

CLUTCH AND BRAKE PARTS

PEDAL PAD, CLUTCH OR BRAKE



- Stock style 0500 \$6.50 ea
Has correct threads, watch for China ones with metric threads
- Big truck, F-350-up F3-0500 \$15.00 ea
- Billet aluminum, back in stock 0500-BA \$38.50 ea
- Chrome and rubber street rod style
- Adjustable 0500-PA \$50.00 ea
- Non-adjustable 0500-PT \$34.95 ea

BRAKE & CLUTCH PARTS



- Brake & clutch shaft 0520 \$30.00 ea
- Brake or clutch floor seal 2729-BRK \$3.60 ea
- Brake & clutch arm bumpers 0519 \$3.50 pr
Both go under toe board and bumper part to the outside.
- Brake or clutch arm trims 4664 \$19.95 ea
See also page 157 for steering column trim pieces

BRAKE ARM & SHAFT PARTS



- Brake arm return spring 0527 \$4.50 ea
Replace this spring, if weak it allows continuous pressure on master cylinder, causing overheating of brake fluid and brake troubles.
- Brake shaft, automatic trans 0520-A \$30.00 ea
Use when removing clutch pedal assembly.
- Brake shaft frame mounting bolts 80590 \$6.90 set
- Bottom special cutter thread bolt 80591 \$0.75 ea
- Brake arm bushing 0528 \$12.50 ea
- Brake arm bushing tool 0529 \$9.50 ea
Makes removal and install easier, cheaper than ruining bushing
- Brake arm to master cylinder bolt 0521 \$15.75 ea
- Brake arm to eye pin 0521-A \$7.50 ea

CLUTCH PARTS



- Brake & clutch shaft 0520 \$30.00 ea
New old stock clutch parts are becoming extinct, If you have some good used clutch pieces please let us know so we can pass the information on to those trying to keep the original clutch assembly.
- Clutch arm locking pin 0801 \$2.50 ea
- Clutch arm return spring 0802 \$5.00 ea
- Clutch arm return spring bracket 0803 \$12.50 ea
Goes under acorn bumper on driver side
- Clutch shaft bushing, truck takes 2 0540 \$12.50 ea
- Clutch adjusting rod 0807 \$18.00 ea
- Adjusting rod tapered nut 0808 \$7.20 ea
- Clutch pivot bracket 0810 \$28.50 ea
- Clutch shoulder bolt 0804 \$16.50 ea
- Clutch shaft bushing spacer 0809 \$10.00 ea
- Clutch bracket and shaft conversion 5950 \$59.00 ea
Use only when adding power brakes but keeping clutch. Clutch pivot bracket is more narrow for clearance

