

VAN STEEL



## Van Steel Makes Corvette Rear Suspension a "Bolt-On" Job!

Since 1963, Corvettes have had rear wheel bearing problems. Here are some of the reasons:

- Independent rear suspensions are more complicated than conventional solid axle suspensions.
- This was a new area of design for American Automotive Engineers.
- The design was not improved over the years as weight increased, horsepower increased and tire sizes (height and width) changed, dramatically increasing the load on rear wheel bearings.

Serious deficiencies exist in the replacement parts, set up procedures and disassembly methods. Several critical components have insufficient dimensional tolerances, minimum-maximum problems frequently exist in abutting components...the problems continue.

Van Steel approached these problems with a background of research and development on advanced bearings and seals at United Aircraft, under NASA contract.

Consulting with leading aircraft, automotive and bearing researchers nationally, Van Steel found solutions to the inherent problems of Corvette rear wheel bearings. The solutions work, with 24 years worth of rebuilt assemblies put to the test on race cars, modifieds and high mileage drivers – **THE FIRST IS YET TO WEAR OUT.**

Each blueprinted assembly receives over 4 hours of individual attention. Over 40 crucial inspections are performed, from sonic and dynamic testing of each new bearing, to setting critical tolerances much higher than standard. We reject more new bearings than many shops will ever see.

Your rear wheel bearings receive our full attention. Since 1977 Van Steel has specialized in Corvette suspension and brake problems with a primary focus on rear wheel bearings. We have **EARNED** our reputation as the industry leader in rear wheel bearing technology.

Van Steel - The Nation's  
Corvette Rear Wheel Bearing  
Authority.





# Information



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### Ordering:

Due to the high cost of handling, we require a \$25.00 minimum order. Be sure to specify year of car, front or rear, left or right and any other pertinent information to allow us to properly fill your order.

### Pricing:

All prices are subject to change without notice. In most cases Van Steel will attempt to absorb minor price increases. All items will be shipped at the current prices. **Customers are encouraged to call for latest pricing information.** Parts not eligible for discount will be listed as **(ND)** No Discount.

### Payment:

MASTERCARD®, VISA®, DISCOVER® and AMERICAN EXPRESS® are accepted forms of payment. C.O.D. orders must generally be paid via certified check. Personal checks are accepted at Van Steel's discretion.

### Returns and Exchanges:

Advance notice of returned merchandise must be given to Van Steel. All refund merchandise must be accompanied by a copy of the original invoice. Returns must be made within 10 days from date of shipping. A 15% restocking fee will be charged on all returned merchandise shipped correctly by Van Steel but not wanted by customer. All shipping charges incurred on returned merchandise are the responsibility of the customer.

### Core Refunds:

Core accounts will remain open for a period of **sixty (60)** days from the date we receive your core(s), unless other specific written instructions have been agreed upon.

### Damaged Items and Insurance:

All items are insured for the amount of purchase and are charged to the customer's invoice. Delivery of the products in good condition is the responsibility of the carrier. If any items arrive in damaged condition, the customer must notify the carrier immediately. The carrier will make a report and take the necessary steps to settle the claim.

### Warranty:

Warranty of parts and services is limited to the replacement of defective parts only, and does not cover damage to the car, labor, personal injury or any other damage or injury. Van Steel, Inc. warrants its Rear Wheel Bearing Assemblies as follows: Warranty is limited to the replacement and rebuilding of the Rear Wheel Bearing Unit for a period of sixty (60) months. Van Steel, Inc. will replace all bearings and seals. All other parts are the responsibility of the owner. Van Steel, Inc. is not responsible for the damage caused by improper installation. The warranty shall terminate five (5) years from date of purchase and is not affected by mileage of the automobile.

# Rebuilding Services

800.418.5397

## Common Inquiries

### Grease fittings?

We will not install grease fittings in bearing supports and strongly recommend against it because:

(1) pumping grease into an assembly can easily pop out either seal, causing imminent bearing failure.

(2) the wrong type of grease is usually used, again reducing bearing life.

(3) fittings direct grease into the bearing support cavity, which would already have sufficient grease if set up properly. Grease is most needed inside the inner bearing cage.

### Slip-fit?

We don't recommend it because:

(1) the inner races can more easily spin on and ruin the spindle.

(2) it greatly increases the parallelism requirements of the parts in the inner stack-up as the inner diameter of the bearings are no longer held square by the spindle outer diameter.



### Rear Wheel Bearings

Your Bearings are disassembled, inspected, cleaned and receive a two-stage epoxy finish. Your new assembly is blueprinted to Van Steel's standards and returned to you with all new bearings, races, seals and a 5 year unlimited mileage warranty. This is a fully assembled unit ready for you to bolt on.

BAR-42 L/R

**\$199.99**

BAR-43 L/R

**\$259.99**

BAE-43 L/R

**\$275.99**

Reconditioned Rotor

New Rotor

### T-Arm Assemblies

Your T-Arms are disassembled, inspected, cleaned and receive a two-stage epoxy finish. All critical dimensions are measured. Your rear wheel bearing is blueprinted and your rotor is selectively aligned to its minimum run out. Your T-Arm is completely assembled, ready to bolt on with:

- New Cable Guide, Lock Washers & Nuts
- New T-Arm Bushing
- New Bearings, Seals and Races
- New Stainless Steel Parking Brake Mechanism
- New Parking Brake Shoes
- New Backing Plate

5 year warranty, unlimited mileage.

BAR-44S L/R

With SS Hardware and New G.M. Style Shoes ... **\$389.99**

BAR-44 L/R

With G.M. Hardware and Reline Shoes ..... **\$296.99**

BAO-44 L/R

Offset T-Arms Complete **\$1044.99** pair

TA-18P

Poly T-Arm Bushings ..... **\$ 48.99** pair



TA-05

### Off-Set Trailing Arms for 1963-82 Models

- Less Wear & Tear on Bearings
- Meets Factory Alignment Specs
- Centers 10" Wheels

Van Steel has come up with an Off-Set Trailing Arm. That means the arms can accept 2" over the standard tire size and still give you the same recommended factory alignment. This added off-set dimension allows the weight to be centered so you get less wear and tear on the wheel bearings. The product is built with 1/4" C channel to eliminate water build up in your trailing arms. The arms are all powder coated and come with polyurethane bushings. Van Steel also offers a stock replacement arm that features the same powder coated C channel and bushings as the Off-Set Model.

TA-06D

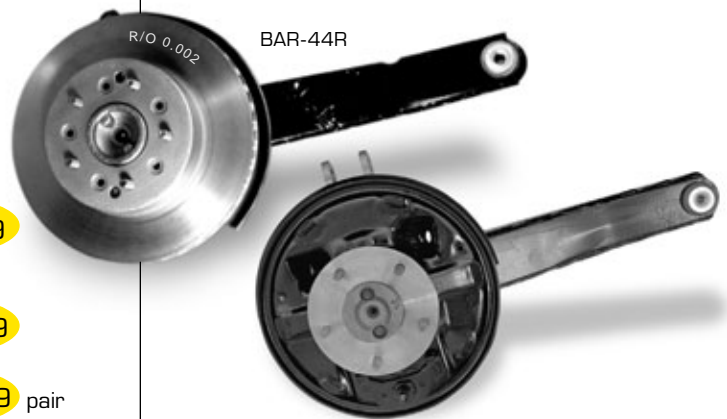
Double Off-Set Trailing Arms..... **\$399.99**  
Rear Spring must be shortened 1" on both sides

TA-06

Off-Set Trailing Arms ..... **\$389.99**

TA-05

Stock Trailing Arms..... **\$379.99**



BAR-44R

BAR-44T L/R

1963-64 Trailing Arm ..... **\$245.99**

# Rebuilding Services



## INSTRUCTIONS



### Front Wheel Bearings

Van Steel now offers to rebuild your front wheel bearing units to the same exact standards as our rear wheel bearing units. We will disassemble, inspect, refinish and blueprint your units with all new bearings, races, seals, gasket and new backing plate and return to you a fully assembled unit to bolt on.

FRT-42 L/R

**\$199.99**

without Rotor

FRT-43 L/R

**\$259.99**

with Reconditioned Rotor

FRT-44 L/R

**\$275.99**

with New Rotor

See Core Charges on Page 63



### New "Blueprinted" Rear Wheel Bearings

Van Steel will build a "blueprinted" rear wheel bearing unit using all factory new parts and warranty it for 5 years with unlimited mileage.

BAN-42 L/R

New Bearing Assembly ..... **\$634.99**

BAN-43 L/R

New Bearing Assembly w/Rotor **\$731.99**

BAN-44 L/R

New Assembly with T-Arm, Rotor & S.S. Hardware ..... **\$1044.99**

### Removal - Rear Wheel Bearing Assembly

In all: 7 nuts, 6 bolts & 2 clips

#### Before starting

**Note that T-Arm does not have to be removed.** This avoids wasted time and many potential problems.

**Also, caliper does not have to be disconnected.**

**Remove wheel,** after very securely supporting frame on jack stands.

**Remove rivets.** Mark the right rotor if both are removed. If rotor rivets have not previously been removed, you will need to drill them out. Use 1/4" drill and drill down 1/2" deep in center of each rivet. Then use a 3/8" drill bit to remove rivet head. It may be necessary to hammer rivet inward to break the rotor loose.

**Disconnect cable.** Gently grasp ball on cable end with wire cutters and pry ball back out of lever. Tap lever all the way back.

**Disconnect shock.** Jack up outer end of spring or T-Arm to remove tension from shock absorber. Remove nut and both washers before prying off lower end of shock, being careful not to dent shock.

**Remove shock mount.** Lower jack. Remove cotter pin, clean and oil exposed threads, and then remove nut, 15/16 socket. Use a tie rod end splitter or Van Steel's Shock Mount Remover to break SM loose. SM is usually rust-seized, so do not hammer on threads or nut. If removal is not possible, mark camber washer and disconnect other end of strut rod. Ship spindle-support assembly with strut rod.

**Unbolt axle flange.** Suggestions: use 5/8 spark plug socket with breaker bar and tap socket onto head of bolt to ensure full contact. To keep rotor from turning, insert a tool into rotor webs near caliper. After unbolting axle flange, tie it up to the frame.

**Remove spindle flange.** Remove cotter pin and spindle nut, 1-1/16" socket. Slide flange off spindle.

**Unbolt caliper.** Suggestions: use 5/8 spark plug socket, 1/2" breaker bar, and gloves (to protect hands when bolts break loose). Remove flex hose clip at T-Arm bracket. As caliper is lifted off the rotor, insert 15/16 socket or similar width object between pads. Guide tubing through bracket and tie caliper up against frame.

**Remove rotor.** If both rotors are to be removed, mark the right rotor and spindle. If parking brakes prevent rotor removal, back off their adjuster by inserting a screw driver through the rotor's access hole to contact adjuster's star wheel, and push down on handle.

**Remove parking brake shoes.** Insert thin screw driver through opening at top of PB shoe and pry out one end of top spring. Pry center of shoe out from behind spindle. Use pliers to grasp and push in on retaining clip while rotating anchor pin with needle-nose pliers.

**Separate assembly from T-Arm.** Clean and oil threads, then remove (4) nuts with 9/16 box wrench. It may be necessary to tap the support with a hammer or wedge a screw driver between it and T-Arm.

**Do not attempt to press or hammer spindle out of support.** The inner bearing race becomes tightly bonded to it and conventional means of removal usually ruin the spindle.

# Rebuilding Services

800.418.5397

## Common Inquiries

### Corvette Axle Shafts:

Corvette axle shaft u-joints encounter two situations that most drive shaft u-joints are spared. First, since the axle shafts are so short they operate through a greater angle – the result is that they wear out more frequently.

Second, they are located outboard in the road splash and dirt, not tucked up in the drive shaft tunnel – the result is the u-joints rust seize in the axles and flanges.



### Half Shaft

Van Steel will clean, inspect and finish the half shaft with our two-stage epoxy process and install New u-joints with grease fittings. Non-grease fitted u-joints for high horsepower cars are also available.

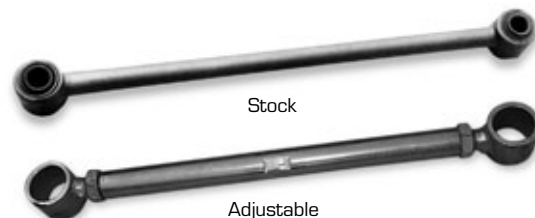
HS-24E	63-74	without grease fitting .....	\$85
HS-24EG	63-74	with grease fitting.....	\$80
HS-24L	75-79	without grease fitting .....	\$85
HS-24LG	75-79	with grease fitting.....	\$80
HS-80	80-81	Auto - without fitting.....	\$85
HS-80G	80-81	Auto - with grease fitting.....	\$80
HS-81	80-81	4-speed - without fitting .....	\$85
HS-81G	80-81	4-speed - with grease fitting .....	\$80
HS-82	All 82	without grease fitting .....	\$85
HS-82G	All 82	with grease fitting.....	\$80
HS-84	84-96	All - without grease fitting ...	\$85
HS-84G	84-96	All - with grease fitting.....	\$80



## NEW 63 - 82 Suspension Video & DVD

Removal & Replacement of  
Suspension Including Valuable Tips

VDO-01 .....	<b>\$19.99</b>
DVD-01 .....	<b>\$24.99</b>



### Strut Rod Rebuild

Your Strut Rod is inspected, cleaned and finished with our two-stage epoxy process, the existing bushings are removed and replaced with new bushings

SR-27E	(Rubber)	63-74 .....	\$55.99
SR-27EP	(Poly)	63-74 .....	\$65.99
SR-27 L	(Rubber)	75-82 .....	\$55.99
SR-27 LP	(Poly)	75-82 .....	\$65.99
SR-227P	(Poly)	84-96 .....	\$70.99
SR-05E	Adjustable	63-79 .....	\$119.99
SR-05L	Adjustable	80-82 .....	\$119.99
SR-205	Adjustable	84-96 .....	\$119.99



### Power Booster - New (63-67)

PBN-01 .....	\$350.99
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### Power Booster - New (68-82)

PBN-02 .....	\$225.99
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### Power Booster - New (84-92)

PBN-03 .....	\$225.99
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# Rebuilding Services



## INSTRUCTIONS



### Rear End

Each Rear End is completely disassembled, cleaned and inspected. All critical dimensions are measured. All new bearings, seals, races, gaskets, axle clips, clutch pack kit, positrac oil and additive installed. Includes labor to set up clutch pack, ring & pinion to Van Steel standard.

Rear 6379

63-79 **\$545.99**

GS 6379

Gear Set **\$335.99**

New



### Steering Box

Each Steering Box is completely disassembled, inspected and cleaned. All bearings, seals, races and gaskets are replaced. Each unit is then repacked and set-up to critical tolerances much higher than standard.

GB-27 (70-82) ..... \$189.99

Steering Box Rebuild. For Exchange Unit See GB-27N

GB-27E (63-69) ..... \$189.99

Steering Box Rebuild. For Exchange Unit See GB-27N

GB-27N (63-82) ..... \$375.99

New Bearings, Seals, Races and Gasket, Pitman Shaft and Worm Gear. 2 Stage Epoxy Paint.

### Removal - Steering Box

**It's a fact of life** – as your steering goes, so does your Corvette.

Unfortunately, the steering mechanism on your car will eventually need some work. We will take you on a step-by-step removal of your steering box from your car.

**Disconnect the steering box from the steering column at the rag joint.** Use a 7/16" 12-point socket to remove the clam bolt on each flange and slide the joint up farther onto the steering column. Spread the clam with a screwdriver to make it easier to slide. If that doesn't work, remove the two studs which fasten the rag joint to the flange.

**Mark alignments with white-out.** Next, remove the cotter pin and then unscrew the nut (3/4" wrench) nearly all the way off the stud on top of the steering valve. Use a narrow-jawed tie rod end splitter to pop the valve loose from the pitman arm. Leaving the nut on a turn or two will prevent the valve and drag link from falling on you when it brakes loose.

**Remove the three (3) nuts which hold the steering box to the frame.** Reach your hand around to the other side of the frame to hold the carriage bolts in to prevent them from turning.

**Don't forget to grease the fittings on the cylinder and the valve when reinstalling.**



# Rebuilding Services

800.418.5397



## Upper Control Arm (63-82)

Van Steel will completely disassemble, inspect, refinish and assemble your Upper A-Frame with new bushings, bumper and riveted in ball joint. Complete and ready to bolt on. Powder coating available at no extra cost.

Left: FS-01 Right: FS-02.... \$139.99 ea.  
Left: FS-01P Right: FS-02P... \$152.99 ea.



## Lower Control Arm (63-82)

Van Steel will completely disassemble, inspect, refinish and assemble your Lower A-Frame with new bushings, bumper and riveted in ball joint. Complete and ready to bolt on. Powder Coating Available at no extra cost.

Left: FS-18 Right: FS-19.... \$139.99 ea.  
Left: FS-18P Right: FS-19P... \$152.99 ea.

### Control Arm Special 63-82

Van Steel will rebuild  
all four (4) Control Arms  
(2 Upper and 2 Lower)

AR-04  
\$400.99

Control Arms with Polyurethane Bushings  
(2 Upper & 2 Lower)  
AR-04P ..... \$450.99



## Upper Control Arm (84-96)

Install Polyurethane Bushings Only.

Left 84-87 FS-201R.....\$120.99  
Right 84-87 FS-202R.....\$120.99  
Left 88-96 FS-203R.....\$120.99  
Right 88-96 FS-204R.....\$120.99  
Ball Joints Installed (ea. Arm) \$175.99



## Lower Control Arm (84-96)

Install Polyurethane Bushing Only.

Left 84-87 FS-205R.....\$120.99  
Right 84-87 FS-206R.....\$120.99  
Left 88-96 FS-207R.....\$120.99  
Right 88-96 FS-208R.....\$120.99  
Ball Joints Installed (ea. Arm) \$175.99

### Control Arm Special 84-96

Rebuild all four Control Arms  
(2 Upper and 2 Lower)  
with  
Polyurethane Bushings

AR-05  
\$450.99



# Rebuilding Services



## Control Arms - Front (97-04)

Install Polyurethane Bushings Only.

Upper Left Front

Upper Right Front

Lower Left Front

Lower Right Front

AR-06A (all 4 Arms) .....\$375.99



## Control Arms - Rear (97-04)

Install Polyurethane Bushing Only.

Upper Left Rear

Upper Right Rear

Lower Left Rear

Lower Right Rear

AR-06B (all 4 Arms) ..... \$350.99

### Control Arm Special 97-04

Rebuild all four Control Arms  
(2 Upper and 2 Lower)  
with  
Polyurethane Bushings

AR-06  
\$650.99

## Complete Chassis Rebuild



### Van Steel complete rolling chassis rebuild includes:

- T-Arm Assembly (Left & Right)
- Rear End Rebuild
- Half Shafts (Left & Right)
- Strut Rods (Left & Right)
- Spring Rear Rebuild
- Rear Shocks (Left & Right)
- Shim Kit (Stainless Steel)
- T-Arm Bolts (Left & Right)
- Pinion Bushing (Upper & Lower)
- Power Steering (Ram Valve, Hose, Fluid)
- Front Bearing Assembly (Left & Right)
- Steering Box
- Front Shocks (Left & Right)
- Front Springs (Left & Right)
- Tie Rod Ends (All 4)
- Tie Rod Sleeves (Left & Right)
- Idler Arm
- Control Arm Rebuilds (Upper & Lower)
- Bushings & Ball Joints
- Labor
- Alignment
- Complete 5 Year Warranty

**\$4199.99\***

\* Does Not Include  
Body Removal, Motor  
or Transmission

Brake Caliper Kit (BCK-02) ..... \$429.99

Brake Line & Fuel Line Kits ..... See Page 46 - 47

## Additional Body Off Chassis Services

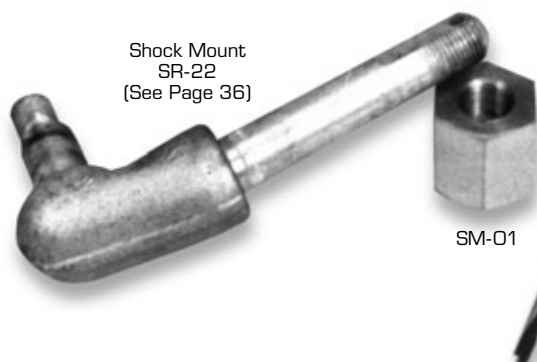
Paint Frame .....\$500.00

Acid Dip Frame .....\$650.00

Powder Coat Frame .....\$550.00

# Tools

800.418.5397



## Shock Mount Remover

Shock Mounts often rust solid inside the support and strut rod. Removal often ruins the shock mount. Our tool, complete with illustrated instructions and service tips, prevents damage to the shock mount and makes removal faster and easier.

SM-01..... \$12.99

## Parking Brake Installation Tool

Our tool comes with completely illustrated instructions to make parking brake work easier and less frustrating.

PB-36 ..... \$ 6.99

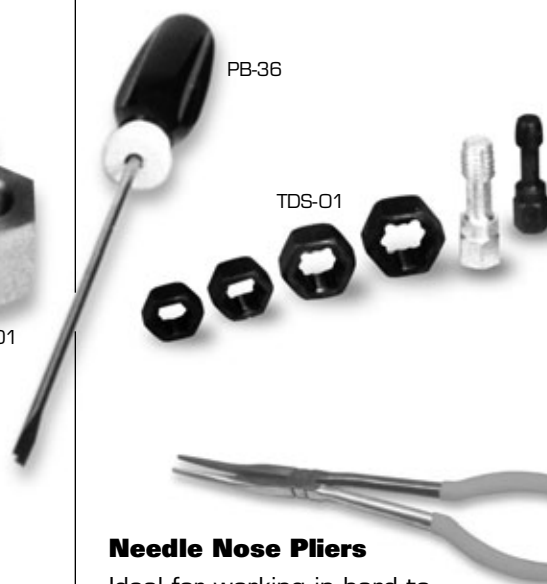
## Tap & Die Suspension Set

Six hard-to-find re-threader taps and dies most needed in Corvette suspension work. Complete with diagrams and service tips for use on approximately 85% of front and rear suspensions.

TDS-01.... \$21.99

TOOL-3

**Special Package: All 3 Tools** \$32.99  
(SM-01, PB-36, TSD-01)



## Needle Nose Pliers

Ideal for working in hard to reach places. A lifesaver for T-Arm Bolt installation.

NN-01..... \$ 8.99



## Ball Joint Tool

Separate Ball Joints quickly, easily and without thread damage with this heavy-duty Ball Joint Tool. Made of drop forged steel with zinc plating for life-long use.

541 ..... \$9.99 ea

## Tie Rod End Tool

Separating Tie Rod Ends from their attachment points with the correct tool makes for an easy, safe job that eliminates the possibility of ruining the end. Tie Rod End Puller is the correct tool to use. Made with a 21/32" jaw, forged from heat treated steel and then zinc plated for life-long use.

