

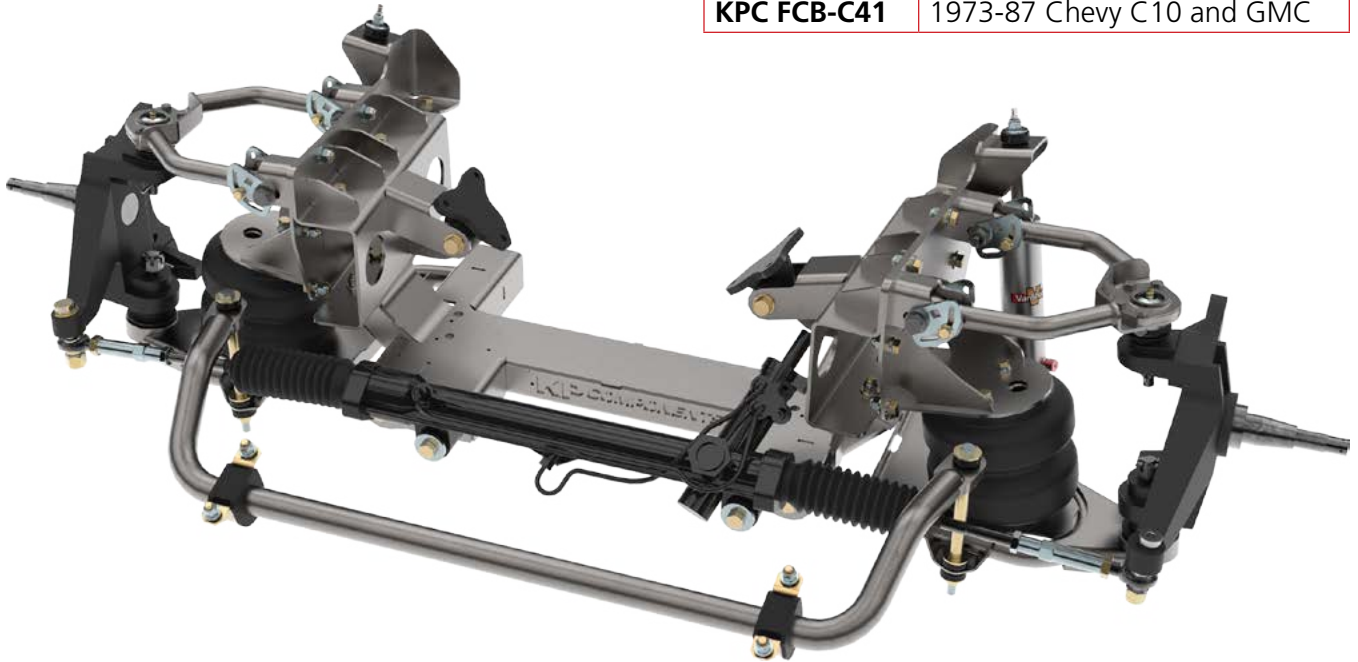
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A Chris Alston's Chassisworks, Inc. Brand

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

<b>KPC FCB-C31</b>	1963-72 Chevy C10 and GMC
<b>KPC FCB-C41</b>	1973-87 Chevy C10 and GMC



<b>OPTIONS</b>	<b>STEERING</b>
	Power rack and pinion
	5/8" Bolt-style outer tie rod set
	Tapered-stud outer tie rod set
	<b>SPINDLES</b>
	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	

<b>OPTIONS</b>	<b>CONTROL ARMS</b>
	1963-70 Upper and lower arms
	1971-72 Upper and lower arms
	1973-87 Upper and lower arms
	<b>SHOCKS</b>
	Double-adjustable, VariShock
	Single-adjustable, VariShock
Factory-valved, VariShock	
Non-adjustable, OEM-style	

