

SSBC

PERFORMANCE BRAKE SYSTEMS

64 1/2 - 73 *FORD MUSTANG*

COUGAR / FAIRLANE

FALCON / GALAXIE

RANCHERO / T-BIRD / TORINO

CATALOG GUIDE





Stainless Steel Brakes Corporation (SSBC) first pioneered the stainless steel sleeved caliper for classic Corvette and Mustangs back in 1975. We are the industry standard for high quality brake systems and components, offering a complete line of disc brake conversions and performance brake upgrades for classic muscle cars, late model performance vehicles, street rods and customs, trucks/SUVs and sport compacts.

Starting out as a small business, **SSBC** broke through the challenges many small companies face, and is now thriving in its 2nd generation of family ownership. The past few years have seen the purchase and expansion into an adjacent building, and the construction of a new Research & Development wing. In all, over 15,000 square feet was added.

At **SSBC**, braking is all we do. It's who we are. Our experts are dedicated to bringing you the best braking technology, for as much as 25% shorter stopping distances. We have and will continue to take steps to improve our capabilities. Some recent steps include:

- *Bringing higher levels of standardization and quality control to our organization*
- *Installing three automated parts carousels and a modern shipping system, allowing us to quickly fill and ship orders*
- *Utilizing state-of-the-art CAD software for rapid product development*

- *Using Finite Element Analysis (FEA) software to provide powerful design validation and stress analysis prior to manufacturing*
- *Purchasing a 3D printer that allows us to produce sample parts to check fitments*
- *The installation of a Coordinate Measuring Machine (CMM), allowing us to measure product tolerances, further ensuring proper fitments and safety*
- *Replacing three outdated CNC machining centers with four new ones in 2004; another new CNC has since been added, bringing our total number to nine*
- *Installation of a cutting edge CNC Bridge & Rail System that utilizes Plasma/Oxy-Fuel sources to mass produce various brake components to precise standards*

These improvements give us design, testing, quality and manufacturing capabilities that very few aftermarket companies can match. We will continue to look at areas and methods to improve, enabling us to consistently provide high quality, high performance braking technologies.

SSBC's signature line of aluminum calipers was first introduced in the late 1990's. These lightweight calipers greatly reduce unsprung weight, which improves ride quality. Most are available polished and all can be powder coated a variety of colors for added visual appeal. They are available in both front and rear kits, and come in single, 2, 3, 4, 6 and 8-piston configurations.

DISC BRAKES

Disc Brake Basics

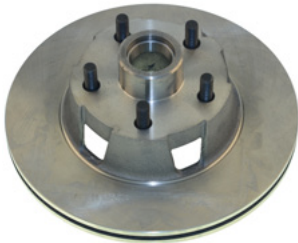
Disc brakes, also known as rotors, are devices that slow the rotation of a wheel using the friction caused by pushing brake pads against a brake disc using a set of calipers. Rotors are typically made of cast iron and are connected to the wheel.

Disc brakes consist of three parts: the brake pads, the caliper, which contains a piston, and the rotor, which is mounted to the hub.

Brakes transfer motion to heat. When brakes get too hot, they don't operate as well as they should. This is what we call brake fade. Compared to drum brakes, disc brakes cause less heat to build up because the disc is more readily cooled. Disc brakes also have quicker recovery time after being immersed in water.

VARIANTS OF BRAKE DISCS

Discs are either made of solid cast iron while others are hollowed out and have fins or vanes joining together the disc's two contact surfaces. Ventilated discs, which are designed to dissipate generated heat, are more commonly used on front disc brakes. There are various brake discs to choose from. The following are the four general types.

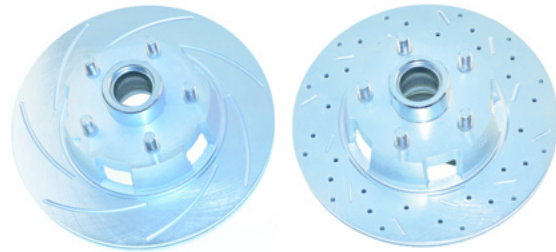


Normal Brake Discs

Normal brake discs are the standard, flat faced discs on most cars. They have better initial braking power as they have more surface area touching the pads when the brakes are applied. When hot, the brakes will build up gas between the pad and disc, which will cause brake fade and pad glazing. The discs can also become warped from the heat if they have been paired with incorrect pads, or if they are poorly made.

Drilled Brake Discs

Brake discs that have holes in them, known as drilled brake discs, are often used on many higher-performance brakes. Drilled brake discs were originally developed for racing cars in the 1960s. Today, however, they are not used with racing cars at all because the holes may be a source of stress cracks under harsh conditions, and may lead to the collection of dust and debris. Holes are drilled all the way through the discs so that they can easily get rid of heat faster, as well as attempt to stop the gas buildup that causes brake fade.



Slotted Brake Discs

Slotted brake discs have grooved diagonal slots cut into the face of the disc. The slots help cool the rotors. When the brakes are applied, heat and gas are generated between the pads and the rotors. As the rotors get hotter, this gas can actually push the pads away from the rotors, which results in brake fade. The slots provide a space for this heat and gas to escape, thus improving braking performance. The slots also clean the pads, removing any debris that might have accumulated.

WHEN TO CHANGE THE DISC BRAKES

Brake discs should be inspected regularly to confirm they are working safely and appropriately. Here are a few steps to follow to help decide whether it is time to change the brake discs in your car.

Listen for Squealing or Grinding

Always listen for grinding and squealing sounds when applying the brake. These sounds are a good sign that the pads are worn down to the metal backing pads and are grinding on the brake discs. This either means that the brake discs will need to be replaced or they are damaged beyond repair.

Feel for Vibrations

If you feel the wheels vibrate or shimmy when the brakes are applied, it means the brake discs have warped as a result of extreme heat. Excessive heat buildup can occur when either the rotor or brake pads get too thin and do not dissipate heat like they should. A warped brake disc must be completely replaced.

Inspect the Brake Discs

Check the brake discs to see if there are any indentations or scoring. To do this, jack up the car and safely secure it on jack stands. Once the wheels are detached, look carefully at the surface of the brake disc where the caliper clamps it. Touch the surface of the brake discs to establish if there are any grooves that you are unable to see. If the scoring is too deep, replacement brake discs may be needed. If not, they might just need to be resurfaced.

Measure the Brake Discs

Measure the disc brakes before they are installed to ensure they are the correct thickness. Smooth brake discs may need to be replaced if they have been worn too thin. Every car manufacturer has its own qualifications for brake disc measurements. A brake specialist can measure your disc brakes to ensure it is within the manufacturer's requirements if they seem too thin.

TIPS FOR CHANGING FRONT DISC BRAKE PADS

Front brakes supply 80 percent of the stopping power on cars with front wheel drive, meaning they require new brakes more often. Most brake units are designed to last about 60,000 miles. However, this can all depend on driving habits and terrain. The following tips will instruct you on how to change front disc brake pads.

Read the Manual

Before starting any job, always read the manual for the car. The manual will give specific details on exactly how to remove the old brake pads and install the new ones.

Prepare the Car

Jack the car up to allow room to move under the tires. Place blocks behind the tires, as well, so the car won't slip off the jack. Loosen the lug nuts on the wheels being worked on before lifting the car. Jack the car up, being sure to place it on jack stands, and take off the wheels. Place one of the wheels under the engine. This serves as a back up in case one of the jack stands fails.

Clean the Brakes

Clean dust and grime from the brake area with a brake cleaner before changing out the brakes. For safety reasons, try not to breathe in brake dust. Be sure to leave at least one wheel assembled to use as a reference while assembling the other wheels. To help reduce pressure during this process, loosen the cap on the master cylinder reservoir on the engine compartment.

Take Caution with Calipers

Brake fluid is carried by a flexible tube that is connected to the caliper. To ensure that the brake fluid hose doesn't become damaged or loose, keep the caliper safe by using bailing wire or a bungee cord to secure the caliper out of the way.

Rotor Inspection

Once the brake pads and calipers are removed, check the rotor to see if it is dull or pitted. If you notice either of these conditions, the rotor will need to be replaced or refinished.

Compress the Piston

In order to get the caliper piston to fit over the new brake pads, it must be compressed. Keep an eye on the brake fluid level in the master cylinder reservoir. Remove some fluid if it looks like it is about to overflow.

Break in the Brakes

Gently depress and release the brake pedal a few times before driving your vehicle. This will reset the caliper pistons. Use the brakes slowly and repeatedly while traveling under 25 mph and the new brake pads will be properly seated and burnished for normal driving after about two dozen stops.





SPORT R1 SINGLE PISTON CALIPER

The Sport R1 caliper was developed as a 54mm single piston aluminum caliper with a built in parking brake. Two different versions have been developed, one for cars and one for truck. The car version consists of a forged aluminum housing with stainless steel internals. With an improved design over the popular early GM rear caliper, the Sport R1 caliper uses the same brake pads, slider pins and bushings as this vehicle. The truck version of the Sport R1 (TRK1) features a larger billet aluminum housing, stainless steel internals and uses brake pads, slider pins and bushings from the front caliper of a 95-98 GM 1/2 ton truck. Current applications for this caliper are the 88-99 1/2 ton GM truck and SUV. A must have for better braking and elimination of that factory "spongy pedal" feel.



TRI-POWER 3 PISTON CALIPER

The Tri-Power 3 piston aluminum caliper was originally developed as a "Quick Change" caliper to replace the 2 piston floating calipers on the C5 Corvette. Due its overwhelming success we decided to go one step further and make a Tri-Power caliper that would work for 1/2, 3/4 & 1 Ton Trucks. All Tri-Power calipers are made from billet aluminum and consist of 3 stainless steel pistons ranging in sizes from 30mm to a massive 51mm depending on the application. Depending on the application these calipers are available with rotor sizes up to 14" in diameter. Full kits are available for most Muscle cars, Late Model Performance, Street Rods, Trucks & Suv's.



REPRODUCTION "GT"- "CLASSIC" 4 PISTON CALIPER

- Stainless Steel Pistons
- Stainless Steel Hardware
- "E" Coated
- Built to last a lifetime



EXTREME 4 PISTON CALIPER

Our Extreme 4 piston caliper is a fixed 4 piston aluminum caliper. Some of those features include Stainless Steel Pistons, Stainless Steel pad guides, off the shelf pads and anti-rattle clips and an internal dust seal to keep your oil seal free of debris. With its overwhelming success as a "Quick Change" replacement caliper for the 65-82 Corvettes, SSBC has developed many different applications with this caliper.

COMPETITION 4 PISTON CALIPER

Our Competition caliper has been designed for the Drag racer, street rodder and muscle car enthusiast. Built as a replacement for the 5-1/4" calipers out there today our caliper offers less deflection, thicker pistons, brake pads that are 25% thicker and 20% wider, brake pads that are available at any parts store, brake pads that do not rattle, and bleeders that mount directly to the calipers with no adapters. SSBC has developed a street version the **"Comp S"** caliper which is a direct replacement and includes dust seals to keep any dirt and debris away from your oil seal. The **"Comp R"** caliper was developed as an "off-road use only" caliper. This caliper has the same features as listed above but without the dust seals for the ultimate in lightweight compact race caliper



V6 6 PISTON ALUMINUM CALIPER

Our 6 piston aluminum caliper was developed for many purposes. Just like all of SSBC's calipers the V6 6 piston caliper is built to out perform and out last the competition. Made from billet aluminum this massive 6 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design..



V8 8 PISTON ALUMINUM CALIPER

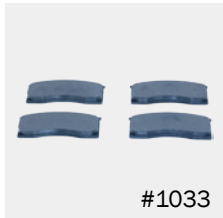
This massive 8 piston caliper was originally developed as a "Quick Change" caliper for the 99-04 F250/350 trucks. This caliper will replace the factory caliper, fit over the factory rotor and fit in all the factory wheels. Yes, an 8 piston caliper in a 16" wheel. Just like all of SSBC's calipers the V8 8 piston caliper is built to out perform and out last the competition. Made from billet aluminum this massive 8 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design.



SSBC quick change Kits are designed to replace factory cast iron calipers with an aluminum multi piston hi-performance caliper without the need to replace the entire brake system for factory wheels.

FRONT KITS

4-Piston Front Disc Brake Kit With 11 inch Rotors (A120)



Time to get rid of your inefficient factory drum brakes. This is a complete front disc brake conversion kit for early Mustangs. This is the perfect choice if you simply want to install disc brakes on the front of your vehicle.

THIS KIT IS COMPLETE WITH:

- 4 Piston Calipers
- Standard Rotors
- Brake Pads
- Caliper Mounting Brackets
- Rubber Flex Hoses
- Brake Lines
- Master Cylinder
- Splash Shields
- Adjustable Proportioning Valve
- Bearings, Seals, and necessary hardware

FEATURES / BENEFITS:

- Includes Ford style 4-piston cast iron calipers
- Calipers feature stainless steel pistons, transfer tubes and bleeder screws
- Bolts to V8 drum brake spindles
- The calipers feature an epoxy coating inside and out, which makes the entire caliper corrosion resistant.
- All kits come complete with all necessary components to complete a factory quality installation
- Made in the USA



AVAILABLE UPGRADES FOR THIS KIT:



SLOTTED ROTOR



BIG BITE ROTOR

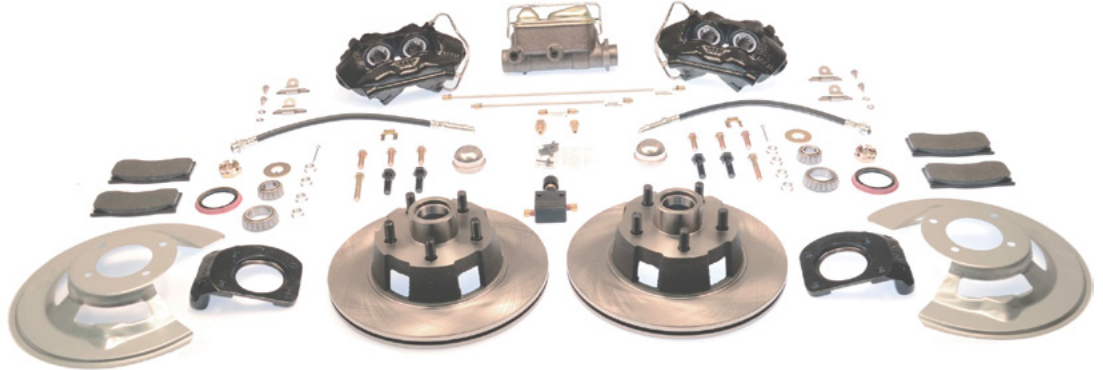


POWER BRAKE BOOSTER

4-Piston Front Disc Brake Kit With 11 inch Rotors (A121)

FRONT KITS

#A121



CALIPERS MADE IN THE USA

Time to get rid of your inefficient factory drum brakes. This is a complete front disc brake conversion kit for early Mustangs. This is the perfect choice if you simply want to install disc brakes on the front of your vehicle.

THIS KIT IS COMPLETE WITH:

- 4 Piston Calipers
- Standard Rotors
- Brake Pads
- Caliper Mounting Brackets
- Rubber Flex Hoses
- Brake Lines
- Master Cylinder
- Splash Shields
- Adjustable Proportioning Valve
- Bearings, Seals, and necessary hardware

FEATURES / BENEFITS:

- Includes Ford style 4-piston cast iron calipers
- Calipers feature stainless steel pistons, transfer tubes and bleeder screws
- Bolts to V8 drum brake spindles
- The calipers feature an epoxy coating inside and out, which makes the entire caliper corrosion resistant.
- All kits come complete with all necessary components to complete a factory quality installation
- Made in the USA



AVAILABLE UPGRADES FOR THIS KIT:



#23000AA2L

SLOTTED ROTOR



#23000AA3R

BIG BITE ROTOR



#28150

POWER BRAKE BOOSTER

FRONT KITS

4-Piston Competition Series Front Disc Brake Kit

#W120-23



 **CALIPERS MADE IN THE USA**

At the wheels only. Competition Street 4-Piston Drum to disc front brake conversion kit. Bolts to V8 drum brake spindles.

THIS KIT IS COMPLETE WITH:

- 4 Piston Comp Calipers
- Big Bite Rotors
- Brake Pads
- Mounting Brackets
- Splash Shields
- DOT Stainless Steel Flex Hoses
- Hardware



FEATURES / BENEFITS:

- Comp S (Street) 4-piston aluminum calipers
- Calipers are constructed from 6061 T6 Billet Aluminum and feature 1.75 in. pistons
- Dual pad pin design with o-rings to eliminate pad chatter
- Uses an off the shelf D43 pads
- Bolts to V8 drum brake spindles
- Comp S calipers are 100% Made in USA
- Designed with street use in mind
- Comp S calipers feature internal dust seals for long life without the need for constant rebuilds
- Comp calipers are available with optional powder coated or polished finishes
- Our Performance At The Wheels front kits include only the components needed at each wheel. They do not include the components needed at the firewall. This is to allow for customization of booster and master cylinder combinations

AVAILABLE UPGRADES FOR THIS KIT:



REAR KIT



BILLET MASTER CYLINDER



POWER BRAKE BOOSTER



CALIPER COLOR OPTION

3-Piston Tri-Power Pro-Touring Front Disc Brake Kit (17 inch wheels Non-Power)

FRONT KITS



#W120-13BK



#1095



#A120H



#W120-13



CALIPERS MADE IN THE USA

At the Wheels only. Tri-Power 3-piston Drum to disc brake conversion kit with 13 inch rotors. Bolts to V8 drum brake spindles.



FEATURES / BENEFITS:

- 3-Piston Tri-Power aluminum calipers
- Calipers come with Clear Anodize finish
- Optional powder-coating available
- Fits V8 spindles only for cars with 4-piston factory disc brakes or factory drum brakes
- With this caliper, you will enjoy maximum braking potential in a sleek compact design to fit most popular wheels
- This kit includes only the components needed at each wheel. They do not include the components needed at the firewall. This is to allow for customization of booster and master cylinder combinations

THIS KIT IS COMPLETE WITH:

- 3-Piston Tri-Power Calipers
- Big Bite Rotors
- Hi-Performance Brake Pads
- Adapter Brackets
- DOT Stainless Steel Flex Hoses
- Hardware

AVAILABLE UPGRADES FOR THIS KIT:



#A0470



BILLET MASTER CYLINDER



#A21184

PEDAL ASSEMBLY



#28150

POWER BRAKE BOOSTER



CALIPER COLOR OPTION

FRONT KITS

3-Piston Tri-Power Pro-Touring 17 inch Wheels Front Disc Brake Kit (Power)

#A120-14



 **CALIPERS MADE IN THE USA**



FEATURES / BENEFITS:

- 3-Piston Tri-Power aluminum calipers
- Calipers come with Clear Anodize finish
- Optional polishing or powder-coating
- For automatic transmission cars only
- Fits V8 spindles only for cars with factory disc brakes or factory drum brakes
- Our Tri-Power 3 Piston Front Brake Kits, made from Billet aluminum, are complete with all the necessary components for installation
- With this caliper you will enjoy maximum braking potential in a sleek compact design to fit most popular wheels.
- This kit comes standard with slotted and plated rotors, but the upgrade to Big Bite Cross Drilled rotors is available

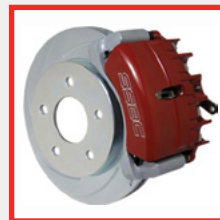
THIS KIT IS COMPLETE WITH:

- 3-Piston Tri-Power Calipers
- Turbo Slotted Rotors
- Hi-Performance Brake Pads
- Adjustable Proportioning Valve
- 7" power booster
- Dual bowl master cylinder
- Adapter Brackets
- DOT Stainless Steel Flex Hoses
- Hardware

AVAILABLE UPGRADES FOR THIS KIT:



STAINLESS STEEL BRAKE LINES



REAR KIT



BIG BITE ROTOR



CALIPER COLOR OPTION

8-Piston V8 15 inch Wheels Front Disc Brake Kit

FRONT KITS

NEW!

#A120-11



#0405



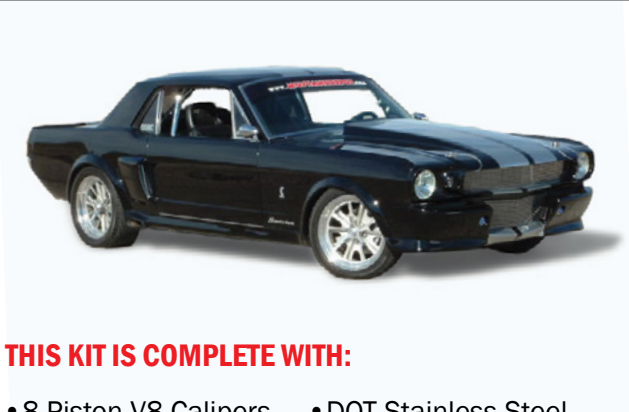
#A0707



#A2400 / A2401



CALIPERS MADE IN THE USA



FEATURES / BENEFITS:

- Includes V8 8-Piston aluminum calipers
- Calipers come with Clear Anodize finish
- Optional powder-coating available
- Fits V8 spindles only
- Specially designed to clear 15 in. vintage wheel
- Our V8 8 Piston Front Brake Kits, made from cast aluminum, are complete with all the necessary components for installation
- Calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally and feature stainless steel pistons
- With this kit you will enjoy excellent braking performance and value

THIS KIT IS COMPLETE WITH:

- 8-Piston V8 Calipers
- Big Bite Rotors
- Adapter Brackets
- Hi-Performance Brake Pads
- DOT Stainless Steel Flex Hoses
- Hardware

AVAILABLE UPGRADES FOR THIS KIT:



#A0470

BILLET MASTER CYLINDER



#A111-21R

REAR KIT



#A0730

PROP BLOCK



CALIPER COLOR OPTION

CHOOSE YOUR **COLOR**

FRONT KITS

1 (Single) Piston Front Disc Brake Kit for 6 Cylinder 4 Lug

6 CYLINDER 4 LUG

#A120-4/5



This kit is a front disc brake conversion kit for 6 cylinder Mustangs with 4 lug wheels. If you are looking to improve your brake performance while keeping your 4 lug wheels, this is the kit for you.

THIS KIT IS COMPLETE WITH:

- Calipers
- Standard Rotors
- Caliper Mounting Brackets
- Brake Lines
- Brake Pads
- Master Cylinder
- Power Brake Booster (A120-5-Optional)
- Adjustable Proportioning Valve
- Bearings, Seals, and necessary hardware

FEATURES / BENEFITS:

- Includes standard single piston cast iron calipers
- Includes plain rotors with optional upgrade to Turbo slot or Big Bite cross drilled
- Will not fit stock 13 in. wheels
- The SSBC standard front brake system for 6 cylinder Mustangs with 4 lug wheels offers a huge improvement in not only performance, but also safety
- The kit includes all components necessary to update your car to disc brake performance, including the safety of a dual bowl master cylinder.



AVAILABLE UPGRADES FOR THIS KIT:



#C147081

STAINLESS STEEL BRAKE LINES



#10110

BRAKE PADS

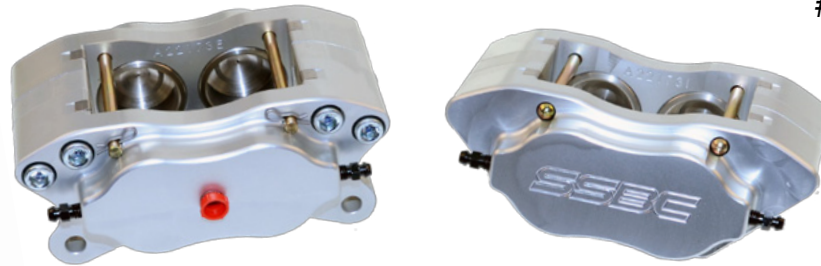


#A28143

BOOSTER MASTER COMBO

Quick Change 4-Piston Competition Aluminum Caliper Upgrade Kit

FRONT KITS



CALIPERS MADE
IN THE USA

This front disc brake conversion kit offers a 25% increase in the pad contact area and a 20% increase in pad thickness compared to our competitors. Advanced engineering has allowed us to produce this caliper.



THIS KIT IS COMPLETE WITH:

- 4 Piston Comp Calipers
- Comp Pads
- Flex Hose Adapters
- Shim Kit

FEATURES / BENEFITS:

- Calipers are constructed from 6061 T6 Billet Aluminum
- Dual pad pin design with o-rings to eliminate pad chatter
- Uses an off the shelf D43 pad available at any local parts store
- Kit includes 2 Calipers, pad pins & 1 set of pads
- Calipers feature 1.75 in. pistons
- Comp calipers are available with optional powder coated or polished finishes
- Designed as a direct bolt on replacement for your factory cast iron calipers, our Comp S (Street) calipers are an easy bolt on update for your classic Ford
- Comp calipers utilize a larger D43 brake pad that is available over the counter at any parts store
- Designed with street use in mind, Comp S calipers feature internal dust seals for long life without the need for constant rebuilds
- 100% Made in USA

AVAILABLE UPGRADES FOR THIS KIT:



STAINLESS STEEL BRAKE LINES



REAR KIT



PROP BLOCK



CALIPER COLOR OPTION

FRONT KITS

1 (Single) Piston Front Disc Brake Kit With 11 inch Rotors

#A132-A134



This kit is a power front disc brake conversion kit that offers excellent braking performance and bolt-on installation. This is the perfect choice if you simply want to install disc brakes on the front of your vehicle.

FEATURES / BENEFITS:

- Includes Ford style single piston cast iron calipers
- Includes plain rotors with an optional upgrade to Turbo slot or Big Bite cross drilled
- Our Ford single piston front disc brake conversion kits are the best on the market
- We include all new factory style components to give you an easy installation and years of trouble free performance.

THIS KIT IS COMPLETE WITH:

- Calipers
- Standard Rotors
- Dual Bowl Master Cylinder
- Spindles
- Semi Metallic Pads
- Caliper Mounting Brackets
- Power Booster
- Splash Shields
- Adjustable Proportioning Valve
- Brake Lines
- Grease Caps
- Rubber Flex Hoses
- Bearings, Seals, and necessary hardware



AVAILABLE UPGRADES FOR THIS KIT:



#C147081

STAINLESS STEEL BRAKE LINES



#A1704

PRESSURE GAUGE KIT



#A111-2

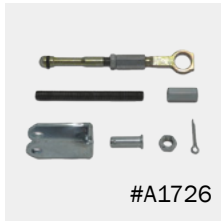
REAR KIT

1 (Single) Piston Rear Disc Brake Kit With 10.5 inch Rotors

REAR KITS

FITS 14 INCH WHEELS

#A111-2



This is a standard duty rear conversion kit for 9", 31 spline axle, big bearings, designed for 14" wheels. It is low profile, adapts to stock parking brake cables and has 48 mm rear calipers.

THIS KIT IS COMPLETE WITH:

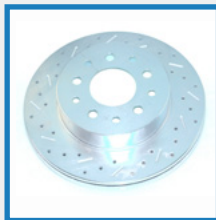
- Calipers
- Standard Rotors
- Flex Hoses
- Easy to find Brake Pads
- Caliper Mounting Brackets
- Adapter Lines
- DOT Street Legal
- Hardware



FEATURES / BENEFITS:

- Includes standard single piston rear calipers
- Caliper includes built-in parking brake and comes with zinc plated finish
- Optional powder-coating available
- Uses stock parking brake cables
- This Standard Rear Brake Kit, made from cast iron, is complete with all necessary components for installation
- Designed to offer the best quality and value while providing a major performance advantage over factory drum brakes
- SSBC standard rear conversion kits are even available to fit most factory 14 in. wheels
- The parking brake lever will work with most factory parking brake cables

AVAILABLE UPGRADES FOR THIS KIT:



#23008AD3L

BIG BITE ROTOR



#A120-20

FRONT KIT



#A0730

PROP BLOCK

REAR KITS

1 (Single) Piston Sport R1 Rear Kit with 12 inch Rotors

FITS 15 INCH WHEELS

#A1111-21



CALIPERS AND BRACKETS MADE IN THE USA

This is a high power rear conversion kit. Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange.



THIS KIT IS COMPLETE WITH:

- Sport R1 Calipers
- Turbo Slotted Rotors
- Stainless Steel Flex Lines
- High Performance Brake Pads
- Mounting Brackets
- Hardware

FEATURES / BENEFITS:

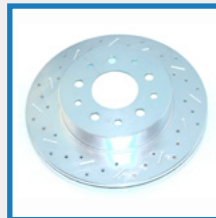
- Includes Sport R1 Single-Piston aluminum calipers with stainless steel pistons
- Caliper includes built-in parking brake
- Complete with all the necessary components for installation
- Calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally and feature stainless steel pistons
- Optional polishing or powder-coating available
- Sport R1 kits are designed to offer powerful braking in a compact design that clears most popular wheels
- Sport R1 parking brake lever will work with most factory parking brake cables

AVAILABLE UPGRADES FOR THIS KIT:



#C147081

STAINLESS STEEL BRAKE LINES



#23008AB3L

BIG BITE ROTOR



#A120-14R

FRONT KIT



CALIPER COLOR OPTION

3-Piston Tri-Power Rear Kit with 13 inch Rotors

REAR KITS

#A111-38



#143009



#1095



#23062AA2L



CALIPERS AND BRACKETS MADE IN THE USA



THIS KIT IS COMPLETE WITH:

- Tri-Power Calipers
- Turbo Slotted Rotors
- High Performance Brake Pads
- Stainless Steel Braided Hoses
- Mounting Brackets
- Stainless Steel Flex Hoses
- Hardware

FEATURES / BENEFITS:

- 3-Piston Tri-Power aluminum calipers
- Caliper includes built-in parking brake
- Calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally and feature stainless steel pistons
- Optional polishing or powder-coating available
- Complete with all necessary components for installation
- Designed to offer powerful braking in a compact design that clears most popular wheels
- The Tri-Power parking brake lever will work with most factory parking brake cables

AVAILABLE UPGRADES FOR THIS KIT:



#C147081



#A120-13R



#28150



CALIPER COLOR OPTION

FRONT KIT

POWER BRAKE BOOSTER

REAR KITS

4-Piston Competition Rear Kit with 12 inch Rotors

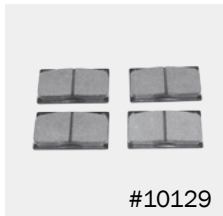
#A111-25



#A22172-2



#143009



#10129



CALIPERS MADE IN THE USA



THIS KIT IS COMPLETE WITH:

- 4-Piston Comp Calipers
- Turbo Slotted Rotors
- Stainless Steel Braided Hoses
- High Performance Brake Pads
- Mounting Brackets
- Internal Parking Brake System
- Hardware

FEATURES / BENEFITS:

- Includes 4-Piston Comp S (Street) aluminum calipers
- The calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally
- Optional polishing or powder-coating available
- Comp S calipers are 100% Made in USA
- Our Comp S Rear Brake Kits are complete with all the necessary components for installation
- Comp S kits are designed to offer powerful braking in a compact design that clears most popular wheels
- The internal parking brake can be connected to most factory cables

AVAILABLE UPGRADES FOR THIS KIT:



#C147081

STAINLESS STEEL BRAKE LINES



#A1704

PRESSURE GAUGE KIT



#A1726

ADJUSTABLE PUSHROD KIT



CALIPER COLOR OPTION

8-Piston V8 Pro-Touring Rear Kit

REAR KITS

NEW!