543 ..... \$9.99 ea

# Exchange Program



## SPECIFICATIONS

### EXCHANGE UNITS:

Exchange units are available so that you, or your mechanic, can bolt one on and drive away. Receive the benefit and added measure of safety with a Van Steel rebuilt unit without sacrificing down time. A Core Deposit is required.

**Rear Wheel Bearing** Core  
BAE-43 L/R  
With Matched New Rotor ...\$275.99\* ..\$245.00

BAE-42 L/R  
Without Matched Rotor .....\$199.99 ....\$195.00

BAE-42 L/R-D  
Drum Brake Unit .....\$199.99.....\$195.00

**T-Arm (with new Rotor)**  
Matched Rotor & Stainless Steel Parts  
BAE-44 L/R .....\$389.99\* ..\$300.00

Drum Brake T-Arm  
BAE-44T L/R .....\$245.99 ....\$245.00

**Strut Rod**  
SR-27E (63-74).....\$55.99.....\$55.00  
SR-27L (75-82).....\$55.99.....\$55.00

**Axle Shaft**  
HS-24(with Flange).....\$80.99.....\$80.00

**Steering Box**  
63-82 .....\$375.99.....\$100.00

\* Rotor Runout: Corvette rear spindles and rotors are a "matched set" from the factory, but commonly go out of specifications. Turning rotors or changing rotors or spindles, often starts the problem. Common symptoms range from squeaking noises to full pedal loss during highway driving. To minimize potential runout problems, Van Steel strongly recommends the ordering of core assemblies with matched rotors and customer's rotors sent along to be selectively aligned with all rebuilds.

### ADDITIONAL SERVICES:

- Sand Blasting of Extra Parts ..... \$30.00  
per milk crate
- Powder Coating
- Thermal Cycling - Heating & Freezing of parts for additional strength (as low as -300°F to as high as +400°F)

### Corvette Torque Specifications

1963 - 1982

#### Brakes:

Caliper Mounting Bolt - Front.....70.....5/8  
Caliper Mounting Bolt - Rear .....70.....5/8  
Caliper Housing Bolts - Front.....130.....13/16  
Caliper Hosuing Bolts - Rear .....60.....5/8

#### Rear Suspension:

T-Arm Front Toe-In Shims.....50+\* .....5/8 & 11/16 nut  
Spring Retainer To Rear End .....70.....13/16 bolt (de arch spring)  
U-Joint (inner) U-Bolts.....15.....9/16 nut  
U-Joint (inner) Caps.....30.....9/16 bolt  
U-Joint (outer) Flange Bolts.....75.....5/8 (use locks)  
Strut Rod (Inner) Camber Bolt.....70\* .....3/4 nut  
Strut Rod (outer) Shock Mount ....75+\* .....15/16 nut  
Shock Absorber (upper) Bolt .....60.....5/8 & 11/16 nut  
Shock Absorber (lower) Nut .....40.....3/4  
Bearing Housing to T-Arm .....30.....9/16 nut  
Spindle Nut .....100+.....11/16

**Warning:** If the assembly was not properly set-up, tightening the spindle nut will load the bearings and cause imminent bearing failure.

#### Wheels:

Rally Wheels (steel).....75.....3/4  
Optional Wheels (aluminum) .....80\* .....3/4 (retorque at 100 mi.)

#### Front Suspension:

Upper A-Frame Bushing Bolt.....35\* .....9/16  
Upper A-Frame Align, Shim Nut.....50.....11/16  
Lower A-Frame Fr. Mtg. Bolts .....70.....5/8  
Lower A-Frame Rear Mounting.....100.....7/8 & 13/16 nut  
Steering Arm to Spindle .....70.....3/4 Nuts (63-68, 11/16)  
Ball Joint (upper) .....45+ .....3/4 nut  
Ball Joint (lower) .....75+ .....7/8 nut  
Ball Joint (replacement bolts) .....25.....1/2

#### Carrier:

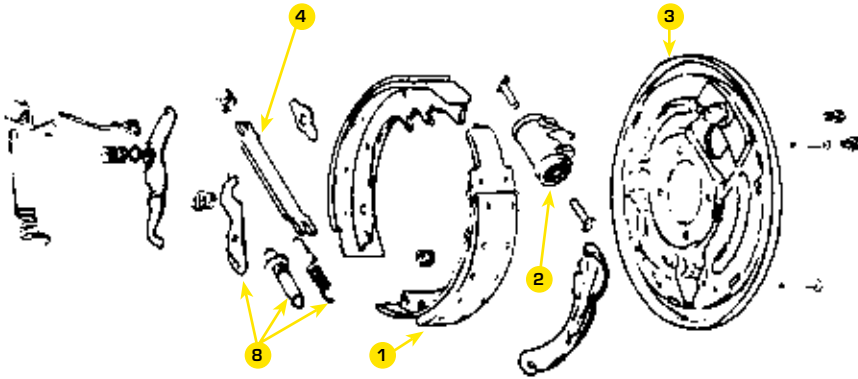
Front Brackets to Frame .....65.....5/8 & 11/16 nut  
Front Brackets to Housing .....50+ .....5/8 & 11/16 nut  
Strut Rod Bracket Bolts .....35.....9/16 (use locktite)  
Rear Cover Bolts.....50.....5/8  
Filler Plug.....20

+ plus additional torque when necessary to align cotter pin hole

\* tighten bushings only when arms are at riding height

# Drum Brakes

800.418.5397



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 5 3 - 1 9 6 2</b>					
DB-101	-	2	55-62	Brake Drum - Front	\$68.99
DB-102	-	2	55-62	Brake Drum - Rear	\$68.99
DB-103	1	4	53-62	Shoes - Front	\$34.99
DB-104	1	4	53-62	Shoes - Rear	\$37.99
DB-105	2	2	53-62	Front Wheel Cylinder 1-1/18 ea. L/R	\$36.99
DB-106	8	1	56-62	Drum Brake Hardware Kit - Car Set	\$55.99
DB-108	2	1	53-62	Rear Wheel Cylinder 1-1/18 ea. L/R	\$36.99
<b>1 9 6 3 - 1 9 6 4</b>					
DB-01	-	2	63-64	Drum - Front	\$83.99
DB-02	-	2	63-64	Drum - Rear	\$72.99
DB-03	1	4	63-64	Shoes - Front	\$30.99
DB-04	1	4	63-64	Shoes - Rear	\$39.99
DB-05	2	1	63-64	Cylinder - Front Left or Right	\$41.99
DB-06	2	1	63-64	Cylinder - Rear Left or Right	\$31.99
WC-01	2	4	63-64	Wheel Cylinder Kit - 4 Wheels	\$44.99
DB-07	3	1	63-64	Backing Plate - Left Front	\$75.99
DB-08	3	1	63-64	Backing Plate - Right Front	\$75.99
DB-09	3	1	63-64	Backing Plate - Left Rear	\$75.99
DB-10	3	1	63-64	Backing Plate - Right Rear	\$75.99
DB-11	4	2	63-64	Strut (If Available)	\$3.99
DB-15	-	8	63-64	Drum Brake Hardware Kit - Car Set	\$55.99
DB-29	-	1	63-64	Brake Line - Left Rear	\$6.99
DB-30	-	1	63-64	Brake Line - Left Rear (SS)	\$15.99
DB-31	-	1	63-64	Brake Line - Right Rear	\$6.99
DB-32	-	1	63-64	Brake Line - Right Rear (SS)	\$15.99
FB-03	-	2	63-64	Flex Hose with Clip - Front	\$12.99
FB-123	-	1	63-64	Master Cylinder	\$120.99



DB-103

DB-104



DB-01



DB-05



DB-06



FB-123



FB-03



DB-15



# Front Brakes



FB-02  
O-Ring Caliper



RB-04



FB-09



FB-11



FB-16



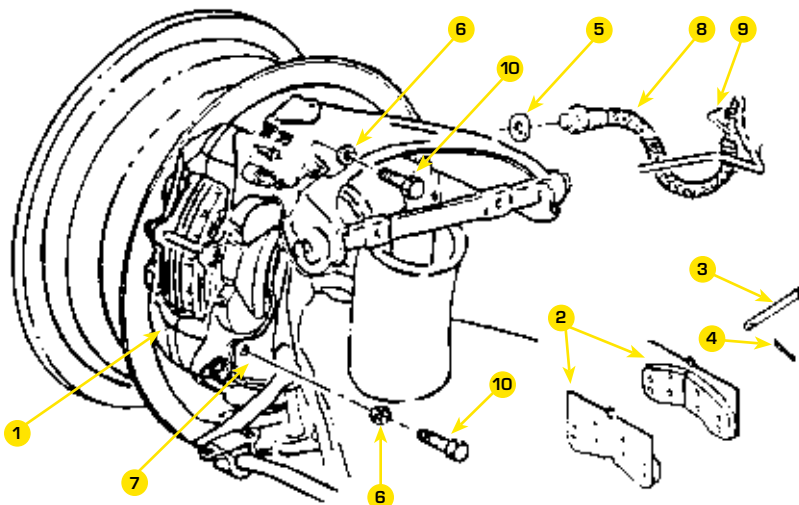
FB-16S



RB-32



RB-36



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 5 3 - 1 9 6 2</b>					
FB-101	8	3	53-62	Brake Hose Rubber - each	\$17.99
FB-102	9	4	53-62	Brake Hose U Clip Set - each	\$5.99
FB-103	-	-	56-62	Master Cylinder Replacement	\$101.99
FB-104	-	-	53-62	Master Cylinder Rod Boot	\$9.99
<b>1 9 6 5 - 1 9 8 2</b>					
FB-01	1	1	65-82	Caliper - Left Front O-Ring (SS)	\$99.99
FB-02	1	1	65-82	Caliper - Right Front O-Ring (SS)	\$99.99
RB-03	2	8	65-82	Pad - Original Axle Set	\$23.99
RB-04	2	8	65-82	Pads	\$19.99
RB-06	3	4	65-82	Retaining Pin	\$4.99
RB-07	3	4	65-82	Retaining Ring (SS)	\$2.99
CF-22S	4	4	65-82	Cotter Pin 3/32 x 1	\$0.99
CF-22	4	4	65-82	Cotter Pin 3/32 x 1	\$0.99
FB-03	8	2	63-64	Flex Hose/Clip - Front	\$12.99
FB-04	5	2	65-82	Gasket (Brass)	\$0.29
FB-08	-	1	65-82	Shield - RH Front (Silver/Gold)	\$29.95
FB-08C	-	1	65-82	Shield - RH Front (Correct)	\$45.99
FB-09	-	1	65-82	Shield - LH Front (Silver/Gold)	\$29.99
FB-09C	-	1	65-82	Shield - LH Front (Correct)	\$45.99
FB-11	-	2	65-82	Gasket Dust Shield	\$4.99
CF-50S	6	4	63-82	Lock Washer 7/16	\$0.99
CF-50	6	4	63-82	Lock Washer 7/16	\$0.99
FB-12	7	1	65-82	Bracket - LH Front Caliper	\$75.99
FB-13	7	1	65-82	Bracket - RH Front Caliper	\$75.99
FB-16	-	2	65-82	Rotor w/o Hub	\$62.99
FB-16S	-	2	65-82	Slotted Rotor (Heat Treated)	\$109.99
RB-13	8	4	65-82	Flex Hose - Set of 4 (SS)	\$69.99

# Front Brakes

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Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 5 - 1 9 8 2</b>					
RB-14	9	2	63-82	Clip Horseshoe	\$0.99
RB-31	10	4	65-82	Bolt Caliper 7/16-20 x 1-1/8 GD 8	\$2.99
RB-33	-	6	65-82	Bleeder Screw (SS) - 6 pack	\$13.99
RB-32	-	-	65-82	Speed Bleeders - 2 pack (SS)	\$13.99
FB-124	-	-	67-76	Master Cylinder - Without Power	\$90.99
FB-125	-	-	67-76	Master Cylinder - With Power	\$90.99
FB-140	-	1	65-82	Master Cylinder Cap - Generic	\$20.99
FB-141	-	1	68-72	Master Cylinder Cap - Correct	\$30.99
FB-126	-	1	77-82	Master Cylinder	\$79.99
FB-127	-	1	65	Master Cylinder (Non-Power)	\$199.99
FB-127P	-	1	65	Master Cylinder (Power)	\$850.99
<b>1 9 8 4 - 1 9 9 6</b>					
FB-240	-	1	84-87	Caliper - Right Front (New)	\$99.99
FB-241	-	1	84-87	Caliper - Left Front (New)	\$99.99
FB-244	-	1	88-94	Caliper - Right Front (New)	\$139.99
FB-245	-	1	88-94	Caliper - Left Front (New)	\$139.99
FB-248	-	1	88-96	Caliper - Right Front (H/D w/ 13" Rotor)	\$139.99
FB-249	-	1	88-96	Caliper - Left Front (H/D w/ 13" Rotor)	\$139.99
PBN-03	-	1	84-92	Booster Power Brake	\$225.99
FB-251	-	2	88-96	Caliper Mnting Brkt - Frt HD L/R	ea \$49.99
FB-252	-	2	88-96	Caliper Mnting Brkt - Frt L/R	ea \$51.99
FB-255	-	4	84-96	Caliper Bleeder Valve	ea \$2.99
FB-256	-	4	84-96	Caliper Bleeder Cap	ea \$2.99
FB-257	-	2	84-96	Caliper Guide Pin (84-87 Frt 84-96 Rr)	ea \$8.99
FB-258	-	2	88-96	Caliper Guide Pin - Front HD	ea \$17.99
FB-259	-	2	88-94	Caliper Guide Pin	ea \$9.99
FB-260	-	2	88-96	Front Brake Caliper Pin - E Clip	ea \$6.99
FB-261	-	2	84-87	Front Rotor	ea \$62.99
FB-262	-	2	88-94	Front Rotor excluding HD	ea \$72.99
FB-263	-	2	88-96	Front Rotor w/HD FE7-J55 Brakes	ea 108.99
FB-264	-	4	84-87	Front Pads (Axle Set)	\$78.99
FB-265	-	2	84-87	Front Brake Hose	\$18.99
FB-266	-	1	88-92	Front Brake Hose - L/R	ea \$16.99
FB-267	-	1	93	Front Brake Hose	ea \$27.99
FB-268	-	1	84-96	Front Brake Hose - L/R	ea \$31.99
FB-269	-	4	84-88	Brake Hose Washer - Copper	ea \$1.99
FB-272	-	4	84-96	Brake Hose Fitting Bolt	ea \$2.99
FB-273	-	4	84-92	Brake Hose Gasket	ea \$1.99
FB-284	-	1	84	Master Cylinder	\$121.99
FB-285	-	1	85	Master Cylinder	\$130.99
FB-286	-	1	86-87	Master Cylinder	\$130.99
FB-287	-	1	88	Master Cylinder	\$175.99
FB-288	-	1	89-91	Master Cylinder	\$182.99
FB-289	-	1	92-96	Master Cylinder	\$185.99
FB-290	-	-	84-91	Master Cylinder Cap	ea \$2.99
FB-291	-	-	92-96	Master Cylinder Cap w/Diaphragm	\$21.99



FB-126



FB-127



FB-140



FB-141



FB-265



FB-245



FB-264



FB-261

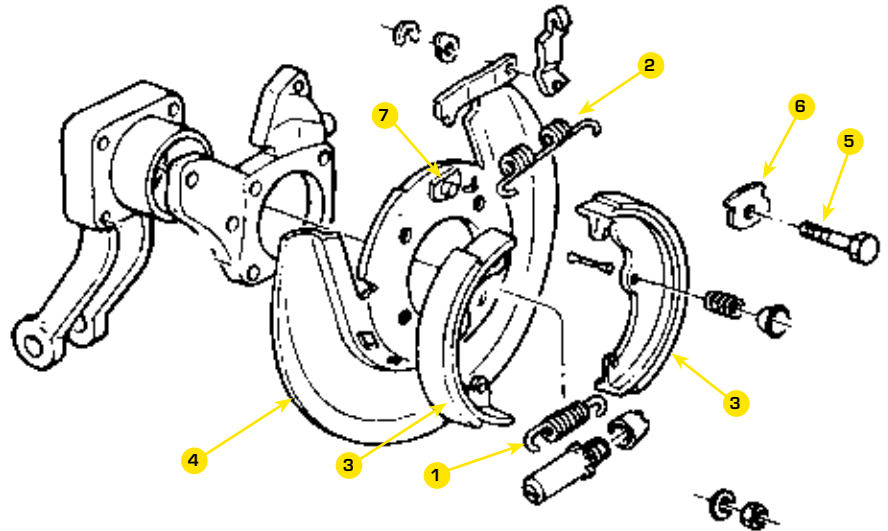


FB-257



FB-284

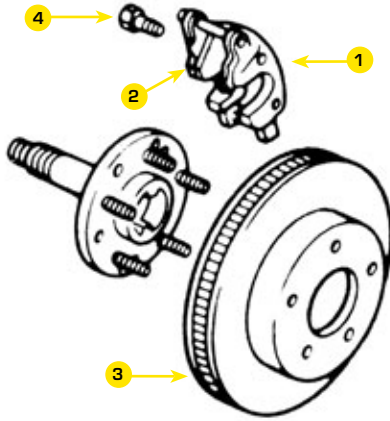
# Parking Brakes



Part No.	Illus No.	No. Car	Year	Description	Price
1 9 6 3 - 2 0 0 0					
PB-04	1	2	65-82	Spring Lower	\$1.99
PB-04S	1	2	65-82	Spring Lower (SS)	\$8.99
PB-07	2	2	65-82	Spring Retractor Upper	\$5.99
PB-08	2	2	65-82	Spring Retractor Upper (SS)	\$9.99
PB-18	-	1	65-82	Mechanism Kit Hardware (SS)	\$59.99
PB-19	3	4	65-82	Park Brake Shoes - Set of 4	\$45.99
BA-13	4	1	65-82	Backing Plate - LH Disc Brake	\$29.99
BA-13C	4	1	65-82	Backing Plate - LH Disc (Correct)	\$45.99
BA-14	4	1	65-82	Backing Plate - RH Disc Brake	\$29.99
BA-14C	4	1	65-82	Backing Plate - RH Disc (Correct)	\$45.99
BA-15	5	2	65-82	Bolt - Anchor 1/2-20 x 2 Grade 8	\$6.99
BA-16	6	2	65-82	Guide Plate	\$3.99
BA-42	7	2	65-82	Anchor Support	\$15.99
PB-21	-	1	63	Cable Front (SS) <b>(ND)</b>	\$158.99
PB-22	-	1	64-66	Cable Front	\$32.99
PB-23	-	1	67-82	Cable Front	\$29.99
PB-24	-	1	67-82	Cable Front (SS) After Market	\$49.99
PB-29	-	1	65-82	Cable Rear	\$36.99
PB-30	-	1	67-82	Cable Rear (SS)	\$89.99
TA-09	-	2	65-82	Cable Guide	\$0.99
PB-31	-	2	65-82	Clip - Mickey Mouse	\$0.99
PB-32	-	2	65-82	Clip - Mickey Mouse (SS)	\$2.99
PB-34	-	1	67-82	Pulley - Front Cable	\$12.99
PB-35	-	1	67-82	Spacer - Front Cable	\$4.99

# Rear Brakes

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Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 5 - 1 9 8 2</b>					
RB-01	1	1	65-82	Caliper - Left Rear (Stainless Sleeve)	\$99.99
RB-02	1	1	65-82	Caliper - Right Hand (Stainless Sleeve)	\$99.99
RB-03	2	8	65-82	Pad - Original Axle Set	\$23.99
RB-04	2	8	65-82	Pads	\$19.99
RB-06	-	4	65-82	Retaining Pin	\$4.99
RB-07	-	4	65-82	Retaining Pin (SS)	\$9.99
CF-22S	-	4	65-82	Cotter Pin 3/32 x 1	\$0.99
CF-22	-	4	65-82	Cotter Pin 3/32 x 1	\$0.99
RB-08	-	1	65-82	Brake Line - Left Rear	\$12.99
RB-09	-	1	65-82	Brake Line - Right Rear	\$12.99
RB-10	-	1	65-82	Brake Line - Left Rear (SS)	\$19.99
RB-11	-	1	65-82	Brake Line - Right Rear (SS)	\$19.99
RB-12	-	2	65-82	FLex Hose & Clip	\$12.99
RB-13	-	4	65-82	Flex Hose - Set of 4 (SS)	\$74.99
RB-14	-	2	63-82	Clip - Horseshoe	\$0.99
RB-16	3	2	65-82	Rotors - Original	\$62.99
RB-16S	3	2	65-82	Slotted Rotors Rear (Heat Treated)	\$109.99
RB-17		1	65-82	Rear Crossover Line	\$15.99
RB-18		1	65-82	Rear Crossover Line (SS)	\$25.99
RB-19	-	1	65-66	Brass "T" Stand/Brakes - Left Hand	\$33.99
RB-20	-	1	65-82	Brass "T" Left Hand	\$19.99
RB-21	-	1	65-82	Brass Elbow - Right Hand	\$19.99
RB-31	4	4	65-82	Bolt - Caliper 7/16 x 1-1/8 GD 8	\$2.99
CF-50S	-	4	63-82	Lock Washer 7/16 (SS)	\$0.99
CF-50	-	4	63-82	Lock Washer 7/16	\$0.99
RB-33	-	4	65-82	Bleeder Screw (SS) - 6 pack	\$13.99
RB-34	-	-	65-82	Fluid - DOT 3 (1 Qt)	\$4.99
RB-35	-	-	65-82	Fluid - Silicone (1 Qt.)	\$24.99
RB-32	-	-	65-82	Speed Bleeders - 2 pack (SS)	\$13.99





