

VANPELT SALES, LLC



Flathead Engine & Transmission Parts
513-724-9486 VanpeltSales.com



Welcome to the new 2026 VanPelt parts catalog! You will find expanded listings for Transmission and Engine parts, and a reduction in other rebuild/restoration parts as we transition to those specialty items for drivetrain parts supply. We have carved out a strong presence in those fields and want to be the go-to source in this category. You will continue to see other restoration parts available for some time. Please note that prices were current at the date of publication and are subject to change without notice.

The business, which began in 2002, has grown into a major supplier in a narrow field (transmission and engine rebuild parts) as our experience and inventory grows to support that. Selling parts around the world gives us a level of experience comparable to all the best vendors in this hobby. We take the time to research the parts and provide the best advice for the applications possible. Selling to the individual or to the many commercial shops continues to combine the modern internet buying experience, and our personal contact with everyone over the telephone.

This printed catalog remains for all those who enjoy having this for their parts research, as well as a tool to sell parts. Our catalog has always combined our parts listings with some of our large accumulation of parts drawings and technical information. You have acquired a catalog that always remains a valuable resource for you – our customer, regardless of its print date. Since we can only place a small selection of our technical resources in the printed catalog, don't forget to go online to our website **vanpeltsales.com** for additional parts drawings, actual parts photos, and many useful service tips

Our online store **vanpeltsalesstore.com** has grown in the offerings that you can purchase online. Please keep in mind that the online store shows a limited number of parts listings, so refer to the regular website for additional listings, or contact us for your specific needs.

Our transmission rebuilding service remains ready to handle any early Ford transmission jobs that benefit from our many years of expert repair work. We specialize in 1932-62 Ford & Mercury three speed transmissions, as well as the 1949-64 Ford and Borg-Warner overdrive transmissions. Just pick up the telephone to speak with us about our transmission repair services.

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

Sincerely, *Mac & Shelly Van Pelt*



(and Flick too!)

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

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

www.vanpeltsales.com

www.flatheadv8.com
www.flatheadparts.com

www.vanpeltsalesstore.com

TABLE OF CONTENTS

BRAKES & WHEEL

Brake Drums.....	1
Front & Rear Grease Seals.....	1
Wheel Bearings.....	1-2
Brake Shoes.....	2
Master Cylinder Kits.....	2
Brake Springs & Parts.....	2
Hydraulic Brake Hoses.....	2
Wheel Cylinders & Parts.....	2
Brake Master Cylinders.....	2
Parking Brake Parts.....	2

SUSPENSION PARTS

Spindle Bolt – Kingpin Parts.....	2
Tie Rod Ends & Drag Links.....	2
Steering Gearbox Parts.....	3-4
Front & Rear Shackle Kits.....	5

REAR END & REAR AXLE

Housing Gaskets.....	5
Rear End Seals.....	5
Misc. Rear End Parts.....	5-6
Driveshaft U-Joints.....	5-6

ENGINE & TRANS SUPPORTS

Front Engine Supports	7
Motor/Trans Supports.....	7

ENGINE PARTS

Engine Overhaul Gaskets/Sets.....	7-8
Cylinder Head Studs & Bolts.....	9
Engine Pistons & Rings.....	9-10
Engine Rod Bearings.....	10
Engine Cam Bearings.....	10
Timing Gears & Parts.....	10-11
Crankshaft Pulleys & Parts.....	11
Engine Main Bearings.....	12
Flywheel & Ring Gear Parts.....	12
Engine Valve Lifters.....	13
Engine Valves & Parts.....	13
Oil Pump & Pickup Tubes.....	13-14
Oil Pans & Dipstick Tubes.....	15
Oil Pans – Gaskets & Parts	15
Tools.....	19 & 68

TRANSMISSION PARTS

Repair Manuals & Books.....	19 & 69
3 Speed Transmission Parts.....	20-28
Overdrive Transmission Parts.....	29-31
HD 3 Speed (T85, T87, T89).....	31-32
4 Speed Transmission Parts.....	33-34
Transmission Gasket Sets	24
Clutch Release Bearings	25
Seal Kits.....	32-33

COOLING

Radiator Caps	15
Radiator Hoses	15
Water Pumps.....	16
Water Pump Rebuild Kits.....	16
Engine Thermostats.....	16
Engine Fans & Fan Parts.....	16-17
Fan Belts.....	17

FUEL SYSTEM

Fuel Tank Caps & Fuel Lines.....	17
Fuel Pump Stands & Pushrods.....	17
Breather Caps	18
Carburetor – New	18
Carburetor Repair Kits.....	18

MISC ENGINE

Safety Wire.....	18
Misc Engine Hardware.....	18

ELECTRICAL

Generators & Alternators.....	36-37
Alternator Brackets	37
Generator Parts.....	37
Temp Sending Unit.....	36

IGNITION SYSTEM

Tune Up Kits.....	36-37
Ignition Coils.....	37
Distributor Parts.....	37-38
Ignition Resistors.....	37
Vacuum Advance.....	36

OTHER ELECTRICAL

Headlight Dimmer Switches.....	37
Voltage Reducers.....	37
Misc. Electrical.....	37

ENGINE TOOLS

Valve Guide Pickle Bar.....	19 & 68
Cam Bearing Tool.....	10, 19 & 68

MISCELLANEOUS

Books.....	19 & 69
Transmission Crate	28
Transmission Stand.....	19 & 68

TECHNICAL

Serial Number Chart.....	71-72
Tune Up Specs.....	73-74
General Torque Specs.....	75
Part # Explanations.....	76-77

TERMS OF SALE

Terms & Conditions.....	78-79
-------------------------	-------

PARTS DRAWINGS

Wheel Bearings.....	38
Brake System Parts.....	38
Steering Box Assembly.....	39
Rear End & Torque Tube.....	39
Rear End & Torque Tube - F1.....	39
Engine Assembly.....	42-46
Engine Valve Assembly.....	47
Cam Shaft & Gear Assy.....	48
Oil Pan	49
Transmission Assembly.....	50-61
Synchro Assemblies.....	52
3 Speed Assembly	53-54
Overdrive Assembly.....	55-57
Shifter Housing Assemblies.....	58-60
4 Speed Transmission.....	61
Clutch & Pedal Assembly.....	62
Rear Transmission Supports.....	62
Waterpump Kits	63
Fan Assembly.....	64
Distributor Assembly.....	65-67

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		
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
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
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
WHEELS - Grease Seals & Hub Caps		
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
B- 1183	Fiber Gasket (1928-48) - Rear Wheel Hub	\$1.50
B- 1190	Front Grease Retainer (1932-34 car & pickup)	\$6.50
48- 1190	Front Seal (1935-48 car & 35-48 pickup)	\$3.50
A9A- 1190	Front Seal (1949-54 car)	\$16.50
8M- 1190	Front Seal (1949-51 Mercury)	\$21.00
01Y- 1190	Front Seal (1948-56 F1 & F100 pickup)	\$3.50
91T- 1190	Front Seal (1939-47 Trucks exc 122" wb) - 3.318" OD	\$9.95
8A- 1190	Front Seal (1949-53 car)	\$4.25
WHEELS - Wheel Bearings & Parts		
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)	\$16.00
B- 1225	Rear Wheel Roller Bearing (1928-36 early) - 3.19" OD	\$33.00
68- 1225	Rear Wheel Roller Bearing (1936-48) - 2.84" OD	\$34.50
BRAKES - Brake Shoes		
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
Note: No core required on above brake shoes. All are new sets. Station wagon and other applications also available.		
BRAKES - Misc Brake Springs & Parts		
We have a variety of brake hardware and related brake parts. Please contact us with your specific needs, along with the brake part numbers. We will be glad to check our stocks and quote pricing. If you do not have part numbers, refer to the exploded parts drawings on our website for that information. We will no longer be able to search and look up brake part numbers for your specific inquiry.		
BRAKES - Hydraulic Brake Hoses		
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
8C- 2079	Front Brake Hose (16.0") - 1 per side req'd	\$15.75

Part Number	Description - Wheel - Brake - Suspension Parts	\$ New
BRAKES - Hydraulic Wheel Cylinders		
92Y- 2261	Wheel Cylnr (L&R frnt) 1 3/8" thru bore - trucks (check applications)	\$59.00
91T- 2261	Wheel Cylnr (L&R rear) 1939-52 trucks (check applications)	\$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
BRAKES - Hydraulic Master Cylinders		\$ New
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
11A- 13480	MC Brake Light Pressure Switch (1939-59 cars & trucks)	\$9.00
BRAKES - Parking Brake Parts		\$ New
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 (48-52 F1 pickup) - 45-3/8" long (=1C-2275=B1TZ-2A635) 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
B1TZ- 2A635-A	Cable Assy (see 8C-2275 listing above)	
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- 2853	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
91A- 2597	Rubber Boot - Parking Brake Cable (39-48) Each:	\$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:	\$11.00
8A- 2454	Pedal Pad (brake & clutch) (49-51 Ford car) = 1A-2454A each:	\$8.50
SUSPENSION PARTS - Ball Joint Kits		\$ New
C1AZ- 3049-A	Ball Joint - Upper (57-64 full size passenger car)	\$26.50
C1AZ- 3050-A	Ball Joint - Lower (57-64 full size passenger car)	\$59.00
SUSPENSION PARTS - Kingpins & Spindle Bolt Kits		\$ New
78- 3111	Spindle Bolt & Bushing Kit (1937-41)	\$75.00
21A- 3111	Spindle Bolt & Bushing Kit (1942-52 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
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- 3271R	Tie Rod End (LH) 35-48 Car & 35-64 Pickup	\$14.50
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

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
	SUSPENSION PARTS - Steering Gearbox Parts		
51A- 3517-A	Bushing (with bronze insert) for upper steering column (1932-48)		\$10.00
7HC- 3524-X	Replacement worm for 1937-52 car/pickup steering gearbox		\$155.00
8A- 3524-X	Replacement worm for 1949-51 Ford car steering gearbox		\$175.00
AB- 3524-X	Replacement worm for 1952-53 Ford/Merc car steering gearbox		\$175.00
AD- 3524-X	Replacement worm for 1954-56 (early) Ford car steering gearbox		\$175.00
B7A- 3524-X	Replacement worm for 1956 late to 57 Ford car steering gearbox		\$175.00
B7C- 3524-X	Replacement worm for 1953-60 Ford F-100/250 steering gearbox		\$155.00
48- 3524	Steering Worm & Shaft Assy (1935 car)		\$195.00
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) - 45.50" OA length		\$295.00
1A- 3524	Steering Worm & Shaft Assy (51 Ford car) - 46.25" OA length		\$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
B5A- 3524-B	Steering Worm & Shaft Assy (55 Ford car)		\$295.00
B6A- 3524-B	Steering Worm & Shaft Assy (56 early Ford car)		\$295.00
B6A- 3524-C	Steering Worm & Shaft Assy (56 late Ford car)		\$295.00
B7A- 3524-A	Steering Worm & Shaft Assy (57 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 and 37-47 pickup)		\$96.00
SGK 3548-B	Steering Gearbox Rebuild Kit (48-52 F1, F2, and F3 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)		\$115.00
SGK 3548-E	Steering Gearbox Rebuild Kit (49-51 Mercury Passenger car)		\$115.00
SGK 3548-F	Steering Gearbox Rebuild Kit (52-53 Mercury Passenger car)		\$115.00
Note: the SGK rebuild kits above include all the Timken tapered roller bearings, shaft bushings, gaskets, shims, and the oil seal.			
B- 3552	Bearing Cup: (37-56 car & 37-60 pickup upper + 29-36 car lower)		\$17.00
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		\$1.50
B- 3571	Taper Roller Bearing (2 req'd) (32-35 car & 32-35 truck)		\$24.00
68- 3571-A	Taper Roller Bearing (2 req'd) (36-57 car & 36-60 truck) notes		\$15.00
81T- 3571-A	Taper Roller Bearing (2 req'd) (38-52 truck)		\$18.50
7RC- 3575	Steering sector shaft & roller (37-48 car & 37-52 pickup)	Check availability	Check availability
8M- 3575-B	Steering sector shaft & roller (49-51 Mercury)		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 & 52-53 Mercury 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 & 250 + 49-51 Merc		\$115.00
B6A- 3575-X	Steering Sector roller & shaft kit (Late 56-57 Ford passenger cars)		NA
68- 3576	Needle Bearing - sector shaft (49-56 Ford car) - 2 req'd		\$9.00
78- 3576	Bushing - sector shaft (2 req'd) (32-35 car + 37-48 car 32-52 comm) notes		\$4.50
81T- 3576-A	Bushing - sector shaft (2 req'd) (53-56 F100 pickup)		\$5.00
78- 3577	Adjusting Screw		\$3.00

Part Number	Description - Wheel - Brake - Suspension Parts	\$ New
	SUSPENSION PARTS - Steering Gearbox Parts - cont'd	
78- 3579	Thrust Washer - Adjusting Screw	\$3.50
B- 3581-S	Gasket Set (32-36 car & pickup)	\$12.00
78- 3581-S	Gasket Set (37-48 car & 37-47 pickup)	\$12.00
7RC- 3581-S	Gasket Set (48-52 F1 + 53-60 F-100 pickup)	\$12.00
7RT- 3581	Gasket - bottom cover (1948-52 F5 truck)	\$2.50
8A- 3581-S	Gasket Set (1949-51 Ford car)	\$10.00
AB- 3581-S	Gasket Set (1952-57 Ford & 52-53 Mercury car)	\$9.50
8M- 3581-S	Gasket Set (1949-51 Mercury car)	\$21.00
8M- 3581	Gasket - Cover (1949-51 Mercury)	\$6.00
AB- 3581	Gasket - Cover (1952-57 car)	\$3.00
81T- 3581	Gasket - Cover (1938-47 trucks exc 122" WB)	\$3.00
11A- 3590-A	Steering Arm (pittman arm) - (37-41 car & pickup)	\$100.00
8C- 3590	Steering Arm (pittman arm) - (48-52 F1 pickup)	\$99.00
TAAA- 3590	Steering Arm (pittman arm) - (53-56 F-100 pickup)	\$110.00
48- 3591	Oil Seal - Steering Gearbox (35-48 car & 35-47 pickup)	\$3.50
8M- 3591	Oil Seal - Steering Gearbox (1953-60 F1/F100 pickup + 49-51 Merc)	\$2.50
8A- 3591	Oil Seal - Steering Gearbox (49-56 car & 48-52 F1, F2, F3 pickup)	\$2.50
81T- 3591	Oil Seal - Steering Gearbox (1938-47 trucks)	\$7.50
B- 3593-A	Gasket - Steering Box (0.003" thick)	\$2.00
B- 3593-B	Gasket - Steering Box (0.005" thick)	\$2.00
B- 3593-C	Gasket - Steering Box (0.009" thick)	\$2.00
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
	SUSPENSION PARTS - Shackle Bolts/Studs/Bushings	\$ New
7RC- 5334	Bushing - Upper shackle - Front Spring (48-52 F1/F2/F3) 4 req'd	\$4.50
21C- 5344	Bushing - Upper shackle - Front Spring (42-47 Comm + 48-52 F1/F2) 2 req'd	\$6.50
21C- 5348	Bushing - Front Spring (42-47 Comm + 48-56 F1/F2 and 48-52 F3) - 4 req'd	\$7.00
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
7RC- 5645	Stud - Front Spring Shackle - Upper (48-52 F1/F2) 2 req'd	\$18.00
21A- 5467-A	Front Rubber Bushing (2 per 21A-5465 shackle bolt) 42-48 Ford car	\$2.00
21C- 5468	Shackle Bar - Inner -Front Spring (42-47 pickup + 122" truck)	\$6.00
21C- 5469	Shackle Bar - Outer -Front Spring (42-47 pickup + 122" truck)	\$6.00
7RC- 5468	Shackle Bar - Inner - Front Spring (48-56 F1/F2 + 48-52 F3) - 2 req'd	\$9.00
7RC- 5469	Shackle Bar - Outer - Front Spring (48-56 F1/F2 + 48-52 F3) - 2 req'd	\$9.00
21A- 5484	Bushing - Front Stabilizer (42-48 car) - 2 req'd Each:	\$3.95
21A- 5719-B	Rear Rubber Bushing (2 per 21A-5714 shackle bolt) Each:	\$2.00
8A- 5719	Bushing	
21C- 5780	Shackle Pin - Rear Spring (42-56 Pickup F1/F100) - 6 req'd	\$6.00
01T- 5780	Shackle Pin - Rear Spring (38-56 Trucks F4/F500 - F6/F600)	\$12.00
59Y- 5780	Pin - Rear spring shackle (38-47 truck 122" + 48-56 F2) - 3.9" long - 6 req'd	\$11.00
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
BB- 5781	Bushing - Rear Spring Eyelet (38-42 trucks) - See 21T-5781 below	
59Y- 5781	Bushing - Rear Spring (39-47 122" truck + 48-56 F2/F3) - 2.22" long	\$11.00
21T- 5781	Bushing - Rear Spring Eyelets (42-56 trucks + F4/400 to F6/600)	\$11.00
81T- 5782	Lockpin - Rear Spring Shackle (37-56 various truck) 3/8-24 x 2-3/16"	\$6.00
82Y- 5782	Lockpin - Rear Spring Shackle (37-56 various truck) 3/8-24 x 1-3/4"	\$3.50
BB- 5791	Bushing - Rear Spring Shackle (32-56 trucks + F4/400 to F6/600)	\$8.50

Part Number	Description - Wheel - Brake - Suspension Parts		\$ New
	SUSPENSION PARTS - Shackle Bolts/Studs/Bushings		
61- 5791	Bushing - Rear Spring Shackle (38-47 122" truck + 48-56 F-3/350)		\$4.50
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		
51A- 18197	Bushing - Track Bar & Shock (4 req'd per bar) (42-48 car)		\$3.00
Ford Part Number	Description - Rear End Parts		\$ New
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)	Outer Seals	\$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- 4012RS	Repair Sleeve (1928-48) - Rear Axle Housing (cars)		\$42.00
B- 4030	Plug - Differential Drain or Fill		\$1.25
18- 4035K	Gasket Set - 1932 late to 1948 (15 pc)		\$34.00
B- 4035K	Gasket Set - 1932 Model B (and early style V8)		\$34.00
8A- 4035	Real Axle Housing Gasket (1 pc) (1949-56 Ford & Merc various)	Gaskets	\$7.00
8M- 4035	Real Axle Housing Gasket (1 pc) (1948-50 Ford & Merc Dana 41)		\$9.50
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)		\$7.00
B- 4243	Axle Key (28-48) - Cars & Pickup - 2.86" long each:		\$1.50
B- 4245	Oil Seal - Rear Axle Inner (1928-48) - 2 required	Inner Seal	\$3.00
B- 4245	Oil Seal - Torque Tube Front (1928-48) - 1 required		\$3.00
B- 4513	Cap - U Joint Housing - Inner (1932-48)	\$20.00 \$45.00	
48- 4520	Cap - U Joint Housing - Outer (1932-48) - less bolts		
B- 4516	Cork Strip (fits into the 4520 split cap assy)		\$3.00
20391-SK	Bolt & Nut Kit - for the B-4520 split outer cap		\$3.00
358011-S	Lubricator Fitting - 1/8" Angled - for outer cap assy		\$2.00
48- 4607	Pin - Driveshaft (1935-39) - 2.04" long (for 10 spline) 2 req		\$2.00
68- 4607	Pin - Driveshaft (1937-48) - 1.70" long (for 6 spline) 1 req		\$2.00
B- 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)		\$8.00
B- 4645	Roller Bearing - Driveshaft front (1932-48)	\$10.00	\$13.00
B- 4655	Bushing/Sleeve - front D/S bearing (1932-48)		\$10.50
8A- 4676	Seal - Drive Pinion (49-56 car)	Pinion Seals	\$7.00
8M- 4676	Seal - Drive Pinion (48-56 pickup & 49-56 wagon)		\$9.50
01Y- 4676	Seal - Drive Pinion (42-47 pickup)		\$13.00
48- 4684	Coupler - Driveshaft - 6 to 10 spline (35-48 car, 35-41 com)		\$99.00
68- 4684-B	Coupler - Driveshaft - 6 spline (37-48 car & 37-41 com)		\$59.00
VP- 4684-K1	Coupler Repair Kit - 6 to 6 spline (37-48 car & 37-41 com)		\$69.00
VP- 4684-S1	Coupler Sleeve for 68-4684 coupler (heat shrink to fit) - 5" long		\$4.00
Note: Coupling repair kit includes one coupling, two coupling pins, and 1 heat shrink protective sleeve.			

Ford Part Number	Description - Rear End Parts	\$ New	
MISCELLANEOUS PARTS			
34034-S	Rear Axle Castle Nut - 1928-48 Car & Commercial		\$2.00
356074-S	Rear Axle Castle Nut - Replaced by 34034-S		
351505-S	Rear Axle Washer - 1928-48		\$1.50
DRIVESHAFT U-JOINTS		\$ New	
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
DRIVESHAFT U-JOINTS - Cont'd			
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
SPEEDOMETER CABLE		\$ New	
99A- 17260-C	Speedometer Cable Assy (70.0" inner/outer with ends) 1935-48		\$17.00
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		\$23.00
SPEEDOMETER GEARS & PARTS		\$ Used	\$ New
01T- 17269	Bearing (bushing) for driven gear (1940-52 trucks)	\$25.00	
HS- 17270	Driven Gear (17T) for 3.25:1 ratio (with 6.00 x 16" wheels)	NA	\$85.00
40- 17270	Driven Gear (18T) for 3.54:1 ratio (with 6.00 x 16" wheels)	\$55.00	\$85.00
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	
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- 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 - LH pitch		\$19.00
B5A- 17322-B	Driven Gear (21T) - 1949-56 Passenger Car - LH pitch		\$19.00
B5A- 17322-C	Driven Gear (19T) - 1949-56 Passenger Car - LH pitch		\$19.00
B5A- 17322-D	Driven Gear (22T) - 1949-56 Passenger Car - LH pitch		\$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

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
ENGINE - Rear Trans Support-Mount			
B- 5089-B	Rear Engine-Trans Support with rubber isolator (1932)		\$80.00
40- 5089-B	Rear Engine-Trans Support with rubber isolator (33-34)		\$80.00
48- 5089	Rear Engine-Trans Support with rubber isolator (35-36)		\$150.00
8T- 5089	Rear Engine-Trans Support rubber block (40-52 four speed)		\$59.00
01T- 5089	Rear Engine-Trans Support (use the 8T-5089 support above)		
BB- 5089	Rear Engine-Trans Support with rubber insulator (1932-39)		\$59.00
B- 5098-S	T-Bolt Set (original type) for trans rear mount to torque tube	\$24.00	\$29.00
5098-CNS	Castle Nut (7/16-20 thread) for the B-5098 L head bolts - Set of 4		\$7.50
B- 5099-A	Plate - rear motor support (1932-36)	\$25.00	\$32.00
8M- 6038-B	Rear Mount (50-51 Merc) Round Upper - Large diam - 1 per side		\$8.00
8M- 6039	Rear Mount (50-51 Merc) Round Lower - Small diam - 1 per side		\$7.50
78- 6039	Rubber Insulator (37-48 front/lower) + (36-41 trans/lower) Each:		\$5.00
B- 6047-SK2	Rear Trans mount kit (2 sets) (32-36)		\$54.00
78- 6047-SK2	Rear Trans mount kit (2 sets) (37-41)		\$54.00
8A- 6054-B	Retainer - Rear Support (49-51 Ford cars) - 5.00" bolt hole spacing	\$17.00	\$24.00
B7A- 6054-A	Retainer - Rear Support (51-59 Ford cars) - 6-9/32" bolt hole spacing	\$17.00	\$24.00
21A- 6068-A	Retainer - Rear Support		\$29.50
8M- 6068-R	Rear Transmission Vibration Mount assy (49-50 + early 51 Mercury)		\$59.00
ENGINE - Rear Trans Support-Mount			
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)		\$28.00
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			
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)		\$54.00
MA- 6038	Front Mount (49-53 Ford car + 52-53 Merc) - 2 Required		\$22.50
8M- 6038-A	Front Mount (49 Merc) - Square - 2 required		
8M- 6038-B	Front Mount (49-51 Merc) Round Upper - Large diameter - 2 req'd		\$8.00
8M- 6039	Front Mount (49-51 Merc) Round Lower - Small diameter - 2 req'd		\$7.50
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			
18S- 6008	Engine Overhaul Gasket Set (21 stud - 3.0625 bore)	1932-37 Ford	\$215.00
18S- 6008-C	Engine Overhaul Gasket Set (21 stud - 3.0625 bore) Copper	1932-37 Ford	\$259.00
91S- 6008	Engine Overhaul Gasket Set (24 stud - 3.0625 bore)	1938-42 Ford	\$154.00
91S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.0625 bore - Copper)	1938-42 Ford	\$239.00
99S- 6008	Engine Overhaul Gasket Set (24 stud - 3.1875 bore)	1939-48 All	\$147.00
99S- 6008-C	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Copper)	1939-48 All	\$208.00
99S- 6008-BB	Engine Overhaul Gasket Set (24 stud - 3.1875 bore - Big Bore)	1939-48 All	\$213.00
99S- 6008-BBC	Engine Overhaul Gasket Set (24 stud) - 3.1875 bore - Big Bore Copper	1939-48 All	\$249.00
8BAS- 6008	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore)	1949-53 All	\$135.00
8BAS- 6008-C	Engine Overhaul Gasket Set (24 bolt - 3.1875" bore - copper)	1949-53 All	\$204.00
8BAS- 6008-BB	Engine Overhaul Gasket Set (24 bolt - Big Bore)	1949-53 All	\$199.00
8BAS- 6008-BBC	Engine Overhaul Gasket Set (24 bolt - Big Bore - Copper)	1949-53 All	\$238.00
8ELS- 6008-C	Engine Overhaul Gasket Set (27 bolt - Copper) - Lincoln 337 V8	1949-51	\$475.00
B6A- 6008-A	Engine Overhaul Gasket Set - 272/292 V8 (1955-63)	1955-63	\$186.00
B6A- 6008-B	Engine Overhaul Gasket Set - 312 V8 (1956-57)	1956-57	\$186.00
1GA- 6008	Engine Overhaul Gasket Set (1941-47 Six G series) with head gasket	1941-47	\$319.00
7HA- 6008	Engine Overhaul Gasket Set (1947-51 Six H series)	1948-51	\$228.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	ENGINE - Overhaul Gasket Sets - cont'd		
74- 6008	Engine Overhaul Gasket Set (17 stud - 2.600" bore) - V8 60	1937-40	\$245.00
Note: gasket sets above include "regular" head gaskets except where noted. Copper gaskets are extra cost. The G series six			
	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		
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)		Out of stock
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) 14-3/4" OAL	\$20.00	
48- 6044	Engine Radius Rod (35-40 Ford V8) 15-1/8" OAL	\$20.00	
11A- 6044	Engine Radius Rod (41 Ford V8) - 23.375" OA Length	\$20.00	\$25.00
	ENGINE - Cylinder Head Gaskets		
52- 6051	Cylinder Head Gasket (1937-40) - 60hp - Regular L/R	17 Stud	\$69.00
40- 6051	Cylinder Head Gasket (1932-37) - Regular L/R - 3.0625" Bore	21 Stud	\$56.00
40- 6051-C	Cylinder Head Gasket (1932-37) - Copper L/R - 3.0625" Bore	21 Stud	\$77.00
41A- 6051	Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore	24 Stud	
91A- 6051	Cylinder Head Gasket (1938-42) - Regular L/R - 3.0625" Bore	24 Stud	\$53.00
91A- 6051C	Cylinder Head Gasket (1938-42) - Copper L/R - 3.0625" Bore	24 Stud	\$85.00
59A- 6051	Cylinder Head Gasket (1939-48) - Regular L/R - 3.1875" Bore	24 Stud	\$56.00
59A- 6051C	Cylinder Head Gasket (1939-48) - Copper L/R - 3.1875" Bore	24 Stud	\$82.00
59A- 6051-BB	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore	24 Stud	\$69.00
59A- 6051-BBC	Cylinder Head Gasket (1939-48) - Regular L/R - Big Bore Copper	24 Stud	\$88.00
EAB- 6051	Cylinder Head Gasket - RH (1949-53) - Regular - 3.1875" Bore	24 Bolt	\$52.00
EAB- 6051C	Cylinder Head Gasket - RH (1949-53) - Copper - 3.1875" Bore	24 Bolt	\$84.00
EAB- 6051-BB	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore	24 Bolt	\$67.00
EAB- 6051-BBC	Cylinder Head Gasket - RH (1949-53) - Regular - Big Bore Copper	24 Bolt	\$88.00
EAB- 6083	Cylinder Head Gasket - LH (1949-53) - Regular - 3.1875" Bore	24 Bolt	\$52.00
EAB- 6083C	Cylinder Head Gasket - LH (1949-53) - Copper - 3.1875" Bore	24 Bolt	\$84.00
EAB- 6083-BB	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore	24 Bolt	\$67.00
EAB- 6083-BBC	Cylinder Head Gasket - LH (1949-53) - Regular - Big Bore Copper	24 Bolt	\$88.00
C1AZ- 6051-B	Cylinder Head Gasket (LH & RH) - (1955-63 Y block V8)		\$56.00
1GA- 6051	Cylinder Head Gasket (1941-47 G Six) only sold as part of engine set.		\$54.00
7HA- 6051	Cylinder Head Gasket (1947-51 H Six) Steel clad		\$108.00
	ENGINE - Miscellaneous Engine Gaskets		
18- 6020	Gasket - Timing Cover (1932-48 V8)		\$5.50
8BA- 6020	Gasket - Timing Cover (1949-53 V8)		\$5.50
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		\$23.50
6521	Intake Manifold Gasket - see section after valves		
6506	Rocker Arm Gasket Set - see 6500 valve section		
6781	Oil Pan Gasket Set - see OIL PANS & GASKETS		
52- 9433-S	Exhaust Manifold Gasket (set of 8) for V8-60hp motor		\$23.50
18- 9433-S	Exhaust Manifold Gasket (set of 8) for 85-100hp motor		\$11.00
7HA- 9433-S	Exhaust Manifold Gasket (set of 3) for H series Six		\$17.00
1GA- 9450	Exhaust Manifold Flange Gasket (49-59 V8) - to muffler inlet pipe		\$6.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	ENGINE - Cylinder Head Bolts - Studs - Nuts	Specified For	\$ New
8BA- 6065/66-SA	Set of 48 stock head bolts (20 short + 28 long bolts) - 11/16" hex	49-53 heads	\$134.00
8BA- 6065-SL	Set of 54 stock head bolt (7/16"-14 x 2.71" long type)- 5/8" hex	337 Lincoln V8	\$165.00
8BA- 6066 SH	Set of 33 stock head bolt (7/16"-14 x 2.71" long type)- 5/8" hex	48-51 H Six	\$99.00
8BA- 6066R-Set	Set of 48 all long head bolts (7/16"-14 x 2.62" long type) - 5/8" hex	39-48 V8 heads	\$149.00
8BA- 6065	Head Bolt only - Stock short bolt only (1.94" length) Each:	49-53 V8 heads	\$2.60
8BA- 6066	Head Bolt only - Stock long bolt only (2.62" length) Each:	49-53 V8 heads	\$3.35
M- 90-02	Set of 42 grade 5 cylinder head studs for stock heads	33-36 heads	\$155.00
M- 90-03	Set of 42 grade 5 cylinder head studs for stock heads	37-38 heads	\$155.00
M- 90-04	Set of 48 grade 5 cylinder head studs for stock heads	39-48 heads	\$175.00
M- 90-04L	Set of 48 grade 5 all long cylinder head studs	39-48 heads	\$175.00
M- 90-Short	Single stud (2.34" long 40-6065) - Save money - buy in sets above	Stock heads	\$3.95
M- 90-Med	Single stud (2.90" long 40-6066) - Save money - buy in sets above	Stock heads	\$3.95
M- 90-Long	Single stud (3.10" long 48-6067) - Save money - buy in sets above	Stock heads	\$3.95
M- 90-E-long	Single stud (3.60" long 40-6067) - Save money - buy in sets above	Stock heads	\$3.95
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- 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
8BA- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Dome Top	1939-53	\$369.00
8BA- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Dome Top	1939-53	\$369.00
8BA- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Dome Top	1939-53	\$369.00
8BA- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Dome Top	1939-53	\$369.00
8BA- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Dome Top	1939-53	\$369.00
8BA- 6108-S125	Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Dome Top	1939-53	\$369.00
EAC- 6108-STD	Set of 8 Pistons (3-3/16") (3.1875") - Standard Bore - Mercury	1949-53	\$499.00
EAC- 6108-S030	Set of 8 Pistons (3-3/16") (3.1875") - 0.030" Oversize - Mercury	1949-53	\$499.00
EAC- 6108-S040	Set of 8 Pistons (3-3/16") (3.1875") - 0.040" Oversize - Mercury	1949-53	\$499.00
EAC- 6108-S060	Set of 8 Pistons (3-3/16") (3.1875") - 0.060" Oversize - Mercury	1949-53	\$499.00
EAC- 6108-S080	Set of 8 Pistons (3-3/16") (3.1875") - 0.080" Oversize - Mercury	1949-53	\$499.00
EAC- 6108-S125	Set of 8 Pistons (3-3/16") (3.1875") - 0.125" Oversize - Mercury	1949-53	\$499.00
Note: Mercury pistons can only be used with the Mercury 4" stroke crankshaft. All Ford & Mercury pistons are dome top type.			
	ENGINE - Piston Ring Sets	Specified For	\$ New
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
8BA- 6149-STD	Set of 8 Four Ring sets (3.1875") - Standard Bore	1939-53	\$97.00
8BA- 6149-S030	Set of 8 Four Ring sets (3.1875") - 0.030" Oversize	1939-53	\$97.00
8BA- 6149-S040	Set of 8 Four Ring sets (3.1875") - 0.040" Oversize	1939-53	\$97.00
8BA- 6149-S060	Set of 8 Four Ring sets (3.1875") - 0.060" Oversize	1939-53	\$97.00
8BA- 6149-S080	Set of 8 Four Ring sets (3.1875") - 0.080" Oversize	1939-53	\$97.00
8BA- 6149-S125	Set of 8 Four Ring sets (3.1875") - 0.125" Oversize	1939-53	\$97.00
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.			