**COMING
2015!**



#14328



#23000AA3R



CALIPERS MADE IN THE USA



FEATURES / BENEFITS:

- Includes V8 8-Piston aluminum calipers
- Caliper includes built-in parking brake
- Calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally and feature stainless steel pistons
- Optional polishing or powder-coating available
- Includes Turbo slotted rotors with Xtra Life plating
- Includes braided stainless flex lines and high performance pads
- All hardware included
- Complete with all necessary components for installation
- Designed to offer powerful braking in a compact design that clears most popular wheels

AVAILABLE UPGRADES FOR THIS KIT:



#C147081

STAINLESS STEEL BRAKE LINES



#A1704

PRESSURE GAUGE KIT



#A1726

ADJUSTABLE PUSHROD KIT



CALIPER COLOR OPTION



PROP BLOCKS:

PART #: A0730 / A0730P / A0730PL

- Available with either black or polished aluminum body
- Distribution block connects to the master cylinder and distributes brake fluid to all four wheels
- Regulates rear brake pressure

This all-in-one adjustable proportioning valve and distribution block offers you the same function as our prop valve, but gives you a total of 5 ports for integration of your front and rear brake system, plus a brake light switch!



BILLET MASTER CYLINDER:

PART #: A0470

- Available in plain, ball milled, flamed or finned cap styles
- 1" and 1-1/8" bores and remote mount reservoir systems are also available, along with combo styles

1" = Non-Power Brakes

1 - 1/8" = Power Brakes

A0470-1



Plain

A0470-5



Ball Milled

A0470-2



Finned

A0470-3



Flamed



A0707



A0707P

ADJUSTABLE PROPORTIONING VALVE:

PART #: A0707, A0707P

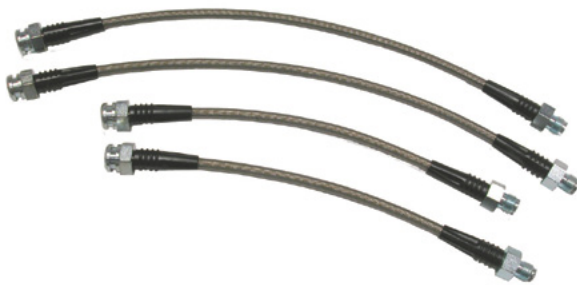
- A0707** Black anodized adjustable proportioning valve
- A0707P** Polished adjustable proportioning valve

- Used to regulate brake pressure
- Shows exactly how much pressure is being sent to the rear brakes
- All brass internals
- Includes 3/16" and 1/4" line adapters

MASTER CYLINDER BLEEDING KIT:

PART #: 0460

- A must when bench bleeding a new master cylinder



STAINLESS STEEL FLEX HOSES:

PART #: 14325, 14326

- Available in front and rear

65-66 - 14325 3/8"-24

1967 - 14326 7/16"-24

ADJUSTABLE PUSHROD KIT:

PART #: A1726

- Accommodates eyelet, clevis and bell crank style pushrod setups
- Includes adapters for 10 common pushrod configurations
- Works with both power and non-power brake systems



STAINLESS STEEL PAD RETAINING CLIPS:

PART #: A14 / A17

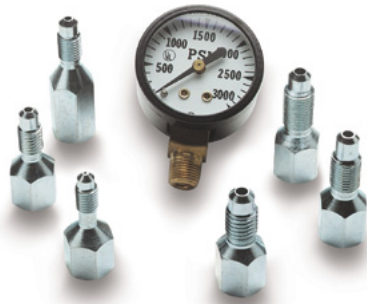
A14

- Pad retainer kit include:
2 clips, 2 bolts and 2 lock washers
in stainless steel
- Requires 1 kit per caliper

A17

- Brake pad retaining shield 1965-66 cars
- Clip and all hardware is made of stainless steel
- Set is for 1 caliper





BRAKE PRESSURE GAUGE KIT:

PART #: A1704

- Tells you how much pressure you're getting at each caliper
- Great for pinpointing problems with individual calipers/drums
- Includes adapters to 6 common fittings: 5/16" - 24, 3/8" - 24, 7 mm - 1 .00, 8 mm - 1 .25, 10 mm - 1 .00, 10 mm - 1 .50

ELECTRIC VACUUM PUMP KIT:

PART #: 28146

- Great for use when the proper amount of engine vacuum is not being generated. Depending on your booster type, 15" - 18" of vacuum is needed for it to operate correctly. Great with high-lift cams.
- Includes 12 volt vacuum pump, switching relay, vacuum line and control, mounting insulators and hardware



HIGH-TEMP BRAKE FLUID:

PART #: 1106

- Highest available dry boiling point of 570° F to withstand the extreme temperatures generated by competition braking systems
- Additional lubrication and corrosion resistance
- Reduced moisture affinity

SILICONE BRAKE FLUID:

PART #: A1103

- Does not absorb water or cause corrosion
- No effect on painted surfaces
- Viscosity: 42-43 cs @ 770F
- Do not mix with DOT 3 or 4 brake fluids
- Do not use with ABS brake systems
- Not for use in race applications



BRAKE PADS:

PART #: 10110, 1046, A1033

65-67 - 10110 D-11, Big Bite Front pads, high performance

68-73 - 1046 D34, Big Bite Front pads

65-67 - A1033 D-11, Front pads, semi-metallic
Fully molded construction



#10110



#A1033



STAINLESS STEEL BLEEDERS:

PART #: 0703

64½-73 - 0703 3/8" - 24 Thread

STAINLESS STEEL BANJO BOLTS & COPPER CRUSH WASHERS:

PART #: 1822, 2102, 2102-M, 2103, 2103-M

1822 68-73 - 3/8" - 24

2102 Copper Washer for 7/16" banjo bolt

2102-M Copper Washer for 10mm banjo bolt



#2102- Set of 4 Copper Washers



BEARINGS, SEALS, SPINDLE NUT KITS:

2410 Bearing, inner, except Boss & 6 cylinder cars

2411 Bearing, outer, except Boss & 6 cylinder cars

2412 Grease seal, except Boss & 6 cylinder cars

2420 Grease cap, except Boss & 6 cylinder cars

A602 Spindle nut kit

A606 Spindle nut kit, large bearing

2466 Bearing, inner, except GT350 & GT500

2467 Bearing, outer, except GT350 & GT500



STAINLESS STEEL BRAKE LINE WITH STAINLESS STEEL FITTINGS:

- Available lengths in inches:
8, 12, 20, 30, 40, 51, 60
- Double annealed for easy bending and reflaring

BRAKE LINES

- C1470081** 3/16" x 8" line
- C1470121** 3/16" x 12" line
- C1470201** 3/16" x 20" line
- C1470301** 3/16" x 30" line
- C1470401** 3/16" x 40" line
- C1470511** 3/16" x 51" line
- C1470601** 3/16" x 60" line

ADAPTER BRAKE LINES

- C1470082** 3/8-24 & 7/16-24 fittings 3/16"line x 8" long
- C1470083** 3/8-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470084** 3/8-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470085** 7/16-24 & 7-16-24 fittings 3/16"line x 8" long
- C1470086** 7/16-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470087** 7-16-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470088** 1/2-20 & 9/16-18 fittings 3/16"line x 8" long

"ALL STAINLESS" BRAKE LINE KIT (C1470000)

- | | |
|------------------------------|------------------------------|
| C1470081 8" Line (3) | C1470401 40" Line (6) |
| C1470121 12" Line (3) | C1470511 51" Line (3) |
| C1470201 20" Line (6) | C1470601 60" Line (6) |
| C1470301 30" Line (6) | |

FITTINGS:

- 1412** Fitting - 3/8-24 inverted flare nut fitting - 3/16 Brake Line
- 1412SS** Fitting - Stainless Steel 3/8-24 thread - 3/16 Brake Line
- 14188** Fitting - Union Inverted Flare - 3/16 Brake Line
- 1422** Fitting - 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1422SS** Fitting - Stainless Steel 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1426** Fitting - 7/16-24 thread - 3/16 Brake Line
- 1426SS** Fitting - Stainless Steel 7/16-24 thread - 3/16 Brake Line
- 1428-1** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-1SS** Fitting - Stainless Steel 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-2** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-3** Fitting - 9/16-20 inverted flare nut fitting - 3/16 Brake Line
- 14254** Fitting - 53-62 Corvette
- 1436SS** Fitting - Stainless Steel 10mm x 1.0 bubble flare nut fitting - 3/16 Brake Line
- 14361** Plug - 3/8-24 Inverted Flare
- 1437** Fitting - 9/16-18 to 3/8-24 Inverted Thread
- 1438** Fitting - 1/2-20 thread - 3/16 Brake Line
- A1419P** Fitting - 1/4 flare - 1/8 National Pipe Thread - Loctite
- A1419F** Fitting - 3/16 flare - 1/8 National Pipe Thread - Loctite
- 0810A** Adapter Fitting - 1/2-20 to 7/16-24
- 0816** Adapter Fitting - 5/16 to 1/4 inverted flare
- 14204** Adapter Fitting - 1/4 tube to 1/2-20 inverted flare
- 1450** Adapter Fitting - 1/2-20 male to 9/16-18 flare
- 1498R** Adapter Fitting - 7/16-20 to 1/2-20



#1412SS / 1412 #14188 #1438



#1428-1 #1428-2 #1428-3



#1437 #A1419P/F #14361

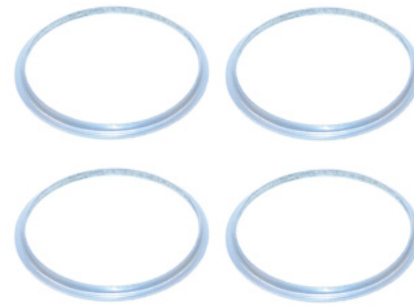


#1422SS / 1422 #1426

STAINLESS STEEL BOOT RETAINER:

PART #: 1801

1964^{1/2}- 1966



#2405/2406



#2444



#2445

#2443

SPLASH SHIELDS:

PART #: 2443, 2405, 2406, 2444, 2445

• Sold in sets

- 65-67 - 2405** Left front splash shield
- 2406** Right front splash shield
- 68-73 - 2444** Left front splash shield
- 2445** Right front splash shield



SEAL KITS:

PART #: A103, A104, A105

- 65-66 - A103** 4-Piston
- 1967 - A104** 4-Piston
- 68-73 - A105** Single Piston



#1404-1

RUBBER FLEX HOSES AND BRAKE LINE CLIP:

**PART #: 1404-1, 1404, 14118
14119, 1811**



#1811

- 1966 - 1404** Front flex hose, 3/8" inlet
- 1967 - 1404-1** Front flex hose, 7/16" inlet
- 68-70 -14118** Left Front Flex Hose
- 14119** Right Front Flex Hose
- 1811** "Horseshoe" retainer clip



CALIPER HARDWARE KIT:

PART #: 1807

68-73 - Caliper hardware kit for Mustangs with factory disc brakes

RESTORE/ REBUILD HARDWARE KIT:

PART #: A120H

- Full front hardware kit for disc brake repairs



STAINLESS STEEL PISTONS:

PART #: A0108-1

1964-1966

1967

1968-1973

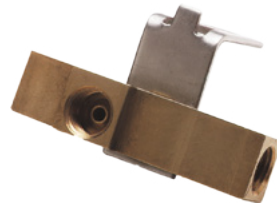
- O.E Replacement Pistons
- Race Pistons and custom designs available

BRASS DISTRIBUTION BLOCKS:

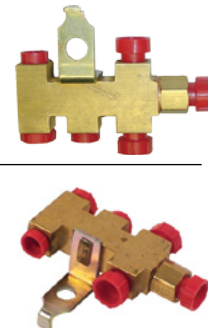
PART #: A1418, A1419

1964 1/2 -1966 - A1418

1967 - A1419



1964 1/2-1966



1967

NEW!



MADE IN THE USA

MASTER CYLINDER:

PART #: A0404, 0405

65-66 - A0404 Non-power, single bowl

- 67-73 - 0405**
- New factory style disc brake replacement dual bowl master cylinder
 - Mustang style with 1" bore
 - Non-power

1964-1966



#A0404

1967-1973



#0405



#28150



#28152



#28136C

BOOSTERS:

PART #: 28150, 28152, 28136, 28136C

- 67-70 - 28150**
- Replacement factory style booster
 - For manual or automatic transmissions

28152 • 7" Dual Diaphragm

28136 • 7" Single Diaphragm

28136C • 7" Single Diaphragm, Chrome

O.E. CALIPERS WITH STAINLESS STEEL HARDWARE PISTONS:

PART #: A62-1, A63-1

- 65-67**
- Cast iron 4-piston caliper
 - Epoxy coated internally and externally for maximum corrosion resistance
 - Built with stainless steel pistons, bleeders and transfer tubes
 - 7/16 in. inlet
 - 100% made in the USA!



NEW!



MADE IN THE USA



CALIPER:

PART #: A66, A67

- O.E. replacement single piston caliper

68-73 - A66 Left front, rebuilt single-piston caliper

A67 Right front, rebuilt single-piston caliper



STAINLESS STEEL TRANSFER TUBES:

PART #: C1407, C1408

- 65-67 - C1407** Left stainless crossover line, 4-piston
- C1408** Right stainless crossover line, 4-piston

SPINDLES AND CALIPER BRACKETS:

PART #: A2464N, A2465N

- A2464N** Left Front Spindle
- A2465N** Right Front Spindle

• Sold in pairs



NEW!



#A2400



#A2401

CALIPER MOUNTING BRACKETS:

PART #: A2400 / A2401

- Original 64½-67 Mustang

- A2400** Left Front Caliper Mounting Bracket
- A2401** Right Front Caliper Mounting Bracket

NEW!

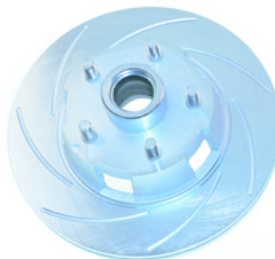
 **MADE IN THE USA**

ROTORS:

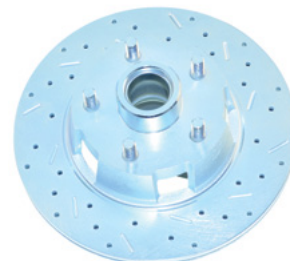
STANDARD



TURBO SLOTTED



**BIG BITE DRILLED
SLOTTED PLATED**



Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|----------------------|---------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD FAIRLANE | | | | | | | | |
| 64-66 | A120-4 | Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | W120-4 | At the Wheels Only. Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | A120-13 | Tri-Power 3-piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A120 | Drum to disc brake conversion kit with 4-piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes single bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120D | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes dual bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |

 = FRONT KIT  = REAR KIT  = QUICK CHANGE CALIPER UPGRADE ****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

FORD APPLICATION GUIDE

APPLICATIONS

Ford Catalog Application Guide

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|----------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD FAIRLANE | | | | | | | | |
| 64-66 | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At The Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 10.5 | 1.125" | DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 12.8 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8"and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9"rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| 1967 | A120-13 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |

■ = FRONT KIT
 ■ = REAR KIT
 ■ = QUICK CHANGE CALIPER UPGRADE
 **All calipers come with a standard Clear Anodized (CA) finish

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | | |
|----------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|----------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH | |
| FORD FAIRLANE | | | | | | | | | |
| 1967 | A121 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic and manual transmission cars. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD | |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | | 7 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | | 4 | 43 | 11.25 | .8125" | STD |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | | -- | 4 | 43 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | | -- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |

 = FRONT  = REAR KIT  = QUICK CHANGE CALIPER UPGRADE **All calipers come with a standard Clear Anodized (CA) finish

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | | |
|----------------------|----------------|--|---|--------------|-------------|-------------------|--------------------|-----------------|-----|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH | |
| FORD FAIRLANE | | | | | | | | | |
| 1967 | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD | |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL | |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL | |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL | |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL | |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL | |
| | A198 | Comp R Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | -- | -- | -- | |
| | A198-1 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | -- | -- | -- | |
| | 68-69 | A132-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14 | 1 | 60 | 11.25 | .941" | STD |
| | | W132 | At the Wheels Only. Drum to disc brake conversion kit. Includes new disc brake spindles. | 14 | 1 | 60 | 11.25 | .941" | STD |
| A120-13 | | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL | |
| W120-13 | | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL | |
| A132-2 | | Tri-Power 3-Piston drum to disc conversion kit for factory 1-Piston disc brake cars. 13" rotor. | 17 | 3 | 38 | 13 | 1.125" | SL/PL | |
| W132-2 | | At the Wheels Only. Tri-Power 3-Piston drum to disc brake conversion kit. 13" rotor. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL | |

■ = FRONT KIT ■ = REAR KIT ■ = QUICK CHANGE CALIPER UPGRADE

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Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | | |
|----------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|----------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH | |
| FORD FAIRLANE | | | | | | | | | |
| 68-69 | A121 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic and manual transmission cars. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD | |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD | |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | | -- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | | -- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W132-3 | At the Wheels Only. Competition 4-Piston Race Drum to disc brake conversion kit. Includes new disc brake spindles. | | -- | 4 | 45 | 11.25 | .941" | DR/SL/PL |
| | W132-4 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. Includes new disc brake spindles. | | -- | 4 | 45 | 11.25 | .941" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |

 = FRONT  = REAR KIT  = QUICK CHANGE CALIPER UPGRADE **All calipers come with a standard Clear Anodized (CA) finish

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|----------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD FAIRLANE | | | | | | | | |
| 68-69 | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A213 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | -- | -- | -- |
| 70-72 | A133-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14 | 1 | 60 | 11.25 | .941 | STD |
| | A133-4 | Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. Bolts to stock spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A133-5 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W133-4 | At the Wheels Only. Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | W133-5 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A133-2 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125 | STD |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|----------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD FAIRLANE | | | | | | | | |
| 70-72 | W133-2 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to 6 cylinder or V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-12 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | | 16 | 4 | 43 | 12.5 | 1.125" SL/PL |
| | W132-3 | At the Wheels Only. Competition 4-Piston Race Drum to disc brake conversion kit. Includes new disc brake spindles. | | -- | 4 | 45 | 11.25 | .941" DR/SL/PL |
| | W132-4 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. Includes new disc brake spindles. | | -- | 4 | 45 | 11.25 | .941" DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" SL/PL |
| | W110-20 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | | 17 | 1 | 54 | 12.8 | 1.125" DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | | 15 | 1 | 54 | 11.25 | .9375" SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | | 14 | 1 | 45 | 10.5 | .9375" STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing. | | 17 | 1 | 54 | 12.8 | 1.125" SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD FAIRLANE | | | | | | | | |
| 70-72 | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| FORD GALAXIE | | | | | | | | |
| 57-66 | A152 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to stock drum brake spindle. For O.E. non-power cars. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 64-66 | A120-4 | Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | A120-5 | Drum to disc brake conversion kit for 6 cylinder cars; power. Bolts to stock spindles. For automatic transmission cars only. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | W120-4 | At the Wheels Only. Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | A120-13 | Tri-Power 3-piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-14 | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Fits both O.E. drum and disc brake cars. For automatic transmission cars only. (Mustang only) | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 64-66 | A120 | Drum to disc brake conversion kit with 4-piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes single bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | A120-20 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; power. Bolts to V8 drum brake spindles. Includes dual bowl master cylinder. For automatic transmission cars only. (Mustang only) | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-6 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to V8 drum brake spindles. For automatic transmission cars only. (Mustang only) | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120D | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes dual bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| 64.5-66 | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-2 | At the Wheels Only. Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |

 = FRONT

 = REAR KIT

 = QUICK CHANGE CALIPER UPGRADE

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 64.5-66 | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At The Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-11 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-2 | At the Wheels Only. Disc brake conversion kit for Ford 8" and 9". 10.5" rotor. Small bearing rear ends. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W111-20 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-21 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-3 | At the Wheels Only. Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |

■ = FRONT KIT ■ = REAR KIT ■ = QUICK CHANGE CALIPER UPGRADE

****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); VS=VS

Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 64.5-66 | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W110-21 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 9" large bearing. | | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | A198 | Comp R Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | --- | --- | --- |
| | A198-1 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | --- | --- | --- |
| 1967 | A120-13 | Tri-Power 3-piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-15 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang only) | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-16 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For manual transmission cars only. (Mustang only) | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A120-7A | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang only) | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-7M | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For manual transmission cars only. (Mustang only) | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A121 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic and manual transmission cars. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |

 = FRONT  = REAR KIT  = QUICK CHANGE CALIPER UPGRADE **All calipers come with a standard Clear Anodized (CA) finish

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 1967 | A121-1 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang Only) | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A121-2 | Drum to disc conversion kit with 4-Piston cast iron calipers; power. Bolts to 6 cylinder or V8 drum brake spindles. For manual transmission cars only. (Mustang Only) | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-2 | At the Wheels Only. Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At The Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |

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Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 1967 | W111-21 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-3 | At the Wheels Only. Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W110-21 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 9" large bearing. | -- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | A198 | Comp R Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | -- | -- | -- |
| | A198-1 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | -- | -- | -- |
| 68-69 | A132-A | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. For automatic transmission cars only. (Mustang only) | 14 | 1 | 60 | 11.25 | .941" | STD |
| | A132-M | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. For manual transmission cars only. (Mustang only) | 14 | 1 | 60 | 11.25 | .941" | STD |
| | A132-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14 | 1 | 60 | 11.25 | .941" | STD |
| | W132 | At the Wheels Only. Drum to disc brake conversion kit. Includes new disc brake spindles. | 14 | 1 | 60 | 11.25 | .941" | STD |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 68-69 | A132-2 | Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. Bolts to stock spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W132-2 | At the Wheels Only. Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A120-13 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-15 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang only) | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-16 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For manual transmission cars only. (Mustang only) | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A120-7A | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang only) | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-7M | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to 6 cylinder or V8 drum brake spindles. For manual transmission cars only. (Mustang only) | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A121 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic and manual transmission cars. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A121-1 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; power. Bolts to 6 cylinder or V8 drum brake spindles. For automatic transmission cars only. (Mustang Only) | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |

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Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|-------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| 68-69 | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-2 | At the Wheels Only. Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-11 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W110-20 | At The Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 68-69 | W111-2 | At the Wheels Only. Disc brake conversion kit for Ford 8" and 9". 10.5" rotor. Small bearing rear ends. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W111-20 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-21 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-3 | At the Wheels Only. Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W110-21 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 9" large bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | A213 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | --- | --- | --- |
| 70-73 | A133 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. 70 Mustang only. | 14 | 1 | 60 | 11.25 | .941" | STD |
| | A133-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. 70 Mustang only. | 14 | 1 | 60 | 11.25 | .941" | STD |

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Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 70-73 | A134 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. 71-72 Mustang only. | 14 | 1 | 60 | 11.25 | .941" | STD |
| | A134-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. 71-73 Mustang only. | 14 | 1 | 60 | 11.25 | .941" | STD |
| | A133-4 | Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. Bolts to stock spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A133-5 | Tri-Power 3-Piston Drum to disc upgrade kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A133-6 | Tri-Power 3-Piston Drum to disc upgrade kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. 70 Mustang only. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W133-4 | At the Wheels Only. Tri-Power 3-Piston Disc to disc upgrade kit with 13" rotors for vehicles with O.E. disc brakes. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | W133-5 | At the Wheels Only. Tri-Power 3-Piston drum to disc brake conversion kit. Bolts to 6 cylinder or V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A134-3 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. 71-72 Mustang only. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | A120-12 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | A120-8 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-9 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to 6 cylinder or V8 drum brake spindles. 70 Mustang only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A133-10 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; power. Bolts to 6 cylinder or V8 drum brake spindles 70 Mustang only. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |

 = FRONT  = REAR KIT  = QUICK CHANGE CALIPER UPGRADE **All calipers come with a standard Clear Anodized (CA) finish

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 70-73 | A133-2 | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to 6 cylinder or V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W133-2 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to 6 cylinder or V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W132-3 | At the Wheels Only. Competition 4-Piston Race Drum to disc brake conversion kit. Includes new disc brake spindles. | --- | 4 | 45 | 11.25 | .941" | DR/SL/PL |
| | W132-4 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. Includes new disc brake spindles. | --- | 4 | 45 | 11.25 | .941" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-2 | At the Wheels Only. Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A110-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W110-11 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |

■ = FRONT KIT ■ = REAR KIT ■ = QUICK CHANGE CALIPER UPGRADE

**All calipers come with a standard Clear Anodized (CA) finish

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|---------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD MUSTANG / FALCON / TORINO | | | | | | | | |
| 70-73 | W110-20 | At The Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | W111-2 | At the Wheels Only. Disc brake conversion kit for Ford 8" and 9". 10.5" rotor. Small bearing rear ends. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W111-20 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-21 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W111-3 | At the Wheels Only. Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W110-21 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 9" large bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | W111-36 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 8" and 9" small bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | W111-37 | At the Wheels Only. Competition 4-Piston Street Drum to disc brake conversion kit. For Ford 9" large bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | A213 | Comp S Quick Change Aluminum Caliper Upgrade Kit | 15 | 4 | 45 | --- | --- | --- |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|----------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD RANCHERO | | | | | | | | |
| 64-66 | A120-4 | Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | W120-4 | At the Wheels Only. Drum to disc brake conversion kit for 6 cylinder cars; non-power. Bolts to stock spindles. | 14"X7" | 1 | 57 | 10.25 | .875" | STD |
| | A120-13 | Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | SL/PL |
| | W120-13 | At the Wheels Only. Tri-Power 3-Piston Drum to disc brake conversion kit with 13" rotors. Bolts to V8 drum brake spindles. | 17 | 3 | 38 | 13 | 1.125" | DR/SL/PL |
| | A120 | Drum to disc brake conversion kit with 4-piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes single bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-10 | Extreme 4-Piston Disc to disc upgrade kit with 13" rotors. For O.E. disc brake cars only. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120-3 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; non-power. Bolts to V8 drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A120D | Drum to disc brake conversion kit with 4-Piston cast iron calipers; non-power. Bolts to V8 drum brake spindles. Includes dual bowl master cylinder. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | W120 | At the Wheels Only. Drum to disc brake conversion kit with 4-Piston cast iron calipers. Bolts to V8 drum brake spindles. | 14"X7" | 4 | 43 | 11.25 | .8125" | STD |
| | A120-11 | Extreme 4-Piston Drum to disc brake conversion kit with 12.5" rotors; non-power. Bolts to V8 drum brake spindles. | 16 | 4 | 43 | 12.5 | 1.125" | SL/PL |
| | W120-22 | At the Wheels Only. Competition Race 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | W120-23 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. Bolts to V8 drum brake spindles. | --- | 4 | 45 | 11.25 | .8125" | DR/SL/PL |
| | A110-2 | Disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |

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Ford Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|----------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD RANCHERO | | | | | | | | |
| 64-66 | W110-2 | At the Wheels Only. 1-Piston disc brake conversion kit for Ford 9" large bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A110-11 | Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | W110-11 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | A110-20 | Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W110-20 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for Ford 9" large bearing rear ends. 12.8" rotor. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A111-2 | Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W111-2 | At the Wheels Only. 1-Piston disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A111-20 | Sport R1 Plus Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | W111-20 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | A111-21 | Sport R1 Disc brake conversion kit for Ford 9" rear ends with Torino flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | W111-21 | At the Wheels Only. Sport R1 Disc brake conversion kit for Ford 9" large bearing rear ends. Torino style flange. 11.25" rotor. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | A111-3 | Disc brake conversion kit for Ford 9" rear ends with Torino flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W111-3 | At the Wheels Only. 1-Piston disc brake conversion kit for Ford 9" large bearing rear ends. Torino style flange. 10.5" rotor. | 14 | 1 | 45 | 10.5 | .9375" | STD |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|----------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| FORD RANCHERO | | | | | | | | |
| 64-66 | A111-34 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 8&9" Small Bearing. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A111-35 | Sport R1 Plus Performance Rear Drum to disc kit. Ford 9" Large Bearing with Torino flange. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A110-22 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-37 | Tri-Power 3-Piston Disc brake conversion kit for Ford 8" and 9" small bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A111-38 | Tri-Power 3-Piston Disc brake conversion kit for Ford 9" large bearing rear ends. 13" rotor. | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W110-21 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | W111-37 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. For Ford 9" large bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | W111-36 | At the Wheels Only. Competition Street 4-Piston Drum to disc brake conversion kit. For Ford 8" and 9" small bearing. | --- | 4 | 35 | 11.25 | .9375" | DR/SL/PL |

■ = FRONT KIT
 ■ = REAR KIT
 ■ = QUICK CHANGE CALIPER UPGRADE

****All calipers come with a standard Clear Anodized (CA) finish**

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ST=Stock; **STD**=Standard Finish (non-slotted & non-plated); **STKR1**=Super TKR1; **SuT**=SuperTwin; **SuTHD**=SuperTwin HD; **SuTTK**=SuperTwin TK; **T**=Tri-Power;
THD=Tri-Power HD; **U**=Uni-directional (straight vane); **V8**=V8

| YR | PART # | DESCRIPTION |
|-----------------------------------|---------|--|
| CALIPERS AND RELATED PARTS | | |
| CALIPERS | | |
| 65-67 | A62-1 | Left front, 4-piston caliper, 7/16" inlet |
| 65-67 | A63-1 | Right front, 4-piston caliper, 7/16" inlet |
| 65-67 | A62-2 | Left front, 4-piston caliper, 3/8" inlet |
| 65-67 | A63-2 | Right front, 4-piston caliper, 3/8" inlet |
| 68-73 | A66 | Left front, rebuilt single-piston caliper |
| 68-73 | A67 | Right front, rebuilt single-piston caliper |
| CALIPER CROSSOVER LINES | | |
| 65-67 | C1407 | Left stainless crossover line, 4-piston |
| 65-67 | C1408 | Right stainless crossover line, 4-piston |
| CALIPER PISTONS | | |
| 65-66 | A0108-1 | O.E. replacement pistons |
| CALIPER REBUILD KITS | | |
| 65-66 | A01119 | Front caliper rebuild kit, 4-piston |
| 1967 | A01120 | Front caliper rebuild kit, 4-piston |
| 68-78 | A01123 | Front caliper rebuild kit, single-piston |
| CALIPER SEAL KIT | | |
| 65-66 | A103 | 4-piston |
| 1967 | A104 | 4-piston |
| 68-73 | A105 | Single piston |
| BANJO BOLT | | |
| 68-73 | 1822 | 3/8" - 24 |
| COPPER WASHER | | |
| 65-67 | 2102 | Copper washer |
| 68-73 | 2103-M | Copper washer |
| FLEX HOSES | | |
| 65-66 | 1403 | Front flex hose, 3/8" inlet |
| 65-66 | 14325 | Front stainless braided hoses, 3/8" inlet |
| 1967 | A1404-1 | Front flex hose, 7/16" inlet |
| 1967 | 14326 | Front stainless braided hoses, 7/16" inlet |
| 68-70 | 14118 | Left front flex hose |
| 68-70 | 14119 | Right front flex hose |
| 71-73 | 14120 | Right front flex hose |
| 71-73 | 14121 | Left front flex hose |
| PADS | | |
| 65-67 | A1033 | D-11, Front pads, semi-metallic |
| 65-67 | 10110 | D-11, Front pads, high performance |
| 68-73 | 1046 | D-34, Front pads, semi-metallic |
| PAD HARDWARE KIT | | |
| 68-73 | 1807 | Hardware kit without slider bolts, single-piston |
| 68-73 | 0615 | Slider bolt, single-piston |
| PAD RETAINER KIT | | |
| 65-66 | A17 | Pad retainer kit, 4-piston |
| 65-66 | A1804 | Pad retainer shield, 4-piston |
| 1967 | A14 | Pad retainer kit, 4-piston |
| 1967 | 1802 | Pad retainer, 4-piston |

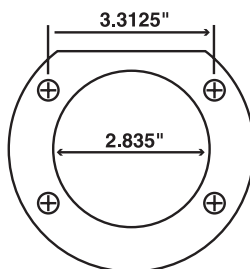
| YR | PART # | DESCRIPTION |
|---|-----------|---|
| MASTER CYLINDERS AND RELATED PARTS | | |
| 65-66 | A0404 | Non-power single bowl |
| 67-73 | 0405 | Dual bowl master cylinder, 1" bore |
| 68-73 | A28140 | OE replacement booster/master cylinder |
| ROTORS AND RELATED PARTS | | |
| 64-67 | 23000AA1A | Front replacement rotor |
| | 23000AA2L | Front left side replacement rotor with Turbo slotting |
| | 23000AA2R | Front right side replacement rotor with Turbo slotting |
| | 23000AA3L | Big Bite Cross Drilled Front left side replacement rotor |
| | 23000AA3R | Big Bite Cross Drilled Front right side replacement rotor |
| | A23600000 | Turbo slotted rotors with Xtra Life plating and high performance pads |
| 68-69 | 23001AA1A | Front replacement rotor. For vehicles with small front bearing. |
| | 23001AA2L | Front left side replacement rotor with Turbo slotting. For vehicles with small front bearing. |
| | 23001AA2R | Front right side replacement rotor with Turbo slotting. For vehicles with small front bearing. |
| | 23001AA3L | Big Bite Cross Drilled Front left side replacement rotor. For vehicles with small front bearing. |
| 68-69 | 23001AA3R | Big Bite Cross Drilled Front right side replacement rotor. For vehicles with small front bearing. |
| | A23600001 | Turbo slotted rotors with Xtra Life plating and high performance pads. For vehicles with small front bearing. |
| 70-73 | 23017AA1A | Front replacement rotor |
| | 23017AA2L | Front left side replacement rotor with Turbo slotting |
| | 23017AA2R | Front right side replacement rotor with Turbo slotting |
| | 23017AA3L | Big Bite Cross Drilled Front left side replacement rotor |
| | 23017AA3R | Big Bite Cross Drilled Front right side replacement rotor |
| | A23600002 | Turbo slotted rotors with Xtra Life plating and high performance pads |
| BEARINGS, SEALS, SPINDLE NUT KITS | | |
| 64½-69 | 2410 | Bearing, inner, except Boss & 6 cylinder cars |
| 64½-69 | 2411 | Bearing, outer, except Boss & 6 cylinder cars |
| 64½-69 | 2412 | Grease seal, except Boss & 6 cylinder cars |
| 64½-69 | 2420 | Grease cap, except Boss & 6 cylinder cars |
| 65-67 | A602 | Spindle nut kit |
| 70-73 | 2466 | Bearing, inner, except GT350 & GT500 |
| 70-73 | 2467 | Bearing, outer, except GT350 & GT500 |
| 70-73 | 2412 | Grease seal, except GT350 & GT500 |
| 70-73 | A606 | Spindle nut kit, large bearing parking brake |

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| YR | PART # | DESCRIPTION |
|----------------------|--------|---|
| SERVICE PARTS | | |
| 64½ | A0813 | BRAKE LIGHT PRESSURE FITTING Rear brake light pressure fitting |
| 65-67 | A2400 | MOUNTING BRACKETS Left front mounting bracket |
| 65-67 | A2401 | Right front mounting bracket |
| 71-73 | A2464 | Left front mounting bracket/spindle; large bearing |
| | A2465 | Right front mounting bracket/spindle; large bearing |
| 68-69 | A21184 | POWER BRAKE PEDAL ASSEMBLIES Automatic transmission power brake pedal assembly |
| 68-69 | A21185 | Manual transmission power brake pedal assembly |
| 65-67 | 2405 | SPLASH SHIELDS Left front splash shield |
| | 2406 | Right front splash shield |
| 68-73 | 2444 | Left front splash shield |
| | 2445 | Right front splash shield |
| ALL | A2917 | SERVICE PARTS KIT Assortment of brake fittings, bleeders, clips, etc. |

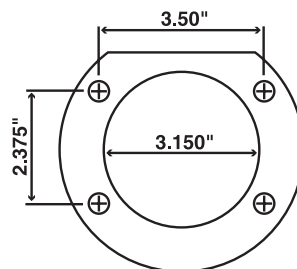
| YR | PART # | DESCRIPTION |
|--|----------------|---|
| ADJUSTABLE PROPORTIONING VALVES | | |
| ALL | A0707 A1704 | Adjustable proportioning valve "Sure Stop" Brake Pressure Gauge Kit. A great service tool! Tells you how much pressure you're getting at each caliper. |
| BRAKE FLUIDS | | |
| ALL | A1103 1106 | 1 quart Silicone brake fluid 12 oz. can Hi-Temp brake fluid |
| ELECTRIC VACUUM PUMP KIT | | |
| ALL | 28146 | For when the proper amount of vacuum is not being generated. Includes 12 volt vacuum pump, switching relay, vacuum line and control, mounting insulator and hardware. |

Use these diagrams to make sure you have the correct axle for a particular kit.



