



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
www.ridetech.com

Part # 11020199
55-57 Chevy Level 1 Air Suspension Package
One Piece Frame

Front Components:

1 11012400 Black Series Front Shockwaves

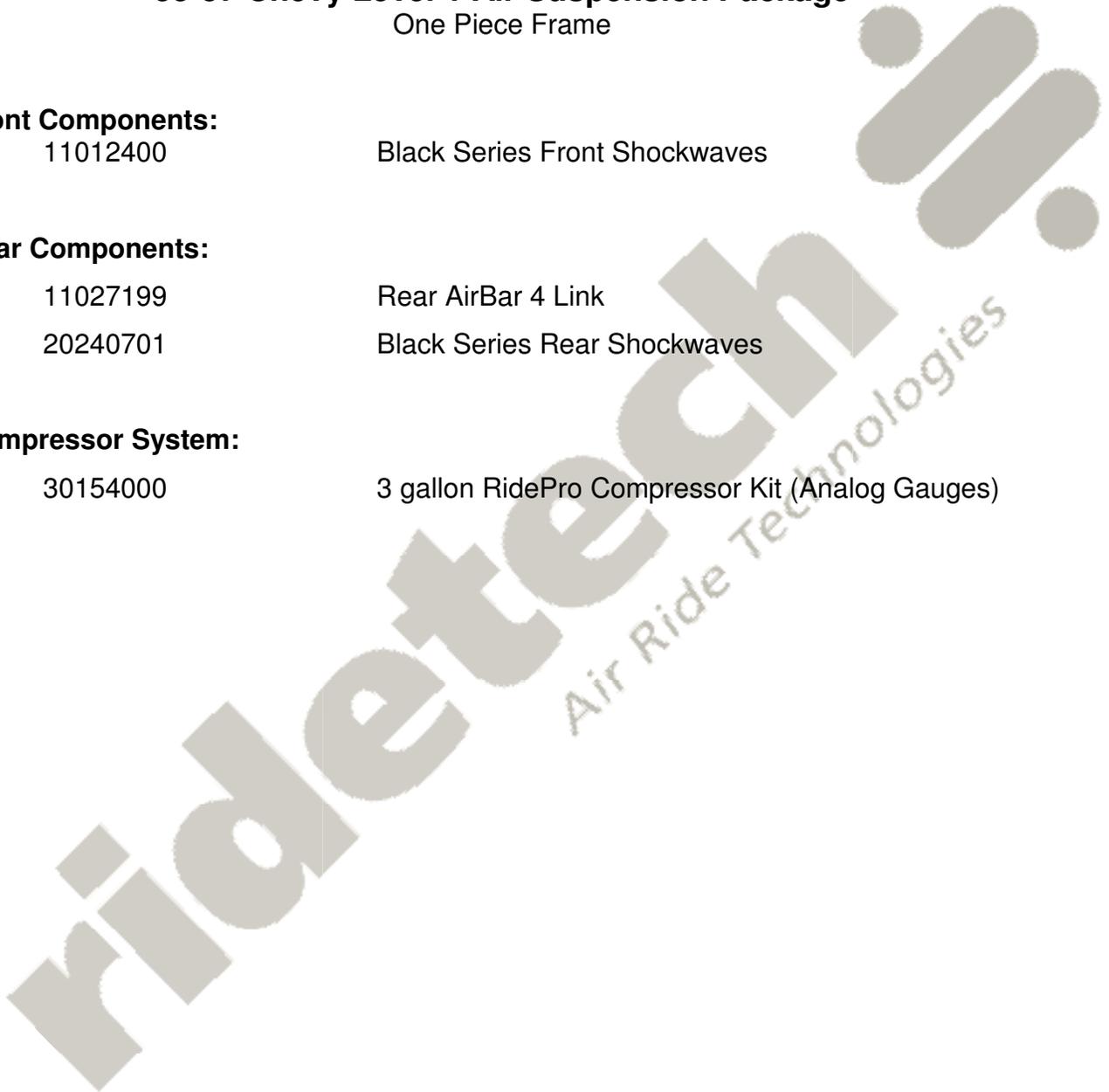
Rear Components:

1 11027199 Rear AirBar 4 Link

1 20240701 Black Series Rear Shockwaves

Compressor System:

1 30154000 3 gallon RidePro Compressor Kit (Analog Gauges)





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Part # 11012400
55-57 Chevy Front Black Shockwaves
For Use w/ Stock Lower Arms

Shockwave Assembly:

2	20190399	Black 104mm rolling sleeve assembly
2	20129999	2.6" stroke Black Series shock
2	90001087	Internal bump stop
2	90001723	6" diameter AirCan
2	90001686	.625" I.D. bearing
2	90001900	Bearing snap ring
2	90002010	Extended width T-bar
4	90001980	T-bar 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 90 degree fitting

Hardware:

