

BONUS!

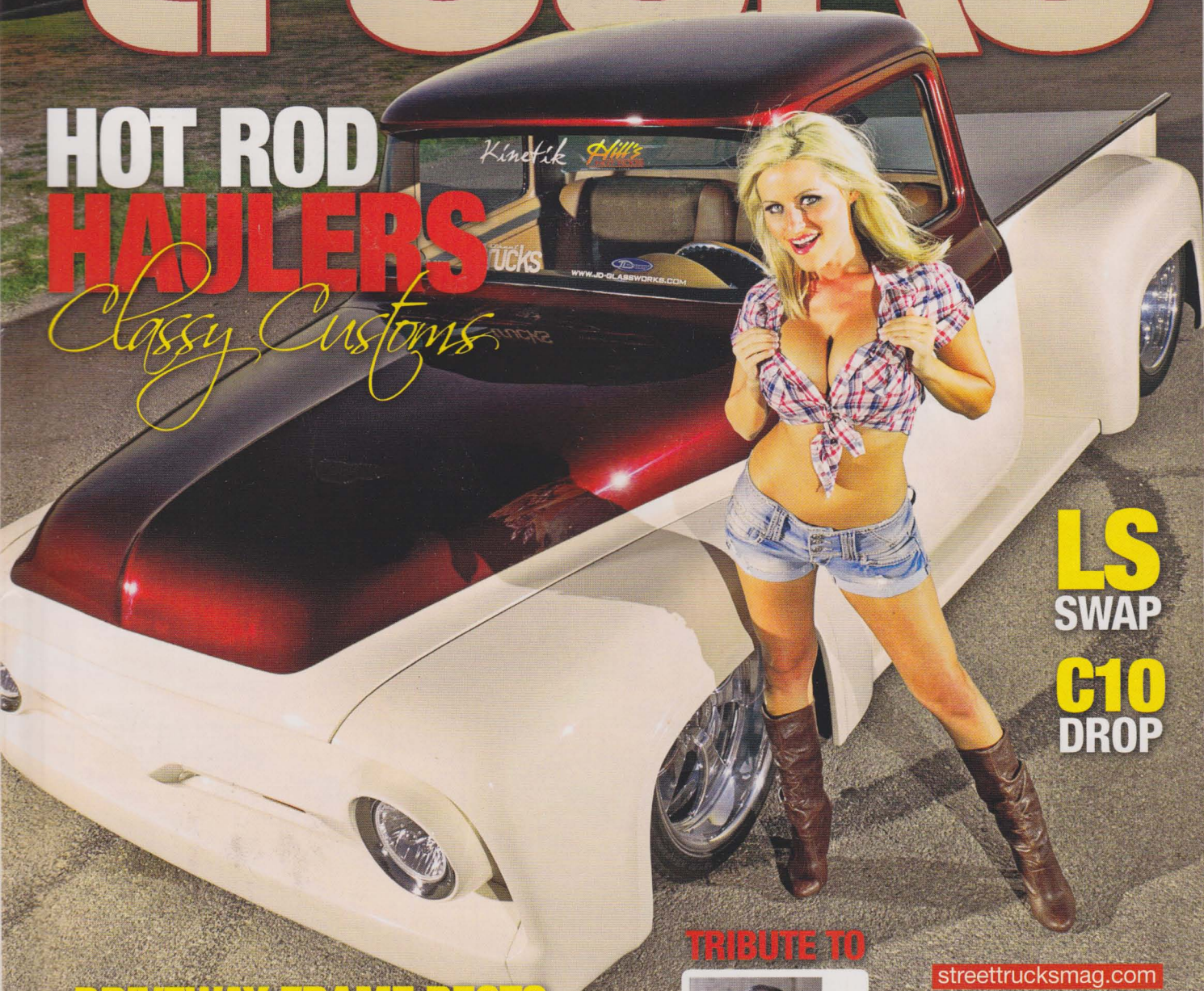
MUST HAVE FREE POSTER

street trucks



**HOT ROD
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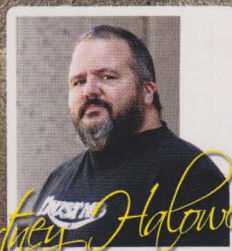
Classy Customs



**LS
SWAP**

**C10
DROP**

TRIBUTE TO



Courtney Hawwell

- **DRIVEWAY FRAME RESTO**
- **AIR VS. STATIC SUSPENSION**
WHAT'S RIGHT FOR YOUR TRUCK?
- **EZ FRONT END CONVERSION**

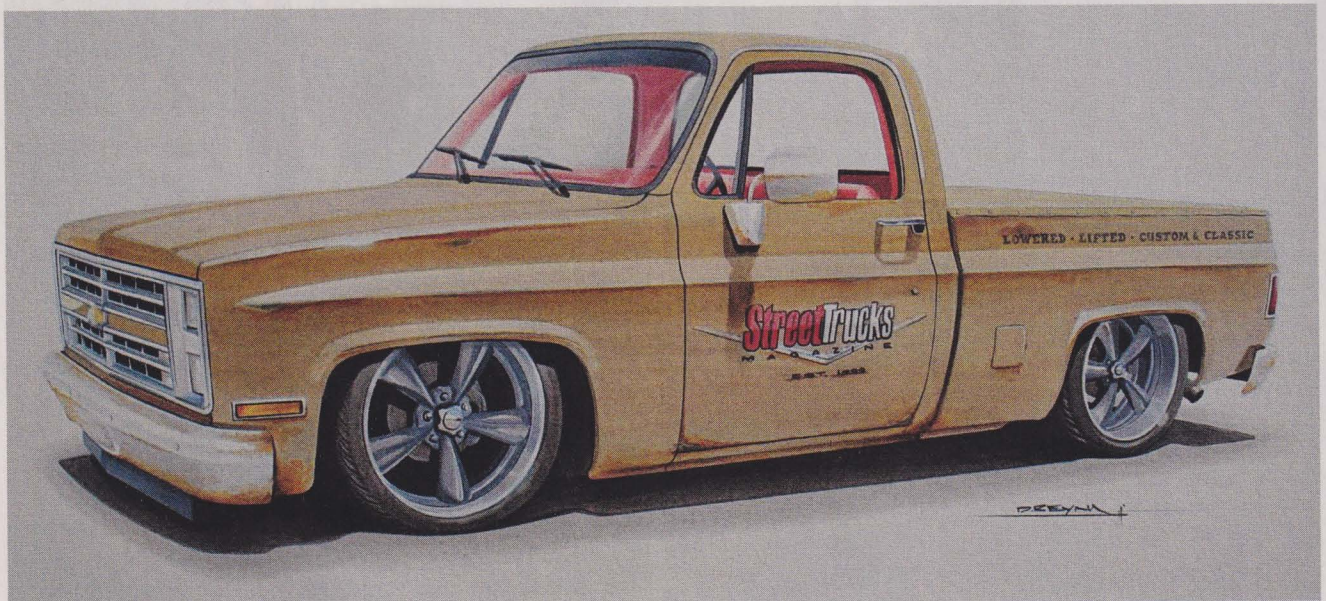
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NOVEMBER 2011 • VOLUME 13, NO. 11
\$5.99 US • DISPLAY UNTIL: 11/1/11



Project Shop Truck

INSTALLING PERFORMANCE FRONT SUSPENSION AND BRAKES FROM CLASSIC PERFORMANCE PRODUCTS IN THE DRIVEWAY WITH BASIC HAND TOOLS



SEVERAL MONTHS BACK, IN THE FEBRUARY 2011 ISSUE, WE DID AN ARTICLE CALLED "SHOP TRUCKS IN THE SPOTLIGHT," WHICH FOCUSED ON THE JOYS OF WEATHERED PAINT, SCRATCHES AND RUST ON YOUR TRUCK'S SURFACE. The shop truck look with cool original patina and a weathered door logo has accelerated in popularity throughout the years as enthusiasts ditch the detail bag and grip onto the steering wheel for miles of worry-free cruising.