### 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.

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

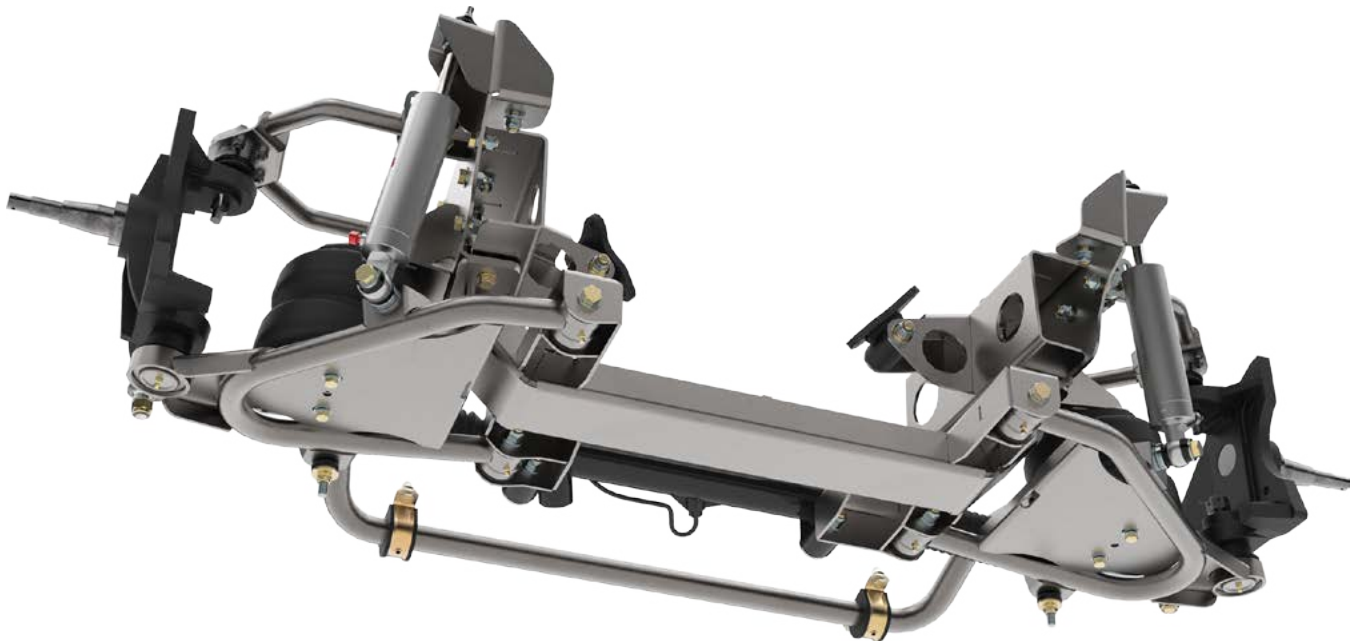
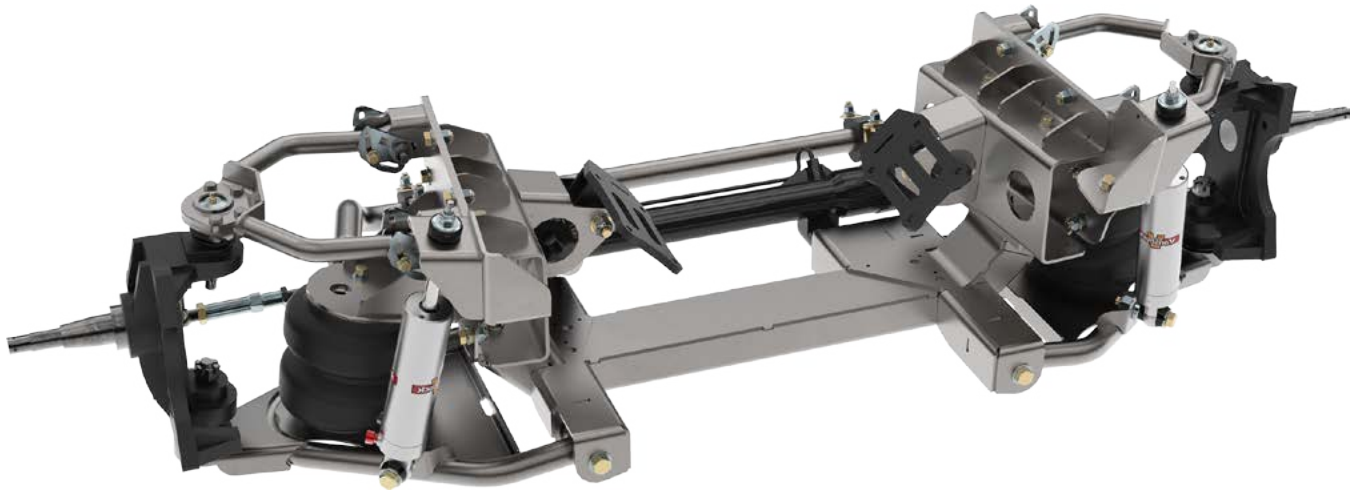
With laying the frame on the ground being the end goal, the stock C10 suspension has some significant limitations. The stock suspension was never designed to sit that far into its travel, so our dropped crossmember is a clean slate solution to address the following issues.



