



01 With Sadie Ries at the wheel, the Week to Wicked C10 put its all-new CPP coilover suspension literally to the test in autocross competition during the recent C10 Nationals at the Texas Motor Speedway.

Affordable Altitude Adjustment

Part II: CPP's All-New C10 Rear Coilover Kit

Words & Images Rob Fortier

If you're like me, following last issue's install coverage of Classic Performance Products' latest C10 front coilover conversion kit, you weren't about to wait a whole month just to get a better look at their complementing rear kit—soon as you were finished with part one you jumped on the old Web to see just what CPP had cooked up.

As you'll recall, the front coilover conversion involved clearancing the stock spring pocket for CPP's modular upper coilover mount; the rear kit requires no major modification or fabrication, and though designed to work in harmonic conjunction with their trailing arms, crossmember, and C-notch kit, can also be used with stock C10 arms. In any of the available configurations, installation is a simple afternoon with basic hand tools type job—and the rewards of upgrading to coilovers are well worth the knuckle-busting as well as the investment, as you now have up to 5 inches of ride height adjustment (based on



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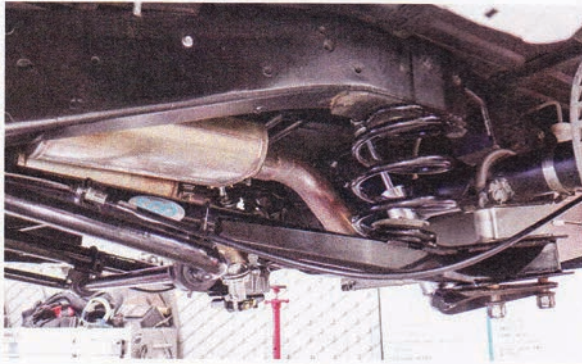
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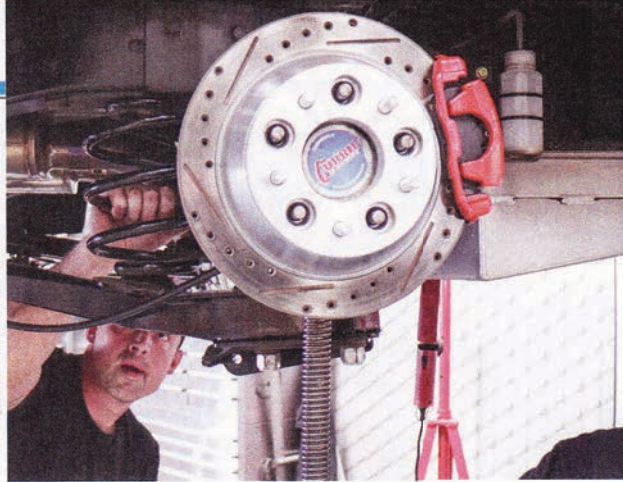
02 CPP redesigned their Totally Tubular trailing arms (included in the complete kit) by simply omitting the coil spring baseplate—but for those who were wondering, they are not required for the coilover conversion.

03 Our Week to Wicked's coil spring rear suspension has racked up quite a few miles since it was first completed, but the time has come for it to step down, gracefully, and let the new coilover conversion have a go at it.



04-06 Regardless of whether you're just swapping out coils and shocks or upgrading with the complete kit, do not crack a single nut loose until your rearend's safely and securely supported—separately from the chassis, as you'll need to allow room for parts removal articulation.

07-08 Once the shocks have been removed, carefully unload and remove the coil springs. Also note the absence of the truck's driveshaft—taking that out is required when installing CPP's trailing arm crossmember, but is also recommended when just doing the coilover swap.



09-10 The complete kit conversion continues with the removal of the trailing arms followed by their crossmember, if applicable. Ensure the rearend remains securely in place as well.

stock-height starting point) and the ability to fine-tune ride quality with the dual-adjustable (rebound and compression) shocks. Once you've driven your C10 with the conversion components, you'll say goodbye to the days of generic steel-tube, emulsion-type shocks forever.

As for CPP's time behind the wheel of the Week to Wicked C10, as mentioned last month, that occurred down on the infield of Texas Motor Speedway during the C10 Nationals' Throwdown in Cowtown Autocross competition—the public-eye proving

11-12 Now simply reverse the process for the installation of the new trailing arms (or your old ones if you took the opportunity to replace bushings, and so on). It doesn't hurt to have an extra set of hands at this point, especially when it comes to hoisting the arms with the sway bar pre-attached.



13 When assembling the new lower coilover shock mount, make sure the bracket's built-in stud angle is orientated correctly (pointing downward).

grounds for their new suspension, as it were. So, how'd the truck do? Well, with owner Jim Ries' daughter, Sadie, at the helm, let's just say that unless there's a better position than First, it did as good as it could. And after seeing how well she did, individuals who will remain unnamed decided to remain spectators rather than take their turn at the wheel! 