

2018 Catalog

ridetech



StreetGrip • Coilover • Air Suspension



NEW PRODUCTS!

RidePRO X

NEW Digital Air Suspension Control System

FEATURES AND BENEFITS

- Stealthy 3-position Control Module communicates via RF.
- "Ride Height On Start" automatic lift and level feature.
- Pressure-based crossload compensation — critical for dynamic driving scenarios such as cornering and panic stops.
- Display and setup via smartphone "App", laptop or optional dedicated bluetooth Display/Tuner.
- Weatherproof ECM and heavy duty mil-spec connectors.
- All new LevelPRO height measuring sensors.
- Automatic weight compensation.
- RidePRO-X (pressure-based) system is upgradable to RidePRO-HP (pressure and height) system.
- Bluetooth connectivity and smartphone app are included.

The Most Advanced Air Suspension Leveling System in the World

CONTROL SYSTEM ONLY

PART #	
30418000.....	RIDEPRO-X.....
30400035.....	RIDEPRO HP.....

COMPLETE RIDEPRO X SYSTEM

PART #	
30434000.....	3-GALLON.....
30434100.....	5-GALLON.....

AIRPOD SYSTEMS

PART #	
30414000.....	3-GALLON AIRPOD.....
30414100.....	5-GALLON AIRPOD.....

RidePRO HP



RidePRO HP Sensor upgrade available for all compressor packages.



RidePRO-X & RidePRO-HP available as complete AirPOD Systems



R-JOINT

ADVANCED ROD END TECHNOLOGY



R-joint rod ends (heim joints) utilize a special Delrin AF cage to combine the best qualities of low-friction movement, lateral stability, full range articulation, and quiet operation into one special bearing that is as at home on the street as it is on the racetrack.

2 • **ridetech**

17-4 Stainless Steel Rod Ends With Delrin Inserts

FEATURES AND BENEFITS

- Articulates in 3 planes with 360 degree axial rotation and 30 degrees of lateral rotation.
- 17-4 investment cast stainless steel housing with rolled threads.
- Independently tested to 50,000 lbs tensile strength
- Polished stainless steel ball and Delrin AF cage provides consistent, low-friction movement.
- Special Delrin AF compound needs NO lubrication.
- Self-cleaning design is not affected by water, grit, dirt or debris.
- Spring loaded closure mechanism. Tight and rattle free for LIFE!

*Conceived On The Racetrack...
Perfect For The Street!*

PART #	
90002771.....	ADJ 3/4" -16 RH X 5/8"ID.....
90002772.....	ADJ 3/4" -16 LH X 5/8"ID.....
90002773.....	WELD-ON 5/8 ID.....
11009515.....	4-LINK RETROFIT KIT W/ BARS.....
11009516.....	4-LINK RETROFIT KIT W/ 3/4" TAP.....
11009517.....	PANHARD BAR RETROFIT KIT.....

PATENT PENDING

MADE IN INDIANA

NEW PRODUCTS!

4 BOLT-ON link 1970-1981 F-Body Bolt-On 4-Link Rear Suspension

The brace bolts to the cockpit-side of the rear bulkhead as well as the top of the transmission tunnel. It locates and accepts the forward ends of the upper links.

FEATURES AND BENEFITS

- Track-proven triangulated 4-Link design bolts to chassis without welding. (Link tabs must be welded to axle housing)
- Cradle indexes off of leaf spring mounts rather than frame rails.
- Innovative bulkhead brace locates front upper pivot points.
- Revolutionary R-Joint rod ends provide a high degree of bind-free articulation without noise.
- Lower links clear minitubs and wide tires.
- Accepts Coilovers or ShockWaves®.
- Maintains use of back seat.
- Exceptional ride quality.
- Adjustable ride height.

Features an innovative, new "unicradle" triangulated 4-Link design.

PART

11177150

4-LINK

11176510

HQ COILOVERS

1973-1987 C10 Coilover Suspension System

FEATURES AND BENEFITS

- New Bolt-On 4-Link with C-Notch and Panhard Bar.
- Rear suspension installs with zero welding and minimal cutting.
- Front StrongArms® and dropped spindles work in conjunction with a bolt-on upper coilover mounting bracket.
- Heavy Duty 1.5" MuscleBar Swaybar.
- Adjustable ride height with great stance.
- Optional rear MuscleBar and front chassis brace.
- Dramatic improvement in handling.
- Exceptional ride quality.

PART

11360201..... COMPLETE PACKAGE

11367199..... 4-LINK ONLY

11366510..... COILOVERS



True Bolt-On 4-Link Design. No Welding.

ShockWaves® — New Composite Design

Advanced, High Strength Composite Design Reduces Unsprung Weight



SHOCKwave®

- Composite material with CAD-engineered reinforcing ribs is STRONGER AND LIGHTER than billet aluminum.
- Composite components are fully corrosion proof.
- Precision Monotube shock absorber cartridges deliver exceptional handling and ride quality.
- Available in single adjustable and triple adjustable series.
- EXCLUSIVE patented sealing technology with new, exclusive Snap-lock design allows easy field replacement.

RIDE QUALITY...

RideTech makes a variety of suspension systems to address a wide range of vehicles, driving styles, and budgets. We have many years of direct personal experience in ALL areas of suspension performance... We want to solve your suspension problems in the most efficient manner possible.

Every engineering exercise starts with a list of goals that are organized by priority. This is the RideTech priority order:



RIDE QUALITY

Ride quality is experienced every time you drive your car. The goal is to isolate the passenger compartment from as many road irregularities as possible.



HANDLING

The vehicle should immediately respond to driver input in a predictable and consistent manner... To go where you point it with a minimum of drama.



The StreetGrip® appeals to the weekend cruiser...the hotrodder who enjoys a quick trip down a twisty country road... or a week long tour across the country. Ride quality, stance and easy installation make the StreetGrip® a new favorite!



The RideTech coilover suspension is for the enthusiast who wants their car lower, faster, and more adjustable. Single or Triple adjustable shocks, tubular control arms and a 4 link rear suspension makes this suspension at home on the street or on the track.

Quick, Find It Here...

Complete Systems for Popular Applications:

We've taken our most popular product combinations and popular applications and grouped them into packages - one part number, one price... **AS EASY AS IT GETS.**

TRI-5 CHEVY	6	70-81 F-BODY	16	64-66 MUSTANG.....	26
58-64 IMPALA	8	Including Camaro, Firebird		67-70 MUSTANG.....	28
Including Del Ray, Biscayne, Bel Air, El Camino		82-02 F-BODY	18	79-04 MUSTANG.....	30
65-70 IMPALA	10	Including Camaro, Firebird		05-17 MUSTANG.....	31
Including Caprice, Biscayne, Bel Air		10-15 CAMARO.....	19	60-69 GALAXIE/ LINCOLN	32
GM FULL SIZE	11	63+ CORVETTE.....	20	68-74 B & E-BODY	
64-72 A-BODY	12	68-74 NOVA	22	MOPAR	33
Including GTO, LeMans, Cutlass, El Camino, Monte Carlo, Olds 422, Tempest, Malibu, Buick GS, GSX		Including Apollo, Omega, Ventura		05-14 MOPAR LX	33
67-69 F-BODY	14	78-88 G-BODY	24	Including Challenger, Charger, 300	
Including Camaro, Firebird		Including Cutlass, El Camino, Regal, Grand Prix, Grand National, Malibu			



1955-57 CHEVY

Bel Air, Two-Ten, and One-Fifty

Coilover Suspension

Package Includes:

FRONT

Lower

StrongArms .. I1012899

Upper

StrongArms .. I1013699

HQ Series

CoilOvers I1013510

MuscleBar I1019100

REAR

4-Link

(1pc frame)..... I1027199

4-Link

(2pc frame)..... I1037199

HQ Series

CoilOvers I1016510

OPTIONS

Drop Spindles..... I1019300

SUGGESTED
COMPLETE PACKAGE
One Piece Frame
I1020201
Two Piece Frame
I1030201



The StreetGrip® system for your Tri-5 will give your ride modern performance, handling, and ride quality that will have you leaving your late model in the garage more often.



FRONT

either: Dual Rate Springs - Small Block / LS I1012350

Dual Rate Springs - Big Block I1012351

HQ Series Shocks (each) 22159847

Delrin Control Arm Bushings I1019590

Tall Ball Joint (each) 90003041

Swaybar I1059120



COMPLETE SYSTEM

Small Block/LS I1015010

Big Block I1015110

Small Block/LS Wagon I1025010

Big Block Wagon I1025110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

REAR

Composite Leaf Springs I1014799

Delrin Leaf Bushings & Shackles I1015399

HQ Series Shocks with Staggered Mounts I1019510

HQ Series Shocks with Mounts (Wagon) I1029510

See pages 84-85 for steering components and pages 86-87 for brake upgrades.

ANY WAY YOU WANT IT!

ADJUST-ABILITY

Every vehicle and driver is different. Your shocks and suspension should be able to accommodate a wide range of driving styles and road/track conditions in a positive manner.

SIMPLICITY

RideTech suspension components are designed by fitting them to an actual car that we own... Then making sure the performance improvements are real. The goal is to make the components fit the car, not the other way around.

PRICE

You will notice that price is our final design criteria. It is not our goal to build the cheapest suspension in the world, only the best one.

Air Suspension



-  
-  
-  
-  
-  

For the hotrodder who wants the ultimate in ride height adjustability, ride quality, and still wants a huge improvement in handling, RideTech air suspension is the answer. This is the NO-Compromise suspension that has made RideTech famous for over 20 years!




-  
-  
-  
-  
-  

**SERIOUS ABOUT RACING?
SEE PAGES 90-94.**

The RideTech Track 1 suspension is the fruit of our autocross and road racing endeavors. Hardcore components like independent rear suspensions, low friction racing ball joints, revised track geometry, racing spindles, and the Instinct Electronic Shocks will ensure that you're ahead of the competition!

POPULAR TRUCK APPLICATIONS

- 63-72 C10 34
- 73-87 C10 36
- 82-06 CHEVY TRUCKS ..30

Including S10, C1500 & Silverado

POPULAR CUSTOM & STREET ROD APPLICATIONS

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- MagneTuner System 95
- Apparel 96-97

Air Suspension

Package Includes:

FRONT

- Lower StrongArms 11012899
- Upper StrongArms 11013699
- HQ Series Shockwaves 11013001
- MuscleBar 11019100

REAR

- 4-Link (1pc frame) 11027199
- 4-Link (2pc frame) 11037199
- HQ Shockwaves 21140701

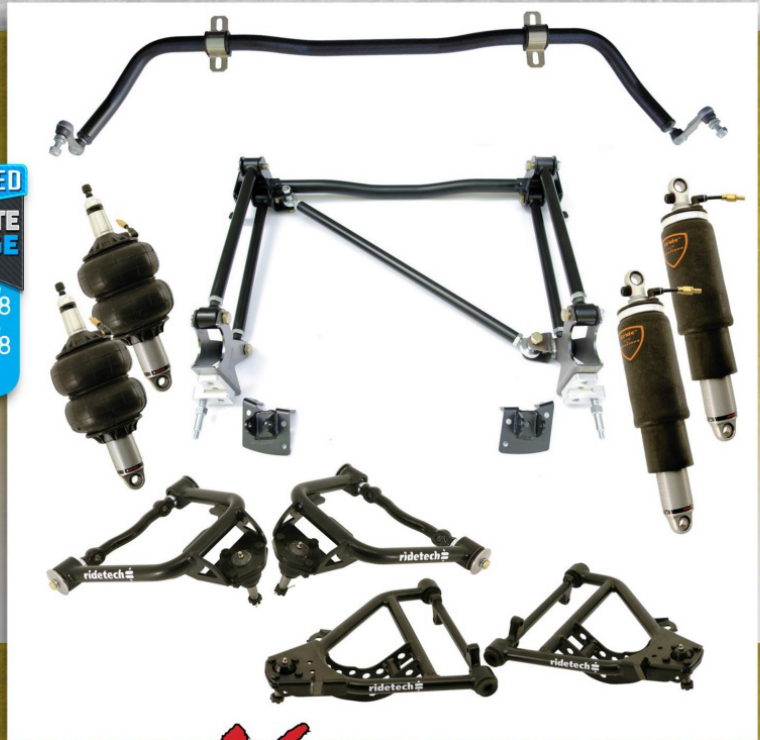
OPTIONS

- Drop Spindles 11019300

**SUGGESTED
COMPLETE
PACKAGE**

One Piece Frame
11020298

Two Piece Frame
11030298



RECOMMENDED AIR SYSTEMS... airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

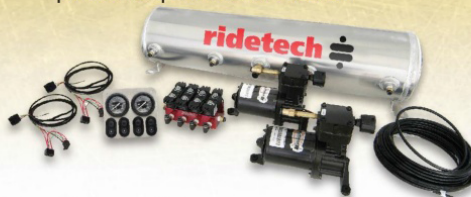


AirPOD with RideProX®
4100 Series
5 Gallon 30414100
Optional Cover 30314101

RidePROX

ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro® Analog Control
4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RidePro® Digital Control
4100 Series 5 Gallon... 30434100

**Replace / upgrade your
worn-out steering
components for the
complete transformation:
SEE PAGES 84-85**





1958-64 IMPALA

Bel Air, Biscayne, Brookwood, El Camino (1959-60), Kingswood, Nomad, and Parkwood

Coilover Suspension

Package Includes

FRONT

Lower StrongArms | 1052899
 Upper StrongArms | 1053699
 HQ Series CoilOvers | 1053510
 Front MuscleBar | 1059100

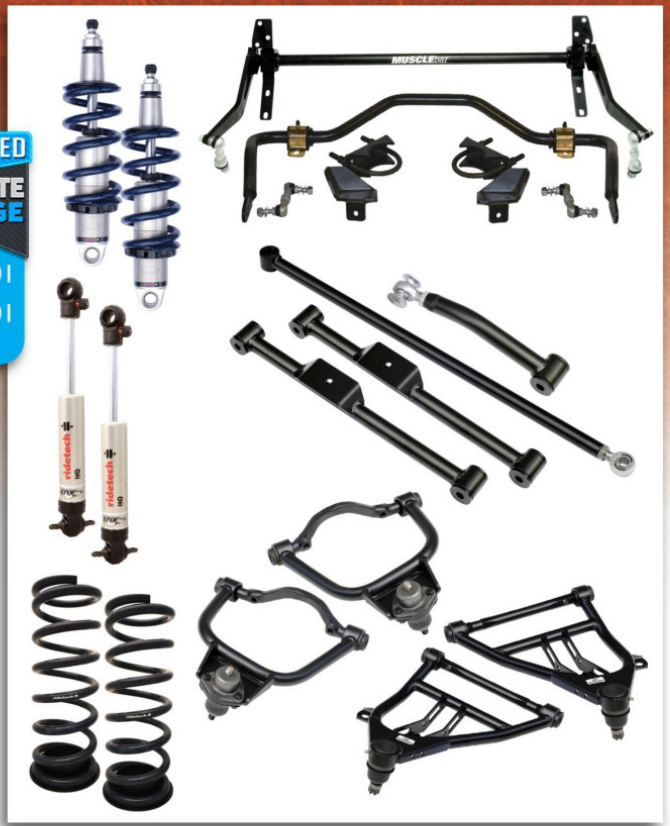
REAR

58-64 Lower Arms | 1284499
 58 Upper Arm | 1046699
 59-64 Upper Arm & Panhard Bar | 1066699
 Coil Springs | 1054799
 HQ Series Shocks (each) | 22189844
 Rear MuscleBar | 1059102

OPTIONS

59-64 Additional Rear Upper StrongArm | 1066698

SUGGESTED
COMPLETE
PACKAGE
 1958
11040201
 59-64
11060201



The new StreetGrip® system will allow your B-body to set, handle, and ride better than it ever has. Years of experience allows us to give you superior quality and performance.



FRONT

either: Dual Rate Springs - Small Block / LS | 1052350
 Dual Rate Springs - Big Block | 1052351
 HQ Series Shocks (each) | 22169847
 Delrin Control Arm Bushings | 1059590
 Tall Ball Joint (each) | 90003041

COMPLETE SYSTEM

Small Block/LS | 1055010
 Big Block | 1055110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

Swaybar | 1059120
 Drop Spindles | 1059300
REAR
 Dual Rate Springs | 1054798
 HQ Series Shocks (each) | 22189844
 Swaybar | 1059122

Air Suspension

Package Includes:

FRONT

- Lower StrongArms I 1052899
- Upper StrongArms I 1053699
- HQ Series Shockwaves I 1053001
- MuscleBar I 1059100

**SUGGESTED
COMPLETE
PACKAGE**

1958 Only
I 1040298
1959-1964
I 1060298

REAR

- 58 Upper StrongArm..... I 1046699
- 59-64 Upper StrongArm
& Panhard Bar I 1066699
- 58-64 Lower StrongArms..... I 1054499
- CoolRide w/HQ Shocks I 1054610
- MuscleBar I 1059102
- Options** 59-64 Additional
Rear Upper StrongArm I 1066698

ridetech

1 0 0 0 0 0 1
1,000,001 MILE WARRANTY



RECOMMENDED AIR SYSTEMS... airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



AirPOD with RideProX®
4100 Series
5 Gallon 30414100
Optional Cover 30314101

RidePROX

ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro® Analog Control
4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RidePro® Digital Control
4100 Series 5 Gallon... 30434100

**Replace / upgrade your
worn-out steering
components for the
complete transformation:
SEE PAGES 84-85**





1965-70 IMPALA

Air Suspension

Package Includes:

FRONT

Lower StrongArms 11282899
 Upper StrongArms 11283699
 HQ Series Shockwaves 11283001
 MuscleBar 11289100

REAR

65-66 Upper StrongArm
 & Panhard Bar 11296699
 67-70 Upper StrongArm
 & Panhard Bar 11306699
 Lower StrongArms 11284499
 CoolRide with HQ Shocks 11284610
 MuscleBar 11289102

**SUGGESTED
 COMPLETE
 PACKAGE**

65-66
 11290298
 67-70
 11300298



OPTIONS

65-66 Additional Rear Upper StrongArm 11296698
 67-70 Additional Rear Upper StrongArm 11306698

RECOMMENDED AIR SYSTEMS...

RidePRO[®] ANALOG CONTROL

The original RidePro[®] system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro[®] Analog Control
 4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

The RidePro[®] digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RidePro[®] digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RidePro[®] Digital Control
 4100 Series 5 Gallon... 30434100

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD

4100 Series
 5 Gallon 30314100
 Optional Cover 30314101

Coilover Suspension

Package Includes

FRONT

Lower StrongArms... 11282899
 Upper StrongArms... 11283699
 HQ Series CoilOvers
 11283510
 MuscleBar 11289100

REAR

65-66 Upper StrongArm
 & Panhard Bar 11296699
 67-70 Upper StrongArm
 & Panhard Bar 11306699
 Lower StrongArms 11284499

**SUGGESTED
 COMPLETE
 PACKAGE**

65-66
 11290201
 67-70
 11300201



Coil Springs 11284799
 HQ Series Shocks (each) 22189853
 MuscleBar 11289102

OPTIONS Additional Rear StrongArm

65-66 11296698
 67-70 11306698



1958-70 GM FULL SIZE

Buick - Electra, Invicta, LeSabre, Riviera and Wildcat
 Pontiac - Bonneville, Catalina, Grand Prix (1965-68), Parisienne and Strato-Chief

Air Suspension

1958-60 & 1961-64 Cadillac Package Includes

FRONT 1958-60 1961-64
 HQ Series Shockwaves 11082401 11102401
REAR
 CoolRide with HQ Series Shocks
 11104010 11104010

SUGGESTED COMPLETE PACKAGE
 58-60
 11090298
 61-64
 11100298



1965-70 Cadillac Package Includes

FRONT
 HQ Series Shockwaves 1112401
REAR
 CoolRide with HQ Series Shocks 1114010

SUGGESTED COMPLETE PACKAGE
 11110298



1961-64 Buick Full Size /1963-65 Riviera Package Includes

FRONT
 HQ Series Shockwaves 11132401
REAR
 CoolRide with HQ Series Shocks 11134010

SUGGESTED COMPLETE PACKAGE
 11130298



1965-70 Buick Full Size /1966-70 Riviera Package Includes

FRONT
 HQ Series Shockwaves 11142401
REAR
 CoolRide with HQ Series Shocks 11144010

SUGGESTED COMPLETE PACKAGE
 11140298

1965-70 Pontiac Full Size Package Includes

FRONT
 CoolRide with HQ Series Shocks . 11151010
REAR
 CoolRide with HQ Series Shocks . 11154010

SUGGESTED COMPLETE PACKAGE
 11150298

RECOMMENDED AIR SYSTEMS...



ANALOG CONTROL



RidePro® Analog Control
 4100 Series 5 Gallon . 30154100

DIGITAL CONTROL



RideProX® Digital Control
 4100 Series 5 Gallon... 30434100



AirPOD with RideProX®
 4100 Series
 5 Gallon 30414100
 Optional Cover 30314101



1964-72 CHEVELLE

442, Cutlass, El Camino, F85, Grand Prix (1969-72), GS, GTO, LeMans, Malibu, Monte Carlo, Skylark, Special, Sportwagon, Tempest, and Vista Cruiser

Coilover Suspension

1964-67 Chevelle / A-Body Package Includes

FRONT

- Lower StrongArms | 1222899
- Upper StrongArm | 1223699
- HQ Series CoilOvers | 1233510
- Tall/Drop Spindles | 1009300
- MuscleBar | 1239100

REAR

- Lower StrongArms... | 1224499
- Upper StrongArms... | 1236699
- HQ Series CoilOvers | 1226110
- MuscleBar | 1229102

SUGGESTED COMPLETE PACKAGE
| 1230201



SUGGESTED COMPLETE PACKAGE
| 1240201

1968-72 Chevelle / A-Body Package Includes

FRONT

- Lower StrongArms | 1222899
- Upper StrongArms | 1223699
- HQ Series CoilOvers | 1243510
- Tall/Drop Spindles | 1009300
- MuscleBar | 1249100

REAR

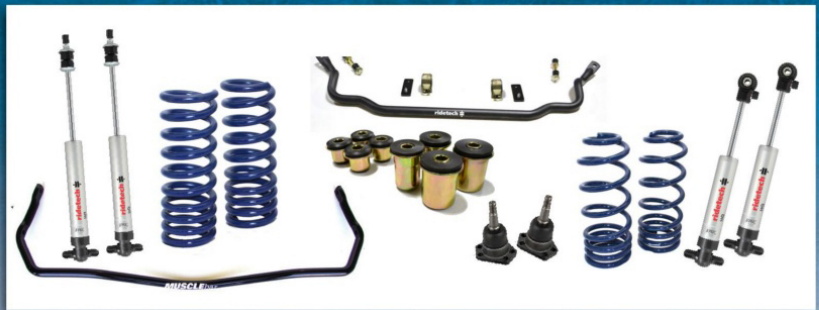
- Lower StrongArms.. | 1224499
- Upper StrongArms.. | 1246699
- HQ Series CoilOvers | 1226110
- MuscleBar | 1229102



We also know that many A-body owners don't want to turn their ride into a hardcore pro-touring cone-chaser; they just want a good stance, a smooth ride, the ability to handle corners with ease on a weekend cruise, and bragging rights when bench racing with their buddies. The StreetGrip® system will not only meet those expectations, it exceeds them!



NOTES: CHECK LOWER CONTROL ARM BUSHING STYLE - Current design is for ROUND bushing only.
MOST 64-67 GM A-bodies require a rear spring that has a "pigtail" on the bottom and is "open" on the top.



Complete System

- Small Block/LS | 1235010 | 1245010
- Big Block | 1235110 | 1245110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

- either: Dual Rate Springs - SB / LS | 1232350 | 1242350
- Dual Rate Springs - Big Block | 1232351 | 1242351
- HQ Series Shocks (each) 22159846 22149846
- Delrin Control Arm Bushings | 1229590 | 1229590
- Tall Ball Joint (each) 90000894 90000894
- Swaybar | 1239120 | 1249120

REAR

- Dual Rate Springs | 1234799 | 1244799
- HQ Series Shocks (each) 22189853 22189853
- Swaybar | 1229122 | 1229122

ALL 68-72 GM A-bodies require a rear spring that is "pigtail" on the top & bottom. SOME 67 GM A-bodies require a rear spring that is "pigtail" on the top & bottom. This is very easily determined by looking at the stock springs. If the car had pigtail/pigtail springs and a pigtail/open spring is installed, the car will sit about 2" too high.