# Rear Brakes



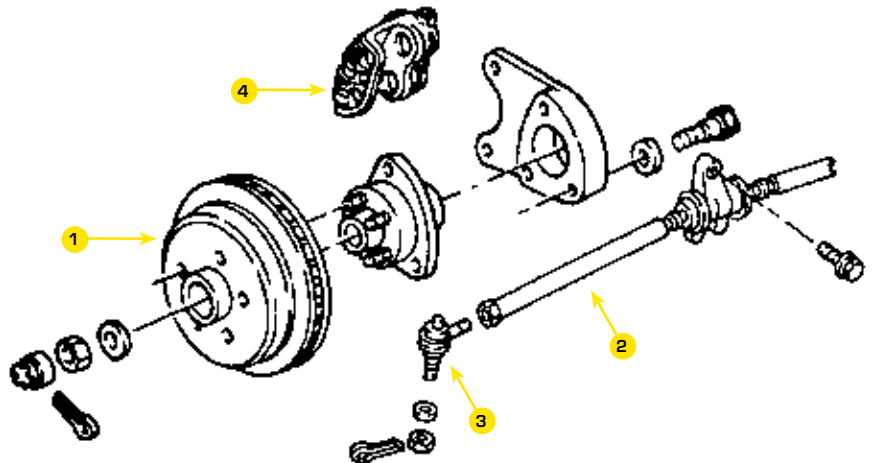
RB-224



RB-201



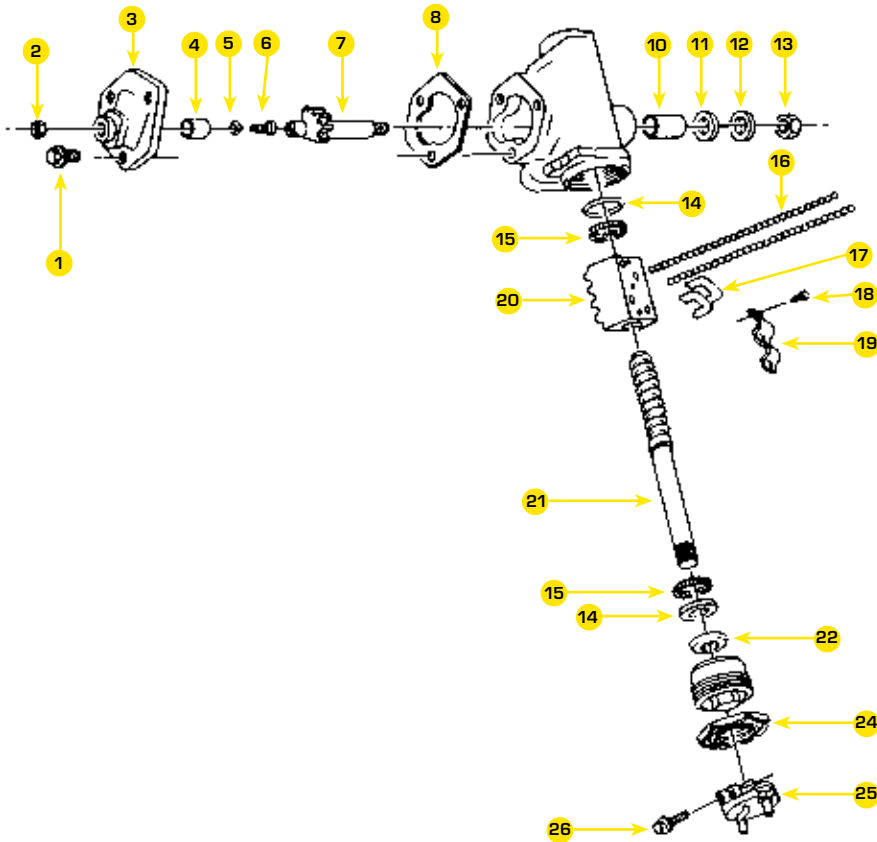
BAR-8496



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 8 4 - 1 9 9 6</b>					
RB-201	1	2	84-87	Rear Rotor	\$62.99
RB-202	1	2	88-96	Rear Rotor	\$62.99
RB-206	2	1	84-91	Rear Toe Center Link Assembly	\$136.99
RB-207	2	1	92-96	Rear Toe Center Link Assembly	\$280.99
RB-208	3	2	84-91	Rear Toe Tie Rod Ends	\$39.99
RB-209	3	2	92-96	Rear Toe Tie Rod Ends	\$39.99
RB-210	4	1	84-87	Caliper - Right Rear (New)	\$138.99
RB-211	4	1	84-87	Caliper - Left Rear (New)	\$138.99
RB-212	4	1	88-96	Caliper - Right Rear (New)	\$156.99
RB-213	4	1	88-96	Caliper - Left Rear (New)	\$156.99
RB-214	-	2	85-87	Caliper Mounting Bracket (Rear L/R)	ea \$52.99
RB-215	-	2	88-96	Caliper Mounting Bracket (Rear L/R)	ea \$39.99
FB-255	-	2	84-96	Caliper Bleeder Valve - Rear	ea \$2.99
FB-256	-	2	84-96	Caliper Bleeder Cap	ea \$2.99
RB-216	-	2	84-87	Rear Brake Hose	ea \$24.99
RB-217	-	1	88-92	Rear Brake Hose - Left	\$27.99
RB-218	-	1	88-92	Rear Brake Hose - Right	\$27.99
RB-219	-	2	93-96	Rear Brake Hose	ea \$27.99
RB-220	-	2	84-88	Brake Hose Copper Washer	ea \$1.99
RB-221	-	2	84-96	Brake Hose Fitting Bolt	ea \$2.99
RB-222	-	2	84-92	Brake Hose Gasket	\$1.99
RB-223	-	2	84-96	Brake Hose Retainer	\$2.99
RB-224	-	4	84-87	Rear Brake Pads (Per Axle Set)	\$39.99
RB-225	-	4	88-96	Rear Brake Pads (Per Axle Set)	\$60.99
RB-36	-	2	84-96	Speed Bleeder	pr \$13.99
BAR-8496		2	84-96	Rear Bearing Assembly	ea 199.00

# Steering Box

800.418.5397



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
GB-01	1	3	63-82	Bolt - Side Cover	\$2.99
GB-02	2	1	63-82	Nut - Side Cover Hex Jam	\$0.99
GB-03	3	1	63-82	Cover Kit (Includes 1, 4, 6, 8)	\$34.99
GB-04	4	1	63-82	Bushing (Part of #3)	\$34.99
GB-05	5	1	63-82	Shim Kit	\$5.99
GB-06	6	1	63-82	Adjuster Bolt	\$3.99
GB-08	8	1	63-82	Gasket	\$5.99
GB-10	10	2	63-82	Bushing	ea \$9.99
GB-11	11	1	63-82	Seal - Pitman Arm	\$12.99
GB-12	12	1	63-82	Washer	\$1.99
GB-13	13	1	63-82	Nut - Pitman Arm	\$4.99
GB-14	14	2	63-82	Race - Thrust Bearing	\$18.99
GB-15	15	2	63-82	Bearing Worm Thrust	\$4.99
GB-16	16	1	63-82	Ball Kit	\$15.99



# Steering Box



GB-21E



GB-22



GB-25E



GB-25L



GB-33



GBK-01

Part No.	Illus No.	No. Car	Year	Description	Price
				<b>1 9 6 3 - 1 9 8 2</b>	
GB-17	17	1	63-82	Guide Plate	\$17.99
GB-18	18	2	63-82	Screws	\$0.99
GB-19	19	1	63-82	Clamp (Includes #17 & #18)	\$17.99
GB-21E	21	1	63-82	Worm Gear - Pitman Shaft	\$199.99
GB-21L	21	1	70-82	Worm Gear - Pitman Shaft	\$199.99
GB-22	22	1	63-82	Seal - Worm Shaft	\$10.99
GB-24	24	1	63-82	Nut - Worm Bearing Adjuster Lock	\$ 4.99
GB-25E	25	1	63-67	Flange	\$99.99
GB-25L	25	1	68-82	Flange	\$65.99
GB-26	26	1	63-82	Bolt - Flange	\$3.99
GB-32	-	3	63-82	Carrage Bolt Kit (3) - Steering Box	\$8.99
GB-33	-	1	63-82	Rebuild Kit - Rag Joint	\$13.99
GBK-01	-	1	63-82	Rebuild Kit	\$75.99

## Van Steel Offers Complete Steering Box Rebuild



### Steering Box

Each Steering Box is completely disassembled, inspected and cleaned. All bearings, seals, races and gaskets are replaced. Each unit is then repacked and set-up to critical tolerances much higher than standard.

GB-27 (70-82) Steering Box Rebuild. For Exchange Unit see GB-27N ..... \$189.99

GB-27E (63-69) Steering Box Rebuild. For Exchange Unit see GB-27N.... \$189.99

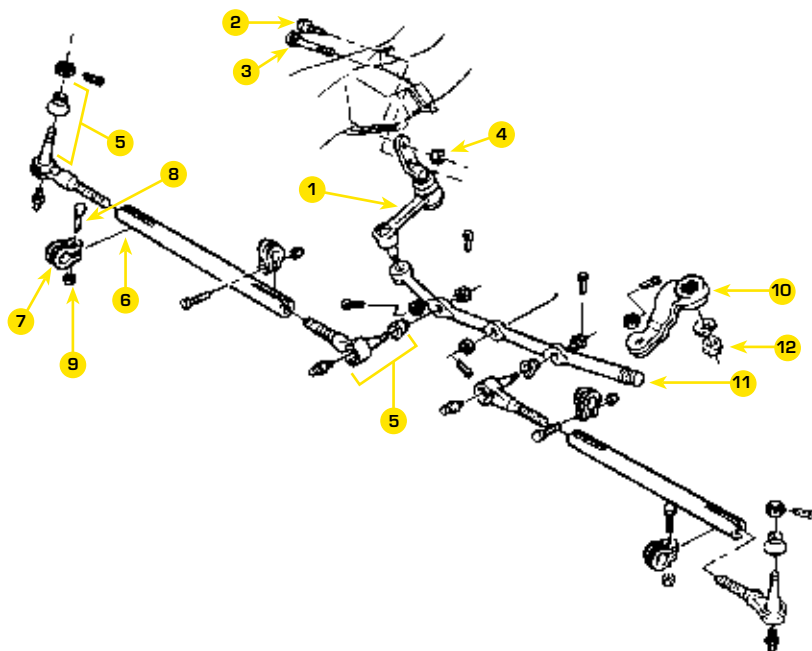
GB-27N (63-82) Exchange Unit..... \$375.99

New Bearings, Seals, Races and Gasket, Pitman Shaft and Worm Gear. 2 Stage Epoxy Paint.

**Exchange Units add \$100.00 Core Charge**

# Steering

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Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
ST-01	1	1	63-82	Idler Arm	\$51.99
ST-03	2	1	63-82	Bolt 3/8 - 24 x 4-1/2 Upper	\$0.99
ST-04	3	1	63-82	Bolt Idler Arm Lower 3/8 - 24 x 1/2	\$0.99
CF-49S	4	2	63-82	Nut 3/8 - 24	\$0.99
CF-49	4	2	63-82	Nut 3/8 - 24	\$0.99
ST-07	5	1	63-82	Tie Rod - Left Hand Inner	\$19.99
ST-08	5	1	63-82	Tie Rod - Right Hand Outer	\$19.99
ST-09	6	2	63-82	Tie Rod Sleeve	\$19.99
ST-09HD	6	2	63-82	Tie Rod Sleeve H.D.	\$23.99
ST-10	7	4	63-82	Tie Rod Clamp	\$5.99
ST-11	8	4	63-82	Tie Rod Bolt	\$0.99
ST-12	9	4	63-82	Tie Rod Nut	\$0.99
ST-13	10	1	63-79	Pitman Arm w/o Power Steering	\$49.99
ST-14	10	1	63-82	Pitman Arm with Power Steering	\$49.99
GB-11	-	1	63-82	Seal - Pitman Arm	\$12.99
ST-16	12	1	63-82	Lock Washers	\$1.99
ST-17	12	1	63-82	Nut	\$4.99
ST-18	-	1	63-82	Steering Absorber	\$89.99
ST-20	11	1	63-76	Relay Rod with Power Steering	\$126.99
ST-21	11	1	69-82	Relay Rod with Power Steering	\$126.99
ST-23	-	2	63-76	Ball Stud Seat	\$8.99
ST-25S	-	1	63-82	Seal to Relay Rod Kit w/stud	\$52.99
ST-25	-	1	63-82	Seal to Relay Rod Only	\$25.99
ST-26P	-	-	63-82	Tie Rod Boots - Poly.	\$11.99
ST-27K	-	1	63-82	Tie Rod End - All 4	\$69.99



ST-01



ST-07



ST-09



ST-10 (Clamp)  
ST-11 (Bolt)  
ST-12 (Nut)



ST-25



ST-26P



# Axle Shaft



**Buy 2 New  
Half Shafts for  
\$275.99  
Save \$25.00**



HS-01



HS-08



HS-06



HS-15



HS-25



HS-09



HS-23



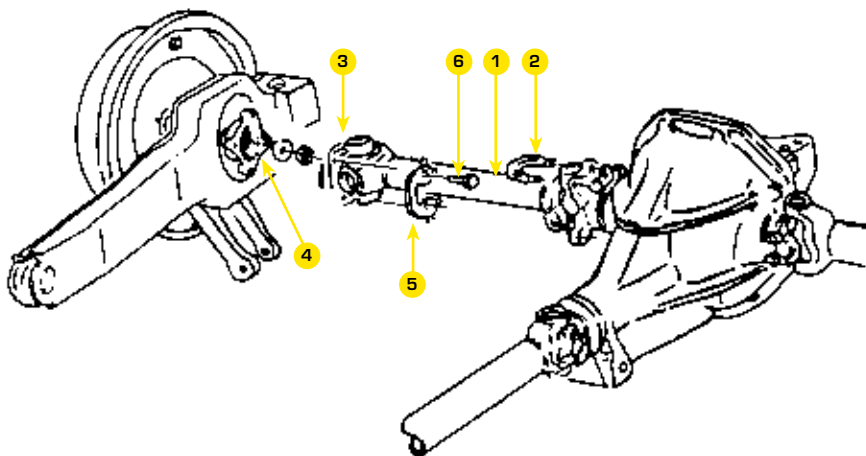
HS-26



HS-29 (Manual Kit) - HS-28 (Auto Kit)  
Kit Includes 8 Straps



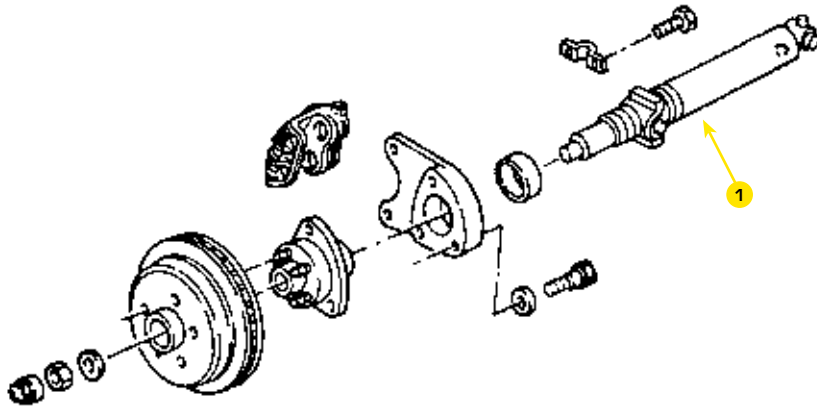
RB-31



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 5 3 - 1 9 6 2</b>					
HS-101	-	-	53-62	Drive Shaft U-Joint (Greaseable)	\$20.99
HS-102	-	-	53-62	Drive Shaft U-Bolt Kit (Car Set)	\$14.99
<b>1 9 6 3 - 1 9 8 2</b>					
HS-01	1	2	63-74	Half Shaft Complete (New)	\$150.99
HS-02	1	2	75-79	Half Shaft Complete (New)	\$150.99
HS-03	1	2	80-81	Half Shaft Complete - Auto (New)	\$150.99
HS-04	1	2	80-81	Half Shaft Complete - Manual (New)	\$150.99
HS-05	1	2	82-00	Half Shaft Complete - Auto (New)	\$150.99
HS-06	-	4	63-79	U-Joint with Grease Fitting	\$22.99
HS-07	-	4	63-79	U-Joint w/o Grease Fitting	\$27.99
HS-08	-	4	80-82	U-Joint, Small Size - Auto	\$22.99
HS-07	-	4	80-82	U-Joint, Large Size - Manual (All 82)	\$27.99
HS-09	2	4	63-79	U-Bolt	\$7.99
HS-10	3	2	63-79	Flange Half Shaft	\$99.99
HS-11	4	2	63-79	Flange Spindle (New)	\$79.99
HS-12	4	2	80-82	Flange Spindle - Auto	\$99.99
HS-13	4	2	80-82	Flange Spindle - Manual	\$113.99
HS-14	-	2	63-82	Deflector Flange	\$5.99
HS-15	5	4	63-79	French Locks	\$1.99
RB-31	6	8	65-82	Bolt Caliper 7/16 x 1-1/8 GD 8	\$2.99
HS-16	6	8	80-81	Bolt - Auto 12 Point Bolt	\$2.99
HS-17	6	8	80-82	Bolt - Manual 6 Point Bolt (All 82)	\$2.99
HS-18	-	4	63-79	Spicer Solid U-Joint	\$32.99
HS-19	2	4	80-82	Strap, U-Joint - Auto	\$2.99
HS-20	2	4	80-82	Strap, U-Joint - Manual	\$2.99
HS-23	2	4	63-79	H.D. Cap & Bolt Kit	\$59.99
HS-25	-	4	63-79	Drive Shaft U-Bolts	pr \$5.99
HS-26	-	4	80-82	Strap, U-Joint - Drive Shaft	\$11.99
HS-28	-	8	80-81	Strap, H.D. Kit - Auto	\$149.99
HS-29	-	8	80-82	Strap, H.D. Kit - Manual (All 82)	\$99.99

# Axle Shaft

800.418.5397



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 8 4 - 1 9 9 6</b>					
HS-18	-	4	63-79	Spicer Solid U-Joint	\$32.99
HS-06	-	2	84-96	U-Joint (with grease fitting)	\$22.99
HS-07	-	2	84-96	U-Joint (without grease fitting)	\$27.99
HS-230	-	8	84-96	Strap, H.D. Kit - All	\$149.99

## Half Shaft Rebuild



Van Steel will clean, inspect and finish the half shaft with our two-stage epoxy process and install New u-joints with grease fittings. (Non-grease fitted u-joints for high horsepower cars are also available.) **Exchange units add \$50.00 Core Charge.**

HS-24E	1	2	63-74	Half Shaft (without grease fitting)	\$85.00
HS-24EG	1	2	63-74	Half Shaft (with grease fitting)	\$80.00
HS-24L	1	2	75-79	Half Shaft (without grease fitting)	\$85.00
HS-24LG	1	2	75-79	Half Shaft (with grease fitting)	\$80.00
HS-80	1	2	80-81	Half Shaft/Auto (without grease fitting)	\$85.00
HS-80G	1	2	80-81	Half Shaft/Auto (with grease fitting)	\$80.00
HS-81	1	2	80-81	Half Shaft/4-speed (without grease fitting)	\$85.00
HS-82	1	2	All 82	Half Shaft (without grease fitting)	\$85.00
HS-81G	1	2	80-81	Half Shaft/4-speed (with grease fitting)	\$80.00
HS-82G	1	2	All 82	Half Shaft (with grease fitting)	\$80.00
HS-84	1	2	84-96	Half Shaft/All (without grease fitting)	\$85.00
HS-84G	1	2	84-96	Half Shaft/All (with grease fitting)	\$80.00



HS-06

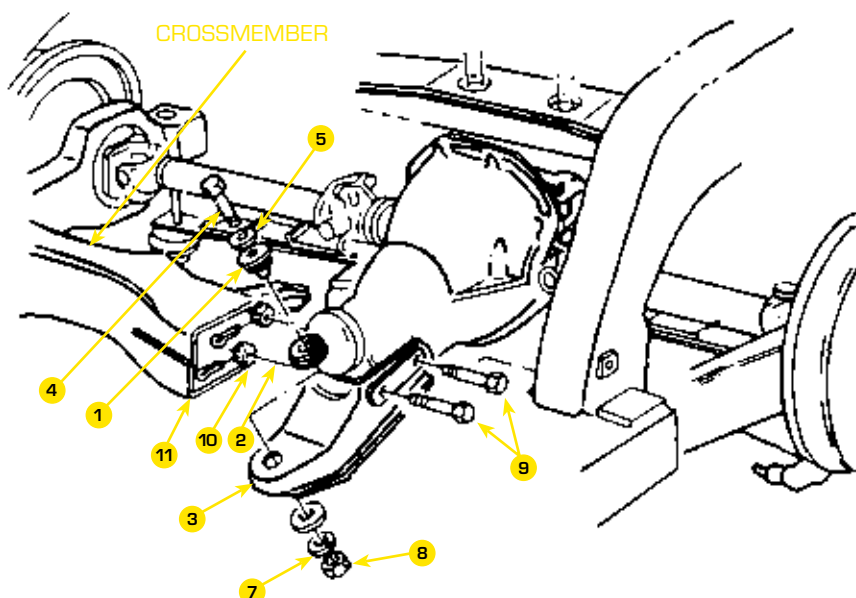
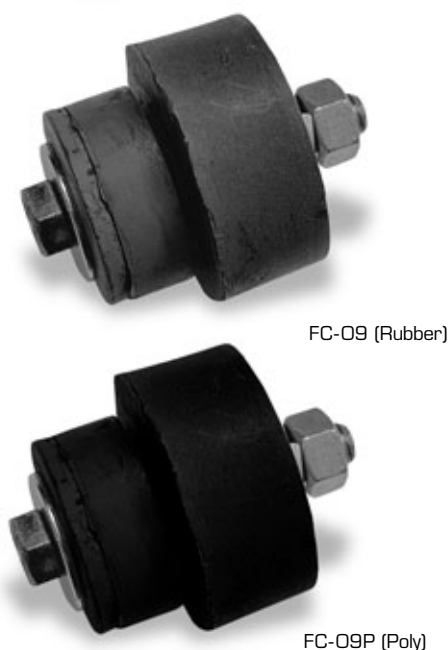


HS-28



HS-84

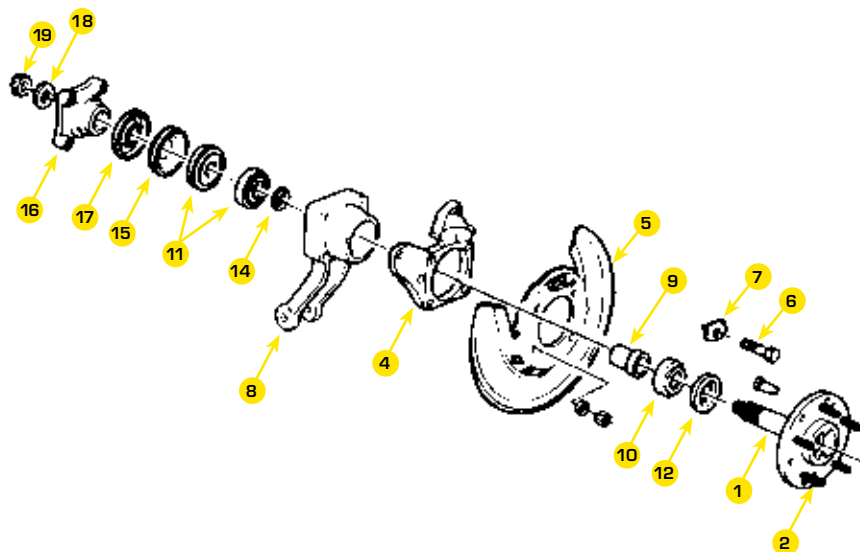
# Carrier (Front Mount)



