

45. BEST NON ORIGINAL A 2 DOOR DRAGON CREATED BY LARRY SMITH



46. MOST UNUSUAL .. THE ONE AND ONLY 1951 KAISER CONVERTIBLE RESCUED FROM CALIFORNIA BY E D H'A U S G E N



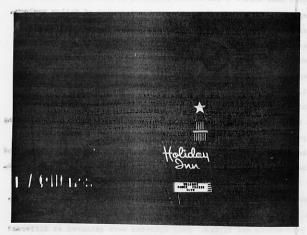
47. FURTHEST DISTANCE.. TERRY LEE ZEUG BY MANY A CALIFORNIA MILE



48. THE DOMERS LATCHED ON TO A FRAZER DISPLAY PIECE



49. CONVERTIBLE TOPS WERE PUT UP AND WE STARTED TO LEAVE



50. THE HOLIDAY INN STILL WELCOMING US AS WE DEPARTED THE 1962 NATIONAL CONVENTION WAS OVER.

Greetings Fellow Kaiserettes and Kaiserites!

This message is the first of a series from your '63 Convention

Committee. Each following issue of "The Quarterly" will give you more

information on what to look forward to at the Fifth Annual K.F.O.C.

Convention.

Speaking as Eastern Regional Divisional members we want all of you te realize we appreciate the honor of being the host Division for 1965.

Also we deem it a responsibility and a challange. Anyone who has had the pleasure of attending at least one of the National Conventions can never forget the experience. Four great Conventions are now part of the K.F.O.C. legend. We, here in the Eastern Division, pleage our best efforts to continue the tradition.

Many details come before a Convention Committee and all are considered in the degree in which they affect the greatest number of fellow members. The Convention has but one prime purpose; to offer the most desirable activities to the majority of those persons attending. A book sould be written about the other many benefits of gathering at a Convention, - but we repeat - your Committee has the one aforementioned object as the main goal. It is your Convention.

Our organization is growing in size and also in variety of Kaiser-Fraser products being preserved and restored. This is as it should be. A joking remark, passed at Marion, was made to the effect that we might call ourselves the "'54 Kaiser Club". It was intended (and taken) as a joke, and indeed there were plenty of beautiful '54's to give the remark some truth. A closer look down the long line of great Kaiser-Frazer cars, however, showed much variety. A good healthy variety of models and styles. Talk, of which there is always plenty at a Convention, showed much interest in various year models and styles. Many opinions were gathered at different times and tabulated.

Time was when we were delighted to just see K-F cars. Now we are reaching a growing point. We will continue to expand Classification as the member interest warrants. All of us had difficulty voting for various cars. How can one vote for a nearly perfect peach compared to a nearly perfect apple? Wouldn't it be far easier to vote for peaches and applesseparately?

At the 1965 Convention you will have more diverse voting opportunities than ever before. As interest and number of cars expands, this list will grow.

Please study this list carefully and see where your present car fits (or that old "junker" you know of which could be restored).

1963 Classification Code

1.	Best Original Preservation	One	Award
2.	Best Modified Kaiser-Frazer Product	03340	onte don
3.	Most Unusual " " "	TON B	I withite
4.	Longest Distance Driven To Convention	al orwin	meder reads
5.	Class 1946-1950	Twp	Awards
6.	Class 1951-1953	A.D. #11	a wall a
7.	Class 1954-1955	DEC.	down the
8.	Class Henry J		
9.	Class Kaiser Darrin		
10.	Best Over-all Kaiser-Frazer Product		qe. ,e sa
	At the Convention	one	Award

We hope by another year to be forced to divide the year groupings into Kaisers and Fragers etc. Your interest and the cars which attend will dictate future policy.

For the present you will see that achievement awards will be voted for your efforts in preservation and restoration of the Series 1 or Type 1 cars (1946-1950); Henry J's and Kaiser Darrins as separate groups. This will mean, for example, that the ever popular parrin will not be competing for your vote with a perfectly restored 1952 Kaiser two door.

We hope this will ease your decision when voting, and most of all, will encourage the showing of all models of K-F products. More and more eqitable distribution of achievement awards will be the ever guiding policy of K-F-O-C.

Start now to refurbish that '48 or Henry J. Others will see it with comparable cars and vote it in it's comparable class.

Convention 1963 will see the adoption of one more idea freely expressed at Marion- and tried to some extent at Bluffton. Your cars will be parked in order of Classification if we recieve advance indication of attendance in sufficient number.

It's not too early to plan for a vacation in New Hope, Pennsylvania.

August 1963, the date will be either the 3rd or 4th weekend of that month.

Your Committee is working with a Joint Show Committee and will announce

exact dates when decided by the New Hope Committee.

One last thought for this issue. The New Hope show drew about 750 entries this year in a two day affair. It was a National Event for the "Four Cylinder Plymouth Club of America"; Rolls-Royce Owners Club (Atlantic Region) fielded about 60 cars; The Lincoln Continental Owners Club was there; and about 150 cars of the Model A Ford species; plus sports cars, antique cars, special interest cars etc.

That should be enough to give any car fancier the urge to be a part of such a brilliant "Concours d'Elegance". Don't forget- Kaiser won it's share of those;

More details next issue. If you have any suggestions, write to Herb Soutt, Bill Tilden, or to me,

Respectfully, molestyres and all the respectfully,

George E. Domer

1963 Convention Committee Chairman

NEWS LETTER

K. F. O. C. EASTERN DIVISION

Dear K-F Friends,

We were delighted that we attended the National Convention in Marion, Indiana. There were over 150 people there and sixty-seven K-F cars. The rooms at the beautiful Holiday Inn were very reasonable and every one could be together. We had a big parade and a scrumptions banquet. The members voted to accept our invitation to have the Convention at New Hope next year and George Domer was appointed Chairman of the Convention for 1963. But you will hear all about it in the Quarterly.

Our Eastern Division Meet at the New Hope Auto Show was very gratifying in that we agained four or five new members and all of us who made it had an enjoyable time. There were sixteen cars present and the families of; Bosso, Domer, Batteman, Frake B. Moulder, H. Moulder, Motin, Masciola, Savidge, Sadusky, Schaeffer, Tilden, Wilson, Sinclair, Jr., Scutt and our very beautiful contestant for Miss New Hope Auto Show, Miss Betty lymn Scott, her mother and two friends.

The members voted on the awards as follows:

	1947-53	1954-55
lst	George Domer's 1951 Hardtop Frazer	1st Morris Schaeffer's 1955 Manhattan
2nd	Herb Scutt's 1953 Manhattan	2nd Herb Scutt's 195h Manhattan
	Harold Frake's Henry J 1951	3rd Joe Sadusky's Darrin
l:th	Ed Savidge's 1953 Traveler	4th J. R. Batteman's 1954 Manhattan Sp.

Best Overall
1st Domer's Frazer Hardtop
Runner Up Sadusky's Darrin

Pewter trophies were presented the first and seconds and honourable mention for the others - all drove around the ring in front of the grandstand. The announcer told the crowd something about the cars and the Club.

Joe drove Betty Lynn into the ring in his Darrin - the beautiful girl in a white bathing suit and the beautiful red Darrin were quite a sight!

Most of us managed to have dinner together in the dining room of the School on the grounds. After the show the ones who did not have to leave for home went to a restaurant and had supper and then to Helen and George Domer's Motel room where we listened to a Kaiser and Henry J singing commercial and the transcript of the radio tape made on Memorial Day in Dover. We will try to see to it that everyone hears these at Hershey in October,

We will meet at the stadium in Hershey, Penna, at 10 A, M, on Suhday, October lh for our annual business meeting. We have some items to discuss and election of Officers (Eastern) so we need all of you who can possibly make it. We will try to go out to eat somephace together but if you prefer you can find a place to eat a lunch you bring or there are stands inside the stadium. There is no admission charge and we will not have competition at this Meet. But as we all know, we do have fun! So bring out those CARS and line them up!

Werbody - please keep in mind that we have our chance to shine in way of numbers it we all back up the Convention in New Hope in 1963. Plan now to have your vacation then so we can all be there next August. Your Club officers work hard - back them up and really enjoy your own club.

Mr. A. Felekey, 155 Falmouth Ave. E. Paterson, N.J. has a 1955 Man. 2 door for cale. Near mint condition - all original except rear rug - 54907 miles - \$350.00. Worth it!

See you all at Hershey!

DEMAR KF MEMBERS;

DEAR MR MOORES

I WAS VERY GLAD TO FIND YOUR ANNOUNCEMENT OF A K F NATIONAL CONVENTION IN THE AUGUST MOTOR TRENDS. THE REASON I AM WRITING THIS LETTER IS IN THE HOPE THAT YOU OR THE ATTENDING PERSONS TO THE CONVENTION COULD MELP ME WITH MY PROBLEM OF FINDING F FREERICLASS PARTS TO A 1954 DARRIN THAT I PURCHASED 2 MONTHS AGO.

THE FIBERGLASS ASSEMBLES THAT I WOULD LIKE TO BUY ARE!

A complete right side door, right side front fender, the fiberglass fixture that the door slides on, and a right side door. These pieces will enable me to restore the Darrin into immadulate condition and have a Classic Darrin for transportation.

However, if there seems to be no change of aquireing these parts, J might consider selling the Darrim AS IS to some person who would know enough about fiber-glass repairing to restore this one themselves. I hope to hear from any Club members that gan help me out.

BILL HURL 2608 SE 74TH AVE PORTLAND OREGON

DEAR MR HALLER; I WOULD LIKE TO BECOME A MEMBER OF THE K F CLUB, I OWN A 52 HENRY J. I BOUGHT IT AT THE BEGINING OF THE YEAR FOR \$45. IT NEEDED A FEW MINOR THINGS DONE TO IT TO GET IT RUNNING AND LOCKING LIKE A NEW CAR AGAIN. I HAVE A FRIEND THAT OWNS A 54 KRIBER MANHATTAN AND WHILE THERE ARE NOT MANY KAISERS IN SOUTH AFRICA BARRING THOSE OF THE 48 TO 50 VINTAGE THERE ARE A LARGE NUMBER OF HENRY J'S WHICH DURING ITS YEARS OF PRODUCTION WAS A VERY POPULAR CAR IN SOUTH AFRICA. IN FACT IT STILL IS, AND OF ALE THE HENRY J OWNERS THAT I HAVE SPOKEN TO, WELL OVER A HUNDRED, I HAVE NOT FOUND ONE THAT CAN GIVE HIS CAR ANYTHING BUT PRAISE. I MA ABSOLUTLY CERTAIN THAT HAD KAISER PRODUCED HIS CARS IN SOUTH AFRICA THEY WOULD HAVE BEEN SNAPPED UP AS FAST AS THEY COULD PRODUCE THEM. I'VE HEARD THAT KAISERS ARE STILL BEING PRODUCED IN IN ARGENTINA AND ISSEMBLE. IS THIS TRUE? HOPING TO HEAR FROM YOU SOON.***

DAVID DELANGE APALEY COURT, 451 MUSGRAVE RD, DURBAN, NATAL, S.AFRICA.

SINCE THE MARION MEET THIS SUMMER 14VE BEEN MEANING TO WRITE, BUT

YOU KNOW HOW THINGS ARE PUT OFF, WE JUST RECEIVED THE NEW NEWSLETTER THIS MORNING. KEEP UP THE GOOD WORK, I HAVE SEEN VERW BUSY FINDING PARTS AND GETTING NEW MEMBERS. I NOW HAVE 4 NEW MEN IN THE KF CLUB! AND IN THE ROAD MOST OF THE TIME AND SELDOM EMBERS. I NOW HAVE 4 NEW MEN IN THE KF CLUB! AND IN THE ROAD MOST OF THE TIME AND SELDOM EMBERS. I NOW HAVE 4 NEW MEN IN THE KF CLUB! AND THE ROAD MOST OF THE TIME AND SELDOM EMBERS. I NOW HAVE 53 SADAMOST OF THEM ARE 54 SADAMOST OF THEM ARE 55 SADAMOST OF THEM ARE 55 SADAMOST OF THEM ARE 55 SADAMOST OF THE MAD A ROD OUT OF 47, BUT! HOPE TO BE ABLE TO DROP A 1957 CHEMY VS IN +T.
WETH A 51 KAISER STRAIGHT TRANSMISSION AND OVERDRIVE, ANY HELP AND OF THE MEMBERS
SADA GOVE WE SO CONCRETING THE BELL HOUSENS TO THE KAISER THANSMISSION WALD BE GREATEN APPRECIATED. (EDITOR NOTES. WRITE TO ED HAUSEN ELSBERRY MO, HE CAN HELP)
ABOUT 2 MONTHS AGO I BOUGHT 2 1951 KAISERS, A 2 DR AND A 5 DR FOR \$20 PRICE. THE
4DR IS GOING TO BE MY PARTS CAR. THE 2 DR WAS OVERHAULED, DRIVEN FOR ABOUT 2 MONTHS

ABOUT Z MONTHS AGO I BOUGHT 2 1951 KAISERS, A 2 DR AND A 4 DR FOR \$20 APIECE, IHE
4DR IS GOING TO BE MY PARTS CAR, THE 2 DR WAS OVERHAULED, DRIVEN FOR ABOUT Z MONTHS
AND THEN STORED SINCE 1957. I HAVE IT JUST ABOUT READY TO RUN AGAIN, I JUST SIGNED UP
ANOTHER NEW MEMBER, HAROLD COCHRAN OF LAWAYETTE INDIANA AND I FOUND TWO VERY NICE
INVENTORIES OF NEW PARTS. YOURS TRULY, DALE E NEWNAM BOX 203 WAYELAND INDIANA.

DEAR ME BARKER: I ACKNOWLEGE THE RECEIPT OF THE QUARTERLY, INDEED I WAS GLAD AND GONTENED ABOUT THE MATERIALS AND ISSUES CONCERNING THE SAID MADE CARS, IN AS MUCH AS YOU PRINT ARTICLES ABOUT THE OFFICE AND AND CARS, HOPE THAT YOU EXPLAIN MORE ABOUT THE DOMPOSITION AND CONSTRUCTION OF IT, GOING OVER AND OVER AGAIN THRUOUT THE QUARTERLY I AM INDLIE TO EXPRESS THAT I CONSERVE MY GAR WITH GREAT MARE, THAT MOST PEOPLE KEED A GLANDE OF TWO, BELIEVENING IT IS OF THE LATEST MODEL, MAY THE NATIONAL MEET BE OF SUCCESS, I WILL THY MY BEST TO ATTEND IT, SINGERLY YOURS, SANTIAGO SUAU SOLAR, MANUEL PEREZ FREYTES ST ARECISED PORTO RICO. (ED, NOTE A PICTURE OF MR SOLER'S 1951 KAISER WILL APPEAR IN THE NEXT ISSUE OF THE QUARTERLY)

DEAR PAUL:

What does "Je Suis Pret" on the Frazer mean? I don't dig French or Latin or what ever it is, I'm donating the '46 Mcchanix Illustrared to the Club as I have another done at home. Know of any potential buyers for an early '54 Kaiser Special? For \$75 or so. A freend of mine is selling and I told him I would inform the club. The body's not rusted tho there are several dents. The upholstry is good but.... there is a knock in the engine that sounds like a wrist pin. His address is Robert Voss, Nisswe Minn. It's a coral and cream 4 door.

I HAVE A FEW SUGGESTIONS FOR IMPROVING THE K-F'S AS FAR AS SAFETY GOES, I'M A NUT ON THE SUBJECT OF SAFETY AND MY 51 SPECIAL IS EQUIPPED FOR CRASHING. I HAVE SEAT BELTS OF COURSE AND THE K F CARS ARE AMONG THE EASIEST TO PUT BELTS INTO. I USED TO RADE IN DESTRUCTION DERBY TYPE RADES AND I'M A FIRM BELIEVER IN SEAT BELTS. I'VE ADDED SAFETY DOOR LATCHES TO MY SPECIAL AND I ONCE TESTED THEM IN A RACE ON A 53 MANHATTAN. THO THE BODY WAS BADLY TWISTED NOT A DOOR EQUIPPED WITH MY SAFETY LATCHES POPPED OPPO. THE MODIFICATION IS CHEAP, EASY, AND DOES NOT ALTER THE APPEARANCE OF THE CAR... AND MOST IMPORTANT THEY WORK. HERE'S A ROUGH SCETCH OF MY BRAINSTORM:



LATCH WORKS NORMALLY BUT IN A CRASH THE WASHER KEEPS THE DOOR AND POST FROM SEPARATING AND SPLATTERING THE OCCUPANTS ON THE PAVEMENT.

WHEN MODIFING THE DOOR LATCH IT MAY BE NECESSARY TO PUT SHIMS BEHIND THE STRIKER PLATE. IT TOOK ME 20 MINUTES TO GET MY FOUR DOORS WORKING NORMALLY. I'VE TESTED THIS AND BELIEVE ME... IT WORKS! THERE IS A WASHER THAT CAN BE PURCHASED IN ANY HARDWARE STORE THAT WILL FIT PERFECTLY. IT COSTS ABOUT \$2 TO MODIFY AND IN MY OPINION ITS IMPOPATANT. ANOTHER THIN I DID WAS TO THROW AWAY MY 2 PIECE 51 WINDSHEILD AND PUT EZE EYE 53 GLASS IN ITS PLACE. IT TOOK ME AN HOUR AND IT REALLY IMPROVES THE LOOKS OF THE CAR... AND THE VISIBILTY. I'LL DO THIS OPERATION FREE FOR ANY CLUB MEMBER.». I'M A GLASS INSTALLER PART TIME AND I KNOW WHAT I'M DOING, MY 51 IS EQUIPPED WITH PADDED SUNVISORS WHICH PROTECT HIGH FLYING HEADS. 56 FORD VISIORS FIT WITH SLIGHT BENDING OF THE BRACKETS. PADDED VISIORS ARE MORE IMPORTANT THAN A PADDED DASH BECAUSE THEY PROTECT SOME—THING NO KAISER OWNER SHOULD BE WITHOUT... HIS HEAD. I HAVE A PADDED STERING WHEEL COVER WHICH IS TRICKY BUT I'LL EXPLAIN IT TO ANY ONE INTERESTED.

