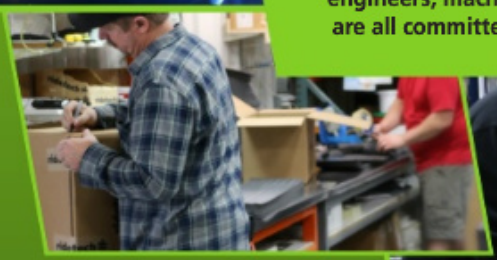
ridetech

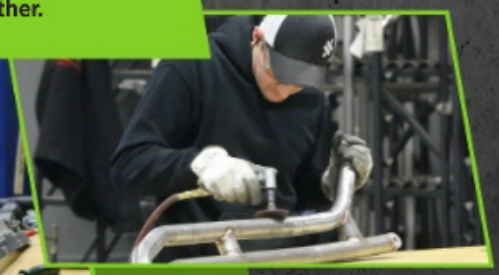
catalog & technical guide • volume 21

we ARE hot rodders

MADE IN INDIANA

We know how to deliver the best products for your project because we build them for our own hot rods. Our team of engineers, machinists, fabricators, sales & order fulfillment are all committed gear heads of one form or another.





Nothing but the best is ever good enough for us, because we understand just how important performance is for our passion.

We have installed a new test circuit right in our own yard so we can continually improve our performance advantage.

This is what it looks like when our employees bring their hot rod to work (which happens all the time). We don't just speak the language from 9 to 5 - we live it 24/7/365.

ridetech

Since you have this catalog in your hands, you obviously have a car or truck that you want to modify in the search of something "better" or at the minimum something "cooler".

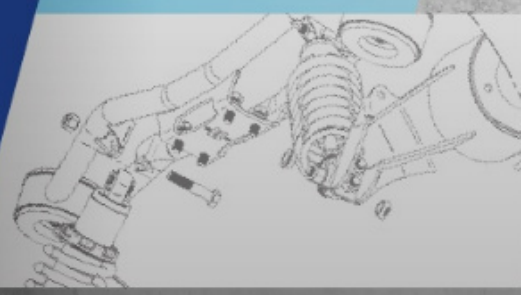
We understand. We always want faster, lower, stronger... BETTER. Even if we get our hands on a brand new late model vehicle, we can rarely leave "good enough" alone.

We also know (from years of experience), when you go changing ONE thing in a complicated system such as your vehicle's suspension system, it generally means something else won't fit, or is compromised in some way.

This is why we take a comprehensive approach to suspension engineering and develop complete systems.

Sure, we sell "parts", but what we really provide is knowledge, experience, research, development, and engineering, so you can get the "better" AND "cooler" you are after while avoiding the problems...

...we are in the business of providing



integration
[in-ti-grey-shuh n]

Definition:
The act of coordinating various components into a harmonious solution to achieve a specified goal.

solut

ridetech

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

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.

RIDE QUALITY

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.

HANDLING

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.

ADJUSTABILITY

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.

SIMPLICITY

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.

PRICE

tions

options

Options are what make the hotrodding world rotate. 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.

ridetech StreetGRIP

RIDE QUALITY
HANDLING
ADJUSTABILITY
SIMPLICITY
PRICE

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!

Coil-Over Suspension

RIDE QUALITY
HANDLING
ADJUSTABILITY
SIMPLICITY
PRICE

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.

pages 10-19

pages 20-29

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!

pages30-57

TRACK 1

The new 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 remain well ahead of the competition!

pages90-97

Complete Systems for Popular Applications:

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

POPULAR CAR APPLICATIONS	Street Grip	Coil-Over	Air Suspension
TRI-5 CHEVY	16	22	32
58-64 IMPALA Del Ray, Biscayne, Bel Air, El Camino	16	22	32
64-72 A-BODY GTO, LeMans, Cutlass, El Camino, Monte Carlo, Olds 422, Tempest, Malibu, Buick GS, GSX	15	23	33
67-69 F-BODY Camaro, Firebird	14	24	34
70-81 F-BODY Camaro, Firebird	14	24	35
82-02 F-BODY Camaro, Firebird	-	24	35
10-15 CAMARO	-	24	35
62-67 CHEVY II	-	22	33
68-74 NOVA Apollo, Omega, Ventura	17	23	34
78-88 G-BODY Cutlass, El Camino, Regal, Grand Prix, Grand National, Malibu	17	23	34
65-70 IMPALA Caprice, Biscayne, Bel Air	-	22	32
64-70 MUSTANG	18	26	38
79-04 MUSTANG	-	26	38
05-14 MUSTANG	-	26	38
15-17 MUSTANG	-	26	38
70-74 E-BODY MOPAR Challenger, Cuda, Charger, Super Bee, Belvedere, GTX, Road Runner, Satellite, Comet	-	20	15
68-70 B-BODY MOPAR	-	20	15
05-14 MOPAR LX Challenger, Charger, 300	-	27	37
60-64 GALAXIE	-	27	37
GM FULL SIZE	-	-	36

POPULAR TRUCK APPLICATIONS	Street Grip	Coil-Over	Air Suspension
63-72 C10	19	27	40
73-87 C10	19	27	40
S10, C1500 & SILVERADO	-	-	41

TRACK 1 ridetech

Track1 **90-93**

Our all new race ready systems are all about top performance at all cost.

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StrongArms® 62-67
TruTurn 68-69
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Steering Components 84-85
Brakes 86-87
TigerCage 88-89
Track1 90-93
Instinct Shock System 94-95
Magnetuner System 97-97
Apparel 98-99

Street Rod Applications

For Pre-1950's "Street Rods" and other "Custom" Installs

Cars made before the mid 1950's generally lack the basic suspension geometry for modern driving. For this reason, nearly all suspension upgrades for these vehicles start with swapping out all the basics for a new platform. We offer a full range of "Street Rod" products perfectly suited and specifically designed for these applications.

STREET ROD - CUSTOM

Coil-Overs 28-29
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StrongArms 67
4-Link Systems 78-81

make your hotrod

...happy cars make happy drivers & passengers!

enjoy driving their new Camaro.
You want ride quality.
You want handling performance.

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

That is why the StreetGrip® suspension system was created.

Don't let your favorite car stay in the garage because you (or your wife) don't like they way it drives / rides!

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!

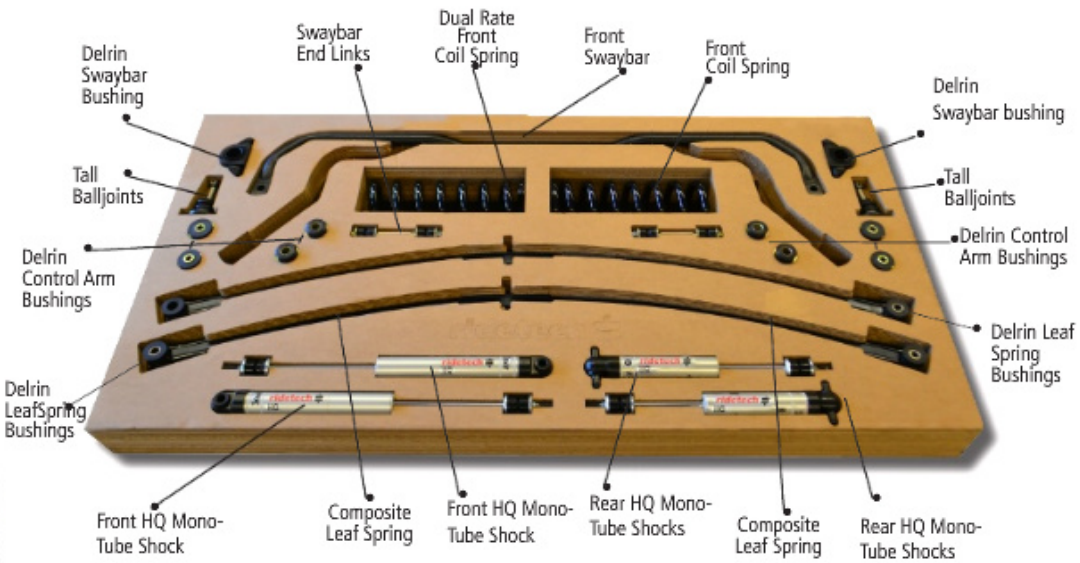
give your classic car modern

happy

ridetech StreetGRIP

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!



One Box.... One Solution!

handling and road manners...

what's in the box...

Dual-Rate Coil Springs

Why? 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.

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.

Composite Rear Leaf Springs

Why? 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.

Delrin Bushings

(fits your OEM control arms)

Why? 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.

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!

& why? ridetech StreetGRIP

Larger Swaybars

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

Delrin Swaybar Bushings

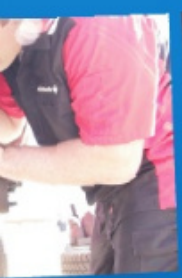
Why? Similar to the control arm bushings, OEM rubber swaybar bushings allow too much deflection, and poly bushings impose too much stiction. RideTech's exclusive Delrin-lined poly swaybar bushings offer the best of both worlds...minimal deflection and virtually zero stiction. Ride quality and handling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

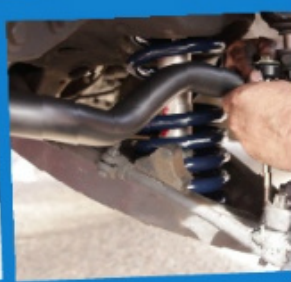
Adjustable RideTech Monotube Shocks

Why? 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

Why? Most OEM front suspension geometry, in addition to being designed over 50 years ago, induced "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.





"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

67-69 Camaro - Firebird

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

Complete System

Small Block /LS	11165010
Big Block	11165110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

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

REAR

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

Options

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

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

70-81 Camaro - Firebird

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

Complete System

Small Block/LS	11175010
Big Block	11175110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

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
Swaybar		11179120

REAR

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

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

StreetGrip

64-72 Chevelle - A-Body

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!

Complete System	64-67	68-72
Small Block/LS	11235010	11245010
Big Block	11235110	11245110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT			
either:	Dual Rate Springs - SB / LS	11232350	11242350
	Dual Rate Springs - Big Block	11232351	11242351
HQ Series Shocks (each)		22159846	22149846
Delrin Control Arm Bushings		11229590	11229590
Tall Ball Joint (each)		90000894	90000894
Swaybar		11239120	11249120
REAR			
Dual Rate Springs		11234799	11244799
HQ Series Shocks (each)		22189853	22189853
Swaybar		11229122	11229122

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.
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.

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

Bushing tool:

Replacing OEM bushings and don't have a press? No problem! This new tool allows you to remove and install bushings with simple hand tools. Includes all necessary hardware to remove upper and lower control arm bushings on your Camaro, Chevelle and G-Body
85000009.....

Tri-5-Chevy

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

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

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

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
Swaybar		11059120

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

58-64 GM B-Body

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

245/25R20 = fender lip is 23-3/4" front and 18" rear

Complete System

Small Block/LS	11055010
Big Block	11055110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

either:	Dual Rate Springs - Small Block / LS	11052350
	Dual Rate Springs - Big Block	11052351
HQ Series Shocks (each)		22169847
Delrin Control Arm Bushings		11059590
Tall Ball Joint (each)		90003041
Swaybar		11059120
Drop Spindles		11059300

REAR

Dual Rate Springs	11054798
HQ Series Shocks (each)	22189844
Swaybar	11059122

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

StreetGrip

68-74 Nova

Complete System

Small Block/LS	11265010
Big Block	11265110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

either:	Dual Rate Springs - Small Block / LS	11262350
	Dual Rate Springs - Big Block	11262351
HQ Series Shocks (each)		22149846
Delrin Control Arm Bushings		11269590
Tall Ball Joint (each)		90000894
Swaybar		11269120

REAR

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

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.