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	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)	1938-42 (85hp)	Check Availability
29A- 6200	Connecting Rod (9.187" OA length - 2.360" Dia big end)	1939-48 (100hp)	\$295.00
8BA- 6200	Connecting Rod (9.187" OA length - 2.291" Dia big end)	1949-53 (100hp)	\$295.00
	ENGINE - Connecting Rods - Used (set of 8)	Specified For	\$ Used
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)	1942-53 V8	\$3.40
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	\$0.50
	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)	\$69.00
48- 6211-020	Rod Bearing (1 pair) - .020 us - For 1.999" crank journal	1932-37 (85hp)	
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)	\$109.00
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 of 8 pairs) - Specify size (Std-10-20-30-40)	1949-53 (100hp)	\$99.00
	ENGINE - V8 Camshaft & Bearing Sets	Used Core	\$ New
6250	Camshaft - Flathead V8 (221-239-255) - Specify year - Stock grind only	\$95.00	\$275.00
01A- 6260S	Camshaft Bearings (front-center-rear) - Std (85-100hp)	1933-53	\$59.00
01A- 6260-S10	Camshaft Bearings (front-center-rear) -0.010" US	1933-53	Call for Price
01A- 6260S-D	Camshaft Bearings (front-center-rear) - .080" os (85-100hp)	1933-53	Call for Price
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
CBT	Flathead V8 Cam Bearing Tool (for all 85-110hp V8 cam bearings)	1933-53	\$115.00
	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
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) - 11T - RH pitch	1948-53	\$18.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used Specified For	US \$ Price \$ New
	Timing Gears & Cam Related Parts - cont'd		
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	\$25.00
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	\$6.50
91A- 6258K	Lock Ring & Bolt Kit for all bolt-on type V8 cam timing gears	1939-53	\$16.00
11A- 6280	Camshaft Distr Drive Adapter (32-41 distr to 42-48 cam)		\$16.00
350400-SK	Bolts for Camshaft Lock Ring (set of 4 bolts)	1935-53	\$12.00
1GA- 6306	Timing Gear - Crankshaft - 24T	1941-47 Six	\$26.95
52- 6306	Timing Gear - Crankshaft - 21T (for V8-60)	1937-40	\$42.00
18- 6306	Timing Gear - Crankshaft - 28T	1932-34	\$27.95
48- 6306	Timing Gear - Crankshaft - 22T	1935-48	\$49.00
8BA- 6306	Timing Gear - Crankshaft - 22T	1949-53	\$49.00
74153-S	Key - timing gear to crankshaft (1" x 1/4") - see comments		\$1.50
357654-S	Key - timing gear to crankshaft (3/4" x 1/4") - see comments		\$1.00
	ENGINE - Crankshaft Pulleys, Seals, Other Parts		
6303	Crankshaft - check availability on our used crank stock		Call for Price
8BA- 6307	Plug - Crank Cleanout (0.430"/0.403" tapered) Set of 4 plugs		\$8.00
8CM- 6307	Plug - Crank Cleanout (0.650"/0.612" tapered) Set of 4 plugs		\$13.00
52- 6310	Oil Slinger - Crankshaft (1937-40 V8 60hp)		\$4.00
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)	\$85.00	\$135.00
81C- 6312A	Crankshaft Pulley (single wide belt) - 5.0" dia (1939 Std - long snout crank)	\$115.00	\$150.00
91A- 6312-A	Crankshaft Pulley (single wide belt) - 4.375"L x 5.0" dia - with fan mount flange	\$95.00	\$135.00
21A- 6312	Crankshaft Pulley (dual wide belt) - 5.375" diameter	\$115.00	\$150.00
8BA- 6312-A	Crankshaft Pulley (dual wide belt) - 4.81" long - replaced by 8BA-6312-B		
8BA- 6312-B	Crankshaft Pulley (dual wide belt) - 3.68" long - used with 8BA-6362 sleeve	\$85.00	\$139.00
8BA- 6312-C	Crankshaft Pulley (dual narrow belt) - 3.08" long - use w/ 8BA-6362 sleeve	\$65.00	\$92.00
B- 6319	Bolt - Crankshaft Pulley (ratchet type) 1928-47 large type		\$15.00
81A- 6319	Bolt - Crankshaft Pulley (ratchet type) 1939-48 small type	\$9.00	\$15.00
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 + 48-51 Six		\$6.00
351590-S	Washer - Crank Pulley Bolt 1949-53 V8		\$3.00
74151-S	Key - crank pulley (1/4") - All Y-Block V8		\$1.00
74153-S	Key - crank pulley (1/4" x 1") - 48-51 H Six + 49-53 V8 car & truck		\$1.50
74156-S	Key - crank pulley (1/4") - 32-37 V8 (exc 60hp)		\$2.00
78- 6335	Rear Main Seal Retainer - Upper (36-42 V8)	\$25.00	\$42.00
91A- 6335	Rear Main Seal Retainer - Upper (39-48 V8)	\$39.00	\$65.00
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 + tool & gauge) (39-53 V8)		\$28.00
B- 6348	Castle Nut (1/2-20 thread) - Main Cap Stud		\$2.00
8BA- 6362M	Crank Sleeve (smooth for one-piece oil seal) (49-53 V8)		\$9.50
8BA- 6362	Crank Sleeve (standard spiral grooved) (49-53 V8)		\$9.50

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	ENGINE - Crankshaft Pulleys, Seals, Other Parts - cont'd		
B- 6700-MK	Kit - One piece front oil seal + smooth sleeve (49-53 V8)		\$21.00
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)		\$15.00
	ENGINE - Main Bearings	Specified For	\$ New
68- 6330S-Std	Main Bearing Set (3 pairs) - Std - for 2.399" journal	1936-38	\$135.00
68- 6330S-010	Main Bearing Set (3 pairs) - 0.010 - for 2.399" journal	1936-38	\$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	
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)		\$369.00
B- 6376-S	Flywheel Bolts (set of 4) - Drilled for safety wire		\$19.00
B- 6384	Flywheel Ring Gear - 112 teeth (1932-48)		\$36.00
52- 6384	Flywheel Ring Gear - 122 teeth (1937-40 V8-60hp)		Call for Price
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		\$3.50
1CM- 6387-B	Dowel Pin - Flywheel (0.440" dia - OS) - crankshaft to flywheel - 2 req'd - each		\$3.00
18- 6397	Dowel Pin - Trans case to engine block (3/8" dia) - 2 req'd - each:		\$3.00
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		\$19.50
350645-S	Bolt - Flywheel to Crankshaft (see B-6376S above)		
7RA- 7609	Retainer Ring (flywheel dowel retaining) - (32-53 V8)	\$7.50	
8RT- 6410	Retainer - Flywheel housing (48-52 trucks) - seals sold separately	\$25.00	\$32.00
8BA- 6411	Dust Seal - Flywheel housing (49-53 cars)		\$18.00
8RT- 6424	Dust Seal - Flywheel housing retainer - lower (48-52 trucks)		Out of Stock
8RT- 6425	Packing - Flywheel housing retainer - upper (48-52 trucks)		\$4.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	ENGINE - V8 Valve Package	Specified For	\$ New
8BA- 6505-KF	Complete Valve Kit for V8 Engine (with Ford 0BA valve springs)	1933-53	\$369.00
Note: Kit includes 16 valves, 16 one-pc guides, 16 springs, 16 spring retainers, 16 guide retainers, 16 prs keepers, and 8 oil seals. The valves are the 8BA (non-rotator) types with straight stems. Valve lifters are sold separately.			
	ENGINE - Valves & Valve Components	Specified For	\$ New
18- 6500	Tappet - Slotted - Hollow (NOS) Each:	1932-53	\$3.50
18- 6500-S	Tappet - Slotted - Hollow (NOS) Set of 16:	1932-53	\$29.00
91A- 6500	Tappet - Solid side - Hollow (NOS) Each:	1932-53	
91A- 6500AD-H	Tappet - Hollow Adjustable Each:	1932-53	\$29.00
91A- 6500KH	Tappet - Hollow Adjustable Set of 16:	1932-53	\$395.00
91A- 6500WRN	Wrench set for adjustable tappets	1932-53	\$9.95
11T- 6505	Valve (Intake or Exhaust) - Mushroom Tip	1932-48	\$18.00
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
40- 6510	Valve Guide (split type) - 85/95hp	1933-48	\$7.95
8BA- 6510	Valve Guide (one piece type) - 85/110hp	1933-53	\$5.00
40- 6512	Retainer - Valve Guide (horseshoe clip) - 85-110hp	1932-53	\$1.65
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 rotator valves)	1951-53	\$1.75
18- 6515	Stud - Fuel Pump Stand to V8 Intake Manifold	1932-48	\$3.00
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		\$16.00
40- 6521-BP	Intake Manifold Gasket (1932-48) - 85/100 HP - Big Port		\$17.00
8BA- 6521	Intake Manifold Gasket (1949-53) - 100 HP		\$17.00
8BA- 6521-BP	Intake Manifold Gasket (1949-53) - 100 HP - Big Port		\$17.00
8EL- 6521	Intake Manifold Gasket (1949-51) - 337 cu in V8		\$31.00
C0AE- 6521-A	Valve Chamber Cover Gasket Set (54-62) - 239-272-292-312 V8		\$18.50
B4AZ- 6A506-A	Rocker Arm Cover Gasket Set (54-62) - 239-272-292-312 V8		\$19.50
40- 6524	Oil Baffle - Valve Chamber (1932-34 V8 blocks: 65-85 hp)	\$7.50	\$12.00
48- 6524	Oil Baffle - Valve Chamber (1935-53 V8 blocks: 85-100hp)	\$7.50	\$12.00
8BA- 6571	Seal - Valve Guide (for 8BA type valve guides - intake side)		\$1.25
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	\$ Used	\$ New
8RT- 6615	Oil Pump pickup tube & cover (for M-19 short body pump)		\$29.50
8BA- 6615	Oil Pump pickup tube & cover (for M-19 short body pump)		\$49.00
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)		\$23.00
41A- 6626	Gasket - pickup tube to oil pump (V8 only)		\$2.00
18- 6652	Gear - Oil pump shaft drive (32-53 V8) - 12T		\$9.00
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)	\$20.00	\$39.00
18- 6656	Shaft - Oil pump idler gear (32-48 V8)	\$15.00	\$20.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
ENGINE - Oil Pump & Pump Parts - cont'd			
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- 6659	Cover - Idler Gear (49-53 V8) - stamped steel (see also 1CM-6658)	\$20.00	\$30.00
1CM- 6658	Cover - Idler Gear (49-53 V8) - cast iron (replaces 8BA-6658)	\$20.00	
18- 6659-A	Gasket - Oil Pump Drive Gear Cover (32-41 V8)		\$3.50
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 - (32-48 blocks)		\$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	\$ New
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	
ENGINE - Oil Pans & Dipsticks - cont'd		\$ Used	\$ New
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	
Note: Used oil pans are sold "as-is" without guarantee of leaks or deformities. Buyer must assume that the dipstick tube boss and tube are not included. Drain plug may also be missing.			
ENGINE - Oil Pan Parts & Gaskets - Oil Filters		\$ Used	\$ New
7HT- 6698	Gasket - Oil Pan Cleanout Plate (1948-52 truck pan)		\$6.00
52- 6700	Rope Seal (upper/lower - timing cover/pan (37-40 V8-60hp)		\$9.00
B- 6700-MK	Kit - One piece front oil seal + smooth sleeve (49-53 V8)		\$21.00
B- 6700M	One Piece Front Oil Seal (32-53V8) use with 8BA-6362M sleeve		\$15.00
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 + 49-51 Merc)		\$5.00
B- 6730-M	Plug - Oil Drain (3/4"-24x5/8") - (33-48 + 49-51 Merc) - 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- 6730M	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-C	Gasket (copper) - Drain Plug - 7/8" dia		\$2.00
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)		
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
VP- 6751-HK	Hardware Kit for Boss (3 smooth head screws + 3 locknuts)		\$6.00
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	

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
ENGINE - Oil Pan Parts & Gaskets - Oil Filters - cont'd			
48- 6754-B 8CM- 6754	Tube - Dipstick (35-53 V8) - 8.3" long Tube - Dipstick (49-51 Merc)	\$8.00	\$12.50
48- 6756-A 48- 6756-B 8BA- 6757/62	Tube - Vent under fuel pump (35-48) - 4.98" L - with cast iron manif. Tube - Vent under fuel pump (35-48) - 4.02" L - with alum manifold Road Draft Tube (2 pc) - (49-53 Ford V8)	\$10.00 \$15.00 \$75.00	\$18.00 Out of Stock
48- 6759 8BA- 6759 8BA- 6763 0BA- 6763	Crankcase Vent Tube (1935-48 V8) - in front of valve chest Crankcase Vent Tube (1949-53 V8) - in front of valve chest Tube - Oil Fill & Breather Tube (49-53 V8) - 8.75" OAL Tube - Oil Fill & Breather Tube (49-53 V8) - 11.75" OAL	\$10.00 \$10.00 \$22.00 \$22.00	
48- 6766 48- 6766-C 8BA- 6766 EAD- 6766	Breather Cap (X top) - (35-48 V8) - Painted black Breather Cap (X top) - (35-48 V8) - Chrome plated Breather Cap with skirt - (49-53 V8) Breather Cap (54-64 Ford car + 55-63 Ford truck - 272-292 V8)	\$8.00	\$22.00 \$25.00 \$24.00 \$11.00
18- 6781 52- 6781 022A- 6781 48- 6781 IGA- 6781 7HA- 6781 8BA- 6781	Oil Pan Gasket set (with rope seals) - 1932-34 V8 Oil Pan Gasket set (with rope seals) - 1937-39 60HP Oil Pan Gasket set (with rope seals) - 1940 60HP Oil Pan Gasket set (with rope seals) - 1935-48 V8 Oil Pan Gasket set (with rope seals) - 1941-47 G Six Oil Pan Gasket set (with rope seals) - 1948-51 H Six Oil Pan Gasket set (with rope seals) - 1949-53 V8		\$33.00 \$44.00 \$44.00 \$29.00 \$54.00 \$54.00 \$33.00
20346-Set	Bolt - Oil Pan to Engine Block (set of 16) - 5/16-18 x 3/4" Grade 5 (black oxide)		\$13.00
Note: Oil pan gasket sets include the lower rope seals only. Uppers are included in full rebuild gaskets sets only.			
RADIATOR - Caps & Parts			
41A- 8100-C B2TZ- 8100-A B2AZ- 8100-F B2AZ- 8100-E C9ZZ- 8100-A	Pressure Cap (4 psi) 1937-48 V8 car & 37-51 V8 trucks - 0.93" deep Pressure Cap (4 psi) 1951-60 V8 trucks - 0.98" deep Pressure Cap (7 psi) 1949-54 V8 cars (= 0A-8100A) - 3/4" deep Pressure Cap (7 psi) 1951-53 V8 cars (replaces 1M-8100A) - 1" deep Pressure Cap (13 psi) 1951-53 V8 cars (replaces 1M-8100A)		\$12.00 \$7.50 \$7.50 \$7.50 \$9.50
Note: All radiatorcaps listed are not true exact reproductions of the original caps, but are functionally correct for their applications.			
8A- 8115 B- 8130-S 8C- 8125-S	Drain Cock - Wing Handle - 42-59 Radiator Support Kit (28-48) Includes bolts, springs, nuts, & pads (8 pcs) Radiator Support Kit (48-52 F-1) Includes bolts, springs, nuts, & pad (11 pcs)		\$7.00 \$5.95 \$16.00
RADIATOR - Hoses & Hose Clamps			
40- 8260-K 78- 8260/86K 91A- 8260/86K 21A- 8260/86K 8BA- 8260/86K	Hose Kit - 32-36 V8 Passenger V8 Hose Kit - 37-38 V8 Passenger V8 Hose Kit - 39-41 V8 Passenger V8 Hose Kit - 42-48 V8 Passenger V8 Hose Kit - 49-53 V8 Passenger V8 (w/Fomoco script)		\$69.00 \$61.00 \$75.00 \$75.00 \$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 78- 8260-S 78- 8260 91A- 8260-S 91A- 8260 91A- 8286 21A- 8260 1BA- 8260-S 18- 8286 78- 8286 21A- 8286 8BA- 8286-S 8RT- 8260-A	Upper Hoses (1 pair) 32-36 all passenger cars Upper Hoses (1 pair) 37-38 all + 39 Std (w/Ford script) Upper Hoses (1 pair) 37-38 all + 39 Std Upper Hoses (1 pair) 1939 Dlx + 40-41 all (w/Ford script) Upper Hoses (1 pair) 1939 Dlx + 40-41 all Lower Hoses (1 pair) 1939 Dlx + 40-41 all cars + Commercials Upper Hoses (1 pair) 1942-48 V8 Car Upper Hoses (1 pair) 1949-53 V8 Ford Car (w/Fomoco script) Lower Hoses (1 pair) 1932-38 all + others (1¾ x 5½") Lower Hoses (1 pair) 1937-39 (Std) + 42-48 Ford/Merc V8 (1¾ x 6") Lower Hoses (1 pair) 1932-38 all + 42-48 Car + 49-51 Merc Lower Hoses (1 pair) 1949-53 V8 Car (w/Fomoco script) Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 4¼") - Between rad outlet & pipe		\$45.00 \$52.00 \$52.00 \$52.00 \$45.00 \$39.00 \$45.00 \$34.00 \$21.00 \$16.00 \$16.00 \$28.50 \$21.00

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
	RADIATOR - Hoses & Hose Clamps - cont'd		
8RT- 8260-B	Upper Hoses (1 pair) 1948-52 V8 Truck (1¼ x 2½") - Between pipe & T-stat hsg		\$12.00
21C- 8260	Lower Hoses (1 pair) 1948-52 V8 Truck (1¾ 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		\$42.00
51A- 8333-B	Straight Hose (1¾" x 36"L) - or cut to fit at \$2.60/inch		\$59.00
8A- 8287	Hose Clamp (band type) - Fits 1¼" hoses		\$3.00
91A- 8287	Hose Clamp (band type) - Fits 1¾" hoses		\$1.95
8RT- 8290	Pipe - Upper Rad Hose - 1¼" - 1948-52 F1-F3 truck each		\$21.00
	WATER PUMPS - New or Rebuilt	\$ Rebuilt	\$ New
68- 8502-SPR	Water Pumps (pair) - NEW - 1933-36 (wide belt)		\$279.00
78- 8501-SPR	Water Pumps (pair) - NEW - 1937-48 (wide belt)		\$254.00
8RT- 8501-SPR	Water Pumps (pair) - NEW - 1948-52 truck (wide belt)		\$254.00
8BA- 8501-SPR	Water Pumps (pair) - NEW - 1949 Ford car + 1953 F100 (wide belt)		\$254.00
EAB- 8501-SPR	Water Pumps (pair) - NEW - 50-53 car (narrow belt)		\$254.00
8CM- 8501-SPR	Water Pumps (pair) - REBUILT - 1949 Merc - (wide belt)		na
OCM- 8501-02	Water Pumps (pair) - REBUILT - 1950-51 Merc - (narrow belt)		na
B6C- 8501-D	Water Pump - 223 Six (54-56 car + 54-64 F-100) New Pump only		\$125.00
B6A- 8501-B	Water Pump - 1955-62 V8 (272-292-312)	\$99.00	\$135.00
	ENGINE - Misc Water Pump Gaskets & Parts	\$ Used	\$ New
18- 8507-PR	Water Pump Gasket (1932-36 V8) per pair:		\$5.00
78- 8507-PR	Water Pump Gasket (1937-48 V8) per pair:		\$5.50
8BA- 8507-PR	Water Pump Gasket (1949-53 V8) per pair:		\$5.50
8509	WP pulley (RH) - specify year of motor	\$25.00	
8515	WP pulley (LH) - specify year of motor	\$25.00	
48- 8519	Plug - Water pump temp sender hole (32-36 pumps)		\$3.00
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-B	180° thermostat for 1937-48 V8 (2 required) Each:		\$8.50
1BA- 8575-A	160° thermostat for 1949-53 V8 (2 required) Each:		\$8.50
1BA- 8575-B	180° thermostat for 1949-53 V8 (2 required) Each:		\$8.50
1BA- 8592	Thermostat Housing - Cast Iron- (49-53 V8) - 2 req'd Ea:	\$11.00	\$22.00
1BA- 8592-PA	Thermostat Housing - Polished Aluminum - 1¼" outlet (49-53 V8) Ea:		\$24.00
1BA- 8592-AS	Thermostat Housing - Stainless Steel -1¾" outlet (49-53 V8) Ea:		\$26.00
8BA- 8255-PR	Gaskets - Thermostat Housing (1949-53 V8) - per pair:		\$3.50
	WATER PUMP - Kits		
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 V8		\$42.50
78- 8591	WP rebuild kit (per pump) - 1937-48 pass car V8		\$33.00
A8C- 8591	WP rebuild kit (per pump) - 1949-53 Ford V8 & 1950-53 Merc V8		\$42.00
	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
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

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	US \$ Price
ENGINE - Fan Parts			
21A- 8603DK	Fan hub with sheave, sealed ball bearings (42-48 V8 wide belt type)		\$209.00
21A- 8603	Fan hub assy with sheave (1942-48 car / 1942-52 truck) V8	\$120.00	Check Availability
21A- 8603C	Fan hub/sheave/spindle brg/impeller/cover plate assy	\$175.00	Check Availability
21A- 8621	Cover Plate for hub assy (1942-52 V8)	\$10.00	\$15.00
21A- 8626	Spindle Bearing (1942-52 V8)	\$25.00	\$89.00
21A- 8626-39K	Spindle Bearing + Shaft Kit		\$159.00
21A- 8638	Gasket - Fan Hub front (1942-52 V8)		\$2.50
21A- 8632	Mounting Bracket - Fan assy (1942-52)	\$15.00	\$21.00
21A- 8632K	Kit - Mounting Bracket with bolts-nuts-washers (42-52)		\$25.00
21A- 8639	Shaft & Impeller (1942-52 V8)	\$45.00	\$85.00
21A- 8642	Retainer - Fan assy (1942-52) - with 2 threaded holes each:	\$10.00	
21A- 8646	Gasket - Fan Hub rear (1942-52 V8)		\$2.00
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	
20489-SK	Bolt Kit - Clamps 8639 shaft in 8632 bracket (2 ea bolts/nuts)		\$5.00
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)		\$35.00
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 + 48-53 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
MISCELLANEOUS FUEL SYSTEM			
11C- 9030	Fuel Tank Cap (1932-48 car + 48-50 pickup) - Chromed - Non Locking		\$9.50
B6TZ- 9030	Fuel Tank Cap (1951-72 Truck) - Chromed - Non Locking		\$11.00
B- 9243	Ford Nut (fuel line fitting) for 1/4" line (32-53)		\$5.00
18- 9288	Flexible Fuel Line (1932-48) - Firewall to fuel pump		\$15.00
7HC- 9288	Flexible Fuel Line (1949-50) - Firewall to fuel pump		\$15.00
1A- 9288	Flexible Fuel Line (1951-53) - Firewall to fuel pump		\$15.00
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)		\$29.00
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		\$4.00
91A- 9369-B	Fuel Line w/fittings - copper/steel line (1938-53 V8) - 12" long		\$9.50
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)		\$9.00
48- 9400-A	Fuel Pump Pushrod (1933-48 cast iron intake) - 8.875" long		\$17.00
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- 9415R	Adapter - Fuel Pump Mount (35-48 V8) - recond - less lower tube	\$85.00	
9415-X	Lower tube for 48-9415 fuel pump adapter - sold only with 48-9415 adptr	\$10.00	\$20.00
8BA- 9416	Adapter - Fuel Pump Mount (49-53 V8) - reconditioned	\$29.00	\$35.00
40- 9417	Gasket - Fuel Pump to Stand (33-48 V8)		\$2.50

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	\$ Price
	ENGINE - Fuel Pumps & Related Parts - cont'd		
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		
8BA- 9510	Carburetor - New 94 type (49-53 V8) - Passenger car		\$650.00
8RT- 9510	Carburetor - New 94 type (48-53 V8) - Truck		\$650.00
	ENGINE - Carburetors & Carb Kits		
40- 9447-A	Carb Gasket - base to intake manifold (33-37) Strombg		\$3.50
40- 9447-B	Carb Gasket - base to intake manifold (38-53) Ford/Holley		\$3.50
59A- 9500-Set	Carb Gasket Set (3 pcs) for Ford/Holley (38-53 V8)		\$9.50
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)		\$54.00
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		
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)		\$65.00
51A- 11140	Starter Support Bracket (32-53 V8)		\$6.95
B- 11375	Starter Spring (32-53 V8)		\$7.00
FDA- 18495-A	Heater Manual Shut-off Valve (3/8" NPT male x 5/8" hose nipple)		\$21.00
8M- 18599	Heater Hose Nipple (3/8" thread) - Straight - For 5/8" hose		\$11.50
RC- 110	Aerosol Can of Antique Dark Green spray paint (ground ship only)		\$14.00
	MISCELLANEOUS ENGINE HARDWARE		
8BA- 6307-S	Plug - Crank Cleanout (0.430"/0.403" tapered) Set of 4 plugs		\$8.00
8CM- 6307-S	Plug - Crank Cleanout (0.650"/0.612" tapered) Set of 4 plugs		\$13.00
18- 6515	Stud - Fuel Pump Stand to V8 Intake Manifold (2 req'd per carb)		\$3.00
21A- 10148	Square spacer - fan assy to generator mounting stud (42-53 V8)	\$5.00	
20346-Set	Bolt - Oil Pan to Engine Block (set of 16) - 5/16-18 x 3/4" Grade 5 (black oxide)		\$13.00
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)		\$11.00
33816-S	Brass Nut - Exhaust manifold to pipe (7/16-20) (37-53 V8)		\$2.50
33848-S	Nut - Gen bracket to stud on intake manifold (33-41)		
352740-S	Stud - Generator Bracket to Intake Manifold (33-41 V8) - 2.625" long		
356075-S	Nut - V-8 Fan Assy Bracket to Intake Manifold Stud (42-53 car + 42-53 truck)		
357730-S	Stud - Generator Bracket to Intake Manifold - 3.0" long (42-53 car + 42-53 truck)		
357730-SK	Stud-Nut-Washer Kit - V8 Gen Bracket to Manifold (42-53 car + 42-53 truck)	See Kit 357730-SK	\$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		\$5.00
SW- 25	Safety Wire .038" (1/4 lb spool - approx 64') 304 stainless steel		\$13.50
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

Ford Part Number	Description - Engine Rebuild Parts	\$ Used	\$ Price
	MISCELLANEOUS ENGINE HARDWARE - cont'd		
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 + others)		\$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		
CBT	Flathead V8 Cam Bearing Tool		\$115.00
VGBT	Flathead V8 Valve Guide Bar Tool		\$45.00
VGRT	Flathead V8 Valve Guide Retainer Remover Tool		Check Availability
T-STAND	Transmission Support Work Stand (32-48 type three speed)		\$69.00
	Miscellaneous Books		
L- 1001	<i>"Ins and Outs of Early Ford Transmissions" Book</i>		\$35.00
L- 1003	<i>Official Guide to Borg Warner R10 and R11 Overdrive Book</i>		\$20.00
L- 1004	<i>Official Guide to 12V Conversion Book</i>		\$14.00
L- 1017	<i>Nostalgia by Ron Holleran Book</i>		\$27.00
L- 1028	<i>Reprint of factory service instructions for 1940-48 Lincoln Overdrive Trans</i>		\$18.00
L- 1029	<i>Reprint of factory service instructions for 1955-62 T-86 Overdrive Trans</i>		\$15.00
L- 1030	<i>Reprint of factory service instructions for 1949-54 car 3 speed OD Trans</i>		\$15.00
L- 1031	<i>Reprint of factory service instructions for 1940-52 truck 4 speed Trans</i>		\$18.00

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.

