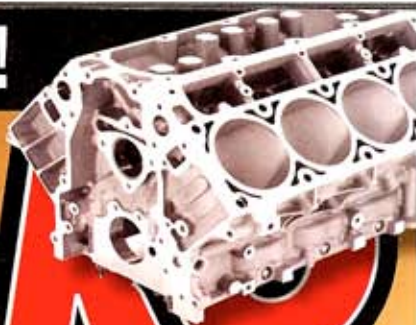


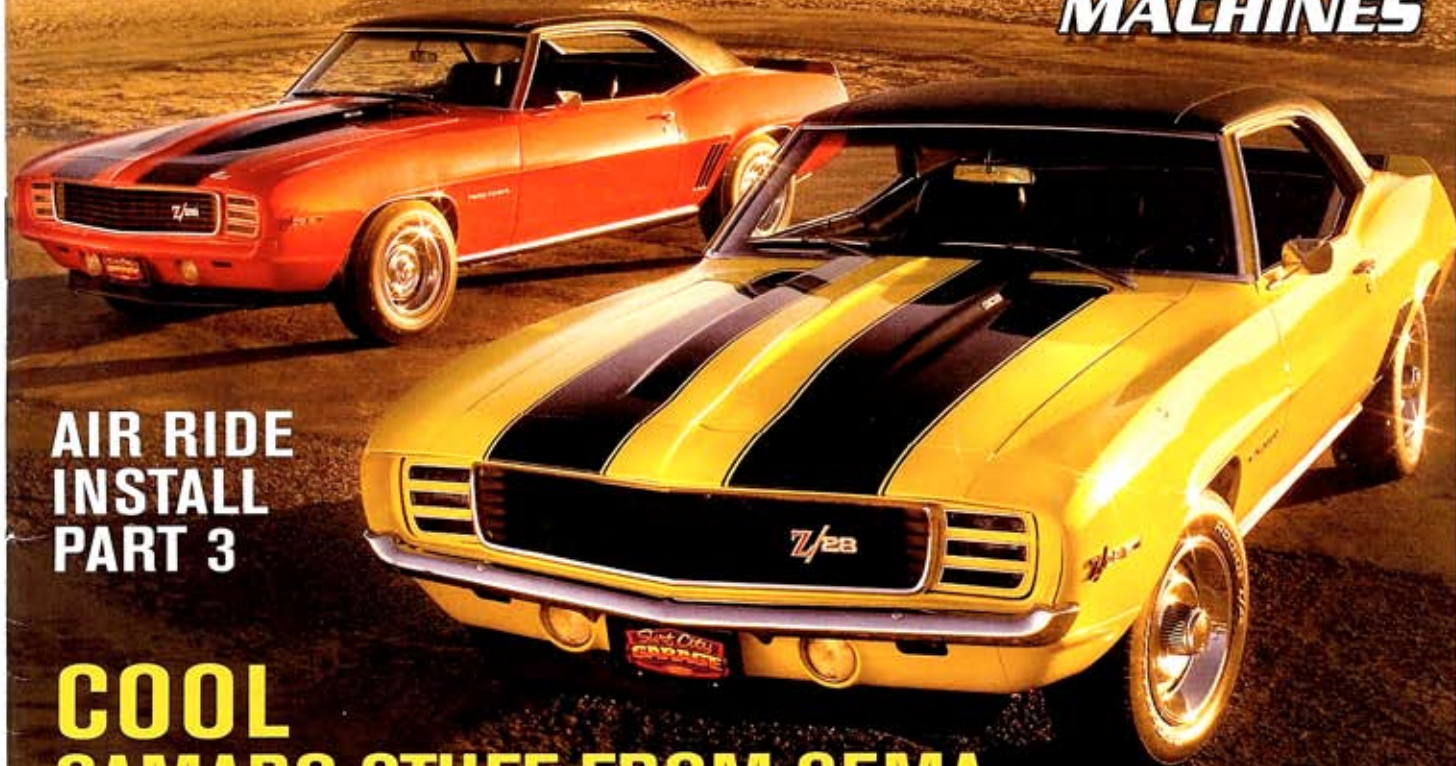
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AIR RIDE
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MARCH 2008

