

Air-Spring Trailing Arm



Air-Bag Trailing Arm



Coil-Over Trailing Arm



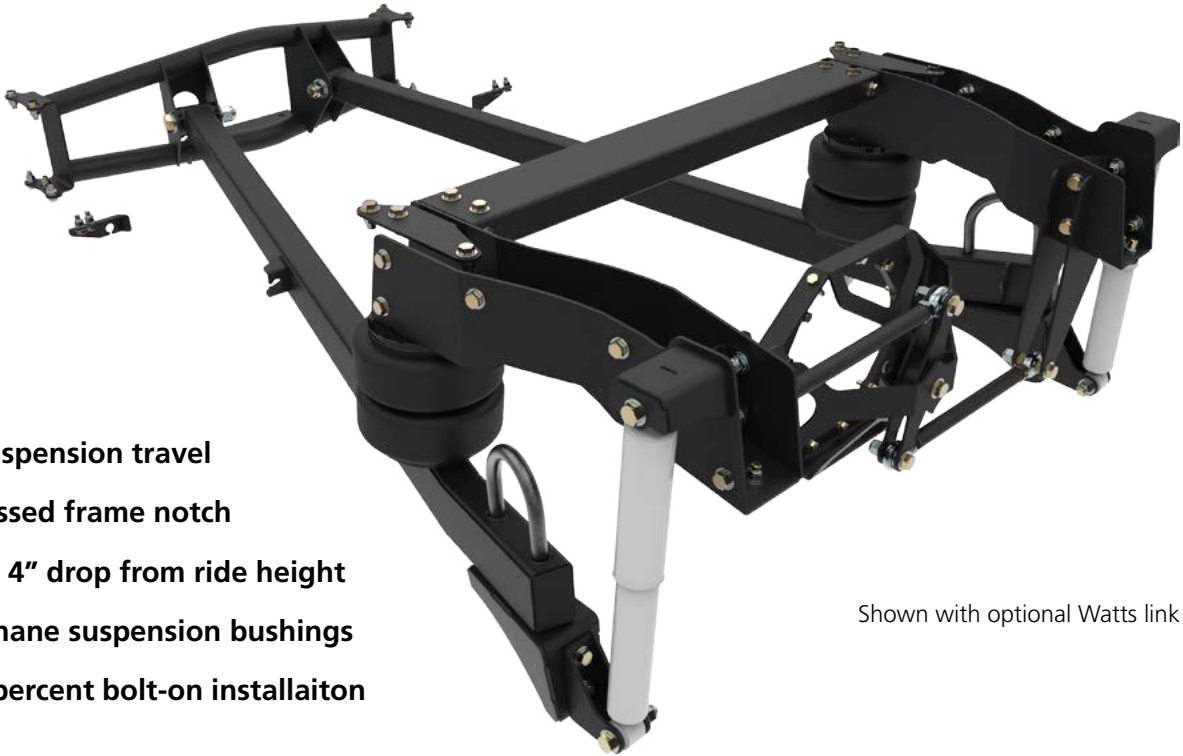
Trailing Arm Suspensions for 1963-72 Chevy C10

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.

Air-Bag Trailing Arm Suspension

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

Shown with optional Watts link

Locater Options

An additional link or mechanism is required to restrict side-to-side movement of the rear end housing.

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
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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

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

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

3470-SS7 Double-convoluted 7" diameter air bag (each)



Air-Spring Trailing Arm Suspension

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
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- 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

Locater Options

An additional link or mechanism is required to restrict side-to-side movement of the rear end housing.

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
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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"

