Innovation, passion, performance

Our business model has not been derived from any business seminar or book. It is simply our common sense approach of giving you, the customer, what you want when you want it. Since we are all hot rodders we feel we have a reasonably good idea what "it" is.

When we initially design a component the primary criteria is function. After the function is optimized we will worry about appearance. After function and appearance are maximized, the price is set to allow a nominal profit so we can repeat the process for the next component.

As we've told many customers, we may not know every way there is to build an air suspension, but we know a whole dumpster load of ways NOT to!

We do the vast majority of our manufacturing in-house. We do the research and development, CAD drawings, prototyping, CNC machining, CNC tube bending, jig welding, shock assembly and dynoing, airspring crimping and burst testing, and final assembly all within our facility in Jasper, IN. This way we have complete control over every aspect of design, quality and delivery. This is one reason why our backorder rate is virtually ZERO.

We're committed to providing you the best

ridetech.com
Air Ride Technologies

(812) 482-2932
FAX **(812)634-6632**

ALL of our tech/sales people have air suspension vehicles and have been involved in the design, manufacture, installation, and use of our suspension systems. We have a fleet of around 20 muscle cars, customs, and sport trucks that we use to demonstrate the performance of our air suspension and to continually refine the product. When you call here you are rarely more than one person removed from an answer to whatever question you may have. We are a company of hot rodders that have personal experience with all of our products.

ENGINEERED for perfo

Why use air suspension?

ride quality –

With an air suspension you have a huge range of tuning ability for load capacity and spring rate at your fingertips… no tools or component changes needed. You can literally compress weeks of conventional spring and shock tuning into a few minutes with an air suspension that is adjustable from within the car.

handling performance –

Most airsprings are very progressive… the farther you compress them the stiffer they get. When you combine this inherent progressive spring rate with in-car adjustability the performance potential is enormous. As with tuning ride quality as explained above, you can greatly condense the time needed to optimize the performance of your car.

performance customization –

Everyone has their own personal idea of how their car should ride and handle. With an air suspension these wishes can be accommodated with little or no changes in components. By adjusting air pressure and shock valving you can make the same car be soft and comfortable or firm and tight… or anywhere in between. This is what we mean by "no compromise". Drive comfortably to the track, firm up the air pressure and shock valving to go racing, readjust the pressure and valving to return home in comfort.

aggressive stance –

This is traditionally the criteria that make all the headlines – in the weeds, frame dragging, spark throwing mini trucks and lowriders. In reality these extreme applications represent a small segment of our customers. Far more typical is the guy who just wants to lower his car or truck a reasonable amount for better looks without sacrificing any drivability or durability. Raising and lowering your vehicle is just a happy coincidence of an air suspension.

NO COMPROMISE

rmance

Learn MORE:

Overview of air suspension systems 4-5
Suspension systems by vehicle 8-49
Product details 50-88
Ride Quality 55
4-Link info 68-69
Compressor systems & tech 74-84
More Tech 90-95

What does it take to ride on air?

understand the basics

Basic Components

The basic components needed to equip a vehicle with air suspension have been in common use for decades, and consist of air springs, shocks and air supply.

Beyond Basic

We're hot rodders, and that means basic just won't do. We have taken the design and function of air suspension to new levels by engineering specific components to enhance your vehicles performance.

more simple than you think

air springs

There is no mystery in air springs, but there are a multitude of options. We utilize a wide range of air springs to custom tailor a suspension to a specific vehicle.

shocks

Shocks are the brains of your suspension. Replacing a conventional coil spring with an air spring doesn't change this. We offer several models and available upgrades to make sure your suspension is as "smart" as you need it to be.

air source

Air springs need air... how to supply them with it doesn't need to be complicated, but it needs to work. We specialize in providing the most complete and dependable air supply systems in the market.

as sophisticated as you need

innovative shock & spring designs

We have invested significant resources to get the most performance from an air spring and shock combination in a wide range of applications. Our product line reflects this and you won't find a more advanced selection of air spring and shock combinations available anywhere.

high tech suspension components

Getting the most from a suspension system means maximizing every aspect of the design. That is why we offer tubular control arms, 4-link systems, and sway bars that are specifically engineered for our air suspension packages.

sophisticated control systems

We have developed advance electronic controls to provide you with the simplest, and most effective way to adjust your suspension. These systems will greatly increase your enjoyment of an air suspension.

so many options

You will find an almost staggering selection of air suspension choices in this catalog. Don't get overwhelmed, it really isn't complicated, you can choose your system 3 ways - and we'll be happy to help you through the decision process and find the right system for you.

designed to fit your needs

3 ways to choose your system

1 complete packages

One part number, one price, total solutions. We now offer multiple package levels for most popular applications to fit different customer desires and budgets. Our system packages are based on years of experience with outfitting each platform and will provide a simple solution to assembling all the right stuff in one easy step.

Choose a package and pick from a list of options

2 front & rear systems

All of our bolt-on systems are available as separate front / rear / compressor kits so you can pick & choose / mix & match to fit your specific vehicle or driving style. This path also allows you to build your system as you build your car, buying only the parts you need now.

1. **Choose a front system**
2. **Choose a rear system**
3. **Choose a compressor/control system**

3 components for special /custom applications

Thankfully the world of hot rodding is much more diverse than four or five dozen popular rides. We offer a large range of components that provide enough flexibility to fit nearly every vehicle. Unfortunately, we just can't list every possible application in this catalog. If you drive a car that is just a bit off the beaten path, or is way out in left field, chances are very good we can get your ride on air just as easily as if it was a 69 Camaro.

1. **Measure your application**
2. **Choose from our wide range of airsprings, ShockWaves®, 4-links and brackets to fit your needs**

R&D Research & Development

We believe in offering the best suspension systems available. To ensure we are meeting this goal, we maintain a rather large "fleet" of test vehicles. These cars & trucks don't lead an easy life. Frankly, we drive the crap out of them (it's a hard job, but someone has to do it). What does this mean to you?

You can count on your Air Ride Technologies® suspension to perform - we have proven it time after time.




contents

SHOCKwave® by Air Ride Technologies

The patented ShockWave® incorporates a billet aluminum adjustable shock and air spring into one sealed unit.

There are may different configurations available to fit a wide range of applications.

more information pages 50-55

STRONGARMS™ by Air Ride Technologies

Our StrongArm™ tubular control arms are offered on most ShockWave® and CoolRide® systems. Strength, correct geometry and ease of installation make these a great upgrade to your ride.

more information pages 58-63

COOLRIDE® by Air Ride Technologies

Our CoolRide® systems utilize separate air springs and shocks to replace factory coils. These systems provide a quality entry level air ride experience and offer many ways to upgrade.

more information pages 56-57

AirBAR by Air Ride Technologies

The bolt-in AirBAR® systems replace leafspring rear suspensions with modern 4-link technology for a better ride, tighter handling, and more travel.

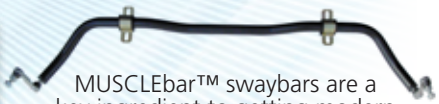
more information pages 64-67

air4link™ by Air Ride Technologies

We offer a wide range of 4-link options that will adapt an air suspension systems to your ride. These AIR4Link™ systems are available as bolt-in, weld-in, straight, & triangulated kits.

more info pages 68-71

MUSCLEbar by Air Ride Technologies



MUSCLEbar™ swaybars are a key ingredient to getting modern suspension performance levels

more information pages 72-73

airOVERLEAF by Air Ride Technologies

AIRoverLeaf™ systems provides a simple way to add load capacity or adjustable height to a leaf spring suspension.

more information page 87

new Packages

you'll find it easier than ever to get the right system for your ride with our new Level 1, Level 2, Level 3, based packages:

Tri-5 Chevy Pages 8-9

58-64 Chevy Pages 10-11

F-Body 1st Gen Pages 12-13

F-Body 2nd Gen Pages 14-15

F-Body 3-4th Gen Page 16

62-67 Nova Page 17

68-74 Nova Pages 18-19

64-72 A-Body Pages 20-21

G-Body Pages 22-23

65-70 Impala Pages 24-25

64-70 Mustang Pages 26-27

79-04 Mustang Pages 28-29

05-Up Mustang Page 30

E&B Body Mopar Page 31

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73-87 C10 Page 36-37

88-98 C1500 Page 38-39

Silverado Pages 40-41

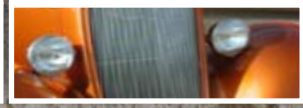
S10 Pages 42-43

97-03 F150 Pages 44-45

04-Up F150 Pages 46

09 Dodge Truck Pages 47

Street Rods Pages 48-49



NEW stuff don't miss:

65-70 Impala System ---- p.24

64-70 Mustang System - p.26

09 Dodge Ram System -- p.47

AirCan ---------- p.54

Posi•Links ---------- p.72

Billet Tie-Rod-Adj. -------- p.73

AirPOD ---------- p.76

TigerCage ---------- p.98

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the Tri-5 is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with cup brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon RidePro® (page 82) compressor system provides 4 way independent control with the use of the RidePro® valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF10601

- System includes all hardware, bracketry and gas shocks

rear

ABAR20300

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2400 (one piece frame)	**$3900**
L1-2450 (two piece frame)	**$3900**

options

Add-ons

Drop Spindle (2" Drop)	**MCG007**	+$350 ◂◂

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

NOTE: The two piece frame is made from 2 pieces of metal welded together along their length. The one piece frame is made from a single piece of metal and has no weld line. The width of these frames is slightly different. The one piece frame measures 35 1/8" between the framerails immediately behind the bodymount in front of the rear wheel. The one piece frame measures 33 11/16" between the framerails. This measurement is important determine because our AirBar crossmember is placed in that position.

COOLRIDE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a STRONGARM™ front kit and the enhanced RidePro2™ control system.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that comes with our STRONGARM™ tubular control arms.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF10601-LUCA

- Includes upper and lower STRONGARMS®
- Includes Shocks

rear

ABAR20300

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4100e2

- Full electronic control of ride height with 3 presets
- See pages 76-85 for more compressor options

Level 2 Package

L2-2400 (one piece frame)	**$5400**
L2-2450 (two piece frame)	**$5400**

options

Add-ons

MuscleBar® Heavy Duty Sway Bar	**SWA7500**	+$400 ◂◂
Drop Spindle (2" Drop)	**MCG007**	+$350 ◂◂
Upgrade to LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
Tie Rod Adjusters	**TRA1002**	+$80 ◂◂

Substitutions

Upgrade front to single adjustable aluminum shocks	**ARF10601-LUCASA**	+$300
Upgrade front to ShockWaves® w/ STRONGARMS®	**SKW1019SA-LUCA**	+$400
AirPOD® - upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

The Street Challenge System is the very best of what we have to offer for the Tri-5 Chevy in one package. If you're looking for the ultimate in ride and control, this is it.

Street Challenge Ultimate System

STR2400 (one piece frame)	**$7000**
STR2450 (two piece frame)	**$7000**

Street Challenge System Includes

ShockWaves® w/upper & lower STRONGARMS®	**SKW1019DA-LUCA**
with Double Adjustable ShockWaves®	
Rear AIRBAR® includes double adjustable ShockWaves®	
(one piece frame)	**ABAR20300DA**
(two piece frame)	**ABAR20350DA**
MuscleBar® Heavy Duty Sway Bar	**SWA7500-P**
Drop Spindle (2" Drop)	**MCG007**
5 gal. AirPOD® w/ LevelPro®™	**APOD4100L**
Remote Control	**REM7500**
Tie Rod Adjusters	**TRA1002**

Mark King
55 Chevy

55-57 Chevy

There seems to be more 55-57 Chevys on the road today than in 1957! Their tall boxy shape may say "low and slow", but in reality they can be a crisp performer with the right suspension enhancements.

The Level 1 CoolRide® is perfect for the guys who want to cruise their cars to the shows.

The Level 2 system adds STRONGARMS® and a larger compressor system.

The Level 3 Street Challenge system adds double adjustable ShockWaves®, dropped spindles, MUSCLEBar™ swaybars, and the AirPod® LevelPro® compressor system to put these cars right alongside any of the modern day performance cars that you care to play with.

All of these systems require NO fabrication, NO floorpan cutting, and NO welding to the body or frame. The AirBar is also positioned inside the framerails to allow much needed extra rear tire clearance. Don't settle for 50 year old technology... serious performance CAN come in a box!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"Air Ride Technologies provides outstanding products that gave my car a killer stance and wicked ride."

Richard Ruiter
XVETTE

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the 58-64 Chevy is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF10600

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ARR20600

- System includes all hardware, bracketry and gas shocks
- Uses OEM control arms
- Bolt-in installation - no fabrication needed

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2300 **$2200**

options

Add-ons

MuscleBar® Front SwayBar	**SWA7200-P**	+$500 ◂◂
MuscleBar® Rear SwayBar	**SWA7300**	+$400 ◂◂

Substitutions

Single Adjustable Aluminum Shocks on Front	**ARF10600SA**	+$300
Single Adjustable Aluminum Shocks on Rear	**ARR20600SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

COOLRIDE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a STRONGARM™ front kit and the enhanced RidePro®e2™ control system.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that comes with our STRONGARM™ tubular control arms.

The rear STRONGARM™ system adds more precise control of the rear suspension to provide a better ride and increased handling.

The 5 gallon compressor system provides electronic control with the use of RidePro®e2 (pages 78-79). The digital controller allows 3 air pressure presets to automatically adjust ride height.

front

ARF10600-LUCA

- Includes upper and lower STRONGARMS®
- Bolt-on shock mounts requires no welding
- Includes Shocks

rear

ARR20600LUCA (59-64)
ARR20601LUCA (58)

- Includes upper and lower STRONGARMS®
- Simple Bolt-in install
- Improves handling by more positively locating the rear suspension.
- Adjustable Panhard bar

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2300 (59-64) **$4100**
L2-2301 (58 only) **$4100**

options

Add-ons

MuscleBar® front and rear SwayBars	**SWA7250-P**	+$900 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂
Tie Rod Adjusters	**TRA1000**	+$80 ◂◂

Substitutions

Front single adjustable ShockWaves® w/ STRONGARMS®	**SKW1021SA-LUCA**	+$300 ◂◂
Single Adjustable Aluminum shocks on Front	**ARF10600SA-LUCA**	+$300
Single Adjustable Aluminum Shocks on Rear	**ARR20600SA**	+$300
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

Looks like a classic Chevy... rides like a new Cadillac... handles like a new Corvette.

This 100% bolt-on Street Challenge Package includes everything you need to make sure your full size classic drives, rides, and handles like an expensive luxury sedan.

Only the best for your baby!

Street Challenge - Ultimate System

STR2300 (59-64)	**$6900**
STR2301 (58 only)	**$6900**

Street Challenge System Includes

Front Dual Adjustable ShockWaves® w/ Upper and Lower STRONGARMS®	**SKW1021DA-LUCA**
Rear CoolRide® Kit w/ STRONGARMS® & Dual Adjustable Shocks	**ARR20600DA-IUCA**
5-gallon 4-way AirPOD®	**APOD4100L**
Remote control	**REM7500**
Front & Rear MUSCLEBar® Swaybar Set	**SWA7250-P**
Tie Rod Adjusters	**TRA1000**

58-64 Chevy

Everyone grew up with an old Impala in their family. You also remember the soft, wallowy ride that came with it!

Of all the vehicles that we have developed air suspension components for, the early Impalas have shown the most dramatic improvement in both ride quality AND handling performance.

The cruiser guys love the simplicity of the Level 1 CoolRide® system. The hotrodder who wants to scale up a bit will go for the Level 2 STRONGARMS®/CoolRide® system.

The hardcore corner carvers will go right to the Level 3 Street Challenge system with the ShockWaves®, STRONGARMS®, and MuscleBars™. Next time you're at a national show, ask any Impala owner whose suspension they are using... and get ready for a smile!

No matter your build style or your budget... we've got it nailed with a system that is 100% bolt-on.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
STRONGARM™.....Pages 58-62
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

After 7 years and 1200 horsepower,

Air Ride Technologies suspension has never let the Chicayne down.

Troy Trepanier
Rad Rides by Troy
radrides.com

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF6500

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR20100

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2101 **$3900**

options

Substitutions

Front Single Adjustable Shocks	**ARF6500SA**	+$300
4-Way RideProe2 compressor kit	**ARC4000e2**	+$400

SHOCKWAVE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RideProe2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that include our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1033LUCA

- Adjustable shock valving allows system to be tailored to your taste
- Billet aluminum ShockWave® construction
- Bolt-in ShockWave® design makes for simple install
- Includes upper and lower STRONGARMS®

rear

ABAR20100

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2101 **$5700**

options

Add-ons

MuscleBar® front swaybar w/ PosiLinks®	**SWA6400P**	+$500 ◂◂
Taller Spindle	**Spindle1000**	+$350 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂
Tie Rod Adjusters	**TRA1004**	+$80 ◂◂

Substitutions

Front double adjustable ShockWaves®	**SKW1033DA-LUCA**	+$300 ◂◂
Rear Dual Adjustable ShockWaves®	**ABAR20100DA**	+$300 ◂◂
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

The Street Challenge suspension package is for the discerning Camaro or Firebird owner who is after heart stopping cornering power, a cool lower stance, AND a civilized ride quality.

NO floorpan cutting, NO fabrication, NO compromise in performance!

Street Challenge - Ultimate System

STR2101 **$7400**

Street Challenge System Includes

Front Dual Adjustable ShockWaves® w/ Upper & Lower STRONGARMS®	**SKW1033DA-LUCA**
Rear Dual Adjustable AirBAR®	**ABAR20100DA**
Front MuscleBar® W/ PosiLinks®	**SWA6400-P**
Tall Spindle	**Spindle1000**
Tie Rod Adjusters	**TRA1004**
4-way LevelPro® / AirPOD® Compressor Kit	**APOD4100L**
Remote control	**REM7500**

Air Ride Technologies 1968 Velocity Camaro

67-69 F-Body

The early F body Camaro and Firebird is the most popular musclecar in the world… it's light, it's easy to modify, and looks GREAT!

It also responds well to a few well chosen bolt-on modifications. We have spent hundreds of hours developing the STRONGARMS®, the ShockWaves®, and the AirBAR® suspension components for this platform to allow you to dramatically improve the performance of your Camaro or Firebird without cutting, fabrication or otherwise molesting your valuable ride.

Then we went back and spent thousands of hours testing, refining, driving and racing to develop the MuscleBar®, the Posi-Links™, and the AirPOD®. We wanted our Camaro to ride, drive, and corner as well as ANY exotic performance car in the world… we can't image you would want anything less!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"We built Project EmptyNest to be the best all around Firebird ever. In order to achieve the stance, ride, adjust ability and handling to be, the best ever, **we needed the best suspension… We choose Air Ride!"**

Frank Serafine
Prodigy Customs
ProdigyCustoms.com

COOLRIDE by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF6600

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR20500

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2500 **$3900**

options

Substitutions

Single Adjustable Aluminum Shocks on Front	**ARF6600SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

SHOCKWAVE by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RidePro2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that includes our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1037-LUCA

- Bolt-in ShockWave® design makes for simple install
- Adjustable shock valving allows system to be tailored to your taste
- Includes upper and lower STRONGARMS®

rear

ABAR20500

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2500 **$5700**

options

Add-ons

Front MUSCLEBar™	**SWA6900-P**	+$400 ◀◀
Remote Control	**REM7500**	+$150 ◀◀
LevelPro® ride height sensors	**LEV7501**	+$500 ◀◀
Tie Rod Adjusters	**TRA1014**	+$80 ◀◀

Substitutions

Front Dual Adjustable ShockWaves® w/STRONGARMS®	**SKW1037DA-LUCA**	+$300 ◀◀
Rear AirBAR® w / Dual Adjustable ShockWaves®	**ABAR20500DA**	+$300 ◀◀
5 gallon AirPOD® option	**APOD4100e2**	+$400 ◀◀

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

The Level 3 Street Challenge system is our ultimate offering that will make sure your Camaro bows to no one. The STRONGARM®/AirBAR®/ MuscleBar®/AirPOD® components give you the tools to precisely tune your ride for the street or the track... all with NO fabrication, NO floorboard cutting, and NO compromise!

Street Challenge - Ultimate System

STR2500 **$7000**

Street Challenge System Includes

ShockWave® Front with Upper and Lower STRONGARMS®	**SKW1037DA-LUCA**
Remote Control	**REM7500**
Rear AirBAR® bolt on 4-link	**ABAR20500DA**
4-Way AirPOD/ LevelPro® compressor Kit	**APOD4100L**
Front MuscleBar® w/ PosiLinks®	**SWA6900-P**
Tie Rod Adjusters	**TRA1014**

Air Ride Technologies 1970 Camaro

70-81 F-Body

GM did a nice job in 1970 of fixing many of the earlier Camaro's handling and ride quality sins. We have spent hundreds of hours to take these cars to the next level.

Although the 2nd gen Camaros and Firebirds are blessed with decent front suspension geometry, there is considerable room for improvement with stance and ride quality.

The Level 1 system offers a huge improvement in both of these areas as well as replacing the leafsprings with a bolt on AirBAR®system to eliminate wheelhop.

The Level 2 system upgrades you to a larger compressor system and the STRONGARM/ShockWave® components to get you closer to that guy in the late model Corvette.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

Project g/28 was my first experience with an Air Ride suspension system, and I was blown away by the performance and excellent ride quality. I'd definitely do it again."-

-Johnny Hunkins Editor: Popular Hot Rodding Magazine

93-02 F-Body

LEVEL3 ultimate package

4th Gen F-Body

Taking a old-school muscle car and enhancing its performance is one thing, but taking a `90 era car to the next level of performance is another. Our system for the 4th gen F-body does just that by letting you tune your suspension with the touch of a button.

And don't forget the great looking lowered stance - these cars are naturals for a Air Ride Technologies system.

STREET Challenge

Street Challenge - Ultimate System

STR4300 **$4250**

Street Challenge System Includes

Front dual Adjustable ShockWave®	**AST1015DA**
Rear CoolRide® Kit	**ARR22400**
4-way AirPOD® LevelPro® Compressor kit (3 Gallon)	**APOD4000L**
Remote Control	**REM7500**

LEVEL1

Level 1 Package

L1-4300 **$2500**

options

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

front
AST1015

rear
ARR22400

air system
ARC4000

82-92 F-Body

LEVEL1

Level 1 Package

L1-4300 **$2300**

options

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

front
ARF6700

rear
ARR22400

air system
ARC4000

62-67 Chevy II / Nova

LEVEL3 ultimate package

STREET Challenge

62-67 Chevy II

The ever popular early Novas need SERIOUS help in the suspension department... the Street Challenge system is here to help. Requires NO floorpan cutting, NO fabrication, and NO compromise in performance.

For the family cruising the Nova wagon, or for the hardcore performer... it doesn't get any better than this for your Nova!

Street Challenge - Ultimate System

STR2200 **$6000**

Street Challenge System Includes

Front ShockWaves®w/ Dual Adjustable Shocks	**SKW1016DA**
Rear AirBAR®w/Single Adjustable ShockWaves®	**ABAR20200DA**
4-Way AirPOD® / LevelPro® Compressor kit	**APOD4000L**
Remote control	**REM7500**
MuscleBar® Front SwayBar	**SWA7400**

LEVEL2

front

SKW1016

rear

ABAR20200

air system

ARC4000e2

Level 2 Package

L2-2200 **$4600**

options

Add-ons

MuscleBar® Front SwayBar	**SWA7400**	+$300 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Double Adjustable Aluminum ShockWaves® Front	**SKW1016DA**	+$300 ◂◂
Double Adjustable Aluminum ShockWaves® Rear	**ABAR20200DA**	+$300 ◂◂
AirPOD®-upgrade (3 gallon)	**APOD4000e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL1

front

ARF12400

rear

ABAR20200

air system

ARC4000

Level 1 Package

L1-2200 **$3900**

options

Substitutions

Single Adjustable Aluminum Shocks on Front	**ARF12400SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF6500

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR20800

- Bolt-in 4-link replaces leaf-springs
- Provides smooth ride, more control and increased suspension travel
- Includes ShockWaves®

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-3100 **$3900**

options

Substitutions

Single Adjustable Aluminum Shocks on Front	**ARF6500SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

SHOCKWAVE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RidePro2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that includes our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leaf spring rear.

The 5 gallon RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1033-LUCA

- Billet aluminum construction
- Bolt-in ShockWave® design makes for simple install
- Adjustable shock valving allows system to be tailored to your taste
- Includes upper and lower STRONGARMS®

rear

ABAR20800

- Bolt-in 4-link replaces leaf-springs
- Provides smooth ride, more control and increased suspension travel
- Includes ShockWaves®

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3100 **$5700**

options

Add-ons

MuscleBar® w/ PosiLinks® Front	**SWA6400-P**	+$500 ◀◀
Ridetech tall spindle	**Spindle1000**	+$350 ◀◀
Tie Rod Adjusters	**TRA1006**	+$80 ◀◀
Remote Control	**REM7500**	+$150 ◀◀
LevelPro® ride height sensors	**LEV7501**	+$500 ◀◀

Substitutions

Front Dual Adjustable Shocks	**SKW1033DA-LUCA**	+$300 ◀◀
Rear Dual Adjustable ShockWaves®	**ABAR20800DA**	+$300 ◀◀
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◀◀

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

The 2nd Gen Novas are quickly becoming a performance icon. The bolt-on Street Challenge package will make this former economy car into a world class performer.

As with all of our other Street Challenge packages, there's NO floorpan cutting, NO fabrication, and NO compromise in performance.

Street Challenge - Ultimate System

STR3100 **$7000**

Street Challenge System Includes

Front Dual Adjustable ShockWaves®w/ STRONGARMS®	SKW1033DA-LUCA
Rear Dual Adjustable AirBAR®	ABAR20800DA
4-Way LevelPro®/AirPOD® Compressor Kit	APOD4100L
Remote control	REM7500
Taller Spindle for increased camber design	SPINDLE1000
Front HD MuscleBar®	SWA6400-P
Tie Rod Adjusters	TRA1006

Air Ride Technologies
1970 SuperNova
Good-Guys 2009
Giveaway car

68-74 Nova

If there is such a thing as a "blue collar" hotrod, it would have to be the second generation Nova. It's light, it's inexpensive, and it shares many suspension components with the early Camaros so it responds just as nicely to modifications.

With a longer wheelbase than the Camaro has even better weight distribution and ride quality characteristics. The Level 1 CoolRide® system does a great job of improving the ride quality and stance.

For the hotrodder who wants to carry the BIG stick, the Level 3 Street Challenge system turns the Nova into a serious attack vehicle. The STRONGARMS®, ShockWaves®, AirBAR®, RideTech spindles, and AirPOD® are an unbeatable combination that is pre-engineered to bolt on and work right... no compromises!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"Air Ride Technologies has done it again. The 2009 Good-Guys Give-away SuperNova, is an absolute brute of a machine that

handles as well as it looks."

The winner of this car is going to be a lucky person.

Marc Meadors
Good-Guys
President

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the GM A-Body is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

This 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF10800

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ARR20800

- System includes all hardware, bracketry and gas shocks
- Uses OEM control arms
- Bolt-in installation - no fabrication needed

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2000 **$2200**

options

Substitutions

Front Single Adjustable Shocks	**ARF10800SA**	+ $300
Rear Single Adjustable Shocks	**ARR20800SA**	+ $300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+ $400

SHOCKWAVE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RidePro2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that includes our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

The CoolRide® rear system in this package includes upper and lower STRONGARMS® to provide more precise handling and increased performance.

The 5 gallon RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1036-LUCA 64-67
SKW1018-LUCA 68-72

- Bolt-in ShockWave® design makes for simple install
- Includes upper and lower STRONGARMS®

- Adjustable shock valving allows system to be tailored to your taste

rear

ARR20800-LUCA 64-67
ARR20801-LUCA 68-72

- Includes upper and lower STRONGARMS®
- Simple Bolt-in install

- Improves handling by more positively locating the rear suspension.