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

78-88 G-Body

Complete System

Small Block/LS	11325010

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT

Dual Rate Springs	11322350
HQ Series Shocks (each)	22149846
Delrin Control Arm Bushings	11329590
Tall Ball Joint (each)	90000913
Swaybar	11329120

REAR

Dual Rate Springs	11324799
HQ Series Shocks(each)	22179853
Swaybar	11329102

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.

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

64-70 Mustang

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.

204/75R14 = fender lip is 24-3/8" front and 25" rear

Complete System	64-66	67-70
Small Block	12095010	12105010
Big Block	N/A	12105110
COMPLETE SYSTEM INCLUDES EVERYTHING BELOW		
FRONT		
either: Dual Rate Springs -S Block	12092350	12102350
Dual Rate Springs - B Block	N/A	12102351
HQ Series Shocks with Mounts	12099515	12109515
Delrin Control Arm Bushings	12099590	12109590
Ball Joint Wedge Plates - 3 bolt	12109520	12109520
Ball Joint Wedge Plates - 4 bolt	12109521	12109521
Swaybar	12099120	12109120
REAR		
Composite Leaf Springs	12094799	12104799
Delrin Leaf Bushings & Shackles	12095399	12105399
HQ Series Shocks w Staggered mts	12099510	12109510

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

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

ridetech StreetGRIP

StreetGrip

63-72 Chevy C-10

Complete System	63-70	71-72
Small Block/LS	11345010	11355010
Big Block	11345110	11355110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

FRONT			
either:	Coil Springs - Small Block / LS	11332350	11332350
	Coil Springs - Big Block	11332351	11332351
HQ Series Shocks (each)		22139841	22139841
Delrin Control Arm Bushings		11339590	11339590
Drop Spindle		11349300	11359300
Swaybar		11339120	11339120
REAR			
Dual Rate Springs		11334799	11334799
HQ Series Shocks w/ mounts		11339510	11339510
C-Notches		11339699	11339699
Panhard Bar & Lowering Blocks		11339099	11339099

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

73-87 C-10

Complete System	
Small Block/LS	11365010
Big Block	11365110

COMPLETE SYSTEM INCLUDES EVERYTHING BELOW

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

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!

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

performance

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

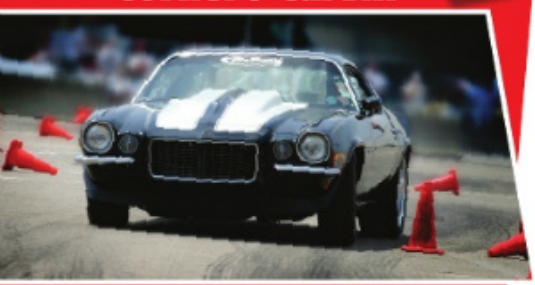
comfort / crusin'

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.

corner / carvin'



When we engineer our coil-over 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.

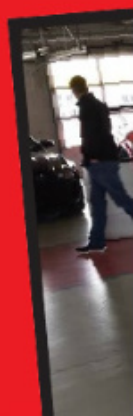
These components, together with the proper anti-sway bar upgrade, work together to maximize the coil-over's impact on how the car / truck responds to both road irregularities and driver input without relying on stiff springs or excessive shock valving.

complete / UN-complicated

With the correct spring rate and RideTech's adjustable shock valving, there is virtually no compromise in ride quality or handling.

"After multiple installs, I can say with complete certainly 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
Gas Monkey Garage



the way you want it

Coil-Over Systems

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

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

Coil-Ove

55-57 Chevy

SUGGESTED COMPLETE PACKAGE
One Piece Frame 11020201
Two Piece Frame 11030201

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

58-64 Impala

SUGGESTED COMPLETE PACKAGE
1958 11040201
59-64 11060201

Package Includes

FRONT
Lower StrongArms..... 11052899
Upper StrongArms..... 11053699
HQ Series CoilOvers... 11053510
Front MuscleBar 11059100

REAR
58 Upper Arm 11046699
59-64 Upper Arm
& Panhard Bar..... 11066699
58-64 Lower Arms..... 11284499
Coil Springs..... 11054799
HQ Series Shocks (each) 22189844
Rear MuscleBar..... 11059102

Options
59-64 Additional Rear
Upper StrongArm 11066698

62-67 Nova

SUGGESTED COMPLETE PACKAGE
11250201

Package Includes

FRONT
HQ Series CoilOvers... 11253110
MuscleBar..... 11259100

REAR
Bolt-On 4-Link 11257199
HQ Series CoilOvers... 11256510

65-70 Impala

SUGGESTED COMPLETE PACKAGE
65-66 11290201
67-70 11300201

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

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

r Systems

64-67 A-Body

SUGGESTED COMPLETE PACKAGE 11230201

Package Includes

FRONT
Lower StrongArms..... 11222899
Upper StrongArms..... 11223699
HQ Series CoilOvers... 11233510
Tall/Drop Spindles..... 11009300
MuscleBar..... 11239100

REAR
Lower StrongArms..... 11224499
Upper StrongArms..... 11236699
HQ Series CoilOvers... 11226110
MuscleBar..... 11229102

68-72 A-Body

SUGGESTED COMPLETE PACKAGE 11240201

Package Includes

FRONT
Lower StrongArms..... 11222899
Upper StrongArms..... 11223699
HQ Series CoilOvers... 11243510
Tall/Drop Spindles..... 11009300
MuscleBar..... 11249100

REAR
Lower StrongArms..... 11224499
Upper StrongArms..... 11246699
HQ Series CoilOvers... 11226110
MuscleBar..... 11229102

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

78-88 G-Body

SUGGESTED COMPLETE PACKAGE 11320201

Package Includes

FRONT
Tru-Turn System..... 11329599
HQ Series CoilOvers... 11323510
MuscleBar..... 11329100

REAR
Lower StrongArms..... 11324499
Upper StrongArms..... 11326699
HQ Series CoilOvers... 11326110
MuscleBar..... 11329102

68-74 Nova

SUGGESTED COMPLETE PACKAGE 11260201

Package Includes

FRONT
Lower StrongArms..... 11162899
Upper StrongArms..... 11163699
HQ Series CoilOvers... 11263510
Tall/Drop Spindles..... 11009300
MuscleBar..... 11169100

REAR
Bolt-On 4-Link 11267199
HQ Series CoilOvers... 11166510

Options
Tru-Turn Upgrade 11169501

Triple Adjustable Shocks are also available for nearly all coil-over applications!

Coil-Ove

67-69 Camaro

SUGGESTED COMPLETE PACKAGE 11160201

Package Includes

FRONT
Lower StrongArms..... 11162899
Upper StrongArms..... 11163699
HQ Series CoilOvers... 11163510
Tall/Drop Spindles..... 11009300
MuscleBar..... 11169100
REAR
Bolt-On 4-Link 11167199
HQ Series CoilOvers... 11166510

Options
Tru-Turn Upgrade 11169501
Rear MuscleBar..... 11169102

70-81 Camaro

SUGGESTED COMPLETE PACKAGE 11170201

Package Includes

FRONT
Lower StrongArms..... 11172899
Upper StrongArms..... 11173699
HQ Series CoilOvers... 11173510
MuscleBar..... 11179100
REAR
Bolt-On 4-Link 11177199
HQ Series CoilOvers... 11176510

82-92 Camaro

Coming in 2017!

10-15 Camaro

SUGGESTED COMPLETE PACKAGE

Package Includes

FRONT
HQ Series CoilOvers... 11503110
REAR
HQ Series CoilOvers... 11506110

93-02 Camaro

SUGGESTED COMPLETE PACKAGE 11210210

Package Includes

FRONT
Q Series CoilOvers... 11213110
REAR
Q Series CoilOvers... 11216110

Billet Aluminum

Options
Rear StrongArms..... 11505899
Rear MuscleBar..... 11509102
Rear Cradle Bushings 11509599
Cradle Bushing Tool... 85000005

track or cruisin' our Camaro and Corvette systems give you performance AND great road manners

r Systems

63-67 Corvette

SUGGESTED COMPLETE PACKAGE 11520201

Package Includes

RONT
u-Turn System..... 11529599
Q Series CoilOvers... 11523510
uscleBar..... 11529100

EAR
ear StrongArm System11527199
Q Series CoilOvers... 11526510

Options
Rear MuscleBar..... 11529102

68-79 Corvette

SUGGESTED COMPLETE PACKAGE 11530201

Package Includes

RONT
u-Turn System..... 11539599
Q Series CoilOvers... 11533510
uscleBar..... 11539100

EAR
ear StrongArm System11537199
Q Series CoilOvers... 11536510

Options
Rear MuscleBar..... 11539102

C7 Corvette

Delrin Bushing Kit

C7 Bushing Kit..... 11609500

See Pages 96-97

ridetech MAGNEtuner

97-13 Corvette

SUGGESTED COMPLETE PACKAGE 11510210

Package Includes

FRONT
HQ Series CoilOvers... 11513110

REAR
HQ Series CoilOvers... 11516110

Take your C5-C6-C7 to the next level

Options
97-04 Front MuscleBar11589100
97-04 Rear MuscleBar11589102
05-13 Front MuscleBar11599100
05-13 Rear MuscleBar11599102
97-13 Delrin Bushings11519500
06-13 Z06
Delrin Bushings..... 11519501
Bushing Removal Tool 85000006

ridetech 1000001 1,000,001 MILE WARRANTY

CoilOve

64-66 Mustang

SUGGESTED COMPLETE PACKAGE 12090201

Package Includes

FRONT
Tru-Turn System..... 12099599
HQ Series CoilOvers... 12093510
MuscleBar..... 12099100
REAR
Bolt-On 4-Link 12087199
HQ Series CoilOvers... 12096510

Options.....
Strut Tower Braces..... 12099550 $100

67-70 Mustang

SUGGESTED COMPLETE PACKAGE 12100201

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

79-93 Mustang

SUGGESTED COMPLETE PACKAGE
79-89 12120210
90-93 12130210

Package Includes

FRONT
79-89 HQ CoilOvers.. 12123110
90-93 HQ CoilOvers.. 12133110
REAR
HQ Series CoilOvers... 12136110
Rear Lower StrongArms12135899
Rear Upper StrongArms12136699

94-04 Mustang

SUGGESTED COMPLETE PACKAGE 12140210

Package Includes

FRONT
HQ Series CoilOvers... 12143110
REAR
HQ Series CoilOvers... 12136110
Lower StrongArms..... 12135899
Upper StrongArms..... 12136699

05-14 Mustang

SUGGESTED COMPLETE PACKAGE 12150210

Package Includes

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

15-17 Mustang

SUGGESTED COMPLETE PACKAGE 12270210

Package Includes

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

r Systems

63-70 C-10

SUGGESTED COMPLETE PACKAGE 11340201

Package Includes

FRONT
Tru-Turn System..... 11342699
HQ Series CoilOvers... 11333510
Drop Spindles 11349300
MuscleBar..... 11369100

REAR
Rear StrongArm 11337199
HQ Series CoilOvers... 11336510

Options
Rear MuscleBar..... 11339102

71-72 C-10

SUGGESTED COMPLETE PACKAGE 11350201

Package Includes

FRONT
Tru-Turn System..... 11352699
HQ Series CoilOvers... 11333510
Drop Spindles..... 11359300
MuscleBar..... 11369100

REAR
Rear StrongArm 11337199
HQ Series CoilOvers... 11336510

Options
Rear MuscleBar..... 11339102

60-64 Galaxie

SUGGESTED COMPLETE PACKAGE 12160210

Package Includes

FRONT
HQ Series CoilOvers... 12163110

REAR
Bolt-On 4-Link 12167199
HQ Series CoilOvers... 12166510

Options
Tie Rod Adjusters..... 12169400

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

05-14 Mopar LX

SUGGESTED COMPLETE PACKAGE 13040210

e Includes

FRONT
HQ Series CoilOvers... 13043110

REAR
HQ Series CoilOvers... 13046110

coil-over shocks

We have a variety of Coil-Overs that are designed to work with just about whatever setup you're using. Whether you're replacing your c[illegible] coil-overs, or starting a fresh build, we can suit your suspension needs.

