



350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

[www.ridetech.com](http://www.ridetech.com)

**Part # 11320298**  
**78-88 GM "G" Body Air Suspension System**

**Front Components:**

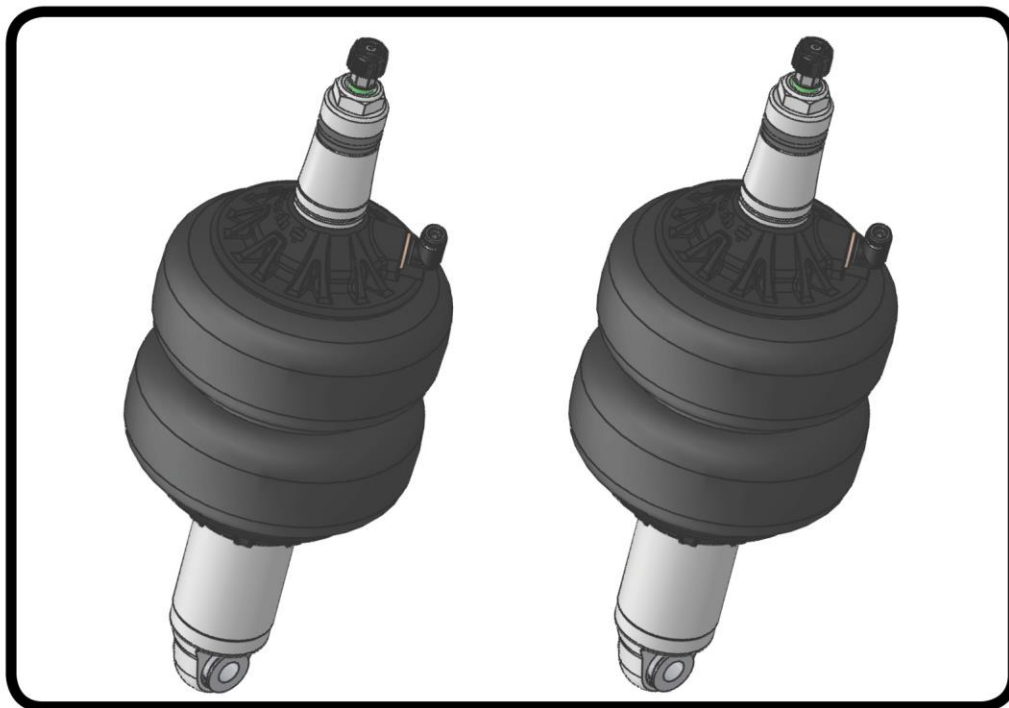
1	11323001	HQ Series Front Shockwaves for Strong Arms
1	11329599	Front Tru-Turn Suspension Package
1	11329100	Front MuscleBar

**Rear Components:**

1	11325401	HQ Series Rear Shockwaves
1	11324499	Rear Lower Strong Arms
1	11320701	HQ Series Rear Shocks
1	11329102	Rear MuscleBar



**Part # 11323001 - 78-88 GM G-Body Front HQ Series Shockwave**



### Recommended Tools



## 1000 Series Bellow, 2.00" Stud/Eye 3.6" Shock Installation Instructions

### Table of contents

Page 2..... Included components

Page 3..... Notes and Care of Your Shockwave

Page 4..... Shock Adjustment

### ShockWave Dimensions:

Center of bearing to Center of bearing:

Compressed: 10.30"

Ride Height: 12.13"

Extended: 13.32"

THE DELRIN BALL REQUIRES A 3/4" HOLE FOR THE FLANGE TO GO THROUGH. THIS CAN BE DRILLED WITH A UNIBIT.