FINALLY BUT STILL IMPORTANT IS THE DASH, MY SPECIAL HAD NO PADDED DASH SO I PUT ONE IN; 49-54 CHRYSLER PADDING FITS NICELY AND ITS A MORE EFFECTIVE GRAEH-PAD THAN THE COTTON THAT KAISER USED, ON KAISERS EQUIPPED WITH PADDED DASHES THE GLOVE COMPARTMENT MUST COME OFF AS WELL AS MOST OF THE METAL ON THE BOTTOM OF THE DASHES AWHLE BUT IT IS WORTH THE TIME AND EFFORT. THE NEW PAD CAN BE SLIPPED UP AND THE COVERING STRETCHED BACK OVER AND THE METAL RE-INSTALLED I'LL DO THIS FREE OF CHARGE FOR ANY MEMBER AND I'LL ISTALL SEAT BELTS FREE FOR ANY MEMBER HE WILL PROVIDE THE BELTE OF COURSE) YOU SEE I'M ENTHUSED ABOUT SAFETY! ON THE ENCLOSED PHOTO YOU CAN JUST MAKE OUT THE BAFETY LATCH, THE SEAT BELTS, PADDED DASH, WHEEL, AND VISORS, AND THE 53 WINDSHELLD. I ALSO REMOVED THE PROTESTRIAN SPEARING HOOD GRAMMENT, THE SKULL GRUSHING REAR ASH TRAY, AND I PAINTED THE INSTRUMENT HOOD NON GLARE BLACK. THAT THING WH RE THE CLOCK BELONGS IS A LITTER BAG GUSTOM MADE! IT'S HARD TO BELIEVE ITS A 51 WITH ALL THE 53 TRIM AND ALL, YOU QUIGHT TO SEE THE REAR SEAT... GENIUM 51 FRAZER. WOULD YOU SEVALAIN AGAIN HOW TO FOLD THE FRONT SEAT BACK DOWN? MINE MAKES INTO A COMPY CAMPER SO!

(SEE PICTURE DRAWING ON NEXT PAGE) THIS WAY I HAVE A PADDED SEAT FOR A HEADREST AND WITH AN AIR MATRESS. . . ITS AS COMPORTABLE AS A KING KOIL MATRESS, ALSO THE FRONT SEAT CAN BE USED FOR DRIVING WHILE SOMEONE ELSE IS SLEEPING.



It's America's

most useful car !

amazing

new



Kaiser Traveler...²033

This big, beautiful Kaiser 6-passenger sedan converts. In just 10 seconds... to a spacious cargo carrier. No tools, no bolts. Just the touch of year hand.

Come in today for a free demonstration. The new Kaiser Traveler is the first and only 2-in-1 car! It's available for quick delivery! Liberal trade-in; easy terms.

Raiser... world's lowest-priced big car (



THUMB SCREW HOLDS PLY WOOD IN REAR POSITION SHAFT TUNNEL LEVELS WHEN NOT USED FOR SLEEPING

2X4 ON PRIVE THE HINGED SEAT CUSHION REAR SEAT BACK IS REMOVED + STORE REHIND FRONT SEAT

My DREAM IS TO OWN A 54 MANHATTAN. BEING IN THE ARMY I'M SORTA "HINDERED" FINANCIALLY BUT IF YOU KNOW OF ANYONE WHO'LL SELL FOR \$20 A MONTH I'LL BUY. CONDITION IS NOT IMPORTANT, I HAVE MY WHOLE LIFE TO DO THE RESTORATION, WOULD THE QUARTERLY BE INTERESTED IN A QUICK AND CHEAP WAY TO TO REPLACE KAISER ROCKER PANELS? (YES, EDITOR) IVE REPLACED THE ONES ON MY 51. BUT UNFORTUNATLY AND BIG ROCK GOT MY RIGHT ONE DENTED ALREADY.

Yours TRULY,

THOMAS ERICKSON FORT CARSON COLUMN INF

DEAR K-F FANS:

I WOULD LIKE TO TELL YOU JUST HOW GREAT I TINK MY 51 FRAZER VAGABOND IS. I LIVE IN A TRAILER PARK IN PHOENIX ARIZONA. I'M VERY INTERESTED IN RARE AND INTERESTING CARS. My PROBLEM IS THAT I HAVE NO PLACE TO STORE THEM. WELL I DECIDED TO TAKE MY FRAZER BACK HOME TO NEW JERSEY AND STORE IT IN MY FATHER-IN-LAWS GARAGE. I MADE A TOW BAR AND TOWED MY 51 CHRYSLER CONVERTIBLE ALL THE WAY WITH MY 51 FRAZER, LEFT MY FRAZER AND DROVE THE CHRYSLER BACK. EVERYONE TOLD ME TO TOW THW FRAZER WITH THE CHRYSLER, BUT EVEN THO I KNEW THE CHRYSLER WAS MUCH HEAVIER ! TOWED IT WITH THE FRAZER, | DECIDED TO TAKE THE LONG WAY THRU ARIZONA AND NEW MEXICO TO AVOID SOME DANGEROUS MOUNTAINS. THIS MADE THE TRIP AROUND 3000 MILES. THE ONLY TROUBLE I HAD WAS : THE FRAZER OVER-HEATED ONCE COMING ACROSS WHITE SANDS DESERT IN NEW MEXICO WHERE THE TEMPERATURE WAS OVER 120 DEGREES IN THE SHADE EXCEPT THERE WASN'T ANY SHADE. AND I HAD TO HAVE THE CLUTCH ADJUSTED IN THE HILLY COUNTRY IN WEST VIRGINIA. I THINK MY FRAZER DID A WONDERFUL JOB.

ONE MINOR PROBLEM WITH MY FRAZER. DO ANY OF YOU OTHER MEMBERS HAVE THIS PROBLEM AND WHAT IS THE SOLUTION? WHEN I CLOSE THE DOORS THEY AUTOMATICALLY LOCK! YOU EITHER HAVE TO LIFT THE LATCH UP OR USE A KEY TO OPEN THEM. THIS MAKES IT VERY EASY TO GET LOCKED OUT. (EDITOR NOTE. MY FRAZERS DO IT TOO. WILL WELCOME ANY SUGGESTIONS AND WILL PRINT THEM IN THE QUARTERLY) I KNOW OF SOME GOOD K-F BUYS WHICH I CANNOT TAKE ADVANTAGE OF. ANYONE INTERESTED IN A 51 FRAZER 4 DOOR? ! CAN GET ONE FOR \$75 IN GOOD SHAPE. THE CLIMATE HERE IN PHOENIX IS VERY WARM AND DRY SO WE DON'T HAVE ANY RUST PROBLEM. ALSO MY FRAZER HAS A TUCKER RADIO. IS THIS STANDARD? I PRESUME ITS FROM THE TUCKER CAR THAT NEVER DEVELOPED. (EDITOR NOTE THE RADIO WAS MADE BY MOTOROLA AND SOLD TO KAISER DEALERS WHO INSTALLED THEM. IT WAS NOT STANDARD FROM THE FACTORY) WELL I'LL SIGN OFF NOW. | ENJOY BELONGING TO THE CLUB VERY MUCH AND I HOPE TO MAKE IT TO THE NEXT CONVENTION.

Walt Wenker 3137 Westward BLVD PHOENIX 9 ARIZ.



Wire Spoke WHEEL COVER

• NEWEST • SMARTEST
• MOST ECONOMICAL
WIRE WHEEL CONVERSION



New wire wheel beauty at a price owners can afford. Carefully designed to retain authentic wire wheel appearance. Chrome finished plus baked lacquer protective coating to meet factory specifications. Easily cleaned with a soft brush.

SPECIFICATIONS

All welded 36 spoke construction with simulated spinner type hub cover. Attached to 15° wheel with steet clips. Cannot fall off, but can be quickly removed for cleaning, if desired. Packed one set of 4 to a carton.

Part No. 100327





FOLLOWING THE NATIONAL CONVENTION THE CLUB WAREHOUSE WAS MOVED TO CHICAGO AS NOTED EARLIER IN THE QUARTERLY. SINCE THAT TIME THE WILLYS FACTORY HAS DUMPED AND SCRAPPED ALL K-F PARTS NOT CONNECTED WITH THE 1954 MODEL. THEY TOLD YOUR EDITOR LAST WEEK WHEN HE WAS AT THE FACTORY THAT THEY HAD NO LEGAL OR MORAL OBLIGATION AFTER 7 YEARS TO STOCK PARTS AND DUE TO THE EXPANSION NOW GOING ON AT THE FACTORY THEY WERE DISCONTINUING ALL PARTS UNLESS THEY WERE CONNECTED WITH THE 54 MODEL WHICH THEY WILL STOCK FOR A LITTLE WHILE LONGER PARTS ARE GOING TO BE A PROBLEM BEFORE LONG AND SO OUR CLUB WAREHOUSE PROJECT ASSUMES EVEN MORE IMPORTANCE EVERY DAY. THE WAREHOUSE BOYS HAVE BOUGHT SEVERAL DEALERS STOCKS OF NEW PARTS AND HAVE THE PARTS THAT CLUB MEMBERS HAVE CONTRIBUTED OR PUT UP FOR SALE. THEY KNOW WHERE MANY MORE DEALERS STOCKS ARE LOCATED AND COULD BUY THEM US IF THEY HAD SOME MORE CAPITAL. NOW IS THE TIME. THE QUARTERLY AND PRESIDENT ARE NOW PROPOSING TGAT ALL CLUB MEMBERS DO WHAT THEY CAN TO HELP OUT. WE ARE PROPOSING THAT EACH CLUB MEMBER SEND SOME CASH TO THE CLUB TREASURER TO GIVE US SOME CAPITAL TO BUY SOME MORE NEW PARTS WHILE THEY ARE AVAILABLE. THE CERTIFICATES (3) ARE TO BE FILLED OUT AND SENT TO TOM WILSON 96 WEST BUENA VISTA DETROIT 3 MICHIGAN WHO WILL SIGN IT AND RET-URN IT TO YOU. WHEN YOU THEN DECIDE TO BUY SOME PARTS THIS WILL BE ACCEPTED AS CASH BY THE WAREHOUSE. YOU HAVE NOTHING TO LOSE AND EVERYTHING TO GAIN. THERE IS A PARTS LIST OF PRESENTLY AVAILABLE PARTS IN LATER PAGES OF THE QUARTERLY ALONG WITH THE PRICES. THESE PRICES ARE BASED FOR THE MOST PART ON 1955 DEALERS COST OR BELOW. PARTS WILL BE SHIPPED COLLECT FOR THE FREIGHT. MANY NEW PAGES OF PARTS WILL BE PUBLISHED IN FUTURE ISSUES OF THE QUARTERLY AS THEY SORT OUT AND IDENTIFY THE PARTS THEY ARE NOW BUYING.

THE 1951 SHOP MANUAL AND THE 1952-53 SUPLEMENT ARE STILL AVAILABLE FROM THE FACTORY FOR \$1.50. ALSO THE HENRY J SHOP MANUAL. WRITE TO WILLYS MOTORS. TOLEDO 1 OHIO SHOP MANULAS FOR OTHER MODELS ARE AVAILABLE FROM THE CLUB WAREHOUSE FOR\$2,00 WHILE

THE SUPPLY LASTS. PARTS LISTS FOR SOME MODELS ARE ALSO AVAILABLE. 1309 N 13TH ST

THE FOLLOWING ARE NEW MEMBERS THAT HAVE JOINED SINCE THE NATIONAL CONVENTION: MRS VIOLA ROMALIA JEROME C CASPER ALBERT G BROUSSARD W ALBEN CASSINGHAM CLAYTON EGLAND THOMAS D OLSON DUANE E POTTS HOWARD J FOMONDS ERNEST H MITCHELL REV ROLAND FLOY LLOYD A BREESE JOHN MAYNARD CLARENCE E MILLER YVONNE S LEVANDOSKI RICHARD TRUMAN BUELL JOSEPH E ARNOLD RICHARD L ROMINE WILLIAM WAGER JR GEORGE E GLEASON THOMAS WYNN CHARLES B WISE JON OCCHER J W HUTCHINSON FRANK KUCERA CHARLES W ELLIS ARTHUR G SEDMONT KENNETH HEMBROUGH

GEORGE J RICHMOND

ARTHUR J WRIGHTMAN

URBAN D HORNEY

H. C. HINER

4544 N 21st PL 212 BELLVIEW ST 6544 W 91st PL 1843 N WINFIELD RR2 R R 4 1600 EVERGREEN

310 S GERRARD DR 509 W 19TH 113 CLAYPOOL RD 3920 LAFAYETTE Four Rop Rp 866 E 178TH ST 1510 CLAY R R 3 Box 965 157 ARNOLD 120 N MAPLEWOOD DR 11069 WHITBY HALL RD SHADY RIDGE PARK BALMER RD 2065 E ROXBORO RD NE STE 20 98 1/2 OSBORNE ST R R 1 Box 120

12 CRANE PARKWAY 403 N CLAY 1133 N 18TH MAIN ST 894 E HURON RIVER RD 1215 RACE ST

SHEBOYGAN WISCONSIN MILWALKEE WISCONSIN Moss POINT MISSISSIPPI OAK LAWN ILLINOIS PERLEY MINNESOTA INDIANAPLOIS INDIANA BLOOMINGTON ILLINOIS HASTINGS MICHIGAN DES MOINES LOWA INDIANAPOLIS INDIANA ANDERSON INDIANA MUNCIE INDIANA ST LOUIS MISSOURI MARILLA NEW YORK BRONX NEW YORK DAVENPORT LOWA FORT WAYNE INDIANA GALESBURG ILLINOIS BERRIEN SPRINGS MICHIGAN BRIDGETON MISSOURI YOUNGSTOWN NEW YORK ATLANTA GEORGIA WINNIPEG 13 MANITOBA GEDDES SOUTH DAKOTA CAYUGA INDIANA CRANFORD NEW JERSEY JACKSONVILLE ILLINOIS HANIBAL MISSOURI FAIRFIELD PENNSYLVANIA BELLEVILLE MICHIGAN NEW CASTLE INDIANA

KAISER FRAZER QUARTERLY

NEW MEMBERS CONTINUED
ALLEN SIMPSON
ALLEN SIMPSON
KENNETH R. HAMILTON
T. N. MATHE
R. H. SWEETMAN
RUSSELL ROFKE
LARRY ALBERT LECK
JOHN DREDG
JAMES LARDIS
WILLIAM R. HURL, UR.
C. F. ORRA
RICHARD WENZEL
KEN MINE.

CHARLES JOHNSON

HAROLD C. COCHRAN

10 NORWOOD PL.
IDLEWILD RTE BOX 503
300 SHERRER ST.
2310 S Z ZON ST.
515 WALKER RD.
HDG BTRY TTH ARTY
796 - 74TH AVENUE SE
160 HUGHEON ST.

2608 SE 74TH DR 4183 SEVEN HILLS RD 4163 PARK BLVD. 308 SPRING GARDEN 1763 E. SPRING 817 FERRY BLOOMFIELD, NEW JERSEY ROSEBURG, OREGON NORTH WALES, PENNSYLVANIA KANSAS CITY, KANSAS HINEDALE, ILLINOIS FORT RILEY, KANSAS SALEM, OREGON FAIRFIELD, PENNSYLVANIA PORTLAND, OREGON CASTRO VALLEY, CALIFORNIA PALD ALTO, CALIFORNIA VILLOWDALE, ONTARIO NEW ALBANY, INDIANA

Most of these new members are hearing about us in the Motor Magazines but some are still the result of the windshield cards and personal contacts. More new members are coming in every day and in the next issue of the Quarterly we will have the annual listing of all the members and their dars. The next listing will be by states so that when you go touring you can readily find the members along your way.

MIDWEST REGIONAL NEWS

The Midwest Regional meet was held October 20, and 21st at the Brooks Stevens Museum near Milwaukee, Wisdonsin. It was arranged by Neal Danyo. Mr. Brooks Stevens came over from Detroit just to talk to us and show us though his auto museum. His talk had been stacked to be and show us though his auto museum. His talk had used the feething the scenes activities at the Kaiser Factory was most exclishtening and will be further reported in future issues of the Quarterly. Mr. Stevens had a hand in designing most of the KF cars even if they say "Darrin" on them. He has agreed to lend us for publication the early suggested drawings of the various models through the years. He did confirm that the 1951 Convertible that ED Haubsen restored and had at the National meet was the only one ever made. There had been rumors that there were 5 or 6 of them made. He just recently designed the new Willys trock and station wason that are just hitting the market. He also designed the new Aero Willys passenger car that is being made in Spazil and was in Paris last month with Eddar Kaiser when they showed it for the first time. It was interesting to see from the cars in the museum that the early Frazers were really a continuation of the Graham Paige in many respects.

