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 locater 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

- 6" suspension travel
- Recessed frame notch
- 3” to 4” 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

**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).

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAS 12222-615</td>
<td>Double-adjustable, billet-aluminum VariShock</td>
</tr>
<tr>
<td>VAS 12122-615</td>
<td>Single-adjustable, billet-aluminum VariShock</td>
</tr>
<tr>
<td>VAS 12022-615</td>
<td>Factory-valved, billet-aluminum VariShock</td>
</tr>
<tr>
<td>KPC SANS-UF</td>
<td>Non-adjustable, steel-body OEM-style shock</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Model</th>
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</tr>
</thead>
<tbody>
<tr>
<td>3470-SS7</td>
<td>Double-convoluted 7” diameter air bag (each)</td>
</tr>
</tbody>
</table>
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

- 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

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.

<table>
<thead>
<tr>
<th>Item</th>
<th>Valve</th>
<th>Adjustment</th>
<th>Travel</th>
<th>Collapsed</th>
<th>Extended</th>
<th>Min. Ride</th>
<th>Max. Ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAS 132K2-515</td>
<td>Double</td>
<td>Bump and rebound</td>
<td>5.00&quot;</td>
<td>11.56&quot;</td>
<td>16.56&quot;</td>
<td>12.56&quot;</td>
<td>15.56&quot;</td>
</tr>
<tr>
<td>VAS 131K2-515</td>
<td>Single</td>
<td>Overall stiffness</td>
<td>5.00&quot;</td>
<td>11.56&quot;</td>
<td>16.56&quot;</td>
<td>12.56&quot;</td>
<td>15.56&quot;</td>
</tr>
</tbody>
</table>

Shown with optional Watts link
Coil-Over Trailing Arm Suspension

KPC TATCO-C31 1963-72 Chevy C10 and GMC Pickup

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

NOTE
Welded assemblies ship with bare metal finish

Includes
- Front crossmember, trailing arms, step-notch frame brackets, single-adjustable shocks with mounts

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

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).

<table>
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<th>Part Number</th>
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<tbody>
<tr>
<td>VAS 11222-515</td>
<td>Double-adjustable (bump/rebound)</td>
</tr>
<tr>
<td>VAS 11122-515</td>
<td>Single-adjustable (overall stiffness)</td>
</tr>
<tr>
<td>VAS 11022-515</td>
<td>Factory-valved (fixed valve set)</td>
</tr>
<tr>
<td>VAS 21-12175</td>
<td>175 lb/in coil spring (light)</td>
</tr>
<tr>
<td>VAS 21-12200</td>
<td>200 lb/in coil spring (baseline)</td>
</tr>
<tr>
<td>VAS 21-12250</td>
<td>250 lb/in coil spring (heavy)</td>
</tr>
</tbody>
</table>
Air-Bag

Air-Spring

Coil-Over