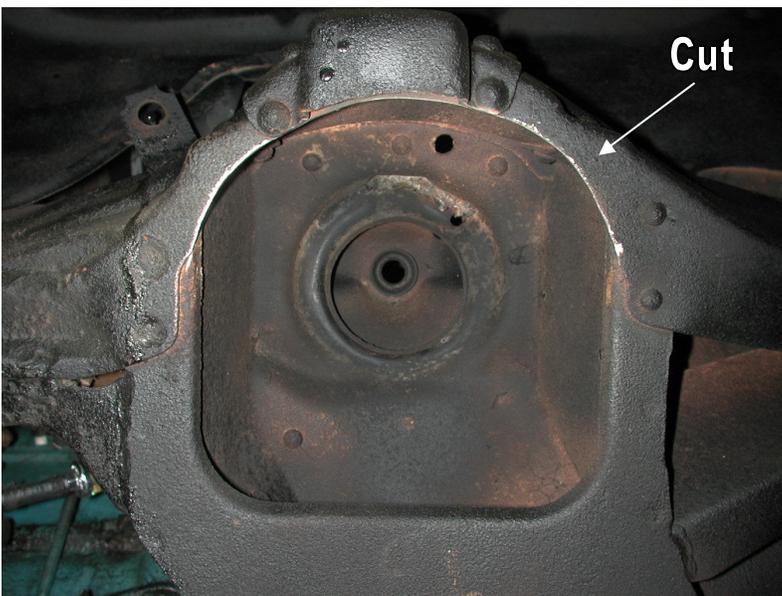
2	99632002	5/8" Thin Nyloc nuts	Upper stud top
2	99623001	5/8" SAE flat washer	Upper stud top
4	99371004	3/8" x 1 1/4" USS bolt	T-Bar to lower arm
4	99372002	3/8" USS Nylok nut	T-Bar to lower arm
8	99373002	3/8" SAE flat washer	T-Bar to lower arm

SHOCKwave[®]

by Air Ride Technologies

Installation Instructions

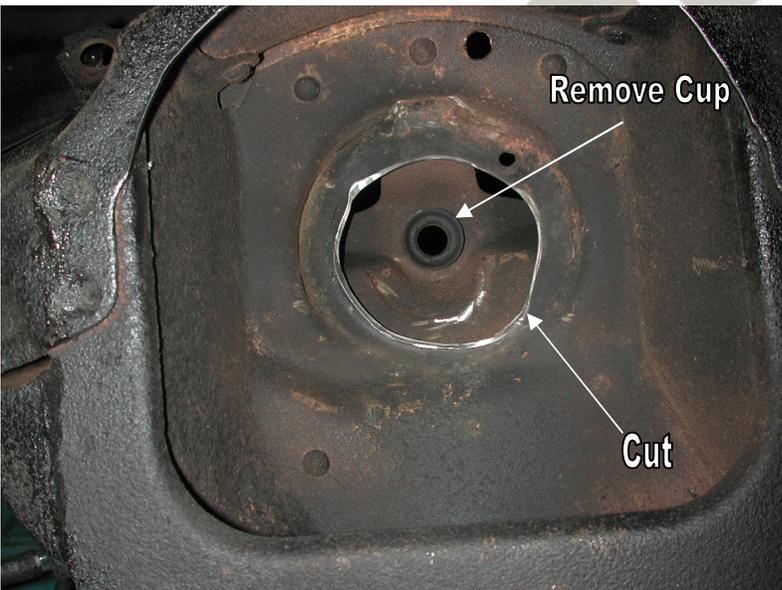
1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring and shock absorber. Refer to a factory service manual for proper disassembly procedure.



3. For air spring clearance some trimming must be done on the outer lip of the coil spring pocket. This is what it should look like after cutting.

4. This is best done with a cut off wheel or plasma cutter. Grind all cuts smooth when finished.

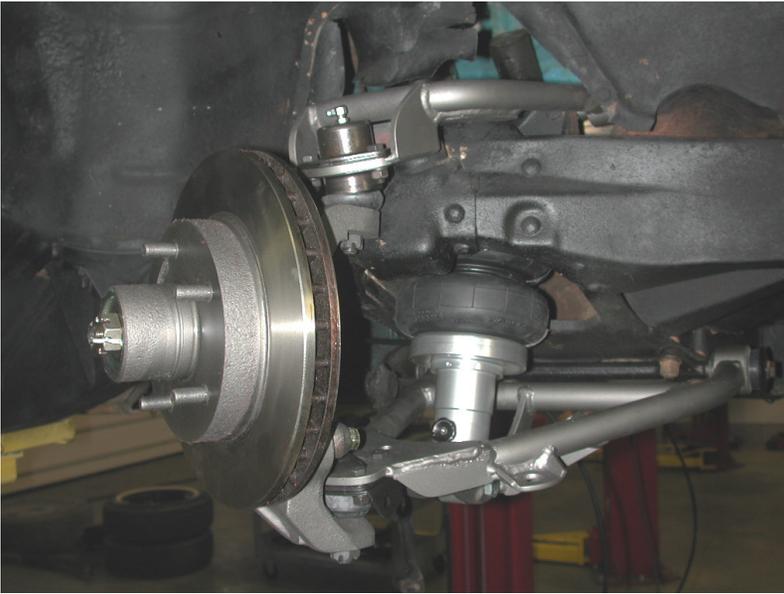
Allowing the shockwave will rub will result in failure, this is not a warrantable situation.