Stock C10 Issues	KP Component Solutions
Stock front suspension crossmember sits lower than the frame underneath the cab. Prevents chassis from sitting flat when laid out.	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.
Control arms are designed for a much higher travel range, so downward travel is limited by ball-joints and control arm angle.	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.
Stock track width does not allow enough fender clearance for wider tire and wheel combinations.	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.
When fully laid out, front axle centerline shifts rearward of centered within the wheel arch and reduces firewall clearance.	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.
Stock drag-link steering is outdated, vague feeling and not very responsive compared to modern trucks	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.
Drive train angle runs downhill toward rear of truck to be less intrusive into cab floor and tunnel.	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.
Original transmission crossmember mounts below the frame rail to accommodate the drivetrain angle; another obstruction preventing the chassis from laying out completely flat.	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.

## What sets KPC'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.

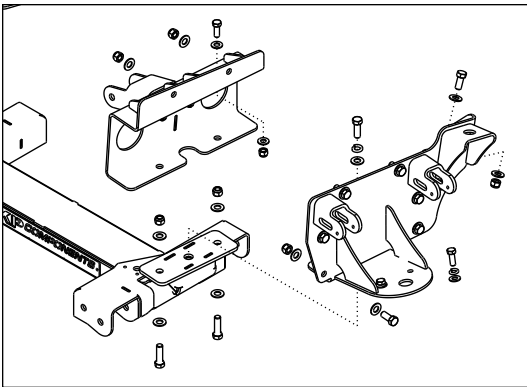
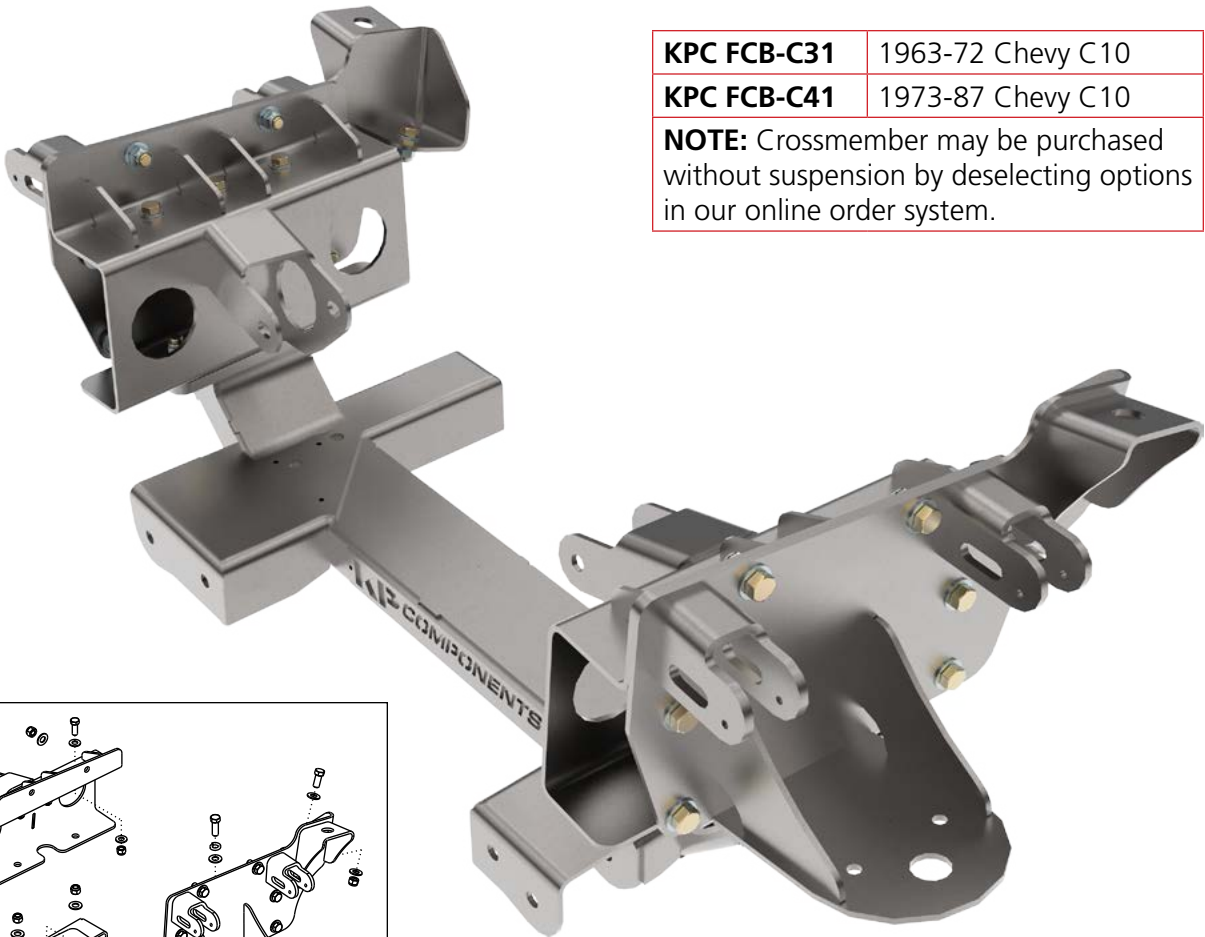


## Bolt-On Crossmember

- 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

<b>KPC FCB-C31</b>	1963-72 Chevy C10
<b>KPC FCB-C41</b>	1973-87 Chevy C10

**NOTE:** 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

<b>OPTIONS</b>	<b>STEERING</b>
	Power rack and pinion
	5/8" Bolt-style outer tie rod set
	Tapered-stud outer tie rod set
	<b>SPINDLES</b>
	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	

<b>OPTIONS</b>	<b>CONTROL ARMS</b>
	1963-70 Upper and lower arms
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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



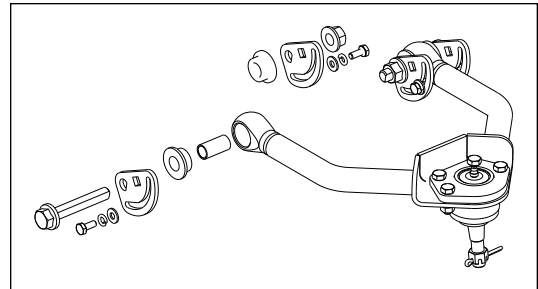
**3470-SS7** Double-convoluted 7" diameter air bag (each)

## 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-steel



<b>KPC UCA-C31-DC</b>	Upper control arm set for KP dropped crossmember - 1963-87 Chevy C10
<b>KPC BJU-C31</b>	Upper ball joints (pair) - 1963-70 C10
<b>KPC BJU-C41</b>	Upper ball joints (pair) - 1971-72 C10
<b>KPC BJU-C51</b>	Upper ball joints (pair) - 1973-87 C10

