

**ridetech** 

# NEW FOR 2019

GO TO PAGE 74

## A New Way Of Looking At Sway Bars!



RideTech has upgraded the traditional notion of sway bars with the new MuscleBar™. Using precision CNC tubing benders, Investment Cast Steel Bar Ends, and Delrin lined mount bushings, RideTech can now produce sway bars with unheard of dimensional and rate accuracy.

### FEATURES

- Precision CNC-Bent Tubing For accurate and repeatable fitment
- Exact Bar Rates Included with each bar – no guesses as to bar rate
- Large Inventory and Short Lead Times – no waiting for weeks or months for product
- Delrin-Lined Frame Mount Bushings allow easy and predictable rotation over the stiction of polyurethane or rubber

- Investment Cast Steel Bar Ends offer performance and appearance improvements over the traditional “beat it flat and punch a hole in it” manufacturing
- Easy-To-Install Spherical End Links With Barrel Lock Nuts

## R-Joint & R-Joint XL Rod Ends

The R-Joint XL is the big brother of the patented R-Joint, incorporating the same high-performance features that allow long life as well as smooth, reliable articulation and rotation.

**PATENTED**  
#10,174,789

### Features:

- 17-4 investment cast stainless steel housing with rolled threads.
- Self-cleaning design is not affected by water, grit, dirt or debris.
- Spring-loaded closure mechanism. Tight and rattle-free.
- Polished stainless steel ball and RTX10 composite cage provide consistent, low-friction movement.
- No lubrication required
- Has a yield strength of 17,250 lbs!

### R-Joint Features:

- Articulates in 3 planes with 360° axial rotation and 30° lateral rotation.
- Independently tested to 50,000 lbs tensile strength.

### R-Joint XL Features:

- Articulation w/ 9/16" through bolt = 50 degrees total [25 degrees in each direction]
- Available in 1"-14 and 1-1/4"-12 RH and LH threads
- Nominal through bolt size of 9/16" [smaller or larger bolt sizes available on request]



GO TO PAGE 76



### R-Joint

90002771 - RH (Thread)  
90002772 - LH (Thread)  
3/4"-16 thread x 5/8" bolt  
(includes bearing spacer for bracket spacing of 1.75")  
*Custom widths & bolt sizes available*

### Weld-On R-Joint

5/8" I.D. x 1-3/4" Width  
x 1-3/4" O.D.  
90002773

### R-Joint XL

90002896 RH (Thread)  
90002897 LH (Thread)  
1-1/4"- 12 thread x 9/16" bolt  
90002898 RH (Thread)  
90002899 LH (Thread)  
1" - 14 thread x 9/16" bolt

### Weld-On

**R-Joint XL**  
9/16" I.D. x 2-5/8" W x 2.5" O.D.  
90002900

# NEW FOR 2019



## 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.



### Now You See It - Now You Don't: Clean & Simple Installation!

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.



### FEATURES:

- 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.
- All new LevelPRO height measuring sensors.
- Weatherproof ECM and heavy duty mil-spec connectors.
- Automatic weight compensation.
- RidePRO-X (pressure-based) system is upgradable to RidePRO-HP (pressure and height) system.
- Bluetooth connectivity and smartphone app are included.

## Track 1 C5/C6 Modular Spindles

Introductory pricing at Hubs are optional at with 1/2" ARP extended studs

- Raised hub position drops your Corvette 1" while maintaining proper suspension travel and geometry.
- Bolt-on ball joint bosses and steering arm allow easy customization for track cars and custom installations
- Upper ball joint boss is adjustable to allow more negative camber
- Upper ball joint position can be tailored for more static camber
- Built in caster pad allows easy direct caster readings at the track
- 7075 T6 Billet aluminum — Stronger and lighter than 4130 Chromoly
- 180,000psi ARP fasteners use "through bolt" design to eliminate thread galling
- Compatible with OEM Parking Brake



**WARNING:** This product can expose you to chemicals including Nickel Oxide, Chromium, Lead, Lead Compounds, Nickel (Hexavalent), Nickel Compounds, Diisobutylamine (DIB), and Isobutylamine, known to the State of California to cause cancer or birth defects or other reproductive harm.

## Front TruTurn™ System for 1970-1981 Camaro & Firebird

The RideTech Front TruTurn™ System for 1970-1981 Camaro / Firebird includes upper and lower StrongArms™, tall spindles, steering arms, inner tie rods, outer tie rods, billet tie rod adjusters, center link, idler arm and pitman arm.

The **Upper StrongArms™** feature corrected ball joint angles for the tall spindles. The upper ball joint have been moved back to allow for additional caster setting to improve high speed stability and steering feel. Injection molded Delrin AF bushings are used to reduce deflection and stiction.

The **Lower StrongArms™** feature a double shear lower mount to increase strength. We have also dropped the lower shock mount to increase suspension travel and moved the lower ball joint forward to increase caster settings while keeping the wheel centered in the wheel opening. Injection molded Delrin bushings with Teflon are used to reduce deflection and stiction.



**TruTurn™** includes tall spindles, steering arms, tall inner tie rods, billet tie rod adjusters, inner rods and a centerlink. They work together to provide minimized bumpsteer and improve camber gain.

Part #	Description
11179599	70-81 Camaro/Firebird TruTurn System
11173510	HQ Series Front Coilovers (pr)
11173001	HQ Series Front ShockWaves (pr)
11179120	Front MUSCLEbar™ Sway Bar Kit



## StreetGRIP Suspension System for 1988-1998 C1500 Pickups

### Features:

- Heavy duty, bolt-on C-notches are the strongest design in the industry — Longer and reinforced for excellent load capacity.
- Custom-valved, adjustable monotube shocks. 1,000,001 mile warranty.
- Custom-matched coil springs improve handling.
- Forged "drop" spindles.



### Lowered Measurements (Comparable to 4/6 Drop):

Wheel Opening Front.....	26.25"	with 255/40-18 tires
Wheel Opening Rear .....	26.75"	with 275/40-18 tires
Front spoiler height .....	3.75"	from the ground
Height of rocker behind front wheel.....	5"	

Part #	Description	Price
11370110	88-98 C1500 StreetGRIP™ System includes C-notches, adjustable shock absorbers, coil springs, "drop" spindles, shock mount relocater brackets, axle brackets, hardware & instructions	
11379120	Front C1500 MUSCLEbar™ sway bar	

**FREE SHIPPING On All Items**



Ridetech puts the "sport" back in "Sport Truck"! StreetGRIP™ takes the concept to new levels with better handling, load capacity and ride quality than anything else on the market.



## Wishbone Rear Suspension System for 1999-2006 GM Pickups

### FEATURES and BENEFITS

- Includes patented R-joint rod ends to eliminate binding and noise.
- Compatible with Coilovers and ShockWaves. Air or static drop, it's your choice.
- Bolt-on C-Notch reinforces OEM frame rails and features integrated suspension mounts.
- Wishbone upper link replaces the panhard bar for ZERO lateral movement during suspension travel allowing for extremely tight wheel/tire fitment.
- Optimized anti-squat, instant center, and pinion angle migration create dramatic improvements in handling and traction.
- Designed for simple installation with minimal OEM rivet removal.



### NEW 3-Link Design!

Part #	Description	Price
11387199	99-06 GM Wishbone Rear Suspension System: Incl: C-Notches, suspension mounts, wishbone upper link/mount, lower links, R-Joints, and hardware & instructions	
21150801	HQ Series Rear Shockwaves (pr)	
11386510	HQ Series Rear Coilovers (pr)	
11380297	Complete Air Suspension System	
11380201	Complete Coilover Suspension System	

**FREE Shipping On All Items**

RideTech's new delrin-lined, stainless steel R-joints offer high articulation, long wear resistance without binding or noise.



## Wishbone & Coilover Suspension Systems for 1982-2003 GM S-10 Pickups



Chevrolet S-10, S-15 and GMC Sonoma pickup trucks greatly benefit from lowered ride height and improved ride quality. These trucks are plentiful, affordable and can easily be upgraded to V8 engines with great power to weight ratio.



### Bolt-On Complete Coilover System for 1982-2003 Chevrolet S10 and GMC S15, Sonoma

11390201  
This complete bolt-on system eliminates your truck's factory leaf springs and replaces them with a heavy duty Wishbone link-style system that includes RideTech's excellent R-joints for smooth, bind-free articulation. Up front, our TruTurn™ system includes tubular A-arms and bumpsteer-correcting outer tie rod ends. The complete system features a set of front and rear HQ Series monotube Coilovers. Adjustable spring collars help you set ride height while the shock's rebound adjustment knob lets you fine tune ride quality to perfection. A heavy duty front MuscleBar™ sway bar kit finishes off the system. You'll be impressed with how well your truck handles, rides and looks with our Coilover Suspension System.

### Bolt-On Wishbone Rear Suspension for 1982-2003 S10

11397199  
Add CoilOvers ..... 11396510  
Add Shockwaves ..... 21150701  
This bolt-on Wishbone rear suspension system eliminates your truck's factory leaf springs and replaces them with a heavy duty 3-link-style system that includes RideTech's excellent R-joints for smooth, bind-free articulation. Overall, you'll be thoroughly impressed with how well your truck handles, rides and looks. Bolt-On Wishbone Rear Suspension System for 1982-2003 S-10, S-15 & Sonoma. Includes lower bars, wishbone, mounting brackets, crossmembers & hardware. For use with CoilOvers or Shockwaves.

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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!

## 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 .....	8	1970-81 F-BODY .....	18	1964-66 MUSTANG .....	28
1958-64 IMPALA .....	10	Including Camaro, Firebird		1967-70 MUSTANG .....	30
Including Del Ray, Baycayne, Bel Air, El Camino		1982-02 F-BODY .....	20	1979-04 MUSTANG .....	32
1965-70 IMPALA .....	12	Including Camaro, Firebird		2005-17 MUSTANG .....	33
Including Caprice, Biscayne, Bel Air		2010-15 CAMARO .....	21	1960-69 GALAXIE/ LINCOLN .....	34
GM FULL SIZE .....	13	1963+ CORVETTE .....	22	1968-74 B & E-BODY	
1964-72 A-BODY .....	14	1968-74 NOVA .....	24	MOPAR .....	35
Including GTO, LeMans, Cutlass, El Camino, Monte Carlo, Olds 422, Tempest, Malibu, Buick GS, GSX		Including Apollo, Omega, Ventura		2005-14 MOPAR LX .....	35
1967-69 F-BODY .....	16	1978-88 G-BODY .....	26	Including Challenger, Charger, 300	
Including Camaro, Firebird		Including Cutlass, El Camino, Regal, Grand Prix, Grand National, Malibu			

## Coilover Suspension



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.



# 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 92-96



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 .....36  
73-87 C10 .....38  
82-06 CHEVY TRUCKS ..40  
Including S10, C1500 & Silverado

### POPULAR CUSTOM & STREET ROD APPLICATIONS

Coilovers ..... 45-47  
StreetGrip ..... 48-49  
Air Suspensions..... 50-53  
ShockWave/CoolRide.. 54-57  
StrongArms ..... 67-71  
4-Link Systems..... 77-83

### COMPONENTS

Air Suspension .....	58-61	Steering Components ..	86-87
Shocks .....	64-66	Brakes.....	88-90
Tru Turn .....	72-73	TigerCage.....	91
MuscleBar .....	74-75	Track I .....	92-95
Bolt-in 4-links .....	77-81	Instinct Shock System .....	96
Universal 4-Links .....	82-83	MagneTuner System .....	97
LevelTow .....	84	Apparel.....	98-99

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# 1955-57 CHEVY

Bel Air, Two-Ten, and One-Fifty

## Coilover Suspension

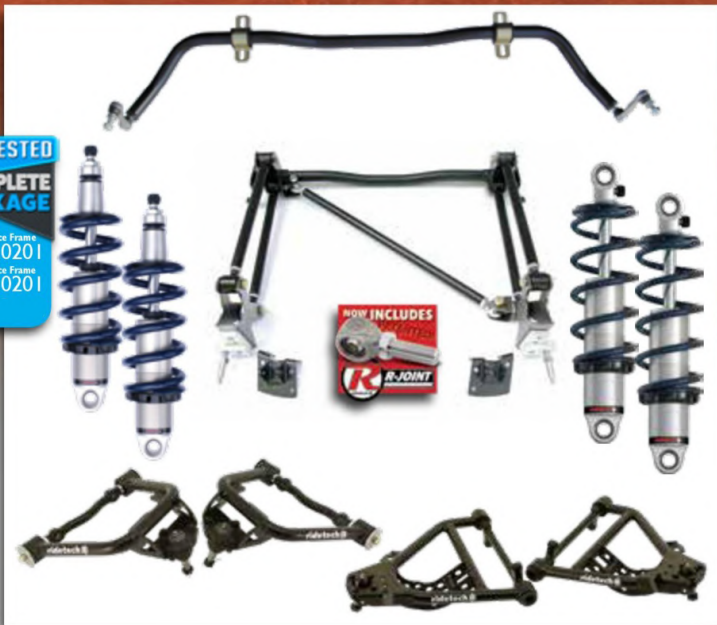
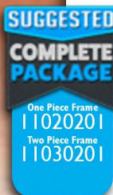
### Package Includes:

#### FRONT

- Lower StrongArms .. 11012899
- Upper StrongArms .. 11013699
- HQ Series CoilOvers ..... 11013510
- MuscleBar ..... 11019100

#### REAR

- 4-Link (1pc frame)..... 11027199
- 4-Link (2pc frame)..... 11037199
- HQ Series CoilOvers ..... 11016510
- OPTIONS**
- Drop Spindles ..... 11019300



## ridetech StreetGRIP

The StreetGrip® system for your Tri-5 will give you 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 ..... 11012350
- Dual Rate Springs - Big Block ..... 11012351
- HQ Series Shocks (each) ..... 22159847
- Delrin Control Arm Bushings ..... 11019590
- Tall Ball Joint (each) ..... 90003041
- Sway bar ..... 11019120



#### COMPLETE SYSTEM

- Small Block/LS ..... 11015010
- Big Block..... 11015110
- Small Block/LS Wagon ..... 11025010
- Big Block Wagon ..... 11025110

**COMPLETE SYSTEM INCLUDES EVERYTHING BELOW**

#### REAR

- Composite Leaf Springs..... 11014799
- Delrin Leaf Bushings & Shackles..... 11015399
- HQ Series Shocks with Staggered Mounts ..... 11019510
- HQ Series Shocks with Mounts (Wagon) ..... 11029510

See pages 86-87 for steering components and pages 88-90 for brake upgrades.