5. The domed portion of the Shockwave will hit the coil spring retainer. This lip must be removed.

6. The factory upper bushing cup must also be removed.

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 two 3/8" x 1 1/4" bolt, flat washers and nylok nuts. The T-bar will sit on **top** of the lower arm. (This picture shows the StrongArms)

10. Ride height will be around 90-100 psi, but will vary to driver preference.

SHOCKwave[®]

by Air Ride Technologies

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.**



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Part # 11037199
55-57 Chevy Rear AirBar
(Two Piece Frame)

Components:

1	90000160	Driver side lower axle bracket
1	90000558	Passenger side lower axle bracket
1	90000557	Front cross member (35.125")
1	90000554	Upper shock mount
1	90000555	Upper shock mount
4	90000552	Heim end spacer for diagonal bar
1	90000550	Lower shockwave mount
1	90000551	Lower shockwave mount
8	90001942	Pressed into bars
4	90000956	Parallel Bars C-C 18.50"
1	90000941	Diagonal bar C-C 30.25"
2	90001617	5/8" Shock studs
1	90000266	Brake line tab
4	90001584	Rod end
2	90001589	Heim end for Diagonal link
6	99752004	3/4"-16 Hex jam nut for rod ends

Hardware Kit Part # 99010019:

4	1/2" x 3/4" Gr. 8 bolt	Lower Shockwave Mount
10	5/8" SAE Gr.8 Nyloc Jam nut	Rod ends
8	5/8" x 2 3/4" SAE Grade 8 bolt	Bar ends
2	5/8" x 3" SAE gr.8 bolt	Bar ends with diagonal link mounts
2	1/2" x 2 1/4" SAE bolt	Upper Shockwave mount
2	1/2" SAE Nyloc jam nut	Upper Shockwave mount
20	3/8" x 1" type F thread forming bolt	Crossmember and upper Shockwave mount
20	3/8" Lock washer	Crossmember and upper Shockwave mount
2	#10 x 3/4" Tek screws	Brake line bracket

AirBAR[®]

by Air Ride Technologies

1. Raise the vehicle to a safe and comfortable working height. Use jack stands to support the vehicle with the suspension hanging freely.
2. Support the axle and remove the leaf springs, shocks, bump stops, pinion snubber and tail pipes. Refer to the factory service manual for proper disassemble procedures.



3. The parking brake brackets will be in the way of the 4 link and must be removed. Loosen the parking brake adjustment nut and remove the cable from the frame bracket. The tack weld can be broke loose with a hammer and chisel. Grind the remains of the weld smooth.

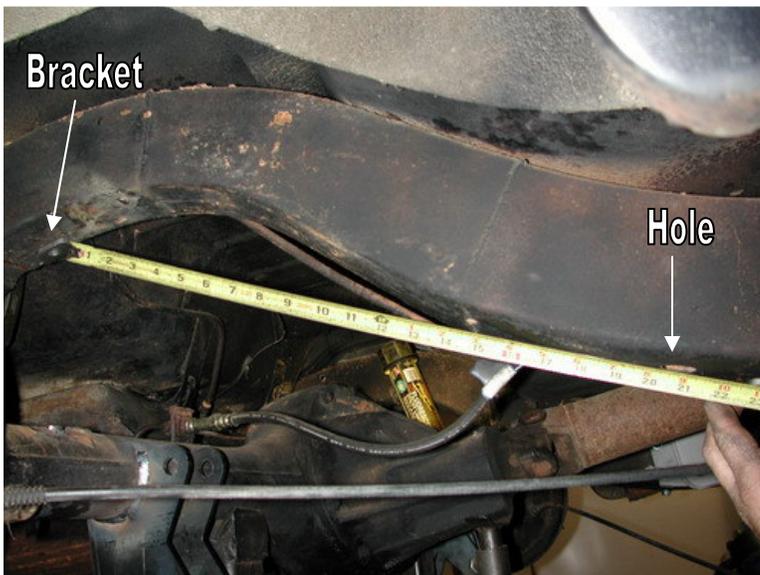


4. The rear brake line bracket on the passenger side frame rail must also be removed. Be careful not to cut fuel line.



5. Use a couple clamps to secure the crossmember between the frame rails. Slide it forward to the edge of the body mounts. Drill the holes with a 5/16" bit and thread the 3/8" x 1" self-tapping bolts in one at a time.

Do not over tighten the self-tapping bolts; they can be stripped.

