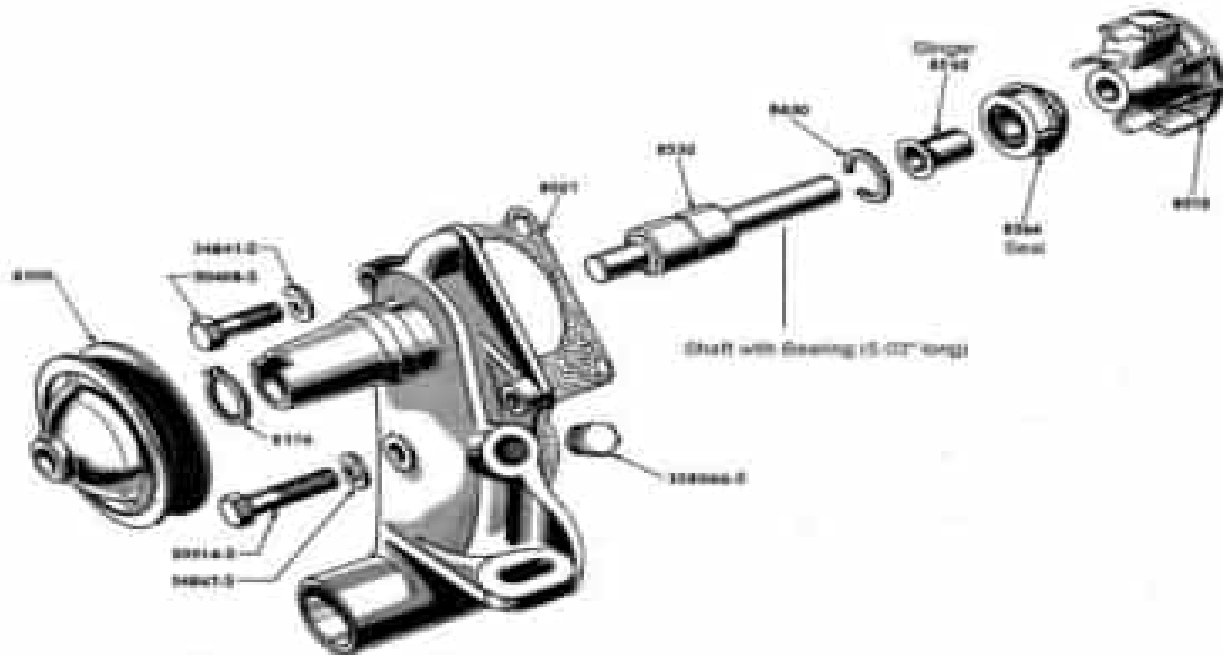


use #52-8591-C Water Pump Kit for rebuilding

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



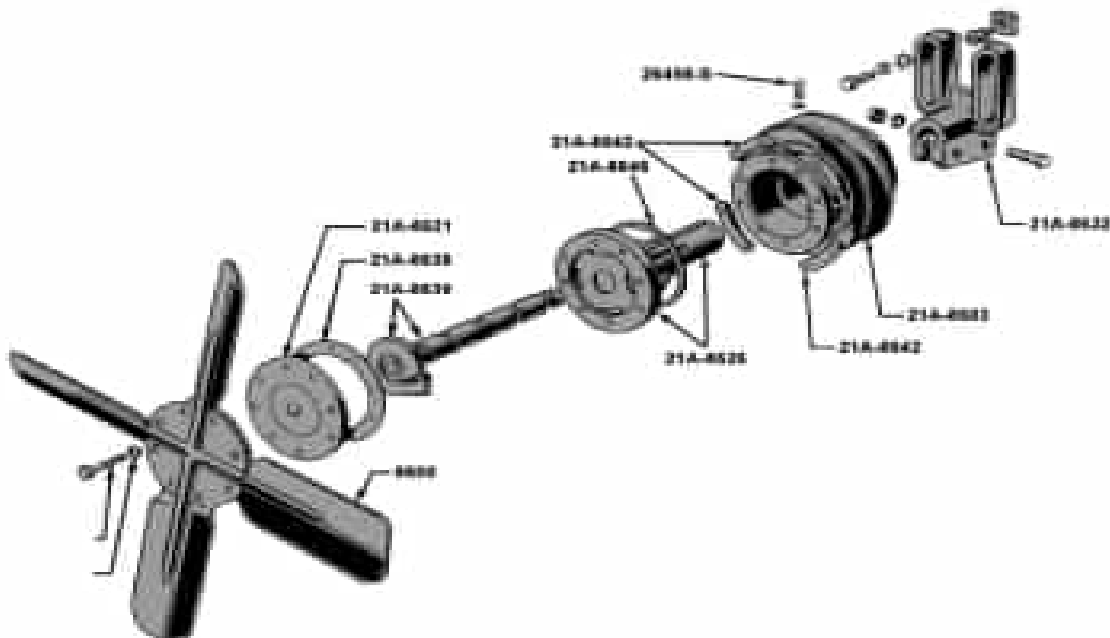
use #78-8591 Water Pump Kit for rebuilding



