












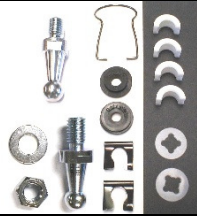


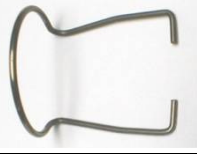












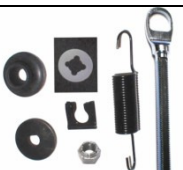




Transmission & Clutch Related

	<p>"60401" - Gearshift Control Torque Bracket, Lower w/Auto Trans Floor Shift - \$35 Used on 1966-74 A and C-Body, 1966-70 B-Body, and 1970 E-Body applications with automatic transmission and floor shift. Comes complete with correct conical nuts and correct style bushing. Mounts to automatic transmission housing and is necessary for all floor mounted shifter applications.</p>
	<p>"67717" - Gearshift Control Torque Bracket, Lower w/Auto Trans Floor Shift - \$35 Used on 1971-74 B & E-Body applications with T-Handle floor shifted automatic transmissions. Comes complete with correct conical nuts and correct style bushing. Mounts to automatic transmission housing and is necessary for all floor mounted T-Handle shifter applications.</p>
	<p>"420" - Gearshift Control Torque Shaft Bushing - \$5 Each Used on 1967-74 A, B, C, and E-Body applications with automatic transmission and floor shift. Two bushings required for column shifted automatic equipped cars. Also, two bushings required for 1970 4-speed reverse lockout linkage.</p>
	<p>"T-HANDLE" - 1971-1974 B- & E-Body T-Handle Shifter - \$50 Each Faithfully reproduced to be better than the original, yet exacting in every detail! Includes hard to find mounting screw and installation instructions.</p>
	<p>"BS-1-2" - Clutch Bell Crank Ball Studs (B & E-Body) - \$28 per Pair Clutch bell crank ball studs for all manual transmission B & E-Body applications. The longer ball stud mounts to the bell housing, and the shorter to the frame rail mounting bracket (as seen below). Zinc plated to resist corrosion and provides proper appearance. Nut and flat washer included for mounting to frame rail bracket.</p>
	<p>"BS-1" - Clutch Bell Crank Ball Stud (Frame Side)- \$15 Each Clutch bell crank ball stud for all manual transmission applications. Mounts to the frame rail mounting bracket (as seen below). Zinc plated to resist corrosion and provides proper appearance. Includes mounting nut and flat washer.</p>
	<p>"BS-2" - Clutch Bell Crank Ball Stud (Bell Housing Side) - \$15 Each Clutch bell crank ball stud for all manual transmission B & E-Body applications. Mounts to the bell housing. Zinc plated to resist corrosion and provides proper appearance.</p>
	<p>"BS-3" - Clutch Bell Crank Ball Studs (A-Body) - \$30 per Pair Clutch bell crank ball studs for Small Block manual transmission 1968-71 A-Body applications. The ball stud bracket assembly mounts to the bell housing, and the ball stud to the frame rail mounting bracket. Zinc plated ball stud and zinc chromate bracket assembly resist corrosion and provide proper appearance.</p>
	<p>"BS-3BH" - Clutch Bell Crank Bell Housing Ball Stud Bracket (A-Body) - \$20 Each Clutch bell crank ball stud bracket for Small Block manual transmission A-Body applications. This ball stud bracket assembly mounts to the bell housing. Zinc chromate bracket assembly resists corrosion and provides proper appearance. Bracket fits 1968-71 Small Block bell housings.</p>
	<p>"FB001" - Clutch Bell Crank Frame Bracket - \$24 Each An exact reproduction of the B & E-Body factory frame rail mounting bracket for the clutch bell crank ball stud. A must for converting an automatic transmission car to 4-speed or 5-speed.</p>

