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Part # 11226111
64-72 GM "A" Body Rear TQ Series CoilOver Kit
For OEM Rear Differential

Shock Assembly:

2	24359999	5" stroke TQ Series shock
2	90002024	1.7" eye w/ rebound adjustment
4	90001994	.625" I.D. bearing
8	90001995	Bearing snap ring

Components:

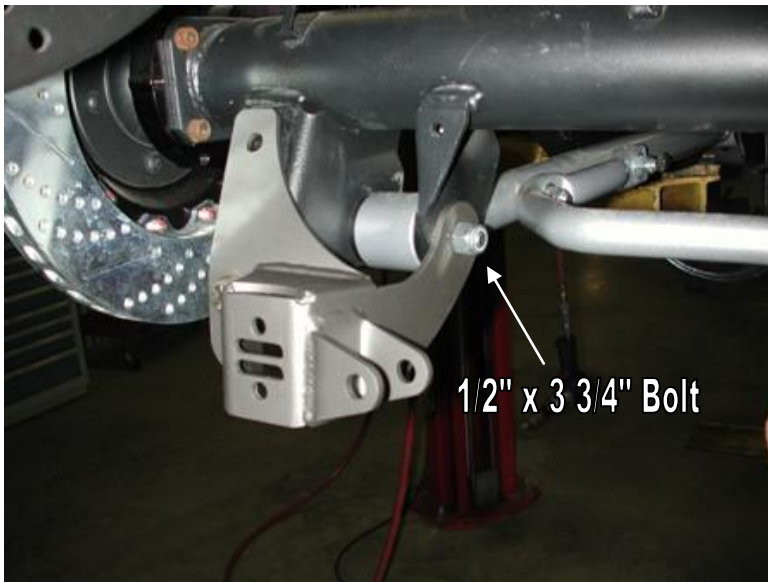
2	59100225	Coil spring – 10" long / 225 # rate
2	90002222	Spring retainer kit
8	90002043	Aluminum spacer - .5" I.D.
4	70010828	Delrin Spring Washer
2	90002327	Upper shock bracket
1	90002224	Driver side lower ShockWave bracket
1	90002223	Passenger side lower ShockWave bracket
4	90002221	Reservoir Mount
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 3/4" SAE bolt	ShockWave bracket to trailing arm bracket
4	99501002	1/2"-13 x 1 1/2" SAE bolt	ShockWave bracket to factory shock bracket
4	99501003	1/2"-13 x 2 1/2" 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

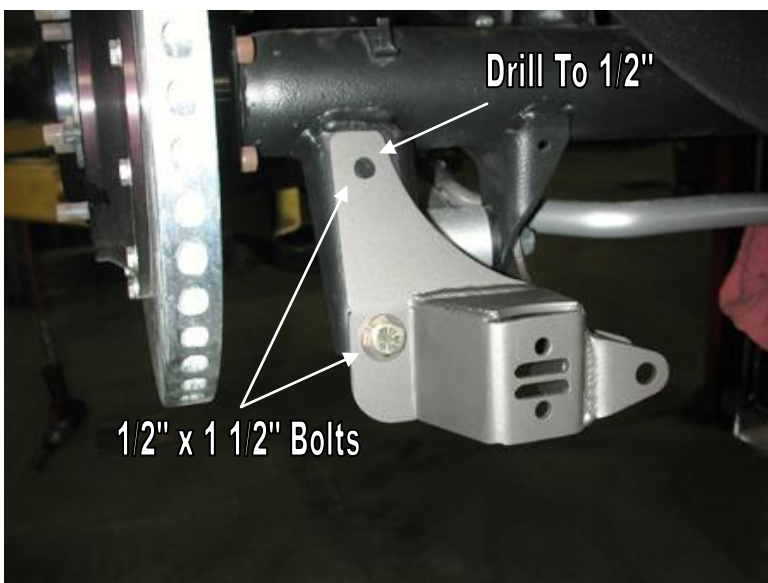
Installation Instructions

1. Raise and safely support the vehicle 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 1/2" x 3 3/4" bolt through the lower trailing arm from the outside in. Install the lower bracket over the bolt and secure with a 1/2" 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 1/2" x 1 1/2" bolt, Nylok nut and flat washers.

7. The upper hole must be drilled with a 1/2" 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 1/2" x 1 1/2" bolt, Nylok nut and flat washers will be used here as well.