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2000 (64-67) **$4300**
L2-2001 (68-72) **$4300**

options

Add-ons

Taller Spindle	**Spindle1000**	+ $350 ◂◂
MuscleBar® Front SwayBar with PosiLinks®	**SWA6200-P**	+ $400 ◂◂
MuscleBar® Rear SwayBar	**SWA6300**	+ $250 ◂◂
Remote Control	**REM7500**	+ $150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+ $500 ◂◂
Tie Rod Adjusters 64-70	**TRA1003**	+ $80 ◂◂
Tie Rod Adjusters 71-72	**TRA1016**	+ $80 ◂◂

Substitutions

Rear Single Adjustable Shocks (64-67)	**ARR20800LUCA-SA**	+$300
Rear Single Adjustable Shocks (68-72)	**ARR20801LUCA-SA**	+$300
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+ $400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

Never has a heavy intermediate GM car been able to corner at over 1.2G...until NOW! This Street Challenge package is an unbelievable combination of comfortable ride quality,

SERIOUS cornering power and bolt-on installation.

* 1.2G reading was achieved with BF Goodrich KD street tires at Putnam Park Road Course and recorded by a RacePak G2X.

Street Challenge - Ultimate System

STR2000 (64-67) **$6800**

STR2001 (68-72) **$6800**

Street Challenge System Includes

1968-1972	
Dual Adjustable ShockWave® W/ Upper & Lower STRONGARMS®	**SKW1018DA-LUCA**
Rear CoolRide® W/ Dual Adjustable Shocks & STRONGARMS®	**ARR20801DA-LUCA**
4-Way AirPOD/ LevelPro® compressor Kit	**APOD4100L**
Remote Control	**REM7500**
Front & Rear MuscleBar® (Front Bar has posiLinks)	**SWA6250-P**
Taller Spindle For increased camber	**Spindle 1000**
Tie Rod Adjusters	**TRA1003 or TRA1016**

1964-1967	
Dual Adjustable ShockWave® W/ Upper & Lower STRONGARMS®	**SKW1036DA-LUCA**
Rear CoolRide® W/ Dual Adjustable Shocks & STRONGARMS®	**ARR20800DA-LUCA**
4-Way AirPOD/ LevelPro® compressor Kit	**APOD4100L**
Remote Control	**REM7500**
Front & Rear MuscleBar® (Front Bar has posiLinks)	**SWA6250-P**
Taller Spindle For increased camber	**Spindle 1000**
Tie Rod Adjusters	**TRA1003 or TRA1004**

Air Ride Technologies 1966Chevelle

This same Chevelle was driven to El Toro California to participate in the Super Chevy Magazine Suspension Challenge in August 2008 with 8 other suspension manufacturers. Read the results in the January 2009 issue of Super Chevy Magazine.

64-72 A-Body

There were 3,736,711 Chevelles made from 1964 to 1972... not to mention all the Pontiac, Oldsmobile, and Buick versions that share the same A body chassis. It's no wonder that this body style is America's favorite hotrod!

The A body chassis is a simple sturdy platform that serves many masters well. For the casual enthusiast a simple lowering with a Level 1 CoolRide® system improves the ride quality and the stance. The Level 2 system is a nice step up that gets you the STRONGARMS® and ShockWaves® that make these cars drive like a new Corvette

For the serious track guys who insist on passing the Corvettes at will, the Level 3 Street Challenge package includes STRONGARMS®, DA ShockWaves®, RideTech spindles, and MuscleBar® swaybars that turn this family car into a 1.2G screamer.

There are few cars that will perform to this level with off-the-shelf bolt-on components.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the GM G-Body is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

This 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF11100

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ARR21100

- System includes all hardware, bracketry and gas shocks
- Uses OEM control arms
- Bolt-in installation - no fabrication needed

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-3200 **$2200**

options

Add-ons

Front Upper & Lower STRONGARMS®	**LUCA11100**	+$800
MuscleBar® Front SwayBar	**SWA6000**	+$300
MuscleBar® Rear SwayBar	**SWA6100**	+$250

Substitutions

Front Single Adjustable Aluminum shocks	**ARF11100-SA**	+$300
Rear Single Adjustable Aluminum Shocks	**ARR21100-SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

SHOCKWAVE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RidePro2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that includes our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

The CoolRide® rear system in this package includes upper and lower STRONGARMS® to provide more precise handling and increased performance.

The 5 gallon RidePro®e2 (pages 78-79) dual compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1034-LUCA

- Bolt-in ShockWave® design makes for simple install
- Includes upper and lower STRONGARMS®

- Adjustable shock valving allows system to be tailored to your taste

rear

ARR21100-LUCA

- Includes upper and lower STRONGARMS®
- Simple Bolt-in install

- Improves handling by more positively locating the rear suspension.

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3200 **$4300**

options

Add-ons

MuscleBar® Front SwayBar	**SWA6000**	+$300 ◂◂
MuscleBar® Rear SwayBar	**SWA6100**	+$250 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂
Tie Rod Adjusters	**TRA1009**	+$80 ◂◂

Substitutions

Single Adjustable Aluminum Shocks (rear)	**ARR21100-SA**	+$300
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

Street Challenge - Ultimate System

STR3200 **$6300**

Street Challenge System Includes

Front Dual Adjustable ShockWaves® w/Upper & Lower Control Arms	**SKW1034DA-LUCA**
Rear CoolRide® w/ STRONGARMS® & Dual Adjustable Shocks	**ARR21100DA-LUCA**
Front & Rear MuscleBars™	**SWA6050**
4-Way LevelPro® AirPOD®	**APOD4100L**
Remote Control	**REM7500**
Tie rod Adjusters	**TRA1009**

78-88 G-Body

A growing number of hotrodders recognize the 78-88 GM "G" body to be tomorrows mainstream musclecar.One of GM's last full frame cars, they are stylish, available, and affordable. We have invested a considerable amount of resources to make sure they perform as well as they look!

The Level 1 CoolRide® system is perfect for the daily driver and weekend cruiser.

The Level 2 package upgrades you to ShockWaves® and STRONGARMS™ to put some extra bang in your Buick.

The Level 3 Street Challenge package is a serious street/ track system that offers double adjustable ShockWaves®, dropped spindles, and an AirPod®/LevelPro® system to make sure you can run with big dogs!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"People that ride in my car are blown away by the way it holds the road. The Air Ride Technologies suspension has taken everything I can dish out."

Pancho Mateo

COOLRIDE® by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

This 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF11300

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ARR21300

- System includes all hardware, bracketry and gas shocks
- Uses OEM control arms
- Bolt-in installation - no fabrication needed

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-3900 **$2200**

options

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	ARC4000e2	$400

SHOCKWAVE® by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RideProe2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that includes our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

The CoolRide® rear system in this package includes upper and lower STRONGARMS® to provide more precise handling and increased performance.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1048-LUCA

- Bolt-in ShockWave® design makes for simple install
- Includes upper and lower STRONGARMS®

- Adjustable shock valving allows system to be tailored to your taste

rear

ARR21300-LUCA 65-66
ARR21301-LUCA 67-70

- Includes upper and lower STRONGARMS®
- Simple Bolt-in install
- Improves handling by more positively locating the rear suspension.

- Shown with optional aluminum shocks

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3900 (65-66) **$4600**
L2-4000 (67-70) **$4600**

options

Add-ons

MuscleBar® Front SwayBar	**SWA8000-P**	+$400 ◂◂
MuscleBar® Rear SwayBar	**SWA8100-P**	+$300 ◂◂
Tie Rod Adjusters	**TRA1001**	+$80 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Single Adjustable Aluminum Shocks on Rear	**ARR21300LUCA-SA**	+$300
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

NEW

Street Challenge - Ultimate System

STR3900 (65-66)	**$6700**
STR4000 (67-70)	**$6700**

Street Challenge System Includes

Front Dual Adjustable ShockWave® w/ Upper & Lower STRONGARMS®	**SKW1048DA-LUCA**
Rear CoolRide® W/Dual Adjustable Shocks & Upper/Lower STRONGARMS®	**ARR21300DA-LUCA**
4-way LevelPro®/AirPOD® Compressor Kit	**APOD4100L**
Remote Control	**REM7500**
Front MuscleBar® W/ PosiLinks®	**SWA8000**
Rear MuscleBar® W/ PosiLinks®	**SWA8200**
Tie Rod Adjusters	**TRA1001**

Air Ride Technologies 1966Impala

65-70 Impala

Want an iron fist in a velvet glove?

The brutal truth about the mid 60's Impalas is that they are reasonably light, have great weight distribution, and a big enough to hold a 572 big block and 6 of your favorite friends!

The cruiser gang will go for the Level 1 CoolRide® system to get the cool stance and great ride quality.

The more serious performance guys will want the Level 2 package with STRONGARMS™ and ShockWaves® to make their Impala think it's a Corvette.

For the guys with something to prove... the Level 3 Street Challenge package will give you the tools to impress the most hardcore track rat in town. Double adjustable ShockWaves®, STRONGARMS™, MUSCLEBar™ swaybars, AirPod® with LevelPro® ride height sensors... these are the secret weapons you'll want to scare the pebbles right of the road!

More Product Information

See the following pages to find out more information on products found on this page.

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where the rubber meets the road

real people real rides

"I have equipped multiple vehicles with Air Ride Technologies suspension,

I've been thrilled with every car I've used it on."

Randy Wilcox

SHOCKwave by Air Ride Technologies LEVEL1

The LEVEL 1 system is equipped with Single adjustable ShockWaves® at all 4 corners. This provides great control right out of the box.

The front ShockWave® (pages 50-53) system is a simple bolt-on install that can be used with the factory arms, or upgraded with our STRONGARM™ tubular control arms. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

1967-70 SKW1022
1964-66 SKW1023

- Bolt-in ShockWave® design makes for simple install
- Adjustable shock valving allows system to be tailored to your taste

rear

ABAR20000

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2700 (64-66) **$4200**
L1-2800 (67-70) **$4200**

options

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

SHOCKwave by Air Ride Technologies LEVEL2

The LEVEL 2 system adds our STRONGARMS® to the front system as well as the enhanced RideProe2™ control system.

This ShockWave® (pages 50-53) system includes our STRONGARM™ tubular control arms which dramatically improve the geometry and handling of the vintage Mustang.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

1967-70 SKW1022-LUCA
1964-66 SKW1023-LUCA
(does not include arms)

- Bolt-in ShockWave® design makes for simple install
- Includes upper and lower STRONGARMS®
- Adjustable shock valving allows system to be tailored to your taste

rear

ABAR20000

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2800 (67-70) **$6100**

options

Add-ons

MuscleBar® Front SwayBar w/ Posi-Links™	**SWA7900-P**	+$400 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Front double adjustable ShockWaves® (67-70)	**SKW1022DA-LUCA**	+$300 ◂◂
Rear double adjustable ShockWaves®	**ABAR20000DA**	+$300 ◂◂
AirPOD®-upgrade (3 gallon)	**APOD4000e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

NEW

Street Challenge - Ultimate System

STR2800 (67-70) **$7200**

Street Challenge System Includes

Front Dual Adjustable ShockWaves®1967-70	**SKW1022DA-LUCA**
Rear Dual Adjustable AirBAR®	**ABAR20000DA**
AirPOD/ LevelPro® Compressor Kit	**APOD4000L**
MuscleBar® w/ Posi-Links™ Front	**SWA7900-P**
Remote control	**REM7500**


Air Ride Technologies
69 Mustang

64-70 Mustang

WE SPEAK FORD! With 4 Mustangs in our own hotrod fleet we have spent a lot of time developing and refining components and modifications to come up with the amazingly effective air suspension systems you see here.

While the cruiser guys will be quite happy with the Level 1 CoolRide® system, the more serious G machine guys will love the Level 3 STRONGARM/ShockWave/AirBAR®system. The bolt-in rear AirBAR®system replaces the leafsprings entirely and does a superior job of both positioning the rearend and improving the ride quality.

The STRONGARMS® incorporate a dropped crosshaft into the upper control arm to significantly improve the front suspension geometry. The lower STRONGARM is a new one piece unit that replaces the old strut rod and bushing with an innovative billet swivel bearing assembly that eliminates any unwanted movement or binding. With any of these systems, there is no need to cut up your classic to have a ponycar that ride with the best of them!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"We choose Air Ride Technologies because of their superior quality and performance. Their people and products are second to none."

Ringbrothers
ringbrothers.com

COOLRIDE by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the Mustang is a simple bolt-on install. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

This 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF12300 (79-93)
ARF12301 (94-04)

- System includes all hardware
- Hardware & brackets ensure accurate mounting

rear

ARR22300 (79-93)
ARR22350 (99-05 IRS Cobra)

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-2900 (79-93)	**$2000**
L2-3000 (94-04)	**$2000**

options

Substitutions

RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

SHOCKWAVE by Air Ride Technologies LEVEL2

The LEVEL 2 system is equipped with our AirStruts™ for the front, and Single adjustable ShockWaves® (pages 52-56) for the rear. This provides great control right out of the box.

The Level 2 package also includes the RidePro®e2 (pages 78-79) compressor system to provide 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

AST1003 (79-93)
AST1006 (94-04)

- Bolt-in design makes for simple install
- Simple alignment adjustment

rear

SKW7012-LUCA

- Includes upper and lower STRONGARMS®
- Simple Bolt-in install
- Improves handling by more positively locating the rear suspension.

air system

ARC4000e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-2900 (79-93)	**$3700**
L2-3000 (94-04)	**$3700**

options

Add-ons

Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

AirPOD®-upgrade (3 gallon)	**APOD4000e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

Street Challenge - Ultimate System

STR2900 (79-93)	**$4900**
STR3000 (94-04)	**$4900**

Street Challenge System Includes

Front AirStrut (1979-1993)	**AST1003** (79-93)
Front AirStrut (1994-2004)	**AST1006** (94-04)
Rear ShockWave® w/ Upper & Lower STRONGARMS® (1979-2004)	**SKW7012DA-LUCA**
4-way AirPOD® Compressor Kit (3 Gallon)	**APOD4000L**
Remote control	**REM7500**

79-04 Mustang

There are thousands of performance suspension components available for the Fox chassis and SN-95 chassis Mustang... many of them elaborate and expensive.

Most of the traditional suspension upgrades on these cars come at the expense of ride quality. We have found that this chassis respond very nicely to some simple bolt-on components.

The Level 1 CoolRide® package gets you a nice improvement in stance and ride quality.

The Level 2 package upgrades you to AirStruts®, STRONGARMS™, and ShockWaves® to get that Mustang down the street or around the track with confidence and finesse [no kidney belt needed].

For the ultimate package, the Level 3 Street Challenge package offers the addition of double adjustable ShockWaves® and an AirPod®/LevelPro® compressor system to complete your state of the art Mustang suspension.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

Air Ride Technologies' adjustable ShockWave air springs combined with the Paul's High Performance suspension modifications on this 2002 "Ignitor" Mustang made the car handle phenomenally on road course or drag strip. The real bonus is having the adjustability on top of the performance advantage – to be able to balance the system from inside the car with the push of a button.

Paul Svinicki
Paul's High Performance
paulshp.com

Air Ride Technologies
2005 Mustang
Winner: Forza Showdown

05-UP Mustang

The AirStrut™/ShockWave® system for the 05-up Mustang offers a bolt-on solution to dramatically improve handling and ride quality. The variable valving of the Bilstein strut cartridges used in the front AirStruts™ and the adjustable valving in the rear ShockWave® turn this car into a civilized beast! The ride height of the car is lowered by approximately 2" and the deflated height is 5" lower than stock.

Our exclusive camber and adjustment slot on the AirStrut™ allows a wide range of easy alignment settings. We have run this system on the dragstrip, the autocross track, the road course and thousands of miles on the street to ensure no compromise performance.

More Product Information

See the following pages to find out more information on products found on this page.

ShockWave®.....Pages 50-55
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"From the street to the drag strip to the road course and even loading it on a trailer for the SEMA show, the Air Ride suspension system we installed on our 2008 SEMA Mustang GT **handled everything we threw at it – outstanding products that work!"**

Jeff Lacina
ATI / ProCharger
procharger.com

05-Up Mustang

SHOCKwave LEVEL2

by Air Ride Technologies

The LEVEL 2 system is equipped with our AirStruts™ for the front, and Single adjustable ShockWaves® (pages 52-56) for the rear. This provides great control right out of the box.

The Level 2 package also includes the RidePro®e2 (pages 78-79) compressor system to provide 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

AST1027

- Bolt-in design makes for simple install
- Simple alignment adjustment

rear

SKW1045

- Bolt-in ShockWave® design makes for simple install
- Adjustable shock valving allows system to be tailored to your taste

- Double adjustable shown

air system

ARC4000e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-4600 **$3400**

options

Add-ons

Remote Control	**REM7500**	+$150
LevelPro® ride height sensors	**LEV7501**	+$500

Substitutions

Dual Adjustable ShockWave® (rear)	**SKW1045DA**	+$300
AirPOD®-upgrade (3 gallon)	**APOD4000e2**	+$400

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

SHOCKwave LEVEL2

by Air Ride Technologies

The LEVEL 2 system adds our RidePro e2™ control system to make tuning our suspension even easier.

This ShockWave® (pages 50-53) system includes our STRONGARM™ tubular upper control arms which dramatically improves the geometry and handling of the vintage Mopar.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW7013-UCA

- Bolt-in ShockWave® design makes for simple install
- Includes upper STRONGARMS®
- Adjustable shock valving allows system to be tailored to your taste

rear

ABAR20700 70-74 E-Body
ABAR20600 68-70 B-Body

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-4400 (E-Body)	**$5100**
L2-4500 (B-Body)	**$5100**

options

Add-ons

Remote Control	**REM7500**	+$150
LevelPro® ride height sensors	**LEV7501**	+$500

Substitutions

Double Adjustable Front ShockWave®	**SKW7013DA-UCA**	+$300
Double Adjustable Rear ShockWave®	**ABAR20700DA**	+$300
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400

Year One
73 Challenger

E&B Body Mopar

Mopars are typically thought of as drag racers... you know, Hemi's, 4 speeds, pinion snubbers.

The reality is that these cars car really get around nicely on the street or the track with some bolt-on suspension improvements.

The 7000 series ShockWave® and STRONGARM™ upper control arm works with the oem torsion bars to give you a tunable ride height and spring rate.

The bolt-on AirBar® in the rear replaces the leafsprings to offer positive axle control, improved ride quality, and a tunable spring rate. Now there is no reason to compromise ANY aspect of your Mopar's performance!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

COOLRIDE by Air Ride Technologies LEVEL1

The LEVEL 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, these systems can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF11500

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR20400

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4000

- See pages 76-85 for more compressor options

Level 1 Package

L1-4300 **$3900**

options

Substitutions

Single Adjustable Aluminum Shocks on Front	**ARF11500SA**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$400

SHOCKWAVE by Air Ride Technologies LEVEL2

The LEVEL 2 system provides more tuning with the addition of a ShockWave® front kit and the enhanced RideProe2™ control system.

The front ShockWave® (pages 50-53) system is a simple bolt-on install. The single shock and air spring unit provides a cleaner appearance and offers adjustable shock valving to aid in tuning (dual adjustable valving is available).

A 4-Link AirBAR® (pages 64-67) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1035

- Adjustable shock valving allows system to be tailored to your taste
- Bolt-in ShockWave® design makes for simple install

rear

ABAR20400

- Bolt-in 4-link replaces leaf-springs
- Includes ShockWaves®
- Provides smooth ride, more control and increased suspension travel

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-4300 **$4800**

options

Add-ons

Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Double Adjustable Aluminum ShockWaves® Front	**SKW1035DA**	+$300 ◂◂
Double Adjustable Aluminum ShockWaves® Rear	**ABAR20400DA**	+$300 ◂◂
AirPOD®-upgrade (5 gallon)	**APOD4100e2**	+$400 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

Street Challenge - Ultimate System

STR4300 **$6000**

Street Challenge System Includes

Front Dual Adjustable ShockWaves®	**SKW1035DA**
Rear AirBAR®w/ Dual Adjustable ShockWaves®	**ABAR20400DA**
AirPOD® / LevelPro® Compressor Kit	**APOD4100L**
Remote Control	**REM7500**

1961 Starliner
Denny Terzich

60-64 Galaxie

The early Ford fullsize cars are considered "obscure" by some hotrodders, but in reality they have lots to offer. They are roomy, they have decent front end geometry, and you won't see one setting on every street corner!

The Level 1 CoolRide® package will make the cruiser guys smile with improved ride quality and stance.

The Level 2 package upgrades you to ShockWaves® and a larger e2 compressor system for even more handling and ride quality performance.

The Level 3 Street Challenge package will wring the last drop of handling performance out of that Galaxie. Imagine a 4000 lb full size ford on the road course...we've seen it... we've done it... [yes, it's FUN!].

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-55
AIRBAR® .....Pages 64-65
MuscleBar® ..... Page 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"The Air Ride ShockWaves®and AirBAR®kit were easy bolt-ons that produced

amazing, dramatic and reliable results.

Couple that with the ease of use of the LevelPro® in-cockpit control panel and you have a winning combination. "

Kirk Jones

COOLRIDE by Air Ride Technologies LEVEL1

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system for the C-10 is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A CoolRide® rear kit also includes all hardware and uses the OEM control arms.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (pages 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF11800 (63-72)

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ARR21800 (63-72 truck)
ARR21850 (63-72 Suburban)

- System includes all hardware, bracketry and gas shocks
- Uses OEM control arms
- Bolt-in installation - no fabrication needed

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-3300 (63-72 Truck)	**$2150**
L1-3400 (63-70 Suburban)	**$2200**

options

Add-ons

2.5" Spindle 63-70	**MCG012**	+$350 ◂◂
2.5" Spindle 71-72	**MCG004**	+$350 ◂◂

Substitutions

4-Way RidePro® E2 Compressor kit	**ARC4000E2**	+$400

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

COOLRIDE by Air Ride Technologies LEVEL2

The Level 2 system adds our very popular STRONGARM™ tubular control arms. This is a great way to take your vintage truck and give it modern handling.

The front CoolRide® features upper and lower STRONGARMS® that provide a simple bolt-on to fix those old worn out factory units.

The rear STRONGARM™ system is simply the best bolt in c-notch available for these trucks. It provides significantly more travel while retaining the strength needed to really haul.

The 3 gallon RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF11800-LUCA (63-70)
ARF11801-LUCA (71-72)

Our STRONGARM™ tubular control arms are built to correct your suspension geometry at your new lowered ride height to optimize ride quality and handling performance. Thick wall CNC tubing and black powdercoating ensure years of reliable service.

- Photo shows optional aluminum shocks

rear

ARR21800-LCA (63-72)

- Photo shows optional aluminum shocks

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3300 (63-70)	**$5300**
L2-3400 (71-72)	**$5300**

options

Add-ons

Front MuscleBar® w/Posi-Links™	**SWA7800**	+$400 ◂◂
2.5" Spindle 63-70	**MCG012**	+$350 ◂◂
2.5" Spindle 71-72	**MCG004**	+$350 ◂◂
Tie Rod Adjusters (65-70)	**TRA1007**	+$80 ◂◂
Tie Rod Adjusters (71-72)	**TRA1015**	+$80 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Front Single Adjustable Shock	**ARF11800SA-LUCA**	+$300
Front Dual Adjustable Shocks	**ARF11800DA-LUCA**	+$600 ◂◂
Rear Single Adjustable Shocks	**ARR21800SA-LCA**	+$300
Rear Dual Adjustable shocks	**ARR21800DA-LCA**	+$600 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

STREET Challenge

If you want it all from your classic truck, this is the kit that can deliver. Smooth luxury ride, full use for hauling and load carrying, and a real hotrod on the track. This system delivers in every case.

Street Challenge - Ultimate System

STR3300 (63-70)	**$7000**
STR3400 (71-72)	**$7000**

Street Challenge System Includes

CoolRide® Kit w/dual Adjustable shocks & Upper/lower STRONGARMS®	**ARF11800DA-LUCA**
Rear AirBAR® w/ dual Adjustable Shocks & STRONGARMS®	**ARR21800DA-LCA**
4-way LevelPro® Compressor Kit	**ARC4100L**
Front MuscleBar® w/Posi-Links™	**SWA7800**
Remote control	**REM7500**
2.5" Drop Spindle	**MCG004**
Tie Rod Adjusters 65-70	**TRA1007**
Tie Rod Adjusters 71-87	**TRA1015**

"Gumby"
Air Ride Technologies
Shop Truck

63-72 C10

Few groups of people are as passionate about their hotrods as the C10 truck guys. That's why we spent an obscene amount of time and effort to develop the finest suspension system in the world for these trucks.

A bold statement but one we are quite confident in.

The STRONGARMS® are beefy, the shocks don't drag the ground, the C notches actually fit the framerail, and the swaybar fits and works. (C10 owners will know what we're talking about here...)

The civilized ride quality and predictable handling are very much like a brand new truck...
you'll quickly learn to love it!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-53
STRONGARM™.....Pages 58-62
MuscleBAR™.....Pages 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

Air Ride Technologies is committed to being the best at what they do. They spend the time to develop, test, and THEN produce products that are guaranteed to fit and function as intended. **The quality of their products and level of customer service says it all!**

Nathan Porter,
Porterbuilt Street Rods
PorterbuiltStreetRods.com

COOLRIDE® by Air Ride Technologies LEVEL1

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

System Includes:

The front CoolRide® (pages 56-57) system for the C-10 is a simple bolt-on install that. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (page 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF11800

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR11013

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

• Photo shows optional aluminum shocks

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-3500 **$3700**

options

Substitutions

4-Way RidePro® E2 Compressor kit	**ARC4000E2**	+$400

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

COOLRIDE® by Air Ride Technologies LEVEL2

The Level 2 system adds our very popular STRONGARM™ tubular control arms. This is a great way to take your vintage truck and give it modern handling.

System Includes:

The front CoolRide® (pages 56-57) features upper and lower STRONGARMS® (pages 58-59) that provide a simple bolt-on to fix those old worn out factory units.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF11802-LUCA

Our STRONGARM™ tubular control arms are built to correct your suspension geometry at your new lowered ride height to optimize ride quality and handling performance. Thick wall CNC tubing and black powdercoating ensure years of reliable service.

• Photo shows optional aluminum shocks

rear

ABAR11013

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

• Photo shows optional aluminum shocks

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3500 **$5300**

options

Add-ons

Front MuscleBAR w/Posi-Links™	**SWA7800**	+$400 ◀◀
2.5" Drop Spindle	**MCG003**	+$350 ◀◀
Tie Rod Adjusters	**TRA1015**	+$80 ◀◀
Remote Control	**REM7500**	+$150 ◀◀
LevelPro® ride height sensors	**LEV7501**	+$500 ◀◀

Substitutions

Front Single Adjustable Shock	**ARF11802SA-LUCA**	+$300
Front Dual Adjustable Shocks	**ARF11802DA-LUCA**	+$600 ◀◀
Rear Single Adjustable Shocks	**ABAR11013SA**	+$300
Rear Dual Adjustable shocks	**ABAR11013DA**	+$600 ◀◀

◀◀ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

Air Ride Technologies

STREET Challenge

If you want it all from your classic truck, this is the kit that can deliver. Smooth luxury ride, full use for hauling and load carrying, and a real hotrod on the track. This system delivers in every case.

Street Challenge - Ultimate System

STR3500 **$7000**

Street Challenge System Includes

Front CoolRide® W/ upper & Lower STRONGARMS & double Adjustable Shocks	ARF11802DA-LUCA
Rear AirBAR®w/ Double Adjustable Shocks	ABAR11013DA
4-way LevelPro® compressor Kit	ARC4100L
Front MuscleBar®	SWA7800
Remote Control	REM7500
Tie Rod Adjusters	TRA1015
2.5" drop Spindles	MCG003

73-87 C10

How do you go from farm truck to hotrod? It's as easy as bolting on our air suspension system! Improved ride quality, impressive handling performance, and an 8" lower stance.