Mm. AND MRS. GENE DILLEMBURG, AURORA, ILLINDIS, BOB AND LUCILLE PITTRO, MARION, OHIO, FRED AND FLORENCE DEVAULT, GEENFIELD, HOTANA, DEAN MOORE, ST. LOUIS, MISSOURI, ED HAUSGEN, TERRY ERDMAN, ELLSBERRY, MISSOURI, DON BURR AND SON FROM MILWAUKEE, NORBERT GILGENBACH, FOND OU LAC, WISCONSIN, GLEN AND MARY WENDORFF AND SONS FROM BARRY, ILLINDIS. ROBERT C. STYKEMAN AND SON GAME FROM TOLEDO IN THEIR 155 WILLYS. MR. AND MRS. GEORGE BUCHINGER AND MRS. AND MRS. DANALD DETTORE ALL FROM CHICAGO, LARRY SMITH, JIM WORTH, DANIEL, AND CHARLOTTE KOERT, FROM DAVENDAT, 10MA. MR, AND MRS. DONALD DETTORE ALL FROM CHICAGO, LARRY SMITH, JIM WORTH, DANIEL, AND CHARLOTTE KOERT, FROM DAVENDAT, 10MA. MR, AND MRS. WISCONSIN. MR. AND MRS. BOS SMITH, MILTON E. KOCH, MILWAUKEE, AND HUGH AND JOHN MCNAUGHTON AND BILL PARK IN THEIR 54 MANHATTAN AND NEAL AND INENE DANYO OF WEST BEND, IND.

PARTS WAREHOUSE LIST

HERE IS A LIST OF THE NEW PARTS THAT ARE AVAILABLE ONLY TO CLUB MEMBERS. WHEN DROBRING PARTS, SPECIFY THE MODEL NUMBER OF THE GAR AND THE PART NUMBER. IF THE PART NUMBER IS NOT, AVAILABLE, PLEASE GIVE A COMPLETE DESCRIPTION OF IT. PRICES BELOW DO NOT INCLUDE SHIPPING COSTS WHICH THE PURCHASER IS REQUIRED TO PAY. IF YOU HAVE ANY QUESTIONS OR WISH TO PLACE ORDERS, CONTACT EITHER DON DETTORE, 42 W 461 HILL ST VILLA PARK ILLINDIS, PHONE TERRACE 2 2269 OR GEORGE BUCHINGER, 3538 HAWTHORNE, FRANKLIN PAKE, ILLINDIS. TELEPOUR EN ADDRESS 1140

	SHORT BLOCK)	KAISER OR FRAZER ALL YEARS	\$225.00
	SRAME: DEWSACK	1947 - 1950 KAISER OR FRAZER	12.00
	FRONT CAMPAGE	1951 - 1953 KAISER	15.00
FENDERS		1951 - 1555 KAIER	12,00
FENDERS		1951 FRAZER	15.00
FENDERS		1951 FRAZER HENRY J	12.00
FENDERS	REAR	HENRY J	15.00
Hoods		1947 - 1950 K OR F	12.00
Hoops		1951 F	17.00
SPRINGS	REAR	1947 -1950 K on F	12.00
SPRINGS		1951 -1955 K	12.00
	S ALL K OR F		12.00
WHEELS (TIRE RIMS)	ALL CARS	
200070	BEARING		
200072	BEARING		1.25
200116	Bushing		.30
200165	SHAET		1.50
200383	SHIM .010		25
200385	RETAINER		
200407	SHIM .003		.10
200438	CLAMP		35
200471	GAUGE (FUEL)	1947 - 1948 F	3.00
200551	LICENSE PLATE FRAME	N 0701_0401 RAS STREET	
200618	AIR CLEANER	1947 - 1950 KF	1. 00
200624	Lock		
200634	HINGE	DNIDRONAL I	3.00
200657	ESCUTCHEON	31-07-01-0401 RAS SALAH	50
200807	DOOR (HEADLIGHT RIM)	1144 1950 K 11442 948 1959-1950 K	1,00
200841	TAIL LENS	HALE BAR 1949-1950 K	.50
201002	GEAR (FLANGE)		4.00
201018	SHAFT & JOINT	1947 K	10.00
201096	ARM	1947 K 1947 – 1951 KF	2.25
201152	Нив & Оким		9.00
201195	CROSS SHAFT		
201238	ARM		
201239	ARM		1.80
201359	HORN RELAY	1947 - 1951 F, 1947 - 1950 K	1.25
201377	HANGER	EEL (PARIONS LIGHT) 1949-1950 K	
201386	CLAMP		
201388	STRAP		
201394	HANGER		
201498	STRAP (GROUND CABLE)		
201531	TAIL LENS	A ONCY YOUR S THE LE LIE	
201539	GAUGE (OIL PRESSURE)	1947 K	
201543	GAUGE (TEMP.)	1947 - 1948 F	4 00
201545	GAUGE (TEMP.) GAUGE (FUEL)	1947 K	1.25
201551	RADIATOR SHROUD	1947 K	2.50
201562	CHROME GRILL SET	The second secon	1.30
201791	"K" EMBLEM		2.80
201975	CABLE		.25
202036	BRACKET		.50
			The state of the s

KAISE	R FRAZER QUARIERLY	PAGE
202190	CABLE	.25
		1.50
202314	PINION	
202332	PANEL	4.00
202333	PANEL	4.00
202381	SHIELD	3.00
202395	WEATHERSTRIP	•90
202532	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER	9.00
202533	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER	9.00
202541	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER	9.00
202542	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER	9.00
202573	U BOLT	•75
202779	Rop	.30
203024	NAMEPLATE (KAISER)	.50
203123	Hus & Drum	9.00
203139	CLAMP	.50
203146	a020 Piston Ring SET	8.00
203147	.040 Piston Ring Set	8.00
203490	GAUGE (OIL PRESSURE) 1949-1950 K	1.25
203491	GAUGE	1.25
203492		1.25
	GAUGE (FUEL) 1949-1950 K	
203523	CORE	.60
203969	WEATHERSTRIP	1.50
203978	WEATHERSTRIP	.25
204024	TAPPETS	1.00
204118	LICENSE PLATE FRAME	.50
204116	LICENSE PLATE FRAME	.70
204121	FRONT BUMPER BAR 1949-1950 K	15.00
204133	REAR BUMPER BAR 1949-1950 K	15.00
204303	BELLCRANK	.50
204324	PANEL 1949-1950 KF	2.00
204323	REINFORCING	1.50
204396	GRILLE BAR 1949-1950 K	7.25
204399	GRILLE BAR 1949-1950 K	4.25
204400	GRILLE BAR 1949-1950 K	7.50
204484	WATER PUMP REPAIR KIT	4.75
204485	IGNITION SWITCH 1949-1950 KF	1.00
204506	GASKET SET, ENGINE OVERHAUL	3.00
204508	LIGHT (TRUNK HANDLE , COMPLETE) 49-50 K	6.00
204525	LENS (RIGHT TAIL LIGHT) 1949-1950 K	.80
204570	LENS (PARKING LIGHT) 1949-1950 K	1.00
204571	GASKET (PARKING LIGHT) 1949-1950 K	.30
204576	GASKET (PARKING LIGHT) 1949-1950 K	.10
204578	BEZEL (PARKING LIGHT) 1949-1950 K	1.25
204583	CABLE	1.00
204595	Body (License Light) 1949-1950 F	5.00
204601	LENS (LEFT TAIL LIGHT)1949-1950 K	.80
204604	PAD (LEFT TAIL LIGHT) 1949-1950 K	.30
204605	TAIL LIGHT & BODY 1949 F	8.00
204610	LENS (RIGHT TAIL LIGHT) 49-1950 F	1.00
204611	LENS (LEFT TAIL LIGHT)1949-1950-F	1.25
204613	GASKET (TAIL LIGHTS) 1949-1950 F	.30
204615	LENS (LEFT TAIL LIGHT) 1949-1950 F	80
204619		.60
204714	CABLE & SOCKET	9.00
204/14	WING ASSEMBLY WITH GLASS, CHROME, AND RUBBER	2.00
204844	LEVER & SHIFT	1.25
204893	MAIN BEARING .001US	
	ESCUTCHEON	2.25
205107 205108	Moulding	2.25
200100	Moulding	2025

KAIS	ER FRAZER Q	UARTERL	Υ	PAGE 41
205162	Moulding			2.80
205231	ROCKER PANEL	1949-50K		4.00
205232	ROCKER PANEL	1949-50 K		4.00
205492	WEATHERSTRIP	1951 F		•60
205779	REPAIR KIT			1.00
205781	REPAIR KIT			.80
206093	CLOTH			8.00
206258	NAMEPLATE (VAGABOND)	1949 K 1953 F	IJ	1.00
206402	REPAIR KIT			.60
206407	KIT STERRING GEAR SHA	FT & BUSHING		8.00
206583	VALVE			1.50
206980	SPLASH SHIELD LEFT FR	ONT FENDER	51 F	7.00
206983	SUPPORT			•75
206986	GRILLE	1951 F		20.00
206980	SHIELD			7.00
206984	SUPPORT			1.00
206993	PANEL			5.00
206997	EXTENSION	1951 F		1.50
207277	CATCH			1.00
207294	PARKING LIGHT (RIGHT)	1951 F		9.00
207295	PARKING LIGHT (LEFT)	1951 F		9.00
207298	LENS (PARKING LIGHT)	1951 F		•75
207300	BEZEL			•90
207302	TAIL LIGHT (RIGHT)	1951 F		7.00
207303	TAIL LIGHT (LEFT)	1951 F		7.00
207308	LENS (TAIL)	1951 F		1.00
207340	Hus & Drum	1951-55 K 51	F	9.00
207375	LIGHT (RIGHT TAIL)	1951 K		5.00
207377	PAD (TAIL LIGHT)	1951 K		.20
207379	BODY (TAIL LIGHT, LEFT)	51 K	3.00
207384	INTERIOR LITE	1951-1955 K		1.50
207445	REAR WINDOW GLASS (TR.		51-53 K	15.00
207518	CLAMP		principles to the second section.	•10
207538	PANEL			3.75
207539	PANEL			3.73
207560	CHROME GLOVE COMPT. C	OVER	51 K	3.50
207600	Moulding			3.00
207602	Moulding			3.00
207605	MOULDING			3.00 2.50
207606	Moulding			2.50
207616	Moulding			2.75
207617	MOULDING			2.00
207652	CLAMP			•30
207662	PILLAR			6.50
207672	EXTENSION			1.00
207680	PANEL			1.00
207681	PANEL			1.00
207777	CABLE			.25
207935	LEVER			1.00
207992	GUIDE			.25
208098	SWITCH (WIPER)	1951-54 K		1.00
208244	BAND			.50
208460	HANDLE (WING WINDOW)			•75
208487	HANDLE (HANDBRAKE)			2.00
208514	WING	1951,54-55 K		3.00
208531	BLOWER BLADES			1.50
208535	SPLASH SHIELD LEFT FRO	ONT FENDER	51-53 K	5.00
208544	SHIELD			3.00

208556	PLATE		3.00
208660	WEATHERSTRIP (TRAVELER		1.00
208979	PLUNGER	2 Di-PARI	1.25
209020	SNAP RING		.15
209024	PLUG		.25
209032	BOLT		.15
209036	DRAIN PLUG		.25
209037	GASKET		.10
209038	OIL LEVEL INDICATOR (H	YDRO)	.75
209048	GASKET	the the up to training the party of the party of the	10
209049	KEY		10
209065	WASHER		.15
209071	Washer		.20
209105	LEVER		1.00
209117	RING		.30
209119	SPRING		.15
2091 37	SNAP RING		10
209138	GEAR		5.00
209139	WASHER		20
209140	WASHER		.60
209154	Lock		1.20
209159	GEAR & PIN		1.75
209174	PIN		.20
209288	PINION		1.50
209344	VALVE		.50
200424	SCREEN		1.25
209425	PLUG PACKAGE		2.00
209427	GEAR		9.00
209456	SEAL		.10
209470	EXHAUST		1.00
209486	RETAINER		.75
209509	Exhaust		20
209511	CARBURETOR REPAIR KIT	(WGD 7815) 51 K	5.00
209682	GAUGE (FUEL)	HJ (101)	1.50
209684	GAUGE (TEMP)	HJ	1.25
209720	GAS TANK SUPPORT	CHROME-GLOVE COMPT. COVER	1.25
209742	BRACKET		.60
209975	BRACKET		•50
209987		1951 HJ	3.00
209689	SPEEDOMETER	HJ HJ	8.00
209995	GASKET	TIU OM 10 THE	.10
212026	Moulding		1.25
212053	HOOD HINGE		2.50
212146	LINKAGE CONTROL		1.50
212223	HINGE CONTROL		1.00
212206		HJ	1.50
212264		HJ	1.50
212280	BUMBER BAR	51 HJ	11.00
21 31 55		HJ	3.00
213193		HJ. DARRIN	1.00
213295		HJ. DARRIN	2.75
212333	GASKET SET (OIL PAN)	HJ	.75
		HJ (woodie onto) asomot	50
212365	LINKAGE ROD	(эминеонан) эленАК	50
212366	LINKAGE ROD		.50
212391	SEAL		1.00
212426		нј произа тиона така одржава на	1.00
212762	BRACKET	yalina	.25
212102	DUNONE I		•~)

