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Part # 11243000
68-72 GM "A" Body Front Black Series Shockwaves
For Use w/ StrongArms & RideTech Spindles

Shockwave Assembly:

| | | |
|---|----------|-------------------------------------|
| 2 | 20190399 | Black 104mm rolling sleeve assembly |
| 2 | 20139999 | 3.2" stroke Black Series shock |
| 2 | 90001721 | Black 104mm AirCan |
| 2 | 90001087 | Internal bump stop |
| 2 | 90001686 | .625" I.D bearing |
| 2 | 90001900 | Bearing snap ring |
| 2 | 90001669 | Short swivel stud top base |
| 2 | 90001670 | Short swivel stud top nut |
| 2 | 90000499 | Swivel stud top threaded stud |
| 2 | 90001041 | Swivel stud top bearing |
| 2 | 31954201 | 1/4" npt x 1/4" tube swivel elbows |

Hardware:

| | | | |
|---|----------|----------------------|----------------|
| 2 | 99632002 | 5/8" Thin Nyloc nuts | Upper stud top |
| 2 | 99623001 | 5/8" SAE flat washer | Upper stud top |

SHOCKwave[®]

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.

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. Secure the assembly with a 5/8" Nylok nut and flat washer.

9. Fasten the Shockwave to the factory lower control arm using the 1/2" x 3 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.





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.**