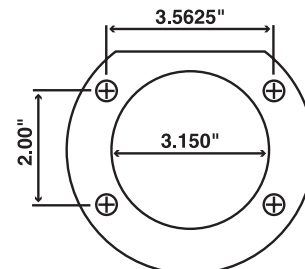
Ford 8" & 9" Small Bearing

Kits: A111, A111-2, A111-4,
A111-5, A111-8, A111-9,
A111-12, A111-13, A111-16,
A111-17, A111-20



Ford 9" Large Bearing

Kits: A110, A110-1, A110-2,
A110-3, A110-4, A110-5,
A110-6, A110-7, A110-8,
A110-9, A110-10, A110-11



Ford 9" Torino

Kits: A111-3, A111-6,
A111-7, A111-10, A111-11,
A111-14, A111-15, A111-18,
A111-19, A111-21

SSBC

PERFORMANCE BRAKE SYSTEMS

1981 AND EARLIER **GM MIDSIZE**

CAMARO / CHEVELLE / MALIBU
CHEVY II / NOVA / EL CAMINO
MONTE CARLO / CUTLASS / 442
FIREBIRD / GRAND PRIX / GTO
LEMANS / TEMPEST

CATALOG GUIDE



Disc brakes, also known as rotors, are devices that slow the rotation of a wheel using the friction caused by pushing brake pads against a brake disc using a set of calipers. Rotors are typically made of cast iron and are connected to the wheel.

Disc brakes consist of three parts: the brake pads, the caliper, which contains a piston, and the rotor, which is mounted to the hub.

Brakes transfer motion to heat. When brakes get too hot, they don't operate as well as they should. This is what we call brake fade. Compared to drum brakes, disc brakes cause less heat to build up because the disc is more readily cooled. Disc brakes also have quicker recovery time after being immersed in water.

VARIANTS OF BRAKE DISCS

Discs are either made of solid cast iron while others are hollowed out and have fins or vanes joining together the disc's two contact surfaces. Ventilated discs, which are designed to dissipate generated heat, are more commonly used on front disc brakes. There are various brake discs to choose from. The following are the four general types.

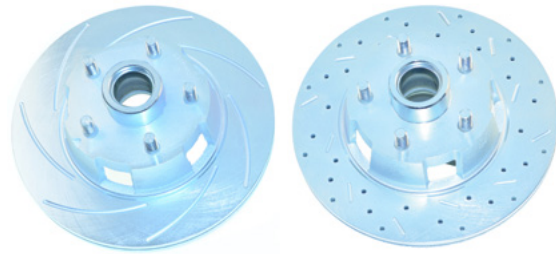


Normal Brake Discs

Normal brake discs are the standard, flat faced discs on most cars. They have better initial braking power as they have more surface area touching the pads when the brakes are applied. When hot, the brakes will build up gas between the pad and disc, which will cause brake fade and pad glazing. The discs can also become warped from the heat if they have been paired with incorrect pads, or if they are poorly made.

Drilled Brake Discs

Brake discs that have holes in them, known as drilled brake discs, are often used on many higher-performance brakes. Drilled brake discs were originally developed for racing cars in the 1960s. Today, however, they are not used with racing cars at all because the holes may be a source of stress cracks under harsh conditions, and may lead to the collection of dust and debris. Holes are drilled all the way through the discs so that they can easily get rid of heat faster, as well as attempt to stop the gas buildup that causes brake fade.



Slotted Brake Discs

Slotted brake discs have grooved diagonal slots cut into the face of the disc. The slots help cool the rotors. When the brakes are applied, heat and gas are generated between the pads and the rotors. As the rotors get hotter, this gas can actually push the pads away from the rotors, which results in brake fade. The slots provide a space for this heat and gas to escape, thus improving braking performance. The slots also clean the pads, removing any debris that might have accumulated.

WHEN TO CHANGE THE DISC BRAKES

Brake discs should be inspected regularly to confirm they are working safely and appropriately. Here are a few steps to follow to help decide whether it is time to change the brake discs in your car.

Listen for Squealing or Grinding

Always listen for grinding and squealing sounds when applying the brake. These sounds are a good sign that the pads are worn down to the metal backing pads and are grinding on the brake discs. This either means that the brake discs will need to be replaced or they are damaged beyond repair.

Feel for Vibrations

If you feel the wheels vibrate or shimmy when the brakes are applied, it means the brake discs have warped as a result of extreme heat. Excessive heat buildup can occur when either the rotor or brake pads get too thin and do not dissipate heat like they should. A warped brake disc must be completely replaced.

Inspect the Brake Discs

Check the brake discs to see if there are any indentations or scoring. To do this, jack up the car and safely secure it on jack stands. Once the wheels are detached, look carefully at the surface of the brake disc where the caliper clamps it. Touch the surface of the brake discs to establish if there are any grooves that you are unable to see. If the scoring is too deep, replacement brake discs may be needed. If not, they might just need to be resurfaced.

Measure the Brake Discs

Measure the disc brakes before they are installed to ensure they are the correct thickness. Smooth brake discs may need to be replaced if they have been worn too thin. Every car manufacturer has its own qualifications for brake disc measurements. A brake specialist can measure your disc brakes to ensure it is within the manufacturer's requirements if they seem too thin.

TIPS FOR CHANGING FRONT DISC BRAKE PADS

Front brakes supply 80 percent of the stopping power on cars with front wheel drive, meaning they require new brakes more often. Most brake units are designed to last about 60,000 miles. However, this can all depend on driving habits and terrain. The following tips will instruct you on how to change front disc brake pads.

Read the Manual

Before starting any job, always read the manual for the car. The manual will give specific details on exactly how to remove the old brake pads and install the new ones.

Prepare the Car

Jack the car up to allow room to move under the tires. Place blocks behind the tires, as well, so the car won't slip off the jack. Loosen the lug nuts on the wheels being worked on before lifting the car. Jack the car up, being sure to place it on jack stands, and take off the wheels. Place one of the wheels under the engine. This serves as a back up in case one of the jack stands fails.

Clean the Brakes

Clean dust and grime from the brake area with a brake cleaner before changing out the brakes. For safety reasons, try not to breathe in brake dust. Be sure to leave at least one wheel assembled to use as a reference while assembling the other wheels. To help reduce pressure during this process, loosen the cap on the master cylinder reservoir on the engine compartment.

Take Caution with Calipers

Brake fluid is carried by a flexible tube that is connected to the caliper. To ensure that the brake fluid hose doesn't become damaged or loose, keep the caliper safe by using bailing wire or a bungee cord to secure the caliper out of the way.

Rotor Inspection

Once the brake pads and calipers are removed, check the rotor to see if it is dull or pitted. If you notice either of these conditions, the rotor will need to be replaced or refinished.

Compress the Piston

In order to get the caliper piston to fit over the new brake pads, it must be compressed. Keep an eye on the brake fluid level in the master cylinder reservoir. Remove some fluid if it looks like it is about to overflow.

Break in the Brakes

Gently depress and release the brake pedal a few times before driving your vehicle. This will reset the caliper pistons. Use the brakes slowly and repeatedly while traveling under 25 mph and the new brake pads will be properly seated and burnished for normal driving after about two dozen stops.





SUPER TWIN CALIPER

The Sport Twin 2 piston aluminum caliper was developed as a "Quick Change" direct replacement for GM's "G-Body" calipers. This 2 piston caliper has a forged aluminum housing with 2-38mm stainless steel pistons. Using the stock style G-body brake pads the 2 pistons of the Sport Twin caliper provide more clamping force and spread the load across the entire brake pad.



SPORT TWIN CALIPER

The Sport Twin 2 piston aluminum caliper was developed as a "Quick Change" direct replacement for GM's "G-Body" calipers. This 2 piston caliper has a forged aluminum housing with 2-38mm stainless steel pistons. Using the stock style G-body brake pads the 2 pistons of the Sport Twin caliper provide more clamping force and spread the load across the entire brake pad.



SPORT R1 CALIPER

The Sport R1 caliper was developed as a 54mm single piston aluminum caliper with a built in parking brake. Two different versions have been developed, one for cars and one for truck. The car version consists of a forged aluminum housing with stainless steel internals. With an improved design over the popular early GM rear caliper, the Sport R1 caliper uses the same brake pads, slider pins and bushings as this vehicle. The truck version of the Sport R1 (TRK1) features a larger billet aluminum housing, stainless steel internals and uses brake pads, slider pins and bushings from the front caliper of a 95-98 GM 1/2 ton truck. Current applications for this caliper are the 88-99 1/2 ton GM truck and SUV. A must have for better braking and elimination of that factory "spongy pedal" feel.



TRI-POWER 3 PISTON CALIPER

The Tri-Power 3 piston aluminum caliper was originally developed as a "Quick Change" caliper to replace the 2 piston floating calipers on the C5 Corvette. Due its overwhelming success we decided to go one step further and make a Tri-Power caliper that would work for 1/2, 3/4 & 1 Ton Trucks. All Tri-Power calipers are made from billet aluminum and consist of 3 stainless steel pistons ranging in sizes from 30mm to a massive 51mm depending on the application. Depending on the application these calipers are available with rotor sizes up to 14" in diameter. Full kits are available for most Muscle cars, Late Model Performance, Street Rods, Trucks & Suv's.

EXTREME 4 PISTON CALIPER

Our Extreme 4 piston caliper is a fixed 4 piston aluminum caliper. Some of those features include Stainless Steel Pistons, Stainless Steel pad guides, off the shelf pads and anti-rattle clips and an internal dust seal to keep your oil seal free of debris. With its overwhelming success as a "Quick Change" replacement caliper for the 65-82 Corvettes, SSBC has developed many different applications with this caliper.



COMPETITION 4 PISTON CALIPER

Our Competition caliper has been designed for the Drag racer, street rodder and muscle car enthusiast. Built as a replacement for the 5-1/4" calipers out there today our caliper offers less deflection, thicker pistons, brake pads that are 25% thicker and 20% wider, brake pads that are available at any parts store, brake pads that do not rattle, and bleeders that mount directly to the calipers with no adapters. SSBC has developed a street version the "**Comp S**" caliper which is a direct replacement and includes dust seals to keep any dirt and debris away from your oil seal. The "**Comp R**" caliper was developed as an "off-road use only" caliper. This caliper has the same features as listed above but without the dust seals for the ultimate in lightweight compact race caliper



V6 6 PISTON ALUMINUM CALIPER

Our 6 piston aluminum caliper was developed for many purposes. Just like all of SSBC's calipers the V6 6 piston caliper is built to out perform and out last the competition. Made from billet aluminum this massive 6 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design..



V8 8 PISTON ALUMINUM CALIPER

This massive 8 piston caliper was originally developed as a "Quick Change" caliper for the 99-04 F250/350 trucks. This caliper will replace the factory caliper, fit over the factory rotor and fit in all the factory wheels. Yes, an 8 piston caliper in a 16" wheel. Just like all of SSBC's calipers the V8 8 piston caliper is built to out perform and out last the competition. Made from billet aluminum this massive 8 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design.



Quick Change™

ALUMINUM CALIPER UPGRADE KIT

QUICK CHANGE KITS ARE AVAILABLE WITH THE FOLLOWING CALIPERS:

- Sport Twin Caliper
- Competition Caliper
- Super Twin Caliper
- 6 Piston Caliper
- Tri-Power Caliper
- V8 Caliper



DO YOU WANT TO LIGHTEN YOUR VEHICLE'S FRONT-END, REDUCE UNSPRUNG WEIGHT AND IMPROVE HANDLING AND BRAKING?

Upgrade your heavy, tired or old O.E. disc brake system with one of Stainless Steel Brakes' Quick Change caliper upgrade kits.

Our caliper upgrade consists of an aluminum caliper engineered specifically for your vehicle. These multi-piston calipers will give you increased clamping force, more heat dissipation and shorter stops than your stock brake system currently has to offer. The heat dissipation that the calipers offer will also help extend the life of your brake fluid and even your wheel bearings. What this means for you is more controlled braking, longer lasting brakes and an overall safe, more reliable vehicle to drive.

Quick Change caliper kits include two hi-performance calipers, brake pads, and all of the hardware you need to install the calipers. Installation is as easy as replacing your calipers!



QUICK CHANGE CALIPER COLOR OPTIONS:



STANDARD FINISH "CLEAR ANODIZED"



BLACK POWDER COAT UPGRADE



RED POWDER COAT UPGRADE



POLISHED UPGRADE

Quick Change Super Twin Aluminum Caliper Upgrade Kit

FRONT KITS

#A185



CALIPERS MADE
IN THE USA



SSBC Performance Brake Systems gives you Bolt on Performance you can't beat! Our quick change caliper kits are designed to replace your O.E. calipers, fit over your factory rotors, work with your factory hoses and fit in most factory wheels!

THIS KIT IS COMPLETE WITH:

- Super Twin Calipers
- Hi Performance Brake Pads
- Banjo Bolts
- Copper Washers
- Hardware



FEATURES / BENEFITS:

- Must be used with stock size rotors
- For 1 in. wide rotors
- Designed with maximum clamping force and even pressure distribution across the brake pad
- Made from billet aluminum, the calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally and are available with optional powder coating or polishing
- Super Twin calipers feature internal dust seals, stainless steel pistons and factory style anti rattle clips for years of quiet trouble free service
- Replacement pads are available off the shelf at your local parts store

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



STAINLESS STEEL BRAKE LINES

#C1470081



PROP BLOCK

#A0730

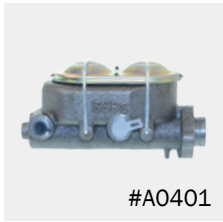


CALIPER COLOR OPTION

FRONT KITS

1 (Single) Piston Front Disc Brake Conversion Kit with 11 inch Rotors

#A123 (Non-Power)
#A123-1 (Power)



This is a complete front disc brake conversion kit for GM cars. This is the perfect choice if you simply want to install disc brakes on the front of your vehicle. Time to get rid of your inefficient factory drum brakes.

THIS KIT IS COMPLETE WITH:

- Calipers
- Rotors
- Dual Bowl Master Cylinder
- Forged Spindles
- Semi Metallic Pads
- Caliper Mounting Brackets
- 9" booster (A123-1)
- Splash Shields
- Adjustable Proportioning Valve
- Rubber Flex Hoses
- Bearings, Seals, and necessary hardware

FEATURES / BENEFITS:

- Includes GM style single piston cast iron calipers
- Calipers are zinc plated for corrosion resistance and include chrome plated pistons
- Master cylinder will not bolt to stock booster on vehicles with O.E. power drum brakes
- Rotors available with optional Turbo slotting or Big Bite cross drilling
- Will not fit most Pontiac factory wheels
- Our GM single piston front disc brake conversion kits are the best on the market. We include all new factory style components to give you an easy installation and years of trouble free performance.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.



AVAILABLE UPGRADES FOR THIS KIT:



#23005AA2L

SLOTTED ROTOR



#23005AA3L

BIG BITE ROTOR



#C-1470081

8-60" LENGTHS

STAINLESS STEEL BRAKE LINES

1 (Single) Piston Front Disc Brake Kit with 11 inch Rotors

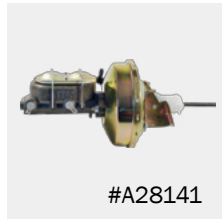
FRONT KITS



#A2447N



#OE58NL/#OE59NR



#A28141

SPECIAL NOVA APPLICATION

#A123-4 (Power)
#A123-5 (Power)



Our GM single piston front disc brake conversion kits are the best on the market. We include all new factory style components to give you an easy installation and years of trouble free performance.

THIS KIT IS COMPLETE WITH:

- Calipers
- Rotors
- Dual Bowl Master Cylinder
- Forged Spindles
- Semi Metallic Pads
- 9 in. Power Brake Booster
- Mounting Brackets
- Splash Shields
- Adjustable Proportioning Valve
- Rubber Flex Hoses
- Hardware

FEATURES / BENEFITS:

- Includes GM style single piston cast iron calipers
- Calipers are zinc plated for corrosion resistance and include chrome plated pistons
- Master cylinder will not bolt to stock booster on vehicles with O.E. power drum brakes
- Rotors available with optional Turbo slotting or Big Bite cross drilling



PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



REAR KIT

#A125 SERIES



MASTER CYLINDER

#0476



HIGH TEMP FLUID

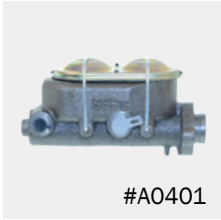
#1106

FRONT KITS

1 (Single) Piston Front Disc Brake Conversion Kit with 11 inch Rotors

FOR 14" WHEELS

#A123-22 (Non-Power)
#A123-23 (Power)



#A0401



#A123-22H



#OE58CT/#OE59CT



**POWER BOOSTER
FOR A123-23:
A28141**



After listening to requests of our customers, SSBC designed this single piston disc brake conversion for GM muscle cars. Not only does it fit inside most factory 14 in. drum brake wheels, but it even bolts to the stock drum brake spindles.

THIS KIT IS COMPLETE WITH:

- Calipers
- Rotors
- Dual Bowl Master Cylinder
- Power Brake Booster (A123-23)
- Brake Pads
- Mounting Brackets
- Rubber Flex Hoses
- Hardware

FEATURES / BENEFITS:

- Includes single piston cast iron calipers
- Master cylinder will not bolt to stock booster on vehicles with O.E. power drum brakes
- Rotors available with optional Turbo slotting or Big Bite cross drilling
- Will fit most factory drum brake wheels
- Utilizes GM calipers and pads so replacement parts will never be a problem

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.



AVAILABLE UPGRADES FOR THIS KIT:



#A1103

SILICONE FLUID



#C1470081

8-60" LENGTHS

STAINLESS STEEL BRAKE LINES



#23005AD3L

BIG BITE ROTOR

2 Piston Super Twin Front Disc Brake Conversion Kit with 11 inch Rotors

FRONT KITS



#A123-A
(Non-Power)
#A123-1A
(Power)



CALIPERS MADE IN THE USA

**POWER BOOSTER
FOR A123-1A:
A28138**



If your looking for a budget friendly performance brake upgrade that will allow you to keep your 15 inch wheels, SSBC Super Twin kits are the answer.

THIS KIT IS COMPLETE WITH:

- Super Twin Calipers
- Slotted Rotors
- Dual Bowl Master Cylinder
- Splash Shields
- Adjustable Proportioning Valve
- 9" booster (A123-1A)
- Stainless Steel Flex Hoses
- Forged Spindles
- Hi-Performance Pads
- Caliper Mounting Brackets
- Bearings, Seals, and necessary hardware



FEATURES / BENEFITS:

- Includes Super Twin 2-Piston aluminum calipers
- Our Super Twin 2-piston aluminum calipers were designed as a direct replacement for the GM cast iron single piston calipers.
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- The calipers still use GM factory style brake pads for easy service and feature internal dust seals and anti rattle clips for years of quiet trouble free service.
- Includes Turbo slotted rotors with Xtra Life plating
- Designed to provide a major performance upgrade that would still fit in 15" wheels, these calipers are constructed from billet aluminum and feature stainless steel pistons.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



STAINLESS STEEL BRAKE LINES



BIG BITE ROTOR



ADJUSTABLE PUSHROD KIT



CALIPER COLOR OPTION

FRONT KITS

2 Piston Super Twin Front Disc Brake Kit with 11 inch Rotors & 2 inch Drop Spindles



#A0401



#A24800



#A0707

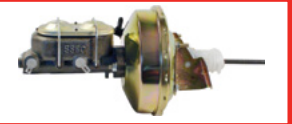


#A123-ADS
(Non-Power)
#A123-1ADS
(Power)



CALIPERS MADE IN THE USA

**POWER BOOSTER
FOR A123-1ADS:
A28141**



If your looking for a budget friendly performance brake upgrade that will allow you to keep your 15 inch wheels, SSBC Super Twin kits are the answer.

THIS KIT IS COMPLETE WITH:

- Super Twin Calipers
- Slotted Rotors
- Dual Bowl Master Cylinder
- Splash Shields
- Adjustable Proportioning Valve
- Stainless Steel Flex Hoses
- Forged 2 inch Drop Spindles
- Hi-Performance Pads
- Caliper Mounting Brackets
- Bearings, Seals, and necessary hardware

FEATURES / BENEFITS:

- Includes Super Twin 2-Piston aluminum calipers
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Our Super Twin 2-piston aluminum calipers were designed as a direct replacement for the GM cast iron single piston calipers.
- The calipers still use GM factory style brake pads for easy service and feature internal dust seals and anti rattle clips for years of quiet trouble free service.
- Includes Turbo slotted rotors with Xtra Life plating
- Designed to provide a major performance upgrade that would still fit in 15" wheels these calipers are constructed from billet aluminum and feature stainless steel pistons.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.



AVAILABLE UPGRADES FOR THIS KIT:



BIG BITE ROTOR

#23005AA3L



PRESSURE GAUGE KIT

#A1704



REAR KIT

#A125



CALIPER COLOR OPTION

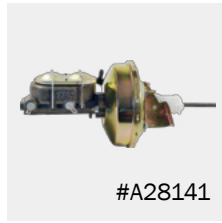
CHOOSE
YOUR
COLOR

2 Piston Front Disc Brake Conversion Kit with 12 inch Rotors (Power)

FRONT KITS

CAMARO 1LE REPRODUCTION

#A123-6



#A28141



#23035AC2R



#A0707



FEATURES / BENEFITS:

- Includes Standard 2-Piston aluminum calipers
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Includes Turbo slotted rotors with Xtra Life plating
- For cars with factory drum brakes only
- Our standard 2 Piston Front Brake Kits, made from cast aluminum, are complete with all the necessary components for installation.
- As with every SSBC kit, your replacement pads are available at any local parts store

THIS KIT IS COMPLETE WITH:

- Slotted Rotors
- Calipers
- Stainless Flex Lines
- High Performance Pads
- Hardware

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



#C1470081

STAINLESS STEEL BRAKE LINES



#A125

REAR KIT



#A1704

PRESSURE GAUGE KIT

FRONT KITS

3 Piston Tri-Power Front Disc Brake Conversion Kit with 13 inch Rotors

FITS 17 INCH WHEELS

#A123-14 (Power)



#A28141



#A0707



#1095



CALIPERS MADE IN THE USA

THIS KIT IS COMPLETE WITH:

- Tri-Power Calipers
- Slotted Rotors
- 9 inch booster
- Master Cylinder
- Brake Pads
- Mounting Brackets
- Adjustable Proportioning Valve
- Braided Stainless Flex Hoses
- Hardware

FEATURES / BENEFITS:

- Includes Tri-Power 3-Piston aluminum calipers
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Bolts to O.E. drum or disc brake spindle
- Our Tri-Power 3 Piston Front Brake Kits, made from Billet aluminum, are complete with all the necessary components for installation.
- With this caliper you will enjoy maximum braking potential in a sleek compact design to fit most popular wheels.
- This kit comes standard with slotted and plated rotors, but the upgrade to Big Bite Cross Drilled rotors is available.
- As with every SSBC kit, your replacement pads are available at any local parts store.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.



AVAILABLE UPGRADES FOR THIS KIT:



#A125-30

R1 PLUS REAR KIT



#A125-43

TRI POWER REAR KIT



#0476

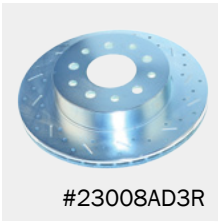
MASTER CYLINDER



CALIPER COLOR OPTION

4 Piston Competition Series Front Disc Brake Kit

FRONT KITS



#W123-24 (R)
#W123-25 (S)

 **CALIPERS MADE IN THE USA**

At the Wheels Only. Competition 4-Piston drum to disc brake conversion kit that bolts to drum brake spindles.

THIS KIT IS COMPLETE WITH:

- Comp Calipers
- Cross Drilled Rotors
- Brake Pads
- Mounting Brackets
- Hardware



PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

FEATURES / BENEFITS:

- Comp 4-piston aluminum calipers
- Calipers are constructed from 6061 T6 Billet Aluminum and are available with optional powder coated or polished finishes.
- Comp calipers feature 1.75 in. pistons and are 100% Made in USA
- Dual pad pin design with o rings to eliminate pad chatter
- Uses an off the shelf D43 pad available at any local parts store
- Includes Big Bite cross drilled and slotted rotors with Xtra Life plating
- Bolts to drum brake spindles
- Designed with street use in mind, Comp S calipers feature internal dust seals for long life without the need for constant rebuilds.
- Our Performance At The Wheels front kits include only the components needed at each wheel. They do not include the components needed at the firewall.

AVAILABLE UPGRADES FOR THIS KIT:



#0476

MASTER CYLINDER



#W125-42

REAR KIT



#A28138

BOOSTER MASTER COMBO



CALIPER COLOR OPTION

FRONT KITS

V8 A&F Body Front Disc Brake Kit with 2" Drop Spindles

FITS IN 15X8" STEEL WHEELS

#W123-29DS



#A22183



#A24800



#23011AB3L



CALIPERS MADE IN THE USA

Massive 8 Piston braking performance now for 15 in. wheels! Our 8 piston calipers are designed with maximum clamping force and even pressure distribution across the brake pad, you wont believe the difference in braking!

THIS KIT IS COMPLETE WITH:

- Cross Drilled Rotors
- V8 Calipers
- Braided Stainless Steel Flex Hoses
- High Performance Hawk Pads
- Forged 2" Drop Spindles
- Hardware

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

FEATURES / BENEFITS:

- 100% USA made 8 Piston Billet Aluminum Calipers;
- 11.75 in. Big Bite Cross Drilled and Slotted Rotors with Xtra Life plating
- Easy Bolt-on Installation
- Made from billet aluminum, the calipers are coated with a clear anodize for maximum corrosion resistance both internally and externally.
- V8 calipers are also available with optional powder coated or polished finishes.
- Kits will fit most popular 15" and larger wheels
- Replacement pads are available off the shelf at your local parts store.



AVAILABLE UPGRADES FOR THIS KIT:



REAR KIT

#A125-37



MASTER CYLINDER

#O476



BILLET MASTER CYLINDER

#AO467-1



CALIPER COLOR OPTION

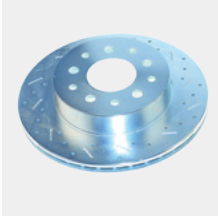
V8 Front Disc Brake Kit with 13" Rotors

FRONT KITS

FITS 17 INCH WHEELS



#A2447



#0476

NEW!



NEW!

COMING 2015!



- Billet Calipers with 8 large bore stainless steel pistons
- Anti-wear plates, teflon bleeder
- Brackets (CNC) Made in the USA
- 13" Big Bite Rotors

- High Performance semi-metallic brake pads
- Stainless Steel Flex Hoses
- Aluminum Master Cylinder
- Optional Power Booster

This massive 8 piston caliper will replace the factory caliper, fit over the factory rotor and fit in all the factory wheels. Just like all of SSBC's calipers the V8 8 piston caliper is built to out perform and out last the competition. Made from billet aluminum, this massive 8 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design.