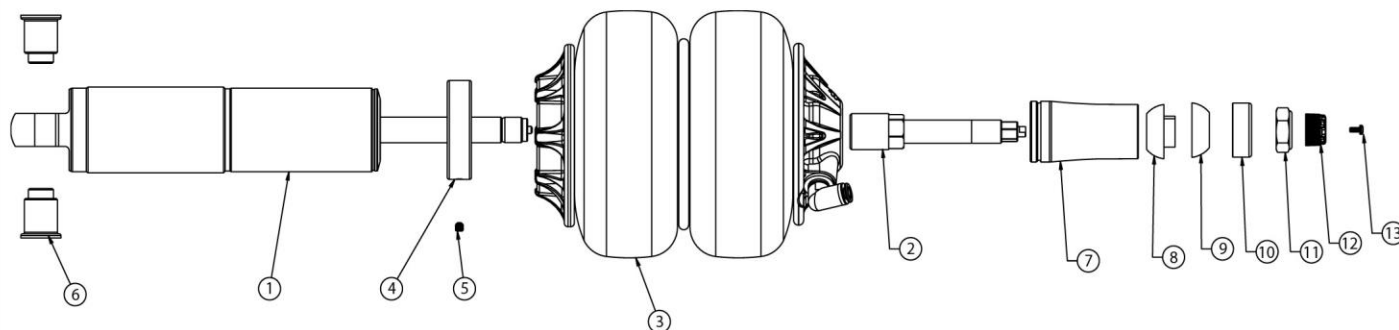
[www.ridetech.com](http://www.ridetech.com)  
812-482-2932





### Major Components .....In the box

Item #	Part #	Description	QTY
1	24139999	3.6" Stroke HQ Series Shock	2
2	90009988	2.00" Stud Top (Installed on Shock) - Includes Adjuster Knob & Screw	2
3	24090199	1000 Series 6.5" Double Convolute AirSpring	2
4	70010893	AirSpring Locking Ring (Installed on shock)	2
5	99055000	Locking Ring Set Screw (Installed on shock)	2
6	90002067	Spacers - INCLUDED WITH STRONGARMS	4
7	90002312	2.00" Aluminum Stud Top Base	2
8	90001904	Bottom Delrin Ball	2
9	90001903	Top Delrin Ball	2
10	90001902	Delrin Ball Aluminum Top Cap	2
11	99562003	9/16"-18 Thin Nylok Nut	2
12	90009972	Adjuster Knob - (90009988 assembly)	2
13	90009969	#4-40 X 1/4" SS, 18-8 Pan Head Torx Cap - (90009988 assembly)	2
	70012160	2.00" Stud Top Metering Rod (installed in stud top)	2
	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
	90001995	Bearing Snap Ring (installed in shock and eyelet)	8



**THE DELRIN BALL REQUIRES A 3/4" HOLE FOR THE FLANGE TO GO THROUGH. THIS CAN BE DRILLED WITH A UNIBIT.**

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





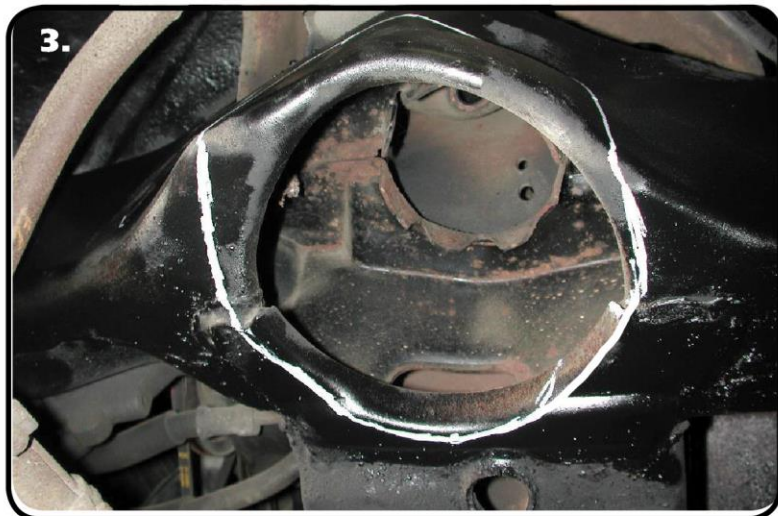
### ShockWave Installation



1. Drill the OEM shock hole out to 3/4". This can be done with a Unibit. The Shockwave top can come in contact with the coil spring retaining fingers. Test fit the ShockWave to determine if they need cut off. A die grinder works well here.



2. For air spring clearance some trimming must be done on the outer portion of the coil spring pocket. The amount of trimming necessary will vary from one car to another, it is best to install the Shockwave onto the lower arm and inflate the bellows. Check clearance throughout full suspension travel. **(Inflated diameter of this Shockwave is approximately 6.5")** This is best done with a cut off wheel or plasma cutter. Make the cuts round, square corners will create a fracture point.