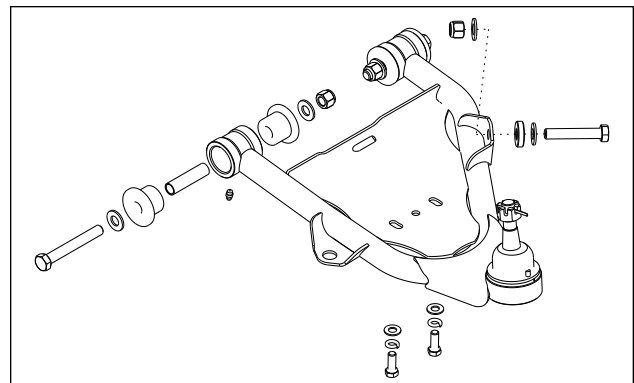


## Lower Control Arms

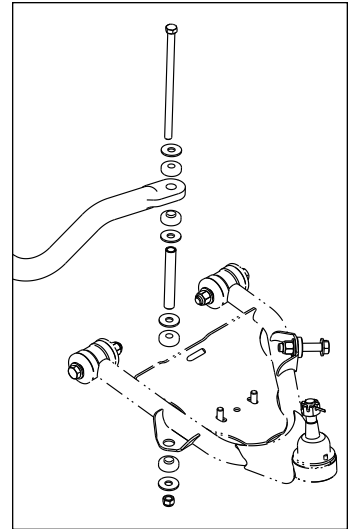
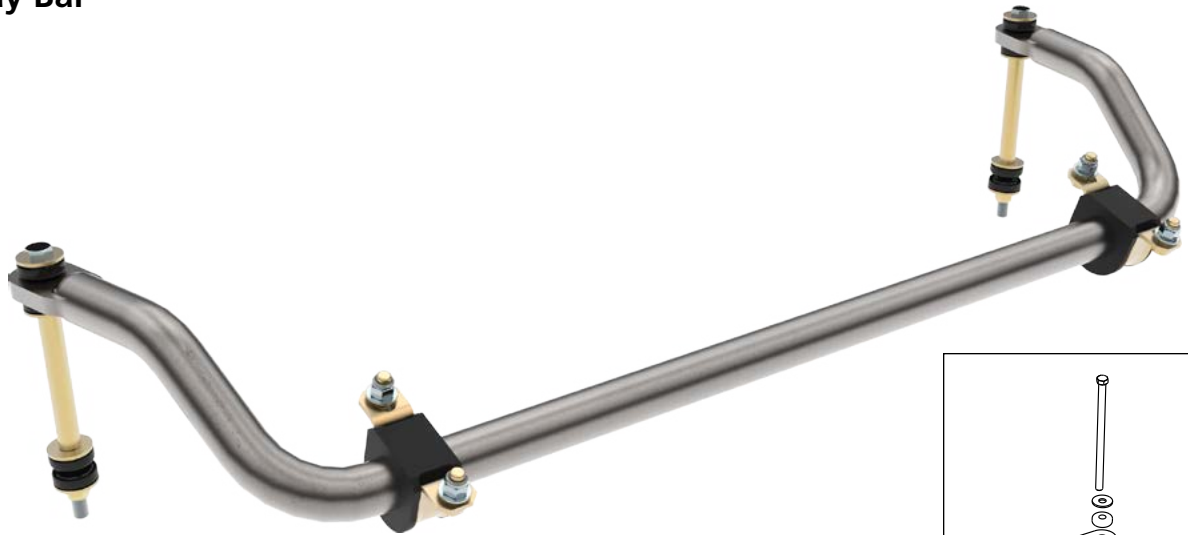
- Continuous-length tubular steel arm body
- Stronger folded-gusset design for bag plate, ball-joint housing and accessory mounts
- Steel-sleevel urethane-bushing pivots
- Grade 8 mounting hardware
- Paintable bare-steel