Air Suspension

1964-67 Chevelle/A-Body Package Includes:

FRONT

- Lower StrongArms | 1222899
- Upper StrongArms | 1223699
- HQ Series
- Shockwaves | 1233001
- Tall/Drop Spindles .. | 1009300
- MuscleBar | 1239100

REAR

- Lower StrongArms | 1224499
- Upper StrongArms | 1236699
- HQ Series
- Shockwaves | 1225401
- MuscleBar | 1229102

SUGGESTED COMPLETE PACKAGE

11230298

SUGGESTED COMPLETE PACKAGE

11240298



1968-72 Chevelle/A-Body Package Includes:

FRONT

- Lower StrongArms | 1222899
- Upper StrongArms | 1223699
- HQ Series
- Shockwaves | 1243001
- Tall/Drop Spindles .. | 1009300
- MuscleBar | 1249100

REAR

- Lower StrongArms | 1224499
- Upper StrongArms | 1246699
- HQ Series
- Shockwaves | 1225401
- MuscleBar | 1229102

RECOMMENDED AIR SYSTEMS...

airpod™

RidePROX

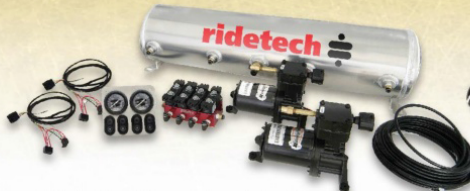
DIGITAL CONTROL



ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



RidePro® Analog Control

4100 Series 5 Gallon . 30154100

RideProX® Digital Control

4100 Series 5 Gallon... 30434100

AirPOD with RideProX®

- 4100 Series
- 5 Gallon 30414100
- Optional Cover 30314101

Replace / upgrade your worn-out steering components for the complete transformation: SEE PAGES 84-85





1967-69 CAMARO,

Coilover Suspension

Package Includes

FRONT

Lower StrongArms.....	11162899
Upper StrongArms.....	11163699
HQ Series CoilOvers.....	11163510
Tall/Drop Spindles.....	11009300
MuscleBar.....	11169100

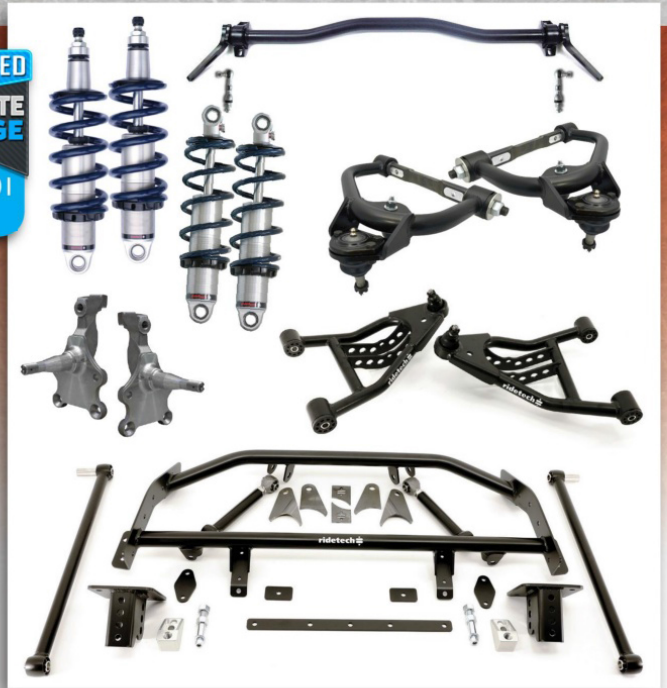
REAR

Bolt-On 4-Link.....	11167199
HQ Series CoilOvers.....	11166510

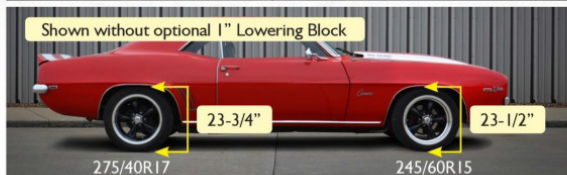
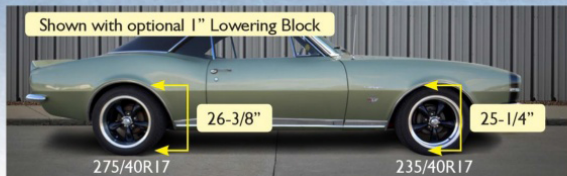
OPTIONS

Tru-Turn Upgrade.....	11169525
Rear MuscleBar.....	11169102

**SUGGESTED
COMPLETE
PACKAGE**
11160201



We have perfected what these cars need to achieve a superior ride quality without breaking the bank. The StreetGrip® system will enhance ride quality and handling performance to make your prized musclecar ride and drive better than the late model sitting in your driveway.



COMPLETE SYSTEM

Small Block /LS	11165010
Big Block.....	11165110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

either: Dual Rate Springs - Small Block / LS	11162350
Dual Rate Springs - Big Block	11162351
HQ Series Shocks (each).....	22149846
Delrin Control Arm Bushings.....	11169590
Tall Ball Joint (each)	90000894
Swaybar	11169120

REAR

Composite Leaf Springs.....	11164799
Delrin Leaf Bushings & Shackles.....	11165399
HQ Series Shocks (each).....	22189842
Options.....	

1" Lowering kit for Multi Leaf Car	11164798
1" Lowering kit for Mono Leaf Car	11164797

See pages 84-85 for steering components and pages 86-87 for brake upgrades.



1970-81 CAMARO,

Coilover Suspension

Package Includes

FRONT

Lower StrongArms 11172899
 Upper StrongArms 11173699
 HQ Series CoilOvers..... 11173510
 MuscleBar 11179100

REAR

Bolt-On 4-Link 11177199
 HQ Series CoilOvers..... 11176510

**SUGGESTED
 COMPLETE
 PACKAGE**
 11170201



Ridetech StreetGRIP

The second gen Camaro was dubbed by GM to be much more of "A Driver's Car". Those that own them today can tell you that while it may be better than the earlier models, it's still not great, especially after 30+ years! With the StreetGrip® system, you can get your second gen handling better than the designers ever imagined.



COMPLETE SYSTEM

Small Block/LS 11175010
 Big Block..... 11175110



COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

Dual Rate Springs - Small Block / LS ... 11172350
 either: Dual Rate Springs - Big Block 11172351
 HQ Series Shocks (each) 22159847
 Delrin Control Arm Bushings 11179590
 Tall Ball Joint (each) 90000913
 Swaybar 11179120

REAR

Composite Leaf Springs..... 11174799
 Delrin Leaf Bushings & Shackles 11175399
 HQ Series Shocks (each)..... 22199847

See pages 84-85 for steering components and pages 86-87 for brake upgrades.

FIREBIRD

Air Suspension

Package Includes:

FRONT

- Lower StrongArms 11162899
- Upper StrongArms 11163699
- HQ Series Shockwaves 11163001
- Tall/Drop Spindles 11009300
- MuscleBar 11169100

REAR

- Bolt-On 4-Link 11167199
- HQ Series Shockwaves 21150701

OPTIONS

- Tru-Turn Upgrade 11169525
- Rear MuscleBar 11169102

**SUGGESTED
COMPLETE
PACKAGE**
11160298



RECOMMENDED AIR SYSTEMS..

airpod™

RidePRO~~X~~

DIGITAL CONTROL

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.

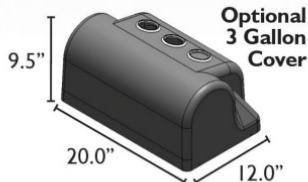
- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



RidePro® Analog Control
4000 Series 3 Gallon ..30154000



RideProX® Digital Control
4000 Series 3 Gallon ..30434000



- AirPOD with RiedProX®**
4000 Series
3 Gallon30414000
Optional Cover30314001

**Replace / upgrade your worn-out steering components for the complete transformation:
SEE PAGES 84-85**



FIREBIRD

Air Suspension

Package Includes:

FRONT

- Lower StrongArms 11172899
- Upper StrongArms 11173699
- HQ Series Shockwaves 11173001
- MuscleBar 11179100

REAR

- Bolt-On 4-Link 11177199
- HQ Series Shockwaves 21150701

**SUGGESTED
COMPLETE
PACKAGE**
11170298



RECOMMENDED AIR SYSTEMS..

airpod™

RidePRO~~X~~

DIGITAL CONTROL

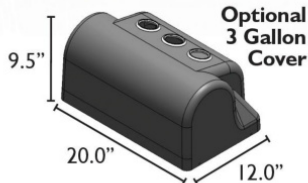
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- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



RidePro® Analog Control
4000 Series 3 Gallon ..30154000

RidePro® Digital Control
4000 Series 3 Gallon ..30434000

AirPOD with RiedProX®
4000 Series
3 Gallon30414000
Optional Cover30314001

**Replace / upgrade your worn-out steering components for the complete transformation:
SEE PAGES 84-85**





2010-15 CAMARO

Air Suspension

Package Includes:

FRONT

HQ Series Shockwaves 11502401

REAR

HQ Series Shockwaves 11505401

OPTIONS

Rear StrongArms 11505899

Rear MuscleBar 11509102

Rear Cradle Bushings 11509599

Cradle Bushing Tool 85000005

**SUGGESTED
COMPLETE
PACKAGE**
11500298



RECOMMENDED AIR SYSTEMS...

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®

4000 Series

3 Gallon30414000

Optional Cover30314001

RidePROX

ANALOG CONTROL

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RidePro® Analog Control

4000 Series 3 Gallon ..30154000

DIGITAL CONTROL

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RideProX® Digital Control

4000 Series 3 Gallon .. 30434000

Coilover Suspension

Package Includes

FRONT

HQ Series CoilOvers 11503110

REAR

HQ Series CoilOvers 11506110

OPTIONS

Rear StrongArms 11505899

Rear MuscleBar 11509102

Rear Cradle Bushings 11509599

Cradle Bushing Tool 85000005

**SUGGESTED
COMPLETE
PACKAGE**
11500210





1982-2002 CAMARO

Air Suspension

1993-2002 CAMARO Package Includes:

FRONT

HQ Series Shockwaves 11212401

REAR

HQ Series Shockwaves 11215401

RECOMMENDED AIR SYSTEMS...

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®

4000 Series

3 Gallon30414000

Optional Cover30314001

SUGGESTED
COMPLETE
PACKAGE
11210298



RidePROX

ANALOG CONTROL

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RidePro® Analog Control

4000 Series 3 Gallon ..30154000

DIGITAL CONTROL

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RideProX® Digital Control

4000 Series 3 Gallon ..30434000

Coilover Suspension

1982-92 CAMARO

Coming in 2018!

1993-2002 CAMARO

Package Includes

FRONT

HQ Series CoilOvers..... 11213110

REAR

HQ Series CoilOvers..... 11216110

SUGGESTED
COMPLETE
PACKAGE
11210210



CORVETTE



Coilover Suspension

1963-77 Corvette Package Includes

FRONT

- Tru-Turn System..... | 1529599
- HQ Series CoilOvers..... | 1523510
- MuscleBar | 1529100

REAR

- Rear StrongArm System ... | 1527199
- HQ Series CoilOvers..... | 1526510

OPTIONS

- Rear MuscleBar..... | 1529102

1968-79 Corvette Package Includes

FRONT

- Tru-Turn System..... | 1539599
- HQ Series CoilOvers..... | 1533510
- MuscleBar | 1539100

REAR

- Rear StrongArm System ... | 1537199
- HQ Series CoilOvers..... | 1536510

OPTIONS

- Rear MuscleBar..... | 1539102

SUGGESTED
COMPLETE PACKAGE
63-67
11530201
68-79
11520201



Coilover Suspension

1997-2013 Corvette Package Includes

FRONT

HQ Series CoilOvers.....11513110

REAR

HQ Series CoilOvers.....11516110



C7 Corvette

Delrin Bushing Kit

C7 Bushing Kit
.....11609500



Ride Tech
MagneTuner
See pages 96-97



Take your C5-C6-C7 to the next level

OPTIONS

- 97-04 Front MuscleBar..... 11589100
- 97-04 Rear MuscleBar..... 11589102
- 05-13 Front MuscleBar..... 11599100
- 05-13 Rear MuscleBar..... 11599102
- 97-13 Delrin Bushings..... 11519500
- 05-13 Z06 Delrin Bushings... 11519501
- Bushing Removal Tool.....85000006



Air Suspension

Package Includes

FRONT

Lower StrongArms 11162899
 Upper StrongArms 11163699
 HQ Series Shockwaves 11163001
 Tall/Drop Spindles 11009300
 MuscleBar 11169100

REAR

Bolt-On 4-Link 11267199
 HQ Series Shockwaves 21150701

OPTIONS

Tru-Turn Upgrade 11169525

**SUGGESTED
 COMPLETE
 PACKAGE**
 11260298



RECOMMENDED AIR SYSTEMS..

airpod™

RideProX

DIGITAL CONTROL

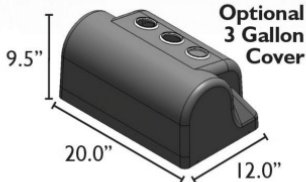
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ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.

- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



AirPOD with RiedProX®
 4000 Series
 3 Gallon30414000
 Optional Cover30314001



RidePro® Analog Control
 4000 Series 3 Gallon ..30154000



RidePro® Digital Control
 4000 Series 3 Gallon ..30434000

**Replace / upgrade your worn-out steering components for the complete transformation:
 SEE PAGES 84-85**





1968-74 NOVA

Coilover Suspension

Package Includes

FRONT

Lower StrongArms 11162899

Upper StrongArms 11163699

HQ Series CoilOvers 11263510

Tall/Drop Spindles 11009300

MuscleBar 11169100

REAR

Bolt-On 4-Link 11267199

HQ Series CoilOvers 11166510

OPTIONS

Tru-Turn Upgrade 11169525

**SUGGESTED
COMPLETE
PACKAGE**
11260201



In 1968, the Chevyll / Nova line was completely re-engineered and rode on the same basic platform as the successful Camaro. Still being the lighter car of the Chevrolet family, it too found the way into the racing limelight.



COMPLETE SYSTEM

Small Block/LS 11265010

Big Block 11265110

COMPLETE SYSTEM INCLUDES EVERYTHING AT RIGHT

FRONT

either: Dual Rate Springs - Small Block / LS . 11262350

Dual Rate Springs - Big Block 11262351

HQ Series Shocks (each) 22149846

Delrin Control Arm Bushings 11269590

Tall Ball Joint (each) 90000894

Swaybar 11269120

REAR

Composite Leaf Springs 11264799

Delrin Leaf Bushings & Shackles 11265399

HQ Series Shocks (each) 22189874

See pages 84-85 for steering components and pages 86-87 for brake upgrades.



1978-88 G-BODY

Cutlass, El Camino, Grand National, Monte Carlo, Malibu, Regal

Coilover Suspension

Package Includes:

FRONT

Tru-Turn System..... 11329599

HQ Series CoilOvers

..... 11323510

MuscleBar..... 11329100

REAR

Lower StrongArms

..... 11324499

Upper StrongArms

..... 11326699

HQ Series CoilOvers

..... 11326110

MuscleBar..... 11329102

**SUGGESTED
COMPLETE
PACKAGE
11320201**



The G-Body platform was the workhorse of the GM lineup throughout the 1980's. While the factory suspension system was adequate for daily commute 40 years ago when it was designed, when you want to revive your car for some spirited driving fun - the StreetGrip system will fit the bill.



COMPLETE SYSTEM INCLUDES EVERYTHING BELOW



COMPLETE SYSTEM

Small Block/LS 11325010

FRONT

Dual Rate Springs..... 11322350

HQ Series Shocks (each)..... 22149846

Delrin Control Arm Bushings..... 11329590

Tall Ball Joint (each) 90000913

Swaybar 11329120

Drop Spindles 11329300

REAR

Dual Rate Springs 11324799

HQ Series Shocks(each)..... 22179853

Swaybar 11329102



1964-66 MUSTANG

Coilover Suspension

Package Includes

FRONT

Tru-Turn System..... 12099599

HQ Series CoilOvers..... 12093510

MuscleBar..... 12099100

REAR

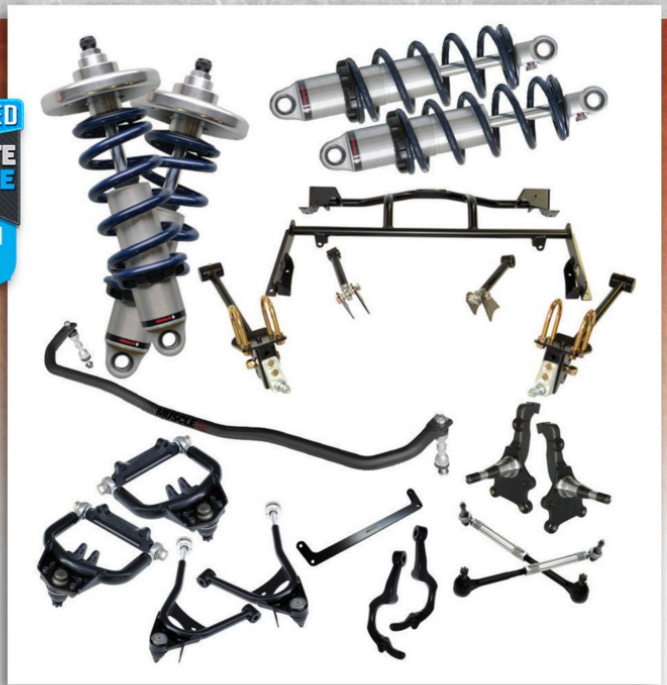
Bolt-On 4-Link..... 12087199

HQ Series CoilOvers..... 12096510

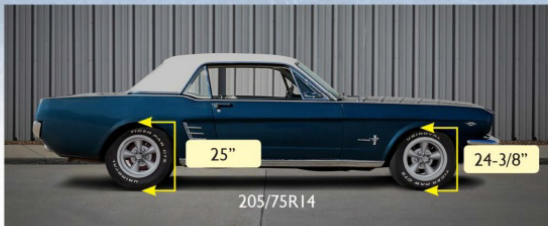
OPTIONS

Shock Tower Brace..... 12099550

**SUGGESTED
COMPLETE
PACKAGE
12090201**



We love Mustangs, but let's face it, the original design for the mustang suspension is not favorable to hard driving by today's standards. The StreetGrip system for Mustangs address the poor geometry and components to give your classic the suspension it needs to run modern tires and keep up with today's new breed of muscle cars.



See pages 84-85 for steering components and pages 86-87 for brake upgrades.



Complete System 64-66
Small Block 12095010
Big Block..... N/A

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

either: Dual Rate Springs -S Block..... 12092350

Dual Rate Springs - B Block..... N/A

HQ Series Shocks with Mounts 12099515

Delrin Control Arm Bushings..... 12099590

Ball Joint Wedge Plates - 3 bolt 12109520

Ball Joint Wedge Plates - 4 bolt 12109521

Swaybar 12099120

REAR

Composite Leaf Springs..... 12094799

Delrin Leaf Bushings & Shackles..... 12095399

HQ Series Shocks w Staggered mts 12099510

Air Suspension

**SUGGESTED
COMPLETE
PACKAGE**
11320298

Package Includes:

FRONT

Tru-Turn System 11329599
 HQ Series Shockwaves ... 11323001
 MuscleBar 11329100

REAR

Lower StrongArms 11324499
 Upper StrongArms 11326699
 HQ Series Shockwaves ... 11325401
 MuscleBar 11329102



RECOMMENDED AIR SYSTEMS...

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

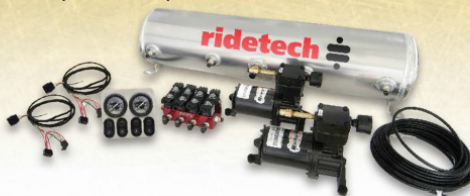


AirPOD with RideProX®
 4100 Series
 5 Gallon 30414100
 Optional Cover 30314101

RidePROX

ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro® Analog Control
 4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RidePro® Digital Control
 4100 Series 5 Gallon... 30434100

**Replace / upgrade your worn-out steering components for the complete transformation:
SEE PAGES 84-85**



Air Suspension

Package Includes

FRONT

- Tru-Turn System 12099599
- HQ Series Shockwaves . 12093001
- MuscleBar 12099100

REAR

- Bolt-On 4-Link 12087199
- HQ Series Shockwaves 21150701

Options

- Shock Tower Braces 12099550

SUGGESTED COMPLETE PACKAGE
12090298



RECOMMENDED AIR SYSTEMS..

airpodTM

RidePRO^X

DIGITAL CONTROL

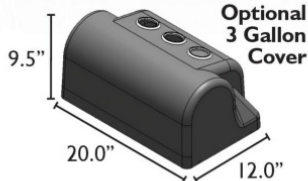
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ANALOG CONTROL

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- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



RidePro[®] Analog Control
 4000 Series 3 Gallon ..30154000

RidePro[®] Digital Control
 4000 Series 3 Gallon ..30434000

AirPOD with RiedPro^X[®]
 4000 Series
 3 Gallon30414000
 Optional Cover30314001

**Replace / upgrade your worn-out steering components for the complete transformation:
 SEE PAGES 84-85**





1967-70 MUSTANG

Coilover Suspension

Package Includes

FRONT

- Lower StrongArms..... 12102899
- Upper StrongArms..... 12103699
- HQ Series CoilOvers..... 12103510
- MuscleBar..... 12109100

REAR

- Bolt-On 4-Link..... 12087199
- HQ Series CoilOvers..... 12106510

**SUGGESTED
COMPLETE
PACKAGE**
12100201



We love Mustangs, but let's face it, the original design for the mustang suspension is not favorable to hard driving by today's standards. The StreetGrip system for Mustangs address the poor geometry and components to give your classic the suspension it needs to run modern tires and keep up with today's new breed of muscle cars.



See pages 84-85 for steering components and pages 86-87 for brake upgrades.



Complete System

67-70

- Small Block..... 12105010
- Big Block..... 12105110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

- either: Dual Rate Springs -S Block..... 12102350
- Dual Rate Springs - B Block..... 12102351
- HQ Series Shocks with Mounts..... 12109515
- Delrin Control Arm Bushings..... 12109590
- Ball Joint Wedge Plates - 3 bolt..... 12109520
- Ball Joint Wedge Plates - 4 bolt..... 12109521
- Swaybar..... 12109120

REAR

- Composite Leaf Springs..... 12104799
- Delrin Leaf Bushings & Shackles..... 12105399
- HQ Series Shocks w Staggered mts..... 12109510

Air Suspension

Package Includes

FRONT

- Lower StrongArms ... 12102899
- Upper StrongArms ... 12103699
- HQ Series Shockwaves 12103001
- MuscleBar 12109100

REAR

- Bolt-On 4-Link 12087199
- HQ Series Shockwaves 21150701

SUGGESTED COMPLETE PACKAGE
12100298

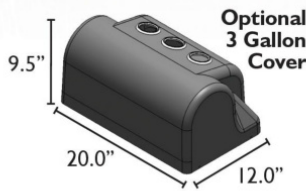


RECOMMENDED AIR SYSTEMS..

airpod™ RidePROX



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



AirPOD with RiedProX®
 4000 Series
 3 Gallon30414000
 Optional Cover30314001

ANALOG CONTROL

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RidePro® Analog Control
 4000 Series 3 Gallon ..30154000

DIGITAL CONTROL

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RideProX® Digital Control
 4000 Series 3 Gallon ..30434000

Replace / upgrade your worn-out steering components for the complete transformation: SEE PAGES 84-85



2005-17 MUSTANG

Air Suspension

2005-14 Mustang Package Includes:

FRONT
 HQ Series Shockwaves 12152401
REAR
 HQ Series Shockwaves 12155401



SUGGESTED COMPLETE PACKAGE
 12150298



2015-17 Mustang Package Includes:

FRONT
 HQ Series Shockwaves 12272401
REAR
 CoolRide w/ HQ Series Shocks.. 12274010

SUGGESTED COMPLETE PACKAGE
 12270298

RECOMMENDED AIR SYSTEMS... airpod™ RidePROX



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®
4000 Series
 3 Gallon30414000
 Optional Cover30314001

ANALOG CONTROL

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RidePro® Analog Control
 4000 Series 3 Gallon ..30154000

DIGITAL CONTROL

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RideProX® Digital Control
 4000 Series 3 Gallon .. 30434000

Coilover Suspension

2005-14 Mustang Package Includes

FRONT
 HQ Series CoilOvers..... 12153110
REAR
 HQ Series CoilOvers..... 12156110

SUGGESTED COMPLETE PACKAGE
 12150210



Replace / upgrade your worn-out steering components for the complete transformation: SEE PAGES 84-85



2015-17 Mustang Package Includes

FRONT
 HQ Series CoilOvers 12273110
REAR
 HQ Series CoilOvers 12276110

SUGGESTED COMPLETE PACKAGE
 12270210





1979-2004 MUSTANG

Air Suspension

1979-93 Mustang Package Includes:

FRONT

HQ Shockwaves (79-89) 12122401
 HQ Shockwaves (90-93) 12132401

REAR

HQ Shockwaves 12135401
 Rear Lower StrongArms 12135899
 Rear Upper StrongArms 12136699

1994-04 Mustang Package Includes:

FRONT

HQ Series Shockwaves 12142401

SUGGESTED
COMPLETE PACKAGE
 79-89
 12120298
 90-93
 12130298



SUGGESTED
COMPLETE PACKAGE
 94-04
 12140298

REAR

HQ Series Shockwaves 12135401
 Rear Lower StrongArms 12135899
 Rear Upper StrongArms 12136699

RECOMMENDED AIR SYSTEMS...

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®
4000 Series
 3 Gallon30414000
 Optional Cover30314001

RidePROX

ANALOG CONTROL

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RidePro® Analog Control
 4000 Series 3 Gallon ..30154000

DIGITAL CONTROL

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RidePro® Digital Control
 4000 Series 3 Gallon .. 30434000

Coilover Suspension

1979-93 Mustang Package Includes

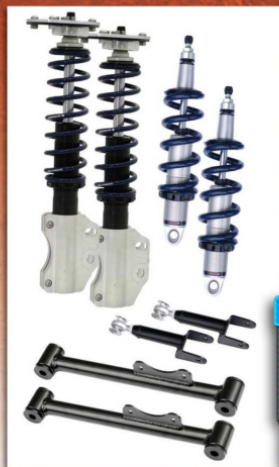
FRONT

79-89 HQ CoilOvers 12123110
 90-93 HQ CoilOvers 12133110

REAR

HQ Series CoilOvers 12126110
 Rear Lower StrongArms 12135899
 Rear Upper StrongArms 12136699

SUGGESTED
COMPLETE PACKAGE
 79-89
 12120210
 90-93
 12130210



SUGGESTED
COMPLETE PACKAGE
 94-04
 12140210



1994-2004 Mustang Package Includes

FRONT

HQ Series CoilOvers 12143110

REAR

HQ Series CoilOvers 12136110
 Lower StrongArms 12135899
 Upper StrongArms 12136699



1968-74, 2005-14 MOPAR

Air Suspension

1968-70 Mopar B-Body and 1970-74 Mopar E-Body Package Includes:

FRONT	1968-70	1970-74
Upper StrongArms	13013699	13013699
HQ Series Shockwaves	13013001	13013001
REAR		
Bolt-On 4-Link	13027199	13017199
HQ Series Shockwaves	21140701	21140801

2005-14 Mopar LX Package Includes:

FRONT	
HQ Series Shockwaves	13042401
REAR	
CoolRide with HQ Series Shocks.....	13044010

SUGGESTED COMPLETE PACKAGE
68-70
13010298
70-74
13020298



SUGGESTED COMPLETE PACKAGE
13040298



RECOMMENDED AIR SYSTEMS...