CALIPERS MADE IN THE USA

AVAILABLE UPGRADES FOR THIS KIT:



#A125-37

R1 PLUS REAR KIT



#A28138

BOOSTER MASTER COMBO



#A0467-1

BILLET MASTER CYLINDER



CALIPER COLOR OPTION

FRONT KITS

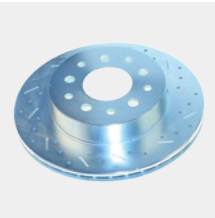
V8 Front Disc Brake Kit with 14" Rotors



NEW!
COMING 2015!



#0476



CALIPERS MADE IN THE USA

NEW!

COMING 2015!

- Billet Calipers with 8 large bore stainless steel pistons
- Anti-wear plates, teflon bleeder
- Brackets (CNC) Made in the USA
- 13" Big Bite Rotors
- High Performance semi-metallic brake pads
- DOT Stainless Steel Flex Hoses
- Aluminum Master Cylinder
- Optional Power Booster



AVAILABLE UPGRADES FOR THIS KIT:



#A125-37

R1 PLUS REAR KIT



#A28138

BOOSTER MASTER COMBO



V8 REAR KIT



CALIPER COLOR OPTION

1 (Single) Piston Rear Disc Brake Kit with 10.5 inch Rotors

REAR KITS

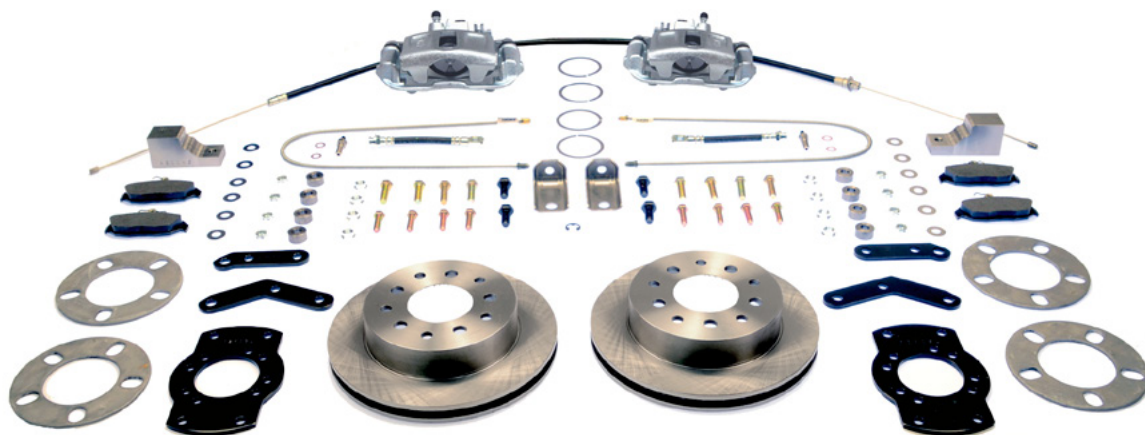
#A125 SERIES



#2424L / #2424R



#23007AB1A



Our kits are designed to offer the best quality and value while providing a major performance advantage over factory drum brakes. SSBC standard rear conversion kits are even available to fit most factory 14 in. wheels. The parking brake lever will work with most factory parking brake cables.

THIS KIT IS COMPLETE WITH:

- Calipers
- Rotors
- Rubber Flex Lines
- Semi Metallic Brake Pads
- Mounting Brackets
- Hardware

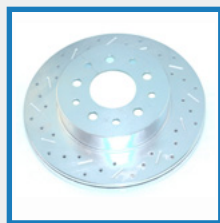
FEATURES / BENEFITS:

- Includes standard single piston rear calipers
- Caliper includes built-in parking brake
- Calipers come with zinc plated finish. Optional powder-coating available
- Will not work with C-clip eliminators
- Our Standard Rear Brake Kits, made from cast iron, are complete with all the necessary components for installation.
- Plain rotors are standard, but the upgrade to Turbo Slotted or Big Bite Cross Drilled rotors is available.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.



AVAILABLE UPGRADES FOR THIS KIT:



#23007AB3L

BIG BITE ROTOR



#C1470081

8-60" LENGTHS

STAINLESS STEEL BRAKE LINES



#A1704

PRESSURE GAUGE KIT

REAR KITS

1 (Single) Piston Sport R1 Rear Disc Brake Conversion Kit with 11.25 inch Rotors

#A125-30



#23008AB2R



#14335S



#A22196



CALIPERS MADE IN THE USA

Sport R1 kits are designed to offer powerful braking in a compact design that clears most popular wheels.

THIS KIT IS COMPLETE WITH:

- Sport R1 Calipers
- Slotted Rotors
- High Performance Brake Pads
- Mounting Brackets
- Hardware

FEATURES / BENEFITS:

- Includes Sport R1 Single-Piston aluminum calipers
- Caliper includes built-in parking brake
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Includes Turbo slotted rotors with Xtra Life plating
- Will not work with C-clip eliminators
- Our Sport R1 Rear Brake Kits, made from billet aluminum, are complete with all the necessary components for installation.
- The Sport R1 calipers are designed to work with most factory parking brake cables
- Replacement pads are available at any local parts store



PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



#0476

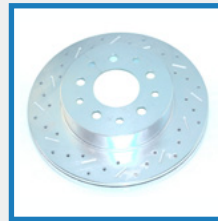
MASTER CYLINDER



#C1470081

8-60" LENGTHS

STAINLESS STEEL BRAKE LINES



#23008AB3L

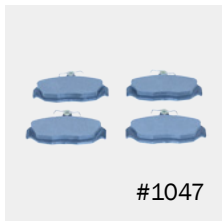
BIG BITE ROTOR



CALIPER COLOR OPTION

1 (Single) Piston Rear Disc Brake Conversion Kit with 12.2 inch Rotors

REAR KITS



#A125-5
(Non-Staggered)
#A125-6
(Staggered)



FEATURES / BENEFITS:

- Includes standard single piston rear calipers
- Caliper includes built-in parking brake
- Calipers come with zinc plated finish. Optional powder-coating available
- Includes Turbo Slotted and Plated rotors
- Will not work with C-clip eliminators
- Our Standard Rear Brake Kits, made from cast iron, are complete with all the necessary components for installation.

THIS KIT IS COMPLETE WITH:

- Calipers
- Slotted Rotors
- Mounting Brackets
- Semi Metallic Brake Pads
- Hardware

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



#A1704

PRESSURE GAUGE KIT



8-60" LENGTHS

#C1470081

STAINLESS STEEL BRAKE LINES



#A1103

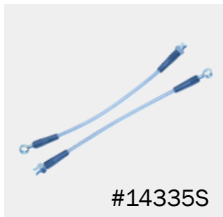
SILICONE FLUID

REAR KITS

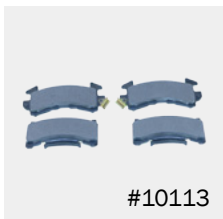
1 (Single) Piston Sport R1 Rear Disc Brake Conversion Kit with 12.8 inch Rotors



#23111BA2L



#14335S



#10113



#A125-37 (Non-Staggered)
#A125-38 (Staggered)



CALIPERS AND BRACKETS MADE IN THE USA

Sport R1 kits are designed to offer powerful braking in a compact design that clears most popular wheels.



THIS KIT IS COMPLETE WITH:

- Sport R1 Calipers
- Slotted Rotors
- High Performance Brake Pads
- Mounting Brackets
- Hardware

FEATURES / BENEFITS:

- Includes Sport R1 Single-Piston aluminum calipers
- Caliper includes built-in parking brake
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Includes Turbo slotted rotors with Xtra Life plating
- Will not work with C-clip eliminators
- For 3 bolt axle flange only
- Our Sport R1 Rear Brake Kits, made from billet aluminum, are complete with all the necessary components for installation.
- The Sport R1 calipers are designed to work with most factory parking brake cables
- Replacement pads are available at any local parts store

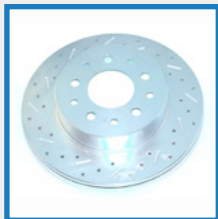
PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



#A1726

ADJUSTABLE PUSHROD KIT



#23111BA3L

BIG BITE ROTOR



#O476

MASTER CYLINDER



CALIPER COLOR OPTION

3-Piston Tri-Power Rear Disc Brake Conversion Kit with 13 inch Rotors

REAR KITS



#23062AC2L



#143009



#A22139-5
#A22140-5



CALIPERS MADE IN THE USA

#A125-43 (Non-Staggered)
#A125-44 (Staggered)

Tri-Power kits are designed to offer powerful braking in a compact design that clears most popular wheels.

THIS KIT IS COMPLETE WITH:

- Tri-Power Calipers
- Slotted Rotors
- Braided Stainless Flex Lines
- High Performance Pads
- Mounting Brackets
- Hardware



FEATURES / BENEFITS:

- Includes Tri-Power 3-Piston aluminum calipers
- Caliper includes built-in parking brake
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Includes Turbo slotted rotors with Xtra Life plating
- Will not work with C-clip eliminators
- Our Tri-Power Rear Brake Kits, made from billet aluminum, are complete with all the necessary components for installation.
- The Tri-Power parking brake lever will work with most factory parking brake cables
- Replacement pads are available at any local parts store.

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

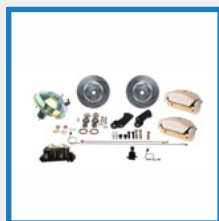
AVAILABLE UPGRADES FOR THIS KIT:



8-60" LENGTHS

#C147 0081

STAINLESS STEEL BRAKE LINES



#A123-14

FRONT KIT



#A28138

BOOSTER MASTER COMBO



CALIPER COLOR OPTION

REAR KITS

4-Piston Competition Rear Disc Brake Conversion Kit

#W125-42



#23008AB3L



#A22172-2



#10129



CALIPERS MADE IN THE USA

Comp S kits are designed to offer powerful braking in a compact design that clears most popular wheels.

THIS KIT IS COMPLETE WITH:

- Comp Calipers
- Cross Drilled Rotors
- Braided Stainless Flex Lines
- High Performance Pads
- Mounting Brackets
- Hardware



FEATURES / BENEFITS:

- Includes Comp S 4 Piston aluminum calipers
- Calipers come with Clear Anodize finish. Optional polishing or powder-coating available
- Includes Big Bite cross drilled and slotted rotors with Xtra Life plating
- No parking brake
- Will not work with C-clip eliminators
- The internal parking brake can be connected to most factory cables
- Replacement pads are available at any local parts store

PLEASE SEE APPLICATION GUIDE IN BACK TO SEE IF THIS KIT WILL FIT YOUR VEHICLE.

AVAILABLE UPGRADES FOR THIS KIT:



#A1704

PRESSURE GAUGE KIT



#0476

MASTER CYLINDER



#W123-24

FRONT COMPETITION KIT



CALIPER COLOR OPTION

V8 Rear Disc Brake Conversion Kit for 15 inch Wheels

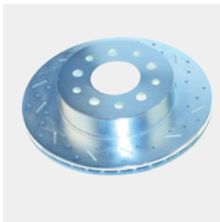
REAR KITS

NEW!

COMING 2015!



#A2447



NEW!
COMING 2015!



- Billet Calipers with 8 large bore stainless steel pistons
- Anti-wear plates, teflon bleeder
- Brackets (CNC) Made in the USA
- 13" Big Bite Rotors
- High Performance semi-metallic brake pads
- Stainless Steel Flex Hoses
- Aluminum Master Cylinder
- Optional Power Booster

This massive 8 piston caliper will replace the factory caliper, fit over the factory rotor and fit in all the factory wheels. Just like all of SSBC's calipers the V8 8 piston caliper is built to out perform and out last the competition. Made from billet aluminum, this massive 8 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design.



CALIPERS MADE IN THE USA

AVAILABLE UPGRADES FOR THIS KIT:



8-60" LENGTHS

STAINLESS STEEL BRAKE LINES

#C1470081



ADJUSTABLE PUSHROD KIT

#A1726



PRESSURE GAUGE KIT

#A1704



CALIPER COLOR OPTION

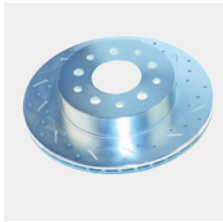
REAR KITS

V8 Rear Disc Brake Conversion Kit with 12.5" Rotors

NEW!
COMING 2015!



#A2447



NEW!
COMING 2015!

- Billet Calipers with 8 large bore stainless steel pistons
- Anti-wear plates, teflon bleeder
- Brackets (CNC) Made in the USA
- 13" Big Bite Rotors
- High Performance semi-metallic brake pads
- Stainless Steel Flex Hoses
- Aluminum Master Cylinder
- Optional Power Booster

This massive 8 piston caliper will replace the factory caliper, fit over the factory rotor and fit in all the factory wheels. Just like all of SSBC's calipers the V8 8 piston caliper is built to out perform and out last the competition. Made from billet aluminum, this massive 8 piston caliper includes stainless steel pistons, stainless steel pad guides, internal oil seals, dust seals and a smooth exterior design.

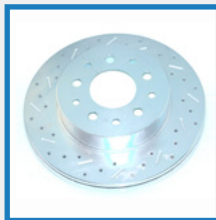


CALIPERS MADE IN THE USA

AVAILABLE UPGRADES FOR THIS KIT:



V8 FRONT KIT



BIG BITE ROTOR



POWER BOOSTER

#28138C



CALIPER COLOR OPTION



A0707



A0707P

ADJUSTABLE PROPORTIONING VALVE:**PART #:** A0707, A0707P

A0707 Black anodized adjustable proportioning valve
A0707P Polished adjustable proportioning valve

- Used to regulate brake pressure
- Shows exactly how much pressure is being sent to the rear brakes
- All brass internals
- Includes 3/16" and 1/4" line adapters

PROP BLOCKS:**PART #:** A0730 / A0730P / A0730PL

- Available with either black or polished aluminum body
- Distribution block connects to the master cylinder and distributes brake fluid to all four wheels
- Regulates rear brake pressure

This all-in-one adjustable proportioning valve and distribution block offers you the same function as our prop valve, but gives you a total of 5 ports for integration of your front and rear brake system, plus a brake light switch!



#A0730



#A0730P



#A0730PL


MADE IN THE USA
**BRAKE PRESSURE GAUGE KIT:****PART #:** A1704

- Tells you how much pressure you're getting at each caliper
- Great for pinpointing problems with individual calipers/drums
- Includes adapters to 6 common fittings: 5/16" - 24, 3/8" - 24, 7 mm - 1.00, 8 mm - 1.25, 10 mm - 1.00, 10 mm - 1.50

ACCESSORIES

Billet Master Cylinders, Flex Hoses, Pushrod Kit, Rotors

BILLET MASTER CYLINDER:

PART #: A0467, A0468, A0469

- Available in plain, ball milled, flamed or finned cap styles
- 1" (A0467,A0468) and 1-1/8" (A0469) bores and remote mount reservoir systems are also available, along with combo styles

1" = Non-Power Brakes
1 - 1/8" = Power Brakes

A0467-1, A0469-1



Plain

A0467-5, A0469-5



Ball Milled



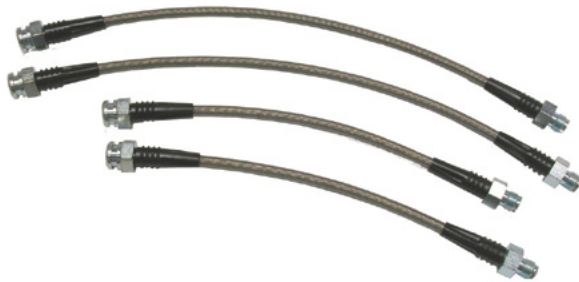
Finned



Flamed

A0467-2, A0469-2

A0467-3, A0469-3



STAINLESS STEEL FLEX HOSES:

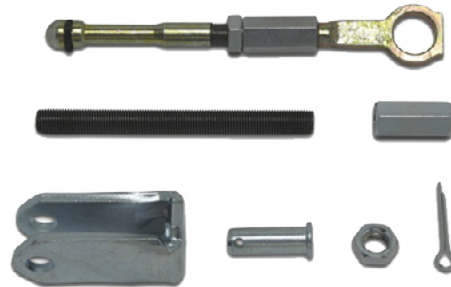
PART #: 14289S, 14290S, 14335S

- Available in front and rear
- 14289S** 69-71 Camaro
14290S
14335S

ADJUSTABLE PUSHROD KIT:

PART #: A1726

- Huge Time Saver
- Accommodates eyelet, clevis and bell crank style pushrod setups
- Includes adapters for 10 common pushrod configurations
- Works with both power and non-power brake systems

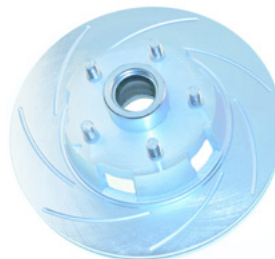


ROTORS:

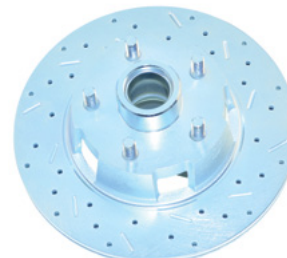
STANDARD



TURBO SLOTTED



BIG BITE DRILLED SLOTTED PLATED



**ELECTRIC VACUUM PUMP KIT:****PART #: 28146**

- Great for use when the proper amount of engine vacuum is not being generated. Depending on your booster type, 15" - 18" of vacuum is needed for it to operate correctly. Great with high-lift cams.
- Includes 12 volt vacuum pump, switching relay, vacuum line and control, mounting insulators and hardware

SILICONE BRAKE FLUID:**PART #: A1103**

- Does not absorb water or cause corrosion
- No effect on painted surfaces
- Viscosity: 42-43 cs @ 770F
- Do not mix with DOT 3 or 4 brake fluids
- Do not use with ABS brake systems
- Not for use in race applications

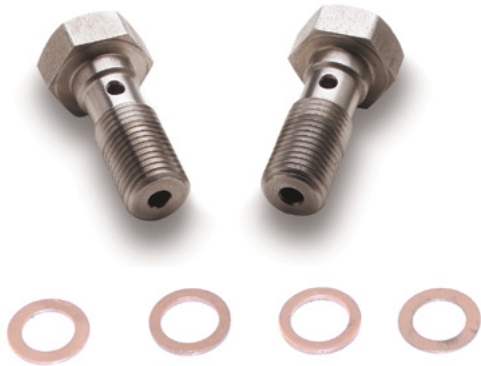
**HIGH-TEMP BRAKE FLUID:****PART #: 1106**

- Highest available dry boiling point of 570° F to withstand the extreme temperatures generated by competition braking systems
- Additional lubrication and corrosion resistance
- Reduced moisture affinity

MASTER CYLINDER BLEEDING KIT:

PART #: 0460

- A must when bench bleeding a new master cylinder



#2102- Set of 4 Copper Crush Washers

STAINLESS STEEL BANJO BOLTS & COPPER CRUSH WASHERS:

PART #: 1820-C, 1820-M, 2102, 2102-M

1820-C Banjo Bolt, 7/16" - 20 x 1.25"

1820-M Banjo Bolt, 10mm - 1.5 x 1"

2102 Copper washer for 7/16" banjo bolt

2102-M Copper washer for 10mm banjo bolt

SPINDLES:

PART #: A2447, A2447N, A24800

A2447 65-74 GM Front Spindle

A2447N Front Nova Spindle

A24800 2" GM Drop Spindle



#A2447N



#A24800



SLIDER BOLTS:

PART #: 0618



BEARINGS, SEALS, SPINDLE NUT KITS:

- 24123** Bearing, inner
- 2474** Bearing, outer
- 2475** Grease seal
- 2476** Grease cap
- A605** Spindle nut kit

BRAKE PADS:

PART #: 1084-2, 1015, 1095

- 1084-2** D154 (Mid-size) - Semi Metallic
- 1015** D52 (Full Size) - Hi-Performance
- 1095** D731 (Tri-Power) - Hi-Performance



#2450



#2451

SPLASH SHIELDS:

PART #: 2450, 2451

- Sold in sets
- 2450** Left front splash shield
- 2451** Right front splash shield



CALIPER MOUNTING BRACKETS:

PART #: A2452, A2452-1, A2453-1, A2453

- A2452** Caliper Mounting Bracket, Left
- A2453** Caliper Mounting Bracket, Right
- A2452-1** Caliper Mounting Bracket, GM 2" Drop Spindle, Left
- A2453-1** Caliper Mounting Bracket, GM 2" Drop Spindle, Right



#A2452, #A2453

RESTORE/ REBUILD HARDWARE KIT:

PART #: A123H

- Full front hardware kit for disc brake repairs



STAINLESS STEEL PISTONS:

PART #: A0115

A0115 69-81 Stainless Steel Piston

CALIPERS:

PART #: OE58NL, OE59NR, OE78CL, OE78CR

- OE58NL** GM Caliper, Left Front
- OE59NR** GM Caliper, Right Front
- OE78CL** 78-88 Chevelle, Left
- OE78CR** 78-88 Chevelle, Right

GM METRIC



#OE78CL



#OE58NL



#14289

RUBBER FLEX HOSES AND BRAKE LINE CLIP:

PART #: 14289, 14352, 1811



#1811

- 14289** 69-71 Rubber Flex Hose, Front
- 14352** 82-88 "G" Body Rubber Flex Hose, Front
- 1811** "Horseshoe" retainer clip
- 1811SS** "Horseshoe" retainer clip - Stainless Steel

POWER BOOSTERS:

PART #: 28136, 28136C, 28100, 28138, 28138C, 28152



#28136



#28136C



#28152



#28138



#28100

28136 7 inch Single Diaphragm Universal Booster

28136C 7 inch Single Diaphragm Universal Booster, Chrome

28100 11 inch Booster - OE Style

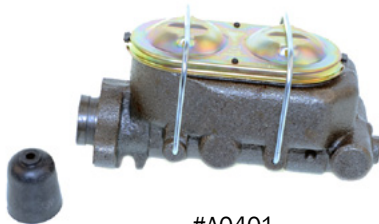
28138 9 inch Dual Diaphragm Universal Booster

28138C 9 inch Single Diaphragm Universal Booster, Chrome

28152 7 inch Dual Diaphragm Universal Booster

MASTER CYLINDERS:

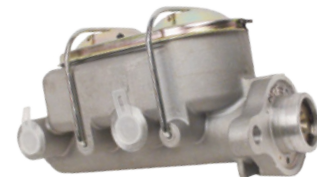
PART #: A0401, 0400-A, 0475, 0476, 0477



#A0401



#0400-A



#0475/0476/0477

A0401 1" bore, deep piston, non-power

0400-A Corvette Style, 1-1/8" bore, shallow piston, power

0475 GM Style, 1-1/8" bore, deep piston, power, aluminum

0476 GM Style, 1" bore, deep piston, non-power, aluminum

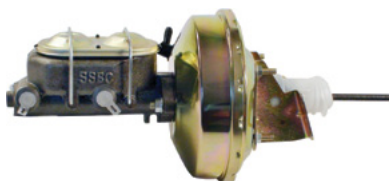
0477 GM Style, 1-1/8" bore, shallow piston, power, aluminum

BOOSTER MASTER COMBOS:

PART #: A28136, A28138, A28141, A28142



#A28136 / A28138



#A28141



#A28142

A28136 7" Dual Diaphragm Booster/ Master Cylinder

A28138 9" Booster/ Master Cylinder

A28141 64-72 GM A&F Body 9" Booster/ Master Cylinder

A28142 64-72 GM A&F Body 7" Dual Diaphragm Booster/ Master Cylinder



“ALL STAINLESS” BRAKE LINE KIT (C1470000)

- | | |
|------------------------------|------------------------------|
| C1470081 8" Line (3) | C1470401 40" Line (6) |
| C1470121 12" Line (3) | C1470511 51" Line (3) |
| C1470201 20" Line (6) | C1470601 60" Line (6) |
| C1470301 30" Line (6) | |

STAINLESS STEEL BRAKE LINE WITH STAINLESS STEEL FITTINGS:

- Available lengths in inches:
8, 12, 20, 30, 40, 51, 60
- Double annealed for easy bending and reflaring

BRAKE LINES

- C1470081** 3/16" x 8" line
- C1470121** 3/16" x 12" line
- C1470201** 3/16" x 20" line
- C1470301** 3/16" x 30" line
- C1470401** 3/16" x 40" line
- C1470511** 3/16" x 51" line
- C1470601** 3/16" x 60" line

ADAPTER BRAKE LINES

- C1470082** 3/8-24 & 7/16-24 fittings 3/16"line x 8" long
- C1470083** 3/8-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470084** 3/8-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470085** 7/16-24 & 7-16-24 fittings 3/16"line x 8" long
- C1470086** 7/16-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470087** 7-16-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470088** 1/2-20 & 9/16-18 fittings 3/16"line x 8" long

FITTINGS:

- 1412** Fitting - 3/8-24 inverted flare nut fitting - 3/16 Brake Line
- 1412SS** Fitting - Stainless Steel 3/8-24 thread - 3/16 Brake Line
- 14188** Fitting - Union Inverted Flare - 3/16 Brake Line
- 1422** Fitting - 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1422SS** Fitting - Stainless Steel 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1426** Fitting - 7/16-24 thread - 3/16 Brake Line
- 1426SS** Fitting - Stainless Steel 7/16-24 thread - 3/16 Brake Line
- 1428-1** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-1SS** Fitting - Stainless Steel 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-2** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-3** Fitting - 9/16-20 inverted flare nut fitting - 3/16 Brake Line
- 14254** Fitting - 53-62 Corvette
- 1436SS** Fitting - Stainless Steel 10mm x 1.0 bubble flare nut fitting - 3/16 Brake Line
- 14361** Plug - 3/8-24 Inverted Flare
- 1437** Fitting - 9/16-18 to 3/8-24 Inverted Thread
- 1438** Fitting - 1/2-20 thread - 3/16 Brake Line
- A1419P** Fitting - 1/4 flare - 1/8 National Pipe Thread - Loctite
- A1419F** Fitting - 3/16 flare - 1/8 National Pipe Thread - Loctite
- 0810A** Adapter Fitting - 1/2-20 to 7/16-24
- 0816** Adapter Fitting - 5/16 to 1/4 inverted flare
- 14204** Adapter Fitting - 1/4 tube to 1/2-20 inverted flare
- 1450** Adapter Fitting - 1/2-20 male to 9/16-18 flare
- 1498R** Adapter Fitting - 7/16-20 to 1/2-20



#1412SS / 1412 #14188 #1438



#1428-1 #1428-2 #1428-3



#1437 #A1419P/F #14361



#1422SS / 1422 #1426

GM Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|---|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | | | | | | |
| 64-72 | A123 | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston CI calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston CI calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard Drum to Disc Brake Kit; Front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard Drum to Disc Brake Kit; Front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-6 | 2-Piston Drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |
| | A123-A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |

■ = FRONT KIT ■ = REAR KIT

****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | | | | | | |
| 64-72 | W123-ADS | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Fits both O.E. drum and disc brake cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A123-7DS | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A200 | Quick Change Competition Series Race 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | X |
| | A200-1 | Quick Change Competition Series Street 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | X |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 11 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 11 | 1.000" | DR/SL/PL |

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GM Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | STANDARD FINISH |
|---|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | |
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | | | | | | |
| 64-72 | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| 64-77 | A125-26 | Sport R1 Disc brake conversion kit for non-staggered shocks & C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-3 | At The Wheels Only. Single piston disc brake conversion kit. 10.5" rotors. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 69-77 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | --- | --- | X |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | | | | | | |
| 79-81 | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A127-4 | Extreme 4-Piston Disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A181 | Quick Change SportTwin 2-Piston calipers with 38 pistons & high performance pads. | 15 | 2 | 38 | -- | -- | -- |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |
| CHEVROLET CAMARO | | | | | | | | |
| 67-69 | A123 | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston CI calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston CI calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard drum to disc brake kit; front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brake kit; front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|-------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CAMARO | | | | | | | | |
| 67-69 | A123-6 | 2-piston Drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |
| | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E. drum and disc cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At The Wheels Only. THD 3-Piston Aluminum caliper disc brake kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At The Wheels Only. THD 3-Piston Aluminum caliper disc brake kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A123-7DS | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 11 | 1.000" | DR/SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|-------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CAMARO | | | | | | | | |
| 67-69 | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 11 | 1.000" | DR/SL/PL |
| | A200 | Quick Change Competition Series Race 4 Piston Aluminum Caliper Upgrade kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | A200-1 | Quick Change Competition Series Street 4 Piston Aluminum Caliper Upgrade kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| 1967 | A125-1 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-26 | Sport R1 Disc brake conversion kit for non-staggered shocks & C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-37 | Sport R1 Plus disc brake conversion kit for staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | .9375" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-1 | At the Wheels Only. Standard Drum to disc brake kit for non-staggered shock cars. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | W125-26 | At the Wheels Only. Sport R1 Rear Drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |

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GM Catalog Application Guide **APPLICATIONS**

| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|-------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CAMARO | | | | | | | | |
| 1967 | W125-37 | At the Wheels Only. Sport R1 Plus disc brake conversion kit for staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | .9375" | DR/SL/PL |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| 69-78 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | -- | -- | -- |
| 67-81 | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 68-81 | A125 | Disc brake conversion kit for staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-30 | Sport R1 disc brake conversion kit for staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-38 | Sport R1 Plus Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-6 | Disc brake conversion kit for staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125 | At the Wheels Only. Standard drum to disc brake kit for staggered shock cars. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | W125-30 | At the Wheels Only. Sport R1 Rear drum to disc kit for staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | W125-38 | At the Wheels Only. Sport R1 Plus disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A125-44 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors. (Staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| 70-81 | A142 | 2" drop spindle kit for disc brake vehicles. | X | 1 | 72 | 11 | 1.000" | STD |
| | A142-1 | 2-Piston 2" drop spindle disc brake kit with 11.85" rotors. | 15 | 2 | 38 | 11.85 | 1.000" | SL/PL |

■ = FRONT KIT ■ = REAR KIT

****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTKK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|------------------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CHEVELLE / MALIBU | | | | | | | | |
| 64-72 | A123 | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single- piston CI calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston CI calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston CI calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard Drum to Disc Brake Kit; Front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard Drum to Disc Brake Kit; Front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-6 | 2-Piston Drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |
| | A123-A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |

 = FRONT  = REAR KIT

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|------------------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CHEVELLE / MALIBU | | | | | | | | |
| 64-72 | W123-ADS | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Fits both O.E. drum and disc brake cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A123-7DS | Extreme 4-Piston Drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A200 | Quick Change Competition Series Race 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | -- |
| | A200-1 | Quick Change Competition Series Street 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | -- |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 11 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 11 | 1.000" | DR/SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|------------------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CHEVELLE / MALIBU | | | | | | | | |
| 64-72 | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| 64-76 | A125-26 | Sport R1 Disc brake conversion kit for non-staggered shocks & C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. At the Wheels Only. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 69-77 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | --- | --- | --- |

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|------------------------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET CHEVELLE / MALIBU | | | | | | | | |
| 73-77 | A144 | Disc to disc brake kit with 2" drop spindles and single-piston cast iron calipers. | 14"X7" | 1 | 60 | 10.5 | 1.000" | STD |
| | A144-1 | 2 piston 2" drop spindle disc brake kit with 11.85" rotors. | 15 | 2 | 38 | 11.85 | 1.000" | SL/PL |
| 78-81 | A127-3 | 2-Piston disc brake kit with 2" drop spindles. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A181 | Quick Change Sport Twin 2-Piston calipers with 38 pistons & high performance pads. | 15 | 2 | 38 | -- | -- | -- |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |
| CHEVROLET NOVA / CHEVY II | | | | | | | | |
| 62-67 | A123-3 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-4 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A145 | Drum to disc brake conversion kit with 2" drop spindles and single-piston cast iron calipers; power. | 14"X7" | 1 | 60 | 10.5 | 1.000" | STD |
| | W123-3 | At the Wheels Only. Drum to disc brake conversion kit with single-piston cast iron calipers. | 14 | 1 | 72 | 11 | 1.000" | STD |
| | A123-3A | SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-4A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A145-1 | 2-Piston 2" drop spindle disc brake kit with 11.85" rotors. | 15 | 2 | 38 | 11.85 | 1.000" | SL/PL |
| | W123-3A | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit with 11" rotors. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |