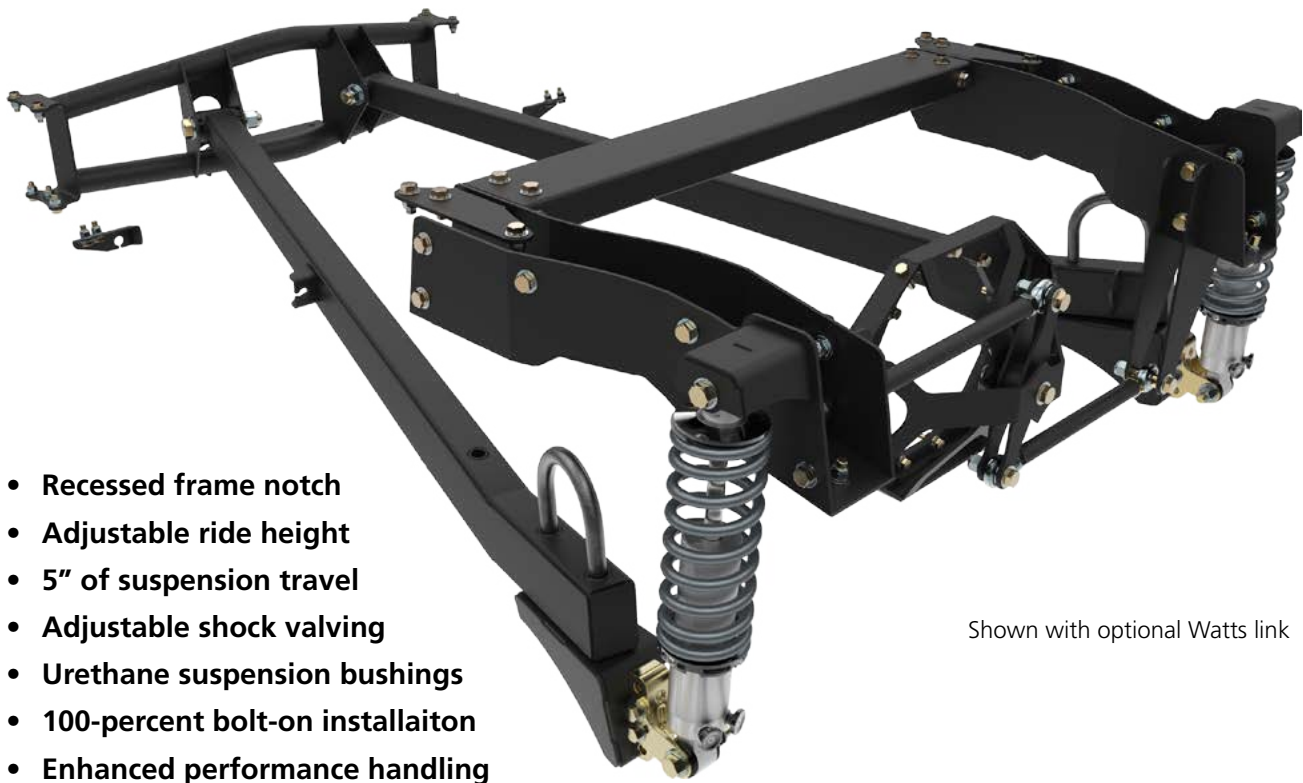


Shown with optional Watts link

Coil-Over Trailing Arm Suspension

KPC TATCO-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
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- 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

Locater Options

An additional link or mechanism is required to restrict side-to-side movement of the rear end housing.

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
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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