ANALOG CONTROL

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RidePro® Analog Control
4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

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RideProX® Digital Control
4100 Series 5 Gallon...30434100

airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®
4100 Series
5 Gallon 30414100
Optional Cover 30314101

Coilover Suspension

2005-14 Mopar LX Package Includes

FRONT	
HQ Series CoilOvers.....	13043110
REAR	
HQ Series CoilOvers.....	13046110

SUGGESTED COMPLETE PACKAGE
13040210



Replace / upgrade your worn-out steering components for the complete transformation:
SEE PAGES 84-85



Air Suspension

**1963-70 C-10
and 1971-72 C-10
Package Includes:**

FRONT	1963-70	1971-72
Lower StrongArms	11341499	11351499
Upper StrongArms	11343699	11353699
CoolRide w/ HQ Shocks	11330910	11330910
Drop Spindles	11349300	11359300
MuscleBar	11369100	11369100
REAR		
Rear StrongArm System	11337199	11337199
HQ Series Shockwaves	21150801	21150801
OPTIONS		
Rear MuscleBar	11339102	11339102

**SUGGESTED
COMPLETE
PACKAGE**
63-70
11340298
\$5750
71-72
11340298



RECOMMENDED AIR SYSTEMS... airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles



AirPOD with RideProX®
4100 Series
5 Gallon 30414100
Optional Cover 30314101

RidePROX

ANALOG CONTROL

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RidePro® Analog Control
4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

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RidePro® Digital Control
4100 Series 5 Gallon... 30434100

**Replace / upgrade your worn-out steering components for the complete transformation:
SEE PAGES 84-85**





1960-69 GALAXIE/LINCOLN

Galaxie, Lincoln, Monterey and Sunliner

Air Suspension

60-64 Galaxie Package Includes:

FRONT

HQ Series Shockwaves 12162401

REAR

Bolt-On 4-Link 12167199
 HQ Series Shockwaves 21150801

**SUGGESTED
 COMPLETE
 PACKAGE**
 12160298



64-69 Lincoln Package Includes:

FRONT

Lower StrongArms 12061499
 CoolRide with
 HQ Series Shocks 12060910

REAR

HQ Series Shockwaves 12075401

**SUGGESTED
 COMPLETE
 PACKAGE**
 12060298



RECOMMENDED AIR SYSTEMS...



ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro® Analog Control
 4100 Series 5 Gallon . 30154100

DIGITAL CONTROL

The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RideProX® Digital Control
 4100 Series 5 Gallon... 30434100



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®

4100 Series
 5 Gallon 30414100
 Optional Cover 30314101

Coilover Suspension

60-64 Galaxie Package Includes

FRONT

HQ Series CoilOvers 12163110

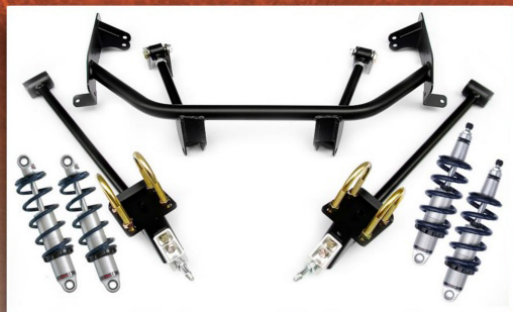
REAR

Bolt-On 4-Link 12167199
 HQ Series CoilOvers 12166510

OPTIONS

Tie Rod Adjusters 12169400

**SUGGESTED
 COMPLETE
 PACKAGE**
 12160210





1963-72 C-10

Coilover Suspension

1963-70 C-10 and 1971-72 C-10 Package Includes

FRONT	1963-70	1971-72
Tru-Turn System...	11342699	11352699
HQ Series CoilOvers		
.....	11333510	11333510
Drop Spindles	11349300	11359300
MuscleBar	11369100	11369100
REAR		
Rear StrongArm...	11337199	11337199
HQ Series CoilOvers		
.....	11336510	11336510

OPTIONS

Rear MuscleBar....	11339102	11339102
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SUGGESTED COMPLETE PACKAGE

63-70
11340201

71-72
11350201



C10 owners typically have to track down suspension components from several different sources, encounter a wide variety of delivery and quality issues... and HOPE that they have selected compatible

components. Not anymore...the new C10 StreetGrip® system offers an awesome ride, great handling, and easy installation.



COMPLETE SYSTEM	63-70	71-72
Small Block/LS	11345010	11355010
Big Block	11345110	11355110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

either: Coil Springs - Small Block / LS	11332350	11332350
Coil Springs - Big Block	11332351	11332351
HQ Series Shocks (each)	22139841	22139841
Delrin Control Arm Bushings	11339590	11339590
Drop Spindle	11349300	11359300
Swaybar	11339120	11339120

REAR

Dual Rate Springs	11334799	11334799
HQ Series Shocks w/ mounts	11339510	11339510
C-Notches	11339699	11339699
Panhard Bar & Lowering Blocks	11339099	11339099

See pages 84-85 for steering components and pages 86-87 for brake upgrades.



1973-87 CHEVY C-10

Air Suspension

Package Includes:

FRONT

- Lower StrongArms 11361499
- Upper StrongArms 11363699
- CoolRide with
- HQ Series Shocks 11360910
- Drop Spindles 11369300
- MuscleBar 11369100

REAR

- Bolt-On 4 Link 11367199
- HQ Series
- Shockwaves 21150801

**SUGGESTED
COMPLETE
PACKAGE**
11360298



RECOMMENDED AIR SYSTEMS...

airpod™

**AirPOD
with
RideProX®**
4100 Series

- 5 Gallon 30414100
- Optional Cover 30314101



RidePROX



RidePro® Analog Control
4100 Series 5 Gallon . 30154100



RideProX® Digital Control
4100 Series 5 Gallon... 30344100



Even though the 73-87's came out with a newer body style and some improved parts, the suspension design still left a lot to be desired. In this kit, the composite leaves drop a considerable amount of unsprung weight, delrin bushings allow better movement, HQ shocks allow an adjustable ride quality, and many more improvements!



COMPLETE SYSTEM

- Small Block/LS 11365010
- Big Block 11365110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW FRONT

- Dual Rate Springs - Small Block / LS 11362350
- either: Dual Rate Springs - Big Block 11362351
- HQ Series Shocks (Each) 22139841
- Delrin Control Arm Bushings 11369590
- Drop Spindle 11369300
- Sway Bar 11369120

REAR

- Composite Leaf Springs 11364799
- HQ Series Shocks w/ mounts 11369510
- Shackle Kit w/Frame Mount 11365399



1982-2006 CHEVY TRUCKS

Air Suspension

1982-03 S-10 Package Includes:

FRONT	
Tru-Turn System.....	11399599
HQ Series Shockwaves	11393001
MuscleBar	11399100
REAR	
Rear Bolt-On 4-Link with HQ Series Shocks	11396710

**SUGGESTED
COMPLETE
PACKAGE**
11390298



1988-98 C1500 Package Includes:

FRONT	
Lower StrongArms	11371499
Upper StrongArms	11373699
CoolRide with HQ Series Shocks.....	11370910
Drop Spindles	11379300
MuscleBar	11379100
REAR	
Rear Bolt-On 4-Link with HQ Series Shocks	11376710
MuscleBar	11379102

**SUGGESTED
COMPLETE
PACKAGE**
11370298



1999-06 Silverado Package Includes:

FRONT	
Lower StrongArms	11382899
Upper StrongArms	11383699
HQ Series Shockwaves	11383001
MuscleBar	11389100
REAR	
Rear Bolt-On 4-Link with HQ Series Shocks	11386710

**SUGGESTED
COMPLETE
PACKAGE**
11380298



RECOMMENDED AIR SYSTEMS...



DIGITAL CONTROL

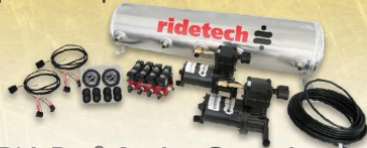
The RideProX® digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RideProX® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RideProX® Digital Control
4100 Series 5 Gallon... 30434100

ANALOG CONTROL

The original RidePro® system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



RidePro® Analog Control
4100 Series 5 Gallon . 30154100



airpod™



- Only 3 wiring connections
- Only 4 plumbing connections
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles

AirPOD with RideProX®

4100 Series
5 Gallon 30414100
Optional Cover 30314101

Coilover Suspension

**SUGGESTED
COMPLETE
PACKAGE**
11360201



FEATURES AND BENEFITS

- New Bolt-On 4-Link with C-Notch and Panhard Bar.
- Rear suspension installs with zero welding and minimal cutting.
- Front StrongArms® and dropped spindles work in conjunction with a bolt-on upper coilover mounting bracket.
- Heavy Duty 1.5" MuscleBar Swaybar.
- Adjustable ride height with great stance.
- Optional rear MuscleBar and front chassis brace.
- Dramatic improvement in handling.
- Exceptional ride quality.

Package Includes:

FRONT

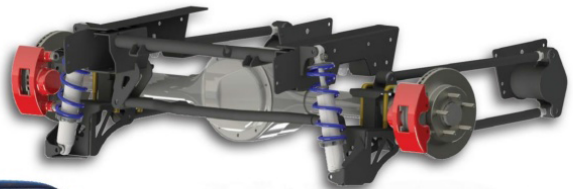
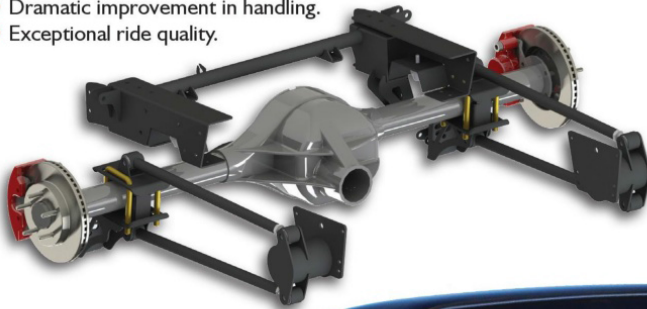
HQ Series Coilovers.....	11363510
Upper & Lower StrongArms.....	11362699
2.5" drop spindles	11369300
MuscleBar sway bar.....	11369100

REAR

HQ Series Coilovers.....	11366510
Bolt-On 4 Link.....	11367199

OPTION

Rear MuscleBar.....	11369102
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1973 Chevrolet C-10 by Switch Suspension



RideTech 2 1/2" coil over springs

Built in Indiana by Hyperco:

High tensile premium steel CNC cold wound, less weight, more resistant to bowing, increased travel with durable powder coated finish

Coil-Springs

Rate	8"	10"	12"	14"
125 lbs	59080125	59100125	59120125	59140125
150 lbs	59080150	59100150	59120150	59140150
175 lbs	59080175	59100175	59120175	59140175
200 lbs	59080200	59100200	59120200	59140200
225 lbs	59080225	59100225	59120225	59140225
250 lbs	59080250	59100250	59120250	59140250
275 lbs	59080275	59100275	59120275	59140275
300 lbs	59080300	59100300	59120300	59140300
325 lbs	59080325	59100325	59120325	59140325
350 lbs	59080350	59100350	59120350	59140350
375 lbs	59080375	59100375	59120375	59140375
400 lbs	59080400	59100400	59120400	59140400
425 lbs	59080425	59100425	59120425	NA
450 lbs	59080450	59100450	59120450	59140450
475 lbs	59080475	59100475	59120475	NA
500 lbs	59080500	59100500	59120500	59140500
525 lbs	59080525	59100525	59120525	NA
550 lbs	59080550	59100550	59120550	NA
600 lbs	59080600	59100600	59120600	59140600
625 lbs	59080625	59100625	59120625	NA
650 lbs	59080650	59100650	59120650	59140650
675 lbs	59080675	59100675	59120675	NA
700 lbs	59080700	59100700	59120700	NA
725 lbs	59080725	59100725	59120725	NA
750 lbs	59080750	59100750	59120750	NA
800 lbs	59080800	59100800	59120800	NA

Bearing Spacers



I.D.	Width	Common Usage	Part #
1/2"	1"	Custom Applications	90002041
5/8"	1 1/4"	Included with universal shocks	90002042
1/2"	1 1/4"	Included with universal shocks	90002043
1/2"	1 5/8"	Custom Applications	90002460
1/2"	1 9/16"	Custom Applications	90002040
1/2"	2"	RideTech Lower Arms	90002062
1/2"	2 3/8"	Custom Applications	90002462
1/2"	3 5/16"	Stock style Mill Lower arm	90002461
5/8"	1 7/16"	Shock Stud & Cantilever Pin	90002067
9/16"	2 9/16"	Custom Applications	90002381

90001994



Bearings
1" OD x 5/8"

90002057



Snap Rings

90009990



GM Trunion mount
Front - 2.25" - 2.875"

70010828

HQ Series Mounts



Series	Length	Mount	Part #
HQ	1.7"	EYE	90002074
HQ	2.7"	EYE	90002075
HQ	3.7"	EYE	90002076
HQ	2"	STUD	90002048
HQ	2.7"	STUD	90002049
HQ	3.7"	STUD	90002050

Dropped Upper Mounts



Optional dropped upper spring mount allows an extra 3/4" of spring clearance at the top of the Coilover.

90002070.....

Coilover Shocks & Springs

We have a variety of Coilovers that are designed to work with just about whatever setup you're using. Whether you're replacing your current coilovers, or starting a fresh build, we can suit your suspension needs.



Compressed Stroke	Ride Height	Extended Height	HQ Spring Length	TQ Spring Length	HQ Single Adjustable	TQ Triple Adjustable
2.9	8.73	10.5	11.63	8"	7"	24129901 24329901
3.6	9.43	11.5	13.03	8"	8"	24139901 24339901
4.1	10.13	12.5	14.23	10"	8"	24149901 24349901
5.2	11.23	14.5	16.43	12"	10"	24159901 24359901
6.3	12.33	16	18.63	14"	12"	24169901 24369901
6.9	13.13	17.25	20.03	14"	14"	24179901 24379901



Chassis	Comp	Ride	Ext	Stroke	Bottom Mount	Top Mount
TCI front Street rod	9.4	11.5	13	3.6	1/2x1	1/2x1
TCI Rear four link Chassis	10.1	12.5	14.25	4.1	5/8	1/2-5/8
Heidts Super Ride I & II	9.4	11.5	13	3.6	1/2	1/2
Heidts IRS	9.4	11.5	13	3.6	1/2	1/2
Heidts Rear four link kits	10.1	12.5	14.25	4.1	5/8	5/8
Fatmans Stage V front	10.1	12.5	14.25	4.1	1/2	1/2
Fatmans Stage II front spring IFS	9	10.5	12	2.9	T-Bar	Stud
Art Morrison front	10.1	12.5	14.25	4.1	1/2	1/2
Art Morrison Chassis Rear four link	11.25	14.5	16.5	5.2	3/4	1/2
Chassisworks front	10.1	12.5	14.25	4.1	1/2	1/2
Jim Meyer front	8.75	10.5	11.6	2.9	1/2	1/2
Kugel Komponenten front	9.4	11.5	13	3.6	1/2	1/2
Kugel IRS Rear	9.4	11.5	13	3.6	1/2	5/8
Martz Hot Rod Chassis front	9.4	11.5	13	3.6	1/2	1/2
No Limit Eng. WideRide IFS	11.25	14.5	16.5	5.2	5/8	5/8
No Limit Eng. WideRide III	10.1	12.5	14.25	4.1	T-bar	5/8
No Limit Eng. Roadglide	11.25	14.5	16.5	5.2	5/8	5/8
No Limit Eng. Fat-Bar Big-10 rear	11.25	14.5	16.5	5.2	5/8	5/8
No Limit Eng. TruckArm rear	10.1	12.5	14.25	4.1	5/8	5/8
Outlaw Performance Pre2008 IFS	9.2	10.75	11.8	2.9	1/2	Stud
Outlaw Performance rear	10.1	12.5	14.25	4.1	1/2	1/2
Outlaw Performance rear	11.25	14.5	16.5	5.2	1/2	1/2
OZE RodShop Chassis Coilover IFS	10.1	12.5	14.25	4.1	1/2	1/2
OZE RodShop Chassis 4-Link rear	11.5	14.5	16.5	5.2	1/2	1/2
Roadster Shop Hot Rod	10.1	12.5	14.25	4.1	1/2	1/2
Roadster Shop Street Rod Rear	10.1	12.5	14.25	4.1	5/8	5/8
Prog. Street Ryde Spring IFS	9.2	10.75	11.8	2.9	1/2	Stud
Prog. Sweet Ryde Coilover IFS	10.6	13	14.75	4.1	1/2	1/2
Scotts Pre 40 Custom IFS	9.2	10.75	11.8	2.9	T-Bar	5/8
Scotts Post 40 Custom IFS	10.1	12.5	14.25	4.1	5/8	5/8
Schwartz Performance Front	11.25	14.5	16.53	5.2	1/2x1	1/2x1
Schwartz Performance Rear	10.1	12.5	14.25	4.1	1/2x1	1/2x1

Polished Coilovers



Performance ...The Way You Want It!

We build our systems to check all the boxes, because performance means different things to different people...

We define good ride quality as the ability to minimize the effects of road irregularities to the vehicle passengers. However, someone who is accustomed to driving a new Lexus or Mercedes will have an entirely different idea of "good" ride quality from the guy who drives a 10 year old pick-up. Likewise, "good" handling can be very subjective and dependent on driving style and preferences as much as the technology in the suspension system.

The RideTech secret recipe relies on the understanding that Compliance & Control are the keys to "GREAT" ride quality and handling. When we engineer our coilover systems, we start with correcting any geometry issues by using new control arms and 4-link systems. We also incorporate premium bushings and bearings where applicable to minimize friction and binding.

These components, together with the proper anti-sway bar upgrade, work together to maximize the coilover's impact on how the car / truck responds to both road irregularities and driver input without relying on stiff springs or excessive shock valving. With the correct spring rate and RideTech's adjustable shock valving, there is virtually no compromise in ride quality or handling.

✓ **COMFORT / CRUSIN'**



✓ **CORNER / CARVIN'**



✓ **COMPLETE / SIMPLE**



Coilover Systems

For most popular applications we have developed a specific package that will include everything you need to provide modern performance car handling and ride quality. We offer these systems as one package part number, or you can purchase each part individually as you build your project.



In most cases, our packages include front StrongArm tubular control arms, MUSCLEbar anti-swaybar, and rear control arms or bolt-in 4-link system.

"After multiple installs, I can say with complete certainty that I love to install Ridetech products and feel that my expectations for performance and installation have been exceeded on the road and track!"

Aaron Kaufman



Make Your Hotrod Happy!

*...happy cars make
happy drivers and
passengers!*



Today's hotrodder wants to enjoy driving their older musclecar as much as they enjoy driving their new car.

You DO NOT want to spend weeks or thousands of dollars to accomplish this. RideTech feels the same way!

**You want ride quality.
You want handling performance.**

That is why the StreetGrip® suspension system was created.

The person we designed the StreetGrip® system for likes to fire his / her car up a couple times a week to drive it to work, make an appearance at the local Cars N Coffee gathering, or maybe just take a weekend cruise. They want it to be smooth, reliable, nimble...and FUN to drive!

We have developed a simple suspension system that is easy to install, rides wonderfully, and provides SERIOUS handling improvements while accommodating that battlefield we call the STREET. The performance criteria for the StreetGrip® system is as follows...in order of importance:

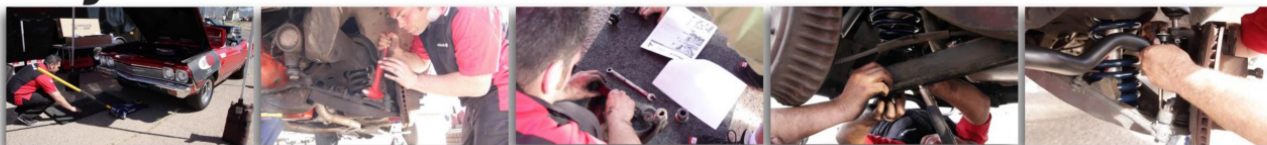
Ride Quality: EVERYONE is concerned about ride quality...ALL the time. If it does not ride good, you'll never drive it enough to appreciate the good handling!

Handling: We have optimized the handling characteristics not for competition tires, but for real-world street tires that will see thousands of highway and back road miles

Installation: No cutting...no welding...no fabrication...no modifications to fuel lines, brake lines, or exhaust. The StreetGrip® system is a DIRECT replacement for your OEM suspension components.

We feel that we have met every one of these goals better than anyone has ever done it before!

Easy to install...



The StreetGrip® system is a direct replacement for factory suspension - no other modifications necessary. **RADICAL** improvement to ride quality and handling performance!



Visit RideTech.com to see detailed VIDEO on the StreetGrip® system!

“The transformation after the install was astounding. It feels like I'm driving a new late model car.

I highly recommend the StreetGrip® system to all my customers because I know that they won't be disappointed.”

**FRANK STREFF
SO-CAL SPEED SHOP ARIZONA**



Give your classic car modern handling

The Ultimate Adjustability

GOES LOW?



RIDE QUALITY?

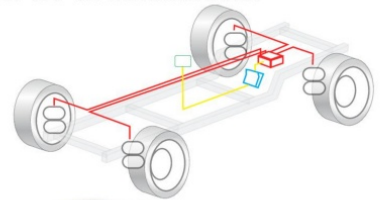


PERFORMANCE?



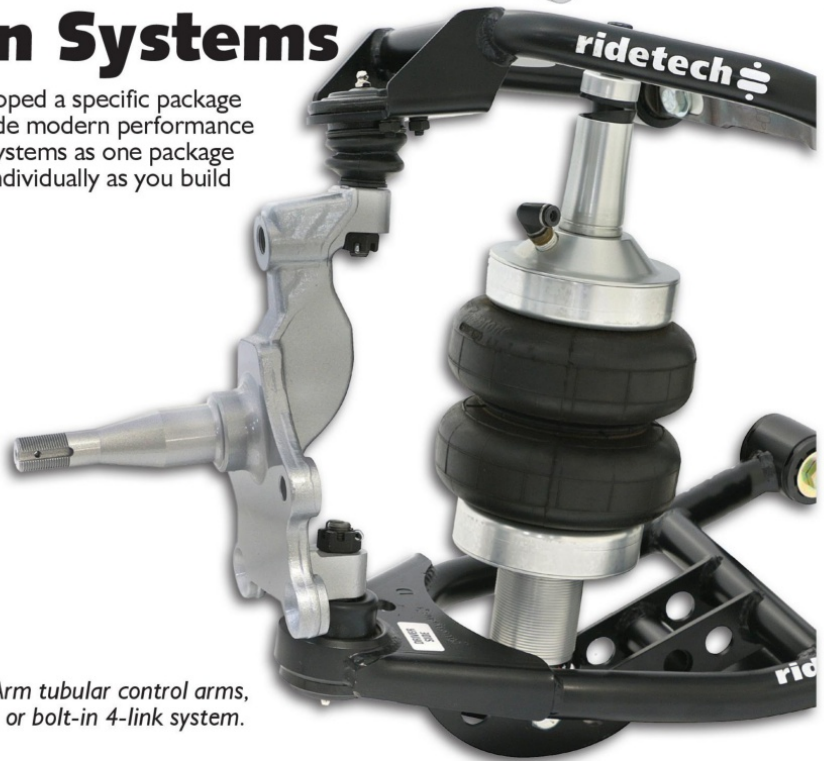
Adjust your ride height and spring pressure with a touch of a button...

Our intelligent control system provides simple & reliable PERFORMANCE



Air Suspension Systems

For most popular applications, we have developed a specific package that will include everything you need to provide modern performance car handling and ride quality. We offer these systems as one package part number, or you can purchase each part individually as you build your project.

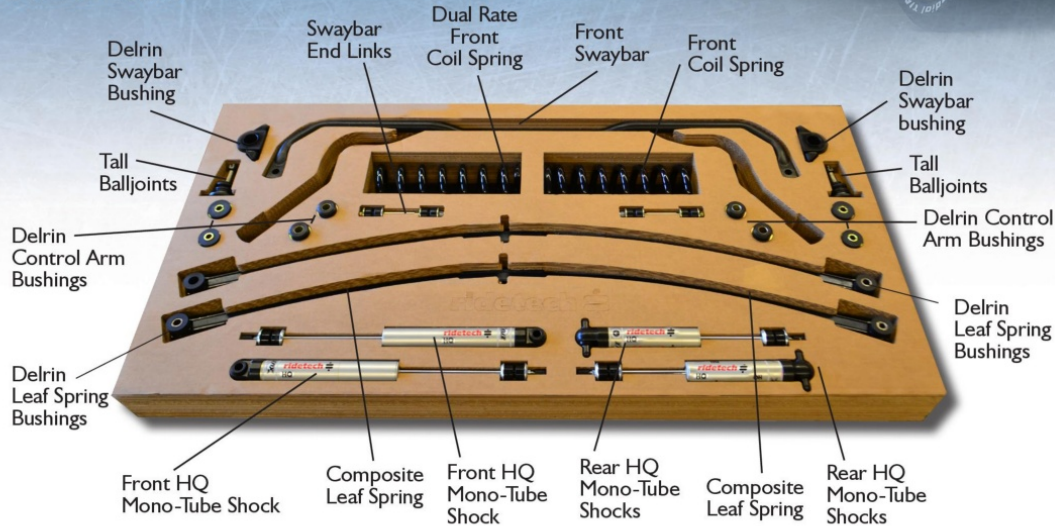


In most cases our packages include front StrongArm tubular control arms, MUSCLEbar anti-swaybar, and rear control arms or bolt-in 4-link system.