PRO TOURING ON AIR, PART 3

Installing Air Ride Technologies' AirBAR Suspension Package on a '69 Camaro.

by Arvid Svendsen • photographs by the author



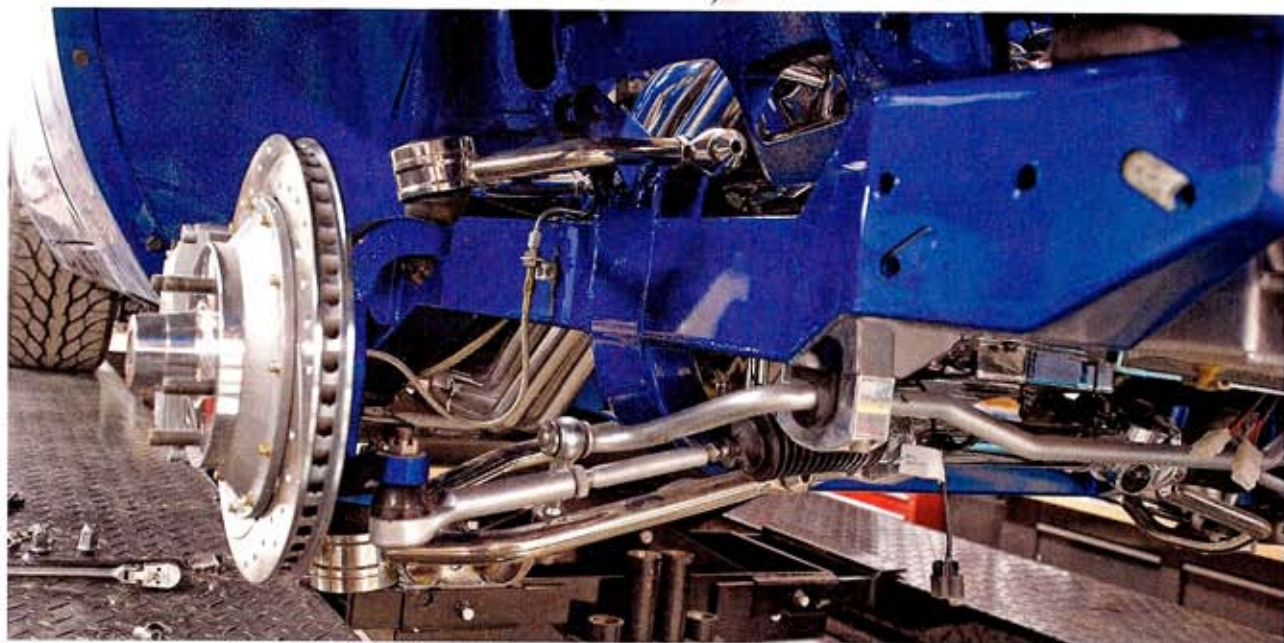
The surge of Pro Touring cars being built is testimony to the fact that a growing number of people are buying into the big rim and tire combination, especially when backed up by high-performance engines and suspension components. There is no question that bringing your Camaro to Pro Touring status is guaranteed to raise the car's wow factor and driveability. These cars are fast, fun to drive, and fixable if they break. But it takes a lot of work to make these cars right ... it's not just big rims and tires.

Take the car we've been following for the past few months, Frank Militello's LS2-powered '69 Camaro being built by Bill Jelinek and the crew at Rt. 66 Motorsports in New Lenox, Illinois.

Bill knows what it takes to achieve a well-built, balanced package. Before slapping on the big meats, this '69 received a mini tub job, Chris Alston Chassisworks subframe, tubular control arms, rack-and-pinion steering, Wilwood brakes, Air Ride Technologies' AirBAR rear four-link package, and Air Ride ShockWaves all around. Though it might be hard to resist the temptation to take shortcuts and go right to the gravy with the big wheel package, any respectable Camaro buildup will need to incorporate sufficient suspension travel, improved braking, tight steering, and well-planned-out tire and rim sizes for exact fitment front and rear.