Part No.	Illus No.	No. Car	Year	Description	Price
1 9 6 3 - 1 9 8 2					
FC-01	1	1	63-82	Upper Cushion	\$9.99
FC-02	2	1	63-82	Lower Cushion	\$9.99
FC-03	3	1	63-68	Bracket (Exc. TH)	\$29.99
FC-04	3	1	69-79	Bracket	\$25.99
FC-06	4	1	63-82	Bolt, Frt Cushion 7/16 - 14 x 2-7/8	\$3.99
FC-07	5	1	63-82	Washer, Flat Upper Lower 7/16	\$0.99
CF-50S	7	1	63-82	Lock Washer 7/16	\$0.99
CF-50	7	1	63-82	Lock Washer 7/16	\$0.99
FC-08	8	1	63-82	Nut 7/16 - 14	\$1.99
FC-09	-	1	63-82	Cushion & Bolt Kit	\$24.99
FC-09P	-	1	63-82	Cushion & Bolt Kit - Poly	\$26.99
FC-10	9	1	63-64	Bolt - Frt Brkt 7/16 - 20 x 4-13/16	\$10.99
FC-11	9	1	63-64	Bolt - Rear	\$4.99
FC-12	9	1	65-68	Bolt - Frt Brkt 7/16 - 20 x 4-13/16	\$10.99
FC-13	9	1	69-79	Bolt - Rear	\$10.99
TA-12	10	2	63-82	Castle Nut 7/16 - 20	\$1.99
CF-26S	11	-	63-79	Cotter Pin 3/32 x 1-1/4	\$0.99
CF-26	11	-	63-79	Cotter Pin 3/32 x 1-1/4	\$0.99

# Bearing Assembly

800.418.5397



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
BA-01	1	2	63-64	Spindle - Drum Brake	\$169.99
BA-02	1	2	65-82	Spindle - Disc Brake	\$169.99
BA-03	2	20	63-64	Lug Stud	\$0.99
BA-04	2	20	65-82	Lug Stud 7/16 - 20 x 1-3/4	\$1.99
BA-05	-	20	63-82	Lug Nut (Standard)	\$1.99
BA-06	-	20	63-66	Lug Nut (Aluminum Wheels)	\$3.99
BA-07	-	20	73-75	Lug Nut (Chrome)	\$10.99
BA-08	-	20	76-82	Lug Nut (Chrome)	\$3.99
BA-09	4	1	65-82	Bracket - Left Caliper	\$75.99
BA-10	4	1	65-82	Bracket - Right Caliper	\$75.99
BA-13	5	1	65-82	Backing Plate - Left Hand Disc	\$29.99
BA-13C	5	1	65-82	Backing Plate - LH Disc (Correct)	\$45.99
BA-14	5	1	65-82	Backing Plate - Right Hand Disc	\$29.99
BA-14C	5	1	65-82	Backing Plate - RH Disc (Correct)	\$45.99
BA-15	6	2	65-82	Bolt Anchor	\$6.99
BA-16	7	2	65-82	Guide Plate	\$3.99
BA-42	-	2	65-82	Anchor Support	\$15.99
BA-21	8	1	63-82	Bearing Support - Left Hand Disc	\$161.99
BA-22	8	1	63-82	Bearing Support - Right Hand Disc	\$161.99
BA-25	12	2	63-82	Seal - Inner	\$7.99
BA-26	12	2	63-82	Seal - Outer	\$8.99
BA-27	-	1	63-82	Bearing & Seal Package/Per Wheel	\$35.99
BA-28	9	2	63-82	Spacer	\$13.99



BA-01



BA-13



BA-42

BA-16

BA-15



BA-21



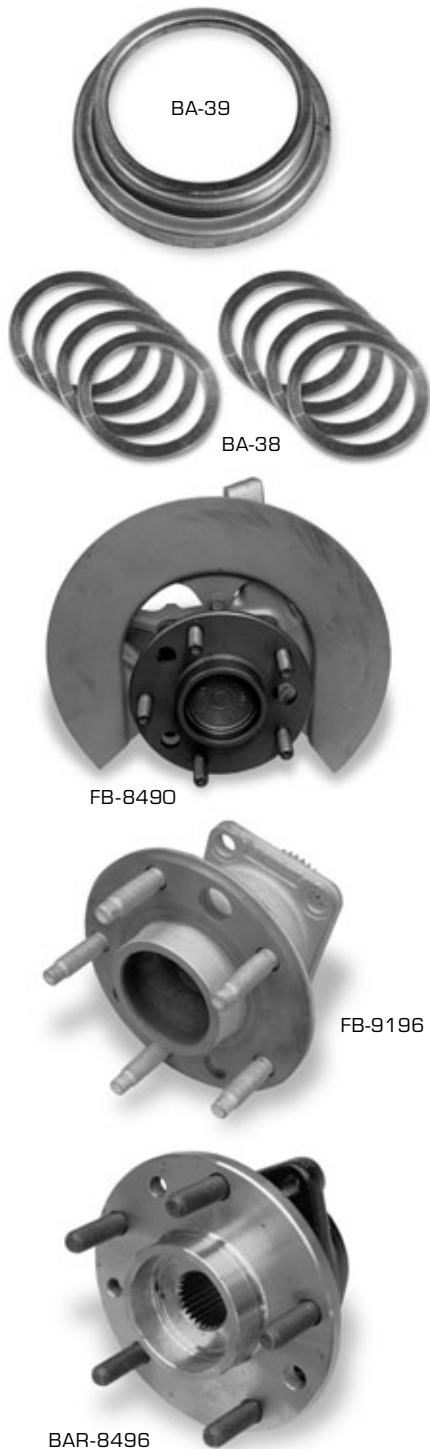
BA-27



BA-28



# Bearing Assembly



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
BA-29	14	2	63-82	Shim (.097)	\$4.99
BA-30	14	2	63-82	Shim (.103)	\$4.99
BA-31	14	2	63-82	Shim (.109)	\$4.99
BA-32	14	2	63-82	Shim (.115)	\$4.99
BA-33	14	2	63-82	Shim (.121)	\$4.99
BA-34	14	2	63-82	Shim (.127)	\$4.99
BA-35	14	2	63-82	Shim (.133)	\$4.99
BA-36	14	2	63-82	Shim (.139)	\$4.99
BA-37	14	2	63-82	Shim (.145)	\$4.99
BA-38	14	-	63-82	Shim Pkg (9 per side & spacer)	\$37.99
BA-39	15	2	63-82	Dust Shield	\$5.99
HS-11	16	2	63-79	Flange Spindle	\$80.99
HS-12	16	2	80-82	Flange Spindle - Auto	\$99.99
HS-13	16	2	80-82	Flange Spindle - Manual (All 82)	\$113.99
HS-14	17	2	63-82	Deflector Flange	\$3.99
BA-40	18	2	63-82	Washer	\$5.99
BA-41	19	2	63-82	Nut - Castle 3/4 - 20	\$2.99
CF-16S	-	2	63-82	Cotter Pin 1/8 x 1-1/4	\$0.99
CF-16	-	2	63-82	Cotter Pin 1/8 x 1-1/4	\$0.99
BAN-42 L/R	2	2	63-82	New Bearing Assm	\$634.99
BAN-43 L/R	2	2	63-82	New Bearing Assm w/Rotor	\$731.99
BAN-44 L/R	2	2	63-82	New Bearing Assm w/T-Arm, Rotor	\$1044.99
<b>1 9 8 4 - 1 9 9 6</b>					
FB-8490	2	2	84-90	Front Wheel Bearing Assembly	\$199.99
FB-9196 Delco	2	2	91-96	Frt Wheel Bearing Assm w/Sensor	\$299.99
BAR-8496	2	2	84-96	Rear Wheel Bearing Assembly	\$199.99

## Rear Wheel Bearing Rebuild

Your assembly is disassembled, cleaned, inspected and receives a two-stage epoxy finish. Your new wheel bearings are blue-printed and returned to you with all new bearings, races, seals and a 5 year unlimited mileage warranty. This is a fully assembled unit ready for you to bolt on.

BAR-42 L/R

**\$199.99**

BAR-43 L/R

**\$259.99**

Reconditioned Rotor

BAE-43 L/R

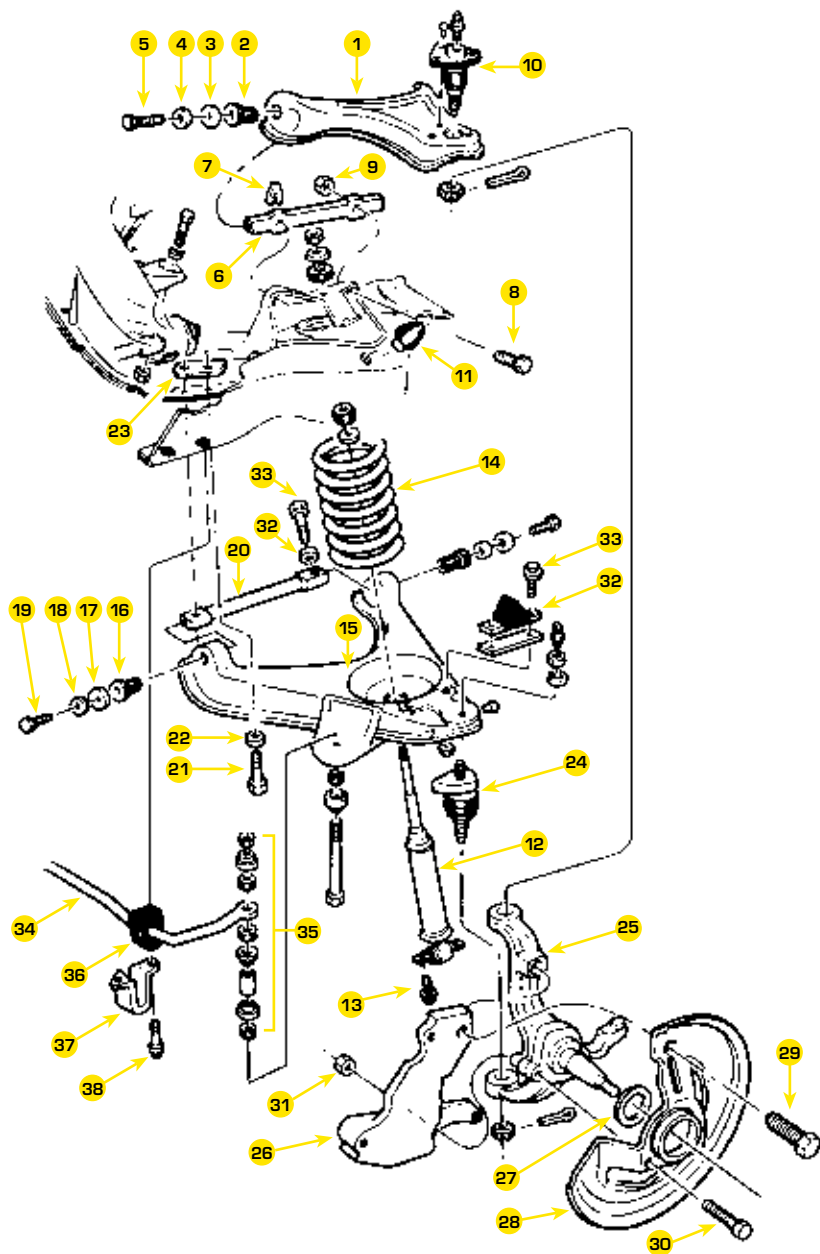
**\$275.99**

New Rotor



# Front Suspension

800.418.5397



Part No.	Illus No.	No. Car	Year	Description	Price
			1 9 6 3 - 1 9 8 2		
FS-01	1	1	63-82	A-Frame - LH Upper with Ball Joint	\$139.99
FS-02	1	1	63-82	A-Frame - RH Upper with Ball Joint	\$139.99
FS-03	2	4	63-82	Bushing, A-Frame (Upper Car Set Only)	\$16.99
FS-03P	2	4	63-82	Bushing, A-Frame Poly (Car Set)	\$49.99
FS-03G	2	4	63-82	Bushing, Original A-Arm Uptr (Car Set)	\$48.99
FS-04	3	4	63-82	Retainer, A-Frame 3/8" ID Hole	\$3.99

FS-03G  
Original  
Upper A-Arm  
Bushing



FS-03 (Upper)



FS-05



FS-04



FS-06



FS-09



FS-20 (Lower)



RVK-01

# Front Suspension

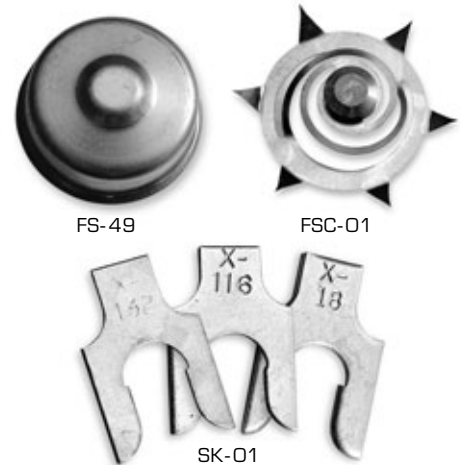


Part No.	Illus No.	No. Car	Year	Description	Price
				<b>1 9 6 3 - 1 9 8 2</b>	
FS-05	4	4	63-82	Washer 3/8	\$0.99
FS-06	5	4	63-82	Bolt 3/8 - 24 x 7/8	\$0.99
FS-06S	5	4	63-82	Bolt 3/8 - 24 x 7/8 (SS)	\$0.99
FS-07	6	2	63-82	Shaft Kit (Upper Bushing, Ret./Washer, Bolt)	\$42.99
FS-09	8	4	68-79	Bolt, Shaft 7/16 - 13 x 2-1/4	\$2.99
CF-51	9	4	68-79	Nut Lock 7/16 - 14	\$0.99
FS-11	10	2	63-82	Ball Joint - Upper	\$23.99
RVK-01	-	-	63-82	Rivet Kit	\$12.99
FS-12	11	2	63-75	Bumper - Upper Acorn	\$9.99
FS-13	11	2	76-82	Bumper - Upper Acorn	\$5.99
FS-14	12	2	63-82	KYB GR2	\$39.99
FS-15	12	2	63-82	Shock, KYB Gas	\$44.99
FS-16	13	4	63-82	Bolt, Shock Lower	\$0.99
FS-17	14	2	63-82	Front Spring (Order By Engine/Susp)	\$99.99
FS-18	15	2	63-82	A-Frame - LH Lower	\$197.99
FS-19	15	2	63-82	A-Frame - RH Lower	\$197.99
FS-20	16	4	63-82	Bushing - A-Frame (Lower Car Set Only)	\$16.99
FS-20P	16	4	63-82	Bushing - A-Frame (Poly)	\$49.99
FS-21	17	4	63-82	Retainer	\$2.99
FS-22	18	4	63-82	Washer	\$0.99
FS-23	19	4	63-82	Bolt 7/16 - 20 x 1-1/8	\$2.99
FS-24	20	2	63-82	Shaft Lower Kit (Washer, Retainer, Bolt)	\$57.99
FS-25	21	4	63-82	Bolt 7/16 - 20 x 1-3/4	\$0.99
FS-26	22	4	63-82	Washer 7/16 x 31/64 x 5/32	\$0.99
FS-27	23	2	63-82	Plate - 2 Hole with Bolts (Per Side)	\$14.99
FS-28	32	2	63-82	Bolt - Lower A-Arm Rear	\$3.99
FS-30	33	2	63-82	Nut - Lower A-Arm Rear	\$1.99
FS-31	24	2	63-82	Ball Joint - Lower	\$23.99
FS-36	25	2	69-82	Steering Knuckle Spindle	\$195.99
FB-12	26	1	65-82	Bracket - LH Front Caliper	\$75.99
FB-13	26	1	65-82	Bracket - RH Front Caliper	\$75.99
FB-11	27	2	65-82	Gasket Dust Shield	\$3.99
FB-09	28	1	65-82	Shield - LH Front	\$29.99
FB-09C	28	1	65-82	Shield - LH Front (Correct)	\$45.99
FB-10	28	1	65-82	Shield - RH Front	\$29.99
FB-10C	28	1	65-82	Shield - RH Front (Correct)	\$45.99
FS-37	29	2	65-82	Bolt 11/16 - 16 x 7/8	\$10.99
FS-38	30	2	65-82	Bolt - Lower	\$0.99
FS-39	31	2	65-82	Nut 1/2 - 20	\$0.99
FS-40	-	2	63-82	Seal	\$7.99
FS-41	-	2	69-82	Seal	\$8.99
FS-42	-	2	63-68	Bearing, Seals & Races (Per Side)	\$33.99
FS-44	-	2	69-82	Bearing, Seals & Races (Per Side)	\$35.99
FS-46	-	2	63-68	Washer	\$2.99
FS-47	-	2	69-82	Washer	\$3.99

# Front Suspension

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Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
BA-41	-	2	63-68	Nut - Castle 3/4-20	\$2.99
FS-48	-	2	69-82	Washer 27/32 - 20	\$3.99
CF-18S	-	2	63-82	Cotter Pin 1/8 x 1-1/2	\$0.99
CF-18	-	2	63-82	Cotter Pin - 1/8 x 1-1/2	\$0.99
FS-49	-	2	63-82	Cap	\$4.99
FS-50	-	2	69-82	Cap	\$5.99
FSC-01	-	2	63-82	Static Collector	\$15.99
FS-52	32	2	63-82	Bumper	\$8.99
FS-53	33	4	63-82	Screw - 5/16 - 18 x 1	\$0.99
CF-35	-	4	63-82	Nut - 5/16 - 18	\$0.99
FS-56	35	2	63-82	Link Bushing Kit	\$14.99
FS-57P	35	2	63-82	Link Bushing Kit - Nylon	\$22.99
FS-58	36	2	63-82	Sway Bar Mounting Bushings 1-1/4"	\$19.99
FS-59	36	2	63-82	Sway Bar Mounting Bushings 1-1/8"	\$19.99
FS-60	36	2	63-82	Sway Bar Mounting Bushings 1"	\$19.99
FS-61	36	2	63-82	Sway Bar Mounting Bushings 7/8"	\$19.99
FS-62	36	2	63-82	Sway Bar Mounting Bushings 3/4"	\$19.99
FS-63	37	2	63-82	Sway Bar Mounting Bushings 9/16"	\$19.99
FS-64	37	2	68-82	Bracket	\$5.99
FS-65	38	2	65-82	Screw 5/16 - 18 x 1-7/16	\$0.99
FS-65S	38	2	63-82	Screw 5/16 - 18 x 1-7/16	\$0.99
FS-69S	38	2	63-82	Lock Washer 9/16	\$0.99
FS-70P	-	2	63-82	Boots, Ball Joints Upper - Poly (Car Set)	\$11.99
FS-71P	-	2	63-82	Boots, Ball Joints Lower - Poly (Car Set)	\$11.99
FS-72P	-	4	63-82	Upper Shock Bushings - Poly (Car Set)	\$10.99
SK-01	7	-	63-82	Shim Kit	\$18.99
<b>1 9 8 4 - 1 9 9 6</b>					
FS-201	1	1	84-87	Upper A-Arm - Left	\$395.99
FS-202	1	1	84-87	Upper A-Arm - Right	\$395.99
FS-203	1	1	88-96	Upper A-Arm - Left	\$105.99
FS-204	1	1	88-96	Upper A-Arm - Right	\$105.99
FS-205	2	1	84-87	Lower A-Arm - Left (Used Only)	\$350.99
FS-206	2	1	84-87	Lower A-Arm - Right (Used Only)	\$350.99
FS-207	2	1	88-96	Lower A-Arm - Left	\$233.99
FS-208	2	1	88-96	Lower A-Arm - Right	\$233.99
FS-209	3	1	84	Knuckle Steering - Left (Used)	\$260.99
FS-210	3	1	84	Knuckle Steering - Right (Used)	\$260.99
FS-211	3	1	85	Knuckle Steering - Left (Used)	\$260.99
FS-212	3	1	85	Knuckle Steering - Right (Used)	\$260.99
FS-213	3	1	86-87	Knuckle Steering - Left (Used)	\$265.99



FS-62





# Spring (Rear Cover)



SG-01L

SG-06



SG-06L



SG-07

SG-07P



SG-08

SG-09

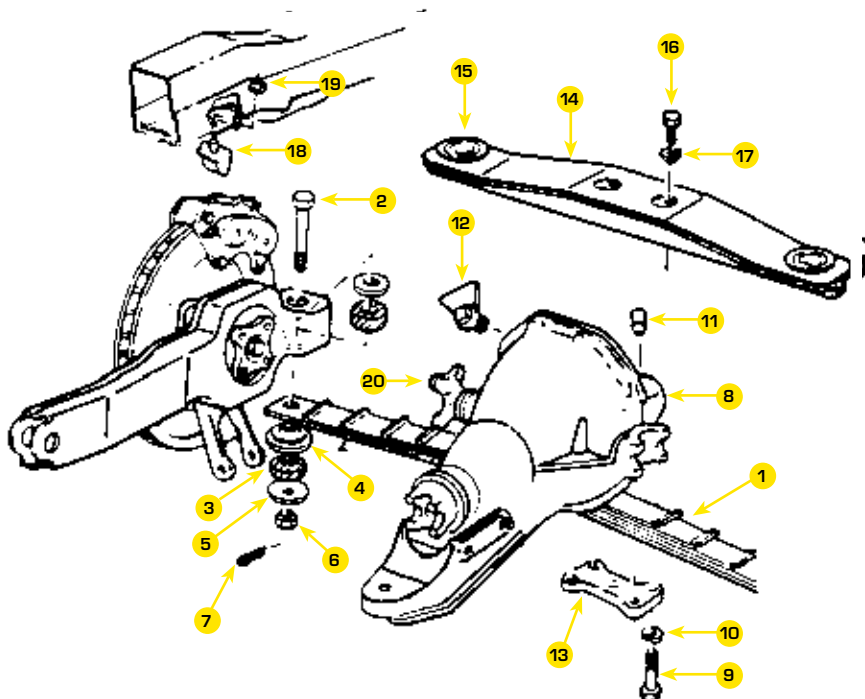


SG-10

CF-16



SG-12



Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
SG-01	1	1	63-77	Rear Spring SD 2-1/4 - 9 Leaf 190 lb	\$199.99
SG-01L	1	1	63-76	Spring Liner (5 or 7 needed)	ea \$13.99
SG-02	1	1	63-77	Rear Spring HD 2-1/4 - 7 Leaf 290 lb	\$199.99
SG-04	1	1	78-81	Rear Spring HD 2-1/2 - 7 Leaf	\$199.99
SG-06	2	2	63-82	Bolt Spring	\$8.99
SG-06L	2	2	63-82	Bolt Spring - 8" or 10"	\$21.99
SG-07	3	4	63-82	Cushion	\$2.99
SG-07P	3	4	63-82	Cushion (Car Set)	\$21.99
SG-08	4	4	63-82	Retainer	\$2.99
SG-09	5	4	63-82	Washer	\$2.99
SG-10	6	2	63-82	Castle Nut 9/16 - 18	\$0.99
SG-10S	6	2	63-82	Castle Nut 9/16 - 18	\$0.99
SG-11	-	2	63-82	Kit - Spring Bolt (Rubber)	\$34.99
SG-11P	-	2	63-82	Kit - Spring Bolt (Poly)	\$36.99
CF-16S	7	2	63-82	Cotter Pin 1/8 x 1-1/4	\$0.99
CF-16	7	2	63-82	Cotter Pin - 1/8 x 1-1/4	\$0.99
SG-12	8	1	63-77	Differential Cover HD 2-1/4 wide	\$99.99
SG-13	8	1	78-79	Differential Cover HD 2-1/2 wide	\$99.99
SG-15	-	1	63-79	Gasket Rear Cover	\$3.99
SG-16	-	1	80-82	Gasket Rear Cover	\$6.99
SG-17	9	4	63-77	Bolt/Sp to Cover 9/16x12x3-31/64	\$5.99
SG-18	9	4	78-79	Bolt/Sp to Cover 7/16x14x3-5/16	\$2.99
SG-19	9	3	80-82	Bolt/Sp to Cover M12x1.75x90 10.9	\$4.99