One Box - One Solution!

Like you, we love to shop for car parts. However, we don't like to mix and match from one manufacturer or the other to find a package that will fit - and more importantly perform.

The StreetGrip® systems are engineered together to work as one complete solution - no research, no mixing and matching - **NO PROBLEMS!**



Dual-Rate Coil Springs

A dual-rate spring will allow the vehicle to transition small road irregularities via a compliant spring rate. When the vehicle compresses the spring far enough (through large bumps or cornering), it transitions to the firmer spring rate to control the bump or body roll.



Composite Rear Leaf Springs

70lb weight savings in unsprung weight will improve handling and ride quality. These composite leaves also incorporate more torsional strength so any "spring wrap" is eliminated.



This is a common concept in the OEM world to achieve the best combination of ride quality and handling characteristics. It is much less common in the aftermarket because of the time required to calculate and test the various combinations.

RideTech and Hyperco have invested this engineering time to make sure we achieve optimum performance.

Delrin Bushings

(fits your OEM control arms) OEM rubber bushings allow too much deflection on the control arms. Poly bushings resist smooth rotation and impose stiction. Delrin bushings eliminate the deflection AND the stiction leading to a huge improvement in both ride quality and handling.



Larger Swaybars

Most OEM front swaybars were calibrated with tires and cornering loads that were radically less capable than today. We increase the diameter of the swaybar to minimize the body roll through the corners and optimize the handling performance.

Delrin Swaybar Bushings

Similar to the control arm bushings, OEM rubber swaybar bushings allow too much deflection, and poly bushings impose too much stiction. RideTech's exclusive Delrin-lined poly swaybar bushings offer the best of both worlds... minimal deflection and virtually zero stiction. Ride quality and handling performance are greatly improved.

Adjustable RideTech Monotube Shocks

Shocks are the brains of your suspension... the single most important influence on ride quality and handling performance. RideTech and Fox have spent years refining the subtle valving characteristics of these monotube shocks to optimize the performance of YOUR car!



Taller Ball Joints

Most OEM front suspension geometry induces "positive camber" when cornering (loaded tire leans away from the turn). This is a huge compromise in cornering performance and feel. By installing a taller set of balljoints, we reposition the control arms to correct this condition and create a much more stable and enjoyable driving and cornering experience.



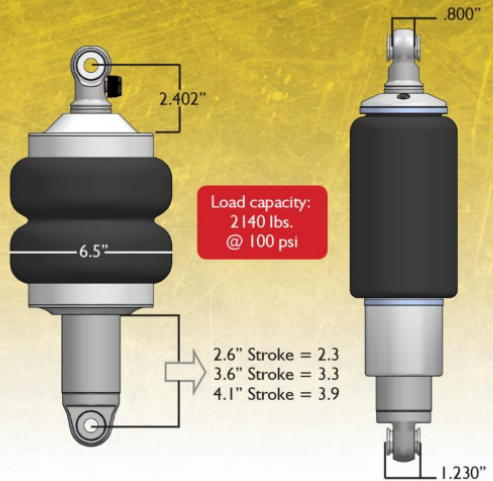
and road manners...

1000 series

The 1000 series double convoluted ShockWave, with its shorter stroke and larger diameter, will have a larger load capacity and spring rate that is appropriate for the front of most vehicles. It is also a progressive spring, which means that the further it is compressed, the firmer the spring rate. This progressive spring rate helps the vehicle ride very comfortably at a normal ride height and still offer great handling when the spring is compressed farther, such as a tight turn.

		HQ Single Adj		TQ Triple Adj	
Comp	Ride	Ext	Stroke	Mount	
9.3	10.75	11.6	2.9	1.7" Eye	
9.6	11	11.9	2.9	2" Stud	
10	11.75	13	3.6	1.7" Eye	
10.3	12.1	13.3	3.6	2" Stud	
10.75	12.75	14.25	4.1	1.7" Eye	
11	13.1	14.5	4.1	2" Stud	

Recommended Applications: Independent front and/or rear installations on vehicles weighing 1500-2500 lbs per axle. Not recommended for solid rear axle applications... not enough travel, too much load capacity

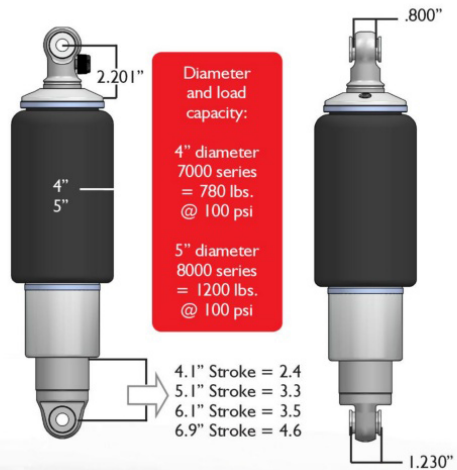


7000 & 8000 series

The 7000 and 8000 series ShockWave, with a smaller diameter and longer stroke will have less load capacity and a softer spring rate that is appropriate for the rear of most vehicles with a solid rear axle. The spring rate and load capacity is influenced by the profile of the lower piston. A straight piston will offer a very linear, or constant, spring rate throughout its travel. A tapered lower piston will result in a more progressive spring rate much like the double convoluted airspring.

7000 Series		8000 Series	
HQ	TQ	HQ	TQ
Single Adj	Triple Adj.	Single Adj	Triple Adj.

Comp	Ride	Ext	Stroke	Mount
10.75	12.75	14.25	4.1	1.7" Eye
11.85	14.5	16.4	5.2	1.7" Eye
13	16.25	18.6	6.3	1.7" Eye
13.75	17.5	20	6.9	1.7" Eye



1957 Chevy Big Window
RideProX development truck

Air Suspension **SHOCKwave**®

Our patented solution for a simplified air suspension system just keeps getting better. The ShockWave® mounts just like a coilover and replaces the coil-spring with an adjustable airspring for a huge range of tuning options. It provides a simple, high tech way to provide the ultimate in adjustable suspension design. With more configuration options than ever before, the ShockWave is the premier foundation for a RideTech air suspension system.

The ShockWave® mounts just like a conventional coilover and replaces both the coil spring and the shock absorber. It is available in several different airspring styles and shock lengths to fit nearly any application. The benefits over a traditional airspring are many:

- 1) The installer doesn't have to be concerned with synchronizing the travel of the shock absorber with the travel of the airspring... that relationship is built into the ShockWave® unit.
- 2) Mounting of the ShockWave® is typically a bolt-in affair with little or no modification or fabrication needed.
- 3) By eliminating an outboard mounted shock, tire clearance at full steering lock is greatly improved and turning radius is restored.
- 4) With the ShockWave® the airspring end plates are always in perfect vertical alignment with each other.
- 5) The shock position of the ShockWave® is typically in a superior position to better control the movement of the sus-pension. The location or angle of an outboard mounted shock can sometimes compromise performance.
- 6) The ShockWave® automatically incorporates a billet adjustable racing shock in either a single rebound adjustable or a triple adjustable configuration.

Since its introduction in 1999, the ShockWave® has proven to be the most significant development in air suspensions... ever! In the summer of 2003, two United States patents (pat #6,581,918 and pat #6,607,186) were granted concerning the design and function of the ShockWave®.

We have installed our ShockWaves® on just about everything you can imagine, but the applications on this page are the most popular makes and models.

We have done the work for you, just find your applications and order by part number.

If you don't see your ride listed here... That doesn't mean we don't have something that fits, give us a call and we can help you find the ShockWaves® that will fit perfectly.

If you don't see a rear application, that probably means your car is equipped with rear leaves (see our 4-link system on pages 72-81) or uses separate airsprings and shocks (see our CoolRide® systems on pages 52-53).



The Innovator

We hold multiple U.S.
Patents on the technology
used in the ShockWave®



Air Suspension



SHOCKwave®

Bolt-On Applications

GM Car

55-57 CHEVY CAR FOR STOCK ARMS FRONT	11012401
55-57 CHEVY CAR FOR STRONGARMS FRONT	11013001
58-64 IMPALA FOR STRONGARMS FRONT	11053001
56 CADILLAC FOR STOCK ARMS FRONT	11072401
57-60 CADILLAC FOR STOCK ARMS FRONT	11082401
61-64 CADILLAC FOR STOCK ARMS FRONT	11102401
65-70 CADILLAC FOR STOCK ARMS FRONT	11112401
63-65 RIVIERA / 61-64 BUICK FULL FOR STOCK ARMS FRONT	11132401
66-70 RIVIERA / 65-70 BUICK FULL FOR STOCK ARMS FRONT	11142401
67-69 GM F-BODY FOR STRONGARMS & RT SPINDLES FRONT	11163001
70-81 GM F-BODY FOR STOCK ARMS FRONT	11172401
70-81 GM F-BODY FOR STRONGARMS FRONT	11173001
93-02 GM F-BODY FRONT	11212401
82-02 GM F-BODY REAR	11215401
64-72 GM A-BODY REAR	11225401
64-67 GM A-BODY FOR STRONGARMS & RT SPINDLES FRONT	11233001
68-72 GM A-BODY FOR STRONGARMS & RT SPINDLES FRONT	11243001
62-67 NOVA FOR STOCK UPPER ARMS FRONT	11252401
65-70 IMPALA FOR STRONGARMS FRONT	11283001
91-96 IMPALA FOR STOCK ARMS FRONT	11312401
78-88 GM G-BODY FOR STOCK ARMS FRONT	11322401
78-88 GM G-BODY FOR STRONGARMS FRONT	11323001
78-88 GM G-BODY REAR	11325401
2010-2015 CAMARO FRONT	11502401
2010-2015 CAMARO REAR	11505401

GM Truck

63-72 C10 FOR STRONGARMS FRONT	11333001
99-06 SILVERADO FOR STRONGARMS FRONT	11383001
82-03 S-10 FOR STOCK ARMS FRONT	11392401
82-03 S-10 FOR STRONGARMS FRONT	11393001
00-06 TAHOE/SUBURBAN FOR STOCK ARMS FRONT	11412401
02-09 TRAILBLAZER / ENVOY FRONT	11422401

Ford Car

55-57 THUNDERBIRD REAR	12045401
61-66 T-BIRD FRT FRONT	12052401
61-69 LINCOLN INCLUDES HARDWARE REAR	12075401
64-66 MUSTANG FOR STOCK UPPER ARMS FRONT	12092401
64-66 MUSTANG FOR TRU-TURN & STRONGARMS FRONT	12093001
67-70 MUSTANG FOR STOCK UPPER ARMS FRONT	12102401
67-70 MUSTANG FOR UPPER ARMS FRONT	12103001
79-89 MUSTANG FRONT	12122401
79-89 MUSTANG WITH SN-95 SPINDLES FRONT	12122501
90-93 MUSTANG FRONT	12132401
90-93 MUSTANG WITH SN-95 SPINDLES FRONT	12132501
79-04 MUSTANG REAR	12135401
94-04 MUSTANG FRONT	12142401
05-14 MUSTANG FRONT	12152401
05-14 MUSTANG REAR	12155401
2015-UP MUSTANG FRONT	12272401
60-64 GALAXIE FOR STOCK ARMS FRONT	12162401
03-07 CROWN VIC INCLUDES HARDWARE FRONT	12262401

Ford Truck

97-03 F-150 FOR STOCK ARMS FRONT	12172401
04-11 F-150 FRONT	12182401

MOPAR

68-70 "B" & 70-74 "E" BODY FOR UPPER ARMS FRONT	13013001
04-UP CHARGER, CHALLENGER, 300C & MAGNUM FRONT	13042401
97-04 DAKOTA FOR STOCK ARMS FRONT	13052401
09-UP DODGE 1/2 TON FOR STOCK ARMS FRONT	13082401

STRONGARMS™

See StrongARM® pages for ShockWave® systems with control arms: Pages 62-67



airpod™

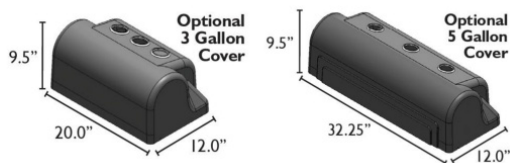
**PRE-WIRED
EASY TO INSTALL**



- Includes RideProX
- Only 3 wiring connections to make
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles
- Lightweight - 28lbs -3 gallon; 45lbs - 5 gallon
- AirPod Cover sold separately

AirPOD

4000 Series 3 Gallon	30414000
4100 Series 5 Gallon	30414100
4700 Series 5 Gallon w/ Big Red Valves...	30414700
Optional Cover (3 gallon)	30314001
Optional Cover (5 gallon)	30314101



RidePRO HP

Adding LevelPRO sensors to your RidePRO digital system greatly enhances the system's ability to automatically level in a wider range of circumstances. If you are looking for the ultimate in accurate, leveling suspension, this upgrade is for you!



4 Level Sensors & Wiring
Set of 4 30400035

1957 Chevy
"Showmad" by
A&M Deluxe
Customs



RidePRO-X NEW Digital Air Suspension Control System

Sophisticated pressure and height algorithms tune air spring rates for proper handling and world-class ride quality. A sleek and stealthy 3-position Control Module plugs into your car or truck's 12V power port (cigarette lighter) and talks to the ECM via RF. Choose pressure-only (RidePRO-X) or pressure and height (RidePRO-HP) for the ultimate electronic air management system.



FEATURES:

- Stealthy 3-position Control Module communicates via RF
- "Ride Height On Start" automatic lift and level feature.
- Pressure-based crossload compensation — critical for dynamic driving scenarios such as cornering and panic stops.
- Display and setup via smartphone "App", laptop or optional dedicated bluetooth Display/Tuner.
- Weatherproof ECM and heavy duty mil-spec connectors.
- All new LevelPRO height measuring sensors.
- Automatic weight compensation.
- RidePRO-X (pressure-based) system is upgradable to RidePRO-HP (pressure and height) system.
- Bluetooth connectivity and smartphone app are included.



Now You See It – Now You Don't: RidePRO-X is about simplicity and cleanliness

Any way you want it... RideTech's new RidePRO-X system is designed to be completely invisible — unless you want it to be visible. You decide if you want an onboard display/controller, ride height selector-only, or a completely invisible solution. We accomplished this a few different ways:

– By developing an all-new, ultra reliable ECM with military-grade electronics that works seamlessly in the background.

– By inventing a separate power port module for access to the number one most used air suspension feature:

3 position ride height adjustment.

– By letting you access setup and diagnostic features through a variety of tools, including an app for your phone, a laptop or, for those who just can't live without one— an onboard display/tuner.

Before digital air suspension control, enthusiasts relied on momentary switches and analog gauges to set air spring pressure. Digital air suspension management automated much of the adjusting process and of course, introduced the three position ride height selection. As people use ride height selection more than any other air

suspension function, it makes great sense to make that one feature easily accessible. It's kind of like your car stereo. You use the volume knob way more frequently than the equalizer or fader. Enter the new

RidePRO-X 3-Position Power Port Module (PPM). It's small, sleek and simple. All RidePRO-X features and functions, including pressure display, are available through the standalone app or standalone display/tuner. The PPM communicates with your RidePRO-X through reliable RF. The PPM is stealthy, too.

Since RidePRO-X offers automatic "Ride Height On Start," your car or truck will raise to position 2 every time you turn the ignition key. The PPM, therefore, can be stored in your console or glove box — waiting for the next car show or steep speed bump.

In designing RidePRO-X, we interviewed a number of custom car builders and enthusiasts. Everyone works so hard to conceal electronics and accessories for a clean appearance, RidePRO-X, with its new Power Port Module is the cleanest,



most user-friendly design on the market. The all new design works seamlessly in the background by way of proprietary algorithms. For those times when you want to view corner pressures or make adjustments,

data and functions are readily available through a trick new smartphone app as well as laptop connectivity and software. The days of having a dedicated display/tuner sitting on your seat are over. However, if you just cannot live without constant display readouts and access to functions, a standalone display tuner is still available. Both the smartphone app and the dedicated display/tuner communicate by way of Bluetooth.

That's it. RidePRO-X is a military grade digital air suspension controller that works seamlessly in the background so that you can just hop in your hot rod and turn the key. Whether you are alone or cruisin' with nine of your friends, the sophisticated ECM will accurately calculate spring rates and ride heights. When you get to the show position one is available any way you want it — the Power Port Module, smartphone app or old-school dedicated tuner.



App for Smartphones

RidePRO^X

DIGITAL CONTROL



ANALOG CONTROL

Control panels provide simple and accurate inflate / deflate control for each airspring.

The original RidePro[®] system utilizes our quality solenoid air valve system and dependable electric components to provide simple & reliable control.



- Electronic controls
- Automatic adjustment with three presets
- Air pressure based system

The RidePro[®] digital systems provide automatic adjustment with the use of an ECU and digital display. The Standard RidePro[®] digital system relies solely on air pressure sensors for each airspring to adjust the suspension.



RidePro[®] Analog Control

4000 Series 3 Gallon	30154000
4100 Series 5 Gallon	30154100
4700 Series 5 Gallon w/ Big Red Valves.....	30154700



RidePro[®] Digital Control

4000 Series 3 Gallon	30434000
4100 Series 5 Gallon	30434100
4700 Series 5 Gallon w/ Big Red Valves.....	30434700

3 or 5 gallon, which is right for you?

Consider using a 5 gallon air system when your car is 3500lbs or more. Using the larger 5 gallon tank will allow the system to fully inflate the airsprings on heavier vehicles using only the air in the tank, providing quick response and less lag waiting on the compressor to inflate the springs.

SINGLE AXLE AIR SYSTEMS

- [1] 327 Thomas compressor
- [1] 3 gallon tank
- Analog 2-way control panel
- 2-way airvalve
- 1/4" airline
- DOT fittings



RidePro[®] "2-way" 3 gallon with single compressor

2000 series 3 Gallon.....	30142000
---------------------------	----------

- [1] 215 Thomas compressor
- Analog control panel,
- 1/4" airline
- DOT fittings

Small "overload" style compressor system - Includes a 215 compressor, single control panel, 1/4" airline and fittings. Used mainly for AirOverLeaf[™] or overload type applications where speed not important. No tank needed.



RidePro[®] single compressor

1500 series "1-way"	30111500
1600 series "2-way"	30131600

COOLRIDE®

CoolRide® systems are the original Air Ride Suspension and remain a popular choice today. The typical CoolRide® system consists of an airspring, a shock absorber, and all of the necessary mounting brackets and hardware.

On a front system, the shock is usually relocated to the outboard side of the lower control arm. A bracket mounts the top of the shock to the frame rail. On a rear system, the airspring and shock absorber will normally replace the coil-spring and shock in the stock locations.

- Lowers vehicle ride height
- Improves handling!
- Improves ride quality
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance and load capacities



Bolt-On Applications

The typical CoolRide® system consists of an airspring, a shock absorber, and all of the necessary mounting brackets and hardware.

	FRONT COOLRIDE WITH HQ SHOCKS	REAR COOLRIDE WITH HQ SHOCKS
GM Cars		
1957 BUICK	11121010	
58-64 IMPALA FOR STOCK ARMS	11051010	11054010
58-64 IMPALA FOR STRONGARMS	11050910	11054610
58-64 CADILLAC	N/A	11104010
65-70 CADILLAC	N/A	11114010
61-64 BUICK FULLSIZE	N/A	11134010
65-70 BUICK FULLSIZE	N/A	11144010
63-65 BUICK RIVIERA	N/A	11134010
65-70 PONTIAC FULLSIZE	11151010	11154010
65-70 IMPALA FOR STOCK ARMS	11281010	11284010
65-70 IMPALA FOR STRONGARMS	N/A	11284610
64-72 A-BODY FOR STOCK ARMS	11221010	11224010
78-88 G-BODY FOR STOCK ARMS	11321010	11324010
91-96 B-BODY	11311010	11314010
91-96 B BODY WAGON	11311010	11474010
82-92 CAMARO*	11201099	11204010
93-02 CAMARO	N/A	11214010

	FRONT COOLRIDE WITH HQ SHOCKS	REAR COOLRIDE WITH HQ SHOCKS
GM Trucks		
63-72 C10 FOR STOCK ARMS	11331010	11334010
63-72 SUBURBAN	11331010	11464010
73-87 C10 FOR STOCK ARMS	11331010	N/A
73-87 C10 FOR STRONGARMS	11360910	N/A
73-91 C30	11431010	N/A
82-03 S10 FOR STOCK ARMS	11391010	N/A
82-03 S10 FOR STRONGARMS	11390910	N/A
88-98 C1500 FOR STOCK ARMS	11371010	N/A
88-98 C1500 FOR STRONGARMS	11370910	N/A
99-06 SILVERADO FOR STOCK ARMS	11381010	N/A
99-06 SILVERADO FOR STRONGARMS	11380910	N/A
00-06 TAHOE/YUKON	N/A	11414010
02-09 ENVOY/TRAILBLAZER/SSR	N/A	11424010
88-00 C3500 FOR STRONGARMS	11440910	N/A

	FRONT COOLRIDE WITH HQ SHOCKS	REAR COOLRIDE WITH HQ SHOCKS
Ford Cars		
49-51 MERCURY	12011010	N/A
49-52 FORD	12011010	N/A
53-57 FORD	12031010	N/A
55-57 T-BIRD	12041010	N/A
79-93 MUSTANG*	12121099	12134010
94-04 MUSTANG*	12141099	12134010
99-04 MUSTANG COBRA WITH IRS*	12141100	12234099
15-16 MUSTANG	N/A	12274010
61-69 LINCOLN FOR STRONGARMS	12060910	
Ford Trucks		
98-05 RANGER FRONT	12211010	N/A
97-03 F150 FRONT	12171010	N/A

	FRONT COOLRIDE WITH HQ SHOCKS	REAR COOLRIDE WITH HQ SHOCKS
Dodge		
94-02 DODGE 1 TON*	13001099	N/A
97-04 DAKOTA	13051010	N/A
94-01 1/2 TON	13061010	N/A
09-11 1/2 TON REAR	N/A	13084010

* DOES NOT INCLUDE FRONT SHOCKS



Air Suspension

Not sure what size airline or fitting you have?

Fitting Size
NPT

1/8"

1/4"

3/8"

1/2"

Airline Size

1/8"

1/4"

3/8"

1/2"

Fittings & Lines

Of course our kits come with all the fittings you need, but if you find yourself building your own system, or need more parts, our materials are the best you can get.

Compressor Tee

1/8" NPT31957500
1/4" NPT31957600



Tee Fitting

1/4" Line Size..... 31954400
3/8" Line Size.....31956400
1/2" Line Size.....31958400



Airline Inflation Valve

1/4"31957005



Male Bulkhead

1/8" NPT31957008
1/4" line31957008



Npt Plug

1/8"31957002
1/4"31957004
3/8"31956004



Npt Close Nipple

1/4"31957001



RidePRO Digital Pressure Sender

.....31988150



Air Line Reducer

3/8" x 1/4"31957006
1/4" male x 1/8" ..31957007



Braided Line Kit

.....90001746



Pressure Switch

135psi on /150psi off
.....31980005



Straight Splice

1/4" Line Size.....31954300
3/8" Line Size.....31956300
1/2" Line Size.....31958300



Female Straight

1/8" NPT 1/8" line31952050
1/8" NPT 1/4" line31952150
1/4" NPT 1/4" line31954101
1/4" NPT 3/8" line31956101



Air Inflation Kit

.....32000001



Bulk Airline

1/8" (25 feet).....31940000
1/4" DOT (30 feet) .31940002
3/8" DOT (60 feet) .31940004
1/2" DOT (60 feet) .31940006

Male Straight

1/8" NPT 1/8" line... 31952000
1/8" NPT 1/4" line... 31952100
1/4" NPT 1/8" line... 31954050
1/4" NPT 1/4" line... 31954000
1/4" NPT 3/8" line... 31956000
3/8" NPT 3/8" line... 31956500
3/8" NPT 1/2" line... 31958000



Male Swivel Elbow

1/8" NPT 1/4" line... 31952201
1/8" NPT 3/8" line... 31956100
1/4" NPT 1/4" line... 31954201
1/4" NPT 3/8" line... 31956201
1/4" NPT 1/2" line... 31958500
3/8" NPT 3/8" line... 31956600
3/8" NPT 1/2" line... 31958200



Switches & Panels

We offer our switch panels and controls separately if you are building your system from scratch.

Switches & Panels

Single control panel (w/electrical pneumatic switch)..... 31191500
Dual control panel (w/electrical pneumatic switch)..... 31191600
2-way RidePro® control panel
(electrical switches w/dual needle gauge)..... 31192500
4-way RidePro® control panel
(electrical switches w/dual needle gauge)..... 31194000



31191500



31192000



31192500



31194000

Single needle air pressure gauge 31960005
Dual needle air pressure gauge 31960002
150 PSI pressure switch..... 31980005
Paddle switch (pneumatic) 31973000
Paddle switch (electrical/pneumatic) 31973500
RidePro® rocker switch (electrical)..... 31970001

Aluminum Tanks

Tanks	Length	Dia.	Part#
2 gallon	18.25"	6"	31912100
3 gallon	20.48"	7"	31913100
5 gallon	32"	7"	31915100



Controls

Ridetech iPhone and Android app



The RidePro digital system takes another leap forward with the new Ridetech iPhone and Android application that allows you to control your ride height straight from your phone. Using the same basic setup of our previous remote system, the smartphone remote app is simple to install, easy to use, and convenient for those who carry their phones in every situation.



