



Air Ride Technologies

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**Part # 11233001**

**64-67 GM "A" Body Front Master Series SA Shockwaves**

For Use w/ StrongArms & RideTech Spindles

**ShockWave Assembly:**

2	24090399	104mm Master Series rolling sleeve assembly
2	24149999	4" stoke Master Series single adjustable shock
2	70008913	Locking ring
2	90001994	.625" I.D. bearing
4	90001995	Bearing snap ring
2	70008650	Tall Delrin stud top – 2.75"

**Components:**

2	90002309	Tall Delrin stud top base – 2.75"
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
2	31954201	1/4"npt x 1/4" tube swivel elbows

**Hardware:**

2	99562003	9/16" SAE Nylok jam nut Stud top hardware
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# SHOCKwave<sup>®</sup>

by Air Ride Technologies

## Installation Instructions



1. For air spring clearance some trimming must be done on the outer portion of the coil spring pocket. The amount of trimming necessary will vary from one car to another, it is best to install the Shockwave onto the lower arm and inflate the bellow. Check clearance throughout full suspension travel. **(Inflated diameter of this Shockwave is approximately 6.5")**

4. This is best done with a cut off wheel or plasma cutter. Make the cuts round, square corners will create a fracture point.

**Allowing the shockwave will rub will result in failure, this is not a warrantable situation.**

**The factory shock stud hole in the frame may need to be enlarged to  $\frac{3}{4}$ " to allow the Delrin ball half to slide through.**

7. Apply thread sealant to a 90 degree air fitting and screw it into the top of the Shockwaves. The fitting location can be rotated by twisting the bellow while holding the shock body.

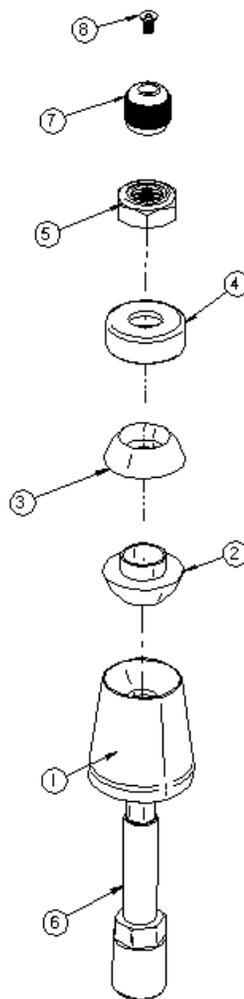
8. Place the Shockwave up into the coil spring pocket with the stud protruding through the factory shock hole. See assembly diagram on next page.

9. Fasten the Shockwave to the factory lower control arm using the  $\frac{1}{2}$ " x  $3 \frac{1}{4}$ " bolt, Nylok nut & aluminum spacers supplied w/ the StrongArms.

13. The best ride quality will occur around 50-60% suspension travel; depending on vehicle weight this typically occurs around 100-110 psi.



1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw

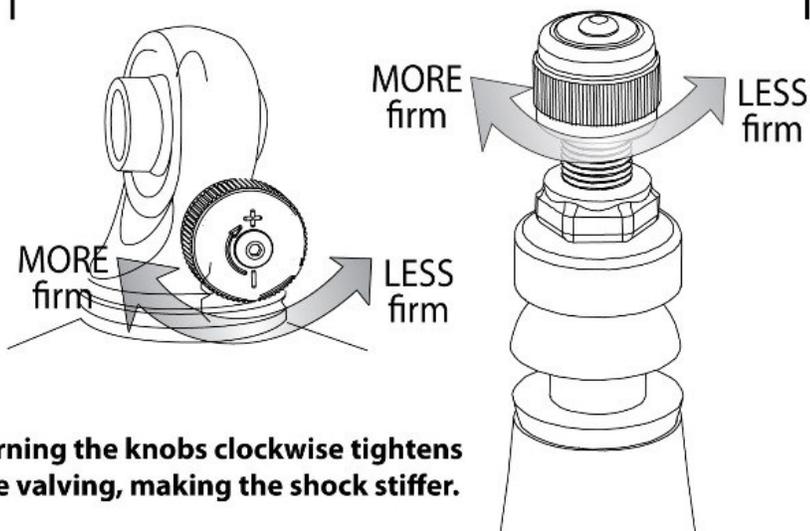


## Shock Adjustment Instructions



### Rebound Adjuster

The rebound adjustment is made on the shaft end of the shock.



**Turning the knobs clockwise tightens the valving, making the shock stiffer.**

Rebound is the force required to open or "expand" the shock absorber back to its original position.

Adjusters knobs on a ring mount have 30 clicks of adjustment. On a stud top mount there are 20 clicks of adjustment.

Because of the fine adjustment range RideTech recommends adjusting 3-4 clicks minimum when making a shock valve change.

**All RideTech Shocks are shipped from the factory at the FULL SOFT position.**

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## The care and feeding of your new ShockWaves

1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a non warrantable situation.**
2. Do not drive the vehicle overinflated or "topped out". Over a period of time the shock valving will be damaged, possibly to the point of failure. **This is a non warrantable situation!** If you need to raise your vehicle higher than the ShockWave allows, you will need a longer unit.
3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. **This is a non warrantable situation.**
4. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
5. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. **ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warrantied.**