These systems are about as easy as it gets…NO welding, NO fabrication…you could install it in the parking lot. The Level 1 CoolRide® package works with you oem control arms to lower the truck and improve the ride quality.

The Level 2 CoolRide® package moves you up to StrongArms and a larger e2 compressor system to further improve the looks and performance of your truck.

The Level 3 Street Challenge package included double adjustable shocks, dropped spindles, and LevelPro® ride height sensors to make sure you C10 project has the latest state of the art equipment.

The C10 AirBar® rear suspension is a bolt-on system that includes a set of bolt-on C notches that truly fit the framerail. This strengthens the rear chassis area and allows increased axle clearance without compromising load carrying capacity. Now it is truly possible to tow a trailer with your hotrod!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-53
AIRBAR® .....Pages 66-67
MuscleBAR™.....Pages 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

All of our high end builds and my personal projects start with only Air Ride Technologies

Jason Hill
Hill's Hot Rods
hillshotrods.com

COOLRIDE® by Air Ride Technologies LEVEL1

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (pages 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF5003

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR11012

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-3600 **$3700**

options

Add-ons

2" Drop Spindle	**MCG002**	+$350 ◂◂

Substitutions

4-Way RidePro® E2 Compressor kit	**ARC4000E2**	+$400

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

NOTE: We recommend using our optional dropped spindles with all of our C1500 air suspension packages. We do not include them in the above packages because many customers already have them.

COOLRIDE® by Air Ride Technologies LEVEL2

The Level 2 system adds our very popular STRONGARM™ tubular control arms. This is a great way to take your truck's handling up a few notches.

The front CoolRide® features upper and lower STRONGARMS® that provide a simple bolt-on to fix those old worn out factory units.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF5003-LUCA

Our STRONGARM™ tubular control arms are built to correct your suspension geometry at your new lowered ride height to optimize ride quality and handling performance. Thick wall CNC tubing and black powdercoating ensure years of reliable service.

- Photo shows optional aluminum shocks

rear

ABAR11012

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3600 **$5100**

options

Add-ons

MuscleBAR™ Front SwayBar	**SWA6500**	+$400 ◂◂
MuscleBar® Rear SwayBar	**SWA6600**	+$300 ◂◂
2" Drop Spindle	**MCG002**	+$350 ◂◂
Tie Rod Adjusters	**TRA1005**	+$80 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Front Single Adjustable Shock	**ARF5003SA-LUCA**	+$300
Front Dual Adjustable Shocks	**ARF5003DA-LUCA**	+$600 ◂◂
Rear Single Adjustable Shocks	**ABAR11012SA**	+$300
Rear Dual Adjustable shocks	**ABAR11012DA**	+$600 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

Air Ride Technologies

STREET Challenge

Street Challenge - Ultimate System

STR3600 **$7200**

Street Challenge System Includes

Front CoolRide® W/ STRONGARMS & Double adjustable shocks	**ARF5003DA-LUCA**
Rear AirBAR®w/ double Adjustable Shocks	**ABAR11012DA**
Front MuscleBar® SwayBar	**SWA6500**
rear MuscleBar® SwayBar	**SWA6600**
5 gallon LevelPro® compressor system	**ARC4100L**
Remote control	**REM7500**
2" Drop Spindle	**MCG002**
Tie Rod Adjusters	**TRA1005**

Jeff Volker
ProRides

88-98 C1500

The star of the entire sport truck marker has to be the 88-98 C1500 GM trucks. There are likely more products built for this series truck than all the others put together! That is why we spent so much time and effort making sure our air suspension packages optimized the performance of these trucks.

The Level 1 CoolRide®/AirBar® package is the fastest way to get the ride quality and 6/9 dropped stance that makes this truck a star in any crowd.

The Level 2 CoolRide® package upgrades you to the STRONGARMS® and a larger e2 compressor system for to enhance the performance aspect even further.

The Level 3 street challenge package offers the double adjustable shocks, dropped spindles, and LevelPro® compressor system to get your truck around the track like a pro. The bolt-on C notches of the AirBar® system strengthens the rear framerail area and increases axle clearance. The 4 link assembly improves axle control while allowing the airsprings to support a wide range of loads. This is track technology tamed for the street!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-53
AIRBAR® .....Pages 66-67
MuscleBAR™.....Pages 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"Air Ride Technologies plants my 650hp with ease. Great ride quality, great performance!"

Todd Sherwood
Winner Of
2008 Sport Truck Challenge

COOLRIDE® by Air Ride Technologies LEVEL1

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (pages 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF5007

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR11007

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-3700 **$3700**

options

Substitutions

RidePro®e2 electronic control upgrade (5 gallon)	**ARC4100e2**	+$600

COOLRIDE® by Air Ride Technologies LEVEL2

The Level 2 system adds our very popular STRONGARM™ tubular control arms. This is a great way to take your vintage truck and give it modern handling.

The front CoolRide® features upper and lower STRONGARMS® that provide a simple bolt-on to fix those old worn out factory units.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF5007-LUCA

Our STRONGARM™ tubular control arms are built to correct your suspension geometry at your new lowered ride height to optimize ride quality and handling performance. Thick wall CNC tubing and black powdercoating ensure years of reliable service.

- Photo shows optional aluminum shocks

rear

ABAR11007

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3700 **$5100**

options

Add-ons

MuscleBAR™ Front SwayBar w/Posi-Links	**SWA6800-P**	+$400 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Front Single Adjustable Shock	**ARF5007-LUCA-SA**	+$300
Front Dual Adjustable Shocks	**ARF5007-LUCA-DA**	+$600 ◂◂
Rear Single Adjustable Shocks	**ABAR11007SA**	+$300
Rear Dual Adjustable shocks	**ABAR11007DA**	+$600 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

Air Ride Technologies

STREET Challenge

Street Challenge - Ultimate System

STR3700 **$7000**

Street Challenge System Includes

Front STRONGARMS with double adjustable ShockWaves	**SKW1051DA**
Rear AirBAR®w/ double Adjustable Shocks	**ABAR11007DA**
4 way LevelPro® 5 gallon compressor system	**ARC4100L**
Front MuscleBar® SwayBar	**SWA6800-P**
Remote Control	**REM7500**

Mark Warrick
Soncy Road Body Works

99-06 Silverado

GM continues to lead the sport truck market with the 99-06 series Silverado. These trucks have been at least as popular as their predecessors, and respond just as nicely to simple effective suspension improvements like the AirBar® and the STRONGARMS®.

The Level 1 Coolride®/AirBar® package puts this truck in the weeds where it belongs and makes it ride like a Cadillac.

For the guys who are a bit more serious about performance, the Level 2 package upgrades the system to STRONGARMS® and a larger e2 compressor system.

The Level 3 Street Challenge system puts you into the double adjustable ShockWaves®, the MuscleBar® swaybar, and the LevelPro® leveling system so you can hustle your Silverado around the track or the street with the agility of a modern musclecar.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
ShockWave®.....Pages 50-53
AIRBAR® .....Pages 66-67
MuscleBAR™.....Pages 72-73
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where the rubber meets the road

real people real rides

"Exceptional comfort and ride quality
with proven reliable components is what you will expect from Air Ride Technologies!"

Andy Cook
Peoria, IL

COOLRIDE LEVEL1

by Air Ride Technologies

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (pages 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF5000

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR11003

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-3800 **$2900**

options

Add-ons

2" Spindle	**MCG001**	$300 ◂◂

Substitutions

4-Way RidePro®e2 Compressor kit	**ARC4000e2**	+$400

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

COOLRIDE LEVEL2

by Air Ride Technologies

The Level 2 system adds our very popular STRONGARM™ tubular control arms. This is a great way to take your truck and give it road gripping handling.

The front CoolRide® features upper and lower STRONGARMS® that provide a simple bolt-on to fix those factory units.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

ARF5000-LUCA

Our STRONGARM™ tubular control arms are built to correct your suspension geometry at your new lowered ride height to optimize ride quality and handling performance. Thick wall CNC tubing and black powdercoating ensure years of reliable service.

rear

ABAR11003

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-3800 **$4100**

options

Add-ons

Front MuscleBar® SwayBar	**SWA6700**	$300 ◂◂
Tie Rod Adjusters 82-95	**TRA1011**	$80 ◂◂
Tie Rod Adjusters 96-04	**TRA1018**	$80 ◂◂
2" Spindle	**MCG001**	$300 ◂◂
Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Upgrade front - Single Adjustable ShockWaves™ w/ STRONGARMS®	**SKW1011-LUCA**	$400
Upgrade rear AirBAR®to single adjustable aluminum shocks	**ABAR11003SA**	$300
Front Single Adjustable Shock for CoolRide®	**ARF5000SA-LUCA**	$300
Front Double Adjustable Shock for CoolRide®	**ARF5000DA-LUCA**	+$600

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

Air Ride Technologies

STREET Challenge

Street Challenge - Ultimate System

STR3800 **$6200**

Street Challenge System Includes

Front Double Adjustable ShockWave® w/Upper & Lower STRONGARMS	**SKW1011DA-LUCA**
Rear AirBAr W/ Dual Adjustable Shocks	**ABAR11003DA**
4-Way LevelPro® Compressor Kit (5 Gallon)	**ARC4100L**
Remote control	**REM7500**
2" Drop spindle	**MCG001**
Front MuscleBar® SwayBar	**SWA6700**
Tie Rod Adjusters 82-95	**TRA1011**
Tie Rod Adjusters 96-04	**TRA1018**

Chevy S10

If there was ever a universal hotrod, it would have to be the Chevy S10. Using the same chassis from 1982 until 2004, there were probably more S10's built than all other trucks put together...and for good reason. Simple, reliable, huge aftermarket support...there is lots to like here! S10 owners are a discerning bunch so we have invested a large amount of time and effort into developing the finest equipment available.

The Level 1 CoolRide® package gets your truck down to a respectable level AND improves the ride and handling.

The Level 2 CoolRide® package get serious with the STRONGARMS™ and a larger e2 compressor system. The available option list on the Level 2 package allows a large amount of customization.

The Level 3 Street Challenge package injects harcore performance into your S10 with double adjustable ShockWaves®, dropped spindles, MuscleBar® swaybar, and a LevelPro® compressor system. The AirBar® system that is part of all 3 levels is a bolt-on solution that allows an 8" drop without any cutting on your framerail or bed floor. From a 4 cylinder cruiser to a 900 horsepower hotrod... proper suspension couldn't be easier!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
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where the rubber meets the road

real people real rides

When building the suspension for my tube chassis S-10 I wanted it to able to lay against the grass blades at a show, scream around an open road course. Air Ride Technologies gave me both, and great ride quality at the same time!

Bob Hilton
Hilton MotorSports
hiltonmotorsports.com

COOLRIDE® by Air Ride Technologies LEVEL1

The Level 1 system offers a more economical solution to gain the advantage of riding on air. With the upgrade options, this system can be equipped for any performance level.

The front CoolRide® (pages 56-57) system is a simple bolt-on install that relocates the shocks to the outside of the factory control arms. The air springs come complete with brackets and hardware for proper mounting.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 3 gallon compressor system provides 4 way independent control with the use of RidePro® (pages 82) valve body. It comes with easy to use analog gauges and electronic switches for accurate control.

front

ARF5005

- System includes all hardware, bracketry and gas shocks
- Hardware & brackets ensure accurate mounting

rear

ABAR11002

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4000

- See pages 74-85 for more compressor options

Level 1 Package

L1-4100 **$3700**

options

Substitutions

Single Adjustable Front Shocks	**ARF5005SA**	+$300
4-Way RidePro®e2 Compressor kit	**ARC4000e2**	+$400

SHOCKWAVE® by Air Ride Technologies LEVEL2

The Level 2 system adds our very popular ShockWaves™. This is a great way to take your truck and give it great handling characteristics.

A 4-Link AirBAR® (pages 68-69) will position the rear more precisely and eliminate the flexing and instability of the leafspring rear.

The 5 gallon dual compressor RidePro®e2 (pages 78-79) compressor system provides 4 way digital control. It allows 3 system air pressure presets to provide accurate adjustments with the touch of just one button.

front

SKW1017

- Bolt-in ShockWave® design makes for simple install
- Adjustable shock valving allows system to be tailored to your taste

rear

ABAR11002

Pre-engineered bolt-in AIRBAR® 4link directly replaces your leafsprings. Includes AIRBAR® 4link assembly, bolt-in C notches, bolt-on adjustable panhard bar and billet bracket, airsprings, shocks, and all necessary hardware

air system

ARC4100e2

- See pages 76-85 for more compressor options

Level 2 Package

L2-4100 **$4600**

options

Add-ons

Remote Control	**REM7500**	+$150 ◂◂
LevelPro® ride height sensors	**LEV7501**	+$500 ◂◂

Substitutions

Upgrade Double Adjustable ShockWaves™ Front	**SKW1017DA**	+$300 ◂◂
Upgrade rear AirBAR®to single adjustable aluminum shocks	**ABAR11002SA**	+$300
Upgrade rear AirBAR®to dual adjustable aluminum shocks	**ABAR11002DA**	+$600 ◂◂

◂◂ INDICATES ITEMS INCLUDED IN STREET CHALLENGE KIT

LEVEL3 ultimate package

Air Ride Technologies

STREET Challenge

Street Challenge - Ultimate System

STR4100 **$6150**

Street Challenge System Includes

Front Double Adjustable ShockWave®	**SKW1017DA**
Rear Double Adjustable AirBAR®	**ABAR11002DA**
4-Way LevelPro®	**ARC4100L**
Remote Control	**REM7500**

2001 F150
Air Ride Technologies

97-03 F150

We haven't forgotten the Ford guys! The 97-03 F150 looks great slammed and can be a solid performer with the proper suspension components.

The CoolRide® or ShockWave® system is a complete bolt-on for the front. On the rear, the AirBAR® bolt-on 4link suspension replaces the leafs entirely while offering dramatic improvements in ride quality and handling performance with no compromise in load capacity.

As usual, NO welding, NO fabrication,

NO compromise in performance!

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
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AIRBAR® .....Pages 66-67
MuscleBAR™.....Pages 72-73
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where the rubber meets the road

real people real rides

"I can't say enough about the quality Air Ride Technologies offers me and the rest of its customers. **Air Ride Technologies perfect fit and design** makes it fast and easy to get it low and have it done right. Thanks to all at ART..."

Steve Adgate

07 F150
Air Ride Technologies
`04 Ford's SEMA Truck

04-UP F150

The latest version of Ford's F150 has proven to be more popular than ever! The ShockWave® system replaces the tall coilovers in the front with no modifications.

The bolt-on AirBAR® in the rear is an easy to install solution that offers solid improvement in ride quality and handling performance with NO compromise in load capacity.

More Product Information

See the following pages to find out more information on products found on this page.

CoolRide®.....Pages 56-57
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AIRBAR® .....Pages 66-67
MuscleBAR™.....Pages 72-73
Compressor Systems .....Pages 74-85

where the rubber meets the road

real people real rides

"After installing the full system on my `06 F150, I now understand why everyone told me **Air Ride has the best product with customer service to match!"**

Craig Gary
2006
Ford F150

AIR RIDE TECHNOLOGIES ridetech.com

LEVEL3 ultimate package

Air Ride Technologies
STREET Challenge

Street Challenge - Ultimate System

STR4200 **$5900**

Street Challenge System Includes

Dual Adjustable front ShockWaves	SKW1027DA
Dual Adjustable Rear AirBAR® bolt on 4-link	ABAR11010DA
LevelPro® 4-way control System	ARC4100L
Remote control for compressor kit	REM7501

SHOCKwave by Air Ride Technologies LEVEL1

front
SKW1027SA

rear
ABAR11010

air system
ARC4000

Level 1 Package

L1-4200 **$4100**

Substitutions

Rear Single Adjustable Shocks	ABAR11010SA	+$300
RidePro®e2 electronic control upgrade (5 gallon)	ARC4100e2	+$600

09- Dodge Truck

NEW

SHOCKwave by Air Ride Technologies LEVEL1

front
SKW2025

rear
ARR23100

air system
ARC4000

Level 1 Package

L1-4700 **$2700**

Substitutions

Rear Single Adjustable Shocks	**ARR23100**	+$300
RidePro®e2 electronic control upgrade (3 gallon)	**ARC4000e2**	+$600

09-Dodge

We received one of the first of the 09 Dodge Ram Trucks during the summer of `08 to develop a new system for what certainly will be a popular truck. Even though our test truck wasn't much to look at (it is an official Dodge "test mule" sporting a very stealth-like flat black paint) it turned out to be one great ride - especially after we equipped it with our latest gear.

09 Dodge Ram Test Mule

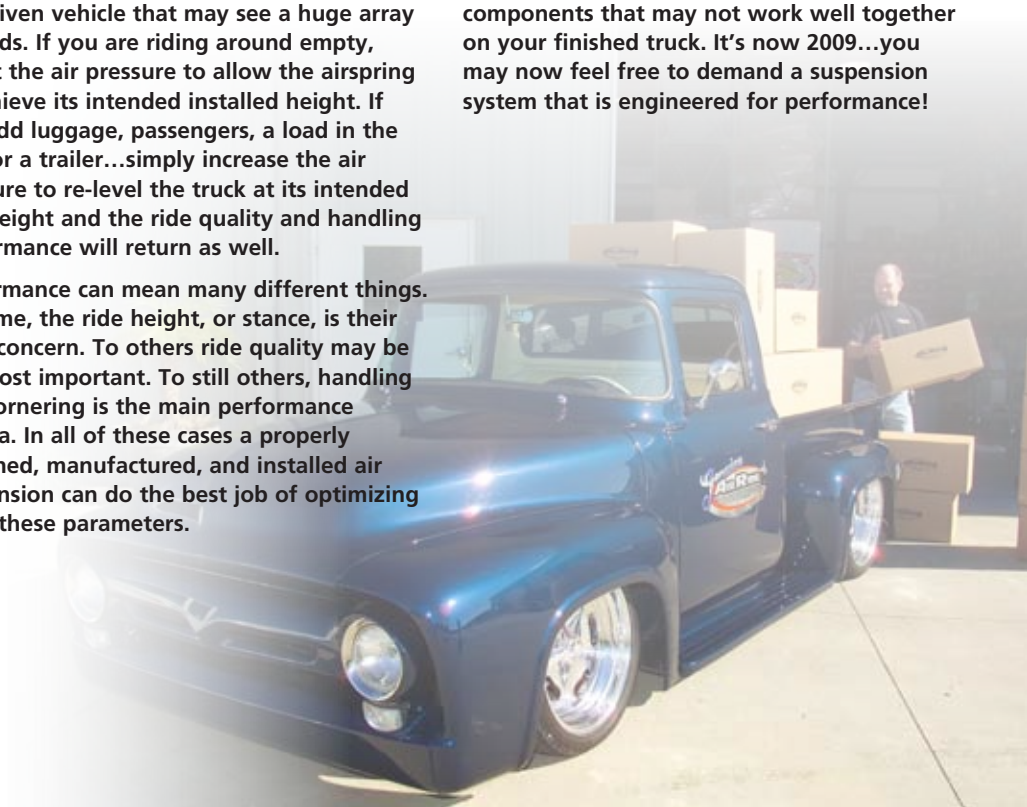
Do you want to haul _____?

With our truck suspension systems you can decide what you want to haul!

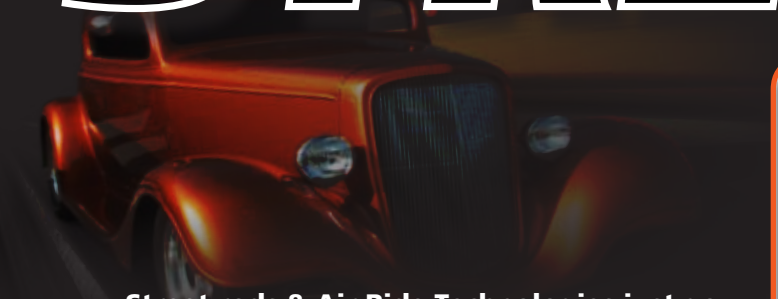
Air suspension is a natural enhancement for increasing load carrying capacities in a truck. An airspring is uniquely qualified to optimize the ride quality and handling performance of a given vehicle that may see a huge array of loads. If you are riding around empty, adjust the air pressure to allow the airspring to achieve its intended installed height. If you add luggage, passengers, a load in the bed, or a trailer…simply increase the air pressure to re-level the truck at its intended ride height and the ride quality and handling performance will return as well.

Performance can mean many different things. To some, the ride height, or stance, is their main concern. To others ride quality may be the most important. To still others, handling and cornering is the main performance criteria. In all of these cases a properly designed, manufactured, and installed air suspension can do the best job of optimizing all of these parameters.

In today's hotrod market, you don't have to settle for compromises…drop kits that look cool but bottom out on every bump, pretty parts that don't fit, a collection of components that may not work well together on your finished truck. It's now 2009…you may now feel free to demand a suspension system that is engineered for performance!



STREETROD



Street rods & Air Ride Technologies just go together. We've equipped classic rods with air suspension for over a decade, and we've learned a thing or two about how to do it right.

The good news is, we really love street rods and thrive on the wide variety of suspension combinations.

The better news is an air suspension makes short work of optimizing nearly any combination you might have.

The BEST news is, whether it's a 32 Highboy, or a 48 Lincoln we can help you make it drive and ride just the way you like.

SHOCKwave®

by Air Ride Technologies

Of course, the ShockWave® is the heart of our street rod components. Think of them as coil-overs that always have the "just-right" spring rate.

Bolt-on a set of these and adjust your ride to your exact taste.

Parallel 4 Link Kits

Includes: link bars, panhard bar, rod ends, bushings, weld-on frame/axle brackets, & fasteners.

	4-Link Only	with CoolRide®	With 7000 ShockWave®	With 9000 ShockWave®
Black	**PAR1000**	**ARS14500**	**SKW7000 PAR**	**SKW8000 PAR**
Powder coated	$550	$900	$1,450	$1,450
Polished	**PAR1000 SS**	**ARS14500 SS**	**SKW7000 PAR SS**	**SKW8000 PAR SS**
Stainless	$750	$1,100	$1,650	$1,650

Triangulated 4 Link Kits

Includes: link bars, rod ends, bushings, weld-on frame/axle brackets, & fasteners.

	4-Link Only	with CoolRide®	With 7000 ShockWave®	With 8000 ShockWave®
Black	**TRI1000**	**ARS13500**	**SKW7000 TRI**	**SKW8000 TRI**
Powder coated	$450	$800	$1,350	$1,350
Polished	**TRI1000 SS**	**ARS13500 SS**	**SKW7000 TRI SS**	**SKW8000 TRI SS**
Stainless	$650	$1,000	$1,550	$1,550

popular applications

Aftermarket "COILOVER" IFS & IRS suspensions

		Mount	Compressed	Extended	Stroke	SA Price	DA Price
Mustang II suspensions with upper "hat" mount	**SKW1001**	Eye/Stud	9.19	10.75	11.79	$900	$1,200
Fatman Stage V (eye/eye)	**SKW1000-FAT**	Eye/Eye	10.65	13	14.76	$900	$1,200
Art Morrison IFS w/ C6 Arms	**SKW1004**	Bearing/Bearing	10.65	13	14.76	$900	$1,200
Art Morrison IFS w/ steel arms	**SKW1000**	Eye/Eye	10.65	13	14.76	$900	$1,200
Heidt's Superide 1 & 2	**SKW1042**	Eye/Eye	9.75	11.5	13.3	$900	$1,200
Heidt's Classic Truck	**SKW1000**	Eye/Eye	10.65	13	14.76	$900	$1,200
TCI / Kugel	**SKW1040**	Bearing/Bearing	9.75	11.5	13.3	$900	$1,200
84-97 C4 Corvette Custom IFS includes lower mount	**SKW1030**	Eye/Eye	10.65	13	14.76	$900	$1,200
Front Steer Camaro 70-81	**SKW1037**	T-Bar/Stud	9.19	10.75	11.79	$900	$1,200
Rear Steer Camaro 67-69	**SKW1033**	T-Bar/Stud	9.19	10.75	11.79	$900	$1,200

Street Rod Rear Axle Packages

Many of our street rod customers want a comfortable riding air suspension just for the rear of their ride. The front may ride fine as is, or it may be a traditional straight axle and not be appropriate for an air suspension. We offer packages to accommodate these situations. The 7000 series packages work best on vehicles that weigh 1600 lbs. or less on the rear axle (T buckets, Model A's, 33-34 roadsters and coupes, most early pick-ups). The 8000 series packages work best on heavier later model vehicles.

Includes (1 pair) of ShockWaves® with billet lower mounts, ARC1550 compressor, and a CON1600 control panel. (no tank required)

	11.56 collapsed length 14.5 Ride Height	10.66 collapsed length 13 Ride Height	Price
7000 Series	SKW7000-COM2	SKW7001-COM2	$1250
8000 Series	SKW8000-COM2	SKW8001-COM2	$1250

SHOCKWave®

by Air Ride Technologies

the original

Since its introduction in 1999, the **ShockWave®** has proven to be the most significant development in air suspensions... ever! In the summer of 2003, two United States patents (pat #6,581,918 and pat #6,607,186) were granted concerning the design and function of the **ShockWave®**.

What does this mean to you, the customer?

It means Air Ride Technologies is the inventor of this technology, *not an imitator.* It also means that we have, and will continue, to develop and refine new variations of the **ShockWave®** to meet your specific needs.

- **Bolt-on installation. *No welding required!***
- ***Unequalled ride quality!***
- **Proven patented sealing technology**
- **Anodized billet aluminum construction**
- **16 position adjustable valving**
- **Eliminates tire clearance problems**

The **ShockWave®** mounts just like a conventional coilover and replaces both the coil spring and the shock absorber. It is available in several different airspring styles and shock lengths to fit nearly any application. The benefits over a traditional airspring are many:

1) The installer doesn't have to be concerned with synchronizing the travel of the shock absorber with the travel of the airspring… that relationship is built into the **ShockWave®** unit.

2) Mounting of the **ShockWave®** is typically a bolt-in affair with little or no modification or fabrication needed.

3) By eliminating an outboard mounted shock tire clearance at full steering lock is greatly improved and turning radius is restored.

4) With the **ShockWave®** the airspring endplates are always in perfect vertical alignment with each other.

5) The shock position of the **ShockWave®** is typically in a superior position to better control the movement of the suspension. The location or angle of an outboard mounted shock can sometimes compromise performance.

6) The **ShockWave®** automatically incorporates a billet adjustable racing shock in either a single rebound adjustable or a double compression and rebound adjustable configuration.

single adjustable and double adjustable

What's the difference?

All ShockWaves® have adjustable shock valving to allow tuning of the ride quality and handling performance of your vehicle. With a single adjustable unit, the compression valving is pre-set at the factory and the rebound valving is adjustable to allow fine tuning of the ride quality and handling performance. This is the ShockWave® that has become the suspension of choice for knowledgeable hot rodders across the county!

With double adjustable ShockWave®, there are individual adjustment knobs for rebound and compression valving. This will allow the customer to independently adjust rebound and compression valving on the ShockWave® to allow even more control of the ride quality and handling performance.

So which style should you choose? For the typical hot rodder who is simply looking for a great ride at a great price, the single adjustable units will probably be the best choice. If you are building the ultimate performance machine and want that "next step" in ride quality and handling performance... then the double adjustable may be for you!

options

You wouldn't use a front coil spring on the rear of your vehicle. . . too much spring rate, not enough travel. . . and we don't expect you to use a front ShockWave® for that application either!

We offer several distinct styles of ShockWaves® to fit a wide variety of applications - FRONT & REAR.

