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Part # 11225411
64-72 GM "A" Body Rear ShockWave Kit
Master Series –Triple Adjustable

Shockwave Assembly:

2	24359999	5" stroke Master Series **Triple** adjustable shock
2	24090799	Master Series 7000 sleeve assembly
2	90002024	1.7" eyelet
4	90001994	.625" bearing
8	90001995	Bearing snap ring
2	70009813	Locking Ring

Components:

2	31954201	¼ npt x ¼ tube swivel elbows
8	90002043	Aluminum spacer - .5" I.D.
2	90002327	Upper shock bracket
1	90002224	Driver side lower ShockWave bracket
1	90002223	Passenger side lower ShockWave bracket
4	90002221	Reservoir Mount
1	85000003	4mm Allen Wrench

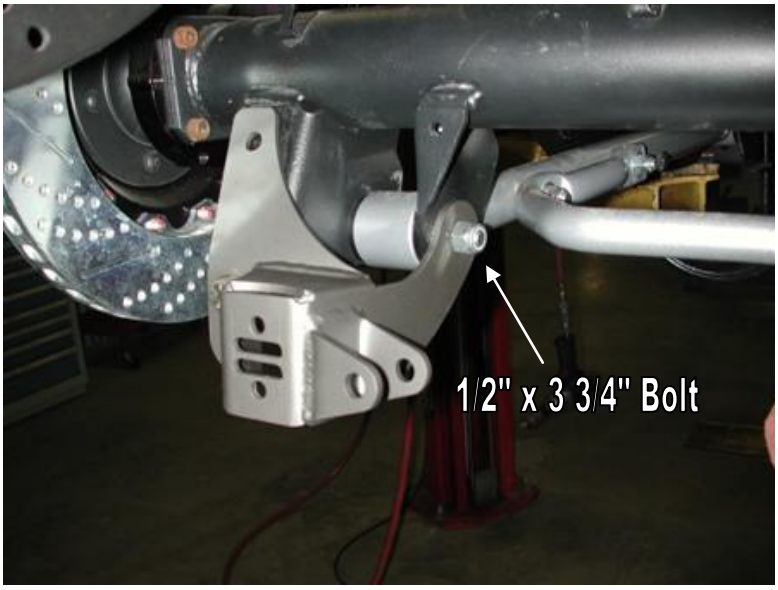
Hardware:

4	99311001	5/16"-18 x 1" Gr. 5 bolt	Upper bracket to frame
4	99312003	5/16"-18 Nylok nut	Upper bracket to frame
8	99313002	5/16" SAE flat washer	Upper bracket to frame
2	99501027	1/2"-13 x 3 ¾" SAE bolt	ShockWave bracket to trailing arm bracket
4	99501002	1/2"-13 x 1 ½" SAE bolt	ShockWave bracket to factory shock bracket
4	99501003	1/2"-13 x 2 ½" SAE bolt	ShockWave to upper and lower bracket
10	99502001	1/2"-13 SAE Nylok nut	Lower ShockWave mount and mounting
10	99503001	1/2" SAE flat washer	Lower ShockWave mount
12	99050000	4mm Socket Head Screw	Reservoir Mount

SHOCKwave®
by Air Ride Technologies

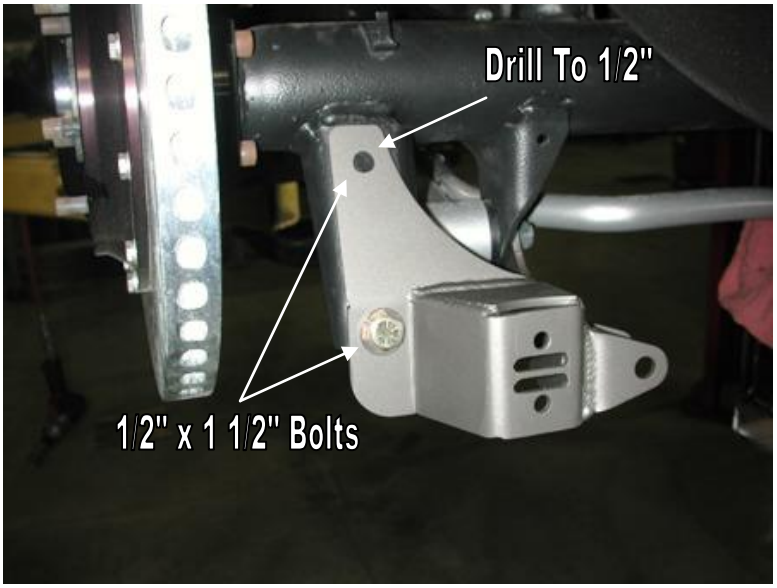
Installation Instructions

1. Raise and safely support the vechile by the frame rails.
2. Using a jack, slightly raise the axle approximately 1". Remove the shock absorbers.
3. Lower the axle down enough to remove the coil springs.
4. The exhaust tail pipes may need to be removed and/or modified for ShockWave installation.



4. Remove the lower trailing arm mounting bolt. (Do one side at a time to keep the axle from rotating).

5. Install the longer ½" x 3 ¾" bolt through the lower trailing arm from the outside in. Install the lower bracket over the bolt and secure with a ½" Nylok nut and flat washer.