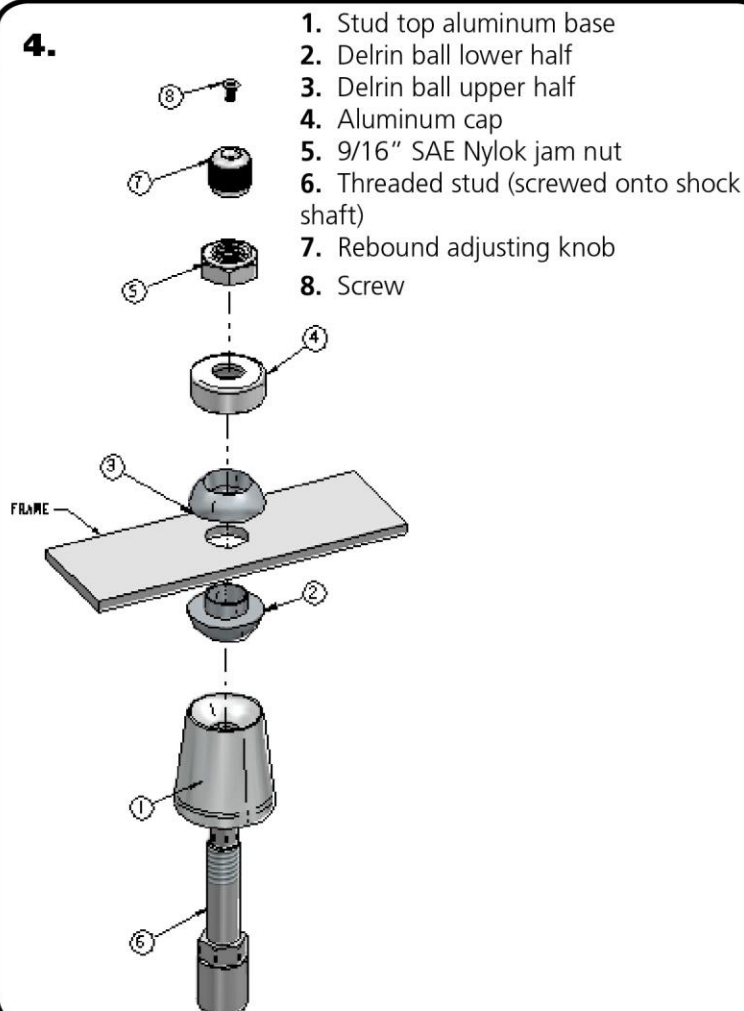
3. To allow clearance for the Shockwave, some trimming may need to be done on the inside of the coil spring pocket as shown by the white line in the picture. This is best done with either a cut off wheel or plasma cutter. Grind all cuts smooth when finished.

**Note:** It may be helpful to go ahead and install the lower StrongArms and Shockwaves to determine exactly what needs to be removed.



### ShockWave Installation

4.



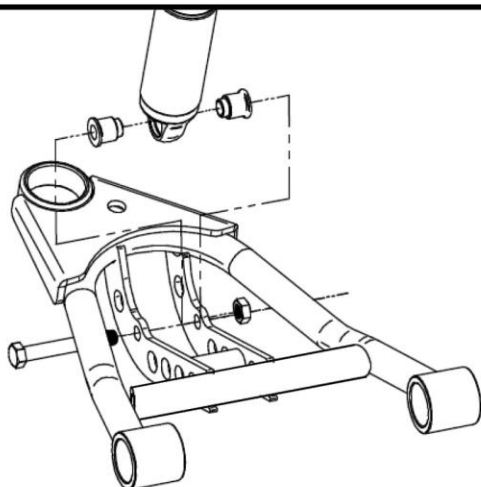
1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw

**Note:** The airline must also be routed at this time. It can be ran through the subframe toward the rear of the vehicle.

4. The air fitting location can be rotated by twisting the bellow assembly separate of the shock. Place the Shockwave into the coil spring pocket with the stud sticking through the OEM shock hole. See assembly **Diagram 4**. OEM Shock hole **must** be drilled out to  $\frac{3}{4}$ "

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

5.