<b>KPC LCA-C31-DCB</b>	Air-bag style lower control arm set for KP dropped crossmember - 1963-87 C10
<b>KPC BJL-C31</b>	Lower ball joints (pair) - 1963-70 Chevy C10
<b>KPC BJL-C41</b>	Lower ball joints (pair) - 1971-87 Chevy C10



## Sway Bar



<b>KPC ARFDCS-22</b>	Front swaybar for KP dropped crossmember
<b>INCLUDES</b>	1-3/8" diameter solid swaybar; bare steel
	Stamped steel bushing mounts; greaseable
	Urethane bar bushings
	Urethane-bushing end link assemblies
<b>NOTE</b>	Requires drilling mounting holes

## Engine Mounts

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

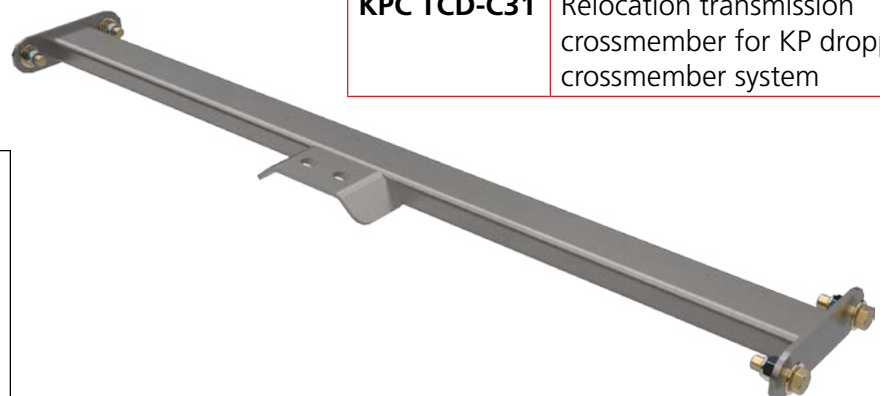
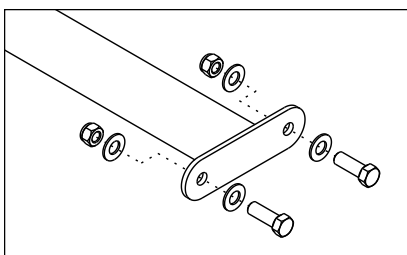


<b>5917-CV8-S</b>	Chevy V8 mounts
<b>5917-LSR-S</b>	Chevy LS mounts*

<b>* LS Swap</b>	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")
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## Transmission Crossmember

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



<b>KPC TCD-C31</b>	Relocation transmission crossmember for KP dropped crossmember system
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## KP 16" Big Brake Kit

The KP disc brake and spindle set features a massive 16" directional-vaned, 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.

<b>8368</b>	KP 16" Big Brake Kit for Chevy C10
<b>INCLUDES</b>	Radial-mount 6-piston calipers (Wilwood TC 6)
	16 x 1.38" directional-vaned drilled and slotted rotors
	Billet-aluminum hat and hub
<b>OPTIONS</b>	5 on 4-3/4" or 5 on 5" bolt pattern
	Black or red calipers

### KPC DOS-C51-LUG

Spindles for KP 16" Big Brake Kit; 2-1/2" drop

<b>NOTES</b>	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.