13241 BODY (HODD ORNAMENT) 1952 K 2,00	212844 GEAR 15,000 14PPET 500 213241 BODY (HOOD ORNAMENT) 1952 K 2,00 213245 SPRING 1,00 213237 TIE BRADE 9,90 213327 ENDREP HATCH 1952-53 HJ 6,00 213337 ENDREP HATCH 1952-53 HJ 6,00 213451 KIT TRANSMISBION .775 213452 KIT TRANSMISBION .750 213452 KIT TRANSMISBION .750 213463 WEATHER SEAL (REAR DOOR) 52–55 K 1,50 213463 RING 1,00 213340 BRADEKT .25 213463 RING 1,00 2133540 BRADEKT .25 213545 BRADEKT .25 213545 BRADEKT .25 213551 RING 1,00 213555 BEFLECTOR 1,25 213555 BOFLECTOR 1,25 213555 BOFLECTOR 1,25 213555 MOULDING 52–55 K 2,50 213553 MOULDING 52–55 K 3,00 213553 MOULDING 52–55 K 3,00 213553 MOULDING 52–55 K 3,00 213550 MOULDING 52–53 K 3,00 213636 MOULDING 52–53 K 3,00 213636 MOULDING 52–53 K 3,00 213636 BUMPER BAR (UTILITY) 52–53 K 3,00 213636 BUMPER BAR (UTILITY) 52–53 K 3,00 213645 WING (RIGHT) 52–53 K 3,00 213647 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213647 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213649 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213648 CAP (RIGHT) 52–53 K 3,00 213649 CAP (RIGHT) 52–53 K 3,00 21364					* /
212844 GEAR	212844 Gear 15.00 213030 TAPPET 5.50 213241 BODY (HOOD ORNAMENT) 1952 K 2.00 213245 SPRING 1.00 213235 SPRING 1.00 213237 ERDGER PATCH 1952-53 HJ 6.00 213337 FERDER PATCH 1952-53 HJ 6.00 213345 KIT TRANSMISSION .75	212801	Moulding			2.25
13241 BODY (HODD ORNAMENT) 1952 K 2,00	21 3020	212844	GEAR			15.00
213251 BODY (HODO ORNAMENT) 1952 K 2,00 213295 SPRIME 1.00 213295 SPRIME 1.00 213299 TIE BRACE 9.90 213200 GASKET 2.20 213340 BRACKET 2.25 213451 KIT TRANSMISSION 2.25 213452 KIT TRANSMISSION 3.50 213452 KIT TRANSMISSION 3.50 213453 WATHER SEAL (REAR DOOR) 52-55 K 1.50 213493 DRIVE SHAFT 52-53 HJ 15,00 213490 BRACKET 52-53HJ 15,00 213490 BRACKET 52-55HJ 15,00 213490 BRACKET 52-55HJ 15,00 213579 DEFLECTOR 52-55 K 2.50 213579 MOULDING 52-55 K 2.50 213579 MOULDING 52-55 K 2.50 213582 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213636 MEDALLION (K) 52-53 HJ 1.50 213637 BRIDGE 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213644 WING (RIGHT) 52-53 K 1.00 213647 WING (RIGHT) 52-55 K 5.00 213647 WING (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213696 LENS (INNER RIGHT) 52-55 K 5.00 213697 LENS (RIGHT) 52-55 K 5.00 2137713 NAMEPLATE (ODRSAIR) 52-55 K 5.00 213772 MAREPLATE (ODRSAIR) 52-53 HJ 1.00 213773 SHIELD 7.00 213773 SHIELD 7.00 213774 NAMEPLATE (ODRSAIR) 52-53 HJ 1.00 213775 PRAME & LEFT) 52-53 HJ 1.00 213776 PRAME & LEFT) 52-53 HJ 1.00 213777 PRAME CLATE (ODRSAIR) 52-53 HJ 1.00 213778 PRAME & LEFT) 52-53 HJ 1.00 213779 PRAME CLATE (ODRSAIR) 52-53 HJ 1.00 213779 PRAME & CLEUNE) 52-53 HJ 1.00 213779 PRAME & CLEUNE) 52-53 HJ 1.00 213779 PRAME & CLEUNE) 52-53 HJ 1.00 213719 PRAME & CLEUNE) 52-53 HJ 1.00 2137	21 3241 SODY (HOOD ORNAMENT) 1952 K 2.00	213030	TAPPET			
1.00	1.00			1952 K		
213299 TIE BRAGE 213327 GASKET 220 213327 FENDER PATCH 1952–53 HJ 6,00 213340 BRAGKET 225 213451 KIT TRANSMISSION 213452 KIT TRANSMISSION 213452 KIT TRANSMISSION 213452 KIT TRANSMISSION 213466 FLANGE 52–53 HJ 213493 DRIVE SHAFT 52–53 HJ 52–55 K 5213493 BRAGKET 325 213513 RING 1.00 213545 DEFLECTOR 213555 DEFLECTOR 213557 MOULDING 52–55 K 2.50 213582 MOULDING 52–55 K 2.50 213582 MOULDING 52–55 K 2.50 213583 MOULDING 52–55 K 3.00 213590 MOULDING 52–55 K 3.00 213590 MOULDING 52–55 K 3.00 213590 MOULDING 52–55 K 3.00 213600 NAMEPLATE (DELUXE) 52–53 K 1.00 213644 WING (RIGHT) 52–53 K 11.00 213645 WING (RIGHT) 52–55 K 213647 CAP (RIGHT) 52–55 K 52.00 213646 CAP (RIGHT) 52–55 K 52.00 213647 CAP (RIGHT) 52–55 K 52.00 213649 GASKET (PARKING LIGHT) 52–55 K 52.00 213649 CAP (RIGHT) 52–55 K 52.00 52–53 HJ 60.00 60	21 3299 THE BRACE			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
213320 GASKET 213347 FENDER PATCH 213340 BRACKET 213451 KIT TRANSMISSION 213455 WEATHER SEAL (REAR DOOR) 213496 FLANGE 213496 FLANGE 213496 FLANGE 213555 DEFLECTOR 213555 DEFLECTOR 213555 MOULDING 213555 DEFLECTOR 213555 MOULDING 213556 MOULDING 252-55 K 22.50 213558 MOULDING 252-55 K 22.50 213558 MOULDING 252-55 K 22.50 213558 MOULDING 252-55 K 22.50 213560 NAMEPLATE (DELUXE) 213636 MOULDING 252-55 K 213600 NAMEPLATE (DELUXE) 213637 BRIDGE 213637 BRIDGE 213647 GAR (RIGHT) 252-55 K 213647 CAP (RIGHT) 252-55 K 213647 CAP (RIGHT) 252-55 K 213647 CAP (RIGHT) 252-55 K 213669 LENS (INDER RIGHT) 252-55 K 213691 MING (LEFT) 252-55 K 213691 MING LEFT) 252-55 K 213691 MING RIGHT) 252-55 K 213691 MING LEFT) 252-55 K 252-53 HJ 213713 MANGEPLATE (DELUXE) 213713 MANGEPLATE (DELUXE) 213714 MANGEPLATE (DELUXE) 213715 MANGEPLATE (DELUXE) 213715 MING LEFT) 252-55 K 252-53 HJ 213719 MANGEPLATE (DELUXE) 213719 MANGEPL	213930 GASKET 213937 FENDER PATOM 1952-53 HJ 6.00 213940 BRAOKET 213451 KIT TRANSMISSION 213455 WEATHER SEAL (REAR DOOR) 213495 WEATHER SEAL (REAR DOOR) 213496 FLANGE 213540 BRAOKET 213490 BRAOKET 213490 BRAOKET 213555 DEFLECTOR 213555 DEFLECTOR 213555 DEFLECTOR 213557 MOULDING 2135581 MOULDING 2135583 MOULDING 223583 MOULDING 213583 MOULDING 213583 MOULDING 213583 MOULDING 213590 NAMEPLATE (DELUXE) 213610 MEDALLION (K) 213610 MEDALLION (K) 213635 BUMPER BAR (UTILITY) 22-53 K 213637 BRIDGE 213644 WING (RIGHT) 22-55 K 213645 WING (LEFT) 22-55 K 213647 CAP (RIGHT) 22-55 K 213647 CAP (RIGHT) 22-55 K 213669 GASKET (PARKING LIGHT)52-53 K 213669 CAP (RIGHT) 22-55 K 23713 NAMEPLATE (DELUXE) 213714 NAMEPLATE (DELUXE) 213728 CAP (RIGHT) 22-53 K 2137375 HUBGAP (SIGHT) 22-53 K 2137375 HUBGAP (SIGHT) 22-53 K 2137375 HUBGAP (SIGHT) 22-53 K 213741 TAIL LIGHT BODY (RIGHT) 22-53 K 213759 HUBGAP (SIGHT) 22-53 K 213769 CAP (RIGHT) 22-53 K 213769 CAP (RIGHT) 22-53 K 213775 HUBGAP (SIGHT) 22-53 HJ 2100 213714 NAMEPLATE (DELUXE) 213715 HUBGAP (SIGHT) 22-53 HJ 2100 213714 NAMEPLATE (DELUXE) 213715 HUBGAP (SIGHT) 22-53 K 220 213714 NAMEPLATE (DELUXE) 213715 HUBGAP (SIGHT) 22-53 HJ 21010 213713 NAMEPLATE (DELUXE) 213714 NAMEPLATE (DELUXE) 213714 NAMEPLATE (DELUXE) 213714 NAMEPLATE (DELUXE) 213714 NAMEPLATE (DELUXE) 213715 HUBGAP (SIGHT) 22-53 HJ 2100 213714 NAMEPLATE (DELU					
213347 FENDER PATCH 1952-53 HJ 6.00 2134940 BRAGKET	21 3337 FENDER PATCH 1952-53 HJ 6.00 21 3496 BRAOKET 221 3451 KIT TRANSMISSION					
213340 BRAGKET 213452 KIT TRANSMISSION 213455 WEATHER SEAL (REAR DOOR) 213455 WEATHER SEAL (REAR DOOR) 213496 FLANGE 52—53HJ 2133400 BRAGKET 213340 BRAGKET 213340 BRAGKET 213493 DRIVE SHART 213496 FLANGE 52—53HJ 213496 FLANGE 52—55HJ 213545 DEFLECTOR 213555 DEFLECTOR 213555 DEFLECTOR 213555 DEFLECTOR 2135579 MOULDING 52—55 K 2.50 2135581 MOULDING 52—55 K 2.50 2135583 MOULDING 52—55 K 2.30 2135583 MOULDING 52—55 K 213560 NAMEPLATE (DELUXE) 52—53 K 213636 BUMPER BAR (UTILITY) 52—53 K 213637 BRIDGE 52—55 K 213647 WING (RIGHT) 52—53 K 213647 WING (RIGHT) 52—53 K 213647 CAP (RIGHT) 52—55 K 213667 GRIGHT) 52—55 K 213667 GAR (RIGHT) 52—55 K 213667 CAP (RIGHT) 52—55 K 213677 TANSELD TANSEL	21 3340 BRACKET 21 3451 KIT TRANSMISSION 21 3452 KIT TRANSMISSION 21 3452 KIT TRANSMISSION 21 3452 KIT TRANSMISSION 21 3455 WEATHER SEAL (REAR DOOR) 21 3496 FLANGE 21 3340 BRACKET 21 3340 BRACKET 21 33540 BRACKET 21 3551 RING 21 3555 BELLECTOR 21 3557 MOULDING 21 3557 MOULDING 22 3558 MOULDING 22 3558 MOULDING 23 3583 MOULDING 23 3583 MOULDING 23 3583 MOULDING 23 3590 MOULDING 21 3600 NAMEPLATE (DELUXE) 21 3616 MEDALLION (K) 22 3563 BUMPER BAR (UTILITY) 22 55 K 21 3635 BUMPER BAR (UTILITY) 22 55 K 21 3645 WING (RIGHT) 22 3647 CAP (RIGHT) 23 3647 CAP (RIGHT) 23 3647 CAP (RIGHT) 24 3646 CAP (RIGHT) 25 25 5 K 21 3669 CAP (RIGHT) 26 25 5 K 21 3669 CAP (RIGHT) 26 25 5 K 27 3713 NAMEPLATE (DELUXE) 21 3728 CAP (RIGHT) 22 3738 SHIELD 21 3738 SHIELD 21 3738 SHIELD 21 3738 SHIELD 21 3739 BODY 21 3739 BODY 21 3749 CAP (RIGHT) 22 25 3 K 21 3691 CAP (RIGHT) 22 25 3 K 21 3691 CAP (RIGHT) 25 25 3 K 21 3691 CAP (RIGHT) 26 25 3 K 27 3713 NAMEPLATE (DELUXE) 21 3714 NAMEPLATE (DELUXE) 21 3775 SHUBGAP (SMALL) 21 3775 SHUBGAP (SMAL			1052 53 111		
213451	213451			1772-177 110		
213452	213452	21 2/154				
213455	213495					
213493	213496			1	ro rr v	
213496	213940 FLANGE 52-53HJ 4.50			TO TO !!!	54-55 K	
213340 BRAOKET	213540 BRACKET 213513 RING 213555 DEFLECTOR 213579 MOULDING 52-55 K 213581 MOULDING 52-55 K 22,50 213582 MOULDING 52-55 K 23,582 213583 MOULDING 52-55 K 3.00 213580 MOULDING 52-54 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 3.00 213637 BUMPER BAR (UTILITY) 52-53 K 3.00 213637 BUMPER BAR (UTILITY) 52-53 K 3.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-53 K 52-53 HJ 52-53 H					
213573 RINE 213579 DEFLECTOR 213579 MOULDING 252-55 K 22,50 213579 MOULDING 252-55 K 22,50 213583 MOULDING 252-55 K 22,50 213583 MOULDING 252-55 K 3,00 213593 MOULDING 252-55 K 3,00 213690 NAMEPLATE (DELUXE) 252-53 K 1,00 213616 MEDALLION (K) 213635 BUMPER BAR (UTILITY) 252-53 K 11,00 213637 BRIDGE 252-55 K 14,00 213647 CAP (RIGHT) 252-55 K 213691 CAP (RIGHT) 252-55 K 20 213694 CAP (RIGHT) 252-55 K 20 213695 LENS (INNER RIGHT) 252-53 K 20 213696 LENS (INNER RIGHT) 252-53 K 20 213714 NAMEPLATE (DELUXE) 252-53 HJ 213713 NAMEPLATE (DELUXE) 252-53 HJ 213713 SHIELD 213728 LENS (RIGHT) 252-53 HJ 213739 SHIELD 213739	213513			5253HJ		
2135555 DEFLECTOR 213567 MOULDING 52-55 K 2.50 213582 MOULDING 52-55 K 2.50 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-54 K 3.00 213616 MCDALLION (K) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213637 BUMPER BAR (UTILITY) 52-55 K 11.00 213637 BUMPER BAR (UTILITY) 52-55 K 11.00 213647 WING (RIGHT) 52-55 K 13.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213713 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213714 LENS (INFER RIGHT) 52-53 HJ 1.00 213715 LENS (RIGHT) 52-55 HJ 1.00 213715 BODY 213715 BODY 213715 BODY 213715 CAP (RIGHT) 52-55 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52	213555 DEFLECTOR 213579 MOULDING 52-55 K 2.50 213581 MOULDING 52-55 K 2.50 213582 MOULDING 52-55 K 2.50 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213580 MOULDING 52-53 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213637 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE 123637 BRIDGE 124670 NAMEPLATE (DELUXE) 52-53 K 13.00 213647 CAP (RIGHT) 52-55 K 3.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-53 K 1.50 213690 LENS (INNER RIGHT) 52-53 K 1.50 213691 GASKET (PARKING LIGHT)52-53 K 1.50 213793 LENS (INNER LEFT) 52-53 HJ 1.00 213713 LENS (INNER LEFT) 52-53 HJ 1.00 213713 LENS (INNER LEFT) 52-53 HJ 1.00 213713 LENS (RIGHT) 52-55 K 3.00 213713 LENS (RIGHT) 52-55 K 3.00 213713 LENS (RIGHT) 52-53 HJ 1.00 213713 LENS (RIGHT) 52-53 HJ 1.00 213713 BODY 1.10 213713 CARBELLET 52-53 HJ 1.00 213713 BODY 1.10 213714 HIDGEN SALLL 52-53 K 6.00 213715 HUBGAP (SMALL) 52-53 K 6.00 213717 LENS (LEFT) 52-53 HJ 1.00 213717 BODY (RIGHT) 52-53 K 6.00 213711 LIGHT BODY (RIGHT) 52-53 K 6.00 213714 HUBGAP (SMALL) 52-53 HJ 1.00 213714 GAUGE (TEMP» 53 HJ 1.00 214071 KIT SHAFT 7.00 214071 KIT SHAFT					
213579 MOULDING 52-55 K 2.50 213582 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213590 MOULDING 52-54 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213610 MEDALLION (K) 52-53 HJ 1.50 213637 BRIDGE 52-55 K 11.00 213647 BRIDGE 52-55 K 11.00 213647 WING (RIGHT) 52-55 K 1.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 2136487 CAP (RIGHT) 52-55 K 5.00 213649 GARKET (PARKING LIGHT) 52-55 K 8.00 213691 GARKET (PARKING LIGHT) 52-53 K 1.50 213691 GARKET (PARKING LIGHT) 52-53 K 1.50 213691 BANDELATE (DORBAIR) 52-53 K 1.50 213714 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213713 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213713 DAMEPLATE (DELUXE) 52-53 HJ 1.00 213713 SHIELD 52-53 HJ 1.00 213714 SHOON (RIGHT) 52-53 K 6.00 213713 SHIELD 52-53 HJ 1.00 213714 SHOON (RIGHT) 52-53 K 6.00 213715 SHIELD 52-53 HJ 1.00 213713 SHIELD 52-53	213579 MOULDING 52-55 K 2.50 213581 MOULDING 52-55 K 2.50 213582 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213590 MOULDING 52-53 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213635 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE 52-55 K 3.00 213644 WING (RIGHT) 52-53 K 3.00 213645 WING (RIGHT) 52-55 K 3.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LIGHT) 52-53 K 1.50 213649 LENG (INNER RIGHT) 52-53 K 1.50 213649 LENG (INNER RIGHT) 52-53 K 1.50 213649 LENG (INNER RIGHT) 52-53 K 1.50 213697 LENG (INNER RIGHT) 52-53 K 1.50 213714 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213712 LENG (LEFT) 52-53 HJ 1.00 213729 LENG (LEFT) 52-53 HJ 1.00 2137373 SHIELD 1.00 2137374 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213614 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213614 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213617 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213619 TAIL LIGHT BODY (LEFT) 52-53 HJ 6.00 213619 TAIL LIGHT BODY (LEFT) 52-53 HJ 6.00 213619 TAIL LIGHT BODY (LEFT) 52-53 HJ 6.00 213619 TAIL LIGHT BODY (LEFT) 62-53 HJ 6.00 213619 T					
213581 MOULDING 52-55 K 3.00 213582 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-55 K 3.00 213583 MOULDING 52-54 K 3.00 213583 MOULDING 52-54 K 3.00 213600 MAMEPLATE (DELUXE) 52-53 K 1.00 213637 BRIDGE 52-55 K 11.00 213637 BRIDGE 52-55 K 11.00 213637 BRIDGE 52-55 K 11.00 213637 WING (RIGHT) 52-55 K 11.00 213644 WING (RIGHT) 52-55 K 1.00 213647 CAP (RIGHT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213691 GABEET (PARKING LIGHT) 52-55 K 8.00 213691 GABEET (PARKING LIGHT) 52-55 K 8.00 213697 LENG (INNER RIGHT) 52-55 K 1.50 213696 LENG (INNER RIGHT) 52-53 K 1.50 213713 MAMEPLATE (CORRAIR) 52-53 H 1.50 213714 NAMEPLATE (CORRAIR) 52-53 H 1.00 213728 LENG (INGER RIGHT) 52-53 H 1.00 213729 LENG (INGER RIGHT) 52-53 H 1.00 213739 GABEET 52-53 H 1.00 213739 GABEET 52-53 H 1.00 213739 SAILELD 7.00 213739 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 2137373 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 53-54 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 53-54 K 6.00 213814 TAIL LIGHT BODY (R	21 3581 MOULDING 52-55 K 2.50 21 3582 MOULDING 52-55 K 3.00 21 3583 MOULDING 52-55 K 3.00 21 3583 MOULDING 52-55 K 3.00 21 3583 MOULDING 52-54 K 3.00 21 3580 MOULDING 52-53 K 3.00 21 36360 MAMEPLATE (DELUXE) 52-53 K 1.00 21 3637 BUMPER BAR (UTILITY) 52-53 K 11.00 21 3637 BRIDGE 32-55 K 3.00 21 3644 WING (RIGHT) 52-53 K 3.00 21 3645 CAP (RIGHT) 52-55 K 3.00 21 3646 CAP (RIGHT) 52-55 K 5.00 21 3646 CAP (RIGHT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3648 CAP (RIGHT) 52-55 K 5.00 21 3648 CAP (RIGHT) 52-55 K 5.00 21 3649 GARKET (PARKING LIGHT) 52-53 K 1.50 21 3646 CAP (RIGHT) 52-53 K 1.50 21 3647 LENS (INNER RIGHT) 52-53 K 1.50 21 3648 CAP (RIGHT) 52-53 K 1.50 21 3648 CAP (RIGHT) 52-53 K 1.50 21 37373 MAMEPLATE (DELUXE) 52-53 HJ 1.00 21 3713 NAMEPLATE (DELUXE) 52-53 HJ 1.00 21 3729 LENS (RIGHT) 52-53 HJ 1.00 21 37378 MIELD 7.00 21					