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 Quality

ridetech TQ TRACK Quality

Chassis	Comp	Ride	Ext	Stroke	Bottom Mount	Top 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	11.25	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 Komponents 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	11.25	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	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 Coil-Overs

& springs

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

RideTech 2 1/2" coil over springs

Built in Indiana by Hyperco:
High tensile premium steel CNC cold wound, less weight, more resistant to bowing, increased travel with durable powder coated finish

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 MII 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
$5 each
Sold individually
2 needed for one coilover

70010828

90009990

GM Trunnion mount
Front – 2.25"-2.875"

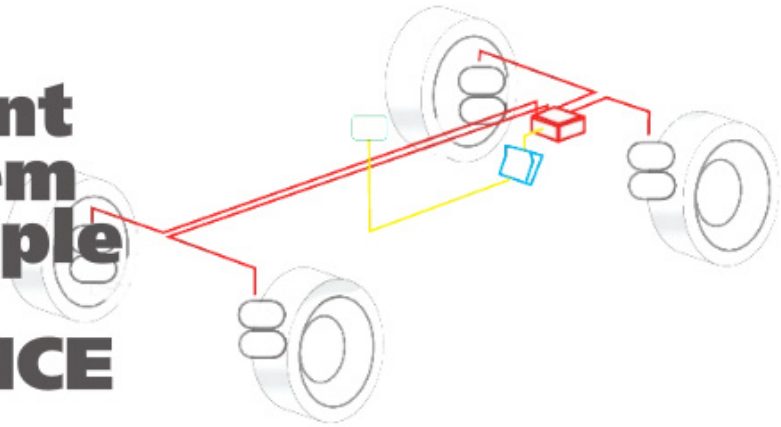
HQ Series Mounts

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

the ultimate adju

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

Our intelligent control system provides simple & reliable PERFORMANCE



Goes Low? YES!

Ride Quality? YES!

Performance? YES!

stability

Air Suspension Systems

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

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

options

Air supply and control systems

Our air suspension systems are now sold without control systems. You choose the control system that works for your style of driving and budget.

pages 42-47

Air Su

Tri-Five Chevy

SUGGESTED COMPLETE PACKAGE

One Piece Frame
11020298

Two Piece Frame
11030298

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

58-64 Impala

SUGGESTED COMPLETE PACKAGE

1958 Only
11040298

1959-1964
11060298

package includes:

FRONT

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

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

65-70 Impala

SUGGESTED COMPLETE PACKAGE

65-66
11290298

67-70
11300298

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

Options

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

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

uspension

64-67 Chevelle / A-Body

package includes:

FRONT

Lower StrongArms..... 11222899
Upper StrongArms..... 11223699
HQ Series Shockwaves..... 11233001
Tall/Drop Spindles..... 11009300
MuscleBar..... 11239100

REAR

Lower StrongArms..... 11224499
Upper StrongArms..... 11236699
HQ Series Shockwaves..... 11225401
MuscleBar..... 11229102

SUGGESTED COMPLETE PACKAGE 11230298

68-72 Chevelle / A-Body

package includes:

FRONT

Lower StrongArms..... 11222899
Upper StrongArms..... 11223699
HQ Series Shockwaves..... 11243001
Tall/Drop Spindles..... 11009300
MuscleBar..... 11249100

REAR

Lower StrongArms..... 11224499
Upper StrongArms..... 11246699
HQ Series Shockwaves..... 11225401
MuscleBar..... 11229102

SUGGESTED COMPLETE PACKAGE 11240298

62-67 Nova

package includes:

FRONT

HQ Series Shockwaves..... 11252401
MuscleBar..... 11259100

REAR

Bolt-On 4-Link 11257199
HQ Series Shockwaves..... 21150701

SUGGESTED COMPLETE PACKAGE 11250298

MPRESSOR SYSTEM

options on pages 42-47

After all the years and 1200 horsepower, **RideTech suspension has never let the Chicayne down.**

Air Su

67-69 Camar

SUGGESTED COMPLETE PACKAGE
11160298

package includes:

FRONT

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

REAR

Bolt-On 4-Link	11167199
HQ Series Shockwaves	21150701

Options

Tru-Turn Upgrade	11169501	$650
Rear MuscleBar	11169102	$500

68-74 Nova

SUGGESTED COMPLETE PACKAGE
11260298

package includes:

FRONT

Lower StrongArms	11162899
Upper StrongArms	11163699
HQ Series Shockwaves	11263001
Tall/Drop Spindles	11009300
MuscleBar	11169100

REAR

Bolt-On 4-Link	11267199
HQ Series Shockwaves	21150701

Options

Tru-Turn Upgrade	11169501	$650

78-88 G-Body

SUGGESTED COMPLETE PACKAGE
11320298

package includes:

FRONT

Tru-Turn System	11329599
HQ Series Shockwaves	11323001
MuscleBar	11329100

REAR

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

See Pages 68-69 for more information on the Tru-Turn System

uspension

70-81 Camaro

package includes:

FRONT
Lower StrongArms..... 11172899
Upper StrongArms..... 11173699
HQ Series Shockwaves..... 11173001
MuscleBar..... 11179100

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

SUGGESTED COMPLETE PACKAGE 11170298

93-02 Camaro

package includes:

FRONT
HQ Series Shockwaves..... 11212401

REAR
HQ Series Shockwaves..... 11215401

SUGGESTED COMPLETE PACKAGE 11210298

MPRESSOR SYSTEM
options on pages 42-47

10-15 Camaro

package includes:

FRONT
HQ Series Shockwaves..... 11502401

REAR
HQ Series Shockwaves..... 11505401

SUGGESTED COMPLETE PACKAGE 11500298

Options
Rear StrongArms..... 11505899
Rear MuscleBar..... 11509102
Rear Cradle Bushings 11509599
Cradle Bushing Tool..... 85000005

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

Air Su

58-60 Cadillac

SUGGESTED COMPLETE PACKAGE 11090298

package includes:

FRONT
HQ Series Shockwaves..... 11082401
REAR
CoolRide with
HQ Series Shocks..... 11104010

61-64 Cadillac

SUGGESTED COMPLETE PACKAGE 11100298

package includes:

FRONT
HQ Series Shockwaves..... 11102401
REAR
CoolRide with
HQ Series Shocks..... 11104010

65-70 Cadillac

SUGGESTED COMPLETE PACKAGE 11110298

package includes:

ONT
Series Shockwaves..... 11112401
AR
lRide with
Series Shocks..... 11114010

61-64 Buick Full Size / 63-65 Riviera

SUGGESTED COMPLETE PACKAGE 11130298

package includes:

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

65-70 Buick Full Size / 66-70 Riviera

SUGGESTED COMPLETE PACKAGE 11140298

package includes:

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

65-70 Pontiac Full Size

SUGGESTED COMPLETE PACKAGE 11150298

package includes:

FRONT
HQ Series Shockwaves..... 11152401
REAR
CoolRide with
HQ Series Shocks..... 11154010

uspension

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

GESTED
MPLETE
CKAGE
060298

68-70 Mopar B-Body

package includes:

FRONT
Upper StrongArms..... 13013699
HQ Series Shockwaves..... 13013001
REAR
Bolt-On 4-Link 13017199
HQ Series Shockwaves..... 21140801

SUGGESTED COMPLETE PACKAGE
13010298

MPRESSOR SYSTEM
options on pages 42-47

70-74 Mopar E-Body

package includes:

FRONT
Upper StrongArms..... 13013699
HQ Series Shockwaves..... 13013001
REAR
Bolt-On 4-Link 13027199
HQ Series Shockwaves..... 21140701

SUGGESTED COMPLETE PACKAGE
13020298

-14 Mopar LX

package includes:

FRONT
HQ Series Shockwaves..... 13042401
REAR
CoolRide with
HQ Series Shocks..... 1304401C

SUGGESTED COMPLETE PACKAGE
13040298

Air Su

64-66 Mustang

SUGGESTED COMPLETE PACKAGE
12090298

package includes:

FRONT
Tru-Turn System..... 12099599
HQ Series Shockwaves..... 12093001
MuscleBar..... 12099100
REAR
Bolt-On 4-Link 12087199
HQ Series Shockwaves..... 21150701

Options
Strut Tower Braces..... 12099550 $100

67-70 Mustang

SUGGESTED COMPLETE PACKAGE
12100298

package includes:

FRONT
Lower StrongArms..... 12102899
Upper StrongArms..... 12103699
HQ Series Shockwaves..... 12103001
MuscleBar..... 12109100
REAR
Bolt-On 4-Link 12087199
HQ Series Shockwaves..... 21150701

79-93 Mustang

SUGGESTED COMPLETE PACKAGE
79-89
12120298
90-93
12130298

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

94-04 Mustang

SUGGESTED COMPLETE PACKAGE
12140298

package includes:

FRONT
HQ Series Shockwaves..... 12142401
REAR
HQ Series Shockwaves..... 12135401
Rear Lower StrongArms... 12135899
Rear Upper StrongArms... 12136699

uspension

Need Struts?
NO PROBLEM!

Strut suspension offers some unique design challenges, particularly when modifications start coming into play. We have been working with Strut cars since the beginning, and know what it takes to make a strut that will perform AND last!

package includes:

FRONT
HQ Series Shockwaves..... 12152401
REAR
HQ Series Shockwaves..... 12155401

05-14 Mustang

SUGGESTED COMPLETE PACKAGE
12150298

package includes:

FRONT
HQ Series Shockwaves..... 12272401
REAR
CoolRide with
HQ Series Shocks..... 12274010

15-17 Mustang

SUGGESTED COMPLETE PACKAGE
12270298

MPRESSOR SYSTEM
ptions on pages 42-47

Air Su

63-70 C-10

SUGGESTED COMPLETE PACKAGE 11340298

package includes:

FRONT

Tru-Turn System..... 11342699
HQ Series Shockwaves..... 11333001
Drop Spindles..... 11349300
MuscleBar..... 11369100

REAR

Rear StrongArm System... 11337199
HQ Series Shockwaves..... 21150801

Options

Rear MuscleBar..... 11339102

71-72 C-10

SUGGESTED COMPLETE PACKAGE 11340298

package includes:

FRONT

Tru-Turn System..... 11351299
HQ Series Shockwaves..... 11333001
Drop Spindles..... 11359300
MuscleBar..... 11369100

REAR

Rear StrongArm System... 11337199
HQ Series Shockwaves..... 21150801

Options

Rear MuscleBar..... 11339102

73-87 C-10

SUGGESTED COMPLETE PACKAGE 11360298

package includes:

FRONT

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

REAR

Rear Bolt-On 4-Link
with HQ Series Shocks..... 11366710

Haul the way you want!

uspension

88-98 C1500

package includes:

FRONT

Lower StrongArms..... 11371499
Upper StrongArms..... 11373699
CoolRide with
HQ Series Shocks..... 11370910
Drop Spindles 11379300
MuscleBar..... 11379100

REAR

Rear Bolt-On 4-Link
with HQ Series Shocks..... 11376710
MuscleBar..... 11379102

99-06 Silverado

package includes:

FRONT

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

REAR

Rear Bolt-On 4-Link
with HQ Series Shocks.... 11386710

82-03 S-10

package includes:

FRONT

Tru-Turn System..... 11399599
HQ Series Shockwaves..... 11393001
MuscleBar..... 11399100

REAR

Rear Bolt-On 4-Link
with HQ Series Shocks..... 11396710

Get the look you want - AND IMPROVE your truck's ability to carry a load and / or haul a trailer!

