

KP COMPONENTS

INNOVATIVE TRUCK SUSPENSIONS

A Chris Alston's Chassisworks, Inc., Brand

C10 DROPPED CROSSMEMBER 1963-87 CHEVY C10 AND GMC PICKUPS

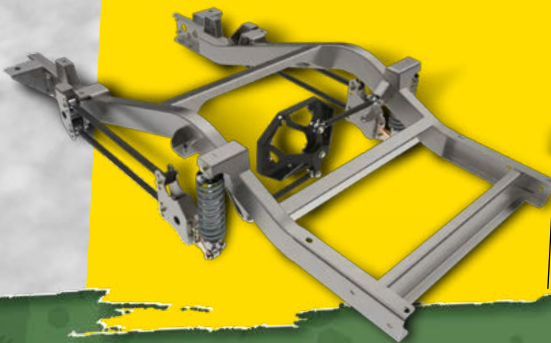
NEW!



**LOADS OF
NEW PARTS
INSIDE!**

KP COMPONENTS

4-Link Frame Clips



4-Link Suspensions



Trailing Arm Suspensions



Go Online! More Images - Instructions - Price Quotes



(866) 575-4657

www.KPcomponents.com

FRONT SUSPENSION

C10 Dropped Crossmember System 4
LayArm Front Suspensions 14
 LayArm Control Arms..... 18
 Dropped Spindles..... 20
 Anti-Roll Bars..... 20

REAR SUSPENSION

Bolt-On Cantilever 4-Link Systems 21
 Chevy S10 '82-03..... 21
 Full-Size GM and Ford..... 22
 Ford Ranger '83-05 24
4-Link Components and Suspensions 25
 Watts Link Locaters..... 25
 Bolt-On Air-Bag Cantilevers 26
 Bolt-On 4-Links 27
 Weld-In 4-Links..... 28
 Weld-In 4-Link Suspension..... 29
Bolt-On 4-Link Suspensions 30
 Air-Bag 4-Link 30
 Air-Spring 4-Link 32
 Coil-Over 4-Link..... 34
Bolt-On Trailing Arm Suspensions..... 36
 Air-Bag Trailing Arm..... 37
 Air-Spring Trailing Arm 38
 Coil-Over Trailing Arm..... 39
Rear Frame Clip and Suspension 40
 Under-Bed Frame Design 42
 Through-Bed Frame Design..... 43

AIR BAGS AND SHOCKS

Air Bags 44
 Air-Bag Mounts..... 45
 VariShock Bolt-In Shocks 46
 Shock Relocation Kits 46
 VariShock Air Springs..... 47
 Rear Shock Crossmember Kits 48
 Lower Shock Mounts 49

BRAKE KITS

g-Street™ Truck 16" Disc Brake Kit..... 50
 Truck 13" Brake Kits 51

CHASSIS

Sheet Metal 52
 Wheel Tubs..... 52
 Transmission Tunnels 53
 Driveshaft Tunnel 53
Chassis Components and Accessories 54
 Step-Notch Kits..... 54
 Drivetrain Crossmembers..... 54
 Battery Box 55
 Frame Crossmember Add-Ons..... 55

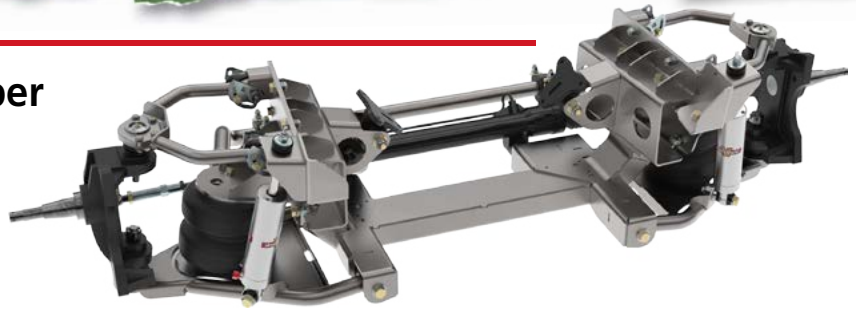
AIR MANAGEMENT

Air System Components 56
 Air Tanks and Mounts 56
 Compressors 56
 Switches & Valves 57
 Brass Fittings 58
 Gauges 58
 Air Line and Tube Fittings..... 59

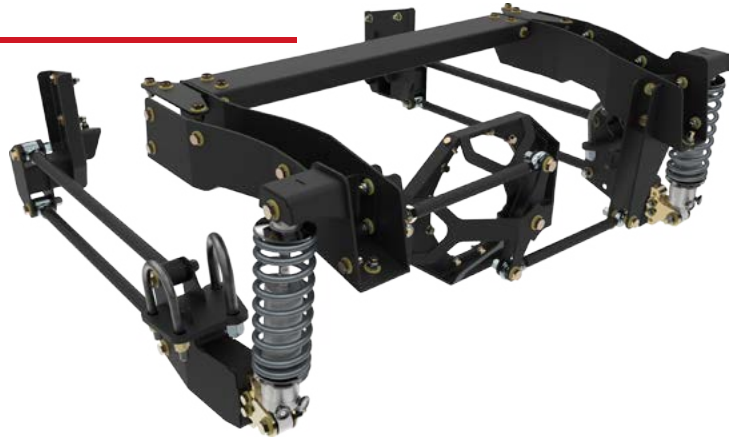
KP Shop Tour 60
Terms and Conditions 63



Dropped Front Crossmember
Page 3



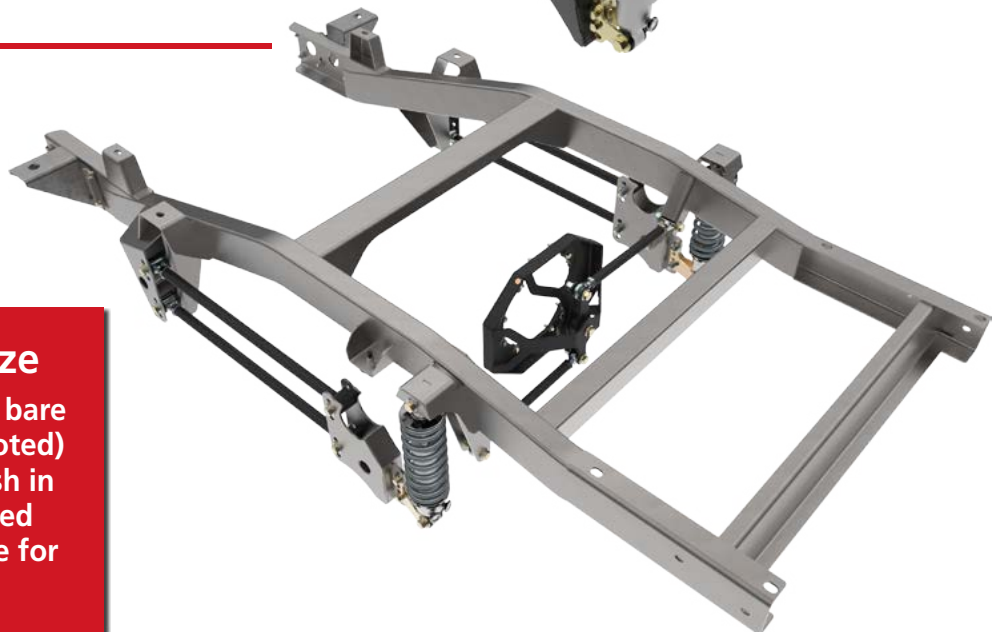
Bolt-On 4-Link Suspensions
Page 36



Trailing Arm Suspensions
Page 30



Rear Frame Clips
Page 40



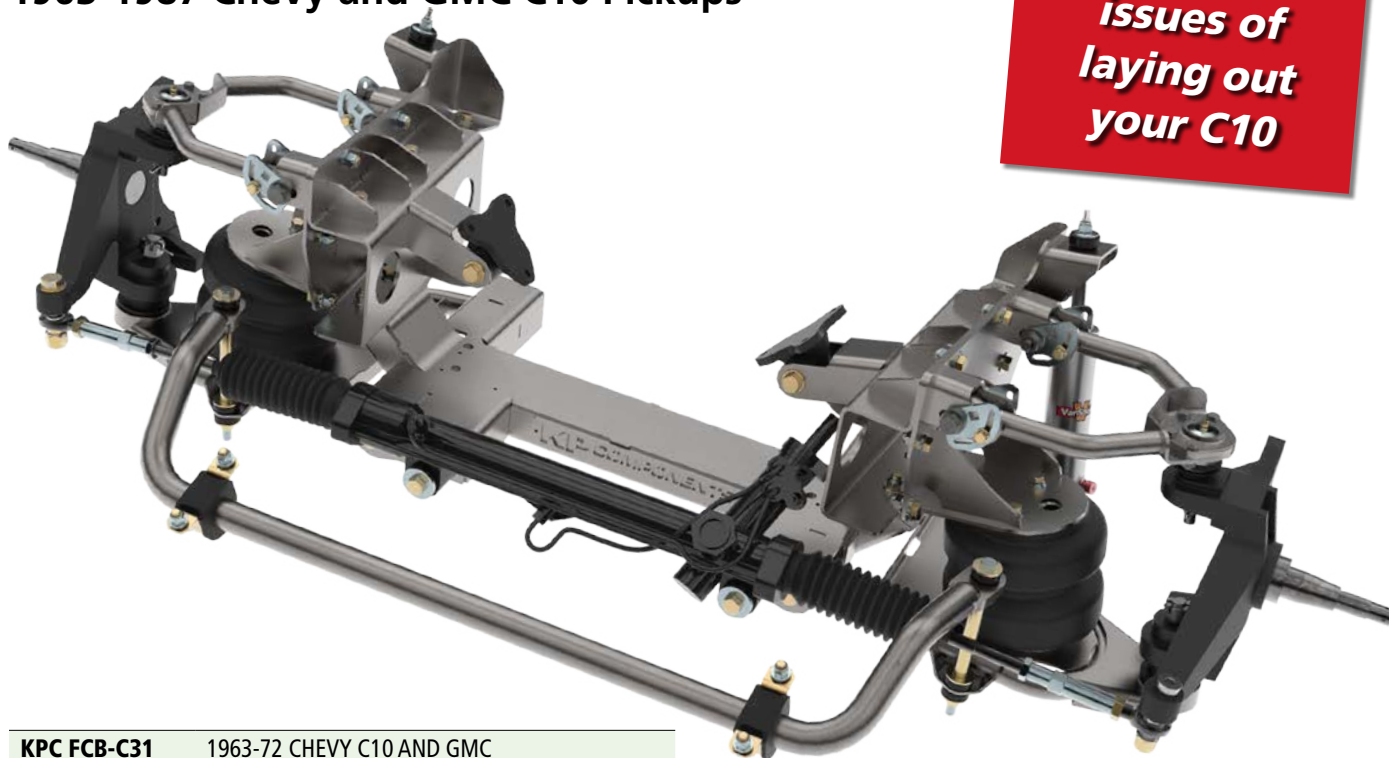
Ready To Customize

All products in catalog are bare metal (unless otherwise noted) to allow customers to finish in their preferred color. Painted products in this catalog are for display purposes only.

C10 Dropped Crossmember

Dropped Front-Suspension Crossmember System 1963-1987 Chevy and GMC C10 Pickups

*Fixes all the
issues of
laying out
your C10*



KPC FCB-C31	1963-72 CHEVY C10 AND GMC
KPC FCB-C41	1973-87 CHEVY C10 AND GMC

OPTIONS	DRIVETRAIN MOUNTS
	CHEVY V8, STEEL ENGINE MOUNT
	CHEVY LS, STEEL ENGINE MOUNT
	TRANSMISSION CROSSMEMBER
STEERING	
	POWER RACK AND PINION
	5/8" BOLT-STYLE OUTER TIE ROD SET
	TAPERED-STUD OUTER TIE ROD SET
SPINDLES	
	DROPPED SPINDLES FOR 1" OE ROTOR
	DROPPED SPINDLES FOR 1-1/4" OE ROTOR
	DROPPED SPINDLES FOR KP 16" BRAKES

OPTIONS	CONTROL ARMS
	1963-70 UPPER AND LOWER ARMS
	1971-72 UPPER AND LOWER ARMS
	1973-87 UPPER AND LOWER ARMS
SHOCKS	
	DOUBLE-ADJUSTABLE, VARISHOCK
	SINGLE-ADJUSTABLE, VARISHOCK
	FACTORY-VALVED, VARISHOCK
	NON-ADJUSTABLE, OEM-STYLE
	KP 16" BRAKE KIT (RED OR BLACK CALIPERS)
	7" DOUBLE-CONVOLUTED AIR BAGS
	1-3/8" DIAMETER SWAY BAR
NOTE	WELDED ASSEMBLIES ARE PAINTABLE BARE METAL

KP Components C10 Dropped Crossmember

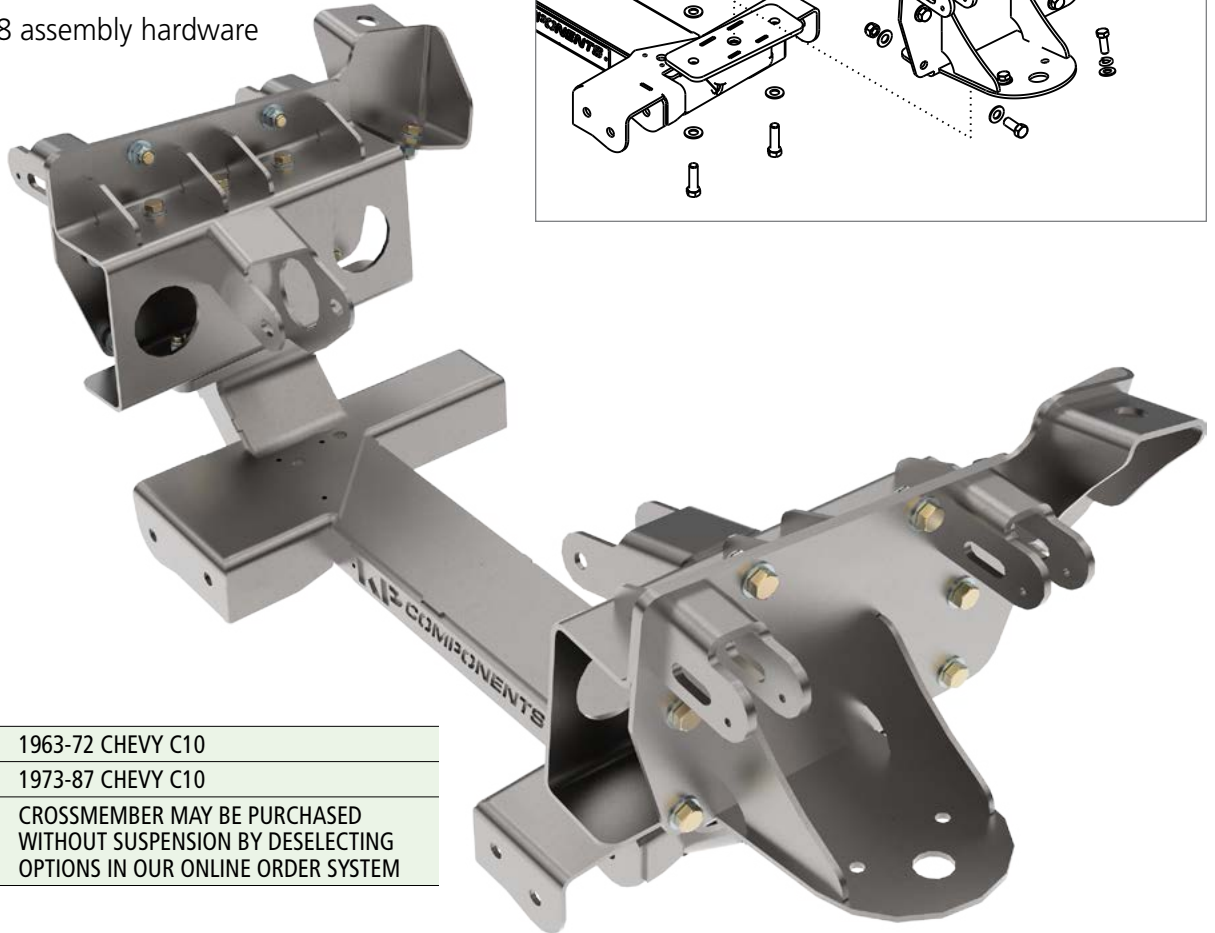
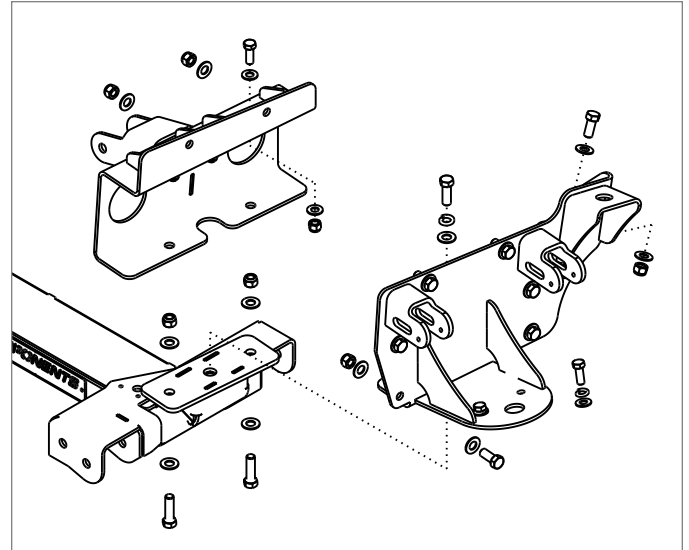
The all-new '63-87 Chevy C10 and GMC dropped crossmember air-bag suspension system from KP Components fixes all the issues of laying out your C10 with an easy bolt-on system. In addition to making the frame rails underneath the cab the lowest point of the chassis, the track width has been narrowed and wheel base shifted forward for added tire clearance and better appearance at full drop. The well-designed fabricated crossmember integrates reinforced mounts for all suspension components

and when bolted together, completely captures the stock frame channel to form a larger and stronger section of frame. Additional improvements include tubular control arms, with Silverado-style adjusters, power rack and pinion, front sway bar, dropped spindles, VariShock billet-aluminum adjustable shocks and urethane-bushed engine mounts. (Some components optional.) Pricing, options, additional image and instructions for system and components are available online.

C10 Dropped Crossmember

Bolt-On Crossmember

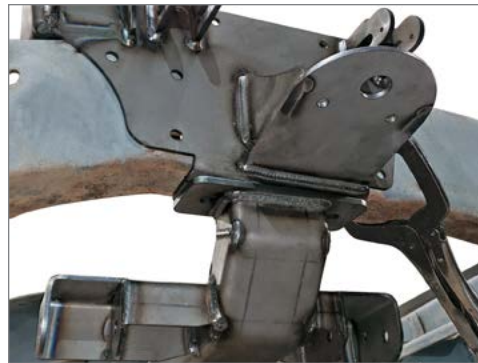
- 4x2 fabricated lower crossmember
- Double-shear control arm mounts
- Folded or welded support gussets at all component mounts
- Multiple steel layers at strength critical areas
- Completely bolt-on installation
- Grade 8 assembly hardware



KPC FCB-C31	1963-72 CHEVY C10
KPC FCB-C41	1973-87 CHEVY C10
NOTES	CROSSMEMBER MAY BE PURCHASED WITHOUT SUSPENSION BY DESELECTING OPTIONS IN OUR ONLINE ORDER SYSTEM



Lower crossmember locates off three existing holes along bottom of frame.



Upper suspension mount sits outside the frame and between the lower crossmember and frame.



Engine mount assembly fully surrounds the frame and braces the control arm mounts.

Air-Bag Suspension System



KPC LAB-DC AIR-BAG SUSPENSION FOR KP 1963-87 C10 DROPPED CROSSMEMBER SYSTEM

OPTIONS	STEERING
	POWER RACK AND PINION
	5/8" BOLT-STYLE OUTER TIE ROD SET
	TAPERED-STUD OUTER TIE ROD SET
	SPINDLES
	DROPPED SPINDLES FOR 1" OE ROTOR
	DROPPED SPINDLES FOR 1-1/4" OE ROTOR
	DROPPED SPINDLES FOR KP 16" BRAKES
	KP 16" BRAKE KIT (RED OR BLACK CALIPERS)
	7" DOUBLE-CONVOLUTED AIR BAGS
	1-3/8" DIAMETER SWAY BAR

OPTIONS	CONTROL ARMS
	1963-70 UPPER AND LOWER ARMS
	1971-72 UPPER AND LOWER ARMS
	1973-87 UPPER AND LOWER ARMS
	SHOCKS
	DOUBLE-ADJUSTABLE, VARISHOCK
	SINGLE-ADJUSTABLE, VARISHOCK
	FACTORY-VALVED, VARISHOCK
	NON-ADJUSTABLE, OEM-STYLE

Air Bags

- 7" diameter bag
- Non-ballooning design
- Internal bumpstops
- 2.7" min. collapsed height
- 12" max. height
- Rated @ 250psi
- 6061-T6 CNC machined aluminum 1/2" NPT port
- Zinc plated steel threaded inserts
- 3/8"-16 mounting holes - (2) top plate, (2) bottom plate



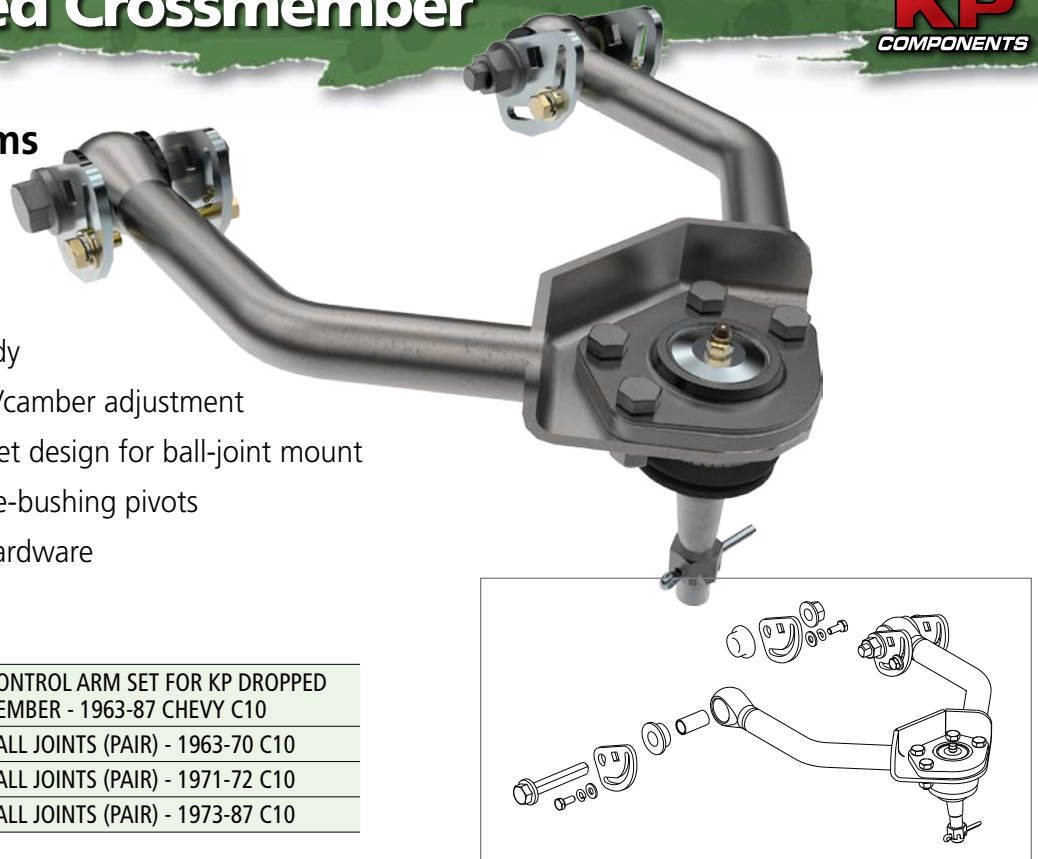
3470-SS7 DOUBLE-CONVOLUTED 7" DIAMETER AIR BAG (EACH)

C10 Dropped Crossmember

Upper Control Arms

- Tubular steel arm body
- Silverado-style caster/camber adjustment
- Stronger folded-gusset design for ball-joint mount
- Steel-sleevel urethane-bushing pivots
- Grade 8 mounting hardware
- Paintable bare-metal