.....31009000 **FREE DOWNLOAD**

Valves



2-way RidePro® airvalve

2-way airvalve for 1 pair or 2 pairs of airsprings

* Fittings Sold Separately*

..... 31932501



4-way RidePro® airvalve

4-way airvalve for 4 airsprings

* Fittings Sold Separately*

..... 31934001



4-way BigRed airvalve

4-way airvalve for 4 airsprings (includes O rings, fasteners, mounting brackets)

* Fittings Sold Separately* 31937400

Compressors



Model 215

- MAX PSI 120
- Volume .22cfm@120psi 6"
- Max amp draw 16

This unit is designed to be used mainly for overload type systems like the AirOverLeaf™ system where pressure and flow are not as critical. 31920001



Model 327

- MAX PSI 150
- Volume .50cfm@150psi
- Max amp draw 19.6

This unit is rated at 150 psi & is our most popular compressor. It's proven dependability is the heart of our RidePro® compressor systems. 31920002

Air Line Cutter

NO MORE JAGGED CUTS!

This is the best \$10 you'll ever spend. Be sure of your airline connections with our tubing cutter.

..... 90001081



Service and Fitting Kit..... 31951000

1987 Chevrolet C-10 'Red Rocker' by Truckin' Magazine



Air Suspension



	Single	10qty.
Shock / ShockWave Mounts		
A - Rod End Frame Bracket 3/16" mild steel fits 1-3/4" wide rod end	90000161	90001873
B - Large Rod End Bracket 1/4" mild steel for a 3" wide rod end	90000188	90001880
C - Rod End Bracket (narrow) 3/16" mild steel for 3/4 x 5/8 heim	90000076	90001865
D - Rod End Bracket 1-3/4" wide 3/16" mild steel	90000075	90001864
E - ShockWave® Stud Adapter (powder coated) 1-1/4" wide 3/16" mild steel	90001621	90001937
F - Shock Bridge Bracket 3/16" mild steel	90000380	90001896
G - Shock Bracket (powder coated) 3/16" mild steel 1-1/4" wide	90000034	90001856
H - Bolt-on Panhard Bar Frame Bracket (powder coated) 3/16" mild steel 5/8" holes, 1-3/4" wide	90000332	90001893
I - Bracket 1/4" mild steel-mounts ShockWave® to vette owner control arm	90000287	90001890
J - Universal Shock Tower .125" mild steel 6" long-0 holes	90000011	90001852
K - Billet ShockWave® Lower Rear Mount (bolts to 90000160 or 90000159) Billet Aluminum with hardware	90001928 90001927	90001927
L - Shock Tab-Sway Bar Tab 3/16" mild steel - 5/8" hole	90000087	90001866



	Single	10qty.
4-link Mounts		
A - Parallel 4-Link Frame Bracket 3/16" mild steel - 5" wide	90000165/90000166	90001876/90001877
B - Parallel 4-link Axle Bracket 3/16" mild steel - 3" axle tube	90000160	90001872
C - TriLink Frame Bracket 3/16" mild steel - 5" wide	90000163/90000164	90001874/90001875
D - Tri-Link Axle Bracket 3/16" mild steel - 3" axle tube	90000159	90001871
E - 8" & 9" Ford Panhard Bar Bracket 3/16" mild steel 1-3/4" wide	90001891	90001892



	Single	10qty.
Air Spring Mounts		
A - Lower Airspring Mount 3/16" mild steel - 1.5" dia. tubing	90000241	90001884
B - Large Lower Airspring Mount 1/4" mild steel -2.5" x 5.5" x 7.5" 2" dia. tubing	90000274	90001888
C - Large Upper Airspring Mount 1/4" mild steel - 2" dia. tubing	90000273	90001867
D - Upper Airspring Mount 3/16" mild steel - 2" x 4" x 3.88" 1-1/2" dia. tubing	90000242	90001885



	Single	10qty.
Air Spring Plates		
A - Large Airspring Plate 3/16" mild steel 7.5" od .500 holes	90000119	90001867
B - Airspring Plate (with nut) 1/8" mild steel 5.5" od 7/16uss nut	90000027	90001853
C - Lower Pattern Plate 1/8" mild steel 5.5" od (powder coated)	90000070	90001860
(uncoated)	90002232	90001859
D - Airspring Plate 1/8" mild steel 5.5" od	90000026	



	Single	10qty.
Air Spring Mounts		
A - Pro Street Lower Bracket Assembly 3/16" mild steel	90000050	90001857
B - Bolt-on Under Frame Bracket (powder coated) 1/4" mild steel 5"x2.5"x3.5"	90000033	90001855
C - Universal Upper Shock Tab (Stud not included) 5/16" mild steel uncoated	90000010	90001851
D - Coilover Conversion Bracket 3/16" mild steel - .625 holes	90000073	90001861
E - Lower Airspring Bracket 3/16" mild steel	90000001	90001848
F - Upper Airspring Bracket (weld-on) 3/16" mild steel 3" x 5.5" x 7"	90000004	90001850
G - Upper Airspring Bracket 3/16" mild steel 3" x 5.5" x 7"	90000002	90001849

NEW Delrin Bushings

Delrin's better because... The Delrin bushings have zero deflection. A rubber or poly bushing will flex under hard loads and braking allowing the suspension to move around. This basically changes your alignment setup. The Delrin bushing is made with Teflon in the Delrin for self-lubricating properties. This allows free movement of the suspension without the need to grease the bushings. NOW Standard in most StrongArms.



Rod Ends	Single	10qty.
A - Large Threaded Rod End 1/4" mild steel - 3" wide 1-14 - Poly and jam nut	90001949	90001948
B - Threaded Rod End 1-3/4" wide 3/4-16 thread Rubber bushings/jam nut	90001951	90001950
C - Threaded Rod End 1-3/4" wide 3/4-16 thread Poly bushings w/ jam nut	90001953	90001952
D - Spherical Rod End 5/8" x 3/4" Kevlar Lined 40,000 lb. tensile strength	90001589	90001947



Bushings & Sleeves	Single	10qty.
A - Rubber Bushing	90001942	90001941
B - Poly Bushing (per half)	90001596	90001943
C - Large Poly Bushing (per half)	90001085	90001967
D - Inner Sleeve 3/4" OD x 5/8" ID 1-3/4" long	90001599	90001940
E - 3" Inner Sleeve 3/4" OD x 5/8" ID	90000198	90001882



Tabs	Single	10qty.
A - Tri-Link Tab 3/16" mild steel	90000155	90001870
B - Tri-Link Tab 3/16" mild steel	90000144	90001869
C - Gusset 1/8" mild steel 2-3/4" x 3-1/2"	90000202	90001879
D - Small Gusset 1/8" mild steel 2-1/2" x 2-1/2"	90000187	90001879



U-Bolt Plates	Single	10qty.
A - Large U-Bolt Plate 1/4" mild steel 5-1/2" x 9" - 3" axle tube	90000169	90001878
B - U-Bolt Plate 1/4" mild steel - 5-1/2" x 7-1/2" 3" axle tube	90000041	90000808
C - Ball Joint Ring Mustang II (fits threaded ball joint)	90000126	9001868

A - Large Weld-on Sleeve 2-7/16" width - 3" w/bushing 1.5" id 2" od	Single 90000195	10qty 90001881
B - Weld-on Sleeve for ROD302 Rubber Bushing	Single 90001595	10qty 90001944
C - Small Weld-on Sleeve Sized for poly bushing	Single 90001594	10qty 90001945
D - Threaded Bar End 1-1/8" tubing 1-14 thread	Single 90000272	10qty 90001886



AirOverLeaf Kits	2000lbs.	3000lbs.
2" wide leaf w/ side frame upper bracket	19002002	N/A
2.5" wide leaf w/ under frame upper bracket	19002004	19003004
2.5" wide leaf w/side frame upper bracket	N/A	19003002



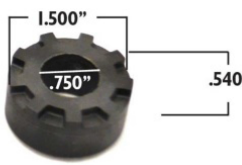
Large Delrin Bushing - 70010755



Small/Long Delrin Bushing - 70010759



Small/Short Delrin Bushing - 70010827



Small/No Shoulder Delrin Bushing - 70010826



Weld on 4-link axle bracket

70010122



Air Suspension

F7076



F2107



F6781



F6873



Part #	Type	Capacity @100ps	Min. Height	Installed Height	Max. Height	Diameter (inflated)
90006781	double convoluted	2140#	3"	4.5"-5"	7"	6.5"
90006873	double convoluted	3150#	3"	5"-5.5"	8"	8"
90007325	double convoluted	3400#	3"	5"-6"	10"	8.5"
90009000	tapered sleeve	1500#	4.5"	9"-9.5"	12"	5"
90009002	tapered sleeve	1500#	4.5"	8"-8.5"	11"	5"
90009100	rolling sleeve	2000#	5.25"	10-10.5"	15"	6.5"
90002018	rolling sleeve	1700#	5.25"	8.5"	12"	5.5"
90002019	rolling sleeve	1900#	7.25"	11"	16.5"	6"
90007012	rolling sleeve	1000#	4"	7"-8"	13"	5"
90007076	rolling sleeve	800#	3.5"	5"-6"	9"	4"
90002107	rolling sleeve	3500#	6.5"	10.5"	13"	9"

Note for double convoluted airspring:

Firestone® double convoluted airsprings DO NOT require a bumpstop to avoid damage, however, your specific application MAY require a bumpstop to maintain a safe ground clearance when deflated.

Note for all sleeve style airsprings:

An external bumpstop and an extension stop (limiting strap or the shock absorber) MUST be used to prevent the airspring from exceeding the compressed or extended dimensions. If these dimensions are exceeded, severe damage to the airspring, and possibly the vehicle, will result.

2 wheel front installer kit



2 wheel rear installer kit



"Installer" Kits

Just because we may not offer a specific air ride system for your particular vehicle doesn't mean it cannot be done! We can supply the correct components to make your special project a success. Our suspension technicians can help you select the appropriate airspring components. You supply the fabrication skills and we'll supply the parts! Yes, it's more of a challenge than our pre-fit systems. Yes, it will require welding and fabrication skills. No, it is not rocket science. (We'll handle that part.)

Description	Part #
Front installer package with F6957 double	11009500
Rear installer package with F9000 tapered sleeve airsprings	11009502
Same as above only with F6873 larger airsprings	11009501



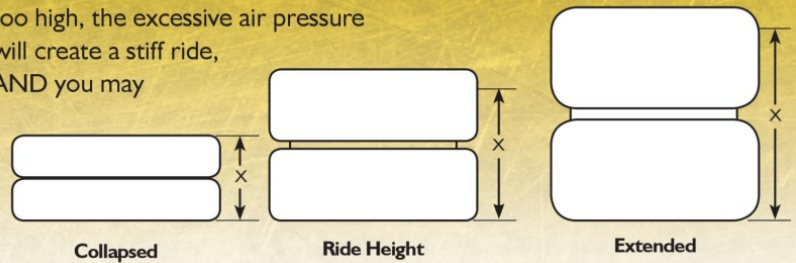
Front HQ Shock Kit
11009910

Important information on ride height:

The ride height of the ShockWave® is much more important than the air pressure it runs at. Every ShockWave® has an optimal ride height. The farther you deviate from this intended ride height, the more ride quality and handling performance will suffer. If run too low, the ShockWave® and/or

suspension may bottom out. If run too high, the excessive air pressure will create a stiff ride, AND you may

“top out” the ShockWave®.



TOP 5 Questions about Air Suspension

1) How much will this system lower my car?

On most cars, the highway ride height will be 2-4" lower than stock. By deflating the system, an additional 3-4" of drop will be realized. On trucks, the drop is typically more because trucks normally start out much higher. Most trucks will drop 4-6" at ride height and 8-9" fully deflated.

2) How hard is it to install?

It varies widely by application, but a bolt-on musclecar system can usually be installed in 12-15 hours for the actual un-der-car suspension components and an additional 10 hours for the compressor kit. Leveling sensors will add another 5-6 hours to the installation time.

3) Which is better, CoolRide® (airsprings) or ShockWaves®?

The ShockWave® is simply a combination of an airspring and a shock absorber. The advantages are easier mounting, more tire clearance, better working angle for the shock and the airspring, and the inclusion of a high quality billet ad-justable racing shock. In a perfect world, an airspring and separate billet adjustable shock could accomplish the same performance, but it will usually come with more installation effort.

4) How much air pressure should I run?

The technically correct answer is whatever air pressure it takes to achieve the proper airspring installed height. On the rear of a lightweight street rod, this may mean 40psi. On the front of a big block Chevelle, it may mean 110psi. This is because of the difference

in loads being imposed on the airspring. You are much more interested in running the air-spring at its intended ride height than whatever air pressure may be required to get it there.

5) My buddy had a friend who said his air ride system rode terrible...

This could have several causes. Some people get addicted to the sexy look of a car dragging the ground. Unfortunately, at that lowered level, you have no suspension travel. To get any kind of civilized ride quality, you simply must have adequate suspension travel, which means you will have to raise the car to ride height.

The opposite of this is the customer who installs an air suspension as a band-aid to cure a tire clearance problem. They have to overinflate the suspension to avoid rubbing the tires. With either scenario, you must cure the real problem before you can hope to achieve a decent ride quality. If these 2 issues are not present, then you may simply have to do some fine tuning. Air pressure should be set so the airspring (or ShockWave®) is at its designed ride height (these dimensions are in this catalog). When this is achieved, you can fine tune the air pressure in small increments (3-5psi) up or down. If in doubt about whether to inflate or deflate...add air. Most people try to run too little pressure because they like the way the car looks when lowered.

If you are using ShockWaves®, you can also adjust your shock valving in 1 or 2 click increments. Just like with a performance engine... a little tuning can make a huge difference!

Front Suspension Notes

This end of the vehicle is usually the most difficult because of the available space and because of so many components moving at the same time. There are three things to consider when building a front air ride suspension.

1 Suspension Geometry

Even more important than the weight of the vehicle is how the suspension interacts with the airspring. Because you are dealing with a leverage factor-meaning the airspring will be located considerably inboard of the actual load point-the airspring will see a much greater load than the weight of the vehicle, sometimes more than 2 to 1! We can make general recommendations on airspring size.

2 Available Space

The OEM coil spring is typically smaller in diameter than an airspring. This means that there may be some creative positioning or some trimming to be done to properly in-stall the airspring. Shock absorber relocation must also be considered. We can provide tubing and mounting plates to get you started on building your own airspring brackets. We also offer a shock re-lo-cation kit that is adaptable to many applications.

3 Vehicle Logistics

Ground clearance, ball joint travel, drive shaft angles and clearance, and the ability to align the front end must all be considered when building a custom air ride suspension from scratch.

What's Inside Matters

→ Easy access adjuster knob allows a wide range of 26 clicks of rebound adjustment

→ Large rubber external bumpstop to prevent harsh bottoming out

→ 5/8" hardened shaft is precision ground and straightened to a tolerance of .001"/inch for increased durability and performance

→ Billet end cap with integrated debris wiper to prevent seal damage

→ Oversized rod guide improves piston rod stability

→ Integral internal bumpstop eliminates extension crashing

→ Hard coat external anodizing ensures years of lasting beauty and performance

→ Specially contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation

- Doesn't Leak
- Doesn't Fade
- Rides Great



→ Monotube design allows large piston for superior oil control - increases ride quality and handling performance

→ Monotube design not only optimizes performance, but uses fewer components than a twin tube design. This is superior fluid control in its most simple and efficient form!

→ Teflon piston wiper and progressive valving allow consistent piston/bore contact and repeatable performance

→ Monotube bore is cathode anodized for years of wear resistance



→ Forged aluminum coilspring adjuster allows easy adjustment and simple locking mechanism without damaging the shock body

→ Upper and lower spring mounts allow spring removal without complete disassembly

IMPACT FORGED

→ One piece IMPACT FORGED body allows efficient manufacture and reliable leak-free operation

→ Long lasting Kevlar lined bearings allow wide articulation and low noise

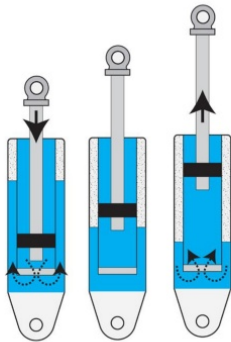
Tech: Shock Technology

Twin Tube vs Mono-Tube Shock Absorbers

All RideTech shocks (OEM replacement shocks, shocks for CoolRide air systems, ShockWaves, and Coilovers) utilize a mono-tube construction to provide superb ride quality, handling and durability. But what sets the monotube shock apart from the more prevalent (and often cheaper) twin-tube design? Keep reading...

The twin tube design has been around for at least 60 years and is still popular today for inexpensive shocks. The advantages are low cost, wide range of fitments, and adequate performance on many civilian cars.

The disadvantages are that a twin tube will inherently use a smaller piston and that the oil flow path is more complex. In addition, the inner "working" tube is insulated by the outer tube. All this tends to create heat and therefore reduced performance during hard use.



Piston size is the most important advantage of the mono-tube shock

twin-tube piston

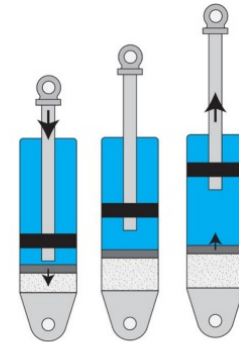
mono-tube piston



The mono-tube design is the current choice for nearly all OEM and performance shock manufacturers.

Its main advantage is that a larger piston and a more efficient oil flow path leads to cooler operating temps and more consistent performance in extreme environments.

The disadvantages are that they tend to be a bit more expensive because the manufacturing process is a bit more involved and requires more precise machining. A monotube shock is also inherently a bit longer because the floating separator piston/gas chamber will take up some room.



Shocks



Nothing influences how your car rides and handles more than shock absorbers. If you could pick only one thing to change on your car to get the most overall improvement... upgrade the brains of your suspension... the shocks!

The Mono-Tube Hot-Rod shocks are specifically designed to improve ride quality and performance in Straight Axle applications. To thrive in this harsh environment requires a extremely short shock length and specifically tuned compression and rebound dampening.

SMOOTH BODY MONO-TUBE SHOCKS



Polished HOT ROD Shocks

- Specifically tuned compression and rebound dampening for Straight Axle applications
- Shortened length to allow sufficient compression travel
- Brilliant polished aluminum finish
- Integral internal bumpstop eliminates extension crashing
- Teflon piston wiper allows consistent piston/bore contact and repeatable performance
- Specially contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation
- Mono-tube design allows large piston for superior oil control increases ride quality and handling performance

Stroke	Compressed Height	Ride Height	Extended Height	Exposed	Covered
3.3	7.9	10	11.2	23339741	23339641
4.8	9.3	12	14.1	23359741	23359641



Corvette Shocks

The design of the smooth body RideTech Shock allows all the performance advantages of a mono-tube shock in a package that fits perfectly in the OE location.

With no modification needed, this could be the most rewarding single upgrade you can do on your Corvette.

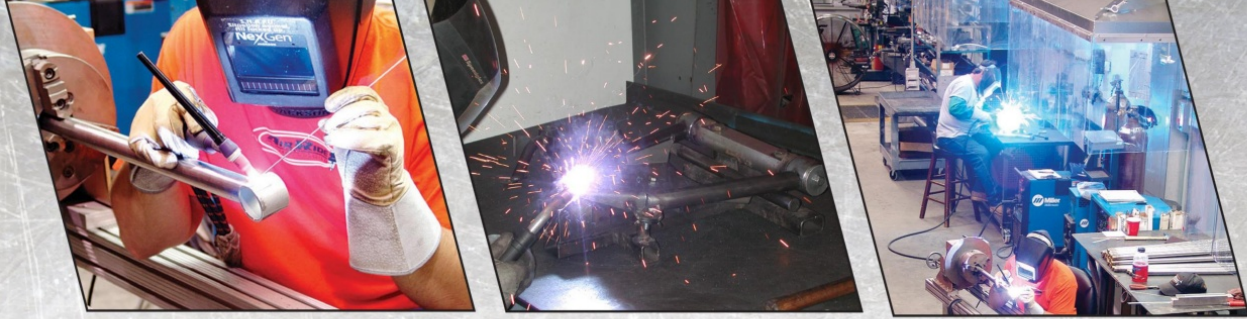
HQ REBOUND ADJUSTABLE

1953-1962 Corvette	11570110
1963-1982 Corvette	11520110
1984-1987 Corvette	11540110
1988 Corvette	11550110
1989-1996 Corvette	11560110
1997-2013 Corvette	11510110



Includes application specific mounting hardware where needed for simple NO MODIFICATION installation.





USA made heavy wall DOM [drawn over mandrel] steel tubing and precision lasercut steel plate, all assembled by certified American weldors.

Black powdercoated...
for lasting appearance and protection



.219" wall DOM tubing...
for lasting strength and reliability

Shock mounts, swaybar mounts, & steering stops are built-in...
no fabrication needed

CNC bent tubing...
means fewer pieces and a more elegant design



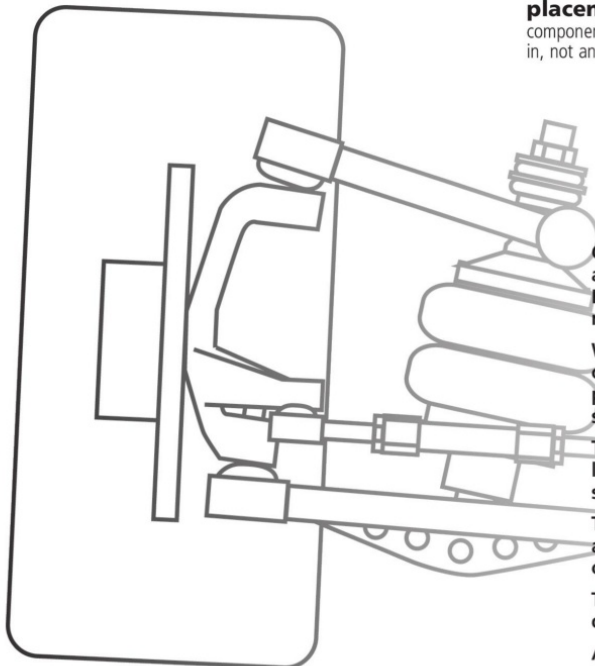
Optimized ball joint angle...
to ensure no binding during extreme suspension travel

Installed Cross-shafts & Ball Joints...
for simple installation

Optimized arm length...
makes proper wheel alignment a breeze

Proper airspring or ShockWave® placement...
component mounts are designed in, not an afterthought

Proper ball joint selection...
we use a compression ball joint in a compression application and a tension ball joint in a tension application (just like the factory engineered it) to prevent failures



let's talk GEOMETRY

Geometry of a suspension starts with the position of the frame mounts and the height of the spindle, not the shape of the control arm. However, there are a few small things in control arm design that can make a big difference in how a vehicle drives and performs.

We create extra caster potential by adjusting the fore and aft position of the ball joints. At the same time, we make sure the wheel is properly positioned in the wheel-well so your new 18" wheels fit like they should!

The balljoint camber travel is re-centered to accommodate the new lowered ride height so the ball joint doesn't bind during extreme suspension movement.

The length of the StrongArms® is optimized to allow proper camber adjustment at your new lowered ride height without using a large stack of shims.

The perimeter of the StrongArms is contoured to allow maximum wheel clearance and turning radius.

All shock mounts, airspring mounts, and swaybar mounts are integrated into the design so you don't have to finish the engineering in order to enjoy your ride!



Determine extension length by jacking the car up until the wheels start to lift off the ground. This will be your extension length; measure the shock from each mounting surface. Next, determine the ride height measurement of your current shock absorber.



This can be achieved by measuring the same points but with the car sitting at ride height. Example A shows where to measure a bearing mount (center to center eye). Example B shows where to measure a stud mounted shock (center of lower eye to the bottom of the stud bushing). Use the dimension chart above to match up measurements.