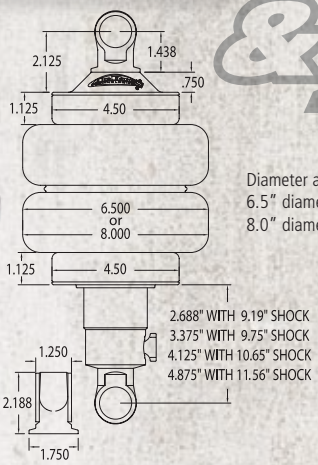
What's the difference between the ShockWave® 8000, the ShockWave® 7000, and the ShockWave® 1000?

It's simple... diameter and load capacity.

The Innovator

We hold multiple U.S. Patents on the technology used in the ShockWave®

1000 & 2000 series

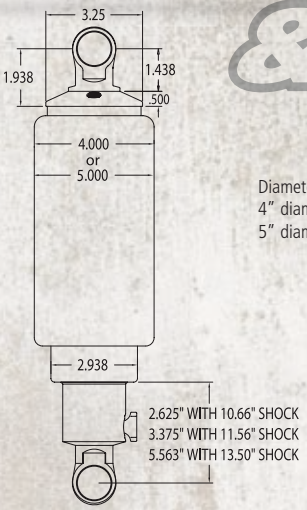


Diameter and load capacity:
6.5" diameter SKW1000 series = 2140 lbs. @ 100 psi
8.0" diameter SKW2000 series = 3150 lbs. @ 100 psi

Recommended Applications:
Independent front and / or Independent rear installations on vehicles weighing 1500-2500 lbs. per axle.

NOT recommended for solid axle rear applications... not enough travel, too much load capacity.

7000 & 8000 series



Diameter and load capacity:
4" diameter SKW7000 series = 780 lbs. @ 100 psi
5" diameter SKW8000 series = 1200 lbs. @ 100 psi

Recommended Applications:
Solid rear axle: Rear axle weight is 1500-2400lbs. ◗8000 series
Solid rear axle: Rear axle weight is less than 1500lbs. ◗7000 series
NOT recommended for IFS installations... not enough load capacity

NEW *See page 54*

SHOCKwave airCAN

applications next page

The new ShockWave™ AirCAN is a unique accessory to the popular 7000 & 8000 series ShockWaves™ It is designed to improved cosmetic appearance and allow the unit to be installed closer to other components by enclosing the air spring inside an aluminum container.

SHOCKwave®

by Air Ride Technologies

Packages - Pre-engineered for your ride

GM Cars	Part #	Single Adjust	Double Adjust
63-65 Buick Riviera, 61-64 LeSabre, Invicta	**SKW1015**	$900	$1,200
66-70 Buick Riviera, 65-70 LeSabre, Invicta	**SKW1049**	$900	$1,200
56 Cadillac	**SKW1032**	$900	$1,200
57-60 Cadillac	**SKW1031**	$900	$1,200
61-64 Cadillac	**SKW1029**	$900	$1,200
55-57 Chevy car STRONGARMS Available	**SKW1019**	$900	$1,200
58-64 Chevy car includes STRONGARMS	**SKW1021-LUCA**	$1,800	$2,100
62-67 Nova	**SKW1016**	$900	$1,200
64-67 GM "A" body (Chevelle, etc.) includes STRONGARMS	**SKW1036-LUCA**	$1,800	$2,100
68-72 GM "A" body (Chevelle, etc.) includes STRONGARMS	**SKW1018-LUCA**	$1,800	$2,100
78-88 GM "G" body STRONGARMS Available	**SKW1034**	$900	$1,200
67-69 Camaro / 68-74 Nova STRONGARMS Available	**SKW1033**	$900	$1,200
93-02 Camaro	**AST1015**	$1,000	$1,300
70-81 Camaro/Firebird, 75-79 Nova STRONGARMS Available	**SKW1037**	$900	$1,200
91-96 Impala, Caprice, Buick Roadmaster (dropped spindles NOT recommended... car will be too low to drive)	**SKW1012**	$900	$1,200
Ford Cars			
55-57 Ford Thunderbird (rear)	**SKW8011**	$900	$1,200
61-66 Ford Thunderbird	**SKW2023**	$900	$1,200
60-64 Galaxie	**SKW1035**	$900	$1,200
66-69 Lincoln rear	**SKW7400**	$1,000	$1,300
64-66 Ford Mustang	**SKW1023**	$900	$1,200
67-70 Ford Mustang STRONGARMS Available	**SKW1022**	$900	$1,200
Mopar Cars			
E & B Body (front) (includes upper STRONGARMS)	**SKW7013UCA**	$1,200	$1,500
03-06 Dodge Viper (front)	**SKW7800**	$1,300	$1,600
03-06 Dodge Viper (rear)	**SKW8800**	$1,300	$1,600
Dodge Magnum/300C/Charger	**SKW1047**	$1,200	$1,500
GM Trucks			
82-03 S10 truck and Blazer STRONGARMS Available	**SKW1011**	$900	$1,200
88-98 C1500, 92-99 Tahoe and Suburban STRONGARMS Available	**SKW2011**	$900	$1,200
99-06 Silverado includes upper and lower STRONGARMS	**SKW1051-LUCA**	$1,800	$2,100
00-06 Tahoe, Yukon (1/2 ton 2WD w/torsion bar suspension)	**SKW1014**	$900	$1,200
01-06 GM HD dually includes upper arm/spindles & tranny cross member	**ARF5011**	$2,800	
02-08 SSR/Trailblazer and Envoy	**SKW1024**	$900	$1,200
Ford Trucks			
97-03 F150, 98-02 Expedition	**SKW1017**	$900	$1,200
03-05 Expedition (front)	**SKW1027**	$1,000	$1,300
03-05 Expedition (rear)	**SKW1028**	$1,000	$1,300
04-06 F150	**SKW1027**	$1,000	$1,300
Dodge Trucks			
97-04 Dodge Dakota	**SKW1013**	$900	$1,200
09-Up Dodge Ram	**SKW2025**	$1,000	$1,300

Important information on ride height:

The ride height of the ShockWave® is much more important than the air pressure it runs at.

Every ShockWave® has an optimal ride height. The farther you deviate from this intended ride height the more ride quality and handling performance will suffer

If run too low, the ShockWave® and/or suspension may bottom out. If run too high, the excessive air pressure will create a stiff ride, AND you may "top out" the ShockWave®.

STRONGARMS™

by Air Ride Technologies

See StrongARM™ pages for ShockWave® systems with control arms: Pages 58-62

MUSCLEbar

by Air Ride Technologies

No performance suspension is complete without a quality anti-roll bar!

Page 75

Aftermarket "COILOVER" IFS & IRS suspensions

		Mount	Compressed	Extended	Stroke	SA Price	DA Price
Mustang II suspensions with upper "hat" mount	**SKW1001**	Eye/Stud	9.19	10.75	11.79	$900	$1,200
Fatman Stage V (eye/eye)	**SKW1000-FAT**	Eye/Eye	10.65	13	14.76	$900	$1,200
Art Morrison IFS w/ C6 Arms	**SKW1004**	Bearing/Bearing	10.65	13	14.76	$900	$1,200
Art Morrison IFS w/ steel arms	**SKW1000**	Eye/Eye	10.65	13	14.76	$900	$1,200
Heidt's Superide 1 & 2	**SKW1042**	Eye/Eye	9.75	11.5	13.3	$900	$1,200
Heidt's Classic Truck	**SKW1000**	Eye/Eye	10.65	13	14.76	$900	$1,200
TCI / Kugel	**SKW1040**	Bearing/Bearing	9.75	11.5	13.3	$900	$1,200
84-97 C4 Corvette Custom IFS includes lower mount	**SKW1030**	Eye/Eye	10.65	13	14.76	$900	$1,200
Front Steer Camaro 70-81	**SKW1037**	T-Bar/Stud	9.19	10.75	11.79	$900	$1,200
Rear Steer Camaro 67-69	**SKW1033**	T-Bar/Stud	9.19	10.75	11.79	$900	$1,200

Street Rod Rear Axle Packages

Many of our street rod customers want a comfortable riding air suspension just for the rear of their ride. The front may ride fine as is, or it may be a traditional straight axle and not be appropriate for an air suspension. We offer packages to accommodate these situations. The 7000 series packages work best on vehicles that weigh 1600 lbs. or less on the rear axle (T buckets, Model A's, 33-34 roadsters and coupes, most early pick-ups). The 8000 series packages work best on heavier later model vehicles.

Includes (1 pair) of ShockWaves® with billet lower mounts, ARC1550 compressor, and a CON1600 control panel. (no tank required)

	11.56 collapsed length	10.66 collapsed length	Price
7000 Series	SKW7000-COM2	SKW7001-COM2	$1250
8000 Series	SKW8000-COM2	SKW8001-COM2	$1250

Universal ShockWave® Models: For "custom" installs

Although your specific vehicle may not be listed, we have a variety of ShockWaves® that are designed to work with just about whatever setup you're using. Whether you're replacing your current coilovers, or starting a fresh build we can suit your air suspension needs. For the front we offer kits for Camaro and Nova Clips, Corvette IFS, and Mustang II.

We can accommodate Fat Man Fabrications, Heidts, TCI, Kugel, Progressive Automotive, and many others. In the rear we can utilize your leafsprings with AiroverLeaf™ kits, or replace them entirely with our variety of weld-in triangulated and parallel 4 links.

1000 Series Custom Installation Info

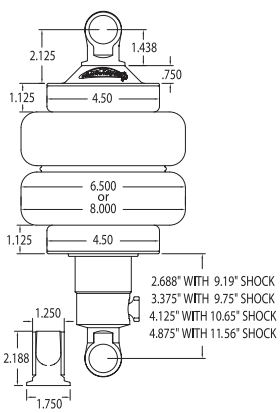
Compressed Height	Ride Height	Extended Height	Stroke	Mounting Style	1000 Series Part#	Price
9.19"	10.75"	11.79"	2.6"	Eye/Eye	**SKW1002**	$900
9.75"	11.5"	13.3"	3.5"	Eye/Eye	**SKW1042**	$900
10.66"	13"	14.76"	4.1"	Eye/Eye	**SKW1000**	$900
9.19"	10.75"	11.79"	2.6"	Trunnion/Stud	**SKW1010**	$900
10.66"	13"	14.76"	4.1"	Trunnion/Stud	**SKW1010A**	$900
9.19"	10.75"	11.79"	2.6"	Eye/Stud	**SKW1001**	$900
10.66"	13"	14.76"	4.1"	Eye/Stud	**SKW1005**	$900
9.19"	10.75"	11.79"	2.6"	Bearings	**SKW1003**	$900
10.66"	13"	14.76"	4.1"	Bearings	**SKW1004**	$900

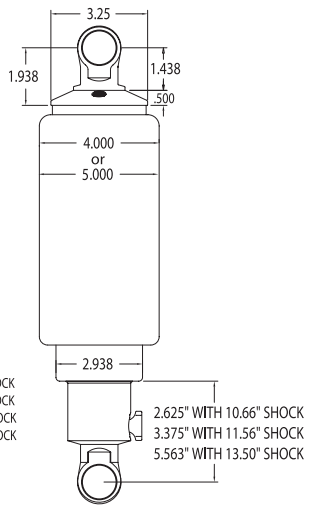
7000 & 8000 Series Custom Installation Info

Compressed Height	Ride Height	Extended Height	Stroke	Mounting Style	7000 Series Part#	Price	8000 Series Part#	Price
10.66"	13"	14.76"	4.1"	Eye/Eye	**SKW7001**	$900	**SKW8001**	$900
11.56"	14.5"	16.56"	5"	Eye/Eye	**SKW7000**	$900	**SKW8000**	$900
13.5"	17"	19.5"	6"	Eye/Stud	**SKW7007**	$900	**SKW8007**	$900
10.66"	13"	14.76"	4.1"	Eye/Stud	**SKW7002**	$900	**SKW8002**	$900
11.56"	14.5"	16.56"	5"	Bearings	**SKW7003**	$900	**SKW8003**	$900
10.66"	13"	14.76"	4.1"	Bearings	**SKW7004**	$900	**SKW8004**	$900
11.56"	14.5"	16.56"	5"	Bearings	**SKW7005**	$900	**SKW8005**	$900
13.5"	17"	19.5"	6"	Bearings	**SKW7009**	$900	**SKW8009**	$900

What length ShockWave® should I use?

In general, the longer the better. A longer ShockWave® will give you more suspension travel. More suspension travel will allow a better ride quality because the vehicle has more distance to absorb road irregularities. The heavier the vehicle, the more important this becomes.





SHOCKwave airCAN

The new ShockWave™ AirCAN is a unique accessory to the popular 7000 & 8000 series ShockWaves™ It is designed to improved cosmetic appearance and allow the unit to be installed closer to other components by enclosing the air spring inside an aluminum container.

Add AirCANs to your ShockWaves™

OPTIONS

For a pair of ShockWaves™ with Anodized AirCANs

Add $100

For a pair of ShockWaves™ with Polished AirCANs

Add $150

For a pair of Fully Polished ShockWaves™ with Polished AirCANs

Add $400

(allow 30 days for fully polished ShockWave™)

New

AirCANs for 7000 ShockWave™(price per pair)

SKW100	For 5" Stroke -Anodized	$100.00
SKW100-P	For 5" Stroke -Polished	$150.00
SKW101	For 4" Stroke -Anodized	$100.00
SKW101-P	For 4" Stroke -Polished	$150.00

AirCANs for 8000 ShockWave™(price per pair)

SKW102	For 4" Stroke -Anodized	$100.00
SKW102-P	For 4" Stroke -Polished	$150.00
SKW103	For 5" Stroke -Anodized	$100.00
SKW103-P	For 5" Stroke -Polished	$150.00

Add AirCANs to your ShockWaves®

Remove shock end, use heat if needed to loosen loctite

DO NOT damage the shock shaft
ANY small scratches or blemishes can lead to shock seal failure!

Slip on AirCan

Align hole in AirCan with fitting on ShockWave®

Re-instal shock end

Be sure to use Loctite when re-installing end.

DO NOT USE "REGULAR" PLIERS OR VICE GRIPS!

We offer special vice grips to aid in shock end removal:

SKWTOOL $30

(includes thread lock compound for re-assembly)

ride quality

What is ride quality?

A good ride quality means different things to different people. Someone who is accustomed to driving a new Lexus or Mercedes will have an entirely different idea of ride quality from the guy who drives a 10 year old pick-up. Technically, we define good ride quality as the ability to minimize the effects of road irregularities to the vehicle passengers. When the vehicle encounters a pothole or bump in the road, it should transverse the obstacle with as little body motion as possible. A simple explanation, but more complicated to actually perform!

How do I get a good ride quality?

To understand how to achieve a good ride quality, it helps to understand exactly what happens within the suspension. When the wheel hits a bump, for example, it must ride up over that bump. Ideally the suspension would absorb this bump with no transfer of motion to the body. In the real world at least some of this motion will be transferred through the spring to the body. How much transfer takes place is affected by several components of the suspension.

The spring, be it coil, leaf, torsion, or air, is what holds the vehicle up and also controls the rate of compliance of the suspension. Springs are typically rated by two specifications, Spring rate and load capacity. Load capacity represents the amount of weight that a spring will support at a given height. Spring rate represents how much weight change it takes to change the spring's height by 1". For example, if a spring has a load capacity of 1000lbs and a spring rate of 200 lbs/in, it will take a 200 lb weight change to make the spring gain or lose 1". The higher the spring rate, the more load change it takes to change spring height. Most traditional spring manufacturers list the spring rate of their springs, not the load capacity. That is why you will find references for 200lb, 450lb, 500lb springs, etc.

The load capacity of a traditional spring can't change at a given height unless the diameter or wire thickness is physically altered. Airsprings, however, are rated by load capacity at the industry standard of 100psi because changes in air pressure greatly influence both load capacity and spring rate.

The shock absorbers also control the rate of compliance of the suspension. A proper shock must be matched to the vehicle weight, the suspension geometry and the spring used in that suspension. A leafspring, coilspring and an airspring all have very different spring rate patterns and would require different shock valving to optimize ride quality. Too soft a shock may let the suspension bottom out on hard bumps. Too stiff will result in poor a ride over small bumps. Since there are a wide range of vehicle weights, spring types, and customer preferences, adjustable shocks go a long way towards optimizing ride quality for your car.

The tires and suspension bushings also greatly influence ride quality. Most OEM suspensions use large soft rubber bushings and tall tires to enhance ride quality and noise transmission. Some street rodders like to use polyurethane bushings and short sidewall tires. It is especially tough to get a decent ride quality with such a combination.

No, really, how do I get a good ride quality?

Now that you have enough technical information to bore you for awhile, we will talk about real world combinations. The typical OEM vehicle will use a tall sidewall tire, large rubber bushings, a soft spring rate spring and a progressively valved shock absorber. This is all done to optimize ride quality.

Some of the higher end vehicles use electronically adjustable shocks to optimize the ride and handling over a wide range of road conditions. Thousands of hours and millions of dollars are spent to optimize each OEM application. When that OEM combination is changed, all of that research is voided to some extent.

Now think about building your street rod. For many people the first priority is to use components that will fit or are affordable. While the general guidelines concerning bushings and tires can be followed on any or every car, not everyone will spend the time and money necessary to repeatedly change springs and shocks to get the best ride quality. This is exactly where the air spring suspension shines!

Assuming that a feasible airspring is selected for the suspension, it can be tuned to the parameters of the vehicle and the customer by changing air pressure while on the road. Likewise, an adjustable shock can be tuned to individual taste. In theory it is possible to make a vehicle ride as good with traditional springs as with an air suspension but it would require the aforementioned spring and shock testing.

All of this tuning would need to be repeated when there are significant changes made such as fuel load, passenger load, or road surface changes. With an air suspension and adjustable shocks, these changes can be made in a fraction of the time. It is analogous to tuning a carburetor or tuning EFI. The EFI is much more versatile.

The analogy to EFI is relevant in other ways, too. As with anything adjustable, it is possible to adjust yourself into a terrible ride quality. The mistake most people make is air pressure set too low or shock set too soft [or shock adjustment]. This will allow the airspring to collapse too rapidly over a bump. Since an airspring is very progressive [spring rate rises in compression] it feels too firm. Many times adding air or using a firmer shock will actually result in a better ride quality. Symptoms of low air pressure are bouncy ride on rolling bumps and bottoming on potholes. The best way to start tuning an air suspension is to inflate the airsprings to their designed height. Any competent air suspension manufacturer will be able to tell you this dimension. This is where the airspring is designed to work the best. Your favorite ride quality should occur within a ½" of that dimension, regardless of the air pressure. After that is accomplished, start playing with the shock adjustment.

COOLRIDE®

by Air Ride Technologies

CoolRide® systems are the original Air Ride Suspension and remain a popular choice today.

The typical **CoolRide®** system consists of an airspring, a shock absorber, and all of the necessary mounting brackets and hardware.

On a front system, the shock is usually relocated to the outboard side of the lower control arm. A bracket mounts the top of the shock to the frame rail.

On a rear system, the airspring and shock absorber will normally replace the coil-spring and shock in the stock locations.

- **Lowers vehicle ride height**
- **Improves handling!**
- **Greatest application coverage & versatility**
- **Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance and load capacities**
- **Improves ride quality**

STRONGARMS™

by Air Ride Technologies

See StrongARM™ pages for CoolRide® systems with control arms: Pages 58-62

applications

ARF10900-LCA
61-69 Lincoln
front **CoolRide®**

ARF6600
70-81 Camaro
front
CoolRide®

ARF10800
64-72 GM A body
front **CoolRide®**

The CoolRide® system will raise and lower the vehicle, improving the handling and offering a *terrific ride.*

Cars	Front System		Rear System	
Mustang II front suspension OEM lower arm control	**ARF6000**	$600		
Mustang II front suspension tubular lower control arms	**ARF6001**	$600		
Mustang II front suspension includes lower STRONGARMS	**ARF6002-LCA**	$1000		
67-69 Camaro/68-74 Nova rear steer front suspension	**ARF6500**	$600	see AirBAR®	
70-81 Camaro/75-79 Nova front steer front suspension	**ARF6600**	$600	see AirBAR®	
93-02 Camaro	see ShockWave®		**ARR22400**	$400
82-92 Camaro	**ARF6700**	$500	**ARR22400**	$400
55-57 Chevy with bolt-on shock mounts★	**ARF10601**	$600	**ARR20601**	$350
62-67 Nova with bolt-on shock mounts	**ARF12400**	$600	see AirBAR®	
58-64 Cadillac	see ShockWave®		**ARR22800**	$500
58-64 Impala with bolt-on shock mounts★	**ARF10600**	$600	**ARR20600**	$500
65-70 Impala and Caprice★	**ARF11300**	$600	**ARR21300**	$500
57 Buick	**ARF12500**	$600		
63-65 Buick Riviera & 61-64 LeSabre/Wildcat/Electra	see ShockWave®		**ARR21900**	$500
66-70 Buick Riviera 7 65-70 LeSabre/Wildcat/Electra★	see ShockWave®		**ARR23000**	$500
65-70 Pontiac Full size (Catalina, Bonneville)	**ARF12000**	$600	**ARR22000**	$500
64-72 GM "A" body (Chevelle, El Camino, Cutlass, GTO)★	**ARF10800**	$600	**ARR20800**	$500
78-88 GM "G" body (Monte Carlo, Regal, Cutlass, El Cam)★	**ARF11100**	$600	**ARR21100**	$500
91-96 GM "B" body (Impala, Caprice, Roadmaster)	**ARF11400**	$600	**ARR21400**	$500
91-96 GM "B" body (Caprice and Roadmaster WAGON)	**ARF11400**	$600	**ARR21450**	$500
49-51 Merc	**ARF11700**	$600	**ARR21700**	$500
49-52 Ford	**ARF11700**	$600	**ARR21700**	$500
60-64 Ford Galaxie and Full size	**ARF11500**	$600	**ARR21500**	$500
61-69 Lincoln includes lower STRONGARMS	**ARF10900-LCA**	$1,200	see ShockWave®	
53-57 Ford Full size	**ARF12100**	$600	see AirOverLeaf	
79-93 Mustang	**ARF12300**	$400	**ARR22300**	$500
94-04 Mustang	**ARF12301**	$400	**ARR22300**	$500
55-57 Thunderbird	**ARF11200**	$600	see ShockWave®	
05-UP Magnum / 300C / Charger	see ShockWave®		**ARR22900**	$900

TRUCKS	Front System		Rear System	
63-72 Chevy C10 (OEM shock mounts used)★	**ARF11800**	$600	**ARR21800**	$450
63-72 Chevy Suburban (OEM shock mounts used)★	**ARF11800**	$600	**ARR21850**	$500
73-87 Chevy C10 & Suburban★	**ARF11800**	$600	see AirBAR®	
73-91 GM C30 Chassis (88-91, square fender body)	**ARF5002**	$600	see AirBAR®	
82-03 S10/S15 Truck and Blazer★	**ARF5000**	$600	see AirBAR®	
88-98 C1500 Truck, Tahoe and Suburban★	**ARF5003**	$600	see AirBAR®	
88-00 C3500 1 Ton	**ARF5012-LCA**	$1,200		
(round fender body style includes lower STRONGARMS)			see AirBAR®	
99-06 1/2 Ton Silverado/Sierra (bolt-on shock mounts)★	**ARF5007**	$600		
00-06 Tahoe/Yukon	see ShockWave®		**ARR22100**	$500
02-08 SSR/Trailblazer/Envoy rear	see ShockWave®		**ARR22600**	$400
98-05 Ranger	**ARF5004**	$600	see Air4Link	
97-03 F150 (bolt-on shock mounts)	**ARF5005**	$600	see AirBAR®	
97-02 Expedition (bolt-on shock mounts)	**ARF5005**	$600		
99-04 F350 Super Duty (factory shocks are reused)	**ARF5006**	$1,000	see AirBAR®	
94-02 Dodge 1 Ton (w/independent front suspension)	**ARF5008**	$600	see AirBAR®	
97-04 Dodge Dakota	**ARF5009**	$600	see AirBAR®	
94-01 Dodge 1/2 Ton Truck (oem shock mounts used)	**ARF5014**	$600	see Air4Link	
02-05 Dodge 1/2 Ton Truck includes lower STRONGARMS	**ARF5013-LCA**	$1,200	see AirBAR®	
09-Up Dodge 1/2 Ton Truck	see ShockWave®		**ARR23100**	$600

★**STRONGARMS™ available - pages 58-62**★

UP-grade

billet adjustable shocks

Shock Upgrades

Upgrade to Single Adjustable Shocks	+$300
Upgrade to Double Adjustable Shocks	+$600

STRONGARMS™

by Air Ride Technologies

Black powdercoated...
for lasting appearance and protection

.219" wall DOM tubing...
for lasting strength and reliability

Optimized ball joint angle...
to ensure no binding during extreme suspension travel

Installed Cross shafts & Ball Joints...
for simple installation

Jig welded...
every part is built right, every time

Shock mounts swaybar mounts, & steering stops are built in...
no fabrication needed

Proper ball joint selection...
we use a compression ball joint in a compression application and a tension ball joint in a tension application (just like the factory engineered it) to prevent failures

Proper air-spring or ShockWave® placement...
component mounts are designed in, not an after-thought

Optimized arm length...
makes proper wheel alignment a breeze

NEW 65-70 Impala

The new Impala STRONGARM™ utilizes a one piece design that replaces the strut rod's rubber mount with a billet aluminum swivel joint. This arrangement dramatically improves front end stability and road feel while still providing a compliant suspension for a smooth ride.

NEW 64-70 Mustang

Upper STRONGARM™

- Uses "shelby drop" style mount to correct camber gain
- Features corrected ball joint angle
- Utilizes heim joints for adjustability

Lower STRONGARM™

- One piece design
- Corrected ball joint angle
- Pivot ball mount replaces bushing - greatly reducing unwanted flex

Precise Strong Functional

What says "performance" more than a set of tubular control arms!

After all of the time and effort expended on your ride, you definitely can't let your stamped oem control arms detract from all that work.

Finish your suspension off with these new tubular control arm systems from Air Ride Technologies.

Built with all of the care and experience you have come to expect from us, these tubular control arms are a precision engineered solution for ShockWave® installation, ball joint binding, and frame clearance issues that can haunt some vehicles.

When you combine the performance benefits with the elegant design of these arms, there is no question....

YOU WANT THESE!

Development

STRONGARMS™ are developed by Air Ride Technologies® in Jasper, Indiana on an actual running, driving vehicle. This allows us to properly address ALL fitment and performance issues. It also allows us to document an installation, demonstrate the installation to our sales techs and dealers, and allows ongoing evaluation of the performance of the STRONGARMS™.

Design

We think the best way to design any component is to keep it simple. That is why STRONGARMS™ are designed with as few components as possible. We have a new 4 axis tubing bender that allows precise, repeatable bends that no other machine can achieve. We can create elegant tubing bends that would otherwise require several separate welded components.

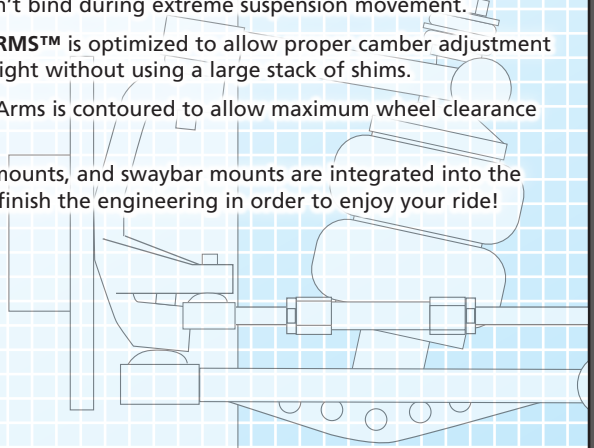
Components

We have worked closely with Moog, a major manufacturer of OEM ball joints, to ensure that the proper ball joints have been selected for the application... a compression style unit in a compression application, a tension bal joint in a tension application. Proper poly or rubber bushings are selected based on application and the type of driving or racing that is anticipated.

let's talk GEOMETRY

Geometry of a suspension starts with the position of the frame mounts and the height of the spindle, not the shape of the control arm. However, there are a few small things in control arm design that can make a big difference in how a vehicle drives and performs.