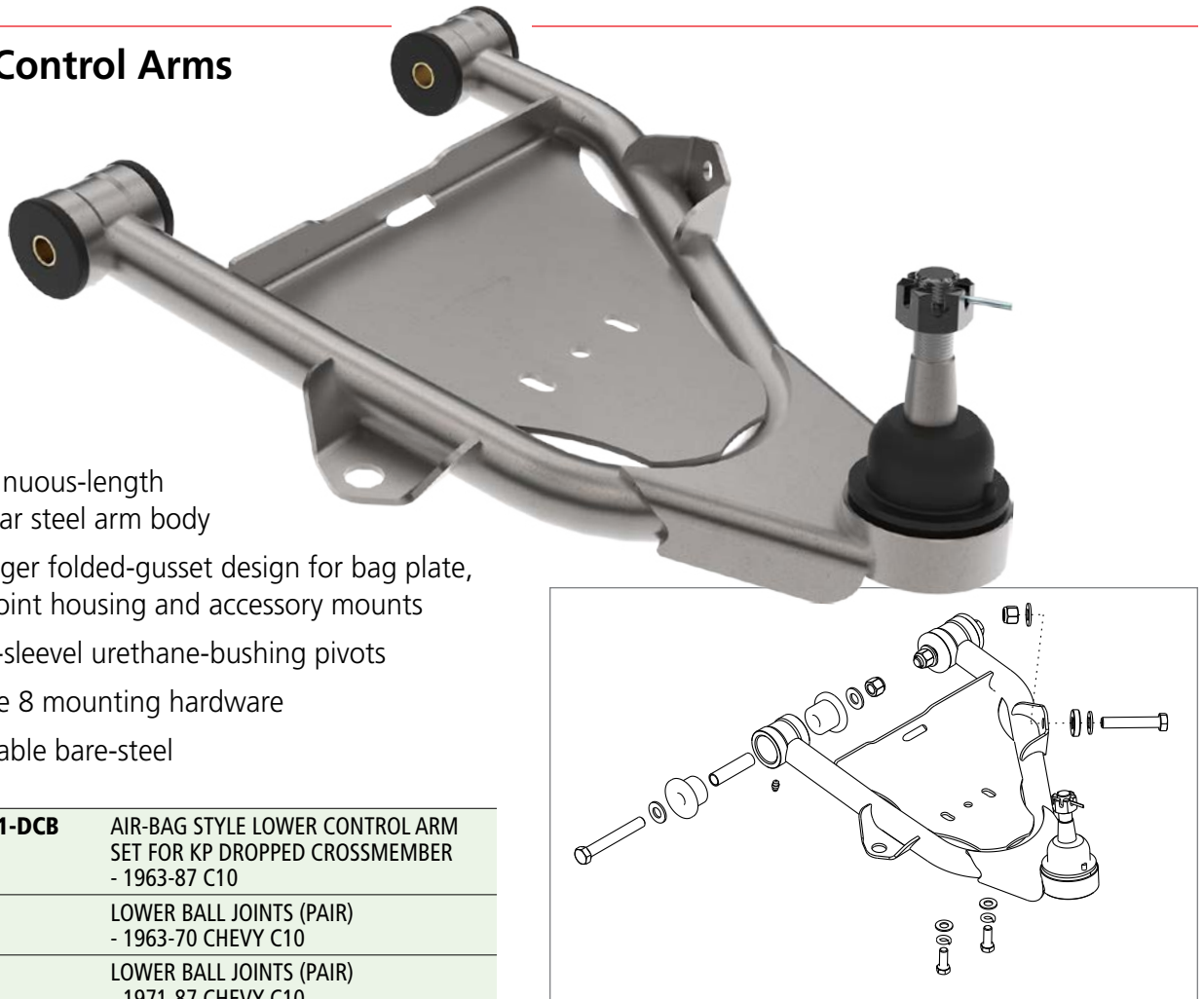
KPC UCA-C31-DC	UPPER CONTROL ARM SET FOR KP DROPPED CROSSMEMBER - 1963-87 CHEVY C10
KPC BJU-C31	UPPER BALL JOINTS (PAIR) - 1963-70 C10
KPC BJU-C41	UPPER BALL JOINTS (PAIR) - 1971-72 C10
KPC BJU-C51	UPPER BALL JOINTS (PAIR) - 1973-87 C10



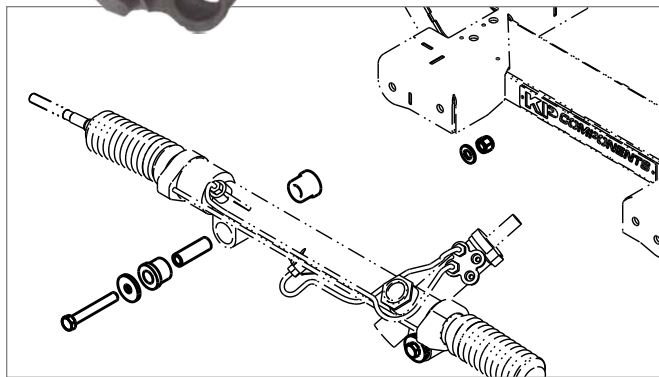
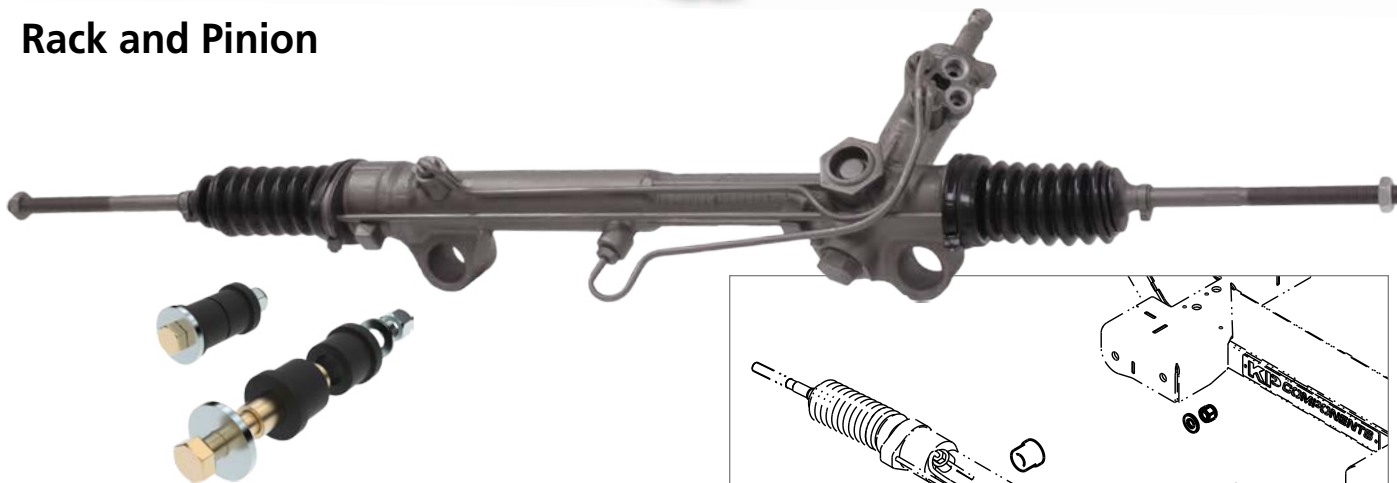
Lower Control Arms

- Continuous-length tubular steel arm body
- Stronger folded-gusset design for bag plate, ball-joint housing and accessory mounts
- Steel-sleevel urethane-bushing pivots
- Grade 8 mounting hardware
- Paintable bare-steel

KPC LCA-C31-DCB	AIR-BAG STYLE LOWER CONTROL ARM SET FOR KP DROPPED CROSSMEMBER - 1963-87 C10
KPC BJL-C31	LOWER BALL JOINTS (PAIR) - 1963-70 CHEVY C10
KPC BJL-C41	LOWER BALL JOINTS (PAIR) - 1971-87 CHEVY C10



Rack and Pinion

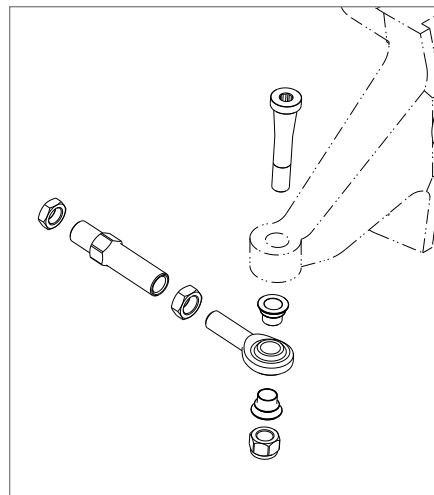


KPC RP-DC QUICK-RATIO POWER RACK FOR KP DROPPED CROSSMEMBER - 3/4-36 INPUT SHAFT, 9/16-18 RH TIE ROD ENDS

KPC RPM-DC URETHANE BUSHING AND HARDWARE

Outer Tie-Rod End Sets

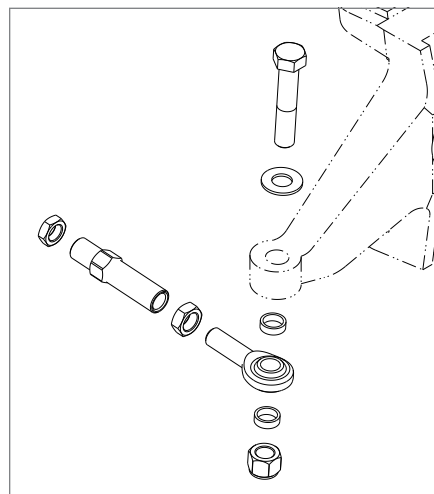
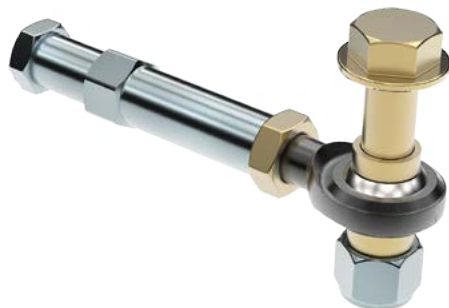
Tapered Stud Style - Heat-treated tapered stud with high-misalignment stainless spacers, 4130 rod ends and billet sleeves.



KPC TRE-C41 TAPERED STUD OUTER TIE ROD END SET

NOTE FITS 1971-87 CHEVY C10 STEERING ARM

Bolt Style Universal - 5/8" Grade 8 cap screw with high-misalignment steel spacers, 4130 rod ends and billet sleeves.



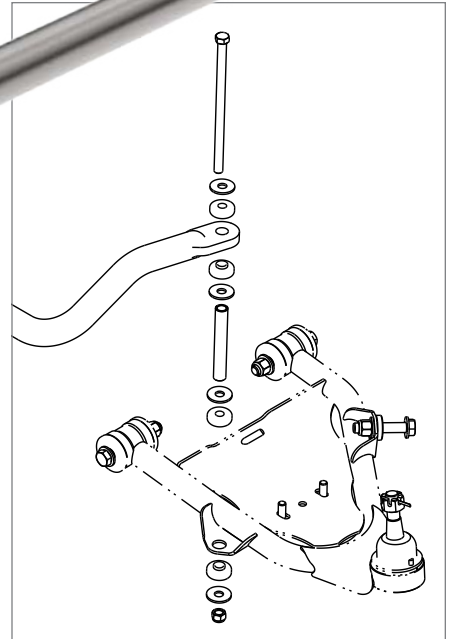
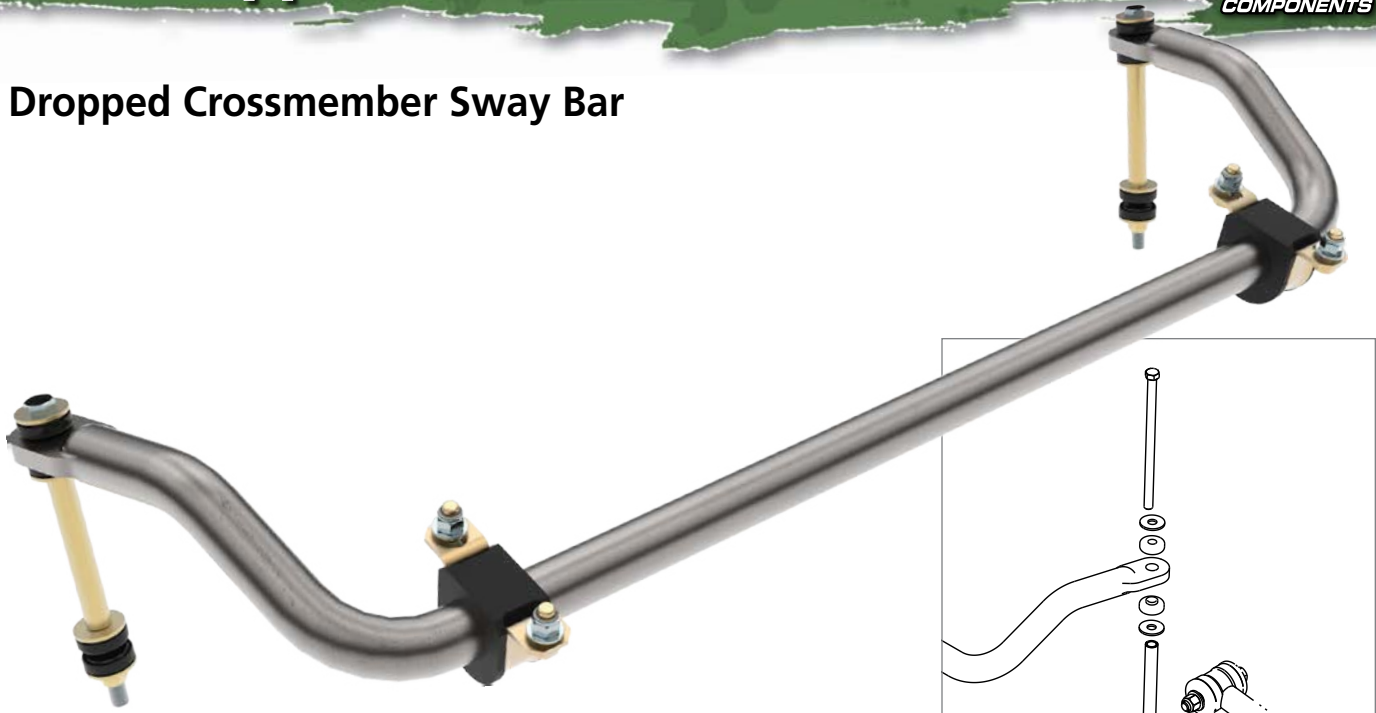
KPC TRE-U01 BOLT-STYLE OUTER TIE ROD END SET

NOTE REQUIRES DRILLING OUT STEERING ARM TAPER

C10 Dropped Crossmember



Dropped Crossmember Sway Bar



KPC ARFDCS-22	FRONT SWAYBAR FOR KP DROPPED CROSSMEMBER
INCLUDES	1-3/8" DIAMETER SOLID SWAYBAR; BARE STEEL STAMPED STEEL BUSHING MOUNTS; GREASEABLE URETHANE BAR BUSHINGS URETHANE-BUSHING END LINK ASSEMBLIES
NOTE	REQUIRES DRILLING MOUNTING HOLES; BARE METAL FINISH

Engine Mounts

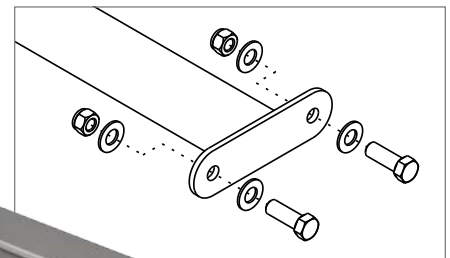
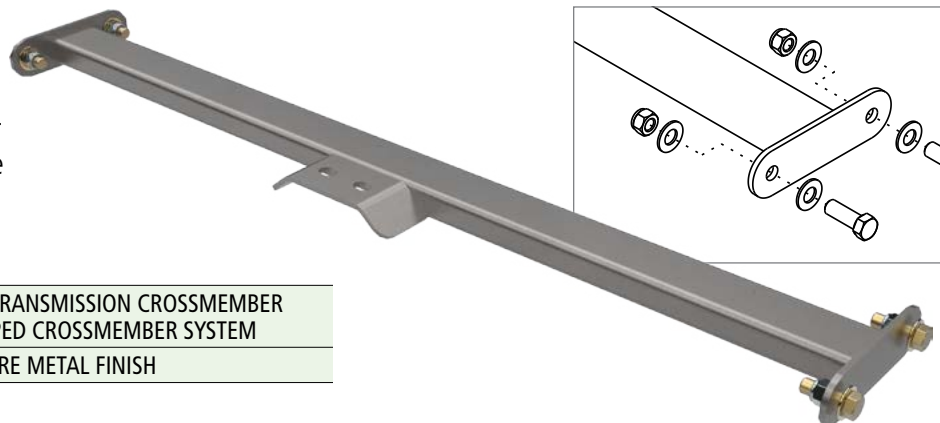
- Heavy-duty 3/8" motor plate
- 1/2" Grade 8 through bolt
- Urethane bushings



5917-CV8-S	CHEVY V8 MOUNTS
5917-LSR-S	CHEVY LS MOUNTS*
* REQUIRES GM LS RETRO-FIT OIL PAN FROM HOLLEY PERFORMANCE 302-1 (MAX. CRANKSHAFT STROKE 3.62") OR 302-2 (MAX. CRANKSHAFT STROKE 4.25")	

Transmission Crossmember

Factory-welded crossmember mounts between stock frame rails and requires drilling mounting holes.



KPC TCD-C31	RELOCATION TRANSMISSION CROSSMEMBER FOR KP DROPPED CROSSMEMBER SYSTEM
NOTE	PAINTABLE BARE METAL FINISH

KP 16" Big Brake Kit

The KP disc brake and spindle set features a massive 16" directional-vented, slotted, and cross-drilled rotor, with forged-aluminum six-piston calipers, and 2-1/2" dropped spindles (sold separately) that have been factory modified to provide a more stable caliper mount than the factory-style mounts. A bolt-together billet-aluminum hat/hub and rotor assembly allows worn or damaged components to be easily

replaced, while also adding attention-getting detail to your 20" or larger tire and wheel package. The billet hub is machined with 5-on-5" and 5-on-4-3/4" bolt patterns and maintains the stock track width. Direct bolt-on kits are available for '73-87 C10 GM trucks, but can be installed on '63-72 C10 trucks by changing to the later ball-joints, and on '60-87 C10s equipped with KP Components' Dropmember suspension system.



8368	KP 16" BIG BRAKE KIT FOR CHEVY C10
INCLUDES	RADIAL-MOUNT 6-PISTON CALIPERS (WILWOOD TC 6) 16 X 1.38" DIRECTIONAL-VANED DRILLED AND SLOTTED ROTORS BILLET-ALUMINUM HAT AND HUB
OPTIONS	5 ON 4-3/4" OR 5 ON 5" BOLT PATTERN BLACK OR RED CALIPERS

KPC DOS-C51-LUG	SPINDLES FOR KP 16" BRAKE KIT; 2-1/2" DROP
NOTES	REQUIRES MINIMUM 20" DIAMETER WHEEL FITS 1973-87 STOCK BALL-JOINTS 1963-72 TRUCKS REQUIRES BALL-JOINT CHANGE BARE METAL FINISH SPINDLES

Dropped Spindles for OEM Brakes

Dropped spindles provide a safe and simple way of lowering your truck 2-1/2" to improve stance and handling, without sacrificing ride quality. KP spindles accept factory ball-joints and tie-rods, as well as

factory or aftermarket brakes. Installed spindles maintain correct suspension geometry and allow standard alignment procedures.

KPC DOS-C51-3	SPINDLES FOR OEM-STYLE BRAKES WITH 1.0"-THICK ROTOR
KPC DOS-C52-3	SPINDLES FOR OEM-STYLE BRAKES WITH 1.25"-THICK ROTOR
NOTES	REQUIRES MINIMUM 20" DIAMETER WHEEL SIZE FITS 1973-87 STOCK BALL-JOINTS USE ON 1963-72 TRUCKS REQUIRES BALL-JOINT CHANGE PAINTABLE BARE METAL FINISH

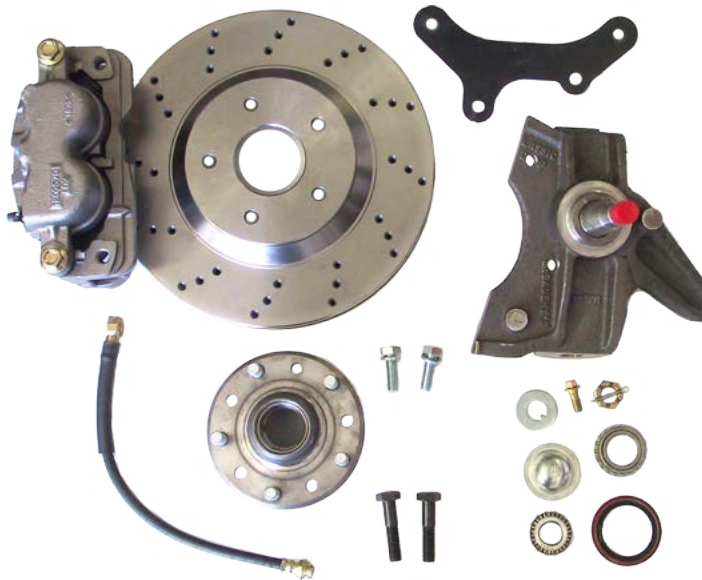


C10 Dropped Crossmember

OEM-Style 13" Brake and Spindle Kits

The 13" disc brake kits feature a 13" directional-vented, plain or cross-drilled rotor, with large GM calipers, and a complete hardware kit including hoses and mounting hardware. Factory GM components from later model vehicles are used to keep these performance brake kits extremely affordable.

- 13" Vented Rotor
- GM Brake Caliper
- 2-1/2" Drop Spindles
- Hoses and Hardware



Hubs and rotors are available with 5-on-5", 5-on-4-3/4", and 6-lug bolt patterns and maintain the stock track width.

NOTES: Installation requires 17" or larger diameter wheels. May not fit with 17" cast wheels.

Chevrolet C10 and GMC

1963-70	PLAIN	5 ON 4-3/4"	MCG 63149
	DRILLED	5 ON 4-3/4"	MCG 63150
	PLAIN	5 ON 5"	MCG 63151
	DRILLED	5 ON 5"	MCG 63148
	PLAIN	6-LUG	MCG 63310
	DRILLED	6-LUG	MCG 63311
1971-72	PLAIN	5 ON 4-3/4"	MCG 63152
	DRILLED	5 ON 4-3/4"	MCG 63154
	PLAIN	5 ON 5"	MCG 63153
	DRILLED	5 ON 5"	MCG 63155
	PLAIN	6-LUG	MCG 63312
	DRILLED	6-LUG	MCG 63313
1973-87	PLAIN	5 ON 4-3/4"	MCG 33158
	DRILLED	5 ON 4-3/4"	MCG 33160
	PLAIN	5 ON 5"	MCG 33159
	DRILLED	5 ON 5"	MCG 33157
	PLAIN	6-LUG	MCG 33300
	DRILLED	6-LUG	MCG 33301

Shock Options

From double-adjustables, with the ability to tune the suspension for ride-quality and improved performance, to basic OEM-style replacements, KP offers multiple shock options to better suit your sport truck goals.

Adjustable VariShocks - Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

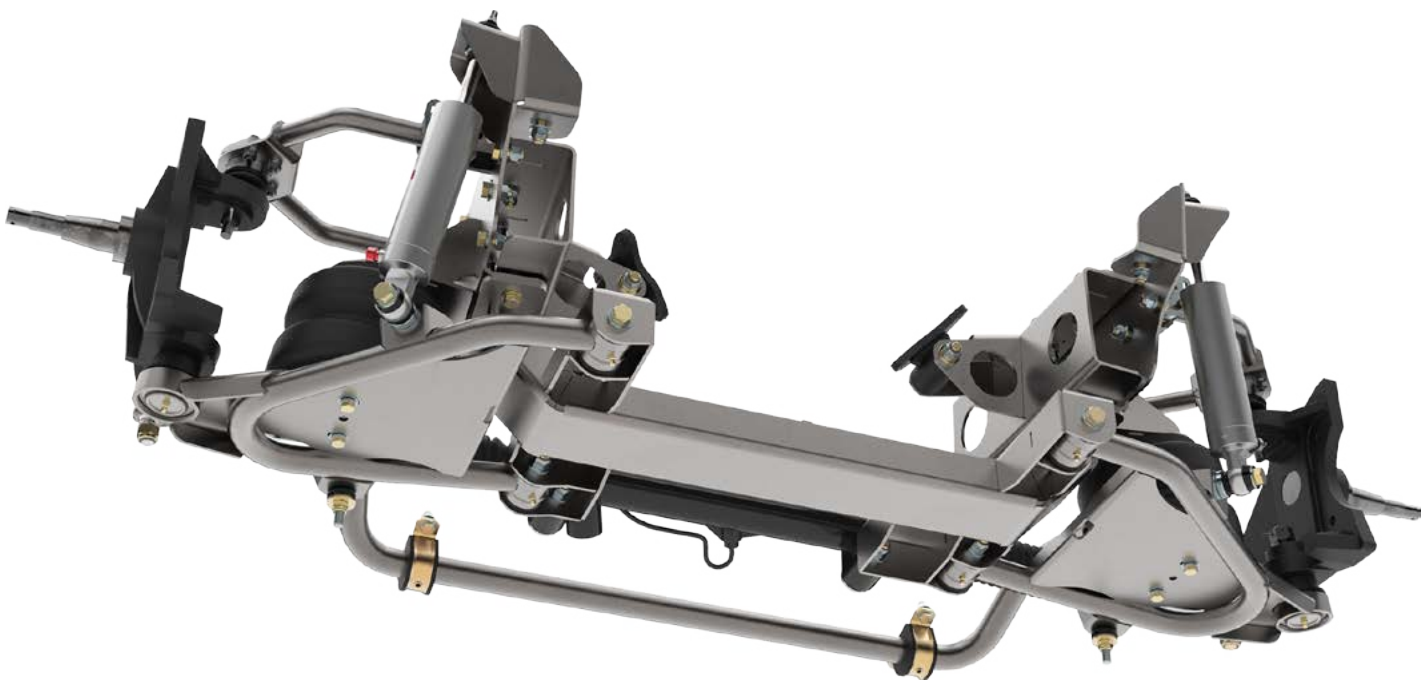
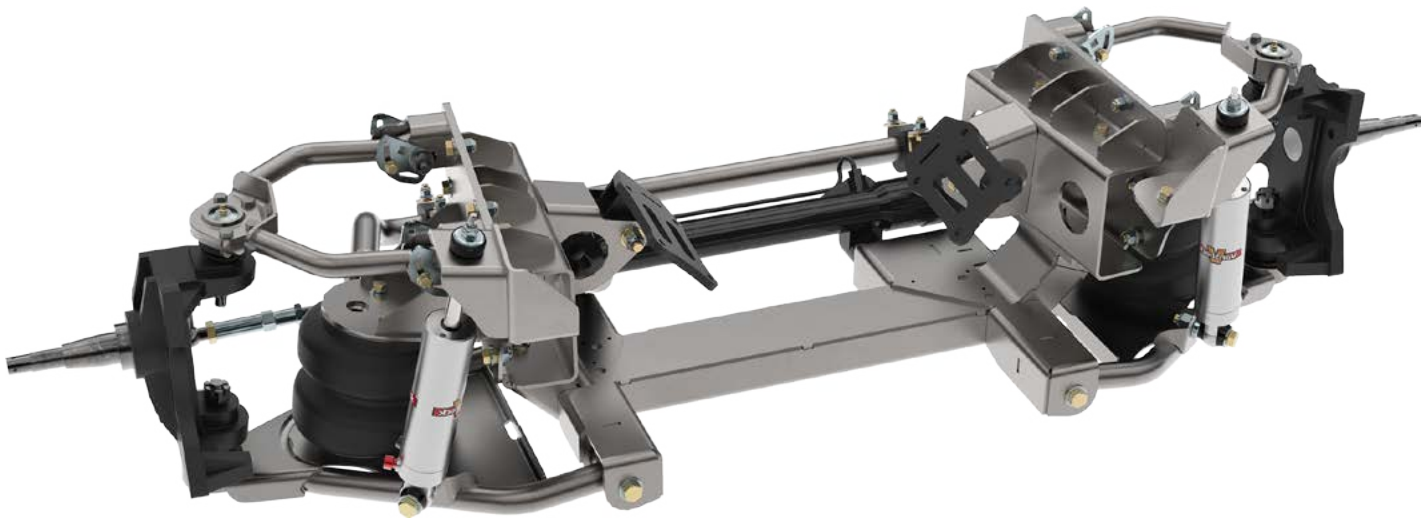
VAS 12242-515	DOUBLE-ADJUSTABLE, BILLET-ALUMINUM VARISHOCK
VAS 12142-515	SINGLE-ADJUSTABLE, BILLET-ALUMINUM VARISHOCK
VAS 12042-515	FACTORY-VALVED, BILLET-ALUMINUM VARISHOCK
KPC SANS-FDC	NON-ADJUSTABLE, STEEL-BODY OEM-STYLE SHOCK
3153-38.85-45-B	URETHANE STEM BUSHING SET



What sets KP's front suspension apart from other aftermarket kits?