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| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET NOVA / CHEVY II | | | | | | | | |
| 62-67 | A125-1 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-1 | At the Wheels Only. Standard drum to disc brake kit for non-staggered shock cars. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| 62-74 | A125-37 | Sport R1 Plus Performance Rear Drum to disc kit for non-staggered shock cars. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-37 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 68-74 | A123 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |

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| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET NOVA / CHEVY II | | | | | | | | |
| 68-74 | W123 | At the Wheels Only. Standard drum to disc brake kit; front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brake kit; front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | | 15 | 2 | 43 | 11 | 1.000" SL/PL |
| | A123-6 | 2-Piston drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | | 16 | 2 | 38 | 11 | .783" SL/PL |
| | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | | 15 | 2 | 43 | 11 | 1.000" SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | | 15 | 2 | 43 | 11 | 1.000" DR/SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. | | 15 | 2 | 43 | 11 | 1.000" SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. Includes new 2" drop spindles. | | 15 | 2 | 43 | 11 | 1.000" SL/PL |
| | A123-1A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | | 15 | 2 | 43 | 11 | 1.000" SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | | 17 | 2 | 43 | 13 | 1.125" DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | | 17 | 2 | 43 | 13 | 1.125" DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E drum and disc brake cars. | | 17 | 3 | 38 | 13 | 1.250" SL/PL |
| | A123-14DS | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | | 17 | 3 | 38 | 13 | 1.250" SL/PL |
| | W123-14 | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. | | 17 | 3 | 38 | 13 | 1.250" DR/SL/PL |

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|----------------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET NOVA / CHEVY II | | | | | | | | |
| 68-74 | W123-14DS | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A123-7DS | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 13 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 13 | 1.000" | DR/SL/PL |
| | A200 | Quick Change Competition Series Race 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | A200-1 | Quick Change Competition Series Street 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | A125 | Disc brake conversion kit for staggered shocks & C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-30 | Sport R1 disc brake conversion kit for staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | STANDARD FINISH |
|---------------------------------|------------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | |
| CHEVROLET NOVA / CHEV II | | | | | | | | |
| 68-74 | A125-6 | Disc brake conversion kit for staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125 | At the Wheels Only. Standard drum to disc brake kit for staggered shock cars. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | W125-30 | At the Wheels Only. Sport R1 Rear drum to disc kit for staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| CHEVROLET EL CAMINO | | | | | | | | |
| 64-72 | A123 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard drum to disc brake kit; front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brakekit; front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-6 | 2-Piston drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |

■ = FRONT KIT ■ = REAR KIT

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|----------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET EL CAMINO | | | | | | | | |
| 64-72 | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E drum and disc brake cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.250" | SL/PL |
| | A123-7DS | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 14 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 14 | 1.000" | DR/SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|----------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET EL CAMINO | | | | | | | | |
| 64-72 | A200 | Quick Change Competition Series Race 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | A200-1 | Quick Change Competition Series Street 4 Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-3 | At the Wheels Only. Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| 64-77 | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |

 = FRONT KIT  = REAR KIT

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET EL CAMINO | | | | | | | | |
| 64-77 | A125-37 | Sport R1 Plus Performance Rear Drum to disc kit for non-staggered shock cars. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-37 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-3 | At The Wheels Only. Single piston disc brake conversion kit. 10.5" rotors. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| 69-77 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | --- | --- | --- |
| 73-77 | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| 78-81 | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A181 | Quick Change Sport Twin 2-Piston calipers with 38 pistons & high performance pads. | 15 | 2 | 38 | --- | --- | --- |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |
| CHEVROLET MONTE CARLO | | | | | | | | |
| 70-77 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | --- | --- | --- |
| 73-77 | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|--------------------------------|-----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| CHEVROLET MONTE CARLO | | | | | | | | |
| 73-77 | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-37 | Sport R1 Plus Performance Rear Drum to disc kit for non-staggered shock cars. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-37 | At the Wheels Only. Sport R1 Plus Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-3 | At the Wheels Only. Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 79-81 | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A181 | Quick Change Sport Twin 2-Piston calipers with 38 pistons & high performance pads. | 15 | 2 | 38 | -- | -- | -- |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |
| OLDSMOBILE CUTLASS, 442 | | | | | | | | |
| 1967 | A123-5 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-5DS | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|--------------------------------|------------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| OLDSMOBILE CUTLASS, 442 | | | | | | | | |
| 1967 | A123-5A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-5ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| 67-72 | A123 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard drum to disc brake kit; Front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brake kit; Front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston Drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E. drum and disc cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|--------------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| OLDSMOBILE CUTLASS, 442 | | | | | | | | |
| 67-72 | A123-14DS | Tri-Power 3-Piston Disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. THD 3 Piston Aluminum Caliper Disc Brake Kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-24 | Competition Race Series disc brake conversionkit; Front. At the Wheels Only. | --- | 4 | 45 | 11 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 11 | 1.000" | DR/SL/PL |
| | A200 | Quick Change Competition Series Race 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | X |
| | A200-1 | Quick Change Competition Series Street 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | X |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| 67-76 | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | 11.25 | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | 10.5 | STD |

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|--------------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| OLDSMOBILE CUTLASS, 442 | | | | | | | | |
| 67-76 | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 17 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-3 | At The Wheels Only. Single piston disc brake conversion kit. 10.5" rotors. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 78-81 | A181 | Quick Change SportTwin 2-Piston calipers with 38 pistons and high performance pads. | 15 | 2 | 38 | --- | --- | --- |
| | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 43 | 11 | .787" | STD |
| PONTIAC FIREBIRD | | | | | | | | |
| 1967 | A125-1F | Disc brake conversion kit for non-staggered shocks & non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |

■ = FRONT

■ = REAR KIT

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | | ROTOR SPECS | | |
|-------------------------|------------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| PONTIAC FIREBIRD | | | | | | | | |
| 1967 | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear Drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| 67-69 | A123 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard drum to disc brake kit; front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brake kit; front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-6 | 2-Piston drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |

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|-------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | |
| PONTIAC FIREBIRD | | | | | | | | |
| 67-69 | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E drum and disc brake cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | A123-7DS | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 19 | 1.000" | DR/SL/PL |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | -- | 4 | 45 | 19 | 1.000" | DR/SL/PL |

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|-------------------------|------------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| PONTIAC FIREBIRD | | | | | | | | |
| 67-69 | A200 | Quick Change Competition Series Race 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | A200-1 | Quick Change Competition Series Street 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | --- | 4 | 45 | --- | --- | --- |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL |
| 67-81 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | --- | --- | --- |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 68-81 | A125-F | Disc brake conversion kit for staggered shocks & non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-30 | Sport R1 disc brake conversion kit for staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-38 | Sport R1 Plus Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-6 | Disc brake conversion kit for staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-30 | At the Wheels Only. Sport R1 rear drum to disc kit for staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |

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|---------------------------|----------------|--|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| PONTIAC FIREBIRD | | | | | | | | |
| 68-81 | W125-38 | At the Wheels Only. Sport R1 Plus disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | DR/SL/PL |
| | A125-44 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors. (Staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| 70-81 | A142 | 2" drop spindle kit for disc brake vehicles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A142-1 | 2-Piston 2" drop spindle disc brake kit with 11.85" rotors. | 15 | 2 | 38 | 11.85 | 1.000" | SL/PL |
| PONTIAC GRAND PRIX | | | | | | | | |
| 73-76 | A185 | Quick Change Super Twin 2-Piston calipers with 43 pistons & high performance pads. | 15 | 2 | 43 | -- | -- | -- |
| | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD |
| | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL |
| | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | W125-3 | At The Wheels Only. Single piston disc brake conversion kit. 10.5" rotors. | 14 | 1 | 45 | 10.5 | .9375" | STD |
| | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |

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| PONTIAC GRAND PRIX | | | | | | | | |
| 79-81 | A181 | Quick Change SportTwin 2-Piston calipers with 38 pistons and high performance pads. | 15 | 2 | 38 | -- | -- | -- |
| | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |
| PONTIAC GTO / LEMANS / TEMPEST | | | | | | | | |
| 64-72 | A200 | Quick Change Competition Series Race 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | -- |
| | A200-1 | Quick Change Competition Series Street 4-Piston Aluminum Caliper Upgrade Kit. Vehicle must be equipped with GM full size single piston calipers. | -- | 4 | 45 | -- | -- | -- |
| | A123 | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1 | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new disc brake spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-1DS | Drum to disc brake conversion kit with single-piston cast iron calipers; power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | A123-22 | Drum to disc brake conversion kit for drum brake wheels; non-power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123-23 | Drum to disc brake conversion kit for drum brake wheels; power. | 14"X5" | 1 | 68 | 11 | 1.000" | STD |
| | A123DS | Drum to disc brake conversion kit with single-piston cast iron calipers; non-power. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123 | At the Wheels Only. Standard drum to disc brake kit; front. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |
| | W123DS | At the Wheels Only. Standard drum to disc brake kit; front. Includes new 2" drop spindles. | 14"X7" | 1 | 72 | 11 | 1.000" | STD |

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| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| PONTIAC GTO / LEMANS / TEMPEST | | | | | | | | |
| 64-72 | A123-1A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-1ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; power. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-6 | 2-Piston drum to disc brake conversion kit with 12" rotors; power. Bolts to stock drum brake spindles. | 16 | 2 | 38 | 12 | .783" | SL/PL |
| | A123-A | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new disc brake spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | A123-ADS | SuperTwin 2-Piston drum to disc brake conversion kit with 11" rotors; non-power. Includes new 2" drop spindles | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-A | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. | 15 | 2 | 43 | 11 | 1.000" | DR/SL/PL |
| | W123-ADS | At the Wheels Only. SuperTwin 2-Piston drum to disc brake conversion kit. Includes new 2" drop spindles. | 15 | 2 | 43 | 11 | 1.000" | SL/PL |
| | W123-28 | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | W123-28DS | At the Wheels Only. Super Twin 2-Piston Drum to disc brake conversion kit with 2" drop spindles. 13" rotors. | 17 | 2 | 43 | 13 | 1.125" | DR/SL/PL |
| | A123-14 | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Fits both O.E drum and disc brake cars. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | A123-14DS | Tri-Power 3-Piston disc brake kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | SL/PL |
| | W123-14 | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | W123-14DS | At the Wheels Only. Tri-Power 3-Piston aluminum caliper disc brake kit. Includes new 2" drop spindles. | 17 | 3 | 38 | 13 | 1.250" | DR/SL/PL |
| | A123-7 | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Bolts to stock drum brake spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL |

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LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | | |
|---------------------------------------|------------------|---|--|--------------|-------------|-------------------|--------------------|-----------------|-------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH | |
| PONTIAC GTO / LEMANS / TEMPEST | | | | | | | | | |
| 64-72 | A123-7DS | Extreme 4-Piston drum to disc brake conversion kit with 13" rotors; power. Includes new 2" drop spindles. | 17 | 4 | 43 | 13 | 1.125" | SL/PL | |
| | W123-24 | Competition Race Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 21 | 1.000" | DR/SL/PL | |
| | W123-25 | Competition Street Series disc brake conversion kit; Front. At the Wheels Only. | --- | 4 | 45 | 21 | 1.000" | DR/SL/PL | |
| | W123-29 | At The Wheels Only. V8 8-piston drum to disc brake conversion kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL | |
| | W123-29DS | At The Wheels Only. V8 8-piston drum to disc brake conversion kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL | |
| | W123-32 | At The Wheels Only. V8 8-piston disc brake upgrade kit. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL | |
| | W123-32DS | At The Wheels Only. V8 8-piston disc brake upgrade kit with 2" drop spindles. 12" rotors. | 15 | 8 | 30/35 | 11.75 | 1.250" | DR/SL/PL | |
| | A125-26 | Sport R1 disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 11.25" rotors. | 15 | 1 | 54 | 11.25 | .9375" | SL/PL | |
| | A125-3 | Disc brake conversion kit for non-staggered shocks & C-clip or non C-clip axles. 10.5" rotors. | 14"X7" | 1 | 45 | 10.5 | .9375" | STD | |
| | A125-5 | Disc brake conversion kit for non-staggered shocks & C-clip axles. 12" rotors. | 16 | 1 | 45 | 12 | 1.000" | SL/PL | |
| | W125-26 | At the Wheels Only. Sport R1 Rear drum to disc kit for non-staggered shock cars. | 15 | 1 | 54 | 11.25 | .9375" | DR/SL/PL | |
| | 64-77 | A125-37 | Sport R1 Rear Disc brake conversion kit for non-staggered shocks & C-clip axles. 12.8" rotors. | 17 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| | | W125-37 | At The Wheels Only. Sport R1 Rear Disc brake conversion kit. | 15 | 1 | 54 | 12.8 | 1.125" | SL/PL |
| W125-3 | | At The Wheels Only. Single piston disc brake conversion kit. 10.5" rotors. | 14 | 1 | 45 | 10.5 | .9375" | STD | |

■ = FRONT KIT ■ = REAR KIT

****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: A=Aluminum; CA=Clear Anodized; CI=Cast Iron; CL=Classic; D=Directional (curved vane); EL=Elite; EX=Extreme; NA=Not Applicable; PC=Powder Coated; PL=Plated; PO=Polished; PO/PC=Polished or Powder Coated; SL=Slotted; SL/PL=Slotted & Plated; SpR1=Sport R1; SpT=SportTwin; ST=Stock; STD=Standard Finish (non-slotted & non-plated); STKR1=Super TKR1; SuT=SuperTwin; SuTHD=SuperTwin HD; SuTTK=SuperTwin TK; T=Tri-Power; THD=Tri-Power HD; U=Uni-directional (straight vane); V8=V8

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| YR | KIT # | DESCRIPTION | CALIPER SPECS | | ROTOR SPECS | | | |
|---------------------------------------|----------------|---|-------------------------|--------------|-------------|-------------------|--------------------|-----------------|
| | | | MIN WHEEL SIZE (INCHES) | # OF PISTONS | PISTON SIZE | DIAMETER (INCHES) | THICKNESS (INCHES) | STANDARD FINISH |
| PONTIAC GTO / LEMANS / TEMPEST | | | | | | | | |
| 64-77 | A125-43 | Tri-Power 3-Piston Disc brake Rear kit with 13" rotors; power. (Non-staggered shock) | 17 | 3 | 30 | 12.8 | 1.125" | SL/PL |
| | W125-42 | At the Wheels Only. Competition Street Rear Drum to Disc Kit. For non-staggered shock cars. | 15 | 4 | 35 | 11.25 | .9375" | DR/SL/PL |
| 78-81 | A181 | Quick Change SportTwin 2-Piston calipers with 38 pistons and high performance pads. | 15 | 2 | 38 | — | — | — |
| | A127-3 | 2-Piston disc brake kit with 2" drop spindle. | 17 | 2 | 38 | 12 | 1.000" | SL/PL |
| | A127-4 | Extreme 4-Piston disc brake kit with 13" rotors. Includes 2" drop spindles. | 17 | 4 | 43 | 13 | 1.102" | SL/PL |
| | A127 | Rear drum to disc brake conversion kit with 11" rotors. | 15 | 1 | 45 | 11 | .787" | STD |

■ = FRONT ■ = REAR KIT

****All calipers come with a standard Clear Anodized (CA) finish**

LEGEND: **A**=Aluminum; **CA**=Clear Anodized; **CI**=Cast Iron; **CL**=Classic; **D**=Directional (curved vane); **EL**=Elite; **EX**=Extreme; **NA**=Not Applicable; **PC**=Powder Coated; **PL**=Plated; **PO**=Polished; **PO/PC**=Polished or Powder Coated; **SL**=Slotted; **SL/PL**=Slotted & Plated; **SpR1**=Sport R1; **SpT**=SportTwin; **ST**=Stock; **STD**=Standard Finish (non-slotted & non-plated); **STKR1**=Super TKR1; **SuT**=SuperTwin; **SuTHD**=SuperTwin HD; **SuTTK**=SuperTwin TK; **T**=Tri-Power; **THD**=Tri-Power HD; **U**=Uni-directional (straight vane); **V8**=V8

| YR | PART # | DESCRIPTION | |
|---|---------------------------------|---|--|
| ACCESSORIES AND SERVICE PARTS | | | |
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | |
| 64-72 | A28141 A28141C | MASTER CYLINDERS & POWER BOOSTERS 9" booster/master cylinder. For disc brake cars. 9" chrome booster/master cylinder. For disc brake cars. | |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. | |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. | |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. | |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | 69-72 | 23005AA1A | ROTORS & PADS Front replacement rotor. (This is only one rotor. Must order two.) |
| | | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23005AA3L | | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| 23005AA3R | | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| A2350012 | | Turbo slotted rotors with Xtra Life plating and high performance pads. | |
| 73-76 | | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |

| YR | PART # | DESCRIPTION | |
|---|---------------------------------|---|---|
| BUICK REGAL / SKYLARK / GRAND NATIONAL | | | |
| 73-76 | 23047AA3L | ROTORS & PADS Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. | |
| | 1977 | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 79-81 | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| | | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| 23036AA2L | | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23036AA2R | | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 79-81 | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| | 23036AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| 69-72 | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. | |
| | CHEVROLET CAMARO | | |
| 67-69 | A28141 A28141C | MASTER CYLINDERS & POWER BOOSTERS 9" booster/master cylinder. For disc brake cars. 9" chrome booster/master cylinder. For disc brake cars. | |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. | |
| | A28142 | 7" dual diaphragm booster/ master cylinder. For disc brake cars. | |

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| YR | PART # | DESCRIPTION |
|-------------------------|-------------------|--|
| CHEVROLET CAMARO | | |
| | | MASTER CYLINDERS & POWER BOOSTERS |
| 67-69 | A28142C | 7" dual diaphragm chrome booster/ master cylinder. For disc brake cars. |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| 70-78 | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. |

| YR | PART # | DESCRIPTION |
|-------------------------|--|---|
| CHEVROLET CAMARO | | |
| 70-78 | A0473-1 | MASTER CYLINDERS & POWER BOOSTERS Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-5 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| 1969 | 1015 1050 23005AA1A | ROTORS & PADS D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350012 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 70-78 | 1015 1050 23047AA1A | D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 79-81 | 1015 23066AA1A | D-52, Carbon metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23066AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23066AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23066AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |

| YR | PART # | DESCRIPTION |
|------------------------------------|---|--|
| CHEVROLET CAMARO | | |
| 79-81 | 23066AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350002 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 1969 | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. |
| CHEVROLET CHEVELLE / MALIBU | | |
| 64-72 | A28141 A28141C A28141CB-1 A28141CB-2 A28141CB-3 A28141CB-4 A28142 A28142C A28142CB-1 A28142CB-2 A28142CB-3 | MASTER CYLINDERS & POWER BOOSTERS 9" booster/master cylinder. For disc brake cars. 9" chrome booster/master cylinder. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. 7" dual diaphragm booster/master cylinder. For disc brake cars. 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| 64-72 | A28142CB-4 A0469-1 A0469-2 A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |

| YR | PART # | DESCRIPTION |
|------------------------------------|--|--|
| CHEVROLET CHEVELLE / MALIBU | | |
| 64-72 | A0469-5 A0474-1 A0474-2 A0474-3 A0474-5 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| 73-76 | A0467-1 A0467-2 A0467-3 A0467-5 A0473-1 A0473-2 A0473-3 A0473-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| 69-72 | 1015 1050 23005AA1A | ROTORS & PADS D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) |

| YR | PART # | DESCRIPTION | |
|------------------------------------|-------------------|---|---|
| CHEVROLET CHEVELLE / MALIBU | | | |
| 69-72 | 23005AA2L | ROTORS & PADS Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| | A2350012 | Turbo slotted rotors with Xtra Life plating and high performance pads. | |
| | 73-77 | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| 79-81 | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. | |
| | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) | |
| | 23036AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23036AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| 69-72 | 23036AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. | |
| CHEVROLET NOVA / CHEVY II | | | |
| 62-67 | A28141 | MASTER CYLINDERS & POWER BOOSTERS 9" booster/master cylinder. For disc brake cars. | |
| | A28141C | 9" chrome booster/master cylinder. For disc brake cars. | |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. | |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. | |

| YR | PART # | DESCRIPTION | |
|----------------------------------|-------------------|---|--|
| CHEVROLET NOVA / CHEVY II | | | |
| 62-67 | A28141CB-4 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. | |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. | |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. | |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. | |
| | 68-74 | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| A0467-5 | | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. | |
| | A0473-1 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. | |
| | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. | |
| | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. | |
| | A0473-5 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. | |
| | A28141 | 9" booster/master cylinder. For disc brake cars. | |
| | A28141C | 9" chrome booster/master cylinder. For disc brake cars. | |

| YR | PART # | DESCRIPTION |
|--|-------------------|--|
| CHEVROLET NOVA / CHEVY II | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 68-74 | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| ROTORS & PADS | | |
| 68-74 | 1015 | D-52, Carbon metallic (front axle set) |
| | 1050 | D-52, Semi-metallic (front axle set) |
| | 23005AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| SPINDLE KITS | | |
| 68-74 | A24800DS | 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. |

| YR | PART # | DESCRIPTION |
|--|-------------------|--|
| CHEVROLET EL CAMINO | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 64-72 | A28141 | 9" booster/master cylinder. For disc brake cars. |
| | A28141C | 9" chrome booster/master cylinder. For disc brake cars. |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| 69-72 | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. |
| | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |

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| YR | PART # | DESCRIPTION |
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| CHEVROLET EL CAMINO | | |
| 69-72 | A0469-5 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0473-1 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-5 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| | 69-72 | 1015 |
| 1050 | | D-52, Semi-metallic (front axle set) |
| 23005AA1A | | Front replacement rotor. (This is only one rotor. Must order two.) |
| 23005AA2L | | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23005AA2R | | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23005AA3L | | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| 23005AA3R | | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| A2350012 | | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 1977 | 1015 1050 | D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) |

| YR | PART # | DESCRIPTION | |
|------------------------------|------------------|---|---|
| CHEVROLET EL CAMINO | | | |
| 1977 | 23047AA1A | ROTORS & PADS Front replacement rotor. (This is only one rotor. Must order two.) | |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. | |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. | |
| | 78-81 | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | | 23036AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23036AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| 23036AA3R | | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. | |
| 69-72 | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. | |
| CHEVROLET MONTE CARLO | | | |
| 70-72 | A0469-1 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. | |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. | |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. | |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. | |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. | |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. | |

| YR | PART # | DESCRIPTION |
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| CHEVROLET MONTE CARLO | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 70-72 | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-1 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-5 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| 73-77 | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamedcap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |

| YR | PART # | DESCRIPTION |
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| CHEVROLET MONTE CARLO | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 73-77 | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| ROTORS & PADS | | |
| 70-72 | 23005AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350012 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 73-77 | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 79-81 | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23036AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23036AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |

| YR | PART # | DESCRIPTION |
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| OLDSMOBILE CUTLASS, 442 | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 1967 | 28118 | 11" rebuilt booster. |
| 1968 | 28119 | 11" rebuilt booster. |
| 69-72 | 28120 | 11" rebuilt booster. |
| ROTORS & PADS | | |
| 69-72 | 1015 | D-52, Carbon metallic (front axle set) |
| | 1050 | D-52, Semi-metallic (front axle set) |
| | 23005AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350012 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 73-76 | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 79-81 | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23036AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23036AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| 69-72 | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. |

| YR | PART # | DESCRIPTION |
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| PONTIAC FIREBIRD | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 1967 | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| | A28141 | 9" booster/master cylinder. For disc brake cars. |
| | A28141C | 9" chrome booster/master cylinder. For disc brake cars. |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. |

| YR | PART # | DESCRIPTION |
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| PONTIAC FIREBIRD | | |
| 1967 | A28142CB-2 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28141 | 9" booster/master cylinder. For disc brake cars. |
| 68-69 | A28141C | 9" chrome booster/master cylinder. For disc brake cars. |
| | A28141CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. |
| | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. | |

| YR | PART # | DESCRIPTION |
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| PONTIAC FIREBIRD | | |
| 70-81 | A0469-1 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |
| | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0467-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-1 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |

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| PONTIAC FIREBIRD | | |
| 70-81 | A0473-5 | MASTER CYLINDERS & POWER BOOSTERS Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| 68-69 | 1015 1050 23005AA1A 23005AA2L 23005AA2R 23005AA3L 23005AA3R A2350012 | ROTORS & PADS D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 70-78 | 1015 1050 23047AA1A 23047AA2L 23047AA2R 23047AA3L 23047AA3R A2350001 | D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 79-81 | 1015 1050 23066AA1A 23066AA2L 23066AA2R 23066AA3L 23066AA3R A2350002 | D-52, Carbon metallic (front axle set) D-52, Semi-metallic (front axle set) Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. Turbo slotted rotors with Xtra Life plating and high performance pads. |

| YR | PART # | DESCRIPTION |
|---------------------------------------|---|--|
| PONTIAC FIREBIRD | | |
| 68-69 | A24800DS | SPINDLE KITS 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. |
| PONTIAC GRAND PRIX | | |
| 69-72 | 23005AA1A 23005AA2L 23005AA2R 23005AA3L 23005AA3R A2350012 | ROTORS & PADS Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 73-76 | 23047AA1A 23047AA2L 23047AA2R 23047AA3L 23047AA3R A2350001 | Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 79-81 | 23036AA1A 23036AA2L 23036AA2R 23036AA3L 23036AA3R | Front replacement rotor. (This is only one rotor. Must order two.) Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. Big Bite Cross Drilled Front Left (Driver) side replacement rotor. Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| PONTIAC GTO / LEMANS / TEMPEST | | |
| 64-72 | A28141 A28141C A28141CB-1 | MASTER CYLINDERS & POWER BOOSTERS 9" booster/master cylinder. For disc brake cars. 9" chrome booster/master cylinder. For disc brake cars. Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 9" chrome booster. For disc brake cars. |

| YR | PART # | DESCRIPTION |
|---------------------------------------|-------------------|--|
| PONTIAC GTO / LEMANS / TEMPEST | | |
| 64-72 | A28141CB-2 | MASTER CYLINDERS & POWER BOOSTERS Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 9" chrome booster. For disc brake cars. |
| | A28141CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 9" chrome booster. For disc brake cars. |
| | A28142 | 7" dual diaphragm booster/master cylinder. For disc brake cars. |
| | A28142C | 7" dual diaphragm chrome booster/master cylinder. For disc brake cars. |
| | A28142CB-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, plain cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, finned cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, flamed cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A28142CB-4 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, ball milled cap and 7" dual diaphragm chrome booster. For disc brake cars. |
| | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. |
| | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. |
| | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. |

| YR | PART # | DESCRIPTION | | |
|---------------------------------------|----------------|---|--|---|
| PONTIAC GTO / LEMANS / TEMPEST | | | | |
| 64-72 | A0474-5 | MASTER CYLINDERS & POWER BOOSTERS Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. | | |
| | 69-72 | A0469-1 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and plain cap. For vehicles with O.E. power disc brakes. | |
| | | A0469-2 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and finned cap. For vehicles with O.E. power disc brakes. | |
| | | A0469-3 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and flamed cap. For vehicles with O.E. power disc brakes. | |
| | | A0469-5 | Billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount and ball milled cap. For vehicles with O.E. power disc brakes. | |
| | | A0474-1 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. power disc brakes. | |
| | | A0474-2 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. power disc brakes. | |
| | | A0474-3 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. power disc brakes. | |
| | | 73-76 | A0474-5 | Combo billet aluminum dual bowl master cylinder with 1-1/8" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. power disc brakes. |
| | | | A0467-1 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and plain cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0467-2 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and finned cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0467-3 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and flamed cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0467-5 | Billet aluminum dual bowl master cylinder with 1" bore, GM mount and ball milled cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0473-1 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, plain cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, finned cap. For vehicles with O.E. non-power disc brakes. |
| | | | A0473-2 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |

GM APPLICATION GUIDE

APPLICATIONS

GM Catalog Application Guide

| YR | PART # | DESCRIPTION |
|--|------------------|---|
| PONTIAC GTO / LEMANS / TEMPEST | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 73-76 | A0473-3 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, flamed cap. For vehicles with O.E. non-power disc brakes. |
| | A0473-5 | Combo billet aluminum dual bowl master cylinder with 1" bore, GM mount, built-in adjustable proportioning valve, ball milled cap. For vehicles with O.E. non-power disc brakes. |
| ROTORS & PADS | | |
| 69-72 | 1015 | D-52, Carbon metallic (front axle set) |
| | 1050 | D-52, Semi-metallic (front axle set) |
| | 23005AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23005AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23005AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23005AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350012 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 73-76 | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 1977 | 23047AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23047AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23047AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23047AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |
| | A2350001 | Turbo slotted rotors with Xtra Life plating and high performance pads. |
| 78-81 | 23036AA1A | Front replacement rotor. (This is only one rotor. Must order two.) |
| | 23036AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23036AA3L | Big Bite Cross Drilled Front Left (Driver) side replacement rotor. |
| | 23036AA3R | Big Bite Cross Drilled Front Right (Passenger) side replacement rotor. |

| YR | PART # | DESCRIPTION |
|---------------------------------------|-----------------|--|
| PONTIAC GTO / LEMANS / TEMPEST | | |
| SPINDLE KITS | | |
| 69-72 | A24800DS | 2" drop spindle kit. Retrofits your O.E. single-piston disc brake car. Can also be used with aftermarket brake kits that bolt to the stock disc brake spindle. |

Use these diagrams to make sure you have the correct axle for a particular kit.

