

TEXT AND PHOTOS BY TRAVIS NOACK AND JASON MULLIGAN

TALKIN' SHOP

BEHIND THE SCENES AT KP COMPONENTS & CHRIS ALSTON'S CHASSISWORKS



(Above) The Chris Alston's Chassisworks facility, home to KP Components as well as Total Control Products and VariShock, is located in Sacramento, CA. The 50,000-square-foot plant ensures that everything is made in-house to the high quality standards for which KP Components and Chassisworks have always been known.
(Above left & left) A stack of Fab 9 rearend housings sits ready for boxing and shipping. Chassisworks' highly sophisticated machinery and large staff allow orders to be filled rapidly. Large stock also means that when you call there is a good chance that the products you want will be on deck.





Walking through the front doors at Chassisworks, you'll see that the lobby is laden with rear frame clips, rearends and performance sub frames. There's no boring waiting area with magazines and a loud receptionist here; customers at Chassisworks are greeted with high-performance eye candy the moment they walk in.



If mandrel bent frame rails are in your future, Chassisworks has the capability to produce several styles and various angles for your needs. The staff can even build you a complete frame with suspension to spec. All you need to do is give them the dimensions, and when it arrives, weld up a few body mounts and you're done.



Thanks to the manufacturing capabilities at Chris Alston's Chassisworks, KP Components now offers their Lay Arms. The custom upper and lower control arms are for 'bagged GM trucks of nearly every year and model.



Every week the steel truck delivers a few tons of steel rails, sheet metal and tubing to the shop.



The man himself, Chris Alston, takes a hands-on approach with the business, keeping a watchful eye on quality control. We like his choice of reading material, too!

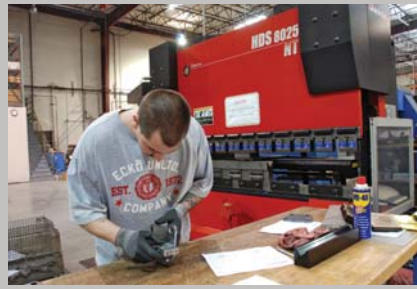
KP COMPONENTS HAS BECOME A NAME SYNONYMOUS WITH INNOVATION AND QUALITY IN THE CUSTOM TRUCK AIR RIDE COMMUNITY. KP stands for "Kontrol Phreaks," a reference to the origins of the company and the first product to put them on the map. Anthony Silva started the company in 1999 after recognizing the need for someone to develop quality air ride parts for the market. The first product introduced was a Playstation style remote air controller; the innovative remote soon took off and was copied by many afterwards.

Kontrol Phreaks broke into the mainstream of the scene in 2000 with the release of the well-known 4-link with cantilever attachment, more commonly known as the "KP 6-link." The

6-link kit was first released for the S-10 platform, followed by the '73-87 C-10, '88-98 C-1500, '97-03 F-150, and finally the '99-06 GM 1500 platforms. With the introduction of the rear kits, the name was shortened to KP Components. KP is the only large-scale manufacturer to produce a high-performance 4-link and cantilever system. KP Components also introduced the Watts link to the market place on a large scale. No other company can provide such a wide range of products that allows the end user to actually lay their truck out on large diameter wheels and retain 12-plus inches of travel.

Back in early 2008, KP Components was acquired by one of the leading drag and mus-

cle car suspension manufacturers, Chris Alston's Chassisworks. The company's drag racing heritage was centered on efforts to make cars go fast in a straight line. Today Chris Alston's Chassisworks, located in Sacramento, California, still manufactures drag race suspension components, but the company also focuses on the manufacturing of performance suspension parts for America's prominent street driven muscle cars, and with the recent acquisition of KP Components, trucks as well. Anthony Silva and Clint Petree still man the wheel at KP Components. With the manufacturing facility of Chassisworks behind them, they are continuing to develop new and innovative products for the truck market. ■



Here is a rear frame clip ready to be boxed up and shipped. This order was taken earlier that morning and provides some insight to Chassisworks' quick turn-around of product.



A front sub frame is loaded into the jig for final welding. The sub frame is held firmly in the jig with hardware so that none of the rails can move while they are being permanently joined together; this ensures the precise geometry of the clip is maintained.



Here, Clint Petree holds a beefy link bar produced by Chassisworks that can also be used in a custom truck setup.



Here you can see some of the steps involved in producing the well-known KP Components cantilever setup. First, the metal is cut and bent to spec, then each kit is welded together and inspected before being sent out for powder coating and shipping.



KP Components also has a full shop for in-house builds, research and development and prototyping of parts. Their latest products have been for the increasingly popular '73-87 C-10 trucks. KP Components now offers full front and rear kits for popular models.



Here is a bolt-in step-notch for C-10 frames in an early stage of production.



With the volume of product Chassisworks/KP pumps out they need to be organized, and they are. Rows of bins containing hardware for specific suspension kits allow product builders to quickly and efficiently obtain the parts needed to construct a given part.