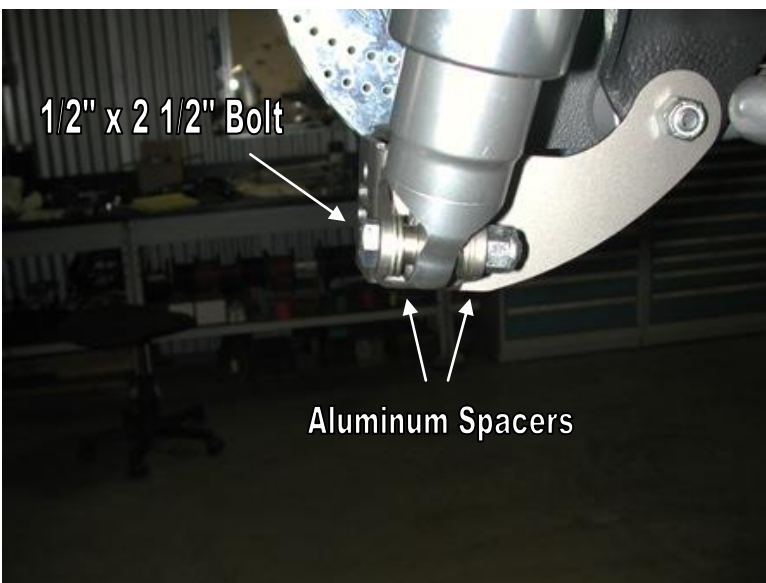
8. Fasten the new upper shock bracket into the factory shock location using the 5/16" x 1" bolts, flat washers and Nylok nuts supplied.

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



9. Assemble the spring onto the Coilover. **Assembly is explained on the next page.**

10. Fasten the CoilOver to the upper bracket using a 1/2" x 2 1/2" bolt and Nylok nut. 1/2" I.D. aluminum spacers must be installed on each side of the bearing.



11. Fasten the CoilOver to the lower bracket using a 1/2" x 2 1/2" bolt and Nylok nut. 1/2" I.D. aluminum spacers must be installed on each side of the bearing.

12. Ride height on this CoilOver is 14.5" from center eye to center eye.

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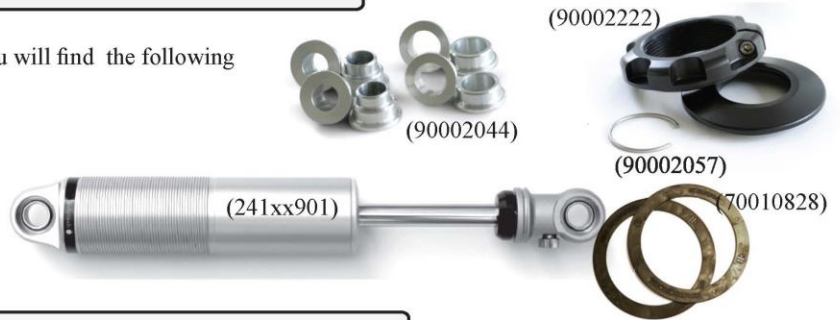
Air Ride Technologies

COIL-OVER

In the box....

Thank you for purchasing our product. In the box you will find the following components.

- 1- billet aluminum mono tube shock (241xx901)
- 1- Upper spring seat
- 1- Lower adjuster nut
- 1- Upper spring seat clip (90002057)
- 1- set of 5/8"-1/2" bearing spacer kit (90002044)
- 1- Delrin Washer set of 2 (70010828)



Assembly...



First using the supplied lower adjuster nut(90002222) thread the nut onto the shock from the bottom side as seen in figure 1



Slide the Delrin washer over the spring, Next slide the upper spring mount (90002222) over eyelet as seen in figure 4.



Next install delrin washers then coil spring over the top of the shock as seen in figure 2



Install upper spring mount retainer clip (90002057) into the groove on the upper eyelet as seen in figure 5. Then reinstall adjuster to complete assembly.



Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3.



The included set of bearing spacers (900002044) are used to adapt the coil-overs to just about any application. The supplied spacers allow the coil-overs to accept 5/8" or 1/2" bolts.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!



-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks. CONTINUE ON NEXT PAGE.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

Shock adjustment 101- Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.



-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.



-Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use). Take the vehicle for a test drive.

-if you are satisfied with the ride quality, do not do anything, you are set!



-if the ride quality is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Step 3:

Adjust rebound according to Single Adjustable instructions.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.