# Spring (Rear Cover)

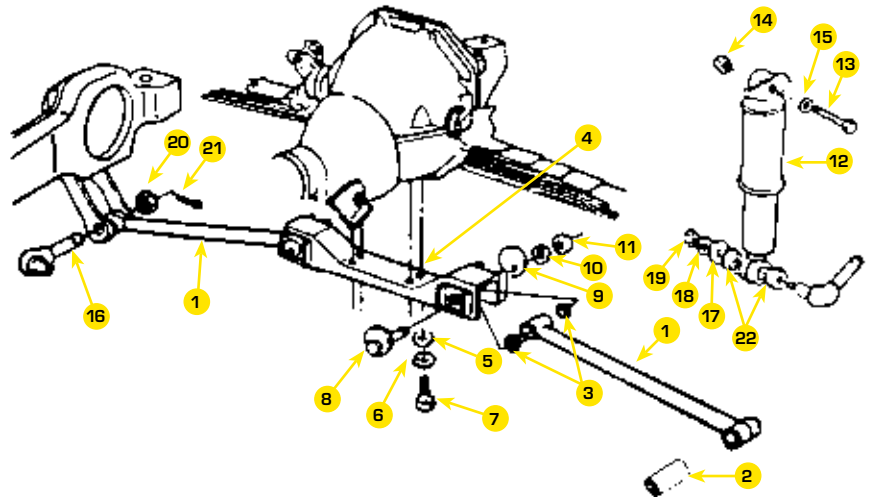
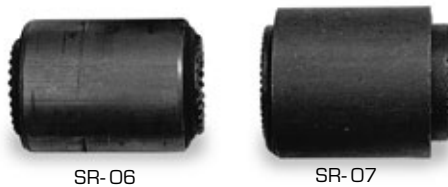
800.418.5397

Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
CF-70S	10	4	63-79	Lock Washer 9/16	\$0.99
CF-70	10	4	63-79	Lock Washer 7/16	\$0.99
CF-50S	10	4	80-82	Lock Washer 7/16	\$0.99
SG-20	11	1	63-79	Ventilator	\$3.99
SG-21	12	1	63-64	Filler Plug	\$4.99
SG-22	12	1	65-79	Filler Plug with Instruction Tag	\$23.99
SG-23	-	1	63-64	Gasket Filler Plug	\$3.99
SG-24	13	1	63-77	Anchor Plate 2-1/4 Spring	ea \$24.99
SG-25	13	1	78-79	Anchor Plate 2-1/2 Spring	ea \$24.99
SG-26	13	1	80-00	Anchor Plate Three Hole	ea \$24.99
SG-27	13	1	81-82	Anchor Plate Three Hole	ea \$24.99
SG-28	14	1	63-79	Cross Member	\$399.99
SG-29	15	2	63-79	Bushings Cross Member	\$79.99
SG-30	16	4	63-79	Bolt 7/16-18 x 1-1/8	\$0.99
SG-30S	16	4	63-79	Bolt 7/16-18 x 1-1/8	\$0.99
CF-50S	17	4	63-82	Lock Washer 7/16	\$0.99
CF-50	17	4	63-82	Lock Washer 7/16	\$0.99
SG-31	18	2	65-75	Bumper Stop	\$14.99
SG-31E	18	2	63-64	Bumper Stop	pr \$45.99
SG-32	18	2	76-82	Bumper Stop	\$22.99
SG-33	19	2	63-82	Nut 3/8-16 Hex	\$0.99
SG-33S	19	2	63-82	Nut 3/8-16 Hex	\$1.99
SG-34	-	2	63-82	Lubricant - Positraction	\$8.99
SG-35	-	-	63-82	Additive - Positraction	\$8.99
SG-36	20	2	63-79	Side Yoke (New)	\$129.99
SG-36R	20	2	63-79	Side Yoke (Reconditioned - Hardened End)	\$89.99
SG-37	20	2	63-79	Side Yoke (New - Completely Hardened)	\$189.99
SG-44	20	2	80-82	Side Yoke - Lt (Recond. - Hardened End)	\$119.99
SG-45	20	2	80-82	Side Yoke - Rt (Recond. - Hardened End)	\$109.99
SG-38	-	2	63-79	Deflector Differential U-Joint Yoke	\$3.99
SG-39	-	2	63-79	Seal Yoke	\$11.99
SG-40	-	2	80-81	Seal Yoke	\$9.99
SG-41	-	2	63-79	Ring Yoke Retainer	\$2.99
SG-42	-	-	63-79	Pinion Seal	\$10.99
SG-43	-	-	80-82	Pinion Seal	\$12.99
<b>1 9 8 4 - 1 9 9 6</b>					
SG-201	-	-	84-96	Rear Spring Bolt Kit	\$39.99
SG-202	-	-	84-96	Rear Spring Bolt 10", 12"	pr \$29.99
SG-203	-	-	84-96	Rear Spring Cushions (only poly)	\$30.99
SG-204	-	-	84-96	Rear Spring Center Mount Plate	\$10.99
SG-205	-	-	84-96	Rear Spring Center Mount Insulator	\$7.99
SG-206	-	-	84-96	Rear Spring (Replacement)	\$299.99
SG-207	-	-	84-96	Rear Spring Sport	\$299.99
SG-208	-	-	84-96	Pinion Seal	\$18.99



Exchange units add \$50.00 Core Charge

# Strut Rod



Part No.	Illus No.	No. Car	Year	Description	Price
1 9 6 3 - 1 9 8 2					
SR-02	1	2	63-74	Strut Rods (New)	ea \$64.99
SR-03	1	2	75-79	Strut Rods (New)	ea \$64.99
SR-04	1	2	80-82	Strut Rods (New)	ea \$64.99
SR-05	1	2	63-82	Strut Rods - Adjustable	\$119.99
SR-05L	1	2	80-82	Strut Rods - Adjustable	\$119.99
SR-06	2	4	63-74	Bushings - Strut Rod	ea \$19.99
SR-06P	2	4	63-74	Bushings - Strut Rod	pr \$24.99
SR-07	2	4	75-82	Bushings - Strut Rod	ea \$24.99
SR-07P	2	4	75-82	Bushings - Strut Rod	pr \$24.99
SR-08	3	4	63-82	Reducing Washer	\$1.99
SR-10	4	1	68-79	Bracket - Strut Rod	\$27.99
SR-11	4	1	80-82	Bracket - Strut Rod	\$25.99
SR-12	5	4	63-82	Flat Washer 23/32	\$0.99
CF-40S	6	4	63-82	Lock Washer 3/8 Lock USS	\$0.99
CF-40	6	4	63-82	Lock Washer 3/8 Lock USS	\$0.99
SR-13	7	4	63-82	Bolt 3/8-16 x 7/8 Grade 8	\$0.99
SR-14	8	2	63-82	Camber Bolt	\$20.99
SS-01	1	2	63-79	Smart Strut with Poly Bushings	ea \$219.99
SS-02	1	2	80-82	Smart Strut with Poly Bushing	ea \$219.99
SR-15	9	2	63-82	Camber Washer	\$6.99
CF-60S	10	2	63-82	Lock Washer 1/2 Lock USS	\$0.99
CF-60	10	2	63-82	Lock Washer 1/2 Lock USS	\$0.99

# Strut Rod

800.418.5397

Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
SR-16	11	2	63-82	Nut - Camber 1/2-20	\$2.99
SR-17	-	2	63-82	Camber Bolt Kit	\$25.99
SR-18	12	2	63-82	Shock Absorber - KYB GR2	\$39.99
SR-19	12	2	63-82	Shock Absorber - KYB Gas	\$44.99
SR-20	13	2	63-82	Bolt - Shock Upper 7/16-20x 2-3/16	\$2.99
SR-20S	13	2	63-82	Bolt - Shock Upper 7/16-20x 2-3/16	\$4.99
CF-57S	14	2	63-82	Nut Lock 7/16-20 Hex	\$0.99
CF-57	14	2	63-82	Nut Lock 7/16-20 Hex	\$0.99
CF-50S	15	1	63-82	Lock Washer 7/16	\$0.99
CF-50	15	1	63-82	Lock Washer 7/16	\$0.99
SR-21	16	1	63-82	Shock Mount - Left Hand	\$45.99
SR-22	16	1	63-82	Shock Mount - Right hand	\$45.99
SR-23	17	2	63-82	Washer Dished 1/2 x 7/8	\$3.99
CF-60S	18	2	63-82	Lock Washer 1/2 Lock USS	\$0.99
CF-60	18	2	63-82	Lock Washer 1/2 Lock USS	\$0.99
SR-24	19	2	63-82	Nut - Small End 1/2-20	\$2.99
SR-25	20	2	63-82	Nut Castle 5/8 x 18	\$0.99
CF-16S	21	2	63-82	Cotter Pin 1/8 x 1-1/4	\$0.99
CF-16	21	2	63-82	Cotter Pin 1/8 x 1-1/4	\$0.99
SR-26	22	4	63-82	Grommet	\$0.99
<b>1 9 8 4 - 1 9 9 6</b>					
SR-201	-	-	84-96	Strut Rod	\$75.99
SR-202	-	-	84-88	Strut Rod Reducing Washer	\$2.99
SR-203	-	-	84-96	Camber Bolt Kit (Both)	\$31.99
SR-204P	-	-	84-96	Strut Rod Bushing - Poly	\$35.99
SR-206	-	1	84-96	Adjustable Strut Rods	\$119.99
SS-03	1	2	84-96	Smart Strut with Poly Bushing	ea \$219.99

## Strut Rod Rebuild



Your Strut Rod is inspected, cleaned and finished with our two-stage epoxy process. Existing bushings are removed and replaced with new bushings.

SR-27E (Rubber) 63-74 \$55.99    SR-27EP (Poly) 63-74 \$65.99

SR-27L (Rubber) 75-82 \$55.99    SR-27LP (Poly) 75-82 \$65.99

SR-227P (Poly) 84-96 \$65.99

**Exchange units add \$50.00 Core Charge**





# Sway Bar



SB-07



SB-08



SB-09

CF-30 (Nut)  
CF-43 (Washer)

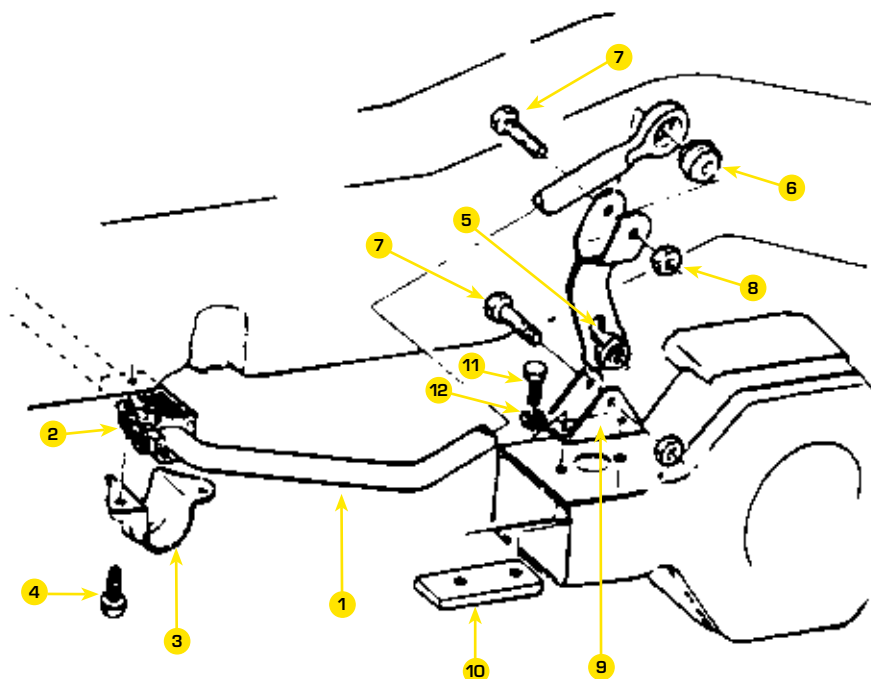


SB-10



SB-11

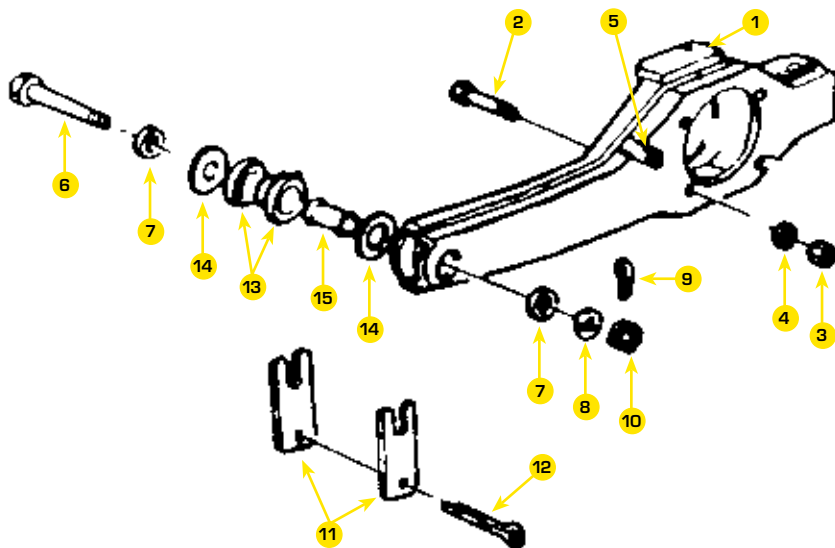
SB-12



Part No.	Illus No.	No. Car	Year	Description	Price
1 9 6 3 - 1 9 8 2					
SB-03	2	2	65-67	Bushing	\$6.99
SB-04	2	2	68-74	Bushing	\$7.99
SB-05	2	2	75-82	Bushing	\$7.99
FS-63	3	2	63-67	Bracket	\$5.99
FS-64	3	2	68-82	Bracket	\$5.99
SB-06	4	2	65-82	Bolt 5/16 - 18 x 1-7/16 w/ Washer	\$1.99
SB-07	5	2	65-82	Link with Bushing	\$11.99
SB-08	6	2	65-82	Bushing	\$6.99
SB-09	7	2	66-82	Bolt 3/8 - 16 x 3/8 Zinc Plated GR8	\$2.99
CF-43S	8	2	66-82	Nut 3/8 - 16	\$0.99
CF-43	8	2	66-82	Nut 3/8 - 16	\$0.99
SB-10	9	2	66-82	Bracket on T-Arm	ea \$6.99
SB-11	10	2	66-82	Plate on T-Arm	ea \$8.99
SB-12	11	4	66-82	Bolt 5/16 - 18 x 3/4 Phos GR8	\$0.99
CF-30S	12	4	66-82	Lock Washer 5/16	\$0.99
CF-30	12	4	66-82	Lock Washer 5/16	\$0.99

# Trailing Arm

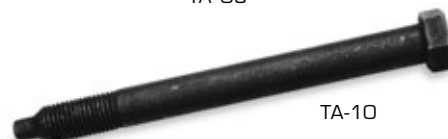
800.418.5397



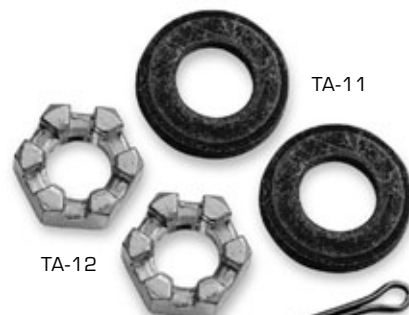
Part No.	Illus No.	No. Car	Year	Description	Price
1 9 6 3 - 1 9 8 2					
TA-01	1	1	63-64	T-Arm Left Hand Drum Modified	\$195.99
TA-02	1	1	63-64	T-Arm Right Hand Drum Modified	\$195.99
TA-03	1	1	65-82	T-Arm Left Hand Disc	\$195.99
TA-04	1	1	65-82	T-Arm Right Hand Disc	\$195.99
TA-05	1	2	63-82	T-Arm Custom Stock	\$379.99
TA-06	1	2	63-82	T-Arm Offset	\$389.99
TA-08	2	8	65-82	Stud 3/8 - 24 x 2-7/8	\$1.99
CF-49S	3	8	63-82	Nut 3/8 - 24	\$0.99
CF-49	3	8	63-82	Nut 3/8 - 24	\$0.99
CF-40S	4	8	63-82	Lock Washer 3/8 Lock USS	\$0.99
CF-40	4	8	63-82	Lock Washer 3/8 Lock USS	\$0.99
TA-09	5	2	65-82	Cable Guide	\$1.99
SG-08	4	4	63-82	Retainer	\$2.99
TA-10	6	2	63-82	Bolt Pivot 7/16 - 20 x 4-9/16	\$6.99
TA-11	7	4	63-82	Washer Flat	\$3.99
TA-12	10	2	63-82	Nut Castle	\$1.99
CF-50S	8	2	63-82	Lock Washer 7/16	\$0.99
CF-50	8	2	63-82	Lock Washer 7/16	\$0.99
CF-22S	9	2	65-82	Cotter Pin 3/32 x 1	\$0.99
CF-22	9	2	63-82	Cotter Pin 3/32 x 1	\$0.99
TA-16	11	16	63-82	Shim Package - 6 each	\$33.99
TA-16S	11	16	63-82	Shim Package (SS) - 6 each	\$35.99



TA-08



TA-10



TA-11

TA-12

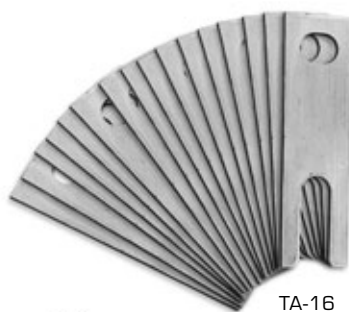


CF-22



TA-05

# Trailing Arm



TA-16



TA-17



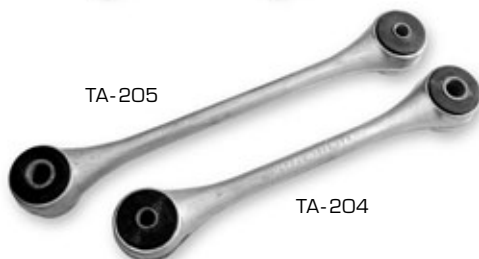
TA-18



TA-19



TA-20



TA-205

TA-204

Part No.	Illus No.	No. Car	Year	Description	Price
<b>1 9 6 3 - 1 9 8 2</b>					
TA-17	12	2	70-82	Cotter Pin	\$1.99
TA-18	13	4	63-82	Bushing	\$9.99
TA-19	14	4	63-82	Washer Bushing	\$1.99
TA-20	15	2	63-82	Sleeve	\$5.99
TA-21	-	2	63-82	Bushing Package - Each Side	\$19.99
TA-22	-	1	63-82	T-Arm Bolt Kit	\$8.99
TA-23S	-	1	63-82	T-Arm & Bolt Shim Kit - Stainless	\$51.99
<b>1 9 8 4 - 1 9 9 6</b>					
TA-203	-	-	84-96	Rear Control Rods - 4 pcs	\$185.99
TA-204	-	-	84-96	Rear Control Upper	\$51.99
TA-205	-	-	84-96	Rear Control Lower	\$51.99
TA-206	-	-	84-96	Racing Adjustable T-Arms / 4 pc	\$429.99

## Trailing Arm Rebuild



Your parts are disassembled, inspected, cleaned and receive a two-stage epoxy finish. All critical dimensions are measured and parts undergo Van Steel's rigorous inspection process. Your rear wheel bearing is blueprinted to Van Steel's standards and your rotor is selectively aligned to its minimum run out. Your T-Arm is completely assembled, ready to bolt on with:

- New Cable Guide, Lock Washers & Nuts
- New T-Arm Bushing
- New Bearings, Seals and Races
- New Stainless Steel Parking Brake Mechanism
- New Parking Brake Shoes

5 year warranty, unlimited mileage.

With SS Hardware and New G.M. Style Shoes .....\$ 389.99

With G.M. Hardware and Reline Shoes .....\$ 296.99

Poly T-Arm Bushings .....\$ 48.99

**Exchange units add \$300.00 Core Charge**

# Suspension Kits

800.418.5397

## 1963 -82 Front & Rear Super Kit



FRSK-01 (1963-74) **ND** .....\$534.99

FRSK-02 (1975-82) **ND** .....\$554.99

Kit includes (2) FREE Tie Rod Sleeves and Clamps. A \$32.99 Value.

For Polyurethane Kit, add.....\$20.99

## 1956 -62 Front Suspension Kit



FSK-5662 .... \$299.99

Includes A-Arm Shaft Kit, King Pins & Bushings, Tie Rod Ends (outer only), Grease Seals & Fittings and Sway Bar Link Kit. **ND**

FSK-5662D .. \$499.99

Same Kit as above plus Tie Rod Tubes, all 4 Tie Rods, Coil Springs, Aluminum Shims, 3rd Member Bearing and Upper Shaft. **ND**

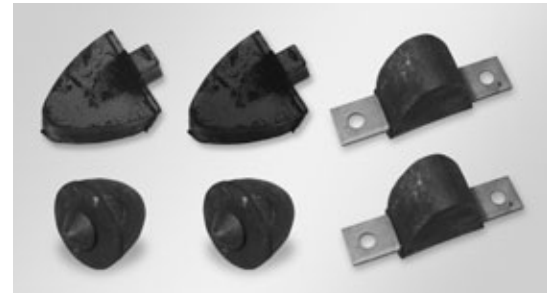
## 1963 -64 Control Arm Bumper Kit



CABK-6364 .....\$73.99

Includes 2 upper, 2 lower and 2 rear bumpers

## 65-74 Control Arm Bumper Kit



CABK-6574 .....\$57.99

Includes 2 upper, 2 lower and 2 rear bumpers

## 75-82 Control Arm Bumper Kit



CABK-7582 .....\$61.99

Includes 2 upper, 2 lower and 2 rear bumpers



# Suspension Kits



## 1963-82 Front Suspension Rebuild Kit

Includes:

- upper and lower ball joints
- upper and lower control arm bushings
- outer and inner tie rod ends  
(2 left hand and 2 right hand)
- idler arm
- 2 sway bar link kits

### Deluxe Kit (shown)

FSK-01D (Rubber) ..... \$179.99

FSK-01DP (Poly) ..... \$235.99



## 1963-82 Rear Suspension Rebuild Kit

Includes all the nuts, bolts, washers, cotter pins and cushions needed to take care of rear suspension.

- 2 spring bolts, 2 nuts, 2 retainers
- 4 washers
- 4 cushions
- 2 shock mounts with nuts
- 2 camber bolt kits
- 4 reducing washers
- pinion bushings

### Standard Kit (shown) RSM-01

1963-74 ..... \$229.99

1975-82 ..... \$249.99

### Deluxe Kit RSM-02

1963-74 ..... \$354.99

1975-82 ..... \$374.99

Includes everything in Standard Kit plus t-arm bushings, shim kit, center spring bolts, half shaft bolts, french lock and t-arm bolts.