With a RideTech air suspension system on your truck you actually can haul and tow more weight and maintain a safe and controlled ride. Because your RideTech suspension is adjustable to the specific load, your truck keeps optimum suspension geometry and spring rate even when fully loaded, then when you're unloaded, you don't need to suffer from a harsh ride. It truly is the best of both worlds -STYLE AND PERFORMANCE!

COMPRESSOR SYSTEM options pages 42-47

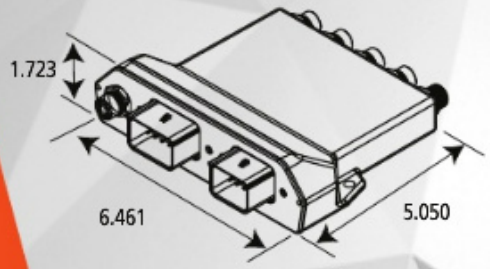
Air Su

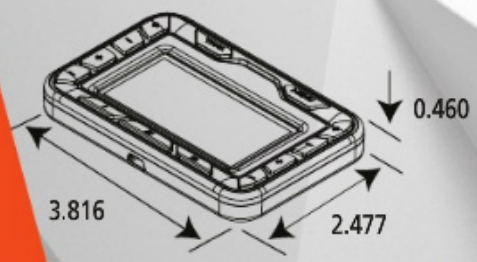
Electronic Air Suspension Management

The auto-dimming transflective display of the RidePRO system is completely visible in the sun and is only 3/8" thick. Interface buttons are backlit and have a distinct "click" to let the driver feel when he has made a change. Two mini USB connections are offered to allow a variety of panel mounting and connection opportunities.

In addition to the 3 ride height presets and the "ride height on start" feature, the calibration process, weight compensation, and crossload compensation are all automatic. If a problem should arise , error detection and troubleshooting menus are built into the unit to make finding and fixing problems much easier.

The digital ECU uses M12 twist connections and is waterproof to allow mounting in any location on the vehicle. Solid state compressor relays are built in to eliminate external relays and wiring. The LevelPro digital leveling system is compatible with any air suspension and is a great upgrade to your current system.





Ride height vs. air pressure

Air pressure is only an indication of ride height. **There are several variables to consider: load** *[passengers, luggage, trailer, etc.]*, **inherent suspension bind** caused by the natural geometry of vehicle's suspension, and even the vehicle sitting on a **grade** can affect the relationship between air pressure and the *actual* ride height of the vehicle.

To this point leveling systems have fallen into 2 categories: **pressure based** and **ride height based**. A pressure based system [like the **RidePro® digital** systems] use only air pressure to determine correct ride height. While this works well in most vehicles, it struggles to accommodate big valves and airlines or vehicles that see a variable load [luggage, back seat passengers, trailers, etc.].

A leveling system that uses only ride height sensors can accurately achieve the correct ride height but will often suffer from crossloading. This is when the vehicle is level but the air pressures are dramatically different from side to side. This crossloading condition is quite detrimental to proper ride quality and handling performance. The **LevelPro®** system uses a unique combination of ride height sensors AND air pressure sensors to quickly achieve your selected ride height.

By comparing the position of the ride height sensor to the air pressure, the vehicle is leveled with no crossloading.

LevelPRO®

For the customer who only requires an air pressure based control system, the RidePro®digital can be a cost effective alternative to the state-of-the-art LevelPro®system. Of course, it is easily upgradable to a full LevelPro® configuration by a simple plug-in installation of the ride height sensors and wiring harnesses. It is fully compatible with the remote control system option as well.

uspension

Your suspension provides control of your vehicle, but what controls your suspension? We have packed our new RidePRO digital system with accuracy, repeatability, versatility, dependability, visibility and a wide range of other abilities to give you unparalleled levels of control - all at the push of a button.

- *3 ride height presets with optional "Ride height on start" feature.*
- *Optional LevelPro Sensors monitor both air pressure and ride height to eliminate crossloading.*
- *Transflective display uses sunlight to illuminate...the brighter the sun, the brighter the display.*
- *Mini USB connectors on bottom and back of control panel offer several mounting options.*
- *Waterproof ECU allows mounting anywhere in vehicle.*
- *Compatible with existing RidePro and other brands of solenoid valves.*
- *Built in troubleshooting menus provide error codes to alert users of any malfunctions.*
- *Solid state internal compressor relays eliminate external compressor relays and wiring.*
- *Waterproof threaded M12 wiring harness connectors.*

Available Smart Phone Control

RidePRO Air Su

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

DIGITAL CONTROL

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

The RidePro® digital systems provide automatic adjustment with the use of an ECU and digital display.

The Standard RidePro® digital system relies solely on air pressure sensors for each airspring to adjust the suspension.

RidePro® Digital Control

4000 Series 3 Gallon	30334000
4100 Series 5 Gallon	30334100

3 or 5 gallon, which is right for you?

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

Single axle air systems

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

2000 series
3 gallon single compressor

RidePro® "2-way" 3 gallon with single compressor	**30142000**

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

1500 & 1600 series

RidePro® "1-way" single compressor	**30111500**
RidePro® "2-way" single compressor	**30131600**

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

uspension

PRE-WIRED / EASY TO INSTALL

- Lightweight (28lbs-3 gallon : 45lbs-5 gallon)

airpod™

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

DIMENSIONS

AirPOD	
4000 Series 3 Gallon	30314000
4100 Series 5 Gallon	30314100
Optional Cover (3 gallon)	30314001
Optional Cover (5 gallon)	30314101

LevelPRO®

4 Level Sensors & Wiring
30400034

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

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

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

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

Airline Inflation Valve
1/4" 31957005

Tee Fitting

1/4" Line Size	31954400	$8
3/8" Line Size	31956400	$10
1/2" Line Size	31958400	$10

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

Male Bulkhead
1/8" NPT 1/4" line 31957008

Air Inflation Kit
32000001

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

Air Line Reducer
3/8" x 1/4" 31957006
1/4" male x 1/8" 31957007

Pressure Switch 135psi on /150psi off
31980005

Bulk Airline

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

Npt Close Nipple
1/4" 31957001

Braided Line Kit
90001746

RidePRO digital Pressure Sender

31988150 $50

Aluminum Tanks

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

Switches & Panels

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

31191500 31192000 31192500 31194000

Switches & Panels	
Single control panel (w/pneumatic paddle switch)	31191000
Single control panel (w/electrical pneumatic switch)	31191500
Dual control panel (w/electrical pneumatic switch)	31191600
Dual paddle switch control panel	31192000
Dual paddle switch control panel - White face	31192000
2-way RidePro® control panel (electrical switches w/dual needle gauge)	31192500
2-way RidePro® control panel - White face (electrical switches w/dual needle gauge)	31192501
4-way RidePro® control panel (electrical switches w/dual needle gauge)	31194000
4-way RidePro® control panel - White face (electrical switches w/dual needle gauge)	31194001
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

uspension

Controls

30318000

RidePro digital electronics packa

Convert any existing compressor system to the **RidePro®** **digital** pressure preset system. Includes: **RidePro®** ECU, control panel, air pressure sensors, and wiring harnesses.

31009000

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

Valves

31932501

2-way RidePro® airvalve

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

* Fittings Sold Separately*

31937400

4-way BigRed airvalve

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

* Fittings Sold Separately*

31934001

4-way RidePro® airvalve

4-way airvalve for 4 airsprings

* Fittings Sold Separately*

Compressor

model215 **31920001**

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

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

model327 **31920**

$20

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

Service and Fitting Kit

31951000

Air Line Cutter

NO MORE JAGGED CUTS!

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

$10

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 suspension. 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®.

The Innovator

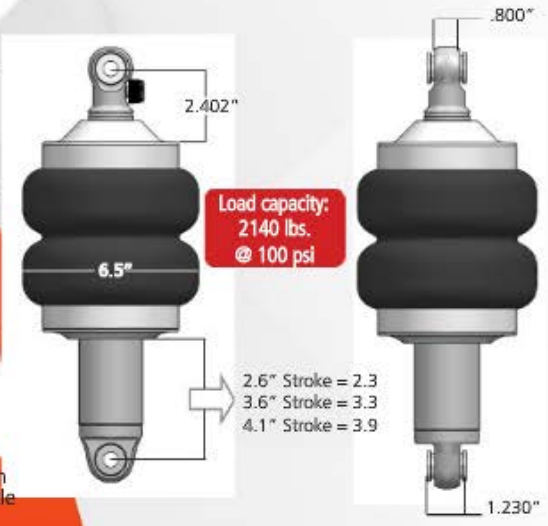
We hold multiple U.S. Patents on the technology used in the ShockWave®

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

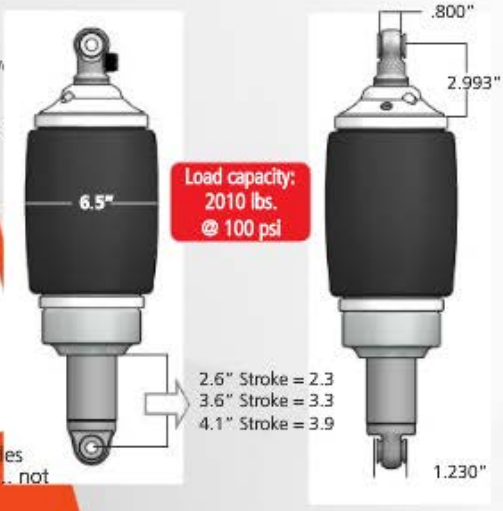


104 series

The 104mm ShockWave combines the load capacity of the double convoluted ShockWave with the stroke and linear spring rate of the rolling sleeve ShockWave. It is used in the front of some vehicles to further improve ride quality, and in the rear of some very heavy vehicles to increase load capacity. It is exactly the same overall diameter as the 6.5" diameter double convoluted ShockWave.

					HQ Single Adj	TQ Triple Adj
Comp	Ride	Ext	Stroke	Mount		
9.3	10.75	11.6	2.9	1.7" Eye	21120301	24320301
9.6	11	11.9	2.9	2" Stud	21120305	24320305
10	11.75	13	3.6	1.7" Eye	21130301	24330301
10.3	12.1	13.3	3.6	2" Stud	21130305	24330305
10.75	12.75	14.25	4.1	1.7" Eye	21140301	24340301
11	13.1	14.5	4.1	2" Stud	21140305	24340305

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

PRE-ENGINEERED SHOCKWAVE SOLUTIONS

Bolt-On Applications

GM Car

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

Ford Car

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

STRONGARMS™

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

Air Suspension 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 leafs (see our 4-link system on pages 72-81) or uses separate airsprings and shocks (see our **CoolRide®** systems on pages 52-53).

ALL SHOCKWAVES LISTED ARE SINGLE ADJUSTABLE
(TRIPLE ADJUSTABLE ALSO AVAILABLE)

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 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

PRE-ENGINEERED
COOLRIDE
SOLUTIONS

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 with HQ Shocks	Rear CoolRide 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 with HQ Shocks	Rear CoolRide 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

STRONGARMS™

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

Air Suspension
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.