213582 MOULDING 52-55 K 3.00 213593 MOULDING 52-55 K 3.00 213590 MOULDING 52-55 K 3.00 213590 MOULDING 52-54 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213637 BRIDGE BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE S2-55 K 3.00 213644 WING (RIGHT) 52-53 K 14.00 213645 WING (RIGHT) 52-53 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213691 BARELATE (DELUXE) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213713 NAMEPLATE (DELUXE) 52-53 K 1.50 213713 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213712 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213730 GASKET 52-53 HJ 1.00 213730 GASKET 52-53 HJ 1.00 213735 MIELD 7.00 213755 HUBGAP (SMALL) 52-53 K 3.00 213713 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213713 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213713 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 HJ 6.00 213902 BROYN 60 FRAME & 60-80 FRAM	21 3582 MOULDING 52-55 K 3.00 21 3590 MOULDING 52-54 K 3.00 21 3590 MOULDING 52-54 K 3.00 21 3590 MOULDING 52-53 K 1.00 21 3600 NAMEPLATE (DELUXE) 52-53 K 1.00 21 3637 BURDER BAR (UTILITY) 52-53 K 11.00 21 3637 BURDER BAR (UTILITY) 52-53 K 11.00 21 3645 WING (RIGHT) 52-53 K 3.00 21 3644 WING (RIGHT) 52-53 K 5.00 21 3645 WING (LEFT) 52-55 K 5.00 21 3646 CAP (RIGHT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3646 CAP (RIGHT) 52-53 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3649 CAP (RIGHT) 52-53 K 1.00 21 3646 CAP (RIGHT) 52-53 K 1.00 21 3647 CAP (LEFT) 52-55 K 1.00 21 3649 CAP (RIGHT) 52-53 K 1.00 21 3769 LENG (INNER LIGHT) 52-53 K 1.50 21 37713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 21 37714 NAMEPLATE (DELUXE) 52-53 HJ 1.00 21 37729 LENG (LEFT) 52-53 HJ 1.00 21 37738 SHIELD 52-53 HJ 1.00 21 37738 SHIELD 7.00 21 37738 SHIELD 7.00 21 3773 BODY 1.10 21 37755 HUBGAP (SMALL) 52-53 K 1.00 21 3773 BODY 1.10 21 3775 HUBGAP (SMALL) 52-53 K 1.00 21 3775 HUBGAP (SMALL) 52-53 K 1.00 21 3775 HUBGAP (SMALL) 52-53 HJ 1.00 21 3775 HUBGAP (SMALL) 52-53 HJ 1.00 21 3775 HUBGAP (SMALL) 52-53 HJ 1.00 21 3775 HUBGAP (SMALL) 52-53 K 6.00 21 3790 PISTON & FRAME & GLAGE E_Z-EYE (RIGHT) 53-54 K 8.00 21 3902 HOOD ORNAMENT 53 HJ 1.00 21 3902 HOOD ORNAMENT 53 HJ 1.00 21 3902 HOOD ORNAMENT 53 HJ 1.00 21 40574 DEFLECTOR 54 K 5.00 21 4070 KIT SHOCK 54 K,52-53 HJ 1.00 21 4070 KIT SHOCK 54 K,52-53 HJ 1.00 21 4071 KIT SHOCK 54 K,52-53 HJ 1.0					
213583 MOULDING 52-55 K 3.00 213600 MOULDING 52-55 K 3.00 213616 MEDALLION (K) 52-53 K 1.00 213616 MEDALLION (K) 52-55 K 11.00 213637 RIGHTY 52-55 K 11.00 213647 WING (RIGHT) 52-55 K 14.00 213646 CAP (RIGHT) 52-55 K 3.00 213647 WING (LEFT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213691 CAP (RIGHT) 52-53 K 1.50 213713 NAMEPLATE (OBLUXE) 52-53 HJ 1.00 213712 LENS (INDER LEFT) 52-53 HJ 1.00 213729 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (RIGHT) 52-53 HJ 1.00 213739 LENS (RIGHT) 52-53 HJ 1.00 213739 SHIELD 7.00 213745 BODY 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214070 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 6.00 214070 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 6.00 214070 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 6.00 214070 SHEED 7.00 214071 SHEED 7.00 214070 S	213553 MOULDING 52-55 K 3.00 213600 MOULDING 52-53 K 3.00 213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213637 BRIDGE 52-55K 14.00 213647 CAP (RIGHT) 52-53 K 11.00 213646 WING (RIGHT) 52-55 K 3.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213659 CAP (RIGHT) 52-55 K 5.00 213691 CAP (RIGHT) 52-55 K 5.00 213691 CAP (RIGHT) 52-53 K 1.50 213697 CAP (RIGHT) 52-53 K 1.50 213697 CAP (RIGHT) 52-53 K 1.50 213714 NAMEPLATE (OCRGAIR) 52-53 HJ 1.00 213719 CAP (RIGHT) 52-53 HJ 1.00 213729 CAP (RIGHT) 52-53 HJ 1.00 213730 GABKET (FIGHT) 52-53 HJ 1.00 213730 GABKET (SAMALL) 52-53 HJ 1.00 213731 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213751 TAIL LIGHT BODY (RIGHT) 52-53 K 52-53 HJ 1.00 213735 CAP (RIGHT) 52-53 HJ 1.00 213736 CAP (RIGHT) 52-53 K 52-53 HJ 1.00 2137370 CAP (RIGHT) 52-53 HJ 1.00 2137370 CAP (RIGHT) 52-53 HJ 1.00 2137371 TAIL LIGHT BODY (RIGHT) 52-53 K 52-53 HJ 1.00 213736 CAP (RIGHT) 52-53 K 52-53 HJ 1.00 213751 TAIL LIGHT BODY (RIGHT) 52-53 K 52-53 HJ 1.00 213751 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 214070 KIT SHOCK 54 K,52-53 HJ 1.00 21		MOULDING			
213590 MOULDING 52.54 K 3.00 213610 NAMEPLATE (DELUXE) 52-53 K 1.00 213615 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE SEAR (UTILITY) 52-55 K 11.00 213644 WING (RIGHT) 52-55 K 3.00 213645 WING (RIGHT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 7.00 213649 CAP (RIGHT) 52-55 K 7.00 213649 CAP (RIGHT) 52-55 K 7.00 213649 CAP (RIGHT) 52-53 K 7.00 213640 CAP (RIGHT) 52-53 K 7.00 213714 CLENG (INDER LEFT) 52-53 HJ 7.00 213715 CLENG (INDER LEFT) 52-53 HJ 7.00 213717 CLENG (LEFT) 52-53 HJ 7.00 213713 BODY 7.00 213713 BODY 7.00 213713 BODY 7.00 213713 BODY 7.00 213713 CLENG (LEFT) 52-53 HJ 7.00 213713 BODY 7.00 213714 BODY 7.00 213713 BODY 7.00 213714 BODY 7.00 213713 BODY 7.00 213713 BODY 7.00 213714 BODY 7	213500 MOULDING 52-54 K 3.00 213610 NAMEPLATE (DELUXE) 52-53 K 1.00 213616 MEDALLION (K) 52-53 HJ 1.50 213637 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BUMPER BAR (UTILITY) 52-53 K 11.00 213644 WING (RIGHT) 52-53 K 3.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213648 CAP (RIGHT) 52-53 K 7.00 213649 LENG (INNER LEFT) 52-53 K 7.00 213649 LENG (INNER RIGHT) 52-53 K 7.00 213649 LENG (INNER RIGHT) 52-53 K 7.00 213649 LENG (INNER LEFT) 52-53 K 7.00 213649 LENG (INNER LEFT) 52-53 K 7.00 213714 NAMEPLATE (CORBAIR) 52-53 K 7.50 213714 NAMEPLATE (CORBAIR) 52-53 HJ 7.00 213714 LENG (INNER LEFT) 52-53 HJ 7.00 213714 LENG (INNER LEFT) 52-53 HJ 7.00 213713 SANIELD 7.00 213713 BOOV 7.00 2137378 SANIELD 7.00 2137378 BOOV 1.10 2137378 BOOV 1.10 213739 BOOV 1.10 213739 BOOV 1.10 213739 BOOV 1.10 213730 FRAME & GLABS E-Z-EYE (RIGHT) 52-53 K 7.00 213613 TAIL LIGHT BODY (RIGHT) 52-53 K 7.00 213613 TAIL LIGHT BOOY (LEFT) 52-53 HJ 7.00 213790 PRAME & GLABS E-Z-EYE (RIGHT) 53-54 K 7.00 2140970 FRAME & GLABS E-Z-EYE (RIGHT) 53-54 K 7.00 2140970 FRAME & GLABS E-Z-EYE (RIGHT) 53-54 K 7.00 2140970 FRAME & GLABS E-Z-EYE (RIGHT) 53-54 K 7.00 2140970 PLUG 54 K 7.52-53 HJ 7.00 2140970 PLUG 54 K 7.52-53 HJ 7.00 215039 PISTON & ROD 12.00 215039 PISTON & ROD 12.00 215034 PLUG 54 K 7.00 215034		Moulding			
213600 NAMEPLATE (DELUXE) 52-53 K 1.00 213635 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE 52-55K 14.00 213647 WING (RIGHT) 52-53 K 3.00 213645 WING (LEFT) 52-53 K 5.00 213645 WING (LEFT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213691 GASKET (PARKING LIGHT)52-53 K 2.0 213696 LENG (INNER RIGHT) 52-55 K 5.00 213691 CENS (INNER RIGHT) 52-53 K 1.50 213714 NAMEPLATE (DELUXE) 52-53 K 1.50 213717 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213718 LENS (INRER LEFT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (RIGHT) 52-53 HJ 1.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213815 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214054 DEFLECTOR 54 K, 52-53 HJ 1.00 214070 KIT SHOCK 54 K, 52-53 HJ 1.00 214070 KIT SHOCK 54 K, 52-53 HJ 1.00 214071 KIT SHOCK 54 K, 52-53 HJ 1.00 214070 GAUGE (TEMP*) 53 K 8.00 214071 KIT SHOCK 54 K, 52-53 HJ 1.00 2150349 PISTON & ROD 2150349 PISTON & ROD 2150349 PISTON & ROD 2150349 SHAFT & ROLLER 54 K 10.00 2150347 PLUG 54 K 1.90 2151349 GASKET 54 K 1.00	213600 NAMEPLATE (DELUXE) 52-53 K 11.00 213635 BUMPER BAR (UTILITY) 52-53 K 11.00 213637 BRIDGE 52-55K 11.00 213637 BRIDGE 52-55K 11.00 213645 WING (RIGHT) 52-53 K 213646 WING (RIGHT) 52-53 K 213646 WING (LEFT) 52-53 K 213647 CAP (RIGHT) 52-55 K 213647 CAP (RIGHT) 52-55 K 213648 CAP (RIGHT) 52-55 K 213649 CAP (RIGHT) 52-55 K 213691 GARKET (PARKING LIGHT)52-53 K 213691 GARKET (PARKING LIGHT)52-53 K 213691 CLENG (INNER RIGHT) 52-53 K 213691 CLENG (INNER RIGHT) 52-53 K 213697 LENG (INNER RIGHT) 52-53 K 213714 NAMEPLATE (DELUXE) 52-53 HJ 213713 NAMEPLATE (DELUXE) 52-53 HJ 213714 PLENG (RIGHT) 52-53 HJ 213728 LENG (RIGHT) 52-53 HJ 213738 BRIELD 52-53 HJ 213739 GARKET 52-53 HJ 213738 BRIELD 7.00 213735 BRIELD 7.00 213735 BRIELD 7.00 213735 BRIELD 7.00 213736 BRIELD 7.00 213737 BRIELD 7.00 213737 BRIELD 7.00 213740 CABRET 52-53 K 3.00 213613 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213614 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213614 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213614 TAIL LIGHT BODY (LEFT) 52-53 K 3.00 214054 DEFLECTOR 7.00 214054 DEFLECTOR 7.00 214070 KIT SHAFT 9.00 214070 KIT SHAFT 9.00 214071 KIT SHAFT 9.00 214071 KIT SHAFT 9.00 214073 PLEOK 54 K 3.00 215039 PISTON & ROD 215039 PISTON & ROD 215039 PISTON & ROD 215039 PISTON & ROD 215039 GUARD 52-55		Moulding			
213616 Medallon (K) 52-53 HJ 1.50 213637 Bumper bar (utility) 52-53 K 11.00 213637 Bumper bar (utility) 52-53 K 11.00 213644 Wing (RIGHT) 52-55 K 3.00 213645 Wing (RIGHT) 52-55 K 3.00 213646 Cap (RIGHT) 52-55 K 5.00 213647 Cap (LEFT) 52-55 K 5.00 213647 Cap (LEFT) 52-55 K 5.00 213648 Cap (RIGHT) 52-55 K 5.00 213648 Cap (RIGHT) 52-55 K 5.00 213649 Cap (RIGHT) 52-55 K 5.00 213649 Cap (RIGHT) 52-55 K 5.00 213649 Cap (RIGHT) 52-55 K 5.00 213691 Gabet (PARKING LIGHT) 52-55 K 5.00 213697 Lens (INNER RIGHT) 52-53 K 1.50 213713 Mameplate (Corrador) 52-53 HJ 1.50 213714 Nameplate (Corrador) 52-53 HJ 1.00 2137129 Lens (RIGHT) 52-53 HJ 1.00 213729 Lens (RIGHT) 52-53 HJ 1.00 213729 Lens (RIGHT) 52-53 HJ 1.00 213739 Gabet 52-53 HJ 1.00 213739 Gabet 52-53 HJ 1.00 213739 Shield 50 213731 Tail Light body (RIGHT) 52-53 K 6.00 213813 Tail Light body (RIGHT) 52-53 K 6.00 213902 Hood Ornament 53 HJ 1.00 214054 Hood Ornament 75 HJ 1.00 214070 KIT BHOOK 54 K,52-53 HJ 1.00 214070 KIT BHOOK 54 K,52-53 HJ 1.25 2144279 Cap & TUBE 214479 Shaft & ROLLER 54 K 10.00 2150349 Plator & ROD Plug 54 K 1.25 215344 GABET 74 K 1.20 2150349 Plator & ROD Plug 54 K 1.90 215134 GABET 54 K 1.90	213616 MEDALLION (K) 52_53 HJ 1.50 213637 BUMPER BAR (UTILITY) 52_53 K 11.00 213637 BRIDGE	213590	Moulding			3.00
213635 BUMPER BAR (UTILITY) 52-53 K 11.00 213647 GRIDGE 52-55K 14.00 213645 WING (RIGHT) 52-55 K 3.00 213645 WING (LEFT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 GASKET (PARKING LIGHT) 52-55 K 8.00 213691 GASKET (PARKING LIGHT) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213714 NAMEPLATE (OCNSAIR) 52-53 HJ 1.00 213714 NAMEPLATE (DELUXE) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (LEFT) 52-53 HJ 1.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213731 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOO ORNAMENT 53 HJ 1.00 214054 DEPLECTOR 54 K, 52-53 HJ 1.00 214070 KIT SHACT 9.00 214071 KIT SHACT 9.00 2144974 GAUGE (TEMP*) 53 K 8.00 2144979 SHAFT & ROLLER 54 K 1.25 214273 CAP & TUBE 54 K 1.25 2153134 GAUGE (TEMP*) 54 K 1.90 2150349 PISTON & ROD 2150347 PLUG 54 K 1.90 2151347 GAUGE (TEMP*) 54 K 1.90 2151349 GAUGE (TEMP*) 52-53 HJ 1.90 2151349 GAUGE (TEMP*) 54 K 1.90 2151349 G	213635 BUMPER BAR (UTILITY) 52-53 K 213647 BRIDGE 52-55K 213647 WING (RIGHT) 52-53 K 213645 WING (LEFT) 52-53 K 213646 WING (LEFT) 52-55 K 213647 CAP (LEFT) 52-55 K 213647 CAP (LEFT) 52-55 K 213647 CAP (LEFT) 52-55 K 213648 LENG (INNER RIGHT) 52-53 K 213649 LENG (INNER RIGHT) 52-53 K 213691 GABKET (PARKING LIGHT) 52-53 K 213697 LENG (INNER RIGHT) 52-53 K 213697 LENG (INNER RIGHT) 52-53 K 213714 NAMEPLATE (DELUXE) 52-53 HJ 213714 NAMEPLATE (DELUXE) 52-53 HJ 213728 LENG (LEFT) 52-53 HJ 213728 LENG (LEFT) 52-53 HJ 213738 SHIELD 1.00 213738 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213731 TAIL LIGHT BODY (RIGHT) 52-53 K 213902 HOOG ORNAMENT 53 HJ 213902 HOOG ORNAMENT 53 HJ 213904 DEPLECTOR 7.00 214054 DEPLECTOR 7.00 214070 KIT SHAFT 1.00 214070 KIT SHAFT 1.00 2144194 SAUGE CAP & TUBE 7.00 2144194 SHAFT & ROLLER 54 K 2100 215039 PISTON & ROD 215034 PLOG SAURT 54 K 2100 215034 SAURT & ROLLER 54 K 2100 215034 PLOG SAURT 54 K 2100 215034 SAURT 54 K 2100 215034 PLOG SAURT 54 K 2100 215034 PLOG SAURT 55 SAUR	213600	NAMEPLATE (DELUXE)	52-53 K		1.00
213635 BUNDER BAR (UTILITY) 52-53 K 11.00 213644 WING (RIGHT) 52-55 K 14.00 213645 WING (RIGHT) 52-53 K 13.00 213646 WING (LEFT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213691 GARKET (PARKING LIGHT) 52-53 K 1.50 213691 CAP (RIGHT) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213714 NAMEPLATE (OCHAR) 52-53 K 1.50 213717 NAMEPLATE (OCHAR) 52-53 HJ 1.00 213718 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213730 GARKET 52-53 HJ 1.00 213735 SHIELD 7.00 213735 SHIELD 7.00 213735 SHIELD 7.00 213735 SHIELD 7.00 213744 TAIL LIGHT BODY (RIGHT) 52-53 K 7.00 213751 TAIL LIGHT BODY (LEFT) 52-53 K 7.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 7.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 7.00 213902 HOOD ORNAMENT 53 HJ 1.00 214054 DEPLECTOR 52-55 HJ 1.00 214070 KIT SHACT 9.00 214494 GAUGE (TEMP*) 53 K 8.00 2144971 KIT SHACT 9.00 214499 SMAFT & ROLLER 54 K 1.25 214479 SAUGE STATE	213635 BUMPER BAR (UTILITY) 52-53 K 213644 WING (RIGHT) 52-55 K 213644 WING (RIGHT) 52-53 K 213645 WING (RIGHT) 52-53 K 213646 WING (RIGHT) 52-53 K 213647 CAP (RIGHT) 52-55 K 213647 CAP (RIGHT) 52-55 K 213647 CAP (RIGHT) 52-55 K 213648 CAP (RIGHT) 52-55 K 213648 CAP (RIGHT) 52-53 K 213649 LENS (INNER RIGHT) 52-53 K 213697 LENS (INNER RIGHT) 52-53 K 213697 LENS (INNER RIGHT) 52-53 K 213714 NAMEPLATE (CORBAIR) 52-53 HJ 213714 NAMEPLATE (DELUXE) 52-53 HJ 213715 LENS (RIGHT) 52-53 HJ 213728 LENS (LETT) 52-53 HJ 213729 LENS (LETT) 52-53 HJ 2137378 SHIELD 213749 LONG (RIGHT) 52-53 K 3.00 213751 ATIL LIGHT BODY (RIGHT) 52-53 K 3.00 213791 ATIL LIGHT BODY (RIGHT) 52-53 K 3.00 213791 ATIL LIGHT BODY (LETT) 52-53 K 3.00 213813 TAIL LIGHT BODY (LETT) 52-53 K 3.00 213813 TAIL LIGHT BODY (LETT) 52-53 K 3.00 213813 TAIL LIGHT BODY (LETT) 52-53 K 3.00 213610 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 8.00 214054 DEFLECTOR XIT SHOCK 54 K,52-53 HJ 3.07 214070 KIT SHOCK 54 K,52-53 HJ 3.07 214070 KIT SHOCK 54 K,52-53 HJ 3.07 214070 PRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 3.00 215039 PISTON & ROD 215039 PISTON & ROD 215034 PLUG 215034 PLUG 215034 GABRET 54 K 3.00 215034 PLUG 215034 GABRET 54 K 3.00 215034 PLUG 31534 GABRET 54 K 3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.0	213616	MEDALLION (K)	52-53 HJ		1.50
213644 Wing (RIGHT) 52-53 K 3.00 213645 Wing (LEFT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213691 GARKET (PARKING LIGHT)52-53 K 1.20 213693 CAP (RIGHT) 52-53 K 1.20 213697 LENS (INDER RIGHT) 52-53 K 1.50 213697 LENS (INDER LEFT) 52-53 K 1.50 213713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 213714 LENS (RIGHT) 52-53 HJ 1.00 213714 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (ERFT) 52-53 HJ 1.00 213730 GARKET 52-53 HJ 1.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213739 LHOSOAP (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214054 DEFLECTOR 54 K,52-53 HJ 1.00 214074 DEFLECTOR 55 K,52-53 HJ 1.00 214074 DEFLECTOR 55 K,52-53 HJ 1.00 214074 DEFLECTOR 57 K,52-53 HJ 1.00 214074 DEFLECTOR 58 K,52-53 HJ 1.00 214074 DEFLECTOR 59 K,52-53 HJ 1.00 215039 PISTON & ROD 215039 PISTON & ROD 215039 PISTON & ROD 2150347 PLUG 54 K 1.90 215039 PISTON & ROD 2150347 PLUG 54 K 1.90 215134 GARKET 54 K 1.90 215134 GARKET 54 K 1.90	21 3644 WING (RIGHT) 52-53 K 3.001 21 3645 WING (LEFT) 52-55 K 3.00 21 3646 CAP (RIGHT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3649 CAP (RIGHT) 52-53 K 8.00 21 3691 GASKET (PARKING LIGHT) 52-53 K 1.50 21 3697 LENS (INNER RIGHT) 52-53 K 1.50 21 3697 LENS (INNER LEFT) 52-53 K 1.50 21 3713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 21 3714 NAMEPLATE (OCLUXE) 52-53 HJ 1.00 21 3714 LENS (LEFT) 52-53 HJ 1.00 21 37173 ELENS (LEFT) 52-53 HJ 1.00 21 37173 SAHIELD 7.00 21 37173 SAHIELD 7.00 21 37173 BODY (RIGHT) 52-53 HJ 1.00 21 37173 BODY (RIGHT) 52-53 K 3.00 21 37174 LIGHT BODY (RIGHT) 52-53 K 6.00 21 3718 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 21 3719 DEFLECTOR 53 HJ 1.00 21 3719 DEFLECTOR 54 K, 52-53 HJ 1.00 21 4054 DEFLECTOR 54 K, 52-53 HJ 1.00 21 4070 KIT SHOCK 54 K, 52-53 HJ 1.00 21 4071 KIT SHOCK 54 K, 52-53 HJ 1.25 21 4479 SALET & ROLLER 54 K 10,00 21 5079 PISTON & ROD 12,00 21 5071 PLUG 54 K 10,00 21 5074 PLUG 54 K 10,00	213635		52-53 K		11.00