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Light Duty 3 Speed Transmission Parts			
B- 7006	Gearbox case only less gears (1932 with 4 cylinder engine)	\$225.00	
18- 7006	Gearbox case only less gears (1932-34 with V8 engine)	\$225.00	
48- 7006	Gearbox case only less gears (1935-36 with V8 engine)	\$225.00	
78- 7006	Gearbox case only less gears (1937-39 car and 37-52 pickup)	\$245.00	
01A- 7006	Gearbox case only less gears (1940-48 car and 50-52 pickup)	\$135.00	
8A- 7006	Gearbox case only less gears (1949-50 car)	\$195.00	
1A- 7006	Gearbox case only less gears (1951 car)	\$195.00	
AF- 7006	Gearbox case only less gears (1952-54 car and 53-54 pickup)	\$195.00	
B6A- 7006-A	Gearbox case only less gears (1955-62 car and 55-62 pickup)	\$225.00	
7006	Gearbox case only less gears (1955-62 various OD transmissions)	Call for price & availability	
B- 7017	Main Drive Gear - 16 tooth (1932-34)	\$115.00	\$195.00
48- 7017	Main Drive Gear - 16 tooth (1935-38)	\$115.00	\$195.00
67- 7017	Main Drive Gear - 14 tooth (1936) - Low Ratio	\$0.00	\$25.00
81A- 7017	Main Drive Gear - 16 tooth (1939-48)	\$115.00	\$195.00
11Y- 7017	Main Drive Gear - 14 tooth (1941-42) - Low Ratio	\$115.00	\$195.00
022A- 7017	Main Drive Gear - 15 tooth (1940-48)	\$115.00	\$195.00
8M- 7017	Main Drive Gear - 16 tooth (or order the 81A-7017 for a new gear)	\$115.00	\$225.00
8A- 7017	Main Drive Gear - 16 tooth (1949-50 car)	\$75.00	\$150.00
1A- 7017	Main Drive Gear - 16 tooth (1951-54 car) = B6A-7017C & B7A-7017J)	\$95.00	\$160.00
1C- 7017	Main Drive Gear - 16 tooth (51-52 LD pickup V8 or Six)	\$115.00	\$245.00
TAAA- 7017-A	Main Drive Gear - 16 tooth (53-54 LD pickup V8 or Six)	\$125.00	\$195.00
B6C- 7017-A	Main Drive Gear - 16 tooth (55-62 LD pickup V8)	\$115.00	\$225.00
B6C- 7017-B	Main Drive Gear - 16 tooth (55-62 LD pickup Six)	\$125.00	\$245.00
06H- 7017R	Main Drive Gear - 18 tooth LZ (1940-48)	\$115.00	\$215.00
26H- 7017	Main Drive Gear - 19 tooth LZ (1940-48)	\$125.00	na
Note: Lincoln-Zephyr gears require three types working together (Main drive gear, Second gear, and Cluster gear). Also note that we stock MANY types of the			
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
8A- 7025FS	Ball Bearing - MDG (Sealed) (OD: 2.828") Top Quality		\$39.00
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) (3.149" OD x 1.574" ID)		\$45.00
B- 7026-B	Snap Ring - Ball Bearing OD (fits 51A-7025) - .075" thick		\$3.00
8M- 7030-A	Snap Ring - Bearing retainer for rear housing casting (0.088" thick)		\$10.00
8M- 7030-C	Snap Ring - Bearing retainer for rear housing casting (0.093" thick)		\$10.00
01A- 7034	Vent Cap- Gearbox Case (40-62) - for sideloader type case	\$5.00	
B3TZ- 7A034-A	Bushing - Extension Housing (49-67)		\$10.00
B5AZ- 7A034-A	Bushing - Extension Housing (56-64) replaces B5A-7697-A		\$15.00
B5AZ- 7A034-B	Bushing - Extension Housing (49-51 T-85+ 1957 T-85) replaces 2 pc type		\$29.00
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)	Call for price & availability	
B- 7050	Bearing Retainer (MDG) - Does not use an oil seal	\$29.00	
78- 7050	Bearing Retainer (MDG) - less grease seal	\$45.00	\$55.00
8A- 7050	Bearing Retainer (MDG) spiral groove (1949-56)	\$25.00	\$35.00
B5S- 7050-A	Bearing Retainer (MDG) spiral groove (1955 T-Bird only)	\$35.00	
TAAA- 7050-A	Bearing Retainer (MDG) spiral groove (for 208 bearing)	\$39.00	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
TAAA- 7050-B	Bearing Retainer (MDG) spiral groove (for 207 bearing)	\$39.00	
C0AR- 7050-A	Bearing Retainer (MDG) less oil seal (1957-62 Six & Small V8)	\$35.00	\$49.00
B- 7051	Gasket - Front bearing retainer		\$2.50
8A- 7051	Gasket - Front bearing retainer (OD: 4.70" x ID: 3.24")		\$2.50
TAAA- 7051-A	Gasket - Front bearing retainer (OD: 4.70" x ID: 3.44")		\$2.50
78- 7052	Oil Seal - Front bearing retainer		\$4.00
21C- 7052	Oil Seal - Rear bearing retainer		\$6.00
C0DR- 7052-A	Oil Seal - Tailshaft Housing (2.77 series and Dagenham)		\$11.00
C1DP- 7052-A	Oil Seal - Tailshaft Housing (Falcon 144/170 Six w/FM)		\$7.00
C3AZ- 7052A1	Oil Seal - Tailshaft Housing (with rubber boot at slip yoke)		\$16.00
B7AZ- 7A283A	Oil Seal - Front bearing retainer		\$8.00
C3TZ- 7A283B	Oil Seal - Front bearing retainer (1963-67 3.03 type)		\$13.00
C0DR- 7A283A	Oil 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)	\$95.00	\$125.00
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) - 1951 passenger	\$85.00	\$125.00
1C- 7061-A	Main Shaft - 16H/16S - Open Drive - 12.92" long - 1951-52 F1	\$145.00	\$225.00
AB- 7061-A	Main Shaft - 16H/16S - Non OD - Use B5A-7061-C below		
TAAA- 7061-B	Main Shaft - 16H/16S - Non OD - 13.22" long	\$95.00	\$125.00
B5A- 7061-C	Main Shaft - 16H/16S - Non OD - 27.45" long - 1952-54 passenger	\$125.00	\$175.00
B5C- 7061-A	Main Shaft - 16H/16S - Non OD - 12.32" long - 1955-62 F100	\$135.00	\$225.00
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
74- 7065	Ball Bearing - Mainshaft V860 trans		\$29.00
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 - LZ OD mainshaft (rear) - 1940-48		\$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
VP- 7069K	Mainshaft Washer Kit (one ea 81A-7069A & B + VP-7069A)		\$15.00
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	\$5.00	\$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)		\$3.00
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

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
59C- 7080	Washer - mainshaft (rear) 1946-50)		\$3.00
VP- 7080-A	Washer - mainshaft shim (rear) - .010" thick		\$3.00
B- 7085	Rear Bearing Retainer (32-36)	\$85.00	
78- 7085	Rear Bearing Retainer -10" bolt hole spacing (37-40 Ford + 41 pickup)	\$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 w/3spd)	\$60.00	\$85.00
21C- 7085-AS	Rear Bearing Retainer - as above with speedo gear parts	\$120.00	
B3TZ- 7085-A	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 (49-54 various with Six and FH V8)		\$3.00
B5A- 7086-A	Gasket - Rear bearing retainer (55-62 L/D 3 speed car & truck)		\$3.00
B- 7090	U-Joint (1928-48) - Closed drive applications - 85hp	\$105.00	
LZ- 7090	U-Joint (LZ needle bearing type) - NOS	\$110.00	\$145.00
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	\$90.00	\$115.00
1A- 7100	Low-reverse gear - 28T helical - 16 helical splines	\$95.00	\$165.00
C0AR- 7100-B	Low-reverse gear - 28T helical - 32 helical splines	\$75.00	\$125.00
C0TR- 7100-A	Low-reverse gear - 28T helical - 16 helical splines	\$75.00	\$125.00
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)	\$100.00	\$159.00
1A- 7102	Second Gear - L22T (51-62 various)	\$95.00	\$165.00
06H- 7102	Second Gear - L24T - (40-48 LZ)	\$95.00	\$165.00
C1AZ- 7102-A	Second Gear - L22T (see 1A-7102)		
B6A- 7102-A	Second Gear - R23T - (1955-63 various T86 OD)	\$60.00	\$124.00
B7A- 7102-A	Second Gear - L23T - (55 T-Bird + 55-60 various Non-OD trans)	\$60.00	\$125.00
B- 7103	Second Gear - L22T - without bushing (32-39)	\$95.00	\$145.00
68- 7104	Bushing - second gear sleeve (1932-39)	\$15.00	\$29.00
81A- 7105	Synchro Hub - 3 ball and spring type	\$40.00	\$65.00
51A- 7105	Synchro Hub - 3 wide plate and 2 wire spring type	\$30.00	\$45.00
B5A- 7105	Synchro Hub - 3 narrow insert and 2 wire spring type	\$30.00	\$45.00
Note: The 81A-7105 hub may be used in place of the 51A-7105 but this requires adding the 81A-7069A or B spacing washer.			
B- 7106	Synchro Sleeve - 1.406" width (1932-35)	\$45.00	\$95.00
48- 7106	Synchro Sleeve - 1.345" width (1935-39)	\$55.00	\$95.00
81A- 7106	Synchro Sleeve - narrow flange (39-52 toploader only)	\$55.00	\$95.00
01A- 7106	Synchro Sleeve - wide flange (39-52 top or side loader)	\$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
B5A- 7107	Brass Synchro Ring - Narrow slot (2 req'd) - (T86 type)		\$12.50
C2DZ- 7107C	Brass Synchro Ring - Narrow slot (2 req'd) - (277 type)		\$9.50
B- 7108	Synchronizer Hub - 1932 to 39 (takes 6 balls & springs)	\$75.00	\$125.00
B- 7109	Spring - for 32-38 early type synchronizers (6 req'd)		\$2.50
B- 7109S	Spring & Ball Kit - For 1932-38 style synchro (12 pcs)		\$12.00
81A- 7109S	Spring and ball set (3 each plates, balls & springs) - use 51A-7109-S kit		
51A- 7109S	Springs and inserts set (3 plates & two wire springs)		\$11.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
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	\$22.00	\$34.00
D- 7111-A	Dummy Countershaft (0.750" Dia) - Customer cuts to length		\$5.00
B- 7111-U	Countershaft - 1932 to 52 - Used Original	\$15.00	
8A- 7111-U	Countershaft - 1949 to 54 - Used Original	\$15.00	
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)		
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	\$75.00	\$115.00
68- 7113	Cluster Gear - 28-24-18-14T (36-50) - uses caged rollers	\$315.00	\$425.00
022A- 7113-A	Cluster Gear - 29-24-18-14T (40-50) - uses caged rollers	\$315.00	\$425.00
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 (40-48) - uses caged rollers	\$350.00	\$440.00
26H- 7113	Cluster Gear - 25-22-18-14T (40-48) - uses caged rollers	\$350.00	na
Note: We have MANY of the various 1955-62 Ford 7113 cluster gears in stock. Please contact us for pricing on any specific gears.			
B- 7115	Spacer tube - countershaft	\$7.00	
8A- 7115	Spacer tube - countershaft	\$12.00	\$20.00
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
51A- 7116	Insert - Synchro - with raised bump - see 51A-7109S kit	\$1.00	
B5A- 7116	Insert (for T86 trans synchro) - See B5AZ-7A044-C)	\$5.00	\$8.00
B- 7118	Roller Bearing - short - caged (2 req'd) each:	\$18.00	
8A- 7118	Roller Bearing Set (15pc) for MDG (49-55)		\$8.50
B- 7119	Thrust Washer - cluster gear - front (0.063" thick)		\$7.00
C1AR- 7119-A	Thrust Washer - cluster gear - front & rear (1955-62 applications)		\$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)	\$18.00	
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	\$225.00
81A- 7124	Synchronizer Assy (3 ball & spring type) - 1939 toploader only	\$115.00	\$185.00
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)	\$125.00	\$195.00
C2AZ- 7124-A	Synchronizer Assy (wire spring type) - (1957-62 259 series)	\$115.00	\$185.00
Note: The used synchro assemblies will have new bronze synchro rings along with new inserts/springs as available.			

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
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-A	Thrust Washer - cluster gear - rear (thick) - 4 prong		\$5.00
68- 7129-B	Thrust Washer - cluster gear - rear (thick) - 4 prong		\$19.00
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)		\$36.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
A0A- 7130-C	Small Parts Kit (7 pc) - thrust washers & snap rings (36-52)		\$42.00
A0A- 7130-D	Small Parts Kit (8 pc) - thrust washers & snap rings (36-52)		\$39.00
A0A- 7130-E	Small Parts Kit (8 pc) - thrust washers & snap rings (49-50 Merc)		\$44.00
Note: for descriptions of kit contents, please visit our website - See Transmission Parts Prices - click on the Pic links for 7130 kits.			
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 - R18T helical (36-50)	\$55.00	\$95.00
1A- 7141A	Reverse idler gear - R17T helical (51-54)	\$55.00	\$85.00
B9TR- 7141-A	Reverse idler gear - R17T helical (55-56)	\$45.00	\$75.00
B6A- 7141-A	Reverse idler gear - L16T helical (55-64 T86 OD various)	\$55.00	\$75.00
Note: We stock many reverse gear variations for the 1955-62 Ford/Mercury applications. Call us for pricing and availability.			
B- 4515/16K	Gasket Set (4 pc) - Torque tube to trans (1932-48)		\$7.00
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
8A- 7153	Gasket Set (5 pc set) for 49-62 car and 53-62 F-100 trans (non OD)		\$13.00
8M- 7153	Gasket Set (full set) for 49-51 Merc trans (Std & OD)		\$21.00
B2A- 7153	Gasket Set (full set) for 1949-54 Ford (OD sideloader)		\$21.00
B5A- 7153-B	Gasket Set (full set) for 55-64 Ford T-86 (OD toploader)		\$26.00
B6A- 7153-A	Gasket Set (full set) for 1949-56 Ford HD Trans (T85 with OD)		\$24.00
B6A- 7153-D	Gasket Set (full set) for 48-59 Ford HD Trans (T85-T87-T89)		\$26.00
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)		\$17.00
C0DR- 7153A	Gasket Set (full set) for 60-66 Ford 2.77 (Std toploader)		\$21.00
VP- 7153-AMC	Gasket Set (full set) for 57-67 AMC & GMC T-86 (OD toploader)		\$26.00
B- 7155	Pin - countershaft lock	\$6.00	\$9.50
8A- 7155	Pin - countershaft lock (1949-62) 4.86" OA length	\$9.00	\$12.00
B5A- 7155	Lockplate - countershaft for T-86 (1955-66)		\$3.00
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 (various used levers sold)	Check Availability	
B- 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 passenger car		\$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
B- 7222	Shifter Housing with forks-rails-detents (1932)	\$275.00	
40- 7222	Shifter Housing with forks-rails-detents (33-35)	\$275.00	
68- 7222-A	Shifter Housing with forks-rails-detents (36-38) with 68 fork	\$275.00	
68- 7222-B	Shifter Housing with forks-rails-detents (36-38) with 91A fork	\$315.00	
81A- 7222	Shifter Housing with forks-rails-detents (39-52) with 68 fork	\$345.00	
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	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
AB- 7222	Shifter Housing Assy (52-55 Ford & Merc - Std or OD)	\$225.00	
Note: the side loader 7222 shifter housings include the forks, shaft/cam assemblies, detent assy, shaft seals, pins & gasket. We also sell the bare housing castings without the internal parts. Call for pricing and availability			
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
8A- 7223-A	Gasket - Shift housing to case (1949-62 sideloader) = C2AZ-7223A)		\$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	
40- 7230	Fork - Shifter - 2nd/high	\$35.00	
68- 7230	Fork - Shifter - 2nd/high	\$35.00	\$55.00
91A- 7230	Fork - Shifter - 2nd/high - Original Ford - limited availability	\$245.00	
91A- 7230R	Fork - Shifter - 2nd/high - reproduction aftermarket		\$139.00
01A- 7230	Fork - Shifter - 2nd/high (1940-48 car or 40-52 LD truck)	\$23.00	\$32.00
0A- 7230	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$40.00	
B5A- 7230-A	Fork - Shifter - 2nd/high (1955-63 with T-86 OD transmission)	\$25.00	\$35.00
C0AR- 7230-B	Fork - Shifter - 2nd/high (1950-62 cars & 50-62 pickup)	\$35.00	\$45.00
40- 7231	Fork - Shifter - 1st/rev (1932-35 car or truck)	\$35.00	\$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 (1955-63 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
B5A- 7233	Plunger - Shifter Interlock (55-66 top loader T-86)	\$10.00	
B- 7233/34	Kit - Spring + 2 plungers - Shifter Detent (32-38)		\$8.00
78- 7234	Spring - Shifter detent (various 1939-52 applications)		\$4.00
B5A- 7234-A	Spring - Shifter detent (various 1955-66 T-86 applications)		
78- 7234K	Spring & Ball detent kit (for 81A-7222 housing) Stock type		\$12.00
01A- 7234	Spring - Shifter detent (1940-62 Ford 3 speed sideloader)		\$3.00
01A- 7234K	Spring & Ball detent kit (2 balls+1 spring) for side loader hsing (40-62)		\$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
B5A- 7235	Pin - Shifter Interlock (55-62) - T-86 toploader type	\$5.00	
74- 7238	Plug - Shifter Housing Detent (1939-51) 2 required	\$5.00	\$7.50
B- 7240	Shaft - Shifter - 1st/rev - (32-35) - 6.02" long - 3 detents	\$20.00	\$35.00
68- 7240	Shaft - Shifter - 1st/rev - (36-38) - 6.25" long - 3 detents	\$20.00	\$35.00
81A- 7240	Shaft - Shifter - 1st/rev - (36-52) - 6.25" long - 4 detents	\$30.00	Check Availability
B- 7241	Shaft - Shifter - 2nd/high - (32-35) - 5.69" long - 3 detents	\$20.00	\$35.00
68- 7241	Shaft - Shifter - 2nd/high - (36-38) - 5.88" long - 3 detents	\$20.00	\$35.00
81A- 7241	Shaft - Shifter - 2nd/high - (36-52) - 5.88" long - 4 detents	\$30.00	Check Availability
99A- 7242-B	Rubber Boot - shifter tower (1936-52 toploader 3 speed) - Black		\$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
7280	Cam & Shaft Assy (2nd/high) - (49-59 Ford various Std & OD)		\$34.00
01A- 7282	Cam & Shaft Assy (1st/Rev) - (40-48 Ford + 49-50 Merc Std)	\$25.00	\$34.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Light Duty 3 Speed Transmission Parts - cont'd		
7282	Cam & Shaft Assy (1st/Rev) - (49-59 Ford various Std & OD)		\$34.00
7A283	Oil Seal (various types - listed under the 7052 oil seals above)		
21A- 7285	Shift Lever - 2nd/High (40-48 car & 50-52 pickup) Replaces 01A-7285	\$65.00	\$85.00
7285	Shift Lever - 2nd/High - Various configurations available		Call for Pricing
01A- 7288	Oil Seal - shift lever - 40-52 side cover type (2 req'd)		\$3.50
1A- 7288	Oil Seal - shift lever - 51-59 side cover type (2 req'd)		\$0.50
A9AZ- 7288	Oil Seal - OD shift levers - 55-65 T86 type gearbox (2 req'd)		\$6.75
C0DR- 7288	Oil 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
01A- 7354-RK2	Shifter Linkage Bushing Kit (49-59) - 2 sets included		\$11.00
01A- 7354-RK4	Shifter Linkage Bushing Kit (40-48) - 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
01A- 7506-S	Shaft & Bushing Kit for pedal mount (40-48 car + 40-41 pickup)		\$25.00
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-PRK	Bushing Kit - clutch release shaft (3 pcs: two bushings + 1 pin)		\$10.00
40- 7508	Bushing - clutch release shaft (2 req'd) - OD: 0.945"		\$4.50
51A- 7508-PRK	Bushing Kit - clutch release shaft (3 pcs: two bushings + 1 pin)		\$16.00
51A- 7508	Bushing - clutch release shaft (2 req'd) - OD: 1.004"		\$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	\$46.00
7511	Clutch Release Arm (various) - call for price & availability		
18- 7511	Clutch Release Arm (1932 Ford V8 car & comm)	\$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	\$13.00
40- 7521	Rod - Clutch Arm to Pedal - 4-3/16" long	\$10.00	
48- 7521	Rod - Clutch Arm to Pedal - 4.0" long	\$8.00	\$12.00
TAAA- 7521-A	Rod - Clutch adjusting - 10.56" long threaded 3/8-24		\$9.00
X- 7521	Rod - Clutch adjusting - straight 6" long threaded 7/16-20		\$4.00
7521-EXT	Rod Extension Kit (1 sleeve coupling + one 6" threaded rod)		\$13.00
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		\$8.00
8A- 7523	Spring - clutch pedal return (1949-50) - 3.00" long		\$7.50

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Light Duty 3 Speed Transmission Parts - cont'd			
7RT- 7523	Spring - clutch pedal return (1939-52 truck) - 4.0" L		\$8.00
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)		Out of Stock
01A- 7526	Bushing - brake/clutch pedal (1940-51 various) Size: 0.68" long x 0.82" OD		\$2.50
91A- 7527	Pedal Seal - use 91A-2476 seal set for clutch & brake pedals		\$7.50
B- 7532	Clevis - clutch rod (1932-48)	\$9.00	\$12.50
B- 7533	Pin - clutch & brake pedal to rod (32-48) - 1-7/16" long		\$3.00
01A- 7539	Rubber Washer - clutch rel. shaft (1940-57)		\$1.50
01A- 7545	Spring - Clutch equalizer shaft (40-48 car/40-52 pickup)		\$2.00
Clutch Release Bearing Parts			
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)		Out of Stock
8A- 7561-SF	Hub & TO Bearing Set (1949-51) with BCA-FM bearing		Out of Stock
AB- 7561-S	Hub & TO Bearing Set (1952-56)		Out of Stock
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
8A- 7562	Spring - clutch fork (1949-51 Ford car)		Out of Stock
Clutch Release Bearings & Pilot Bearings			
48- 7575	Adjusting Screw - Clutch Pressure Plate		\$4.00
78- 7580	Bearing - clutch release (1932-48 car + 32-62 pickup)		\$22.00
78- 7580F	Bearing - clutch release (1928-48 car/pickup) - BCA brand		\$39.00
8A- 7580	Bearing - clutch release (1949-64)		\$19.50
8A- 7580F	Bearing - clutch release (1949-64) Top quality		\$34.00
B- 7600-DS	Bearing - pilot - double shield ball type		\$7.00
8A- 7605	Spring Clip - Clutch release bearing hub (1949-51)		\$5.00
Miscellaneous Trans Parts & Hardware			
A- 7008	Plug - Drain or Fill with square head	\$1.00	\$2.00
A- 7008M	Plug - Drain or Fill with square head - Magnetic		\$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		\$2.50
358011-S	Lubricator Fitting - 1/8" angled		\$3.00
353050-S	Plug - Shift Housing Plug (32-38) - single detent type	\$5.00	
353051-S	Plug - Drain or Fill (3/4" x 15/16" - square head) - Use A-7008		see A7008
353080-S	Steel Ball - 3/16" (for 74-7124 V8-60 style synchro)		\$0.75
353076-S	Steel Ball - 1/4" (for 01A-7124 or 81A-7124 style synchros)		\$0.75
353081-S	Steel Ball - 5/16" (for T-86 interlock) - 2 req'd		\$0.75
353075-S	Steel Ball - 3/8" (used on 40-55 Ford and 56-64 T-85 housing interlock)		\$1.00
353082-S	Steel Ball - 7/16" (0.433") (used in 81A-7222 shifter detents)		\$3.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Miscellaneous Trans Parts & Hardware - cont'd		
352500-RP	Steel Roll Pin (1" long) for shifter fork (1932-39)		\$0.75
352501-RP	Steel Roll Pin (1.125" long) for shifter fork (1932-39)		\$1.00
352549-S	Pin - clutch release shaft to 7503 equalizer shaft (1/4" x 1.25")		\$1.00
352549-SP	Pin - same as above - includes hairpin retaining clip		\$2.00
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
357584-SR	Pin - shifter lever to shafts (side cover type) - 1/4" x 1-1/8" - Pair		\$2.00
48- 12148-SKA	Bolt - Shifter Housing to Case (set of 6) for 1932-52 toploader		\$8.50
48- 12148-SKE	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
VP- 7000-A	Bolt & Nut Kit - for 37-48 three speed trans to torque tube cap assy	\$24.00	
26148-SP	Screw - Trans Inspection Cover (1 pair)		\$1.50
350433-SK	Bolt - Pressure Plate to flywheel (special 5/16-18) set of 6		\$19.50
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 - 1 1/2" - for overdrive housing		\$2.00
74142-S	Woodruff Key - 1/8" wide - speedo gear to mainshaft (49-56)		\$0.50
74174-S	Woodruff Key - 1/8" wide - Countershaft lock for T-85 trans		\$1.00
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
VPSC-1	Wood Shipping Crate for rebuilt transmissions		\$135.00
VPSC-2	Wood Shipping Crate for rebuilt transmissions (long 49-62 type)		\$195.00
VPSC-3	Plastic Shipping Crate for rebuilt transmissions (long 49-62 type)		\$225.00
	Trans Small Parts Kits		
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 transmission		\$23.00
VP- SRK-5	Snap Ring Kit (4 pc) - Fits 1949-54 Ford Std 3 speed pass trans		\$11.00
A0A- 7130-B	Small Parts Kit (6 pc) - thrust washers & snap rings (32-35)		\$36.00
A0A- 7130-C	Small Parts Kit (7 pc) - thrust washers & snap rings (36-52)		\$42.00
A0A- 7130-D	Small Parts Kit (8 pc) - thrust washers & snap rings (36-52)		\$39.00
A0A- 7130-E	Small Parts Kit (8 pc) - thrust washers & snap rings (49-50 Merc)		\$48.00
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: for descriptions of kit contents, please visit our website - See Trans Parts Prices - click on Pic links for 7130 & 7199 kits.			
	Transmission Assembly Grease		
VPTG- 1	Transmission Assembly Grease - 16 oz tub		\$19.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Miscellaneous Torque Tube Parts		
	See the 4513 and 4520 caps listed with the rear axle assembly parts		
	Overdrive Transmission Parts		
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		\$265.00
B6A- 6916-A	OD Solenoid - 12V 1956-65		\$265.00
C20Z- 6916-B	OD Solenoid - 12V - Large Base 1962-65 Check availability		\$325.00
LZ- 6916	OD Solenoid - 6V (long plunger) - 1940-48 Lincoln (USED only)	\$175.00	
B7A- 6927-A	O Ring seal for OD governor (1957 and newer applications)		\$1.00
8M- 6917	OD Lockout Switch (49-50 Ford and 49-50 Mercury)	\$25.00	
8A- 6918-B	OD Kickdown Switch (= FAA-6918A and A9AZ-7A652A) - Includes 2 jam nuts		\$49.00
351075-SK	Jam Nuts (1 pair) for kickdown switch		\$2.00
8M- 6919-R	OD Governor - Reconditioned - without gear - 3 screw top	\$195.00	
B8A- 6919-R	OD Governor - Reconditioned - without gear - 4 screw top	\$195.00	
8M- 6922	Gear - OD Governor (driven) - 18T - LH pitch (49-56)	\$25.00	\$35.00
B7A- 6922	Gear - OD Governor (driven) - 18T - RH pitch (57-64)	\$25.00	
8M- 6941	OD Governor Rubber Cover		\$9.00
8M- 6943	OD Governor Control (see 8M-6919 governor)		
A9AZ- 7A650-A	OD Control Cable & Chrome Handle (about 80.25" long)		\$55.00
VP- ODCC	Generic clamp for lockout cable at trans side cover - Requires modification		\$9.50
51A- 7025F	Ball Bearing - MDG (front) - Top Quality		\$37.50
8A- 7025	Ball Bearing - MDG or MS (1949-62 Ford OD w/Six & small V8)		\$22.00
8A- 7025	Ball Bearing - Overdrive Mainshaft to tail housing (1949-66 various)		\$22.00
8A- 7025F	Ball Bearing - (see above applications) - Top quality		\$32.00
8A- 7025FS	Ball Bearing - MDG (Sealed) (OD: 2.828") Top Quality		\$39.00
B5S- 7025-A	Ball Bearing - MDG with shield (55-62 T86)		\$45.00
7A039	Refer to 7650 OD rear housings		
21C- 7052	Oil Seal - Extension Housing (1949-62 with R-10)		\$6.00
C3AZ- 7052A	Oil Seal - Extension Housing (1957-65 with R-11))		\$16.00
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- 7065F	Ball Bearing - mainshaft (rear) - Top Quality (49-50 Merc R-10)		\$37.50
BB- 7065F	Ball Bearing - mainshaft (rear) - T85 (1956-65 Ford R-11)		\$39.50
8A- 7065F	Ball Bearing - mainshaft (rear) - Use 8A-7025F (49-62 Ford R-10)		
C0DZ- 7065	Ball Bearing - LZ OD mainshaft (rear)		\$22.00
7153	Gasket Sets (transmission) - See 7153 sets in previous listings		
A9AZ- 7288	OD Seal - Manual Lockout Shaft (1949-65 Ford & Merc)		\$6.75
56H- 7292	Lever - OD Lockout (inside the shift housing) (1949-50 Mercury)	\$20.00	
7650	OD rear housings (see notes)	\$175.00	
A9AZ- 7A650-A	OD Control Cable & Chrome Handle - 80" length		\$54.00
8A- 7652	OD Mainshaft & Gear (1949-51 Ford & late 51 Merc) 12.75" long	\$95.00	\$195.00
7652	8M-7652 & AB-7652 - See 7749 listings below		
16H- 7653	OD Ring Gear - 42 internal spline x 4.25" dia (1949-66)	\$50.00	\$85.00
8L- 7653	OD Ring Gear - 52 internal spline x 5.16" dia (1956-65)	\$60.00	
16H- 7654	Retaining Ring - Ring gear to OD mainshaft (R10 type)	\$4.00	
8M- 7656	Snap Ring - Rear bearing to OD tail housing (1949-63) - R10 & R11	\$5.00	
16H- 7657	Oil Seal - overdrive housing rear (1940-48 Linc-Zephyr)	\$24.00	
8L- 7657-A	Oil Seal - overdrive housing rear (1949-50 Lincoln T85 OD)	\$24.00	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	Overdrive Transmission Parts - cont'd		
56H- 7659	OD Adapter - Trans case to OD housing (1946-48 Linc-Zephyr)	\$95.00	
8A- 7660	OD Adapter - Trans case to OD housing (1949-51)	\$85.00	
8M- 7660	OD Adapter - Trans case to OD housing (1949-early 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	
B7A- 7660-A	OD Adapter - Trans case to OD housing (1957-64) Big V8's	\$85.00	
8L- 7660	OD Adapter - Trans case to OD housing (1956-57) 312V8	\$85.00	
8L- 7661	Gasket - Tail housing to OD adapter (1956-57 T-Bird 312 on T85)		
B7A- 7661-A	Gasket - Tail hsg to OD adapter (1958-64 w/332-352-390 on T85)		\$3.00
56H- 7662	OD Balk Ring & Gear assy (1949-66 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 (1949-51 Ford; late 51 Merc)	\$35.00	
AB- 7665	OD Plate & Trough assy (52-66 Ford Six & small V8)	\$35.00	
B7A- 7665-A	OD Plate & Trough assy (57-64 Ford w/ 312-332-352-390)	\$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 (1949-66 Ford) - 2.82" x 1.44" ID	\$7.00	
8L- 7668	OD Oil Baffle - output shaft (1956-64 T-85) - 3.14" OD		
56H- 7670	OD Sun Gear - R10 type (1949-62)	\$85.00	
8L- 7670	OD Sun Gear - R11 type (1956-65)	\$95.00	\$125.00
8L- 7672	OD Snap Ring - Freewheel Cam & Planetary Gear (56-59) - R11		\$5.00
56H- 7673	OD Planetary Gear assy (1949-66)	\$345.00	\$425.00
8L- 7673	OD Planetary Gear assy (1949-70)	\$385.00	\$475.00
16H- 7674	OD Retainer - Freewheel unit - Front (1949-59) - R10	\$3.00	
16H- 7675	OD Freewheel unit w/o rollers (1949-64) for R10 OD	\$140.00	
8L- 7675	OD Freewheel unit w/o rollers (1949-70) for R11 OD	\$155.00	
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
B5A- 7680-B	OD Fork & Rail assy (1955-62 Ford; 1955-60 Merc)	\$20.00	\$30.00
B7A- 7680-A	OD Fork & Rail assy (1957-59 Ford)	\$20.00	\$30.00
16H- 7685	OD Spring - Fork & Rail (1949-64 Ford; 1949-64 Merc)	\$8.00	
B5A- 77685-A	OD Manual Control Shaft & Lever (1955-63 T-86 type)	\$20.00	
56H- 7686	OD Manual Control Shaft (1949-51 Merc) - (2.31" long)	\$17.00	
8L- 7686	OD Manual Control Shaft (1949-55 Ford) - (2.66" long)	\$17.00	
56H- 7688	OD Seal - Manual Shaft - see A9AZ-7288 seal listed 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	\$19.00
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 - R11 type (1956-57 T-Bird)	\$10.00	
B7A- 7690-A	OD Pawl - R11 type (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	