KP Components has the unique benefit of being part of a much larger manufacturing entity, Chris Alston's Chassisworks, that encompasses multiple performance focused chassis and suspension brands spanning vastly different vehicle markets. Chassisworks and inherently KP Components engineering and manufacturing expertise stretches

back to the 1970s. The CAD validated system design and advanced manufacturing methods are possible through their multi-million dollar facility in Northern California. KP Components customer can take comfort in purchasing a product with an engineering and quality to price ratio that you won't find elsewhere in the sport truck market.



C10 Dropped Crossmember



Can you lay frame with the stock Chevy C10 front crossmember?

With laying the frame on the ground being the end goal, the stock C10 suspension has some significant limitations. The stock suspension was never designed to sit that far into its travel, so our dropped crossmember is a clean slate solution to address the following issues.



Stock C10 Issues	KP Component Solutions
<p>Stock front suspension crossmember sits lower than the frame underneath the cab. Prevents chassis from sitting flat when laid out.</p>	<p>The drop crossmember lowers the factory frame in relation to the steering, suspension and engine mounts, making the frame rails underneath the cab the lowest point on the chassis.</p>
<p>Control arms are designed for a much higher travel range, so downward travel is limited by ball-joints and control arm angle.</p>	<p>KP control arms and ball-joint angles were designed specifically for the drop crossmember application. Both upper and lower ball-joints are well within their misalignment range with the air bag completely collapsed and the shock fully extended. Additionally, the upper arms use a camber-caster plate adjustment mechanism, similar to what is found on the Silverado platform. This enables alignment adjustment without unbolting the control arms and can give you that extra bit of camber to help tuck the tire, if needed.</p>
<p>Stock track width does not allow enough fender clearance for wider tire and wheel combinations.</p>	<p>Front track width is narrowed two inches (1" per side) to allow more steering clearance for larger tires at lower ride height and lets the tires tuck into fenders more cleanly when laid out.</p>
<p>When fully laid out, front axle centerline shifts rearward of centered within the wheel arch and reduces firewall clearance.</p>	<p>To maintain a better looking centered wheel position within the fender wheel arch throughout the full range of suspension travel, the pivot axis of the control arms is set parallel to the ground. This eliminates fore-aft shift of the wheel during travel and reduces the amount of clearance required at the firewall.</p>
<p>Stock drag-link steering is outdated, vague feeling and not very responsive compared to modern trucks</p>	<p>The drop crossmember uses a quick-ratio rack and pinion for improved steering response and feel more similar to a newer model pickup. Outer tie-rods are also updated to a 4130 rod end, billet adjusting sleeve and heat-treated tapered stud or high-strength alloy-steel fastener for early-model spindles.</p>
<p>Drive train angle runs downhill toward rear of truck to be less intrusive into cab floor and tunnel.</p>	<p>Shifting the frame downward in relation to the front crossmember creates a clearance issue between the body and transmission, which requires modification of the transmission tunnel. To alleviate additional firewall area and ground clearance issues from the original downhill drivetrain angle, the KP drop front crossmember and replacement tubular transmission crossmember position the drivetrain level to the ground.</p>
<p>Original transmission crossmember mounts below the frame rail to accommodate the drivetrain angle; another obstruction preventing the chassis from laying out completely flat.</p>	<p>The new transmission crossmember mounts to the inside of the stock frame, raising the tail of the transmission and allowing the chassis to lay flat.</p>

LayArm Air-Spring Suspensions

The LayArm line of front-suspension systems and components is an excellent choice for improving the stance and handling of many popular 1963 through 2006 GM mid-size and full-size trucks, with only minimal effort required for installation. System packages include tubular upper and lower control arms with high-durometer poly or bonded bushings, double-convoluted air bag, bolt-on upper bag mount, shock absorber, and required mounting hardware. Optional components include VariShock

billet-aluminum single- or double-adjustable shocks, dropped spindles, and KP anti-roll bars. To keep installation simple and maximize compatibility, control arms utilize the factory chassis mounts and bolt directly to stock or aftermarket dropped spindles. LayArm lower control arms feature an air-bag mounting plate, integrated lower-shock and anti-roll-bar mounts, and steering-arm stop.

1982-03 Chevy S10

The S10 LayArm Air-Spring front-suspension system features a unique spherical-bearing top stem, allow free movement of the shock throughout the full range of suspension travel. System packages feature VariShock adjustable valve, air-spring shocks and include tubular upper and lower control arms with high-durometer poly bushings. Optional components include VariShock billet-aluminum single- or double-adjustable shocks and KP dropped spindles.

KPC LAS-S11	LAYARM AIR-SPRING SYSTEM - 82-03 S10
SHOCK	SINGLE-ADJUSTABLE AIR-SPRING SHOCK
OPTIONS	DOUBLE-ADJUSTABLE AIR-SPRING SHOCK
SPINDLES	2" -DROP SPINDLES, OEM-STYLE BRAKE MOUNTS



VariShock QuickSet Series

The VariShock QuickSet series allows you to easily tune your suspension for improved ride quality and handling. Adjustment takes only a few seconds and is made with the VariShock installed on the vehicle. Readily accessible, 16-position adjustment knobs can be operated by hand or with the aid of a common allen wrench.

VAS 131MR-350	SINGLE-ADJUSTABLE AIR-SPRING SHOCK, 3.5" TRAVEL
VAS 132MR-350	DOUBLE-ADJUSTABLE AIR-SPRING SHOCK, 3.5" TRAVEL

LayArm Front Suspensions



1999-07 Chevy Silverado

The LayArm Air-Spring front-suspension system is an excellent choice for improving stance and handling of your '99-07 Chevy Silverado with only minimal effort required for installation. System packages feature VariShock adjustable valve, air-spring shocks and include tubular upper and lower control arms with high-durometer poly bushings. Optional components include VariShock billet-aluminum single- or double-adjustable shocks, dropped spindles, and KP anti-roll bars.

KPC LAS-C71	LAYARM AIR-SPRING SYSTEM - 99-07 SILVERADO
SHOCK OPTIONS	SINGLE-ADJUSTABLE AIR-SPRING SHOCK
	DOUBLE-ADJUSTABLE AIR-SPRING SHOCK
ANTI-ROLL BAR	1-1/2" DIAMETER ANTI-ROLL BAR
SPINDLES	2"-DROP SPINDLES, OEM-STYLE BRAKE MOUNTS



Optional 1-1/2"-diameter anti-roll bar with poly-bushing mounts



LayArm Front Suspensions

LayArm Air-Bag Suspensions 1963-87 Chevy C10 System



KPC LAB-C31	'63-70 CHEVY C10, LAYARM SYSTEM
KPC LAB-C41	'71-72 CHEVY C10, LAYARM SYSTEM
KPC LAB-C51	'73-87 CHEVY C10, LAYARM SYSTEM

OPTIONS	AIR BAGS
	DROP SPINDLES
	ANTI-ROLL BAR
SHOCKS	NON-ADJUSTABLE STEEL-BODIED SHOCK
	SINGLE-ADJUSTABLE QUICKSET 1 VARISHOCK
	DOUBLE-ADJUSTABLE QUICKSET 2 VARISHOCK



LayArm Front Suspensions

LayArm Air-Bag Suspensions Chevy C1500, S10



Gusseted lower shock mount with specialized hardware for more tire clearance.



Fluted premium-urethane bushings for improved grease retention and reduced friction.

KPC LAB-C61	'88-98 CHEVY C1500, LAYARM SYSTEM
KPC LAB-C71	'99-06 CHEVY C1500, LAYARM SYSTEM
KPC LAB-S11	'82-03 CHEVY S10, LAYARM SYSTEM

OPTIONS	AIR BAGS
	DROP SPINDLES
	ANTI-ROLL BAR
SHOCKS	NON-ADJUSTABLE STEEL-BODIED SHOCK
	SINGLE-ADJUSTABLE QUICKSET 1 VARISHOCK
	DOUBLE-ADJUSTABLE QUICKSET 2 VARISHOCK



Upper LayArms

KP's upper LayArms utilize the factory mounting locations and are designed for high-travel, low-ride-height, street-performance trucks. Depending upon truck application, the control arm pivots will feature polyurethane bushings or high-durometer bonded rubber bushing assemblies. Factory balljoints are used to accept factory or aftermarket spindles and allow simple replacement when needed. LayArms are constructed from mandrel-bent steel tubing, creating a lightweight component durable enough for performance street use. Arms mount using factory hardware.



'63-87 C10



'88-98 C1500



'99-06 Silverado



'82-03 S10



Upper LayArms - All

KPC UCA-C31	'63-70 CHEVY C10, UPPER LAYARMS,
KPC UCA-C41	'71-72 CHEVY C10, UPPER LAYARMS
KPC UCA-C51	'73-87 CHEVY C10, UPPER LAYARMS
KPC UCA-C61	'88-98 CHEVY C1500, UPPER LAYARMS
KPC UCA-C71	'99-06 CHEVY SILVERADO, UPPER LAYARMS
KPC UCA-S11	'82-03 CHEVY S10, UPPER LAYARMS
NOTE	ARMS SOLD IN PAIRS

LayArm Control Arms

Lower LayArms

Lower LayArms mount in the factory location and feature an air-bag mounting plate or in some applications, a lower eye-style shock mount. Both styles feature polyurethane bushings or high-durometer bonded rubber bushing assemblies. Arms mount using factory hardware.



Air-Bag Lower LayArms



'63-87 C10



'88-98 C1500



KPC LCA-C3B	'63-70 CHEVY C10, BAG STYLE
KPC LCA-C4B	'71-87 CHEVY C10, BAG STYLE
KPC LCA-C6B	'88-98 CHEVY C1500, BAG STYLE
KPC LCA-C7B	'99-06 CHEVY SILVERADO, BAG
KPC LCA-S1B	'82-03 CHEVY S10, BAG STYLE
NOTE	ARMS SOLD IN PAIRS

'99-06 C1500



'82-03 S10



Air-Spring Lower LayArms

KPC LCA-S1S	'82-03 CHEVY S10, SHOCK-MOUNT STYLE ARM
KPC LCA-C7S	'99-06 CHEVY SILVERADO, SHOCK-MOUNT STYLE ARM
NOTE	SOLD IN PAIRS



'82-03 S10



'99-06 C1500



Dropped Spindles

Dropped spindles provide a safe and simple way of lowering your truck up to 3" to improve stance and handling, without sacrificing ride quality. KP spindles accept factory balljoints and tie-rods, as well

as factory or aftermarket brakes. Installed spindles maintain correct suspension geometry and allow standard alignment procedures.

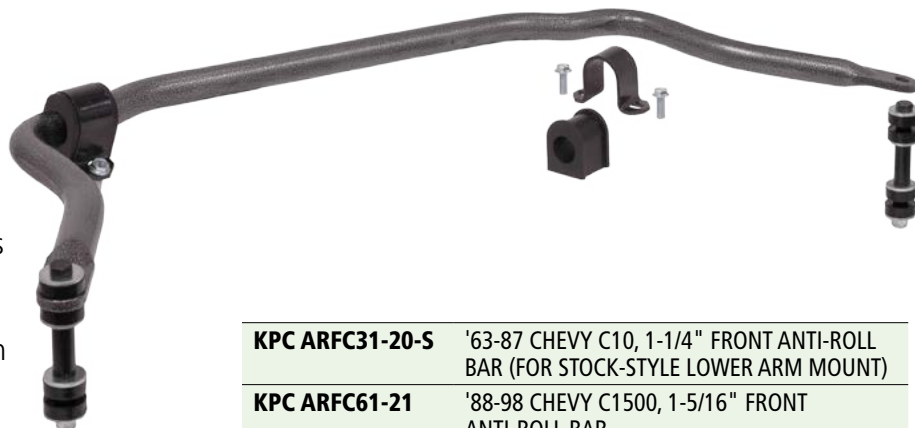


KPC DOS-C51-3¹	'73-87 CHEVY C10, 2-1/2" -DROP SPINDLE (1" ROTOR)
KPC DOS-C52-3¹	'73-87 CHEVY C10, 2-1/2" -DROP SPINDLE (1-1/4" ROTOR)
KPC DOS-C61-2	'88-98 CHEVY C1500, 2" -DROP SPINDLE (1" ROTOR)
KPC DOS-C61-2H	'88-98 CHEVY C1500, 2" -DROP SPINDLE (1-1/4" ROTOR)

KPC DOS-C71-2²	'99-06 CHEVY SILVERADO, 2" -DROP SPINDLE
KPC DOS-C81-2²	'07-09 CHEVY SILVERADO, 2" -DROP SPINDLE
KPC DOS-S11-2³	'82-03 CHEVY S10, 2" -DROP SPINDLE
NOTES	1 - CAN BE USED ON '63-72 WITH BALLJOINT CHANGE OR KP LAYARMS
	2 - REQUIRES 17" OR LARGER WHEEL
	3 - REQUIRES 18" OR LARGER WHEEL

Anti-Roll Bars

KP anti-roll bars enhance handling performance and have been specifically designed for use with lowered truck suspensions. They provide the perfect compliment to our LayArm front suspension systems and dropped spindles.



The kit includes chassis mounts with black polyurethane pivot bushings and endlinks. Bar ends and endlink hardware have been altered from the factory design to achieve a neutral position with suspensions lowered from 2-4". Bars are silver-vein-hammertone powder coated for a lasting finish.

KPC ARFC31-20-S	'63-87 CHEVY C10, 1-1/4" FRONT ANTI-ROLL BAR (FOR STOCK-STYLE LOWER ARM MOUNT)
KPC ARFC61-21	'88-98 CHEVY C1500, 1-5/16" FRONT ANTI-ROLL BAR
KPC ARFC71-24	'99-06 CHEVY SILVERADO, 1-1/2" FRONT ANTI-ROLL BAR
KPC ARFS11-20	'82-03 CHEVY S10, 1-1/4" FRONT ANTI-ROLL BAR

Bolt-On Cantilever 4-Link Systems

Chevy S10 '82-03



KPC 4CBO-S11	CANTILEVER MULTI-LINK SUSPENSION '82-03 CHEVY S10 AND GMC SONOMA
INCLUDES	TUBULAR TRAILING ARMS WISH BONE LOCATER BOLT-ON CANTILEVER ARMS STEEL-BODY NON-ADJUSTABLE SHOCKS
OPTIONS	DOG-BONE LINKS (ONE SIZE SET INCLUDED) 18" WHEEL - UP TO 24-1/2" TIRE 20" WHEEL - 24-1/2" TO 28" TIRE 7" DOUBLE-CONVOLUTED AIR BAGS WELD-IN STEP NOTCH SET
NOTE	WELDED ASSEMBLIES ARE PAINTABLE BARE METAL



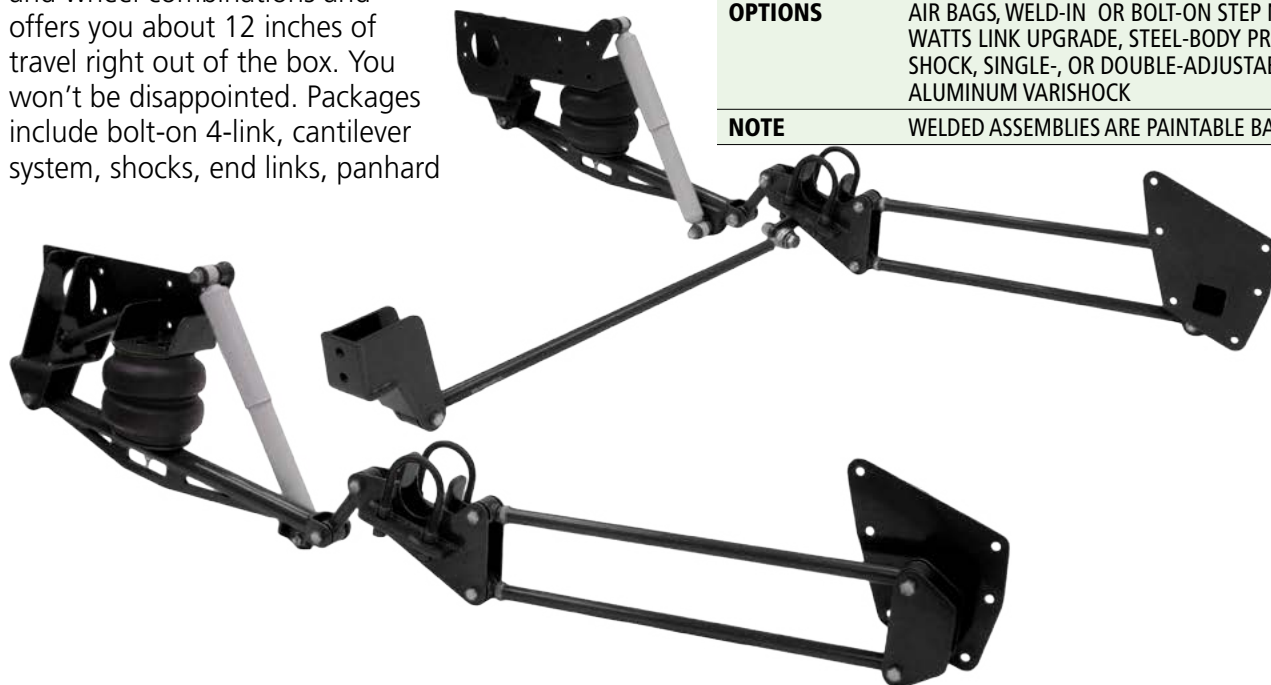
Bolt-On Cantilever 4-Link Systems

Full-Size GM and Ford

This complete rear system incorporates our bolt-on 4-link, panhard bar, air bags, shocks, cantilever kit, and weld-in frame step notch kit. Together they form an incredible rear-suspension system that is not only a breeze to install, but out performs all other rear systems on the market, bolt-on or not. Fabricated with the quality you've come to expect from KP Components, it is able to lay out most 24-inch tire and wheel combinations and offers you about 12 inches of travel right out of the box. You won't be disappointed. Packages include bolt-on 4-link, cantilever system, shocks, end links, panhard

locator, air bags, and weld-in frame-step-notch kit. Watts-link upgrade is optionally available.

KPC 4CBO-C31	CHEVY C10 1963-72
KPC 4CBO-C51	CHEVY C10 1973-87
KPC 4CBO-C61	CHEVY C1500 1988-98
KPC 4CBO-C71	CHEVY SILVERADO 1999-06
KPC 4CBO-C81	CHEVY SILVERADO 2007-15
KPC 4CBO-F71	FORD F150 1997-03
OPTIONS	AIR BAGS, WELD-IN OR BOLT-ON STEP NOTCHES, WATTS LINK UPGRADE, STEEL-BODY PRESET SHOCK, SINGLE-, OR DOUBLE-ADJUSTABLE BILLET ALUMINUM VARISHOCK
NOTE	WELDED ASSEMBLIES ARE PAINTABLE BARE METAL



OPTIONS (SHOWN ON FOLLOWING PAGE)		CHEVY C10		CHEVY C1500	CHEVY SILVERADO		FORD F150
		'63-72 ¹	'73-87	'88-98	'99-06	'07-15	'97-03
LOCATER STYLE	PANHARD BAR	■	■	■	■	■	■
	WATTS LINK, 10-BOLT		■	■	■	■	
	WATTS LINK, 12-BOLT	■	■			■	
	WATTS LINK, WELD-ON	■	■				
DOG-BONE LINK SIZE	18" WHEEL - UP TO 24-1/2" TIRE	■	■	■	■	■	■
	20" WHEEL - 24-1/2" TO 28" TIRE	■	■	■	■	■	■
	22" WHEEL - 28" TO 30" TIRE	■	■	■	■	■	■
	24" WHEEL - 30" TO 32" TIRE	■	■	■	■	■	■
AIR BAGS	7" DOUBLE-CONVOLUTED BAGS	■	■	■	■	■	■
SHOCKS	STEEL-BODY NON-ADJUSTABLE	■	■	■	■	■	■
	ALUMINUM FACTORY-VALVED	■	■	■	■	■	■
	ALUMINUM SINGLE-ADJUSTABLE	■	■	■	■	■	■
	ALUMINUM DOUBLE-ADJUST	■	■	■	■	■	■
STEP NOTCH	BOLT-ON (DIRECT-FIT)	■	■				
	WELD-IN (DIRECT-FIT)	■			■	■	
	WELD-IN (CUSTOM-FIT)		■	■			■
AXLE BRACKETS	BOLT-ON	■	■	■	■	■	■
	WELD-ON	■	■				
NOTE	1 - DRIVESHAFT BEARING CROSSMEMBER						

Bolt-On Cantilever 4-Link Systems



OPTION - Frame Step Notches

KPC SNBO-C31	CHEVY C10 '63-72 BOLT-ON
KPC SNBO-C41	CHEVY C10 '73-80 BOLT-ON
KPC SNBO-C51	CHEVY C10 '81-87 BOLT-ON
KPC SNWI-C31	CHEVY C10 '63-72 WELD-IN
KPC SNWI-C71	CHEVY SILVERADO '99-15 WELD-IN
KPC SNWI-U01	UNIVERSAL-FIT WELD-IN
NOTE	PAINTABLE BARE METAL



OPTION - Panhard Bar (Single Link)

- Travels in large arch; rear end shift slightly as suspension moves
- Works with all common rear end housings



KPC PHB-C31	CHEVY C10 '63-72
KPC PHB-C51	CHEVY C10 '73-87
KPC PHB-C61	CHEVY SILVERADO '88-98
KPC PHB-C71	CHEVY SILVERADO '99-06
KPC PHB-C81	CHEVY SILVERADO '07-15
KPC PHB-F71	FORD F150 '97-03
NOTE	PAINTABLE BARE METAL

OPTION - Shocks

From double-adjustables to basic OEM-style replacements, KP offers multiple shock options to better suit your sport truck goals.



VAS 12022-515	5" FACTORY-VALVED, VARISHOCK - C31, C51
VAS 12022-615	6" FACTORY-VALVED, VARISHOCK - R11
VAS 12022-715	7" FACTORY-VALVED, VARISHOCK - C61, C71, C81, F71
VAS 12122-515	5" SINGLE-ADJ, VARISHOCK - C31, C51
VAS 12122-615	6" SINGLE-ADJ, VARISHOCK - R11
VAS 12122-715	7" SINGLE-ADJ, VARISHOCK - C61, C71, C81, F71
VAS 12222-515	5" DOUBLE-ADJ, VARISHOCK - C31, C51
VAS 12222-615	6" DOUBLE-ADJ, VARISHOCK - R11
VAS 12222-715	7" DOUBLE-ADJ, VARISHOCK - C61, C71, C81, F71
KPC SANS-RC	NON-ADJ, STEEL-BODY - R11
KPC SANS-S10R	NON-ADJ, STEEL-BODY - S11
KPC SANS-UCR	NON-ADJ, STEEL-BODY - C61, C71, C81, F71
KPC SANS-UF	NON-ADJ, STEEL-BODY - C31, C51

OPTION - Watts Link (Multiple Links)

- Straight line travel; rear end remains centered
- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)



KPC WLB-C31	CHEVY C10 '63-72 12-BOLT
KPC WLB-C31-W	CHEVY C10 '63-72 WELD-ON
KPC WLB-C51-10	CHEVY C10 '73-87 10-BOLT
KPC WLB-C51-12	CHEVY C10 '73-87 12-BOLT
KPC WLB-C51-W	CHEVY C10 '73-87 WELD-ON
KPC WLB-C61	CHEVY SILVERADO '88-98 10-BOLT
KPC WLB-C71	CHEVY SILVERADO '99-06 10-BOLT
KPC WLB-C81-10	CHEVY SILVERADO '07-15 10-BOLT
KPC WLB-C81-12	CHEVY SILVERADO '07-15 12-BOLT
NOTE	PAINTABLE BARE METAL

OPTION - Air Bags

- 7" diameter bag
- Non-ballooning design
- Single 1/2" NPT port
- Rated @ 250psi
- 2.7" min. height
- 12" max. height
- Internal bumpstops
- Zinc plated steel threaded inserts
- 6061-T6 CNC machined aluminum NPT port
- (2) 3/8"-16 mounting holes in top plate
- (3) 3/8"-16 mounting holes in bottom plate



3470-SS7	DOUBLE-CONVOLUTED 7" DIAMETER AIR BAG (EACH)
-----------------	--

Bolt-On Cantilever 4-Link Systems

Ford Ranger '83-05



KPC 4CBO-R11	CANTILEVER MULTI-LINK SUSPENSION '83-05 FORD RANGER
INCLUDES	TRAILING ARMS, GAS TANK CROSSMEMBER, WISHBONE LOCATER, BOLT-ON CANTILEVER ARMS, SHOCKS, DOG-BONE LINKS
OPTIONS	
LOCATER MOUNT	7.5" OR 8.8" REAR END
DOG-BONE LINKS	20" WHEEL - 24-1/2" TO 28" TIRE
AIR BAGS	7" DOUBLE-CONVOLUTED BAGS
SHOCKS	STEEL-BODY NON-ADJUSTABLE BILLET-ALUMINUM FACTORY-VALVED BILLET-ALUMINUM SINGLE-ADJUSTABLE BILLET-ALUMINUM DOUBLE-ADJUSTABLE
STEP NOTCH	WELD-IN STEP NOTCH
GAS TANK CROSSMEMBER	'83-97 MODEL YEARS '98-05 MODEL YEARS
NOTE	WELDED ASSEMBLIES ARE PAINTABLE BARE METAL



Watts Link Locaters

The watts link assembly is responsible for keeping the rear end housing centered in relation to the chassis. The assembly is comprised of two staggered links mounted at opposite frame rails and a central pivot bolted directly on top of the factory rear-differential cover. As the rear suspension moves vertically the central pivot rotates slightly to follow the two arcs defined by the link assemblies. This pivoting action splits the difference between the two arcs allowing the housing to travel in a perfectly straight line, keeping the rearend housing perfectly centered

throughout the entire range of travel. This kit is designed to work on the 1963-2006 1/2 ton Chevy/GMC full-size trucks with a 10- or 12-bolt rearend. The Watts link kit works with existing KP Components 4-link and cantilever systems, and with most other aftermarket parallel-4-link kits on the market. We also provide different mounting style brackets to work with stock frames, bolt-in C-notches, and weld-in step notch kits.