213644 Wing (RIGHT) 52-53 K 3.00 213645 Wing (LEFT) 52-55 K 5.00 213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213649 CAP (RIGHT) 52-55 K 5.00 213691 GARKET (PARKING LIGHT)52-53 K 1.20 213693 CAP (RIGHT) 52-53 K 1.20 213697 LENS (INDER RIGHT) 52-53 K 1.50 213697 LENS (INDER LEFT) 52-53 K 1.50 213713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 213714 LENS (RIGHT) 52-53 HJ 1.00 213714 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (ERFT) 52-53 HJ 1.00 213730 GARKET 52-53 HJ 1.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213739 LHOSOAP (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214054 DEFLECTOR 54 K,52-53 HJ 1.00 214074 DEFLECTOR 55 K,52-53 HJ 1.00 214074 DEFLECTOR 55 K,52-53 HJ 1.00 214074 DEFLECTOR 57 K,52-53 HJ 1.00 214074 DEFLECTOR 58 K,52-53 HJ 1.00 214074 DEFLECTOR 59 K,52-53 HJ 1.00 215039 PISTON & ROD 215039 PISTON & ROD 215039 PISTON & ROD 2150347 PLUG 54 K 1.90 215039 PISTON & ROD 2150347 PLUG 54 K 1.90 215134 GARKET 54 K 1.90 215134 GARKET 54 K 1.90	21 3644 WING (RIGHT) 52-53 K 3.001 21 3645 WING (LEFT) 52-55 K 3.00 21 3646 CAP (RIGHT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3647 CAP (LEFT) 52-55 K 5.00 21 3649 CAP (RIGHT) 52-53 K 8.00 21 3691 GASKET (PARKING LIGHT) 52-53 K 1.50 21 3697 LENS (INNER RIGHT) 52-53 K 1.50 21 3697 LENS (INNER LEFT) 52-53 K 1.50 21 3713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 21 3714 NAMEPLATE (OCLUXE) 52-53 HJ 1.00 21 3714 LENS (LEFT) 52-53 HJ 1.00 21 37173 ELENS (LEFT) 52-53 HJ 1.00 21 37173 SAHIELD 7.00 21 37173 SAHIELD 7.00 21 37173 BODY (RIGHT) 52-53 HJ 1.00 21 37173 BODY (RIGHT) 52-53 K 3.00 21 37174 LIGHT BODY (RIGHT) 52-53 K 6.00 21 3718 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 21 3719 DEFLECTOR 53 HJ 1.00 21 3719 DEFLECTOR 54 K, 52-53 HJ 1.00 21 4054 DEFLECTOR 54 K, 52-53 HJ 1.00 21 4070 KIT SHOCK 54 K, 52-53 HJ 1.00 21 4071 KIT SHOCK 54 K, 52-53 HJ 1.25 21 4479 SALET & ROLLER 54 K 10,00 21 5079 PISTON & ROD 12,00 21 5071 PLUG 54 K 10,00 21 5074 PLUG 54 K 10,00	213637	BRIDGE	52-55K		14.00
213645 WING (LEFT) 52-53 K	213645 WIND (LEFT) 52-53 K	213644	WING (RIGHT)			3.001
213646	213646 CAP (RIGHT) 52-55 K 5.00 213647 CAP (LEFT) 52-55 K 5.00 213648 CAP (RIGHT) 52-55 K 5.00 213691 GASKET (PARKING LIGHT) 52-53 K 2.20 213696 LENS (INNER RIGHT) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213713 NAMEPLATE (CORSAIT 52-53 HJ 1.00 213714 NAMEPLATE (CORSAIT 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (LEFT) 52-53 HJ 1.00 213739 GASKET 52-53 HJ 1.00 213739 SASKET 52-53 HJ 1.00 213739 SASKET 52-53 HJ 3.00 2137378 SASTE 52-53 HJ 3.00 2137378 SASTE 52-53 K 3.00 2137378 SASTE 52-53 K 3.00 2137378 SASTE 52-53 K 3.00 2137378 SASTE 52-53 HJ 3.00 213738 SASTE 52-53 HJ 3.00 214074 KIT SHOCK 54 K, 52-53 HJ 3.00 214074 KIT SHAFT 3.00 214074 KIT SHAFT 3.00 214074 KIT SHAFT 3.00 214074 SASTE 52-53 HJ 3.00 215039 PISTON & ROD 3.00 215039 PISTON & ROD 3.00 215039 PISTON & ROD 3.00 215034 PLUG 54 K 3.00 21					
213647 CAP (LEFT) 52-55 K 5.00 213691 GARKET (PARKING LIGHT) 52-55 K 20 213691 GARKET (PARKING LIGHT)52-53 K 20 213696 LENS (INNER RIGHT) 52-53 K 1.50 213767 LENS (INNER RIGHT) 52-53 K 1.50 213717 NAMEPLATE (OCHUKE) 52-53 HJ 1.00 213718 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (LEFT) 52-53 HJ 1.00 213739 GARKET 52-53 HJ 1.00 213739 SHIELD 7.00 213739 SHIELD 7.00 213739 BODY 3.00 213739 TAIL LIGHT BODY (RIGHT) 52-53 K 3.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213815 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOO ORNAMENT 53 HJ 1.00 214054 DEFLECTOR 52-50 214070 KIT BHOCK 54 K,52-53 HJ 1.00 214071 KIT BHOCK 54 K,52-53 HJ 1.00 214071 KIT BHOCK 54 K,52-53 HJ 1.00 2144970 GAUGE (TEMP*) 53 K 8.00 2144970 GAUGE (TEMP*) 53 K 1.25 214273 CAP & TUBE 54 K 10.00 215041 PLug 54 K 1.90 215039 PISTON & ROD 2151547 GARKET 54 K 1.90 215134 GARKET 54 K 1.90	213647 CAP (LEFT) 52-55 K 5.00 213691 CAP (RIGHT) 52-55K 8.00 213691 CAP (RIGHT) 52-53 K 213697 LENS (INNER RIGHT) 52-53 K 1.50 213697 LENS (INNER RIGHT) 52-53 K 1.50 213714 NAMEPLATE (OCHANE) 52-53 HJ 1.00 213718 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213728 LENS (LEFT) 52-53 HJ 1.00 213738 SHIELD 1.00 213738 SHIELD 1.00 213738 SHIELD 1.00 213735 SHIELD 52-53 K 6.00 213736 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213737 1.00 1.00 213738 1.00 1.00 213738 1.00 1.00 213738 1.00 1.00 213738 1.00 1.00 213739 1.00 1.00 213738 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213738 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 213739 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 214074 1.00 1.00 21407					
213648 CAP (RIGHT) 52_55K 8.00 213691 GASKET (PARKING LIGHT) 52_53 K	213648 CAP (RIGHT) 52-55K 8.00 213691 GASKET (PARKING LIGHT)52-53 K					
213691 GARKET (PARKING LIGHT)52-53 K	213691 GASKET (PARKING LIGHT) 52-53 K 213697 LENG (INNER RIGHT) 52-53 K 213697 LENG (INNER LEFT) 52-53 K 213717 NAMEPLATE (CORBAIR) 52-53 HJ 213718 NAMEPLATE (COLUXE) 52-53 HJ 213718 LENG (ERFT) 52-53 HJ 213728 LENG (LEFT) 52-53 HJ 213729 LENG (LEFT) 52-53 HJ 213729 GASKET 52-53 HJ 213739 SAIELD 7-00 2137375 HUBGAP (SMALL) 52-53 K 213793 BODY 300 213755 HUBGAP (SMALL) 52-53 K 3.00 213757 AIL LIGHT BODY (RIGHT) 52-53 K 3.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 214054 DEFLECTOR 55 HJ 214070 FRAME & GLAGG E_Z-EYE (RIGHT) 53-54 K 8.00 214054 DEFLECTOR 55 K 8.00 214074 KIT SHOCK 54 K,52-53 HJ 214070 KIT SHOCK 54 K,52-53 HJ 214194 GAUGE (TEMP*) 53 K 1.25 214479 SHAFT & ROLLER 54 K 10,00 215039 PISTON & ROD 215031 PISTON & ROD 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 52.55					
213696	213696 LENG (INMER RIGHT) 32-53 K 1-50					-20
213697	213677 LENS (INNER LEFT) 52-53 K 213713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 213714 LENS (RIGHT) 52-53 HJ 1.00 213712 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (LEFT) 52-53 HJ 1.00 213730 GASKET 52-53 HJ 1.00 2137373 SAIELD 7.00 2137373 BOOV 7.00 213755 HUBGAP (SMALL) 52-53 K 3.00 2137573 BOOV 7.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOO DRAMENT 53 HJ 1.00 214090 FRAME & GLASS E-Z-EYE (RIGHT) 53-54 K 8.00 214070 KIT SHOCK 54 K,52-53 HJ70 214070 KIT SHOCK 54 K,52-53 HJ70 214071 KIT SHOCK 54 K,52-53 HJ70 214074 GAUGE (TEMP*) 53 K 1.25 214194 GAUGE (TEMP*) 53 K 1.25 214194 SAUGE (TEMP*) 53 K 1.25 214273 CAP & TUBE 2144194 SAUGE (TEMP*) 54 K 10,00 215039 PISTON & ROD 215039 PISTON & ROD 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 54 K 1.90 215034 PLUG 54 K 1.90 215034 GAUGE (TEMP*) 52.55					
1.00	213713 NAMEPLATE (CORBAIR) 52-53 HJ 1.00 213728 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (RIGHT) 52-53 HJ 1.00 213729 LENS (LEFT) 52-53 HJ 1.00 213730 AGSKET 52-53 HJ 1.00 213735 SHIELD 7.00 213755 HUBGAP (SMALL) 52-53 K 3.00 213793 BODY 3.00 213793 HUBGAP (RIGHT) 52-53 K 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 214030 HODO DRAMENT 53 HJ 52-53 K 6.00 214030 FRAME & GLASS E_ZEYE (RIGHT) 53-54 K 8.00 214070 KIT BHOOK 54 K,52-53 HJ 214070 KIT BHOOK 54 K 214070 KIT BHOOK 54 K 215039 PISTON & ROD 12.00 215041 PLug 54 K 215041 GASKET 54 K 215134 GASKET 54 K 215134 GASKET 54 K 215245					
1.00	213714				52 53 H.I	
213728 LENS (RIGHT) 52-53 HJ 1.00 213739 LENS (LEFT) 52-53 HJ 1.00 213730 GACKET 52-53 HJ 1.0 213738 SHILD 7.00 213755 SHILD 7.00 2137575 SHILD 7.00 2137579 BODY 3.00 2137579 BODY 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 2140030 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 8.00 214070 KIT BHOCK 54 K,52-53 HJ 214071 KIT BHOCK 54 K,52-53 HJ 214071 KIT BHOCK 54 K,52-53 HJ 214194 GAUGE (TEMP*) 53 K 1.25 214273 CAP & TUBE 7.00 2144194 SHAFT 8.00 215039 PISTON & ROD 12.00 215031 PLOS GASKET 54 K 1.90 215134 GASKET 54 K 1.90 215134 GASKET 54 K 1.90	213728 LENS (LET) 52-53 HJ 1.00 213739 CASKET 52-53 HJ 1.00 213736 SHIELD 7.00 2137375 SHIELD 7.00 2137375 SHIELD 7.00 2137375 SHIELD 7.00 213757 SHORDAY (SHANL) 52-53 K 3.00 213757 SHORDAY (SHANL) 52-53 K 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD GRAMARNT 53 HJ 1.00 214007 FRAME & GLASS E_Z_EYE (RIGHT) 53-54 K 8.00 214074 DEFLECTOR 1.00 214075 KIT SHOCK 54 K,52-53 HJ 9.70 214071 KIT SHOCK 54 K,52-53 HJ 9.70 214071 KIT SHOCK 54 K,52-53 HJ 9.70 214074 SAUGHT STUBE 7.70 2144194 SAUGHT STUBE 7.70 2144194 SHAFT & ROLLER 54 K 10,00 215039 PISTON & ROD 12.00 215039 PISTON & ROD 12.00 215041 PLug 54 K 1.90 215134 GASKET 54 K 9.00					
213729 LEMS (LEFT) 52-53 HJ 1.00 213736 SAKET 52-53 HJ 1.0 213736 SHIELD 7.00 213735 SHIELD 7.00 213735 SHIELD 7.00 213735 BODY 3.00 213737 BODY 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD GRAMENT 53 HJ 1.00 214054 DEFLECTOR 55-50 214070 KIT SHOCK 54 K,52-53 HJ 214070 KIT SHOCK 54 K,52-53 HJ 214074 GAUGE (FEMP®) 53 K 9.00 214074 GAUGE (FEMP®) 53 K 1.25 214194 GAUGE (FEMP®) 53 K 1.25 214273 GAUGE FEMP® 7.00 215134 SHAFT & ROLLER 54 K 10.00 215047 PLUG 54 K 1.90 215047 PLUG 54 K 1.90 215047 GAUGE FEMP® 54 K 1.90 215047 PLUG 54 K 1.90 215134 GAUGE 54 K 1.90	213729 LENS (LEFT) 52-53 HJ 1.00 213730 GASKET 52-53 HJ .10 213735 SHIELD 7.00 213737 SHIELD 7.00 213737 SHIELD 7.00 213793 BODY (SIGHT) 52-53 K 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214030 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 8.00 214070 KIT SHOOK 54 K,52-53 HJ 214071 KIT SHOOK 54 K,52-53 HJ 214071 KIT SHOOK 54 K,52-53 HJ 214071 KIT SHOOK 54 K,52-53 HJ 214273 CAP & TUBE 7.00 2144194 SALEEVE KIT 52-53 HJ 214273 CAP & TUBE 7.00 215039 PISTON & ROD 12.00 215041 PLUG 54 K 1.00 215041 PLUG 54 K 1.00 215041 ASKET 54 K 1.00 215134 GASKET 54 K 20 215843 GUARD 5.25	213728		52 53 H.I	JC-30 110	
213730 GARKET 52-53 HJ 110 213735 SHIELD 7.00 213755 SHIELD 7.00 213757 HUBGAP (SMALL) 52-53 K 3.00 213759 BODY 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213813 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOD ORNAMENT 53 HJ 1.00 214030 FRAME & GLASS E_Z-EYE (RIGHT) 53-54 K 8.00 214070 KIT BHOCK 54 K,52-53 HJ70 214071 KIT BHOCK 54 K,52-53 HJ70 214071 KIT BHAFT90 214242 SLEEVE KIT 52-53 HJ70 214419 GAUGE (TEMP*) 53 K 1.25 214273 CAP & TUBE70 214419 SHAFT & ROLLER 54 K 10.00 215039 PISTON & ROD 12.00 215031 PLUG 54 K 1.90 215134 GASKET 54 K60	21 3730 GASKET 52-53 HJ 10 21 3735 SHIELD 7,00 21 3755 SHIELD 7,00 21 37573 SHIELD 7,00 21 37573 SHIELD 7,00 21 37573 SHOELD 7,00 21 37573 SHOELD 7,00 21 37574 SHIELD 7,00 21 37					
213738	213738 SHIELD 7.00 213793 HUBCAP (SMALL) 52–53 K 3.00 213793 BODY 3.00 213813 TAIL LIGHT BODY (RIGHT) 52–53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52–53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52–53 K 6.00 213902 HODO DRAMENT 53 HJ 1.00 214030 FRAME & GLASS E_Z_EYE (RIGHT) 53–54 K 8.00 214070 KIT SHOCK 54 K,52–53 HJ 2.70 214071 KIT SHOCK 54 K,52–53 HJ 2.70 214071 KIT SHOCK 54 K,52–53 HJ 2.70 214071 GAUGE (TEMP.) 53 K 1.25 214242 SLEEVE KIT 52–53 HJ 2.70 214419 SHAET & ROLLER 54 K 10,00 215041 PLUG 54 K 10,00 215041 PLUG 54 K 1.90 215041 PLUG 54 K 1.90 215041 PLUG 54 K 2.60 215134 GASKET 54 K 2.60 215843 GUARD 5.25					
213755	213755 HUBGAP (SMALL) 52-53 K 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213902 HOOO DRAMENT 53 HJ 1.00 214030 FRAME & GLASS E-Z-EYE (RIGHT) 53-54 K 8.00 214070 KIT SHOCK 54 K,52-53 HJ 214070 KIT SHOCK 54 K,52-53 HJ 214070 KIT SHOCK 54 K,52-53 HJ 214074 CAP & TUBE 7.00 214074 SLEEVE KIT 52-53 HJ 214273 CAP & TUBE 7.00 215039 PISTON & ROD 12.00 215039 PISTON & ROD 12.00 215041 PLUG 54 K 1.90 215041 AGABKET 54 K 200 215134 GABKET 54 K 200 215254 GABKET 54 K 200 215256 GABKET 54 K 200 2152			יוו ככ-גכ		
Solution	213793 Body 3.00 213813 TAIL LIGHT BODY (RIGHT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 213814 TAIL LIGHT BODY (LEFT) 52-53 K 6.00 214030 FRAME & GLASE EZ-EYE (RIGHT) 53-54 K 8.00 214054 DEFLECTOR 55.50 214074 KIT SHOCK 54 K,52-53 HJ70 214074 KIT SHAFT 9.00 214071 GAUGE (TEMP.) 53 K 1.25 214272 GAP & TUBE 7.70 214273 CAP & TUBE 7.70 214273 CAP & TUBE 7.70 215039 Platon & Rod 7.00 215039 Platon & Rod 7.00 215034 Plug 54 K 1.90 215134 GASKET 54 K60 215843 GUARD 5.25			E2 E2 V		
213813	213813			32-33 K		
213814	213814				ro ro v	
1900	21 9902 Hood Ornament 53 HJ 1.00 21 4054 FRAME & GLASS E_Z_EYE (RIGHT) 53-54 K 8.00 21 4054 DEFLECTOR 5.50 21 4070 KIT SHOCK 54 K,52-53 HJ 21 4071 KIT SHOCK 54 K,52-53 HJ 21 4071 KIT SHAFT 90 21 4194 GAUGE (TEMP.) 53 K 1.25 21 4242 SLEEVE KIT 52-53 HJ 70 21 4194 SAPET & ROLLER 54 K 10,00 21 5419 Playon & Rod 12.00 21 5039 Playon & Rod 12.00 21 5041 Plug 54 K 1.90 21 5041 Plug 54 K 1.90 21 5134 GASKET 54 K 60 21 5843 GUARD 5.25					
214030 FRAME & GLABS E_Z_EVE (RIGHT) 53-54 K 5.00 214076 DEFLECTOR 5.50 214077 KIT BHACT	21 Å0 30 FRAME & GLASS E_Z_EYE (RIGHT) 53-54 K 8.00 21 40 70 DEFLECTOR 5.50 21 40 70 KIT SHOCK 54 K,52-53 HJ70 21 40 71 KIT SHOCK 55 K 5.25 21 419 4 GAUGE (TEMP.) 53 K 1.25 21 42 14 19 4 GAUGE (TEMP.) 53 HJ70 21 42 14 19 SHAFT & ROLLER 54 K 10,00 21 50 39 PISTON & ROD 12.00 21 50 31 PLUG 54 K 1.90 21 50 34 GASKET 54 K60 21 51 34 GASKET 54 K60				52-55 N	
214054 Deplector 5,50	214074 DEFLECTOR 5.50				ro'rh u	
214070	214070 Kit shock 54 K,52-53 HJ .70 214194 Kit shaft 90 214194 Gauge (TEMP.) 53 K 1.25 214242 SLEEVE KIT 52-53 HJ .70 214194 SAFT & ROLLER 54 K 10,00 214419 SHAFT & ROLLER 54 K 10,00 215039 Piston & Rod 12.00 215041 PLug 54 K 1.90 215134 Gasket 54 K00 215134 Gasket 54 K00			(RIGHT)	53-54 K	
214071	214071					
214194 GAUGE (TEMPs) 53 K 1.25 214242 SLEEVE KIT 52-53 HJ .70 214279 .70 214479 SHAFT & ROLLER 54 K 10,00 215039 Pleton & Rod 12,00 215041 PLug 54 K 1.90 215134 GASKET 54 K00	214194 GAUGE (TEMP.) 53 K 1.25 214242 SLEEVE KIT 52-53 HJ70 214273 CAP & TUBE70 214479 SHAFT & ROLLER 54 K 10,00 215039 Plston & Rod 12.00 215041 Plug 54 K 1.90 215134 GASKET 54 K60 215134 GASKET 54 K60			54 K, 52-53 HJ		
214242 SLEEVE KIT 52-53 HJ70 214479 CAP & TUBE70 214419 SHAFT & ROLLER 54 K	214242 SLEEVE KIT 52-53 HJ70 214479 CAP & TUBE70 214479 SHAFT & ROLLER 54 K					
214273	214273					
214419 SMAFT & ROLLER	214419 Shaft & Roller 54 K 10,00 215039 Pleton & Rod 12,00 215041 Plus 54 K 1,90 215134 Gasket 54 K .60 215843 Guard 525			52-53 HJ		
215039 PISTON & ROD 12.00 215041 PLug 54 K 1.90 215134 GASKET 54 K .60 215843 GUARD 5.25	215039 Piston & Rod 12.00 215041 PLue 54 K 1.90 21513134 Gasket 54 K .60 215843 Guard 5.25					
2150½1 PLue 54 K 1.90 215134 Gasket 54 K00 215134 Guard 5.25	215041 PLue 54 K 1.90 2151434 GASKET 54 K60 215843 GUARD 5.25		SHAFT & ROLLER	54 K		
215134 GASKET 54 K60 215843 GUARD 5.25	215134 GASKET 54 K60 215843 GUARD 5.25	215039	PISTON & ROD			
215843 GUARD 5.25	215843 GUARD 5.25		PLug			
215543 GUARD 5.25	215843 GUARD 5.25		GASKET	54 K		
	215979 MOULDING 54 K 2.50		GUARD			
215979 MOULDING 54 K 2.50		215979	Moulding	54 K		2.50