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
Overdrive Transmission Parts - cont'd			
26H- 7693 8L- 7696	OD Seal - Solenoid to adapter (1949-68 Ford & Merc) OD Guide - Shift Rail (1949-5 Ford; 1951 Merc)	\$15.00	\$5.50
16H- 7697 8A- 7713	Ball Bearing - OD Mainshaft (40-48 LZ) - use C0DZ-7065 above 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
HEAVY DUTY 3 SPEED (T-85 or T87 or T-89) TRANS PARTS			
8D- 7006	Gearbox case only (does not include the 01T adapter)	\$250.00	
8D- 7017	Main Drive Gear - 20T - 8.25" long (27 synchro teeth)	\$115.00	\$190.00
B5A- 7017-A	Main Drive Gear - L19T - 8.609" long (36 synchro teeth) - 10 Spline	\$105.00	\$195.00
B7A- 7017-G	Main Drive Gear - L19T - 8.625" long (36 synchro teeth) - 10 Spline	\$105.00	\$195.00
B8A- 7017-G	Main Drive Gear - 19T - 8.687" long (36 synchro teeth) - 23 Spline	\$105.00	
7025	Ball Bearing - for T-85 MDG and MS (see BB-7065 bearings below)		
8A- 7025	Ball Bearing - for T-85 OD mainshaft (= C3AZ-7025-B bearing)		\$22.00
8A- 7025F	Ball Bearing - for T-85 OD mainshaft (Top Quality)		\$32.00
BB- 7025	Ball Bearing - Main Drive Gear (T-87 only)		\$37.50
B5AZ- 7A034-A	Bushing - Extension Housing (56-64) replaces B5A-7697-A		\$15.00
B5AZ- 7A034-B	Bushing - Extension Housing (49-51 + some 1957 T-85) replaces 2 pc type		\$29.00
8D- 7040	Oil Baffle - MDG		\$4.00
B5AZ- 7A044-A	Synchro Insert (for T-85 HD 3 speed) = 8L-7116		
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		
C3AZ- 7052A1	Oil Seal - Tailshaft Housing (1956-65 T-85 OD R-11)		\$16.00
8D- 7059	Snap Ring - Synchro to Mainshaft (1.40" ID x .086-.88" thick)		
8L- 7061-B	Main Shaft - 14.61" long (S6-R6-S10) - Overdrive (49-51 Lincoln)		\$125.00
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
BB- 7065	Ball Bearing - for T-87 Mainshaft (replaces the 8D-7065 bearing)		\$39.50
8D- 7080	Oil Baffle - Mainshaft rear bearing		
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	
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
8L- 7100	Low/Reverse Slider Gear (\$115.00
B5A- 7100-B	Low/Reverse Slider Gear L31 x L6 spline (1.625" thick x 4.21" OD)	\$165.00	\$245.00
C5TZ- 7100-A	Low/Reverse Slider Gear L31 x L6 spline (1.613" thick x 4.21" OD)	\$185.00	
8D- 7102	Second Gear with bushing (29 helical teeth x 27 synchro teeth)	\$85.00	\$119.00
B5A- 7102-D	Second Gear with bushing (L26T x 36T synchro)- 1956-64	\$95.00	\$175.00
8L- 7105	Synchro Hub (36 spline) for 1956-64 T85	\$30.00	\$55.00
8D- 7105	Synchro Hub (27 spline)		\$35.00
8D- 7106-A	Synchro Sleeve (shifter groove is offset) for 1948-49 only		\$40.00

Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
HEAVY DUTY 3 SPEED (T-85 or T87 or T-89) TRANS PARTS - cont'd			
8D- 7106-B	Synchro Sleeve (shifter groove is centered) for 1948-55)		
8L- 7106	Synchro Sleeve (for T-85) - with 36 splines (= C1AA-7106-A)	\$35.00	\$75.00
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	\$19.00	\$29.00
74174-S	Woodruff Key - 1/8" wide - Countershaft lock for T-85 trans		\$1.00
8D- 7113	Cluster Gear (40-31-21-17T)	\$95.00	\$125.00
B5A- 7113-D	Cluster Gear (R29-25-19-15T)	\$325.00	\$425.00
8D- 7115	Spacer Tube (2.343" long) - Cluster Gear (T87)	\$6.00	
8L- 7115	Spacer Tube (4.604" long) - Cluster Gear (T85)	\$8.00	
8D- 7116	Synchro Insert (3 required) - T87		
8L- 7116	Synchro Insert (3 required) - T85 (see B5AZ-7A044A listing)		
BB- 7118	Roller Bearing - Cluster Gear (2 req'd) - replaces the 8D-7121)		\$23.00
8D- 7119	Thrust Washer - cluster gear front (see 87G-7199 kit)		
8D- 7120	Roller Bearing (16 req'd) - mainshaft pilot to MDG		
8D- 7121	Roller Bearing - Cluster Gear (replaced by BB-7118)		
A8TZ- 7124-A	Synchro Assy = 8D-7124-B above		
8L- 7124	Synchro Assy	\$175.00	\$255.00
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)	\$55.00	\$79.50
B5A- 7141-C	Reverse Idler Gear (R18T)	\$55.00	\$95.00
B6A- 7153-A	Gasket Set (full set) for 1949-56 Ford HD Trans (T85 with OD)		\$24.00
B6A- 7153-D	Gasket Set (7 pc) for T-87 and T-89 HD transmission		\$26.00
BB- 7155	Retainer bar - countershafts (T87)		
87D- 7199	Small Parts Kit (T-87) 1948-55 HD 3 speed truck transmission)		\$42.50
B7SZ- 7B331-A	Kit (Warner SP85C-50) - 1956-65 (T85 with or w/o OD)		\$49.50
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	
SEAL KITS			
Part Number			Price
VP SK-1	Seal Kit - 5 pc (1940-48 Ford car side loader LD 3 speed)		\$15.00
VP SK-2	Seal Kit - 5 pc (1949-50 Ford car side loader LD 3 speed)		\$14.00
VP SK-3	Seal Kit - 5 pc (1951-62 Ford car side loader LD 3 speed)		\$9.00
Ford Passenger Cars - Overdrive - 9 Bolt Side Cover			
VP SK-4	Seal Kit - 8 pc (1949-50 Ford car side loader LD 3 speed OD)		\$27.00
VP SK-5	Seal Kit - 8 pc (1951-55 Ford car side loader LD 3 speed OD)		\$21.00
Ford Passenger Cars - Overdrive - 6 Bolt Top Cover			
VP SK-6	Seal Kit - 7 pc (1955-63 Ford car top loader LD 3 speed OD) - T86		\$32.00
Ford Passenger Cars - Non Overdrive - 4 Bolt Top Cover			
VP SK-17	Seal Kit - 4 pc (1960-67 Ford car top loader LD 3 speed) - 2.77 series		\$33.00
Ford Passenger Cars - Overdrive - Curved Side Cover			
VP SK-7	Seal Kit - 7 pc (1956-65 Ford car side loader HD 3 speed OD) - T85		\$32.00
Mercury Passenger Cars - Non Overdrive - 9 Bolt Side Cover			
VP SK-1	Seal Kit - 5 pc (1940-48 Mercury car side loader LD 3 speed)		\$15.00
VP SK-8	Seal Kit - 5 pc (1949-50 Mercury car side loader LD 3 speed)		\$16.00
VP SK-9	Seal Kit - 5 pc (1951-59 Mercury car side loader LD 3 speed)		\$9.00

Ford Part Number		Description - Transmission Parts	\$ Used	\$ New
		SEAL KITS - cont'd		
		Mercury Passenger Cars - Overdrive - 9 Bolt Side Cover		
VP SK-10		Seal Kit - 8 pc (1949-50 Mercury car side loader LD 3 speed OD)		\$29.00
VP SK-11		Seal Kit - 8 pc (1951-55 Mercury car side loader LD 3 speed OD)		\$21.00
		Mercury Passenger Cars - Overdrive - Curved Side Cover		
VP SK-7		Seal Kit - 7 pc (1955-58 Merc car side loader HD 3 speed OD) - T85		\$35.00
		Ford Pickup Trucks - Non Overdrive - 6 Bolt Top Cover		
VP SK-12		Seal Kit - 3 pc (1942-52 Ford top loader LD 3 speed)		11.00
		Ford Pickup Trucks - Non Overdrive - 9 Bolt Side Cover		
VP SK-13		Seal Kit - 6 pc (1950-52 Ford side loader LD 3 speed)		21.00
VP SK-14		Seal Kit - 5 pc (1953-62 Ford side loader LD 3 speed)		9.00
		Ford Pickup Trucks - Overdrive - 9 Bolt Side Cover		
VP SK-15		Seal Kit - 8 pc (1953-56 Ford side loader LD 3 speed OD)		21.00
		Ford Pickup Trucks - Overdrive - 6 Bolt Top Cover		
VP SK-16		Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86		32.00
		Ford Pickup Trucks - Overdrive - 6 Bolt Top Cover		
VP- SK-16		Seal Kit - 7 pc (1957-62 Ford top loader LD 3 speed OD) - T86		32.00
VP- SK-20		Seal Kit - 4 pc (1963-67 Ford top loader 3 speed) - 3.03 series		18.00
	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.		\$8.00	\$8.00
		Lincoln and LZ Overdrive Transmissions		
VP- SK-21		Seal Kit - 6 pc (1940-48 Lincoln side loader 3 speed overdrive)		49.00
VP- SK-19		Seal Kit - 6 pc (1949 Lincoln side loader HD 3 speed overdrive)		49.00
		T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts		
51- 7006		Gearbox case only (1935-40 trucks) - bell and case are 1 part	\$225.00	
59T- 7006		Gearbox case only (1941-52 trucks) - bell adapter sold separately	\$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)		\$37.50
BB- 7025-65K		Bearing Kit (1 ea BB-7025 + BB-7065 + BB-7120 + two BB-7118)		\$135.00
BB- 7030		Snap Ring - MDG Ball Bearing		\$3.00
BB- 7043		Oil Baffle - Main Drive Gear		Out of Stock
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
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		\$39.50
BB- 7070		Snap Ring - Mainshaft bearing retainer - 3.375" OD		\$3.00
70- 7080		Oil Baffle - Mainshaft bearing (replaces BB-7080)		Out of Stock
BB- 7085		Rear Bearing Retainer (rear support) 1932-1939	\$25.00	\$37.00
01T- 7085		Rear Bearing Retainer (rear support) 1940-1952	\$35.00	
21C- 7085-B		Rear Bearing Retainer - 8" bolt hole spacing (42-52 pickup w/4spd)	\$60.00	\$85.00
21C- 7085-BS		Rear Bearing Retainer - as above with speedo gear parts	\$120.00	
8C- 7085		Rear Bearing Retainer (1948-52) - F-1 with 4 speed	\$35.00	
TAAA- 7085-B		Rear Bearing Retainer (1953-55) - F-1 with 4 speed	\$35.00	
81C- 7090		U-Joint (1938-41) - Closed drive applications - Commercial 4 speed	\$55.00	\$125.00
BB- 7100		Low/Second Slider Gear - 43-33 spur teeth (1929-52)	\$135.00	\$325.00

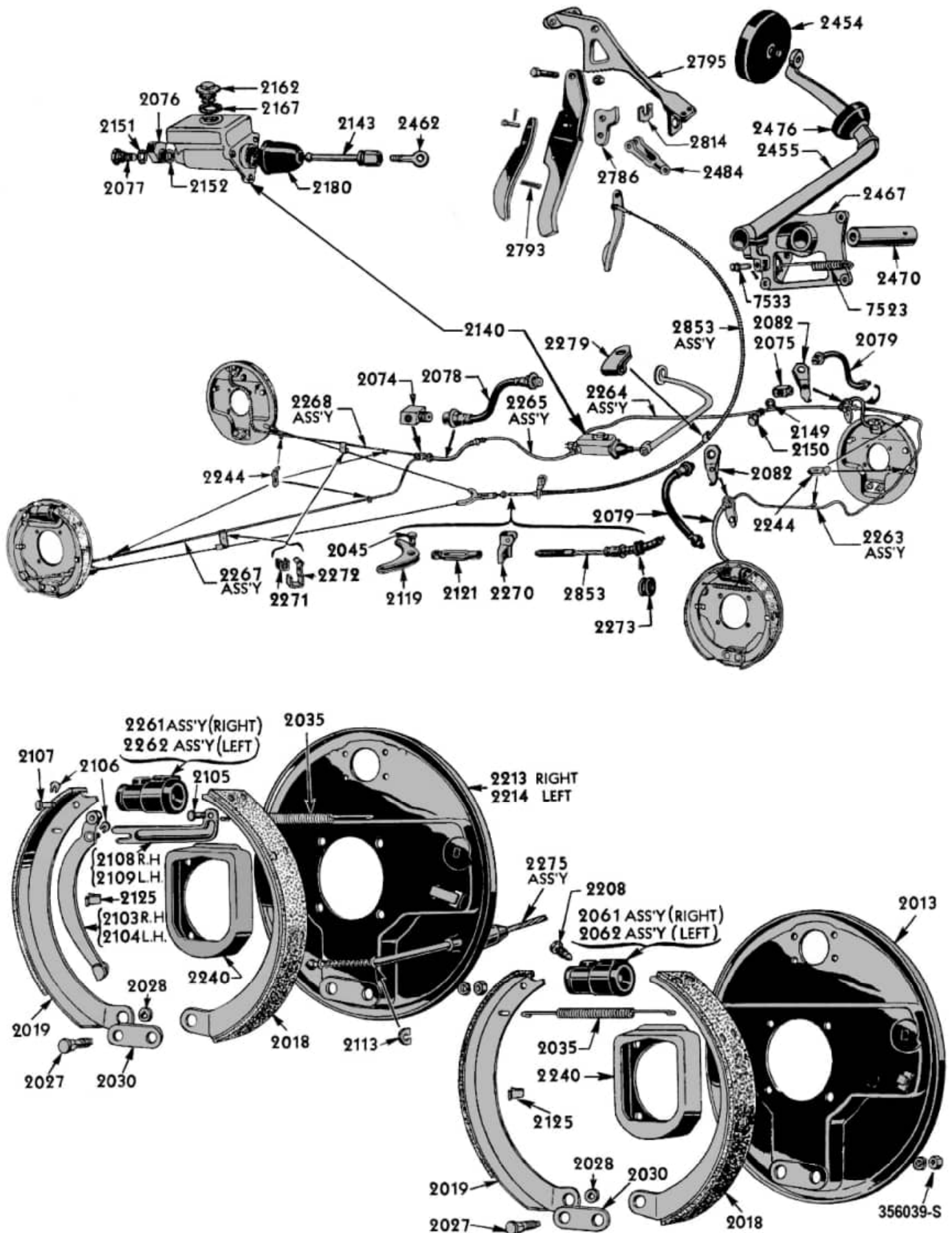
Ford Part Number	Description - Transmission Parts	\$ Used	\$ New
	T-8/T-9 Truck 4 Speed (non-synchro) Trans Parts - cont'd		
BB- 7101	Third/High Slider Gear - 24 spur teeth (1929-1952)	\$125.00	\$240.00
51- 7111	Countershaft - 9.44" long (1929-1952) - replaces BB-7111	\$35.00	\$75.00
BB- 7113-A	Cluster 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)		\$18.00
59T- 7129	Thrust Washer - Countershaft cluster gear (1945-51) 2 req'd		Out of Stock
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 (8 pcs)		\$26.00
BB- 7155	Retainer - countershaft/rev idler shaft (1929-1952)	\$3.00	\$6.00
BB- 7165	Cover Plate - PTO drive opening	\$25.00	
BB- 7199-A	Small Parts Kit (6 pcs)		\$18.00
VPSRK- BB	Snap Ring Kit (4 pcs)		\$11.00
BB- 7209	Shifter Lever (1929-1938) - with trigger lock assy	\$95.00	
01T- 7209-A	Shifter Lever (1929-1942) - replaces the BB-7209	\$85.00	
41T- 7210-A	Shifter Lever (1944-1952) without trigger lock assy	\$85.00	
BB- 7213	Shifter Knob/ball (1929-1952) 3/8-24 thread		\$10.00
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	\$10.00
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)	\$20.00	
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)	\$35.00	
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
BB- 7233-34K	Shifter Detent Kit (3 springs + 3 balls + 2 plungers + 3 expansion plugs)		\$25.00
79- 7234	Spring - shifter detent - reverse shaft (1938-52) (1 or 2 req'd)		\$3.00
BB- 7240	Shaft - 1st/2nd - 7.06"L x 0.620" diameter (1929-1952)	\$15.00	\$22.00
BB- 7242	Shaft - reverse - 7.25"L x 0.620" diameter (1930-1952)	\$15.00	\$22.00
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 - 7.00"L x 0.620" diameter (1929-1952)	\$15.00	\$22.00
41T- 7247	Plunger - reverse shifter gate (1944-1952)	\$9.00	
BB- 7523	Spring - Clutch pedal return - 4.38" long (1932-34 truck)		\$4.00
81W- 7523	Spring - Clutch pedal return - 8.40" long (1938-47 truck)		\$3.00
78- 7580F	Bearing - clutch release (1929-1952)		\$39.00
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	
Part Number	Description - Electrical Parts		
	IGNITION TUNE-UP KITS	\$ Used	\$ New
# 4FTK	Cap-Rotor-Points-Condenser (fits 1937-41 V8)		\$139.00
# 5FTK	Cap-Rotor-Points-Condenser (fits 1942-44 V8)		\$85.00
# 6FTK	Cap-Rotor-Points-Condenser (fits 1946-48 V8)		\$103.00
# 7FTK	Cap-Rotor-Points-Condenser (fits 1949-53 V8)		\$45.00
# 8FTK	Cap-Rotor-Points-Condenser (fits 1954-56 V8)		\$39.00
# 9FTK	Cap-Rotor-Points-Condenser (fits 1957-74 V8)		\$35.00
	ENGINE IGNITION PARTS - Distributor Spacer Kits		\$ New
IS- 3241	Kit - For the 2 Bolt Distributor to a 3 Bolt Timing Cover		\$99.00
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		\$63.00
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
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
B6AZ- 12029-B	Coil - 12 Volt - (56-72) - Remote mount - Yellow Top		\$49.00
B6A- 12029-B	Coil - 12 Volt - (1957-72 V8 or Six) - Remote mount		\$49.00
B- 12000-CB	Coil Mounting Bracket (replacement for round 6 & 12V type)		\$3.95
8BA- 12043	Coil Mounting Bracket (1949-53 V8)		\$16.00
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
	ENGINE IGNITION PARTS - Contact Points		
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)		\$33.00
FAA- 12171	Ignition Point set (1949-54 V8 or 47-56 Six) replaces 7RA12171		\$12.00
FAB- 12171	Ignition Point set (1965-56 V8)		\$9.00
B7A- 12171B	Ignition Point set (1957-74 V8)		\$3.50
	ENGINE IGNITION PARTS - Distributor Rotors		
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		\$27.00
21A- 12200	Rotor (1942-44 V8) - crab style distributor		\$8.00
59A- 12200	Rotor (1946-48 V8) - Interchanges with FAA-12200		\$6.50
FAA- 12200	Rotor (1949-56 V8 and 1947-68 six)		\$6.50
B7A- 12200	Rotor (1957-74 V8)		\$16.00
	ENGINE IGNITION PARTS - Distributor Caps		
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		\$39.00
VP- 12106K	Kit - Converts 1946-48 V8 distributor to 42-44 crab cap type		\$49.00
Note: above kit includes crab cap, rotor, and side clip kit. Converts the 46-48 distributor to the 1942-44 crab style.			
59A- 12106	Cap - Inner (1946-48 V8) - 1 required		\$46.00
59A- 12105	Cap - Outer V-shaped (1946-48 V8) - 1 required		\$20.00
FAB- 12106	Cap (1949-56 V8)		\$18.00
B7A- 12106A	Cap (1957-74 V8)		\$16.00
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:		\$15.00

Part Number		Description - Electrical Parts	
		ENGINE IGNITION PARTS - Distributor Caps - cont'd	
18- 12116	Terminal plate (1932-36 V8) - 2 req'd - each:		Out of Stock
68- 12116	Terminal plate (1937-41 V8) - 2 req'd - each:		\$27.00
		ENGINE IGNITION PARTS - Distributor Bushings	
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)		\$6.00
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 Condensers	
18- 12300-B	Condenser (1932-early 36 V8)		Out of Stock
68- 12300	Condenser (late 1936 V8)		Out of Stock
78- 12300	Condenser (1937-1941 V8)		\$14.00
1GA- 12300	Condenser - (1942-48 V8 and 1941-47 Six) - see VP-12300A		
VP- 12300-A	Condenser Kit (42-48 V8 and 41-47 Six) - replaces 1GA-12300		\$19.00
7RA- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also FAB-12300		\$12.00
FAB- 12300	Condenser - (1949-56 V8 and 1948-64 Six) use also 7RA-12300		\$12.00
B9AZ- 12300-A	Condenser - (1957-64 V8) - replaces the B7AZ-12300		\$3.50
		DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc	
18- 12138	Rubber Plug (1932-36 V8) Fit in distr. adjust. holes - Per Pair:		Out of Stock
18- 12104S	Distributor Gasket Set (7 piece) (1932-41)		\$9.50
21A- 12104S	Distributor Gasket Set (5 piece) (1942-48)		\$9.50
1GA- 12134/35	Seal & Retainer - Distributor Housing (1942-48)		Out of Stock
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
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	\$45.00
0BA- 12213	Rotor Clip for 1949-54 V8 Distributor		\$4.95
7HA- 12216	Primary Wire (insulated with terminals) - (49-56 V8)		\$15.00
7RA- 12264	Ground Wire (uninsulated with terminals) - (49-56 V8)		\$4.25
7RA- 12390-C	Gear - Distributor Driven - 11T (on distr shaft) (1949-53 V8)		\$22.00
7RA- 6255	Gear - Distributor Drive (on end of camshaft) - 11T - RH pitch		\$18.00
351112-SK	Brass Tube Nuts (for vacuum tube: 3/8-24) - One pair:		\$5.00
61465-S	Rivet - Distributor Driven Gear (1/8" x 11/16") See Note		\$1.00
61489-S	Rivet - Spacer (Distributor Gear) (1/8" x 13/16") See Note		\$1.00
Note: Rivets only supplied as 1" length. Customer must trim to correct length before installation.			
		ENGINE IGNITION PARTS - Vacuum Advance Units	
7RA- 12370-B	Distributor Vacuum Advance Assy (1949-53 V8 and Six)		\$42.00
FAB- 12370-A	Distributor Vacuum Advance Assy (1954-56 V8 - 239 & 272)		Out of Stock
B5S- 12370	Distributor Vacuum Advance Assy (1955 V8 - 292)		Out of Stock
B6A- 12370	Distributor Vacuum Advance Assy (1956 V8 - 292 & 312)		Out of Stock
		ELECTRICAL - Alternators/Generators	
A- 10000-6F	New 30A Alternator - 6V - with wide belt pulley for fan mount	Special order	\$259.00
A- 10000-6P	New 30A Alternator - 6V - with wide belt pulley w/o fan mount	Special order	\$239.00
A- 10000-12F	New 60A Alternator -12V - with wide belt pulley for fan mount		\$259.00
A- 10000-12P	New 60A Alternator -12V - with wide belt pulley w/o fan mount		\$229.00

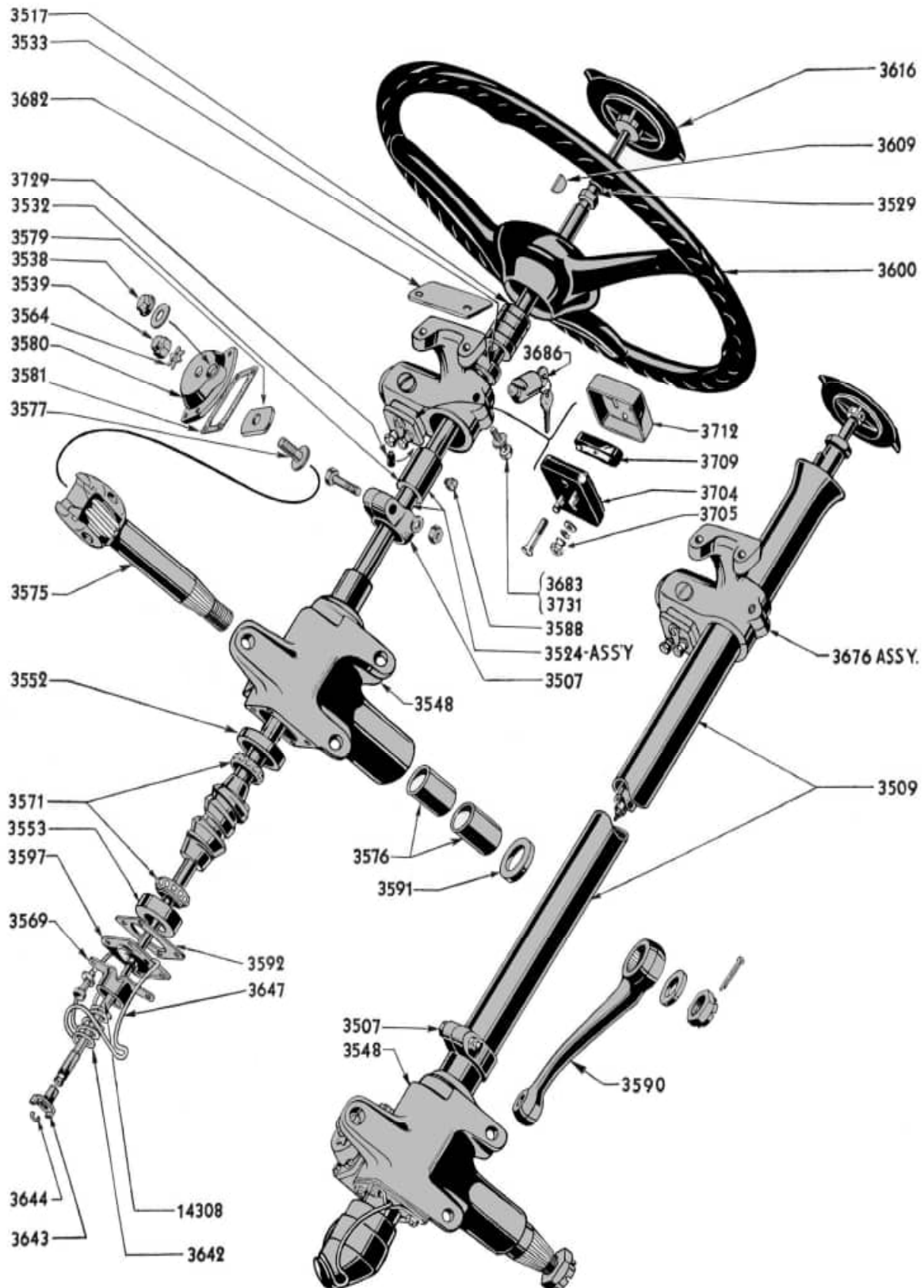
Part Number	Description - Electrical Parts		
	DISTRIBUTOR PARTS - Gaskets-Clips-Gears-Etc - cont'd		
Note: Alternators are the self regulated 1 wire type. Require a mounting bracket (see below)			
AB 10	Alternator Bracket (37-48 wide belt type - with fan mount holes)		\$79.00
AB 20	Alternator Bracket (49-52 wide belt type - with fan mount holes)		\$79.00
AB 30	Alternator Bracket (49-53 narrow belt type - w/fan mtg holes)		\$79.00
Note: Brackets are designed for mounting directly to the stock Ford/Merc intake manifolds.			
WP- 100	Alternator Pulley - Wide Belt - for GM type alternators		\$21.00
ELECTRICAL - Generator Parts		\$ Used	
91A- 10043	Set of 2 brushes (1932-39) - single wire		\$4.50
01A- 10043	Set of 2 brushes (1940-62) - twin wire		\$5.25
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-SK	Stud-Nut-Washer Kit - Gen Bracket (42-53 car + 42-53 truck)		\$29.00
ELECTRICAL - Misc Engine Sender Units			
8A- 10884	Water Temp Sender - 1 Terminal (1939-55 V8) - 6V		\$44.50
8A- 10990	Water Temp Sender - 2 Terminal (1939-53 V8) - 6V		\$44.50
41A- 9278	Oil Pressure Sender (80 psi) - Original type for stock gauge		\$45.00
ELECTRICAL - Ignition Resistors & Breakers			
18- 12250	Ignition Coil Resistor (Ceramic type) - For 6V system		\$19.00
40- 12250-A	Ignition Coil Resistor & Fuse Block Assy (33-39) - Orig 6V type		\$35.00
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
ELECTRICAL - Miscellaneous			
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
11A- 13480	Brake Light Pressure Switch for MC (1939-64)		\$9.00
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