# 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**

**FREE  
 GROUND  
 SHIPPING  
 ON ORDERS  
 OVER \$100 TO  
 CONTINENTAL US**



## 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 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

**Replace/upgrade  
 your worn-out  
 components with  
 new Steering and  
 Brake upgrades  
 SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Oxidizing Polybutene (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 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..... | 1054499  
 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  
| 1040201  
59-64  
| 1060201



**FREE**  
GIR-LIQUID  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US



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



245/25R20 = FENDER LIP  
IS 23-3/4" FRONT  
AND 18" REAR



245/25R20

#### 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

Sway bar ..... | 1059120  
 Drop Spindles ..... | 1059300  
**REAR**  
 Dual Rate Springs ..... | 1054798  
 HQ Series Shocks (each) ..... | 22189844  
 Sway bar ..... | 1059122

See pages 86-87 for steering components and pages 88-90 for brake upgrades.



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ridetech

1000001

1,000,001 MILE WARRANTY

# Air Suspension

## Package Includes:

### FRONT

- Lower StrongArms ..... 11052899
- Upper StrongArms ..... 11053699
- HQ Series Shockwaves ..... 11053001
- MuscleBar ..... 11059100

**SUGGESTED COMPLETE PACKAGE**

1958 Only  
11040298  
1959-1964  
11060298

### REAR

- 58 Upper StrongArm ..... 11046699
- 59-64 Upper StrongArm & Panhard Bar ..... 11066699
- 58-64 Lower StrongArms ..... 11054499
- CoolRide w/HQ Shocks ..... 11054610
- MuscleBar ..... 11059102
- Options 59-64 Additional Rear Upper StrongArm ..... 11066698



## 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

## 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

**Replace/upgrade your worn-out components with new Steering and Brake upgrades SEE PAGES 86-90**

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# 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...

### 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

## RidePRO X 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)22	189853
MuscleBar.....	11289102

**OPTIONS** Additional Rear StrongArm

65-66.....	11296698
67-70.....	11306698



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# 1958-70 GM FULL SIZE

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

**FREE**  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US

## Air Suspension

### 1958-60 & 1961-64 Cadillac Package Includes

**FRONT** ..... 1958-60 1961-64  
HQ Series Shockwaves .. 1108240 1110240  
**REAR**  
CoolRide with HQ Series Shocks  
..... 11104010 11104010

**SUGGESTED  
COMPLETE  
PACKAGE**  
58-60  
11090298  
61-64  
11100298



1958-60 and 1961-64 Cadillac

### 1965-70 Cadillac Package Includes

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

**SUGGESTED  
COMPLETE  
PACKAGE**  
1110298



1965-70 Cadillac

### 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



1961-70 Buick Full Size /1963-70 Riviera  
1965-70 Pontiac Full Size

### 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

### RideProX DIGITAL CONTROL



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

### airpod™



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

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyltin dilaurate (DIBT) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 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.....	1239122
Press In R-Joints (with tool)	.....
.....	1227299

**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.....	1249122
Press In R-Joints (with tool)	.....
.....	1227299



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

	<b>64-67</b>	<b>68-72</b>
Small Block/LS .....	1235010	1245010
Big Block.....	1235110	1245110

**COMPLETE SYSTEM INCLUDES EVERYTHING BELOW**

#### FRONT

Dual Rate Springs - SB / LS.....	1232350	1242350
either: Dual Rate Springs - Big Block .....	1232351	1242351
HQ Series Shocks (each).....	22  59846	22  49846
Delrin Control Arm Bushings.....	1229590	1229590
Tall Ball joint (each) .....	90000894	90000894
Sway bar.....	1239120	1249120

#### REAR

Dual Rate Springs .....	1234799	1244799
HQ Series Shocks (each).....	22  89853	22  89853

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.



**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Ozone-Depleting Fluorides (ODFP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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 ..... | 1249122  
Press In R-Joints (with tool) ..... | 1227299

**SUGGESTED  
COMPLETE  
PACKAGE**

| 1230298



**SUGGESTED  
COMPLETE  
PACKAGE**

| 1240298

## 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 ..... | 1249122  
Press In R-Joints (with tool) ..... | 1227299

## 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

## 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

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1967-69 CAMARO,

## Coilover Suspension

**Package Includes**

### FRONT

Lower StrongArms.....	162899
Upper StrongArms.....	163699
HQ Series CoilOvers.....	163510
Tall/Drop Spindles.....	1009300
MuscleBar.....	169100

### REAR

Bolt-On 4-Link.....	167199
HQ Series CoilOvers.....	166510

### OPTIONS

Tru-Turn Upgrade.....	169525
Rear MuscleBar.....	169102

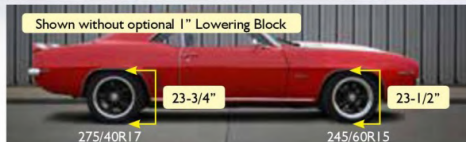
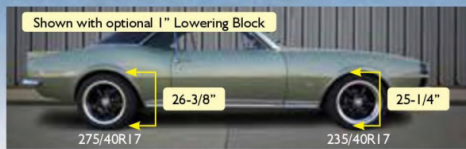
**SUGGESTED  
COMPLETE  
PACKAGE**

|||160201



**FREE  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US**

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.



**MUSCLEbar  
NEW DESIGN!**

### COMPLETE SYSTEM

Small Block /LS.....	165010
Big Block.....	165110

**COMPLETE SYSTEM INCLUDES EVERYTHING BELOW**

### FRONT

either:	Dual Rate Springs - Small Block / LS.....	162350
	Dual Rate Springs - Big Block.....	162351
	HQ Series Shocks (each).....	22149846
	Delrin Control Arm Bushings.....	169590
	Tall Ball Joint (each).....	90000894
	Sway bar.....	169120

### REAR

Composite Leaf Springs.....	164799
Delrin Leaf Bushings & Shackles.....	165399
HQ Series Shocks (each).....	22189842
Options.....	
1" Lowering kit for Multi Leaf Car.....	164798
1" Lowering kit for Mono Leaf Car.....	164797

**See pages 86-87 for steering components  
and pages 88-90 for brake upgrades.**



# FIREBIRD

## Air Suspension

### Package Includes:

#### FRONT

Lower StrongArms .....	162899
Upper StrongArms .....	163699
HQ Series Shockwaves .....	163001
Tall/Drop Spindles .....	1009300
MuscleBar .....	169100

#### REAR

Bolt-On 4-Link .....	167199
HQ Series Shockwaves .....	150701

#### OPTIONS

Tru-Turn Upgrade .....	169525
Rear MuscleBar .....	169102



**SUGGESTED  
COMPLETE  
PACKAGE**  
|| 160298



## 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



Optional  
3 Gallon  
Cover

**AirPOD with RideProX®**  
4000 Series  
3 Gallon .....30414000  
Optional Cover .....30314001

# RidePROX

## 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**  
4000 Series 3 Gallon ..30434000

## 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**  
4000 Series 3 Gallon ..30154000

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Hexavalent), Nickel Compounds, Oxidizing Polybutene (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1970-81 CAMARO,

## Coilover Suspension

### Package Includes

#### FRONT

TruTurn.....	11179599
HQ Series CoilOvers.....	11173510
MuscleBar.....	11179120

#### REAR

Bolt-On 4 Link.....	11177150
HQ Series Coilovers.....	11176510

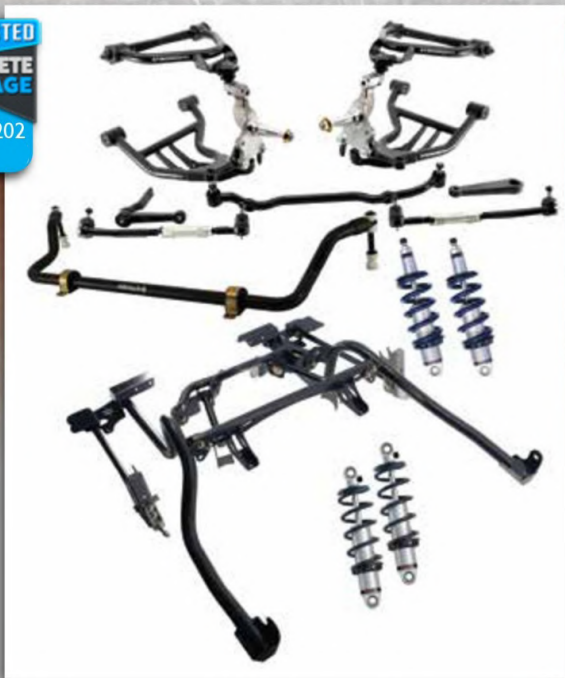
#### OPTIONS

Rear Sway Bar.....	11179102
Hooker BlackHeart LS Swap	
2.5 SS Exhaust.....	11179510

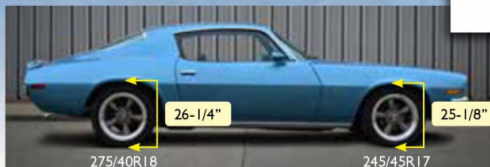
SUGGESTED

COMPLETE PACKAGE

11170202



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

See pages 86-87 for steering components and pages 88-90 for brake upgrades.



COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

#### FRONT

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

#### REAR

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

# FIREBIRD

## Air Suspension

### Package Includes:

#### FRONT

- TruTurn ..... 11179599
- HQ Series Shockwaves ..... 11173001

MuscleBar ..... 11179120

#### REAR

- Bolt-On 4 Link ..... 11177150
- HQ Series Shockwaves ..... 21150701

#### OPTIONS

- Rear Sway Bar ..... 11179102
- Hooker BlackHeart LS Swap
- 2.5 SS Exhaust ..... 11179510

**SUGGESTED  
COMPLETE  
PACKAGE**  
11170297



## 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



Optional  
3 Gallon  
Cover

### AirPOD with RideProX®

#### 4000 Series

- 3 Gallon ..... 30414000
- Optional Cover ..... 30314001

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisyl/Phthalate (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# RidePROX

## 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

4000 Series 3 Gallon .. 30434000

## 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

4000 Series 3 Gallon .. 30154000

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**



# 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 Gallon .....30414000  
 Optional Cover .....30314001

**SUGGESTED  
COMPLETE  
PACKAGE**  
11210298



## RidePROX 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**  
4000 Series 3 Gallon ..30434000

## 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**  
4000 Series 3 Gallon ..30154000

## Coilover Suspension

### 1993-2002 CAMARO

#### Package Includes

- FRONT**  
 HQ Series CoilOvers..... 11213110  
**REAR**  
 HQ Series CoilOvers..... 11216110

**SUGGESTED  
COMPLETE  
PACKAGE**  
11210210



# 2010-15 CAMARO

## Air Suspension

### Package Includes:

#### FRONT

HQ Series Shockwaves ..... | 150240 |

#### REAR

HQ Series Shockwaves ..... | 150540 |

#### OPTIONS

Rear StrongArms ..... | 1505899

Rear MuscleBar ..... | 1509102

Rear Cradle Bushings ..... | 1509599

Cradle Bushing Tool ..... 85000005

**SUGGESTED  
COMPLETE  
PACKAGE**

| 1500298



## 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 Gallon .....30414000

Optional Cover .....30314001

## RidePROX 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

4000 Series 3 Gallon ..30434000

**FREE  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US**

## 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

4000 Series 3 Gallon ..30154000

## Coilover Suspension

### Package Includes

#### FRONT

HQ Series CoilOvers ..... | 1503110

#### REAR

HQ Series CoilOvers ..... | 1506110

#### OPTIONS

Rear StrongArms ..... | 1505899

Rear MuscleBar ..... | 1509102

Rear Cradle Bushings... | 1509599

Cradle Bushing Tool..... 85000005

**SUGGESTED  
COMPLETE  
PACKAGE**

| 1500210



**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyltin dilaurate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# CORVETTE

## Coilover Suspension

### 1963-67 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  
| 1520201

68-79  
| 1530201

## NEW FOR 2019

### Track 1 C5/C6 Modular Spindles

Hubs are optional  
with 1/2" ARP extended studs



- Raised hub position drops your Corvette 1" while maintaining proper suspension travel and geometry.
- Bolt-on ball joint bosses and steering arm allow easy customization for track cars and custom installations
- Upper ball joint boss is adjustable to allow more negative camber
- Upper ball joint position can be tailored for more static camber
- Built in caster pad allows easy direct caster readings at the track
- 7075 T6 Billet aluminum — Stronger and lighter than 4130 Chromoly
- 180,000psi ARP fasteners use "through bolt" design to eliminate thread galling
- Compatible with OEM Parking Brake



#### NEW! Track 1 Billet Aluminum Modular Spindles

Ultra-rigid with customizable height, KPI and steering arms  
| 1519300

# Coilover Suspension

## C5 / C6 Corvette Touring Suspension Package Includes

Optimize your 1997-2013 Corvette's suspension with RideTech's 100% bolt-on Touring Suspension Package. All components are 100% bolt-on. There are NO modifications necessary to your car. This system improves handling and ride quality while maintaining OEM ride height

**SUGGESTED COMPLETE PACKAGE**

C5/C6  
11510101

C6 Z06  
11510102



- 11510110..... HQ Rebound Adjustable smooth body replacement shocks, front and rear
- 11519500..... Delrin Bushings, front and rear
- 11519501..... C6 Z06 Delrin bushings, front and rear
- 11519120..... Front sway bar w/ Delrin lined mounts and RideTech end links
- 11519122..... Rear sway bar w/ Delrin lined mounts and RideTech end links

### OPTIONS:

- 41583000..... C5 Stainless steel harness bar
- 49999999..... 5-Point Racing harness
- 41583002..... Extra lap belt mounting bracket



## C5/C6 Corvette Track 1 Suspension Package Includes

The Track 1 Corvette Package is designed for track day use as well as street driving. RideTech's adjustable monotube HQ Series Coilovers work in conjunction with modular spindles to lower ride height without compromising proper track suspension geometry or limiting shock travel. Hardcore racers can upgrade to the TQ Triple Adjustable Coilovers for ultimate tuning capability.