PONTIAC "8" KAISER De LUXE vs



F. These 24 Important

Kaiser Advantages

126.2 Cv. In.

So you think the Position "I" is a possible speak of Struck, Board of College and Annual Struck, Board of Struck, Board of Struck, Board of Struck, Board of Struck, Too been a longer wheeligned seems of the point of some of the speak of the speak of the Struck, And when I make seem of the distruction. And when I make an electronic metabolical metabolic

200 54 to 100 55 Owen integers to the property with the property Headiness — Frest and Rest Daer Height — Frest and Rest Windshield Gless Area Rest Window of Gar. Frest Gless Area of Car. Spens Tire Lecenten.

> Use this list for quick reference when year proposed size and how the filter is hear all the conjunctions on the following popula-ble need not shortly the appropriate years self. Mosts yearself needly familiars with them as you can tell with and one-viacingly obsess each Keiner supplicitly. Just leak over this list of Koles Delens selventeger. Would you want to lary as elf-factories or one as the Postlee. "E., And hear is mind this is the finest that Peetles effect for 1921.

gliding ride? How can you make a chart to compare one car ride with another?

Let's Discuss Each Point and See What It Means To The Owner

is hard to get a set of comparable figures. No two drivers drive alike, Cenditions change, Performance is different in two cars even of the same make. Economy, too, is dependent on so many factors that it io, we cannot in the Promoters deal with these in-There are three very important qualities of a motor consential we while the to compare with competition if it were logically possible, but in these Promoters we limit ourselves to standishe, provoble foots and therefore must pass up such sadding subjects an ideasity of appearance, comfert on the highway, an ideasity of appearance, comfert on the highway.

tangible, yet very important qualifications. It's up to you to put them over to the prospect. And, certainly, the best way is to know your product thoroughly, to present your Kaiser persuatively and demonstrate is convincingly. Of course, we know that the 1951 Kalses Deluxes excels in all three. But how our you going the preve HP H's undersloby true that the Kaiser is a much handlesens can than the Pontinc, but there is no set of fagures to Comfort is the same. How soft is soft? How smooth is a

You CAN Prove Here Come Facts

4. Shipping Weight

As jeth or two mens of everall length may are may set be noticeable in comparing two motor can depending an effect consideration. But a distribution of the length index is extending moticeable and odds veloperated by the good and analym proportions of the longer can. Point on this Edings frost to set the lange. 1. Overell Length

Whold you old two handred poords to the weight of a car of a mean do not be more do not be formed on the forms of the first which the first post and the first first first post first first first post first mean the first post of too doubling when it contributes melting and foresters which when it contributes melting and foresters which when it contributes melting and foresters feet consengtion.

Seperior body designing by Koiser angineers is learnedstudy apparent when conside and incide body widthen of these two ears conditients. While the Keiser is indeed 14% incides assertower conside than the Ponice; (which is certainly an educatogal, laider should make the first of the certainly an educatogal, laider should be better, as we will have been. 2. Overell Width

He only is feel from Direct ages than super- not it which, it is the first Plans of the super- not it which, it is the super- not it will be super- not it will be super- not su

Latequer was a big insprements over paint and vanish when it was introduced overy back in 1924 on the old Ookland, predeessor of bady? Pentio. And -Pention still ver bacyers where you was also been in their 2 years. Kalent, on the other hand, is strictly amother and utilizes the very latest development of the goles industry—baked utilizes the very latest development of the goles industry—baked utilizes the very latest development of the goles industry—baked synthetic eramel. Extremely hard and wear resistant, this modern finish lasts langer, is more resistant to foding than lacquer and, when kept cloon, actually improves with out. S. External Finish

But hear ord most search of the license Decision are not they profiled the form right or most of the most believe or mostly profiled to the form right or mostly of term ord terminal constitution, the but done to they mentioned to the most of constitution through yours. Softly, expects, the form other mostless to constitute great transfer or the updatedray mostless of ord to personan-ingly varieties on the updatedray mostless and to personan-mentally varieties of the cloth. Decisic does not reflect this modern feature. 5. Airfoam Sout Pads

Only one other make of motor car features a safety pool on the instrument posed. Chryster—and it is really a desib and coloring to the colorin Padded Instrument Panel

Position: "It has a pation displacement more thou at oubsident others there are not study adoptional contents, in power diversible ment should be about 16 operate. The "It should have been consuming strapine develops only each bestpower more than the consuming strapine develops only each bestpower more than the man and the strapine of the power study of the TI is a 1300. Just been made more effected in the Kolent, in we TI is a 1300. Just have made more effected in the Kolent, in Kalar Pesiter 235.3 Co. in. 265.4 Co. in. 3. Piston Displacement

Mean is accorder panel of the Kinder, operare defined-y-haminy, he explore producing protects between from each code, card of the inches commend. In the mean efficient, each expension of the finite commend. In the loans dependent in play up mean the top of the whole bendery in largest the play of the whole bendery in largest programming. Observed and Pontier 2° or as in efficient. 1. HP. per Cv. In. Displacement

Here is one of the most important empire features in producing high efficiency in an internal conduction empire and a good exploration of facility in declaring over the Portion. Knots com-persion has always been up on the top feer the industry—Pentrio. If it is the very lower mark—equalled early by the Portiser "6". Kales Passing 0. Compression Ratio

politics, and if the identity included secure Operation and politics, in the include capture, do not it also as deletables of the capture of the capture of the capture of the capture of these planes are through example to page. But you think the capture conduction of the capture of the page of the relation of the capture of the capture of the capture of reduced, treating prevented and planes also in a capture period. To a should carriedly mere planes when comparing Members Continue Piston Material

in this feature, too, Kaleer is a leader in engine advancements. Hash divone pictor rings one new and offer real advantages the page 40; Kaleer Feet Book. You wouldn't expect to find has in the Prefer TV. They're not face. Total Parket 12. Flash Chrome Piston Rings

Since water or other impurities in the empire oil suffer anturally their even weight in the blotten oil. He oil pour, that Knister Speriosate features an oil lander which floats need the unified of the oil. Thus only the purst, cheese oil air circulated through the oil. Thus only the purst, cheese oil air circulated through the angels. The Purst oil into it is tableoney out, therefore, must be lessed of it the ballons of the pan where get and must be be the purst. 14. Floating Oil Intake

You know, of course, that their hings being equal—safe retain, etc.—the care with the forests whigh the horse personness in gains and going the being personnesses, halter this speed and greater test economy. The Adams of consequence of supplies that is the consequence of the course of the course of the course of the course of the course. 15. Seden Weight per HP.

Acies nee shock absorbers are received to the cale and froms like a ""He like " monthing enable the hock absorbers to come like wery of the bady as easily en the hock absorbers to come like went of the bady as well as up and down momental—a real safety and comfact feature. Pension even shock absorbers are mounted parallel to 16. Rear Shock Absorber Mounting

in paragraph 15 we painted out the advantage of law weight per horsepawer in providing better performance and economy. per horsepower in providing better parformance and extenden-Smitory, four weight per apone inch of service base area means quider, more positive stops and fewer takes adjustment and relining jobs. Market's eferomograp of more than 1's pounds per spaces both is, therefore, something to take into con-17. Weight per Sq. In. Brake Area sains. realis.

We have justed to med) in these Solar Promisin about Kolur? declaration in both four code me settled upon the aborbook season like "did suff" to you (Neurora, it is very likely broad men to your prospect and about a consist of a mapherised. He may be your prospect and about a consist of an ampherised of men to your prospect and about a consist of an ampherised of men appearate his families in belief her in more than these inter-nate equal families in the best her have a few and men them and many expentitum for the best her have not now their more than the more than the many expensions. 18. Front and Rear Seating Widths are, as 19 19 19 19 19 19

As we have said before, even of feeding of an linch is a worth-wide optionage in head-from in relies it times or near compon-ment. Herefore, he were its point out that the Kolese has 11% is token one as it four and also surpasses Pontice ("E" by almost 15 on find in the near. Hondroom Front and Rear 2747, 34- 347, 354-

Reer Window Glass Area 1600 to to 434 to to

10. Doer Height-Front and Rear assur, 419- 411-, 28 1/10-This is a specification we subtom insustion because these versoly by the rand obstances the east of Ferdice, we believe the Killer his east of Ferdice, we believe the Killer and remarked is unfillently impossible the believe to the property character. Expectedly, in the near the afference in forme of Killer and Market and many exerces these and state from the tase much easter and more exerces the cond will from the tase much easter and more

Again we bring up windshield gloss area—a well known Kaiser advantage to you, but predably a brand new idea to your angests, News fell to point out that the Koiser windsheld is the largest of all and point out, too, the advantages—greater adery, better video for all postengers. ZL. Windshield Glass Area 1006 Sq. In. 271 Sq. In.