Ford 1939-42 Passenger Car Brake System



STEERING GEARBOX & STEERING COLUMN ASSY

TYPICAL 1937-39 FORD PASSENGER CARS

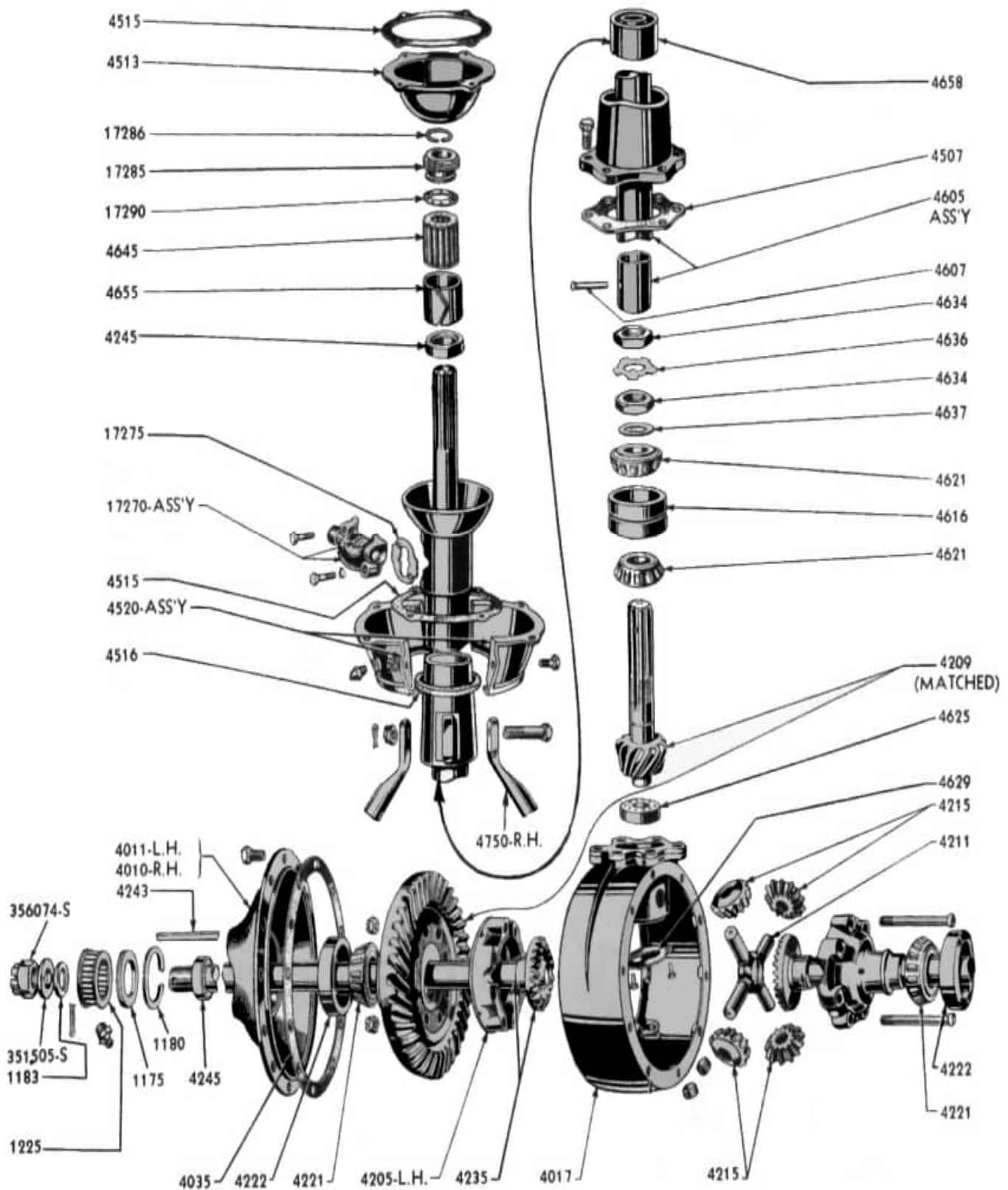


Typical for 1948-52 F1 pickup trucks



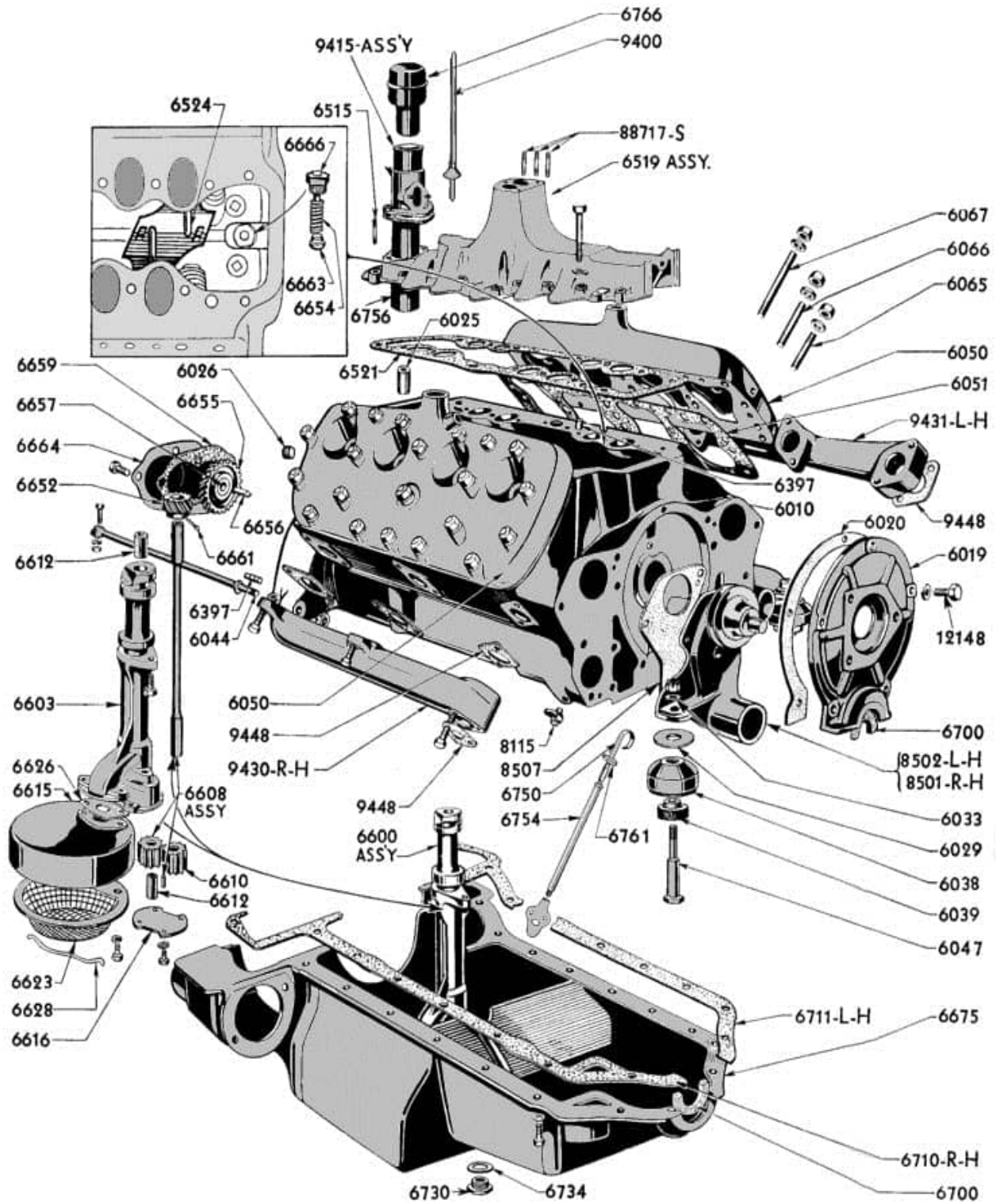
PASSENGER REAR END & TORQUE TUBE ASSEMBLY

TYPICAL FOR 1932 - 48



CYLINDER BLOCK ASSY

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



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

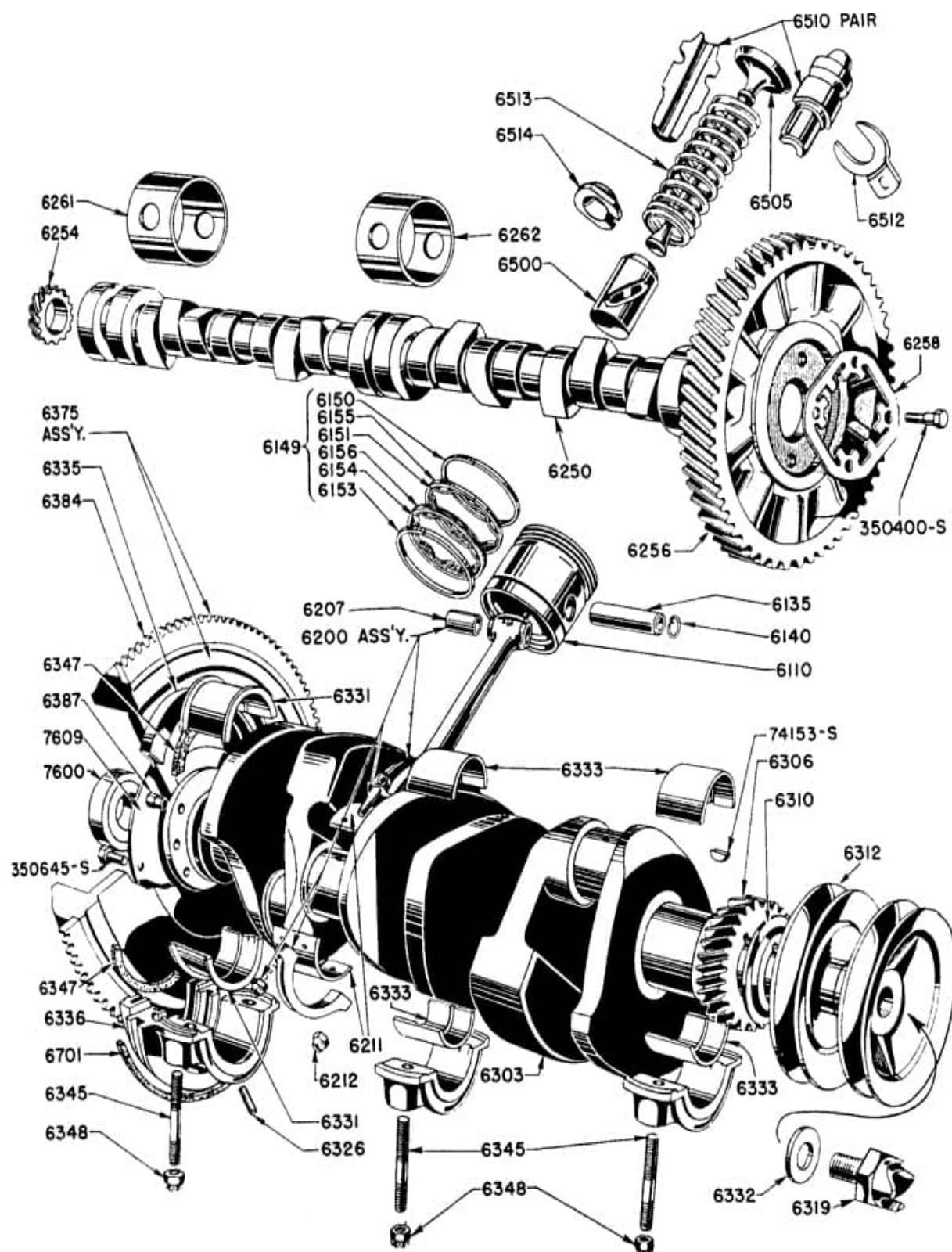


TYPICAL FOR 1939 TO 48 (85-100 hp - 24 Stud)

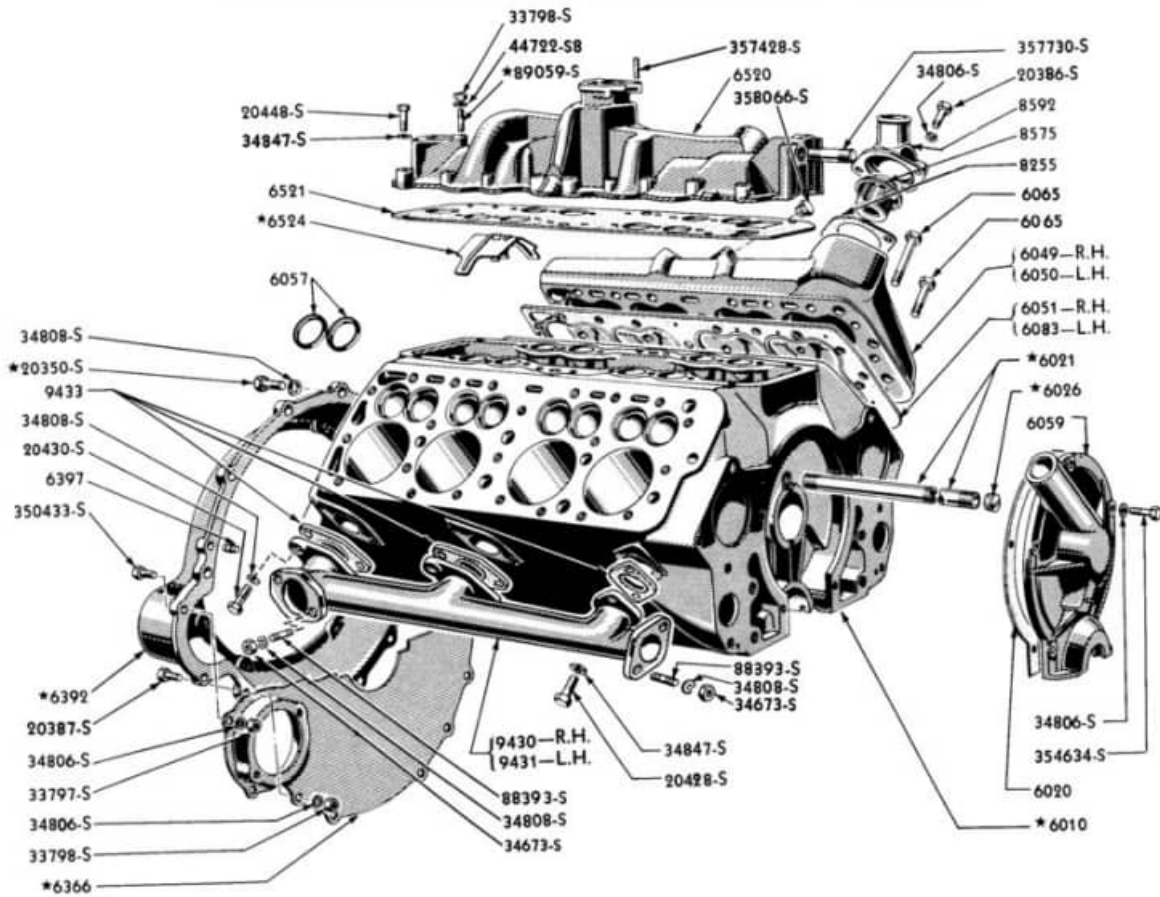


CRANKSHAFT & CAM ASSY

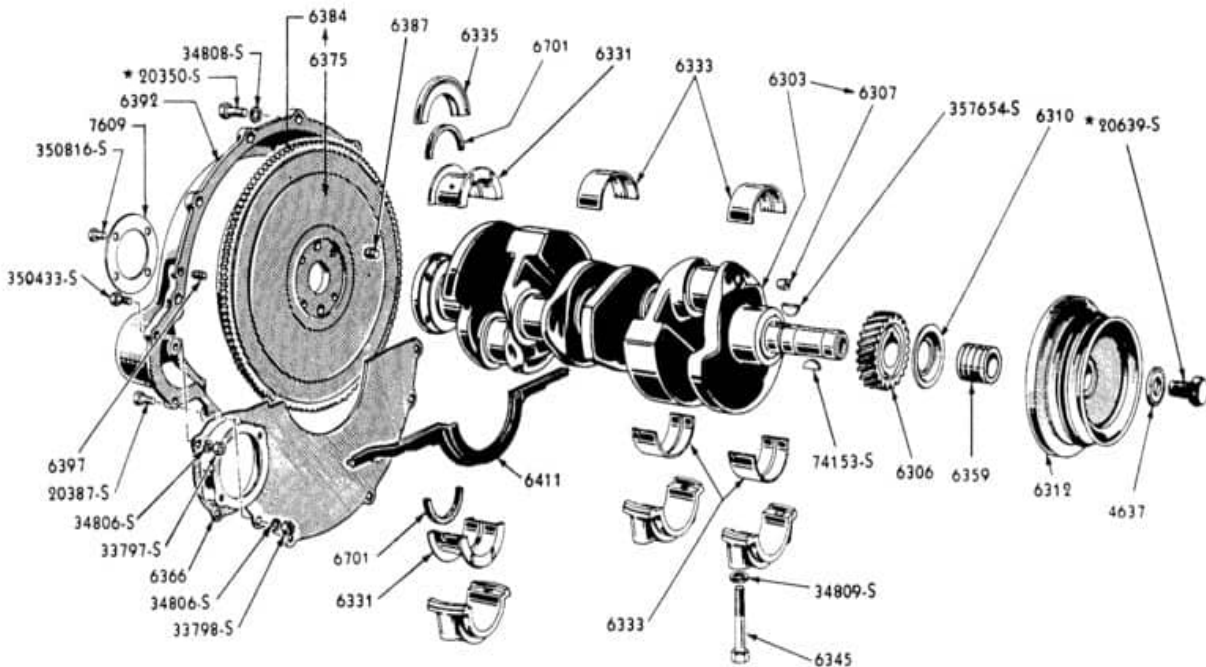
TYPICAL FOR 1939 - 48 (90/100HP)



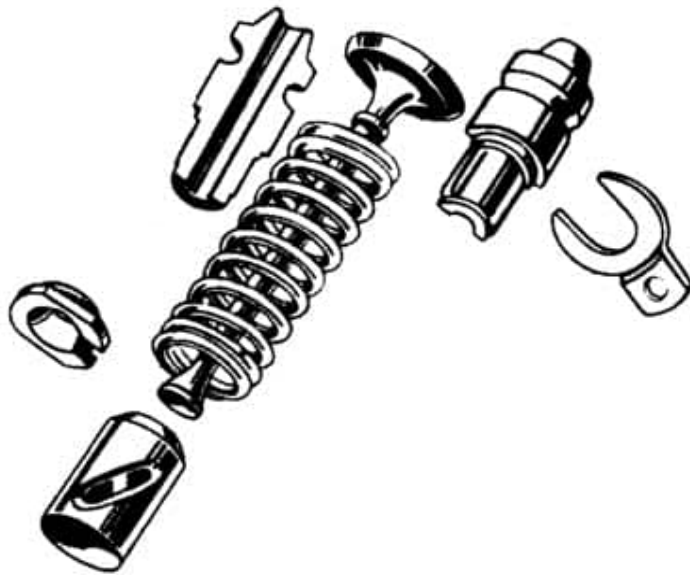
Cylinder Block Assembly (8BA style) for 1949 to 53



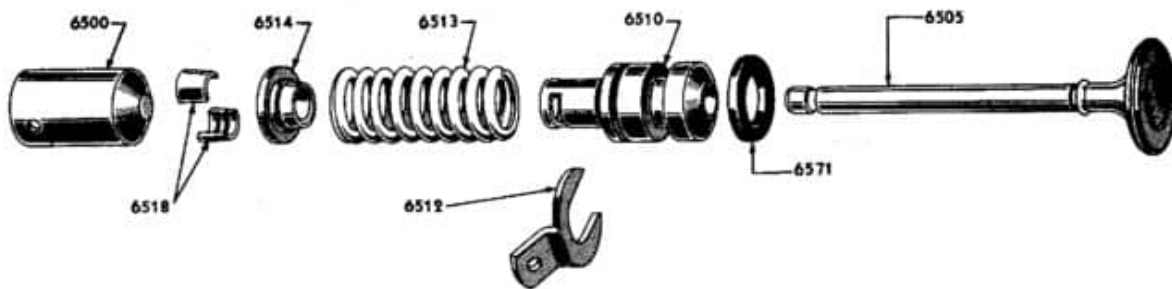
Crankshaft Assy Typical for 1949 to 53 (100 Hp)



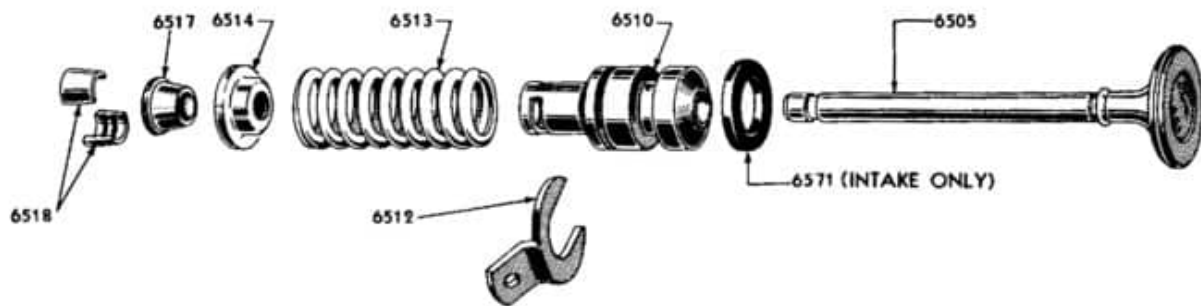
Engine Valve Assembly - Typical for 1933-48 V8 (85/90 hp)



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



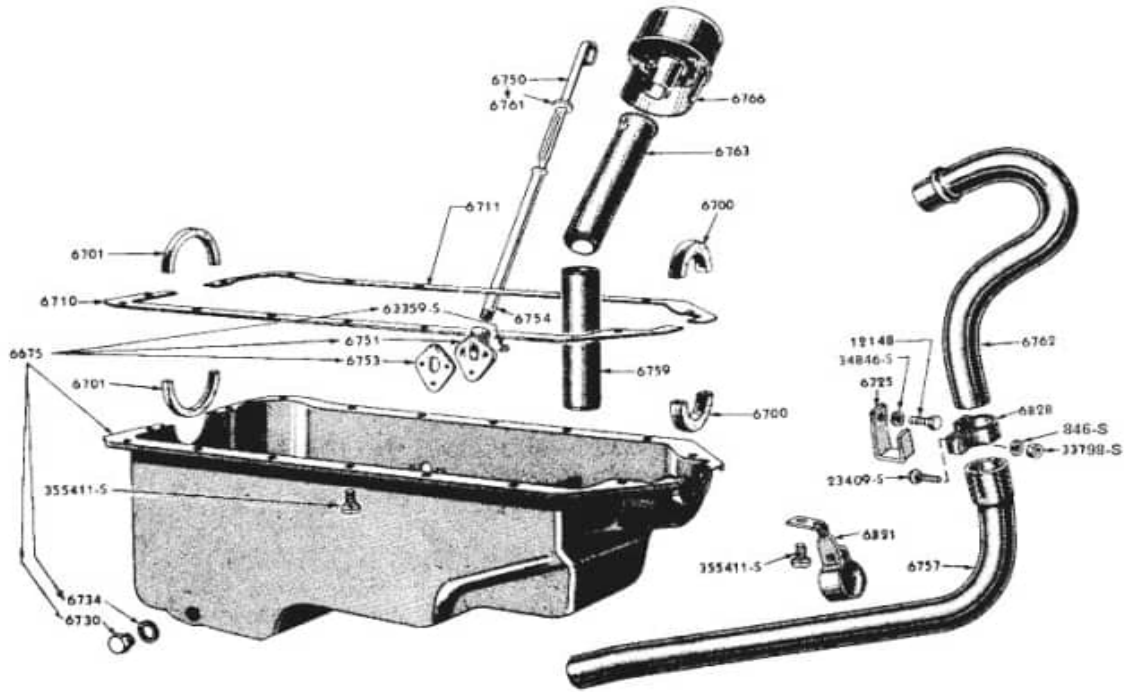
1951 to 53 VALVE AND RELATED PARTS ("R" SERIES ENGINE)



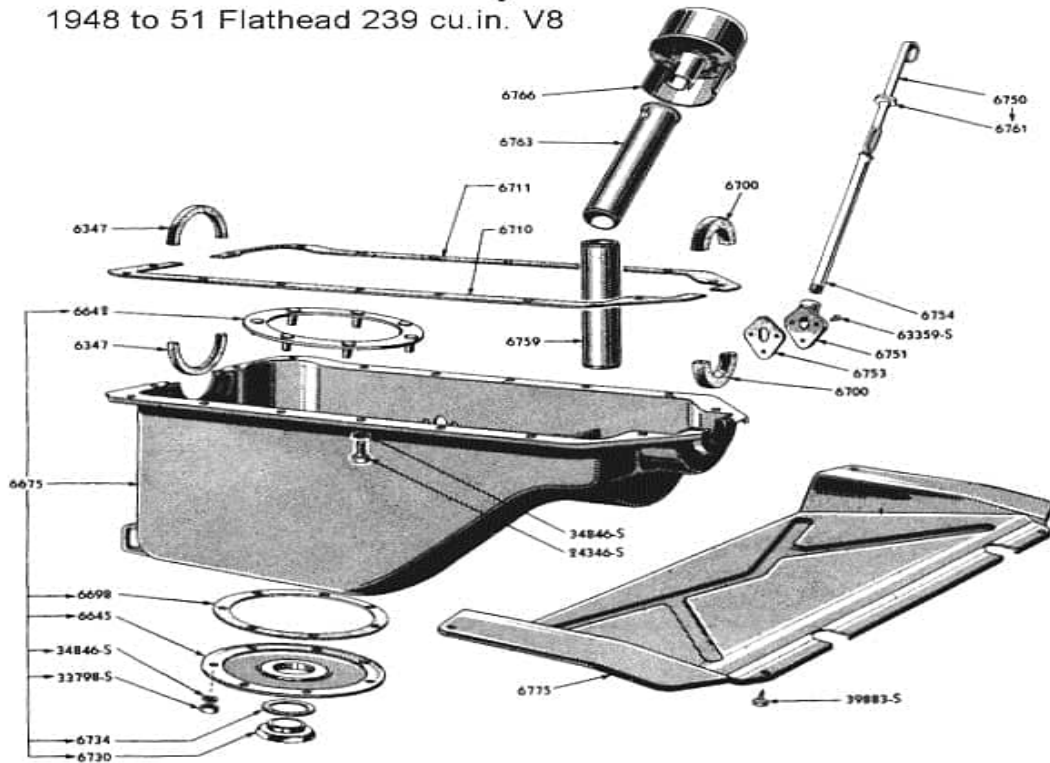
[illegible]

This diagram shows an exploded view of a mechanical assembly. The components are labeled with numbers: 6655 (a gear), 6656 (a shaft), 6657 (a pin), 6658 (a flange), 6659 (a flange), 6615 (a bracket), and 6623 (a filter). The diagram illustrates the assembly sequence and the relative positions of the parts.

1949-51 Mercury

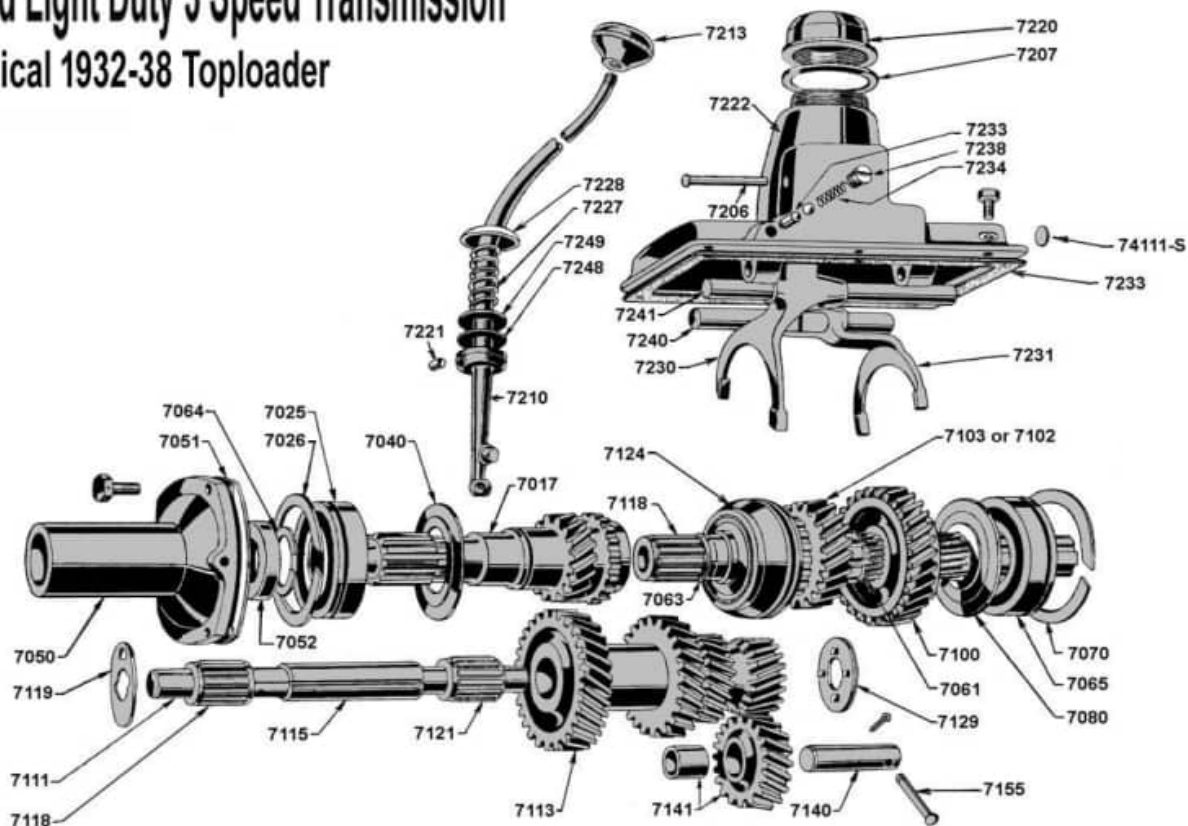


Ford Truck Oil Pan Assy
1948 to 51 Flathead 239 cu.in. V8

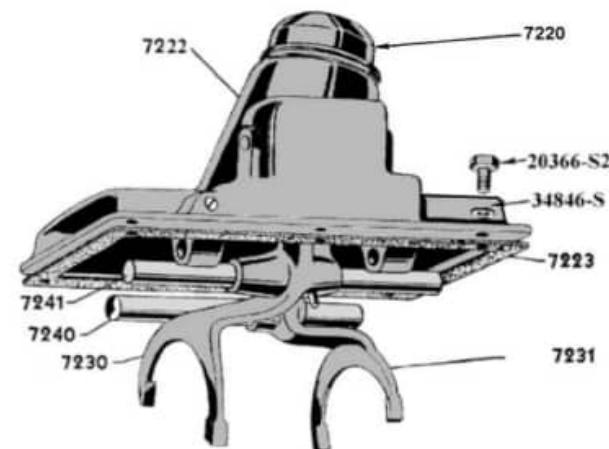


Ford Light Duty 3 Speed Transmission

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 (1939-59)
 - 7061 Mainshaft
 - 7063 Spacer Ring - Mainshaft Pilot
 - 7064 Snap Ring - Main Drive Gear
 - 7065 Ball Bearing - Mainshaft
 - 7069 Spacer Washer - Mainshaft
 - 7070 Snap Ring - Mainshaft Bearing
 - 7071 Thrust Washer - Second Gear
 - 7072 Spring - Mainshaft Plunger
 - 7073 Plunger - Mainshaft
 - 7080 Oil Baffle - Mainshaft
 - 7100 Low & Reverse Sliding Gear
 - 7101 Lock Key - Mainshaft
 - 7102 Second Speed Gear (39-48)
 - 7103 Second Speed Gear (32-39)
 - 7104 Bushing - Second Speed Gear
 - 7105 Synchronizer Clutch Hub (39-48)
 - 7106 Synchronizer Clutch Sleeve
 - 7107 Synchronizer Blocker Ring (39-48)
 - 7108 Synchronizer Clutch Hub (32-39)
 - 7109 Synchronizer Hub Spring
 - 7111 Countershaft
 - 7113 Countershaft Cluster Gear
 - 7115 Spacer Tube - Countershaft
 - 7116 Synchronizer Hub Insert
 - 7118 Roller Bearing - short
 - 7119 Thrust Washer - Cluster Gear front
 - 7121 Roller Bearing - long
 - 7128 Thrust Washer - CS rear (46-54)
 - 7129 Thrust Washer - CS rear
 - 7140 Shaft - Reverse Idler Gear
 - 7141 Reverse Idler Gear
 - 7155 Retainer Pin - Countershaft
 - 7086 Gasket - Rear Bearing Retainer
- (Not shown on above parts drawing)



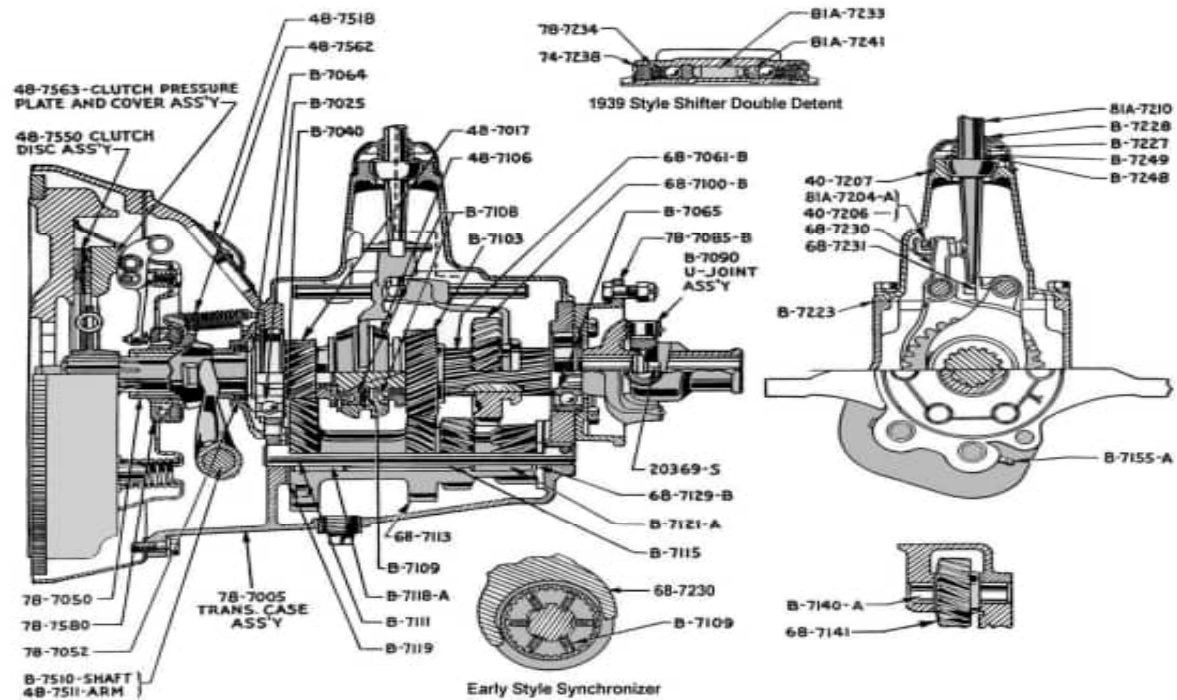
Typical 1932-35 Slanted Shift Housing
1932 only has the two bosses for a parking brake mount.