		Stroke	Mounts	Comp	Ride Height	Ext
Front	22139841	3.85"	Eye/Eye	9.15"	11.5"	13"
Front	22149841	4.75"	Eye/Eye	10.15"	13"	14.9"
Rear	22159841	5.25"	Eye/Eye	10.65"	13.75"	15.9"
Rear	22169841	5.75"	Eye/Eye	11.15"	14.5"	16.9"
Rear	22179841	6.65"	Eye/Eye	12.15"	16"	18.8"
Rear	22189841	7.55"	Eye/Eye	13.15"	17.5"	20.7"
Rear	22199841	8.35"	Eye/Eye	14.15"	19"	22.5"
Front	22139845	3.85"	Stud/Eye	7.55"	9.75"	11.4"
Front	22149845	4.75"	Stud/Eye	8.55"	11.5"	13.3"
Front	22159845	5.25"	Stud/Eye	9.05"	12.25"	14.3"
Front	22169845	5.75"	Stud/Eye	9.55"	13"	15.3"
Rear	22179845	6.65"	Stud/Eye	10.55"	14.5"	17.2"
Rear	22189845	7.75"	Stud/Eye	11.55"	16"	19.1"
Rear	22199845	8.35"	Stud/Eye	12.55"	17.5"	20.9"

HQ Series: Single Adjustable

BUICK	Front	Rear
1965-70 LeSabre	22149859	22199853
1966-70 Riviera	22149859	NA
1961-64 LeSabre	22169847	22199857
1963-65 Riviera	22169847	22199857

CADILLAC	Front	Rear
1956 Cadillac	22159847	22199850
1957-60 Cadillac	22159847	22199850
1961-64 Cadillac	NA	22199850
1965-70 Cadillac	22149859	22199841

F-BODY	Front	Rear
1967-69 Camaro	22149846	22189842
1970-81 Camaro	22159847	22199847
1982-92 Camaro	Strut	22189854
1993-02 Camaro	Strut	22189854

CORVETTE	Front	Rear
1953-62 Corvette	22159850	22189845
1963-82 Corvette	22159846	22149857
1984-87 Corvette	22149847	22149866
1988 Corvette	22169846	22159865
1989-96 Corvette	22149846	22159865
1997-04 Corvette	page 60	page 60
2005-up Corvette	page 60	page 60

FULL SIZE CHEVY	Front	Rear
1955-57 Chevy	22159847	22199854
1958-64 Impala	22169847	22189844
1965-70 Impala	22159847	22189853
1982-96 Impala	22159846	22189853

NOVA	Front	Rear
1962-67 Nova	22169851	22189845
1968-79 Nova	22149846	22189874

A-BODY	Front	Rear
1964-67 Chevelle	22169846	22189853
1968-72 Chevelle	22149846	22189853

G-BODY	Front	Rear
78-88 G-Body	22149846	22189853

GM TRUCKS	Front	Rear
1963-72 C10	22149841	22189841
1973-87 C10	22149841	22199841

MUSTANG	Front	Rear
Mustang II OEM	22139860	NA
1964-66 Mustang	22149852	22179850
1967-70 Mustang	22149852	22179850
1974-78 Mustang	22139860	22179858

GALAXIE	Front	Rear
1960-64 Galaxie	22159846	NA
1965-70 Galaxie	22159846	22199854

FAIRLANE	Front	Rear
1955-56 Fairlane	22159850	22199850
1957-58 Fairlane	22159846	22199847
1959-61 Fairlane	22169846	NA
1966-70 Fairlane	22159851	22179850

TORINO	Front	Rear
1968-71 Torino	22159851	22179850
1972-76 Torino	22159847	22189845

FALCON	Front	Rear
1960-70 Falcon	22159851	22179850

MAVERICK	Front	Rear
1969-77 Maverick	22149852	22179854

MOPAR	Front	Rear
1960-61 Dart	NA	22199868
1962 Dart	22169856	22199867
1963-76 Dart	22169856	22199868
1965-72 Charger	22169856	22199867
1973-76 Charger	22149858	22199867
1968-70 B-Body	22169856	22199867
1970-74 E-Body	22169856	22199867

- Doesn't Leak
- Doesn't Fade
- Rides Great

T-Bar Mounts

Narrow 2-1/4" - 2-9/16"	90002361
Wide 2-5/16" - 2-7/8"	90002362



STRONGARMS™

What says "performance" more than a set of tubular control arms!

After all of the time and effort expended on your ride, you definitely can't let your stamped OEM control arms detract from all that work.

Finish your suspension off with these new tubular control arm systems from RideTech.

Built with all of the care and experience you have come to expect from us, these tubular control arms are a precision-engineered solution for ShockWave® installation, ball joint binding, and frame clearance issues that can haunt some vehicles.

When you combine the performance benefits with the elegant design of these arms, there is no question....

Precise Strong Functional

tech

Alignment specs

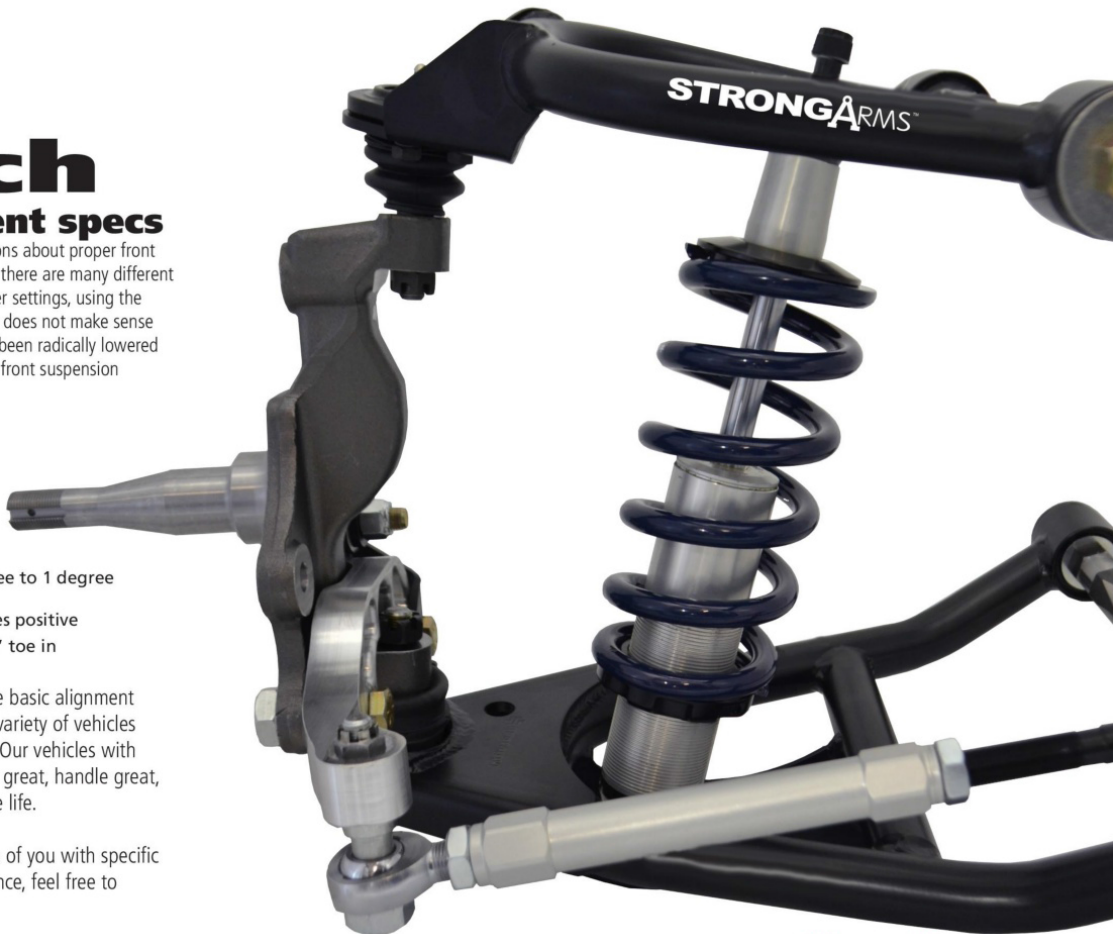
We get lots of questions about proper front end alignment. While there are many different ideas about the proper settings, using the factory specs typically does not make sense on a vehicle that has been radically lowered or even had its entire front suspension changed out.

Here is what we do:

Camber = 0.5 degree to 1 degree
negative
Caster = 3-5 degrees positive
Toe = 1/16" to 1/8" toe in

We have used these basic alignment settings on a wide variety of vehicles with great success. Our vehicles with these settings drive great, handle great, and offer a long tire life.

Obviously, for those of you with specific suspension experience, feel free to experiment!



The upper StrongArm incorporates a billet cross shaft that drops the attachment points by 1" to improve the camber curve geometry. This allows the tire to lean into the turn instead of away from the turn, significantly improving cornering and handling performance.



Upper Arms for ShockWave



Lower Arms for ShockWave

67-70 Mustang

The OEM Mustang lower control arm is a weak multi-piece unit that incorporates a rubber bushing in the strut arm to control braking deflection. The StrongArm tubular control arm is a heavy one-piece design that replaces the rubber bushing with a precision bearing to eliminate any deflection. We also incorporate a threaded adjuster to make caster adjustment much easier.



Upper Arms

Lower Arms for ShockWave

64-72 A-Body

STRONGARMS™

58-64 Impala



Upper Arms

Lower Arms for ShockWave

Lower Arms for CoolRide

Mustang II



Upper Arms

Lower Arms for ShockWave

Lower Arms for CoolRide



Upper Arms

Lower Arms for ShockWave

65-70 Impala

The OEM Impala lower control arm is a weak multi-piece unit that incorporates a rubber bushing in the strut arm to control braking deflection. The StrongArm tubular control arm is a heavy one piece design that replaces the rubber bushing with a precision bearing to eliminate any deflection.

We also incorporate a threaded adjuster to make caster adjustment much easier.



Upper Arms

Lower Arms for ShockWave

67-70 F-Body

Designed for a dropped stance, our tubular STRONGARMS® have realigned ball joint angles to prevent bind and the added caster adjustment enables better high-speed handling. CNC bent tubing construction provides strength and durability.

ShockWave® and Coilover systems use the same StrongArms® CoolRide® StrongArms® are for separate airsprings and shocks



Upper Arms

Lower Arms for ShockWave

55-57 Chevy

Lower Arms for CoolRide

Cars Front

For ShockWave or Coilover

	Upper	Lower
55-57 Chevy	11013699	11012899
58-64 Chevy	11053699	11052899
64-72 GM A-Body	11223699	11222899
65-70 Chevy Impala	11283699	11282899
67-69 GM F-Body	11163699	11162899
67-70 Mustang	12103699	12102899
68-74 Nova	11163699	11162899
Mustang II Street Rod	19013699	19012899
Mopar 68-70 B-Body	13013699	N/A
Mopar 70-74 E-Body	13013699	N/A

For CoolRide

	Upper	Lower
58-64 Chevy	11053699	11051499
Mustang II Street Rod	19013699	19011499
61-66 Lincoln	N/A	12061499

See pages 68-69 for TruTurn Systems with StrongArms®
C2-C3 Corvette,
78-88 G-Body &
64-66 Mustang

NEW

**Chevy
C10**

Rear StrongArm System

Upper Arms

Lower Arms for CoolRide



**Chevy
S10**

Upper Arms

Lower Arms for CoolRide

Lower Arms for ShockWave

**Chevy
Silverado**

**Chevy
C1500**

Lower Arms for ShockWave

Upper Arms

Lower Arms for CoolRide



Upper Arms

Lower Arms for CoolRide

Popular Street Rod Applications



Trucks

	Upper	Lower
63-70 C-10 Front CR	11343699	11341499
63-70 C-10 Front / CO Upper and Lower		11342699
71-72 C-10 Front / CO Upper and Lower		11352699
63-72 C-10 Rear / CO	N/A	11337199
71-72 C-10 Front CR	11353699	11351499
73-87 C-10 Front CR	11363699	11361499
82-03 S-10 Front CR	11393699	11391499
88-00 C3500 Front CR	N/A	11441499
88-98 C1500 Front CR	11373699	11371499
99-06 Silverado Front CR	11383699	11381499
Silverado Front SW / CO	11383699	11382899

CR=CoolRide

SW / CO =ShockWave or Coilover

	CoolRide Lower	ShockWave Lower	Upper Arm for both CoolRide & ShockWave
Mustang II	19011499	19012899	19013699
67-69 Camaro Subframe	N/A	11162899	11163699
70-81 Camaro Subframe	N/A	11172899	11173699

1967-69 Camaro / 1968-74 Nova



- Raised steering arm allows the use of up to an 18x10 with a 5.75 backspace and a 275mm wide tire.
- Tru-Turn centerlink relocates the inner tierod location to minimize bumpsteer to under .050" through 5" of suspension travel.
- The RideTech spindle is 1.75" taller between the ball joints and has a 2" raised spindle pin to offer a 2" static drop from the OEM spindle. This increases the camber gain and leans the tire into the turn instead of away from the turn... dramatic improvement in lateral traction and road feel!
- Comparable with existing StrongArm Components.
- Includes RideTech spindles, steering arms, Billet Tie Rod Adjusters, Tie Rods, And a Bolt-On Centerlink.

Part# **11169500 with spindles**
 Part# **11169501 no spindles**

C2-C3 Corvette



- Taller RideTech spindles optimize camber gain for better handling
- Billet steering arms eliminate bump steer and optimize Ackermann angles
- TruTurn steering linkage optimizes steering geometry
- Delrin control arm bushings offer stable, smooth, and quiet bushing movement
- Integrated Caster Slugs



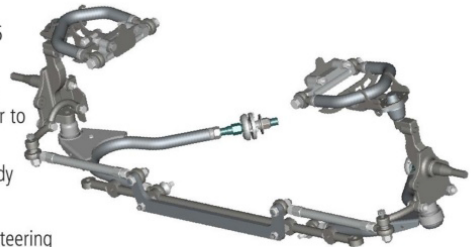
Part#
11529599

1964-66 Mustang



- Raised steering arm allows the use of up to an 18x8 with a 5.5 backspace and a 245mm wide tire.
- Tru-Turn centerlink / steering arm bolts into the OEM mustang centerlink and relocates tierod positions to minimize bumpsteer to ZERO through 5" of suspension travel.
- The RideTech spindle uses commonly available GM A and F Body aftermarket brake systems.

- Compatible with OEM manual and power steering systems as well as the Borgenson power steering conversion box.
- Includes upper and lower StrongArms, Bolt-on centerlink, Ridetech spindles, billet tie rod adjusters.



Part#
12099599

1978-88 G-Body



- Taller upper ball joints to increase camber gain.
- Integrates with OEM spindles.
- Centers the wheels in the wheel well with increased caster settings.
- Optimizes bumpsteer to under .065" through 5" of Suspension travel.
- Includes upper and lower StrongArms, outer tie rod adjusters.



Part# **11329599**

NEW

**10-15
Camaro**

NEW



6061-T6 Billet
Aluminum

**58-64
Impala**



59-64 Upper
Arms

58 Upper Arm

58-64 Lower
Arms

**64-70
A-Body**



68-72 Upper
Arms

64-67 Upper
Arms

64-67 Lower
Arms

STRONGARMS™

**C2-C3
Corvette**

Rear StrongArms system uses fabricated trailing arms and new cross member to both strengthen the rear suspension and provide mounts for the Coilovers and MuscleBar. The design provides maximum tire clearance without modification to the chassis or body.



Cars Rear

Rears	Upper	Lower
58 Chevy	11046699	11054499
59-64 Chevy	11066699*	11054499
59-64 Chevy	11066698	
64-67 GM A-Body	11236699	11224499
68-72 GM A-Body	11246699	11224499
65-66 Chevy Impala	11296699*	11284499
65-66 Chevy Impala	11296698	
67-70 Chevy Impala	11306699*	11284499
67-70 Chevy Impala	11306698	
65-70 Buick Fullsize	11146699	11144499
78-88 GM G-Body	11326699	11324499
79-04 Mustang	12135899	12135899
10-15 Camaro Complete Rear System		11505899
C2-C3 Corvette Complete Rear System		11527199

*includes adjustable panhard bar

**65-70
Impala**

adjustable
articulating rod
end eliminates
bushing bind



Lower Arms

Upper Arm

**79-04
Mustang**



Arms for
ShockWave

improve the driveability of your classic musclecar.

The TRU-TURN system was designed with simplicity in mind. This system is designed to bolt on your musclecar and eliminate bump steer issues the older front end designs are prone to have.

your questions answered:



What is "bumpsteer" and why should I be concerned about it?

Bumpsteer is a term that refers to the control arms and the steering linkage moving in different arcs as the suspension moves through its travel. When this happens, the tierods will move the steering arms [and therefore the wheels] in directions that the driver does not intend. This leads to an "uneasy" feeling car. Some OEM cars [especially older musclecars] can have a lot of bumpsteer...as much as 1"! Imagine the toe setting on your car changing unpredictably as you go down the road! The Tru-Turn system nearly eliminates this situation...the bumpsteer in less than .050" over the entire 5" of suspension travel. This leads to a very stable and comfortable feeling vehicle.

What is camber gain and why should I be concerned about it?

Camber gain refers to the rate of camber change the spindle will see through the range of suspension travel. With most OEM cars [especially older musclecars], the OEM suspension geometry will lean the compressed wheel OUT when turning. [Take a look at an early Chevelle or Camaro taking a hard turn] With the Tru-Turn suspension the compressed wheel will lean INTO the turn, keeping the tire squarely on the ground, thereby offering more lateral grip AND offering a more stable turning experience.

What is the bumpsteer change along the travel of the suspension?

The bumpsteer numbers along suspension travel are just stellar. As indicated at the bottom of the graph, the total variance through 5" of suspension travel is less than .050" ... about the thickness of a dime. Put in context, many [most] newer cars have .150" to over 1" of bumpsteer variation. Indy cars shoot for less than .020".

Is the Tru-Turn system compatible with previous RideTech Camaro components such as the StrongArms, tall spindle, or ShockWaves?

Yes...the Tru-Turn system can be added to your existing RideTech suspension. If you already have RideTech spindles, the upgrade package would include the steering arms, draglink bracket, and the tie rod assemblies.

Do I have to modify my OEM subframe?

No modifications are necessary at all.

Can I really fit a 10" wide wheel with a 275mm tire?

Yes! There is no modification necessary to the subframe, but you WILL need to create clearance on the inner wheelhouse and the outer fender lip. These modifications can be as simple or elaborate as your talent and ambition dictate, but if done nicely, are all but invisible.

Will I sacrifice any turning radius?

No loss of turning radius! An 18x10 wheel with 5.75" of backspace and a 275/35-18 tire will lightly kiss the frame rail or the swaybar at full lock under full compression...just enough to clean the paint off...no damage to the wheel, tire, or other components.

Will a 17" wheel work with this system?

Yes...We have fitted a 17x10 wheel on this system with a Baer 14" rotor and their 6P calipers.

Can I use my stock brakes or other aftermarket brakes with this package?

OEM drum brakes will not work with this spindle. OEM discs or other brands of disc brakes intended for an F-body or A-body GM should be fine.

Is the Tru-Turn system compatible with my OEM control arms, or other brands of control arms?

We have only done fits with the RideTech StrongArms. While it is possible that the OEM arms or another brand of tubular control arm could work, we cannot guarantee fit or performance.

Can I use my existing OEM or other aftermarket dropped spindles with this system?

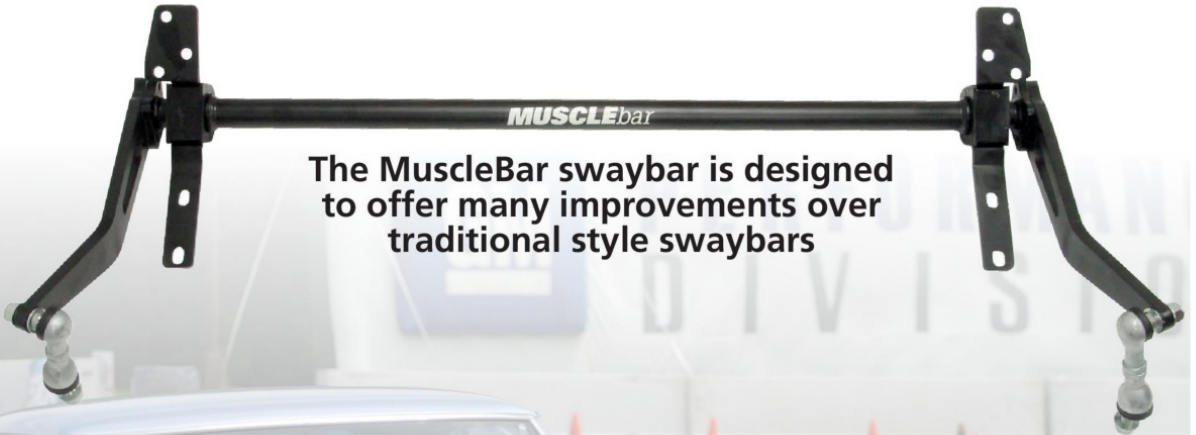
No...the RideTech spindle is a critical part of the whole system. Using a different spindle will create highly unfavorable suspension geometry and would be incompatible with our steering arms.

Let's face it... the most overlooked suspension component is also one of the most important. The magic you could be missing in your suspension may be nothing more than simply adding or upgrading your sway bar!

The new MUSCLEbar™ sway bars were developed specifically for lowered vehicles and will greatly enhance the cornering performance of your car or truck. (Not to mention they'll also make some vehicles safer at the speeds we travel on today's interstate highways.)

**take on the curves
with confidence**

MUSCLEbar



The MuscleBar swaybar is designed to offer many improvements over traditional style swaybars



NEW





MuscleBar Systems

1955-1957 Chevrolet for StrongArms Includes PosiLinks	Bent	Front	11019100
58-64 Impala for StrongArms Includes PosiLinks	Modular	Front	11059100
58-64 Impala	Bent	Rear	11059102
67-69 GM F-Body for StrongArms F-Body Includes PosiLinks	Modular	Front	11169100
68-74 Nova for StrongArms F-Body Includes PosiLinks	Modular	Front	11169100
67-69 GM F-Body for StrongArms Includes PosiLinks	Bent	Rear	11169102
70-81 GM F-Body Includes PosiLinks	Modular	Front	11179100
64-72 GM A-Body	Modular	Rear	11229102
64-67 GM A-Body Includes PosiLinks	Modular	Front	11239100
68-72 GM A-Body Includes PosiLinks	Modular	Front	11249100
65-70 Impala for StrongArms Includes PosiLinks	Bent	Front	11289100
65-70 Impala Includes PosiLinks	Bent	Rear	11289102
78-88 GM G-Body Includes PosiLinks	Modular	Front	11329100
78-88 GM G-Body	Bent	Rear	11329102
63-72 C 10 for ShockWave / Coilover StrongArms with PosiLinks	Modular	Rear	11339102
63-87 C-10 for CoolRide StrongArms Includes PosiLinks	Bent	Front	11369100
88-98 C1500	Bent	Front	11379100
88-98 C1500	Bent	Rear	11379102
99-06 Silverado Includes PosiLinks	Bent	Front	11389100
82-03 S-10 Includes PosiLinks	Bent	Front	11399100
2010-2015 Camaro for StrongArms	Splined	Rear	11509102
2012-2015 Camaro for stock arms (FE4)	Splined	Rear	11509103
63-67 Corvette Includes PosiLinks	Splined	Front	11529100
63-67 Corvette Includes PosiLinks	Splined	Rear	11529102
68-79 Corvette Includes PosiLinks	Splined	Front	11539100
68-79 Corvette Includes PosiLinks	Splined	Rear	11539102
97-04 Corvette Includes PosiLinks	Splined	Front	11589100
97-04 Corvette Includes PosiLinks	Splined	Rear	11589102
05-13 Corvette Includes PosiLinks	Splined	Front	11599100
05-13 Corvette Includes PosiLinks	Splined	Rear	11599102
64-66 Mustang for StrongArms Includes PosiLinks	Bent	Front	12099100
67-70 Mustang For use w/ RideTech arms Includes PosiLinks	Bent	Front	12109100

- Tuned to improve body roll and make your car drive better and corner flatter
- Modular in design to allow more tire clearance
- Incorporates PosiLink end links to eliminate bind and improve transfer of motion
- Uses a simple 3 or 4 bolt arm/bar connection to avoid "clocking" errors
- Designed to minimize ground clearance and oil pan clearance issues
- Fits OEM chassis – no fabrication



Includes sway bar, delrin bushing inserts, frame mounts, and end links



We increase the diameter of the swaybar to minimize the body roll through the corners and optimize the handling performance.

55-57 Chevy Car	Front	11019120
58-64 GM "B" Body	Front	11059120
58-64 GM "B" Body	Rear	11329102
67-69 GM "F" Body	Front	11169120
70-81 GM "F" Body	Front	11179120
64-67 GM "A" Body	Front	11239120
68-72 GM "A" Body	Front	11249120
64-72 GM "A" Body	Rear	11229122
68-74 Nova	Front	11269120
78-88 G-Body	Front	11329120
78-88 G-Body	Rear	11329102
63-72 C10	Front	11339120
73-87 C10	Front	11369120

bolt-on 4-link systems

leaf spring replacement

Muscle cars have always been the backbone of hotrodding... and now they are hotter than ever! The problem is, nobody wants to put up with the ride quality, handling, and braking technology of 40 years ago. After driving a new Camaro or Mustang, the compromises of a 40-year-old leafspring suspension just don't cut it! **There is a solution...**

The Bolt-On 4-Link from RideTech will directly bolt into the OEM leafspring mounts of your musclecar... no cutting, no fabrication, just 4 small tabs to weld to the axle for your upper bars. The ride height of your car is typically lowered by approximately 2".

The ride quality is dramatically improved over stock and you'll experience a crisp, controlled ride quality that will inspire more confidence for performance driving.

The Bolt-On 4-Link eliminates the OEM leafspring and replaces them with a 4-link rear suspension. The 4-link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners.

proven performance



We wouldn't expect you to bolt on any suspension component that we haven't thoroughly tested.

We regularly use our cars in a wide range of performance driving environments, as well as plain ol' highway time.

Our Bolt-On 4-Link systems have proven time and time again to provide not only ground shaking traction, but a great highway ride as well.

musclecar 4-link systems

NEW

70-81 Camaro / Firebird

11177199

With Heims 11177197



67-69 Camaro / Firebird



11167199

With Heims 1167197

68-74 Nova



11267199

With Heims 11267197

C2-C3 Corvette

Rear StrongArms system uses fabricated trailing arms and new cross member to both strengthen the rear suspension and provide mounts for the Coilovers and MuscleBar. The design provides maximum tire clearance without modification to the chassis or body.