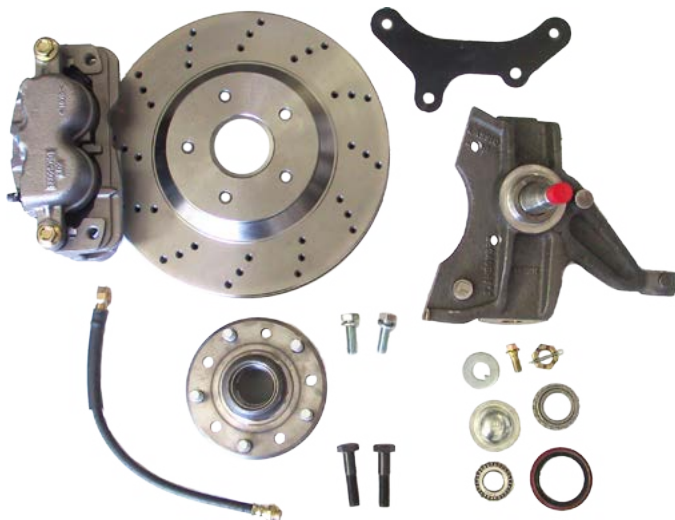
<b>KPC DOS-C51-3</b>	Spindles for OEM-style brakes with 1.0"-thick rotor
<b>KPC DOS-C52-3</b>	Spindles for OEM-style brakes with 1.25"-thick rotor
<b>NOTES</b>	Requires minimum 20" diameter wheel size
	Fits 1973-87 stock ball-joints
	Use on 1963-72 trucks requires ball-joint change
	Bare metal finish spindles



## 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. 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.

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



### 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"	<b>MCG 63149</b>
	Drilled	5 on 4-3/4"	<b>MCG 63150</b>
	Plain	5 on 5"	<b>MCG 63151</b>
	Drilled	5 on 5"	<b>MCG 63148</b>
	Plain	6-lug	<b>MCG 63310</b>
	Drilled	6-lug	<b>MCG 63311</b>
1971-72	Plain	5 on 4-3/4"	<b>MCG 63152</b>
	Drilled	5 on 4-3/4"	<b>MCG 63154</b>
	Plain	5 on 5"	<b>MCG 63153</b>
	Drilled	5 on 5"	<b>MCG 63155</b>
	Plain	6-lug	<b>MCG 63312</b>
	Drilled	6-lug	<b>MCG 63313</b>
1973-87	Plain	5 on 4-3/4"	<b>MCG 33158</b>
	Drilled	5 on 4-3/4"	<b>MCG 33160</b>
	Plain	5 on 5"	<b>MCG 33159</b>
	Drilled	5 on 5"	<b>MCG 33157</b>
	Plain	6-lug	<b>MCG 33300</b>
	Drilled	6-lug	<b>MCG 33301</b>

## Shock Options

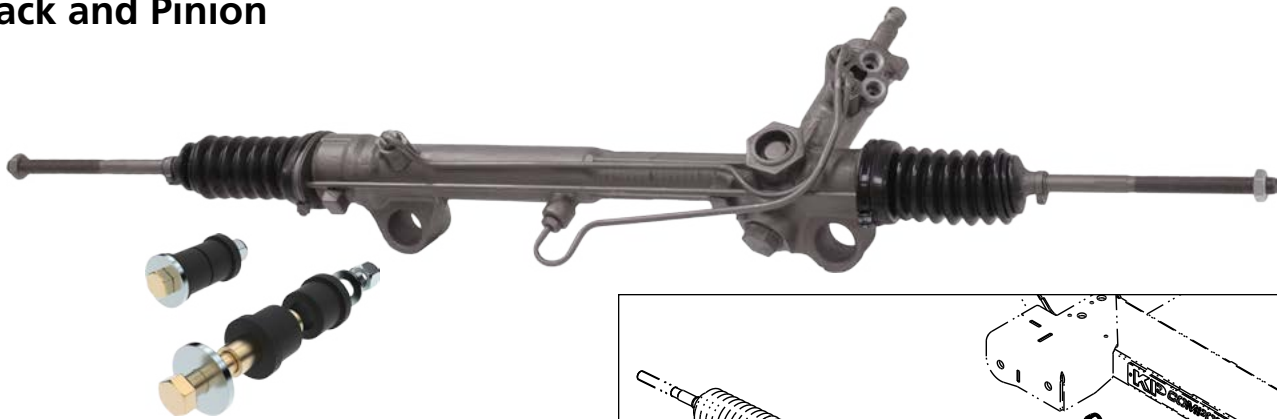
From double-adjustables, with the ability to tune the suspension for ride-quality and improved performance, to basic OEM-style replacements, KP offers multiple shock options to better suit your sport truck goals.