- 7206 Guide Pin - Shifter Housing
- 7207 Gasket - Shift Housing Cap
- 7210 Shifter Lever - Top Loader
- 7213 Knob - Shifter Lever
- 7220 Cap - Shifter Housing
- 7221 Trunnion Pin - Shifter Housing
- 7222 Shifter Housing - Topload & Sideload
- 7223 Gasket - Shifter Housing
- 7227 Spring - Shifter Lever
- 7228 Seat - Shifter Lever
- 7230 Shift Fork - Second & High
- 7231 Shift Fork - Low & Reverse
- 7233 Plunger - Shaft Lock
- 7234 Spring - Shaft Detent
- 7235 Interlock Pin
- 7238 Seat - Shaft Plunger Lock
- 7240 Shift Shaft - Low & Reverse
- 7241 Shift Shaft - Second & High

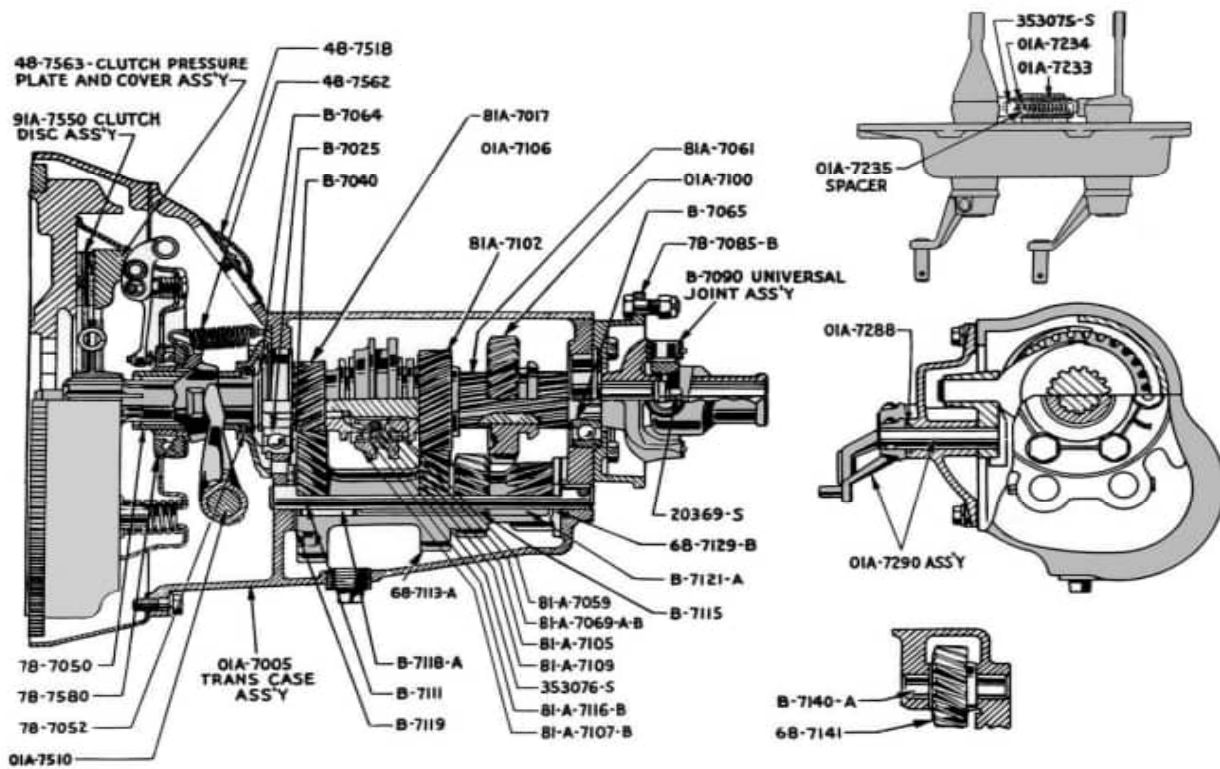
- 7248 Oil Seal - Shifter Lever
- 7249 Washer - Shifter Lever
- 7280 Cam and Shaft - Second & High
- 7282 Cam and Shaft - Low & Reverse
- 7284 Retainer - Shift Fork
- 7285 Shift Lever - Second & High (40-48)
- 7287 Washer - Shift Cam Thrust
- 7288 Oil Seal - Shifter Shaft
- 7290 Shift Lever - Low & Reverse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

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

Typical 1937-39 Type Topload 3 Speed Transmission

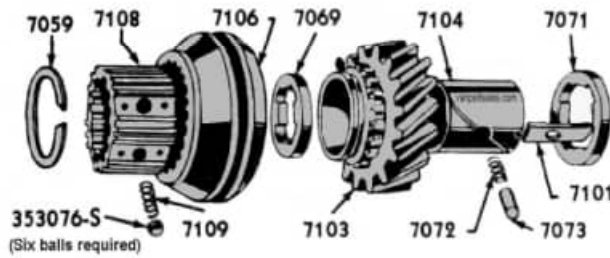


Typical 1940-48 Side Load Three Speed Transmission



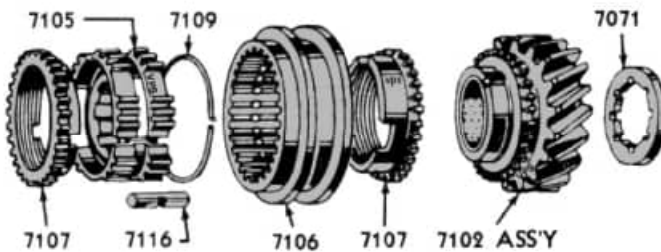
Ford and Mercury Transmission Synchronizer Types

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



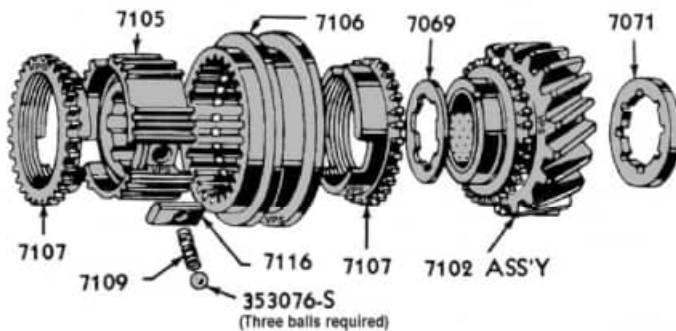
B-7124 and 48-7124

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



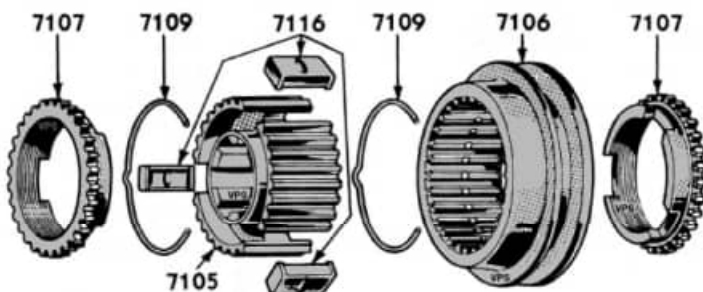
91A-7124 and B5A-7124

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



01A-7124

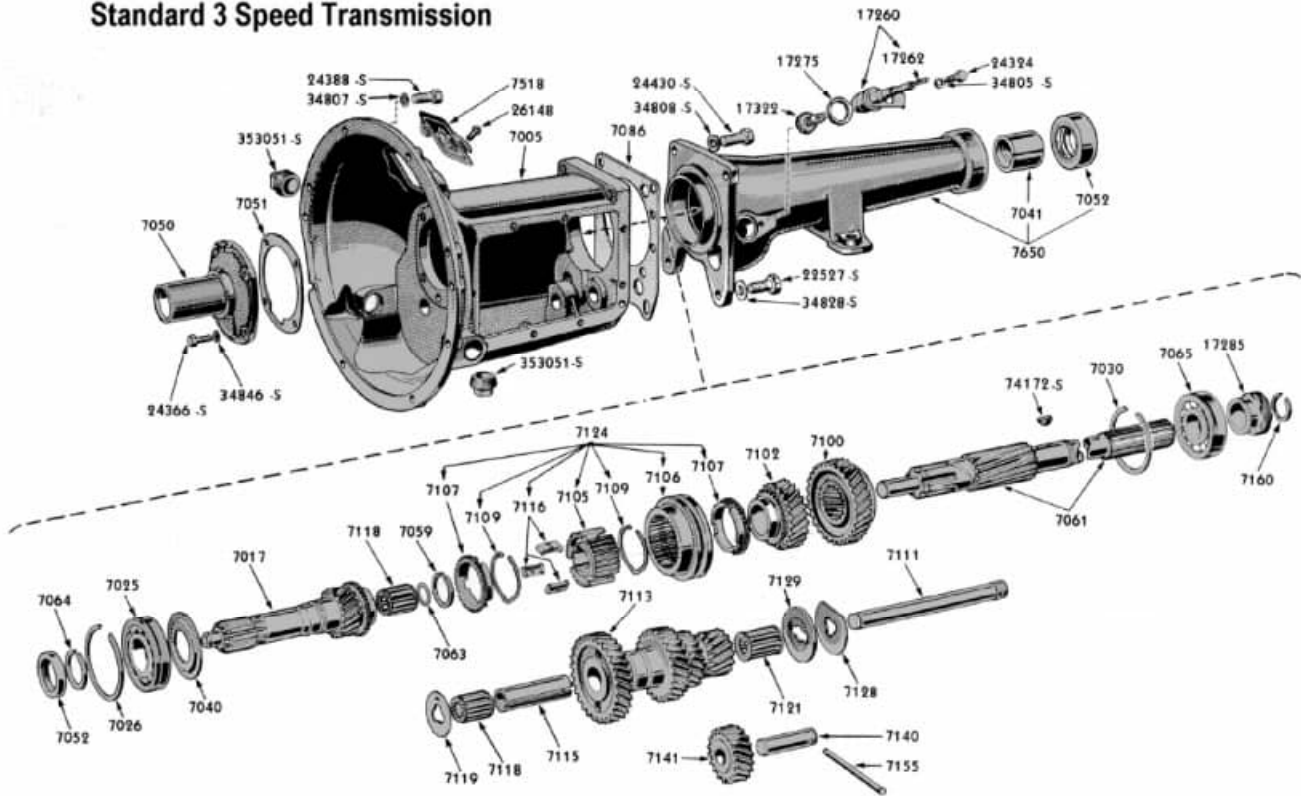
The 01A type was introduced for 1940 and was used up through 1948. This type is identified by the 3 balls, springs and inserts. The 7069 brass spacing washer must be used with this type 7105 hub. The bronze 7107 synchro rings have the wide type slots.



51A-7124 and 8M-7124

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

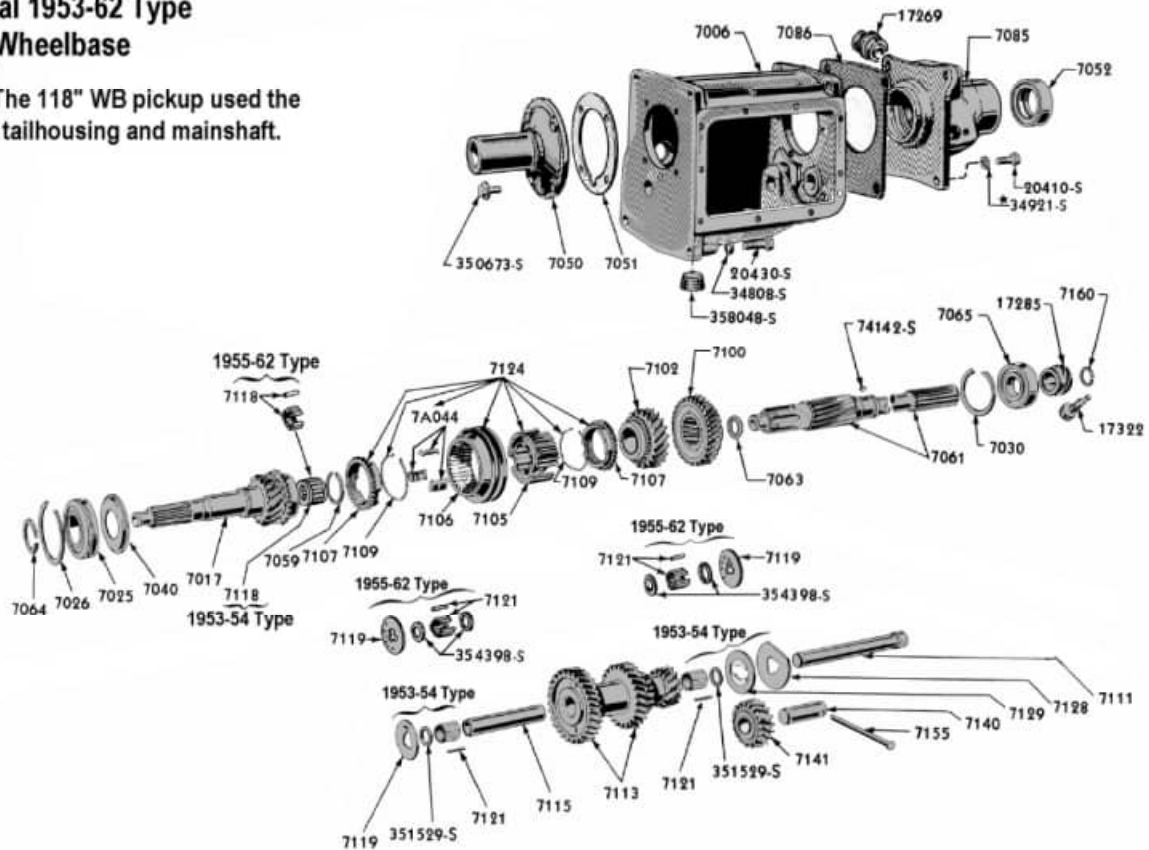
Mercury 1949-Early 1951 Standard 3 Speed Transmission



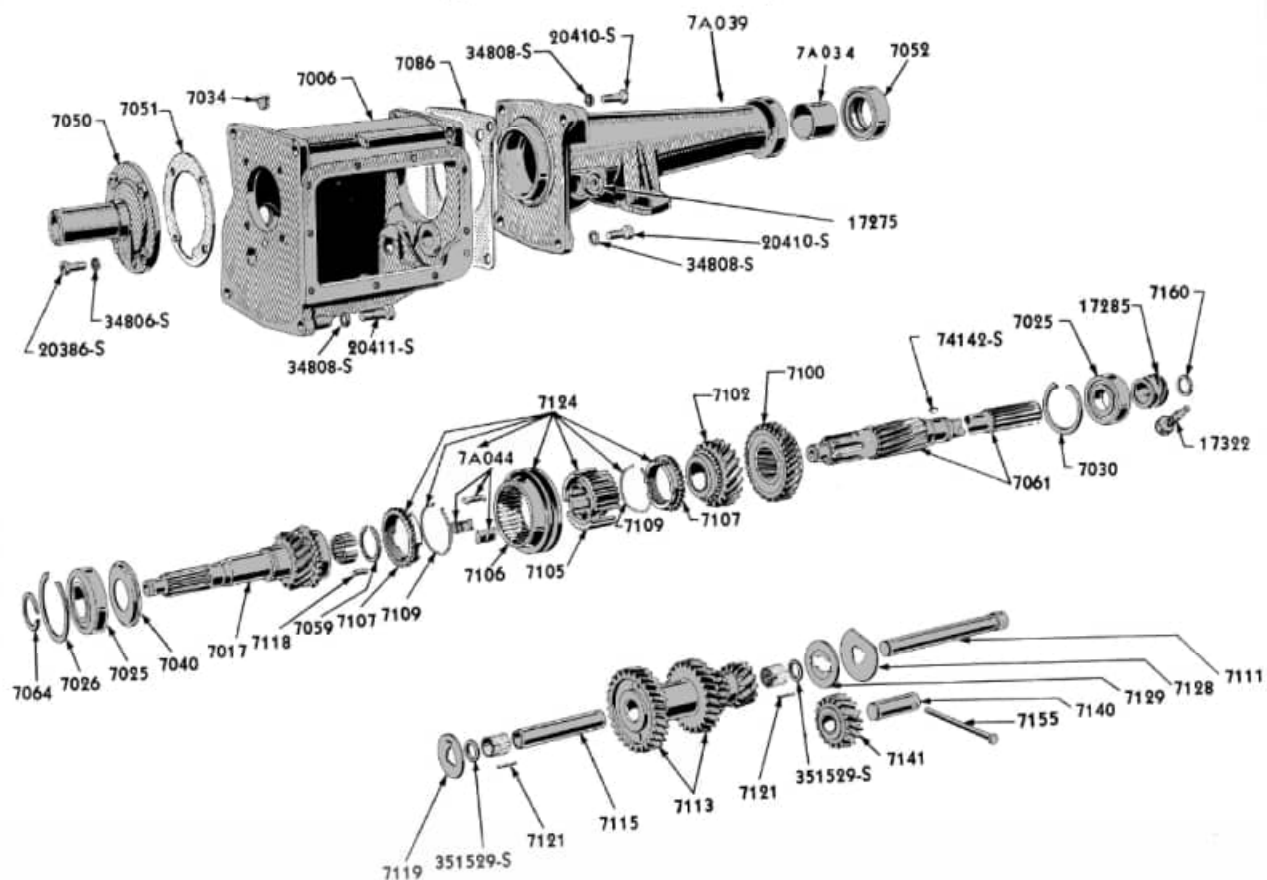
Ford F-100 Standard Transmission

**Typical 1953-62 Type
110" Wheelbase**

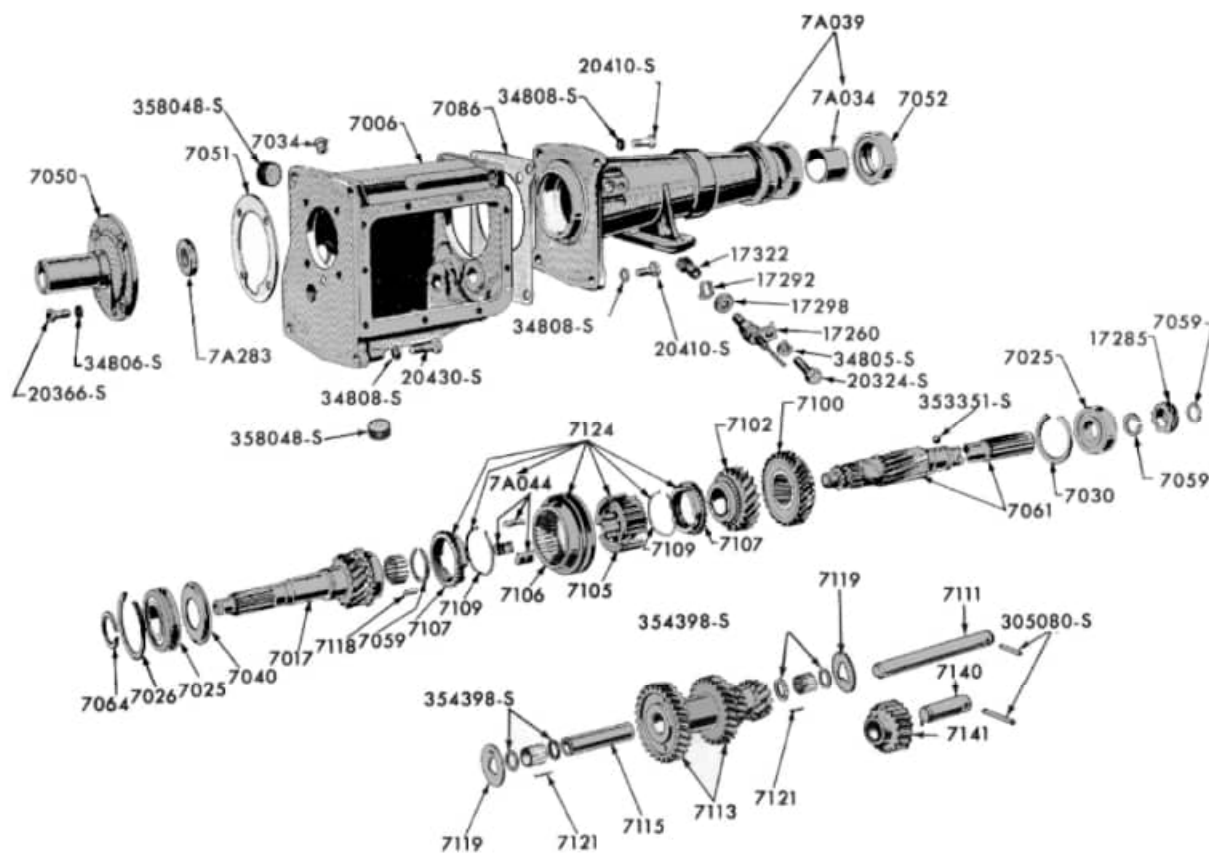
Note: The 118" WB pickup used the longer tailhousing and mainshaft.



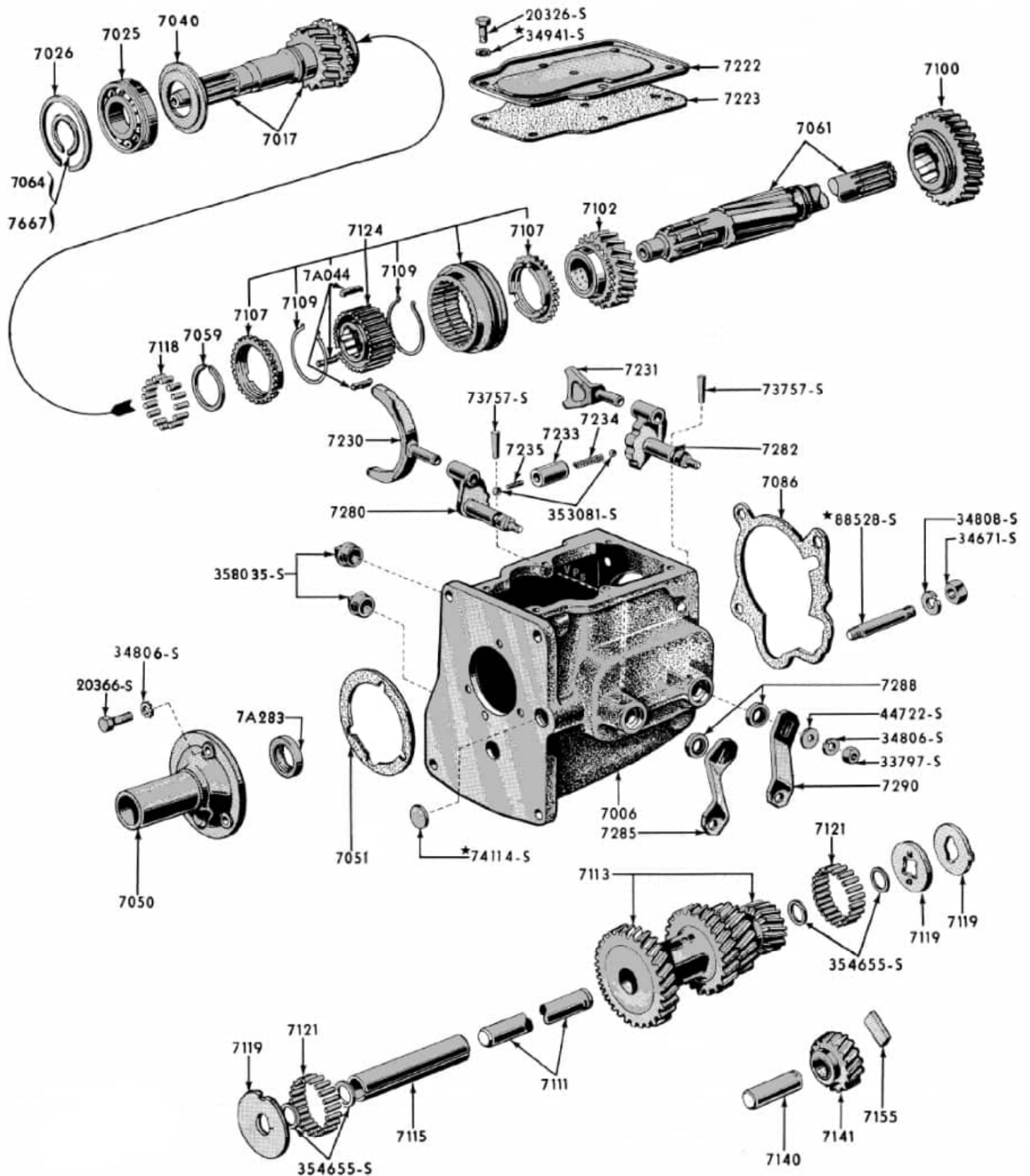
Ford 1949-54 Typical Standard 3 Speed Transmission