**SUGGESTED COMPLETE PACKAGE**

C5/C6  
11510201

C6 Z06  
11510202



- 11510210..... HQ Rebound adjustable coilover shocks with springs, front and rear
- 11519500..... Delrin Bushings, front and rear
- 11519501..... C6 Z06 Delrin Bushings, front and rear
- 11519300..... Billet Modular Spindles front
- 11519300..... Billet Modular Spindles rear
- 11519120..... Front sway bar w/ Delrin lined mounts and RideTech end links
- 11519122..... Rear sway bar w/ Delrin lined mounts and RideTech end links

### OPTIONS:

- 11510301..... Complete TQ Package [except C6 Z06] Upgrades from HQ single adjustable coilovers to TQ triple adjustable coilovers
- 11510302..... Complete TQ Package - C6 Z06 Upgrades from HQ single adjustable coilovers to TQ triple adjustable coilovers
- 11519350..... .250" Camber Shim with Bolts (pair)
- 41583000..... C5 Stainless Steel Harness bar
- 49999999..... 5-Point Racing Harness
- 41583002..... Extra lap belt mounting bracket

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Hexavalent), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1968-72 NOVA

## Coilover Suspension

### Package Includes

#### FRONT

Lower StrongArms ..... | 1162899  
 Upper StrongArms ..... | 1163699  
 HQ Series CoilOvers ..... | 11263510

Tall/Drop Spindles ..... | 11009300  
 MuscleBar ..... | 1169100

#### REAR

Bolt-On 4-Link ..... | 11267199  
 HQ Series CoilOvers..... | 1166510

#### OPTIONS

Tru-Turn Upgrade ..... | 1169525

**SUGGESTED  
COMPLETE  
PACKAGE**  
11260201



## 1968-74 NOVA



In 1968, the ChevyII / 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.



245/60R15

#### 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  
 Sway bar ..... | 11269120

#### REAR

Composite Leaf Springs..... | 11264799  
 Delrin Leaf Bushings & Shackles ..... | 11265399  
 HQ Series Shocks (each) ..... | 22189874



# 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



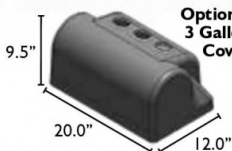
**FREE  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US**

## 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



Optional  
3 Gallon  
Cover

### AirPOD with RideProX®

4000 Series

3 Gallon .....30414000

Optional Cover .....30314001

# RidePROX

## 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

4000 Series 3 Gallon ..30434000

## 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

4000 Series 3 Gallon ..30154000

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Oxidant/Peroxide (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1978-88 G-BODY

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

## Coilover Suspension

### Package Includes:

#### FRONT

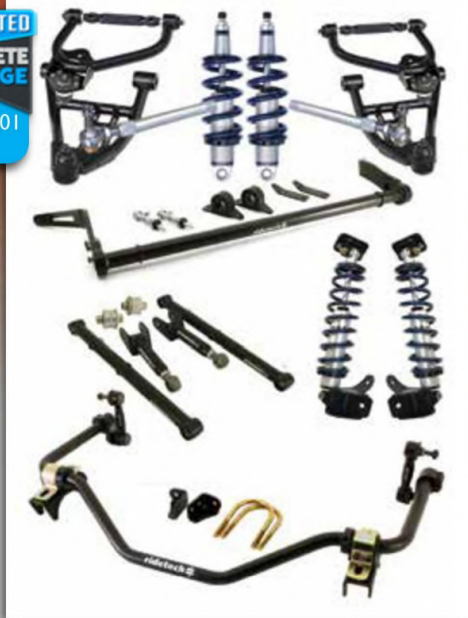
- Tiru-Turn System..... | 1329599
- HQ Series CoilOvers..... | 1323510
- MuscleBar..... | 1329100

#### REAR

- Lower StrongArms..... | 1324499
- Upper StrongArms..... | 1326699
- HQ Series CoilOvers..... | 1326110
- MuscleBar..... | 1329122
- Press In R-joints (with tool)..... | 1227299

**SUGGESTED  
COMPLETE  
PACKAGE**

11320201



**1000001**  
1,000,001 MILE WARRANTY

**FREE  
GROUND  
SHIPPING**  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US



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.



**MUSCLEbar  
NEW DESIGN!**

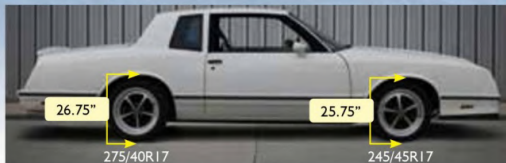
**COMPLETE SYSTEM INCLUDES EVERYTHING BELOW**

#### FRONT

- Dual Rate Springs..... | 1322350
- HQ Series Shocks (each)..... | 22149846
- Delrin Control Arm Bushings..... | 1329590
- Tall Ball Joint (each)..... | 90000913
- Sway bar..... | 1329120
- Drop Spindles..... | 1329300

#### REAR

- Dual Rate Springs..... | 1324799
- HQ Series Shocks(each)..... | 22179853



#### COMPLETE SYSTEM

- Small Block/LS..... | 1325010

# Air Suspension

## Package Includes:

### FRONT

Tru-Turn System.....	1329599
HQ Series Shockwaves .....	1323001
MuscleBar .....	1329100

### REAR

Lower StrongArms .....	1324499
Upper StrongArms .....	1326699
HQ Series Shockwaves .....	1325401
MuscleBar .....	1329122
Press In R-Joints (with tool) .....	1227299

**SUGGESTED  
COMPLETE  
PACKAGE**  
| 1320298



## 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 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

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluenes which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1964-66 MUSTANG

## Coilover Suspension

### Package Includes

#### FRONT

- Tiru-Turn System ..... 12099599
- HQ Series CoilOvers ..... 12093510
- MuscleBar ..... 12099100

#### REAR

- Bolt-Link 4-Link ..... 12087199
- HQ Series CoilOvers ..... 12096510

#### OPTIONS

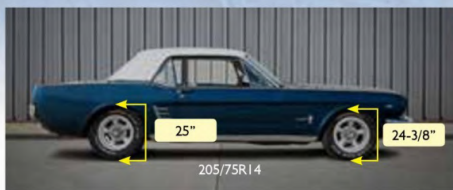
- Shock Tower Brace ..... 12099550

**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 86-87 for steering components and pages 88-90 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
- Sway bar ..... 12099120
- REAR**
- Composite Leaf Springs ..... 12094799
- Delrin Leaf Bushings & Shackles ..... 12095399
- HQ Series Shocks w/ Staggered mts ..... 12099510

# Air Suspension

**SUGGESTED  
COMPLETE  
PACKAGE**  
12090298  
**\$6550**

## 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



## 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



**Optional  
3 Gallon  
Cover**

### AirPOD with RideProX®

4000 Series  
3 Gallon .....30414000  
Optional Cover .....30314001

# RidePROX

## 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**  
4000 Series 3 Gallon ..30434000

## 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**  
4000 Series 3 Gallon ..30154000

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutylphthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 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 86-87 for steering components and pages 88-90 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
- Sway bar ..... 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 ... I2102899
- Upper StrongArms ... I2103699
- HQ Series Shockwaves ..... I2103001
- MuscleBar ..... I2109100

### REAR

- Bolt-On 4-Link ..... I2087199
- HQ Series Shockwaves ..... 2I150701

**SUGGESTED COMPLETE PACKAGE**  
I2100298

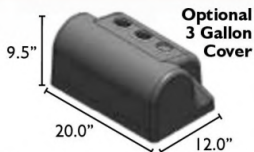


## RECOMMENDED AIR SYSTEMS...

# airpod™



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



Optional 3 Gallon Cover

### AirPOD with RideProX®

- 4000 Series 3 Gallon .....30414000
- Optional Cover .....30314001

# RideProX

## 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  
4000 Series 3 Gallon ..30434000

## 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  
4000 Series 3 Gallon ..30154000

**Replace/upgrade your worn-out components with new Steering and Brake upgrades SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisyl/Phthalate (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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

**SUGGESTED COMPLETE PACKAGE**

79-89  
12120298  
90-93  
12130298



**SUGGESTED COMPLETE PACKAGE**

94-04  
12140298

### 1994-04 Mustang Package Includes:

**FRONT**

HQ Series Shockwaves ..... 12142401

**REAR**

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

## 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**  
4000 Series 3 Gallon ..30154000

### RideProX 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**  
4000 Series 3 Gallon ..30434000

## 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 Gallon .....30414000  
Optional Cover .....30314001

## 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





# 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...

### 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**  
 4000 Series 3 Gallon ..30154000

## RidePROX 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**  
 4000 Series 3 Gallon .. 30434000

## 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 Gallon .....30414000  
 Optional Cover .....30314001

## Coilover Suspension

### 2005-14 Mustang Package Includes

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

**SUGGESTED COMPLETE PACKAGE**  
 12150210



**SUGGESTED COMPLETE PACKAGE**  
 12270210

### 2015-17 Mustang Package Includes

**FRONT**  
 HQ Series CoilOvers .....12273110  
**REAR**  
 HQ Series CoilOvers .....12276110



**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyltin dilaurate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 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

### RidePROX 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

### 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

### 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



# 1968-74, 2005-14 MOPAR

## Air Suspension

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

**FRONT** 1968-70 B 1970-74 E  
 Upper StrongArms ..... 13013699 ..... 13013699  
 HQ Series Shockwaves .... 13013001 ..... 13013001  
**REAR**  
 Bolt-On 4-Link ..... 13017199 ..... 13027199  
 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

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

## RideProX 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

## 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



**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutylphthalate (DIBP) and Styrene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 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... | 1342699 ... | 1352699  
 HQ Series CoilOvers

..... | 1333510 ... | 1333510

Drop Spindles ..... | 1349300 ... | 1359300

MuscleBar..... | 1369100 ... | 1369100

#### REAR

Rear StrongArm... | 1337199 ... | 1337199

HQ Series CoilOvers

..... | 1336510 ... | 1336510

#### OPTIONS

Rear MuscleBar... | 1339102 ... | 1339102

#### SUGGESTED

#### COMPLETE PACKAGE

63-70  
| 1340201

71-72  
| 1350201



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.



See pages 86-87 for steering components and pages 88-90 for brake upgrades.

COMPLETE SYSTEM	63-70	71-72
Small Block/LS	1345010	1355010
Big Block	1345110	1355110

#### COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT		
either: Coil Springs - Small Block / LS	.....   1332350	.....   1332350
Coil Springs - Big Block	.....   1332351	.....   1332351
HQ Series Shocks (each)	.....   2213984	.....   2213984
Delrin Control Arm Bushings	.....   1339590	.....   1339590
Drop Spindle	.....   1349300	.....   1359300
Sway bar	.....   1369120	.....   1369120
REAR		
Dual Rate Springs	.....   1334799	.....   1334799
HQ Series Shocks w/ mounts	.....   1339510	.....   1339510
C-Notches	.....   1339699	.....   1339699
Panhard Bar & Lowering Blocks	.....   1339099	.....   1339099

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diethyl Phthalate (DEHP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



SUGGESTED

COMPLETE PACKAGE

63-70  
11340298

71-72  
11350298



**FREE**  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US

# Air Suspension

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

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

## 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



Optional  
5 Gallon  
Cover

**AirPOD with RideProX®**

4100 Series	
5 Gallon .....	30414100
Optional Cover .....	30314101

# RidePROX

## 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

**Replace/upgrade  
your worn-out  
components with  
new Steering and  
Brake upgrades  
SEE PAGES 86-90**

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Oxidizing Polybutene (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1973-87 CHEVY C-10

**SUGGESTED  
COMPLETE  
PACKAGE**

11360297

## Air Suspension

### Package Includes:

<b>FRONT</b>	
Lower StrongArms.....	11361499
Upper StrongArms.....	11363699
CoolRide with	
HQ Series Shocks.....	11360910
Drop Spindles.....	11369300
MuscleBar.....	11369100
<b>REAR</b>	
Bolt-On 4 Link.....	11367199
HQ Series Shockwaves.....	21150801



### RECOMMENDED AIR SYSTEMS...

**RidePROX**



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

**airpod**



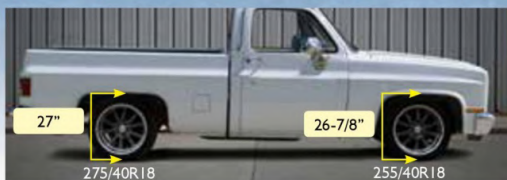
**AirPOD with RideProX®**  
4100 Series  
5 Gallon..... 30414100  
Optional Cover ..... 30314101



**RidePro® Analog Control**  
4100 Series 5 Gallon . 30154100

**ridetech**  
**StreetGRIP**

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 leafs 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

<b>FRONT</b>	
either:	
Dual Rate Springs - Small Block / LS ....	11362350
Dual Rate Springs - Big Block .....	11362351
HQ Series Shocks (Each).....	22139841
Delrin Control Arm Bushings.....	11369590
Drop Spindle .....	11369300
Sway Bar.....	11369120
<b>REAR</b>	
Composite Leaf Springs.....	11364799
HQ Series Shocks w/ mounts.....	11369510
Shackle Kit w/Frame Mount .....	11365399

# 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 Sway bar.
- 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
---------------------	----------



**FREE  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US**



1973 Chevrolet C-10 by Switch Suspension

**WARNING:** This product is an aggressive steel-to-steel device including Nickel, Aluminum, Chromium, Lead, Lead Compounds, Mercury, Manganese, Nickel, Compounds, Disinfectant/Pesticide (DIMP) and other substances which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# 1982-2006 CHEVY TRUCKS

## Coilover Suspension

**1982-2003 S10/S15/Sonoma Complete CoilOver Package Includes:**

### FRONT

Tiru Turn System.....	11399599
HQ Series CoilOvers.....	11393510
MuscleBar.....	11399120

### REAR

Wishbone System.....	11397199
HQ Series CoilOvers.....	11396510

**SUGGESTED COMPLETE PACKAGE**  
11390201

**FREE GROUND SHIPPING ON ORDERS OVER \$100 TO CONTINENTAL US**

**NOW INCLUDES R-JOINT**



## Air Suspension

**1982-2003 S10/S15/Sonoma Complete Air Package Includes:**

### FRONT

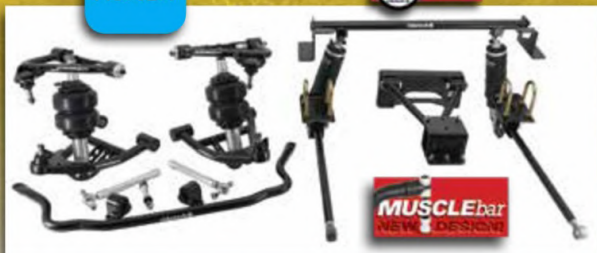
Tiru Turn System.....	11399599
HQ Series Shockwaves.....	11393001
MuscleBar.....	11399120

### REAR

Wishbone System.....	11397199
HQ Series Shockwaves.....	21150701

**SUGGESTED COMPLETE PACKAGE**  
11390297

**NOW INCLUDES R-JOINT**



## 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

### RideProX 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

### 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

## 1999-2006 Silverado/Sierra Complete CoilOver Package

### Includes:

#### FRONT

Lower StrongArms.....	11382899
Upper StrongArms.....	11383699
HQ Series CoilOvers.....	11383510
Drop Spindles.....	11389300
MuscleBar.....	11389100

#### REAR

Wishbone System.....	11387199
HQ Series CoilOvers.....	11386510



**SUGGESTED  
COMPLETE  
PACKAGE**

11380201

# Air Suspension

## 1999-2006 Silverado/Sierra Complete Air Package Includes:

#### FRONT

Lower StrongArms.....	11382899
Upper StrongArms.....	11383699
HQ Series Shockwaves.....	11383001
Drop Spindles.....	11389300
MuscleBar.....	11389100

#### REAR

Wishbone System.....	11387199
HQ Series Shockwaves.....	21150801



**SUGGESTED  
COMPLETE  
PACKAGE**

11380297



## 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

### RideProX 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

### 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

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



## StreetGRIP Suspension System for 1988-1998 C1500 Pickups



### Features:

- Heavy duty, bolt-on C-notches are the strongest design in the industry — Longer and reinforced for excellent load capacity.
- Custom-valved, adjustable monotube shocks. 1,000,001 mile warranty.
- Custom-matched coil springs improve handling.
- Forged “drop” spindles.

