

# C-10 Suspension Power

SHAVED LAP TIMES AND THUMBS UP SIGNS WITH RIDETECH



**STANCE**  
A truck's stance sets its attitude. Ridetech parts achieve that unmistakable hot rod truck rake perfect for fairground cruising and boulevard head turning.

## Source

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THERE'S A MOVEMENT IN THE SCENE AND INDUSTRY RIGHT NOW TO BUILD TRUCKS THAT NOT ONLY SIT TOUGH, BUT CAN ALSO GO AROUND A CORNER AND STICK IN THE TURNS. It's one thing to get a truck low, and they all look impressive when rolling through a show burying a little bit of rim and gliding across the asphalt, but what about when it's time to air up and plant the fun pedal?

Ridetech out of Jasper, Indiana, has a history of setting hot rod-styled trucks, muscle cars and street rods in the weeds with its custom-designed and engineered suspension components. The crew at Ridetech not only builds quality air suspension and coil-over products to suspend your pride and joy, but it proves it to you on the autocross track at Goodguys events across the country.

As the cost for raw muscle car materials has grown, many corner-carving junkies are turning their attention to trucks. They are cheap and plentiful, and with folks like Ridetech building parts, they can hug the ground and hang the corners with the best of them. We had the opportunity to check out some of the suspension stylings on the company's resident '72 C-10 named Gumby. The truck is the shop beater that gets thrashed on daily, and when it's time to head to the autocross track and hammer it through the cones, well, the staff at Ridetech does that, too. Let's take a look at the parts that get Gumby on the ground and jamming through the autocross course. ■



**HANDLING**  
If you like driving your truck hard, and who the hell doesn't, it has to perform, and not just under the hood. The power has to transfer to the tarmac and be controlled and comfortable no matter how fast you're going. Ridetech parts get thrashed hard on the autocross course to deliver a feeling of controlled speed.



1-2. The Strong Arm trailing arm rear air suspension kit on the back of Gumbo is designed to get the back of the truck as low as possible without the builder/installer having to cut through the bed floor for differential clearance. The rear system is 100 percent bolt-on and the X-member for the trailing arms is notched out to allow the user to run the exhaust through the X-member and increase ground clearance for the exhaust. This rear kit can be adapted to an older C-10 as well, dating back to 1960. The system is available and can also be purchased separately for a coil-over application.



3. The front of Gumbo was brought down to earth and set in corner attack position with upper and lower tubular Ridetech Strong Arms, Firestone 6873 air springs and Ridetech double adjustable Master Series shocks.



4. To plumb the system Ridetech assembles a complete air management system with two compressors, a single 5-gallon tank, Ride Pro valves, air line, level sensors and the Ride Tech E3 controller.



5. To stuff the C-10 hard in the corners Gumbo got a Ridetech MuscleBar sway bar, which is a 1 1/4-inch hollow sway bar with posi links for a stiffer mating surface at the control arm. This ties the suspension together for a flatter sweep through the turns.

The Ridetech front suspension bolts right onto the front end of your C-10, and coupled with the MuscleBar sway bar and double adjustable shocks, it's autocross-ready. The kit utilizes a CPP dropped spindle to link the upper and lower Strong Arms. The tubular construction of these Ridetech components takes the roll and flex behavior out of the factory suspension features, making this system perfect for the autocross track.



Ridetech offers both single and dual adjustable shocks with its systems. The dual adjustable Master Series is great because it allows you to set the dampening on the shock for street vs. autocross use, making the truck perform and handle in a variety of driving situations with a mere turn of the adjustment knob.



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Here is a shot of the front suspension completed minus the double adjustable shock. The level sensors are installed to monitor/adjust air pressure.



The Ridetech Level 3 Street Challenge kit front suspension is bolted up with Strong Arm upper and lower control arms, Firestone air springs, Ridetech MuscleBar, CPP spindles and double adjustable shocks. The complete system is 100 percent bolt-on using the stock cross member and control arm mounts with all of the parts and hardware included, which conveniently takes hardware runs out of the equation.



the flex and roll out of the factory suspension, which is perfect for sticking in the turns.

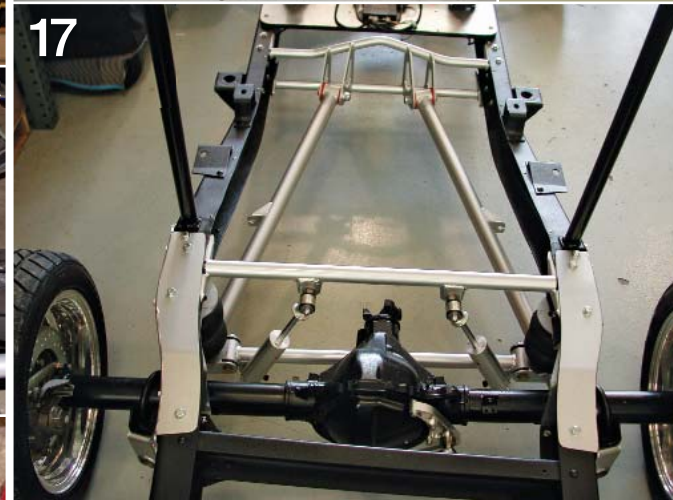
The Street Challenge Level 3 kit uses a Strong Arm trailing arm suspension in the rear. The trailing arm rear system from Ridetech has been engineered with the correct pinion angle for lowered ride heights and can take a coil-over instead of an air spring if you prefer. Once again, the tubular construction takes



The C-notch is a bolt-on style. Cutting the frame for the notch opening and drilling the holes to install the hardware are the only necessary modifications.



The aluminum panhard bar bracket bolts right off the differential cover bolts. Again no cutting or welding involved.



Here's a bird's eye view of the rear suspension on the Ridetech Street Challenge Level 3 air suspension system. The trailing arm design is a direct replacement for your factory 1960-72 trailing arm rear suspension, providing a more controlled and sure-footed feel on the street and the autocross course. Note the trailing arm cross member design that allows the exhaust to run through the center of the X-member for optimal ground clearance. This rear suspension design can also accept a Ridetech coil-over should you choose to go that route. There you have it: an installation-friendly, bolt-on air suspension system that will put your C-10 in the weeds, and make it handle, too!