5. Raise the lower arm up to the Shockwave and bolt them together using the  $\frac{1}{2}$ " x  $3\frac{1}{4}$ " bolt and Nylok supplied w/ the lower arms. An aluminum spacer will be on each side of the bearing. Torque to 75 ftbs.

6. Raise the lower control arm to full compression and double-check to make sure the Shockwave does not rub on anything at any-time. Allowing the Shockwave to rub on anything will cause failure and is not a warrantable situation.

7. The best ride quality will occur around 50-60% suspension travel; depending on vehicle weight this typically occurs around 85-100 psi.





### Notes and Care of your Shockwaves

#### NOTES:

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

**TIGHTENING THE TOP 9/16"-18 NUT:** SNUG THE NUT DOWN AGAINST THE TOP CAP. YOU NEED TO BE ABLE TO ARTICULATE THE SHOCK BY HAND.

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.

---

### 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.



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

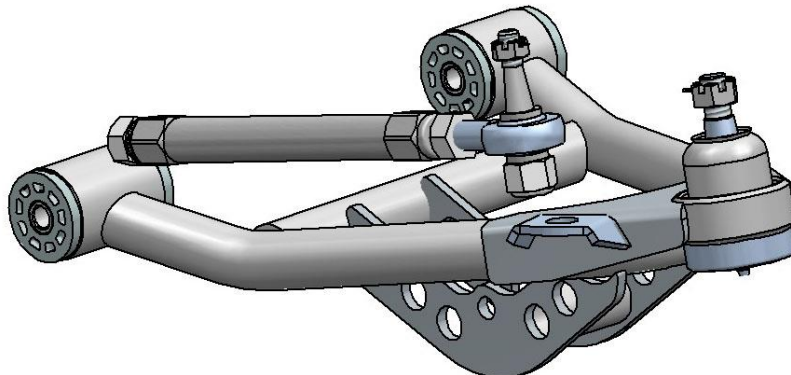
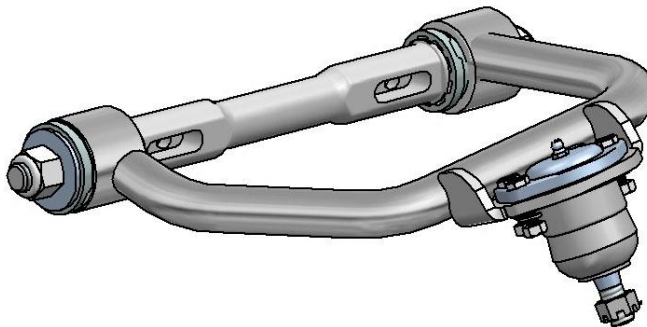
[www.ridetech.com](http://www.ridetech.com)



**Part # 11329599**  
**78-88 GM "G" Body Tru-Turn Suspension Package**

**Front Components:**

- |   |          |                   |
|---|----------|-------------------|
| 1 | 11323699 | Upper Strong Arms |
| 1 | 11322899 | Lower Strong Arms |
| 1 | 11329500 | Tru Turn System   |





350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

[www.ridetech.com](http://www.ridetech.com)

**Part # 11323699**  
**78-88 GM "G" Body Upper StrongArms**

**Components:**

1	90002379	Drivers side arm
1	90002380	Passenger side arm
2	90000913	Upper ball joint
2	90000914	Caster Adjustable Cross shaft w/Hardware
2	70010826	Delrin Bushing – no ledge
2	70010827	Delrin Bushing – small ledge
4	70010759	Delrin Bushing – outer
4	90002737	Cross shaft T-washer
4	70011955	Zero Offset Caster Slugs

**Hardware:**

4	99433002	7/16" SAE Flatwasher	Cross shaft to Frame
---	----------	----------------------	----------------------