1

King Pin Size: 0.813"
King Pin Length: 5.5"
Axle Boss Length: 2.375"

1937-41 Ford Straight Axle Car or Truck

Kits: A148-6FE, A148-6GE, A148-7FE, A148-7GE, A148-11, A148-12, A148-16, A148-16A, A148-17, A148-17A, A24354N, A24355T, A24400

2

King Pin Size: 0.813"
King Pin Length: 6"
Axle Boss Length: 2.375"

1942-48 Ford Straight Axle Car and 1942-56 Ford Straight Axle Truck

Kits: A148-6FE, A148-6GE, A148-7FE, A148-7GE, A148-11, A148-12, A148-13, A148-16, A148-16A, A148-17, A148-17A, A148-18, A148-18A

3

King Pin Size: 0.867"
King Pin Length: 5.3"
Axle Boss Length: 2.125"

1949-54 Chevy Straight Axle Car

Kits: A148-8, A148-14, A148-14A

4

King Pin Size: 0.867"
King Pin Length: 5.7"
Axle Boss Length: 2.125"

1941-54 GM Straight Axle Truck

Kits: A148-9, A148-15, A148-15A

5

GM S-Series Truck

Kits: A117 (for A117-1 see axle flange 6)

6

King Pin Size: 0.867"
King Pin Length: 5.7"
Axle Boss Length: 2.125"

GM Car 10 & 12 Bolt and GM S-Series Truck

Kits: A117-1, A125, A125F, A125-1, A125-1F, A125-3, A125-5, A125-6, A125-8, A125-9, A125-12, A125-13, A125-14, A125-15, A125-18, A125-19, A125-22, A125-23, A125-26, A125-30, A125-31

7

King Pin Size: 0.867"
King Pin Length: 5.7"
Axle Boss Length: 2.5625"

1955-70 Chevy Fullsize Car

Kits: A125-2, A125-7, A125-10, A125-11, A125-16, A125-17, A125-20, A125-21, A125-24, A125-25, A125-27

SSBC

PERFORMANCE BRAKE SYSTEMS

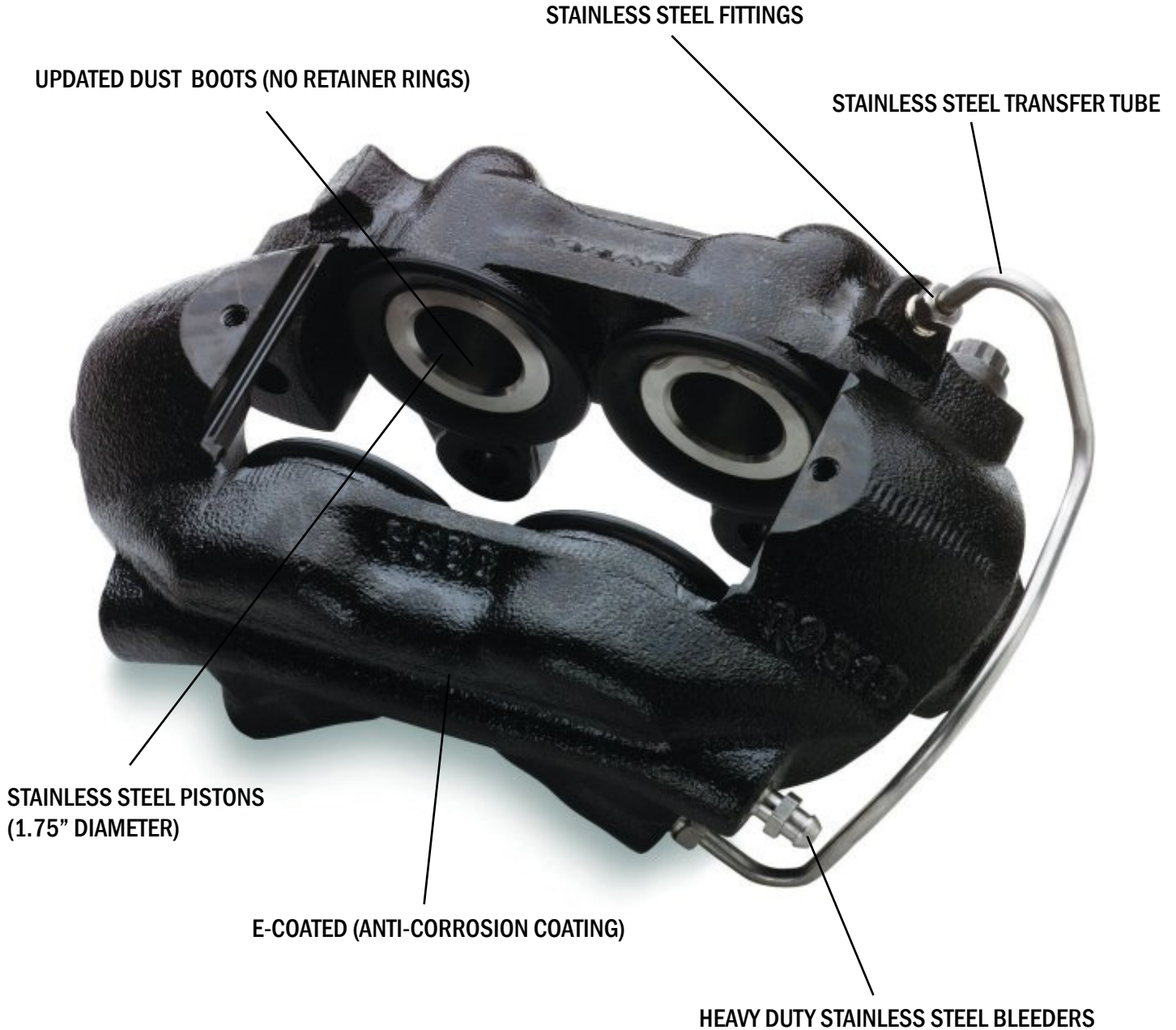
MOPAR CAR & TRUCK

*DODGE / CHRYSLER / PLYMOUTH
APPLICATIONS*

CATALOG GUIDE



4!!! IS BETTER THAN 1!
“DART GT REPLICA”



CHECK OUT OUR 4-PISTON CAST IRON DISC BRAKE KITS ON PAGES 10, 11 & 12!

- FULLY E-COATED (INSIDE & OUT) WHICH MAKES THE ENTIRE CALIPER CORROSION RESISTANT
- CASTED & MACHINED IN THE USA



100% MADE IN THE USA

COMPETITION SERIES CALIPER

A new standard in braking performance. Advanced engineering has allowed us to produce this superior caliper



QUICK CHANGE CALIPERS DISC BRAKE KITS

A, F AND X BODY
GM, FORD, MOPAR

DIRECT FIT!

- ✓ Ultra light 4 (45 mm) s.s.pistons, forged caliper
- ✓ Calipers save 14lbs of unsprung weight from vehicle from stock calipers
- ✓ Direct fit to factory spindles, inc. rotors & hoses
- ✓ Works with factory master cylinder/distribution
- ✓ Now available with zero offset hubs for Improved wheel clearance for aftermarket wheels
- ✓ Includes mounting bracket to work with factory spindles or SSBC's 2" drop spindles
- ✓ Off the shelf pads are available



100% MADE IN THE USA



Award winning
SSBC Comp Caliper

“BEST NEW PRODUCT”

HRIA show 2009

- Direct fit on your **A, F and X body GM** and your **Ford** and **Mopar** applications
- Available in our quick change disc brake kits, front and rear disc brake kits and as individual replacement calipers.
- **Comp S** includes dust seals, making it street legal
- **Comp R** leaves out the dust seals for the ultimate in lightweight race calipers

PAD SPECS

| | |
|-------------|-----------------------------|
| FMSI#: | D43 |
| SSBC#: | 10129 (BIG BITE STREET PAD) |
| DIMENSIONS: | 3.87" WIDE |
| | 2.39" TALL |
| | 0.610" THICK |

CHOOSE
YOUR
COLOR



FRONT KITS

3-Piston Tri-Power Front Kits for Cars



A153-5 shown with optional red powder coat

When you want the ultimate in stopping power, replace your factory disc brakes with one of our Tri-Power disc brake kits. Features Tri-Power, 3-Piston, aluminum calipers with 45mm stainless steel pistons.

With this caliper, you will enjoy maximum braking potential in a sleek, compact design to fit most popular wheels.

THESE KITS ARE COMPLETE WITH:

- Tri-Power 3-Piston calipers
- Turbo Slotted rotors
- High performance brake pads
- Caliper mounting brackets
- Dual Bowl master cylinder
- Adjustable Proportioning Valve
- Stainless Steel braided flex hoses
- Hardware

FEATURES/BENEFITS:

- **Multi-piston design** distributes the clamping force more evenly over the rotor - decreasing pad deflection and increasing braking power
- **Strong, yet lightweight forged aluminum construction** reduces unsprung weight and improves ride quality
- Stainless steel bleeder screws for added durability
- Uses standard off the shelf pads for **easy pad replacement**
- Greatly improves your 'through the wheel looks'
- Available for both **stock and larger wheels**



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.



CALIPERS MADE IN THE USA

SSBC TRI-POWER CALIPER VS. STOCK CALIPER

| SSBC TRI-POWER CALIPER | STOCK CALIPER | RESULTS OF USING SSBC TRI-POWER CALIPERS |
|------------------------------|----------------------------|---|
| (3) 38 mm pistons | (2) 44.5 mm pistons | 36% increase in caliper-to-pad contact area creates less pad deflection and increased clamping force. |
| 7.06 sq. inches | 5.5 sq. inches | 28% more piston area and clamping force over stock. |
| Billet Aluminum construction | Aluminum | Lighter weight and better heat dissipation, which extends the life of your brake fluid, brake pads and rotors. |
| Internal dust seal | External dust seal | Internal dust seal is further away from the heat of the brake pads extending your caliper and brake fluid life. |
| Clear anodize coating | No protective coating | Caliper bore and external surfaces will outlast any factory caliper on the market due to corrosion. |
| Stainless steel pistons | Steel pistons | Stainless steel pistons dissipate heat and resist corrosion. |
| 100% USA Made | Overseas manufacturer | American-made quality you can trust. |
| Dual bleeder screws | Single bleeder screws | Universal calipers that can mount on either side of the vehicle. No need to worry about mounting the caliper on the correct side. |
| Teflon coated bleeder screws | Zinc plated bleeder screws | Teflon coating resists corrosion extending service life of caliper. |

WHY DO SOME KITS START WITH AN "A" AND SOME START WITH A "W"?

A SSBC part number that starts with the letter "A" comes with a master cylinder and/or booster. (ex: A156-4)

A SSBC part number that starts with the letter "W" is an "at the wheels only" kit. These kits do **NOT** come with a master cylinder and/or booster. These kits will only include items that will bolt to the spindle. (ex: W156-4)



POWER BOOSTER
PART #A28151

SEE PAGES 24-29 FOR OTHER RELATED SERVICE PARTS

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|---------------------------------|---------------|---------------------|
| DODGE | | |
| CHALLENGER | | |
| 1970-1972 | A156-4 | Non-power. |
| 1970-1972 | A156-5 | Power. |
| 1970-1972 | W156-4 | At the Wheels only. |
| CHARGER | | |
| 1966-1972 | A156-4 | Non-power. |
| 1966-1972 | A156-5 | Power. |
| 1966-1972 | W156-4 | At the Wheels only. |
| CORONET | | |
| 1965-1972 | A156-4 | Non-power. |
| 1965-1972 | A156-5 | Power. |
| 1965-1972 | W156-4 | At the Wheels only. |
| DART | | |
| 1964-1972 | A153-4 | Non-power. |
| 1964-1972 | A153-5 | Power. |
| 1964-1972 | W153-4 | At the Wheels only. |
| DEMON | | |
| 1970-1972 | A153-4 | Non-power. |
| 1970-1972 | A153-5 | Power. |
| 1970-1972 | W153-4 | At the Wheels only. |
| POLARA | | |
| 1962-1964 | A156-4 | Non-power. |
| 1962-1964 | A156-5 | Power. |
| 1962-1964 | W156-4 | At the Wheels only. |
| SUPER BEE | | |
| 1967-1972 | A156-4 | Non-power. |
| 1967-1972 | A156-5 | Power. |
| 1967-1972 | W156-4 | At the Wheels only. |
| PLYMOUTH | | |
| BARRACUDA (FACTORY DRUM) | | |
| 1964-1969 | A153-4 | Non-power. |
| 1964-1969 | A153-5 | Power. |
| 1964-1969 | W153-4 | At the Wheels only. |

| YEAR | PART # | DESCRIPTION |
|-----------------------------|---------------|---------------------|
| PLYMOUTH (continued) | | |
| BELVEDERE | | |
| 1962-1970 | A156-4 | Non-power. |
| 1962-1970 | A156-5 | Power. |
| 1962-1970 | W156-4 | At the Wheels only. |
| CUDA | | |
| 1970-1972 | A156-4 | Non-power. |
| 1970-1972 | A156-5 | Power. |
| 1970-1972 | W156-4 | At the Wheels only. |
| DUSTER | | |
| 1970-1972 | A153-4 | Non-power. |
| 1970-1972 | A153-5 | Power. |
| 1970-1972 | W153-4 | At the Wheels only. |
| FURY | | |
| 1962-1964 | A156-4 | Non-power. |
| 1962-1964 | A156-5 | Power. |
| 1962-1964 | W156-4 | At the Wheels only. |
| GTX | | |
| 1967-1972 | A156-4 | Non-power. |
| 1967-1972 | A156-5 | Power. |
| 1967-1972 | W156-4 | At the Wheels only. |
| ROADRUNNER | | |
| 1968-1972 | A156-4 | Non-power. |
| 1968-1972 | A156-5 | Power. |
| 1968-1972 | W156-4 | At the Wheels only. |
| SATELLITE | | |
| 1965-1972 | A156-4 | Non-power. |
| 1965-1972 | A156-5 | Power. |
| 1965-1972 | W156-4 | At the Wheels only. |
| VALIANT | | |
| 1964-1972 | A153-4 | Non-power. |
| 1964-1972 | A153-5 | Power. |
| 1964-1972 | W153-4 | At the Wheels only. |

EARLY MODEL CARS

FRONT KITS

4-Piston Competition Series Front Kits for Cars



W153-6 shown with optional red powder coating

**For A, B, C, and E-Body vehicles!
Fits in 15" wheels!**

THESE KITS ARE COMPLETE WITH:

- 4-Piston Aluminum Comp Calipers
 - Big Bite Cross Drilled and Slotted Rotors
 - Semi-Metallic brake pads
 - Mounting Brackets
 - All necessary hardware
- **exact contents may vary based on application



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

FEATURES/BENEFITS:

- **Ultra light** 4 (45mm) stainless steel pistons, forged caliper
- Calipers **save 14 lbs** of unsprung weight from vehicle from stock calipers
- **Direct fit** to factory spindles, including rotors and hoses
- **25% increase** in pad contact area and **20% increase** in pad thickness
- **Off the shelf pads** are available from any parts store

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:


| YEAR | PART # | DESCRIPTION | YEAR | PART # | DESCRIPTION |
|----------------------|---------------|-------------------------------------|--------------------------|---------------|-------------------------------------|
| CHRYSLER | | | DODGE (continued) | | |
| 300 | | | CORONET | | |
| 1965-1971 | W154-7 | At the Wheels Only. Race version. | 1965-1972 | W156-6 | At the Wheels Only. Race version. |
| 1965-1971 | W154-8 | At the Wheels Only. Street version. | 1965-1972 | W156-7 | At the Wheels Only. Street version. |
| FULL-SIZE CAR | | | DART | | |
| 1965-1971 | W154-7 | At the Wheels Only. Race version. | 1964-1972 | W153-6 | At the Wheels Only. Race version. |
| 1965-1971 | W154-8 | At the Wheels Only. Street version. | 1964-1972 | W153-7 | At the Wheels Only. Street version. |
| NEW YORKER | | | DEMON | | |
| 1965-1971 | W154-7 | At the Wheels Only. Race version. | 1970-1972 | W153-6 | At the Wheels Only. Race version. |
| 1965-1971 | W154-8 | At the Wheels Only. Street version. | 1970-1972 | W153-7 | At the Wheels Only. Street version. |
| NEWPORT | | | MONACO | | |
| 1965-1971 | W154-7 | At the Wheels Only. Race version. | 1965-1972 | W154-7 | At the Wheels Only. Race version. |
| 1965-1971 | W154-8 | At the Wheels Only. Street version. | 1965-1972 | W154-8 | At the Wheels Only. Street version. |
| DODGE | | | POLARA | | |
| CHALLENGER | | | 1962-1972 | W156-6 | At the Wheels Only. Race version. |
| 1970-1972 | W156-6 | At the Wheels Only. Race version. | 1962-1972 | W156-7 | At the Wheels Only. Street version. |
| 1970-1972 | W156-7 | At the Wheels Only. Street version. | SUPER BEE | | |
| CHARGER | | | 1967-1972 | W156-6 | At the Wheels Only. Race version. |
| 1966-1972 | W156-6 | At the Wheels Only. Race version. | 1967-1972 | W156-7 | At the Wheels Only. Street version. |
| 1966-1972 | W156-7 | At the Wheels Only. Street version. | | | |

CONTINUED ON NEXT PAGE ---->

EARLY MODEL CARS

4-Piston Competition Series Front Kits for Cars

FRONT KITS

| YEAR | PART # | DESCRIPTION | YEAR | PART # | DESCRIPTION |
|------------------|---------------|-------------------------------------|--|---------------|-------------------------------------|
| PLYMOUTH | | | PLYMOUTH (continued) | | |
| BARRACUDA | | | GTX | | |
| 1964-1969 | W153-6 | At the Wheels Only. Race version. | 1967-1972 | W156-6 | At the Wheels Only. Race version. |
| 1964-1969 | W153-7 | At the Wheels Only. Street version. | 1967-1972 | W156-7 | At the Wheels Only. Street version. |
| BELVEDERE | | | ROADRUNNER | | |
| 1962-1970 | W156-6 | At the Wheels Only. Race version. | 1968-1972 | W156-6 | At the Wheels Only. Race version. |
| 1962-1970 | W156-7 | At the Wheels Only. Street version. | 1968-1972 | W156-7 | At the Wheels Only. Street version. |
| CUDA | | | SATELLITE | | |
| 1970-1972 | W156-6 | At the Wheels Only. Race version. | 1965-1972 | W156-6 | At the Wheels Only. Race version. |
| 1970-1972 | W156-7 | At the Wheels Only. Street version. | 1965-1972 | W156-7 | At the Wheels Only. Street version. |
| DUSTER | | | VALIANT | | |
| 1970-1972 | W153-6 | At the Wheels Only. Race version. | 1964-1972 | W153-6 | At the Wheels Only. Race version. |
| 1970-1972 | W153-7 | At the Wheels Only. Street version. | 1964-1972 | W153-7 | At the Wheels Only. Street version. |
| FURY | | |  CALIPERS MADE IN THE USA | | |
| 1965-1972 | W154-7 | At the Wheels Only. Race version. | | | |
| 1965-1972 | W154-8 | At the Wheels Only. Street version. | | | |
| 1962-1964 | W156-6 | At the Wheels Only. Race version. | | | |
| 1962-1964 | W156-7 | At the Wheels Only. Street version. | | | |



FRONT KITS

Quick Change 4-Piston Competition Aluminum Caliper Upgrade Kit for Cars



A199 shown

If you're looking for a quick and easy way to upgrade your front OE disc brake calipers, then look no further. Designed to work with OE dimension rotors, these multi-piston aluminum calipers are a direct bolt-on replacement to the stock cast iron calipers.

THESE KITS ARE COMPLETE WITH:

- Competition 4-Piston aluminum calipers
- Semi Metallic Brake Pads (made in North America)
- Hardware

A199 = Race Version

A199-1 = Street Version



Calipers in this kit are coated with a clear anodize finish. Upgrade to *red* or *black* for an additional cost.



FEATURES/BENEFITS:

- Ultra light 4 (45mm) stainless steel pistons, forged caliper
- Calipers **save 14 lbs** of unsprung weight from vehicle from stock calipers
- Direct fit to factory spindles, including rotors and hoses
- **25% increase** in pad contact area and **20% increase** in pad thickness
- Off the shelf pads are available from any parts store

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:



| YEAR | PART # |
|--------------|--------|
| DODGE | |
| DART | |
| 1965-1972 | A199 |
| 1965-1972 | A199-1 |

| YEAR | PART # |
|------|--------|
|------|--------|

| | |
|---------------------------------|--------|
| PLYMOUTH | |
| BARRACUDA (FACTORY DISC) | |
| 1965-1969 | A199 |
| 1965-1969 | A199-1 |
| VALIANT | |
| 1965-1972 | A199 |
| 1965-1972 | A199-1 |



COMPETITION QUICK CHANGE ALUMINUM CALIPER KITS ARE AVAILABLE FOR BOTH DRAG AND PERFORMANCE DRIVING!

REPLACEMENT PARTS: Calipers: #A22176-1
 Brake Pads: #10129 (D43)
 PADS ARE NORTH AMERICAN MADE!



CALIPERS MADE IN THE USA



A154 shown

LOOK AT PAGE 3 TO LEARN MORE ABOUT THIS 4-PISTON CAST IRON CALIPER!

FEATURES/BENEFITS:

- O.E. look and fitment
- Will fit in most 14" O.E. wheels
- Low cost
- Bolts on original spindle
- No front end alignment required

- No modifications
- CNC machined, powder coated brackets
- Comes with 11" rotors
- Comes with North American made, premium, semi-metallic brake pads

CONTINUED ON NEXT PAGE ---->



EARLY MODEL CARS

FRONT KITS

Standard 4-Piston Drum to Disc Front Kits for Cars



A156 shown

Do you still have inefficient factory drum brakes? Get rid of them with one of our standard drum to disc brake conversion kits! The SSBC Mopar style 4-Piston front disc brake kits are the most complete and highest quality kits on the market for your classic Mopar!

THESE KITS ARE COMPLETE WITH:

- 4-Piston cast iron calipers with 43mm pistons
- Standard Rotors
- Semi-metallic brake pads
- Adjustable proportioning valve
- Dual bowl master cylinder
- Power booster
- Rubber flex hoses
- Brake Lines
- Necessary hardware

**exact contents may vary based on application



CALIPERS MADE IN THE USA

WHY DO SOME KITS START WITH AN "A" AND SOME START WITH A "W"?

A SSBC part number that starts with the letter "A" comes with a master cylinder and/or booster. (ex: A156-4)

A SSBC part number that starts with the letter "W" is an "at the wheels only" kit. These kits do **NOT** come with a master cylinder and/or booster. These kits will only include items that will bolt to the spindle. (ex: W156-4)



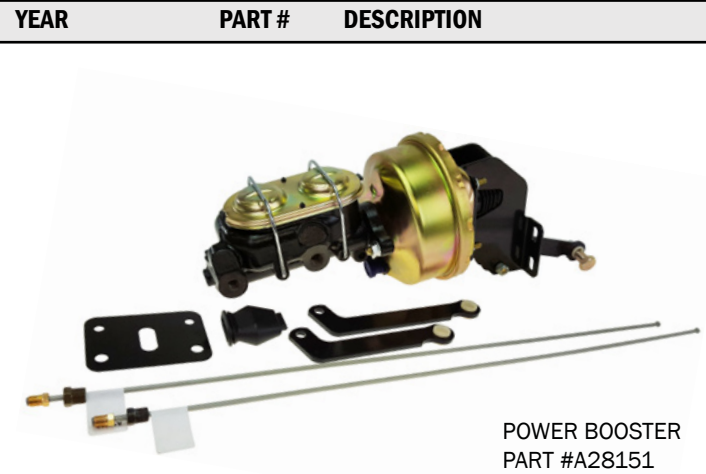
A62-1 / A63-1 shown

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION | YEAR | PART # | DESCRIPTION |
|----------------------|---------------|---------------------|-------------------|---------------|---------------------|
| CHRYSLER | | | DODGE | | |
| 300 | | | 880 | | |
| 1965-1971 | A154 | Non-power. | 1963-1964 | A154-5 | Non-power. |
| 1965-1971 | W154 | At the Wheels Only. | 1962 | A154-4 | Non-power. |
| FULL-SIZE CAR | | | CHALLENGER | | |
| 1965-1971 | A154 | Non-power. | 1970-1972 | A156 | Non-power. |
| 1965-1971 | A154-1 | Power. | 1970-1972 | A156-1 | Power. |
| 1965-1971 | W154 | At the Wheels Only. | 1970-1972 | W156 | At the Wheels Only. |
| 1963-1964 | A154-5 | Non-power. | CHARGER | | |
| 1957-1962 | A154-4 | Non-power. | 1966-1972 | A156 | Non-power. |
| NEW YORKER | | | 1966-1972 | A156-1 | Power. |
| 1965-1971 | A154 | Non-power. | 1966-1972 | W156 | At the Wheels Only. |
| 1965-1971 | A154-1 | Power. | CORONET | | |
| 1965-1971 | W154 | At the Wheels Only. | 1965-1972 | A156 | Non-power. |
| NEWPORT | | | 1965-1972 | A156-1 | Power. |
| 1965-1971 | A154 | Non-power. | 1965-1972 | W156 | At the Wheels Only. |
| 1965-1971 | A154-1 | Power. | | | |
| 1965-1971 | W154 | At the Wheels Only. | | | |

CONTINUED ON NEXT PAGE ---->

| YEAR | PART # | DESCRIPTION |
|--------------------------|---------------|---------------------|
| DODGE (continued) | | |
| DART | | |
| 1964-1972 | A153 | Non-power. |
| 1964-1972 | A153-1 | Power. |
| 1964-1972 | W153 | At the Wheels Only. |
| DEMON | | |
| 1970-1972 | A153 | Non-power. |
| 1970-1972 | A153-1 | Power. |
| 1970-1972 | W153 | At the Wheels Only. |
| MONACO | | |
| 1965-1972 | A154 | Non-power. |
| 1965-1972 | A154-1 | Power. |
| 1965-1972 | W154 | At the Wheels Only. |
| PASSENGER CAR | | |
| 1957-1961 | A154-4 | Non-power. |
| POLARA | | |
| 1965-1972 | A154 | Non-power. |
| 1965-1972 | A154-1 | Power. |
| 1965-1972 | W154 | At the Wheels Only. |
| 1962-1964 | A156 | Non-power. |
| 1962-1964 | A156-1 | Power. |
| 1962-1964 | W156 | At the Wheels Only. |
| SUPER BEE | | |
| 1967-1972 | A156 | Non-power. |
| 1967-1972 | A156-1 | Power. |
| 1967-1972 | W156 | At the Wheels Only. |
| PLYMOUTH | | |
| BARRACUDA | | |
| 1964-1969 | A153 | Non-power. |
| 1964-1969 | A153-1 | Power. |
| 1964-1969 | W153 | At the Wheels Only. |
| BELVEDERE | | |
| 1962-1970 | A156 | Non-power. |
| 1962-1970 | A156-1 | Power. |
| 1962-1970 | W156 | At the Wheels Only. |



PLYMOUTH (continued)

| | | |
|----------------------|---------------|---------------------|
| CUDA | | |
| 1970-1972 | A156 | Non-power. |
| 1970-1972 | A156-1 | Power. |
| 1970-1972 | W156 | At the Wheels Only. |
| DUSTER | | |
| 1970-1972 | A153 | Non-power. |
| 1970-1972 | A153-1 | Power. |
| 1970-1972 | W153 | At the Wheels Only. |
| FURY | | |
| 1965-1972 | A154 | Non-power. |
| 1965-1972 | A154-1 | Power. |
| 1965-1972 | W154 | At the Wheels Only. |
| 1962-1964 | A156 | Non-power. |
| 1962-1964 | A156-1 | Power. |
| 1962-1964 | W156 | At the Wheels Only. |
| GTX | | |
| 1967-1972 | A156 | Non-power. |
| 1967-1972 | A156-1 | Power. |
| 1967-1972 | W156 | At the Wheels Only. |
| PASSENGER CAR | | |
| 1957-1961 | A154-4 | Non-power. |
| ROADRUNNER | | |
| 1968-1972 | A156 | Non-power. |
| 1968-1972 | A156-1 | Power. |
| 1968-1972 | W156 | At the Wheels Only. |
| SATELLITE | | |
| 1965-1972 | A156 | Non-power. |
| 1965-1972 | A156-1 | Power. |
| 1965-1972 | W156 | At the Wheels Only. |
| VALIANT | | |
| 1964-1972 | A153 | Non-power. |
| 1964-1972 | A153-1 | Power. |
| 1964-1972 | W153 | At the Wheels Only. |

LATE MODEL, R/T CARS

FRONT KITS

Quick Change 3-Piston Tri-Power Aluminum Caliper Upgrade Kit for Cars



A189-1 shown with optional red powder coating

If you're looking for a quick and easy way to upgrade your front OE disc brake calipers, then look no further. Designed to work with OE dimension rotors, these multi-piston aluminum calipers are a direct bolt-on replacement to the stock cast iron calipers.

****NOTE:** Must be used with stock size rotors and will only fit vehicles originally equipped with 13.5" rotors. For vehicles with HEMI engines only. 3.5L cars can use this caliper set with 13.5" HEMI rotors.

THESE KITS ARE COMPLETE WITH:

- Tri-Power 3-Piston aluminum calipers
- High Performance Brake Pads
- Hardware



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.



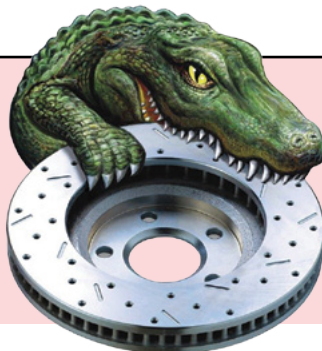
CALIPERS MADE IN THE USA

FEATURES/BENEFITS:

- Floating caliper design offers **greater wheel clearance**
- **Multi-piston design** distributes the clamping force more evenly over the rotor - decreasing pad deflection and increasing braking power
- **Strong, yet lightweight forged aluminum construction** reduces unsprung weight and improves ride quality
- Stainless steel bleeder screws for added durability
- Uses standard off the shelf pads for **easy pad replacement**
- Greatly improves your 'through the wheel looks'

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | YEAR | PART # |
|-----------------|--------|-------------------|--------|
| CHRYSLER | | DODGE | |
| 300 | | CHALLENGER | |
| 2005-2015 | A189-1 | 2008-2015 | A189-1 |
| | | CHARGER | |
| | | 2005-2015 | A189-1 |
| | | MAGNUM | |
| | | 2005-2015 | A189-1 |



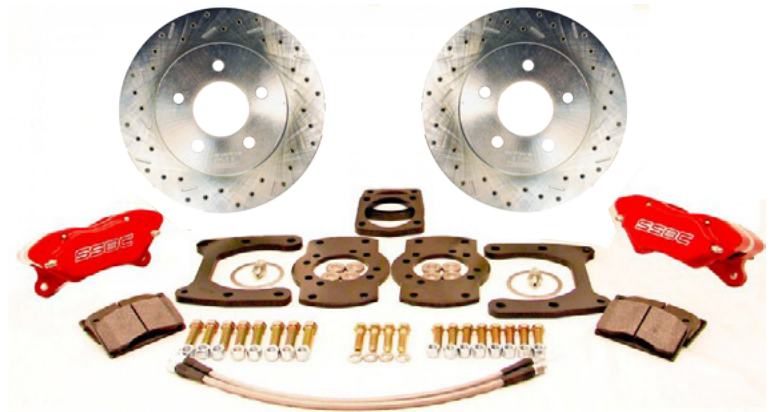
Looking for rotors and pads for your late model vehicle? Go to pages 34-46 to check out what **Big Bite rotors and pads** will fit your car. Our Big Bite rotors provide the ultimate performance! Looks, performance and at an affordable price.

Comp S (Street) kits are designed to offer powerful braking in a compact design that clears most popular wheels.

Compliment this kit with a matching front kit found on pages 7 & 8.

THIS KIT IS COMPLETE WITH:

- 4-Piston aluminum Comp calipers
- Cross drilled and slotted rotors
- High Performance brake pads
- Mounting brackets
- Braided Stainless Steel Flex Lines
- Hardware



W155-5 shown with optional red powder coating



CALIPERS MADE IN THE USA



Calipers in this kit are coated with a clear anodize finish. Upgrade to red or black for an additional cost.

FEATURES/BENEFITS:

- **Ultra light** 4 (45mm) stainless steel pistons, forged caliper
- Calipers **save 14 lbs** of unsprung weight from vehicle from stock calipers
- **Direct fit** to factory spindles, including rotors and hoses
- **Off the shelf pads** are available from any parts store

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | YEAR | PART # | YEAR | PART # |
|----------------------|--------|-------------------|--------|---------------------------------|--------|
| CHRYSLER | | DODGE | | PLYMOUTH | |
| FULL-SIZE CAR | | CHALLENGER | | BARRACUDA (FACTORY DISC) | |
| 1965-1971 | W155-5 | 1970-1972 | W155-5 | 1965-1969 | W155-5 |
| NEW YORKER | | CHARGER | | BELVEDERE | |
| 1965-1971 | W155-5 | 1966-1972 | W155-5 | 1965-1970 | W155-5 |
| NEWPORT | | CORONET | | CUDA | |
| 1965-1971 | W155-5 | 1965-1972 | W155-5 | 1970-1972 | W155-5 |
| | | DART | | DUSTER | |
| | | 1965-1972 | W155-5 | 1970-1972 | W155-5 |
| | | DEMON | | FURY | |
| | | 1970-1972 | W155-5 | 1965-1972 | W155-5 |
| | | MONACO | | GTX | |
| | | 1965-1972 | W155-5 | 1967-1972 | W155-5 |
| | | POLARA | | ROADRUNNER | |
| | | 1965-1972 | W155-5 | 1965-1972 | W155-5 |
| | | SUPER BEE | | SATELLITE | |
| | | 1967-1972 | W155-5 | 1965-1972 | W155-5 |
| | | | | VALIANT | |
| | | | | 1965-1972 | W155-5 |

EARLY MODEL CARS

REAR KITS

Single-Piston Sport R1 Rear Kits for Cars with Larger Wheels



THESE KITS ARE COMPLETE WITH:

- Sport R1 Single-Piston aluminum calipers
- Turbo Slotted rotors
- Mounting brackets
- High Performance brake pads
- Braided Stainless Steel Flex Hoses
- Hardware

****exact contents may vary based on application**

****NOTE: 15" wheels can only use 12" rotors or smaller.**

A155-3 shown



Calipers in this kit are coated with a clear anodize finish. Upgrade to *red* or *black* for an additional cost.