Ford Cars

	Front CoolRide with HQ Shocks	Rear CoolRide with HQ Shocks
49-51 Mercury	12011010	N/A
49-52 Ford	12011010	N/A
53-57 Ford	12031010	N/A
55-57 T-Bird	12041010	N/A
79-93 Mustang*	12121099	12134010
94-04 Mustang*	12141099	12134010
99-04 Mustang Cobra with IRS*	12141100	12234099
15-16 Mustang	N/A	12274010
61-69 Lincoln for StrongArms	12060910	

Ford Trucks

	Front CoolRide with HQ Shocks	Rear CoolRide with HQ Shocks
98-05 Ranger FRONT	12211010	N/A
97-03 F150 FRONT	12171010	N/A

Dodge

	Front CoolRide with HQ Shocks	Rear CoolRide 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

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

ridetech
1000001
1,000,001 MILE WARRANTY

Shock / ShockWave Mounts

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

4-link Mounts

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

Air Spring Mounts

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

Air Spring Plates

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

Air Spring Mounts

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

Rod Ends

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

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

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

Ball Joint Ring
Mustang II
(fits threaded ball joint)
90000126 -
10 pk. - 9001868

U-Bolt Plates	Part#	Single	10qty.
A - Large U-Bolt Plate			
1/4" mild steel 5-1/2" x 9" - 3" axle tube	90000169		90001878
B - U-Bolt Plate			
1/4" mild steel - 5-1/2" x 7-1/2" 3" axle tube	90000041		90000808

A - Large Weld-on Sleeve
2-7/16" width - 3" w/bushing 1.5" id 2" od
90000195 10 pk. - 90001881

B - Weld-on Sleeve
for ROD302 Rubber Bushing
90001595 10 pk. - 90001944

C - Small Weld-on Sleeve
Sized for poly bushing
90001594 10 pk. - 90001945

D - Threaded Bar End
1-1/8" tubing 1-14 thread
90000272 10 pk. - 90001886

- Weld on 4-link axle bracket
- 70010122

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.

Large Delrin Bushing
- 70010755

Small/Long Delrin Bushing
- 70010759

Small/Short Delrin Bushing
- 70010827

Small/No Shoulder
Delrin Bushing
- 70010826

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


F7076


F2107


F6781


F6873

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

Note for double convoluted airspring:

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

Note for all sleeve style airsprings:

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

Front Suspension

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 install 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 relocation 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.

11009500
2 wheel front installer kit

11009502
2 wheel rear installer kit

"Installer" Kits

ıst because we may not offer a specific ir ride system for your particular vehicle oesn't mean it cannot be done! We an supply the correct components to ıake your special project a success. Our uspension technicians can help you select he appropriate airspring components. 'ou supply the fabrication skills and ve'll supply the parts! Yes, it's more of a hallenge than our pre-fit systems. Yes, it vill require welding and fabrication skills. lo, it is not rocket science. (We'll handle hat part.)

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

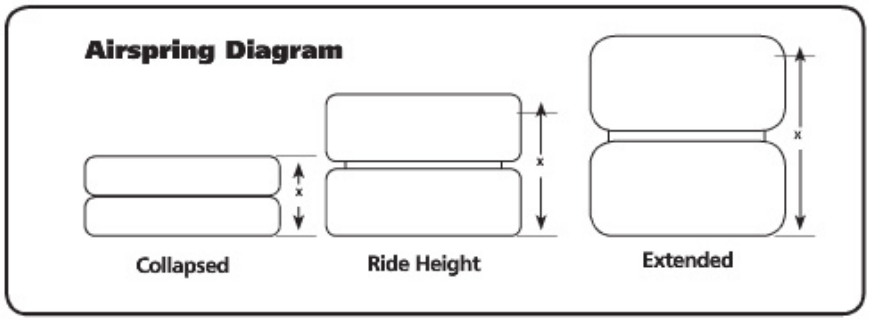
Description	Part #
Front HQ Shock Kit	**11009910**

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 under-car suspension components and an additional 10 hours for the compressor kit. Leveling sensors will add another 5-6 hours to the installation time.

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

The **ShockWave®** is simply a combination of an airspring and a shock absorber. The advantages are easier mounting, more tire clearance, better working angle for the shock and the airspring, and the inclusion of a high quality billet adjustable 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 airspring 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 so 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.

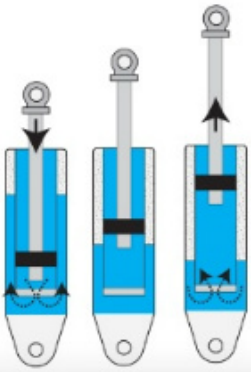
If you are using **ShockWaves®**, you can also adjust your shock valving in 1 or 2 click increments. Just like with a performance engine...a little tuning can make a huge difference!

Twin Tube vs Mono-Tube Shock Absorbers

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

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

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

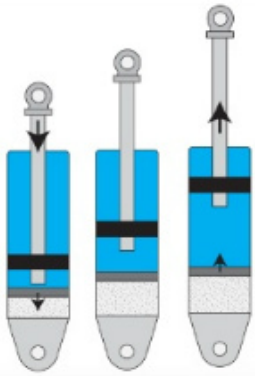


Piston size is the most important advantage of the mono-tube shock

The Mono-Tube shock allows for a much larger piston design for superior fluid control over a twin tube shock

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.



what's inside matters

- Easy access adjuster knob allows a wide range of 26 clicks of rebound adjustment
- Large rubber external bumpstop to prevent harsh bottoming out
- 5/8" hardened shaft is precision ground and straightened to a tolerance of .001"/ inch for increased durability and performance
- Billet end cap with integrated debris wiper to prevent seal damage
- Oversized rod guide improves piston rod stability
- Integral internal bumpstop eliminates extension crashing
- Hard coat external anodizing ensures years of lasting beauty and performance
- Specially contoured composite gas separator cup optimizes dead length and ensures proper nitrogen/oil separation

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

ridetech

1000001

1,000,001 MILE WARRANTY

- Monotube design allows large piston for superior oil control – increases ride quality and handling performance
- Monotube design not only optimizes performance, but uses fewer components than a twin tube design. This is superior fluid control in its most simple and efficient form!
- Teflon piston wiper and progressive valving allow consistent piston/bore contact and repeatable performance
- Monotube bore is cathode anodized for years of wear resistance

- Forged aluminum coilspring adjuster allows easy adjustment and simple locking mechanism without damaging the shock body
- Upper and lower spring mounts allow spring removal without complete disassembly

IMPACT FORGED

- One piece IMPACT FORGED body allows efficient manufacture and reliable leak-free operation
- Long lasting Kevlar lined bearings allow wide articulation and low noise

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

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

SMOOTH BODY MONO-TUBE SHOCKS

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1,000,001 MILE WARRANTY

Polished HOT ROD Shocks

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

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

Corvette Shocks

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

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

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

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

Shocks

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

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

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

HQ Series: Single Adjustable

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

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

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

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

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

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

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

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

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

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

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

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

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

FALCON	Front	Rear
1960-70 Falcon	22159851	22179850

MAVERICK	Front	Rear
1969-77 Maverick	22149852	22179854

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

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

T-Bar Mounts

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

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

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

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

Jig welded...
every part is built right, every time

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

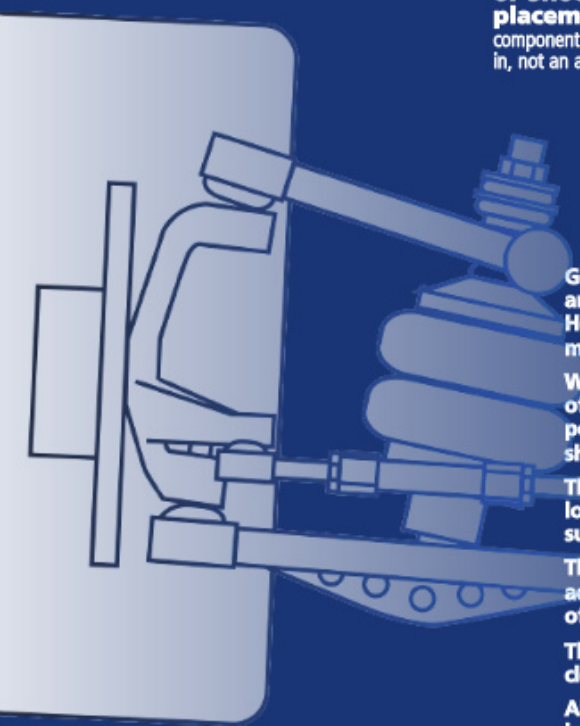
.219" wall DOM tubing...
for lasting strength and reliability

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

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

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

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



let's talk GEOMETRY

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

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

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

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

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

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

STRONGÅRMS™

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

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

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

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

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

MADE IN INDIANA

Precise Strong Functional

tech

Alignment specs

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

Here is what we do:

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

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

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

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

Upper Arms for ShockWave

Lower Arms for ShockWave

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

67-70 Mustang

Upper Arms

Lower Arms for ShockWave

64-72 A-Body

STRONGARMS™

58-64 Impala

Upper Arms

Lower Arms for ShockWave

Lower Arms for CoolRide

Mustang II

Upper Arms

Lower Arms for ShockWave

Lower Arms for CoolRide

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

65-70 Impala

67-70 F-Body

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

ShockWave® and Coil-Over systems use the same StongArms®
CoolRide® StrongArms® are for separate airsprings and shocks

55-57 Chevy

Cars Front

For ShockWave or Coil-Over

	Upper		*Lower*
55-57 Chevy	11013699	$500	11012899
58-64 Chevy	11053699	$500	11052899
64-72 GM A-Body	11223699	$500	11222899
65-70 Chevy Impala	11283699	$500	11282899
67-69 GM F-Body	11163699	$500	11162899
67-70 Mustang	12103699	$700	12102899
68-74 Nova	11163699	$500	11162899
70-81 GM F-Body	11173699	$500	11172899
Mustang II Street Rod	19013699	$450	19012899
Mopar 68-70 B-Body	13013699	$450	N/A
Mopar 70-74 E-Body	13013699	$450	N/A

For CoolRide	*Upper*		*Lower*
58-64 Chevy	11053699	$500	11051499
Mustang II Street Rod	19013699	$450	19011499
61-66 Lincoln	N/A		12061499

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

NEW

10-15 Camaro

NEW

58-64 Impala

64-70 A-Body

STRONGARMS™

C2-C3 Corvette

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

Cars Rear

Rears	Upper	Lower
58 Chevy	11046699	11054499
59-64 Chevy	11066699*	11054499
59-64 Chevy	11066698	
64-67 GM A-Body	11236699	11224499
68-72 GM A-Body	11246699	11224499
65-66 Chevy Impala	11296699*	11284499
65-66 Chevy Impala	11296698	
67-70 Chevy Impala	11306699*	11284499
67-70 Chevy Impala	11306698	
65-70 Buick Fullsize	11146699	11144499
78-88 GM G-Body	11326699	11324499
79-04 Mustang	12135899	12134499
10-15 Camaro Complete Rear System		11505899
C2-C3 Corvette Complete Rear System		11527199

*includes adjustable panhard bar

65-70 Impala

adjustable articulating rod end eliminates bushing bind

79-04 Mustang

NEW

Chevy C10

Chevy S10

Chevy Silverado

Chevy C1500

Trucks	Upper	Lower
63-70 C-10 Front CR	11343699	11341499
63-70 C-10 Front SW / CO Upper and Lower		11342699
71-72 C-10 Front SW / CO Upper and Lower		11352699
63-72 C-10 Rear SW / 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 Coil-Over

70-81 Camaro Shown

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

1967-69 Camaro / 1968-74 Nova

- Raised steering arm allows the use of up to an 18x10 with a 5.75 backspace and a 275mm wide tire.
- Tru-Turn centerlink relocates the inner tierod location to minimize bumpsteer to under .050" through 5" of suspension travel.
- The Ride
  between th
  2" raised spi
  static drop fro
  increases the ca
  the tire into the tu
  from the turn... dramatic improvement in lateral traction and road feel!