- We create extra caster potential by adjusting the fore and aft position of the ball joints. At the same time we make sure the wheel is properly positioned in the wheel-well so your new 18" wheels fit like they should!
- The balljoint camber travel is re-centered to accommodate the new lowered ride height so the ball joint doesn't bind during extreme suspension movement.
- The length of the **STRONGARMS™** is optimized to allow proper camber adjustment at your new lowered ride height without using a large stack of shims.
- The perimeter of the StrongArms is contoured to allow maximum wheel clearance and turning radius.
- All shock mounts, airspring mounts, and swaybar mounts are integrated into the design so you don't have to finish the engineering in order to enjoy your ride!



Built in the USA

USA made heavy wall DOM [drawn over mandrel] steel tubing and precision lasercut steel plate, all assembled by certified American weldors.

mustang II

front

ARF6002-LUCA
Mustang II

SKW1001-LCA
Mustang II

58-64 Impala

front

58-64 Impala
upper arm

58-64 Impala
CoolRide® lower arm

SKW1021-LCA
58-64 Impala

58-64 Impala

rear

ARR20600-LUCA
59-64 Chevy

Tri-5 Chevy

front

SKW1019-LUCA
55-57 Chevy
FRONT

64-72 A-Body

front

GM A body
ShockWave® lower

GM A body
upper arm

SKW1036-LCA
64-67 GM A body

68-72 A-Body

rear

ARR20801-LUCA
68-72 GM A body

F-Body

front

SKW1033-LUCA
67-69 Camaro/ Firebird

SKW1037-LUCA
70-81 Camaro/ Firebird

78-88 G-Body

front

ARF11100-LCA
78-88 GM G body

SKW1034LCA
78-88 GM G body

78-88 G-Body

rear

ARR21100LUCA
78-88 GM G body

cars

STRONGARMS™
by Air Ride Technologies

Designed for a dropped stance, our tubular STRONGARMS™ have realigned ball joint angles to prevent bind and the added caster adjustment enables better high-speed handling. CNC bent tubing construction provides strength and durability.

Our StongArms™ are sold for ShockWave® systems as well as CoolRide™, depending on the application.

SHOCKwave® by Air Ride Technologies

COOLRIDE® by Air Ride Technologies

CARS	SHOCKwave® control arms only			SHOCKwave® arms & ShockWaves®		COOLRIDE® control arms only			COOLRIDE® arms, air-springs & shocks	
	upper	lower	upper & lower	lower	upper & lower	upper	lower	upper & lower	lower	upper & lower
Mustang II Street Rod	UCA1000 $350	LCA1001 $450	LUCA1001 $800	SKW1001-LCA $1,500	SKW1001-LUCA $1,800	UCA1000 $350	LCA1000 $450	LUCA6002 $800	ARF6002-LCA $1,000	ARF6002-LUCA $1,300
55-57 Chevy Front	UCA10601 $550	LCA1019 $650	LUCA1019 $1,200	SKW1019-LCA $1,500	SKW1019-LUCA $1,800	UCA10601 $550	LCA10601 $650	LUCA10601 $1,200	ARF10601-LCA $1,100	ARF10601-LUCA $1,500
58-64 Chevy Front	UCA10600 $550	LCA1021 $650	LUCA1021 $1,200	SKW1021-LCA $1,500	SKW1021-LUCA $1,800	UCA10600 $550	LCA10600 $650	LUCA10600 $1,200	ARF10600-LCA $1,100	ARF10600-LUCA $1,500
58 Chevy Rear						UCA20601 $150	LCA20600 $350	LUCA20602 $500		ARR20602-LUCA $900
59-64 Chevy Rear						UCA20600 $125	LCA20600 $350	LUCA20600 $475		ARR20600-LUCA $900
64-67 GM A-Body Front	UCA1018 $550	LCA1018 $650	LUCA1018 $1,200	SKW1036-LCA $1,500	SKW1036-LUCA $1,800					
68-72 GM A-Body Front	UCA1018 $550	LCA1018 $650	LUCA1018 $1,200	SKW1018-LCA $1,500	SKW1018-LUCA $1,800					
64-67 GM A-Body Rear						UCA20800 $200	LCA20800 $300	LUCA20800 $500		ARR20800-LUCA $800
68-72 GM A-Body Rear						UCA20801 $200	LCA20800 $300	LUCA20801 $500		ARR20801-LUCA $800
65-70 Buick Fullsize Rear						UCA23000 $200	LCA23000 $300	LUCA23000 $500		ARR23000-LUCA $800
65-70 Chevy Impala Front	UCA1048 $550	LCA1048 $750	LUCA1048 $1,300	SKW1048-LCA $1,800	SKW1048-LUCA $2,000					
65-66 Chevy Impala Rear						UCA21300 $125	LCA21300 $350	LUCA21300 $475		ARR21300-LUCA $900
67-70 Chevy Impala Rear						UCA21301 $125	LCA21300 $350	LUCA21301 $475		ARR21301-LUCA $900
68-74 Nova	UCA1033 $550	LCA1033 $650	LUCA1033 $1,200	SKW1033-LCA $1,500	SKW1033-LUCA $1,800					
67-69 GM F-Body	UCA1033 $550	LCA1033 $650	LUCA1033 $1,200	SKW1033-LCA $1,500	SKW1033-LUCA $1,800					
70-81 GM F-Body	UCA1037 $550	LCA1037 $650	LUCA1037 $1,200	SKW1037-LCA $1,500	SKW1037-LUCA $1,800					
78-88 GM G-Body	UCA11100 $550	LCA1034 $650	LUCA1034 $1,200	SKW1034-LCA $1,500	SKW1034-LUCA $1,800	UCA11100 $550	LCA11100 $650	LUCA11100 $1,200	ARF11100-LCA $1,100	ARF11100-LUCA $1,500
78-88 GM G-Body Rear						UCA21100 $200	LCA21100 $300	LUCA21100 $500		ARR21100-LUCA $800
67-70 Mustang	UCA1022 $650	LCA1022 $750	LUCA1022 $1,400		SKW1022-LUCA $2,400					
61-66 Lincoln							LCA10900 $650		ARF10900-LCA $1,200	

All STRONGARMS™ include ball joints, and bushings

bolt-on: ready to install

99-06 Chevy Silverado

ARF5007-LUCA
99-06 Silverado CoolRide® package with tubular upper and lower control arms and bolt-on upper shock mounts

99-06 Chevy Silverado

SKW1051
99-06 Silverado CoolRide® package with tubular upper and lower control arms and bolt-on upper shock mounts

Chevy S10

SKW1011SA-LUCA
82-03 S10 ShockWave® with tubular lower control arm

ARF5000-LUCA
82-03 S10
CoolRide® tubular control arm with bolt-on upper shock mounts

88-98 Chevy C1500

ARF5003-LUCA
88-98 Chevrolet C1500 CoolRide® kit with tubular upper and lower control arms and bolt-on upper shock mounts

63-87 C10 front

ARF11800-LUCA
C10 STRONGARM™ CoolRide® package with tubular control arms, cross shafts, bushings, airsprings, shocks and all mounting hardware

63-87 C10 rear

ARR21800-LCA
63-72 C10 STRONGARM™ CoolRide® package with tubular control arms, c-notches, panhard bar, upper crossmember, lower crossmember, airsprings, shocks and all mounting hardware

Other rear systems:

AirBAR, pages 64-67

We have engineered bolt-on systems for leaf spring replacement for many applications.

AirBAR by Air Ride Technologies

trucks

STRONGARMS™
by Air Ride Technologies

Designed for a dropped stance, our tubular STRONGARMS™ have realigned ball joint angles to prevent bind and the added caster adjustment enables better high-speed handling. CNC bent tubing construction provides strength and durability.

Our StongArms™ are sold for ShockWave® systems as well as CoolRide™, depending on the application.

SHOCKwave®
by Air Ride Technologies

	control arms only			arms & ShockWaves®	
	upper	lower	upper & lower	lower	upper & lower
99-06 Silverado	**UCA5007** $550	**LCA1051** $650	**LUCA1051** $1,200	**SKW1051-LCA** $1,500	**SKW1051-LUCA** $1,800
82-03 S-10	**UCA5000** $400	**LCA1011** $500	**LUCA1011** $900	**SKW1011-LCA** $1,300	**SKW1011-LUCA** $1,600

NOTE: The C10 components will work with either an OEM spindle or an aftermarket dropped spindle. If you are mixing and matching suspension components on your truck... the difference between the various years C10 is in the balljoints.

We need to know the year of your spindle to determine which balljoint to install in your control arm. **STRONGARMS**™ may not work with factory swaybars. We offer our own bolt-on **MUSCLEbar**™ swaybar to complete your suspension package. (see page 72-73)

COOLRIDE®
by Air Ride Technologies

	control arms only			arms, air-springs & shocks	
	upper	lower	upper & lower	lower	upper & lower
63-70 C-10 Front	**UCA11800** $550	**LCA11800** $750	**LUCA11800** $1,300	**ARF11800-LCA** $1,200	**ARF11800-LUCA** $1,600
71-72 C-10 Front	**UCA11801** $550	**LCA11801** $750	**LUCA11801** $1,300	**ARF11801-LCA** $1,200	**ARF11801-LUCA** $1,600
63-72 C-10 Rear		**LCA21800** $750		**ARR21800-LCA** $2,000	
73-87 C-10 Front	**UCA11802** $550	**LCA11802** $750	**LUCA11802** $1,300	**ARF11802-LCA** $1,200	**ARF11802-LUCA** $1,600
88-98 C-1500	**UCA5003** $550	**LCA5003** $650	**LUCA5003** $1,200	**ARF5003-LCA** $1,200	**ARF5003-LUCA** $1,400
88-00 C3500		**LCA5012** $650		**ARF5012-LCA** $1,200	
02-05 Dodge		**LCA5013** $650		**ARF5013-LCA** $1,200	

are you thinking about putting your truck on the track?

Well maybe you're not, but we do! We have put our truck suspension systems to the test - you can count on our systems to provide un-matched handling.

All STRONGARMS™ include ball joints, and bushings

bolt-on: ready to install

AirBAR

by Air Ride Technologies

Muscle Cars

bolt-on 4 link leaf spring replacement

All muscle car AirBARs include bolt-in 4 link assembly, all brackets, fasteners, and ShockWaves®

Muscle cars have always been the backbone of hotrodding... and now they are hotter than ever! The problem is nobody wants to put up with the ride quality, handling, and braking technology of 40 years ago. After driving a new Camaro or Mustang, the compromises of a 40-year-old leafspring suspension just don't cut it!

replaces leaf-springs

Now there is a solution...

The **AirBAR**® from Air Ride Technologies is a 4 link rear air suspension that will directly bolt into the oem leafspring mounts of your prized musclecar... no cutting, no fabrication, just 4 small tabs to weld to the axle for your upper bars. The ride height of your car is typically lowered by approximately 2". The fully deflated height is typically 5-6" lower than stock. The ride quality is dramatically improved over stock... instead of a wallowing soft ride you'll experience a crisp, controlled ride quality that will inspire more confidence for performance driving.

The area of largest improvement is the handling and cornering performance. The **AirBAR**® eliminates the oem leafspring and replaces them with a 4 link rear suspension. The 4 link bars offer more precise positioning of the rear axle to eliminate flexing and increase stability through the corners. When combined with a **ShockWave**® (pages 50-53) or **CoolRide**® (pages 54-55) front suspension kit your classic musclecar can now enjoy the benefits of modern handling and ride quality technology.

67-69 Camaro / Firebird ABAR20100 $2,200

70-81 Camaro / Firebird ABAR20500 $2,200

62-67 Nova ABAR20200 $2,200

68-74 Nova ABAR20800 $2,200

Other rear systems:

Air4Link, pages 68-71
If your ride needs a more "custom" solution take a look at our universal 4-link kits.

STRONGARMS™, pages 58-62
If your car was built with trailing arm suspension we offer tubular control arms.

55-57 Chevy(1 piece frame) ABAR20300 $2,200
55-57 Chevy(2 piece frame) ABAR20350 $2,200

64-70 Mustang ABAR20000 $2,200

60-64 Ford Galaxie ABAR20400 $2,200

70-74 Mopar E body ABAR20700 $2,200

68-70 Mopar B body ABAR20600 $2,200

improved ride quality

- Bolt-on installation
- Greatly improved handling performance
- Ultimate ride quality

proven performance

We wouldn't expect you to bolt on any suspension component that we haven't thoroughly tested.

We regularly use our cars in a wide range of performance driving environments, as well as plain ol' highway time.

Our AirBAR™ systems have proven time and time again to provide not only ground shaking traction, but a great highway ride as well.

Velocity Camaro 614 H.P.
Winner quick ET on the drag strip:
Run Through the Hills 4

Traction + Torque = FUN!

engineered for performance

monster traction

AirBAR

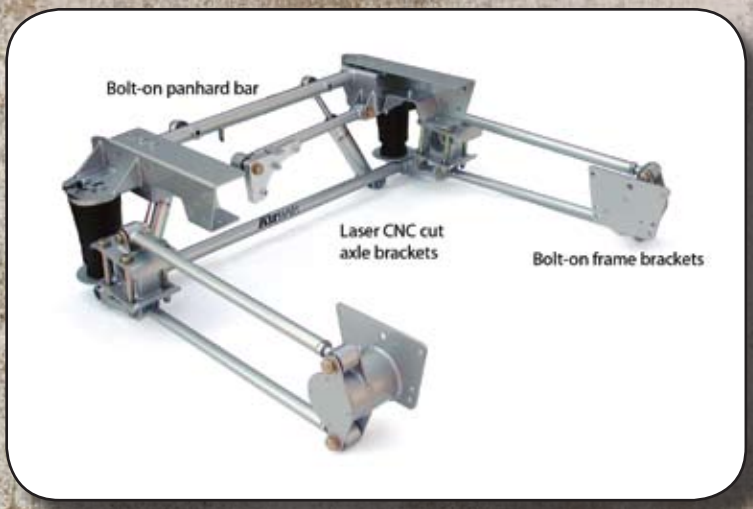
by Air Ride Technologies

Trucks

bolt-on 4 link leaf spring replacement

replaces leaf-springs

- Bolt-on installation.
  No welding required!
- Lowers vehicle up to 10”
- Specific systems for late model full size and mini trucks
- Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance and load capacities
- Improves ride quality
- *Better handling*



The AirBAR® is a bolt-on 4 link air ride system that replaces the leafsprings entirely.

We have designed several specific systems for late model full size and mini trucks.

An AirBAR® system will lower your truck as much as 10” while improving handling and load capacity.

Installation is completely bolt-on with no welding or fabrication necessary.

For the customer that wants a bolt-on system with no fabrication or welding the AirBAR® is the answer!

RoadGRATER

by Air Ride Technologies

S-10

The RoadGRATER™ system from Air Ride Technologies is a completely bolt-on 3 link wishbone rear air suspension. It includes a BOLT-ON super C notch assembly that is installed OVER the existing frame rail BEFORE cutting. This ensures the rear frame section remains properly aligned with the front. These super C notches are contoured around the oem rivets so you don't have to spend hours trying to grind hardened rivets out!

The airspring cross-members easily bolt onto the super C notches and add to the structural integrity of the RoadGRATER™ system.

The oem gas tank crossmember is removed with a sawz-all (again, no rivets to grind) and the new RoadGRATER™ crossmember (which includes a new gas tank mount) is bolted into place. Even the oem gas tank strap is reused!

- **Up to 12" of DROP!**
- **Completely bolt-on, NO welding!**
- **CNC lasercut brackets are jig welded for accurate fit**
- **Powdercoated for lasting protection**
- **New gas tank crossmember offers 1.5" more driveshaft clearance AND extra frame-rail reinforcement.**
- **No more notching the gas tank crossmember!**

This system will set the frame-rail on the ground with up to a 28” tall tire (275/35-20). Ride height is approximately 8” lower than oem. The S10 RoadGRATER™ system is designed to be used with at least a 26" tall tire (275/35-18) and is capable of setting the frame on the ground with up to a 28" tall tire (275/35-20).

The RoadGRATER™ can be BOLTED-ON in approximately 4 hours... in your driveway using a drill, sawz-all, and hand-tools. A typical custom built and installed rear 4 link system will cost anywhere from $1500 to $2500, and you are at the mercy of the workmanship of the installer.

82-03 S10 RoadGRATER™	RGR1000	$1,700

The ORIGINAL bolt-on 4-link air suspension system!

Application	Rear AirBAR®	
82-03 S10	**ABAR11003**	$1,200
73-87 Chevy	**ABAR11013**	$2,000
88-98 C1500 Chevy and GMC Truck (includes our bolt-on C notches)	**ABAR11012**	$2,000
92-99 1/2 Ton Tahoe/Yukon (4 door 2WD only)	**ABAR11000**	$2,000
99-06 Silverado/Sierra (includes our C notches)	**ABAR11007**	$2,000
97-03 F150 Truck (includes our C notches)	**ABAR11002**	$2,000
04-08 F150 Truck	**ABAR11010**	$2,000
97-04 Dakota	**ABAR11009**	$2,000
94-01 Dodge 1/2 Ton Truck see Air4Link™: pages 68-69		
02-05 Dodge 1/2 Ton Truck	**ABAR11011**	$2,000

- **Improves ride quality**
- ***Better handling***

Other rear systems:

Air4Link, pages 68-71
If your ride needs a more "custom" solution take a look at our universal 4-link kits.

STRONGARMS™, pages 58-62
If your truck was built with trailing arm suspension we offer tubular control arms.

HD Heavy Duty

Do you want to lower your dually, but still tow a trailer?

So do we... a 40 ft. triple axle gooseneck with all of our show displays inside. Nearly all of the semis that you see going down the roads today use air suspension. There is no reason that a 1 ton dually can not be lowered dramatically and still carry it's intended load capacity. But you do have to use the right parts. It doesn't drag the ground and we don't have to creep up on speed bumps. AirBARHD® is designed to lower your 1 ton truck dramatically (as much as 14") while improving the ride quality and maintaining the oem load capacities and a safe ground clearance. It is the perfect answer to the various loads and terrains that a tow vehicle will encounter.

- **Bolt-on installation. *No welding required!***
- **Heavy duty Firestone® airsprings to maintain OEM load capacities**
- **"Bridged" airspring mounts for strength and durability**
- **Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance and load capacities**

Application	Rear AirBAR®	
73-91 GM C30 Truck	**ABAR11004**	$2,000
88-91 Crewcab square body style 88-00 C3500 Dually		
88-91 is ext. cab only, round bodystyle 92-99 is ext. cab and crewcab	**ABAR11006**	$2,000
(Requires Belltech C notches sold below)		
Belltech C-notch for 88-00 C3500	**BEL6911**	$300
01-06 GM HD 1 Ton Dually	**ABAR11100**	$2,800
(Includes our 2 piece bolt-on boxed C notches)		
99-04 F350 Dually	**ABAR11005**	$2,000
94-02 Dodge 1 Ton Dually	**ABAR11008**	$2,000

Now you can get that "In the Weeds" stance and forget about bottoming out or living with a harsh ride when you're loaded!

air4link™

by Air Ride Technologies

4 link rear designed for air suspension systems

- Superior ride quality
- Rubber bushings eliminate poly bushing squeak & improve ride quality
- Allows maximum suspension travel and tighter wheel to fender clearances
- Highly adaptable to most vehicles
- Simple, straightforward installation
- .219" wall direct threaded DOM tubing for maximum strength
- .188" wall alloy steel brackets are CNC lasercut and folded for strength and accuracy

Choose:

SHOCKwave® by Air Ride Technologies

COOLRIDE® by Air Ride Technologies

Air4Link™ systems are designed to take advantage of either ShockWave® or CoolRide® air suspensions to fit a wide range of vehicles and budgets.

Other rear systems:

AirBAR, pages 64-67
We have engineered bolt-on systems for leaf spring replacement for many applications.

STRONGARMS™, pages 58-62
If your truck was built with trailing arm suspension we offer tubular control arms.

Parallel Systems

Air Ride Technologies also offers the 4 link rear suspension in a parallel style. Very similar in construction to the tri link... rubber bushings, heavy tubing, lasercut brackets... but the parallel 4 link uses a panhard bar to position the rear axle side to side.

In many applications, such as late model trucks, this configuration avoids interference between the upper bars and the oem gas tank. The parallel 4 link is also slightly easier for the casual installer to visualize and install because there are fewer bar mounts to deal with... the frame brackets and axle brackets carry both upper and lower bars. The parallel Air4Link™ is available separately, with airsprings and weld-on brackets, with bolt-on rear mounted airspring brackets, or with ShockWaves®.

- **Highly adaptable to most vehicles**
- **Bolt-on panhard bar available for many applications**
- **Simple, straightforward installation. Only 4 brackets to locate and weld**
- **.188" wall alloy steel brackets are CNC lasercut and folded for strength and accuracy**

Parallel 4 Link Kits

Includes: link bars, panhard bar, rod ends, bushings, weld-on frame/axle brackets, & fasteners.

	4-Link Only	with CoolRide®	With 7000 ShockWave®	With 9000 ShockWave®
Black	**PAR1000**	**ARS14500**	**SKW7000 PAR**	**SKW8000 PAR**
Powder coated	$550	$900	$1,450	$1,450
Polished	**PAR1000 SS**	**ARS14500 SS**	**SKW7000 PAR SS**	**SKW8000 PAR SS**
Stainless	$750	$1,100	$1,650	$1,650

Triangulated Systems

The triangulated version Air4Link™ is a tubular version of the tried and true rear suspension that GM has used since 1964. Welding and basic fabrication skills are needed. As a result, the triangulated Air4Link™ is highly adaptable to a variety of custom installations.

The triangulated 4 link can use a CoolRide® style airspring/bracket/ shock arrangement or a rear ShockWave® as an upgrade option. For the professional shop or advanced installer, the triangulated Air4Link™ is the top choice.

- **No panhard bar needed**
- **Allows maximum suspension travel and tighter wheel to fender clearances**
- **Highly adaptable to most vehicles**
- **Simple, straightforward installation**

The triangulated Air4Link™ is designed for the professional builder who wants a straightforward, no-compromise rear air ride suspension.

Triangulated 4 Link Kits

Includes: link bars, rod ends, bushings, weld-on frame/axle brackets, & fasteners.

	4-Link Only	with CoolRide®	With 7000 ShockWave®	With 8000 ShockWave®
Black	**TRI1000**	**ARS13500**	**SKW7000 TRI**	**SKW8000 TRI**
Powder coated	$450	$800	$1,350	$1,350
Polished	**TRI1000 SS**	**ARS13500 SS**	**SKW7000 TRI SS**	**SKW8000 TRI SS**
Stainless	$650	$1,000	$1,550	$1,550

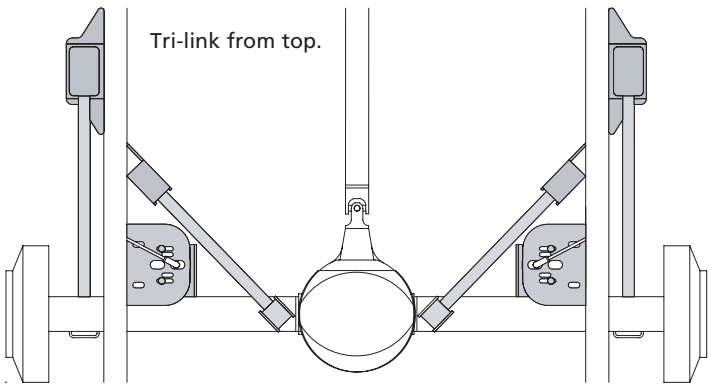
Which one's right for me?

4-link tech next page

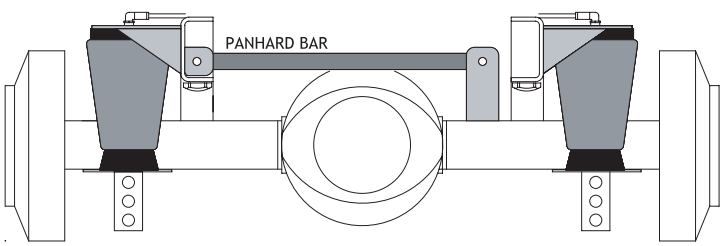
What's the difference between a triangulated 4 link and a parallel 4 link?

Which is better?

Both styles of 4 link accomplish the same thing... very simply, they hold the rear axle in the vehicle. The function of a 4 link is to keep the rear axle in its proper place under the vehicle. The bottom 2 links keep the axle in place front to back. The upper 2 links keep the axle from rotating, keeping the pinion angle as constant as possible.



On a triangulated 4 link the uppers bars are placed at an angle to the lowers. When connected securely to the axle and the frame they form a "triangle". This is what keeps the rear axle centered under the vehicle.



Parallel 4 link from the rear.

On a parallel style, a "panhard bar" must be used. It runs horizontally across the vehicle connecting the axle to the frame, allowing only up and down movement. Although there are several theories as to which is "better", in the real world it comes down to available space and preference.

A parallel 4 link fits most trucks better because the fuel tank is usually right in front of the axle, inboard of the frame. A parallel is sometimes easier to install because the link bar frame mount is one piece instead of two... less time in placing and welding the upper bar mounts. But a parallel 4 link requires a panhard bar which adds slightly to the expense and can use up valuable space needed for the exhaust system. A panhard bar will also induce a small amount of side to side movement during suspension travel... not enough to feel but it may concern the customer who has an extremely tight tire to fender clearance. With a parallel 4 link you are locked into a sideframe link position... with a triangulated 4 link the lower links can be placed beside the frame or under the frame for clearance purposes.

Either system is very straight forward to install. You will spend more time with the tape measure than the saw or welder. All else being equal, for the absolute rookie, the parallel may be a bit easier to visualize and understand during installation.

Triangulated 4 link (vs. parallel 4 link)

PROS

- NO side to side movement at all... you can run tighter tire to fender clearance.
- Less hardware to buy and install (no panhard bar)
- Allows flexibility in bar placement to avoid obstacles

CONS

- Angled upper bars can interfere with exhaust
- Angled upper bars can interfere with fuel tank on late model trucks
- 4 more attachment points to plot and install (parallel has bar mounts built together)

Parallel 4 link (vs. triangulated 4 link)

PROS

- Slightly easier to visualize and install (bar mounts are built together)
- Can be installed beside frame-rail, inboard or outboard
- May allow more room for exhaust (no angled upper bars)

CONS

- Requires a panhard bar (extra cost and installation)
- Panhard bar will induce a slight amount of side to side movement during suspension travel... requires slightly more tire to fender clearance.
- Panhard bar may interfere with exhaust

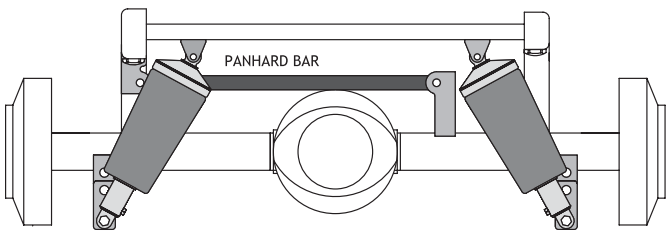
Why should I put a 4 link under my car?

What will a 4 link do better than a leafspring?

In a leafspring suspension, the leafs perform 2 functions. First, they hold the rear axle in the car. They prevent both forward and aft movement and minimize pinion angle change during suspension travel. Secondly, while they are doing this, they also support the load of the vehicle. For an OEM vehicle that has had thousands of hours of development time behind it, and that will operate within a predictable range of suspension travel, leafsprings do a very adequate job. The problem occurs when the operating envelope is changed... lower ride height, more horsepower, different weight distribution, maybe a trailer... its called hotrodding! The leafsprings cannot be expected to perform as intended if the operating parameters are changed.