# Suspension Kits

800.418.5397



## 1963-82 Grand Touring Suspension System

This specially designed package improves both ride and handling at a very affordable price. Balanced anti-sway bars assure flat, neutral steering. New springs restore ride height and lifetime gas shocks smooth and control the car.

- 1.125" Addco Front Anti-Sway Bar Kit
- .750" Addco Rear Anti-Sway Bar Kit
- 460 lb/in Coated Coils
- 9-Leaf Steel Spring
- KYB® GR-2 Shocks
- Leaf Spring Hardware Kit

### Steel Spring

VS-42001 (63-77)  
VS-42001A (78-79)  
VS-42001B (80-82)

### Composite Spring

VS-42001F (63-77)  
VS-42001AF (78-79)  
VS-42001BF (80-82)

\$525.99

\$685.99



## 1963-82 Street & Slalom Suspension System

Designed for more aggressive driving, this package is a step above the famous F-41 option. Monospring rides better than a steel spring, Bilstein Sport gas shocks dampen better and adjustable strut rods lock down the rear end.

- 1.125" Addco Front Anti-Sway Bar Kit
- .750" Addco Rear Anti-Sway Bar Kit
- 550 lb/in Powder Coated Coils
- Poly Shock Mount Grommets
- Bilstein® Gas Shocks
- 360-lb Composite Monospring
- Monospring Hardware Kit

### Poly-Adjustable Strut Rods

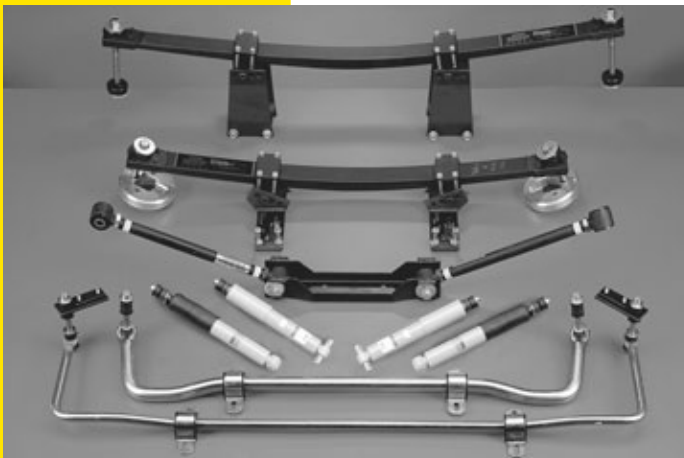
VS-42002 (63-77)  
VS-42002A (78-79)  
VS-42002B (80-82)

### Smart Struts

VS-42002C (63-67)  
VS-42002D (78-79)  
VS-42002E (80-82)

\$949.99

\$999.99



## 1963-82 Hi-Performance Suspension System

This package provides the greatest possible handling improvement for the money. Fully adjustable front and rear spring systems let you alter spring rate and ride height in moments. SmartStrut® system relocates strut rods for maximum rear camber control. Balanced anti-sway bars and Bilstein® Sport gas shocks vastly improve control and stability.

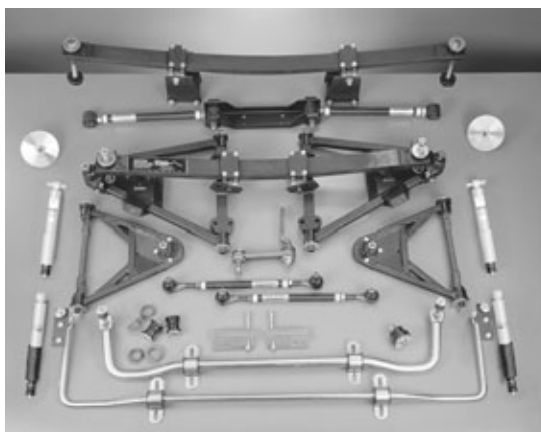
- Patented Transverse Conversion Kit
- Dual-Mount Rear Spring Kit
- Bilstein® Sport Gas Shocks
- 1.125" Front and .750" Rear Anti-Sway Bar Kits
- Adjustable SmartStruts®

VS-42003 (1963-1979) ..... \$1499.99  
VS-42004 (1980-1982) ..... \$1699.99

# Suspension Kits



## 1963-82 Performance Plus Suspension System



This package has all the features of the Hi-Performance System plus crossmember reinforcing disc kit, poly differential mounting bushing, trailing arm bushings and a Stainless Steel shim kit for rear stability. A complete poly front end rebuild kit and MIG welded upper control arms tighten up front end.

- 1.125" Addco Front Anti-Sway Bar Kit
- .750" Addco Rear Anti-Sway Bar Kits
- Patented Transverse Front Spring System
- Heavy-Duty Upper A-Arms
- Adjustable Dual-Mount Rear Spring Kit
- Bilstein® Sport Gas Shocks
- Front-End Rebuild Kit
- Stainless Steel Trailing Arm Shim Kit
- SmartStruts® Assembly
- Polyurethane Trailing Arm Bushings
- Cross Member Reinforcement Kit
- Polyurethane Differential Bushing Kit

VS-42000 (63-79) .....	\$2249.99
VS-42000B (80-82) .....	\$2279.99

## 1963-82 Advanced Street & Slalom Kit



- 360# Composite Spring
- Smart Struts
- QA1 Front Semi-Coilovers with Spanner Wrench
- QA1 Rear Adjustable Shocks
- 1-1/8" Front Sway Bar
- 3/4" Rear Sway Bar

VSD-O1 (63-77) .....	\$1,849.99
VSD-O1A (78-79) .....	\$1,849.99
VSD-O1B (80-82) .....	\$1,849.99

## 1963-82 Super Performance Plus Kit



- Adjustable Dual Mount Rear Springs
- Smart Struts
- (2) Crossmember Reinforcement Plates
- QA1 Front Semi-Coilovers with Spanner Wrench
- QA1 Rear 12-Point Adjustable Shocks
- Poly Pinion Bushing Kit
- Poly T-Arm Bushing
- T-Arm Bolt & Shim Kit
- 1-1/8" Front Sway Bar
- 3/4" Rear Sway Bar
- Idler Arm
- (4) Tie Rod Ends and (2) Sleeves

VSD-O2 (63-77) .....	\$2,099.99
VSD-O2A (78-79) .....	\$2,099.99
VSD-O2B (80-82) .....	\$2,265.99

NOTE: You may have to delete the rear sway bar to run wider wheels. If you delete the rear sway bar, deduct \$80.00 from cost.

# Suspension Kits

800.418.5397

**Rebuilding  
Services for  
84-96  
Control Arms  
on Page 6  
and  
97-02  
Control Arms  
on Page 7**

## C-5 Polyurethane Control Arm Bushing Kit



The all new polyurethane bushing kit provides the C-5 with a quicker handling and more responsive suspension. These special polyurethane bushings are graphite impregnated, which eliminates static bind in the suspension movement. They are also impervious to gas, oil and many other harsh road chemicals and will last many times longer than stock bushings. Minimal deflection with polyurethane helps to maintain a more precise alignment geometry under any driving situations.

VS-97450 (1997-2000)..... **\$249.99**

## 1963-82 Front Monospring Conversion System



This unique system replaces outdated coil springs with a specially designed transversely mounted Composite Spring. This patented system allows you to alter ride height and spring rate in minutes - it's fully adjustable!

- Enhances Ride and Handling
- Reduces Unspring Weight
- Adjustable Ride Height - 3.0"
- Eliminates Coil Springs
- Easy Bolt-on Installation

VS-42129..... **\$469.99**



## Heavy-Duty Upper A-Arm

Box-tube MIG welded A-Arms are stronger and lighter than stock. Poly bushings allow arms to pivot more freely and with less deflection than stock rubber bushings. Relocated ball joint mounts are designed to allow up to 5° positive caster and a greater camber adjustment range for handling far superior to stock. A-Arms are shipped pre-assembled with offset cross-shafts and poly bushings already installed. Powder coating available - call for details.

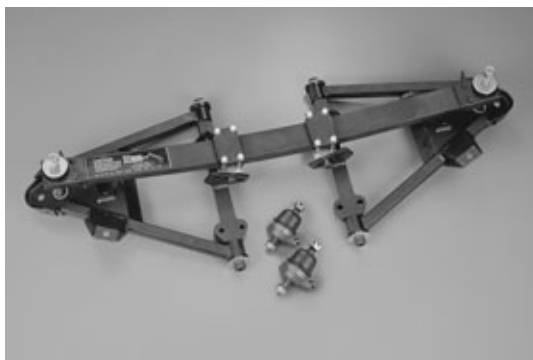
VS-42101	1963-82 H.D. Upper A-Arms (pr)	.....\$299.99
VS-42109	1963-82 Lower A-Arm Shafts w/poly	.....\$69.99
VS-42110	1963-82 Cross Shaft w/bushings	.....\$39.99
FS-31	1963-82 Upper Ball Joint	.....\$24.99
SK-01	1963-82 A-Arm Shim Kit (25 pcs.)	.....\$18.99



# Suspension Kits



## 1963-82 Complete Patented Front Monospring System



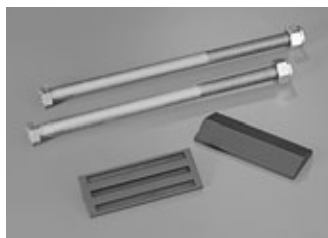
Bring 90's suspension technology to your early model 1963-82 Corvette - at a very affordable price. This complete system replaces outdated coil springs and heavy factory A-Arms with lightweight Lower mounted Composite Spring. Fully adjustable, this system is ideal for all driving applications from daily driver to autocross to oval track!

- Greatly Enhances Ride and Handling
- Reduces Unsprung Weight
- Light Weight, MIG Welded A-Arms
- Adjustable Ride Height & Spring Rate
- Eliminates Coil Springs
- Zinc Primed and Powder Coated
- Easy Bolt-on Installation

VS-42030..... **\$749.99**

## 1984-96 Corvette Lowering Kit

Easy to install poly wedges and longer rear spring bolts lower your Corvette approximately 1". A lower center of gravity means reduced body roll and better handling.



VS-32309..... **\$39.99**

## 1985-96 Sport Suspension System



Designed for the extreme C-4 driver, this suspension system greatly increases responsiveness and maintains optimum tire geometry without compromising ride. Upgrade this kit with proprietary double digressive valved Bilstein® Shocks for the *Xtreme Sport* driver for only \$120.00

- Front Sport Spring Kit
- Rear Sport Spring Kit
- Lowering Wedge Kit
- Adjustable SmartStruts®
- Bilstein Sport® Gas Shocks
- 32mm Front Anti-Sway Bar Kit
- 84550/51 Poly Conversion Kits

VS-42840 (1985-87) ..... **\$1199.99**

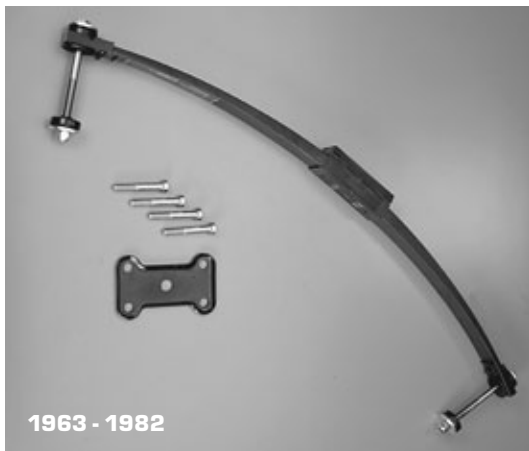
VS-42841 (1988 only) ..... **\$1199.99**

VS-42842 (1989-96) ..... **\$1199.99**

# Composite Springs

800.418.5397

## Corvette Composite Springs



**300 lb Composite Monospring:** Replaces a 9-leaf stock spring and rides very soft. Suggested for use only on 1963-67 small blocks.

**330 lb Composite Monospring:** Our most popular spring. Can be used on any 1963-82 small block car. Not as harsh as a Gymkhana 7-leaf stock steel spring. Rides and handles great. Ideal when combined with GT front coil springs.

**360 lb Composite Monospring:** The Street/Slalom spring. Recommended for all big block cars and those wanting greatly enhanced handling. This high performance spring gives better ride than a 7-leaf with far superior handling. Ideal spring to use with SS front coils (550 lbs./inch) or the Front Transverse Leaf Spring Kit.

**420 lb Composite Monospring:** Increased stiffness. Racers and drag racing. Direct substitute for Daytona Steel Spring (400 lbs./inch).

**Sport Composite Monospring:** Available for all 1984 and newer Corvettes, these springs are designed for touring and autocross usage. The spring rates are higher with minimal ride quality compromise.

### 1963-82 Rear Spring Kit: \$339.99

VS-42300	.....63-77	.....300 lb	.....Rubber
VS-42301	.....78-79	.....300 lb	.....Rubber
VS-42302	.....80-82	.....300 lb	.....Rubber
VS-42303	.....63-77	.....300 lb	.....Poly
VS-42304	.....78-79	.....300 lb	.....Poly
VS-42305	.....80-82	.....300 lb	.....Poly

VS-42330	.....63-77	.....330 lb	.....Rubber
VS-42331	.....78-79	.....330 lb	.....Rubber
VS-42332	.....80-82	.....330 lb	.....Rubber
VS-42333	.....63-77	.....330 lb	.....Poly
VS-42334	.....78-79	.....330 lb	.....Poly
VS-42335	.....80-82	.....330 lb	.....Poly

VS-42360	.....63-77	.....360 lb	.....Rubber
VS-42361	.....78-79	.....360 lb	.....Rubber
VS-42362	.....80-82	.....360 lb	.....Rubber
VS-42363	.....63-77	.....360 lb	.....Poly
VS-42364	.....78-79	.....360 lb	.....Poly
VS-42365	.....80-82	.....360 lb	.....Poly

VS-42420	.....63-77	.....420 lb	.....Rubber
VS-42421	.....78-79	.....420 lb	.....Rubber
VS-42422	.....80-82	.....420 lb	.....Rubber
VS-42423	.....63-77	.....420 lb	.....Poly
VS-42424	.....78-79	.....420 lb	.....Poly
VS-42425	.....80-82	.....420 lb	.....Poly

### 1963-82 Rear Spring Only: ..... \$299.99

VS-31300	.....63-82	.....300 lb Spring
VS-31330	.....63-82	.....330 lb Spring
VS-31360	.....63-82	.....360 lb Spring
VS-31420	.....63-82	.....420 lb Spring

### 1984-87 C-4 Front: ..... \$379.99

VS-31332	.....Composite Monospring
VS-31332S	.....Sport Comp. Monospring

### 1988-96 C-4 Front: ..... \$379.99

VS-31302	.....Composite Monospring
VS-31302S	.....Sport Comp. Monospring

### 1988-96 C-4 Rear: ..... \$299.99

VS-31301	.....Composite Monospring
VS-31301S	.....Sport Comp. Monospring

VS-32332P	
Poly Cushion Kit Hardware	..... \$ 30.99

# Composite Springs



## 97-04 HP Rear Autocross/Drag Composite Spring



- Improves Handling With Increased Spring Rate
- Improves Acceleration With Increased Spring Rate

This Rear Composite Mono Leaf Spring is specifically designed for autocrossing. By increasing the rear spring rate you control excessive weight transfer while cornering and reduce the bottoming of the rear suspension during hard acceleration off the corner. With increased rear spring rate your ride will be European like, firm but not harsh.

VS-45021 ..... \$539.99 each

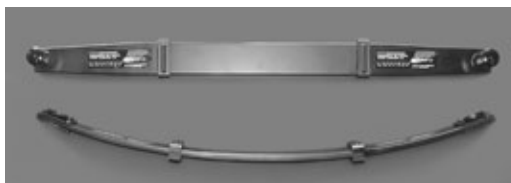
## 97-04 HP Rear Track Time Composite Spring

- Improves Handling With Increased Spring Rate
- Improves Acceleration With Increased Spring Rate
- European Like Ride Quality

This rear Composite Mono Leaf Spring is specifically designed for track-time driving. By increasing the rear spring rate you control excessive weight transfer while cornering and reduce the bottoming of the rear suspension during hard acceleration off the corner. With the increased rear spring rate your ride will be European like, firm but not harsh.

VS-45020 ..... \$539.99 each

## 97-04 HP Front Autocross Composite Spring



- Provides Adjustable Ride Height
- Excellent Ride Quality
- Improves Handling With Increased Spring Rate

This Composite Mono Leaf Spring is designed specifically for autocrossing. By increasing the front spring rate over 40%, it will greatly reduce nose dive under hard braking and improve the handling by controlling excessive weight transfer, which unsettles the chassis. Easy to use adjusters allow for ride height adjustment and fine tuning of the corner weights. Ride qualities are not compromised with the increased spring rate.

VS-45024 ..... \$539.99 each

## 97-04 HP Front Track Time Composite Spring

- Greatly Reduces Nose Dive Under Braking With Increased Spring Rate
- Improves Handling With Increased Spring Rate
- European Like Ride Quality
- Provides Adjustable Ride Height

This Composite Mono Leaf Spring is specifically designed for track-time driving. By increasing the front spring rate over 50% it will greatly reduce nose dive under hard braking and improve handling by controlling excessive weight transfer which unsettles the chassis. Easy to use adjusters allow for ride height adjustment and fine tuning of the corner weights. With the increased spring rate ride quality is European like, firm but not harsh.

VS-45023 ..... \$539.99 each

# Sway Bar Kits

800.418.5397

## Addco Anti-Sway Bar Kits



The fastest and easiest way to refine handling and get rid of body roll is to bolt on an anti-sway bar system designed specifically for your car. During hard cornering all cars will try to roll to the outside of a turn. Anti-sway bars transfer energy to the opposite side of the vehicle while turning, resisting the body roll and making your car corner flatter.

### How To Choose A Bar:

1" Front bar and 5/8" Rear Bar is recommended for 1963 - 67 Corvettes for increased performance and compatibility with the cars' lighter weight and tire size.

1-1/8" Front Bar and 3/4" Rear Bar (or larger) is recommended for 1968 - 82 Corvettes, depending on application, road conditions and spring rate.

### 1963-82 Corvette ..... \$124.99

- VS-42011 Front Kit - Bar Diam. 1"
- VS-42012 Front Kit - Bar Diam. 1-1/8"
- VS-42013 Front Kit - Bar Diam. 1-1/4"
- VS-42014 Rear Kit - Bar Diam. 5/8"
- VS-42015 Rear Kit - Bar Diam. 3/4"
- VS-42016 Rear Kit - Bar Diam. 7/8"

### 1984-96 Corvette ..... \$149.99

- VS-84018 Front Kit - 32mm (1985-87)
- VS-88018 Front Kit - 32mm (1988-96)
- VS-84019 Rear Kit - 26mm (1984-96)

## 1963-82 Poly Conversion Kit



Replace your old and worn stock rubber bushings with long-lasting poly ones. Complete kits include eight A-arm bushings, end-links, ball joints and tie rod boots, differential mount bushing, trailing arm bushings, strut rod bushings and spring bolt cushions.

- VS-41448 Front Kit ..... \$124.99
- VS-41449 Rear Kit ..... \$79.99
- VS-41550 Both Kits ..... \$199.99

## 1984-96 Poly Conversion Kit

- VS-84550 Front Kit ..... \$79.99
- VS-84551 Rear Kit ..... \$115.99
- VS-84552 Both Kits ..... \$179.99

## 63-82 Suspension Video and DVD

This one hour long video or DVD will explain disassembly of rear suspension, bearing assembly removal, strut rod disassembly, front suspension overview, disassembly and installation, rear suspension overview, installing rear ends, installing rear spring bolt kits and a quicky rear alignment.



Video **\$19.99**  
DVD **\$24.99**

**Rebuilding**

**Services for**

**63-82**

**Control Arms**

**on Page 6**



# C5 Sway Bar



## 97-04 HD Adjustable Sway Bar End Links

- Adjustable For Exact Sway Bar Fit
- Heavy Duty Design For Extreme Strength



High performance driving demands high performance parts. Sway bar end links are no exception. An adjustable heim joint sway bar end link for a perfect fit to the lower control arm regardless of the ride height settings. Included in this kit are aircraft quality heim joints, spacers and hardware for an exact link alignment of the bar to the lower control arms. A must have for autocross racing.

VS-42263 .....\$29.99 each

## 97-04 Poly Sway Bar Bushings



**Front - 22mm**  
VS-40576 • \$14.99 pair

**Front - 26mm**  
VS-40577 • \$14.99 pair

**Front - 32mm**  
VS-44873 • \$14.99 pair

**Front - 35mm**  
VS-45013 • \$14.99 pair

**Front - 38mm**  
VS-42264 • \$14.99 pair



**Front - Z06**  
VS-44872 • \$14.99 pair



**Rear - 19mm**  
VS-40578 • \$14.99 pair

**Rear - 22mm**  
VS-40579 • \$14.99 pair

**Rear - 24.5mm**  
VS-45015 • \$14.99 pair

**Rear - 27mm**  
VS-42265 • \$14.99 pair

## 97-04 HD Toe Rod and Tie Rod Ends

- Reduces Torque Steering
- Reduces Bearing Wear
- Allows A Better Side Load Capacity
- Withstands Heat Better the OEM
- Longer than OEM to Accommodate Lowered Vettes

### HD Front Outer Rod Ends



VS-44432 ..... \$44.99 each

### HD Rear Toe Rod Ends



VS-39964 .....\$44.99 each

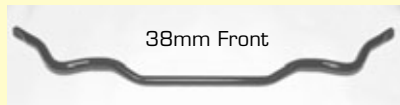
## High Performance Sway Bars (Upgrade for C5 or Z06)

- Reduces Chassis Roll Through Increased Bar Size
- Lightweight Tubular Construction • Easy To Install

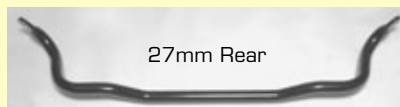
Tubular sway bar that is the perfect upgrade for the C5 and Z06. The standard bar size on a base C5 is 24mm/19.1mm rear and the Z06 is 30mm/23.6mm rear. The increased bar size reduces chassis roll which improves the tire's contact to the track during cornering for reduced lap times.