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

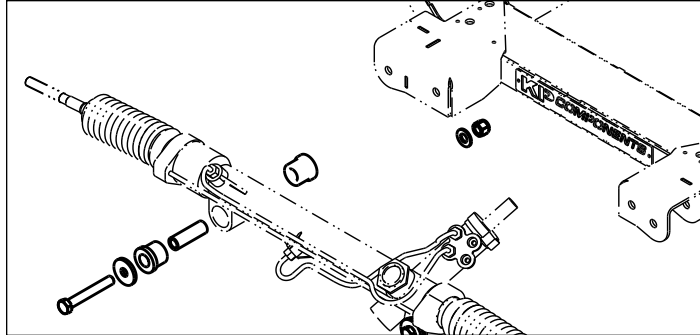
<b>VAS 12242-515</b>	Double-adjustable, billet-aluminum VariShock
<b>VAS 12142-515</b>	Single-adjustable, billet-aluminum VariShock
<b>VAS 12042-515</b>	Factory-valved, billet-aluminum VariShock
<b>KPC SANS-FDC</b>	Non-adjustable, steel-body OEM-style shock
<b>3153-38.85-45-B</b>	Urethane stem bushing set



## Rack and Pinion



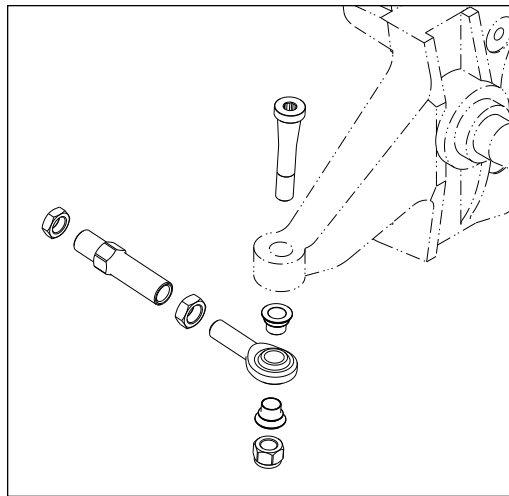
KPC RP-DC	Quick-ratio power rack for KP dropped crossmember - 3/4-36 input shaft, 9/16-18 RH tie rod ends
KPC RPM-DC	Urethane bushing and hardware



## Outer Tie-Rod End Sets

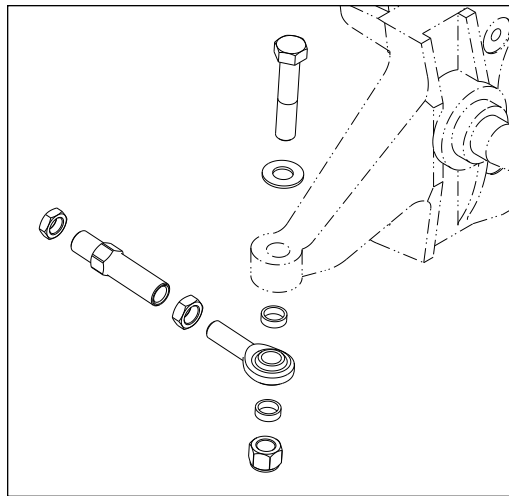
**Tapered Stud Style** - Heat-treated tapered stud with high-misalignment stainless spacers, 4130 rod ends and billet sleeves.

<b>KPC TRE-C41</b>	Tapered stud outer tie rod end set
<b>NOTE</b>	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.

<b>KPC TRE-U01</b>	Bolt-style outer tie rod end set
<b>NOTE</b>	Requires drilling out steering arm taper



All prices subject to change. Current pricing available at [www.KPcomponents.com](http://www.KPcomponents.com).