Sold square inches more gians once in the new window is the wider. For the first the sold of the sold All possessies on well as the deliver evelop and beautit fram the houge glass uses of the Matters. The Matter desirange ever braise, who get in the 25's square free more gloss, gives almost the same vision as on agent of the Table of the same all the same which the same convertible. The most delawed, the possible view and the highway behind are all action, spen, unrenticed which and the highway behind are all action, spen, unrenticed which the same of the same and the same and the highway the same and the highway behind are all actions. 3. Total Glass Area of Car 3541 Sq. In. 2744 Sq. In.

Finally, spore the location Like most other motive core, the motivation "T content in spore to expend to see about all the rocks, lever it makes up validate spice and a in detact cannot most. Here it makes up validate spice and a line level. The work-ing the property of the spice of the spice of the spice of the overy tre will of the Kidery, on this other local, certain the rice overy tre will of the Kidery, on the other local, certain the rice overy tre will of the Kidery, on the other local, certain the rice of the confidence of the content of the content of the confidence of the content of the content of the confidence of the content of the conten A. Spare Tire Location

OsciClackion: In this light of the leging list of token below and endemnings in all down above about the control of the light of the leging list of the leging list of the leging list of the list of promption of leging list of the list of the leging list of promption details it for most ingreased the list of the list of the list of list of promption list of list of

The information contained in this K.f. Solas Prometer has been abstract from reliable sources and is, in our opinion, corners, but contain by proceeding the charter information, write Marchandising Department, Kolane Forser Soles Corporation, William Ban, Mek.

KAISER-FRAZER SALES CORPORATION

WILLOW RUN, MICHIGAM

MOTOR TRIALS

Kaiser

ONE OF THE BEST-LOOKING CARS ON THE ROAD TODAY

by Watter A. Woron

OF ALL the new cars on the road today, ing the most acclaim for its looks-looks that combine to make a good compromise between functional and esthetic styling. During three days of comprehensive testing of a four-door Kaiser De Luxe Sedan we heard more praise about the appearance of this car than any previous one we have tested.

Through the Los Angeles Branch of the Through the Los Angeles Branch of the Kaiser-Frazer Corporation, we made arrange-ments to test the '51 Kaiser. Later, on a sunny, warm morning, we arrived at K-F Distributors at 1101 So. Figueroa Blvd. in Los Angeles, where we picked up the car-Their exuberance about their new product was only natural, and had its effect on us, for we were of the opinion that its per-formance would be more than just satis-

The sedan furnished for the use of Technical Editor Don Francisco and myself, during its 2885 miles of driving, had been used by K-F Distributors as a demonstrator. Knowing that our motor trial would be comprehensive, they had tuned the engine to tip-top mechanical shape.

The 1951 Kaiser was evidently designed by Kaiser-Frazer engineers with looks high on the list of desirable qualities; it is a car for one who is impressed with the admiration of his friends and neighbors. The fact that some of the other traits of the ideal automobile were played down by the engineers will not be of too much import to this type of person. But, that is only natural-we all like to have our possessions admired.

Outstanding attributes of the '51 Kaiser.



A Woman's Viewpoint

Fortunately, the length of this motor trial (which in all consumed three days and one night) made it possible for us to incorporate a phase of testing we had wanted to previous-



ly, but were unable to because of the time element. For the women readers of MOTOR TREND and even for the men whose wives may

TERNO and even for the men whose wives may play an important part in making the final selection of the family automobile, we are presenting the womane viewpoint.

'After the first day of driving the Ksiser, which consisted mainly of becoming oriented with the car, checking it on the chassis dynamometer and making fuel consumption tests, I drove the car home and turnoid it as we I drove the car home and turned it over to my wife. I did not discuss any features of the car with her, so that my first impression would have no bearing on her comments or opinions. I merely sat back and took notes while she expounded the virtues of this or found fault with that, neither agreeing nor disagreeing with any of her remarks. The following is her opinion of the 1951 Kaiser: "I am very favorably impressed with the

general appearance of the car. I like the lowness, the streamlining and the amount of ness, the streamlining and the amount of chrome trim. Insofar as the sloping back and the comfort of the seats are concerned, they meet with my approval, but I don't necessarily like the tufted material used for covering and the lack of padding over the springs at the rear of the front seat.

"As a woman, I appreciate the new bin-type glove compartment, which will save rooting for articles, but in filling it full, I found that items would drop to the floor

ROAD clearance is demonstrated in this test over a deep rut. Car did not get stud

Motor Trend







as can be seen from these photographs taken at driver-eye level VISIBILITY behind the wheel of the 1951 Kaiser is

when it opened. The appearance of the crash pad and the instrument grouping were things that meet with my favor. However, I find it somewhat hard to reach the brake lever and somewhat hard io reach the brake lever and the radio and ventilating controls. In operat-ing the various controls, I noticed that the supports are a little weak. Although the rug-type floor pad gives the interior of the car a luxurious look, I am afraid that it will get dirty much too quickly.

"There is no difficulty in penning the trunk."

"There is no difficulty in opening the trunk lock and lifting the lift. However, I believe that with the spare tire in a recessed posi-tion, it would be quite difficult to remove it in the event that the compartment is leaded "In driving the ear, I found the steering wheel definitely to my liking, for it seems to provide quick counte. Visability is excel-lent. I like the slow shift and the light of the like the low shift and the light of the provide quick counter. When the light counter is provided to the like the low shift and the light counter. good handling feel. I found no difficulty in getting into or out of the car. Some points in driving the car that I think could be im-proved were the hard throttle pressure, while tended to tire my foot and leg, a certain amount of heaviness into corners in the front end, the noisy engine, body sway on corners steering wheel shock over bumps, and too much brake pedal pressure."

Detailed Driving Report

The fact that the steering wheel on the Kaiser is somewhat lower than it is on many cars might cause a person a bit more difficulty than usual in entering the car. However, once this person is behind the wheel, he will definitely appreciate the fact that the wheel is in a low comfortable position. It takes a while to become accustomed to the small (17 inch) wheel, but after a few miles of driving, it has a very confortable feeling. The window is just about the right height for the arm to rest on while driving. It is fairly easy for a person of worth height to reach all the support of the property of the prop in a low, comfortable position. It takes a Legroom is satisfactory in the driver's posi-tion, but a bit more room on the passenger's side would make for more comfortable riding. side would make for more comfortable riding. The seat is quite low, which causes one's knees to be higher than usual. A lowered floor would alleviate this condition. Head room is satisfactory in both front and rear.



mpartment, allowing



RIGHT-Crash pad, slope-back seats and relatively high floor are all visible in this view



Kaiser Motor Trials

except that like most cars today it would be practically impossible to wear a hat when

sitting behind the steering wheel.

Steering the Kaiser into sharp turns at high speeds is not too difficult, except that there is a certain amount of mushiness, and the body leans quite badly. The car, however, has good control through a steering gear system with a ratio of 18.2:1.

The asbestos clutch in the Kais The asbestos ctutch in the Kasser is narry soft, and in combination with the helical gears of the transmission does not lend it-self to speed shifting. For normal driving, however, there is no problem in shifting. If the engine is raced in gear, it is necessary to allow the engine rpm to reduce before the

shift is made. The ride of the Kaiser is satisfactory however, it is not as smooth as one would expect from the appearance of the car. The Kaiser is not a heavy car and the road bumps are transmitted to the driver and passengers.

are transmitted to the driver and passengers. Over dips at high speeds, the front end ap-peared to bottom as did the rear seat. For the dynamometer test of the '51 Kaiser, we took the car to the Clayton Manufacturing Company in El Monte, California. There we found the road hp figures shown in the found the road hp figures shown in the Table of Performance. Maximum road hp was found at 500 rpm less than the rpm for maximum bhp. The percentage drop from the maximum bhp of the bare engine through the maximum bhp of the bare engine inrough ine transmission and drive line was approximately 45 per cent. This road hp figure takes into consideration normal losses through the transmission, differential, and the rolling resistance of the tires to the road. It is, therefore, lower than the bhp rating of the engine, which is measured at the flywheel and is the maximum power an engine in perfect condition will develop at maximum speed.

In the acceleration tests, it was found that the Kaiser we tested appeared to operate the hauser we tested appeared to operate better at medium temperatures. If the engine was allowed to heat up, performance dropped off quite rapidly. The Kaiser tested was equipped with standard transmission and overrive, giving it a rear axle gear ratio of 4.55:1. Tires used were 6.70 x 15 with a normal inflation pressure of 24 pounds. It was found in these tests that a faster shift could be made without using overdrive; in other words, shifting through first, second and third gears and bypassing second overdrive. The difference in these two methods is shown in the Table of Performance.

In the top speed run, the fastest time was made using overdrive, although there was not too much difference between the highest speed attainable in this manner and in using conventional third. The difference in trans-mission ratios is .7:1 in overdrive as versus

1:1 in third.

Fuel consumption of the '51 Kaiser is something the Kaiser-Frazer Corporation can definitely be proud of, for the over-all average obtained throughout the entire test was 19.7 mpg. (This did not include the high speed and acceleration tests, however.) The use of overdrive at speeds above 30 mph greatly add-ed to the fuel economy obtainable, as can be witnessed by the figures shown in the Table of Performance. The brakes on the Kaiser are most satis-

factory, for they are positive and sure-stop-ping. The pedal on the car tested was set up somewhat hard, but did not require excess

Mechanical Features

Unlike previous models in the Kaiser-Frazer line, the '51 Kaiser is entirely new-

from the 'X' frame up. Chassis suspensi is by means of coil springs at the front and semi-elliptics at the rear. Direct-acting M. roe shock absorbers are used at all four wheels. A torsional stabilizer is used at the

front only.

Twelve body types are available in the '51 Kaiser line: Special and De Luxe four-door sedans, two-door sedans, club coupes, busi-ness coupes, and two- and four-door Traveler utility sedans. The body design is, as Kaiser-Frazer designers state, "unmistakably Con-tinental." Although the body has been designed to take advantage of the car's inherent good looks, the construction is not quite what some motorists would approve of.

what some motorists would approve of. The wide chrome trim panel, which ex-tends the length of the car is not only decora-tive, but useful in preventing, the doors from being damaged in parking lobs. However, if it was made of heavier gauge metal its practical value would be enhanced. As it is, it is to easily dented.

The trunk compartment has sufficient vol-ume (18.7 cu. ft.) for most purposes, but will receive the complaints of some who re-quire a deeper compartment. The shaping of the 17-gal, fuel tank in the form of a kidney the II-gal, fuel tank in the form of a kidney to allow the spare tire to be recessed under the floor is, in itself, a good idea. In the event of a flat tire on a trip, however, where the compartment would probably be loaded with luggage, it would be necessary to un-load most of this luggage before it would be possible to remove the tire.

possible to remove the tire.

The general appearance of the instrument panel and crash pad is good, with the instruments being visible at a glance. An improvement of this crash pad, which consists of vinyl covering over metal, could be made by having a more resilient padding. The chrome trim around the windshield is not too practical, as it is quite annoying in the smalleh!

Upholstering in the '51 seems durable, and is probably used on the premise that the majority of new car buyers immediately equip their cars with seat covers. The padded equip their cars with seat covers. The padded rug has a luxurious appearance, but dirties quite easily. A rubber mat would be more suitable. Appointments are not what one would expect from a car in this price bracket

(\$2079 list at factory).

Location of all engine components is qu Location of all engine components is quite handy, making them all readily accessible. From our over-all examination, only one improvement could be suggested: relocation of the air cleaner to the rear side of the carbureter, which would permit easier servicing of the latter.

The powerplane as that used in previous Kaiser and Frazer models, being a part of the latter.

The powerplane as that used in previous Kaiser and Frazer models, being a proper latter than the latter of the latter of

Kaiser and Frazer models, being a six-cyl., 'L' head engine of 226.2 cu. ins., with a bore and stroke of 3½ by 4% inches. Bhp has been increased to 115 @ 3650 rpm, with s compression ratio of 7.3:1, and using 80 oc-tane fuel.

Summation

The Kaiser-Frazer Corporation will as suredly sell more Kaisers this coming year than ever before in their brief history. They indeed have a smart-appearing product in the '51 Kaiser. And, along with its looks, other attributes that will help sell this product to a car-hungry public are its fuel economy, ac-celeration and good brakes. Although the car may be slightly over-priced according to some standards, by others it is not. Much of this depends on the individual—in the me-dium-priced field, it is hard to beat the Kaiser for looks; in some phases of performance, it has to be content with second place.

Motor Trend

TABLE OF PERFORMANCE

1200 rpm	(full load)	22 mph		30 r	oad h
2000 rpm	(full load)	36.5 mph			oad h
3150 rpm	(full load)	58 mph	62 ro	ad hp	(max

ACCELERATION TRIALS ACCELEATION TRIALS
Standing Stort M-Mile
0-30 mph through gears
105.46 (lo only)
10-40 mph in high
10-40 mph in high
10-70 mph in high
112.78
Shiff low to second, to second overdrive

and high TOP SPEED

Fastest one-way run Average of four runs 83.57 mph BDAKE CHECK 37 ft, 11 ins. Stopping distance at 30 mph Stopping distance at 60 mph 176 ft. 6 lns.

FUEL CONSUMPTION At a steady 30 mph 24.15 mpg (c 25.35 mpg (O.D.) At a steady 45 mph

25.35 mpg (Conv.); 20.48 mpg (Conv.); 25.84 mpg (O.D.) 20.41 mpg (O.D.) 18.16 mpg At a steady 60 mph Through light traffic Through medium traffic Through heavy traffic 15.66 mpg 12.77 mpg

HILL CLIMBING 7 per cent grade 3rd gear read., 57 mph 25.6 per cent grade Low gear read., 23 mph 32 per cent grade Low gear read., 21 mph SPEEDOMETER CHECK (10% error)

At 30 mph indicated 33 mph At 45 mph indicated 49 mph AT 60 mph indicated 65 mph (9.1% error) (8.3% error)

GENERAL SPECIFICATIONS ENGINE

Type Bore and Stroke Stroke/Bore Ratio Cubic Inch Displacement 'L' head, in-line 6 3½ x 4½ 1,32:1 226.2 115 @ 3650 rpm -508 Maximum Bhp Bhp/Cu. In.

190 ft.-lbis. @ 1800 rpm 7.3:1 Compression Ratio DRIVE SYSTEM

Conventional three-speed Ratios— Low—2.57:1, Second—1.55:1, Third—1:1, Overdrive—7:1, Reverse—3.49:1 Hydra-Matic Ratios-First-3.82:1, Second-2.63:1, Third-1.45:1,

Second—2.031, Third—1.431, Fourth—1:1, Reverse—4.31:1 Standard—3.91:1 *Overdrivs—4.55:1 *Hydra-Matic—3.54:1 DIMENSIONS Rear Axle Ratio



Steering (lock to lock) Weight/Hp Ratio Weight Distribution (Front/Rear) Center of Gravity Vergan Canter of Gravity
Road Clearance
*Available for \$95.80 extra
† Available for \$158.61 extra

5 turns 2280 lbs 53.8/46.2% 22.7 ins. 7 ins.

18 feet

October 1950

This Is It!

What every Service Department has been waiting for! You can now cover rusted Rocker Panels and Rear Quarter Panels on 1947 and 1948 Kaiser and Frazer cars. Increase their value and appearance at ½ the cost of replacing with new parts.



BEFORE

Note the rusted condition of Rocker Panel and Rear Fender. Rocker Panel Cover Repair Package
PART NO. 100284



Rear Quarter Panel Cover Repair Package
PART NO. 100285

AFTER

You wouldn't believe it is the same car—but it is—and only 2½ hours after the "Before nicture was taken



KAISER-FRAZER SALES CORPORATION

KAISER-FRAZER CORPORATION WILLOW RUN, MICHIGAN, U. S. A.

ORDER YOUR SUPPLY



Ningún automóvil le ofrece tanto

RENDIMIENTO

por su dinero!..

e Ud. es estanciero, industrial, hunter e negocia, pedesional, térnico ... en ura, un horntre de acedim, cotonece seines en el CARABILAS è el automóvil que per su potencia. La corrección de la companio de la contra de la companio de la companio de alca missos de su activa vida, amplitud y resistentar Ud. máxima importante. Per son alca missos de su activa vida, en ara Ud. máxima importante. Per son ara Ud. máxima importante. Per son ARABIELA, le Bezará a destino em pulete y sepuridad, por dorde sea y n todo monercia.

DE SU ZONA. ADDUIERALO CON L FACILIDADES DEL PLAN I. K. A. D PERMANENTE S. A. C. y F. SERVICE y repuestos legitim dende esté o dondo vaya!

CARABELA



Ningún automóvil le ofrece tanta

AMPLITUD

por su dinero!..

amplitud en el haúl de equipajes, amplitud de ventajas técnima. Cuando Udlo admire y lo preede, actionanda asomhendo: "Qué grande es el CARASELA;" "Se fuera es grande, por dentro lo es más siênt caben seis personas mayores eln problemas. En el baúl de equinaise caben todas ha valida. Y en cuannies caben todas ha valida. Y en cuan-

CONSULTE AL CONCESSIONARIO L.K. A.
DE SU ZONA. ADQUIERALO CON LAS
FACILIDADES DEL PLAN L. K. A. DE
PERMANENTE S. A. C. y F.
SERVICE y repuestes legitimes...

CARABELA

en el más importante automóvil argentin