### Lowered Measurements (Comparable to 4/6 Drop):

Wheel Opening Front.....	26.25" with 255/40-18 tires
Wheel Opening Rear.....	26.75" with 275/40-18 tires
Front spoiler height .....	3.75" from the ground
Height of rocker behind front wheel.....	5"

Part #	Description
11370110	88-98 C1500 StreetGRIP™ System includes C-notches, adjustable shock absorbers, coil springs, “drop” spindles, shock mount relocater brackets, axle brackets, hardware & instructions

11379120 Front C1500 MUSCLEbar™ sway bar  
**FREE Shipping On All Items**



RideTech puts the “sport” back in “Sport Truck”! StreetGRIP™ takes the concept to new levels with better handling, load capacity and ride quality than anything else on the market.

## Air Suspension

### 1988-98 C1500 Package Includes:

FRONT	
Lower StrongArms.....	11371499
Upper StrongArms.....	11373699
CoolRide with HQ Series Shocks...	11370910
Drop Spindles .....	11379300
MuscleBar.....	11379120
REAR	
Bolt-On 4-Link with HQ Series Shocks .....	11376710

**SUGGESTED COMPLETE PACKAGE**  
 11370298



## Wishbone Rear Suspension System for 1999-2006 GM Pickups

**FREE**  
GROUND  
SHIPPING  
ON ORDERS  
OVER \$100 TO  
CONTINENTAL US

### FEATURES and BENEFITS

- Includes patented R-Joint rod ends to eliminate binding and noise.
- Compatible with Coilovers and ShockWaves. Air or static drop, it's your choice.
- Bolt-on C-Notch reinforces OEM frame rails and features integrated suspension mounts.
- Wishbone upper link replaces the panhard bar for ZERO lateral movement during suspension travel allowing for extremely tight wheel/tire fitment.
- Optimized anti-squat, instant center, and pinion angle migration create dramatic improvements in handling and traction.
- Designed for simple installation with minimal OEM rivet removal.



**NEW**  
**3-Link Design!**

Part #	Description
11387199	99-06 GM Wishbone Rear Suspension System: Includes: C-Notches, suspension mounts, wishbone upper link/mount, lower links, R-Joints, and hardware & instructions
21150801	HQ Series Rear Shockwaves (pr)
11386510	HQ Series Rear Coilovers (pr)
11380297	Complete Air Suspension System
11380201	Complete Coilover Suspension System

**FREE Shipping On All Items**



RideTech's new RTX10, stainless steel R-joints offer high articulation, long wear resistance without binding or noise.



**WARNING:** This product's use may expose you to chemicals including Nickel, Chromium, Lead, and Cadmium, which are known to cause cancer or birth defects or other reproductive harm.

## Wishbone & Coilover Suspension Systems for 1982-2003 GM S-10 Pickups

Chevrolet S-10, S-15 and GMC Sonoma pickup trucks greatly benefit from lowered ride height and improved ride quality. These trucks are plentiful, affordable and can easily be upgraded to V8 engines with great power to weight ratio.



### **Bolt-On Complete Coilover System for 1982-2003 Chevrolet S10 and GMC S15, Sonoma** 11390201

This complete bolt-on system eliminates your truck's factory leaf springs and replaces them with a heavy duty Wishbone link-style system that includes RideTech's excellent R-Joints for smooth, bind-free articulation. Up front, our TruTurn™ system includes tubular A-arms and bumpsteer-correcting outer tie rod ends. The complete system features a set of front and rear HQ Series monotube Coilovers. Adjustable spring collars help you set ride height while the shock's rebound adjustment knob lets you fine tune ride quality to perfection. A heavy duty front MuscleBar™ sway bar kit finishes off the system. Overall, you'll be thoroughly impressed with how well your truck handles, rides and looks with our Coilover Suspension System.

### **Bolt-On Wishbone Rear Suspension for 1982-2003 S10** 11397199

**Add CoilOvers .....11396510**  
**Add Shockwaves ....21150701**

This bolt-on Wishbone rear suspension system eliminates your truck's factory leaf springs and replaces them with a heavy duty 3-link-style system that includes RideTech's excellent R-Joints for smooth, bind-free articulation. Overall, you'll be thoroughly impressed with how well your truck handles, rides and looks. Bolt-On Wishbone Rear Suspension System for 1982-2003 S-10, S-15 & Sonoma.

Includes lower bars, wishbone, mounting brackets, crossmembers & hardware.

For use with CoilOvers or Shockwaves.



# Performance - The Way You Want It! Coilover Shocks & Springs

**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.

	<b>COMFORT / CRUSIN'</b>		<b>CORNER / CARVIN'</b>		<b>COMPLETE / SIMPLE</b>
					

## 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-sway bar, 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**



# 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.



**ridetech**  
**HQ**  
HANDLING CHAMPION

**ridetech**  
**TQ**  
TRACK CHAMPION

## Coilover Shocks with Eye Mount

Stroke	Compressed Height	Ride Height	Extended Length	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



**ridetech**  
**HQ**  
HANDLING CHAMPION

**ridetech**  
**TQ**  
TRACK CHAMPION

## Coilover Shocks with Stud Mount

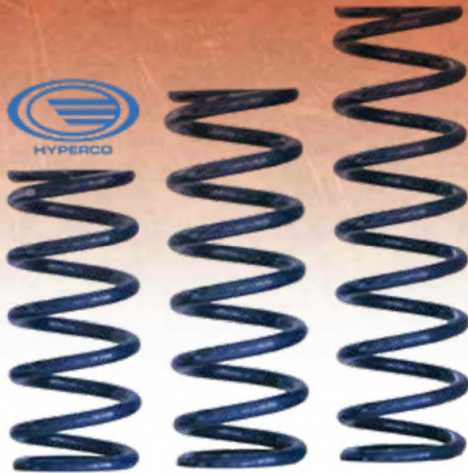
Stroke	Compressed Height	Ride Height	Extended Length	HQ Spring Length	TQ Spring Length	HQ Single Adjustable	TQ Triple Adjustable
2.9	9.03	10.5	11.93	8"	7"	24129905	24329905
3.6	9.73	11.5	13.33	8"	8"	24139905	24339905
4.1	10.43	12.5	14.53	10"	8"	24149905	24349905
5.2	11.53	14.5	16.73	12"	10"	24159905	24359905
6.3	12.63	16	18.93	14"	12"	24169905	24369905
6.9	13.43	17.25	20.33	14"	14"	24179905	24379905

Chassis	Comp	Ride	Ext	Stroke	Bottom		Top
					Mount	Mount	
TCI front Street rod	9.4	11.5	13	3.6	1/2x1	1/2x1	24139900
TCI Rear four link Chassis	10.1	12.5	14.25	4.1	5/8	1/2-5/8	24149901
Heidts Super Ride I & II	9.4	11.5	13	3.6	1/2	1/2	24139901
Heidts IRS	9.4	11.5	13	3.6	1/2	1/2	24139901
Heidts Rear four link kits	10.1	12.5	14.25	4.1	5/8	5/8	24149901
Fatmans Stage V front	10.1	12.5	14.25	4.1	1/2	1/2	24149901
Fatmans Stage II front spring IFS	9	10.5	12	2.9	T-Bar	Stud	24129905
Art Morrison front	10.1	12.5	14.25	4.1	1/2	1/2	24149901
Art Morrison Chassis Rear four link I	12.5	14.5	16.5	5.2	3/4	1/2	24159901
Chassisworks front	10.1	12.5	14.25	4.1	1/2	1/2	24149901
Jim Meyer front	8.75	10.5	11.6	2.9	1/2	1/2	24129901
Kugel Komponenten front	9.4	11.5	13	3.6	1/2	1/2	24139901
Kugel IRS Rear	9.4	11.5	13	3.6	1/2	5/8	24139901
Martz Hot Rod Chassis front	9.4	11.5	13	3.6	1/2	1/2	24139901
No Limit Eng. WideRide IFS	11.25	14.5	16.5	5.2	5/8	5/8	24159901
No Limit Eng. WideRide III	10.1	12.5	14.25	4.1	T-bar	5/8	24149906
No Limit Eng. Roadglide	11.25	14.5	16.5	5.2	5/8	5/8	24159901
No Limit Eng. Fat-Bar Big-10 rear I	12.5	14.5	16.5	5.2	5/8	5/8	24159901
No Limit Eng. TruckArm rear	10.1	12.5	14.25	4.1	5/8	5/8	24149901
Outlaw Performance Pre2008 IFS	9.2	10.75	11.8	2.9	1/2	Stud	24129905
Outlaw Performance rear	10.1	12.5	14.25	4.1	1/2	1/2	24159901
Outlaw Performance rear	11.25	14.5	16.5	5.2	1/2	1/2	24159901
OZE RodShop Chassis Coilover IFS	10.1	12.5	14.25	4.1	1/2	1/2	24159901
OZE RodShop Chassis 4-Link rear I	11.5	14.5	16.5	5.2	1/2	1/2	24159901
Roadster Shop Hot Rod	10.1	12.5	14.25	4.1	1/2	1/2	24149901
Roadster Shop Street Rod Rear	10.1	12.5	14.25	4.1	5/8	5/8	24149901
Prog. Street Ryde Spring IFS	9.2	10.75	11.8	2.9	1/2	Stud	24129905
Prog. Sweet Ryde Coilover IFS	10.6	13	14.75	4.1	1/2	1/2	24149901
Scotts Pre 40 Custom IFS	9.2	10.75	11.8	2.9	T-Bar	5/8	24129906
Scotts Post 40 Custom IFS	10.1	12.5	14.25	4.1	5/8	5/8	24149901
Schwartz Performance Front	11.25	14.5	16.53	5.2	1/2x1	1/2x1	24159901
Schwartz Performance Rear	10.1	12.5	14.25	4.1	1/2x1	1/2x1	24149900

**Polished Coilovers**



**ridetech**  
1000001  
1,000,001 MILE WARRANTY



## RideTech 2 1/2" coilover 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 M11 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**

Delrin Spring Washer  
each  
Sold individually  
2 needed for one coilover



70010828

90009990



GM Trunnion mount  
Front - 2.25"-2.875"

## 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.

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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.

**One Box:** No worries about compatibility of various components...nothing else to buy.

*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!

*"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





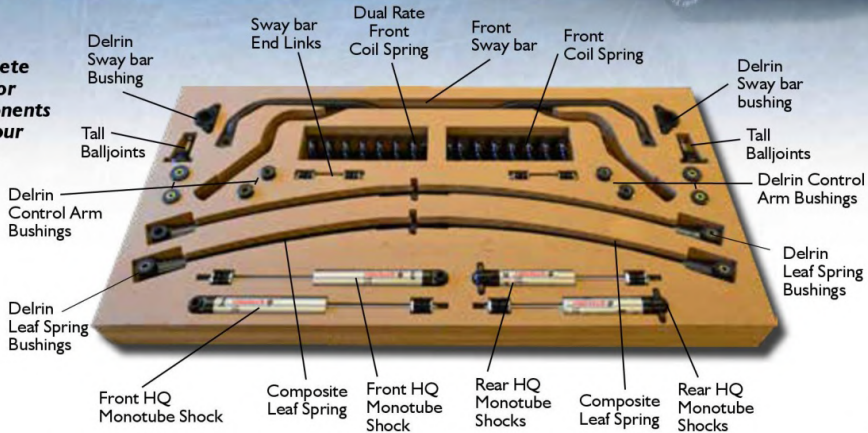
# Complete System or Individual Components

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!**

**Buy the complete system today, or get the components in stages, as your budget allows.**



## 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 leafs 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 Sway bars

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



## Delrin Sway bar Bushings

Similar to the control arm bushings, OEM rubber sway bar bushings allow too much deflection, and poly bushings impose too much stiction. RideTech's exclusive Delrin-lined poly sway bar 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...

**WARNING:** This product is an aggressive force for driving ability. It is not intended for use on vehicles with a load capacity of 2000 lbs or more. Do not use this product on vehicles with a load capacity of 2000 lbs or more. Do not use this product on vehicles with a load capacity of 2000 lbs or more. Do not use this product on vehicles with a load capacity of 2000 lbs or more.



# The Ultimate Adjustability Air Suspension Systems

## AIR SUSPENSION TECH

### Do I have to use an on-board compressor?

Theoretically you could simply inflate the suspension with shop air and leave it at that. The problem with that is you sacrifice the largest benefit of an air suspension: adjustability. Without an on board compressor and control system there is no way to fine tune the system.

### Where do I set the adjustment knobs on the shocks?

This is totally dependent of the vehicle and the drivers taste. Since air pressure is a reasonable indicator of vehicle weight we refer to it as a guideline for shock valving tuning. The more air pressure that is required to achieve ride height, the more the vehicle weighs, and the more rebound valving that is typically needed to achieve proper performance. In general we start at 1 click from full soft for every 10-15psi of air pressure. Fine tuning can be started at that point.

### What will this do to the front end alignment?

Front end alignment is set at highway ride height. Actually alignment is easier to maintain with an air suspension than with a conventional suspension because you are able to compensate for any varying loads that would cause a conventional suspension to sag and loose alignment. Your alignment setting will obviously change when you deflate the suspension to lower it for parking, etc. but will return when the vehicle is returned to its highway ride height.

### How long will my system last?

If you buy a pre-engineered air suspension system from a reputable manufacturer you can be assured that the components have a history of reliability.

Firestone®, for example, has tested their airspring design into the tens of millions of cycles... they project [and have proven] a lifespan of 40-50 years! Remember, these are the same components and construction methods that have been used on trucks and busses for the last 70 years. 97% of all large trucks use air springs as the primary suspension component.