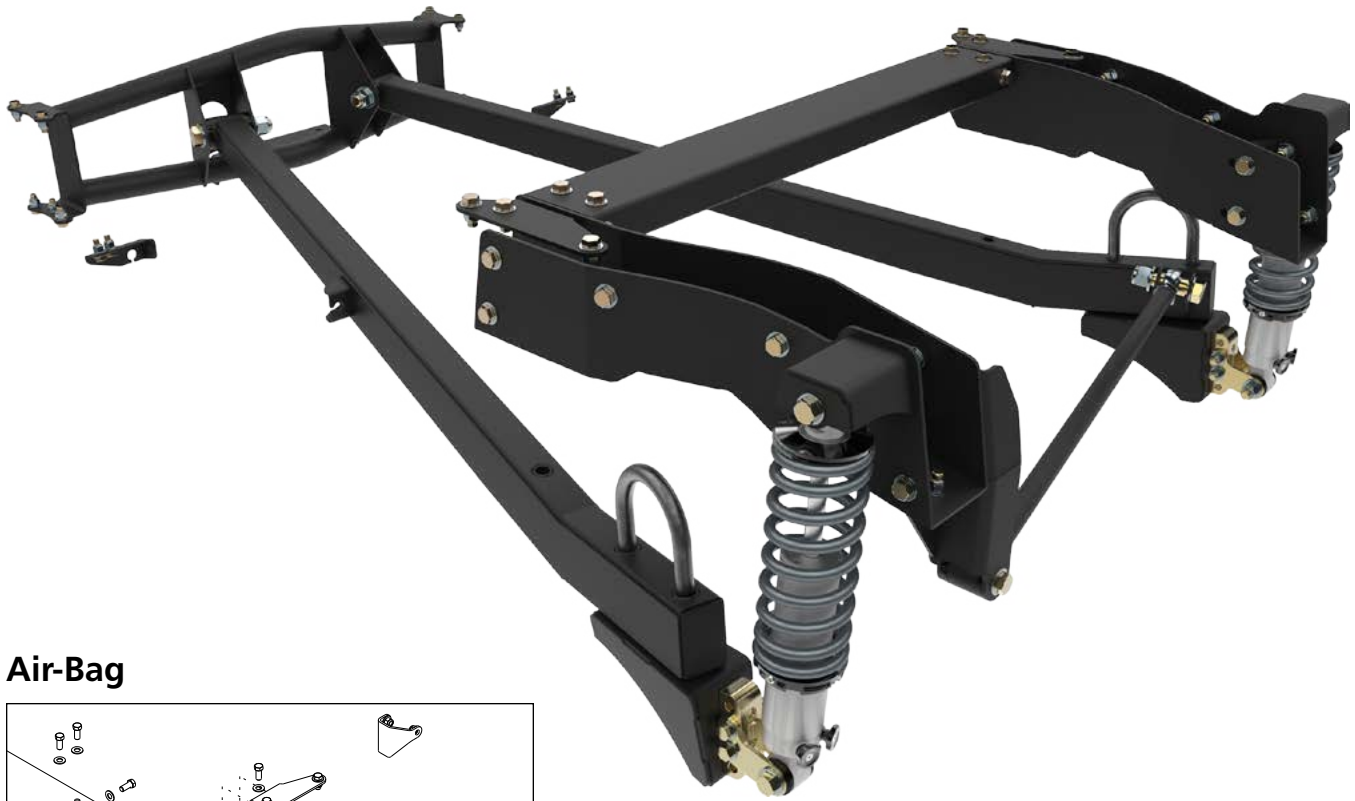
Shock Options

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.

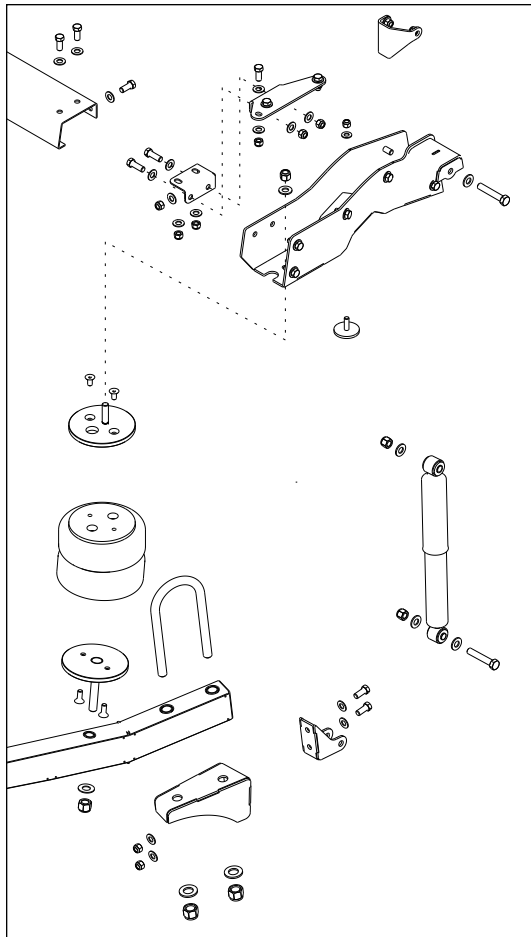
Adjustable VariShocks - Each clearly marked adjustment knob enables sixteen positive-click settings for bump and rebound separately (double-adjustable) or overall stiffness (single-adjustable).

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)

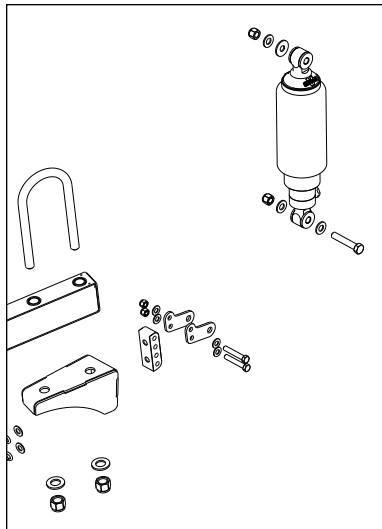




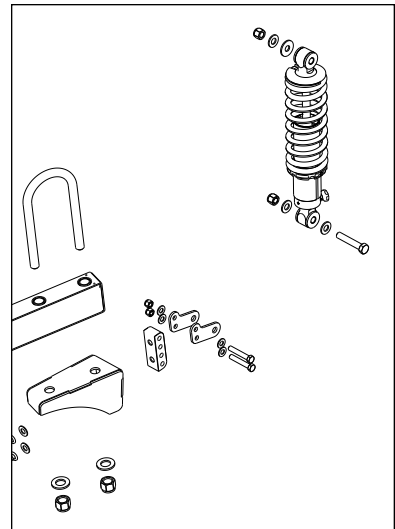
Air-Bag



Air-Spring



Coil-Over



All prices subject to change. Current pricing available at www.KPcomponents.com.

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