Upgrade your 4-link cantilever system's panhard bar to a Watts Link for improved centering!



KPC WLB-C31	CHEVY C10 '63-72, 12-BOLT (BOLT-ON)
KPC WLB-C31-W	CHEVY C10 '63-72, FORD 9" AND OTHER (WELD-ON)
KPC WLB-C51-10	CHEVY C10 '73-87, 10-BOLT (BOLT-ON)
KPC WLB-C51-12	CHEVY C10 '73-87, 12-BOLT (BOLT-ON)
KPC WLB-C51-W	CHEVY C10 '73-87, FORD 9" AND OTHER (WELD-ON)
KPC WLB-C61	CHEVY C1500 '88-98, 10-BOLT (BOLT-ON)
KPC WLB-C71	CHEVY SILVERADO '99-06, 10-BOLT (BOLT-ON)
KPC WLB-C81-10	CHEVY SILVERADO '07-15, 10-BOLT (BOLT-ON)
KPC WLB-C81-12	CHEVY SILVERADO '07-15, 12-BOLT (BOLT-ON)
NOTE	PAINTABLE BARE METAL





Bolt-On Air-Bag Cantilevers

KP Components direct bolt-on cantilever kits are an innovative air-bag-mounting mechanism that provides up to 12" of suspension travel (S10 and Ranger kit up to 10") when used with our bolt-on 4-link suspension; required for installation. The cantilever system allows you to completely "lay out" your sport truck on up to 24" wheels on most full-size models. Our self-positioning bracket assembly utilizes factory mounting holes, enabling a straight-forward installation you can accomplish over a weekend. To ensure an accurate fit, each component has been designed specific to each frame with kits available for Chevrolet C10 and C1500 ('63-06), S10 ('82-03) and Ford F150 ('97-03) and Ranger ('83-05). Frame brackets are CNC laser cut and bent from 3/16" sheet steel—equivalent in thickness to the factory frame—and incorporate the shock mount, cantilever chassis pivot, and the upper air-bag seat.

The heavy-duty cantilever bars are 1-5/8 x .188" - wall DOM and feature a strengthening truss gusset along the bottom edge. These provide the lower air-bag seat, shock mount, and axle-housing endlink mount while multiplying the travel range of the air bag. Tubular endlinks attach the cantilever bar to the axle bracket and can be easily changed to adjust the range of suspension travel when using different diameter tire and wheel packages. Kits include frame brackets, cantilever bars and dog-bone links, shock absorbers, polyurethane pivot bushings and Grade 8 mounting hardware; cantilever axle mounts and air bags optional. Control system purchased separately.

KPC CBO-S11



KPC CBO-C71



Weld-on cantilever dog-bone axle mount tabs.

Dog-bone links alter ride-height range and are specific to wheel-size.



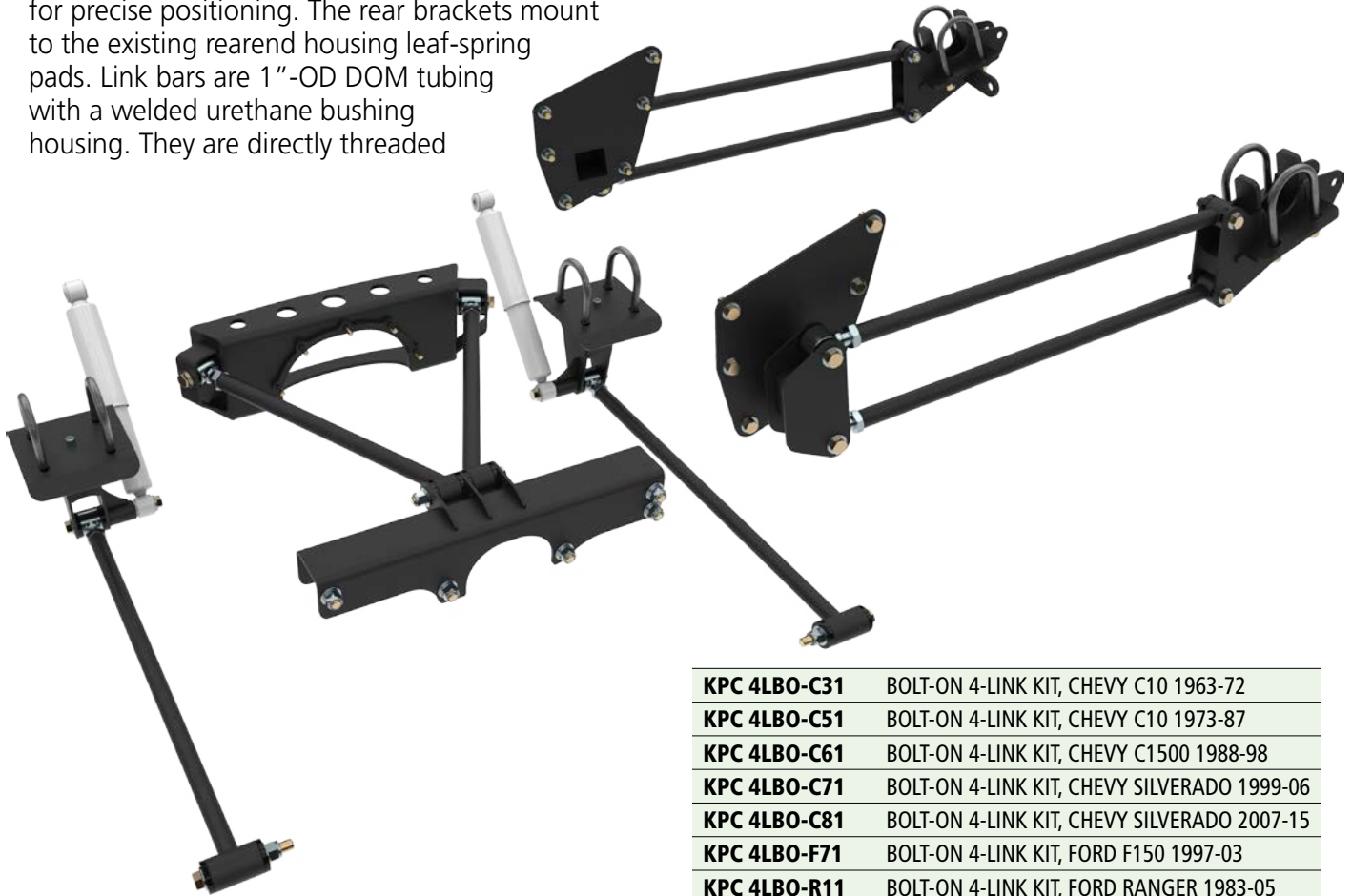
KPC CBO-C31	BOLT-ON CANTILEVER KIT, CHEVY C10 1963-72
KPC CBO-C51	BOLT-ON CANTILEVER KIT, CHEVY C10 1973-87
KPC CBO-C61	BOLT-ON CANTILEVER KIT, CHEVY C1500 1988-98
KPC CBO-C71	BOLT-ON CANTILEVER KIT, CHEVY SILVERADO 1999-06
KPC CBO-C81	BOLT-ON CANTILEVER KIT, CHEVY SILVERADO 2007-15
KPC CBO-F71	BOLT-ON CANTILEVER KIT, FORD F150 1997-03
KPC CBO-R11	BOLT-ON CANTILEVER KIT, FORD RANGER 1983-05
KPC CBO-S11	BOLT-ON CANTILEVER KIT, CHEVY S10 1982-03
INCLUDES	FRAME BRACKETS, CANTILEVER BARS, ENDLINKS, SHOCKS, AND HARDWARE
OPTIONS	AIR BAGS, STEEL-BODY SHOCKS, BILLET SINGLE- OR DOUBLE-ADJUSTABLE VARISHOCKS
NOTE	WELDED ASSEMBLIES ARE PAINTABLE BARE METAL

Bolt-On 4-Links



Our bolt-on 4-link kits fit popular GM and Ford trucks. All full-size-truck kits are configured as a parallel 4-link with bolt-on panhard bar. The smaller Chevy S10 and Ford Ranger 4-links consist of parallel-lower links with triangulated-upper link bars, eliminating the need for an additional lateral locating device. The front mounting brackets are 7-gauge steel and use existing rivet holes in the factory frame for precise positioning. The rear brackets mount to the existing rearend housing leaf-spring pads. Link bars are 1"-OD DOM tubing with a welded urethane bushing housing. They are directly threaded

at the opposite end to enable easy pinion-angle adjustment. This kit can be used with our weld-on air-bag components, or for optimum performance and bolt-on installation the cantilever system can be added. Kits are shipped with Grade 8 mounting hardware, new u-bolts, urethane bushings, and installation instructions.

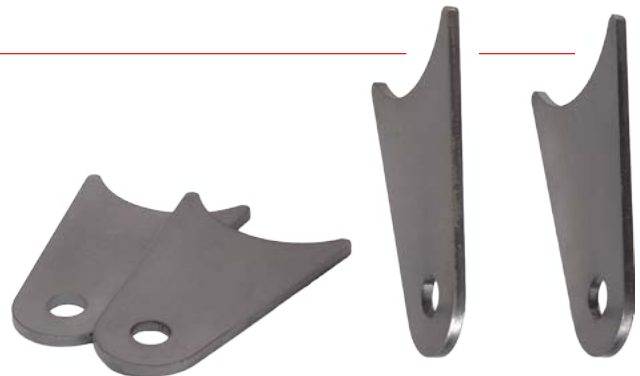


KPC 4LBO-C31	BOLT-ON 4-LINK KIT, CHEVY C10 1963-72
KPC 4LBO-C51	BOLT-ON 4-LINK KIT, CHEVY C10 1973-87
KPC 4LBO-C61	BOLT-ON 4-LINK KIT, CHEVY C1500 1988-98
KPC 4LBO-C71	BOLT-ON 4-LINK KIT, CHEVY SILVERADO 1999-06
KPC 4LBO-C81	BOLT-ON 4-LINK KIT, CHEVY SILVERADO 2007-15
KPC 4LBO-F71	BOLT-ON 4-LINK KIT, FORD F150 1997-03
KPC 4LBO-R11	BOLT-ON 4-LINK KIT, FORD RANGER 1983-05
KPC 4LBO-S11	BOLT-ON 4-LINK KIT, CHEVY S10 1982-03
NOTES	INCLUDES FRAME BRACKETS, 4-LINK BARS ASSEMBLIES ARE PAINTABLE BARE METAL

Cantilever Axle Mount Conversion

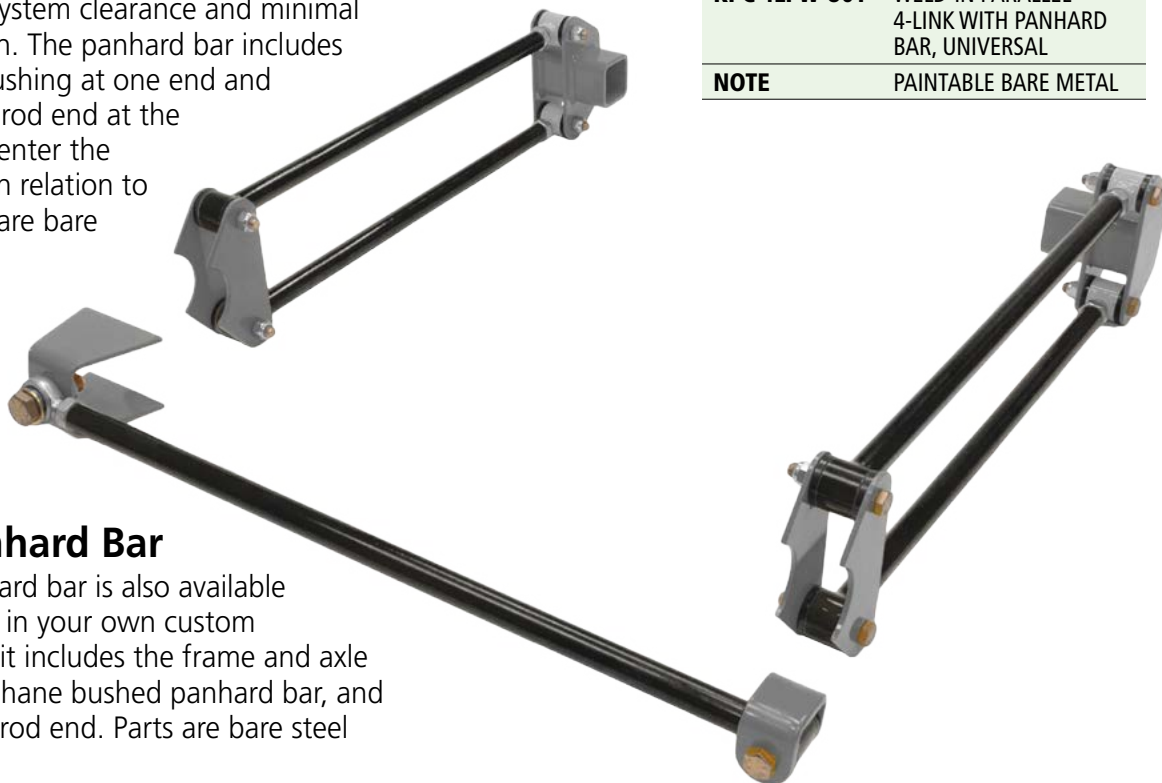
Weld-in 4-links kits can easily be converted to use our cantilever suspension system with our weld-on endlink axle brackets.

KPC CDL-AM WELD-ON CANTILEVER CONVERSION



Weld-In Parallel 4-Link

Our universal parallel 4-link enables you to install a high-travel rear suspension with maximum exhaust- and air-system clearance and minimal custom fabrication. The panhard bar includes a polyurethane bushing at one end and adjustable length rod end at the opposite end to center the rearend housing in relation to the vehicle. Parts are bare steel unpainted.



KPC 4LPW-U01	WELD-IN PARALLEL 4-LINK WITH PANHARD BAR, UNIVERSAL
NOTE	PAINTABLE BARE METAL

Weld-In Panhard Bar

Our weld-in panhard bar is also available separately for use in your own custom suspension. The kit includes the frame and axle brackets, polyurethane bushed panhard bar, and spherical-bearing rod end. Parts are bare steel unpainted.

KPC PHW-U01	WELD-IN PANHARD BAR, UNIVERSAL
--------------------	--------------------------------

Weld-In Triangulated 4-Link

The universal triangulated 4-link enables you to install a high-travel rear suspension using a minimum of components and custom fabrication. The angled upper links provide lateral support for the rearend housing, eliminating the need for an additional panhard bar or watts link system. Parts are bare steel unpainted.



KPC 4LTW-U01	WELD-IN TRIANGULATED 4-LINK, UNIVERSAL
NOTE	PAINTABLE BARE METAL

Weld-In 4-Link Suspension

Our weld-in 4-link suspension package features a boxed 3x2" crossmember with urethane-bushed tubular steel suspension links. The custom-fit assembly and component options allow some flexibility during installation, making large-tire builds achievable on a variety of common and non-mainstream pickups. System ships as unassembled kit.



Double-adjustable panhard bar



Single-adjustable panhard bar

78A213	4-LINK SYSTEM WITH SHOCKS AND SPRINGS
INCLUDES	SUSPENSION LINKS AND BRACKETS, LATERAL LOCATER, SHOCKS, SPRINGS, SHOCK MOUNTS AND CROSSMEMBER
OPTIONS	
3X2" FRONT CROSSMEMBER	3-1/2" CROSSMEMBER DROP 6-1/2" CROSSMEMBER DROP
LATERAL LOCATERS	TRACK LOCATER PANHARD BAR, SINGLE-ADJUSTABLE PANHARD BAR, DOUBLE-ADJUSTABLE
AIR-SPRING SHOCKS	BILLET-ALUMINUM SINGLE-ADJUSTABLE BILLET-ALUMINUM DOUBLE-ADJUSTABLE
COIL-OVER SHOCKS	STEEL-BODY NON-ADJUSTABLE BILLET-ALUMINUM FACTORY-VALVED BILLET-ALUMINUM SINGLE-ADJUSTABLE BILLET-ALUMINUM DOUBLE-ADJUSTABLE COIL SPRING RATES (95 TO 300 LB/IN)
LOWER SHOCK MOUNTS	HOUSING WITHOUT BACK-BRACE HOUSING WITH BACK-BRACE SUSPENSION AXLE BRACKET
UPPER SHOCK CROSSMEMBER	36"-WIDE X 1-5/8"-ROUND CROSSMEMBER 48"-WIDE X 1-5/8"-ROUND CROSSMEMBER
CHASSIS	UNDER-FRAME U-BEND
NOTES	INSTALLATION REQUIRES WELDING PAINTABLE BARE METAL

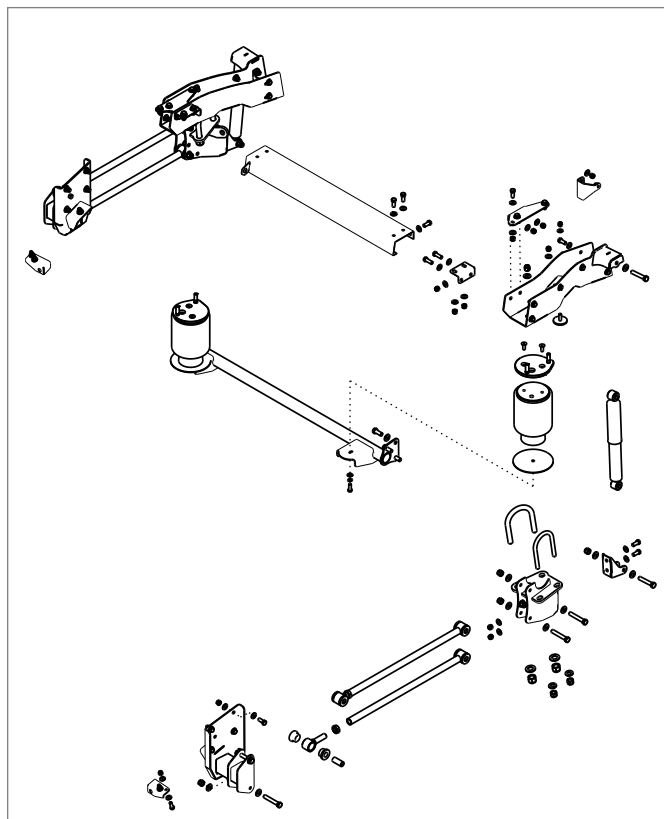
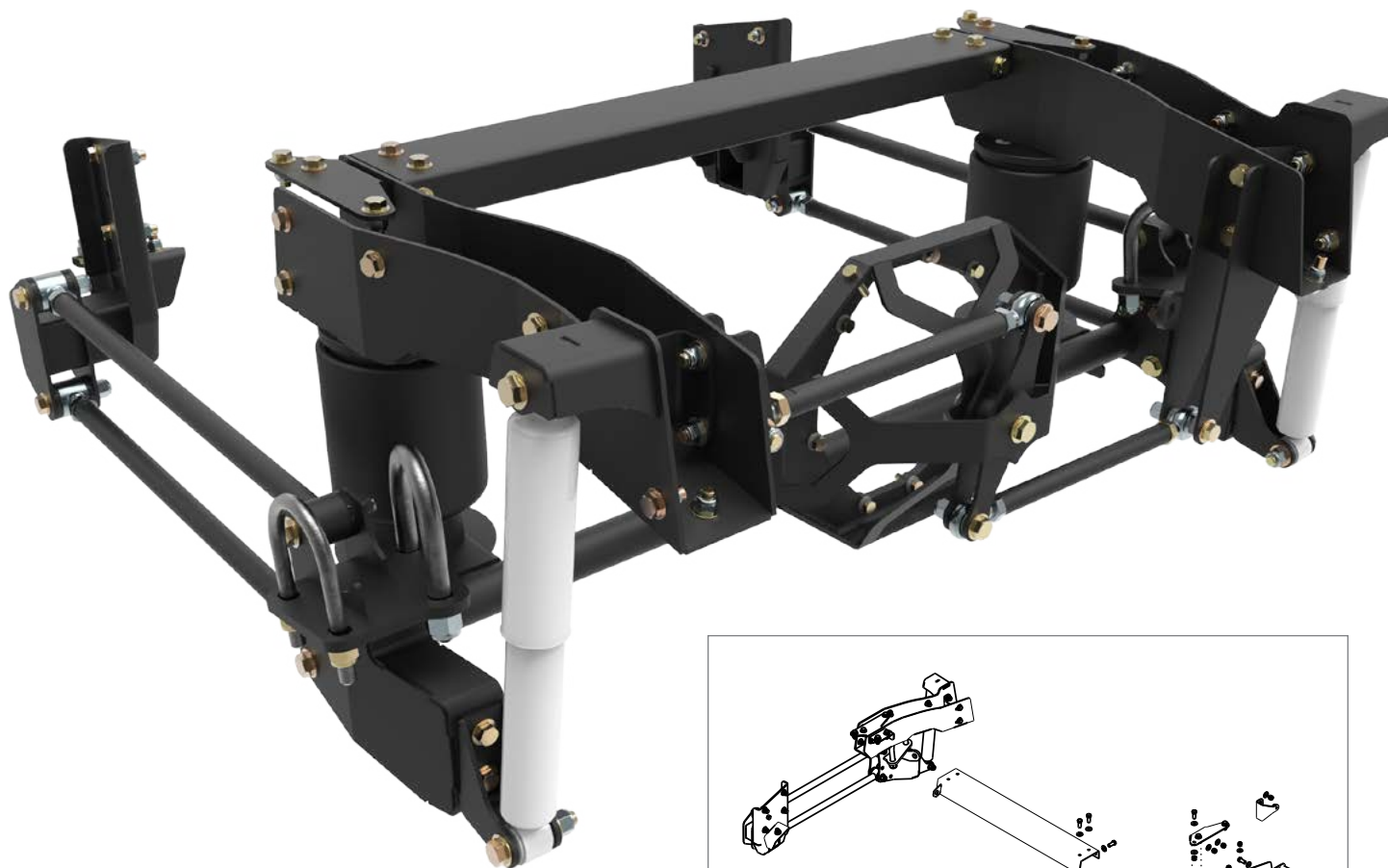


Air-Bag 4-Link

- 100-percent bolt-on installation
- 6" of suspension travel
- 3" to 4" drop from ride height
- Urethane suspension bushings
- Recessed frame notch

Suspension for 1963-87 Chevy C10

KP Components' newest group of parallel 4-link suspensions improve the handling and stance of your Chevy C10 or GMC pickup with the choice of three different spring configurations to best suit your project.



KPC 4LAB-C31	1963-72 CHEVY C10 AND GMC PICKUP
KPC 4LAB-C51	1973-87 CHEVY C10 AND GMC PICKUP
INCLUDES	4-LINK BARS AND BOLT-ON FRAME AND AXLE HOUSING BRACKETS, PANHARD BAR, SHOCKS, 5" TAPERED SLEEVE AIR BAGS
OPTIONS	
LOCATERS	PANHARD BAR LOCATER WATTS LINK LOCATER (GM 10-BOLT, 12-BOLT, OR FORD 9-INCH)
SHOCKS	OEM-STYLE SHOCKS, STEEL BODY (FIXED VALVE) VARISHOCK BOLT-IN, BILLET-ALUMINUM BODY (FIXED, SINGLE OR DOUBLE ADJUSTABLE)
NOTES	SUSPENSION LINKS AND WELDED ASSEMBLIES ARE WITH BARE METAL FINISH MOUNTING HARDWARE AND ROD ENDS ARE GENERALLY ZINC PLATED

Bolt-On 4-Link Suspensions



Locator Options

A parallel 4-link requires an additional link or mechanism to restrict side-to-side movement of the rear end housing in relation to the chassis.

Panhard Bar - (Single Link)

- Travels in large arch (rear end shift slightly as suspension moves)
- Works with all common rear end housings

Watts Link - (Multiple Links)

- Travel in straight line (rear end remains centered at all times)
- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)



Shock Options

From double-adjustables, with the ability to tune the suspension for ride-quality and improved performance, to basic OEM-style replacements, KP offers multiple shock options to better suit your sport truck goals.