...idetech spindles, steering arms, Billet Tie Rod Adjusters, Tie Rods, And a Bolt-On Centerlink.

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

C2-C3 Corvette

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

Part#
11529599

1964-66 Mustang

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

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

12099599

1978-88 G-Body

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

Part# **11329599**

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.

TRU
MUSCLECAR STEERING COMPONENTS
TURN

your questions answered:

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

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

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

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

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

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

Do I have to modify my OEM subframe?

No modifications are necessary at all.

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

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

Will I sacrifice any turning radius?

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

Will a 17" wheel work with this system?

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

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

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

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

We have only done 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.

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.

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

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

take on the curves with confidence

MUSCLEbar

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

NEW

MuscleBar Systems

1955-1957 Chevrolet for StrongArms Includes PosiLinks	Bent	Front	11019100
58-64 Impala for StrongArms Includes PosiLinks	Modular	Front	11059100
58-64 Impala	Bent	Rear	11059102
67-69 GM F-Body for StrongArms F-Body Includes PosiLinks	Modular	Front	11169100
68-74 Nova for StrongArms F-Body Includes PosiLinks	Modular	Front	11169100
67-69 GM F-Body for StrongArms Includes PosiLinks	Bent	Rear	11169102
70-81 GM F-Body Includes PosiLinks	Modular	Front	11179100
64-72 GM A-Body	Modular	Rear	11229102
64-67 GM A-Body Includes PosiLinks	Modular	Front	11239100
68-72 GM A-Body Includes PosiLinks	Modular	Front	11249100
62-67 Nova	Bent	Front	11259100
65-70 Impala for StrongArms Includes PosiLinks	Bent	Front	11289100
65-70 Impala Includes PosiLinks	Bent	Rear	11289102
78-88 GM G-Body Includes PosiLinks	Modular	Front	11329100
78-88 GM G-Body	Bent	Rear	11329102
63-72 C 10 for ShockWave / Coilover StrongArms with PosiLinks	Modular	Rear	11339102
63-87 C-10 for CoolRide StrongArms Includes PosiLinks	Bent	Front	11369100
88-98 C1500	Bent	Front	11379100
88-98 C1500	Bent	Rear	11379102
99-06 Silverado Includes PosiLinks	Bent	Front	11389100
82-03 S-10 Includes PosiLinks	Bent	Front	11399100
2010-2015 Camaro for StrongArms	Splined	Rear	11509102
2012-2015 Camaro for stock arms (FE4)	Splined	Rear	11509103
63-67 Corvette Includes PosiLinks	Splined	Front	11529100
63-67 Corvette Includes PosiLinks	Splined	Rear	11529102
68-79 Corvette Includes PosiLinks	Splined	Front	11539100
68-79 Corvette Includes PosiLinks	Splined	Rear	11539102
97-04 Corvette Includes PosiLinks	Splined	Front	11589100
97-04 Corvette Includes PosiLinks	Splined	Rear	11589102
05-13 Corvette Includes PosiLinks	Splined	Front	11599100
05-13 Corvette Includes PosiLinks	Splined	Rear	11599102
64-66 Mustang for StrongArms Includes PosiLinks	Bent	Front	12099100
67-70 Mustang For use w/ RideTech arms Includes PosiLinks	Bent	Front	12109100

- **Tuned to improve body roll and make your car drive better and corner flatter**
- **Modular in design to allow more tire clearance**
- **Incorporates PosiLink end links to eliminate bind and improve transfer of motion**
- **Uses a simple 3 or 4 bolt arm/bar connection to avoid "clocking" errors**
- **Designed to minimize ground clearance and oil pan clearance issues**

ridetech StreetGRIP

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

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

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

bolt-on 4-link systems

leaf spring replacement

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

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

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

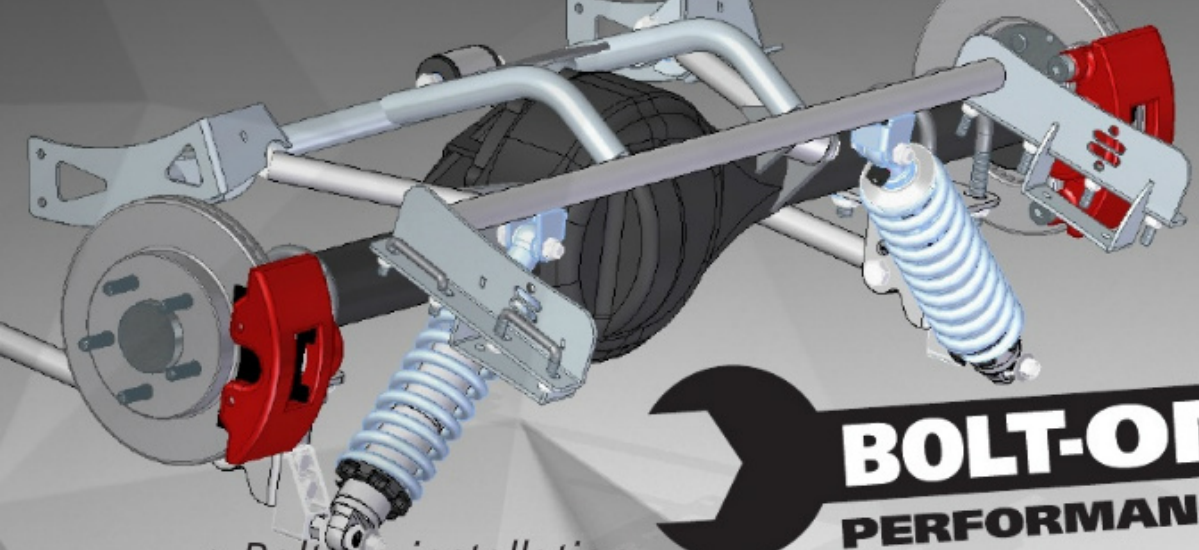
The Bolt-On 4-Link eliminates the OEM leafspring and replaces them with a 4-link rear suspension. The 4-link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners.

proven performance

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

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

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



BOLT-ON PERFORMANCE

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

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

musclecar 4-link systems

67-69 Camaro / Firebird

11167199

With Heims 1167197

11177199

With Heims 11177197

11257199

With Heims 11257197

68-74 Nova

11267199

With Heims 11267197

C2-C3 Corvette

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

C2-C3 Corvette
Complete Rear System
11527199

55-57 Chevy

11037199 -Two piece frame

bolt-on 4-link leaf spring replacement

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

64-70 Mustang

12087199

With Heims 12087197

60-64 Ford Galaxie

12167199

With Heims 12167197

70-74 Mopar E body

13027199

With Heims 13027197

68-70 Mopar B body

With Heims 13017197

Choose ShockWave or Coil-Over!

Application	Bushings	Heims	HQ CoilOves	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 ($1800)		11526510	11526511

truck 4-link systems

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

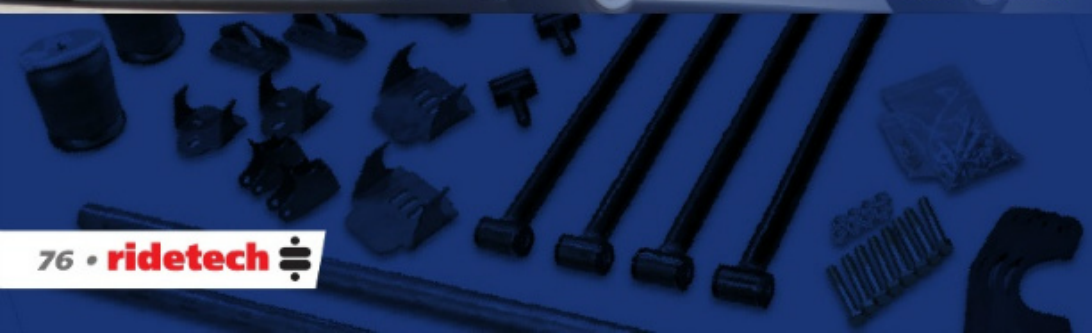
We have designed several specific systems for late model full size and mini trucks.

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

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

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

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



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

88-98 Chevy C1500

63-70 Chevy C10

99-06 Chevy Silverado

4-link systems

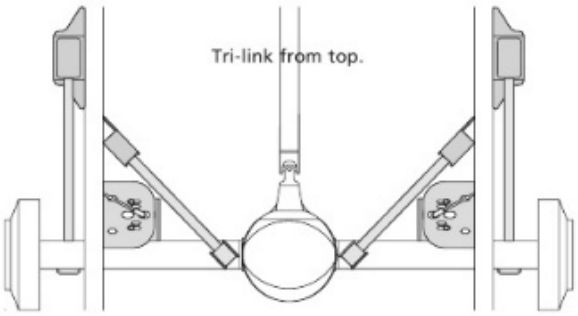
Application	Part #
63-72 C-10 Rear SW / CO (includes our bolt-on C-notches)	11337199
82-03 S10	11396710
73-87 Chevy (includes our bolt-on C-notches)	11366710
88-98 C1500 Chevy and GMC Truck (includes our bolt-on C-notches)	11376710
99-06 Silverado/Sierra (includes our C-notches)	11386710

Includes HQ single adjustable shocks

tech: 4-link TECHNOLOGY

Which is better?

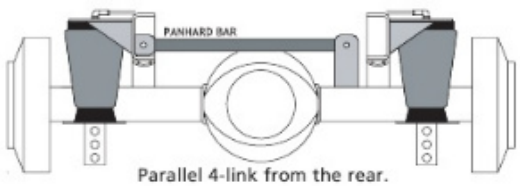
Both styles of 4-link accomplish the same thing... very simply, they hold the rear axle in the vehicle. The function of a 4-link is to keep the rear axle in its proper place under the vehicle. The bottom 2 links keep the axle in place front to back. The upper 2 links keep the axle from rotating, keeping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



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

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

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



Parallel 4-link from the rear.

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

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

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

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

PROS

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

CONS

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

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

PROS

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

CONS

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

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

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

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

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

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

Parallel 4-link from rear with ShockWave® 8000

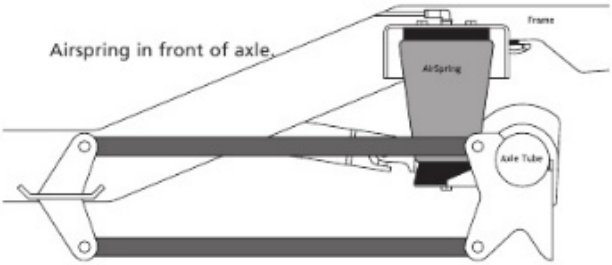
just a few FAQ's...

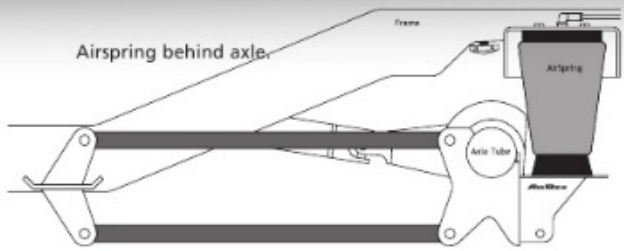
I have a straight axle under my '32 and am happy with the ride height and quality. Can I use an air suspension on the rear only?