Ford 1955-62 Typical Standard 3 Speed Transmission



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

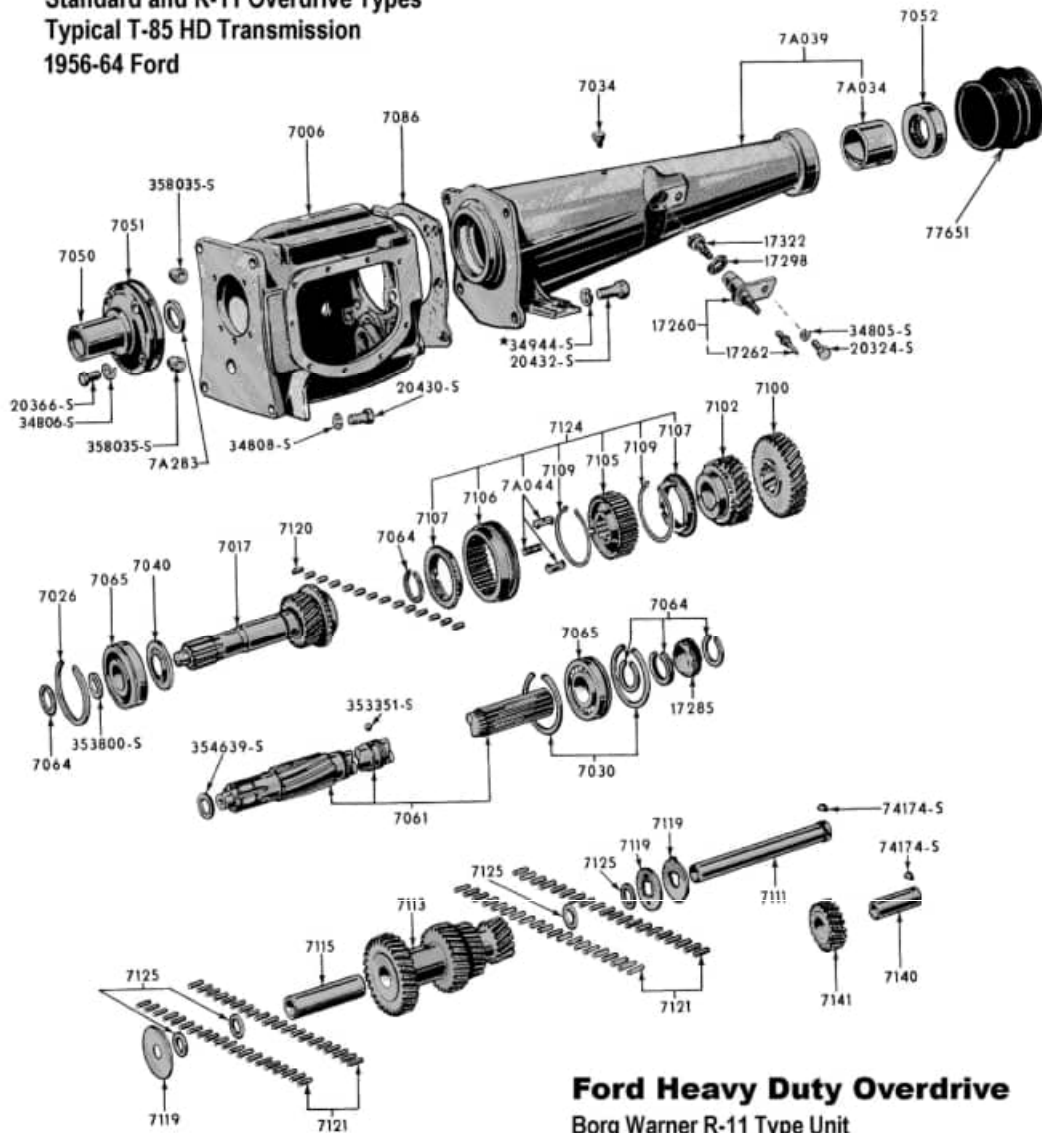


Ford Heavy Duty 3 Speed Transmission

Standard and R-11 Overdrive Types

Typical T-85 HD Transmission

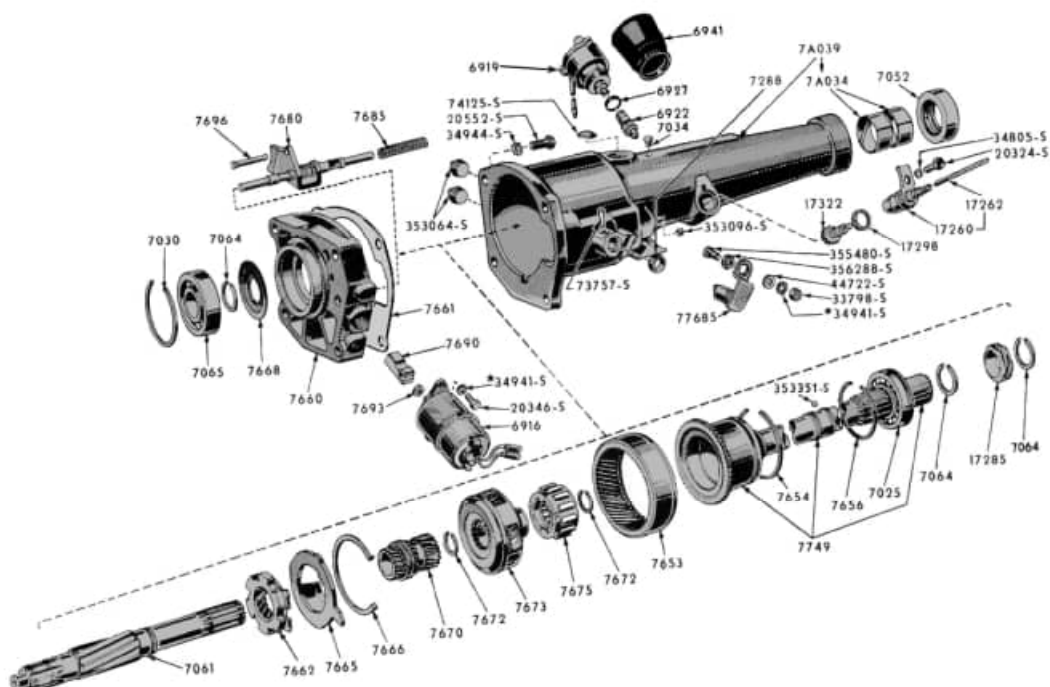
1956-64 Ford



Ford Heavy Duty Overdrive

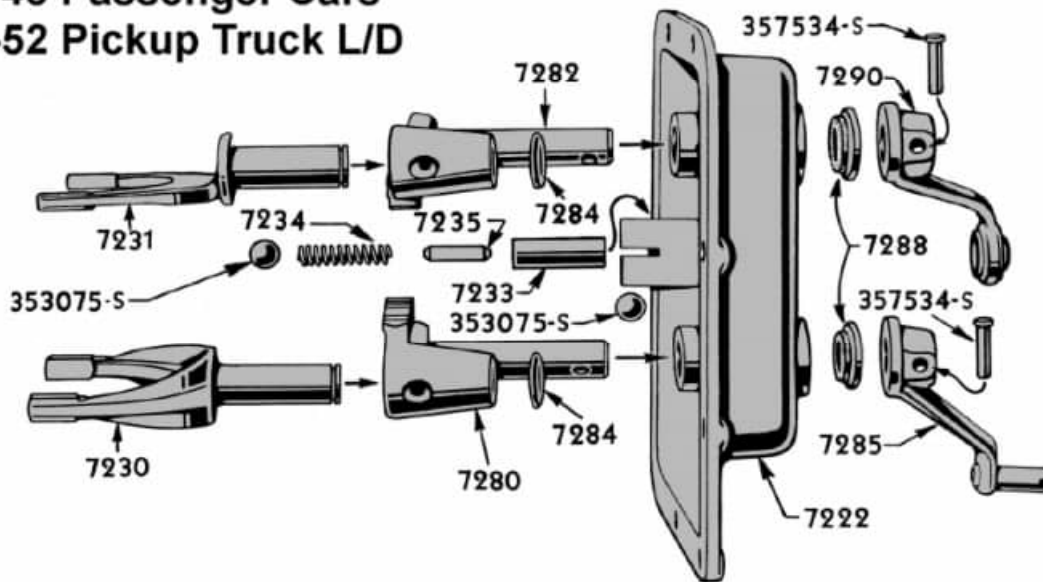
Borg Warner R-11 Type Unit

Typical 1956-64 Ford

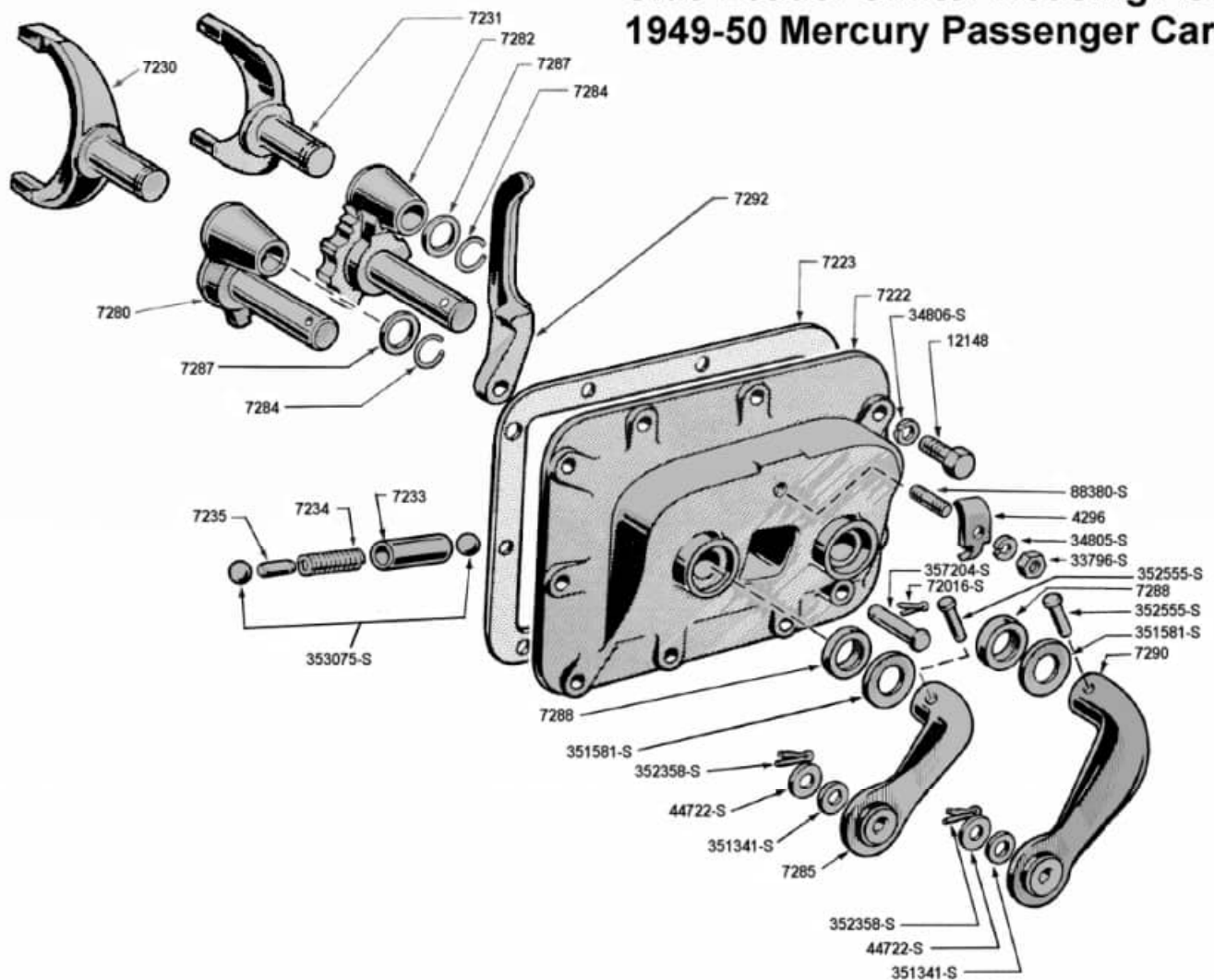


[illegible]

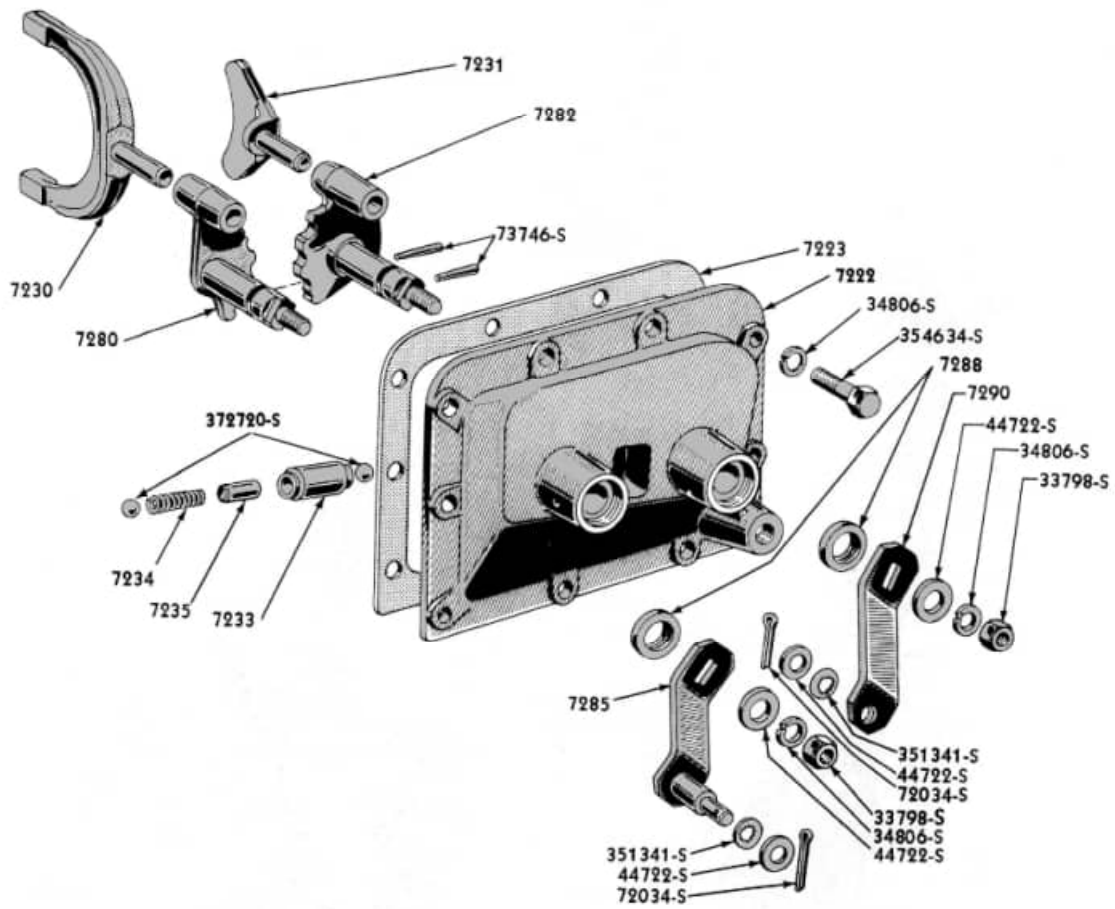
Side Loader Shifter Housing Assy **1940-48 Passenger Cars** **1950-52 Pickup Truck L/D**



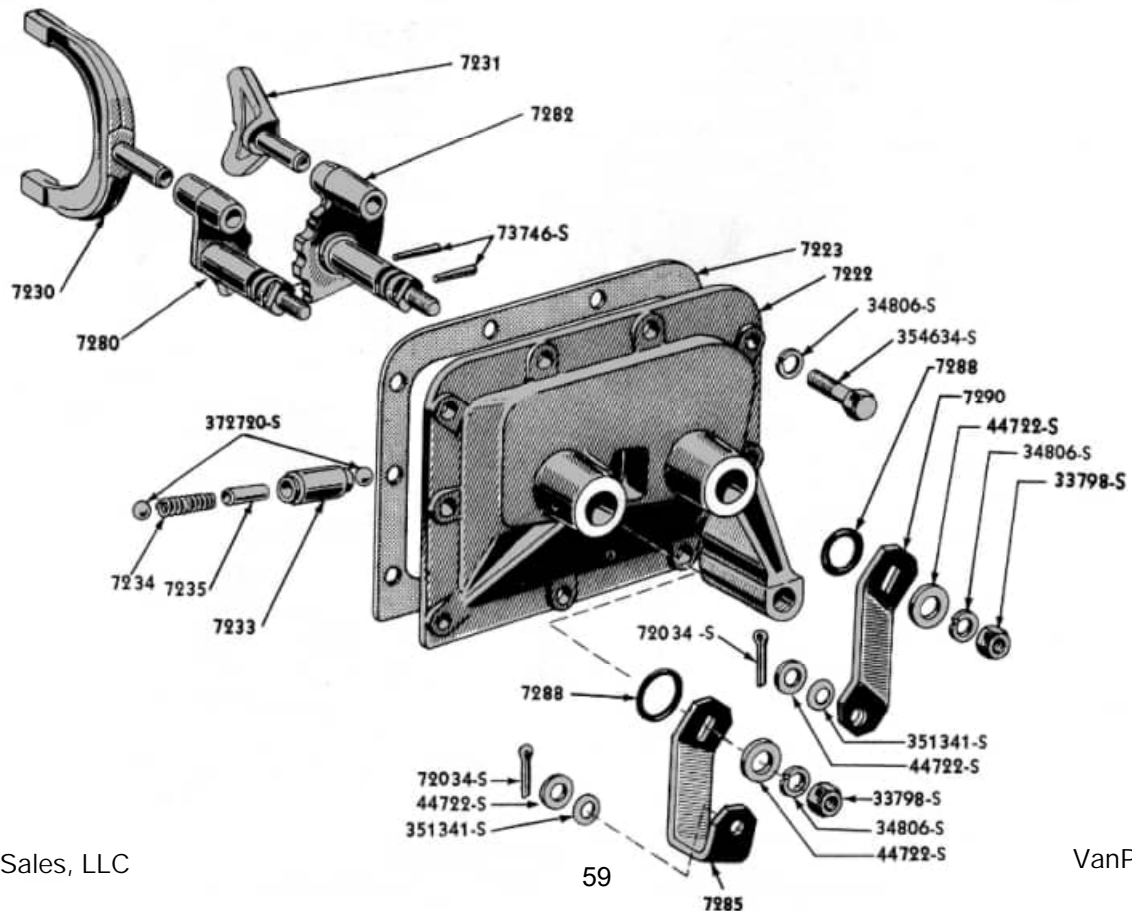
Side Loader Shifter Housing Assy **1949-50 Mercury Passenger Cars**



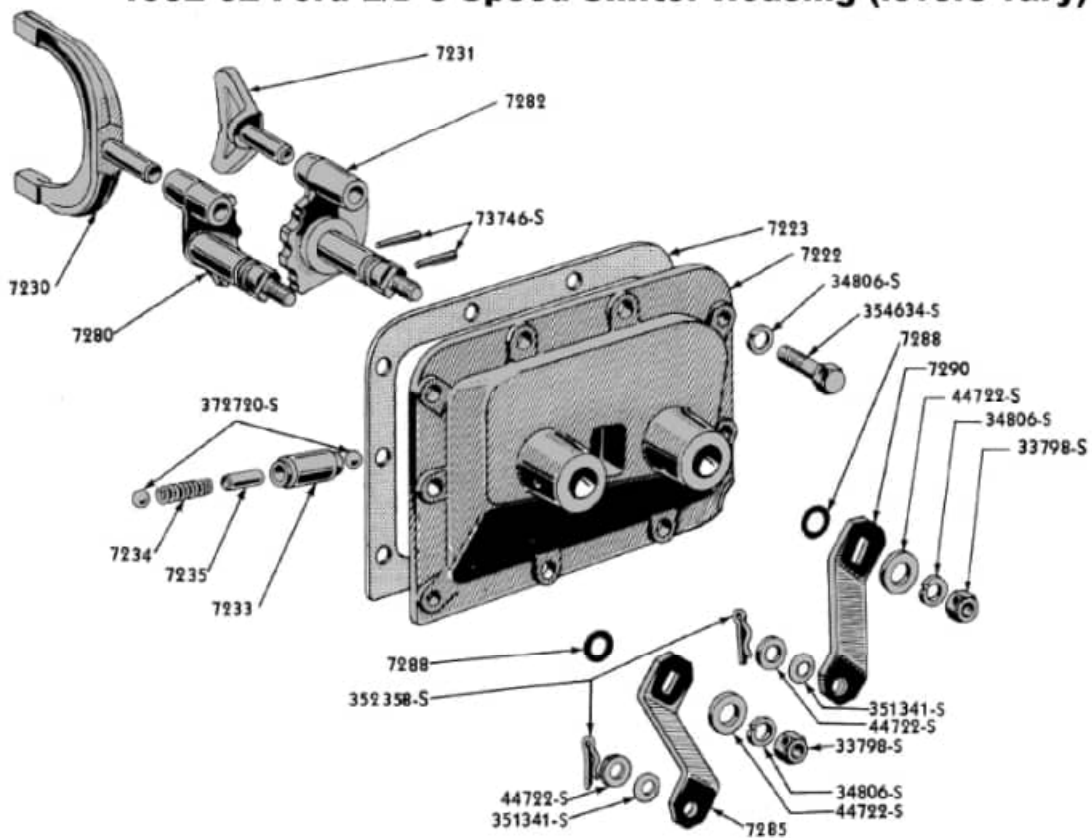
1949-50 Ford Passenger Transmission Shifter Housing



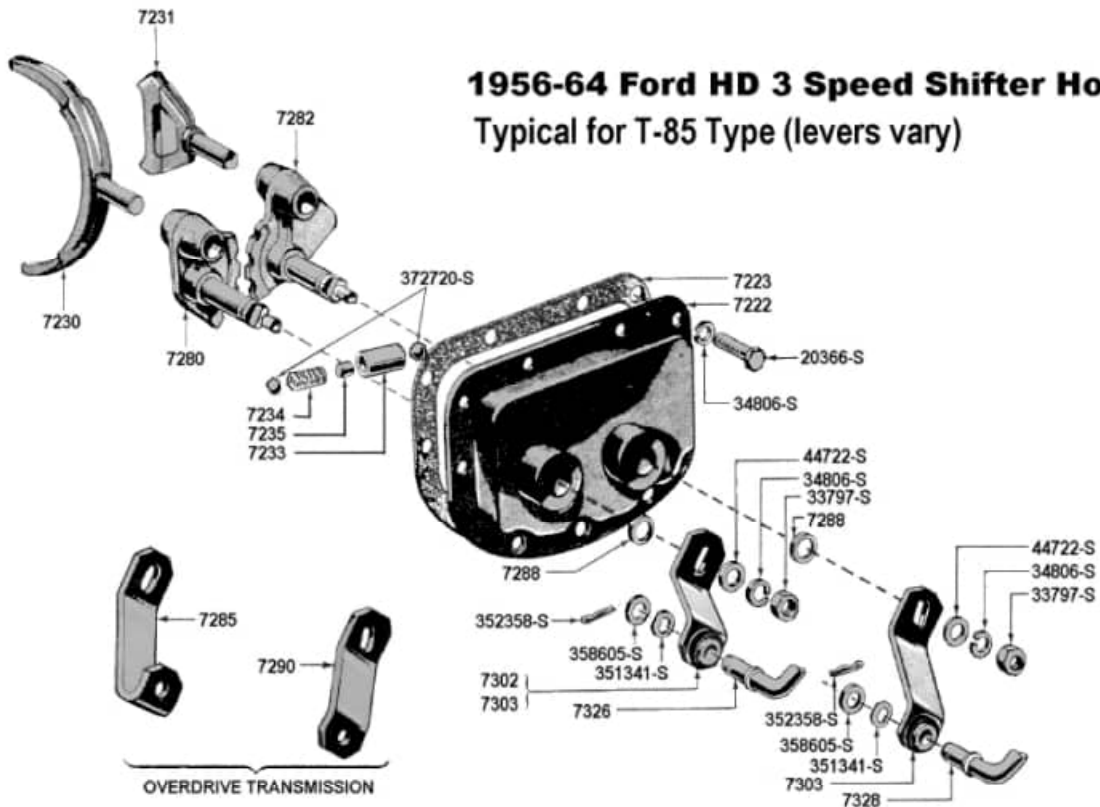
1951 Ford Passenger Transmission Shifter Housing



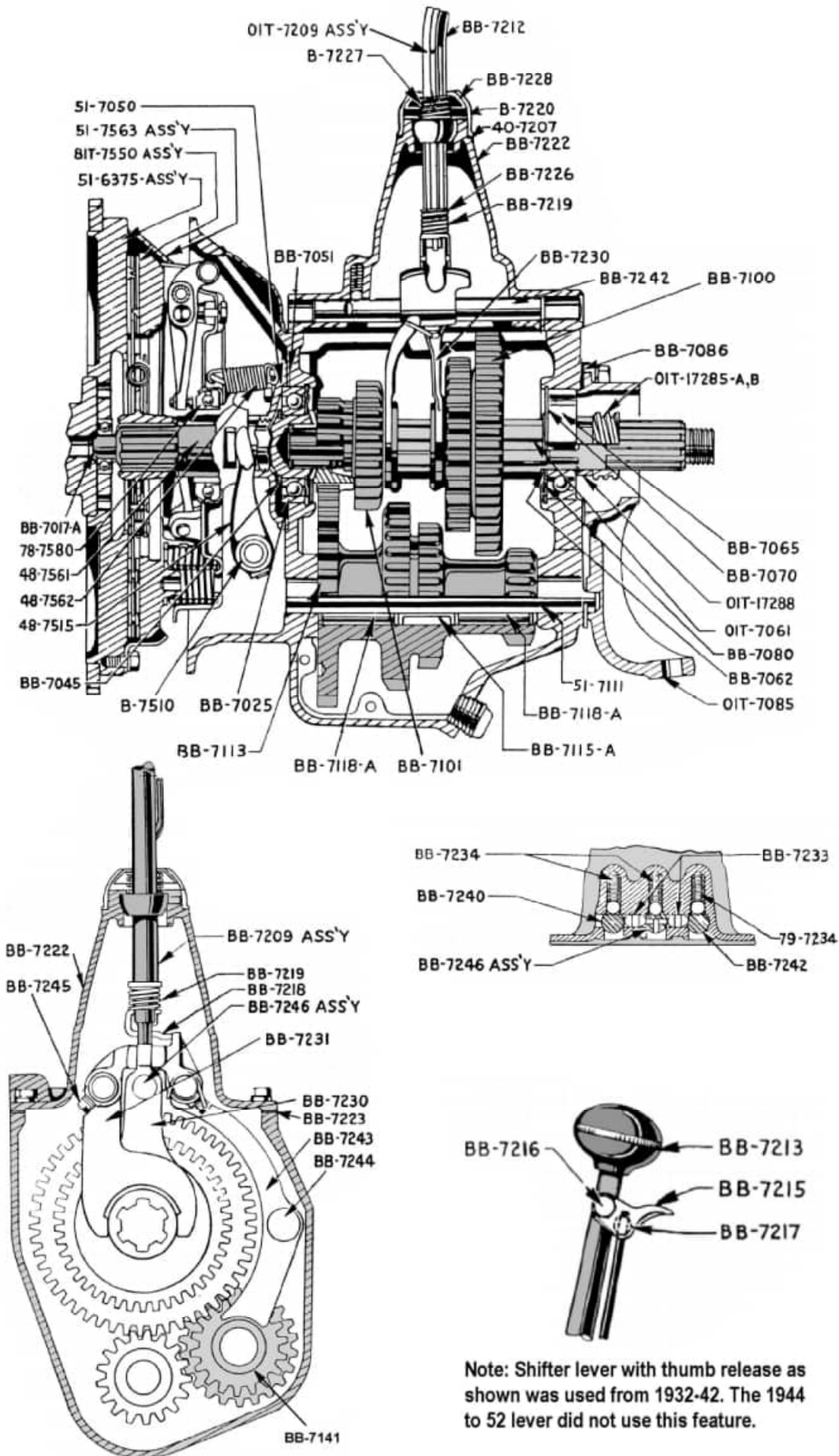
1952-62 Ford L/D 3 Speed Shifter Housing (levers vary)



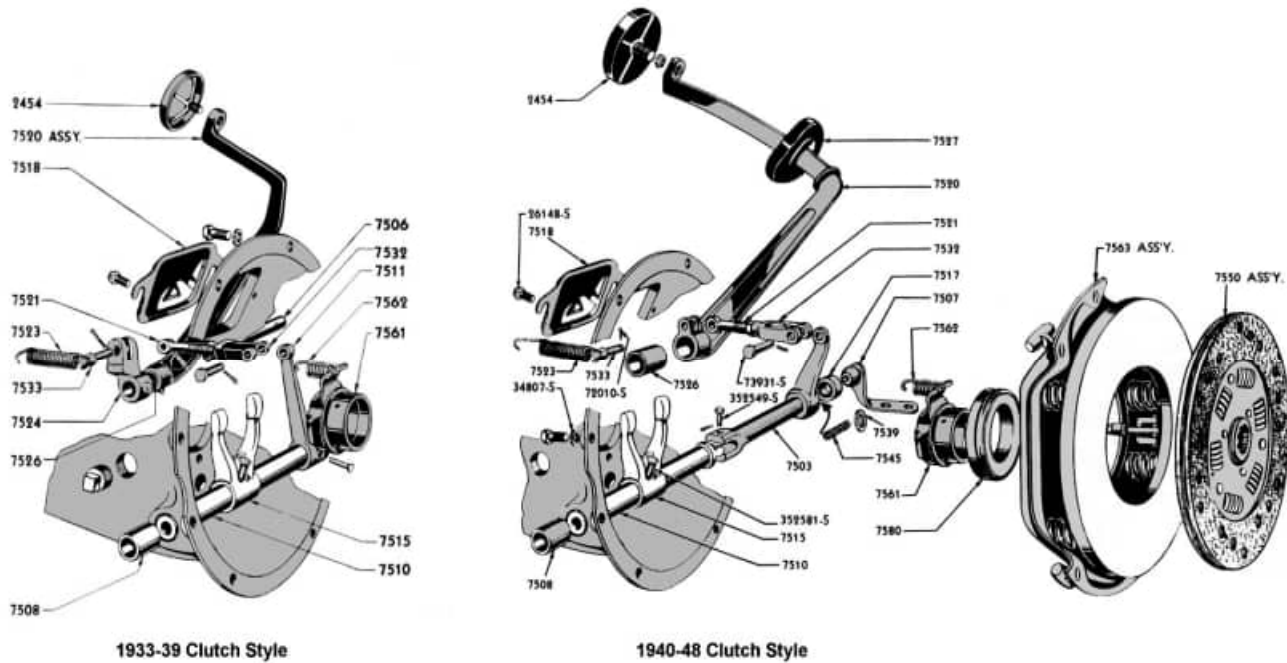
1956-64 Ford HD 3 Speed Shifter Housing Typical for T-85 Type (levers vary)



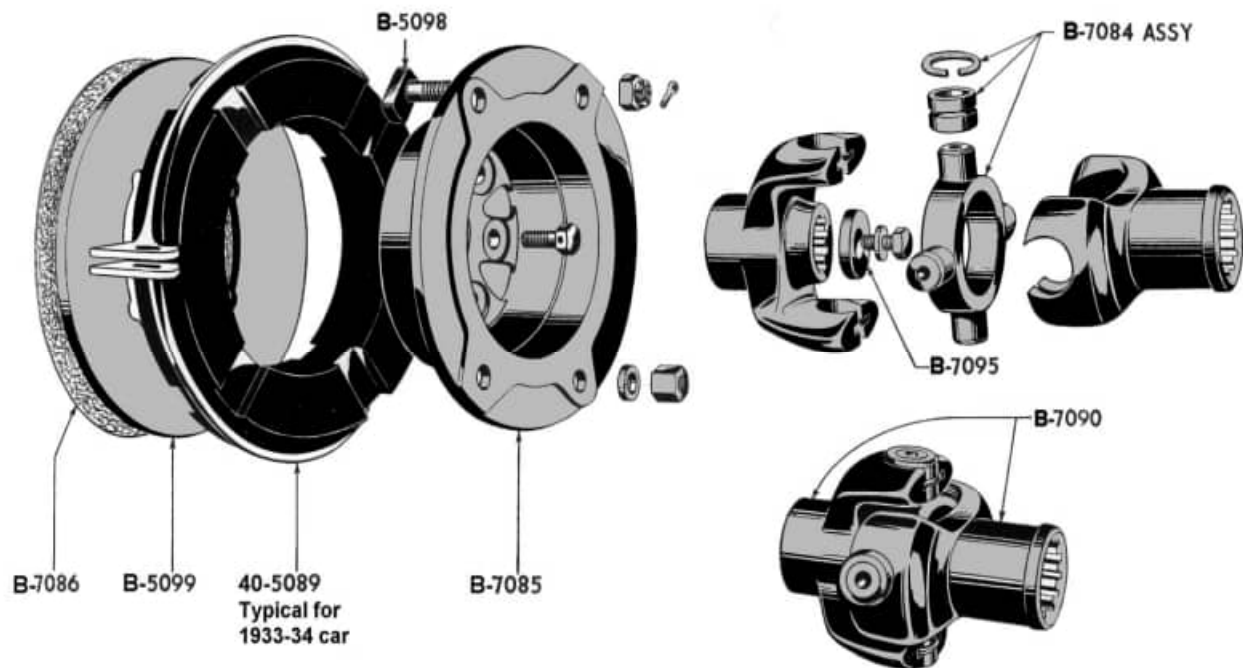
Ford Truck 4 Speed Transmission (T8-T9 Borg Warner)