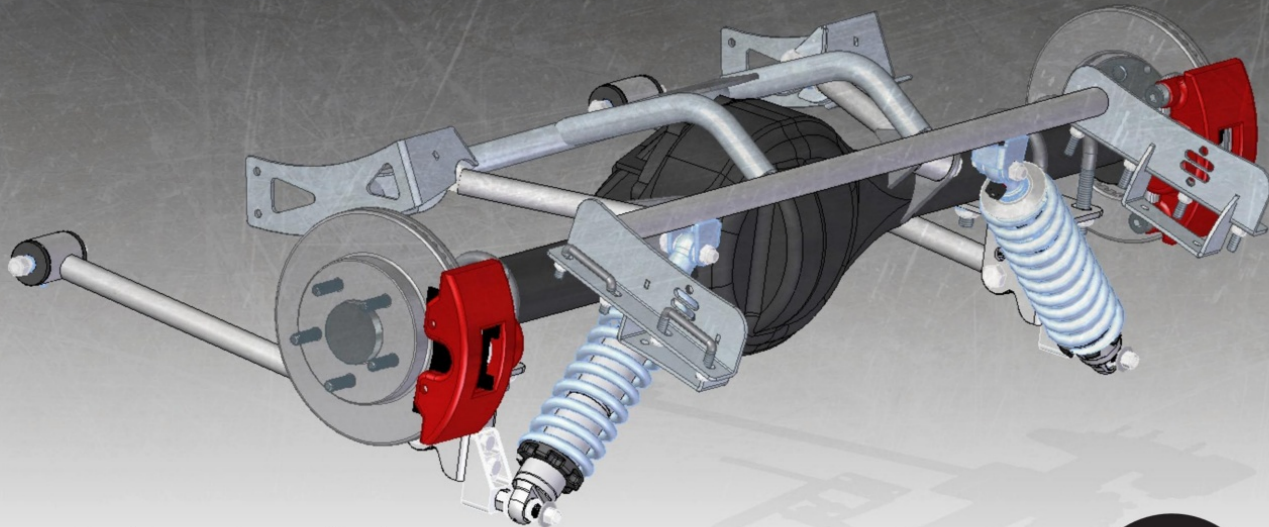


C2-C3 Corvette
Complete Rear System
11527199

55-57 Chevy



11027199 - One piece frame
11037199 - Two piece frame



- *Bolt-on installation*
- *Greatly improved handling performance*
- *Ultimate ride quality*



All muscle car Bolt-On 4-Link Systems include the 4-link assembly, all brackets, and fasteners. ShockWaves® OR Coilovers sold separately!



truck 4-link systems

The Bolt-On 4-Link is a bolt-on 4-link air ride system that replaces the leafsprings entirely.

We have designed several specific systems for late model full size and mini trucks.

A Bolt-On 4-Link system will lower your truck as much as 10" while improving handling and load capacity.

Installation is completely bolt-on with no welding or fabrication necessary.

For the customer that wants a bolt-on system with no fabrication or welding this is the answer!



- Bolt-on installation
No welding required!
- Lowers vehicle up to 10"
- Specific systems for late model full size and mini trucks
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance, and load capacities
- Improves ride quality
- *Better handling*



The ORIGINAL bolt-on 4-link air suspension systems!

NEW



73-87 Chevy C-10



88-98 Chevy C1500



63-70 Chevy C10



99-06 Chevy Silverado

4-link systems

Application	Part #
63-72 C-10 Rear SW / CO (includes our bolt-on C-notches)	11337199
82-03 S10	11396710
73-87 Chevy (includes our bolt-on C-notches)	11367199
88-98 C1500 Chevy and GMC Truck (includes our bolt-on C-notches)	11376710
99-06 Silverado/Sierra (includes our C-notches)	11386710

Includes HQ single
adjustable shocks



bolt-on 4-link leaf spring replacement

All muscle car systems include bolt-in 4-link assembly, all brackets, & fasteners

64-70 Mustang



60-64 Ford Galaxie



70-74 Mopar E body



68-70 Mopar B body



Choose ShockWave or Coilover!

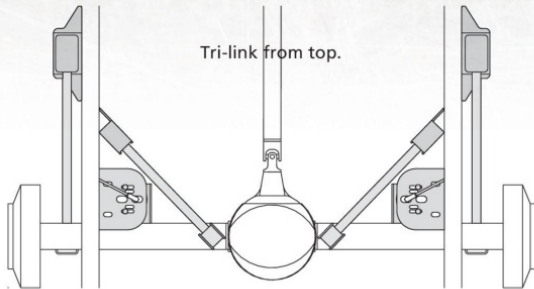
Application	Bushings	Heims	HQ CoilOvers	TQ CoilOvers
67-79 Camaro Firebird	11167199	11167197	11166510	11166511
70-81 Camaro Firebird	11177199	11177197	11176510	11176511
62-67 Nova	11257199	11257197	11256510	11256511
68-74 Nova	11267199	11267197	11266510	11266511
55-57 Chevy	11027199	11027197	11016510	11016511
64-66 Mustang	12087199	12087197	12096510	12096511
67-70 Cougar	12087199	12087197	12106510	12106511
67-70 Mustang	12117199	12117197	12116510	12116511
60-64 Ford Galaxie	12167199	12167197	12166510	12166511
70-74 Mopar E-Body	13027199	13027197	13026510	13026511
68-70 Mopar B-Body	13017199	13017197	13016510	13016511
C2-C3 Corvette	11527199 (\$1900)		11526510	11526511



tech: 4-link TECHNOLOGY

Which is better?

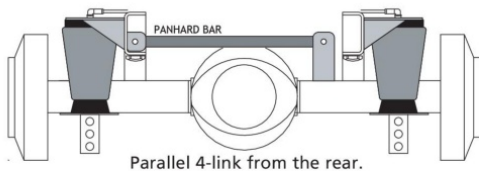
Both styles of 4-link accomplish the same thing... very simply, they hold the rear axle in the vehicle. The function of a 4-link is to keep the rear axle in its proper place under the vehicle. The bottom 2 links keep the axle in place front to back. The upper 2 links keep the axle from rotating, keeping the pinion angle as constant as possible.



On a triangulated 4-link the uppers bars are placed at an angle to the lowers. When connected securely to the axle and the frame they form a "triangle". This is what keeps the rear axle centered under the vehicle.

On a parallel style, a "panhard bar" must be used. It runs horizontally across the vehicle connecting the axle to the frame, allowing only up and down movement. Although there are several theories as to which is "better", in the real world it comes down to available space and preference.

A parallel 4-link fits most trucks better because the fuel tank is usually right in front of the axle, inboard of the frame. A parallel is sometimes easier to install because the link bar frame mount is one piece instead of two... less time in placing and welding the upper bar mounts. But a parallel 4-link



requires a panhard bar which adds slightly to the expense and can use up valuable space needed for the exhaust system.

A panhard bar will also induce a small amount of side-to-side movement during suspension travel... not enough to feel, but it may concern the customer who has an extremely tight tire-to-fender clearance. With a parallel 4-link, you are locked into a side frame link position... with a triangulated 4-link, the lower links can be placed beside the frame or under the frame for clearance purposes.

Either system is very straight-forward to install. You will spend more time with the tape measure than the saw or welder. All else being equal, for the absolute rookie, the parallel may be a bit easier to visualize and understand during installation.

Triangulated 4-link (vs. parallel 4-link)

PROS

- NO side-to-side movement at all... you can run tighter tire-to-fender clearance.
- Less hardware to buy and install (no panhard bar)
- Allows flexibility in bar placement to avoid obstacles

CONS

- Angled upper bars can interfere with exhaust
- Angled upper bars can interfere with fuel tank on late model trucks
- 4 more attachment points to plot and install (parallel has bar mounts built together)

Parallel 4-link (vs. triangulated 4-link)

PROS

- Slightly easier to visualize and install (bar mounts are built together)
- Can be installed beside frame-rail, inboard, or outboard
- May allow more room for exhaust (no angled upper bars)

CONS

- Requires a panhard bar (extra cost and installation)
- Panhard bar will induce a slight amount of side-to-side movement during suspension travel... requires slightly more tire to fender clearance.
- Panhard bar may interfere with exhaust

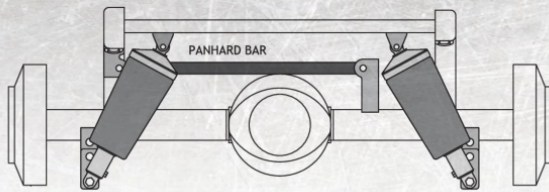
Why should I put a 4-link under my car?

What will a 4-link do better than a leafspring?

In a leafspring suspension, the leafs perform 2 functions. First, they hold the rear axle in the car. They prevent both forward and aft movement and minimize pinion angle change during suspension travel. Secondly, while they are doing this, they also support the load of the vehicle.

For an OEM vehicle that has had thousands of hours of development time behind it, and that will operate within a predictable range of suspension travel, leafsprings do a very adequate job. The problem occurs when the operating envelope is changed... lower ride height, more horsepower, different weight distribution, maybe a trailer... it's called hotrodding! The leafsprings cannot be expected to perform as intended if the operating parameters are changed.

With a 4-link suspension, we have separated the function of locating the rear axle and supporting the vehicle, just as GM has done since 1958. We like the 4-link rear suspension because of its ability to properly locate the rear axle no matter how soft we want to make the spring. With a leafspring rear suspension, softening the spring rate can cause other problems such as side to side flex or axle wrap (when the axle tries to twist the leafs out of the vehicle).



Parallel 4-link from rear with ShockWave® 8000

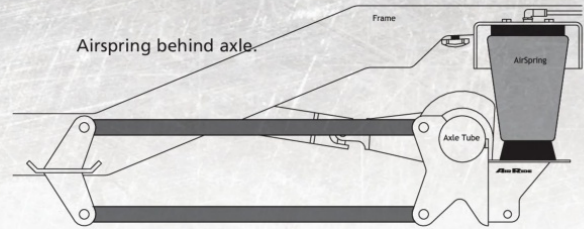
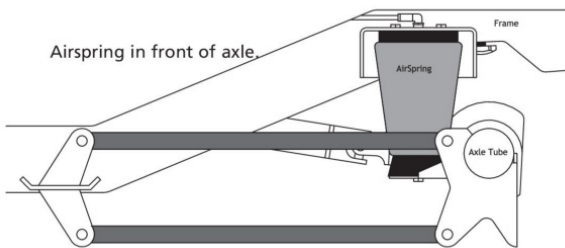
just a few FAQ's...

I have a straight axle under my '32 and am happy with the ride height and quality. Can I use an air suspension on the rear only?

ABSOLUTELY! We have several customers who have installed a 4-link and airsprings or ShockWaves® under the rear of their vehicles to improve ride quality. The rear of the vehicle is where you will actually see the most ride quality improvement. This is because you sit closer to the rearend and any load changes (fuel, passengers, luggage, trailer) will be supported by the rear suspension. For those customers who are looking for ride quality... start with the rearend.

In setting up my rear 4-link air suspension, should I place the airsprings in front or behind the axle? Inboard or outboard of the frame-rail?

It really comes down to where there is the most room. A forward position will offer slightly more travel and can sometimes offer better ride quality. A rear position can offer slightly more load capacity. Any spring, coil, leaf, or air, will perform better if placed farther apart under the chassis. Keep in mind these performance differences are quite small and that the real criteria should be available space in your particular vehicle.



At what angle should I place the 4-link bars? The panhard bar? How critical are the angles?

We typically try to place the lower bars level at ride height. this will minimize "roll steer" (slight wheelbase change caused by the arc of the bars going through their travel). The upper bars should also be level, or slightly down at the front, if need be. This configuration will provide stable handling and braking characteristics. It is important to get the bars exactly the same from side to side to avoid unpredictable handling problems. It is also extremely important to make sure the panhard bar is level at your highway ride height. This will minimize side travel of the rear axle induced by the arc of the panhard bar going through its travel. Obviously there are precise formulas for placement of the 4-link bars to maximize certain performance criteria, but these performance differences are quite small on a road car. Put the bars in level, or close to it, at ride height, and you'll be fine.

What about "reverse" 4-links? What happens when you run the bars backwards?

NO NO NO!!! By the way, did we say NO?! It doesn't matter what the truck magazines say... DO NOT run the 4-link bars backwards! *Here's what happens...* When the top bars are run backwards, the diverging arcs of the upper and lower bars will create such a massive pinion angle change that under extreme amounts of suspension travel, you may actually pull the drive shaft out of the transmission! If you want to see this effect for yourself, get a sheet of pegboard and a couple of yardsticks... simulate the scenario for yourself. The second effect of running the upper bars backwards is completely screwed up handling dynamics. With a normal 4-link, when you hit the brakes, the suspension geometry wants to lift the rear of the vehicle... therefore trying to "plant" the rear tires and assisting the braking action. When the upper bars are reversed, this dynamic is eliminated or even reversed... when you hit the brakes the suspension actually unloads the tires thereby massively reducing available braking performance. This is not our opinion... it is simply physics.

We don't know who thought up this "backwards" 4-link stuff but apparently it was originally used to provide clearance for an airspring sitting on top of the lower bars that pointed to the front. The truck magazines picked it up, the readers took it as gospel, and the rest is history.

universal 4-link systems

- Superior ride quality
- Rubber bushings eliminate poly bushing squeak & improve ride quality
- Allows maximum suspension travel and tighter wheel-to-fender clearances
- Highly adaptable to most vehicles
- Simple, straightforward installation
- .219" wall direct-threaded DOM tubing for maximum strength
- .188" wall alloy steel brackets are CNC lasercut and folded for strength and accuracy



Heavy duty trucks are the perfect application for an air suspension. With a traditional suspension, you are forced to endure a harsh ride quality when unloaded in order to accommodate any anticipated cargo when loaded. With air suspension, however, you can adjust the spring rate via air pressure to be appropriate for any cargo load, light or heavy!

The HD 4-link features 1.5" diameter .188" wall DOM tube 4-link bars, large durable poly bushings, 2" diameter .250" wall tubing bridge, .250" thick plate steel brackets, and Firestone airsprings with a total load capacity of around 7,000lbs.

HD 4-Link System

HD Weld-in 4-link - (powder coated) 11006799

Items above do not include panhard bar or shocks

HD Panhard Bars

9" Ford	19999001
2001-2006 Chevy Silverado HD	11459099
1973-1991 GM C30	11439099
1988-2000 Chevy C3500	11449099
1999-2004 Ford F350	12229099
1994-2002 Dodge 3500	13009099
Steel Body N/A Shocks	11000800
Aluminum Mono-tube Shocks	11000801





RideTech offers the 4-link rear suspension in a parallel style. Very similar in construction to the tri link... rubber bushings, heavy tubing, lasercut brackets... but the parallel 4-link uses a panhard bar to position the rear axle side to side.

In many applications, such as late model trucks, this configuration avoids interference between the upper bars and the OEM gas tank. The parallel 4-link is also slightly easier for the casual installer to visualize and install because there are fewer bar mounts to deal with... the frame brackets and axle brackets carry both upper and lower bars.

The parallel 4-link is available separately, with airsprings and weld-on brackets, with bolt-on rear mounted airspring brackets, or with ShockWaves®.

Parallel Systems

Weld-in 4-link - Parallel (powder coated) 18988899

Weld-in 4-link - Parallel (polished stainless) 18988999

Items above do not include airsprings, shocks, or ShockWaves; please make selection below



The triangulated version 4-Link is a tubular version of the tried and true rear suspension that GM has used since 1964. Welding and basic fabrication skills are needed. As a result, the triangulated 4-link is highly adaptable to a variety of custom installations.

The triangulated 4-link can use a CoolRide® style airspring/bracket/shock arrangement or a rear ShockWave® as an upgrade option. For the professional shop or advanced installer, the triangulated 4-link is the top choice.

The triangulated 4-link is designed for the professional builder who wants a straightforward, no-compromise rear air ride suspension.

Triangulated Systems

Weld-in 4-link - Triangulated (powder coated) 18987999

Weld-in 4-link - Triangulated (polished stainless) 18988099

Items above do not include airsprings, shocks or ShockWaves; please make selection below



CoolRide Mounting Kit 11004699

[includes airsprings w/weld-on axle mounts, weld-on lower shock brackets, and weld-in upper shock/airspring cross member. Does NOT include shocks - please make selection below]



ShockWave / Coilover Mounting Kit 11009099

[includes billet ShockWave mounts, and weld-in upper ShockWave cross member. Does NOT include ShockWaves - please make selection below]

Shocks / ShockWaves / CoilOvers

HQ Single Adj. (pair)

ShockWaves 21150701

Coolride Shocks 21159910

Coilovers 24159901

coil-springs sold separately see pages 28-29





Load Leveling Made Easy!

It should not be surprising that small, lightweight cars should have soft springs, and large construction equipment should have beefy, stiff springs. But what about pickup trucks? These vehicles can operate with no cargo at all (no weight in the bed), or with thousands of pounds of cargo positioned over the rear axle. Ideally, the leaf spring of a pickup should adjust between soft (no cargo) or stiff (maximum cargo). Unfortunately, traditional leaf or coil springs are only sized for one loading condition. Fortunately, the LevelTow fixes this problem.

The new LevelTow kit is installed between a truck's leaf springs and frame, supplying extra load support when needed. The compressor kit contains a leveling valve similar to a semi-truck, when a load is applied the sensor allows the compressor to automatically fill the airsprings to maintain proper drive height allowing for a level and comfortable ride when hauling trailers, RVs, and boats. Premium Fox Shocks, designed to improve ride quality, are also included in most LevelTow packages. These shocks have custom valving for maximum ride comfort for loaded or empty loads.

See how it works:

The LevelTow system is a direct bolt-on system. **RADICAL** improvement to ride quality and handling towing performance!



- **Easy load leveling that improves steering control and braking**
- **Reduces friction and tire wear**
- **Quick rear height adjustment for easier trailer hookup**
- **Improved ride quality and handling**
- **Easy bolt-on installation**

Each LevelTow kit is specifically designed for each vehicle application, and like most of our products, it is a complete bolt-on installation. Never has there been an easier way to improve the ride quality and load leveling of your truck trailering application.



We are so confident of the performance and durability of our shocks, we offer a 1,000,001 mile warranty on all RideTech shocks purchased after Jan. 1 2013.

To enroll in the 1,000,001 mile warranty program:

- Purchase a pair of RideTech shocks from RideTech or your favorite RideTech dealer
- To register your purchase, or return your registration card to RideTech 350 S. St. Charles Street Jasper, In. 47546 ATTN: 1,000,001 Mile Warranty.

**Registration needs to happen within 30 days of purchase to remain eligible for this extended warranty. That's it! If you ever have a shock failure in the next 1,000,001 miles, RideTech will repair that shock FREE of charge.

Level Tow Systems

1999-2007 Silverado and Sierra C1500 2WD.	81214001
1999-2007 Silverado and Sierra K1500 4WD.	81214002
2001-2010 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD.	81214003
2011-2015 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD.	81214004
2007-2015 Silverado and Sierra 1500 2WD and 4WD.	81214005
1988-1998 C&K 1500,2500,3500.	81214006
2003-2014 G1500 Express Van.	81214007
2003-2014 G2500 Express Van.	81214008
1997-2004 Heritage F150 2WD Without in Bed Hitch.	81224001
1997-2004 Heritage F150 4WD	81224002
1997-2003 F250 4WD Non Super Duty Without in Bed Hitch.	81224002
1997-2003 F250 2WD Non Super Duty Without in Bed Hitch.	81224003
1999-2004 F250, F350 4WD With or Without in Bed Hitch.	81224004
1999-2004 F250, F350 2WD With or Without in Bed Hitch.	81224005
2004-2008 F150 2WD Without in Bed Hitch.	81224006
2004-2008 F150 4WD (not FX2) Without in Bed Hitch.	81224007
2005-2007 F250, F350 4WD With or Without in Bed Hitch.	81224008
2005-2007 F250, F350 2WD With or Without in Bed Hitch.	81224009
2008-2010 F250, F350 4WD (GAS) With or Without in Bed Hitch.	81224010
2011-2015 F250, F350 4WD (GAS) With or Without in Bed Hitch.	81224010
2008-2010 F250, F350 2WD (GAS) With or Without in Bed Hitch.	81224011
2011-2015 F250, F350 2WD (GAS) With or Without in Bed Hitch.	81224011
2009-2014 F150 2WD, Without in Bed Hitch.	81224012
2009-2014 F150 4WD, (NOT Raptor) Without in Bed Hitch.	81224013
11-15 F250, F350 4WD (DIESEL) With or Without in Bed Hitch.	81224014
11-15 F250, F350 2WD (DIESEL) With or Without in Bed Hitch.	81224015
2000-2006 Excursion 4WD.	81224016
2005-2015 F450 Commercial 2WD, 4WD.	81224017
2015 F150 2WD, 4WD.	81224018
1994-2001 Dodge Ram 1500 2WD and 4WD.	81234001
1994-2002 Dodge Ram 2500,3500 2WD and 4WD.	81234002
2002-2008 Ram 1500 2WD and 4WD (except Mega Cab).	81234003
2006-2008 Ram 1500 Mega Cab 4WD	81234004
2003-2012 Ram 2500, 3500 2WD and 4WD (except PowerWagon).	81234004
2009-2014 Dodge Ram 1500 2WD & 4WD.	81234005
2013 Dodge Ram 3500 2WD & 4WD.	81234006
2014-2015 Dodge Ram 2500 2WD & 4WD.	81234007
2007-2015 Toyota Tundra.	81244001
Front Shock Kit for 1999-2006 & 2007 Silverado and Sierra K1500 4WD.	81211001

Front Shock Kits

2001-2010 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD.	81211002
2011-2015 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD.	81211003
1997-2003, 2004 Heritage F150 4WD.	81221001
1999-2004 F250, F350 4WD; 2000-2006 Excursion.	81221002
2005-2015 F250, F350 4WD.	81221003
1994-2011 RAM 1500 4WD.	81231001
1994-2012 RAM 2500, 3500 4WD &	81231002
2006-2008 Mega Cab 4WD.	81231002
2013-2015 3500 2WD, 4WD.	81231002
2002-2005 RAM 1500 4WD.	81231003
2014-2015 RAM 2500 4WD.	81231004

TURN ONE

HIGH PERFORMANCE STEERING SYSTEMS

Turn One's technicians tune every gear to have precision left/right balancing, and dyno test them to make sure that everything is working to the highest standard. Our rack and pinion valve technology improves the on-center feel, to give you more control over your vehicle.

Benefits:

- Direct bolt-in replacement for Saginaw 700 gear
- 5lbs lighter than traditional gears
- Rack & pinion valve technology
- 100% new components made in the USA
- Tested & certified to ensure top quality & performance
- .210" T-bar for modern-day feel
- Dyno tested
- Custom-built to order
- On-center feel improved



TURN ONE STEERING BOXES

Fits 64-72 GM "A" Body, 67-81 GM "F" Body, 78-88 "G" Body

Bare finish 12.7:1 600 Series Steering Box	11009560
Ceramic Coated 12.7:1 600 Series Steering Box	11009561
Ceramic Coated 10:1 600 Series Steering Box	11009562
Rag joint half coupler for 3/4"-30 Spline for 600 series gear	

(Required on pre 1979 vehicles to adapt stock steering shaft to 600 Steering Gear)	90002004
GM "O" ring to Inverted Flare Adapter Kit.	
Needing when using stock style hoses on 600 Series Steering Box.	90002006

Borgeson Power Steering Box Conversions

Many classic muscle cars use an external slave cylinder as a "power assist". The slave cylinders have a tendency to leak, and the box ratios are slow and they offer minimal "feel" at the wheel.

These Borgeson systems convert it to a modern power box using Delphi 600 Series gears, which eliminates the external slave cylinder completely. The 600 Series gears offer faster ratios and utilize rack & pinion valve technology to give your classic muscle car modern driveability.



63-66 Corvette for OEM manual steering Includes box, pump, brackets, pulley, rag joint, adapter and hoses.	11529530
67-82 Corvette for OEM manual steering Includes box, pump, brackets, pulley, rag joint, adapter and hoses	11529531
63-66 Corvette for OEM power steering Includes box, rag joint, adapter and hoses.	11529532
67-82 Corvette for OEM power steering Includes box, rag joint, adapter and hoses.	11529533
67-82 Corvette for OEM power steering Includes Pump Brackets and Pulley.	11529534
63-82 Corvette Borgeson Steering Box Brace Kit	11539535

*Note the last year of C2 has the newer steering column

64-66 Mustang w/ OEM power steering Includes box, rag joint, center link, steering shaft and hoses.	12099530
64-66 Mustang w/ OEM manual steering (6 Cylinder) Includes box, pump, pulley, brackets, rag joint, center link, steering shaft and hoses.	12099531
64-66 Mustang w/ OEM manual steering (8 Cylinder) Includes box, pump, pulley, brackets, rag joint, center link, steering shaft and hoses.	12099532
Z-bar Clutch Linkage for 64-66 Mustang. (V8) Required to clear Borgeson steering box.	12099533



C2/C3 Corvette 1963-1982
Power Steering Box Reinforcement
Part #: 11539535

The frame and box flex is now a thing of the past, thanks to this bracket

Extreme+

This system features the 6S 6-piston Monoblock caliper mounted to a 14" 2 piece slot, drill, zinc plated rotor. Baer systems include stainless steel brake hoses as well as calipers that have D.O.T compliant dust and weather seals. Quality bearings used, along with NAS high grade stainless hardware for our pre-assembled 2-piece rotor. The 6S and 6R (R-Spec) calipers are Baer's Flagship offering, and are built out of a single piece of US sourced 2618 forged aluminum.



Pro+

This system features the 6P 6-piston caliper mounted to a 13" 2 piece slot, drill, zinc plated rotor. Baer systems include stainless steel brake hoses as well as calipers that have D.O.T compliant dust and weather seals. Quality bearings used, along with NAS high grade stainless hardware for our pre-assembled 2-piece rotor.