Adjustable VariShocks - Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

VAS 12222-615	DOUBLE-ADJUSTABLE, BILLET-ALUMINUM VARISHOCK
VAS 12122-615	SINGLE-ADJUSTABLE, BILLET-ALUMINUM VARISHOCK
VAS 12022-615	FACTORY-VALVED, BILLET-ALUMINUM VARISHOCK
KPC SANS-UF	NON-ADJUSTABLE, STEEL-BODY OEM-STYLE SHOCK



Air Bags

- 5" tapered sleeve
- Internal bumpstops
- 4.3" min. collapsed height
- 12" max. height
- Rated @ 150psi
- 8" to 9-1/2" ride height
- 1/4" NPT port
- Zinc plated steel threaded inserts
- 3/8"-16 mounting holes - (2) top plate, (1) bottom plate

3471-W217609000	TAPERED-SLEEVE 5" DIAMETER AIR BAG (EACH)
------------------------	---

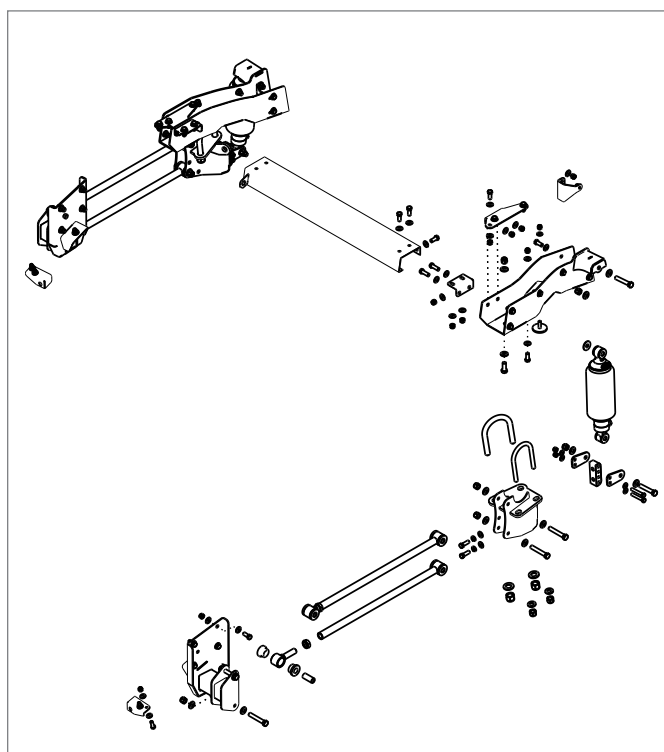


Air-Spring 4-Link

- 100-percent bolt-on installation
- 5" of suspension travel
- 2" to 3" drop from ride height
- Adjustable ride height
- Adjustable shock valving
- Urethane suspension bushings
- Recessed frame notch

Suspension for 1963-87 Chevy C10

These KP Components suspensions are available with a panhard bar or watts link locator for use with GM 10- or 12-bolt, or Ford 9-inch rear ends. With the exception of trimming for the recessed notch integrated into the frame brackets, installation is an extremely simple bolt-on process.



KPC 4LAS-C31	1963-72 CHEVY C10 AND GMC PICKUP
KPC 4LAS-C51	1973-87 CHEVY C10 AND GMC PICKUP
INCLUDES	4-LINK BARS, BOLT-ON FRAME BRACKETS, AXLE MOUNTS, PANHARD BAR, SHOCKS
OPTIONS	
AXLE MOUNT	BOLT-ON OR WELD-ON AXLE BRACKETS
LOCATERS	PANHARD BAR LOCATER WATTS LINK LOCATER (GM 10-BOLT, 12-BOLT, OR FORD 9-INCH)
SHOCKS	SINGLE-ADJUSTABLE, QUICKSET 1 DOUBLE-ADJUSTABLE, QUICKSET 1
NOTES	SUSPENSION LINKS AND WELDED ASSEMBLIES ARE WITH BARE METAL FINISH MOUNTING HARDWARE AND ROD ENDS ARE GENERALLY ZINC PLATED

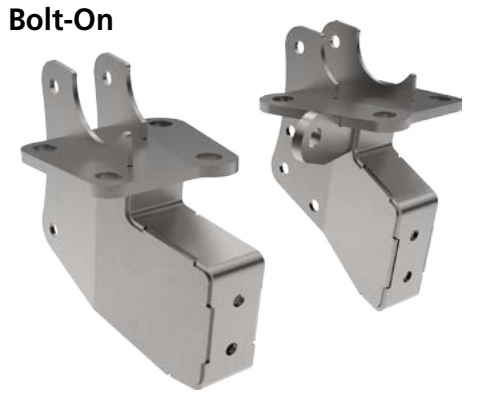
Bolt-On 4-Link Suspensions



Axle Housing Brackets

Bolt-On Brackets

- GM 10- or 12-bolt housing
- Fixed-position shock mount



Weld-On Brackets

- Fits all rear end housings
- Adjustable-height shock mount

Locator Options

A parallel 4-link requires an additional link or mechanism to restrict side-to-side movement of the rear end housing in relation to the chassis.

Panhard Bar - (Single Link)

- Travels in large arch (rear end shift slightly as suspension moves)
- Works with all common rear end housings

Watts Link - (Multiple Links)

- Travel in straight line (rear end remains centered at all times)
- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)



Air-Spring Shock Options

Adjustable VariShocks provide the ability to tune the suspension for ride-quality and improved performance. Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

Dual Poly-Eye, 4" Sleeve with Cap Port

- Poly-urethane eyes, 5/8" sleeve with 1/2" hardware with 1-1/4" clevis
- Light- to medium-duty service only. *Not suitable for towing.*



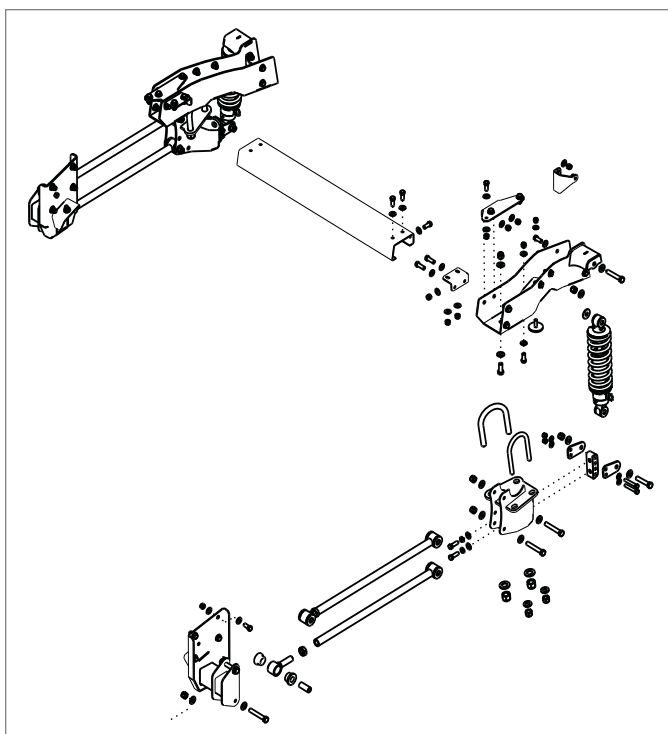
ITEM	VALVE	ADJUSTMENT	TRAVEL	COLLAPSED	EXTENDED	MIN. RIDE	MAX. RIDE
VAS 132K2-515	DOUBLE	BUMP AND REBOUND	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 131K2-515	SINGLE	OVERALL STIFFNESS	5.00"	11.56"	16.56"	12.56"	15.56"

Coil-Over 4-Link

- Enhanced performance handling
- 100-percent bolt-on installaiton
- 5" of suspension travel
- Adjustable ride height
- Adjustable shock valving
- Urethane suspension bushings
- Recessed frame notch

Suspension for 1963-87 Chevy C10

KP Components' Four-link and frame rail brackets are positioned using existing chassis features and secure with included Grade 8 mounting hardware. Pricing, options, additional image and instructions for system and components are available online.



KPC 4LCO-C31	1963-72 CHEVY C10 AND GMC PICKUP
KPC 4LCO-C51	1973-87 CHEVY C10 AND GMC PICKUP
INCLUDES	4-LINK BARS, BOLT-ON FRAME BRACKETS, AXLE MOUNTS, PANHARD BAR, SHOCKS AND SPRINGS
OPTIONS	
AXLE MOUNT	BOLT-ON OR WELD-ON AXLE BRACKETS
LOCATERS	PANHARD BAR LOCATER WATTS LINK LOCATER (GM 10-BOLT, 12-BOLT, OR FORD 9-INCH)
SHOCKS	FACTORY-VALVED, SENSISET SINGLE-ADJUSTABLE, QUICKSET 1 DOUBLE-ADJUSTABLE, QUICKSET 1
SPRINGS	175, 200 OR 250 LB/IN SPRING RATE
NOTES	SUSPENSION LINKS AND WELDED ASSEMBLIES ARE WITH BARE METAL FINISH MOUNTING HARDWARE AND ROD ENDS ARE GENERALLY ZINC PLATED

Bolt-On 4-Link Suspensions

Axle Housing Brackets

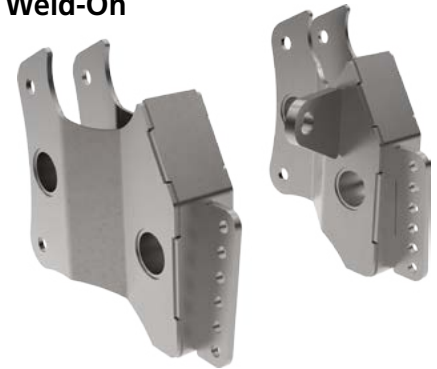
Bolt-On Brackets

- GM 10- or 12-bolt housing
- Fixed-position shock mount

Bolt-On



Weld-On



Weld-On Brackets

- Fits all rear end housings
- Adjustable-height shock mount

Locator Options

A parallel 4-link requires an additional link or mechanism to restrict side-to-side movement of the rear end housing in relation to the chassis.

Panhard Bar - (Single Link)

- Travels in large arch (rear end shift slightly as suspension moves)
- Works with all common rear end housings

Watts Link - (Multiple Links)

- Travel in straight line (rear end remains centered at all times)
- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)



Shock Options

VariShock Coil-Overs add a level of performance above our air-based systems. A predictable, linear spring rate matched with wide range of valve adjustment (excludes factory-valved), lets you tune for ride quality as well as handling.

Adjustable VariShocks - Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

VAS 11222-515	DOUBLE-ADJUSTABLE (BUMP/REBOUND)
VAS 11122-515	SINGLE-ADJUSTABLE (OVERALL STIFFNESS)
VAS 11022-515	FACTORY-VALVED (FIXED VALVE SET)
VAS 21-12175	175 LB/IN COIL SPRING (LIGHT)
VAS 21-12200	200 LB/IN COIL SPRING (BASELINE)
VAS 21-12250	250 LB/IN COIL SPRING (HEAVY)



Trailing Arm Suspensions for 1963-72 Chevy C10

Simple, effective and tough... KP Components trailing arm suspensions improve the handling and stance of your Chevy C10 or GMC pickup. The heavy-duty crossmember and boxed trailing arms provide controlled and predictable handling characteristics without wheel hop under hard acceleration. Three different spring configurations are available to best suit your project. Performance focused builds may opt for VariShock coil-overs, whereas those wanting a bit more style can select air bags or even air-spring shocks for the best of both worlds. All three

suspensions are available with a panhard bar or watts link locator for use with GM 10- or 12-bolt, or Ford 9-inch rear ends. With the exception of trimming for the recessed notch integrated into the frame brackets, installation is an extremely simple bolt-on process. Trailing-arm crossmember and frame rail brackets are positioned using existing chassis features and secure with included Grade 8 mounting hardware. Pricing, options, additional images and instructions for system and components are available at www.KPcomponents.com/store.

Air-Spring Trailing Arm



Air-Bag Trailing Arm



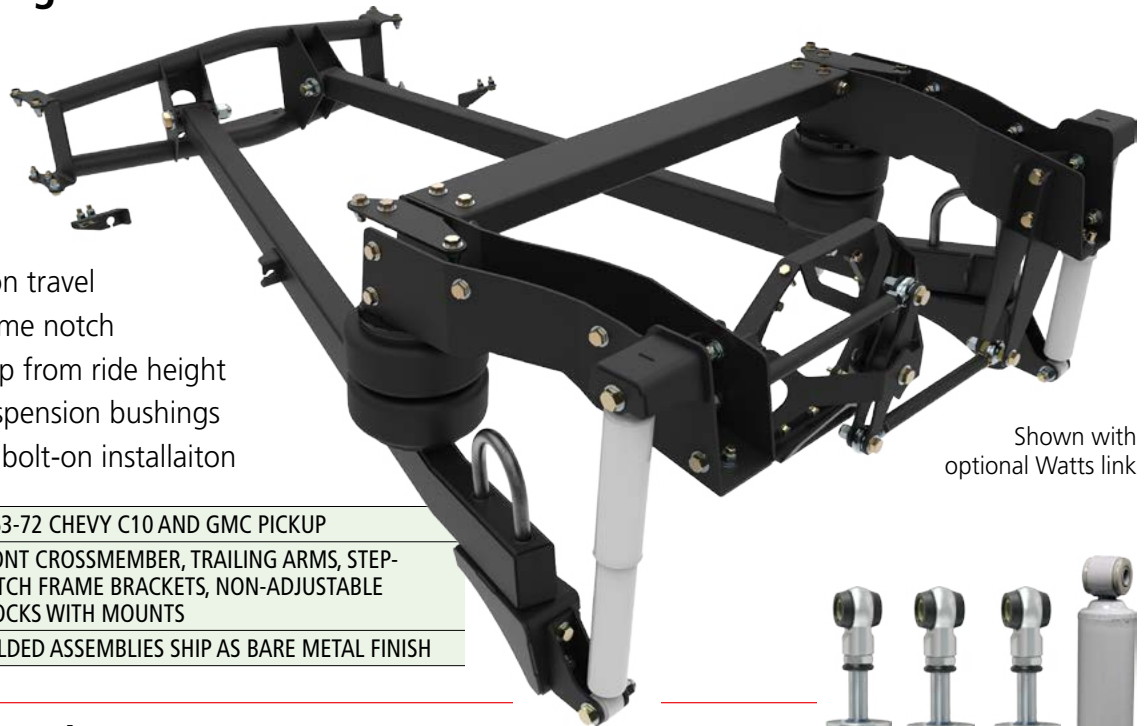
Coil-Over Trailing Arm



Bolt-On Trailing Arm Suspensions



Air-Bag Trailing Arm



- 6" suspension travel
- Recessed frame notch
- 3" to 4" drop from ride height
- Urethane suspension bushings
- 100-percent bolt-on installaiton

Shown with optional Watts link

KPC TATAB-C31	1963-72 CHEVY C10 AND GMC PICKUP
INCLUDES	FRONT CROSSMEMBER, TRAILING ARMS, STEP-NOTCH FRAME BRACKETS, NON-ADJUSTABLE SHOCKS WITH MOUNTS
NOTE	WELDED ASSEMBLIES SHIP AS BARE METAL FINISH



Suspension Options

Panhard Bar (Single Link)



- Travels in large arch; rear end shift slightly as suspension moves
- Works with all common rear end housings

KPC PH4T-C31	PANHARD BAR
---------------------	-------------

Shock Options

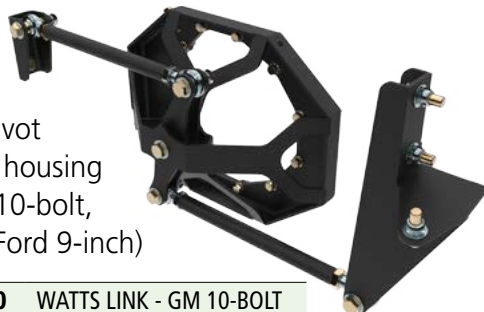
From double-adjustables to basic OEM-style replacements, KP offers multiple shock options to better suit your sport truck goals.

VAS 12222-615	DOUBLE-ADJ, BILLET-ALUM. VARISHOCK
VAS 12122-615	SINGLE-ADJ, BILLET-ALUM. VARISHOCK
VAS 12022-615	FACTORY-VALVED, BILLET-ALUM. VARISHOCK
KPC SANS-UF	NON-ADJ, STEEL-BODY OEM-STYLE SHOCK

Watts Link (Multiple Links)

- Travel in straight line; rear end remains centered at all times

- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)



KPC WL4T-C31-10	WATTS LINK - GM 10-BOLT
KPC WL4T-C31-12	WATTS LINK - GM 12-BOLT
KPC WL4T-C31-F9	WATTS LINK - FORD 9-INCH

Air Bags

- 7" diameter bag
- Non-ballooning design
- Single 1/2" NPT port
- Rated @ 250psi
- 2.7" min. height
- 12" max. height
- Internal bumpstops
- Zinc plated steel threaded inserts
- 6061-T6 CNC machined aluminum NPT port
- (2) 3/8"-16 mounting holes in top plate
- (3) 3/8"-16 mounting holes in bottom plate



3470-SS7	DOUBLE-CONVOLUTED 7" DIAMETER AIR BAG (EACH)
-----------------	--



Bolt-On Trailing Arm Suspensions

Air-Spring Trailing Arm

- 5" suspension travel
- Recessed frame notch
- Adjustable ride height
- Adjustable shock valving
- 2" to 3" drop from ride height
- Urethane suspension bushings
- 100-percent bolt-on installation



KPC TATAS-C31	1963-72 CHEVY C10 AND GMC PICKUP
INCLUDES	FRONT CROSSMEMBER, TRAILING ARMS, STEP-NOTCH FRAME BRACKETS, SINGLE-ADJUSTABLE SHOCKS WITH MOUNTS
NOTE	WELDED ASSEMBLIES SHIP WITH BARE METAL FINISH

Suspension Options

Panhard Bar (Single Link)



- Travels in large arch; rear end shift slightly as suspension moves
- Works with all common rear end housings

KPC PH4T-C31	PANHARD BAR LOCATER
---------------------	---------------------

Watts Link (Multiple Links)



- Travel in straight line; rear end remains centered at all times
- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)

KPC WL4T-C31-10	WATTS LINK - GM 10-BOLT
KPC WL4T-C31-12	WATTS LINK - GM 12-BOLT
KPC WL4T-C31-F9	WATTS LINK - FORD 9-INCH

Air-Spring Shock Options

Adjustable VariShocks provide the ability to tune the suspension for ride-quality and improved performance. Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).



Dual Poly-Eye, 4" Sleeve with Cap Port

- Poly-urethane eyes, 5/8" sleeve with 1/2" hardware with 1-1/4" clevis
- Light- to medium-duty service only. Not suitable for towing

ITEM	VALVE	ADJUSTMENT	TRAVEL	COLLAPSED	EXTENDED	MIN. RIDE	MAX. RIDE
VAS 132K2-515	DOUBLE	BUMP AND REBOUND	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 131K2-515	SINGLE	OVERALL STIFFNESS	5.00"	11.56"	16.56"	12.56"	15.56"

Bolt-On Trailing Arm Suspensions



Coil-Over Trailing Arm

- Recessed frame notch
- Adjustable ride height
- 5" of suspension travel
- Adjustable shock valving
- Urethane suspension bushings
- 100-percent bolt-on installation
- Enhanced performance handling

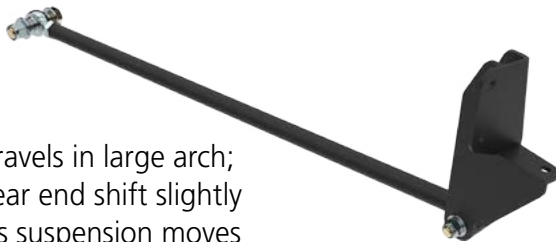


Shown with optional Watts link

KPC TATCO-C31	1963-72 CHEVY C10 AND GMC PICKUP
INCLUDES	FRONT CROSSMEMBER, TRAILING ARMS, STEP-NOTCH FRAME BRACKETS, SINGLE-ADJUST SHOCKS, MOUNTS
NOTE	WELDED ASSEMBLIES SHIP WITH BARE METAL FINISH

Suspension Options

Panhard Bar (Single Link)



- Travels in large arch; rear end shift slightly as suspension moves
- Works with all common rear end housings

KPC PH4T-C31	PANHARD BAR LOCATER
---------------------	---------------------

Watts Link (Multiple Links)

- Travel in straight line; rear end remains centered at all times



- Center pivot mount is housing specific (10-bolt, 12-bolt, Ford 9-inch)

KPC WL4T-C31-10	WATTS LINK - GM 10-BOLT
KPC WL4T-C31-12	WATTS LINK - GM 12-BOLT
KPC WL4T-C31-F9	WATTS LINK - FORD 9-INCH



Shock Options

VariShock Coil-Overs add a level of performance above our air-based systems. A predictable, linear spring rate matched with wide range of valve adjustment (excludes factory-valved), lets you tune for ride quality as well as handling.

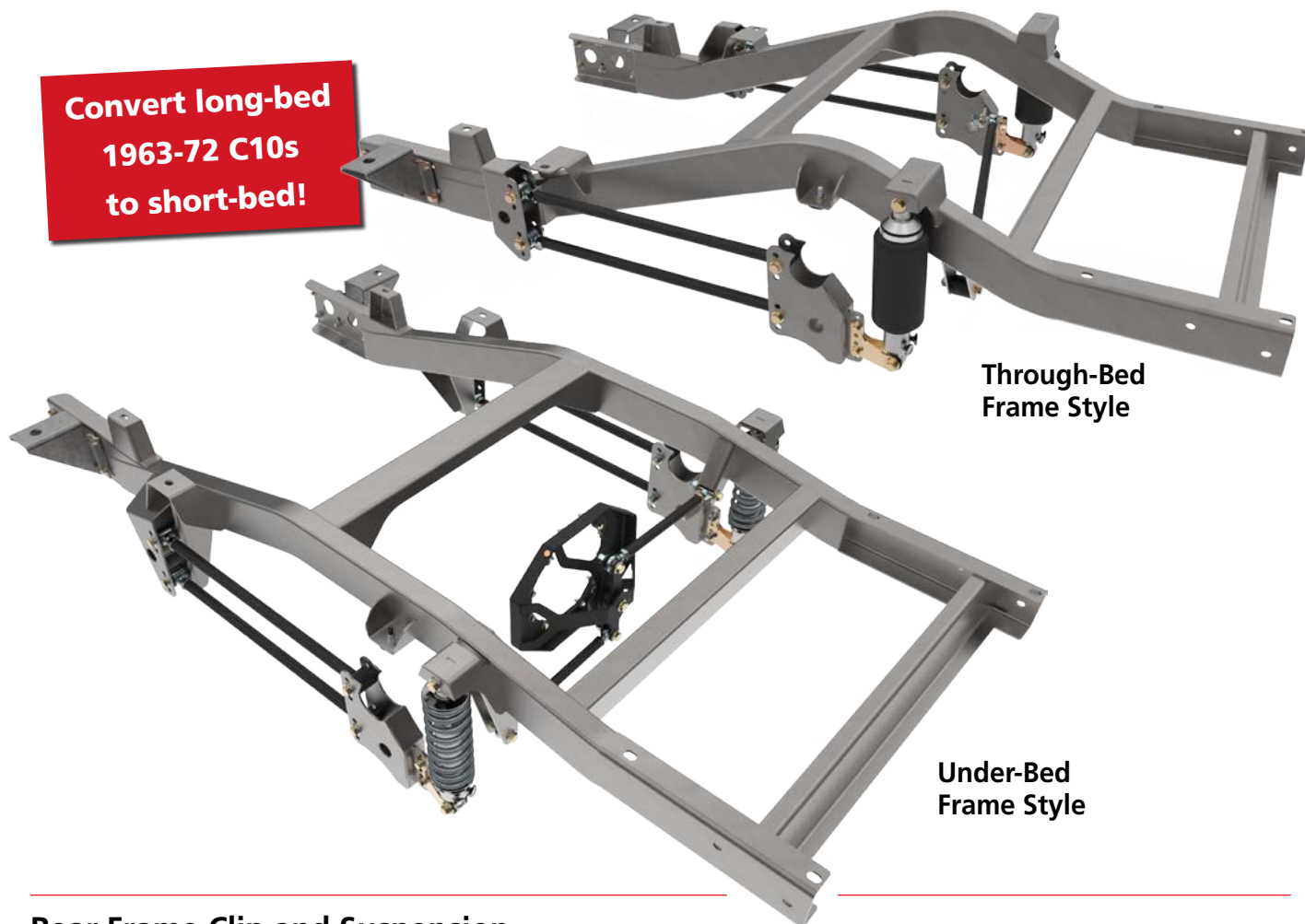
Adjustable VariShocks

Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

VAS 11222-515	DOUBLE-ADJUSTABLE (BUMP/REBOUND)
VAS 11122-515	SINGLE-ADJUSTABLE (OVERALL STIFFNESS)
VAS 11022-515	FACTORY-VALVED (FIXED VALVE SET)
VAS 21-12175	175 LB/IN COIL SPRING (LIGHT)
VAS 21-12200	200 LB/IN COIL SPRING (BASELINE)
VAS 21-12250	250 LB/IN COIL SPRING (HEAVY)

Rear Frame Clip and Suspension Conversion - '63-72 Chevy C10

**Convert long-bed
1963-72 C10s
to short-bed!**



**Through-Bed
Frame Style**

**Under-Bed
Frame Style**

Rear Frame Clip and Suspension

KP Components replacement rear frame and 4-link suspension system provides a substantial performance upgrade for 1963-1972 Chevrolet C10 pickups; perfect for long-to-short bed conversions. Frame clips ship factory welded and feature mandrel-bent, 2" x 4", boxed-tubing frame rails in under-bed or through-bed configuration. The advanced 4-link suspension is extremely adjustable with multiple mounting positions to allow suspension geometry changes, and adjustable lower shock mounts that enable 3-1/2" of ride-height adjustment without affecting available suspension travel. Optional panhard bar or Watts link locators control side-to-side movement, greatly improving handling characteristics. Systems include VariShock billet-aluminum coil-over or air-spring shocks in factory-valved, single- or double-adjustable versions with choice of coil-over spring rate. The various configuration and component options make the KP frame clip and suspension an extremely versatile system for street or pro-touring performance.

Features/Benefits:

- Extremely versatile system for street or pro-touring performance
- VariShock billet-aluminum coil-over or air-spring shocks
- Panhard bar or optional Watts link
- Short-bed truck benefits with easy to install system
- Mandrel-bent 2" x 4" frame
- Adjustable 4-link geometry
- 3-1/2" ride-height range
- Frame clips ship factory welded
- Ships via truck in heavy-duty cardboard crate

Rear Frame Clip and Suspension

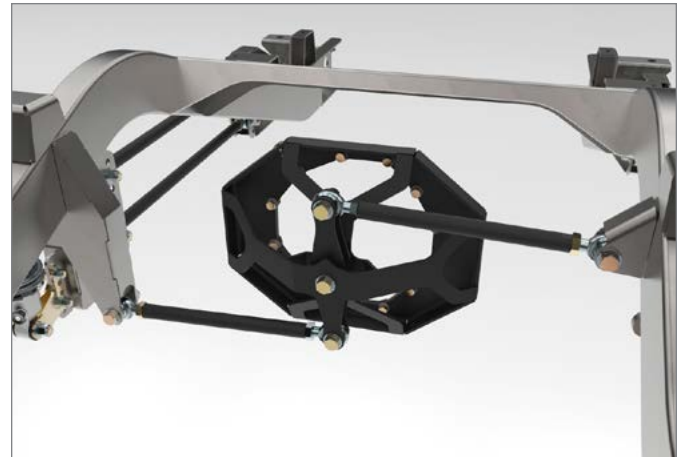
Housing Locator Devices

The included panhard bar and optional Watts link provide a significant improvement to the vehicle's handling response. Whereas the original trailing arms or leaf-springs allowed unwanted side-to-side

movement due to their flexible nature, the tubular links of a dedicated locating device are loaded solely in compression or tension, providing ultimate control over the rearend housing position.