To further promote this trend, we decided to be part of the action and build a square body C-10, leaving the original weathered paint intact with a rumble under the hood and some corner-carving suspension underneath the metal. The majority of this truck will be built at home with a modest collection of tools, and we will do all of the knuckle busting ourselves.

After Daniel Reyna penned up the rendering concept, we kicked

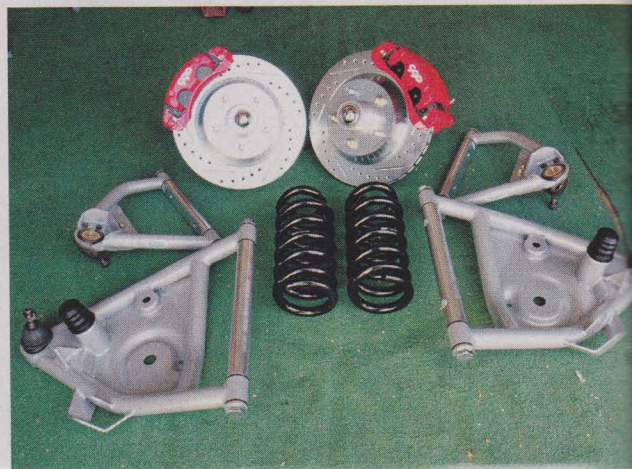
this build off by installing a complete Classic Performance Products (CPP) front suspension and brakes to dial in the stance and equip the truck for smooth highway driving and track flogging. Check out how we nailed the stance of this classic square body with custom suspension and brakes from Classic Performance Products. ■

Sources

CLASSIC PERFORMANCE PRODUCTS-CPP

Dept. STTR
175 E. Freedom Ave.
Anaheim, CA 92801
714.522.2000
Classicperform.com

Allowing our C-10 front end to head south and dive into the corners is CPP's Totally Tubular upper and lower control arms, modular 2-inch dropped spindles, 3-inch dropped coils and performance big brake upgrade utilizing 13-inch cross drilled and slotted rotors with forged aluminum hubs and two-piston calipers with large 52mm pistons. The control arms are also engineered for precise geometry to maximize performance, with the lowers built for optimal ground clearance.





Since this truck will be getting a new drivetrain, we went ahead and removed all of the front sheet metal, pulled the bed off for a future installment where we will add the CPP trailing arm rear conversion, and pulled out the engine and transmission.



After soaking all of the factory suspension bolts with WD-40 and allowing it to penetrate for a few minutes, we got to work with a ratchet and assorted sockets to disassemble and remove all of the stock front suspension.



After a few hours of degreasing, cleaning and painting, our C-10 frame looked brand-new, and we were ready to hang the performance stance-enhancing suspension from CPP.



The CPP Totally Tubular upper control arm is installed onto the factory mount on the frame. The CPP arms install with ease in the factory location using all factory hardware, and they are engineered with precise geometry for paramount performance.



The new supplied CPP shock mount studs are installed into the factory upper shock mount location on the frame and snugged down.



Using a socket and ratchet we made the rounds with the UCA (upper control arm) hardware to seat the CPP Totally Tubular arm into its position of performance.



The supplied shocks are hooked up at the upper shock mount on the frame using the supplied hardware and bushing sleeves. The base of the shock will be bolted up to the lower arm once installed.



On the lower control arm there are two locating holes on the super strong 4041 billet aluminum alloy cross shafts. These are used to precisely locate the control arms in the saddles before securing the hardware and locking them down.

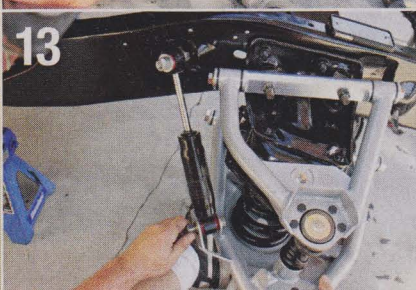
The Totally Tubular lower control arm from CPP is bolted up to the base of the factory cross member at the factory lower control arm mounts. The factory U-bolts were removed for a quick blast of paint, allowed to dry and reinstalled to secure the lower arm in place.