**Also recommended that you use the HD Sway Bar End Links.**

### 38mm Front Sway Bar with a 27mm Rear Sway Bar

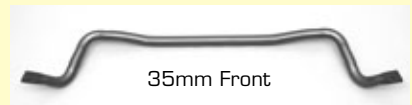


VS-42261 ..... \$319.99 each

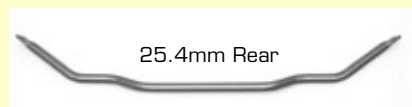


VS-42262 ..... \$269.99 each

### 35mm Front Sway Bar with a 25.4 Rear Sway Bar



VS-45542 ..... \$239.99 each



VS-45543 ..... \$199.99 each

VS-97018 (32 mm) .....\$139.99 each

VS-97020 (26 mm) .....\$129.99 each

VS-97019 (24 mm) .....\$129.99 each

VS-97017 (19 mm) .....\$129.99 each

# Brake Kits

800.418.5397

## 53-62 Front Disc Brake Conversion Kit

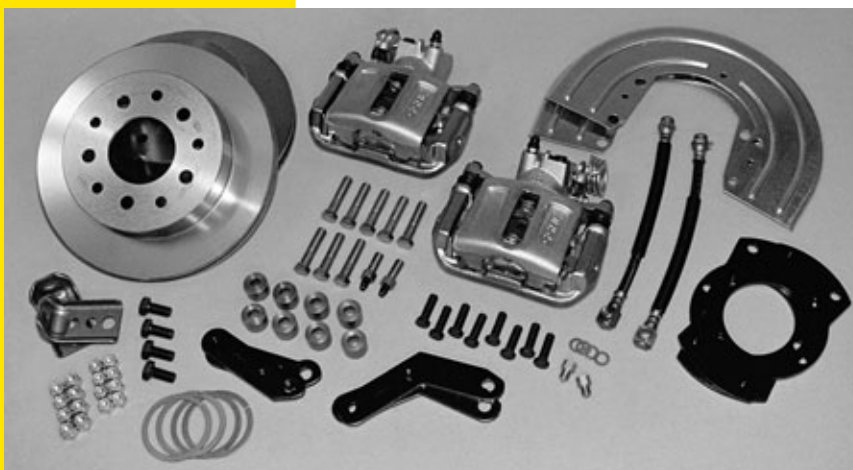


FBK-191 Kit includes:  
Rotors, Single Piston Calipers, Hoses, Bearings  
and Hardware.

Without Master Cylinder.....\$589.99

With Master Cylinder, Lines and  
Proportioning Valve (Kit Shown).....\$875.00

## 53-62 Rear Disc Brake Conversion Kit



RBK-125 Kit includes:  
Rotors, Calipers, Splash Shields, Parking  
Brake, Brake Lines, Adapters, Bolts, Hardware  
and Instructions.....\$750.00

## 1956-62 Drum Brake Hardware Kit



BHK-5662 Kit includes:  
Premium Shoes (front and rear), New Rubber  
Flex Hoses with Clips, (4) Wheel Cylinders,  
Adjustment Kits (front and rear) and One  
Quart of Brake Fluid. ....\$275.99

## 1963-64 Drum Brake Hardware Kit



BHK-6364 Kit includes:  
Premium Shoes (front and rear), New Rubber  
Flex Hoses with Clips, (4) Wheel Cylinders,  
Adjustment Kits (front and rear) and One  
Quart of Brake Fluid. ....\$275.99

# Brake Kits



## 63-64 Front Drum Brake Conversion Kit



New Bearings, Seals, Races, Backing Plates, New Rotors, Stainless Steel Sleeves, O-Ring Calipers, Reconditioned Spindles, Caliper Brackets, Tie Rod Supports, New Rubber Hoses and Brake Pads, **(ND)**

BCKF-6364 Kit.....\$1499.99

**No core charge required**

## 63-64 Rear Drum Brake Conversion Kit



Rebuilt Bearing Assembly (Bearing, Races & Seals), New Spindle, Caliper Mounting Bracket, New Stainless Steel Hardware Kit, New GM Style Shoes, New Backing Plates, New Rotors and T-Arms, Stainless Steel Sleeves, O-Ring Calipers, Brake Pads & Hoses. **(ND)**

BCKR-6364 Kit.....\$1665.99

**No core charge required**

## 1965-82 Brake Caliper Kits



### With Master Cylinder

Kit Includes S.S. Sleeved Calipers, O-Ring Style, Pads, Lines, Pins, Fluid and Master Cylinder. Specify Year - Power or Non-Power

BCK-O1 .....\$489.99

BCK-O1L (with Lip Seal) .....\$465.99

**\$200 Core Charge Required**



### Without Master Cylinder

Kit Includes S.S. Sleeved Calipers, O-Ring Style, Pads, Lines, Pins, Fluid.

BCK-O2 .....\$439.99

BCK-O2L (with Lip Seal)  
\$399.99

**\$200 Core Charge Required**

# Brake Lines

800.418.5397

## 1984-96 Brake Calipers and Pads



VS-88936	84-87 R/F Caliper .....	\$99.99
VS-88934	84-87 L/F Caliper .....	\$99.99
VS-88932	84-87 R/R Caliper .....	\$89.99
VS-88930	84-87 L/R Caliper.....	\$89.99
VS-88954	88-94 R/F Caliper.....	\$139.99
VS-88953	88-94 L/F Caliper .....	\$139.99
VS-88952	88-96 R/F HD w/13" Rtr	\$139.99
VS-88951	88-96 L/F HD w/13" Rtr	\$139.99
VS-88944	88-96 R/R Caliper .....	\$139.99
VS-88942	88-96 L/R Caliper.....	\$139.99

## 1965-82 Brake Line Kit (Front & Rear)

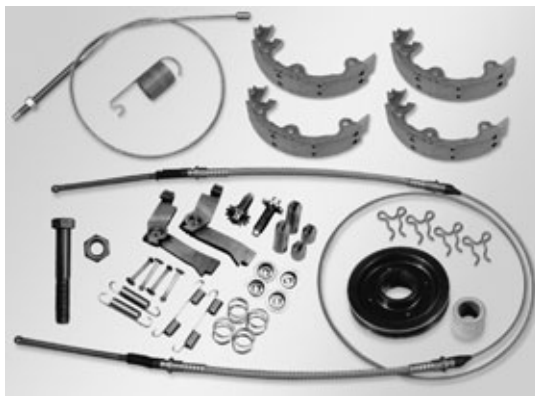


BLK-01	(Rubber D.O.T.) .....	\$38.99
RB-13	(Stainless Steel D.O.T.) .....	\$89.99

**FREE**

**T-Arm Bolts  
and Front &  
Rear Shim Kits,  
with purchase  
of both Front  
and Rear Drum  
Brake  
Conversion  
Kits.**

## 1967-82 Park Brake Rebuild Kit



Kit includes: Stainless Steel Front & Rear Cables, Equilizer, Pully & Sleeve, Pully Hardware, Bolt & Nut, New GM Style Shoes and Stainless Steel Hardware Kit.

PBK-6782 .....	\$259.99
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## 1984-96 Brake Line Kit (Front & Rear)



BLK-201	(88-92) Rubber.....	\$110.99
BLK-202	(93-96) Rubber .....	\$190.99
BLK-203	(84-87) S.S. ....	\$129.99
BLK-204	(88-93) S.S. ....	\$129.99
BLK-205	(94-96) S.S. ....	\$129.99
BLK-301	(97-00) S.S. ....	\$139.99



# Brake Lines



## 1953 - 62 Complete Brake Line Sets

All Kits include:

- Master Cylinder Line to Block
- Front Left Wheel Line
- Front Crossover Line
- Front Right Wheel Line
- Front to Rear Line
- Rear Right Axle Line
- Rear Left Axle Line

<b>BLS-01</b>	<b>1953 Early</b>	<b>\$125.00</b>
<b>BLS-01S</b>	<b>1953 Early (SS)</b>	<b>\$173.00</b>
<b>BLS-02</b>	<b>1953</b>	<b>\$125.00</b>
<b>BLS-02S</b>	<b>1953 (SS)</b>	<b>\$173.00</b>
<b>BLS-03</b>	<b>1954</b>	<b>\$125.00</b>
<b>BLS-03S</b>	<b>1954 (SS)</b>	<b>\$173.00</b>
<b>BLS-04</b>	<b>1955</b>	<b>\$125.00</b>
<b>BLS-04S</b>	<b>1955 (SS)</b>	<b>\$173.00</b>
<b>BLS-05</b>	<b>1956-62</b>	<b>\$90.00</b>
<b>BLS-05S</b>	<b>1956-62 (SS)</b>	<b>\$140.00</b>

## 1963- 64 Complete Brake Line Sets

All Kits include:

- Rear Crossover Line
- Front Left Block to Rubber Line
- Master Cylinder Line
- Rear Drum Line Left
- Rear Drum Line Right
- Front Crossover Line
- Front to Rear Line

<b>BLS-06</b>	<b>1963-64 Non Power</b>	<b>\$89.00</b>
<b>BLS-06S</b>	<b>1963-64 (SS) Non Power</b>	<b>\$135.00</b>
<b>BLS-07</b>	<b>1963-64 Power</b>	<b>\$89.00</b>
<b>BLS-07S</b>	<b>1963-64 (SS) Non Power</b>	<b>\$135.00</b>

## 1965 - 82 Complete Brake Line Sets

All Kits include:

- Rear Right Trailing Arm Line with Armor
- Rear Left Trailing Arm Line with Armor
- Rear Crossover Line
- Front Left Block to Rubber Line
- Master Cylinder Line
- Front Crossover Line
- Front to Rear Line

## 65 - 82 Complete Brake Line Sets (Con't)

<b>BLS-08</b>	<b>1965 Early</b>	<b>Non Power 3/16" diam</b>	<b>\$89.00</b>
<b>BLS-08S</b>	<b>1965 Early (SS)</b>	<b>Non Power 3/16" diam</b>	<b>\$135.00</b>
<b>BLS-09</b>	<b>1965 Mid to Late</b>	<b>Non Power 1/4" diam</b>	<b>\$89.00</b>
<b>BLS-09S</b>	<b>1965 Mid to Late (SS)</b>	<b>Non Power 1/4" diam</b>	<b>\$135.00</b>
<b>BLS-10</b>	<b>1965 Early</b>	<b>Power 3/16" diam</b>	<b>\$93.00</b>
<b>BLS-10S</b>	<b>1965 Early (SS)</b>	<b>Power 3/16" diam</b>	<b>\$135.00</b>
<b>BLS-11</b>	<b>1965 Mid to Late</b>	<b>Power 1/4" diam</b>	<b>\$93.00</b>
<b>BLS-11S</b>	<b>1965 Mid to Late (SS)</b>	<b>Power 1/4" diam</b>	<b>\$135.00</b>
<b>BLS-12</b>	<b>1966 Non Power</b>		<b>\$93.00</b>
<b>BLS-12S</b>	<b>1966 (SS) Non Power</b>		<b>\$135.00</b>
<b>BLS-13</b>	<b>1966 Power</b>		<b>\$93.00</b>
<b>BLS-13S</b>	<b>1966 (SS) Power</b>		<b>\$135.00</b>
<b>BLS-14</b>	<b>1967 Non Power</b>		<b>\$108.00</b>
<b>BLS-14S</b>	<b>1967 (SS) Non Power</b>		<b>\$155.00</b>
<b>BLS-15</b>	<b>1967 Power</b>		<b>\$108.00</b>
<b>BLS-15S</b>	<b>1967 (SS) Power</b>		<b>\$155.00</b>
<b>BLS-16</b>	<b>1968 Non Power</b>		<b>\$108.00</b>
<b>BLS-16S</b>	<b>1968 (SS) Non Power</b>		<b>\$155.00</b>
<b>BLS-17</b>	<b>1968 Power</b>		<b>\$108.00</b>
<b>BLS-17S</b>	<b>1968 (SS) Power</b>		<b>\$155.00</b>
<b>BLS-18</b>	<b>1969 Non Power</b>		<b>\$108.00</b>
<b>BLS-18S</b>	<b>1969 (SS) Non Power</b>		<b>\$155.00</b>
<b>BLS-19</b>	<b>1969 Power</b>		<b>\$108.00</b>
<b>BLS-19S</b>	<b>1969 (SS) Power</b>		<b>\$155.00</b>
<b>BLS-20</b>	<b>1970-73 Non Power</b>		<b>\$113.00</b>
<b>BLS-20S</b>	<b>1970-73 (SS) Non Power</b>		<b>\$164.00</b>
<b>BLS-21</b>	<b>1970-73 Power</b>		<b>\$113.00</b>
<b>BLS-21S</b>	<b>1970-73 (SS) Power</b>		<b>\$164.00</b>
<b>BLS-22</b>	<b>1974 Non Power</b>		<b>\$133.00</b>
<b>BLS-22S</b>	<b>1974 (SS) Non Power</b>		<b>\$173.00</b>
<b>BLS-23</b>	<b>1974 Power</b>		<b>\$133.00</b>
<b>BLS-23S</b>	<b>1974 (SS) Power</b>		<b>\$173.00</b>
<b>BLS-24</b>	<b>1975 Non Power</b>		<b>\$133.00</b>
<b>BLS-24S</b>	<b>1975 (SS) Non Power</b>		<b>\$173.00</b>
<b>BLS-25</b>	<b>1975-82 Power</b>		<b>\$133.00</b>
<b>BLS-25S</b>	<b>1975-82 (SS) Power</b>		<b>\$173.00</b>

# C5 Brakes

800.418.5397



## 97-04 Hawk HPS Pads

They are a low dust, high friction, silent running, rotor friendly brake pad. Pad provides high stopping power on low temp brakes making these pads excellent pads for drag racing.

VS-39571 Front Pads ..... \$89.99 set  
VS-39572 Rear Pads ..... \$69.99 set

## 97-04 Hawk HP Plus Pads

Hawk HP Plus provides HP friction material for street driving. Pads offer consistent pedal, great initial bite and resistance to brake fade. When used to autocrossing, performance driving may cause rotor wear, dustings and noise.

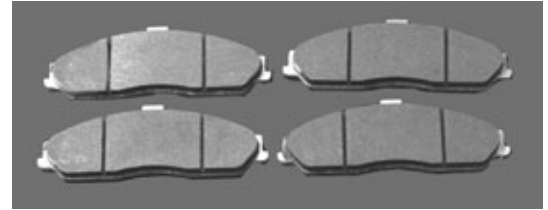
VS-39576 Front Pads ..... 119.99 set  
VS-39577 Rear Pads ..... 89.99 set



## 97-04 Racing Calipers

These highly modified C5 calipers were developed for the serious C5 Racer. They use a Titanium piston insert for temp reduction to brake fluid along with the Thermocoating to reduce brake caliper temps by an amazing 50%. The C5 racing calipers provide you with greater braking durability from start to finish.

VS-45399 Left Front ..... \$449.99 each  
VS-45400 Right Front ..... \$449.99 each



## 97-04 Hawk Blue 9012 Racing Pad

Hawk Blue 9012 pads are long lasting, rotor friendly and work in low to medium temps. Temp Rating is 250F-1000F. Pads have a high to medium torque rate.

VS-44885 Front Pads ..... \$169.99 set  
VS-44884 Rear Pads ..... \$119.99 set

## 97-04 Hawk HT 10 Racing Pads

Hawks HT 10 pad offers a high brake torque while maintaining a smooth bite. Temp Rate 300F - 1600F

VS-44879 Front Pads ..... \$219.99 set  
VS-44878 Rear Pads ..... \$159.99 set

## 97-04 Hawk HT 14 Racing Pads

Designed for professional racing, these pads offer the highest level of performance. Excellent pedal feel and release qualities along with high brake torque make these pads a must. Temp Rate is 300F-1600F

VS-44876 Front Pads ..... \$229.99 set  
VS-44875 Rear Pads ..... \$209.99 set



## 97-04 SS Flex Brake Hoses

VS-36996 ..... 109.99 set

## C5 Calipers

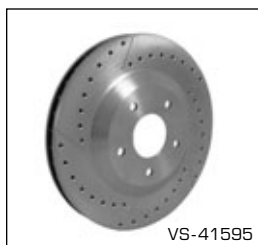
97-04 R/F  
OEM Calipers  
VS-97220  
\$149.99

97-04 L/F  
OEM Calipers  
VS-97221  
\$149.99

97-04 R/F  
w/Titanium Pistons  
VS-97251  
\$299.99

97-04 L/F  
w/Titanium Pistons  
VS-97252  
\$299.99

# C5 Performance



VS-41595



VS-41598

## 97-04 A/C Delco Rotors

Dura Stop drilled and slotted rotors. Bolt-on installation. The radius-chambered holes and milled slots provide smoother braking and give maximum air circulation for cooling. These rotors are a must for autocross racing and will help improve track time.

VS-41595 Left Front .....\$99.99 ea.  
VS-41596 Right Front.....\$99.99 ea.  
VS-41597 Left Rear .....\$99.99 ea.  
VS-41598 Right Rear .....\$99.99 ea.

## 97-04 HD Trans Axle Mount

Made from HD polyurethane this HD mount is designed for high HP applications to maintain trans axle alignment with the axle shafts.



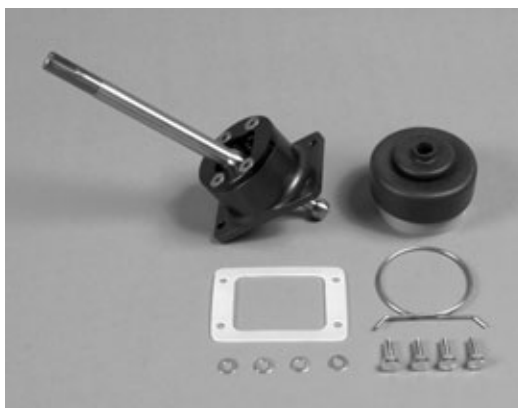
VS-39834 ..... 134.99 ea.

## 97-04 HD Engine Mounts

Designed for high HP use. These mounts will not fail due to high heat temps like factory mounts can. Mounts also have an interlocking safety feature in the event of mount failure. They resist excessive engine torque and eliminate driveshaft tube misalignment. Made from T6 billet aluminum and polyurethane. Made for a perfect fit and greater resistance to heat.



VS-39835 ..... 289.99 pair



## 97-04 B&M 6 Speed Ripper Shifter

- Reduces Shift Throws (25% C5's)
- Made Of Billet Aluminum
- Uses Stock Or Custom Knob

Quick shifts produce quicker times. Reducing shift throw by 25% with the Ripper Shifter is the way to go.

VS-37817 ..... \$219.99 each

## 97-04 VaraRam Air Induction Kit

- Manufacturer Guarantees 1/4 Mile Gains Of .35 - .40 Seconds or 3 - 4 MPH Or Your Money Back!

- Bolt-On Installation

The VaraRam is an absolutely great air intake system for producing the most power possible with a bolt-on system. It works best at speeds of 65 mph and greater. It literally acts like a large venturi and rams more air into the engine. The injection-molded system is easy to install for a competent do-it-yourselfer and comes with step-by-step instructions. The manufacturer's buy back is only available within 30 days of invoice date and does not include shipping or any installation labor charges. The returned unit must be in resalable condition (based on the manufacturer's discretion).



VS-44095 ..... \$399.99 each

# C5 Performance

800.418.5397

## 97-04 Throttle Body Smooth Tube Air Duct

- Increases Engine H.P. (4-5 H.P. Gain)
- Simple 5 Minute Installation
- Replaces Stock Duct



Installing this part adds horsepower because the stock accordion style duct creates turbulence air as it enters the throttle body. This hi-performance model, made of silicone, smoothes out the airflow for an uninterrupted charge. Mounts with existing hardware. Instructions included.

VS-40335 ..... \$49.99 each

## 97-04 LS1 Roller Rockers - 1.85 Ratio

- 20hp Increase
- Adds 14 ft./lbs Of Torque
- Easy To Install



VHP Roller Rockers add 20 horsepower to your LS1 engine through-out the RPM range! It does so by increasing lift and opening and closing the valves faster. The aluminum, needle bearing fulcrum, 1.8 ratio (stock is 1.7) rockers can be installed by a competent do-it-yourselfer in about three hours. The kit includes the rockers, guide plates, screw-in studs, pushrods and locking adjuster nuts.

VS-38983..... \$819.99 pair

## 97-04 170° Thermostat With Ported Housing

Replace your stock 192° thermostat housing with our 170° housing. Built in by-pass helps to prevent build up. Installs in about 10 minutes.



VS-36088 (1997-2003) .....\$74.99 each

VS-45920 (2004) .....\$84.99 each

## 97-04 ECPP Ported Throttle Body

- Improves Mid-Range Torque Up To 5 Ft./Lbs.
- Adds Up To 5 Horsepower
- Upgrade For Both C5 & Z06
- Easy To Install



It is ported by a computer controlled mill to insure that each unit will be ported to the computer aided standard Katech developed for maximum flow. The advantage of computer machining over hand porting is the accuracy of having the product flowing to the engineered standard rather than relying on a technician's supposedly "calibrated" hand.

VS-45402..... \$199.99 each

**\$325.00 Core Charge Required**



## 97-00 LS6 Intake Manifold

- Use As A Stock Replacement For Z06's
- Upgrade 1997-2000 Models To Z06 Breathing Capability
- Bolt-On Installation

Improve performance by upgrading your factory LS1 manifold with a new LS6 GM manifold. Installation is easy for a competent do-it-yourselfer.

VS-44081..... \$549.99 each



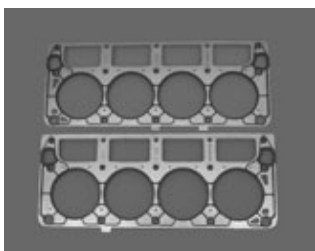
## 97-04 Double Roller Timing Chain

- Outperforms Stock Unit To Provide Greater Timing Accuracy
- Exceeds Factory Strength & Durability



The factory timing chain is a weak link when used in hi-performance engines. We recommend upgrading to a Double Roller Timing Chain and Gear Kit for all LS1 and LS6 hi-performance engines. The double roller chain and gears have outstanding durability and strength for high RPM usage plus cam timing is precisely maintained.

VS-45535 ..... \$159.99 each



## 97-04 LS1 & LS6 Cylinder Head Bolt & Gasket Kit

- New Head Bolts & Gaskets Are Required For Head Installation
  - Bolts Are Not Reusable Because They Are The Stretch/Torque Design
  - Factory Bolts & Gasket Set For Both Heads
- The factory recommends the replacement of all head bolts and head gaskets whenever the cylinder heads are removed. The factory head bolts are designed to stretch upon final torque setting. Reusing old bolts can result in the head warping or the head gasket not properly sealing. This kit comes complete with all the head bolts and head gaskets needed to reinstall a pair of LS1 or LS6 cylinder heads.