The most common problem that we see here is air leaks. This is nearly always caused by improper installation. The simple use of thread sealer on the fittings [like it says in the instructions] will prevent 90% of all leaks. Making sure the airline is cut off cleanly before installation into the fitting will prevent another 9% of leaks. The only other place that could possibly leak would be an airvalve if it gets any assembly debris or teflon tape in the orifice. Although it is theoretically possible for an airspring or ShockWave® to leak, in 15 years I haven't found one that actually leaks yet.

A common question from customers is " what happens when a bag blows?" The only thing that will hurt an airspring is abrasion. If you let it rub on anything it will fail very quickly. Other situations to be aware of would be the proximity of the exhaust [leave at least 2 inches] and using grommets to run airline and wiring through.

### What is the most common installation error?

READ the instructions! We've recently printed new envelopes for our instructions. They read, in 3" tall letters: DO NOT OPEN. Hopefully this reverse psychology will get the customers to actually open and read the instructions!

### What will an air suspension NOT do?

#### 1) Air suspension WILL NOT cure tire clearance problems.

Air springs AND suspension have a particular ride height that has been designed into those systems. The farther you deviate from that ride height the more the performance is compromised. Many times a poor ride quality problem is caused by overinflating the air springs so the tires don't rub. The solution is to cure the tire clearance problem so the airspring and the suspension can be operated at its intended ride height.

#### 2) You can't drive the car on the ground.

I know it looks cool, but you simply must have adequate suspension travel to get proper performance and a civilized ride quality. This is the biggest cause of poor ride quality complaints.

#### 3) Air suspension will not cure a car that's been built too low.

Even if the air springs are run at their intended ride height you will compromise the vehicles performance by operating the suspension above its intended ride height. Most OEM suspensions induce a fair amount of positive camber when extended [lifted] which typically hinders handling performance even if you can achieve anything close to proper alignment settings. By contrast many OEM suspensions induce negative camber when lowered. Unless taken to extreme this can actually help handling performance.

We've had some people question why they would want an air suspension when they can tune a conventional suspension to achieve the same results for less money. We agree that a good suspension tuner can eventually select the proper combination of components to dial in nearly any car for nearly any type of performance. The big difference with air suspension is the fact that you can achieve these results much quicker. Most people run out of time and patience before trying enough combinations to optimize their vehicles.

With an air suspension and adjustable shocks suspension, tuning is accomplished by pushing buttons to change air pressure and twisting a dial on the shocks to change shock valving. Results are achieved in seconds or minutes

instead of hours or days. This means that you can drive your vehicle to the autocross with a nice compliant ride quality and by spending a few minutes adjusting air pressure and shock valving optimize its performance on the track. When its time to drive home after a long hot day of racing, just return to your highway settings and go home in comfort. This may not mean much to the trailered race cars but it is much more significant to the other 90% of us who drive to the track.

What WILL mean something to the actual race cars is the ability to easily tune your vehicle to various [and changing] track conditions. Experienced drag racers know that when the sun goes down they can start over trying to optimize their rear suspension for traction.

Experienced road racers know that their tires can change dramatically after a few heat cycles. In either case there may not be time to accomplish a lot of component changing to re-tune the vehicle. The benefits of an air suspension are obvious in these cases.

*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-sway bar, and rear control arms or bolt-in 4-link system.*

# NEW FOR 2019

## NEW Digital Air Suspension Control System

# RidePRO-X



RidePro X is compatible with all Apple and Android devices.

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:

- 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.
- All new LevelPRO height measuring sensors.
- Weatherproof ECM and heavy duty mil-spec connectors.
- 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.

The new RidePRO-X 3-Position Power Port Module (PPM) is 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.

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. Both the smartphone app and the dedicated display/tuner communi-cate by way of Bluetooth.

RidePRO-X: The most advanced digital leveling system in the world.



Control the RidePro X from the Power Port Module (PPM), your Smart Phone, and/or the New Keyfob.

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisnyl Phthalate (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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.

### Control System Only



## The Most Advanced Air Suspension Leveling System in the World

### CONTROL SYSTEM ONLY

**PART #**

30418000.....	RIDEPRO-X
30400035.....	RIDEPRO HP UPGRADE

### COMPLETE RIDEPRO X SYSTEM

**PART #**

30434000.....	3-GALLON
30434100.....	5-GALLON
30434700.....	4700 Series 5 Gallon w/ Big Red Valves



Complete RidePro X System

# airpod™

airpod  
ridetech

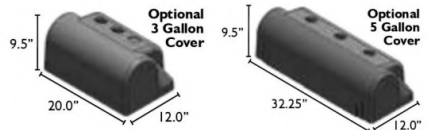


## PRE-WIRED EASY TO INSTALL

- 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 ride height sensors to your RidePRO X Control 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!

30400035 RidePRO HP upgrade

## Optional Key Fob

31008600



**NEW  
RIDE HEIGHT  
SENSORS!**

## 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.



### RidePro® Analog Control

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

## 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 air springs on heavier vehicles using only the air in the tank, providing quick response and less lag waiting on the compressor to inflate 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

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

2000 series 3 Gallon..... 30142000



### RidePro® single compressor

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

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisyl Phthalate (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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 77-83) or uses separate air springs and shocks (see our CoolRide® systems on pages 57).



**The Innovator**

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



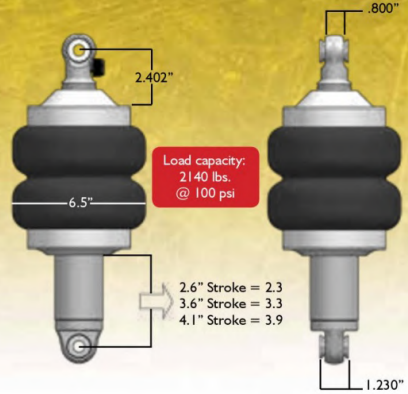
**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyl Phthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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	21120101				24320101
9.6	11	11.9	2.9	2" Stud	21120105				24320105
10	11.75	13	3.6	1.7" Eye	21130101				24330101
10.3	12.1	13.3	3.6	2" Stud	21130105				24330105
10.75	12.75	14.25	4.1	1.7" Eye	21140101				24340101
11	13.1	14.5	4.1	2" Stud	21140105				24340105

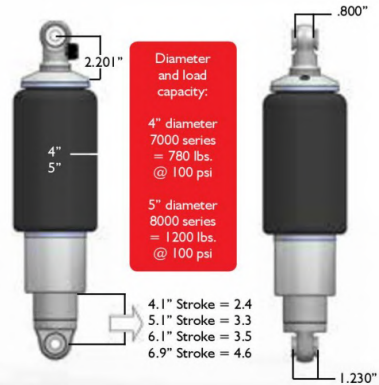
Recommended Applications: Independent front and/or rear installations on vehicles weighing 1500-2500 lbs per axle. Not recommended for solid rear axle applications... not enough travel, too much load capacity



# 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	21140701	24340701	21140801	24340801
11.85	14.5	16.4	5.2	1.7" Eye	21150701	24350701	21150801	24350801
13	16.25	18.6	6.3	1.7" Eye	21160701	24360701	21160801	24360801
13.75	17.5	20	6.9	1.7" Eye	21170701	24370701	21170801	24370801



1957 Chevy Big Window  
RideProX development truck

**WARNING:** This product can expose you to chemicals including Nickel, Chromium, Lead, and Cadmium, which are known to cause cancer or birth defects or other reproductive harm.

# 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
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
64-66 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 67-71





# 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.

GM Cars	FRONT COOLRIDE	REAR COOLRIDE
	WITH HQ SHOCKS	WITH HQ SHOCKS
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

GM Trucks	FRONT COOLRIDE	REAR COOLRIDE
	WITH HQ SHOCKS	WITH HQ SHOCKS
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

Ford Cars	FRONT COOLRIDE	REAR COOLRIDE
	WITH HQ SHOCKS	WITH HQ SHOCKS
49-51 MERCURY	12011010	N/A
49-52 FORD	12011010	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*	N/A	12234099
15-16 MUSTANG	N/A	12274010
61-69 LINCOLN FOR STRONGARMS	12060910	

Ford Trucks	FRONT COOLRIDE	REAR COOLRIDE
	WITH HQ SHOCKS	WITH HQ SHOCKS
98-05 RANGER FRONT	12211010	N/A
97-03 F150 FRONT	12171010	N/A

Dodge	FRONT COOLRIDE	REAR COOLRIDE
	WITH HQ SHOCKS	WITH HQ SHOCKS
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



**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutyltin Diolate (DIBT) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# 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" NPT .....31957500  
1/4" NPT .....31957600

### Airline Inflation Valve

1/4" .....31957005

### Male Bulkhead

1/8" NPT .....31957008  
1/4" line .....31957008

### Npt Plug

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

### Npt Close Nipple

1/4" .....31957001

### RidePRO Digital Pressure Sender

.....31988150

### Tee Fitting

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

### 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" line .....31952050  
1/8" NPT 1/4" line.....31952150  
1/4" NPT 1/4" line.....31954101  
1/4" NPT 3/8" line.....31956101

### 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



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



# Valves



**2-way RidePro® airvalve**  
 2-way airvalve for 1 pair or 2 pairs of air springs  
 \* Fittings Sold Separately\*  
 ..... 31932501

**4-way RidePro® airvalve**  
 4-way airvalve for 4 air springs  
 \* Fittings Sold Separately\*  
 ..... 31934001

**4-way BigRed airvalve**  
 4-way airvalve for 4 air springs (includes O rings, fasteners, mounting brackets)  
 \* Fittings Sold Separately\*..... 31937400

# Compressors



**Model 215**  
 • MAX PSI 120  
 • Volume .22cfm@120psi  
 • 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



**WARNING:** This product can expose you to heavy metals including nickel, chromium, lead, cadmium, mercury, manganese, nickel compounds, diesel particulates (DPM) and asbestos, which are known to the state of California to cause cancer or chronic respiratory disease. Some products may also contain asbestos. For more information go to www.p65.ca.gov

# Air Suspension



## Shock / ShockWave Mounts

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



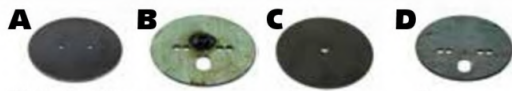
## 4-link Mounts

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



## Air Spring Mounts

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



## Air Spring Plates

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



## Air Spring Mounts

	Single	10qty.
<b>A - Pro Street Lower Bracket Assembly</b> 3/16" mild steel	90000050	90001857
<b>B - Bolt-on Under Frame Bracket (powder coated)</b> 1/4" mild steel 5"x2.5"x3.5"	90000033	90001855
<b>C - Coilover Conversion Bracket</b> 3/16" mild steel - .625 holes	90000073	90001861
<b>D - Lower Airspring Bracket</b> 3/16" mild steel	90000001	90001848
<b>E - Upper Airspring Bracket (weld-on)</b> 3/16" mild steel 3" x 5.5" x 7"	90000004	90001850
<b>F - Upper Airspring Bracket</b> 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.

## Threaded Bar Ends

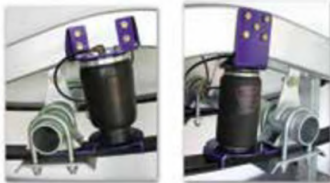
	Part #	Thread Size	Material	Length	Bar I.D.
<b>A</b>	90000272	1"-14 RH	STEEL	1.88"	1.125"
<b>B</b>	70010663	3/4"-16 LH	STEEL	2.125"	1.00"
<b>C</b>	70010662	3/4"-16 RH	STEEL	1.625"	1.00"
<b>D</b>	70008381	3/4"-16 RH	STAINLESS	1.625"	1.00"



	Part #	Material	Length	Bar I.D.
<b>A - Tri-Link Tab</b>	3/16" mild steel	90000155	90001870	
<b>B - Tri-Link Tab</b>	3/16" mild steel	90000144	90001869	
<b>C - Gusset</b>	1/8" mild steel 2-3/4" x 3-1/2"	90000202	90001879	
<b>D - Small Gusset</b>	1/8" mild steel 2-1/2" x 2-1/2"	90000187	90001879	



	Part #	Material	Length	Bar I.D.
<b>A - Large U-Bolt Plate</b>	1/4" mild steel 5-1/2" x 9" - 3" axle tube	90000169	90001878	
<b>B - U-Bolt Plate</b>	1/4" mild steel - 5-1/2" x 7-1/2" 3" axle tube	90000041	90000808	
<b>C - Ball Joint Ring</b>	Mustang II (fits threaded ball joint)	90000126	9001868	



## 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



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"
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 air springs 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 air springs:

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 air springs	11009502
Same as above only with F6873 larger air springs	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® (air springs) 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 if 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 relo-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.

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# Shocks



## SMOOTH BODY MONOTUBE 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 Monotube 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.

## 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
- Monotube 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	2333974	2333964
4.8	9.3	12	14.1	2335974	2335964



## Corvette Shocks

The design of the smooth body RideTech Shock allows all the performance advantages of a monotube 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.*







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	22149847	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	22179845
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	22199867
1962 Dart	22169856	22199867
1963-76 Dart	22169856	22199867
1965-72 Charger	22169856	22199867
1973-76 Charger	22149858	22199867
1968-70 B-Body	22169856	22199867
1970-74 E-Body	22169856	22199867

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

**\$25**



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

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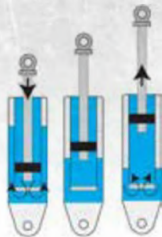
# Tech: Shock Technology

## Twin Tube vs Monotube Shock Absorbers

All RideTech shocks (OEM replacement shocks, shocks for CoolRide air systems, ShockWaves, and Coilovers) utilize a monotube construction to provide superb

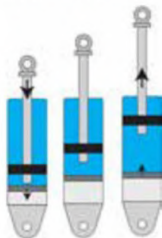
ride quality, handling and durability. But what sets the monotube shock apart from the more prevalent (and often cheaper) twin tube design? Keep reading...

### Piston size is the most important advantage of the monotube shock



**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.



**The monotube 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.

### twin tube piston      monotube piston



**The Monotube shock allows for a much larger piston design for superior fluid control over a twin tube shock**

## 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
  - Long lasting Kevlar lined bearings allow wide articulation and low noise
- **Doesn't Leak • Doesn't Fade • Rides Great**



- Forged aluminum coil spring adjuster allows easy adjustment and simple locking mechanism without damaging the shock body

- Upper and lower spring mounts allow spring removal without complete disassembly
- 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
- One piece IMPACT FORGED body allows efficient manufacture and reliable leak-free operation



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# 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 sway bar mounts are integrated into the design so you don't have to finish the engineering in order to enjoy your ride!

