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**Part # 11283001**  
**65-70 Impala Front Master Series SA Shockwaves**  
For Use w/ StrongArms

**ShockWave Assembly:**

- |   |          |   |
|---|----------|---|
| 2 | 21190399 | 104mm Master Series rolling sleeve assembly       |
| 2 | 21139999 | 3.2" stroke Master Series single adjustable shock |
| 2 | 90001632 | Internal bump stop                                |
| 2 | 90001686 | .625" I.D. bearing                                |
| 2 | 90001900 | Bearing snap ring                                 |
| 2 | 90001907 | Tall Delrin stud top – 2.75"                      |

**Components:**

- |   |          |                                   |
|---|----------|-----------------------------------|
| 2 | 90006782 | Stud top base spacer              |
| 2 | 90001833 | 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 |

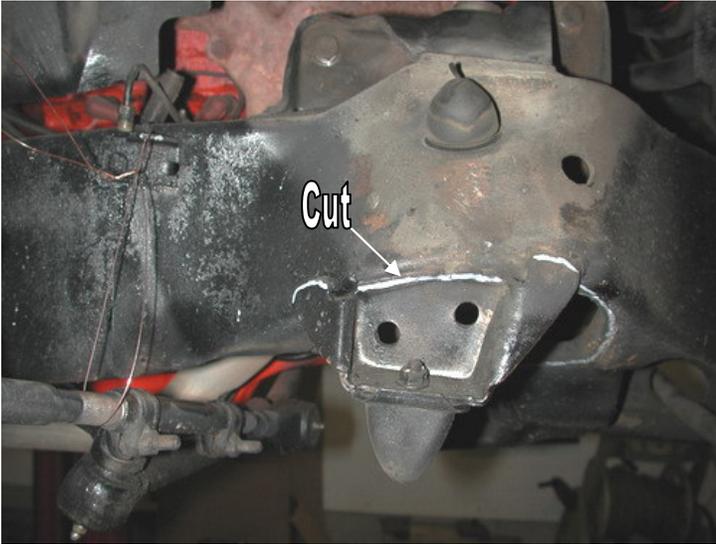
**Hardware:**

- |   |          |                   |                   |
|---|----------|-------------------|-------------------|
| 4 | 99562002 | 9/16" SAE jam nut | Stud top hardware |
|---|----------|-------------------|-------------------|

# SHOCKwave<sup>®</sup>

by Air Ride Technologies

## Installation Instructions



1. The Shockwave bellow will rub the frame, so some trimming must be done. Using a die grinder, remove the bump stop bracket from the coil spring pocket.



2. The inside lip of the pocket must also be removed to allow for Shockwave bellow clearance.

3. The coil spring retainer needs to be trimmed for the swivel stud top clearance.

**Note:** Double-check Shockwave clearance through full suspension travel. **Allowing the Shockwave to rub will result in air spring failure and is not a warrantable situation.**



4. Surrounding the hole that the factory shock stem went through is a bushing cup. This must be removed using a chisel or air hammer.