Panhard Bar - Connects at welded chassis mount along driver-side frame rail (poly bushings) and passenger-side axle bracket (spherical rod end). Length is adjustable to center the housing. Due to the travel arc of the panhard bar some sideways housing movement occurs toward the limits of suspension travel.



Watts Link - Connects to welded chassis mounts on each frame rail and differential-mounted central housing pivot with spherical rod ends at each pivot point. The Watts link enables perfectly centered vertical movement and symmetrical cornering characteristics through the full range of suspension travel. Recommended for pro-touring trucks.

Simple Installation

The factory frame is cut at the cab, rearward of the cab mount. *Heavy-duty replacement cab mounts optionally available.* The KP frame inserts into the factory channel and is located using existing holes.



After drilling a few additional holes and bolting the rail together, a series of rosette and stitch welds solidify the union.



VariShock

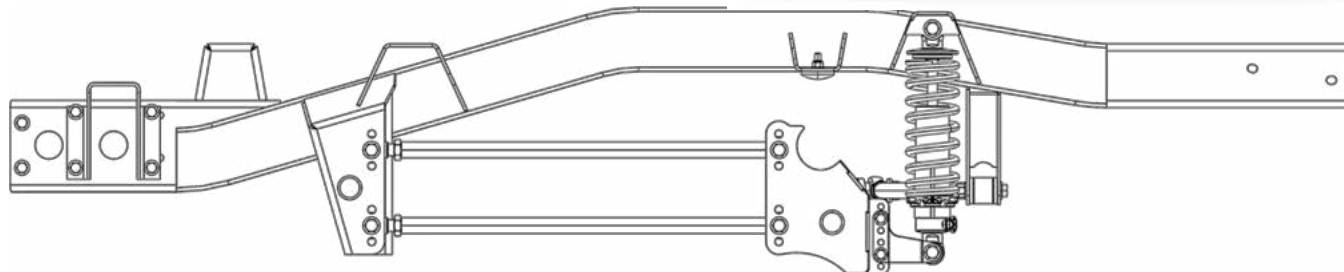
Available on both coil-over and air-spring VariShocks, the QuickSet valve mechanism allows you to easily tune your suspension for greater ride quality, improved cornering and acceleration traction, or to quickly adapt to current course conditions. Adjustment takes only a few seconds with easily accessible, 16-position knobs can be operated by hand or with the aid of a common allen wrench.



Rear Frame Clip and Suspension

Under-Bed Frame Design (Ride Height: 3 to 6" lower than stock)

Frame and suspension fits cleanly below stock bed without modification. Provides more modern vehicle stance when paired with front lowering springs or dropped spindle package. Suspension travel and ride quality is same as through-bed frame design; only ride height range differs (4" higher).



Coil-Over 4-Link Suspension Frame Clip

KPC RU4LC-C31

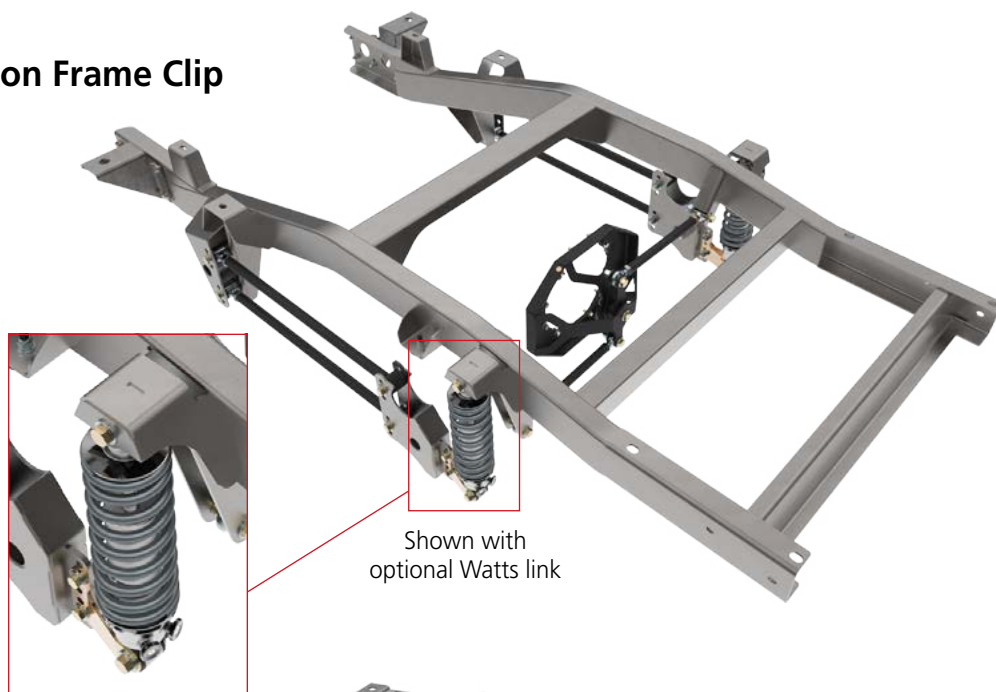
INCLUDES UNDER-BED FRAME CLIP, SUSPENSION LINKS, AXLE BRACKETS, PANHARD BAR LOCATER, FACTORY-VALVED COIL-OVER VARISHOCKS WITH SPRINGS

OPTIONS WATTS LINK LOCATER (10-BOLT, 12-BOLT, FAB9™)

SINGLE- OR DOUBLE-ADJUSTABLE COIL-OVER VARISHOCKS

SPRING RATE: 200 LB/IN (BASELINE), 175 LB/IN (LIGHT), 250 LB/IN (HEAVY)

REPLACEMENT HEAVY-DUTY REAR CAB MOUNTS



Air-Spring 4-Link Suspension Frame Clip

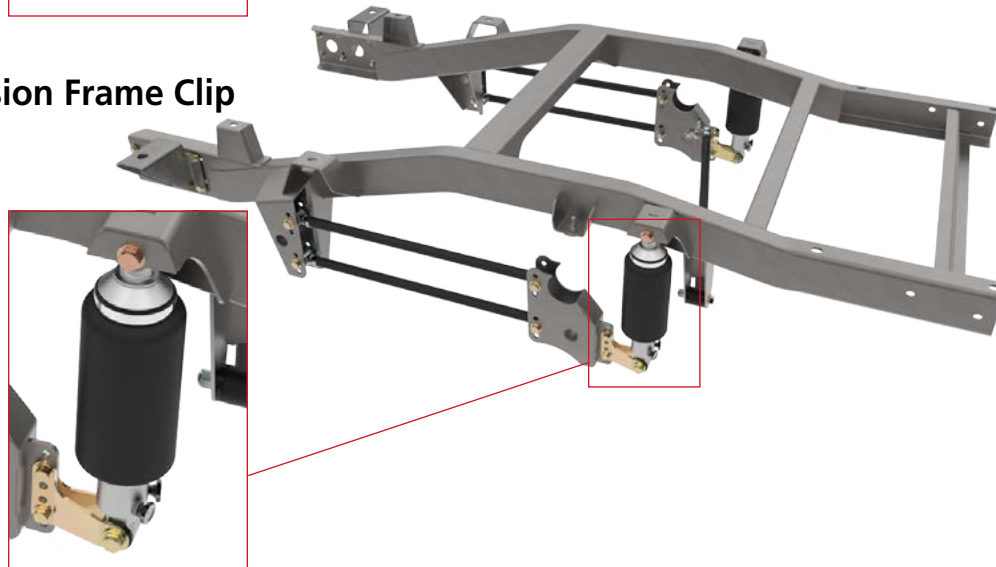
KPC RU4LA-C31

INCLUDES UNDER-BED FRAME CLIP, SUSPENSION LINKS, AXLE BRACKETS, PANHARD BAR LOCATER, SINGLE-ADJUSTABLE AIR-SPRING VARISHOCKS

OPTIONS WATTS LINK LOCATER (10-BOLT, 12-BOLT, FAB9™)

DOUBLE-ADJUSTABLE AIR-SPRING SHOCKS

REPLACEMENT HEAVY-DUTY REAR CAB MOUNTS

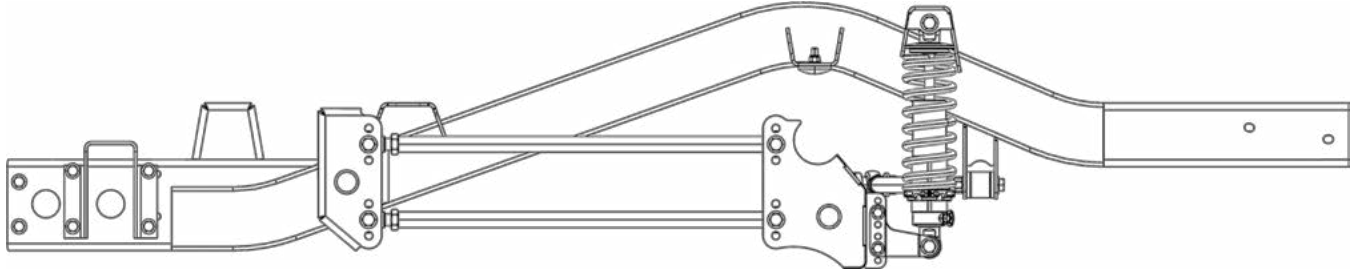


Rear Frame Clip and Suspension



Through-Bed Frame Design (Ride Height: 7 to 10" lower than stock)

Frame arch and upper shock mounts sit above stock bed floor; requires modification to bed. Provides aggressive pro-touring vehicle stance for lower center of gravity and improved handling or maximum body drop with air-spring package and dropped crossmember front suspension.



Coil-Over 4-Link Suspension Frame Clip

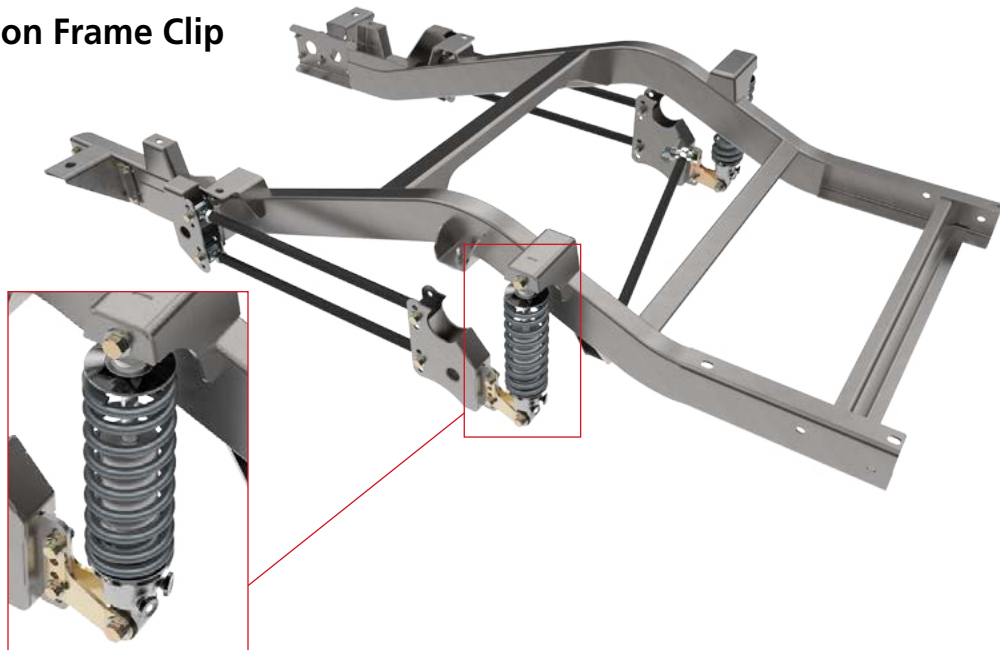
KPC RT4LC-C31

INCLUDES THROUGH-BED FRAME CLIP, SUSPENSION LINKS, AXLE BRACKETS, PANHARD BAR LOCATER, FACTORY-VALVED COIL-OVER VARISHOCKS WITH SPRINGS

OPTIONS WATTS LINK LOCATER (10-BOLT, 12-BOLT, FAB9™)
SINGLE- OR DOUBLE-ADJUSTABLE COIL-OVER VARISHOCKS

SPRING RATE: 200 LB/IN (BASELINE), 175 LB/IN (LIGHT), 250 LB/IN (HEAVY)

REPLACEMENT HEAVY-DUTY REAR CAB MOUNTS

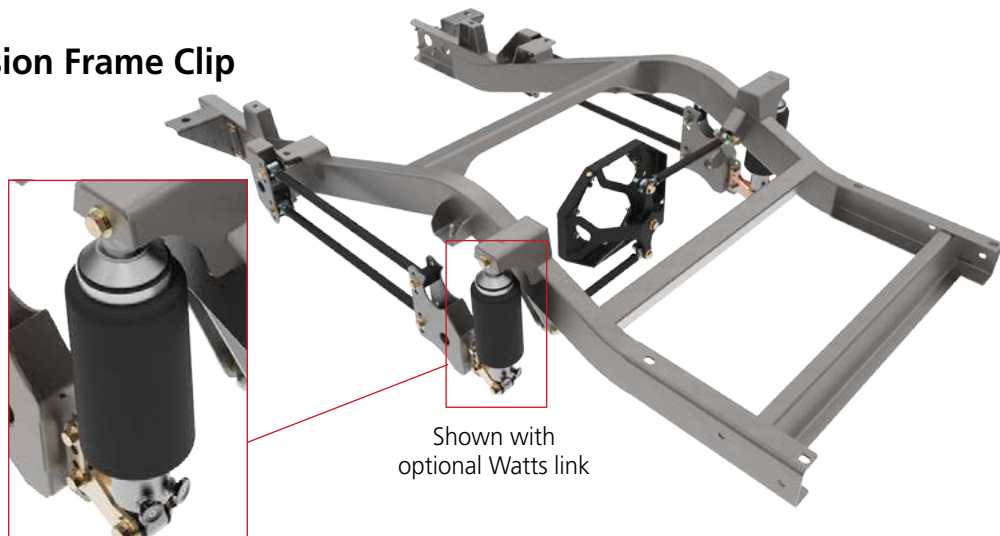


Air-Spring 4-Link Suspension Frame Clip

KPC RT4LA-C31

INCLUDES THROUGH-BED FRAME CLIP, SUSPENSION LINKS, AXLE BRACKETS, PANHARD BAR LOCATER, SINGLE-ADJUSTABLE AIR-SPRING VARISHOCKS

OPTIONS WATTS LINK LOCATER (10-BOLT, 12-BOLT, FAB9™)
DOUBLE-ADJUSTABLE AIR-SPRING SHOCKS
REPLACEMENT HEAVY-DUTY REAR CAB MOUNTS



Double Convoluted

3470-SS7 7" DOUBLE-CONVOLUTED BAG

- Rated at 250 psi
- Max. Diameter: 7"
- Height: 2.7" to 12.0"
- Internal bumpstops
- End Plate: Composite
- Port: Single 1/2" NPT, 1-1/8" offset
- Top Mounts: Two 3/8-16 on 2-3/4" centers
- Bottom Mounts: Three 3/8-16 on 2-3/4" centers with additional centered hole



Dropped Crossmember System

KPC FCB-C31
KPC FCB-C41



LayArm Front Suspension

KPC LAB-C31
KPC LAB-C41
KPC LAB-C51
KPC LAB-C61
KPC LAB-C71
KPC LAB-DC
KPC LAB-S11



Cantilever 4-Link Suspension

KPC 4CBO-C31
KPC 4CBO-C51
KPC 4CBO-C61
KPC 4CBO-C71
KPC 4CBO-C81
KPC 4CBO-F71
KPC 4CBO-R11
KPC 4CBO-S11



Trailing Arm Suspension

KPC TATAB-C31
KPC TATAS-C31
KPC TATCO-C31



Tapered Sleeve

3471-W217609000 5" TAPERED SLEEVE

- Rated at 150 psi
- Max. Diameter: 5.7"
- Height: 4.3" to 12"
- Ride Height: 8" to 9-1/2"
- Port: Single 1/4" NPT, 1.31" offset
- Top Mounts: Two 3/8-16 on 2-3/4" centers
- Bottom Mounts: One 3/8-16 centered



Air Bag 4-Link

KPC 4LAB-C31
KPC 4LAB-C51



Air-Bag Mounts



Front Suspension Air-Bag Mounts

Adding an air bag to your front suspension is now a simple bolt-on installation thanks to our direct-fit mounting cups. Cups are designed to utilize factory control arm and frame mounting positions. Mount sets are available for popular full-size and compact, Chevrolet and Ford pickups.

System includes cup mounts and shock relocation kit.; air bags sold separately. Some installations may require minor frame modifications for air-bag clearance.



KPC CBFS-S11-20



KPC CBFB-X01

KPC CBFB-C31	CHEVY C10 1963-87, BOLT-IN BAG MOUNTS
KPC CBFB-C61¹	CHEVY C1500 1988-98, BOLT-IN BAG MOUNTS
KPC CBFB-C71	CHEVY 1500 1999-06, BOLT-IN BAG MOUNTS
KPC CBFB-C81	CHEVY 1500 2007-08, BOLT-IN BAG MOUNTS

KPC CBFC-F71	FORD F150 1997-03, BOLT-IN BAG MOUNTS
KPC CBFB-S11¹	CHEVY S10 1982-03, 20" WHEELS
NOTES	1 - REQUIRES MINOR FRAME CLEARANCING PAINTABLE BARE METAL

Rear Suspension Air-Bag Mounts

Universal weld-on mount sets are available for use over or offset from the rearend axle tube and can be used on various vehicle applications. Actual product is bare metal unpainted.

KPC CBRW-TTB	WELD-IN REAR-AIR-BAG MOUNTS, THROUGH BED - OVER AXLE
KPC CBRW-UTB	WELD-IN REAR-AIR BAG MOUNTS, UNDER BED - FORWARD/REAR OF AXLE
NOTE	PAINTABLE BARE METAL



KPC CBRW-UTB



KPC CBRW-TTB



VariShock Bolt-In Shocks

The VariShock product line offers an affordable and versatile, high-end performance improvement over OEM replacements and traditional twin-tube shock absorbers. Our updated design overcomes the major shortcomings of traditional gas shocks and low-end twin-tube shocks. VariShocks provide a more usable adjustment range and response curve, improved heat dissipation, and lightweight billet-aluminum construction.

Replace the "X" in the part number with a "0", "1" or "2" when purchasing SensiSet, QuickSet 1 or QuickSet 2 style shocks. Consult the factory for applications not shown. Due to deviations in ride height, you must verify that the application chart's suggested shock will actually fit your vehicle. Consult the dimensional chart below to determine that the selected shock's compressed length, extended length, and upper and lower mounts are correct for your vehicle.



VEHICLE	FRONT	REAR
CHEVY C-10, C-1500		
50-55	—	VAS 14X49-825
55-59	VAS 14X88-715	—
63-66	VAS 14X88-425	VAS 14X88-715
67-72 (COIL)	VAS 14X88-425	VAS 14X22-615
67-72 (LEAF)	VAS 14X88-425	VAS 14X88-715
73-87	VAS 14X88-425	VAS 14X88-825
87-99	VAS 14X45-515	—
CHEVY S10 (2WD)		
82-93	VAS 14X45-425	—
94-01	VAS 14X45-425	—
DODGE DAKOTA (2WD)		
87-01	VAS 14X45-425	—
FORD F-150		
48-52	VAS 14X88-715	—
55	—	VAS 14X88-715
56-60	—	VAS 14X49-715
61-64	—	VAS 14X88-715
80-96	VAS 14X45-515	—
97-01	VAS 14X45-615	—

SENSISET	QUICKSET 1	QUICKSET 2	RIDE HEIGHT	COMPRESSED LENGTH	EXTENDED LENGTH	SHOCK TRAVEL	UPPER MOUNT	LOWER MOUNT
14022-615	14122-615	14222-615	15.02"	11.94"	18.09"	6.15"	EYE 7/16 TO 1/2	EYE 7/16 TO 1/2
14045-425	14145-425	14245-425	10.43"	8.30"	12.55"	4.25"	STEM 3/8	CROSSBAR OPEN
14045-515	14145-515	14245-515	11.78"	9.20"	14.35"	5.15"	STEM 3/8	CROSSBAR OPEN
14045-615	14145-615	14245-615	13.28"	10.20"	16.35"	6.15"	STEM 3/8	CROSSBAR OPEN
14049-715	14149-715	14249-715	14.78"	11.20"	18.35"	7.15"	STEM 3/8	CANTILEVER PIN 1/2
14049-825	14149-825	14249-825	16.43"	12.30"	20.55"	8.25"	STEM 3/8	CANTILEVER PIN 1/2
14088-425	14188-425	14288-425	12.17"	10.04"	14.29"	4.25"	EYE 1/2 TO 11/16	EYE 1/2 TO 11/16
14088-715	14188-715	14288-715	16.512	12.94"	20.09"	7.15"	EYE 1/2 TO 11/16	EYE 1/2 TO 11/16
14088-825	14188-825	14288-825	18.17"	14.04"	22.29"	8.25"	EYE 1/2 TO 11/16	EYE 1/2 TO 11/16
NOTES	SOLD ONLY IN PAIRS — BOLT-IN FRONT SHOCKS ARE LARGER IN DIAMETER THAN THE HOLE IN THE LOWER A-ARM. THE LOWER A-ARM MUST BE DISCONNECTED FROM THE SPINDLE TO ALLOW INSTALLATION OF THE SHOCK INTO THE FRONT COIL SPRING.							

Shock Relocation Kits

Our weld-on shock relocation kits eliminate the hassle of fabricating shock mounts. The kit includes upper 3/8" thick mounting brackets that weld to the vehicles frame and lower threaded bungs or brackets that weld to the suspension. Mounting hardware is included. Shocks sold separately. Shock mounts are bare-metal finish.

KPC SRKW-UF1	SHOCK RELOCATION KIT, FRONT BUNG STYLE
KPC SRKW-UF2	SHOCK RELOCATION KIT, FRONT LOWER ARM
KPC SRKW-UR1	SHOCK RELOCATION KIT, REAR
KPC SANS-UCR	UNIVERSAL REAR SHOCK
KPC SANS UF	UNIVERSAL FRONT SHOCK



Welds to stamped steel control arms (UF1).

Welds to tubular steel control arms (UF2).

VariShock Air Springs



VariShock air springs are a unique product line that combines VariShock shocks with air-bag springs built around the VariShock QuickSet aluminum-bodied, adjustable-shock family. Our double-adjustable shock unit gives you complete ride control as well as adjustable ground clearance. For the ultimate in driving performance and ride-height adjustability, we recommend the VariShock air springs.

We even designed-in trouble-free installation! We made the diameter of the upper-air-bellows mount significantly smaller. We also extended the mounting eyes and machined them both to increase clearance. A full range of travel lengths covers front- and rear-suspension applications. Choose from single-adjustable QuickSet 1 or double-adjustable QuickSet 2 models. Urethane bushings are standard, top and bottom.



Front - Dual Poly-Eye, 6-1/2" Double-Convolute, Cap Port

- **Upper Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Lower Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Heavy Capacity:** Recommended to support engine weight

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM
VAS 131G2-280	SINGLE	2.65"	9.14"	11.79"	9.67"	11.26"
VAS 131G2-350	SINGLE	3.35"	9.91"	13.26"	10.58"	12.59"
VAS 131G2-425	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132G2-280	DOUBLE	2.65"	9.14"	11.79"	9.67"	11.26"
VAS 132G2-350	DOUBLE	3.35"	9.91"	13.26"	10.58"	12.59"
VAS 132G2-425	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"



Rear - Dual Poly-Eye, 5" Tapered Sleeve with Cap Port

- **Upper Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Lower Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Medium Capacity:** Recommended as rear shock for heavy vehicles

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM
VAS 131J2-425	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 131J2-515	SINGLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 132J2-425	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132J2-515	DOUBLE	5.00"	11.56"	16.56"	12.56"	15.56"



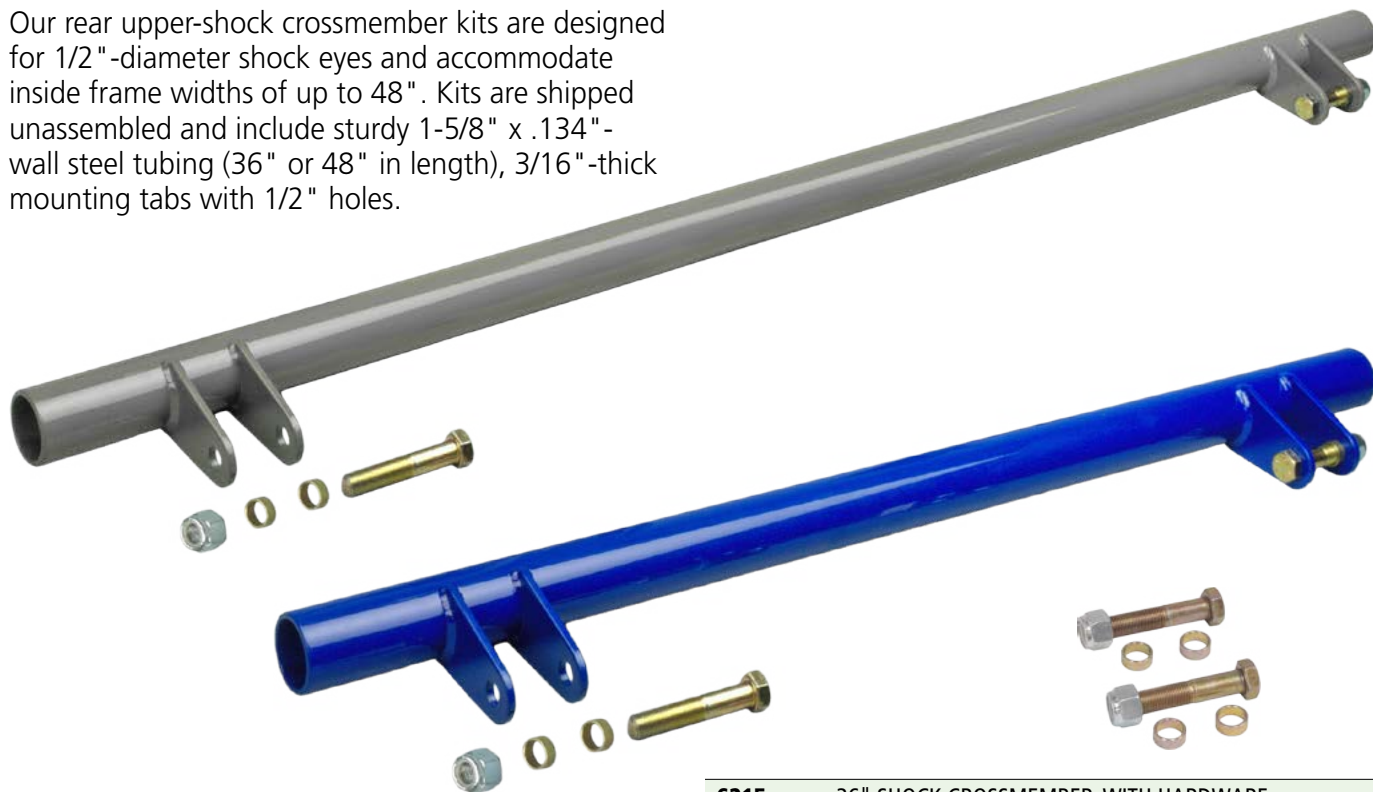
Rear - Dual Poly-Eye, 4" Sleeve with Cap Port

- **Upper Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Lower Mount:** Poly-urethane eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- **Light Capacity:** Rear shock only for light to medium weight vehicles

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	RIDE-HEIGHT MINIMUM	RIDE-HEIGHT MAXIMUM
VAS 131K2-425	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 131K2-515	SINGLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 132K2-425	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132K2-515	DOUBLE	5.00"	11.56"	16.56"	12.56"	15.56"

Rear Shock Crossmember Kits

Our rear upper-shock crossmember kits are designed for 1/2"-diameter shock eyes and accommodate inside frame widths of up to 48". Kits are shipped unassembled and include sturdy 1-5/8" x .134"-wall steel tubing (36" or 48" in length), 3/16"-thick mounting tabs with 1/2" holes.