With a 4 link suspension, we have separated the function of locating the rear axle and supporting the vehicle, just as GM has done since 1958. We like the 4 link rear suspension because of its ability to properly locate the rear axle no matter how soft we want to make the spring. With a leafspring rear suspension, softening the spring rate can cause other problems such as side to side flex or axle wrap (when the axle tries to twist the leafs out of the vehicle).

Parallel 4 link from rear with ShockWave® 8000

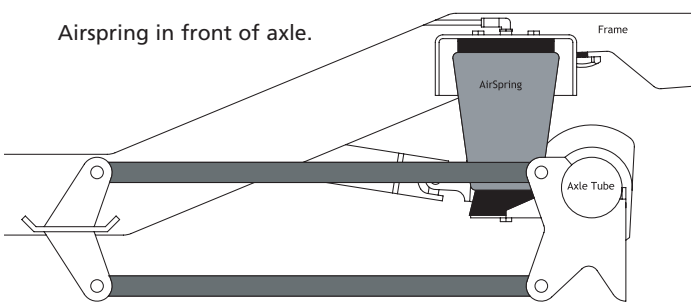


just a few FAQ's...

I have a straight axle under my '32 and am happy with the ride height and quality. Can I use an air suspension on the rear only?

ABSOLUTELY! We have several customers who have installed a 4 link and airsprings or ShockWaves® under the rear of their vehicles to improve ride quality. The rear of the vehicle is where you will actually see the most ride quality improvement. This is because you sit closer to the rearend and any load changes (fuel, passengers, luggage, trailer) will be supported by the rear suspension. For those customers who are looking for ride quality... start with the rearend.

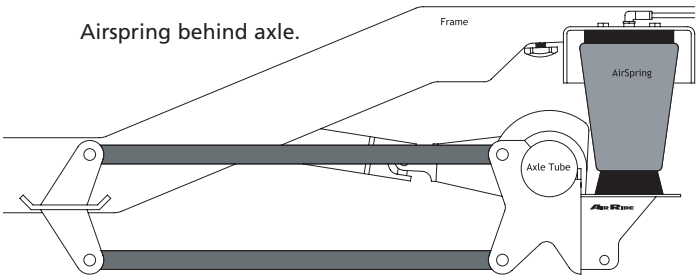
Airspring in front of axle.



In setting up my rear 4 link air suspension, should I place the airsprings in front or behind the axle? Inboard or outboard of the frame-rail?

It really comes down to where there is the most room. A forward position will offer slightly more travel and can sometimes offer better ride quality. A rear position can offer slightly more load capacity. Any spring, coil, leaf, or air, will perform better if placed farther apart under the chassis. Keep in mind these performance differences are quite small and that the real

Airspring behind axle.



criteria should be available space in your particular vehicle.

At what angle should I place the 4 link bars? The panhard bar? How critical are the angles?

We typically try to place the lower bars level at ride height. this will minimize "roll steer" (slight wheelbase change caused by the arc of the bars going through their travel). The upper bars should also be level, or slightly down at the front, if need be. This configuration will provide stable handling and braking characteristics. It is important to get the bars exactly the same from side to side to avoid unpredictable handling problems. It is also extremely important to make sure the panhard bar is level at your highway ride height. This will minimize side travel of the rear axle induced by the arc of the panhard bar going through its travel. Obviously there are precise formulas for placement of the 4 link bars to maximize certain performance criteria, but these performance differences are quite small on a road car. Put the bars in level, or close to it, at ride height, and you'll be fine.

What about "reverse" 4 links? What happens when you run the bars backwards?

NO NO NO!!! By the way, did we say NO?! It doesn't matter what the truck magazines say... DO NOT run the 4 link bars backwards! *Here's what happens...* When the top bars are run backwards, the diverging arcs of the upper and lower bars will create such a massive pinion angle change that under extreme amounts of suspension travel, you may actually pull the driveshaft out of the transmission! If you want to see this effect for yourself, get a sheet of pegboard and a couple of yardsticks... simulate the scenario for yourself. The second effect of running the upper bars backwards is completely screwed up handling dynamics. With a normal 4 link, when you hit the brakes, the suspension geometry wants to lift the rear of the vehicle.... therefore trying to "plant" the rear tires and assisting the braking action. When the upper bars are reversed, this dynamic is eliminated or even reversed... when you hit the brakes the suspension actually unloads the tires thereby massively reducing available braking performance. This is not our opinion... it is simply physics.

We don't know who thought up this "backwards" 4 link stuff but apparently it was originally used to provide clearance for an airspring sitting on top of the lower bars that pointed to the front. The truck magazines picked it up, the readers took it as gospel, and the rest is history.

MUSCLEbar

by Air Ride Technologies

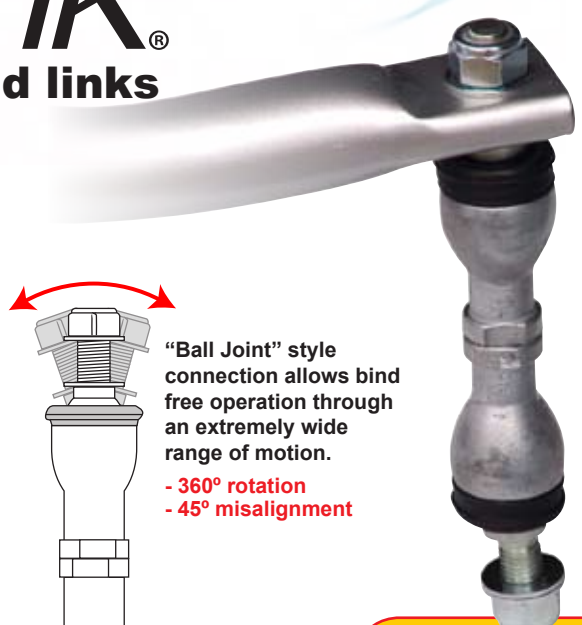
Lets face it… the most overlooked suspension component is also one of the most important. The magic you could be missing in your suspension may be nothing more than simply adding or upgrading your sway bar!

The new MUSCLEbarTM sway bars were developed specifically for lowered vehicles and will greatly enhance the cornering performance of your car or truck. (Not to mention they'll also make some vehicles safer at the speeds we travel on today's interstate highways.)

take on the curves with confidence

POSI•Link®

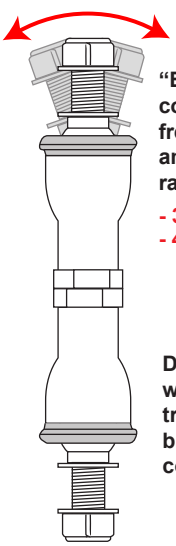
high performance sway bar end links



Positive motion transfer:

By keeping the sway bar positively engaged at all times your car's always "on the bar" and transitions quicker and with a greater positive feel!

- Improves range of motion & eliminates binding
- Strong design prevents deformation and failure
- Positive transfer of motion through swaybar
- OEM high performance quality



"Ball Joint" style connection allows bind free operation through an extremely wide range of motion.

- 360º rotation
- 45º misalignment

Durable design will outlast traditional bushing style connectors

Individual Posi-Link Components are available on our website for custom applications.

Increased bar diameters, polyurethane bushings, and appropriate attachment links all add up to a sway bar package that is designed to work correctly with your lowered car or truck and your aggressive driving style.

MUSCLEbar™ system includes all brackets and fasteners!

Cars

Chevy 55-57 -MUSCLEbar- with Posi-Links- (Front)	**SWA7500-P**	$400
Chevy 59-64 -MUSCLEbar- with Posi-Links- (Front and Rear)	**SWA7250-P**	$900
Chevy 59-64 -MUSCLEbar- with Posi-Links- (Front)	**SWA7200-P**	$500
Chevy 59-64 -MUSCLEbar- (Rear)	**SWA7300**	$400
Chevy Camaro 67-69 / Chevy Nova 68-74 with Posi-Links- (Front)	**SWA6400-P**	$500
Chevy Camaro 70-81 -MUSCLEbar- with Posi-Links- (Front)	**SWA6900-P**	$400
Chevy Impala 65-70 Front MUSCLEbar™ - with Posi-Links	**SWA8000**	$400
Chevy Impala 65-70 Rear MUSCLEbar™ - with Posi-Links	**SWA8100**	$300
Chevy Nova 62-67 -MUSCLEbar- (Front)	**SWA7400**	$300
GM A Body 64-72 -MUSCLEbar- with Posi-Links- (Front and Rear)	**SWA6250-P**	$650
GM A Body 64-72 -MUSCLEbar- (Rear)	**SWA6300**	$250
GM A Body 64-72 -MUSCLEbar- with Posi-Links- (Front)	**SWA6200-P**	$400
GM G Body 78-88 -MUSCLEbar- (Front and Rear)	**SWA6050**	$550
GM G Body 78-88 -MUSCLEbar- (Front)	**SWA6000**	$300
GM G Body 78-88 -MUSCLEbar- Rear	**SWA6100**	$250
Ford Mustang 67-70 MUSCLEbar™ front w/ PosiLinks	**SWA7900-P**	$400

Trucks

Chevy C10 63-87 - MUSCLEbar- with Posi-Links (Front)	**SWA7800**	$400
Chevy C1500 88-98 -MUSCLEbar- (Front and Rear)	**SWA6550**	$700
Chevy C1500 88-98 -MUSCLEbar- (Front)	**SWA6500**	$400
Chevy C1500 88-98 -MUSCLEbar- (Rear)	**SWA6600**	$300
Chevy S10 94-03-MUSCLEbar- (Front)	**SWA6700**	$300
Chevy Silverado 99-06 -MUSCLEbar™ with Posi-Links- (Front)	**SWA6800-P**	$400
Chevy Tahoe 00-06 -MUSCLEbar- (Front and Rear)	**SWA7050**	$650
Chevy Tahoe 00-06 -MUSCLEbar- (Front)	**SWA7000**	$350
Chevy Tahoe 00-06-MUSCLEbar- (Rear)	**SWA7100**	$300

Wide Range of applications

Billet Tie Rod Adjusters

NEW

Dial-in your steering with precision and style

The new Billet Tie Rod Adjusters fill a need that is often overlooked when building a high end suspension system.

We have designed our new aluminum adjusters to be strong, easy to adjust and look cool too.

Large wrench flats on both ends provide an easy way to dial your suspension system's steering to the perfect toe & bumpsteer settings and the anodized aluminum finish provides long lasting good looks.

Chevy 55-57 Car	**TRA1002**	$80
Chevy 58-64 Car	**TRA1000**	$80
Chevy 65-70 Impala	**TRA1001**	$80
Chevy 67-69 Camaro	**TRA1004**	$80
Chevy 68-74 Nova	**TRA1006**	$80
Chevy 88-98 C1500	**TRA1005**	$80
GM 64-70 A Body	**TRA1003**	$80

more applications being added
call or see our website for info

$80
Kit Includes 2 sleeves and jam nuts

take control

Choosing the right compressor / control system is critical to the performance of your air suspension.

Because it is the interface between you and your vehicles new suspension, it could be considered the largest part in providing a satisfying "riding on air" experience every time you get behind the wheel

Fortunately, Air Ride Technologies offers configurations to make sure you can have the ultimate system - tuned to your ride, tailored to your style and matched to your budget!

What's the deal?

Our air supply and control systems aren't complicated, they are just flexible. Providing the ultimate set-up for a 32 Ford, 68 Impala & a dually truck requires different approaches. So we offer a wide range of systems and components to meet those needs.
What do you need for your ride? That will depend on you. Check out below for what is going on:

The minimum:

Obviously, Air Springs have to have air. For some, **(especially during the build-up stage)** all that is needed is a simple air inflation kit to add and adjust pressure.

Onboard Compressor:

Equipping your ride with a compressor and inflation valves allows the air springs to be adjusted from the vehicle. This makes tuning much simpler.

Air Tanks:

Adding air tanks dramatically increases the ability of the system to raise the ride height. The larger the volume of stored air (larger tank or multiple tanks), the faster the system will be able to recover.

Solenoid Valves:

Using electric solenoid air valves allows the system to be adjusted with electric / electronic controls for more accuracy and dependability.

Digital Controls

The addition of an electronic control unit (ECU) and a digital interface provides many tuning benefits, including presets for vehicle settings.

Ride Height Sensors

Adding ride height sensors allows the system to monitor actual height of the vehicle in addition to air pressure at each wheel. This provides more accurate leveling, even under varying load conditions.

components to look for

systems

GOOD

RidePRO manual control

The original RidePro® systems utilizes our quality solenoid air valve system and dependable electric components to provide simple, & accurate control.

- Uses highest quality valves for long service
- Control panels provide simple and accurate inflate / deflate control

BETTER

RidePRO e2 digital control

The RidePro®e2 systems provide automatic adjustment with the use of an ECU and digital display.

The RidePro®e2 system relies solely on air pressure sensors for each air spring to adjust the suspension.

- Electronic controls
- Automatic adjustment with three presets
- Air pressure based system

BEST

LevelPRO auto-leveling

The LevelPro® systems add ride height sensors to the RidePro®e2 systems. This addition allows for more accurate leveling - especially under varying load conditions.

- Dual height monitoring - air pressure and ride height sensors
- More accurate & repeatable ride height adjustments

airpod™ simple install

The AirPOD® is the latest innovation in complete air control systems. It takes our popular and proven LevelPro® and RidePro®e2 systems and packages them in a pre-wired and tested single compact unit.

- Single compact unit
- Pre-wired
- Factory Tested
- Saves up to 12 hours of install time

airpod™

Pre-Wired
Pre-plumbed
Pre-tested

Can be installed in under 1 hour

- Only 4 plumbing connections to make
- Only 3 wiring connections to make
- Save 10-15 hours of installation time
- Compact size allows easy installation into most vehicles
- Lightweight (28lbs-3 gallon : 45lbs-5 gallon)
- Corrosion proof aluminum tank
- Easy 4 bolt mounting

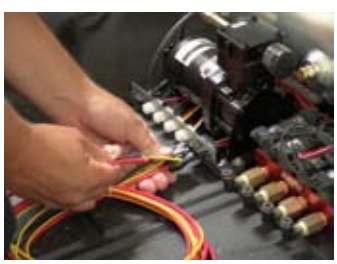
Available with

LevelPRO®

RidePRO e²®

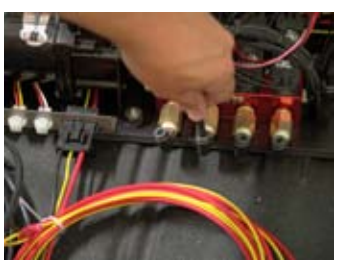
Mount the AirPOD® in the vehicle

Provide power to the AirPOD™



Plug the ECU & control panel into the AirPOD™

Install air lines



Run air lines to each air spring

you are **done!**

the easiest way to put your ride on air

[1] 327 Thomas compressor,
[1] 3 gallon tank,
Electronic control system,
ARV4000 air valve,
1/4" airline and DOT fittings

Rise Time:
3-5 seconds

4000 series
3 gallon single compressor

Suggested applications: Vehicles up to 3500lbs

AirPOD® w/RidePro®e2 3 gallon with single compressor	APOD4000e2	$1,900
Upgrade to LevelPro® - includes 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

[2] 327 Thomas compressors,
[1] 5 gallon tank,
Electronic control system,
ARV4000 airvalve, 1/4"
airline and DOT fittings.

Rise Time:
about 3
seconds

4100 series
5 gallon dual compressor

Suggested applications: Vehicles up to 4500lbs

AirPOD® w/RidePro®e2 5 gallon with dual compressors	APOD4100e2	$2,100
Upgrade to LevelPro® - includes 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

[2] 327 Thomas compressors,
[1] 5 gallon tank,
Electronic control system,
ARV7400 BigRed airvalve,
3/8" airline and DOT fittings.

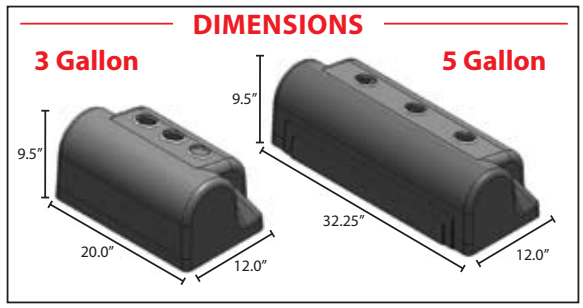
Rise Time:
about
2 seconds

4700 series "BigRed"
5 gallon dual compressors

Suggested applications: Vehicles over 4500lbs

AirPOD® w/RidePro®e2 BigRed 5 gallon w/ dual comp	APOD4700e2	$2,300
Upgrade to LevelPro® - includes 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

DIMENSIONS



REM7500 $150
Remote control option with
two key fobs

RidePRO e2®

Available with LevelPRO® ride height sensors

American made D.O.T. approved tank

D.O.T. approved airline

LevelPro® ride height sensors

Voltage based air pressure sensors

LevelPro® VFD control panel for easier viewing

Reliable, leak free RidePro® solenoids

D.O.T. approved fittings

Reliable Thomas or Viair compressor

Plug-in wiring... no guesswork!

Accurate height control

The ECU & Digital Control Panel provides, simple, & accurate control of air spring inflation. On LevelPro® systems, the inclusion of ride height sensors in addition to air pressure sensors allows extremely accurate vehicle leveling even when vehicle load changes (fuel level, passengers, luggage etc...)

OEM Quality air pressure sensors

Voltage based air pressure sensors eliminate EMI interference and grounding problems that can lead to inaccurate pressure readings and ride heights. Our voltage based sensor has more resolution [accuracy] and quicker response to allow faster and more accurate air pressure presets. It's also smaller in diameter to allow direct installation into the **RidePro®** and **BigRed** solenoid blocks to eliminate remote mounting panels with extra lines and fittings.

Bright Display

VFD display allows easier viewing in bright light and from any angle.

Ride-height-on-start

Each time the vehicle is started it will automatically go to highway ride height.

Control panel programming

All programming [including the ride-height-on- start feature] can be accessed from the control panel so you can hide the ECU and still have easy access to all programming functions.

3 '1 touch' ride height presets

Accessible from control panel. Three ride heights can be programmed by a simple push and hold action similar to programming a radio station preset. No secret sequence of buttons to push!

Backlit soft touch silicone buttons

Allows actuation by feel, no diverting your eyes from the road to see which button you're pushing!

Extruded aluminum ECU

Robust to avoid physical damage during installation

Remote control capability

REM7500 $150
Remote control option with two key fobs

[1] 327 Thomas compressor,
[1] 3 gallon aluminum tank,
Electronic control system,
ARV4000 airvalve,
1/4" airline and DOT fittings

Rise Time:
3-5 seconds

shown with LevelPro® sensors

4000 series
3 gallon single compressor
Suggested applications: Vehicles up to 3500lbs

RidePro®e2 3 gallon with single compressor	ARC4000e2	$1,500
Upgrade to LevelPro® - 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

[2] 327 Thomas compressors,
[1] 5 gallon aluminum tank,
Electronic control system,
ARV4000 airvalve, 1/4"
airline and DOT fittings.

Rise Time:
about 3
seconds

shown with LevelPro® sensors

4100 series
5 gallon dual compressors
Suggested applications: Vehicles up to 4500lbs

RidePro®e2 5 gallon with dual compressors	ARC4100e2	$1,700
Upgrade to LevelPro® - 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

[1] Viair 400 compressor,
[1] 5 gallon aluminum tank,
Electronic control system,
ARV7400 BigRed airvalve,
3/8" airline and DOT fittings.

Rise Time:
about
2 seconds

shown with LevelPro® sensors

4700 series "BigRed"
5 gallon single Viair compressor
Suggested applications: Vehicles over 4500lbs

RidePro®e2 BigRed 5 gallon with single Viair	ARC4700e2	$1,900
Upgrade to LevelPro® - 4 ride height sensors	LEV7500	+$500
Remote control upgrade	REM7500	+$150

LEVELING SYSTEMS

The LevelPro® leveling system is the most advanced air suspension control system available today. It is the result of several years of development by "hands on" engineers and refinement in real world vehicles.

The LevelPro® system uses a unique combination of ride height sensors AND air pressure sensors to quickly achieve your selected ride height. By comparing the position of the ride height sensor to the air pressure the vehicle is leveled with no crossloading.

For the customer who only requires an air pressure based control system, the RidePro®e2 can be a cost effective alternative to the state-of-the-art LevelPro®system. Of course, it is easily upgradable to a full LevelPro® configuration by a simple plug-in installation of the ride height sensors and wiring harnesses. It is fully compatible with the remote control system option as well.

Ride height vs. air pressure

Air pressure is only an indication of ride height. There are several variables to consider: load *[passengers, luggage, trailer, etc.]*, inherent suspension bind caused by the natural geometry of vehicle's suspension, and even the vehicle sitting on a grade can affect the relationship between air pressure and the *actual* ride height of the vehicle.

To this point leveling systems have fallen into 2 categories: pressure based and ride height based. A pressure based system [like the RidePro®e2 systems] use only air pressure to determine correct ride height. While this works well in most vehicles, it struggles to accommodate big valves and airlines or vehicles that see a variable load [luggage, back seat passengers, trailers, etc.].

A leveling system that uses only ride height sensors can accurately achieve the correct ride height but will often suffer from crossloading. This is when the vehicle is level but the air pressures are dramatically different from side to side. This crossloading condition is quite detrimental to proper ride quality and handling performance.

The LevelPro® system uses a unique combination of ride height sensors AND air pressure sensors to quickly achieve your selected ride height.

By comparing the position of the ride height sensor to the air pressure the vehicle is leveled with no crossloading.

air control systems TECH

What are the pros and cons of pressure based and ride height based control systems? When should they be used?

In the last 3-4 years there have been a few electronic ride height control systems come available for air suspension systems. These systems can be generally categorized into either air pressure based or ride height based systems.

With a pressure based system you are relying on air pressure to translate into the position of the airspring, which should then theoretically translate into the position of the suspension, which should then [again, theoretically] translate into the ride height of the vehicle. The problem with this type system is all of the translations and assumptions that are made.

The electronics portion of the LevelPro® electronic leveling systems includes the computer, control panel, air pressure sensors and ride height sensors. The LevelPro® system is unique in using both air pressure and ride height to achieve the appropriate vehicle ride height.

When any change occurs to the load that the air spring sees then you can no longer assume that a given air pressure will mean a specific ride height. These load changes can be many things... actual weight change via passengers, luggage, or fuel, the vehicle sitting on an incline or a pothole, or just general suspension geometry or suspension bind that would require more air pressure to raise than it would to maintain ride height.

Another problem with active pressure based systems [the one that actively maintains a given air pressure while going down the road] is that they react completely wrong in a "long sweeping turn" scenario like an interstate off ramp or any other dynamic maneuver that increases the load on one side of the vehicle for a significant period of time. An active pressure based system will attempt to deflate the outside [loaded] airspring and inflate the inside [unloaded] airspring. Like a 2 way control system, this magnifies body roll and handling problems.

A pressure based system also sometimes struggles with a light vehicle with large airsprings [like an unloaded dually] and with very fast solenoid systems that raise the car quickly. In reality a pressure based control system works fine on many vehicles. If your vehicle seldom sees load changes and is reasonably well balanced it may be a good candidate for a pressure based system.

The ride height sensor is used to tell the computer the actual ride height of the vehicle.

A ride height based system is much better but not without its limitations as well. By directly sensing the actual position of the vehicle suspension we have eliminated several "assumptions" based on air pressure. Now we know the precise relationship of the suspension compared to the chassis and therefore the precise ride height of the vehicle. The problem with a pure ride height based system is "crossloading". This is when the ride height is achieved with radically different air pressures from corner to corner.

Although you will see some variation of air pressure from side to side because of unequal weights, etc, this difference should be within about 20%. It is possible to "fool" a ride height based system by "overinflating" 2 diagonal corners while leaving the opposing corners significantly under-inflated. The vehicle is level but the handling characteristics will suffer greatly.

There is at least one electronic leveling system available now that addresses these problems. The LevelPro® system from Air Ride Technologies actually uses both air pressure AND ride height sensors to achieve the correct ride height at the appropriate air pressure. The beauty of this particular system is that it can be configured as a pressure based system to save cost and the ride height sensors can be added later if your vehicle proves troublesome.

LevelPRO® F.A.Q.

Does the LevelPro® system maintain a vehicle's ride height while going down the road?

The LevelPro® system will automatically default to ride height #2 when the ignition is turned on. It will achieve this ride height in approx. 10 seconds and then disengage so no corrections are being made while the vehicle is at highway speeds.

Will my car automatically drop when the key is turned off?

For safety reasons, the only automatic function is the ride-height-on-start feature when the vehicle is first started.

If I add passengers or luggage to the rear of the vehicle will the LevelPro® automatically re-level the vehicle?

Yes, when the vehicle is re-started or when the ride height #2 button is activated the system will bring the vehicle to its programmed ride height regardless of the load being carried. The LevelPro® system does not allow normal driving dynamics to falsely influence changes in air pressure and ride height.

Can the ride-height-on-start feature be turned off and on?

Yes, directly from the control panel. The programming button will be illuminated when the ride-height-on-start feature is activated.

Will the LevelPro® system work with my fast valves or will I have to slow them down to make it compatible?

The LevelPro® system will accommodate large flow airvalves at full speed. This is because it uses both air pressure AND ride height sensors to determine how far away from the selected ride height the vehicle is at any time.

Will the LevelPro® system work with other brands of solenoids or valves?

Yes. The RidePro® and BigRed solenoids offer plug-in installation, but we offer a color coded wiring diagram to allow installation with any 12v solenoid or airvalve.

I see compressor "kits" advertised for much less than yours… what's the difference?

This one is easy… DOT approved airline, DOT approved fittings, bubbletight, leakfree solenoids, weatherpak wiring connectors, completely assembled control panels, installation fasteners and terminals included. Don't take our word for it, ask around. NO ONE ELSE uses the quality of components or includes all the details like Air Ride Technologies… period!

What are the advantages and disadvantages of a "two way" vs. a "four way" compressor system? When is each preferred?

This solenoid package makes short work of installation and plumbing a compressor system. It is designed specifically for an air suspension and has "bubbletight" airvalves for reliable leakfree performance.

When air suspension was first introduced to the hotrod market in the mid 90's the two way control system was the standard method of inflating and deflating the suspension. Very quickly it was learned that during cornering the outside, or loaded, airspring would attempt to transfer air to the inside, or unloaded airspring thereby magnifying body roll issues. This is where air suspension got its reputation for ill handling. Today we recommend [nearly demand] that a 4 way control system be used to control the air suspension. There are several benefits:

1) It cures air transfer problems outlined above.

2) It gives you the ability to level the vehicle. Most cars will require different air pressures from side to side to compensate for extra weight, suspension bind, or to overcome alignment changes as the vehicle is raising or lowering. [ever see a coilover car that didn't need and extra turn or 2 on one of the coilovers?

3) It raises the vehicle faster because you have 4 orifices flowing air instead of 2.

At this point the only reason to use a 2 way system is if your vehicle has only 2 airsprings.

What is the advantage of multiple compressors, multiple tanks, and larger airlines?

In a nutshell… SPEED. The faster you want your vehicle to go up and down, the more air pressure and air volume it will require. For those of you who focus on ride quality and handling as the main benefits of the air suspension, there is no reason to invest the extra money in extra compressors and tanks, or for larger airlines. If you criteria is fast movement… then step up.

If I want to speed up my compressor system, what should I do first?

Probably the biggest bang for your buck would be an extra tank, followed by extra compressors and then by larger airline. If you are using the standard Thomas 150 psi compressor, we recommend one compressor for every 3 gallons of air reservoir capacity. The Viair 150 psi compressor will service approx. 5 gallons of capacity. If you exceed these recommendations, your compressor will work harder to refill the tank and the life expectancy will be shortened. We use 1/4" DOT approved airline for our RidePro® applications. The BigRed systems come standard with 3/8" DOT airline. With airline… bigger IS better, but it can become more difficult to route and install properly.