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

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

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





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

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

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

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

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

universal 4-link systems

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

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

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

HD 4-Link System

HD Weld-in 4-link - (powder coated)	11006700

Items above do not include panhard bar or shocks

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

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

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

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

Parallel Systems

Weld-in 4-link - Parallel (powder coated)	18988899
Weld-in 4-link - Parallel (polished stainless)	18988999

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

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

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

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

Triangulated Systems

Weld-in 4-link - Triangulated (powder coated)	18987999
Weld-in 4-link - Triangulated (polished stainless)	18988099

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

CoolRide Mounting Kit 11004699

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

ShockWave / Coil-Over Mounting Kit 11009099

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

Shocks / ShockWaves / CoilOvers

HQ Single Adj. (pair)

ShockWaves	21150701
Coolride Shocks	21159910
Coil-Overs	24159901

coil-springs sold separately see pages 28-29

LevelTOW
ADVANCED TOWING SOLUTIONS
by ridetech

Load Leveling Made Easy!

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

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

See how it works:

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

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

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

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

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

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

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

Level Tow Systems

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

Front Shock Kits

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

TURN ONE
HIGH PERFORMANCE STEERING SYSTEMS

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

Benefits:

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

TURN ONE STEERING BOXES

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

Bare finish 12.7:1 600 Series Steering Box	11009560
Ceramic Coated 12.7:1 600 Series Steering Box	11009561
Ceramic Coated 10:1 600 Series Steering Box	11009562
Rag joint half coupler for 3/4"-30 Spline for 600 series gear	
(Required on pre 1979 vehicles to adapt stock steering shaft to 600 Steering Gear)	90002004
GM "O" ring to Inverted Flare Adapter Kit. Needing when using stock style hoses on 600 Series Steering Box.	90002006

Borgeson Power Steering Box Conversions

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

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

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

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

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

C2/C3 Corvette 1963-1982
Power Steering Box Reinforcement
Part #: 11539535
The frame and box flex is now a thing of the past, thanks to this bracket

Upgrade your steering

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

Steering Components:

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

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

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

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

68-70 "A" Body

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

70-81 "F" Body Power Steering

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

71-72 "A" Body

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

63-64 Impala

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

61-62 Impala

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

58-60 Impala

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

55-57 Bel Air Manual

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

67-70 C10

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

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

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

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

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

67 "F" Body Manual Steering

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

eering

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

78-87 G Body

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

70 Mustang Power

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

67-69 Mustang Power

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

67-69 Mustang Manual

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

65-66 Mustang V8 Manual or Power Conversion

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

73-87 C10

RideTech Kit	11369570
Idler Arm	90003044
Inner Tie Rod End (ea)	90003050
Outer Tie Rod End (ea)	90003051
Alum Tie Rod Sleeves (pr)	11369400

BAER BRAKE SYSTEMS

Mustang Front 1965-1966
with Ridetech TruTurn Suspension

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

Mustang Rear 1965-1966
Includes park brake assembly and cables
Fits stock rear end 8 or 9 inch with standard small bearing

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

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

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

Corvette Rear 1965-1982
Reuses your factory park brake assembly
For disc trailing arm rear only

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

67-69 GM "F" Body Rear Chevy 10/12 Bolt
w/ C-Clips Includes park brake assembly and cables

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

67-69 GM "F" Body Rear BOP 10/12 Bolt
w/ Bearing on Axle - Includes park brake assembly and cables

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

68-74 GM "X" Body Rear Chevy 10/12 Bolt
w/ C-Clips Includes park brake assembly and cables

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

64-72 GM "A" Body Rear Chevy 10/12 Bolt
w/ C-Clips - Includes park brake assembly and cables

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

64-72 GM "A" Body Rear BOP 10/12 Bolt
w/ Bearing on Axle - Includes park brake assembly and cables

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

General Fit Rear Applications Ford 9"
w/ Torino Bearing - 5 on 4.5" or 4.75" pattern

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

Extreme+

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

Pro+

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

More brake product options for many applications available online

color options available

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 weldor
Pre-determined installation time avoids uncertainly of custom fabrication time

Integrity of components and fasteners

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

Removes easily

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

100% Made in the U.S.A.

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

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

TIGER CAGE

Tiger Cage vs. weld-in rollcage

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

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

	Lap Belt Bracket	Seat Belt Bar Kit
C5 Corvette	41583002	41583000
C7 Corvette	41603005	41603000

TRACK 1

ridetech

WHEN WINNING AT ALL COST IS YOUR GOAL RIDETECH CAN HELP

Track1 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.

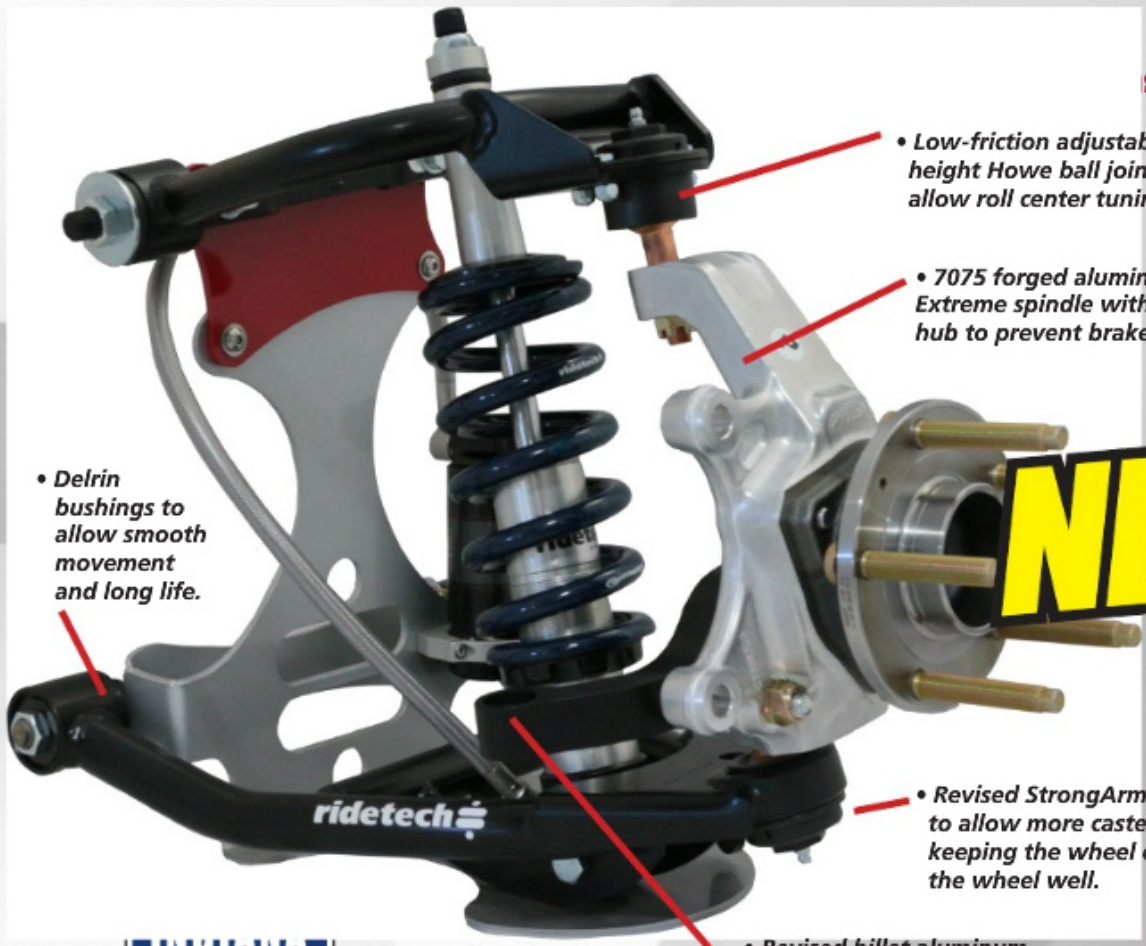
TRACK SUSPENSION SYSTEMS

The RideTech Track 1 program is the culmination of our continuing activity in the racing arena with autocross, road course, and other extreme duty events. These are parts that are developed to resolve specific racing issues with less regard to cost or ease of installation than our regular RideTech product line.

Over the years, we have seen an increasing number of RideTech customers who wish to use their cars in top competitive environments and are willing to go to extra effort to ensure they can compete at the top level of their sport. This customer... and the Track 1 parts...are a step beyond what the other 98% of our customers wish to achieve.

NO COMPROMISE

PERFORMANCE IS THE ONLY PRIORITY



sion

- *Low-friction adjustable height Howe ball joints to allow roll center tuning.*
- *7075 forged aluminum SpeedTech Extreme spindle with C7 bearing hub to prevent brake knockback.*
- *Delrin bushings to allow smooth movement and long life.*
- *Revised StrongArm geometry to allow more caster while keeping the wheel centered in the wheel well.*
- *Revised billet aluminum steering arm to optimize Ackermann and bumpsteer.*

NEW

TRACK

ridetech

WHEN WINNING AT ALL COST IS YOUR GOAL RIDETECH CAN HELP

Track1 Systems and components are available directly through RideTech and we recommend consulting with one of our race experienced consultants before you commit to a race set-up for your application.

Remote Reservoir, Mono-tube Gas Pressure Triple adjustable Shocks

Features:

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

TQ Series Triple Adjustable Coil-Over 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

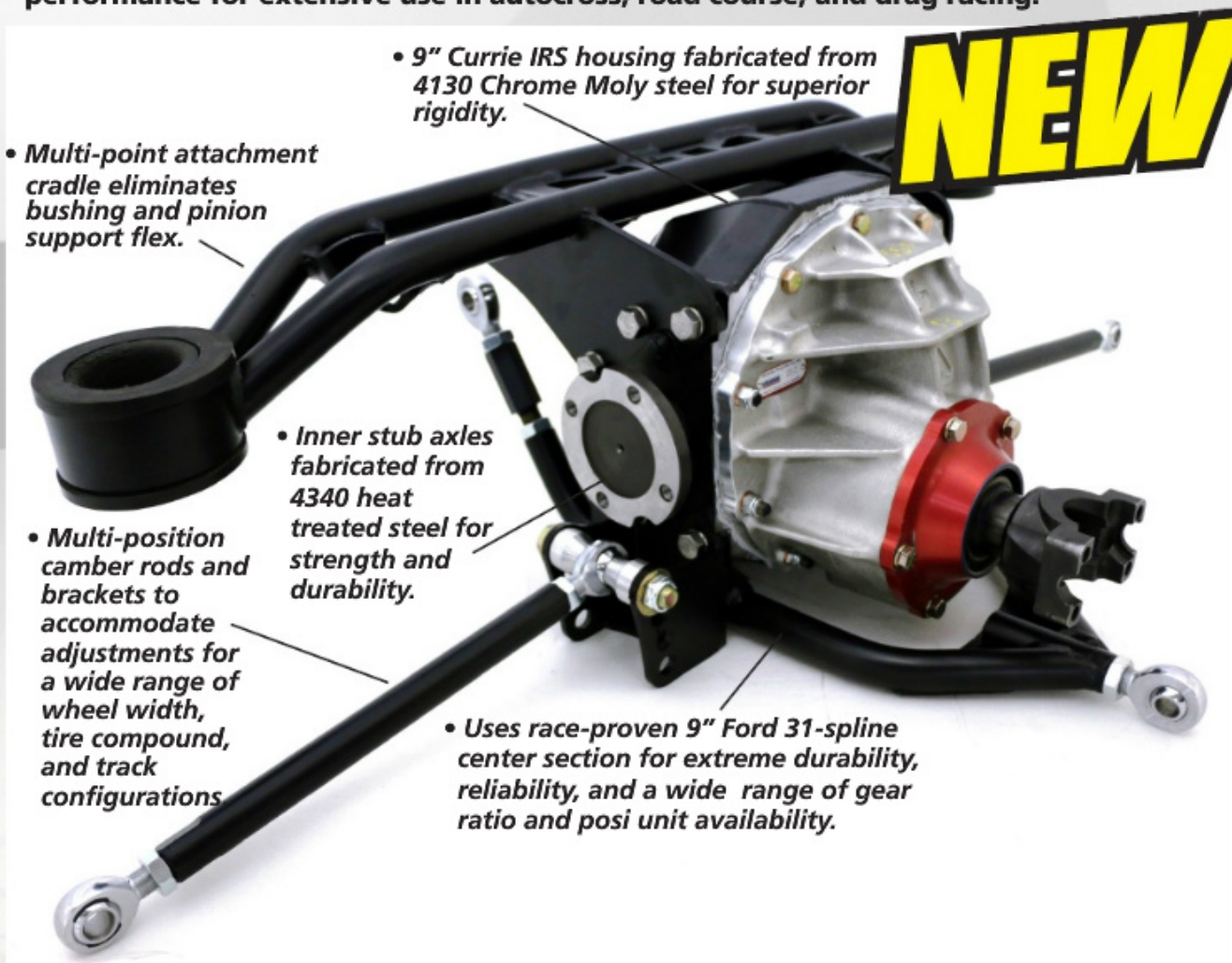
TQ CoilOver systems (Includes front and rear)