	<p>"FB0002" - Clutch Bell Crank Frame Bracket - \$35 Each An excellent reproduction of the 1967-76 A-Body frame side mounting bracket for the clutch bell crank ball stud. Die formed from correct gauge steel and ready to weld into place. A must for converting an automatic transmission car to 4-speed or 5-speed application.</p>
	<p>"FBKIT" - Clutch Bell Crank Frame Bracket Kit - \$45 per Kit Comes complete with B & E-Body frame rail bracket, both ball studs, flat washer and nut. A must for converting an automatic transmission car to 4-speed or 5-speed.</p>
	<p>"A-ZKIT" - A-Body Clutch Pivot Shaft Service Kit - \$60 per Kit Kit provides all components necessary to service 1968-71 A-Body clutch pivot shafts (Z-bars). Includes both frame side with nut and washer and bell housing side ball studs, two ball stud seals, two spring retainers, two wear washers, four ball stud bearing halves, and one pivot shaft bearing retainer wire.</p>
	<p>"B/E-ZKIT" - B & E-Body Clutch Pivot Shaft Service Kit - \$60 per Kit Kit provides all components necessary to service 1966-74 B-Body and 1970-74 E-Body clutch pivot shafts (Z-bars). Includes both frame side with nut and washer and bell housing side ball studs, two ball stud seals, two spring retainers, two wear washers, four ball stud bearing halves, and one pivot shaft bearing retainer wire.</p>
	<p>"085" - Z-Bar Linkage Spring Clip - \$3 each (3) Required Spring steel clip that fits over the pivot stud of each end of the Z-Bar, and the clutch pedal linkage stud. Secures the clutch actuator rods to the Z-Bar and clutch pedal linkage.</p>
	<p>"086" - Z-Bar Linkage Wear Washer - \$2 each (3) Required Wear washer that fits over the pivot stud of each end of the Z-Bar and clutch pedal linkage. Prevents friction between the clutch actuator rods and the Z-Bar.</p>
	<p>"910" - Z-Bar Ball Stud Bearing Retaining Wire - \$7.50 each (1) Required Spring steel wire that secures the frame side ball stud bearings in the Z-Bar tube. Clips over the Z-Bar tube and ends insert into holes on tube and into locking groove of bearings #938.</p>
	<p>"938" - Z-Bar Ball Stud Bearings - \$5 per pair (2) Pair Required Injection molded in Delrin to increase life and reduce friction, yet provides correct appearance of nylon. Each pair fits over the Z-Bar ball studs and into the Z-Bar tube.</p>
	<p>"942" - Z-Bar Ball Stud Rubber Seal - \$5.50 each (2) Required Injection molded in silicone rubber for higher temperature resistance and long life. "BALL SIDE" lettering shows which direction the seal is to be installed. Keeps dirt from the ball stud bearings.</p>
	<p>"979" - Clutch Fork Rod Adjusting Nut - \$3 each (1) Required Special purpose nut used to lock the position of the clutch fork rod washer and insulator. Zinc and wax finished for the proper appearance. After proper adjustment is attained, use a hammer and punch to depress one of the nut shoulder sections on to the flat surface of the clutch fork actuator rod.</p>

	<p>"483" - Clutch Fork Rod Washer - \$8 each (1) Required Conical faced washer that backs the clutch fork insulator. Finished in black oxide as original.</p>
	<p>"412" - Clutch Fork Rod Insulator - \$5.50 each (1) Required High durometer urethane for increased service life & improved clutch pedal feel.</p>
	<p>"705" - Clutch Fork Return Spring - \$5 each (1) Required Used on all Big Block applications after 1965 and Small Block B & E-Body applications. Heavy duty spring used to keep tension between the clutch fork and adjusting rod.</p>
	<p>"480" - Clutch Fork Return Spring - \$5 each (1) Required Used on Small Block A-Body applications and 1962-65 Big Block B-Body applications. Heavy duty spring used to keep tension between the clutch fork and adjusting rod.</p>
	<p>"235" - Clutch Release Rod - \$27 each (1) Required Straight rod used on 1970-74 E-Body, and 1971-74 B-Body Big Block applications. Zinc plated as original.</p>
	<p>"240" - Clutch Release Rod - \$27 each (1) Required Angled rod used on 1970-74 E-Body Small Block applications, and 1966-70 B-Body Big & Small Block applications. Zinc plated as original.</p>
	<p>"078" - Clutch Release Rod - \$27 each (1) Required Angled rod used on 1967-76 A-Body Big & Small Block applications. Made from high-strength alloy steel and heat treated for superior wear resistance. Zinc plated as original to provide a lasting shine.</p>
	<p>"447" - Clutch Release Rod Service Kit - \$45 each (1) Required Angled rod kit used on 1962-65 B-Body Big Block applications. Comes complete with adjusting rod, special lock nut, clutch fork return spring, wear washer, spring retainer, conical washer, and clutch fork insulator.</p>
	<p>"449" - Clutch Release Rod Service Kit - \$45 each (1) Required Angled rod kit used on 1970-74 E-Body Small Block applications, and 1966-70 B-Body Big & Small Block applications. Comes complete with adjusting rod, special lock nut, clutch fork return spring, wear washer, spring retainer, conical washer, and clutch fork insulator.</p>
	<p>"450" - Clutch Release Rod Service Kit - \$45 each (1) Required Straight rod kit used on 1970-74 E-Body and 1971-74 B-Body Big Block applications. Comes complete with adjusting rod, special lock nut, clutch fork return spring, wear washer, spring retainer, conical washer, and clutch fork insulator.</p>
	<p>"448" - Clutch Release Rod Service Kit - \$45 each (1) Required Rod kit used on 1967-76 A-Body Small Block applications. Comes complete with adjusting rod, special lock nut, clutch fork return spring, wear washer, spring retainer, conical washer, and clutch fork insulator.</p>
	<p>"451" - Clutch Release Rod Service Kit - \$45 each (1) Required Rod kit used on 1967-76 A-Body Big Block applications. Comes complete with adjusting rod, special lock nut, clutch fork return spring, wear washer, spring retainer, conical washer, and clutch fork insulator.</p>