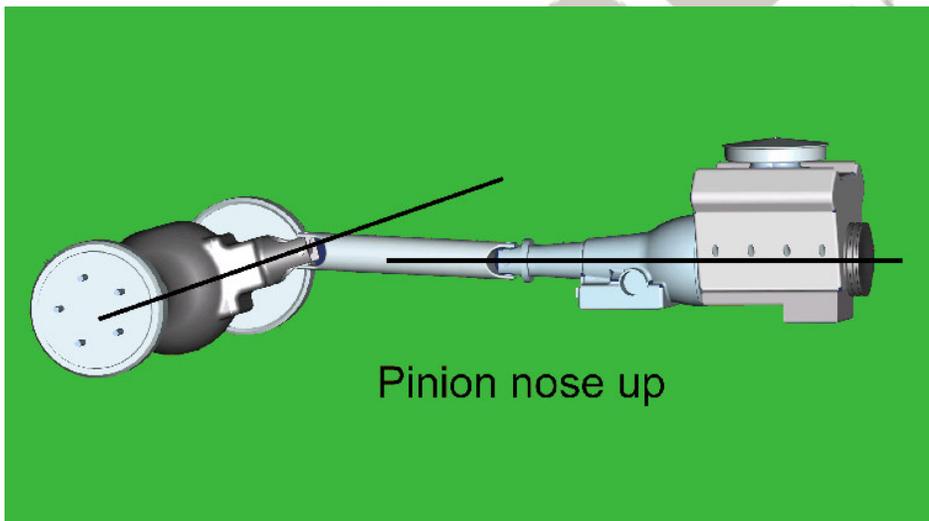
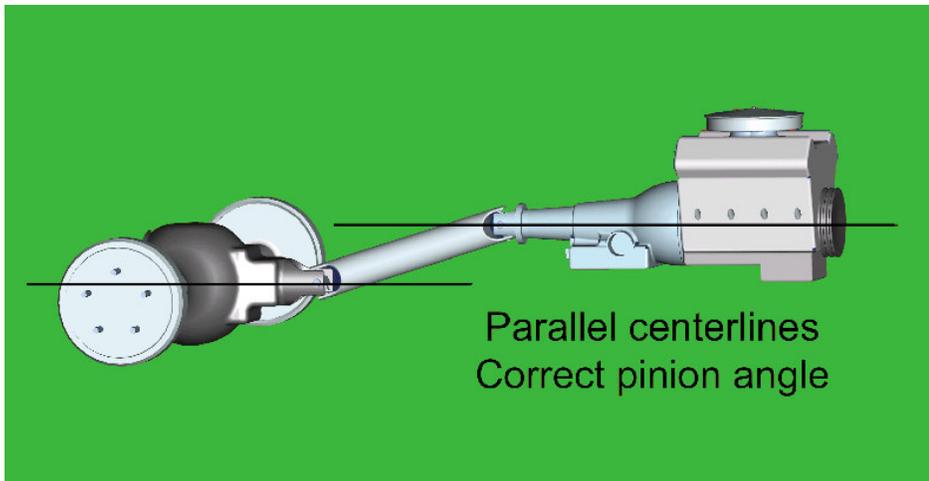
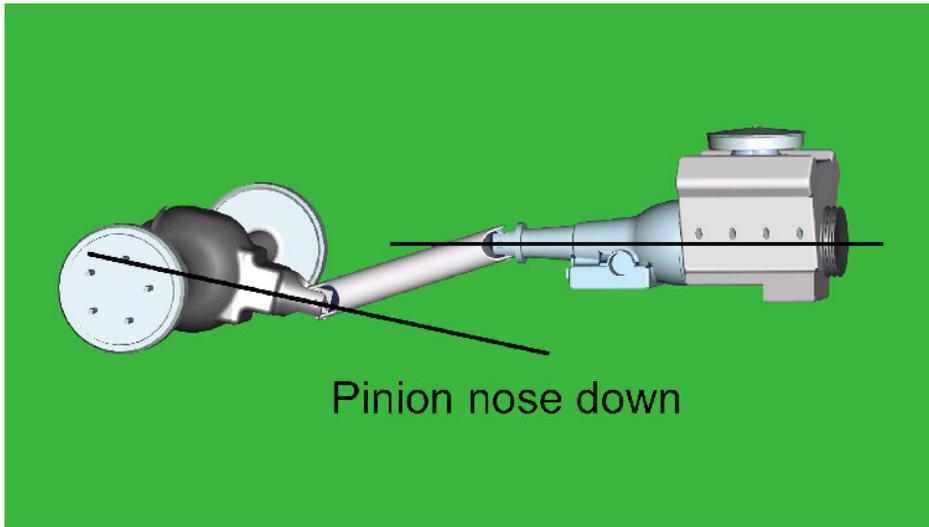


6. The location of the upper Shockwave mount is determined by measuring 14 1/2" from the edge of the bracket to the large hole in the bottom of the frame.



7. Use a clamp to hold the bracket against the inside of the frame and drill the holes with a 5/16" bit. Thread a 3/8" x 1" self-tapping bolt into the frame after drilling each hole.

8. Note there is a driver and passenger side bracket and are stamped accordingly. When using the correct bracket the Shockwave will be perpendicular with the ground.



9. How do you set the pinion angle? On a single-piece shaft you want to set it up where a line drawn through the center of the engine crankshaft or output shaft of the transmission and a line drawn through the center of the pinion are parallel to each other but not the same line.