**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, sway bar mounts, and steering stops are built-in** no fabrication needed
- **CNC bent tubing** means fewer pieces and a more elegant design
- **Jig welded** every part is built right, every time
- **Optimized ball joint angle** to ensure no binding during extreme suspension travel

- **Proper airspring or ShockWave® placement** component mounts are designed in, not an afterthought
- **Installed Cross-shafts & Ball Joints** for simple installation
- **Optimized arm length** makes proper wheel alignment a breeze
- **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



## STRONGARMS™

**Precise • Strong • Functional**

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

### 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" toin

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!

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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....



# STRONGARMS™

## 1967-70 MUSTANG

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.



## 1964-72 A-BODY



## 1958-64 IMPALA



## MUSTANG II



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 air springs and shocks

## 1965-70 IMPALA



## 1967-69 F-BODY



## 1955-57 CHEVY



## 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

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

See pages 72-73 for TruTurn Systems with StrongArms®  
C2-C3 Corvette, 1970-81 Camaro, 1978-88 G-Body, and 1964-66 Mustang

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# STRONGARMS™



## 1958-64 IMPALA



## 1964-72 A-BODY



## 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 Collovers and MuscleBar. The design provides maximum tire clearance without modification to the chassis or body.



## 2010-15 CAMARO



## 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

## 1965-70 IMPALA



## 1979-04 MUSTANG



# CHEVY C10



# CHEVY S10



# CHEVY C1500



# CHEVY SILVERADO



70-81 Camaro Shown



# 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

# Popular Street Rod Applications

	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

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## 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 tie rods 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 sway bar 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 fitments 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.







## 1970-81 Camaro and Firebird

|| 179599

The RideTech Front TruTurn™ System for 1970-1981 Camaro / Firebird includes upper and lower StrongArms™, tall spindles, steering arms, inner tie rods, outer tie rods, billet tie rod adjusters, center link, idler arm and pitman arm.



## 1967-69 Camaro / 1968-74 Nova

|| 169500 with spindles

|| 169501 no spindles

- 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.



## C2-C3 Corvette

|| 1529599

- 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



## 1964-66 Mustang

|| 2099599

- 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 Borgeson power steering conversion box.
- Includes upper and lower StrongArms, Bolt-on centerlink, RideTech spindles, billet tie rod adjusters.



## 1978-88 G-Body

|| 1329599

- 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.



**NEW FOR 2019**

# MUSCLEbar

**A New Way Of Looking At Sway Bars!**



**RideTech has upgraded the traditional notion of sway bars with the new MuscleBar™.**

**Using precision CNC tubing benders, Investment Cast Steel Bar Ends, and Delrin-lined mount bushings, RideTech can now produce sway bars with unheard of dimensional and rate accuracy.**

- Precision CNC-Bent Tubing For accurate and repeatable fitment
- Exact Bar Rates Included with each bar – no guesses as to bar rate
- Large Inventory and Short Lead Times – no waiting for weeks or months for product
- Delrin-Lined Frame Mount Bushings allow easy and predictable rotation over the stiction of polyurethane or rubber
- Investment Cast Steel Bar Ends offer performance and appearance improvements over the traditional “beat it flat and punch a hole in it” manufacturing
- Easy-To-Install Spherical End Links With Barrel Lock Nuts



**Our new CNC tubing bender has a capacity of 3” diameter and .250” wall! Anyone need a sway bar for a dump truck?**



# NEW FOR 2019

GM A-Body  
Rear MuscleBar™  
shown



**The MuscleBar™ Sway Bar is designed to offer many improvements over traditional-style Sway Bars.**

## MuscleBars™

Part #	Description	Part #	Description
11019100	55-57 Chevy Front, for StrongArms	11369100	63-87 C10 Front, for StrongArms
11019120	55-57 Chevy Front, for stock arms	11369120	63-87 C10 Front, for stock arms
11059120	58-64 Impala Front	11339102	63-72 C10 Rear, for StrongArms
11059102	58-64 Impala Rear	11369102	73-87 C10 Rear, for RT 4 Link
11289100	65-70 Impala Front, for StrongArms	11379120	88-98 C1500 Front
11289102	65-70 Impala Rear	11389100	99-06 Silverado Front
11169120	67-69 Camaro / 68-74 Nova Front..	11399120	82-03 S10 Front
11179120	70-81 Camaro Front	11519120	97-13 Corvette Front
11239120	64-67 GM A-body Front	11519122	97-13 Corvette Rear
11239122	64-67 GM A-body Rear	12099100	64-66 Mustang Front, for StrongArms
11249120	68-72 GM A-body Front	12099120	64-66 Mustang Front, for stock arms
11249122	68-72 GM A-body Rear	12109100	67-70 Mustang / Cougar Front, for StrongArms
11329120	78-88 GM G-body Front	12109120	67-70 Mustang / Cougar Front, for stock arms
11329122	78-88 GM G-body Rear		

**Chelle Front Track 1  
MuscleBar™ shown**



## Track 1 MuscleBars™

Part #	Description	Part #	Description
11059100	58-64 Impala Front, for StrongArms	11529100	63-67 Corvette Front, for StrongArms
11169100	67-69 Camaro Front, for StrongArms	11529102	63-67 Corvette Rear, for StrongArms
11169102	67-69 Camaro Rear, for RT 4 Link	11539100	68-79 Corvette Front, for StrongArms
11179102	70-81 Camaro Rear, for RT 4 Link	11539102	68-79 Corvette Rear, for StrongArms
11239100	64-67 A Body Front, for StrongArms	11509102	10-15 Camaro Rear, for StrongArms
11249100	68-72 A Body Front, for StrongArms	11509103	10-15 Camaro, for stock arms (FE4)

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## R-Joint Rod Ends 17-4 Stainless Steel With RTX10 Inserts

R-joint rod ends (heim joints) utilize a special RTX10 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. RTX10 is a proprietary composite that offers extreme tensile strength, durability, and lubricity.

## R-Joint XL Rod Ends

The R-Joint XL is the big brother of the patented R-Joint, incorporating the same high-performance features that allow long life as well as smooth, reliable articulation and rotation.

### Features:

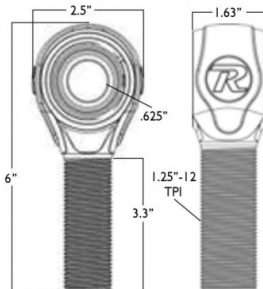
- Articulation w/ 9/16" through bolt = 50 degrees total [25 degrees in each direction]
- 17-4 investment cast stainless steel housing strength up to 121,000 lbs!
- Available in 1"-14 and 1-1/4"-12 RH and LH threads
- RTX10 composite bearing race is self-cleaning, needs NO lubrication and has a yield strength of 17,250 lbs!
- Nominal through bolt size of 9/16" [smaller or larger bolt sizes available on request]

### Features:

- Articulates in 3 planes with 360° axial rotation and 30° lateral rotation.
- 17-4 investment cast stainless steel housing with rolled threads.
- Self-cleaning design is not affected by water, grit, dirt or debris.
- Polished stainless steel ball and RTX10 composite cage provide consistent, low-friction movement. No lubrication required.
- Spring-loaded closure mechanism. Tight and rattle-free for LIFE!
- Independently tested to 50,000 lbs tensile strength.

## R-Joint XL

**PATENTED**  
#10,174,789



### NEW R-Joint XL

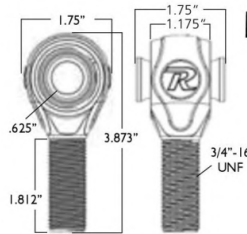
- 90002896 RH (Thread)
- 90002897 LH (Thread)
- 1-1/4" - 12 thread x 9/16" bolt
- 90002898 RH (Thread)
- 90002899 LH (Thread)
- 1" - 14 thread x 9/16" bolt



### NEW! Weld-On R-Joint XL

- 90002900
- 9/16" I.D. x 2-5/8" Width
- x 2.5" O.D.

## R-Joint



### R-Joint

- 90002771 - RH (Thread)
- 90002772 - LH (Thread)
- 3/4" - 16 thread x 5/8" bolt
- (includes bearing spacer for bracket spacing of 1.75")
- Custom widths and bolt sizes available**



### Weld-On R-Joint

- 90002773
- 5/8" I.D. x 1-3/4" Width
- x 1-3/4" O.D.



# Bolt-On 4-Link Systems

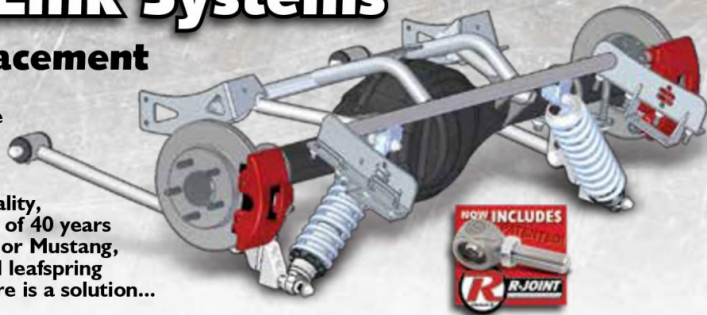
## Leaf Spring Replacement

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.



All Bolt-In 4 Link Systems include R-Joints, 4 link assembly, brackets and fasteners. Shockwaves or CoilOvers sold separately.



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

## 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

### 70-81 CAMARO / FIREBIRD

11177150



Double Adj.  
R-Joints  
11177155

### 67-69 CAMARO / FIREBIRD

11167199



Double Adj.  
R-Joints  
1167197

### 68-72 NOVA

11267199



Double Adj.  
R-Joints  
11267197

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# Bolt-On 4-Link Systems

## MUSCLECAR 4-LINK SYSTEMS



### 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

### 1955-57 CHEVY

11027199  
One piece frame

11037199  
Two piece frame



### 1964-70 MUSTANG

12087199

Double Adj.  
R-Joints  
12087197



### 1960-64 FORD GALAXIE

12167199

Double Adj.  
R-Joints  
12167197



### 1970-74 MOPAR E BODY

13027199

Double Adj.  
R-Joints  
13027197



### 1968-70 MOPAR B BODY

13017199

Double Adj.  
R-Joints  
13017197



## Choose ShockWave or Coilover!

### Application

	R-Joints	DbI Adj R-Joints	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		11526510	11526511



# Bolt-On 4-Link Systems

## TRUCK 4-LINK SYSTEMS

### The ORIGINAL Bolt-On 4-Link Air Suspension Systems!

The Bolt-On 4-Link is a bolt-on 4-link air ride system that replaces the leafsprings entirely. We have de-signed 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 and better handling**

### 1973-87 CHEVY C-10



### 1982-03 CHEVY S10



### 1963-72 CHEVY C10



### 1999-06 CHEVY SILVERADO



### 4-Link Systems

Includes HQ single adjustable shocks.

For HQ Shockwave

For HQ Coilover

Application	Part #	HQ Shockwave	HQ Coilover
63-72 C-10 Rear SW / CO (includes our bolt-on C-notches)	11337199	21150801	11336510
82-03 S10	11397199	21150701	11396510
73-87 Chevy (includes our bolt-on C-notches)	11367199	21150801	11366510
99-06 SILVERADO/SIERRA (includes our C-notches)	11387199	21150801	11386510

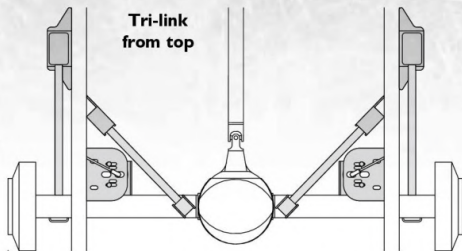


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# 4-Link Technology

## Which is better?

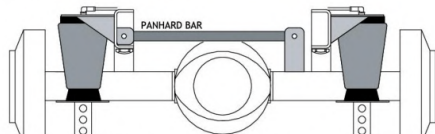
Both styles of 4-link accomplish the same thing... very simply, they hold the rear axle in the vehicle. The function of a 4-link is to keep the rear axle in its proper place under the vehicle. The bottom 2 links keep the axle in place front to back. The upper 2 links keep the axle from rotating, keeping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



Parallel 4-link from the rear.

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.

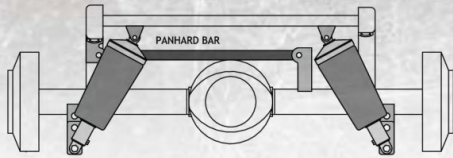
For an OEM vehicle that has had thousands of hours of development time behind it, and that will operate within a predictable range of suspension travel, leafsprings do a very adequate job. The problem occurs when the operating envelope is changed... lower ride height, more horsepower, different weight 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).





## Just a few FAQ's...



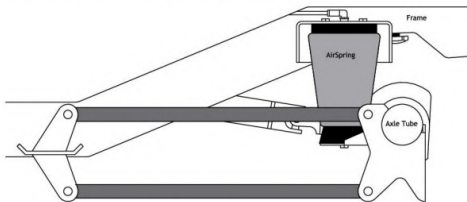
Parallel 4-link from rear with ShockWave® 8000

### 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?

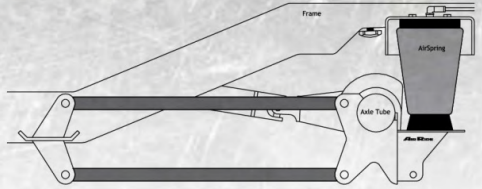
ABSOLUTELY! We have several customers who have installed a 4-link and air springs or ShockWaves® under the rear of their vehicles to improve ride quality. The rear of the vehicle is where you will actually see the most ride quality improvement. This is because you sit closer to the rearend and any load 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 air springs 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.



Airspring in front of axle.



Airspring behind axle.

### 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
- Highly adaptable to most vehicles



- Allows maximum suspension travel and tighter wheel-to-fender clearances
- .219" wall direct-threaded DOM tubing for maximum strength



- Simple, straightforward installation
- .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!



## CoolRide Mounting Kit 11004699

Includes air springs 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, AND COILOVERS

HQ Single Adj. (pair)

ShockWaves 21150701

Coolride Shocks 21159910

Coilovers 24159901

coil-springs sold separately see pages 28-29





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 air springs 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 air springs, 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 air springs, shocks or ShockWaves. please make selection below



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 air springs with a total load capacity of around 7,000lbs.

### HD 4-Link System

HD Weld-in 4-link - (powder coated)	11006799
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**Includes R-Joint XL**

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 Monotube Shocks	11000801

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metal), Nickel Compounds, Oxidant/Peroxidate (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Load Leveling Made Easy!

- 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 trailing application.

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 air springs 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.