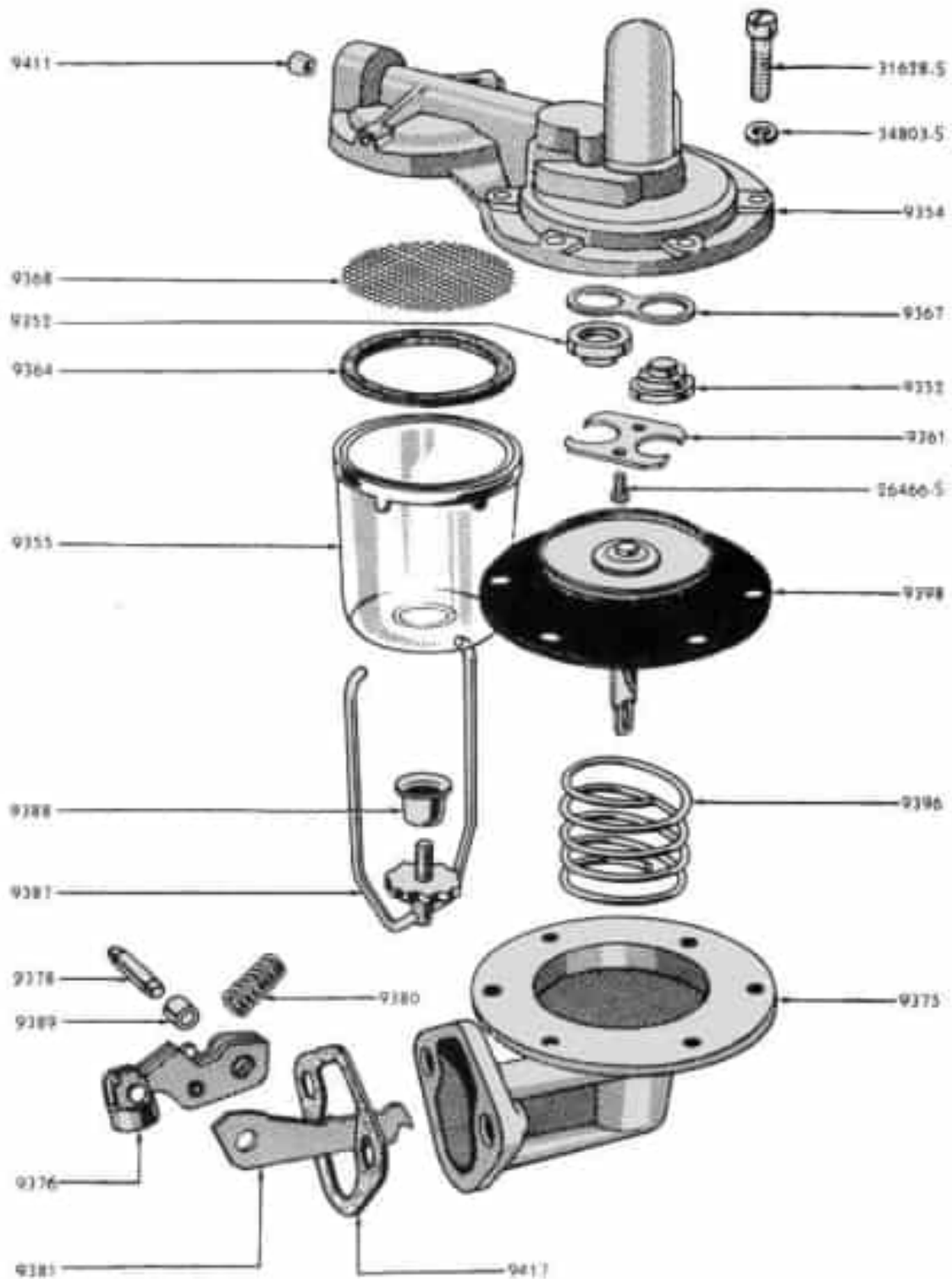
use A8C-8591 Water Pump Kit for rebuilding