Why do you use a 33% duty cycle compressor instead of some of the more popular "100% duty cycle" units?

These published duty cycles come with "fine print". First of all, the 100% duty cycle units create much less air volume than the units that we offer. This means that they HAVE to run much longer to achieve the same amount of volume and pressure as ours. In addition, most of these "100% duty cycle" units are NOT sealed for protection against the environment. The motors are vented to run cooler and to allow the 100% rating. This means you have to mount them in a moisture and dirt protected location instead of being able to mount them under your truck or car. In addition to all of this, we have our pressure switches built to our specs to trigger the compressor to come on earlier so it can refill the tank quicker. In the real world, this means our 150psi switch triggers the compressor to come on at 135 psi instead of 115-120psi. Our compressors will refill the tank quicker and run less. We have found this combination to be very successful.

airpod™

We've made it easier than ever to decide on an air control system. The new AirPOD® is all you need for total control in one easy to install and configure unit.

see pages 76-77

RidePRO

The RidePro® manual control 4 way compressor systems – for the budget minded builder. The control panel has [2] dual needle air pressure gauges and 4 switches that activate the RidePro® airvalves. This system can be upgraded to a full RidePro®e2 or LevelPro® system by adding the LEV7000 or CON7000 at a later date.

[1] 327 Thomas compressor,
[1] 3 gallon tank,
Analog 4 way control panel,
ARV4000 4 way airvalve,
1/4" airline and DOT fittings

Rise Time:
3-5 seconds

4000 series
3 gallon single compressor

RidePro™ "4 way" 3 gallon with single compressor	**ARC4000**	**$1,100**

Single axle air systems

[1] 327 Thomas compressor,
[1] 3 gallon tank,
Analog 2 way control panel,
ARV2500 2 way airvalve,
1/4" airline and DOT fittings

2000 series
3 gallon single compressor

RidePro™ "2 way" 3 gallon with single compressor	**ARC2000**	**$800**

[1] 215 Thomas compressor,
Analog 2 way control panel,
1/4" airline and DOT fittings

1600 series

Small "overload" style compressor system - Includes a 215 compressor, CON 1600 single control panel, 1/4" airline and fittings. Used mainly for **AirOverLeaf**TM or overload type applications where speed not important. No tank needed.

RidePro™ "2 way" single compressor	**ARC1600**	**$350**

[1] 215 Thomas compressor,
Analog 1 way control panel,
1/4" airline and DOT fittings

1500 series

Small "overload" style compressor system - Includes a 215 compressor, CON 1500 single control panel, 1/4" airline and fittings. Used mainly for **AirOverLeaf**TM or overload type applications where speed not important. No tank needed.

RidePro™ "1 way" single compressor	**ARC1500**	**$300**

UP-grades air control systems & accessories

Valves

ARV2500 $260
2 way RidePro™ airvalve
2 way airvalve for 1 pair or 2 pairs of airsprings
(includes O rings, fasteners, and mounting brackets -fittings sold separately)

ARV4000 $500
4 way RidePro™ airvalve
4 way airvalve for 4 airsprings
(includes O rings, fasteners, mounting brackets -fittings sold separately)

BIGRed by Air Ride Technologies

ARV7200 $375
2 way BigRed airvalve
2 way airvalve for 1 pair or 2 pairs of airsprings
(includes O rings, fasteners, and mounting brackets -fittings sold separately)

ARV7400 $750
4 way BigRed airvalve
4 way airvalve for 4 airsprings
(includes O rings, fasteners, mounting brackets -fittings sold separately)

The standard ARV4000 **RidePro®** solenoids are our exclusive bubbletight airvalves that we recommend for probably 80% of our customers.

The **BigRed** solenoids use the same bubbletight design, the same weatherpak wiring connectors, have the same laser etched port markings… but they will flow MUCH more air.

In addition, **BigRed** can be taken apart and placed at each corner of the vehicle to speed the response up even more. **BigRed** is popular among the truck customers who intend to raise and lower the vehicle quickly…

RidePro® is appropriate for our customers who want a more controlled action from their air suspension. There is NO difference in quality… just in applications.

Why wouldn't I just get the BigRed system instead of the RidePro® solenoids?

Not everyone wants the super fast action of **BigRed**. **BigRed** is more expensive because a larger coil is required to operate the larger plunger and orifice for more airflow. Also, the fast action of the **BigRed** solenoids can sometimes be hard to control. It can sometimes be difficult to sneak up on your intended air pressure and obtain a good ride quality because the massive airflow will "overshoot" your target air pressure.

Controls

RidePRO e2®

CON7000 $800
RidePro® e2® electronics package
Convert any existing compressor system to the **RidePro® e2®** pressure preset system Includes: **RidePro® e2®** ECU, control panel, air pressure sensors, and wiring harnesses.

LevelPRO®

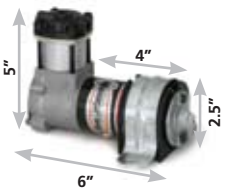
LEV7000 $1,300
LevelPro® electronics package
Convert your original **RidePro® e®** or any other compressor system to a full **LevelPro®** system! Includes: **LevelPro®** ECU, control panel, air pressure sensors, ride height sensors, wiring harnesses

LEV7500 $600
LevelPro® UPGRADE
Upgrade your current **RidePro® e2®** to a full **LevelPro®** system! Includes: ride height sensors, wiring harnesses and all necessary hardware

REM7500 $150
Remote control option with two key fobs

Compressors

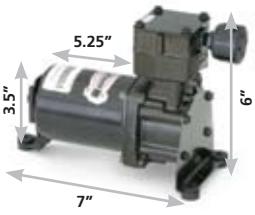
model215 MAX PSI 120
Volume .22cfm@120psi
Max amp draw 16



ARC1550
$150

This unit is designed to be used mainly for overload type systems like the **AirOverLeaf**TM system where pressure and flow are not as critical.

model327 MAX PSI 150
Volume .50cfm@150psi
Max amp draw 19.6



ARC5001
$200

This unit is rated at 150 psi & is our most popular compressor. It's proven dependability is the heart of our **RidePro®** compressor systems.

Viair400 MAX PSI 150
Volume .71cfm@150psi
Max amp draw 29

ARC7000
$300

Viair 400-150psi compressor with mounts, intake filter and braided stainless check valve hose. This compressor powers the **BIGRed** systems.

Fittings & Lines

Of course our kits come with all the fittings you need, but if you find yourself building your own system, or need more parts our materials are the best you can get.

Airline Inflation Valve

1/4" FIT7005 $5

Male Bulkhead

1/8" NPT 1/4" line .. FIT7008 $10

Npt Plug

1/8" FIT7002 $2
1/4" FIT7004 $2
3/8" FIT6004 $2

Npt Close Nipple

1/4" FIT7001 $3

Compressor Tee

1/8" NPT FIT7500 $6
1/4" NPT FIT7600 $7

Straight Splice

1/4" Line Size..... FIT4300 $6
3/8" Line Size..... FIT6300 $8
1/2" Line Size..... FIT8300 $8

Tee Fitting

1/4" Line Size..... FIT4400 $8
3/8" Line Size..... FIT6400 $10
1/2" Line Size..... FIT8400 $10

Male Straight

1/8" NPT 1/8" line FIT2000 $5
1/8" NPT 1/4" line FIT2100 $5
1/4" NPT 1/8" line FIT4050 $5
1/4" NPT 1/4" line FIT4000 $5
1/4" NPT 3/8" line FIT6000 $6
3/8" NPT 3/8" line FIT6500 $6
3/8" NPT 1/2" line FIT8000 $6

Female Straight

1/8" NPT 1/8" line..... FIT2050 $5
1/8" NPT 1/4" line..... FIT2150 $5
1/4" NPT 1/4" line..... FIT4101 $5
1/4" NPT 3/8" line..... FIT6101 $6

Male Swivel Elbow

1/8" NPT 1/4" line FIT2201 $5
1/8" NPT 3/8" line FIT6100 $8
1/4" NPT 1/4" line FIT4201 $5
1/4" NPT 3/8" line FIT6201 $8
1/4" NPT 1/2" line FIT8500 $8
3/8" NPT 3/8" line FIT6600 $8
3/8" NPT 1/2" line FIT8200 $8

Air Line Reducer

3/8" x 1/4" FIT7006 $6
1/4" male x 1/8" FIT7007 $4

Only the best!

We use only Department of Transportation (DOT) approved lines and fittings.

The reliability of your air system can rest on even the smallest detail.

We don't take any short cuts.

Braided Line Kit

SKW7900
$70

For the installer that wants to hard line their air system or add to the overall appearance, the **SKW7900 Braided Line Kit** is the trick!

Air Line Cutter

CUT1000 $10

NO MORE JAGGED CUTS!
This is the best $10 you'll ever spend. Be sure of your airline connections with our tubing cutter.

Air Inflation Kit
AIRKIT90
$35.00


Bulk Airline

1/8" airline (25 feet)	ARL1000	$15
1/4" DOT airline (30 feet)	ARL2000	$25
3/8" DOT airline (40 feet)	ARL3000	$50
1/2" DOT airline (60 feet)	ARL4000	$75

Tanks

Tanks	Length	Dia.	Part#	Price
1 gallon	11"	6"	F9125	$50
2 gallon	18.25"	6"	Tank2000	$65
3 gallon	20.48"	7"	Tank3000	$75
5 gallon	20.75"	9.5"	F9191	$80
5 gallon	32"	7"	TANK5000	$80

Relay

40 amp compressor relay w/harness
WIR7000
$50

Switches & Panels

We offer our switch panels and controls separately if you are building your system from scratch.


CON1500


CON2000


CON2500


CON4000

Switches & Panels

Single control panel (w/pneumatic paddle switch)	CON1000	$100
Single control panel (w/electrical pneumatic switch)	CON1500	$110
Dual paddle switch control panel	CON2000	$175
2 way RidePro® control panel (electrical switches w/dual needle gauge)	CON2500	$125
Single needle air pressure gauge	GAU1000	$40
Dual needle air pressure gauge	GAU2000	$80
150 PSI pressure switch	PRE1500	$35
Paddle switch (pneumatic)	ARV3000	$40
Paddle switch (electrical/pneumatic)	ARV3500	$50
RidePro® rocker switch (electrical)	SWI1001	$15

F7076

F2107

F6781

F6873

Part #	Type	Capacity @100ps	Min. Height	Installed Height	Max. Height	Diameter (inflated)	Price
F6781	double convoluted	2140#	3"	4.5"-5"	7"	6.5"	$155
F6873	double convoluted	3150#	3"	5"-5.5"	8"	8"	$160
F7325	double convoluted	3400#	3"	5"-6"	10"	8.5"	$210
F9000	tapered sleeve	1500#	4.5"	9"-9.5"	12"	5"	$110
F9002	tapered sleeve	1500#	4.5"	8"-8.5"	11"	5"	$110
F9100	tapered sleeve	2000#	5.25"	10"-10.5"	15"	6.5"	$200
F7012	rolling sleeve	1000#	4"	7"-8"	13"	5"	$80
F7076	rolling sleeve	800#	3.5"	5"-6"	9"	4"	$80
F2107	rolling sleeve	3500#	6.5"	10.5"	16"	9"	$230

Note for double convoluted airspring:

Firestone® double convoluted airsprings DO NOT require a bumpstop to avoid damage, however, your specific application MAY require a bumpstop to maintain a safe ground clearance when deflated.

Note for all sleeve style airsprings:

An external bumpstop and an extension stop (limiting strap or the shock absorber) MUST be used to prevent the airspring from exceeding the compressed or extended dimensions. If these dimensions are exceeded, severe damage to the airspring, and possibly the vehicle, will result.

Front Suspension

This end of the vehicle is usually the most difficult because of the available space and because of so many components moving at the same time. There are three things to consider when building a front air ride suspension.

1 Suspension Geometry

Even more important than the weight if the vehicle is how the suspension interacts with the airspring. Because you are dealing with a leverage factor-meaning the airspring will be located considerably inboard of the actual load point-the airspring will see a much greater load than the weight of the vehicle, sometimes more than 2 to 1! We can make general recommendations on airspring size.

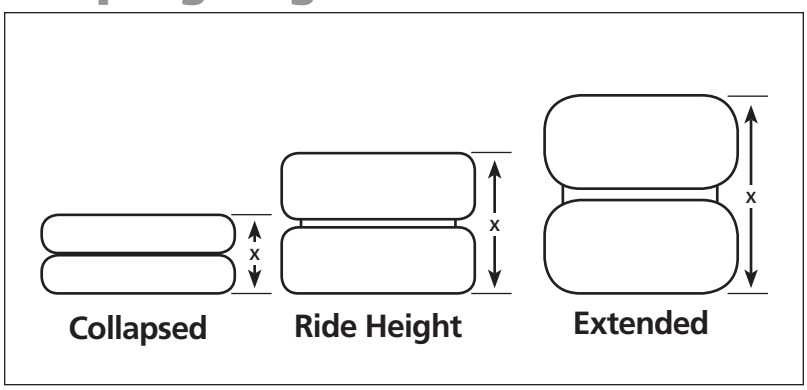
2 Available Space

The OEM coilspring is typically smaller in diameter than an airspring. This means that there may be some creative positioning or some trimming to be done to properly install the airspring. Shock absorber relocation must also be considered. We can provide tubing and mounting plates to get you started on building your own airspring brackets. We also offer a shock relocation kit that is adaptable to many applications.

3 Vehicle Logistics

Ground clearance, ball joint travel, driveshaft angles and clearance, and the ability to align the front end must all be considered when building a custom air ride suspension from scratch.

Airspring Diagram



ARI1000
2 wheel front installer kit
$350

ARI1002
2 wheel rear installer kit
$300

"Installer" Kits

Just because we may not offer a specific air ride system for your particular vehicle doesn't mean it cannot be done! We can supply the correct components to make your special project a success. Our suspension technicians can help you select the appropriate airspring components. You supply the fabrication skills and we'll supply the parts! Yes, it's more of a challenge than our pre-fit systems. Yes, it will require welding and fabrication skills. No, it is not rocket science. (We'll handle that part.)

Description	Part #	Price
Front installer package with F6957 double	**ARI1000**	$350
Rear installer package with F9000 tapered sleeve airsprings	**ARI1002**	$300
Same as above only with F6873 larger airsprings	**ARI1001**	$375
Universal shock relocation kit with Monroe shocks	**S1000**	$150
Universal shock relocation kit with KYB shocks	**S1001**	$175

Shocks

Shock absorbers are the "brains" of any suspension system. That is why you see NASCAR teams take 3 sets of springs and 20 sets of shocks to the racetrack! Because of its unique compression and rebound qualities, an air ride suspension requires a bit different valving to produce the best ride possible. We select a shock absorber that will match your application as close as possible. There are upgrades available that allow you to tune in that last bit of potential ride quality. On heavy vehicles such as 50's and 60's cars and late model trucks, especially in the front, a KYB shock offers more ride control. On the rear of nearly all vehicles, the standard Monroe shock offers the best ride. For the customer that wants the ultimate in ride quality, adjustability and appearance, the aluminum shock is available with adjustable valving to maximize ride quality for your particular vehicle.

KYB Shocks

The KYB shock is a firmer shock that is well suited for heavier vehicles, especially in the front. They provide greater control to eliminate bounce and roll and are of a monotube high pressure construction to minimize fade. These units are provided as standard equipment in some of our systems for heavier vehicles.

Monroe Shocks

S1000
Front Shock Kit $150

S2000
Rear Shock Kit $150

KYB Shocks

S1001
Front Shock Kit $175

AO35
Universal Shock Mount
$15

AOO8F
Universal Upper Front Shock Tower
$20

Billet Aluminum Adjustable Shocks

Air Ride Technologies' single and double adjustable billet aluminum shocks are the ultimate upgrade to optimize the ride quality and handling performance of your new air suspension. These shocks have a soft compression valving and a 16 position adjustable rebound valving to let you tune the shock to your particular car! The single adjustable shock has a single knob that adjusts the rebound valving only. The double adjustable shock has 2 knobs that adjust rebound AND compression valving separately. Features: 5/8" hard chrome piston rod and the latest internal sealing technology to ensure top performance and long life!

Part # [Base part#] [adjustment] [lower mount] [upper mount]	Compressed Height (approx.)	Ride Height (approx.)	Extended Height (approx.)	Stroke	Price
SHO1260 - [SA or DA]-[lower]-[upper]	9.19"	10.75"	11.79"	2.6"	SA $380/pr. DA $630/pr.
SHO1350 - [SA or DA]-[lower]-[upper]	**9.30"**	**11"**	**12.8"**	**3.5"**	**SA $380/pr. DA $630/pr.**
SHO1410 - [SA or DA]-[lower]-[upper]	10.66"	13.12"	14.76"	4.1"	SA $380/pr. DA $630/pr.
SHO1500 - [SA or DA]-[lower]-[upper]	**11.56"**	**14.56"**	**16.56"**	**5.0"**	**SA $380/pr. DA $630/pr.**
SHO1615 - [SA or DA]-[lower]-[upper]	11.95"	16"	18.10"	6.15"	SA $380/pr. DA $630/pr.
SHO1715 - [SA or DA]-[lower]-[upper]	**12.95"**	**17"**	**20.10"**	**7.15"**	**SA $380/pr. DA $630/pr.**
SHO1825 - [SA or DA]-[lower]-[upper]	14.00"	18.50"	22.25"	8.25"	SA $380/pr. DA $630/pr.

All lower and upper mounts are interchangeable. When ordering please insert the following codes to indicate your preference of upper mount.

Description	Price
"loop" or "eye" mount with polyurethane bushing	No additional charge
Spherical bearing in both upper & lower mount	$25 ea.
Stud mount with polyurethane bushings (not available on lower mount)	No additional charge
GM style crossbar - trunnion	$25 ea.

airOVER LEAF

by Air Ride Technologies

There are a great number of finished vehicles out there that use a leafspring rear suspension. The AIRoverLeaf™ system offers a great ride quality and extra load capacity without re-engineering your vehicle. Lowering is accomplished by removing 1 or 2 leafsprings. The airspring is then inflated to restore load capacity, ride height and spring rate. The AIRoverLeaf™ system is completely bolt-on and requires little or no modification to your vehicle.

- ***Improves handling***
- **Greatest application coverage and versatility**
- **Pre-engineered mounting hardware to maintain ground clearance, driveline angles, tire clearance and load capacities**
- **Improves ride quality!**
- ***Easy to install!***

Systems

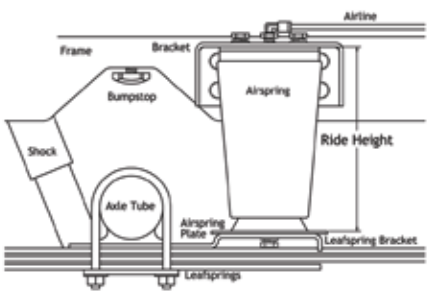
	Part #	Price
2000 lb. kit w/sideframe upper and 2.5" wide leaf lower brackets	**ARK2002**	$300
2000 lb. kit w/sideframe upper and weld-on lower brackets	**ARK2003**	$300
2000 lb. kit w/underframe upper and 2.5" wide leaf lower brackets	**ARK2004**	$300
2000 lb. kit w/underframe upper and 2" wide leaf lower brackets	**ARK2005**	$300
3000 lb. kit w/sideframe upper and 2.5" wide leaf lower brackets	**ARK3002**	$300
3000 lb. kit w/sideframe upper and weld-on lower brackets	**ARK3003**	$300
3000 lb. kit w/underframe upper and 2.5" wide leaf lower brackets	**ARK3004**	$300
4000 lb. kit w/sideframe upper and 2.5" wide leaf lower brackets	**ARK4900**	$350

(Kits include airsprings, brackets and hardware.)

Applications

Vehicle	Airsprings	Brackets	Part #	Price
35-40 Ford Car	F7076	Underframe upper/2" leaf lower	**ARK2005**	$300
41-48 Ford Car	F9000	Underframe upper/2.5" leaf lower	**ARK3004**	$300
49-54 Ford Car	F7012	Underframe upper/2" leaf lower (includes shocks)	**ARR21700**	$350
61-66 T-Bird	F9000	Underframe upper/2.5" leaf lower (includes shocks)	**ARR20500**	$350
49-52 Merc	F7012	Underframe upper/2" leaf lower (includes shocks)	**ARR21700**	$350
37-54 Chevy Car	F7076	Underframe upper/2" leaf lower	**ARK2005**	$300
55-57 Chevy Car	F7012	Underframe upper/2" leaf lower (includes shocks)	**ARR20601**	$350
35-03 (no kidding!) Ford Truck & Ranger	F9000	Sideframe upper/2.5" leaf lower	**ARK3002**	$300
40-05 Chevy Truck	F9000	Sideframe upper/2.5" leaf lower	**ARK3002**	$300
73-03 Chevy & Ford 1 ton truck	F6957	Sideframe upper/2.5" leaf lower	**ARK4900**	$350
82-03 S10 & Blazer	F7076	Underframe upper/2.5" leaf lower	**ARK2004**	$300
88-98 C1500 w/Belltech C notch	F9000	Special upper/2.5" leaf lower	**ARK3005**	$350
88-99 C3500 w/Belltech C notch	F6957	Special upper/2.5" leaf lower	**ARK4901**	$400

NOTE: "ARR" part #'s include shocks.

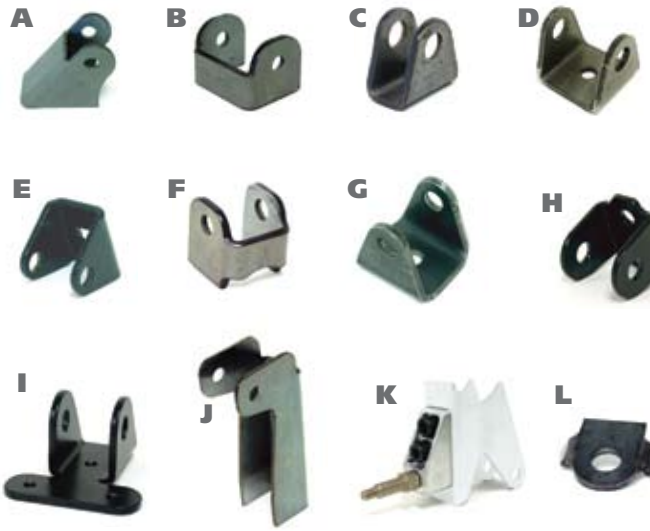


Other rear systems:

Air4Link, pages 68-71
If you're ready to switch from leafs take a look at our universal 4-link kits.

AirBAR®, pages 64-67
We have engineered bolt-on systems for leaf spring replacement for many applications.

Hardware



Shock / ShockWave® Mounts

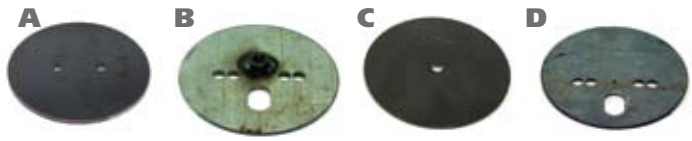
	Part#	Single	10qty.
A - Rod End Frame Bracket			
3/16" mild steel Fits 1-3/4" wide rod end	**A115**	$20	$150
B - Large Rod End Bracket			
1/4" mild steel for a 3" wide rod end	**A137**	$15	$112
C - Rod End Bracket (narrow)			
3/16" mild steel for 3/4 x 5/8 heim	**A084**	$10	$75
D - Rod End Bracket			
1-3/4" wide 3/16" mild steel	**A083**	$10	$75
E - ShockWave™ Stud Adapter (powder coated)			
1-1/4" wide 3/16" mild steel	**SKW001**	$20	$150
F - Shock Bridge Bracket			
3/16" mild steel	**A397**	$10	$75
G - Shock Bracket (powder coated)			
3/16" mild steel 1-1/4" wide	**A035**	$15	$112
H - Bolt-on Panhard Bar Frame Bracket (powder coated)			
3/16" mild steel 5/8" holes1-3/4" wide	**A316**	$20	$150
I - Bracket 1/4" mild steel-mounts			
ShockWave™ to vette owner control arm	**A248**	$25	$187
J - Universal Shock Tower			
.125" mild steel 6" long-0 holes	**A008F**	$20	$150
K - Billet ShockWave® Lower Rear Mount Billet Aluminum with hardware			
(bolts to A113-A114)	**SKW0901**	$75	$562
L - Shock Tab-Sway Bar Tab			
3/16" mild ste el - 5/8" hole	**A097**	$10	$75

4 Link Mounts

	Part#	Single	10qty.
A - Parallel 4-Link Frame Bracket			
3/16" mild steel - 5" wide	**A116-2L** or **A116-2R**	$60	$450
B - Parallel 4 Link Axle Bracket			
3/16" mild steel-3" axle tube	**A114**	$35	$262
C - TriLink Frame Bracket			
3/16" mild steel - 5" wide	**A116-1L** or **A116-1R**	$50	$375
D - Tri-Link Axle Bracket			
3/16" mild steel -3" axle tube	**A113**	$35	$262
E - 8" & 9" Ford Panhard Bar Bracket			
3/16" mild steel 1-3/4" wide	**A263-1**	$30	$225

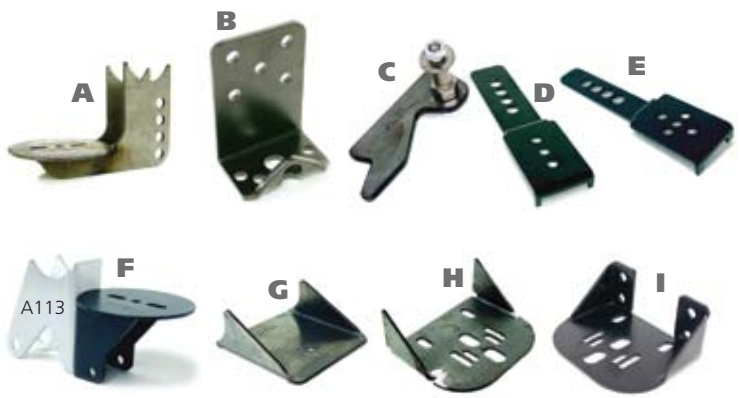
Air Spring Mounts

	Part#	Single	10qty.
A - Lower Airspring Mount			
3/16" mild steel - 1.5" dia. tubing	**A199**	$15	$112
B - Large Lower Airspring Mount			
1/4" mild steel -2.5" x 5.5" x 7.5" 2" dia. tubing	**A231**	$25	$187
C - Large Upper Airspring Mount			
1/4" mild steel - 2" dia. tubing	**A230**	$20	$150
D - Upper Airspring Mount			
3/16" mild steel - 2" x 4" x 3.88" 1-1/2" dia. tubing	**A200**	$20	$150



Air Spring Plates

	Part#	Single	10qty.
A - Large Airspring Plate			
3/16" mild steel 7.5"od .500 holes	**A105**	$18	$135
B - Airspring Plate (with nut)			
1/8" mild steel 5.5"od 7/16uss nut	**A033-1**	$15	$90
C - Lower Pattern Plate			
1/8" mild steel 5.5"od			
(powder coated)	**A079**	$12	$90
(uncoated)	**A079A**	$12	$90
D - Airspring Plate			
1/8" mild steel 5.5"od	**A033**	$12	$90



Air Spring Mounts

	Part#	Single	10qty.
A - Pro Street Lower Bracket Assembly			
3/16" mild steel	**A050-1**	$60	$450
B - Bolt-on Under Frame Bracket (powder coated)			
1/4" mild steel 5"x2.5"x3.5"	**A034B**	$25	$187
C - Universal Upper Shock Tab (Stud not included)			
5/16" mild steel uncoated	**A008D**	$15	$112
Stud for Shock	**S0001**	$10	$75
D - 2.5" Leafspring Bracket			
3/16" mild steel 2-1/2" x 12"	**A070**	$25	$187
E - 2" Leafspring Bracket			
3/16" mild steel - 2" x 12"	**A082**	$25	$187
F - Coilover Conversion Bracket			
3/16"mild steel - .625 holes	**A081-1**	$40	$300
G - Lower Airspring Bracket			
3/16" mild steel	**A001B**	$20	$150
H - Upper Airspring Bracket (weld-on)			
3/16" mild steel 3" x 5.5" x 7"	**A002F**	$25	$187
I - Upper Airspring Bracket			
3/16" mild steel 3" x 5.5" x 7"	**A002F**	$25	$187

Rod Ends

	Part#	Single	10qty.
A - Large Threaded Rod End			
1/4" mild steel - 3" wide 1-14 thread - Poly bushings and jam nut	**ROD120-1**	$40	$300
B - Threaded Rod End			
1-3/4" wide 3/4-16 thread Rubber bushings/jam nut	**ROD1000**	$28	$210
C - Threaded Rod End			
1-3/4" wide 3/4-16 thread Poly bushings with jam nut	**ROD100**	$28	$210
D - Spherical Rod End			
5/8" x 3/4" Kevlar Lined 40,000 lb. tensile strength	**ROD150**	$50	$375

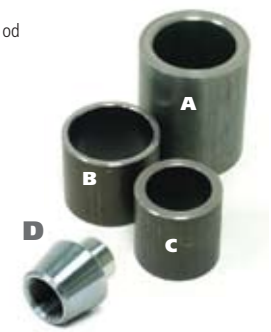
Bushings & Sleeves	Part#	Single	10qty.
A - Rubber Bushing	**ROD302**	$10	$75
B - Poly Bushing (per half)	**ROD300**	$2	$15
C - Large Poly Bushing (per half)	**DAYMO2153**	$4	$30
D - Inner Sleeve 3/4" OD x 5/8" ID 1-3/4" long	**ROD400**	$5	$37
E - 3" Inner Sleeve 3/4" OD x 5/8" ID	**A145**	$7	$52

A - Large Weld-on Sleeve
2-7/16" width - 3" w/bushing 1.5" id 2" od
A144 - $6.75 10 pk. - $50.50

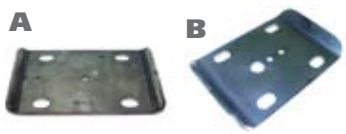
B - Weld-on Sleeve
for ROD302 Rubber Bushing
ROD202 -$5 10 pk. -$37.50

C - Small Weld-on Sleeve
Sized for poly bushing
ROD200 -$5.50 10 pk. -$41.25

D - Threaded Bar End
1-1/8" tubing 1-14 thread
A226C - $20 10 pk. - $150



Bushings & Sleeves	Part#	Single	10qty.
A - Tri-Link Tab 3/16" mild steel	**A109**	$6	$45
B - Tri-Link Tab 3/16" mild steel	**A108**	$6	$45
C - Gusset 1/8" mild steel 2-3/4" x 3-1/2"	**A151**	$4	$30
D - Small Gusset 1/8" mild steel 2-1/2" x 2-1/2"	**A136**	$4	$30



U-Bolt Plates	Part#	Single	10qty.
A - Large U-Bolt Plate			
1/4" mild steel 5-1/2" x 9" - 3" axle tube	A125	$25	$187
B - U-Bolt Plate			
1/4" mild steel - 5-1/2" x 7-1/2" 3" axle tube	A047	$25	$165

Ball Joint Ring
Mustang II
(fits threaded ball joint)
A106 - $20
10 pk. - $150

The "COOLEST" gas cap ever!