6215	36" SHOCK CROSSMEMBER, WITH HARDWARE
6267	48" SHOCK CROSSMEMBER, WITH HARDWARE
6243	SHOCK MOUNT HARDWARE ONLY (BOLTS, SPACERS)

Round-Tube Shock-Mount Kit

Mounting tabs feature a curved base notch and can be easily fit to 1-5/8" or 1-3/4" round tubing. Half-inch Grade 8 hardware and misalignment spacers included.



6217 ROUND-TUBE SHOCK MOUNTS AND HARDWARE

Flat-Surface Shock-Mount Kit

Mounting tabs feature a flat base notch with 1-3/4" hole offset to easily mount below or along side of any flat and suitably strong mounting surface. Half-inch Grade 8 hardware and misalignment spacers included.



6279 FLAT-SURFACE SHOCK MOUNTS AND HARDWARE

Rear Shock-Mount Components



Lower Shock Mounts



Full-Height Mounts - For use with housings that do not have a back brace and wrap around the back side of axle tubes up to 3" in diameter. Reversing the orientation and position of the shock brackets permits up to 20 different mounting positions with a ride-height adjustment range of 8-3/4". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6224 20-POSITION MOUNTS AND BRACKETS ONLY



Half-Height Mounts - For use with back-brace-equipped rearend housings. The mount welds along the bottom of the 3" axle tube and back brace. Ten mounting positions are available by reversing the orientation and position of the shock brackets, enabling a ride-height adjustment range of 5". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6216 10-POSITION MOUNTS AND BRACKETS ONLY



4-Link Mounts - For use with Chassisworks Battle Cruiser or Pro Street 4-link axle brackets. The 1/4"-thick laser cut mounts weld to the back side of axle brackets and feature 3/8" shock-bracket mounting holes. Reversing the orientation and position of the shock brackets permits up to 10 different mounting positions with a ride-height adjustment range of 5". Mount sets include axle-housing mounts, shock brackets, and Grade 8 mounting hardware.

6281 FOR WELDING TO BATTLE CRUISER OR PRO STREET 4-LINK BRACKET, 10-POSITION

Cantilever Coil-Over Shock Mount Pins

Billet Stud - Billet alloy steel, 5/8" cantilever-pin shock mounting stud. Hardware allows bolt-on installation on plate steel up to 1/2" thick, or directly threads into weld-in mounting boss. Manufactured from alloy steel unlike standard cantilever pins

VAS 515-B CANTILEVER SHOCK MOUNT PIN (PAIR)

Domed Pin - 5/8" domed mounting pin includes urethane shock bushings. Not for use with coil-over or air-spring shocks.

VAS 515-A CANTILEVER DOMED PIN (PAIR)

designed for smooth-body shocks. These are strong enough for use with coil-over and air-spring shocks.



Cantilever Pin Mounting Tabs

Heavy weld-in tabs (3/8" thick) for 5/8" cantilever pins allow quick installation of a mount suitable for coil-over or air-spring shock installations.



VAS 515-B-TAB SHOCK PIN MOUNTING BOSS (PAIR)

Cantilever Pin Mounting Boss

Weld-in mounting bosses (1-1/4" OD x 2-1/4" long) for 5/8-18 thread cantilever pins make fabricating shock mounts easy. Suitable for coil-over or air-spring shock installations.



VAS 515-B-BOS SHOCK PIN MOUNTING BOSS (PAIR)

g-Street™ Truck 16" Disc Brake Kit

The g-Street™ Truck 16 disc brake kit features a massive 16" directional-vaned, slotted, and cross-drilled rotor, with forged-aluminum six-piston calipers, and 2-1/2" dropped spindles that have been factory modified to provide a more stable caliper mount than the factory-style mounts. A bolt-together billet-aluminum hat/hub and rotor assembly allows worn or damaged components to be easily replaced, while also adding attention-getting detail to your 20" or larger tire and wheel package. The billet hub is machined with 5-on-5" and 5-on-4-3/4" bolt patterns and maintains the stock track width. Direct bolt-on kits are available for '73-87 C10 GM trucks, but can be installed on '63-72 C10 trucks by changing to the later balljoints, and on '60-87 C10s equipped with KP Components' Dropmember suspension system.



1963-87 Chevrolet C10 and GMC Pickups

8368	G-STREET™ TRUCK 16 DISC BRAKE
OPTION	RED POWDER-COATED CALIPERS
NOTE	REQUIRES KP SPINDLES (KPC DOS-C51-LUG)

KPC DOS-C51-LUG	SPINDLE 2-1/2" DROP LUG CALIPER MOUNTS FOR CHASSISWORKS 16" DISC BRAKE 8368 ONLY
------------------------	--

Wilwood TC 6 Radial-Mount Caliper

- 6-piston caliper designed for heavy clamping-force and durability
- Stress-flow-forged aluminum-alloy
- Extremely rigid and relatively lightweight
- Race-inspired differential piston bore design
- Piston bore volumes are matched to common OE master cylinders

SRP Drilled Performance Rotors

- Directional-vaned, cross-drilled and slotted, black E-coated rotor measuring 16 x 1.38"
- 'I'-shaped air passages or vanes are directional and curved for increased airflow
- Slotted surface and cross-drilled holes improve pad-to-rotor contact
- E-coated to prevent rust

Dropped Spindles

- 2-1/2" dropped spindles
- 1963-72 C10 trucks requires 1973-87 balljoints in upper and lower control arms.
- Required Spindle: KPC DOS-C51-LUG or Chassisworks modified OEM spindles

Billet Aluminum Hat and Hub

- Separate billet aluminum hats and hubs reduce unnecessary weight
- Hats use a solid-wall, concave design to improve rotor stability.
- Hats black-anodized finish prevents oxidation and resists scratching.
- Rotors and hats are secured by aircraft-quality twelve-point flanged bolts and locking nuts
- Hubs available in silver-anodized matte finish
- Assemblies include both 4-3/4" and 5" five-lug bolt patterns with 1/2 x 2-1/4" wheel studs or optional 1/2 x 3" studs.
- Timken® tapered wheel bearings

Truck 13" Brake Kits



The 13" disc brake kits feature a 13" directional-vented, plain or cross-drilled rotor, with large GM calipers, and a complete hardware kit including hoses and mounting hardware. Factory GM components from later model vehicles are used to keep these performance brake kits extremely affordable. Hubs and rotors are available with 5-on-5", 5-on-4-3/4", and 6-lug bolt patterns and maintain the stock track width. Installation requires 17" or larger diameter wheels. Note: May not fit with 17" cast wheels.

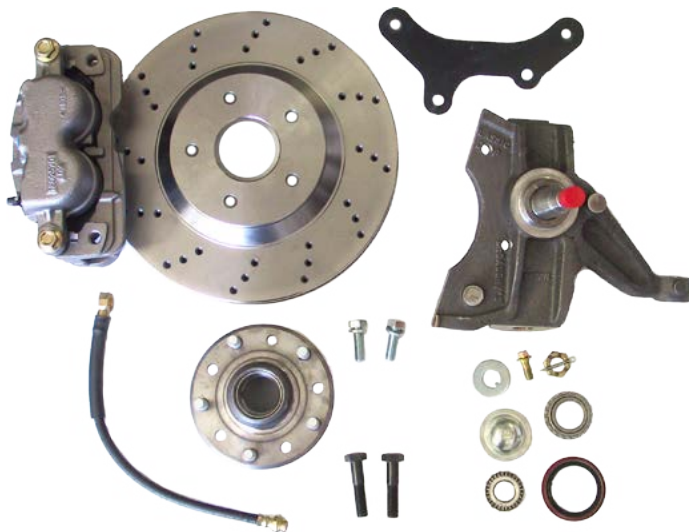
FRONT KIT: Includes 2-1/2" dropped spindles that have been factory modified to accept the later caliper mount and rotor.

REAR KIT: Includes integrated parking brake mechanism.

NOTE: Direct bolt-on kits are available for '63-87 C10 GM trucks, but can also be installed on '60-87 C10s equipped with KP Components' Dropmember suspension system.

Front Kit

- Specially machined, 2-1/2" dropped spindles
- Includes hardware and hoses



13" Front Disc Brake Kits

PART NUMBER	ROTOR	HUB	MODEL	YEAR
MCG 63149	PLAIN	5 X 4-3/4"	C10	63-70
MCG 63150	DRILLED	5 X 4-3/4"	C10	63-70
MCG 63151	PLAIN	5 X 5"	C10	63-70
MCG 63148	DRILLED	5 X 5"	C10	63-70
MCG 63310	PLAIN	6-LUG	C10	63-70
MCG 63311	DRILLED	6-LUG	C10	63-70
MCG 63152	PLAIN	5 X 4-3/4"	C10	71-72
MCG 63154	DRILLED	5 X 4-3/4"	C10	71-72
MCG 63153	PLAIN	5 X 5"	C10	71-72
MCG 63155	DRILLED	5 X 5"	C10	71-72
MCG 63312	PLAIN	6-LUG	C10	71-72
MCG 63313	DRILLED	6-LUG	C10	71-72
MCG 33158	PLAIN	5 X 4-3/4"	C10	73-87
MCG 33160	DRILLED	5 X 4-3/4"	C10	73-87
MCG 33159	PLAIN	5 X 5"	C10	73-87
MCG 33157	DRILLED	5 X 5"	C10	73-87
MCG 33300	PLAIN	6-LUG	C10	73-87
MCG 33301	DRILLED	6-LUG	C10	73-87

Rear Kit

- 1963-87 Chevrolet C10 and GMC Pickups

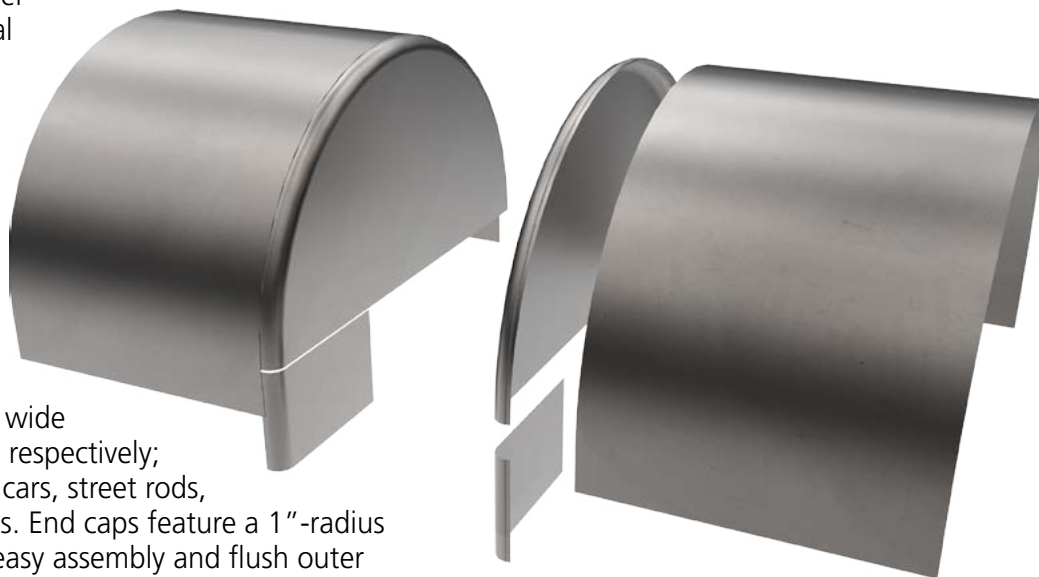
13" Rear Disc Parking Brake Kits

PART NUMBER	ROTOR	HUB	HOUSING
MCG 64200	PLAIN	5 X 4-3/4"	12-BOLT
MCG 64201	DRILLED	5 X 4-3/4"	12-BOLT
MCG 64202	PLAIN	5 X 5"	12-BOLT
MCG 64203	DRILLED	5 X 5"	12-BOLT
MCG 64300	PLAIN	6-LUG	12-BOLT
MCG 64301	DRILLED	6-LUG	12-BOLT



Builder Wheel Tubs (Welded-Seam)

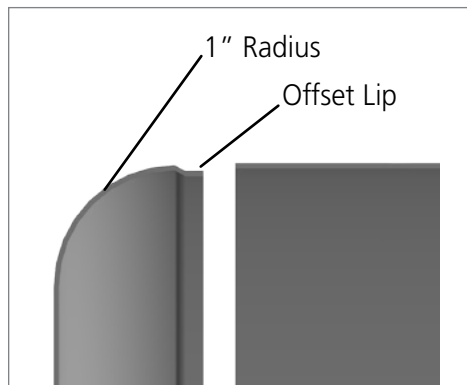
Chassisworks builder wheel tubs provide a professional solution for beginner and experienced custom vehicle builders. Designed for street or race car use, tub panels are made from 18-gauge (.050"-thickness) cold-rolled steel for improved durability and surface finish. Assembled tubs measure 21- or 25-inches wide with 34" or 40" diameter respectively; suitable for use in muscle cars, street rods, custom trucks, or race cars. End caps feature a 1"-radius corner with offset lip for easy assembly and flush outer surface alignment. Exterior welds can be ground flush for a completely seamless finish. Outer skins are shipped pre-rolled at the correct diameter for significantly easier assembly, with only light pressure needed when tack welding. To allow fitment on cars with lower floor heights, additional material length is provided in each tub skin; 3-1/4" for 34" tub, 4-1/2" for 40". The tub skin can be rotated to overhang at one end or split between both ends. Tub cap extensions, with matching 1" corner radius, are available separately if needed. Panels are shipped pre-formed with smooth surfaces, but can be bead rolled for added rigidity and custom appearance prior to assembly.



5907-34X21	BUILDER WHEEL TUBS, 34"-OD X 21"-WIDE (PAIR)
5907-40X25	BUILDER WHEEL TUBS, 40"-OD X 25"-WIDE (PAIR)
5907-EXT	END CAP EXTENSION, 7" TALL X 11" LONG (PAIR) INCLUDED WITH REAR FLOOR KIT.



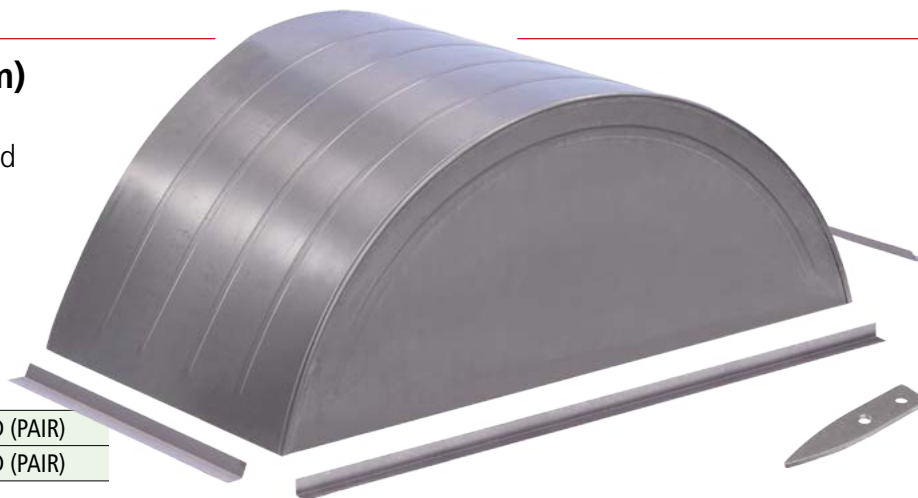
Free contour tracing tool



Offset tub-cap lip seats underneath edge of tub skin, creating an easy to align overlap joint with flush outer surface.

Wheel Tubs (Pittsburg-Seam)

Our 20-gauge truck tubs come preassembled with Pittsburg-seamed corners and square rolled beads. Angled border strips are included for easier attachment to bed floor. Contour tool and photo-illustrated instructions are provided.



6613	TRUCK STEEL TUBS, 43", ASSEMBLED (PAIR)
6619	TRUCK STEEL TUBS, 35", ASSEMBLED (PAIR)

Transmission Tunnels

Our custom-fit transmission tunnels are suitable to fit the large and popular 4L80-E and Magnum T56 transmissions. The assemblies ship tack-welded from our factory to allow shortening of the center section if needed. Tunnel height is intentionally tall

for adequate transmission room with extremely low ride heights. Bottom edge should be trimmed if additional height is not needed. The transmission-tunnel bell may also be shifted forward to reduce the size of the opening at the firewall.

Automatic Transmission Tunnel

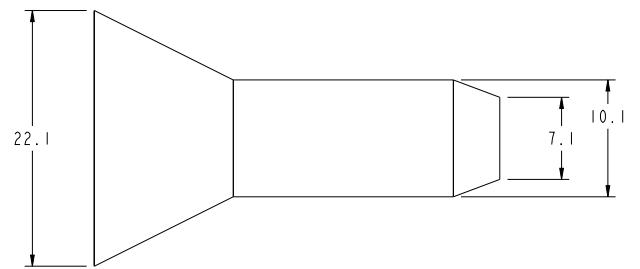
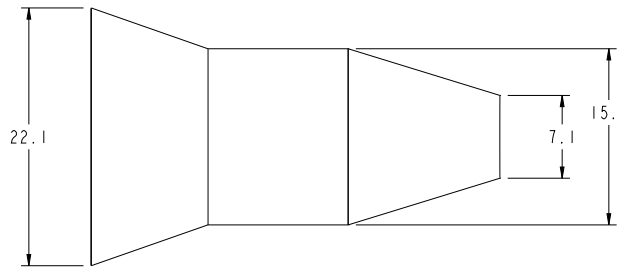


5907-TTA TUNNEL, AUTOMATIC

Manual Transmission Tunnel



5907-TTM TUNNEL, MANUAL



Driveshaft Tunnel

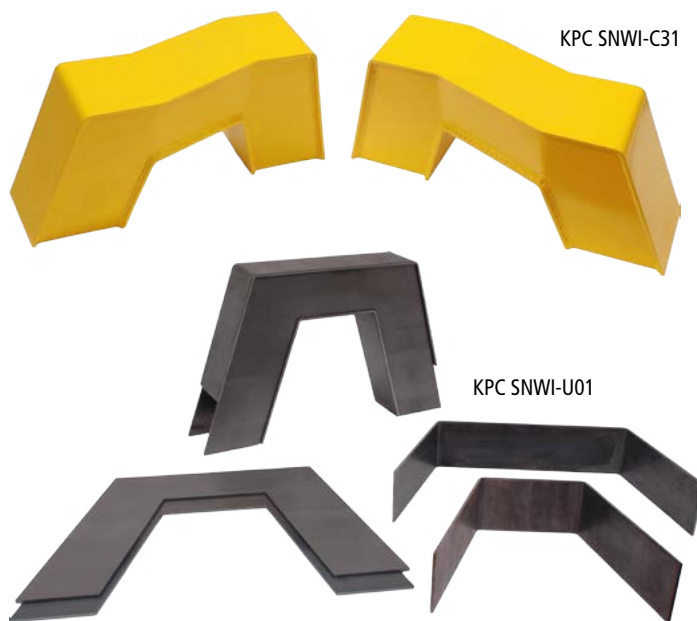
The driveshaft tunnel matches the radius of the narrow end of the transmission tunnel tail cone and rear floor tunnel. Height of the driveshaft tunnel is two inches taller, allowing the bottom edge to be trimmed at an angle for driveshaft that may run uphill toward the rear end. Maximum assembly width with floor panels is 67". (7"-wide x 10"-tall x 48"-long)



5907-DST DRIVESHAFT TUNNEL

Weld-In Frame Step-Notch Kits

In order to provide your rearend axle housing enough room for maximum chassis drop, it is necessary to clearance the factory frame rail with our application specific frame step notch kits. Notch kits are built from 3/16" sheet steel to equal the strength of the factory frame when correctly installed; unlike the thinner material used by our competitors. Each kit is designed to follow the individual contours of your frame and provides up to 9" of added travel clearance, but can be trimmed to best suit your project's travel requirements.



KPC SNWI-C31	CHEVY C10 1963-72
KPC SNWI-C71	CHEVY SILVERADO 1999-06
KPC SNWI-U01	MULTI-USE NOTCH KIT - USE WITH '82-03 CHEVY S10, '73-98 GM FULL-SIZE, '97-03 FORD F150
NOTE	SHIPS UNASSEMBLED WITH BARE-METAL FINISH

Bolt-On Frame Step Notch Kits

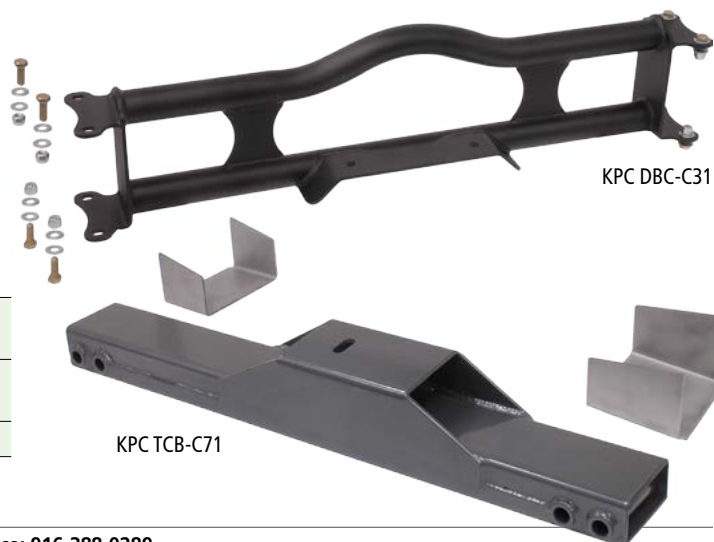
Our bolt-on step notch kits for 1963 through 1987 Chevy C10 and C1500 trucks are positioned using factory frame holes and simply bolt on. Once securely in place the factory frame can be safely cut away without risk of the frame shifting. The lower panel can then be bolted on to completely enclose the frame rail.



KPC SNBO-C31	CHEVY C10 1963-72
KPC SNBO-C41	CHEVY C10 1973-80
KPC SNBO-C51	CHEVY C10 1981-87
NOTE	SHIPS WITH BARE-METAL FINISH

Drivetrain Crossmembers

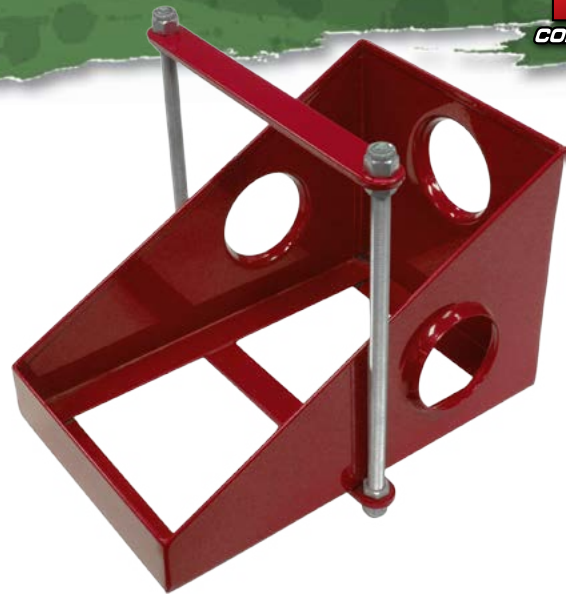
Our bolt-on drivetrain crossmembers mount above the frame rail and allow you to trim off the factory mounts hanging below the frame that prevent you from laying out. The crossmembers use the factory mounting locations.



KPC DBC-C31	DRIVESHAFT BEARING CROSSMEMBER, CHEVY C10 1960-72
KPC TCB-C71	RAISED AUTO-TRANSMISSION CROSSMEMBER, CHEVY SILVERADO 2000-06
NOTE	PAINTABLE BARE METAL

Battery Box

Designed to mount to either side of the frame, our box includes flanged lightening holes for extra strength. Sized for Group-24 batteries, the tray measures 6-3/4x10-1/2". Sold in bare-metal finish. Our 3/8"-diameter hold-down assembly meets all sanctioning-body requirements. Hold-down straps adjust to accommodate batteries up to 12" tall. Sold in pairs or individually.