OIL FILLED FAN & HUB ASSEMBLY

1942 - 48 Car and 1942 - 52 Truck V8

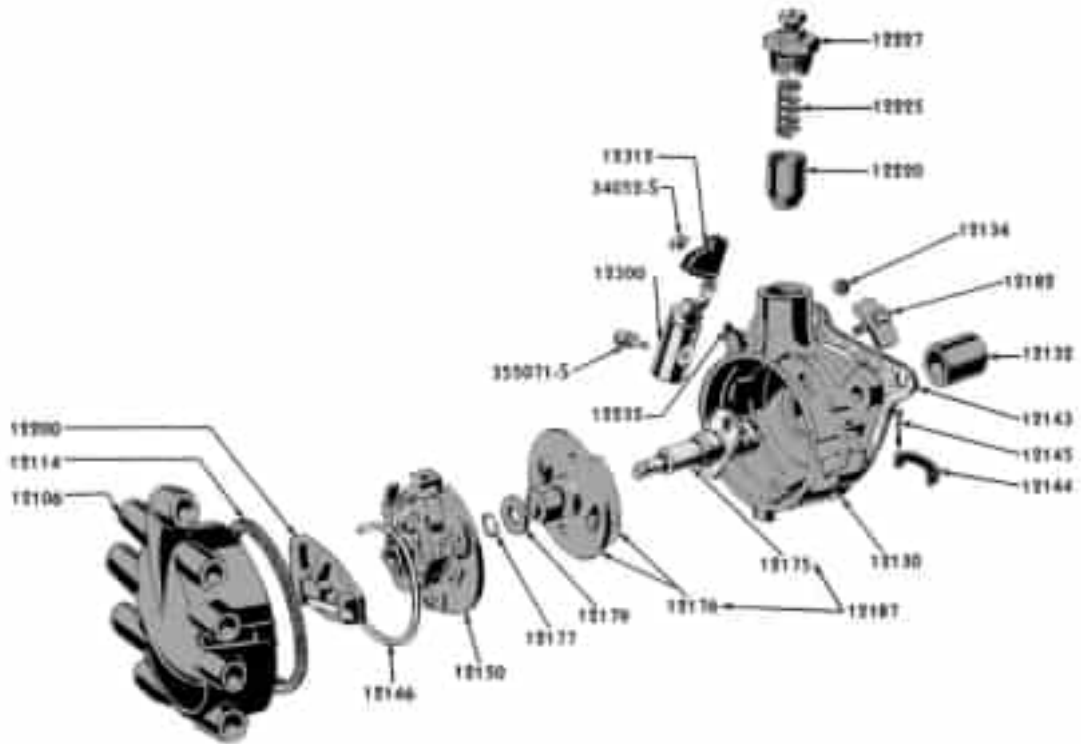


59A-9350 Fuel Pump - 1945-48 V8 100HP

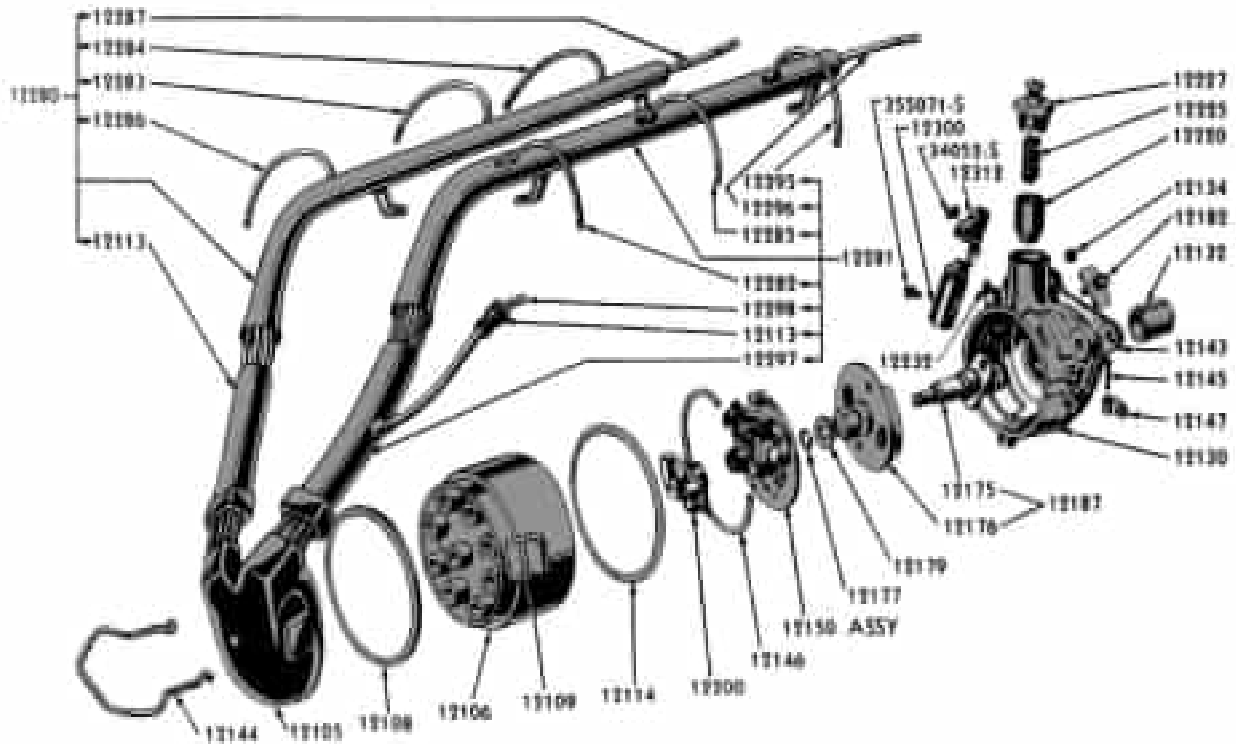


If you need to rebuild your fuel pump use #11A-9349 rebuild kit

CRAB STYLE DISTRIBUTOR - Typical for 1944 - 48 V8



Typical for 1946 - 48 V8



This diagram illustrates the exploded view of a rear axle assembly. The components are labeled with the following part numbers:

- 31036-S
- 34801-S
- 31198-S
- 31043-S
- 31047-S
- 12148
- 12218
- 12216
- 12130
- 12131
- 31040-S
- 31041-S
- 31042-S

Typical for 1050-60 VAl



BOOKS

L-1001

*The Ins and Outs of
Early Ford Transmissions*



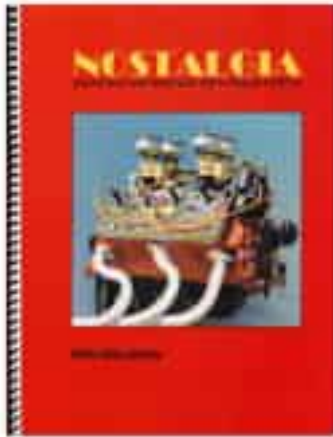
Blair Van Pelt

**"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**

L-1017



**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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L-1003



**Overdrive Guide
\$18.00**

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V8 FLATHEAD VALVE GUIDE TOOL



VGBT Valve Pickle Bar Tool \$ 42.00

The Valve Guide Bushing Tool will help remove and install the flathead V8 valve assembly by compressing the valve spring, which lets the mechanic place the horseshoe clip in place. Long handle provides plenty of leverage. A must have tool for any flathead mechanic!

CAM BEARING TOOL



CBT CAM TOOL.....\$115.00

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.....\$69.00

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

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 1940s were a mis-mash of differing part numbers and prefixes so they began the new system with the 1950s and used the letter B as the new prefix to identify the part as a new entry for the 1950s. 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 (). 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 originally designed for. As the 1950s ended, Ford used the next letter in the alphabet () to denote the decade of the 1960s. In general, the prefix numbers/letters did away with anything designating the part for V8 versus Six engine applications. Some parts with 1960s 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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- 8 - Serial Number Charts

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