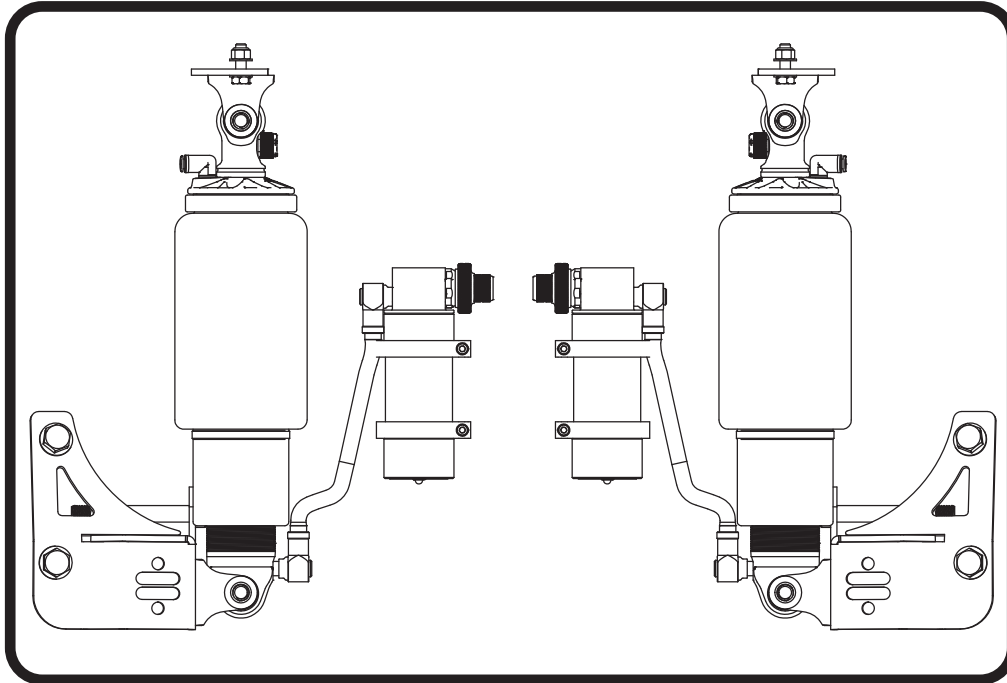
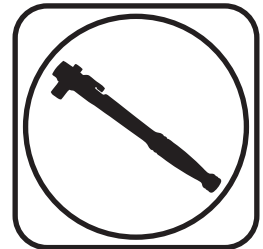




Part # 11225411 - 1964-1972 GM A-Body Rear Shockwave



Recommended Tools



64-72 A-Body TQ Series Rear Shockwave Installation Instructions

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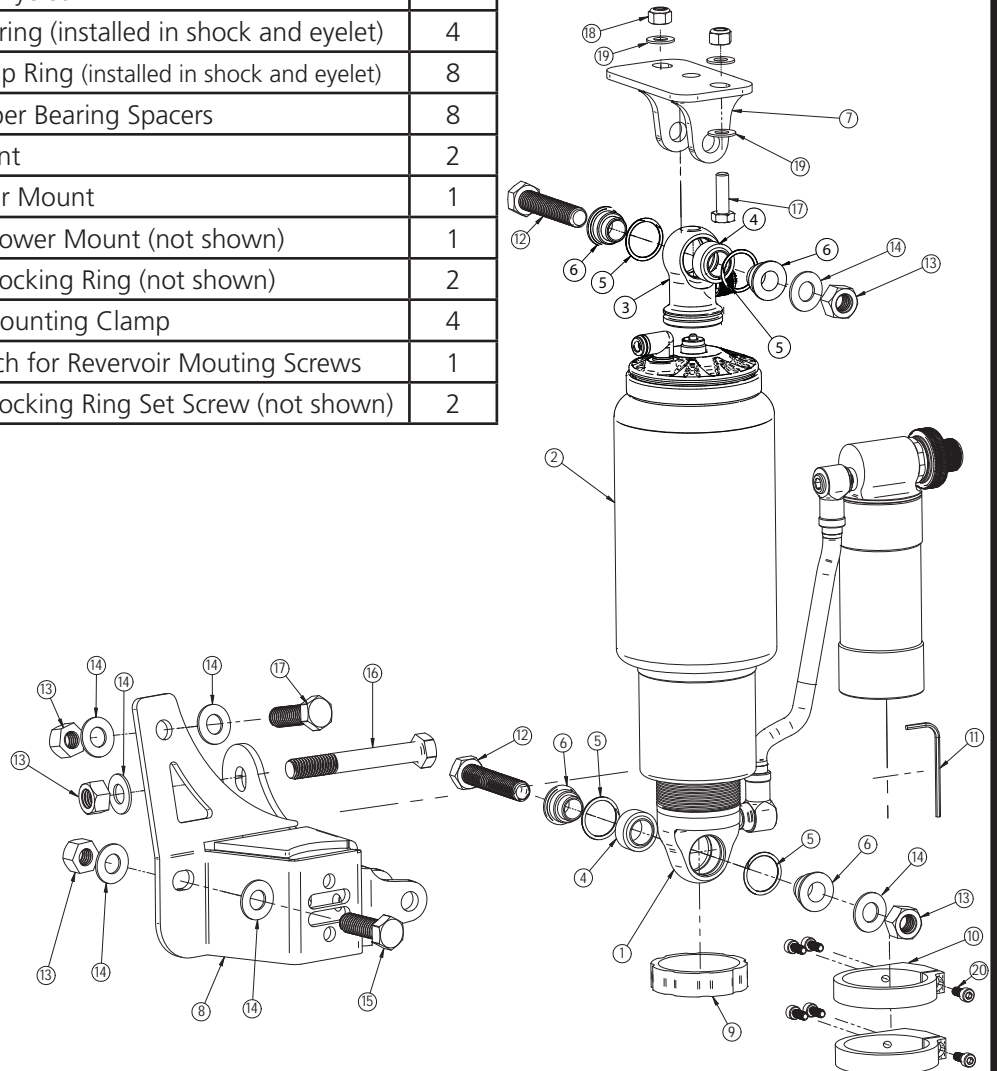
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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-072	5.2" Stroke TQ Series Shock	2
2	24090799	7000 Series 4" Diameter Air Spring	2
3	815-02-022-KIT	1.7" Shock Eyelet	2
4	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
5	90001995	Bearing Snap Ring (installed in shock and eyelet)	8
6	90002043	1/2" ID Upper Bearing Spacers	8
7	90002327	Upper Mount	2
8	90002224	Driver Lower Mount	1
8	90002223	Passenger Lower Mount (not shown)	1
9	70008313	Air Spring Locking Ring (not shown)	2
10	026-05-000	Reservoir Mounting Clamp	4
11	85000003	Allen Wrench for Revervoir Mouting Screws	1
	99055000	Air Spring Locking Ring Set Screw (not shown)	2



WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.



Hardware ListIn the box

Item #	QTY	Part Number	Description	Location
12	4	99501011	1/2"-20 x 2 1/2" Hex Bolt	ShockWave to Mounts
13	10	99502002	1/2"-20 Nylok Nut	ShockWave to Mounts, Lower Bar Bolt
14	14	99503014	1/2" SAE Flat Washer	ShockWave to Mounts, Lower Bar Bolt
15	4	99501008	1/2"-20 x 1 1/2" Hex Bolt	Lower Mounts to Differential
16	2	99501015	1/2"-20 x 3 3/4" Hex Bolt	Lower Bar Bolt
17	4	99311011	5/16"-18 x 1 1/4" Hex Bolt	Upper Mounts to Frame
18	4	99312002	5/16"-18 Nylok Nut	Upper Mounts to Frame
19	8	99313001	5/16" SAE Flat Washer	Upper Mounts to Frame
20	12	99055000	4mm Socket Head Screw	Reservoir Mounting

Getting Started.....

Congratulations on your purchase of the Ridetech Rear Shockwave System. This system has been designed to give your car excellent handling along with a lifetime of enjoyment. One of the key features of this system is the adjustability. With the ShockWave system you have an adjustable shock along with the height adjustment of the air spring.

Disassembly

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.

NOTE: Keep in mind the spring has pressure on it until you let the rear differential down to remove the springs.



ShockWave Installation



5. Remove the lower trailing arm mounting bolt. (Do one side at a time to keep the axle from rotating). Install the longer $\frac{1}{2}$ " x $3\frac{3}{4}$ " bolt through the lower trailing arm from the outside in. Install the lower bracket over the bolt and secure with a $\frac{1}{2}$ " Nylok nut and flat washer. Snug the Hardware, but do NOT fully tighten at this time.



6. The lower bolt hole in the back of the bracket will align with the factory shock stud hole. Use a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, Nylok nut and flat washers. The upper hole must be drilled with a $\frac{1}{2}$ " bit. The edge of the bracket should be parallel to the axle bracket. Use an centering punch and $\frac{1}{8}$ " bit to drill a pilot hole. A $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, Nylok nut and flat washers will be used here as well. Torque all hardware to 75 ftlbs.



7. Fasten the new upper shock bracket into the factory shock location using the $\frac{5}{16}$ " x 1" bolts, flat washers and Nylok nuts supplied. Torque to 17 ftlbs.

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



ShockWave Installation



8. Fasten the ShockWave 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. Torque to 75 ftlbs.

Note: The air fitting location can be rotated by twisting the bellow separate of the shock.



9. Fasten the ShockWave 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. Torque to 75 ftlbs.

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

11. 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

Notes and Care of your Shockwaves

NOTES:

WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.

You can clock the airfitting location on the ShockWave by turning the AirSpring assembly of the shock. Make sure the fitting doesn't contact the frame.

When cutting the airline, use a razor blade. The cut needs to be a clean cut and square for the airline to seal properly.

The Locking ring on the shock is NOT adjustable. These rings are set at the factory to optimize the AirSpring stroke with the shock stroke.



Care of your ShockWaves

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.
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.



Shock Adjustment

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 medium setting of 12.



-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 12 clicks. This sets the shock at 12. (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.

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

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.