Next, the CPP lowering coil is installed onto the coil pocket on the CPP lower Totally Tubular control arm. The top of the coil is seated in the upper coil bucket on the frame as the lower arm is raised up with a floor jack.



The supplied front shock is hooked up at the lower mount on the backside of the CPP tubular lower control arm.



Now that the upper and lower arms and coil were in place, the CPP modular dropped spindle and big front brake kit were installed. The spindle and brake assembly is lowered onto the lower ball joint to prepare for hardware to secure the assembly.



The supplied castle nut for the dropped spindle is threaded on and tightened down to secure the spindle at the lower control arm.



The top of the spindle and upper control arm are joined together by sliding the threaded stud of the ball joint through the top of the spindle, threading on and tightening the supplied castle nut.



Here is the completed CPP front suspension for the C-10 with the Totally Tubular control arms, modular dropped spindles, dropped coils and CPP 13-inch big brake kit.

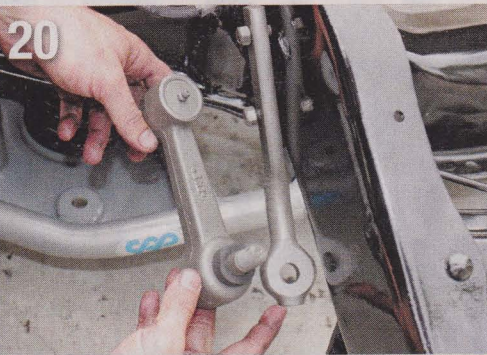


If you are going to run big wheels and want to be able to jump on the gas hard and still stop with confidence, upgrading the factory brakes is a must. CPP offers this big brake kit comprised of 13-inch cross-drilled and slotted rotors and two-piston calipers, with large 52mm pistons pushing the fluid for the pads to bite the rotor hard. Forged aluminum hubs also ensure strength.

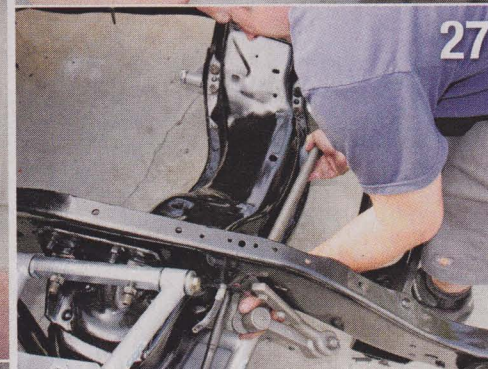
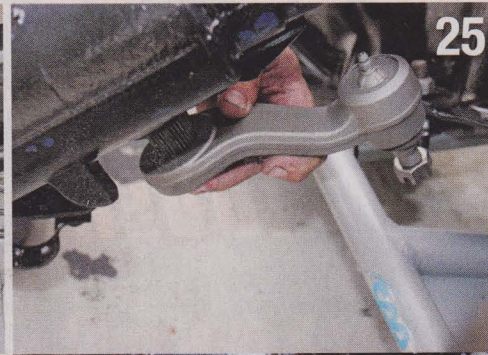


Here's a great view of the CPP front suspension. This system installed easily, using basic hand tools, a floor jack and jack stands in our driveway.

There was no way we were going to put this truck back together with 30-year-old steering components. Rare Parts supplied all new tie rods, idler and pitman arm. We began by installing the tie rods both off the mount on the passenger side of the frame and onto the steering center link.



A new steering box from Rare Parts was swapped in place of the failing original for precise and controlled steering. We do plan to autocross this truck, so precise control with no steering slop is a must.



This is the finished performance lowering front suspension from CPP for the 1963-87 C-10 pickups. The Totally Tubular control arms improve suspension geometry for handling, while the 2-inch modular CPP dropped spindles and 3-inch CPP drop coil get the stance in the weeds. The 13-inch CPP big brake kit with performance calipers will allow us to corner with confidence. Dropped and stopped all in the driveway with basic hand tools. Stay tuned as we continue our quest for superior suspension performance for this C-10 with CPP components.