A simple way to do this is to place a digital angle finder or dial level on the front face of the lower engine pulley or harmonic balancer. This will give you a reading that is 90 degrees to the crank or output shaft unless you have real problems with your balancer. At the other end, you can place the same level or angle finder against the front face of the pinion yoke that is also at 90 degrees to the centerline. If you rotate the yoke up or down so both angles match, you have perfect alignment.

Road testing will tell you if you have it right. If you accelerate and you get or increase a vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get or increase a vibration when decelerating, then the pinion yoke is too LOW. Rotate it upward to correct it.



10. Pinion angle must be set at ride height. At ride height there should be 4 1/2" between the axle and frame.

11. One trick to help maintain these setting while welding in the axle bracket is to tack weld a 4 1/2" long spacer between the axle and frame.

12. After setting the pinion angle, make sure the axle is centered. This can be done by measuring from the axle flange in to the frame rail.



13. Install the 4 link bars into the crossmember and axle bracket, but **do not tighten the bolts yet**. Use the 5/8" x 2 3/4" bolts and nylocs supplied. Check the length of the bars; they should be 18 1/2" C-C.

14. There is a driver and passenger side bracket. The passenger side bracket has the diagonal link bracket welded to it. These rod ends will use a 3" bolt. You can use a large hose clamp to hold these in place temporarily.



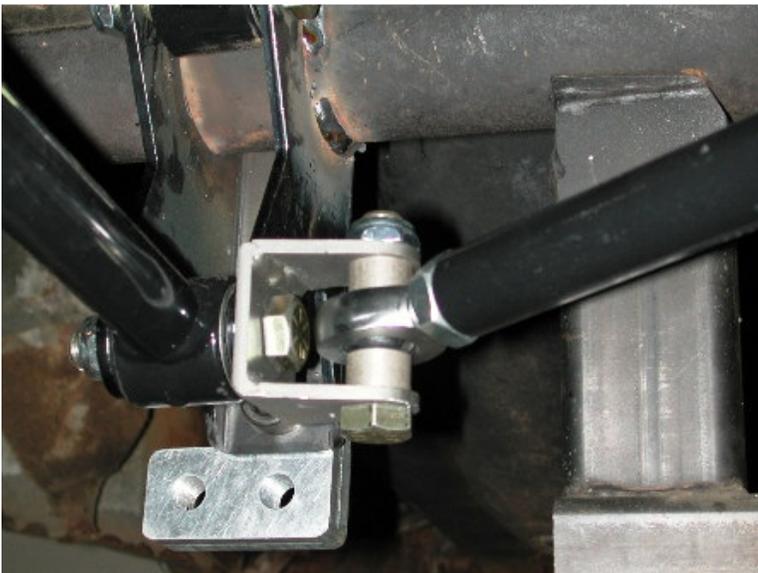
15. Swing the axle bracket up to the axle. These brackets must be centered and aligned with the crossmember mounts before welding. The brackets should be 31 5/8" apart on the outside measurement. Then just center it between the axle flanges.

16. Tack weld the bracket to the axle. Double-check axle center, bracket alignment, and pinion angle. Remove the bars to avoid frying the bushings. Then finish welding the bracket 1" at a time in different spots to avoid warping the axle.



17. Bolt the lower Shockwave mount to the axle bracket using the 5/8" x 3/4" Allen bolt. Apply anti-seize to the threads. It is easier to remove the bars to install these bolts.

18. There is a driver and passenger side bracket, the correct bracket will offset the Shockwave toward the wheel.



19. Bolt the diagonal link into place with a spacer on both sides of it using a 5/8" x 2 3/4" bolt and nyloc. It should measure 30 1/4" C-C.

20. Install the parking brake cable into the new tab on the crossmember.

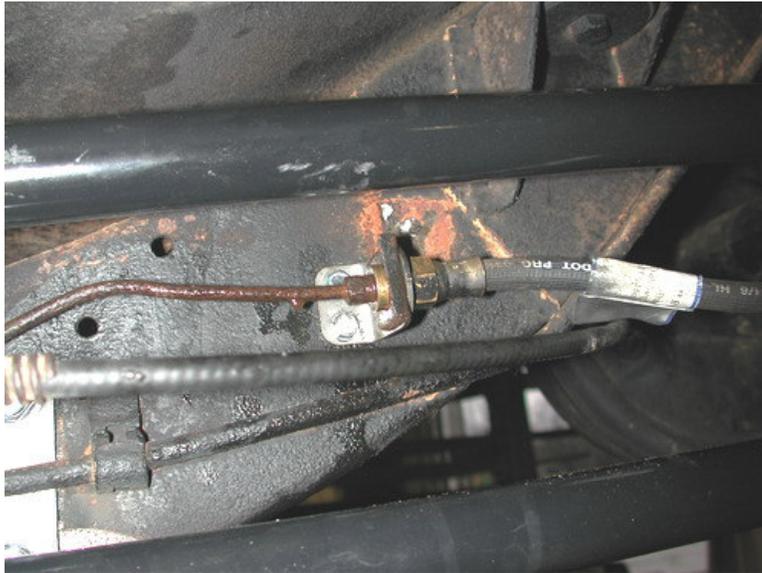
21. With the axle at ride height snug all the 4 link bolts. These bushings are rubber and do not require lubrication.