TYPICAL CLUTCH AND PEDAL ASSEMBLY

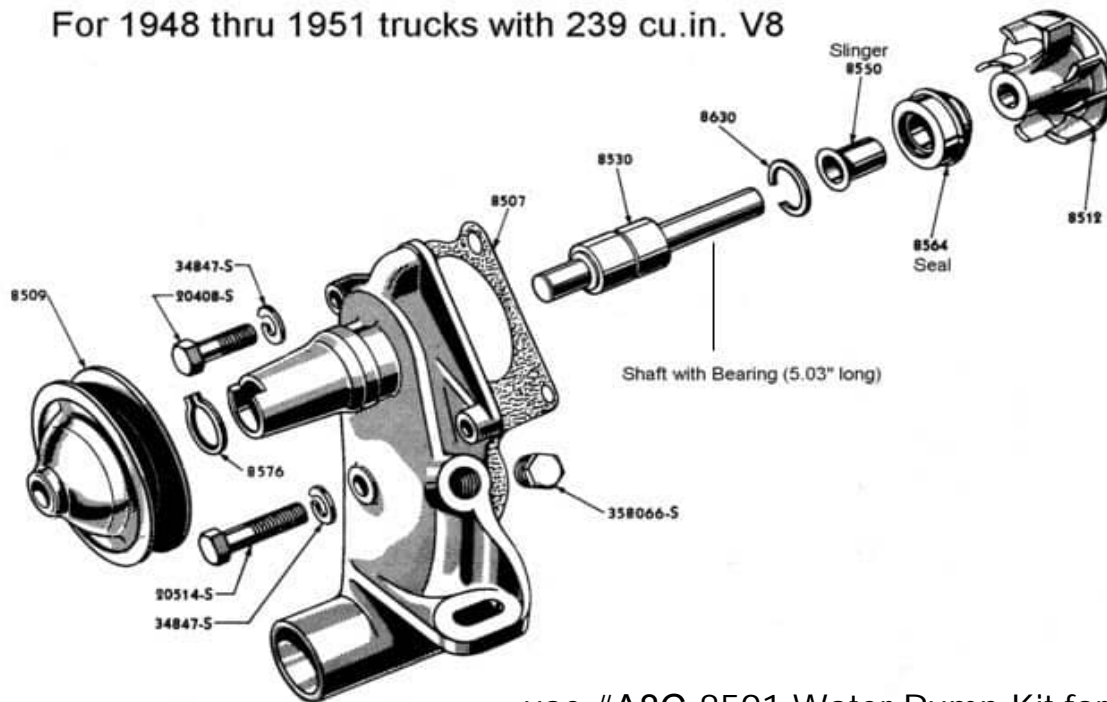


REAR TRANSMISSION SUPPORT - TYPICAL FOR 1932 - 1936



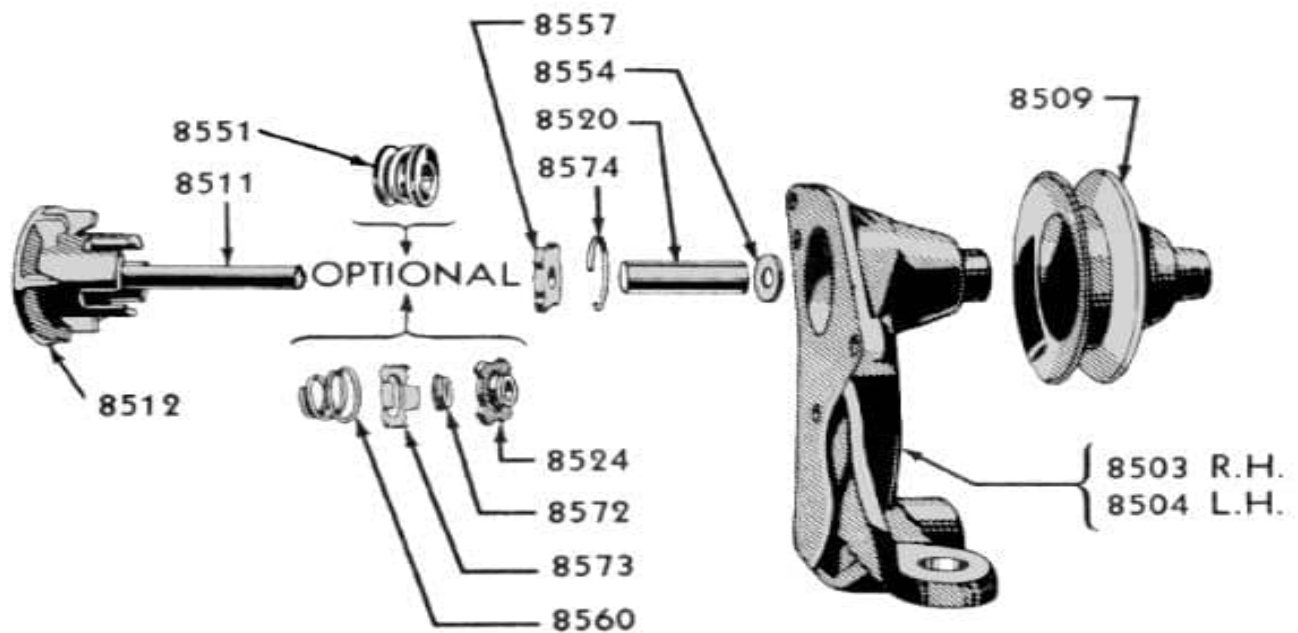
Ford Truck Water Pumps

For 1948 thru 1951 trucks with 239 cu.in. V8



use #A8C-8591 Water Pump Kit for rebuilding

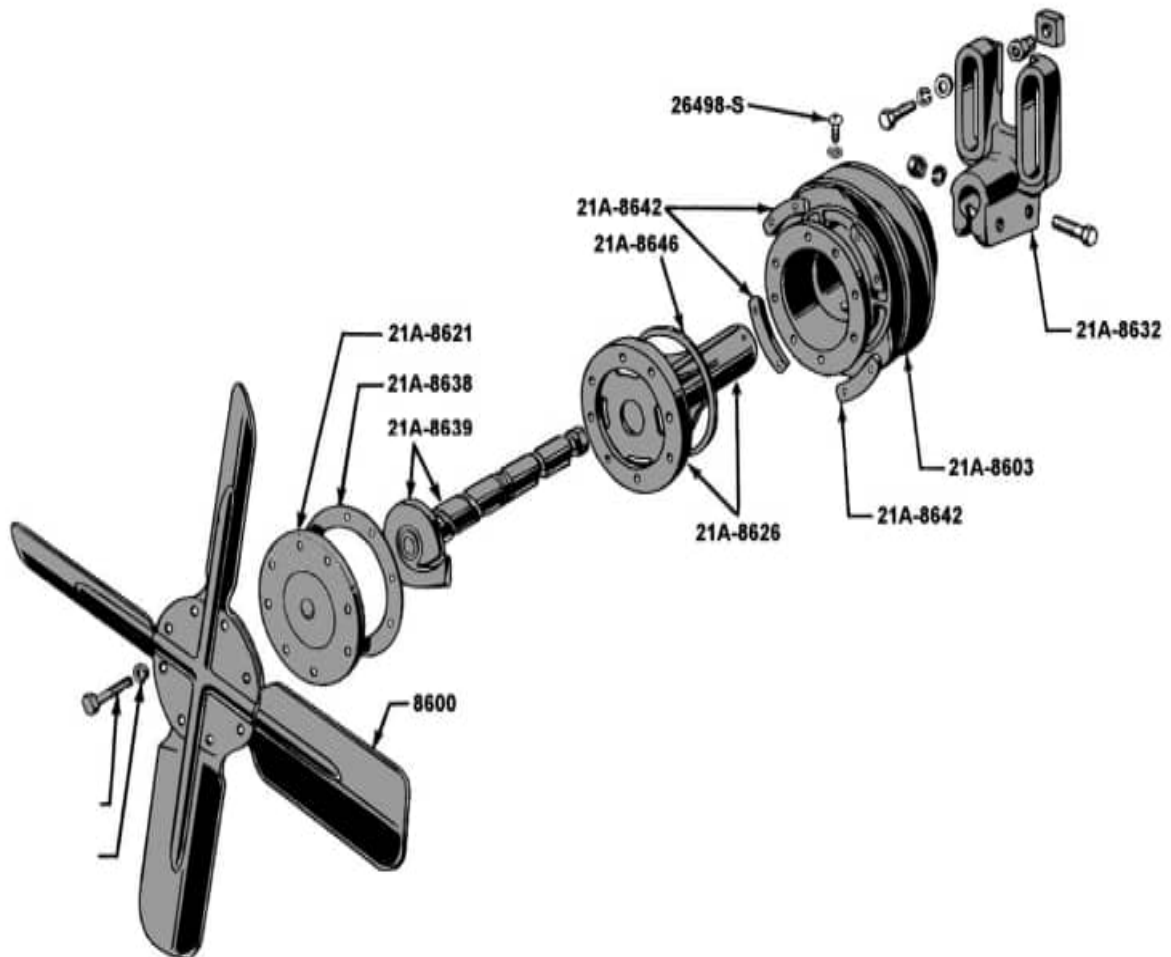
Passenger Car Water Pump - 1937 to 48 Type 85 - 95 HP V8



use #78-8591 Water Pump Kit for rebuilding

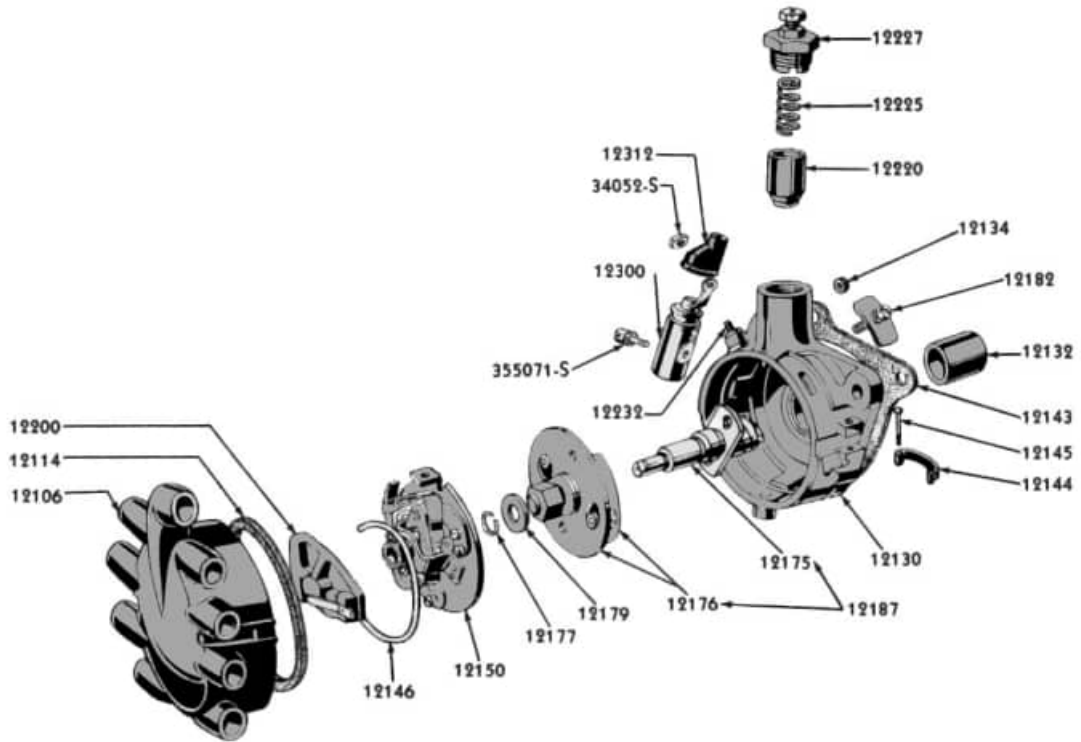
OIL FILLED FAN & HUB ASSEMBLY

1942 - 48 Car and 1942 - 52 Truck V8

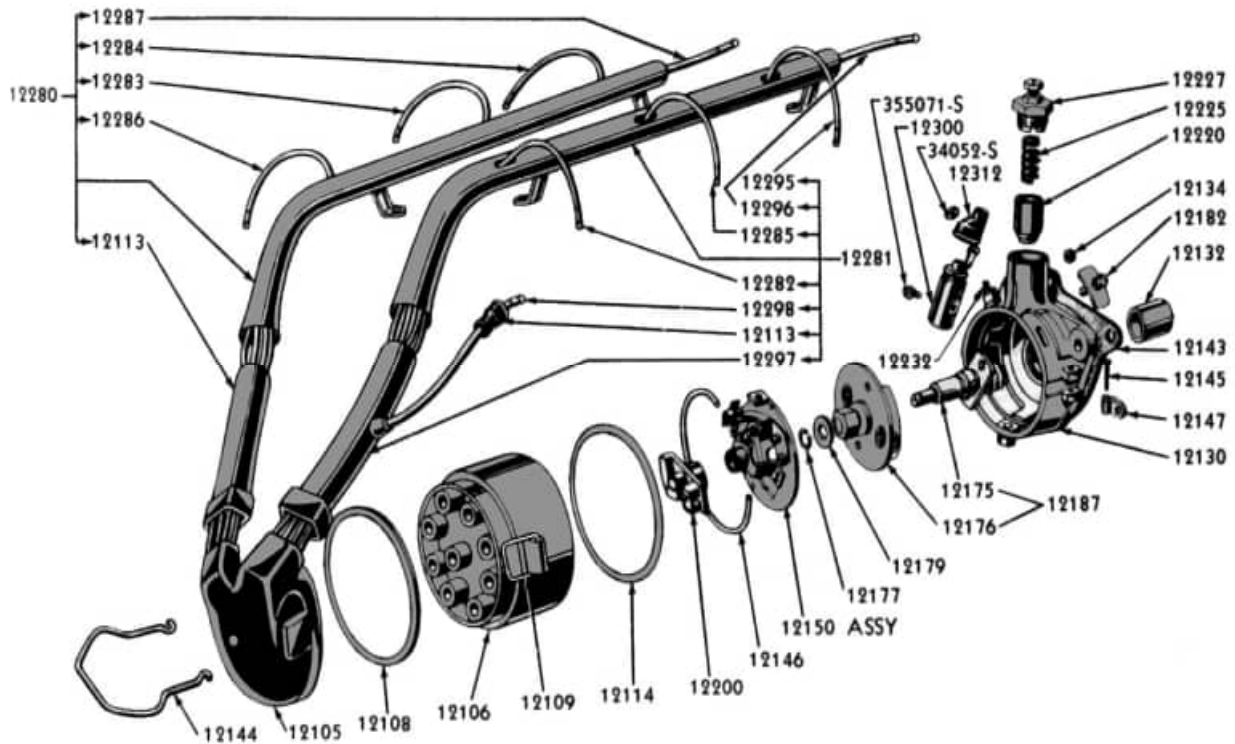


We have instructions on servicing your oil fill fan hub assembly on our website: vanpeltsales.com - look for "servicing tips"

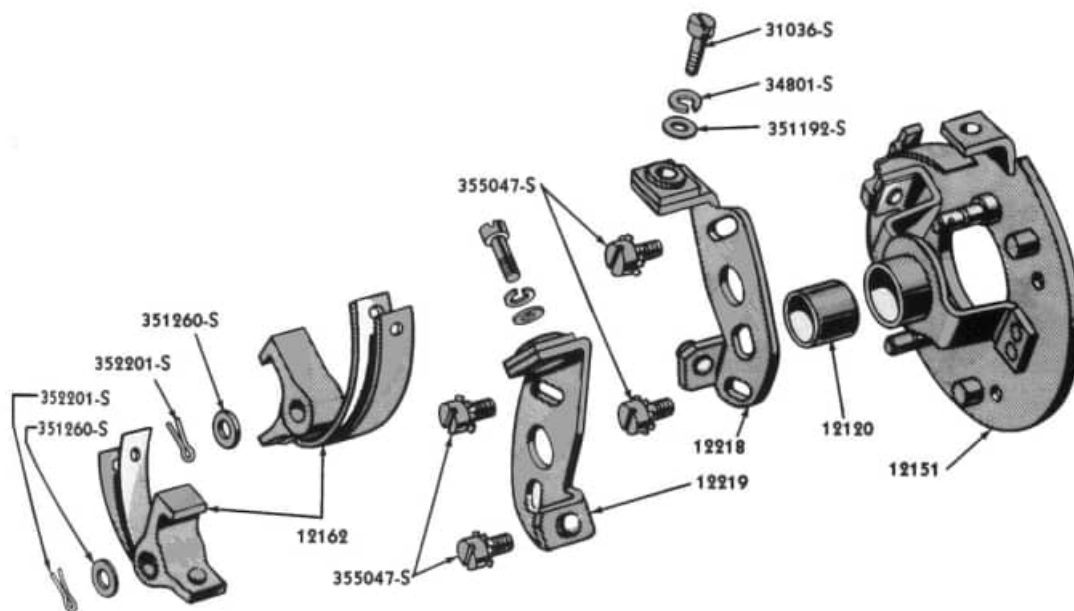
CRAB STYLE DISTRIBUTOR - Typical for 1944 - 48 V8



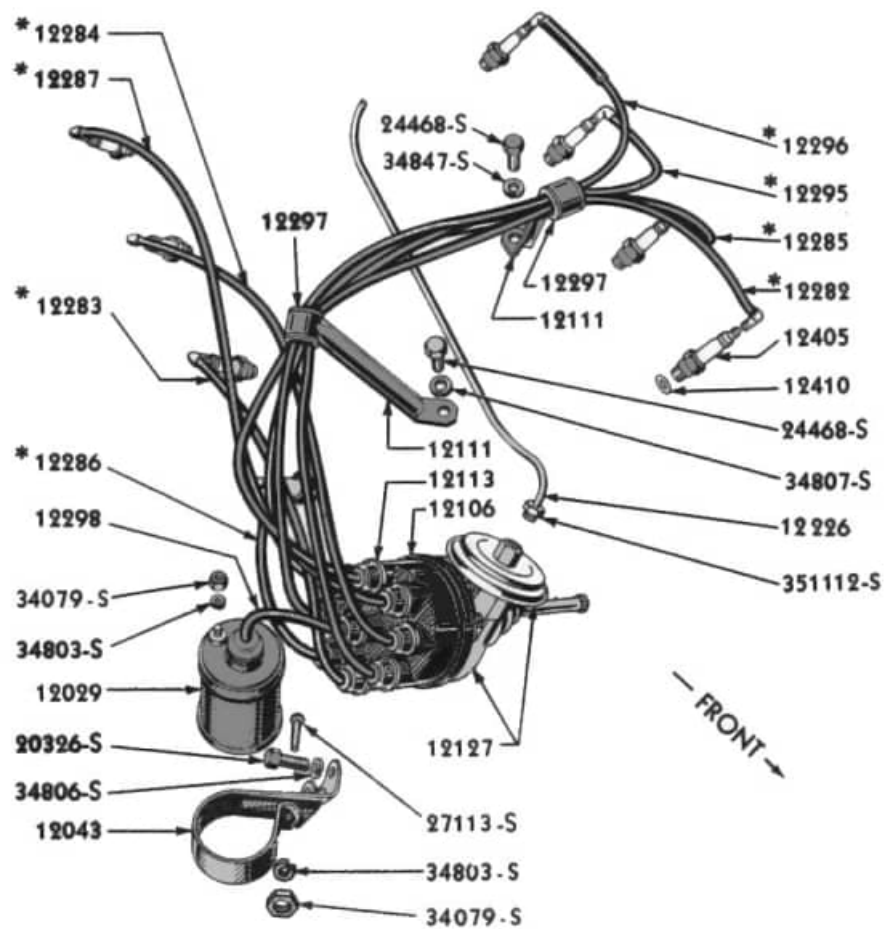
Typical for 1946 - 48 V8



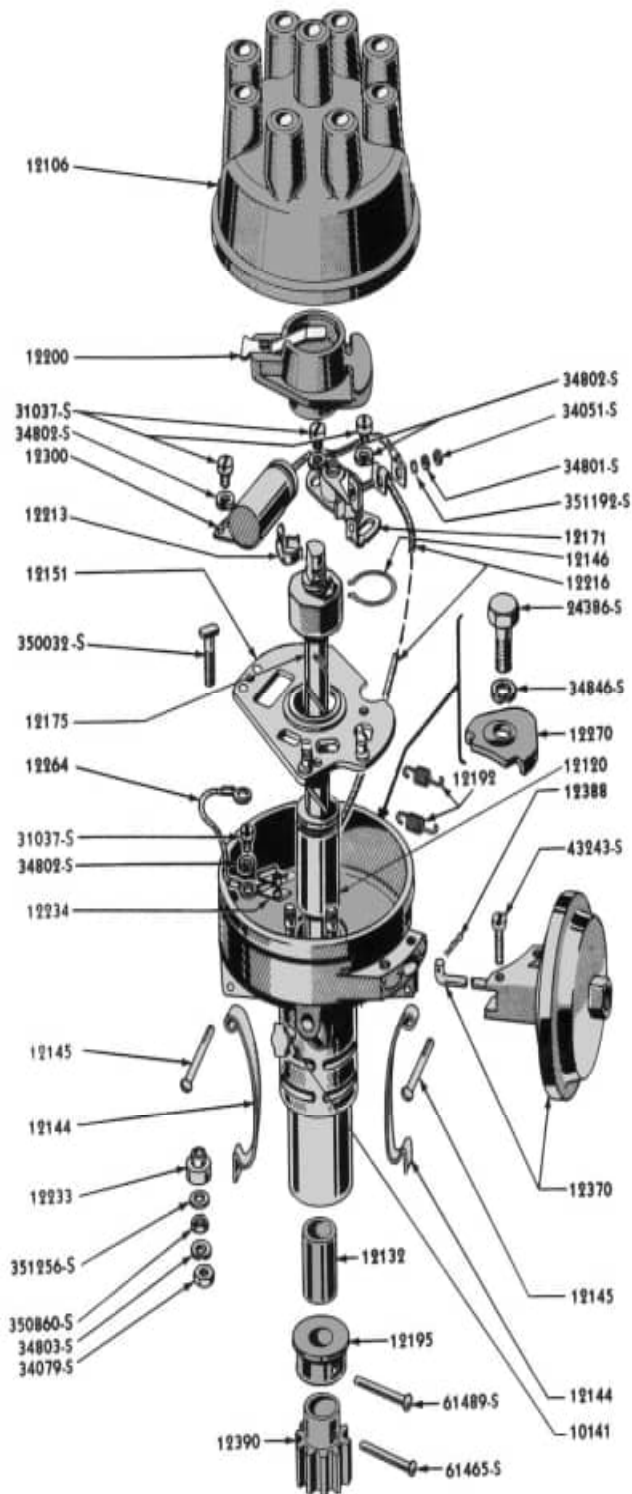
Ford - Mercury Distributor Points - Typical for 1937 - 1948 V8



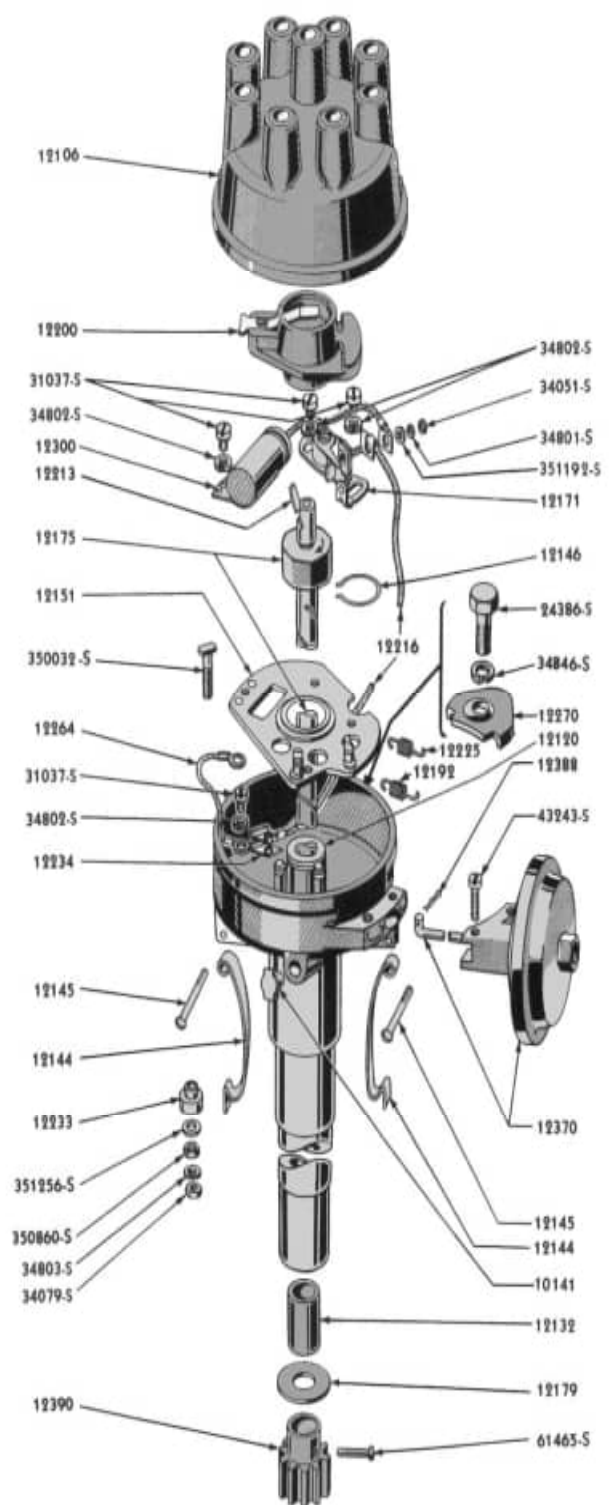
Ford - Mercury Distributor & Spark Plugs - Typical for 1949 - 1953 V8



Ford-Mercury 0BA-12127
Typical for 1950-53 V8



Ford-Mercury 7RA-12127
Typical for 1948-50 V8



SPECIALTY MECHANIC TOOLS

V8 FLATHEAD VALVE GUIDE TOOL



VGBT Valve Pickle Bar Tool \$ 45.00

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

BOOKS

L-1001

*The Ins and Outs of
Early Ford Transmissions*



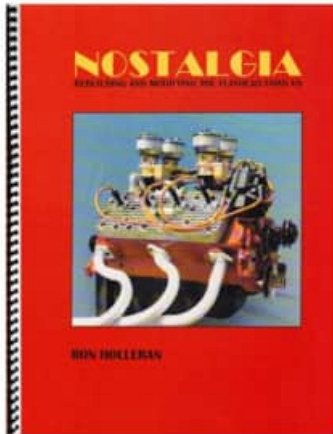
Mac Van Pelt

**"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

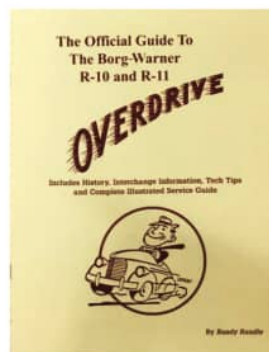


**Ron Holleran's
"NOSTALGIA" Book**

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.

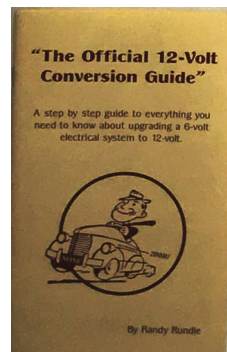
\$ 27.00

L-1003



**Overdrive Guide
\$20.00**

L-1004



**12V Conversion
\$14.00**

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.

TERMS OF SALE

PLACING AN ORDER BY PHONE: You may phone your order in to our sales office during regular business hours (Monday to Thursday from 9:00am to 5:30 PM Eastern Time - Closed on Fridays). Our sales office number is **1-513-724-9486**. If we are out of the office or on another telephone call, please leave a message, and we will try to return your call as soon as possible. We do not return international calls outside of North America.

PLACING AN ORDER ONLINE: You may order from our online store (not all products are available this way) at any time - day or night. If the part is not listed in the online store, you must order that part by telephone during our regular office hours. Due to the difficult nature of pricing shipping charges accurately in the online store, the software will calculate the shipping cost for your online orders in a conservative way. This may result in you seeing a high shipping cost on your order acknowledgement. We will adjust the true final shipping costs for online orders to correct for any over pricing of shipping charges. This will be done before the final charge to your credit card is done.

ORDER INFORMATION: We ask that you help us help you by providing as much application detail as possible when placing an order. There are many very similar parts that can be confused with one another. Sometimes a part number is not available, but we can identify the item you need based on our experience, and your efforts to provide additional information, such as measurements or pictures. Refer to our website's parts drawings and our sales department to help guide you.

MINIMUM ORDER: The minimum order is \$10.00 net (excluding shipping costs and taxes and fees). Please consider adding items to your order if it is not sufficient to make the minimum. Our minimum shipping/postage charge is \$12.00.

PAYMENT TERMS: All orders must be paid for at the time of the order. We accept VISA, MASTERCARD, DISCOVER CARD, and AMERICAN EXPRESS credit cards. We also accept money orders and checks, but we must allow approximately 10-14 days for these to clear the bank before the order can be shipped. We do not accept bank wire transfers. We are not set up to accept PayPal. We will not ship any orders COD. Unless otherwise stated, the shipping and handling costs will be added to all orders. Any applicable sales taxes will also be added to qualified orders. International orders may require a written confirmation of the order, which may be provided via email or facsimile.

MERCHANDISE RETURNS: Excluding electrical or electronic parts, non-stock special order parts, and books/literature, merchandise may be returned upon request, within 60 days from the invoice date. Items sent to you in good faith, that have fulfilled the order correctly, may be returned with prior authorization only from VANPELT SALES LLC. Please contact us by phone or in writing to request a Return Authorization. Returned merchandise must be sent to us freight prepaid, and is subject to a 15% restocking charge. All returns must be in their original packaging and in original or new condition. Additional packaging costs may apply for merchandise that arrives in torn, crushed, or otherwise damaged or missing packaging. NO returns after 60 days from the invoice date. NO returns are allowed for any books or manuals at any time. All literature sales are considered final.

Defective merchandise will be accepted for return on a case-by-case basis. Prior authorization is required before sending such merchandise back to us. Credit will be issued upon inspection and confirmation of defects. In no cases will we be liable for additional costs such as labor, or replacement parts you purchase elsewhere. Items will be replaced or credited solely at our discretion. NO returns after 60 days from the invoice date.

Some engine piston sets are considered to be special order parts and are NOT subject to return for credit or exchange. Please refer to our website piston pricing for exceptions to this. Engine pistons and rings are subject to the following limitations on their return. Except for special order piston sets, other types are returnable within 60 days of the invoice date if A) The carton has NOT been opened with its seal broken, and B) the carton is not smudged with grease marks or finger prints. Be sure to confirm the final bore size of your block BEFORE you order pistons and rings.

TERMS OF SALE - Continued

MERCHANDISE RETURNS Continued: Electrical or electronic merchandise (such as ignition parts, starting system parts, etc) are NOT subject to return for credit. All sales of such electrical/electronic components are considered final. Merchandise found to be defective must be returned with prior authorization only. Upon inspection, any defective electric components will be replaced if our inventory supports it, or credited to you if we cannot replace it. Items will be replaced or credited at the sole discretion of VANPELT SALES LLC. NO returns after 60 days from the invoice date.

METHOD OF SHIPPING: We normally use UPS or the US Postal Service for most parts orders, and will ship using our discretion for the most efficient and cost-effective method. Some items tend to fare better with one shipper than another. If you prefer one over the other, please make that request at the time you place your order, and we will try to accommodate your preference. Some parts come to us in little or no packaging that is suitable to re-shipment. When packing your order we often have to use additional packing materials, or specialized cartons, which may result in a small extra charge beyond the actual shipping costs. Most orders that are shipped via the USPS will require their specialized extra services (insurance, etc). UPS also charges extra for any insurance beyond the basic \$100.00 coverage. Any such extra charges will be added to the actual freight shipping costs. A correct physical address is important for UPS or USPS deliveries. The post office will often not deliver a package that has no mail receptacle at the residence, so consider using a post office box. Any re-shipping costs incurred due to inaccurate addresses will be the responsibility of the buyer. The minimum shipping charge is \$12.00.

LOST SHIPMENTS: We use shipping that provides tracking. We will work with the USPS or UPS to try to track your missing shipment. International shipments are sent via the USPS postal Priority Mail and tracking details are minimal once the shipment leaves the USA and goes into a foreign postal system. We must wait a minimum of 30 days before we can begin any claims for lost international shipments, and the process can take additional weeks before a determination is made, so we must ask for your patience on these matters.

PRICING: All prices are quoted in US dollars. Prices are subject to change without notice. Prices will be those in effect at the time of the order. Please confirm your cost when placing an order as printed prices or online pricing could change.

INTERNATIONAL CUSTOMERS: Due to the additional customs paperwork, we must add a \$10.00 documentation charge to all orders. This fee is per carton, since each package must have its own customs form. This charge will be added to your invoice and identified as a "Document Fee". We have added an entry on our online store (vanpeltstore.com) to purchase a "document" for \$10.00 USD. This will allow us to securely capture your payment details without your having to call our office if that is more convenient for you. Orders returned to us incur fees – these fees will be charged to you for return shipments.

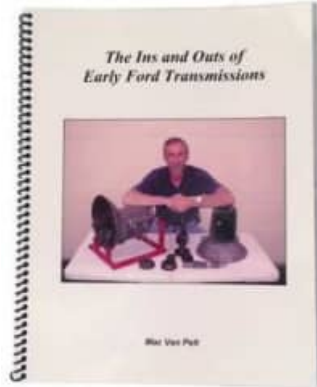
BRAND PARTS: Parts offered for sale herein may be NOS (new-old-stock), or NORS (new-old-replacement-stock), or modern new aftermarket brand parts, or modern new reproduction parts. Used parts are identified as such where available and sold. We will supply new parts on all orders, unless otherwise requested by the customer, or where the only part available is a used item (which is stated in our pricing). Our new parts could be from any of the aforementioned sources. Please inquire when ordering if this is important to your needs.

PART NUMBER APPLICATIONS: Many part numbers listed in our catalog or online include a model year reference, which generally spans the earliest to the latest models that could have used this particular part. Sometimes, the overall span of model years can include both cars and trucks, but perhaps the part was not used for the full duration on your vehicle. Or the part may have specific applications that are defined by your engine or other driveline details. The model year reference is a guide only since we do not have room to include all the possible variations in the catalog. If your vehicle is a custom-built type with components from different model years, the part you want may not have been used in the model year as used on your title. Please check your application to make sure the part will apply to your vehicle before ordering, in order to avoid returns and restocking charges.

PARTS ORDER QUANTITIES: In general, you may order in any quantity needed. However, certain parts or other products may be in limited supply. The fact that any particular item is listed with a purchase price does not guarantee its unlimited availability. We reserve the right to limit order quantities at our discretion, whether for a limited time or on a permanent basis. If large quantities for any products are required please contact us to discuss the issue.

TRANSMISSION REBUILDING

If you are thinking of rebuilding your transmission this book will guide you from beginning to end...



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 1932 to 1952 Light Truck & Commercial)
- * Priced at \$35.00

CHAPTERS:

- 1 - Transmission Parts ID
- 2 - Transmission Disassembly
- 3 - Transmission Parts Inspection
- 4 - Transmission Assembly
- 5 - Application Notes
- 6 - Specifications of Parts
- 7 - Transmission Gear Charts
- 8 - Serial Number Charts

LET US REBUILD YOUR TRANSMISSION FOR YOU!

Send us your transmission for rebuilding by our professionals while you concentrate on other aspects of your restoration. In our shop your transmission will receive the following treatment:

Transmission Case:

Disassembled
Inspected for wear
Baked
Blasted
Painted

Gears:

Removed
Inspected for wear
Cleaned
Replaced if needed

The Rebuild Process:

Your transmission is rebuilt using quality new parts when available. The rebuild process includes new bearings, thrust washers, oil seals, bearings and any internal parts that have the potential to wear from use.



Need to ship a transmission to us?
No problem, we have you covered with a crate that we can send you for shipping your trans in.





TRANSMISSION REBUILDING

If you are thinking of rebuilding your transmission, this book will guide you through the process of rebuilding your 1932-1952 3 speed manual transmission



TRANSMISSION REBUILDING SERVICE

Send us your transmission for rebuilding by our professionals while you concentrate on other aspects of your restoration