CALIPERS MADE IN THE USA

PART # DESCRIPTION

A155-3 Sport R1 rear drum to disc brake conversion kit with 11.25" rotors. Axle must have a 5 x 4.5 in. bolt pattern and 2.5 in. brake space. (15" wheels)

A155-4 Sport R1 Plus rear drum to disc brake conversion kit with 12.8" rotors. (17" wheels)

W155-3 At the Wheels Only. Sport R1 rear drum to disc brake conversion kit with 11.25" rotors. Axle must have a 5 x 4.5 in. bolt pattern and 2.5 in. brake space. (15" wheels)

****Please look to see which kit will fit your vehicle**

REPLACEMENT PARTS:

Calipers: **#A22195** (left), **#A22196** (right)

Brake Pads: **#10113** (D154)

Braided Stainless Steel Flex Hose: **#14335S**

A155-3

Rotors: **#23008AB2L**, **#23008AB2R**

A155-4

Rotors: **#23112BB2L**, **#23112BB2R**

W155-3

Rotors: **#23008AB3L**, **#23008AB3R**



AVAILABLE UPGRADES FOR THIS KIT:



#C1470081

STAINLESS STEEL BRAKE LINES



#23008AB3L

BIG BITE ROTOR



#A1704

PRESSURE GAUGE KIT

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|----------------------|---------------|-------------------------|
| CHRYSLER | | |
| FULL-SIZE CAR | | |
| 1965-1971 | A155-3 | Includes 11.25" rotors. |
| 1965-1971 | A155-4 | Includes 12.8" rotors. |
| 1965-1971 | W155-3 | At the Wheels Only. |
| NEW YORKER | | |
| 1965-1971 | A155-3 | Includes 11.25" rotors. |
| 1965-1971 | A155-4 | Includes 12.8" rotors. |
| 1965-1971 | W155-3 | At the Wheels Only. |
| NEWPORT | | |
| 1965-1971 | A155-3 | Includes 11.25" rotors. |
| 1965-1971 | A155-4 | Includes 12.8" rotors. |
| 1965-1971 | W155-3 | At the Wheels Only. |
| DODGE | | |
| CHALLENGER | | |
| 1970-1972 | A155-3 | Includes 11.25" rotors. |
| 1970-1972 | A155-4 | Includes 12.8" rotors. |
| 1970-1972 | W155-3 | At the Wheels Only. |
| CHARGER | | |
| 1966-1972 | A155-3 | Includes 11.25" rotors. |
| 1966-1972 | A155-4 | Includes 12.8" rotors. |
| 1966-1972 | W155-3 | At the Wheels Only. |
| CORONET | | |
| 1965-1972 | W155-3 | At the Wheels Only. |
| DART | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| DEMON | | |
| 1970-1972 | A155-3 | Includes 11.25" rotors. |
| 1970-1972 | A155-4 | Includes 12.8" rotors. |
| 1970-1972 | W155-3 | At the Wheels Only. |
| MONACO | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| POLARA | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| SUPER BEE | | |
| 1967-1972 | A155-3 | Includes 11.25" rotors. |
| 1967-1972 | A155-4 | Includes 12.8" rotors. |
| 1967-1972 | W155-3 | At the Wheels Only. |

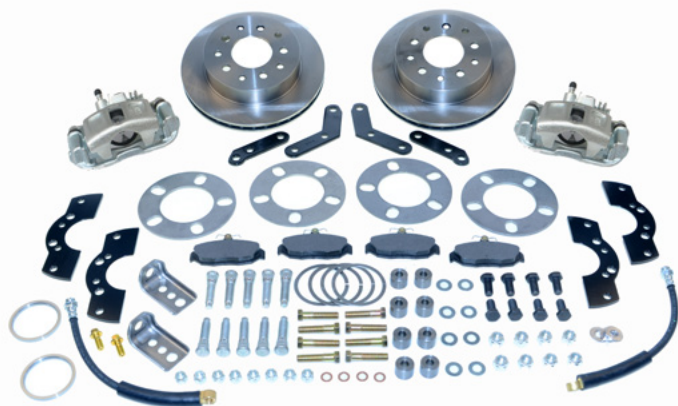
| YEAR | PART # | DESCRIPTION |
|---------------------------------|---------------|-------------------------|
| PLYMOUTH | | |
| BARRACUDA (FACTORY DISC) | | |
| 1965-1969 | A155-3 | Includes 11.25" rotors. |
| 1965-1969 | A155-4 | Includes 12.8" rotors. |
| 1965-1969 | W155-3 | At the Wheels Only. |
| BELVEDERE | | |
| 1965-1970 | A155-3 | Includes 11.25" rotors. |
| 1965-1970 | A155-4 | Includes 12.8" rotors. |
| 1965-1970 | W155-3 | At the Wheels Only. |
| CUDA | | |
| 1970-1972 | A155-3 | Includes 11.25" rotors. |
| 1970-1972 | A155-4 | Includes 12.8" rotors. |
| 1970-1972 | W155-3 | At the Wheels Only. |
| DUSTER | | |
| 1970-1972 | A155-3 | Includes 11.25" rotors. |
| 1970-1972 | A155-4 | Includes 12.8" rotors. |
| 1970-1972 | W155-3 | At the Wheels Only. |
| FURY | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| GTX | | |
| 1967-1972 | A155-3 | Includes 11.25" rotors. |
| 1967-1972 | A155-4 | Includes 12.8" rotors. |
| 1967-1972 | W155-3 | At the Wheels Only. |
| ROADRUNNER | | |
| 1968-1972 | A155-3 | Includes 11.25" rotors. |
| 1968-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| SATELLITE | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |
| VALIANT | | |
| 1965-1972 | A155-3 | Includes 11.25" rotors. |
| 1965-1972 | A155-4 | Includes 12.8" rotors. |
| 1965-1972 | W155-3 | At the Wheels Only. |



EARLY MODEL CARS

REAR KITS

Single-Piston Rear Kits for Cars



A155 shown



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

BOLT-ON INSTALLATION! NO MODIFICATIONS NEEDED!

THESE KITS ARE COMPLETE WITH:

- Single-piston calipers
- Standard rotors
- Semi-metallic brake pads
- Mounting brackets
- Rubber flex hoses
- Hardware

****exact contents may vary based on application**



#2424R/2424L

PART # DESCRIPTION

- A155** Rear drum to disc brake conversion kit with 10.5" rotors. Axle must have a 5 x 4.5 in. bolt pattern and 2.5 in. brake space.
- A155-1** Rear drum to disc brake conversion kit for 2-piece axles. 10.5" rotors.
- A155-2** Rear drum to disc brake conversion kit for 2-piece axles. 10.5" rotors.
- W155** At the Wheels Only. Rear drum to disc brake conversion kit with 10.5" rotors. Axle must have a 5 x 4.5 in. bolt pattern and 2.5 in. brake space.

****Please look to see which kit will fit your vehicle**

REPLACEMENT PARTS:

- Calipers: **#2424L** (left), **#2424R** (right)
 Brake Pads: **#1047** (D347)
 Rotors: **#23007AD1A**



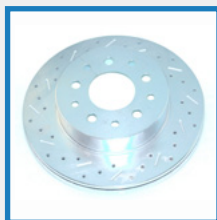
WILL FIT 14" WHEELS!

AVAILABLE UPGRADES FOR THIS KIT:



#C1470081

STAINLESS STEEL BRAKE LINES



#23007AD3L

BIG BITE ROTOR



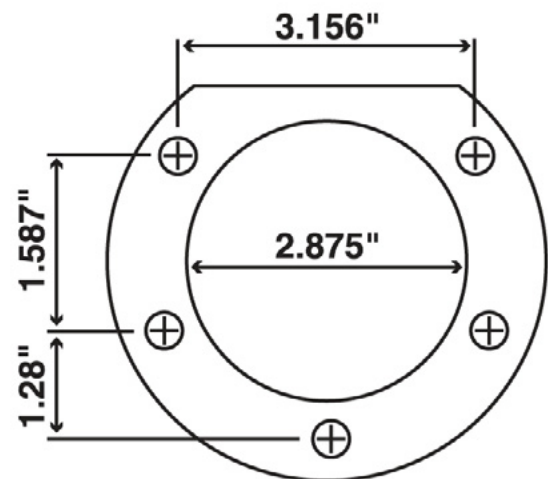
#A1704

PRESSURE GAUGE KIT

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|----------------------|---------------|------------------------------|
| CHRYSLER | | |
| FULL-SIZE CAR | | |
| 1965-1971 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1971 | W155 | At the Wheels only. |
| 1963-1964 | A155-1 | 2-piece axles. 10.5" rotors. |
| 1957-1962 | A155-2 | 2-piece axles. 10.5" rotors. |
| NEW YORKER | | |
| 1965-1971 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1971 | W155 | At the Wheels only. |
| NEWPORT | | |
| 1965-1971 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1971 | W155 | At the Wheels only. |
| DODGE | | |
| 880 | | |
| 1963-1964 | A155-1 | 2-piece axles. 10.5" rotors. |
| 1962 | A155-2 | 2-piece axles. 10.5" rotors. |
| CHALLENGER | | |
| 1970-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1970-1972 | W155 | At the Wheels only. |
| CHARGER | | |
| 1966-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1966-1972 | W155 | At the Wheels only. |
| CORONET | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| DART | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| DEMON | | |
| 1970-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1970-1972 | W155 | At the Wheels only. |
| MONACO | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| PASSENGER CAR | | |
| 1957-1961 | A155-2 | 2-piece axles. 10.5" rotors. |
| POLARA | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| SUPER BEE | | |
| 1967-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1967-1972 | W155 | At the Wheels only. |

| YEAR | PART # | DESCRIPTION |
|---------------------------------|---------------|------------------------------|
| PLYMOUTH | | |
| BARRACUDA (FACTORY DISC) | | |
| 1965-1969 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1969 | W155 | At the Wheels only. |
| BELVEDERE | | |
| 1965-1970 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1970 | W155 | At the Wheels only. |
| CUDA | | |
| 1970-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1970-1972 | W155 | At the Wheels only. |
| DUSTER | | |
| 1970-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1970-1972 | W155 | At the Wheels only. |
| FURY | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| GTX | | |
| 1967-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1967-1972 | W155 | At the Wheels only. |
| PASSENGER CAR | | |
| 1957-1961 | A155-2 | 2-piece axles. 10.5" rotors. |
| ROADRUNNER | | |
| 1968-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1968-1972 | W155 | At the Wheels only. |
| SATELLITE | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |
| VALIANT | | |
| 1965-1972 | A155 | 1-piece axles. 10.5" rotors. |
| 1965-1972 | W155 | At the Wheels only. |



**MOPAR REAR END
A155 KIT**

LATE MODEL TRUCKS

FRONT KITS

3-Piston Tri-Power Front Kit for Truck Applications



A158-5 shown with optional red powder coat



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

When you want the ultimate in stopping power, replace your factory disc brakes with one of our Tri-Power disc brake kits. Features Tri-Power, 3-Piston, aluminum calipers with 45mm stainless steel pistons.

Not sure if your wheels are big enough? Well, don't worry because we have kits with new stock size rotors that will fit in your stock wheels!

But, if you are running 18" or larger wheels, we've got you covered with kits featuring massive 14" rotors to fill up that space.

THESE KITS ARE COMPLETE WITH:

- Tri-Power 3-Piston calipers
- Turbo Slotted rotors
- High performance brake pads
- Caliper mounting brackets
- Stainless Steel Braided Flex Hoses
- Hardware



CALIPERS MADE IN THE USA

FEATURES/BENEFITS:

- **Multi-piston design** distributes the clamping force more evenly over the rotor - decreasing pad deflection and increasing braking power
- **Strong, yet lightweight forged aluminum construction** reduces unsprung weight and improves ride quality
- Stainless steel bleeder screws for added durability
- Uses standard off the shelf pads for **easy pad replacement**
- Greatly improves your 'through the wheel looks'
- Available for both **stock and larger wheels**

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|---------------------------------|--------|---|
| DODGE | | |
| RAM 1500 (2WD & 4WD) | | |
| 2002-2015 | A158-5 | Tri-Power 3-Piston disc to disc upgrade kit with 14" rotors. Bolts to stock spindles. |

Quick Change 3-Piston Tri-Power Aluminum Caliper Upgrade Kit for Trucks

If you're looking for a quick and easy way to upgrade your front OE disc brake calipers, then look no further. Designed to work with OE dimension rotors, these multi-piston aluminum calipers are a direct bolt-on replacement to the stock cast iron calipers.

THESE KITS ARE COMPLETE WITH:

- Tri-Power 3-Piston aluminum calipers
- Performance Brake Pads
- Hardware



A189-2 shown with optional red powder coating



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

FEATURES/BENEFITS:

- **Multi-piston design** distributes the clamping force more evenly over the rotor - decreasing pad deflection and increasing braking power
- **Strong, yet lightweight forged aluminum construction** reduces unsprung weight and improves ride quality
- Stainless steel bleeder screws for added durability
- Uses standard off the shelf pads for **easy pad replacement**
- Greatly improves your 'through the wheel looks'

REPLACEMENT PARTS: Calipers: **#A22133-2**
 Brake Pads: **#1095 (D731)**



THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|---------------------------------|--------|--|
| DODGE | | |
| RAM 1500 (2WD & 4WD) | | |
| 2002-2015 | A189-2 | Tri-Power 3-Piston aluminum calipers with high performance pads. Must be used with stock size rotors. |
| RAM 2500 (2WD & 4WD) | | |
| 2003-2008 | A189-3 | Tri-Power HD 3-Piston aluminum calipers with high performance pads. Must be used with stock size rotors. |
| RAM 3500 (2WD & 4WD) | | |
| 2003-2008 | A189-3 | Tri-Power HD 3-Piston aluminum calipers with high performance pads. Must be used with stock size rotors. |

LATE MODEL TRUCKS

FRONT KITS

Quick Change 2-Piston Super Twin Aluminum Caliper Upgrade Kit for Trucks



A186-1 shown with optional red powder coat



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

“DIRECT FIT”

If you're looking for a quick and easy way to upgrade your front OE disc brake calipers, then look no further. Designed to work with OE dimension rotors, these multi-piston aluminum calipers are a direct bolt-on replacement to the stock cast iron calipers.

THESE KITS ARE COMPLETE WITH:

- Super Twin 2-Piston aluminum calipers
- High performance brake pads
- Hardware

REPLACEMENT PARTS: Calipers: **#A22131**
Brake Pads: **#A1094**



100% MADE IN THE USA

FEATURES/BENEFITS:

- **Multi-piston design** distributes the clamping force more evenly over the rotor - decreasing pad deflection and increasing braking power
- **Strong, yet lightweight forged aluminum construction** reduces unsprung weight and improve ride quality
- Stainless steel bleeder screws for added durability
- Uses standard off the shelf pads for **easy pad replacement**
- Greatly improves your 'through the wheel looks'



THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

YEAR

PART #

DESCRIPTION

DODGE

RAM 1500 (2WD & 4WD)
1994-1999 A186-1

Super Twin 2-Piston calipers with high performance pads.
Must be used with stock size rotors.

Single-Piston Big Brake Front Kits for Truck Applications

FRONT KITS

If you want bigger brakes without having to buy bigger wheels, these kits are for you!

These kits include single-piston cast iron calipers with an 80mm piston, which is up to 8% larger than the stock piston. This means more direct pressure is being applied to the brake pad, decreasing pad deflection and improving clamping force.

The kits also include new stock diameter rotors, with most of them being thicker than the stock, increasing their service life. All of the rotors are Turbo Slotted to help prevent warping. Some kits include 2" drop spindles; all other kits are designed to work with the stock ride height.



A158-3 shown

THESE KITS ARE COMPLETE WITH:

- Single-piston cast iron calipers
- Brake Pads
- Turbo Slotted rotors
- Hardware

FEATURES/BENEFITS:

- **Larger than stock** caliper produces **more clamping force**
- Uses standard off the shelf pads for **easy pad replacement**
- Thicker than stock rotors for **longer service life**
- **Vented rotors** - vanes inside the rotor help cool it by forcing air through the rotor, helping to **prevent warping**
- **Turbo slotting** - cools the rotor to **resist warping**; helps clean the pads for improved performance; curved slots are more attractive than straight slots



REPLACEMENT PARTS:

- Calipers: **#A2233** (left), **#A2234** (right)
- Brake Pads: **#1094A** (D370)
- Rotors: **#23086AA2L** (left), **#23086AA2R** (right)

THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | DESCRIPTION |
|-----------------------|--------|---|
| DODGE | | |
| RAM 1500 (2WD) | | |
| 1994-1999 | A158-2 | 80mm disc to disc upgrade. Bolts to stock spindles. |
| RAM 1500 (4WD) | | |
| 1994-1999 | A158-3 | 80mm disc to disc upgrade. Bolts to stock spindles. |

LATE MODEL TRUCKS

REAR KITS

Single-Piston Rear Kits for Truck Applications



A157 shown

Our kits are designed to offer the best quality and value, while providing a major performance advantage over factory drum brakes. SSBC standard rear conversion kits are even available to fit most factory 14 in. wheels.

THESE KITS ARE COMPLETE WITH:

- Single-piston calipers
- Standard rotors
- Semi-metallic brake pads
- Mounting brackets
- Rubber flex hoses
- Hardware

****exact contents may vary based on application**



Calipers in this kit are coated with a clear anodize finish. Upgrade to **red** or **black** for an additional cost.

PART # DESCRIPTION

- A157** Rear drum to disc brake conversion kit. Includes single-piston cast iron calipers with built-in parking brake.
- A158** Rear drum to disc brake conversion kit. Includes single-piston cast iron calipers with built-in parking brake.
- A158-1** Rear drum to disc brake conversion kit. Includes single-piston cast iron calipers with built-in parking brake.

****Please look to see which kit will fit your vehicle**



THIS KIT WILL FIT THE FOLLOWING YEAR, MAKE, & MODELS ONLY:

| YEAR | PART # | YEAR | PART # | YEAR | PART # |
|-------------------------------|--------|----------------|--------|---------------------------------|--------|
| DODGE | | | | | |
| DAKOTA (2WD & 4WD) | | DURANGO | | RAM 1500 (2WD & 4WD) | |
| 1991-2002 | A157 | 1998-2002 | A157 | 1994-2001 | A158-1 |
| | | | | 1994-1999 | A158 |

**BIGGER CALIPER COMING FALL 2015!
R1C 54MM STANDARD CALIPER!**



A0707



A0707P

ADJUSTABLE PROPORTIONING VALVE:

PART #: A0707, A0707P, A0707E, A0707G

A0707 Black anodized adjustable proportioning valve

A0707P Polished adjustable proportioning valve

- Used to regulate brake pressure
- Shows exactly how much pressure is being sent to the rear brakes
- All brass internals
- Includes 3/16" and 1/4" line adapters

PROP BLOCKS:

PART #: A0730 / A0730P / A0730PL

- Available with either black or polished aluminum body
- Distribution block connects to the master cylinder and distributes brake fluid to all four wheels
- Regulates rear brake pressure

This all-in-one adjustable proportioning valve and distribution block offers you the same function as our prop valve, but gives you a total of 5 ports for integration of your front and rear brake system, plus a brake light switch!



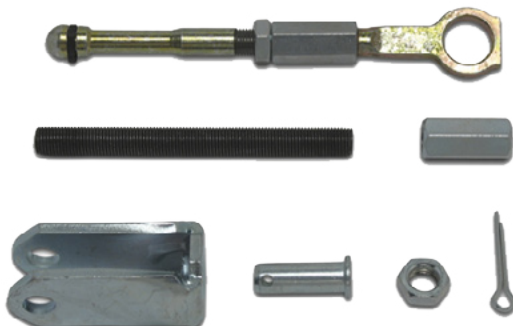
#A0730



#A0730P



#A0730PL



ADJUSTABLE PUSHROD KIT:

PART #: A1726

- Huge Time Saver
- Accommodates eyelet, clevis and bell crank style pushrod setups
- Includes adapters for 10 common pushrod configurations
- Works with both power and non-power brake systems

ACCESSORIES

Billet Master Cylinders, Bleeding Kit, Flex Hoses, Vacuum Pump

A0471-1



Plain

A0471-5



Ball Milled



Finned



Flamed

A0471-2

A0471-3

BILLET MASTER CYLINDER:

PART #: A0471

- Available in plain, ball milled, flamed or finned cap styles for car applications
- 1-1/32" bore

BILLET MASTER CYLINDER COVER:

PART #: A2931C

- All hardware is included
- Stainless Steel Mopar bails



MASTER CYLINDER BLEEDING KIT:

PART #: 0460

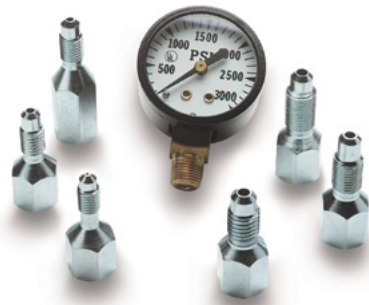
- A must when bench bleeding a new master cylinder

ELECTRIC VACUUM PUMP KIT:

PART #: 28146

- Great for use when the proper amount of engine vacuum is not being generated. Depending on your booster type, 15" - 18" of vacuum is needed for it to operate correctly. Great with high-lift cams.
- Includes 12 volt vacuum pump, switching relay, vacuum line and control, mounting insulators and hardware



**BRAKE PRESSURE GAUGE KIT:****PART #: A1704**

- Tells you how much pressure you're getting at each caliper
- Great for pinpointing problems with individual calipers/drums
- Includes adapters to 6 common fittings: 5/16" - 24, 3/8" - 24, 7 mm - 1.00, 8 mm - 1.25, 10 mm - 1.00, 10 mm - 1.50

SILICONE BRAKE FLUID:**PART #: A1103**

- Does not absorb water or cause corrosion
- No effect on painted surfaces
- Viscosity: 42-43 cs @ 770F
- Do not mix with DOT 3 or 4 brake fluids
- Do not use with ABS brake systems
- Not for use in race applications

**HIGH-TEMP BRAKE FLUID:****PART #: 1106**

- Highest available dry boiling point of 570° F to withstand the extreme temperatures generated by competition braking systems
- Additional lubrication and corrosion resistance
- Reduced moisture affinity

SERVICE PARTS

Flex Hoses, Master Cylinders, Power Boosters, Booster/Master Combos

RUBBER FLEX HOSES AND BRAKE LINE CLIP:

PART #: 14296, 1811

- 14296** Rubber Flex Hose, Front
- 1811** "Horseshoe" retainer clip
- 1811SS** "Horseshoe" retainer clip - Stainless Steel



#14296



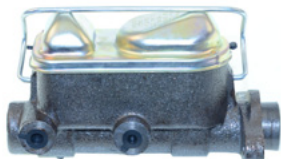
#1811



#1811SS



#0458



#A0405

MASTER CYLINDERS:

PART #: 0458, A0405

- 0458** 1-1/32" bore, Mopar 4 bolt
- A0405** 1" bore, power
- NEW! 0479** 1-1/16" bore, Mopar 4 bolt, aluminum

POWER BOOSTERS:

PART #: 28138, 28138C, 28151, 28152, 28152C

- 28138** 9 inch Dual Diaphragm Universal Booster
- 28138C** 9 inch Single Diaphragm Universal Booster, Chrome
- 28151** 7 inch Booster - A & C Body
- 28152** 7 inch Dual Diaphragm Universal Booster
- 28152C** 7 inch Dual Diaphragm Universal Booster, Chrome



#28138



#28138C



#28151



#28152

BOOSTER MASTER COMBOS:

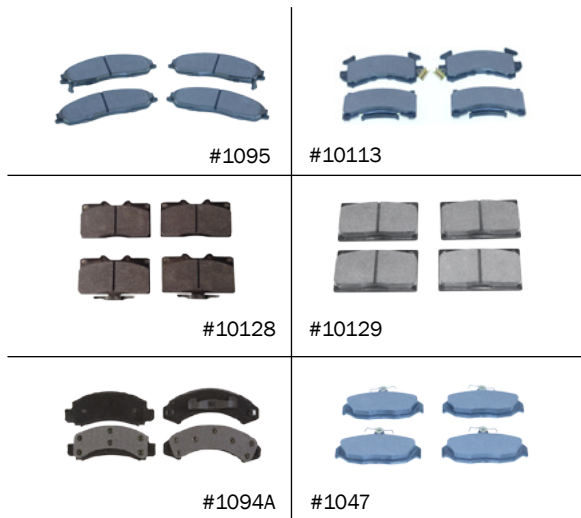
PART #: A28151

- A28151** 7" Booster/ Master Cylinder - A & C Body



Brake Pads, Hardware Kits, Bearings, Seals, Spindle Nut Kits

SERVICE PARTS



BRAKE PADS:

PART #: 1095, 10113, 10128, 10129, 1094A, 1047

- 1095** Hi-Performance Street, Front, D731
- 10113** Hi-Performance Street, Rear, D154
- 10128** Hi-Performance Race, Front, D531
- 10129** Semi-Metallic, Front, D43
- 1094A** Semi-Metallic, Front, D370
- 1047** Semi-Metallic, Rear, D347

BEARINGS, SEALS, SPINDLE NUT KITS:

- 2410** Inner Bearing
- 2411** Outer Bearing
- 2412** Seal - Inner Bearing
- 2420** Grease Cap
- A602** Spindle nut kit



RESTORE/ REBUILD HARDWARE KIT:

PART #: A153H, A155H

MUST BE BOUGHT FOR REPLACEMENT PURPOSES ONLY.

- Full front hardware kit for disc brake repairs for car applications



STAINLESS STEEL BRAKE LINE WITH STAINLESS STEEL FITTINGS:

- Available lengths in inches:
8, 12, 20, 30, 40, 51, 60
- Double annealed for easy bending and reflaring

BRAKE LINES

- C1470081** 3/16" x 8" Stainless Steel brake line
- C1470121** 3/16" x 12" Stainless Steel brake line
- C1470201** 3/16" x 20" Stainless Steel brake line
- C1470301** 3/16" x 30" Stainless Steel brake line
- C1470401** 3/16" x 40" Stainless Steel brake line
- C1470511** 3/16" x 51" Stainless Steel brake line
- C1470601** 3/16" x 60" Stainless Steel brake line

ADAPTER BRAKE LINES

- C1470082** 3/8-24 & 7/16-24 fittings 3/16"line x 8" long
- C1470083** 3/8-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470084** 3/8-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470085** 7/16-24 & 7-16-24 fittings 3/16"line x 8" long
- C1470086** 7/16-24 & 9/16-18 fittings 3/16"line x 8" long
- C1470087** 7-16-24 & 1/2-20 fittings 3/16"line x 8" long
- C1470088** 1/2-20 & 9/16-18 fittings 3/16"line x 8" long

"ALL STAINLESS" BRAKE LINE KIT (C1470000)

- | | |
|------------------------------|------------------------------|
| C1470081 8" Line (3) | C1470401 40" Line (6) |
| C1470121 12" Line (3) | C1470511 51" Line (3) |
| C1470201 20" Line (6) | C1470601 60" Line (6) |
| C1470301 30" Line (6) | |

FITTINGS:

- 1412** Fitting - 3/8-24 inverted flare nut fitting - 3/16 Brake Line
- 1412SS** Fitting - Stainless Steel 3/8-24 thread - 3/16 Brake Line
- 14188** Fitting - Union Inverted Flare - 3/16 Brake Line
- 1422** Fitting - 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1422SS** Fitting - Stainless Steel 1/2-20 inverted flare nut fitting- 3/16 Brake Line
- 1426** Fitting - 7/16-24 thread - 3/16 Brake Line
- 1426SS** Fitting - Stainless Steel 7/16-24 thread - 3/16 Brake Line
- 1428-1** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-1SS** Fitting - Stainless Steel 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-2** Fitting - 9/16-18 inverted flare nut fitting - 3/16 Brake Line
- 1428-3** Fitting - 9/16-20 inverted flare nut fitting - 3/16 Brake Line
- 14254** Fitting - 53-62 Corvette
- 1436SS** Fitting - Stainless Steel 10mm x 1.0 bubble flare nut fitting - 3/16 Brake Line
- 14361** Plug - 3/8-24 Inverted Flare
- 1438** Fitting - 1/2-20 thread - 3/16 Brake Line
- A1419P** Fitting - 1/4 flare - 1/8 National Pipe Thread - Loctite
- A1419F** Fitting - 3/16 flare - 1/8 National Pipe Thread - Loctite

- 0810A** Adapter Fitting - 1/2-20 to 7/16-24
- 0816** Adapter Fitting - 5/16 to 1/4 inverted flare
- 14204** Adapter Fitting - 1/4 tube to 1/2-20 inverted flare
- 1437** Adapter Fitting - 3/8-24 male to 7/16-24 female inverted flare
- 1450** Adapter Fitting - 1/2-20 male to 9/16-18 flare
- 1498R** Adapter Fitting - 7/16-20 to 1/2-20



#1412SS / 1412 #14188 #1438



#1428-1 #1428-2 #1428-3



#1437 #A1419P/F #14361



#1422SS / 1422 #1426

VENTING:

All of our rotors are vented, meaning internal vanes inside the rotor help cool it by forcing air through the rotor. There are two types of venting: uni-directional (straight vane) and directional (curved vane).

Uni-directional (straight vane)

These rotors do not have a specific left or right side and can be used on either the left or right side of your vehicle.

Directional (curved vane)

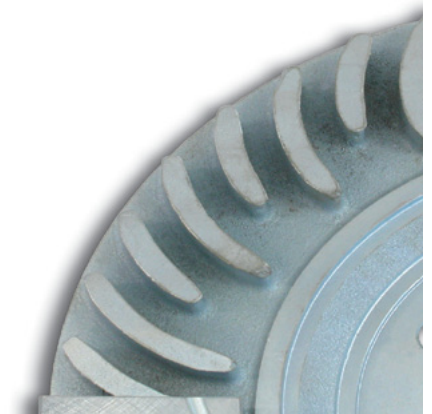
These rotors do have a specific left or right side. The vanes inside are curved to facilitate the maximum amount of air flowing through the rotor.



Side View
of Vented Rotor



Cutaway view of
uni-directional
(straight vane) rotor



Cutaway view of
directional
(curved vane) rotor

ROTOR TYPES:

Our rotors can be purchased as standard, slotted, or cross drilled and slotted. Rotors can be upgraded in any kit that we offer.

**Standard Surface Rotor**

This rotor is sold as we get it from the factory.

**Turbo Slotted Rotor**

All rotors can be updated to Turbo slotted rotors. The slots, like the venting, help cool the rotors. When the brakes are applied, heat and gas are generated between the pads and rotors. As the rotors get hotter, this gas can actually push the pads away from the rotors, which results in brake fade. The slots provide a space for this heat and gas to escape, thus improving braking performance. The slots also clean the pads, removing any debris that might have accumulated. All Turbo slotted rotors have Xtra Life Plating, which adds a protective finish layer to the entire surface of the rotor, helping prevent the areas where the pads do not come in contact with the rotor from rusting and corroding.