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

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.



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GET ACTIVE

How?

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

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

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

Why?

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

Your suspension can know what you are doing and ACTIVELY CHANGE shock tuning in the blink of an eye...

ridetech

instinct

NEW

ELECTRONIC SHOCKS 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

- 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...

powered by DSC Sport

CUSTOM TUNING FOR MAGNERIDE SUSPENSION!

ridetech

MAGNE tuner

powered by DSC Sport

NEW

Enhance all your suspension's Modes:
Eco / Weather / Touring / Sport / Track

20 minute install
(plug in to OEM suspension ECU)

- **Increases both ride quality AND handling performance by optimizing shock tuning to keep the tires in better contact with the track / road**
- **Transforms OEM shock corrections into driver instinctive actions…makes the car far more predictable and comfortable to drive aggressively**

Direct interface with OEM Magneride system on 2014-2017 C7 Corvette
Coming soon: 2016-17 Shelby Mustang

If you have a late model **Corvette, Cadillac, or Shelby Mustang,** you know you would really like to optimize the magnetorheological 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 remain in contact with the track act to enhance ride quality.

It is truly a NO COMPROMISE solution!

it's just what we do!

What is AUTOCROSS?

An autocross is a form of motorsport competition that focuses on car control over outright speed and horsepower. The events are generally held in parking lots where pylons are arranged to form a tight, twisting course. Drivers negotiate the course one at a time, as quickly as possible. Each car is timed, and hitting cones will result in time penalties. The courses are constructed with safety in mind and are usually traversed at comparatively low speeds.

What is the big deal?

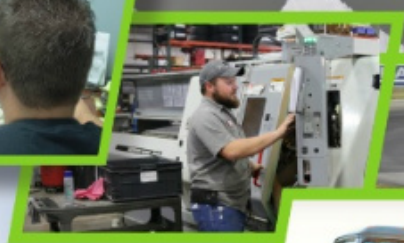
If you have seen an autocross in the past you might be asking "why would anyone want to do that?"
Autocross is very much a participant activity and is a fun activity to watch. Because of the tight spacing between cones and sharp radius corners used on a typical autocross course the driver seat is a very busy place. In fact, it is entirely possible for a driver to use more input with the steering wheel and pedals during a 30 second autocross run than a 2 minute road course lap on a regular race track.
The fact is, autocrossing is a real thrill for the driver. Accelerating as quickly as possible between turns, braking at the last possible moment, and pushing through the corners at the very limit of traction generally will place a great big smile on most driver's faces.

Why should I do it?

There are many reasons to drive your car through the cones. Of course, autocrossing is competitive by nature, and many people are driven to be the fastest - king of the parking lot. However, if you were to talk to the participants you might be surprised to find how little importance is actually placed on beating someone else. To most autocross participants the thrill of pushing their car to the limits and testing their personal skill is the driving force behind participating.

If you are a person that loves to drive your car, the real question should be "Why shouldn't I give it a try?" You might just find out it is the most fun you've ever had behind the wheel.

it's just how we do it!



We design it,
We build it,
We test it,
We PROVE it,
Then we provide it to you!

We maintain a full computer design department capable of delivering world class high tech solutions to design problems. But that alone is not enough. We also have complementary real world builders and craftsman that understand the demands of hot rodders.

It is this combination of tech & skill that delivers the initial product design. Then we test. We install our products on our own vehicles, and we don't treat them well - in fact, we fully enjoy this portion of the experience.

Only after all the above is completed do we have a proven product to offer to you.

Products you can believe in.

more 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.

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.

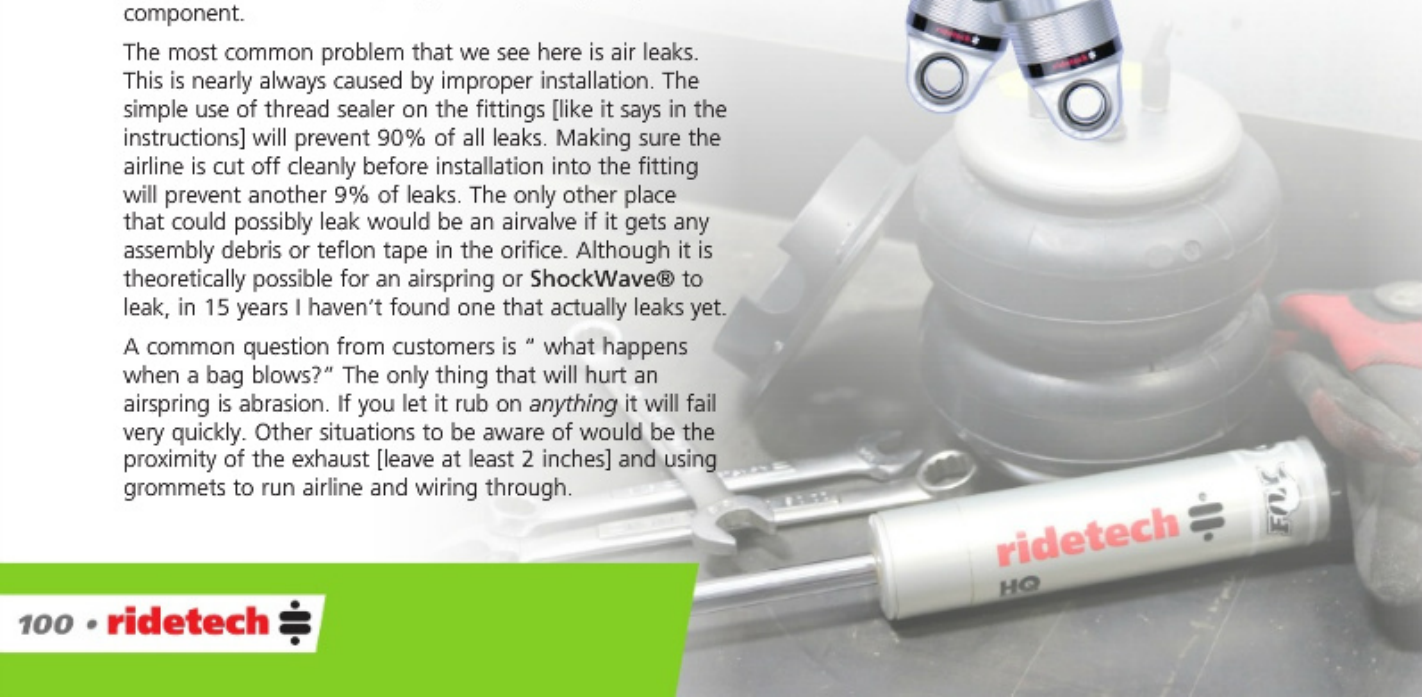
Firestone®, for example, has tested their airspring design into the tens of millions of cycles… they project [and have proven] a lifespan of 40-50 years! Remember, these are the same components and construction methods that have been used on trucks and busses for the last 70 years. 97% of all large trucks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



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.* Airsprings 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 airsprings 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 has been built too low.*

Even if the airsprings 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.

MORE *Online*

- **Tech Articles**
- **Videos**
- **Project Vehicles**
- **Photo Galleries**

AND MORE!

Ridetech Metal Sign 82015001

Coozie

Black/Lime	Red/White	Teal/White	Pink/Black	Black/White	Camo
82015006	82015003	82015005	82015004	82015002	82015008

Ridetech license Plate 70012001

Ridetech banner 82009002

Hoodie	Small	Medium	Large	XLarge	XXLarge	XXXL
BLK/Gry Hoodie	-	88083028	88083029	88083030	88083031	88083032
Tire Tracks Hoodie	88083022	88083023	88083024	88083025	88083026	88083027

T-Shirt	Small	Medium	Large	XLarge	XXLarge
Ladies Pink Tee	88085264	88085265	88085266	88085267	88085268
Ladies Blue Tee	88085269	88085270	88085271	88085272	88085273
Women's V neck P/P	88085213	88085214	88085215	88085216	88085217

T-Shirt	Small	Medium	Large	XLarge	XXLarge	XXXL
Autocross/Die Gray	88085192	88085193	88085194	88085195	88085196	88085197
Autocross/Die Black	88085186	88085187	88085188	88085189	88085190	88085191

T-Shirt	Medium	Large	XLarge	XXLarge	XXXLarge
Black Ridetech	88085007	88085006	88085005	88085004	88085003
White Ridetech	88085013	88085014	88085012	88085011	88085038

Adjustable Hats	
Black Adjustable	88080012
Distressed Nickel Patch	88080026
Genuine RideTech	88080029

T-Shirt	Medium	Large	XLarge	XXLarge	XXXLarge
SKW Girl White	88085240	88085241	88085242	88085243	88085244
SKW Girl Blue	88085230	88085231	88085232	88085233	88085234

T-Shirt	Small	Medium	Large	XLarge	XXLarge	XXXLarge
Mustang White	88085251	88085245	88085246	88085247	88085248	88085249
Mustang Green	88085250	88085235	88085236	88085237	88085238	88085239

Flex Fit Hats	S / M	L / XL
Flat Bill Blk/Lime	88080018	88080019
Flat Bill Blk/Gray	88080024	88080025
Blk/Lime Flex Fit	88080022	88080023
Flex Fit Black/Red	88080014	88080015
	88080030	88080031
	88080016	88080017

Shirt	Small	Medium	Large	XLarge	XXLarge	XXXLarge
10 Black	88085224	88085208	88085209	88085210	88085211	88085212
10 Silhouette Rust	88085223	88085218	88085219	88085220	88085221	88085222
pension Pick-up	88085201	88085088	88085089	88085090	88085091	88085092

Polo Shirts	Medium	Large	XLarge	XXLarge
Grey Polo	88087001	88087002	88087003	88087004
Red Polo	88087009	88087010	88087011	88087012
Black Polo	88087005	88087006	88087007	88087008