22. Apply thread sealant onto the air fitting and screw it into the top of the shockwave. Air fitting location can be moved by rotating the bellows assembly separate from the shock.

23. Screw the stud into the lower billet mount. Place the washer over the stud then the Shockwave followed by another washer. Apply anti-seize to the threads and then nyloc nut.

24. The Shockwave/Coilover is held to the upper mount using a 1/2" x 2 1/4" bolt and nyloc.



25. Remove the spacer from between the axle and frame.

26. A new brake line tab is supplied and will mount just below the original. Make sure it clears the bar through full suspension travel.

27. Driving height will be with approximately 13" from center eye to center eye. This should occur 75psi but will vary to driver preference.



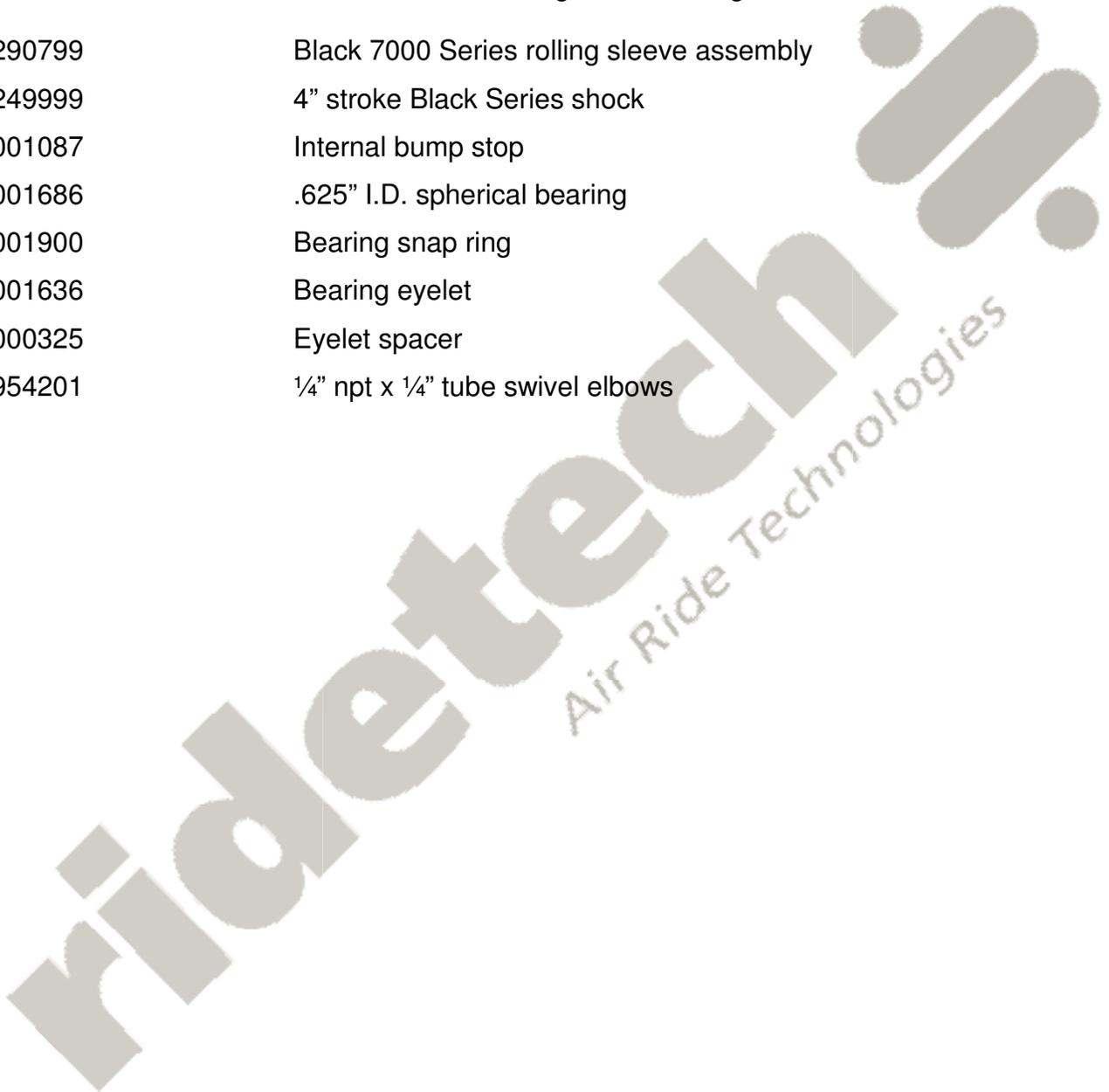


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20240701 Black 7000 Series ShockWaves