6401	BATTERY BOXES, SHEET-METAL STYLE (PAIR)
6419	BATTERY BOX, SHEET-METAL STYLE (SINGLE)
NOTE	PAINTABLE BARE METAL

Frame Crossmember Add-Ons



Driveshaft Ovals

The 1x2", box-tube driveshaft loop allows the use of a straight frame crossmember to increase ground clearance. Our 1x2" driveshaft loop is available in two versions: U-bend or oval. The U-bend style can be used as a replacement for any driveshaft loop. The 360-degree-oval, full loop is available in three inside lengths: 6-1/2" inside height for use near the

front U-joint; 9" inside height for use by the rear U-joint with 5"-travel shocks; or 11" inside height for use with 7"-travel shocks.

6037	DRIVESHAFT OVAL, 1X2"; 6-1/2" INSIDE HEIGHT
6038	DRIVESHAFT OVAL, 1X2"; 9" INSIDE HEIGHT
6039	DRIVESHAFT OVAL, 1X2"; 11" INSIDE HEIGHT
6040	DRIVESHAFT LOOP, 1X2"; 10-1/2" INSIDE HEIGHT



Frame Exhaust Port

Our 4-1/2"-OD x 2"-wide x .250"-wall, mild steel, round exhaust ports can be welded into any crossmember, providing a clean installation appearance and more easily packaged exhaust system. The 4" ID allows ample room for up to 3"-diameter exhaust.



1070	EXHAUST PORT, 4-1/2-OD X .250-WALL X 2" LONG (EACH)
-------------	---

Air Tanks and Mounts

Two styles of air tanks are available, each coated internally and externally, featuring multiple inlet/outlet ports as well as a drain. The leg-mount version is a simple bolt-on, and can be easily secured to any suitable flat surface. The end-mount tank can be mounted between the

frame rails, but requires welding to install the two frame brackets. Once the brackets are installed the end-mount tank is bolted into place.



3462-05L-6

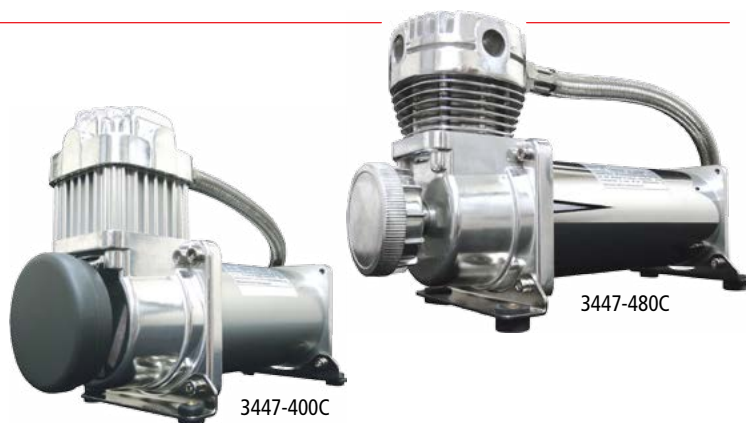


3462-07-5

3462-05L-6	5-GALLON AIR TANK, 7" X 33", (2) 1/2" PORTS OPPOSITE ENDS, (1) 1/4" TOP PORT, (1) 1/4" BOTTOM PORT, LEGS: 1-1/8" X 5-1/2", 4-1/4" X 16" PATTERN
3462-07-5	7-GALLON AIR TANK, 8" X 33", (2) 1/2" PORTS OPPOSITE SIDES, (2) 3/8" PORTS OPPOSITE ENDS, (1) 1/4" DRAIN, END MOUNTS: 2-1/4" X 32" PATTERN
KPC ATM-U01	MOUNTING KIT FOR 7-GALLON TANK, WELD ON

Compressors

- Gearless, direct-drive electric motors
- Oil-less design requires no maintenance (beside filter inspection/replacement)
- Anodized piston cylinder; decreased wear
- Precision, high speed, durable bearings
- Efficient, oversized heat sink head assembly
- Vibration isolators for safe & quiet operation
- Thermal overload protection that protect compressor in event of overheating/over duty cycle operation (where applicable)



3447-400C

3447-480C



3447-380C-DC

SINGLE-COMPRESSOR KITS

3447-380C	VIAIR 380C COMPRESSOR - CHROME - 55% - 100% DUTY CYCLE - 200 PSI - 1/4 NPT LEADER HOSE, CHECK VALVE, 1.49 CFM
3447-400C	VIAIR 400C COMPRESSOR - CHROME - 33% DUTY CYCLE - 150 PSI - 1/4 NPT LEADER HOSE, CHECK VALVE, 2.54 CFM
3447-460C	VIAIR 460C COMPRESSOR - CHROME - 100% DUTY CYCLE - 150 PSI - 3/8 NPT LEADER HOSE, CHECK VALVE, 1.66 CFM
3447-480C	VIAIR 480C COMPRESSOR - CHROME - 50% - 100% DUTY CYCLE - 200 PSI - 3/8 NPT LEADER HOSE, CHECK VALVE, 1.76 CFM

DUAL-COMPRESSOR KITS (WITH PRESSURE SWITCH AND RELAYS)

3447-380C-DC	VIAIR 380C DUAL COMPRESSOR PACK - CHROME
3447-400C-DC	VIAIR 400C DUAL COMPRESSOR PACK - CHROME
3447-480C-DC	VIAIR 480C DUAL COMPRESSOR PACK - CHROME

Switches & Valves



Pneumatic Rocker Switch

Manually-operated, 3-position, pneumatic rocker switches provide a simple control for helper air springs and load leveling systems. These can also be the perfect choice for a low-tech old school rod build. The switch accepts 1/4" air hose via barbed fittings. UP position opens the switch. DOWN bleeds air through back of switch.



3444-21703	PNEUMATIC ROCKER SWITCH WITH 1/4" HOSE BARBS OFF REAR, MANUALLY OPERATED
-------------------	--

Illuminated Rocker Switches

Flush-mounted, illuminated rockers provide a perfect way for switching power relays ON or OFF with an unmistakable bright red indicator light to let you know that the system is on. Fits standard .550 x 1.125" panel cutouts.



3444-740011	ROCKER SWITCH, ILLUMINATED RED, 2-PRONG
--------------------	---

Toggle Switches

Momentary toggle switches provide UP, OFF, and DOWN operation and can be mounted to nearly any panel by drilling a 1/2"-diameter hole. The switch and mounting boss are steel and can be securely mounted in high vibration areas. Available in 3-prong and 6-prong versions.



3444-73155	TOGGLE SWITCH, CENTER OFF, MOMENTARY UP/DOWN, 6-PRONG
3444-73247	TOGGLE SWITCH, CENTER OFF, MOMENTARY UP/DOWN, 3-PRONG

Mini-Rocker Switches

Compact 1/2" x 3/4", flush-mounted, momentary rocker switches are great for custom switch panels or can be easily hidden for a low- or no-visibility install. Switches are a durable black plastic and available in 3-prong and 6-prong versions.



3444-750007	MINI-ROCKER SWITCH, CENTER OFF, MOMENTARY UP/DOWN, 3-PRONG
3444-750011	MINI-ROCKER SWITCH, CENTER OFF, MOMENTARY UP/DOWN, 6-PRONG

Pressure Switches

Maintain the desired tank pressure by installing a simple pressure-activated switch to automatically run your air compressors when the tank pressure is low and switch them off once the tank is topped off.



3442-110-145	PRESSURE SWITCH 110 TO 145 PSI RANGE
3442-145-175	PRESSURE SWITCH 140 TO 175 PSI RANGE
3442-165-200	PRESSURE SWITCH 165 TO 200 PSI RANGE

Relays

A 40-amp relay can safely power a single compressor. If running two or more compressors, multiple relays or the larger 80-amp solenoid should be used.



3445-93940	RELAY 40 AMP AT 12V
3445-COMSOL	RELAY 80 AMP AT 12V



Solenoid Valves and Brackets

For added flexibility on a completely custom installation, valves and mounting brackets can be purchased individually. Individual valves are available for larger 3/8" and 1/2" line sizes for higher operating pressures and faster bag speeds.

3466-GC35012	VALVE 1/2 NPT 350 PSI.
3466-GC35038	VALVE 3/8 NPT 350 PSI.
3466-GC45012	VALVE 1/2 NPT 450 PSI, 3/4" ORIFICE
3466-GCVB2	BRACKET FOR GC350-SERIES

Schrader Valves

Schrader valves allow the system to be pressurized in the event of a compressor or electrical system failure. An easy way to drain your air tank.



3440-125-MNPT	SCHRADER VALVE 1/8 MALE NPT
3440-250-MNPT	SCHRADER VALVE 1/4 MALE NPT

Check Valves, Female NPT to Female NPT

In the event of a system leak, check valves can prevent your entire system from losing pressure, so you can pull safely to the side of the road and still get a jack under the vehicle.

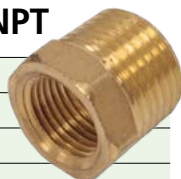


3441-BC-3	CHECK VALVE HIGH FLOW 3/8 FNPT
3441-BC-4	CHECK VALVE HIGH FLOW 1/2 FNPT

Brass Fittings

Reducer, Female NPT to Male NPT

3402-04-02	REDUCER 1/4 MNPT X 1/8 FNPT
3402-06-02	REDUCER 3/8 MNPT X 1/8 FNPT
3402-06-04	REDUCER 3/8 MNPT X 1/4 FNPT
3402-08-02	REDUCER 1/2 MNPT X 1/8 FNPT
3402-08-04	REDUCER 1/2 MNPT X 1/4 FNPT
3402-08-06	REDUCER 1/2 MNPT X 3/8 FNPT
3402-12-04	REDUCER 3/4 MNPT X 1/4 FNPT
3402-12-06	REDUCER 3/4 MNPT X 3/8 FNPT
3402-12-08	REDUCER 3/4 MNPT X 1/2 FNPT



Coupler, Female to Female NPT

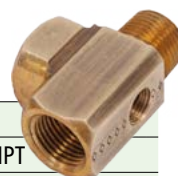
3403-06-04	COUPLER FEMALE 3/8 X 1/4 FNPT
3403-08-06	COUPLER FEMALE 1/2 X 3/8 FNPT



Run Tees, Male NPT to Female NPT

Port Run Tee shown

3413-06-06	RUN TEE 3/8 MNPT X 3/8 FNPT
3413-06-06-02	PORT RUN TEE 3/8 MNPT X 3/8 FNPT
3413-08-08	RUN TEE 1/2 MNPT X 1/2 FNPT
3413-08-08-02	PORT RUN TEE 1/2 MNPT X 1/2 FNPT



Nipple, Male NPT to Male NPT

3405-02	NIPPLE CLOSE 1/8 MNPT HEX
3405-04	NIPPLE CLOSE 1/4 MNPT HEX
3405-06	NIPPLE CLOSE 3/8 MNPT HEX
3405-08	NIPPLE CLOSE 1/2 MNPT HEX
3405-08-06	NIPPLE REDUCER 1/2 X 3/8 MNPT
3405-12	NIPPLE CLOSE 3/4 MNPT HEX



Plugs, Male NPT

3416-02	PLUG 1/8 MNPT RECESSED HEX
3416-04	PLUG 1/4 MNPT RECESSED HEX
3416-06	PLUG 3/8 MNPT RECESSED HEX
3416-08	PLUG 1/2 MNPT RECESSED HEX
3416-12	PLUG 3/4 MNPT RECESSED HEX



Gauges

Analog Air-Pressure Gauges

Single- and dual-needle, white-face gauges sweep from 0- to 200 psi to give you instant awareness of your air system. Gauges feature back lighting, brushed bezel, and a domed lens cover.

3443-RG417	2" SINGLE NEEDLE - 200 PSI - WHITE FACE - LIGHTED - 1/8" MNPT
3443-DPG17	2" DUAL NEEDLE - 200 PSI - WHITE FACE - LIGHTED - DUAL 1/8" MNPT



Gauge Panels

Pre-cut gauge panel sets are available in a number of different configurations to fit your air system. Brushed stainless-steel panels are laser cut for exact fit of gauges and switches. Kits ship unassembled and include panels, gauges, and switches (if applicable).

KPC GC-DD	PANEL, (2) DUAL-NEEDLE GAUGES
KPC GC-DD-QE	PANEL, (2) DUAL-NEEDLE GAUGES, (4) ROCKER SWITCHES
KPC GC-SD	PANEL, (1) DUAL-NEEDLE GAUGE
KPC GC-DA1E	PANEL, (1) DUAL-NEEDLE GAUGE, (2) AIR-ROCKER SWITCHES, (1) ILLUMINATED MASTER ROCKER
KPC GC-SD-DE	PANEL, (1) DUAL-NEEDLE GAUGE, (2) ROCKER SWITCHES



Air Line and Tube Fittings



Air Line (DOT approved)

Each of the air line sizes we offer is DOT approved and with proper installation can be safely used throughout the entire air system. Line sizes 3/8" and larger feature nylon-strand reinforcement to strengthen the tube and increase durability.

3401-02-BK	1/8" AIR LINE TUBING, BLACK NYLON
3401-04-BK	1/4" AIR LINE TUBING, BLACK NYLON
3401-06-BK	3/8" AIR LINE TUBING, BLACK, NYLON REINFORCED
3401-08-BK	1/2" AIR LINE TUBING, BLACK, NYLON REINFORCED

Nickel Plated Brass Premium Fittings

Tube to Male NPT, Straight

3421-02-02	TUBE 1/8 X 1/8 STRAIGHT MNPT	
3421-02-04	TUBE 1/8 X 1/4 STRAIGHT MNPT	
3421-04-02	TUBE 1/4 X 1/8 STRAIGHT MNPT	
3421-04-04	TUBE 1/4 X 1/4 STRAIGHT MNPT	
3421-06-02	TUBE 3/8 X 1/8 STRAIGHT MNPT	
3421-06-04	TUBE 3/8 X 1/4 STRAIGHT MNPT	
3421-06-06	TUBE 3/8 X 3/8 STRAIGHT MNPT	
3421-06-08	TUBE 3/8 X 1/2 STRAIGHT MNPT	
3421-08-04	TUBE 1/2 X 1/4 STRAIGHT MNPT	
3421-08-06	TUBE 1/2 X 3/8 STRAIGHT MNPT	
3421-08-08	TUBE 1/2 X 1/2 STRAIGHT MNPT	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to MNPT, 90° Swivel Elbow

3428-02-02	TUBE 1/8 X 1/8 90° ELBOW	
3428-04-04-BN	TUBE NYLON 1/4 X 1/4 90° ELBOW	
3428-04-04-NB	TUBE BRASS 1/4 X 1/4 90° ELBOW	
3428-06-04	TUBE 3/8 X 1/4 90° ELBOW	
3428-06-06	TUBE 3/8 X 3/8 90° ELBOW	
3428-06-08	TUBE 3/8 X 1/2 90° ELBOW	
3428-08-04	TUBE 1/2 X 1/4 90° ELBOW	
3428-08-06	TUBE 1/2 X 3/8 90° ELBOW	
3428-08-08	TUBE 1/2 X 1/2 90° ELBOW	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to Tube, Straight

3422-02-02	TUBE 1/8 X 1/8 STRAIGHT UNION	
3422-04-04	TUBE 1/4 X 1/4 STRAIGHT UNION	
3422-06-06	TUBE 3/8 X 3/8 STRAIGHT UNION	
3422-08-08	TUBE 1/2 X 1/2 STRAIGHT UNION	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to MNPT, Swivel Branch Tee

3431-02-02	TUBE 1/8 X 1/8 BRANCH TEE MNPT	
3431-04-04	TUBE 1/4 X 1/4 BRANCH TEE MNPT	
3431-06-06	TUBE 3/8 X 3/8 BRANCH TEE MNPT	
3431-08-08	TUBE 1/2 X 1/2 BRANCH TEE MNPT	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to Female NPT, Straight

3420-02-02	TUBE 1/8 X 1/8 STRAIGHT FNPT	
3420-02-04	TUBE 1/8 X 1/4 STRAIGHT FNPT	
3420-04-02	TUBE 1/4 X 1/8 STRAIGHT FNPT	
3420-04-04	TUBE 1/4 X 1/4 STRAIGHT FNPT	
3420-06-04	TUBE 3/8 X 1/4 STRAIGHT FNPT	
3420-06-06	TUBE 3/8 X 3/8 STRAIGHT FNPT	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to MNPT, Swivel Run Tee

3433-02-02	TUBE 1/8 X 1/8 RUN TEE MNPT	
3433-04-04	TUBE 1/4 X 1/4 RUN TEE MNPT	
3433-06-02	TUBE 3/8 X 1/8 RUN TEE MNPT	
3433-06-06	TUBE 3/8 X 3/8 RUN TEE MNPT	
3433-08-08	TUBE 1/2 X 1/2 RUN TEE MNPT	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to Tube, 90° Elbow

3429-02-02	TUBE 1/8 X 1/8 UNION 90° ELBOW	
3429-04-04	TUBE 1/4 X 1/4 UNION 90° ELBOW	
3429-06-06	TUBE 3/8 X 3/8 UNION 90° ELBOW	
3429-08-08	TUBE 1/2 X 1/2 UNION 90° ELBOW	
NOTE	ALL FITTINGS NICKEL PLATED	

Tube to Tube, Tee Union

3434-02-02	TUBE 1/8 X 1/8 TEE UNION	
3434-04-04	TUBE 1/4 X 1/4 TEE UNION	
3434-06-06	TUBE 3/8 X 3/8 TEE UNION	
3434-08-08	TUBE 1/2 X 1/2 TEE UNION	
NOTE	ALL FITTINGS NICKEL PLATED	

Let's start with how we design and develop new products. Chassisworks owns five complete engineering workstations. In 1997, we upgraded our engineering-and-design department to Pro Engineer. This is the same workstation-based software utilized by the aircraft industry and Big Three automakers. It enables us to create three-dimensional, digital assemblies of a complete product — in its environment. Then, we can "fly through" the model to verify its form, fit and function. Our investment in computer-aided design goes far beyond what is commonly referred to as "CAD." What does this mean for Chassisworks customers? It means we can design a product, model it, and check all structural aspects of size, fit and usability — before we cut even one piece of material. This exotic software enables Chassisworks to bring you a more effectively designed product — with proven performance — more quickly and less expensively than ever before. Of course, each new product will still be rigorously

This allows us to offer a higher-quality part at the same or lower price as our competitors.



tested in the "real world." However, by that point, its performance is virtually guaranteed. With these sophisticated engineering workstations, we not only design a product that kicks butt; we can calculate the force behind it! There's no other way to absolutely assure consistent quality and parts performance.

Numerous Chassisworks parts are produced entirely on our Mazak flexible manufacturing cells. These incredible machines represent a quantum leap in technology from the old-style CNC lathes used by many manufacturers. Each machine is a combination of two lathes and two mills, with automatic material loading and parts unloading. Many products, such as rod ends and clevises, require both milling and lathe

work. By combining both functions within a single machine and adding automatic material loading, the cycle time necessary to produce a part is greatly reduced. This allows us to offer a higher-quality part at the same or lower price as our competitors.



All Chassisworks bent-tube products are created on one of three computer-controlled, mandrel tube benders. These machines utilize the latest technology in pressure die boost and assist, which pushes more material into the outer radius of the bend to greatly minimize tube thinning. Our mandrel-bent rails are the finest in the industry because of these machines and the specially designed tooling that we have developed. (Chris Alston pioneered mandrel-bent frame rails for drag racing, and has made a huge investment in their successful production.)



Many people have wondered how a component as complex as our FAB9™ rearend housing can be priced so affordably. The "secret" is sophisticated manufacturing equipment such as this Amada Apellio combination of laser and hydraulic forming, complete with sheet loader.

KP Shop Tour



This hybrid-style laser cuts accurately enough to produce quality bolt holes, unlike prior-generation machines. The laser cutter takes its drawings directly from our software and positions them on the raw sheet to utilize 95 percent of the raw material. Moreover, our vacuum loader enables this machine to be loaded and unloaded with minimal down time. Again, we pride ourselves on providing Chassisworks customers with the highest-quality parts at the lowest-possible prices.



We also manufacture parts on a Mazak Pallatech machining center — the very first of these huge machines to be delivered in America. Its enormous work envelope enables us to manufacture more parts per cycle. With 12 tables and 160 different tools available, we can machine large numbers of parts with no setup time. (Its 50-horsepower, 15,000-rpm spindle really makes the chips fly!) This machine enables us to produce those high-quality, low-cost FAB9™ housings.



One of the best-known Chassisworks technical innovations is the FAB9™ series. It accepts the same internal gears as a Ford 9-inch and provides a complete rearend housing for any vehicle. We developed this custom welding fixture, enabling us to attach all the brackets needed for your application and produce a custom rearend — in one day! Any of our rear suspensions and all of our accessories can be quickly added to the basic rearend assembly, based on the information provided in your order. At Chassisworks, we truly “make to order” — but with “off-the-shelf” pricing and delivery time.



A high-density warehousing system that lets us stack finished parts 25 feet high enables Chassisworks to maintain the largest inventory in the industry. In fact, we ship 98 percent of all orders within 24 hours! Our specially designed packaging and custom-made boxes are engineered to package your order securely, in fewer containers — saving you shipping costs.

More detailed tour available at www.CAChassisworks.com



Terms and Conditions

ORDERING

Business Hours: We are open from 7:00 a.m. to 5:30 p.m. , Pacific Time, Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturday. Call (800) 722-2269 for ordering only; tech support by email only: tech@CACHassisworks.com. Our 24-hour fax number is (916) 388-0295.

Mail Orders: When submitting your order by mail, please provide the following information: name, billing address, shipping address, phone numbers, e-mail address, complete part numbers, quantities, and any special instructions.

Credit Card Orders: We accept Visa, MasterCard, Discover Card and American Express. Please have your credit card and the billing address available. In order to protect you and us

SHIPPING

All of our roll bars, roll cages, chassis, and welded clips are shipped by LTL truck, freight collect. Most other shipments can be sent by a small-package carrier — ground service. Available air-delivery options include: next-day service, 2-day service, 3-day service, or deferred air service to Alaska , Hawaii & Puerto Rico (combination of air and ground). You must inform us if you want your shipment by air service. Additional shipping fees will be applied to your order.

RETURNS AND CLAIMS

No claims or returns accepted after 30 days from date of invoice. We will only accept a return on a part that has not been modified, is still in its original package, and is in like-new condition. You will be charged a 25-percent restocking fee on any returned goods. And you will be issued a credit with us for the balance of the price you paid for the returned part. Before returning a part, you must call us. You will be given a "Return Authorization Number" (RA#), which you must write on the outside of the box being returned. A copy of the original invoice must be included. All shipping charges on return packages must be prepaid; we will

FREIGHT CLAIMS

All claims for damages, shortage, or loss must be made immediately with the carrier (i.e., UPS or the freight line). You must note any substantial damage to a package upon receipt of the shipment with the carrier. You may reorder any missing pieces from us. We will send you an invoice for the reordered parts, and you can use this invoice as proof to the carrier of replacement costs. Unfortunately, we cannot make these freight claims for you; however, if we can be of any assistance, please

WARRANTY NOTICE

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, either direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to

PRODUCT COLORS

Many of the items herein are colored for display purposes only. Your merchandise may arrive as bare metal, or in some finish other than that displayed in this catalog. Please read individual

ALL PRICES ARE SUBJECT TO CHANGE.

Revised: 05/2020 - The most current version of our terms can be viewed at the Chassisworks website —

from credit-card fraud, all credit-card orders must be shipped to the credit-card billing address or creditor authorized shipping address. Many credit card companies allow multiple shipping addresses. If necessary, you may need to call your Issuing Bank and establish your "ship-to" address. All freight charges will be added to your shipment (except for truck shipments). Customer is responsible for all costs due to refused or missed shipments.

Foreign Orders: All foreign orders must be fully prepaid (including freight) in U.S. funds. Required duties and taxes are not the responsibility of Chassisworks and must be paid by the customer to the appropriate parties.

Truck: All truck shipments must be 100-percent prepaid. The shipment will go collect for the freight charges only. When receiving freight via truck, it is the customer's responsibility to verify that he/she is receiving all parts listed on the bill of lading and that all parts received are in good condition. If you sign for something you do not receive, neither the freight company nor Chassisworks/KP Components/Total Control Products/VariShock will be responsible for replacing the item.

not accept a C.O.D. If, upon examination, all parts are returned and all parts are in a like-new condition, a credit will be issued less the 25-percent restocking fee. No returns on special-order parts (including, but not limited to, axles, FAB9 housings, fiberglass, chassis, welded frames, any part made or ordered to customer specs, etc.). Springs are a tuning item and cannot be returned unless defective.

Back Orders: If any parts are back-ordered, they will be so noted on the invoice. Unless notified otherwise, we will ship the back-ordered parts as soon as they become available.

feel free to give us a call.

Missing Pieces: Although every effort is made to ensure that each part is packaged complete, inevitably, a component may be missing. You must check each kit as soon as you receive it against the parts list which is enclosed with each part. Any shortage must be reported immediately upon receipt of the product. Claims made after 10 days will not be honored.

change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes NO GUARANTEE in reference to any specific class legality of any component. ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.

product descriptions for specifics on available finishes and/or discuss with your sales representative.

www.CACHassisworks.com/cac_terms.html.

KP COMPONENTS

A Chris Alston's Chassisworks, Inc., Brand
 8661 Younger Creek Drive
 Sacramento, CA 95828

Chassis-Builder Discounts!

Your shop could qualify for special Builder-Program pricing on popular Chassisworks, KP Components, Total Control, and VariShock products!

For details and price quotes, please contact Carl Robinson at (800) 722-2269, Ext. 233 or crobinson@cachassisworks.com.

- Toll-Free Order Line: (866) 575-4657
- Customer Service and International: (916) 388-0289
- 24-Hour Fax: (916) 388-0295
- Support: kpotech@cachassisworks.com
- Website: www.KPcomponents.com



Product information for each of the Chris Alston's Chassisworks brands is available through its respective Website:

CAChassisworks.com

KPcomponents.com

TotalControlProducts.com

VariShock.com

