

## ***B-Body Performance Suspension Options***

This document in no way covers all of the possible options for B-body suspension changes. It is only meant to provide a reference for some part numbers and opinions on available options. Updates may be made from time to time as the owner deems necessary or relevant.

### **Shocks:**

Bilstein Sport B46-0929-H0 (Rear) & B46-1104-H0 (Front) - These are the most stiff Bilsteins available and provide an aggressive, firm ride. Works well with lowered suspensions. Discount Pricing approx \$63 each rear / \$83 each front as of 9/2009

Bilstein HD - B46-1516-H0 (Rear) & B46-1517-H0 (Front) - Slightly less firm than the Sport version and suggested as a stock replacement for the SS. Discount Pricing approx \$79 ea rear / \$83 ea front as of 9/2009.

Hotchkis HPS-1000 - these are similar to the Bilsteins (and made by Bilstein) but with a slightly different rate. An expensive option at ~100ea F and \$90 ea R.

Monroe "Severe Service" - 550013 (Rear) & 550012 (Front). These are often referred to as the "poor mans' Bilsteins." They are widely regarded as one of the best price/performance options. They provide a firm sporty ride. Some consider them to be more firm than the Bilstein Sport. Discount pricing approx \$37 ea front and \$40 ea rear as of 9/2009

Other Upgrade Options (no personal experience with these);

KYB Gas-A-Just	KG5507 (Rear)	KG5458 (Front)
KONI	8040 1088 (Rear)	8040 1087 (Front)
Edelbrock Performer IAS	3479 (Rear)	3379 (Front)
*Belltech NitroDrop	Various	
*Belltech Street Performance	Various	

\*Belltech shock part numbers depend on the height of the vehicle (stock/lowered). Note that Belltech sells whole kits for lowering a B-body to various amounts. Please see the application guide online at <http://www.belltech-sport-trucks.com/productfinder/> for details.

### **Bump Stop Upgrade:**

When creating a performance suspension on your B-body, in particular when lowering is involved, it is best to update your front control arm bump stops. The following part is available from GM dealers and [gmpartsdirect.com](http://gmpartsdirect.com) and provides a progressive rate bump stop vs. the hard rubber factory version.

GM ZQ8 Bump Stop: 15956547

### **Springs:**

Updating your vehicles springs can provide one of several results. If you go with stock replacements, you will restore ride height and quality to factory standards. For an altered look lowering springs are available which usually also provide a more aggressive spring rate for stiffer ride and handling.

*Tip: When replacing coil springs, it is wise to also replace the rubber insulator pads. These are usually hard from age and exposure. Some spring kits include new insulator pads. Check this before you begin your project and be sure to order some if needed.*

For stock height applications, Moog provides springs for both the stock ride and the more aggressive SEO "Police" application. There are many other vendors including AC Delco and Eaton Detroit who sell stock height springs. These will not be covered in detail.

### Lowering Springs

For Caprice/Roadmaster/CC sedans and wagons, the stock Impala SS springs sit a bit lower (~1") than the stock sedan springs. Many people choose this route to stay with an OEM spring but improve their look. These can be found used from junkyards, eBay or internet forums.

Another OEM option for the front springs would be to find a set of Police package springs (9C1). These will actually make the car sit a bit higher in original form, but many people have successfully removed 1/2 - 1 coil from these springs and been very happy with the results. A very stiff ride with an aggressive look is the result. These springs can be difficult to install due to their stiff nature.

There are several options for aftermarket lowering springs:

Hotchkis HSS-1922: One of the most well liked options, but also one of the most expensive. These provide a variable rate, aggressive feel with a 1-2" drop lower than a stock Impala SS spring (2-3" for a wagon or non-SS sedan!). Available at many retailers, they run about \$280 per set of four as of 9/2009. Includes new insulator pads.

Vogtland 959215: These springs were the most popular for several years but seem to be backordered and unavailable at this time. If you can find a used set they are worth trying. They are very similar to the Hotchkiss in drop & ride quality. These are also a progressive rate spring. Around \$230 for a set of four new, if you can find them.

Edelbrock 5243: This spring kit offers around 1" drop and a progressive rate. Also around \$280 as of 9/2009. Includes new insulator pads.

Eibach 3832.140: Similar to the Edelbrock kit. Nearly the same price. Does not have new insulator pads. Not very well regarded by Impala enthusiasts due to various issues.

Power Performance Motorsports only recently began offering three different spring options. 0.5, 1.0 and 1.0 Autocross options are available on their website for reasonable prices. These are powdercoated and best of all made in the USA! \$200 a set as of 9/2009. <http://www.powerperformancemotorsports.com/main.sc>

Belltech 5107 (Rear) 5106 (Front): Belltech is one of the most well known and respected manufacturers of aftermarket suspension components for trucks. They offer these 1.5" drop springs for \$215/141 a pair, respectively. Belltech also makes 2" drop spindles for these vehicles, which is widely regarded as the best way to lower the front of a car.

Canuck Motorsports: Offers a couple of lowering options, available on eBay. A set of four sells for about \$200 including shipping and can drop 1.5/1.5 or 1.9/2.8 (F/R) inches from stock.

SpringTech: Another product available on eBay, these springs provide a 2" drop from stock and cost about \$160 plus shipping.

Sprint Springs #3000: These have been around for a while and are liked by many users. They provide a 2/3 drop (F/R) and are made in the USA or Canada. ~\$260 + shipping for a set of four.

H&R Sport Springs #50738: 1.6/1.3 drop (F/R). Around \$350 for a set of four.

### **Drop Spindles**

Lowering springs are the most common method of obtaining a lower ride, but drop spindles are considered the best method since the suspension geometry is maintained. Combined with a firm spring and shock these can provide the best ride available.

Belltech sells a set of 2" drop spindles (part #2105) for \$513. Note that these will NOT work with stock Impala SS wheels !