**Big Bite Cross Drilled and Slotted Rotor**

All rotors can be updated to Big Bite Cross Drilled and Slotted Rotors. The slots provide much needed airflow to both cool and clean the rotor, while the holes help to reduce up to 200°F compared to original OE rotors. While most competitive cross-drilled rotors show micro-fractures from the drilling, we identified a superior metal alloy, which reduces fracture when drilled. Just like the Turbo slotted rotors, all Big Bite rotors have Xtra Life Plating, which adds a protective finish layer to the entire surface of the rotor.

Disc brakes, also known as rotors, are devices that slow the rotation of a wheel using the friction caused by pushing brake pads against a brake disc using a set of calipers. Rotors are typically made of cast iron and are connected to the wheel.

Disc brakes consist of three parts: the brake pads, the caliper, which contains a piston, and the rotor, which is mounted to the hub.

Brakes transfer motion to heat. When brakes get too hot, they don't operate as well as they should. This is what we call brake fade. Compared to drum brakes, disc brakes cause less heat to build up because the disc is more readily cooled. Disc brakes also have quicker recovery time after being immersed in water.

VARIANTS OF BRAKE DISCS

Discs are either made of solid cast iron while others are hollowed out and have fins or vanes joining together the disc's two contact surfaces. Ventilated discs, which are designed to dissipate generated heat, are more commonly used on front disc brakes. There are various brake discs to choose from. The following are the four general types.

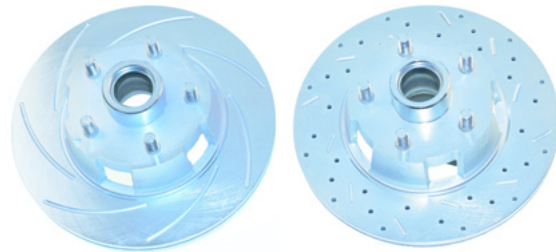


Normal Brake Discs

Normal brake discs are the standard, flat faced discs on most cars. They have better initial braking power as they have more surface area touching the pads when the brakes are applied. When hot, the brakes will build up gas between the pad and disc, which will cause brake fade and pad glazing. The discs can also become warped from the heat if they have been paired with incorrect pads, or if they are poorly made.

Drilled Brake Discs

Brake discs that have holes in them, known as drilled brake discs, are often used on many higher-performance brakes. Drilled brake discs were originally developed for racing cars in the 1960s. Today, however, they are not used with racing cars at all because the holes may be a source of stress cracks under harsh conditions, and may lead to the collection of dust and debris. Holes are drilled all the way through the discs so that they can easily get rid of heat faster, as well as attempt to stop the gas buildup that causes brake fade.



Slotted Brake Discs

Slotted brake discs have grooved diagonal slots cut into the face of the disc. The slots help cool the rotors. When the brakes are applied, heat and gas are generated between the pads and the rotors. As the rotors get hotter, this gas can actually push the pads away from the rotors, which results in brake fade. The slots provide a space for this heat and gas to escape, thus improving braking performance. The slots also clean the pads, removing any debris that might have accumulated.

WHEN TO CHANGE THE DISC BRAKES

Brake discs should be inspected regularly to confirm they are working safely and appropriately. Here are a few steps to follow to help decide whether it is time to change the brake discs in your car.

Listen for Squealing or Grinding

Always listen for grinding and squealing sounds when applying the brake. These sounds are a good sign that the pads are worn down to the metal backing pads and are grinding on the brake discs. This either means that the brake discs will need to be replaced or they are damaged beyond repair.

Feel for Vibrations

If you feel the wheels vibrate or shimmy when the brakes are applied, it means the brake discs have warped as a result of extreme heat. Excessive heat buildup can occur when either the rotor or brake pads get too thin and do not dissipate heat like they should. A warped brake disc must be completely replaced.

Inspect the Brake Discs

Check the brake discs to see if there are any indentations or scoring. To do this, jack up the car and safely secure it on jack stands. Once the wheels are detached, look carefully at the surface of the brake disc where the caliper clamps it. Touch the surface of the brake discs to establish if there are any grooves that you are unable to see. If the scoring is too deep, replacement brake discs may be needed. If not, they might just need to be resurfaced.

Measure the Brake Discs

Measure the disc brakes before they are installed to ensure they are the correct thickness. Smooth brake discs may need to be replaced if they have been worn too thin. Every car manufacturer has its own qualifications for brake disc measurements. A brake specialist can measure your disc brakes to ensure it is within the manufacturer's requirements if they seem too thin.

TIPS FOR CHANGING FRONT DISC BRAKE PADS

Front brakes supply 80 percent of the stopping power on cars with front wheel drive, meaning they require new brakes more often. Most brake units are designed to last about 60,000 miles. However, this can all depend on driving habits and terrain. The following tips will instruct you on how to change front disc brake pads.

Read the Manual

Before starting any job, always read the manual for the car. The manual will give specific details on exactly how to remove the old brake pads and install the new ones.

Prepare the Car

Jack the car up to allow room to move under the tires. Place blocks behind the tires, as well, so the car won't slip off the jack. Loosen the lug nuts on the wheels being worked on before lifting the car. Jack the car up, being sure to place it on jack stands, and take off the wheels. Place one of the wheels under the engine. This serves as a back up in case one of the jack stands fails.

Clean the Brakes

Clean dust and grime from the brake area with a brake cleaner before changing out the brakes. For safety reasons, try not to breathe in brake dust. Be sure to leave at least one wheel assembled to use as a reference while assembling the other wheels. To help reduce pressure during this process, loosen the cap on the master cylinder reservoir on the engine compartment.

Take Caution with Calipers

Brake fluid is carried by a flexible tube that is connected to the caliper. To ensure that the brake fluid hose doesn't become damaged or loose, keep the caliper safe by using bailing wire or a bungee cord to secure the caliper out of the way.

Rotor Inspection

Once the brake pads and calipers are removed, check the rotor to see if it is dull or pitted. If you notice either of these conditions, the rotor will need to be replaced or refinished.

Compress the Piston

In order to get the caliper piston to fit over the new brake pads, it must be compressed. Keep an eye on the brake fluid level in the master cylinder reservoir. Remove some fluid if it looks like it is about to overflow.

Break in the Brakes

Gently depress and release the brake pedal a few times before driving your vehicle. This will reset the caliper pistons. Use the brakes slowly and repeatedly while traveling under 25 mph and the new brake pads will be properly seated and burnished for normal driving after about two dozen stops.



BODY CODES**Mopar Body Codes****EARLY MODEL****LATE MODEL****A-BODY****DODGE**

1961 Lancer
1963-76 Dart
1971-72 Demon

PLYMOUTH

1960-76 Valiant
1964-69 Barracuda
1970-76 Duster
1971-76 Scamp

DODGE CARS

2005-16 300
2008-16 Challenger
2006-16 Charger
2005-08 Magnum

B-BODY**DODGE**

1962 Dart
1963-64 330-440-Polara
1965-76 Coronet
1966-78 Charger
1978-79 Magnum

PLYMOUTH

1962-70 Belvedere
1967-74 Satelllite
1967-71 GTX
1968-75 Road Runner
1962-64 Sport Fury
1975-77 Fury
1975-78 Suburban

DODGE TRUCKS

2011-15 Ram
1994-10 Ram 1500
2007-16 Ram 2500/3500

C-BODY**DODGE**

1957-61 Coronet
1960-61 Dart
1960-61 Polara
1965-73 Polara
1962-65 Custom 880
1965-77 Monaco

PLYMOUTH

1957-61 Belvedere
1957-61 Fury
1965-77 Fury

CHYSLER

1957-71 300

E-BODY**DODGE**

1970-74 Challenger

PLYMOUTH

1970-74 Barracuda

G-BODY**DODGE**

1984-93 Daytona

CHYSLER

1995-up Sebring

| YR | PART # | DESCRIPTION | |
|--------------------------------------|---|--|----------------------------------|
| ACCESSORIES AND SERVICE PARTS | | | |
| CHRYSLER 300 | | | |
| 99-04 | A2380001 | ROTORS & PADS Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 1607301 | D730, Front Big Bite Brake Pads | |
| | 23132AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) | |
| | 23132AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23132AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23132AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23132AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23133AA1A | Rear replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) | |
| | 23133AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23133AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23133AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| | 23133AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| | 05-12 | 1610581 | D1058, Front Big Bite Brake Pads |
| | | 1611491 | D1149, Front Big Bite Brake Pads |
| 1610571 | | D1057, Rear Big Bite Brake Pads | |
| 23475AA3L | | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (17 in wheel) | |
| 23475AA3R | | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (17 in wheel) | |
| 23814AA3L | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in. wheel) | |
| 23814AA3L | | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (18 in. wheel) | |
| 23821AA3L | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in. wheel) | |
| 23821AA3R | | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (18 in. wheel) | |
| 23476AA3L | | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (18 in wheel) | |
| 23476AA3R | | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (18 in wheel) | |
| 23841AA3L | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (20 in. wheel) | |
| 23841AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (20 in. wheel) | | |
| 23842AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (20 in wheel) | | |

| YR | PART # | DESCRIPTION |
|--------------------------|------------------------------------|---|
| CHRYSLER 300 | | |
| 05-12 | 23842AA3R | ROTORS & PADS Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (20 in wheel) |
| | | |
| CHRYSLER CORDOBA | | |
| 75-83 | 1600841 23109AA3L | ROTORS & PADS D84, Front Big Bite Brake Pads |
| | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 75-78 | A0471-1 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | | A0471-2 |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | | A0471-5 |
| CHRYSLER IMPERIAL | | |
| 81-83 82-83 | 1600841 23109AA3L | ROTORS & PADS D84, Front Big Bite Brake Pads |
| | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| 71-73 | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | | A0471-3 |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| CHRYSLER LEBARON | | |
| 77-81 | 1600841 23109AA3L | ROTORS & PADS D84, Front Big Bite Brake Pads |
| | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |

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| YR | PART # | DESCRIPTION |
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| CHRYSLER NEW YORKER | | |
| ROTORS & PADS | | |
| 71-73 | 1600391 | D39, Front Big Bite Brake Pads |
| 74-78 | 1602691 | D269, Front Big Bite Brake Pads |
| 79-82 | 1600841 | D84, Front Big Bite Brake Pads |
| 1982 | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 94-96 | 23080AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23080AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| CHRYSLER NEWPORT | | |
| ROTORS & PADS | | |
| 71-73 | 1600391 | D39, Front Big Bite Brake Pads |
| 74-78 | 1602691 | D269, Front Big Bite Brake Pads |
| 79-82 | 1600841 | D84, Front Big Bite Brake Pads |
| DODGE CHALLENGER | | |
| ROTORS & PADS | | |
| 70-74 | 1600391 | D39, Front Big Bite Brake Pads |
| 73-74 | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 79-83 | 1601441 | D144, Rear Big Bite Brake Pads |
| 08-12 | 1611491 | D1149, Front Big Bite Brake Pads |
| | 23841AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (20 in. wheels) |
| | 23841AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (20 in. wheels) |
| | 23842AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (20 in wheels) |
| | 23842AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (20 in wheels) |
| 09-12 | 23821AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in wheels - V6) |
| | 23821AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor.(18 in. wheels - V6) |
| | 23814AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in wheels - V8) |
| | 23814AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor.(18 in. wheels - V8) |
| | 23475AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (17 in wheels - V6) |
| | 23475AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor.(17 in. wheels - V6) |
| | 23476AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (18 in wheels - V8) |
| | 23476AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor.(18 in. wheels - V8) |

| YR | PART # | DESCRIPTION |
|--|-----------|---|
| DODGE CHALLENGER | | |
| MASTER CYLINDERS & POWER BOOSTERS | | |
| 70-72 | A2931 | Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| | A28144 | 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 70-74 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| DODGE CHARGER | | |
| ROTORS & PADS | | |
| 71-77 | 1600391 | D39, Front Big Bite Brake Pads |
| 1978 | 1600841 | D84, Front Big Bite Brake Pads |
| 73-75 | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 06-10 | 1611491 | D1149, Front Big Bite Brake Pads |
| 06-12 | 1610561 | D1056, Front Big Bite Brake Pads (17 in. wheels) |
| | 1610571 | D1057, Front Big Bite Brake Pads. (18 in. wheels - V8) |
| | 23821AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in wheels - V6) |
| | 23821AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor.(18 in. wheels - V6) |
| | 23814AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in wheels - V8) |
| | 23814AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor.(18 in. wheels - V8) |
| | 23841AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (20 in. wheels) |
| | 23841AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (20 in. wheels) |
| | 23475AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (17 in wheels - V6) |
| | 23475AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor.(17 in. wheels - V6) |

| YR | PART # | DESCRIPTION |
|----------------------|------------------|---|
| DODGE CHARGER | | |
| 06-12 | 23476AA3L | ROTORS & PADS Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (18 in wheels - V8) |
| | 23476AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor.(18 in. wheels - V8) |
| | 23842AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (20 in wheels) |
| | 23842AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (20 in wheels) |
| 66-72 | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| | A28144 | 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 66-78 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| DODGE CORONET | | |
| 71-77 | 1600391 | ROTORS & PADS D39, Front Big Bite Brake Pads |
| | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| 73-75 | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| 65-72 | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| | A28144 | 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |

| YR | PART # | DESCRIPTION |
|-------------------------|------------------|--|
| DODGE CORONET | | |
| 65-72 | A28145 | MASTER CYLINDERS & POWER BOOSTERS 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 65-76 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| DODGE DAKOTA 2WD | | |
| 87-90 | 1603441 | ROTORS & PADS D344, Front Big Bite Brake Pads |
| 91-99 | 1605291 | D529, Front Big Bite Brake Pads |
| 91-96 | 23088AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) For trucks with rear ABS only. |
| | 23088AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. For trucks with rear ABS only. |
| | 23088AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. For trucks with rear ABS only. |
| | 23088AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. For trucks with rear ABS only. |
| | 23088AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. For trucks with rear ABS only. |
| | A2370009 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. For trucks with rear ABS only. |
| 93-96 | 23089AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) For trucks with 4 Wheel ABS |
| | 23089AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. For trucks with 4 Wheel ABS. |
| | 23089AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. For trucks with 4 Wheel ABS. |
| | 23089AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. For trucks with 4 Wheel ABS. |
| | 23089AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. For trucks with 4 Wheel ABS. |

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| YR | PART # | DESCRIPTION |
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| DODGE DAKOTA 2WD | | |
| 93-96 | A2370010 | ROTORS & PADS Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. For truck with 4 wheel ABS. |
| 97-98 | A2370008 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 1999 | A2370011 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 00-02 | 1608201 | D820, Front Big Bite Brake Pads |
| 97-02 | A2370012 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| | 23087AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) |
| 03-04 | 23087AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23087AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23087AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23087AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 1609621 | D962, Front Big Bite Brake Pads |
| | 1609631 | D963, Rear Big Bite Brake Pads |
| | 23471AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23471AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23471AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23471AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23470AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23470AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23470AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23470AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| | A2370037 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. |
| | A2370036 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. |
| 05-06 | A2370038 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 05-10 | 1610841 | D1084, Front Big Bite Brake Pads |
| | 23813AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23813AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |

| YR | PART # | DESCRIPTION |
|---------------------------|--|--|
| DODGE DAKOTA 2WD | | |
| 05-10 | 23813AA3L | ROTORS & PADS Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23813AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| DODGE DAKOTA 4WD | | |
| 87-90 | 1603441 | ROTORS & PADS D344, Front Big Bite Brake Pads |
| 91-99 | 1605291 | D529, Front Big Bite Brake Pads |
| 91-96 | 23080AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) |
| | 23080AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23080AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23080AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 23080AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| A2370005 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. For trucks with rear ABS only. | |
| 97-98 | A2370008 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 1999 | A2370011 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 00-02 | 1608201 | D820, Front Big Bite Brake Pads |
| 97-02 | A2370012 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| | 23087AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) |
| 23087AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23087AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23087AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 23087AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| 03-04 | 1609621 | D962, Front Big Bite Brake Pads |
| | 1609631 | D963, Rear Big Bite Brake Pads |
| | 23471AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23471AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23471AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 23471AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |

| YR | PART # | DESCRIPTION |
|-------------------------|------------------|---|
| DODGE DAKOTA 4WD | | |
| 03-04 | 23470AA2L | ROTORS & PADS Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23470AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23470AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23470AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| | A2370037 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. |
| | A2370036 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. |
| 05-10 | 1610841 | D1084, Front Big Bite Brake Pads |
| | 23813AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23813AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23813AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23813AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | A2370038 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| DODGE DART | | |
| 73-76 | 1600841 | ROTORS & PADS D84, Front Big Bite Brake Pads |
| | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 65-75 | A0471-1 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| | | |
| DODGE DEMON | | |
| 70-72 | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |

| YR | PART # | DESCRIPTION | |
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| DODGE DEMON | | | |
| 70-72 | A0471-1 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. | |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. | |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. | |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. | |
| | | | |
| DODGE DURANGO | | | |
| 98-99 | 1607461 | ROTORS & PADS D746, Front Big Bite Brake Pads | |
| | A2370011 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| 98-02 | 23087AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) | |
| | 23087AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23087AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23087AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23087AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 1608201 | D820, Front Big Bite Brake Pads | |
| | A2370012 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 2003 | 1609671 | D967, Rear Big Bite Brake Pads |
| | | 23464AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23464AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23464AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| 23464AA3R | | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| 23472AA2L | | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23472AA2R | | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23472AA3L | | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| 23472AA3R | | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| A2370039 | | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| 03-06 | 1609661 | D966, Front Big Bite Brake Pads | |

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| DODGE DURANGO | | |
| | | ROTORS & PADS |
| 04-06 | A2370040 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 04-10 | 23462AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23462AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23462AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23462AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23463AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23463AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23463AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23463AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| | 1608981 | D898, Rear Big Bite Brake Pads |
| DODGE MAGNUM | | |
| | | ROTORS & PADS |
| 78-83 | 1600841 | D84, Front Big Bite Brake Pads |
| 80-83 | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 05-08 | 1610561 | D1056, Front Big Bite Brake Pads (17 in. wheels) |
| | 1610581 | D1058, Front Big Bite Brake Pads. (18 in. wheels - V8) |
| | 1610571 | D1057, Rear Big Bite Brake Pads |
| | 23821AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in. wheels - V6) |
| | 23821AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (18 in. wheels - V6) |
| | 23814AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (18 in. wheels - V8) |
| | 23814AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (18 in. wheels - V8) |
| | 23841AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. (20 in. wheels - V8) |
| | 23841AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. (20 in. wheels - V8) |
| | 23475AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (17 in. wheels) |
| | 23475AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (17 in. wheels) |
| | 23842AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (20 in. wheels) |
| | 23842AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (20 in. wheels) |
| 06-08 | 1611491 | D1149, Front Big Bite Brake Pads |

| YR | PART # | DESCRIPTION |
|---------------------|-----------|---|
| DODGE MAGNUM | | |
| | | ROTORS & PADS |
| 07-08 | 23476AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. (18 in. wheels) |
| | 23476AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. (18 in. wheels) |
| DODGE MONACO | | |
| | | ROTORS & PADS |
| 68-78 | 1600391 | D39, Front Big Bite Brake Pads |
| 91-92 | 1604911 | D491, Rear Big Bite Brake Pads |
| | | MASTER CYLINDERS & POWER BOOSTERS |
| 65-72 | A2931 | Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| DODGE POLARA | | |
| | | ROTORS & PADS |
| 69-72 | 1600391 | D39, Front Big Bite Brake Pads |
| | | MASTER CYLINDERS & POWER BOOSTERS |
| 62-64 | A28144 | 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 62-72 | A2931 | Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| 65-72 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |

| YR | PART # | DESCRIPTION | |
|-----------------------------|-----------|--|--|
| DODGE POLARA | | | |
| 65-72 | A0471-3 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. | |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. | |
| DODGE RAM 1500 (2WD) | | | |
| 94-99 | 1603691 | ROTORS & PADS D369, Front Big Bite Brake Pads | |
| | 23085AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) | |
| | 23085AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23085AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23085AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23085AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | A2370006 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 00-01 | 1608421 | D842, Front Big Bite Brake Pads |
| | | 23140AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) |
| | | 23140AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23140AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23140AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | | 23140AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | | A2370014 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 02-05 | 1609661 | D966, Front Big Bite Brake Pads | |
| 03-05 | 1608981 | D898, Rear Big Bite Brake Pads | |
| 06-12 | 1610841 | D1084, Front Big Bite Brake Pads | |
| | 1609671 | D967, Rear Big Bite Brake Pads | |
| 03-12 | 23462AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23462AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23462AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23462AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23463AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |

| YR | PART # | DESCRIPTION | |
|-----------------------------|-----------|--|--|
| DODGE RAM 1500 (2WD) | | | |
| 03-12 | 23463AA2R | ROTORS & PADS Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23463AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| | 23463AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| | A2370045 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| DODGE RAM 1500 (4WD) | | | |
| 94-99 | 1603691 | ROTORS & PADS D369, Front Big Bite Brake Pads | |
| | 23086AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) | |
| | 23086AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23065AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23086AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23086AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | A2370007 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 00-01 | 1608421 | D842, Front Big Bite Brake Pads |
| | | 23139AA1A | Front replacement rotor. (This is only one rotor. Order two of this part number to have new left and right side rotors.) |
| | | 23139AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23139AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | | 23139AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | | 23139AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | | 23140AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23140AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | A2370013 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| 02-05 | 1609661 | D966, Front Big Bite Brake Pads | |
| 02-12 | 1608981 | D898, Rear Big Bite Brake Pads | |
| 03-12 | 23462AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23462AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23462AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23462AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23463AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |

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| YR | PART # | DESCRIPTION |
|-----------------------------|------------------|---|
| DODGE RAM 1500 (4WD) | | |
| 02-12 | 23462AA3R | ROTORS & PADS Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | A2370045 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 02-13 | 23463AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23463AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23463AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23463AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| 06-12 | 1610841 | D1084, Front Big Bite Brake Pads |
| | 1609671 | D967, Rear Big Bite Brake Pads |
| DODGE RAM 2500 (2WD) | | |
| 94-99 | 1604591 | ROTORS & PADS D459, Front Big Bite Brake Pads |
| | 23345AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 00-02 | 23345AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23345AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23345AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | A2370018 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| | 1608211 | D821, Front Big Bite Brake Pads |
| | A2370024 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. |
| | A2370023 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. |
| | 23355AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23355AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23355AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| 01-02 | 23355AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23658AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23658AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23658AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| 01-07 | 23658AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| | 1607022 | D702A, Rear Big Bite Brake Pads |

| YR | PART # | DESCRIPTION | |
|-----------------------------|-----------------------------|---|---|
| DODGE RAM 2500 (2WD) | | | |
| 03-04 | A2370025 | ROTORS & PADS Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 1609651 | D965, Front Big Bite Brake Pads | |
| 03-08 | 23469AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23469AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23469AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23469AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23468AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23468AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23468AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| | 23468AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| | DODGE RAM 2500 (4WD) | | |
| | 94-99 | 1604591 | ROTORS & PADS D459, Front Big Bite Brake Pads |
| A2370020 | | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| 95-96 | 23453AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23453AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23453AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23453AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | A2370018 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. | |
| | 00-02 | 1608211 | D821, Front Big Bite Brake Pads |
| | | A2370024 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. |
| | | A2370023 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. |
| | | 23355AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 01-02 | 23355AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23355AA3L | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 23355AA3R | | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| 23658AA2L | | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 01-02 | 23658AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23658AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 01-02 | 23355AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23658AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23658AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |

| YR | PART # | DESCRIPTION |
|-----------------------------|-----------|---|
| DODGE RAM 2500 (4WD) | | |
| | | ROTORS & PADS |
| 01-02 | 23658AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23658AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| 01-07 | 1607022 | D702A, Rear Big Bite Brake Pads |
| 03-07 | A2370025 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 03-08 | 1609651 | D965, Front Big Bite Brake Pads |
| | 23469AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23469AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23469AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23469AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23468AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23468AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23468AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23468AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| DODGE RAM 3500 (2WD) | | |
| | | ROTORS & PADS |
| 94-99 | 1604591 | D459, Front Big Bite Brake Pads |
| | 23347AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23347AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23347AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23347AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23348AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23348AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23348AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23348AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | A2370021 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. (With All Wheel ABS) |
| | A2370022 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. (With Rear Wheel ABS) |

| YR | PART # | DESCRIPTION |
|-----------------------------|-----------|--|
| DODGE RAM 3500 (2WD) | | |
| | | ROTORS & PADS |
| 94-99 | A2370020 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. (8800GVW & 11000GVW) |
| 00-02 | 1608211 | D821, Front Big Bite Brake Pads |
| | A2370024 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. |
| | A2370023 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. |
| | 23355AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23355AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23355AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23355AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23658AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23658AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23658AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23658AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| 01-06 | 1607022 | D702A, Rear Big Bite Brake Pads |
| 03-06 | A2370025 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| 03-08 | 23469AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23469AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23469AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23469AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| | 23468AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23468AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. |
| | 23468AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. |
| | 23468AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. |
| | 1609651 | D965, Front Big Bite Brake Pads |
| DODGE RAM 3500 (4WD) | | |
| | | ROTORS & PADS |
| 94-99 | 1604591 | D459, Front Big Bite Brake Pads |
| | A2370020 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. (8800GVW & 11000GVW) |

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| DODGE RAM 3500 (4WD) | | | |
| 00-02 | 1608211 A2370024 | ROTORS & PADS D821, Front Big Bite Brake Pads Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Drum. | |
| | A2370023 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. With Rear Disc. | |
| | 23355AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23355AA2R | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23355AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| | 23355AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | 23658AA2L | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23658AA2R | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| | 23658AA3L | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| | 23658AA3R | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| | 01-06 | 1607022 | D702A, Rear Big Bite Brake Pads |
| | 03-06 | A2370025 | Turbo slotted rotors with Xtra Life plating and high performance pads. 4 wheel kit. |
| | 03-08 | 23469AA2L | Front left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. |
| 23469AA2R | | Front right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23469AA3L | | Big Bite Cross Drilled Front Left (driver) side replacement rotor. | |
| 23469AA3R | | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| 23468AA2L | | Rear left (driver) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23468AA2R | | Rear right (passenger) side replacement rotor with Turbo slotting and Xtra Life plating. | |
| 23468AA3L | | Big Bite Cross Drilled Rear Left (driver) side replacement rotor. | |
| 23468AA3R | | Big Bite Cross Drilled Rear Right (passenger) side replacement rotor. | |
| 1609651 | | D965, Front Big Bite Brake Pads | |
| DODGE SUPER BEE | | | |
| 67-72 | A28144 A28144C A28145 | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. | |

| YR | PART # | DESCRIPTION | | |
|------------------------|---|--|--|---|
| DODGE SUPER BEE | | | | |
| 67-72 | A28145C A2931 A2931C A0471-1 A0471-2 A0471-3 A0471-5 | MASTER CYLINDERS & POWER BOOSTERS 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. | | |
| | PLYMOUTH BARRACUDA | | | |
| | 70-74 | 1600391 | ROTORS & PADS D39, Front Big Bite Brake Pads | |
| | 73-74 | 23109AA3L 23109AA3R | Big Bite Cross Drilled Front Left (driver) side replacement rotor. Big Bite Cross Drilled Front Right (passenger) side replacement rotor. | |
| | | 64-69 | A2931 A2931C | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. |
| | 65-69 | A0471-1 A0471-2 A0471-3 A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. | |
| | | PLYMOUTH BELVEDERE | | |
| | | 62-70 | A2931 A2931C | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. |

| YR | PART # | DESCRIPTION |
|---------------------------|---|---|
| PLYMOUTH BELVEDERE | | |
| 62-70 | A28144 | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 65-70 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH CUDA | | |
| 70-72 | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| | A28144 | 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| 70-74 | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. | |

| YR | PART # | DESCRIPTION |
|------------------------|------------------|---|
| PLYMOUTH DUSTER | | |
| 73-76 | 1600841 | ROTORS & PADS D84, Front Big Bite Brake Pads |
| | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 70-71 | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| 70-72 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH FURY | | |
| 69-81 | 1600391 | ROTORS & PADS D39, Front Big Bite Brake Pads |
| 62-64 | A28144 | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. |
| | A28144C | 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| | A28145 | 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. |
| | A28145C | 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. |
| 65-72 | A2931 | Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| 65-78 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |

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APPLICATIONS

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| YR | PART # | DESCRIPTION |
|----------------------------|---|---|
| PLYMOUTH FURY | | |
| 65-78 | A0471-5 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH GRAN FURY | | |
| 77-89 | 1600841 23109AA3L 23109AA3R | ROTORS & PADS D84, Front Big Bite Brake Pads Big Bite Cross Drilled Front Left (driver) side replacement rotor. Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| PLYMOUTH GTX | | |
| 71-75 73-75 | 1600391 23109AA3L 23109AA3R | ROTORS & PADS D39, Front Big Bite Brake Pads Big Bite Cross Drilled Front Left (driver) side replacement rotor. Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 67-72 | A28144 A28144C A28145 A28145C A2931 A2931C A0471-1 A0471-2 A0471-3 A0471-5 | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH ROADRUNNER | | |
| 71-75 73-75 | 1600391 23109AA3L | ROTORS & PADS D39, Front Big Bite Brake Pads Big Bite Cross Drilled Front Left (driver) side replacement rotor. |

| YR | PART # | DESCRIPTION |
|----------------------------|---|---|
| PLYMOUTH ROADRUNNER | | |
| 73-75 | 23109AA3R | ROTORS & PADS Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 68-72 | A28144 A28144C A28145 A28145C A2931 A2931C A0471-1 A0471-2 A0471-3 A0471-5 | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH SATELLITE | | |
| 73-75 | 1600391 23109AA3L 23109AA3R | ROTORS & PADS D39, Front Big Bite Brake Pads Big Bite Cross Drilled Front Left (driver) side replacement rotor. Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 65-72 | A28144 A28144C A28145 A28145C A2931 A2931C | MASTER CYLINDERS & POWER BOOSTERS 9" Power Booster and Master Cylinder Combo. Will not fit O.E. power brake cars. 9" Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Stock Style. Will not fit O.E. power brake cars. 7" dual diaphragm Power Booster and Master Cylinder Combo - Chrome. Will not fit O.E. power brake cars. Billet Aluminum master cylinder cap kit with master cylinder. Billet Aluminum master cylinder cap kit without master cylinder. |

| YR | PART # | DESCRIPTION |
|---------------------------|------------------|---|
| PLYMOUTH SATELLITE | | |
| 65-74 | A0471-1 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |
| PLYMOUTH VALIANT | | |
| 73-75 | 1600841 | ROTORS & PADS D84, Front Big Bite Brake Pads |
| 73-76 | 23109AA3L | Big Bite Cross Drilled Front Left (driver) side replacement rotor. |
| | 23109AA3R | Big Bite Cross Drilled Front Right (passenger) side replacement rotor. |
| 64-72 | A2931 | MASTER CYLINDERS & POWER BOOSTERS Billet Aluminum master cylinder cap kit with master cylinder. |
| | A2931C | Billet Aluminum master cylinder cap kit without master cylinder. |
| 65-75 | A0471-1 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and plain cap. For vehicles with O.E. power disc brakes. |
| | A0471-2 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and finned cap. For vehicles with O.E. power disc brakes. |
| | A0471-3 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and flamed cap. For vehicles with O.E. power disc brakes. |
| | A0471-5 | Billet Aluminum dual bowl master cylinder with 1-1/32" bore. Mopar mount and ball milled cap. For vehicles with O.E. power disc brakes. |