## Rear Kit - \$1575

### GM

81214001	1999-2006, 2007 Classic Silverado and Sierra C1500 2WD
81214002	1999-2006, 2007 Classic Silverado and Sierra K1500 4WD
81214003	2001-2010 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD
81214004	2011-2019 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD
81214005	2007-2018 Silverado and Sierra 1500 2WD and 4WD
81214006	1988-1998 C&K 1500,2500,3500 2WD and 4WD Stock height
81214007	2003-2009 G1500 Express Van
81214008	2003-2017 G2500 Express Van
81214009	2001-2010 C2500HD, C3500HD Commercial
81214010	2019 Silverado and Sierra 1500 2WD and 4WD

### Ford

81224001	1997-2003, 2004 Heritage F150 2WD Without in Bed Hitch
81224002	1997-2003, 2004 Heritage F150 4WD, 1997-2003 F250 4WD Non-Super Duty Without in Bed Hitch
81224003	1997-2003 F250 2WD Non-Super Duty Without in Bed Hitch
81224004	1999-2004 F250, F350 4WD; 2008-2010 F250, F350 4WD With or Without in Bed Hitch
81224005	1999-2004 F250, F350 2WD With or Without in Bed Hitch
81224006	2004-2008 F150 2WD Without in Bed Hitch
81224007	2004-2008 F150 4WD (not FX2) Without in Bed Hitch
81224008	2005-2007 F250, F350 4WD With or Without in Bed Hitch
81224009	2005-2007 F250, F350 2WD With or Without in Bed Hitch
81224011	2008-2010 F250, F350 2WD
81224012	2009-2014 F150 2WD, Without in Bed Hitch
81224013	2009-2014 F150 4WD, (NOT Raptor) Without in Bed Hitch
81224014	2011-2016 F250, F350 4WD (GAS & DIESEL) With or Without in Bed Hitch

## Front Kit - \$350

### GM

81211001	1999-2006 & 2007 Classic Silverado and Sierra K1500 4WD
81211002	2001-2010 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD
81211003	2011-2019 Silverado and Sierra 2500HD, 3500HD 2WD and 4WD
81211004	1999-2006/2007 Classic 1500 2WD

### Ford

81221001	1997-2003, 2004 Heritage F150 4WD
81221002	1999-2004 F250, F350 4WD With or Without in Bed Hitch, 2000-2006 Excursion 4WD
81221003	2005-2019- F250, F350 4WD

81224015	2011-2016 F250, F350 2WD (GAS & DIESEL) With or Without in Bed Hitch
81224016	2000-2006 Excursion 4WD
81224017	2005-2019 F450 COMMERCIAL 2WD, 4WD
81224018	2015-2019 F150, 2WD and 4WD (NOT RAPTOR)
81224019	2008-2010 F450 Non-Commercial
81224020	1990-1996 F150 4WD; 1992-1998 F250 Over 8500 GVWR
81224021	2000-2002 F450 Commercial
81224022	2011-2013 F450 Non-Commercial
81224023	2014-2016 F450 Non-Commercial
81224024	2017-2019 F250, F350 2WD
81224025	2017-2019 F250, F350 4WD DUAL REAR WHEEL, F450 2WD & 4WD
81224026	2017-2019 F250, F350 4WD SINGLE REAR WHEEL

### Dodge

81234001	1994-2001 Dodge Ram 1500 2WD and 4WD
81234002	1994-2002 Dodge Ram 2500,3500 2WD and 4WD
81234003	2002-2008 Ram 1500 2WD and 4WD (except Mega Cab)
81234004	2006-2008 Ram 1500 Mega Cab 4WD, 2003-2013 Ram 2500, 2003-2012 3500 2WD and 4WD (except PowerWagon)
81234005	2009-2019 Ram 1500 2WD and 4WD
81234006	2013-2019 Ram 3500 4WD w/o factory air assist
81234007	2014-2019 Ram 2500 4WD
81234008	2014-2019 Ram 3500 2WD w/o factory air assist
81234009	2014-2019 Ram 2500 2WD

### Toyota

81244001	2007-2019 Tundra
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### Nissan

81254001	2004-2015 Titan 4WD
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### Dodge

81231001	1994-2001 Dodge Ram 1500 4WD
81231002	1994-2013 Dodge Ram 2500, 3500 4WD & 2006-2008 1500 Mega Cab 4WD,
81231003	2002-2005 Dodge Ram 1500 4WD
81231004	2014-2019 Ram 2500 & 3500 4WD

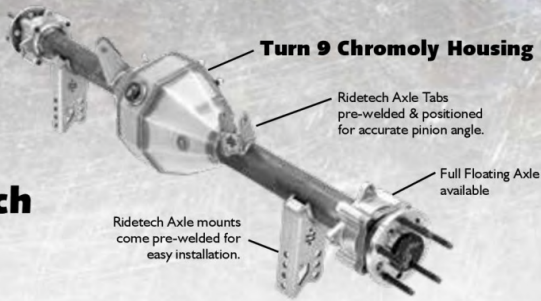
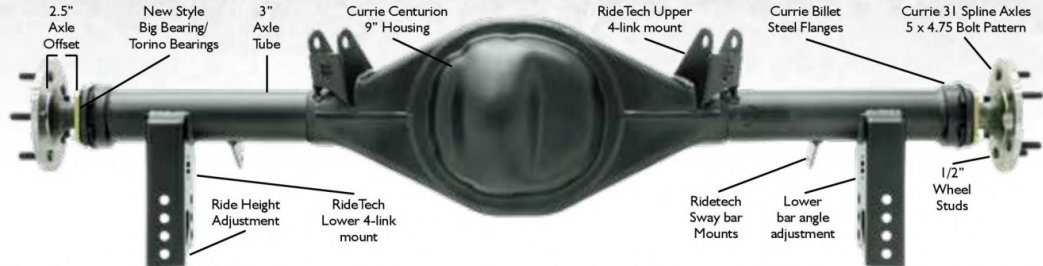


# 9" Rearends



## 9" Rearend for RideTech Bolt-On 4-Link

### FEATURES



Installing a RideTech Bolt-On 4-Link into your 1967-69 Camaro/Firebird has never been easier with the help of this Currie 9" Rearend, which includes the 4-link brackets already welded to the housing. Manufactured by Currie Enterprises using their

Centurion 9" housing with 3" tubes & billet steel flanges (New Style Big Bearing / Torino). The pinion is offset 1/2" and the axle flange is offset 2 1/2". Also includes Currie 31-Spline axles featuring 5" x 4 3/4" bolt pattern and 1/2" studs.

### Centurion Housing Camaro/Firebird with RideTech 4-Link

Application	Width	Full Floater	Part #
1967-69	60.5" (Stock)	No	11169580
1967-69	54.75" (Narrowed)	No	11169581
1967-69	60.5" (Stock)	Yes	11169582
1967-69	54.75" (Narrowed)	Yes	11169583
1970-81	61.25" (Stock)	No	11179580
1970-81	56" (Narrowed)	No	11179581
1970-81	61.25" (Stock)	Yes	11179582
1970-81	56" (Narrowed)	Yes	11179583

Options:	Part #
Satin Black Powder Coat	11009596
Drain Plug & Install Labor	11009597

### Turn 9 Housing Camaro/Firebird with RideTech 4-Link

Application	Width	Full Floater	Part #	Price
1967-69	60.5" (Stock)	No	11169584	
1967-69	54.75" (Narrowed)	No	11169585	
1967-69	60.5" (Stock)	Yes	11169586	
1967-69	54.75" (Narrowed)	Yes	11169587	
1970-81	61.25" (Stock)	No	11179584	
1970-81	56" (Narrowed)	No	11179585	
1970-81	61.25" (Stock)	Yes	11179586	
1970-81	56" (Narrowed)	Yes	11179587	

Options:	Part #
Satin Black Powder Coat	11009596
Drain Plug & Install Labor	11009597
Fill Cap	11009599

## 3rd Member with TruTrac Differential



All 3rd Members include 9+ Nodular Iron Sportsman gear case with 3.062" main caps, big bearing pinion support, and 1330 series short yoke. To provide a noise-free operation, polished ring and pinion and dyno break-in (Value) is also included.

Ratio	Nodular Iron Case	Aluminum Case
	Part #	Part #
3.00	11009585	11009620
3.25	11009586	11009621
3.50	11009587	11009622
3.70	11009588	11009623
3.89	11009589	11009624
4.11	11009590	11009625
4.30	11009591	11009626
4.57	11009592	11009627
4.86	11009593	11009628
5.14	11009594	11009629

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Oxidizing Polybutene (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.

# Power Steering Box Conversions



C2/C3 Corvette Conversion

**BORGESON**  
Steering You Forward

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.



GM AFX Box

## C2/C3 Corvette

I1529530	Power Steering Kit for 63-66 Corvette w/ OEM manual steering. Includes box, pump, brackets, pulley, rag joint, adapter and hoses.
I1529531	Power Steering Kit for 67-82 Corvette w/ OEM manual steering. Includes box, pump, brackets, pulley, rag joint, adapter and hoses
I1529532	Power Steering Kit for 63-66 Corvette w/ OEM power steering. Includes box, rag joint, adapter and hoses.
I1529533	Power Steering Kit for 67-82 Corvette w/ OEM power steering. Includes box, rag joint, adapter and hoses.
I1529534	P/S Big Block Bracket Kit for 67-82 Corvette w/ OEM power steering. Includes Pump Brackets and Pulley.
I1539535	63-82 Corvette; Borgeson Steering Box Brace Kit

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

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



## 1964-66 Mustang

I2099530	Power Steering Kit for 64-66 Mustang w/ OEM power steering. Includes box, rag joint, center link, steering shaft and hoses.
I2099531	Power Steering Kit for 64-66 Mustang w/ OEM manual steering (6 Cylinder). Includes box, pump, pulley, brackets, rag joint, center link, steering shaft and hoses.
I2099532	Power Steering Kit for 64-66 Mustang w/ OEM manual steering (8 Cylinder). Includes box, pump, pulley, brackets, rag joint, center link, steering shaft and hoses.
I2099533	Z-bar Clutch Linkage for 64-66 Mustang. (V8) Required to clear Borgeson steering box.

## 1967-70 Mustang

I2109530	Power Steering Box for 67-70 Mustang w/ OEM manual steering. Includes box only
I2109531	Power Steering Kit for 68-70 Mustang w/ OEM power steering (V8). Includes box, rag joint, center link adapter and hoses.
I2109532	Power Steering Kit for 68-70 Mustang w/ OEM power steering (Inline 6). Includes box, rag joint, center link, steering shaft and hoses.
I2109533	Power Steering Kit for 68-70 Mustang w/ OEM manual steering (6 Cylinder). Includes box, pump, pulley, brackets, rag joint, center link, steering shaft and hoses.
I2109534	Power Steering Kit for 68-70 Mustang w/ OEM manual steering (V8). Includes box, pump, pulley, brackets, rag joint, and hoses.

## 1955-57 Chevy Car

I1019531	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, Short Water Pump and a 3/4"-36 spline column.
I1019532	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, Short Water Pump and a 1" Double-D column.
I1019533	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, Long Water Pump and a 3/4"-36 spline column.
I1019534	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, Long Water Pump and a 1" Double-D column.
I1019535	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, front motor mounts and a 3/4"-36 spline column.
I1019536	Power steering conversion kit for 1955-1957 Chevy. For cars with a Small Block Chevy, front motor mounts and a 1" Double-D column.
I1019537	Power steering conversion kit for 1955-1957 Chevy. For cars with a Big Block Chevy, Short Water Pump and a 3/4"-36 spline column.
I1019538	Power steering conversion kit for 1955-1957 Chevy. For cars with a Big Block Chevy, Short Water Pump and a 1" Double-D column.
I1019539	Manual drag link adapter. Replaces control valve on 55-57 Chevy cars equipped with factory style power steering.

## AFX Box

I1009565	Borgeson I2.7:1 Steering Box. Fits 1967-1992 "F" Body, 1968-1974 Nova, 1964-1977 "A" Body, 1965-1970 Impala & 1978-1988 "G" Body. Includes inverted flare fitting adapters. 1977 and earlier vehicles require new lower rag joint half (90002004).
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## 1958-64 Impala

I1059530	58-64 Chevy B Body; Power Steering Conversion Box; BOX ONLY
I1059531	58-64 Chevy B Body; Power Steering Conversion Kit; 600 Series Box, Steering Shaft & U Joint.
I1059532	Complete power steering conversion kit for 1958-1964 Impala, Bel Air, Biscayne etc. For cars with a Small Block Chevy, Short Water Pump and a 3/4"-36 spline column.
I1059533	Manual drag link adapter. Replaces control valve on 58-64 Impala equipped with factory style power steering.



# Upgrade Your Steering

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



## 1964-67 "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

## 1964-67 "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

## 1968-70 "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

## 1970-81 "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

## 1971-72 "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

## 1963-64 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

## 1961-62 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

## 1958-60 Impala

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

## 1955-57 Bel Air Manual

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

## 1967-70 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

## 1968-69 "F"/1968-74 "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*

## 1968-69 "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*

## 1967 "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*

## 1967 "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*

## 1978-87 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*

## 1970 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

## 1967-69 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

## 1967-69 Mustang Manual

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

## 1965-66 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

# DISC BRAKES wilwood

# Complete Brake Packages



**Superlite**



**Dynapro-Dynalite**

**Caliper Type -  
Front / Rear**

**Rotor  
Diameter**      **Axle Flange  
and Offset**

**Red  
Calipers**

**Black  
Calipers**

**C2/C3 Corvette** (With RideTech TruTurn)

Dynapro 6 / D8-4	12.19"	Stock	I1529577	I1529578
Superlite 6 / Superlite 4	12.88"	Stock	I1529583	I1529584

\*1963-1964 cars will require 65-82 Rear Caliper Brackets

**GM "AFX" Fitment Includes**

1967-1969 Camaro & Firebird with stock or RideTech spindles.

1968-1974 Nova with stock or RideTech spindles.

1964-1972 GM "A" Body with stock or RideTech spindles.