Our final segment demonstrates the adjustability of the Air Ride suspen-

sion. Rt. 66 Motorsports can set up the Air Ride suspension any way the customer desires, including individual four-wheel adjustability, but they have found through multiple installations that the most practical setup for the everyday driver is to tie the two fronts together and the two rears together for front and rear ride height choices. With the system installed, various positions were explored to give an idea of the final look. The front still needs the hood, grille, and bumper installed, so there might be another half-inch of settling with every part assembled on the car. Though the work has been extensive at Rt. 66 Motorsports, the final result was well worth the effort. ■



The front suspension is waiting for the Air Ride ShockWaves to be installed.



In order to install the bushings top and bottom, take two large washers, the longer bolt and nut, and press the bushings in place.



The air line elbow fitting is installed into the top of the ShockWave.



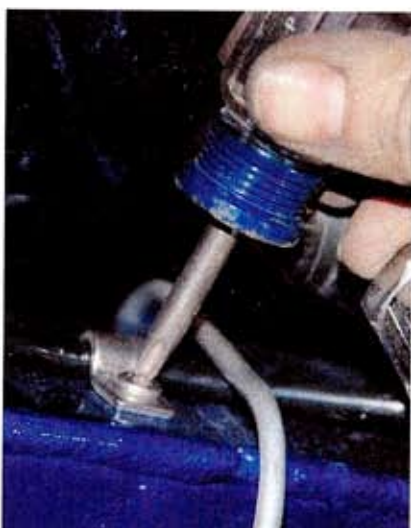
Ready to be installed, these Air Ride Technologies ShockWaves are built to last. The design has been around a long time on those 18-wheelers, so this lightweight Camaro is receiving proven technology.



The air lines are run through the interior and split at the T-fitting mounted on the interior firewall.



The air line is run through the firewall along the framerrails and cut to length.



Happy with the length of the lines, the clamps are installed and secured.



The ShockWaves are slipped into position for installation.



The top-mount fastener is inserted and tightened.



A small hydraulic jack helps align the hole for the bottom shock mount.



With the fastener inserted, the ShockWave is tightened at the bottom mount.



The air line is now able to be installed into the fitting on the ShockWave.



With the complete Air Ride Technologies suspension installed, the ShockWaves are filled to the maximum ride height. The car still needs front metal and glass, and the interior is still missing, but the installation will only lower the car slightly.



The wheel and tire package on the car consists of BFGoodrich G-Force 235/40R18s on SRRC 18x8 Super Mags with 3 1/4-inch backsparing, and BFGoodrich G-Force 285/35R19s on SRRC 19x10 Super Mags with 4 1/4-inch backsparing.



Fully inflated ShockWaves show the ability to drive the car safely, even if carrying four passengers and some luggage in the trunk.



Here's the '70s-style rake for those who want to run the car like we did in the '70s. The Air Ride sure beats leaf spring suspension with extended shackles.



Fully lowered, the car sits exactly the way it should, low and level with a hint of rake.



Because work has been done to measure the correct tire size and offset, these front SRRC Super Mags turn with no interference.



Stance is everything, and this car sits right. Not only will it have ride height adjustability, but it will also have excellent handling characteristics. Though it's a lot more work, this angle shows how the mini tab modifications allowed for fatter meats out back, which are properly tucked in for the ultimate look.

SOURCES »

AIR RIDE TECHNOLOGIES, INC.
812.481.4985
www.ridetech.com

BFGOODRICH
www.bfgoodrich.com

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15 X 7	...\$199	17 X 9.5	...\$285
15 X 8	...\$213	17 X 11	...\$298
15 X 10	...\$229	18 X 7	...\$357
15 X 12	...\$336	18 X 8	...\$378
15 X 14	...\$336	18 X 10	...\$399
16 X 7	...\$213	20 X 8	...\$455
16 X 8	...\$217	20 X 10	...\$499
16 X 9.5	...\$339		

Torg-Thrust Classic (202)

By American Racing

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15 X 6	...\$247	17 X 8	...\$336
15 X 7	...\$255	17 X 9.5	...\$349
15 X 8	...\$268	17 X 11	...\$359
15 X 10	...\$289	18 X 7	...\$357
15 X 12	...\$336	18 X 8	...\$383
15 X 14	...\$336	18 X 10	...\$399
16 X 7	...\$268	20 X 8	...\$459
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By Boyd Coddigan

Painted 2 Piece Wheel

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RT 5

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