4" Stroke – .625" Bearing/.625" Bearing

2	20290799	Black 7000 Series rolling sleeve assembly
2	20249999	4" stroke Black Series shock
2	90001087	Internal bump stop
4	90001686	.625" I.D. spherical bearing
4	90001900	Bearing snap ring
2	90001636	Bearing eyelet
2	90000325	Eyelet spacer
2	31954201	1/4" npt x 1/4" tube swivel elbows

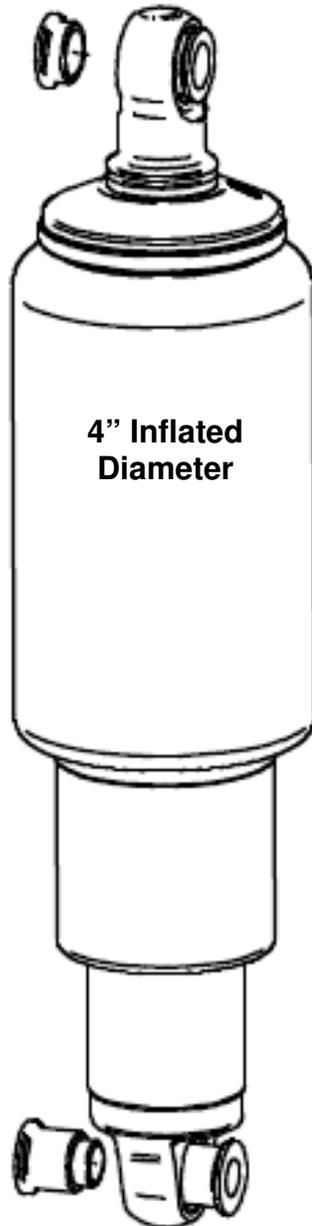


SHOCKwave[®]

by Air Ride Technologies

7000 Series Shockwave

Use these
spacers when
mounting on 5/8"
bolt.



Compressed Height	10.6"
Ride Height	13"
Extended Height	14.6"

Shockwave
Air Ride Technologies

Use these spacers
when mounting on
1/2" bolt.



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Part # 30154000

4000 Series RidePro 4 Way Compressor System

3 Gallon Tank – Analog Gauges

Components:

1	31920002	Thomas 327 Compressor
1	31194000	RidePro 4 Way analog control panel with rocker switches (Black Face)
1	31913100	3 gallon aluminum tank
1	31934001	RidePro 4 Way valve block
1	31980005	Pressure switch – 135 On / 150 Off

Wiring:

1	90001924	Fuse holder
1	90001922	20 Amp fuse
2	31900036	Wiring harness - Control panel to valve

Airline & Fittings:

2	31940002	1/4" DOT airline - 30 ft. roll - valve block to gauges
2	31940000	1/8" DOT airline - 25 ft. roll - valve block to gauges
1	31952150	1/8"npt x 1/4" tube female straight - compressor
1	31957003	2" Brass Nipple - compressor
6	31954201	1/4" npt x 1/4" tube Elbow airline fitting
7	31954000	1/4" npt x 1/4" tube Straight airline fitting
4	31952000	1/8" npt x 1/8" tube Straight fitting - manifold to gauge fitting
1	31957004	1/4" npt plug - plug unused supply port



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ARC4000 Compressor System Instructions

These are some general guidelines to follow when installing your new RidePro air control system. Depending on the vehicle there are many different ways to plumb the system. Start out by planning a lay out of where you want everything to be mounted. Typically we try to keep the compressor, solenoids, tank, and sending units in a central location, but they can be separated to suit your needs.

Mounting the Compressor/ Pressure Switch

- **Remove the negative battery cable before beginning installation.**
- All of our compressors are sealed for moisture and dust resistance so they can be mounted anywhere on the vehicle. Although it is best to mount it in a place out of direct contact with rain and snow. It is OK to mount it underneath the vehicle but keep it inside the frame rails away from water and debris thrown off the tire.
- This is a dry compressor; therefore it is maintenance free and can be mounted in any position.
- It is best if mounted to something solid to reduce vibration and noise. If mounting it to sheet metal or the bed of a truck, use sound deadening material between the compressor and the mounting surface.
- Use the rubber grommets supplied on the feet of the compressor to reduce vibration.
- A template is supplied to aid in drilling the holes. Check template with compressor before drilling the holes.
- Apply thread sealant to the pressure switch and compressor T and screw into the tank.
- One spade of the pressure switch will connect to power the other to the red wire on the compressor.

Mounting the Air Tank

- The air tank can be mounted anywhere on the vehicle in any position.
- A template is supplied to aid in drilling the holes. Check the template with the tank before drilling the holes.
- If your air system is used frequently you may want to remove the tank once a season to drain any excessive accumulation of water.

Mounting the RidePro Air Valves

- The valves, like the compressor, are sealed and can be mounted in the same locations. Although if the vehicle will be exposed to freezing temperatures it is a good idea to mount them in the engine bay if possible to reduce the possibility of freezing.
- They can be mounted in any position.
- Mount the valves higher than the tank to avoid moisture build up. This could cause the air pressure sensors to give a faulty reading.
- Attach the ground strap to a good, clean ground (preferably the frame).
- The exhaust port will be left open.
- The valve is held closed with the pressure in the tank. If tank pressure drops below air spring pressure they will equalize deflating all 4 air springs.