ONLY $60
CC001

AIR RIDE TECHNOLOGIES
COOLCAP!

One of the most popular products from Air Ride Technologies is a beautiful polished stainless steel gas cap called the **COOLCAP®**! Manufactured from 316 stainless steel and polished to a bright mirror finish. The 3" diameter is only .080" thick and can be easily recessed if desired. The flush cap is actuated with a stainless interface key that will unscrew the cap from its O-ring seal.

A stainless chain prevents leaving or losing the gas cap after filling up your tank. Easy to install and easy on the eyes, the **COOLCAP®** is the perfect finishing touch to your ride. **COOLCAP®** comes with all mounting hardware and instructions for easy installation.

The "Flange" tool

The Flange tool probably has hundreds of uses, but we can only think of one. Pressing the recess to mount the **COOLCAP®**! This punch and die set will work on flat and even low crowned surfaces.

CC002
Flange Tool
$60

The PERFECT protection!
WHEEL PLATES

Now you don't have to worry about getting brakes dust on your expensive wheels. By using our Wheelplates you virtually eliminate that brake dust problem plus accent the look of your wheels. By attaching a set of these beauties you hide the front suspension and brakes and... **THEY ARE PAINTABLE!**

That's right, you can paint them to match the color of your ride. Wheelplates are available in wheel diameters from 14" to 20" with bolt circles from 4.5", 4.7" and 5". Wheelplates are made from 18 gauge black powdercoated steel and 20 gauge polished STAINLESS steel. They are heavy enough not to bend or dent and are CNC laser cut for a perfect balance.

We can MIX sizes!

Wheel Size	Black Powdercoat	Polished Stainless
14" wheels	$90 (set of 4)	$130 (set of 4)
15" wheels	**$90 (set of 4)**	**$130 (set of 4)**
16" wheels	$100 (set of 4)	$140 (set of 4)
17" wheels	**$110 (set of 4)**	**$150 (set of 4)**
18" wheels	$130 (set of 4)	$170 (set of 4)
20" wheels	**$150 (set of 4)**	**$200 (set of 4)**
22" wheels		$230 (set of 4)

Now available...6 lugs wheelplates 17" 18" 20"

NOTE: These Wheelplates will NOT clear a brake caliper that hangs over the mounting face of the hub. This includes most front wheel drive cars!

more TECH

1) *How much will this system lower my car?*

On most cars the highway ride height will be 2-4" lower than stock. By deflating the system an additional 3-4" of drop will be realized. On trucks the drop is typically more because trucks normally start out much higher. Most trucks will drop 4-6" at ride height and 8-9" fully deflated.

2) *How hard is it to install?*

It varies widely by application, but a bolt-on musclecar system can usually be installed in 12-15 hours for the actual under-car suspension components and an additional 10 hours for the compressor kit. Leveling sensors will add another 5-6 hours to the installation time.

3) *Which is better, CoolRide® (airsprings) or ShockWaves®?*

The ShockWave® is simply a combination of an airspring and a shock absorber. The advantages are easier mounting, more tire clearance, better working angle for the shock and the airspring, and the inclusion of a high quality billet adjustable racing shock. In a perfect world an airspring and separate billet adjustable shock could accomplish the same performance, but it will usually come with more installation effort.

4) *How much air pressure should I run?*

The technically correct answer is whatever air pressure it takes to achieve the proper airspring installed height. On the rear of a lightweight street rod this may mean 40psi. On the front of a big block Chevelle it may mean 110psi. This is because of the difference in loads being imposed on the airspring. You are much more interested in running the airspring at its intended ride height than whatever air pressure may be required to get it there.

5) *My buddy had a friend who said his air ride system rode terrible...*

This could have several causes. Some people get addicted to the sexy look of a car dragging the ground. Unfortunately at that lowered level you have no suspension travel. to get any kind of civilized ride quality you simply must have adequate suspension travel which means you will have to raise the car to ride height.

The opposite of this is the customer who installs an air suspension as a band-aid to cure a tire clearance problem. They have to overinflate the suspension to avoid rubbing the tires. With either scenario you must cure the real problem before you can hope to achieve a decent ride quality. If these 2 issues are not present then you may simply have to so some fine tuning. Air pressure should be set so the airspring (or **ShockWave®**) is at its designed ride height (these dimensions are in this catalog). When this is achieved you can fine tune the air pressure in small increments (3-5psi) up or down. If in doubt about whether to inflate or deflate...add air. Most people try to run too little pressure because they like the way the car looks when lowered.

If you are using **ShockWaves®** you can also adjust your shock valving in 1 or 2 click increments. Just like with a performance engine...a little tuning can make a huge difference!

6) *Do I have to use an on-board compressor?*

Theoretically you could simply inflate the suspension with shop air and leave it at that. The problem with that is you sacrifice the largest benefit of an air suspension: adjustability. Without an on board compressor and control system there is no way to fine tune the system.

7) *Where do I set the adjustment knobs on the shocks?*

This is totally dependent of the vehicle and the drivers taste. With a single adjustable shock the knob affects the rebound valving only. Since air pressure is a reasonable indicator of vehicle weight we refer to it as a guideline for shock valving tuning. The more air pressure that is required to achieve ride height, the more the vehicle weighs, and the more rebound valving that is typically needed to achieve proper performance. In general we start at 1 click from full soft for every 10-15psi of air pressure. Fine tuning can be started at that point. On a double adjustable shock there are separate adjustments for rebound and compression valving. An air suspension usually likes more rebound resistance than compression resistance. We usually start with about 1 click of compression for every 35-40 psi of air pressure and 1 click of rebound for every 10-15 psi of air pressure. For example, if the rear of your car requires 60 psi to achieve ride height, start with the compression setting at 1 or 2 and the rebound at 4-5. If the front of your car requires 100psi, you may start at 2-3 on compression and 8-9 on rebound.

8) *What will this do to the front end alignment?*

Front end alignment is set at highway ride height. Actually alignment is easier to maintain with an air suspension than with a conventional suspension because you are able to compensate for any varying loads that would cause a conventional suspension to sag and loose alignment. Your alignment setting will obviously change when you deflate the suspension to lower it for parking, etc. but will return when the vehicle is returned to its highway ride height.

9) *How is the ride quality compared to coil springs or coilovers?*

The ride quality of an air suspension is typically much better because the driver is able to quickly tune the load capacity of the airspring to the exact load of the vehicle and their driving style.

How long will my system last?

If you buy a pre-engineered air suspension system from a reputable manufacturer you can be assured that the components have a history of reliability.

Firestone®, for example, has tested their airspring design into the tens of millions of cycles… they project [and have proven] a lifespan of 40-50 years! Remember, these are the same components and construction methods that have been used on trucks and busses for the last 70 years. 97% of all large trucks use airsprings as the primary suspension component.

The most common problem that we see here is air leaks. This is nearly always caused by improper installation. The simple use of thread sealer on the fittings [like it says in the instructions] will prevent 90% of all leaks. Making sure the airline is cut off cleanly before installation into the fitting will prevent another 9% of leaks. The only other place that could possibly leak would be an airvalve if it gets any assembly debris or teflon tape in the orifice. Although it is theoretically possible for an airspring or ShockWave® to leak, in 15 years I haven't found one that actually leaks yet.

A common question from customers is " what happens when a bag blows?" The only thing that will hurt an airspring is abrasion. If you let it rub on *anything* it will fail very quickly. Other situations to be aware of would be the proximity of the exhaust [leave at least 2 inches] and using grommets to run airline and wiring through.

What is the most common installation error?

READ the instructions! We've recently printed new envelopes for our instructions. They read, in 3" tall letters: DO NOT OPEN. Hopefully this reverse psychology will get the customers to actually open and *read the instructions!*

What will an air suspension NOT do?

1) *Air suspension WILL NOT cure tire clearance problems.* Airsprings AND suspension have a particular ride height that has been designed into those systems. The farther you deviate from that ride height the more the performance is compromised. Many times a poor ride quality problem is caused by overinflating the airsprings so the tires don't rub. The solution is to cure the tire clearance problem so the airspring and the suspension can be operated at its intended ride height.

2) *You can't drive the car on the ground.*

I know it looks cool, but you simply must have adequate suspension travel to get proper performance and a civilized ride quality. This is the biggest cause of poor ride quality complaints.

3) *Air suspension will not cure a car that has been built too low.*

Even if the airsprings are run at their intended ride height you will compromise the vehicles performance by operating the suspension above its intended ride height. Most OEM suspensions induce a fair amount of positive camber when extended [lifted] which typically hinders handling performance even if you can achieve anything close to proper alignment settings. By contrast many OEM suspensions induce negative camber when lowered. Unless taken to extreme this can actually help handling performance.

We've had some people question why they would want an air suspension when they can tune a conventional suspension to achieve the same results for less money. We agree that a good suspension tuner can eventually select the proper combination of components to dial in nearly any car for nearly any type of performance. The big difference with air suspension is the fact that you can achieve these results much quicker. Most people run out of time and patience before trying enough combinations to optimize their vehicles.

With an air suspension and adjustable shocks suspension, tuning is accomplished by pushing buttons to change air pressure and twisting a dial on the shocks to change shock valving. Results are achieved in seconds or minutes instead of hours or days. This means that you can drive your vehicle to the autocross with a nice compliant ride quality and by spending a few minutes adjusting air pressure and shock valving optimize its performance on the track. When its time to drive home after a long hot day of racing, just return to your highway settings and go home in comfort. This may not mean much to the trailered race cars but it is much more significant to the other 90% of us who drive to the track.

What WILL mean something to the actual race cars is the ability to easily tune your vehicle to various [and changing] track conditions. Experienced drag racers know that when the sun goes down they can start over trying to optimize their rear suspension for traction.

Experienced road racers know that their tires can change dramatically after a few heat cycles. In either case there may not be time to accomplish a lot of component changing to re-tune the vehicle. The benefits of an air suspension are obvious in these cases.

custom systems

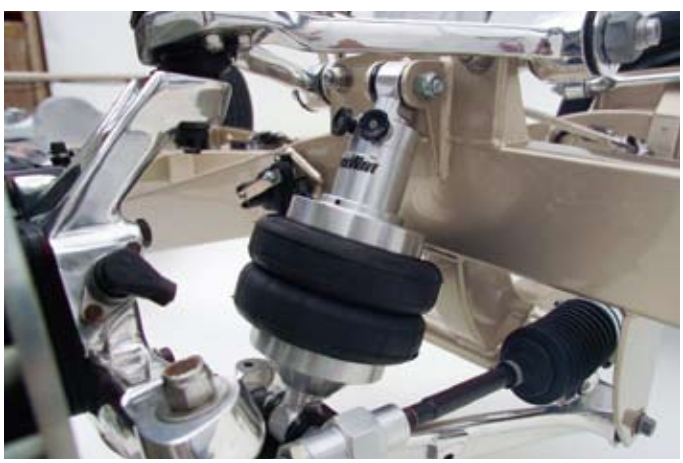
There are 2 basic types of airsprings used for automotive applications: double convoluted and rolling sleeve. The double convoluted airspring looks like a large double cheeseburger and generally has more load capacity, a shorter stroke and a more progressive spring rate that would be appropriate for most front end applications. The rolling sleeve airspring is typically smaller in diameter with a longer stroke and a more linear spring rate that would be more appropriate for most rear applications.

The 7000 series **ShockWave**® is a replacement for a conventional coilover on a 4 link or ladder bar style rear suspension. It has more travel and less spring rate than the double convoluted style **ShockWave**® that is typically used for a front application.

An airspring has to be matched to its general intended application pertaining to weight capacity and suspension travel. A dually that tows a 48 foot trailer will obviously need a larger airspring than the rear of a 69 Mustang. Any competent airspring supplier should be able to make a general recommendation for a custom application with a minimum of information about the vehicle and its use. Nearly any modern frontend will use a double convoluted airspring because of the relatively high load capacity and short travel requirements. Remember that the spring sits considerably inboard of the load point in this suspension. This multiplies the load capacity requirements and divides the travel requirements. A rear axle application will typically require a rolling sleeve style airspring because the travel requirements are more and the load capacity requirements are less. Although it is theoretically possible to make nearly any airspring work in any application, the logistics of diameter, length, and air pressure requirements will help determine the appropriate airspring selection.

How does one select/ design an air suspension on a vehicle for which no pre-made kits are offered?

Once the airspring has been selected it must be mounted into the vehicle. Every airspring has an intended ride height that it offers the optimum performance for that airspring. That height dimension [available from the airspring manufacturer] should be synchronized with the intended ride height of the vehicle. For example, if we use a rolling sleeve airspring that is intended to be installed at 9.5" tall at ride height, you should mock up the rear axle of your car at your intended ride height to determine how to mount the airspring into the car. At the same time you should be aware of sufficient suspension travel, tire clearance, ground clearance, and appropriate driveline angles. There is quite a bit to keep track of here! After all of these parameters have been checked and/or adjusted you can create mounting bracketry to attach the airspring to the car, making sure that the endplates of the airspring are aligned and parallel at ride height. In the case of the **ShockWave**®, the unit mounts like a coilover shock, making installation considerably easier than mounting an airspring AND mounting a shock absorber. With either an airspring or a **ShockWave**® it is MOST important to avoid letting the airspring or **ShockWave**® rub on ANYTHING at anytime! Abrasion will ruin these units in very short order!



The ShockWave® is a patented combination of an air spring and a shock absorber. In this application it is a bolt-in replacement for a coilover shock.

If using an airspring, you must now mount a shock absorber to control the suspension oscillation. You should always avoid letting the shock "bottom out" before the car sits fully on the bumpstops. It is, however, permissible to allow the shock to act as the suspension extension stop. Tire clearance to the shock should always be considered. When you are assured that the shock does not bottom out and has no clearance problems, mounting bracketry can be fabricated to attach it to the vehicle.

As with any custom fabrication project, there is a lot to consider and keep track of. This is why most people choose to buy a preengineered suspension system. The manufacturer has optimized all of these installation and performance criteria and more to insure your air suspension performs as you expect it to.

Is shock absorber selection and anti-swaybar selection different with an air suspension than with a conventional suspension?

Shocks and swaybars are the "brains" of any suspension system. They are at least as important on an air suspension as on a conventional suspension. It is important to identify the basic function of each of the suspension components. The springs [air or otherwise] primary purpose is to support the weight of the vehicle at a given ride height. The shocks absorbers purpose is to control the oscillation of the suspension. The swaybar's purpose is to control the body roll of the vehicle to minimize suspension geometry changes and weight transfer during cornering.

We try to support the vehicle with as soft a spring as possible to let the shock do its job of controlling oscillation and the swaybar do its job of controlling body roll. This way ride quality is not compromised and cornering performance is actually enhanced. This theory of component selection has been promoted by numerous performance suspension manufacturers and even many race teams.

Herein lies the main benefit of an air suspension…tunability. After the basic components are selected the shocks and airsprings can be fine tuned to the exact vehicle load, the exact road conditions, the exact driving style, and the exact taste of the driver. With a conventional suspension all of this requires component changes. Then when a load is added or subtracted from the car [luggage, people, fuel, etc.] you can start over with the tuning. With an air suspension tuning can be accomplished with the push of a button and the twist of a knob.

The downside?

As with anything adjustable the system can be adjusted way out in left field and be made to perform quite poorly. As with electronic fuel injection, you need a small amount of patience and common sense to achieve success. An air suspension is not magic, but it can be made to perform like it!

This 67 SS Chevelle is a restored original with stock suspension. Check out the body roll and how the outside tire leans out around the corner. This leads to poor lateral traction and unpredictable handling.

This 66 Chevelle was set up with **STRONGARMS**®, RideTech spindles, a **MuscleBar**™, swaybar, and **ShockWaves**® up front and **STRONGARMS**®, **CoolRide**® and a **MuscleBar**™ swaybar in the rear. It was 14 SECONDS faster than the red SS Chevelle with the oem suspension. It ran a 1:26 lap time at Putnam Park. Handling performance like this inspires confident driver control.

This 68 Camaro is WAY out of shape. No wonder so many of these cars were crashed by over-exuberant drivers in the 60's! The air suspension will improve the suspension geometry, the lateral stability, the ride quality and the predictability of this car.

This 67 RS Camaro was set up with an **AirBAR**® and **ShockWaves**® in the rear and **STRONGARMS**®, RideTech spindles, a **MuscleBar**™ swaybar, and **ShockWaves**® in the front. Notice on both the Chevelle and the Camaro how the outside tire now leans into the turn instead of leaning out like it does on an oem suspension.

it's just what we do!

What is AUTOCROSS?

An autocross is a form of motorsport competition that focuses on car control over outright speed and horsepower. The events are generally held in parking lots where pylons are arranged to form a tight, twisting course. Drivers negotiate the course one at a time, as quickly as possible. Each car is timed, and hitting cones will result in time penalties. The courses are constructed with safety in mind and are usually traversed at comparatively low speeds.

What is the big deal?

If you have seen an autocross in the past you might be asking "why would anyone want to do that?"
Autocross is very much a participant activity and is a fun activity to watch. Because of the tight spacing between cones and sharp radius corners used on a typical autocross course the driver seat is a very busy place. In fact, it is entirely possible for a driver to use more input with the steering wheel and pedals during a 30 second autocross run than a 2 minute road course lap on a regular race track.
The fact is, autocrossing is a real thrill for the driver. Accelerating as quickly as possible between turns, braking at the last possible moment, and pushing through the corners at the very limit of traction generally will place a great big smile on most driver's faces.

Why should I do it?

There are many reasons to drive your car through the cones. Of course, autocrossing is competitive by nature, and many people are driven to be the fastest - king of the parking lot. However, if you were to talk to the participants you might be surprised to find how little importance is actually placed on beating someone else. To most autocross participants the thrill of pushing their car to the limits and testing their personal skill is the driving force behind participating.

If you are a person that loves to drive your car, the real question should be "Why shouldn't I give it a try?" You might just find out it is the most fun you've ever had behind the wheel.

Where can I try it?

Check our web site for an event calender including autocross events. www.RideTech.com

There are many companies in the industry that build project vehicles and participate in events to demonstrate their products in order to conduct business.

Hang around with the crew from Air Ride Technologies for a while and you will quickly understand the subtle difference in our approach.

We conduct business so we can build project vehicles and participate in shows. **The simple fact is, we love what we do, and what we do is enjoy the car / truck hobby to the fullest.**

We are passionate about helping others get the most from their ride and that is just what we do.

Even MORE online!

Find much more information on our website:

- **Product Info**
- **Project Vehicles**
- **Forums**
- **Event Info**
- **MORE!**

ridetech.com
Air Ride Technologies

Show your COLORS

You can wear our brand proudly - let folks know what your ride is all about,

- **performance**
- **handling**
- **style**
- **DRIVE**

Drive	
TEE1016-L	$15.00
TEE1016-XL	$15.00
TEE1016-XXL	$15.00
TEE1016-XXXL	$20.00
TEE1016-XXXXL	$20.00

Driven Dirty	
TEE1015-L	$15.00
TEE1015-XL	$15.00
TEE1015-XXL	$15.00
TEE1015-XXXL	$20.00
TEE1015-XXXXL	$20.00

ShockWave	
TEE1014-L	$15.00
TEE1014-XL	$15.00
TEE1014-XXL	$15.00
TEE1014-XXXL	$20.00
TEE1014-XXXXL	$20.00

ShockWave Girl	
TEE1000-L	$15.00
TEE1000-XL	$15.00
TEE1000-XXL	$15.00
TEE1000-XXXL	$20.00
TEE1000-XXXXL	$20.00

Genuine (Black)	
TEE-1008-L	$15.00
TEE-1008-XL	$15.00
TEE-1008-XXL	$15.00
TEE-1008-XXXL	$20.00
TEE-1008-XXXXL	$20.00

Hats	
Black	
HAT-SM-Black	$20
HAT-XL-Black	$20.00

SIGN	
SIGN003	$35.00

Check our website for the latest "cool-stuff"

ridetech.com
Air Ride Technologies

it's just how we do it!

We design it,
We build it,
We test it,
We PROVE it,
Then we provide it to you!

We maintain a full computer design department capable of delivering world class high tech solutions to design problems. But that alone is not enough. We also have complementary real world builders and craftsman that understand the demands of hot rodders.

It is this combination of tech & skill that delivers the initial product design. Then we test. We install our products on our own vehicles, and we don't treat them well - in fact, we fully enjoy this portion of the experience.

Only after all the above is completed do we have a proven product to offer to you.

Products you can believe in.

PRECISION
coachworks

Precision Coachworks is the car building division of Air Ride Technologies.

Over the years, the craftsman at Precision Coachworks have turned out some amazing rides that have been featured at SEMA shows, in magazine articles, and on TV shows.

Now, we've decided to make some of the quality components from Precision Coachworks available to you.

For the latest info on more Precision Coachworks' product offerings visit:

PaintGods.com

Machined Aluminum GM Replacement Light & Wiper Knobs

Machined Aluminum Seat Grommets

1st Gen Camaro Fender Brace

Machined Aluminum Air Cleaner Nut

Aluminum Gas Filler

New

now there is an option for adding chassis stiffness to your classic ride

can be installed in a finished car - without the need to totally disassemble your interior

connects to structural strength points of the vehicle

available for:

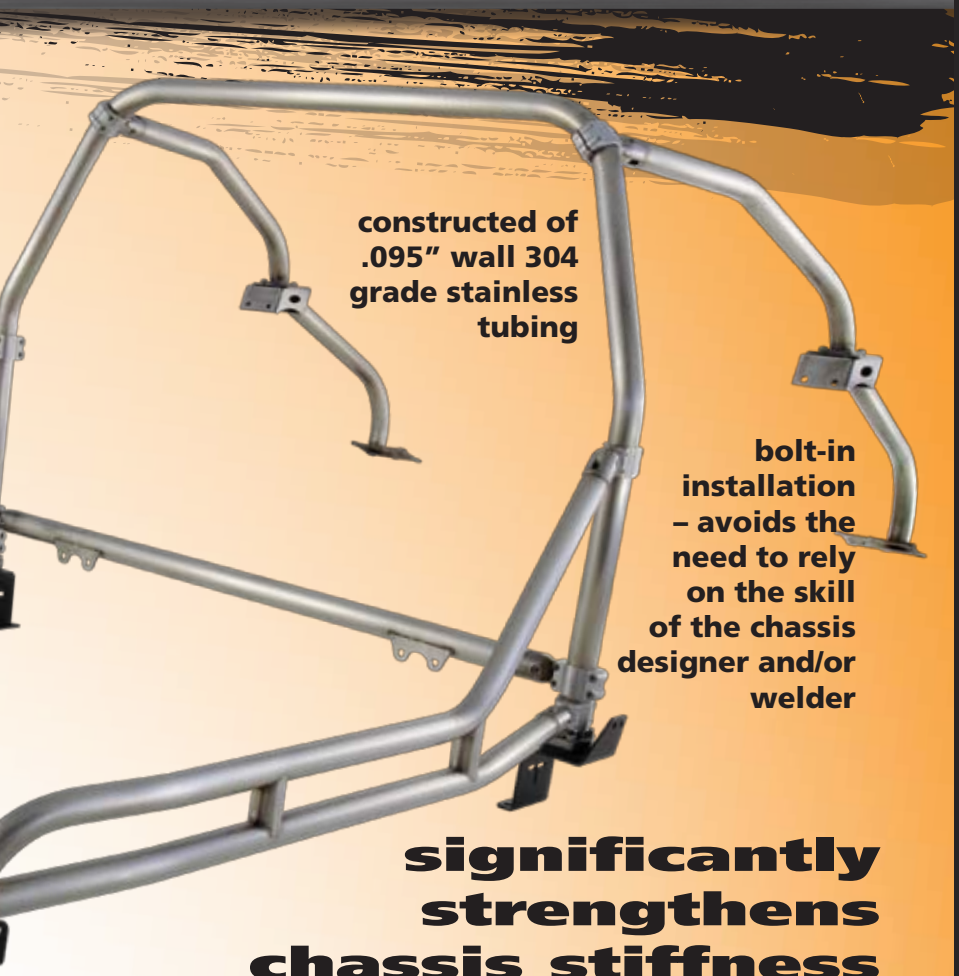
Camaro, Chevelle, Nova, Mustang, Challenger / Cuda & More

see more on the website:

ridetech.com

Air Ride Technologies

TIGER CAGE



constructed of .095" wall 304 grade stainless tubing

bolt-in installation – avoids the need to rely on the skill of the chassis designer and/or welder

significantly strengthens chassis stiffness

PATENT PENDING

TIGER CAGE

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