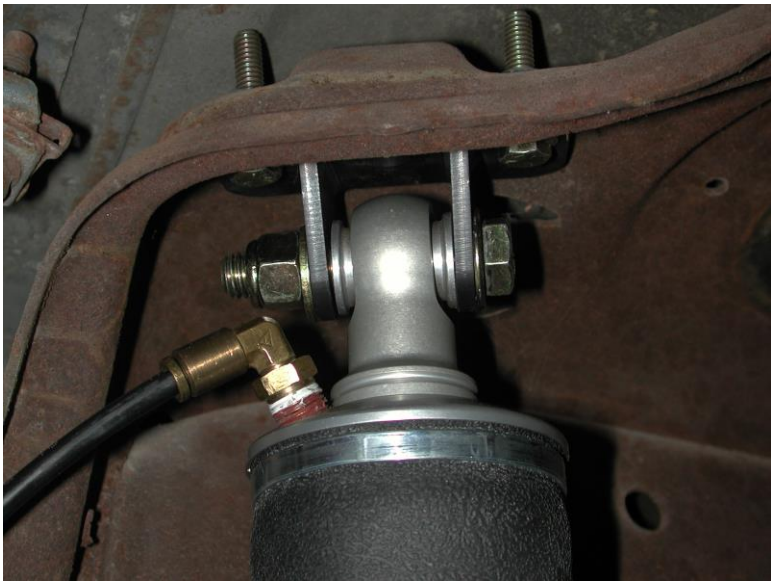


6. The lower bolt hole in the back of the bracket will align with the factory shock stud hole. Use a ½" x 1 ½" bolt, Nylok nut and flat washers.

7. The upper hole must be drilled with a ½" bit. The edge of the bracket should be parallel to the axle bracket. Use an centering punch and 1/8" bit to drill a pilot hole. A ½" x 1 ½" bolt, Nylok nut and flat washers will be used here as well.

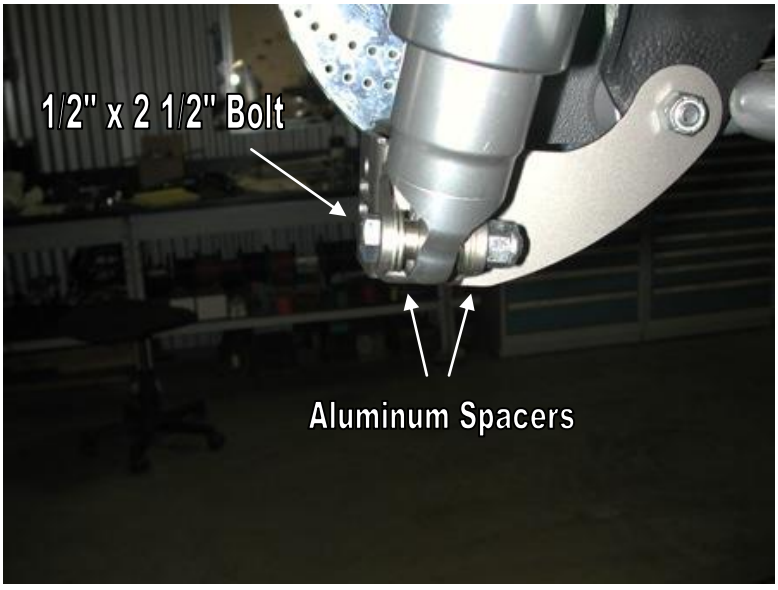
8. Fasten the new upper shock bracket into the factory shock location using the 5/16” x 1” bolts, flat washers and Nylok nuts supplied.

Note: Position the bracket to offset the shock toward the center of the car.



9. Apply thread sealant to a 90 degree air fitting and screw it into the top of the ShockWave. The air fitting location can be rotated by twisting the bellow separate of the shock.

10. Fasten the ShockWave to the upper bracket using a ½” x 2 ½” bolt and Nylok nut. ½” I.D. aluminum spacers must be installed on each side of the bearing.



11. Fasten the ShockWave to the lower bracket using a ½” x 2 ½” bolt and Nylok nut. ½” I.D. aluminum spacers must be installed on each side of the bearing.

12. Double check air spring clearances throughout full suspension travel.

13. Ride height on this ShockWave is 14.5” from center eye to center eye. This should occur around 70-80psi, but may vary to vehicle weight and driver preference.

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Shock adjustment 101

How to adjust your new shocks. The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet. Begin with the shocks adjusted to the number 3 position. The first two settings are generally too soft for street use. The softest setting, is found by turning the knob in the counter-clockwise direction 20 clicks (this is setting #1). Rotating the knob in the clockwise direction increases damping stiffness. Each of the 24 settings is indicated by a detent that can be felt when turning the knob, and an audible click as the knob gently locks into position.

Take it on a drive....
Now if the car feels bouncy generally the vehicle will need a few more clicks (clockwise).

Clockwise = Stiffer

Counterclockwise = Softer

Triple Adjustable

- Turn The High Speed to full soft (counter clockwise). Next turn high speed adjuster out 20 clicks, find a bump to drive over, adjust compression until your desired ride.
- Now adjust rebound to full soft then add 20 clicks. find a drop off and continue adjusting until the car stops bouncing.

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 that 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.**

3. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**

4. 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.**