5. Apply thread sealant to an elbow air fitting and screw it into the bottom of the Shockwave.

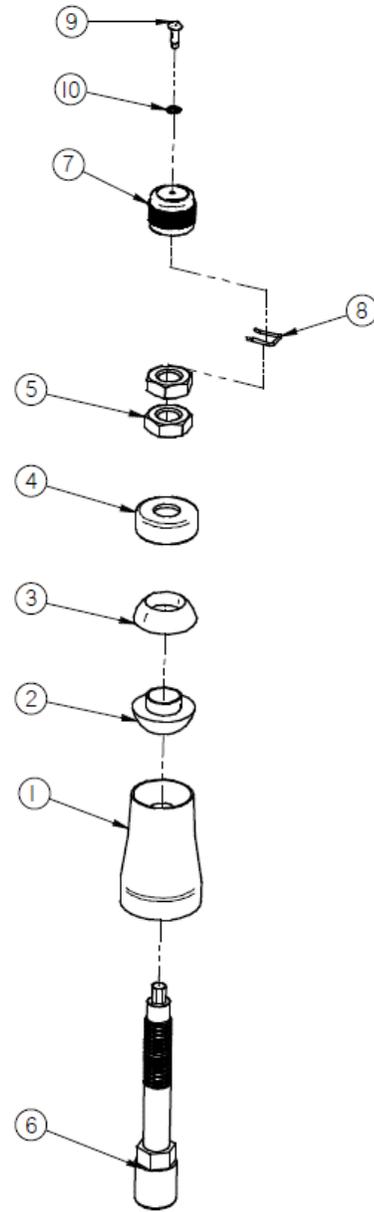


6. Insert the Shockwave into the coil spring pocket with the stud sticking through the factory shock hole. See assembly diagram on next page.

7. Attach the Shockwave to the lower control arm using a  $\frac{1}{2}$ " x 3" bolt and Nylok jam nut. An aluminum spacer must be installed on each side of the bearing.

8. Driving height pressure should be around 100psi. 6-8 clicks in the shocks will be a good starting point. This will vary to vehicle weight and driver preference.

1. 90001834- Short Delrin stud top base – 2”
2. 90001904- Delrin ball lower half
3. 90001903- Delrin ball upper half
4. 90001902- Aluminum cap for Delrin ball
5. 99562002- 9/16” SAE jam nut
6. 90001906- Short Delrin stud top – 2”
7. Black adjustment knob
8. Detent clip
9. Screw
10. Washer



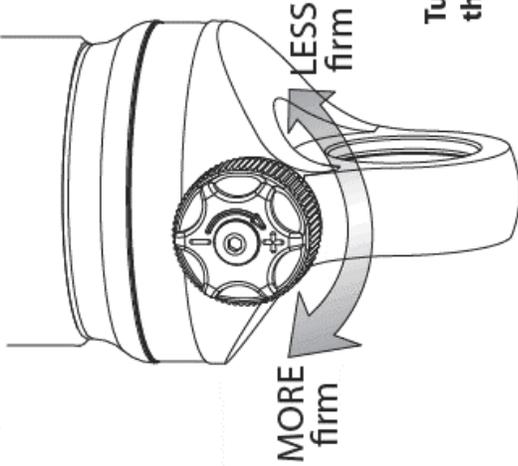
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# Shock Adjustment Instructions



## Compression Adjuster

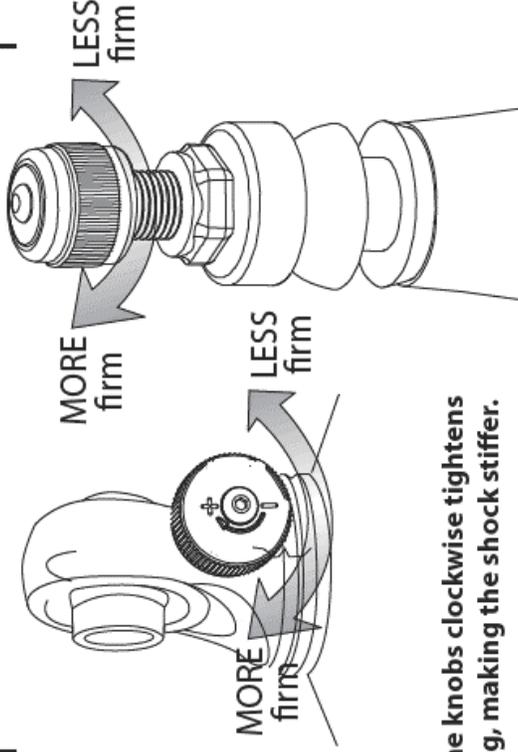
The compression adjustment is made on the body end of the shock.



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

## Rebound Adjuster

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



The rebound and compression knobs work Completely independently from one another.

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.**

**Please note: Only rotate adjustment knob while feeling the “click”**

Trying to rotate knob past the last click could result in damage to the adjuster internal mechanism.

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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.**