More brake product options for many applications available online

color options available





BAER BRAKE SYSTEMS



Mustang Front 1965-1966 with Ridetech TruTurn Suspension

Extreme+ Caliper	15 Rotor	12099565
Extreme+ Caliper	14 Rotor	12099566
Pro+ Caliper	13 Rotor	12099567
Pro+ Caliper	14 Rotor	12099568

Mustang Rear 1965-1966

Includes park brake assembly and cables
Fits stock rear end 8 or 9 inch with standard small bearing

Extreme+ Caliper	14 Rotor	12099571
Pro+ Caliper	13 Rotor	12099572
Pro+ Caliper	14 Rotor	12099573

GM Applications using RideTech Spindle

Fit's 67-69 "F" Body, 68-74 "X" Body, 64-72 "A" Body & 63-82 Corvette using RideTech Tall Spindle

Extreme+ Caliper	14 Rotor	11009525
Pro+ Caliper	13 Rotor	11009526
Pro+ Caliper	14 Rotor	11009527

Corvette Rear 1965-1982

Reuses your factory park brake assembly
For disc trailing arm rear only

Extreme+ Caliper	14 Rotor	11529563
Pro+ Caliper	13 Rotor	11529564
Pro+ Caliper	14 Rotor	11529565

67-69 GM "F" Body Rear Chevy 10/12 Bolt

w/ C-Clips Includes park brake assembly and cables

Extreme+ Caliper	14 Rotor	11169560
Pro+ Caliper	14 Rotor	11169561
Pro+ Caliper	13 Rotor	11169562

67-69 GM "F" Body Rear BOP 10/12 Bolt

w/ Bearing on Axle - Includes park brake assembly and cables

Extreme+ Caliper	14 Rotor	11169563
Pro+ Caliper	14 Rotor	11169564
Pro+ Caliper	13 Rotor	11169565

68-74 GM "X" Body Rear Chevy 10/12 Bolt

w/ C-Clips Includes park brake assembly and cables

Extreme+ Caliper	14 Rotor	11169560
Pro+ Caliper	14 Rotor	11169561
Pro+ Caliper	13 Rotor	11169562

64-72 GM "A" Body Rear Chevy 10/12 Bolt

w/ C-Clips - Includes park brake assembly and cables

Extreme+ Caliper	14 Rotor	11239560
Pro+ Caliper	14 Rotor	11239561
Pro+ Caliper	13 Rotor	11239562

64-72 GM "A" Body Rear BOP 10/12 Bolt

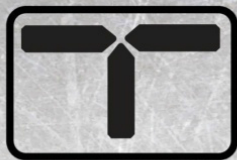
w/ Bearing on Axle - Includes park brake assembly and cables

Extreme+ Caliper	14 Rotor	11239563
Pro+ Caliper	14 Rotor	11239564
Pro+ Caliper	13 Rotor	11239565

General Fit Rear Applications Ford 9"

w/ Torino Bearing - 5 on 4.5" or 4.75" pattern

Extreme+ Caliper	14 Rotor	11009570
Pro+ Caliper	14 Rotor	11009571
Pro+ Caliper	13 Rotor	11009572



TIGER CAGE

Tiger Cage vs. weld-in rollcage

	Weld-in rollcage	TigerCage
Bolt-in installation	No	Yes
welding	Yes	No
Installation time	20-50 hours and up [plus painting]	Approx. 6 hours
Parts or material cost	\$400-\$1000	Starting at \$2500
Installation cost	\$1500-\$4000 and up depending on complexity, fabricator shop rate, and skill	\$450 [@ a shop rate of \$75 per hour] Less if you do it yourself
fabrication	Yes even with model specific kits	No installs with a drill and a couple of wrenches
Installation in a finished car	Difficult (try properly welding completely around a tube in a finished car)	Easy The prototype TigerCage was developed on the Velocity Camaro... AFTER it was finished
interior removal	yes	No
Damage to car paint or interior during installation	Likely, depending on fabricator skills	Very UN-likely
Pre-engineered mounts bracketry and tube design	Depending on fabricator	Yes
All materials and components made in America	Likely, but not guaranteed	Yes
Sanctioning body certified	Depending on material, design, & fabricator skills	Pending, in progress
Removable	No	Yes
Choice of door bar style	Depending on fabricator skills	Yes
Minimal interior intrusion	Depending on fabricator skills	Yes
Patent pending clamp collar connectors	No	Yes
Interfaces with structural strong point of car	Depending on fabricator skills	Yes
Weight	???	Approx. 95 lbs with fasteners
Finished appearance	Difficult to paint, weld appearance depends on fabricator skills	Professional premium stainless steel
Appropriate for a 6 second Pro Mod car	Depending on fabricator skill	No... you got us there. You need to find a talented chassis builder!

	Basic 4 Point Cage	Road Race Door Bars	Seat Belt Bar	5 Point Harness (each)
1964-1967 GM A Body	41230000	41232000	41233000	49999999
1967-1969 Camaro	41160000	41162000	41163000	49999999
1968-1972 GM A Body	41240000	41242000	41243000	49999999
1968-1974 Chevy Nova	41260000	41262000	41263000	49999999
1970-1973 Camaro	41180000	41182000	41183000	49999999
1974-1981 Camaro	41190000	41192000	41193000	49999999
2005 and Up Mustang	42150000	42152000	42153000	49999999
			Lap Belt Bracket	Seat Belt Bar Kit
C5 Corvette			41583002	41583000
C7 Corvette			41603005	41603000



Upgrade your steering

Replace / upgrade your worn-out steering components for the complete transformation:



Steering Components:

64-67 "A" Body 13/16" CenterLink

RideTech Kit	11239570
Idler Arm	90003005
Outer Tie Rod End (ea)	90003020
Inner Tie Rod End (ea)	90003027
Alum Tie Rod Sleeves (pr)	11229400
Center Link (13/16")	90003033

64-67 "A" Body 7/8" CenterLink

RideTech Kit	11239571
Idler Arm	90003004
Outer Tie Rod End (ea)	90003020
Inner Tie Rod End (ea)	90003027
Alum Tie Rod Sleeves (pr)	11229400
Center Link (7/8")	90003040

68-70 "A" Body

RideTech Kit	11249570
Idler Arm	90003005
Outer Tie Rod End (ea)	90003020
Inner Tie Rod End (ea)	90003027
Alum Tie Rod Sleeves (pr)	11229400
Center Link	90003034

70-81 "F" Body Power Steering

RideTech Kit	11179570
Idler Arm	90003007
Outer Tie Rod End (ea)	90003024
Left Inner Tie Rod End (ea)	90003025
Right Inner Tie Rod End	90003026
Alum Tie Rod Sleeves (pr)	11179400
Center Link	90003036

71-72 "A" Body

RideTech Kit	11249571
Idler Arm	90003005
Inner Tie Rod End (ea)	90003014
Outer Tie Rod End (ea)	90003023
Alum Tie Rod Sleeves (pr)	11249400
Center Link	90003034

63-64 Impala

RideTech Kit	11059572
Idler Arm	90003043
Inner Tie Rod End (ea)	90003053
Outer Tie Rod End (ea)	90003047
Alum Tie Rod Sleeves (pr)	11059400

61-62 Impala

RideTech Kit	11059571
Idler Arm	90003043
Inner Tie Rod End (ea)	90003053
Outer Tie Rod End (ea)	90003046
Alum Tie Rod Sleeves (pr)	11059400

58-60 Impala

RideTech Kit	11059570
Inner Tie Rod End (ea)	90003053
Outer Tie Rod End (ea)	90003046
Alum Tie Rod Sleeves (pr)	11059400

55-57 Bel Air Manual

RideTech Kit	11019570
Inner Tie Rod End (ea)	90003052
Outer Tie Rod End (ea)	90003045
Alum Tie Rod Sleeves (pr)	11019400

67-70 C10

RideTech Kit	11349570
Idler Arm	90003044
Inner Tie Rod End (ea)	90003049
Outer Tie Rod End (ea)	90003048
Alum Tie Rod Sleeves (pr)	11349400

68-69 "F"/68-74 "X" Manual Steering

RideTech Kit	11169575
Idler Arm	90003006
Pitman Arm	90003010
Outer Tie Rod End (ea)	90003022*
Inner Tie Rod End (ea)	90003027*
Alum Tie Rod Sleeves (pr)	11169400*

68-69 "F"/68-74 "X" Power Steering

RideTech Kit	11169576
Idler Arm	90003006
Pitman Arm	90003011
Outer Tie Rod End (ea)	90003022*
Inner Tie Rod End (ea)	90003027*
Alum Tie Rod Sleeves (pr)	11169400*

67 "F" Body Manual Steering

RideTech Kit	11169570
Idler Arm	90003003
Pitman Arm	90003010
Outer Tie Rod End (ea)	90003022*
Inner Tie Rod End (ea)	90003027*
Alum Tie Rod Sleeves (pr)	11169400*

67 "F" Body Power Steering

RideTech Kit	11169571
Idler Arm	90003003
Pitman Arm	90003011
Outer Tie Rod End (ea)	90003022*
Inner Tie Rod End (ea)	90003027*
Alum Tie Rod Sleeves (pr)	11169400*

78-87 G Body

RideTech Kit	11329570
Inner Tie Rod End (ea)	90003058
Outer Tie Rod End (ea)	90003057*
Center Link	90003065
Idler Arm	90003054
Alum Tie Rod Sleeves (pr)	11329400*

70 Mustang Power

RideTech Kit	12109535
Inner Tie Rod End (ea)	90003062
Outer Tie Rod End (ea)	90003063
Idler Arm	90003056
Alum Tie Rod Sleeves (pr)	12109400

67-69 Mustang Power

RideTech Kit	12109536
Inner Tie Rod End (ea)	90003061
Outer Tie Rod End (ea)	90003060
Idler Arm	90003056
Alum Tie Rod Sleeves (pr)	12109400

67-69 Mustang Manual

RideTech Kit	12109537
Inner Tie Rod End (ea)	90003061
Outer Tie Rod End (ea)	90003060
Alum Tie Rod Sleeves (pr)	12109400

65-66 Mustang V8 Manual or Power Conversion

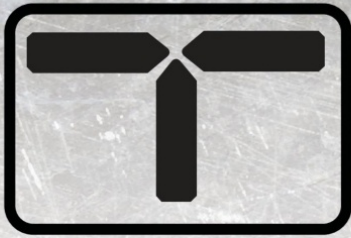
RideTech Kit	12099535
Inner Tie Rod End (ea)	90003064*
Outer Tie Rod End (ea)	90003059*
Idler Arm	90003055
Alum Tie Rod Sleeves (pr)	12099400*

73-82 C10

RideTech Kit	11369570
E-Coated Idler Arm	90003044
E-Coated Pitman Arm	90003069
E-Coated Inner Tie Rod End (ea)	90003050
E-Coated Outer Tie Rod End (ea)	90003051
Billet Tie Rod Sleeves (pr)	11359400

83-87 C10

RideTech Kit	11369571
E-Coated Idler Arm	90003068
E-Coated Pitman Arm	90003069
E-Coated Inner Tie Rod End (ea)	90003050
E-Coated Outer Tie Rod End (ea)	90003051
Billet Tie Rod Sleeves (pr)	11359400



Easy installation

Minimal disassembly of your interior
Pre-engineered mounting locations designed to interface with structural strength point of car. No need to locate and schedule a competent weldor
Pre-determined installation time avoids uncertainty of custom fabrication time

Integrity of components and fasteners

All components and fasteners can be tested and certified as appropriate for the application. Welded joints are harder to test and certify. This is why bridges, buildings, and airplanes are bolted together instead of welded together.

Removes easily

The TigerCage offers the unique advantage of being able to un-bolt the unit if the car should be sold or you want to restore it to original configuration.

100% Made in the U.S.A.

We made extra effort to keep the TigerCage components American made.

Together with our CNC bending equipment and experienced weldors, we can be proud of our U.S. made product, and you can too when you install yours.





Track Suspension Systems



TRACK 1: A UNIQUE RANGE OF COMPETITION-READY COMPONENTS FROM OUR CHAMPIONSHIP-WINNING MOTORSPORTS PROGRAM.



RideTech develops parts specifically for its in-house motorsports cars, then makes those very same parts available to like-minded racers under the Track 1 Program. Enthusiasts who participate in competitive autocross, track day and other high-performance driving events will greatly appreciate the extreme duty features of Track 1 components. Current offerings include ultra-rigid billet spindles and ultra-high-tech Instinct electronic shock absorbers, along with an evolving range of application-specific components.

Track 1 parts are custom-tailored to each specific racer and application. Contact a RideTech Track 1 Specialist directly:

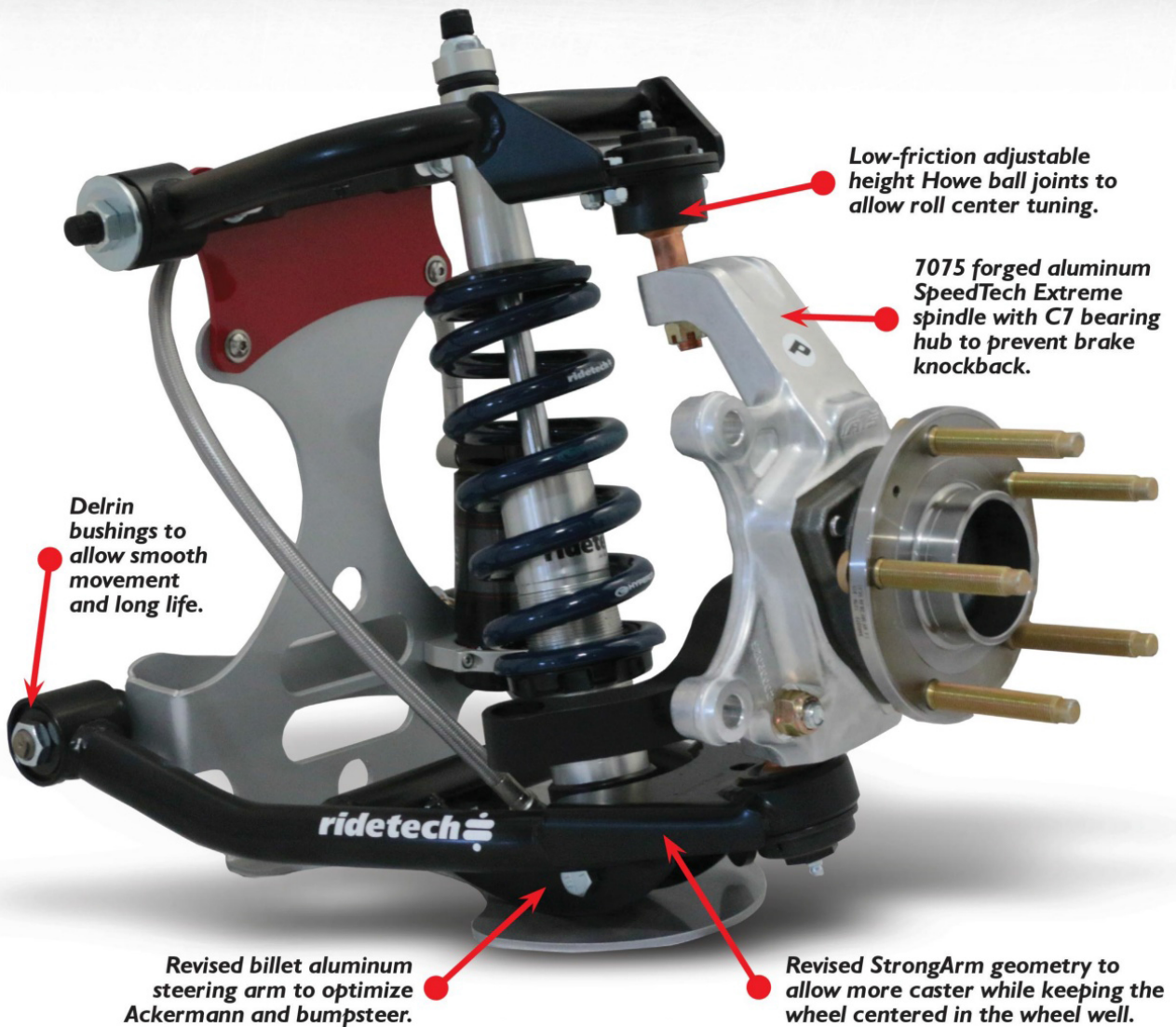


2017 Goodguys Autocross Champion – Driver: Chris Smith



NO COMPROMISE! PERFORMANCE IS THE ONLY PRIORITY...

Track1 Front Suspension



NO COMPROMISE! PERFORMANCE IS THE ONLY PRIORITY...

Track1 Corvette 9" Ford Rear

9" Ford IRS rear suspension upgrade for C2/C3 Corvette. Extreme performance for extensive use in autocross, road course, and drag racing.

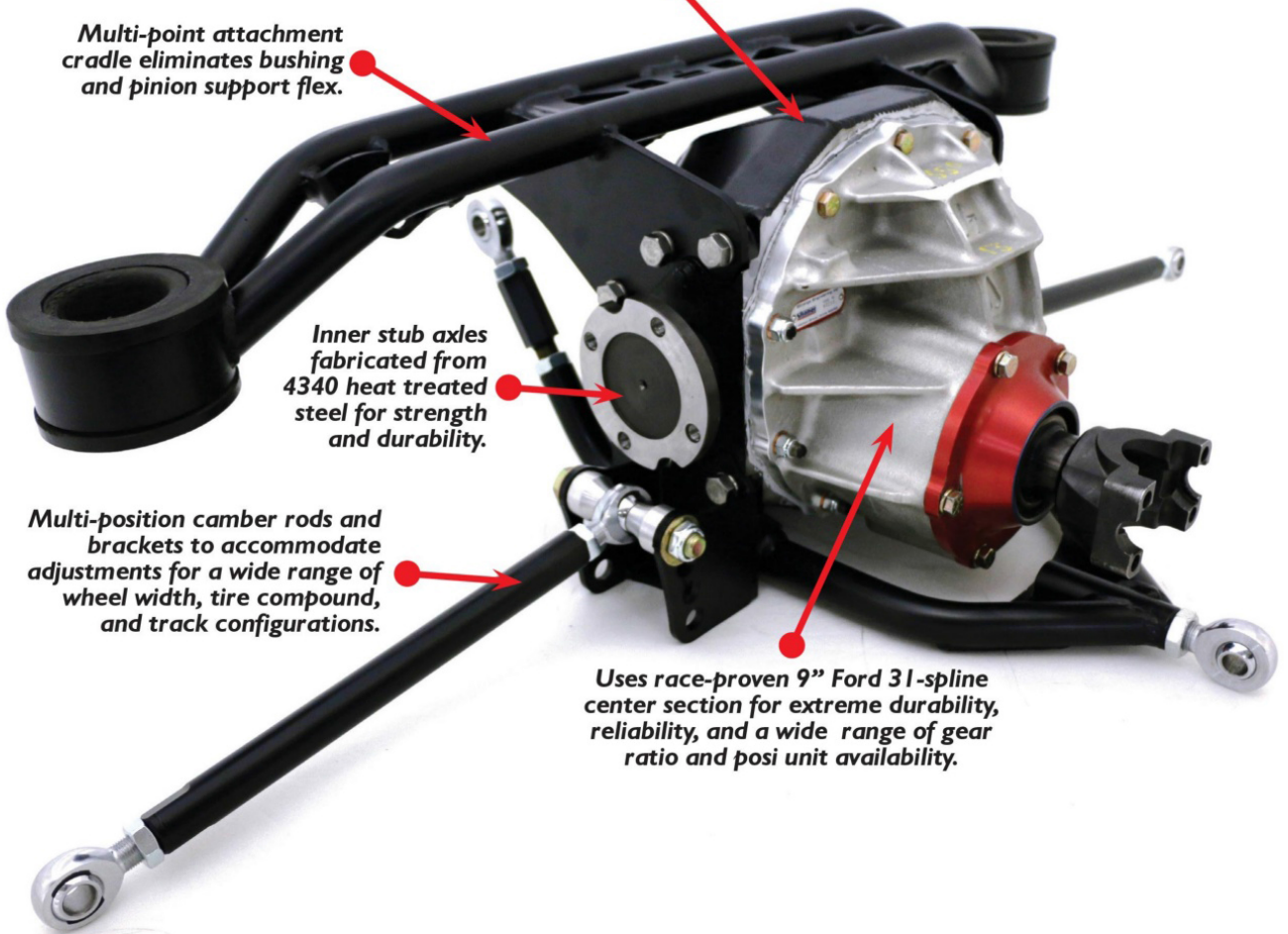
9" Currie IRS housing fabricated from 4130 Chrome Moly Steel for superior rigidity.

Multi-point attachment cradle eliminates bushing and pinion support flex.

Inner stub axles fabricated from 4340 heat treated steel for strength and durability.

Multi-position camber rods and brackets to accommodate adjustments for a wide range of wheel width, tire compound, and track configurations.

Uses race-proven 9" Ford 31-spline center section for extreme durability, reliability, and a wide range of gear ratio and posi unit availability.





Track Suspension Systems



GET ACTIVE!

How?

The Instinct sensor package includes a brake pressure sensor, a throttle position sensor, a speed sensor, and an internal 3 way G force sensor that reads pitch, roll, and heave. These inputs are delivered to the Instinct ECU to help it instinctively make changes to the shock dampening forces in a 6 millisecond window.

Think of tuning your shocks in a 3 dimensional world... similar to tuning EFI. Instead of relying on only the static valving inside the shock, you can now influence the dampening forces as a function of 7 unique sensor areas.

This is technology that is currently is used by high level racing teams and OEM manufacturers around the world.

Why?

Traditional shock absorbers [passive dampers is the technical term] have gotten quite good at REACTING to road and track irregularities. The Instinct System now allows ANTICIPATION of these irregularities AND the ability to change the shock damping forces to minimize them. The end result is not only optimized handling qualities across a wide range of track conditions, but an immensely improved ride quality as well!



powered by DSC Sport

The Instinct sensor package includes a brake pressure sensor, a throttle position sensor, a speed sensor, and an internal 3-way G-force sensor that reads pitch, roll, and heave. These inputs are delivered to the Instinct ECU to help it instinctively make changes to the shock dampening forces in a 6-millisecond window.



Shock Stroke	Eye Mount	Compressed	Ride Height	Extended
3"	2.25"	11.25"	13.00"	14.25"
4"	1.50"	11.125"	13.50"	15.125"
5"	1.50"	12.125"	15.125"	17.125"

Because of the internal configuration of the Instinct electronic shocks, they do not follow our normal dimensioning format. The Instinct shocks will be approx. 1" longer in compressed, ride, and extended height than our HQ and TQ Series shocks. Be aware that you may need to fabricate new shocks mounts for your particular application

- Your suspension can know what you are doing and **ACTIVELY CHANGE** shock tuning in the blink of an eye...
- Knows when you hit a bump...
 - Knows when you are turning...
 - Knows when you are braking...
 - Knows when you are accelerating...
 - Knows when you are cruising...
 - Knows when you are racing...



Track Suspension Systems

Track I Systems and components are available directly through RideTech and we recommend consulting with one of our race experienced consultants before you commit to a race set-up for your application.



Remote Reservoir, Mono-tube Gas Pressure Triple adjustable Shocks

Features:

- Single rebound adjustment PLUS dual stage high & low speed compression
- Aluminum impact forged shock construction for leak free operation
- Monotube design allows large piston for superior oil control, ride quality, and handling
- Adjustability Provides More Options for Desired Driving Style and Loads

TQ Series Triple Adjustable Coilover Shocks

For use with RideTech StrongArms® and 4-Links

	Front	Rear
67-69 Camaro	11163511	11166511
70-81 Camaro	11173511	11176511
68-74 Nova	11263511	11266511
64-67 A Body	11233511	11226111
68-72 A Body	11243511	11226111
63-67 Corvette	11523511	11526511
68-79 Corvette	11533511	11536511
78-88 G Body	11323511	11326111
64-66 Mustang	12093511	12096511
67-70 Mustang	12103511	12106511
63-72 C10	11333511	11336511

TQ CoilOver systems (Includes front and rear)

97-13 Corvette	11510311
4th Gen Camaro	11210311
5th Gen Camaro	11500311
05-14 Mustang	12150311
15-17 Mustang	12270311
05-up Chrysler LX	13040311

NEW! Track I Billet Aluminum Modular Spindles

Ultra-rigid with customizable height, KPI and steering arms
11009305 C7 ZR1 / Z06 hubs included



CUSTOM TUNING FOR MAGNERIDE SUSPENSION!

ridetech 

MAGNETUNER

powered by DSC Sport

Enhance all your Suspension's Modes:

- Eco • Weather
- Touring • Sport
- Track



- 20 minute install (plug in to OEM suspension ECU)
- Increases both ride quality AND handling performance by optimizing shock tuning to keep the tires in better contact with the track / road
- Transforms OEM shock corrections into driver instinctive actions...makes the car far more predictable and comfortable to drive aggressively
- Direct interface with OEM Magneride system on 2014-2017 C7 Corvette

15-18 C7 Corvette.....	33601000
16-18 Mustang Shelby GT350	33601100
16-18 Camaro	33601200
Nissan GTR (R35).....	33601300

If you have a late model **Corvette, Cadillac, or Shelby Mustang**, you know you would really like to optimize the magne-torheological suspension control that the OEM's have integrated into these vehicles. You want to improve ride quality as well as enhance the handling characteristics of your vehicle. That is what racers and hotrodders do! ...**Now you can!**

Why?

The OEM suspension engineers do a good job of tuning these suspensions for a wide range of customers, climates, driving styles and road/track conditions. BUT...many of these imposed tuning strategies may or may not apply to you or your particular car. If you routinely take your Corvette, Cadillac, or Shelby to the track for example, you may not want to endure the compromises that are programmed into the suspension for more "civilian" driving styles...you may want to optimize the tuning for track use. The MagneTuner is how that is accomplished!

How?

The MagneTuner is an integrated suspension ECU that directly replaces your OEM suspension ECU. There is no modification necessary to your car. It comes pre-programmed with a calibration that not only GREATLY enhances the handling and stability of your car, but improves ride quality as well! The same tuning strategies that allow the tire to re-main in contact with the track act to enhance ride quality.

It is truly a NO COMPROMISE solution!

ridetech Your C7 Headquarters



2014-UP CORVETTE DELRIN BUSHING KIT
PART #: 11609500



C7 HARNESS / SEAT BELT BAR KIT
PART #: 41603000



C7 CORVETTE LAP BELT BRACKET
PART #: 41603005



ridetech  95

Check out the collection of suspension systems we offer.