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Part # 11283011
65-70 Impala Front TQ Series Shockwaves
For Use w/ StrongArms

ShockWave Assembly:

2	24090199	6.5" Master Series AirSpring assembly
2	986-10-070	3.6" stroke TQ Series shock
2	90001994	.625" I.D. bearing
4	90001995	Bearing snap ring
2	90009989	Tall Delrin stud top – 2.75"
2	234-00-153	Locking Ring
2	90006782	Stud Top Spacer

Components:

2	90002313	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
4	026-05-000	Reservoir Mount
1	85000003	4mm Allen Wrench

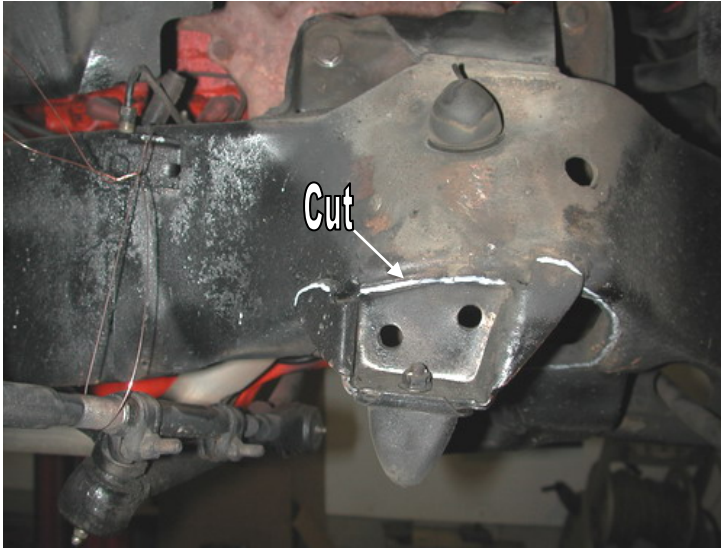
Hardware:

2	99562003	9/16" SAE jam nut	Stud top hardware
12	99050000	4mm Socket Head Screw	Reservoir Mount

SHOCKwave[®]

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.

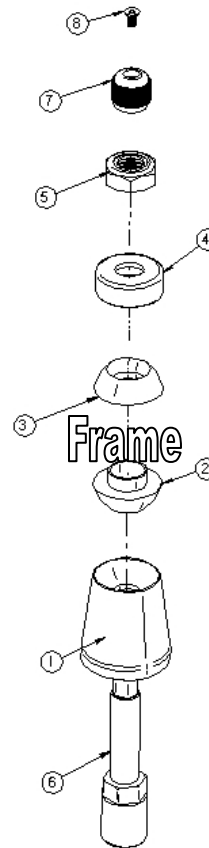


6. Insert the Shockwave into the coil spring pocket with the stud sticking through the factory shock hole. See assembly diagram on next page.

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. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw



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.**