1970-1981 Camaro & Firebird with RideTech spindles

Dynapro 6 / Dynalite 4	12.19"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1009760	I1009761
Dynapro 6 / Dynalite 4	12.19"	10/12 Bolt BOP - 2.75"	I1009762	I1009763
Dynapro 6 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1009764	I1009765
Superlite 6 / Superlite 4	12.88"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1009766	I1009767
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	I1009768	I1009769

**1979-1988 GM "G" Body**

Dynapro 6 / Dynalite 4	12.19"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1329700	I1329701
Dynapro 6 / Dynalite 4	12.19"	10/12 Bolt BOP - 2.75"	I1329702	I1329703
Dynapro 6 / Dynalite 4	12.19"	Olds/Pontiac - 2.81"	I1329704	I1329705
Dynapro 6 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1329706	I1329707
Superlite 6 / Superlite 4	12.88"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1329708	I1329709
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	I1329710	I1329711

**1955-1957 Chevy Car** (Using RideTech/Heidt's Spindle)

Dynalite 4 / Dynalite 4	12.19"	Stock - 2.34"	I1019520	I1019521
Dynalite 4 / Dynalite 4	12.19"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1019522	I1019523
Dynalite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1019524	I1019525
Superlite 6 / Superlite 4	12.88"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1019526	I1019527
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	I1019528	I1019529

**1959-1964 Impala** (Using Stock Drum Spindle)

Dynalite 4 / Dynalite 4	12.19"	Stock - 2.46"	I1059560	I1059561
Dynalite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1059562	I1059563

\* 1958 cars can use 59-64 Spindle

**1965-1968 Impala** (Using Stock Drum Spindle)

Dynalite 4 / Dynalite 4	12.19"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1289520	I1289521
Dynalite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1289522	I1289523

\*Not compatible with 1967-1968 cars equipped with OE 4 piston calipers

**1968-1970 Impala** (Using 69-70 Drum or 68-70 Disc Spindle)

Dynalite 4 / Dynalite 4	12.19"	10/12 Bolt Chevy - 2.75"/2.81" w/ C-Clips	I1289524	I1289525
Dynalite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	I1289526	I1289527

\*Not compatible with 1967-1968 cars equipped with OE 4 piston calipers

**1963-1972 C10** (Using RideTech/CPM Modular Drop Spindle)

Superlite 6 / Superlite 4	12.88"	C10 Large - 2.42"	I1339548	I1339549
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	I1339550	I1339551



Caliper Type - Front / Rear	Rotor Diameter	Axle Flange and Offset	Red Calipers	Black Calipers
<b>1973-1987 C10</b> (Using RideTech/ CPP Modular Drop Spindle)				
Superlite 6 / Superlite 4	12.88"	C10 Large - 2.42"	11369530	11369531
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	11369532	11369533

<b>1963-1970 C10</b> (INCLUDES Wilwood Aluminum Spindle/Hub)				
Superlite 4 / Dynalite 4	12.19"	C10 Large - 2.42"	11339540	11339541
Superlite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	11339542	11339543
Superlite 6 / Superlite 4	12.88"	C10 Large - 2.42"	11339552	11339552
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	11339552	11339552

\*Must use 1973-1987 ball joints

<b>1971-1972 C10</b> (INCLUDES Wilwood Aluminum Spindle/Hub)				
Superlite 4 / Dynalite 4	12.19"	C10 Large - 2.42"	11339544	11339545
Superlite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	11339546	11339547
Superlite 6 / Superlite 4	12.88"	C10 Large - 2.42"	11339556	11339557
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	11339558	11339559

\*Must use 1973-1987 ball joints

<b>1973-1987 C10</b> (INCLUDES Wilwood Aluminum Spindle/Hub)				
Superlite 4 / Dynalite 4	12.19"	C10 Large - 2.42"	11369526	11369527
Superlite 4 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	11369528	11369529
Superlite 6 / Superlite 4	12.88"	C10 Large - 2.42"	11369534	11369535
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	11369536	11369537

<b>1964-1966 Mustang</b> (With RideTech TruTurn)				
Dynapro 6 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	12099701	12099702
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Small Bearing - 2.5"	12099703	12099704
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Big Bearing - 2.5"	12099705	12099706
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	12099707	12099708
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Small Bearing - 2.5"	12099709	12099710
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Big Bearing - 2.5"	12099711	12099712

<b>1967-1969 Mustang</b> (With Stock Disc or Drum Spindle)				
Dynapro 6 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	12109710	12109711
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Small Bearing - 2.5"	12109712	12109713
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Big Bearing - 2.5"	12109714	12109715
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	12109722	12109723
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Small Bearing - 2.5"	12109724	12109725
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Big Bearing - 2.5"	12109726	12109727

\*Does not fit BOSS 302, BOSS429, GT350 or GT500

<b>1970-1973 Mustang</b> (With Stock Disc or Drum Spindle)				
Dynapro 6 / Dynalite 4	12.19"	9" Ford Torino - 2.5"	12109716	12109717
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Small Bearing - 2.5"	12109718	12109719
Dynapro 6 / Dynalite 4	12.19"	8"/9" Ford, Big Bearing - 2.5"	12109720	12109721
Superlite 6 / Superlite 4	12.88"	9" Ford Torino - 2.5"	12109728	12109729
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Small Bearing - 2.5"	12109730	12109731
Superlite 6 / Superlite 4	12.88"	8"/9" Ford, Big Bearing - 2.5"	12109732	12109733

\*Superlite kits only fit stock disc brake spindle

\*Does not fit BOSS 302, BOSS429, GT350 or GT500

### Tandem Aluminum Master Cylinder w Proportioning Valve

Bore Size	Finish	Part #
7/8"	Bare	11009738
7/8"	Black	11009739
7/8"	Media Burnished	11009724
15/16"	Bare	11009740
15/16"	Black	11009734
15/16"	Media Burnished	11009741
1"	Bare	11009742
1"	Black	11009705
1"	Media Burnished	11009712



### SPECIAL MC for Classic Mustang with Manual Brakes

Bore Size	Finish	Part #
7/8"	Bare	11009753
7/8"	Black	11009754
7/8"	Media Burnished	11009755
15/16"	Bare	11009756
15/16"	Black	11009757
15/16"	Media Burnished	11009758

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Oxidizing Polybutene (DINP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



### 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.



### 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

### 1965-1982 Corvette Rear

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

### COLOR OPTIONS AVAILABLE



### 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.



### 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



## 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 welder. 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.

## 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		
Installation cost	and up depending on complexity, fabricator shop rate, and skill	[@ a shop rate of 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
		<b>Lap Belt Bracket</b>	<b>Seat Belt Bar Kit</b>	
C5 Corvette		41583002	41583000	
C7 Corvette		41603005	41603000	

## 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**





# 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, Monotube 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

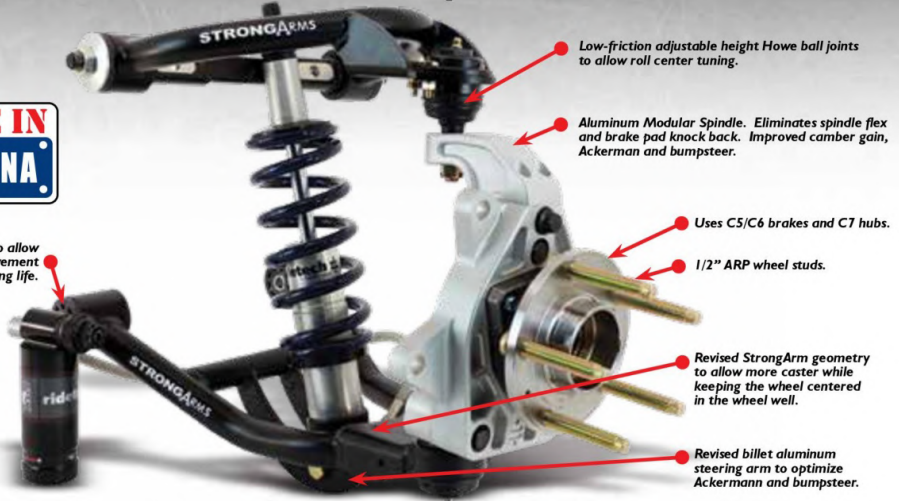


# NO COMPROMISE! PERFORMANCE IS THE ONLY PRIORITY...

## Track1 Front Suspension



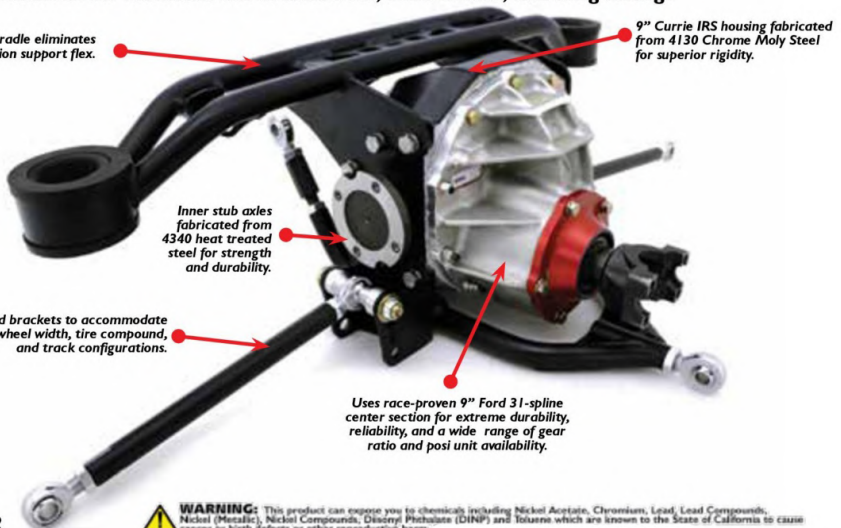
Delrin bushings to allow smooth movement and long life.



## 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.

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

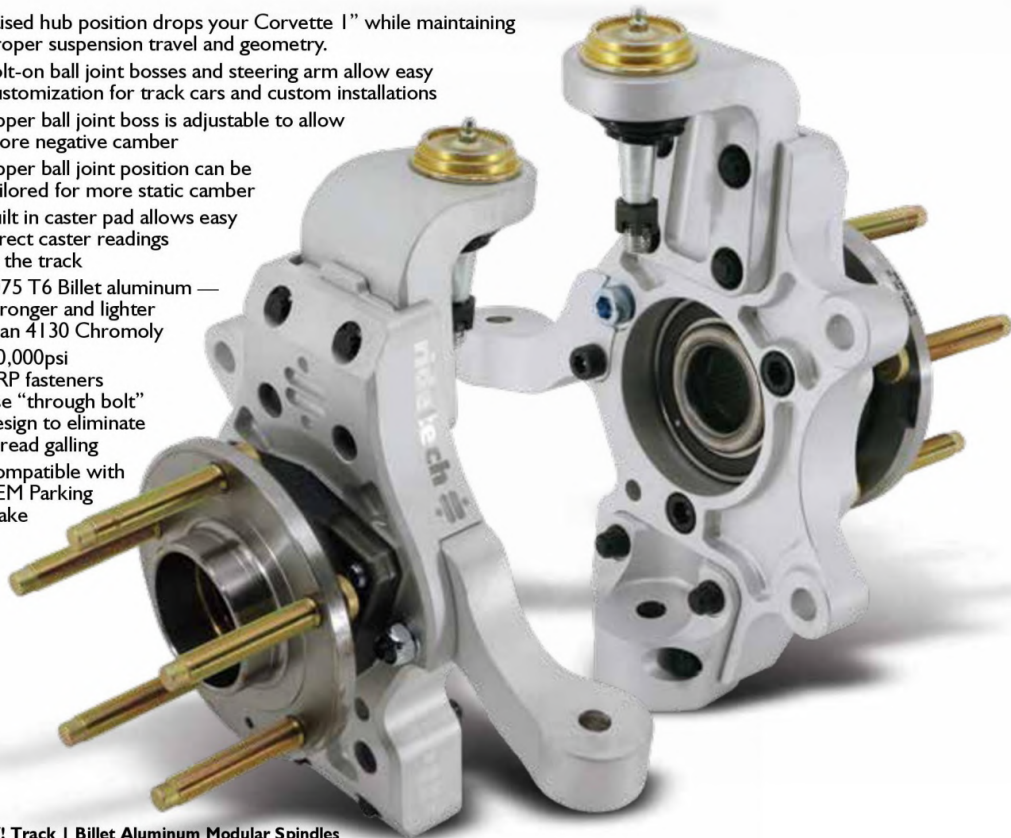


**NEW FOR 2019**



## **Track 1 C5/C6 Modular Spindles**

- Raised hub position drops your Corvette 1" while maintaining proper suspension travel and geometry.
- Bolt-on ball joint bosses and steering arm allow easy customization for track cars and custom installations
- Upper ball joint boss is adjustable to allow more negative camber
- Upper ball joint position can be tailored for more static camber
- Built in caster pad allows easy direct caster readings at the track
- 7075 T6 Billet aluminum — Stronger and lighter than 4130 Chromoly
- 180,000psi ARP fasteners use "through bolt" design to eliminate thread galling
- Compatible with OEM Parking Brake



### **NEW! Track 1 Billet Aluminum Modular Spindles**

Ultra-rigid with customizable height, KPI and steering arms

11009300

**WARNING:** This product can expose you to chemicals including Nickel Acetate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisobutylphthalate (DIBP) and Toluene which are known to the State of California to cause cancer or birth defects or other reproductive harm.



# Track Suspension Systems

ridetech   
**instinct**  
 ELECTRONIC SHOCKS powered by DSC Sport

## GET ACTIVE!

### How?

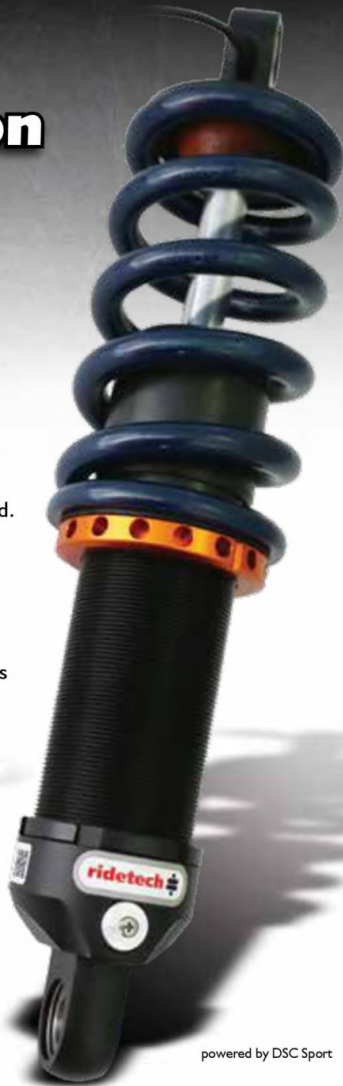
The Instinct sensor package includes a brake pressure sensor, a throttle position sensor, a speed sensor, and an internal 3 way G force sensor that reads pitch, roll, and heave. These inputs are delivered to the Instinct ECU to help it instinctively make changes to the shock dampening forces in a 6 millisecond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



# CUSTOM TUNING FOR MAGNERIDE SUSPENSION!

ridetech 

**MAGNE** *tuner*  
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 com-fortable 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



**WARNING:** This product can expose you to chemicals including Nickel Acrylate, Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisyl/Phthalate (DINP), and Styrene which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information, visit www.P65Warnings.com

ridetech  97

Learn more about performance suspension parts we have.