VS-45459 ..... \$99.99 each

## C5 Alignment Specifications

### Advanced Street

You may experience accelerated tire wear with these alignment settings.  
Chassis Rake: Positive (Rear Higher) .500"

	Camber	Caster	Toe
Use with rubber control arm bushings			
Front	1.2* Neg	6.5* Pos	.100" Total Toe In
Rear	1.0* Neg	NA	.125" Total Toe In
Use with poly control arm bushings			
Front	1.0* Neg	6.25* Pos	.065" Total Toe In
Rear	.8* Neg	NA	.125" Total Toe In

### Drag Racing

Chassis Rake: Negative (Rear Lower) .250" to .500"

	Camber	Caster	Toe
Use with rubber control arm bushings			
Front	0*	6.50* - 8." Pos	0-.0625" Total Toe In
Rear	.5* Pos	NA	.150" Total Toe In
Use with poly control arm bushings			
Front	-1* Neg	6.50* - 8." Pos	0-.036" Total Toe In
Rear	.0-.25* Pos	NA	.125" Total Toe In

### Autocross

#### Super Stock & NCCC Group I

Ride Height: Front 4.400" Rear 4.600" Rake .200"  
Adjust weight bias w/front ride height adjusters

	Camber	Caster	Toe
Use with rubber control arm bushings			
Front	2* Neg	6.25-6.5* Pos	.250-.300" Total Toe Out
Rear	1.8* Neg	NA	.200-.400" Total Toe In

#### Street Prepared & NCCC Group II

Ride Height: Front 3.875" Rear 4.000" Rake .0125"

	Camber	Caster	Toe
Use with poly control arm bushings			
Front	1.75* Neg	5.5* Pos	.125-.500" Total Toe Out
Rear	1.5* Neg	NA	.200-.400" Total Toe In

### Track Time

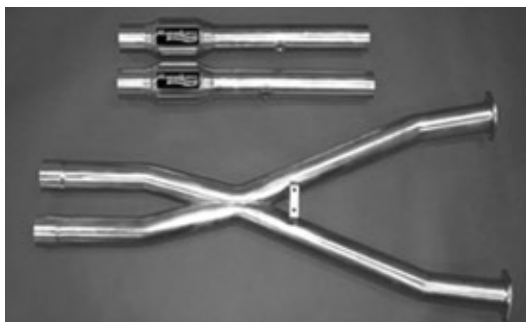
Ride Height: Front 3.875" Rear 4.125" Rake .250"

	Camber	Caster	Toe
Use with rubber control arm bushings			
Front	2* Neg	6.25* Pos	.000-.035" Total Toe In
Rear	1.375* Neg	NA	.250" Total Toe In
Use with poly control arm bushings			
Front	1.75* Neg	6.00* Pos	.000-.017" Total Toe Out
Rear	1.15* Neg	NA	.200-.300" Total Toe In

# C5 Performance

800.418.5397

## 97-04 Super Hi-Flow Cats & X-Pipe



- Highest Flowing Catalytic Converters Available
- Designed For Smooth Flow Long Tube Headers
- One-Piece Intermediate X-Pipe Included
- No Welding/Cutting Required To Install

Random Technology's Super Hi-Flow Catalytic Converters are the highest flowing converters in the industry. They improve flow over stock converters by 30%. This system is designed for the 3.00" collector on the Smooth Flow Long Tube Headers. Slip fit connectors tie the converters to the collectors and to the intermediate X-pipe and require no cutting or welding for installation. You may clamp or spot weld the connections, but it is not needed. O2 bungs are in factory locations with the entire system being made from high quality stainless steel using an industry leading ceramic substrate in the converter. This system contains all needed parts for installation. Random Technology's converters are for OFF ROAD USE ONLY unless the replacement meets Federal EPA replacement guidelines. Random Technology's converters are C.A.R.B. certified legal. To replace your converters PLEASE REVIEW the Federal EPA guidelines: Under Federal EPA regulation replacement of original catalytic converters is allowed only if the original converter(s) is missing, or the vehicle has more than 50,000 miles or is at least five years old and the need for a replacement has been established and documented, or a local inspection program has determined the existing converter is in need of replacement.

VS-45949 ..... \$719.99 pair

## 97-00 Smooth Long Tube Headers



- Gain the most Rear Wheel Torque of any Long Tube Header
- Great Horsepower
- Best Ground Clearance of any Long Tube Header

The Smooth Flow Long Tube Headers are currently the best tested. Tested on an O3' Z06 with ECPP "bolt-ons". Smooth Flow headers produce more power for a longer period of time compared to other packages tested. The headers are ceramic coated for longevity, and temp control. They use 1.750" primary tubes, 3" merge collectors and have air tube an O2 fittings in place. These headers are for off road use only.

VS-45320 .....\$1,099.99 pair

## 97-04 Borla Stingers

- 2 X The Flow Of Popular Competitive Systems
- 9-12 Horsepower Increase
- "Total" V-8 Sound Without Resonance
- Bolt-On Installation



Borla's all new "Stinger" cat-back exhaust system doesn't look like, sound like, flow like or perform like any C5 or Z06 exhaust system ever built. It's lighter than a titanium system, produces a solid 9-12 horsepower, is made of polished 304 stainless steel, has large, bold 4" angle-cut rolled tips and perhaps, best of all, has a sound that proclaims performance like no other, aggressive but totally in control.

VS-42703 ..... \$679.99 pair



## 84-96 Carbon Fiber Half Shaft



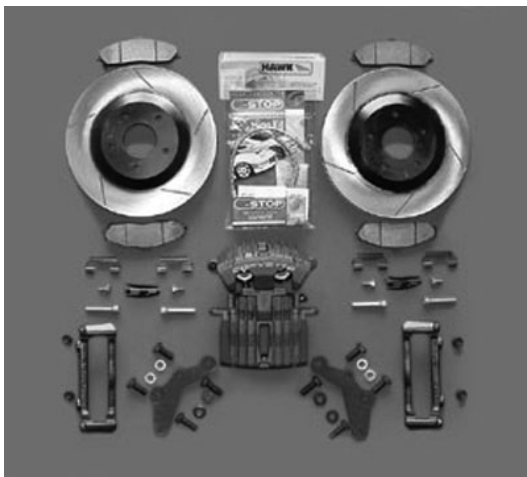
- Spicer Solid U-Joints
  - Aluminum Ends
  - Rated at 1000 hp
  - Recommended to run with HD Straps
- HS-8496C .....\$650.99 pair

## 84-96 Smart Strut



SS-03 .....\$219.99 pair

## 85-96 C5 Brake Upgrade



VS-22500 (85-87) .....\$929.99 pair  
VS-22501 (88-96) .....\$929.99 pair

## Troubleshooting Tips

Here are a couple of troubleshooting tips, to help you figure out what is causing some problems that you may be having.

**Rear End clunking when turning** - Drain and refill your differential. Go to an open parking lot and do figure 8's. If it still clunks after 100 miles, your posi unit has bad clutches and needs rebuilding.

**Rear End Clunks when putting it in gear** - Check your pinion bushing. Replace if worn.

**Alignment Problems** - Check your ball joints, tie rod ends, idler arm and a-arm bushings. Replace all worn parts.

**Rear will not align** - Check your t-arm bushings and strut rod bushings. Replace if worn. Bent strut rods are not correct. If yours are bent, replace.

**Car will not stay aligned** - Check the tie rod sleeves and a-arm bushing again.

**Steering Chatters** - Inspect control valve, steering cylinder and rubber hoses for leaks or damage. Replace if they are.

**Steering Pulls** - Check for leaks. Check the caliper rubber hoses and all power steering parts for leaks.

**Excessive Body Roll** - Check sway bar(s). Bushings may be worn. Be sure to match front and rear bars or add a rear bar if you don't have one.

**Car Sagging** - Check body mounts and front springs. Make sure the front spring are set in the pocket correctly.

**Bouncy Ride** - Check shocks. Make sure they match your spring and they don't leak. Steel springs use different shocks than composite springs.

**Brakes Stick** - Check your caliper hoses. Make sure they are not twisted. Also check the master cylinder.

**Brakes Pull** - Check for uneven brake pad wear, brake pads, twisted rubber hoses. Make sure there is no fluid on the pads.

**Soft Pedal** - Bleed the brakes and check for any leaks in the system. Check the run out on the rotors. Excessive run out can suck air into your brake system.

**Hard Pedal** - Check the power booster, vacuum hose, and check valve on the power booster.

**Brake Squeal** - Inspect the rotors. They may have a glaze on them or worn brake pads. You can remove the glaze with 150 grit or finer sandpaper. Get a flat piece of wood or sanding block and clean thoroughly. Replace pads.

# Shocks

800.418.5397

## Bilstein Shocks



Bilstein Shocks are original equipment on many Corvettes.

BSF-14	(63-82 Front)	.....	\$74.99
BSF-231	(84-87 Front)	.....	\$79.99
BSF-232	(88 Front)	.....	\$79.99
BSF-233	(89-94 Front)	.....	\$79.99
BSF-234	(85-96 Front)	.....	\$79.99
BSF-331	(97-04 Front)	.....	\$79.99
BSR-18	(63-82 Rear)	.....	\$74.99
BSR-219	(84-87 Rear)	.....	\$79.99
BSR-220	(88-94 Rear)	.....	\$79.99
BSR-221	(95-96 Rear)	.....	\$79.99
BSR-318	(97-04 Rear)	.....	\$79.99
BSF-232Z	(88 Front w/Z51)	.....	\$79.99
BSF-233Z	(89-94 Front w/Z51)	....	\$79.99
BSR-219Z	(84-87 Rear w/Z51)	....	\$79.99
BSR-220Z	(88-94 Rear w/Z51)	....	\$79.99

### C3 & C4

Buy all 4 and  
SAVE \$40.00

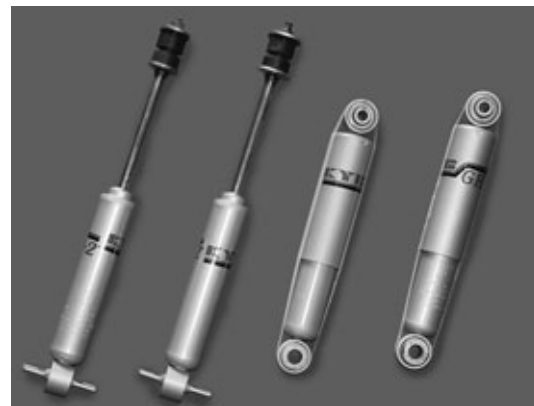
**\$279.99**

### C5

Buy all 4 and  
SAVE \$20.00

**\$299.99**

## 1963-82 KYB GR-2 Shocks & Struts



Smooth ride, improved handling and responsiveness.

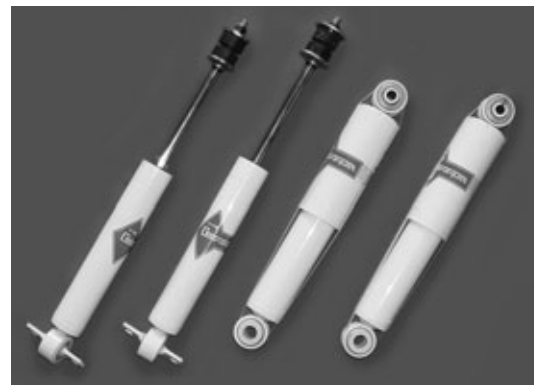
FS-14 (Front)

**\$39.99 ea.**

SR-18 (Rear - Steel Spring)

SR-18F (Rear - Fiberglass Spring)

## KYB Gas-A-Just Shocks & Struts



Gas-A-Just Shocks have 280 psi nitrogen gas for more positive control and no shock fade.

FS-15 (63-82 Front)

FS-231 (84-87 Front)

FS-232 (88 Front)

FS-233 (89-96 Front)

**\$44.99 ea.**

SR-19 (63-82 Rear)

SR-219 (84-87 Rear)

SR-220 (88-96 Rear)



# Shocks



## 97-04 Bilstein Drag Shock



VS-45007  
Front



VS-45008  
Rear

- Specially Valved For Drag Racing
- Allows Weight Transfer For Added Traction
- Improved 60' E.T's

This shock was specifically designed to allow excellent weight transfer from the starting line to the finish line. Not recommended for F-45 suspension. Can only ship by ground.

VS-45007 (Front) .....\$134.99 each  
VS-45008 (Rear) .....\$134.99 each

## 97-04 Bilstein Sport Shock

- Best Hi-Performance Shock
- High Pressure Gas Shock
- 20% Stiffer than OEM shocks

Specifically designed for Autocross racing and improving your track times. Bilstein Sport shocks will quickly dissipate heat and has the most sensitive valving available today.

Note: If you have the Electronic Suspension option on your Corvette's suspension, these shocks will trigger a warning light on your dash. This warning can easily be removed by local dealership or service tech.

BSF-331 (Front) ..... \$79.99 each  
BSR-318 (Rear) ..... \$79.99 each  
BSP-9703 (Package) ..... \$279.99

## QA1 Shocks & Coil Springs

Van Steel teamed up with QA1 to offer a high quality, adjustable replacement shock that is also affordable. With 12 external valving adjustment settings at the turn of a knob, you can easily fine tune compression and rebound to give you a custom ride suitable to your needs. No matter if your cruising or racing, now you can have it all in one shock.



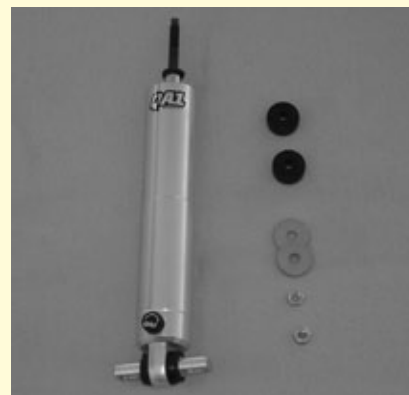
## 63-82 Shocks & Coil Springs

FSC-01 (Small Block) ... \$569.99 pr  
FSC-02 (Big Block) ..... \$569.99 pr



## 88-96 Front

FQS-01 .....\$162.99 each



## 97-04 Front

FQS-03 .....\$299.99 each



## 88-96 Rear

RQS-03 .....\$172.99 each



## 97-04 Rear

RQS-04 .....\$299.99 each

# Half Shaft Kits

800.418.5397

## 63-96 Heavy Duty Side Yoke Kit



HS-23	63-79	.....	\$59.99
HS-28	80-81 Auto	.....	\$149.99
HS-29	80-82 Manual (All 82)	...	\$149.99
HS-230	84-96	.....	\$149.99

## 63-96 Carbon Fiber Half Shafts

- Spicer Solid U-Joints
- Aluminum Ends
- Recommended to run with HD Straps



## 63-79 High Performance Half Shaft Kit



Kit includes:

- Outer Spindle - made of 1541 material, induction heat-treated and precision ground
- Huge 3-1/2" diameter half-shaft
- 4-1/2" width and 1-3/8" dia. cup U-joints
- Inner and Outer Axles - both 30 spline
- Bearing Kit

This is a high-performance kit & requires that both T-Arm Assembly and Rear End be rebuilt.

HSHP-01 (Kit Only) ..... \$2310.99

With T-Arm Rebuild, new Rotor, S.S. Hardware and Rear End Rebuild ..... \$3650.99

## 1963-79 Heavy-Duty Factory Replacement Half Shaft Kit



Upgrade your stock 3" half shaft to 3-1/2" thick wall replacement half shaft with no modifications.

HSHP-02 ..... **\$459.99**

# Steering Kits



## 1963-74 P/S Conversion Kits



Upgrade your 1963-74 Corvette manual steering system with a complete power steering conversion kit. Quality components and hardware insure improved handling, safety and driver comfort. All conversion kits have a one year limited warranty.

- Power Steering Control Valve and Cylinder
- Power Steering Pump
- Centerlink, Hoses and Pitman Arm
- Brackets and Hardware
- 2 Pints of Power Steering Fluid
- Detailed Instructions

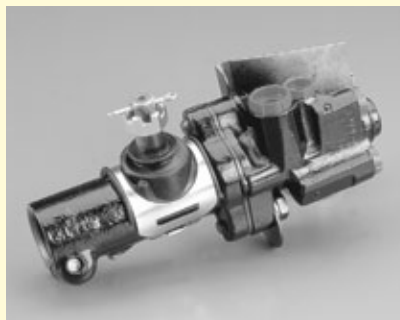
VS-22854 1963-74 Small Block (non hypo) ..... \$789.99

VS-22855 1963-74 Small Block (hypo only) ..... \$789.99

VS-22856 1970-74 Big Block .. \$919.99

VS-22857 1965-69 Big Block .. \$949.99

## 1963-82 Rebuilt P/S Valve



New seals, bolts, stone, shield and tube seats. Pressure tested and adjusted. 5 year limited warranty. Price shown is exchange. Core charge \$100.00

VS-12801 63-82  
Rebuilt Valve ..... \$89.99

VS-12801K 63-82  
Rebuild Kit ..... \$29.99

### New P/S Control Valve

OEM replacement. One year limited warranty.

VS-11801N 63-82  
New Valve ..... \$180.99

## 1963-82 Rebuilt P/S Cylinder



All new chrome shafts, seals, tube seats, cushions and hardware. Pressure tested. 5 year limited warranty. Price shown is exchange. Core charge \$100.00

VS-12802 63-82  
Rebuilt Cylinder ..... \$89.99

VS-12802K 63-82  
Rebuild Kit ..... \$19.99

### New P/S Cylinder

OEM replacement. One year limited warranty.

VS-11802N 63-82  
New Cylinder ..... \$130.99

## 1963-82 P/S Rebuilt Component Kit



Component Kit includes rebuilt valve and rebuilt cylinder (both shown above), new hoses and 2 pints of fluid.

Core charge ... \$160.00

VS-22851 63-79  
Small Block ... \$229.99

VS-22852 80-82  
Small Block ... \$229.99

VS-22853 65-74  
Big Block ..... \$229.99

# Warranty

800.418.5397

**Van Steel Inc.**, warrants the following item to be free from defects in materials and workmanship to the original purchaser for the terms listed below. These warranties DO NOT cover: overseas shipments, any type of racing application, misuse or abuse, repairs, normal wear, shipping or storage costs, property damage, personal injury, diagnostic charges, labor, towing charges or any other associated expenses whatsoever. At the discretion of Van Steel, these warranties are for the repair or replacement of the defective part ONLY. It's the customer's responsibility to provide proof of purchase (sales receipt) for any warranty transaction. Limited warranties will be prorated and based on various conditions. Van Steel Inc, warrants it rear wheel bearings assemblies as follows: Warranty is limited to the replacement and rebuilding of the rear wheel bearing unit for a period of sixty (60) months. Van steel Inc. will replace all bearings and seals. All other parts are the responsibility of the owner. Van Steel Inc. is not responsible for the damage caused by improper installation. The trailing arm spindle flange nut must be torqued to 100 ft/lb. If the nut does not align with the cotter pin hole, you must tighten it more. If we find that it was torqued improperly, you will void the warranty. The warranty shall terminate five (5) years from the date of purchase and is not affected by mileage of the automobile.

**Note:**

Rush orders are subject to a \$10.00 Expedite Fee.

Large Heavy Suspension or Brake Packages may include an additional shipping charge of \$2.50 per order.

## Suspension

T-Arm Assemblies .....	Five Year
Bearing Assemblies.....	Five Year
Steering Boxes .....	One Year
A-Arm Rebuild .....	One Year
Differential .....	One Year
Half Shafts.....	One Year
Shock Absorbers .....	Lifetime
QA1 Products .....	One Year
Steel Coil Springs.....	One Year
Steel Leaf Springs.....	One Year
Composite Springs .....	Five Year
Spring Hardware .....	Lifetime

## Chassis Parts

Anti-Sway Bars & Hardware .....	Lifetime
Ball Joints, Tie Rod Ends.....	One Year
Bushings (Rubber or Poly).....	Lifetime
Centerlink.....	Lifetime
HD Control Arms.....	Lifetime
Idler Arm.....	One Year
Strut Rods (except racing) .....	Lifetime
HD Diff Cover .....	One Year

## Brakes

Brake Hoses (Rubber or SS).....	One Year
O-Ring & SS Calipers.....	Lifetime
New Master Cylinders .....	Lifetime
New Power Boosters .....	Lifetime
SS Brake Lines.....	Lifetime
Steel Brake Lines.....	One Year
SS Paring Brake Kits & Cables .....	Lifetime

## Power Steering

Rebuilt Control Valves.....	Five Years
Rebuilt Steering Cylinder .....	Five Years
New Control Valve .....	90 Day
New Steering Cylinders .....	90 Day
Power Steering Component Kit....	Five Years
Power Steering Conversion Kit.....	One Year
All other Power Steering Parts ....	One Year



# Core Policies



## Core Prices:

Bearing Assembly (per side).....	\$195.00
Bearing Assembly with Rotor (per side) .....	\$245.00
T-Arm Assembly Complete (per side) .....	\$300.00
Rear .....	\$300.00
Half Shaft (each) .....	\$80.00
Strut Rod (each).....	\$55.00
Steering Box.....	\$100.00
A-Arm (upper/lower each).....	\$100.00
Brake Calipers (per wheel) .....	\$50.00
Power Steering Valve or Ram (each).....	\$80.00
Rack and Pinion .....	\$135.00
Brake Booster M/C (68-82).....	\$75.00

The core charge is refunded when the exchange parts are disassembled, thoroughly inspected and determined to be usable in future units. The prices for non usable parts are listed below.

## Core Charges:

Spindle .....	\$110.00
Bearing Support (L/R) .....	\$161.00
Caliper Mounting Bracket (L/R).....	\$75.00
Parking Brake Shield (L/R) .....	\$29.00
Rotor .....	\$62.00
T-Arm (L/R) .....	\$120.00
Park Brake Hardware .....	\$25.00
Park Brake Shoes .....	\$25.00

Should parts have minor damage that can be repaired, Van Steel will repair parts and only charge for the labor and materials.

Core accounts will remain open for **sixty (60)** days from date we receive your core(s), unless other specific arrangements have been agreed upon. Full refund will not be given after 60 days.

Van Steel will return defective (non usable) parts charged against customer's core account at the customer request and expense.

## Alignment Specifications

### Front 1963-82 Corvette

Toe .....	1/32" in
Camber .....	0° neg
Caster .....	2.75° pos
(w/offset a-arms) .....	4.75° pos

### Rear 1963-82 Corvette

Toe .....	1/8" in
Camber .....	0° neg

### Front 1984-96 Corvette

Toe .....	1/32" in
Camber .....	0° neg
Caster .....	5-7° pos

### Rear 1984-96 Corvette

Toe .....	1/8" in
Camber .....	0° neg

## Corvette Milestones

- **First Fiberglass Production Car** - Body weight was an incredible 418 pounds. Another "first" was a concealed radio antenna molded inside the trunk lid. (1953)
- **First American Sports Car** - Body height was only 38 inches. Another "first" for a modern American production car was bucket seats as standard equipment, along with 3 carbs and dual exhaust. (1953)
- **Most Advanced Motor of Modern Times** - The small block V-8 is considered the most significant postwar advancement in automotive engine design. Not only has it won more races than any engine ever produced, it started winning races the year it was introduced, 150 m.p.h. at Daytona. (1955)
- **1 HP Per Cubic Inch** - The first production engine to produce this breakthrough in performance and efficiency. (1957)
- **Fuel Injection** - First American production car to offer fuel injection.
- **First American Fast-Back Sports Car** - (1963)
- **First American Production Car with 3 Link Independent Suspension** - Engineered strong enough to handle 500 hp. (1963)
- Fully Retractable Headlights - (1963)
- **4 Wheel Disc Brakes - Standard** - Not only was Corvette the first American production car with 4 wheel disc brakes standard, each caliper was a 4 piston design to give braking performance seldom matched even today. Most "disc brake" cars still have only 2 pistons, compared to Corvette's powerful 16 piston design.







12285 West Street



Clearwater, FL 33762



727.561.9199



800.418.5397



Fax 727.561.7399