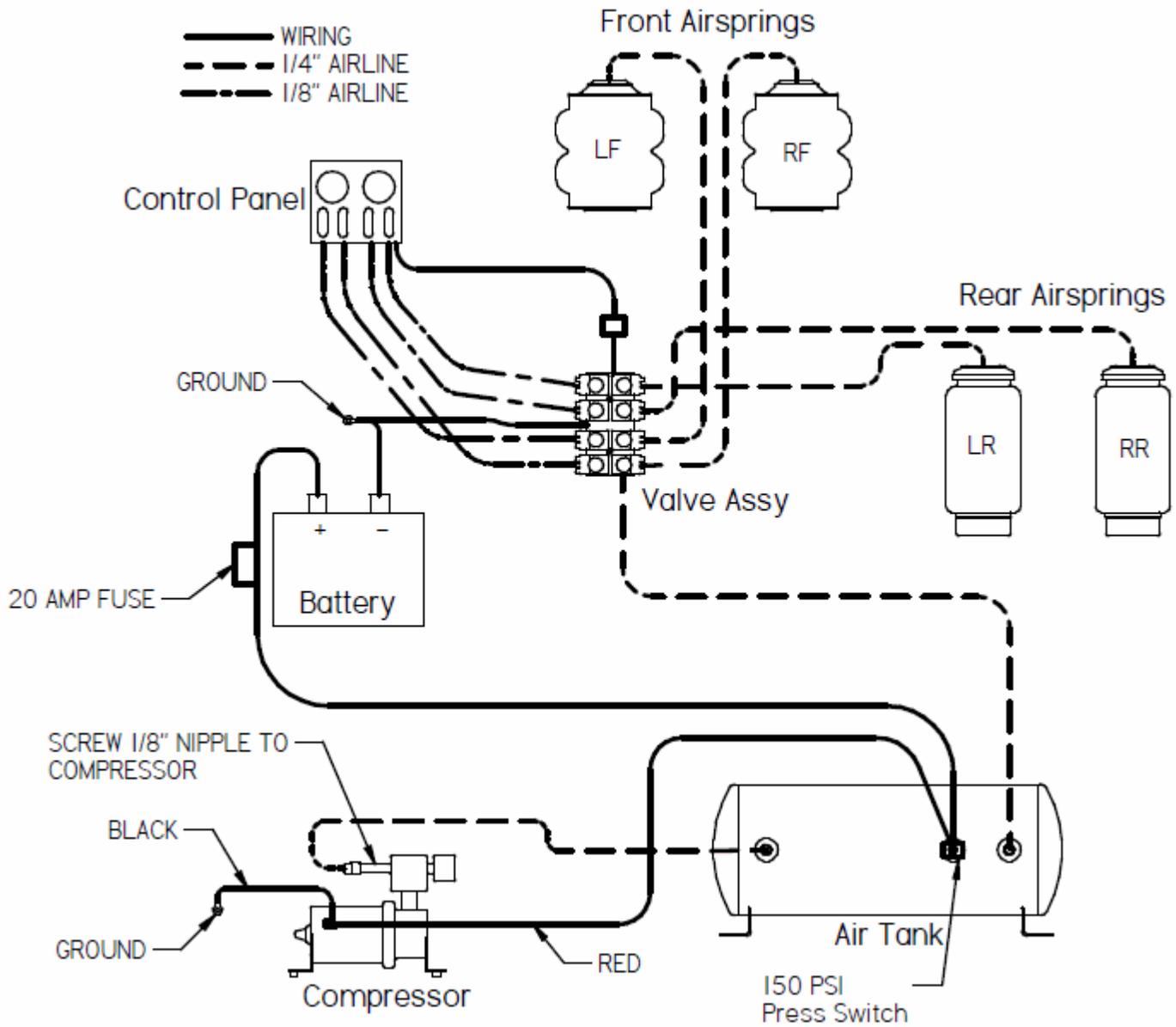
Wiring Harness

- The red wire on the harness will connect to 12 v.
- The gray wire will then supply the gauge light 12v. Or the gauge light can be powered with illumination.

Routing the Airline and Fittings

- Make all airline cuts with a razor or tubing cutter. It must be clean and straight or it will not seal.
- All fittings are DOT approved push-to-connect style. They are very simple to use and are reusable. Firmly push the airline into the fitting to attach. To release the airline pull the collar on the fitting back towards the fitting and pull the airline out.
- Use thread sealant on all fittings.
- Do not over tighten the fittings. This could result in breaking the fitting or damaging the air spring.
- All of our airlines are DOT approved so they are very strong. But keep them away from any sharp edges. Also when passing through a hole in the frame use a grommet.
- Keep away from intense heat including mufflers and exhaust manifolds.
- Use zip ties or other fasteners to secure the airline.

ARC4000



Wiring at control panel:

Gray connects to gauge light

Red connects to "key on" power at fuse box