# STRONG ARMS™

by Air Ride Technologies

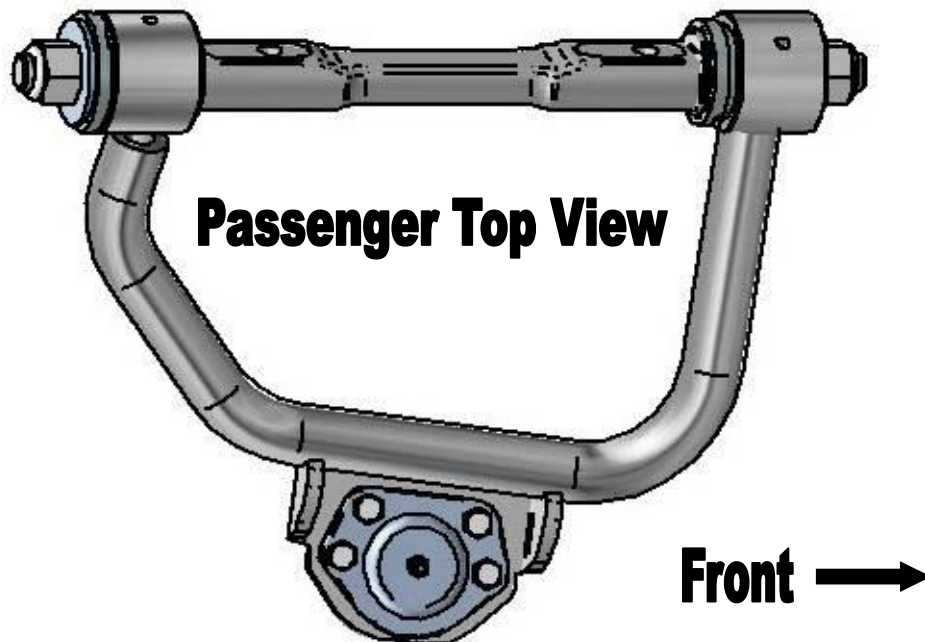


1. Fasten the upper arm to the frame using the OEM hardware with the supplied Washer under the nut. Reinstall the current alignment shims, but **vehicle must be realigned.**

2. Drop ball joint down through upper arm. Slide ball joint boot over stud, then place boot retainer over the boot. Clamp assembly tight w/ the hardware supplied.

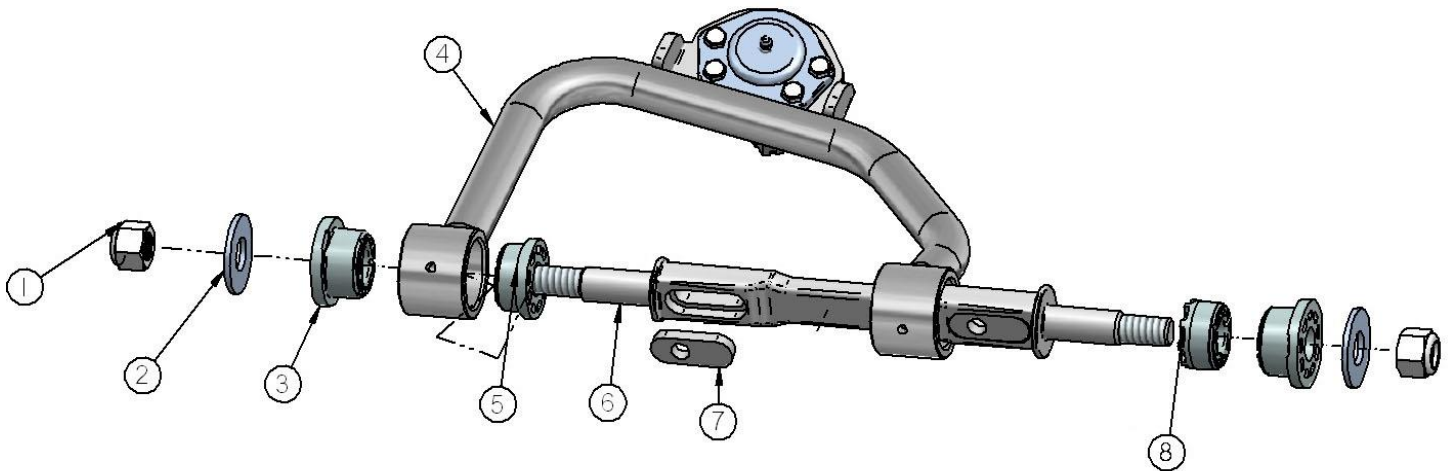
3. Fasten the ball joint to the spindle w/ the new castle nut and cotter pin supplied.

4. Tighten the cross shaft nuts enough to create drag on the delrin bushings, the arm should still move.



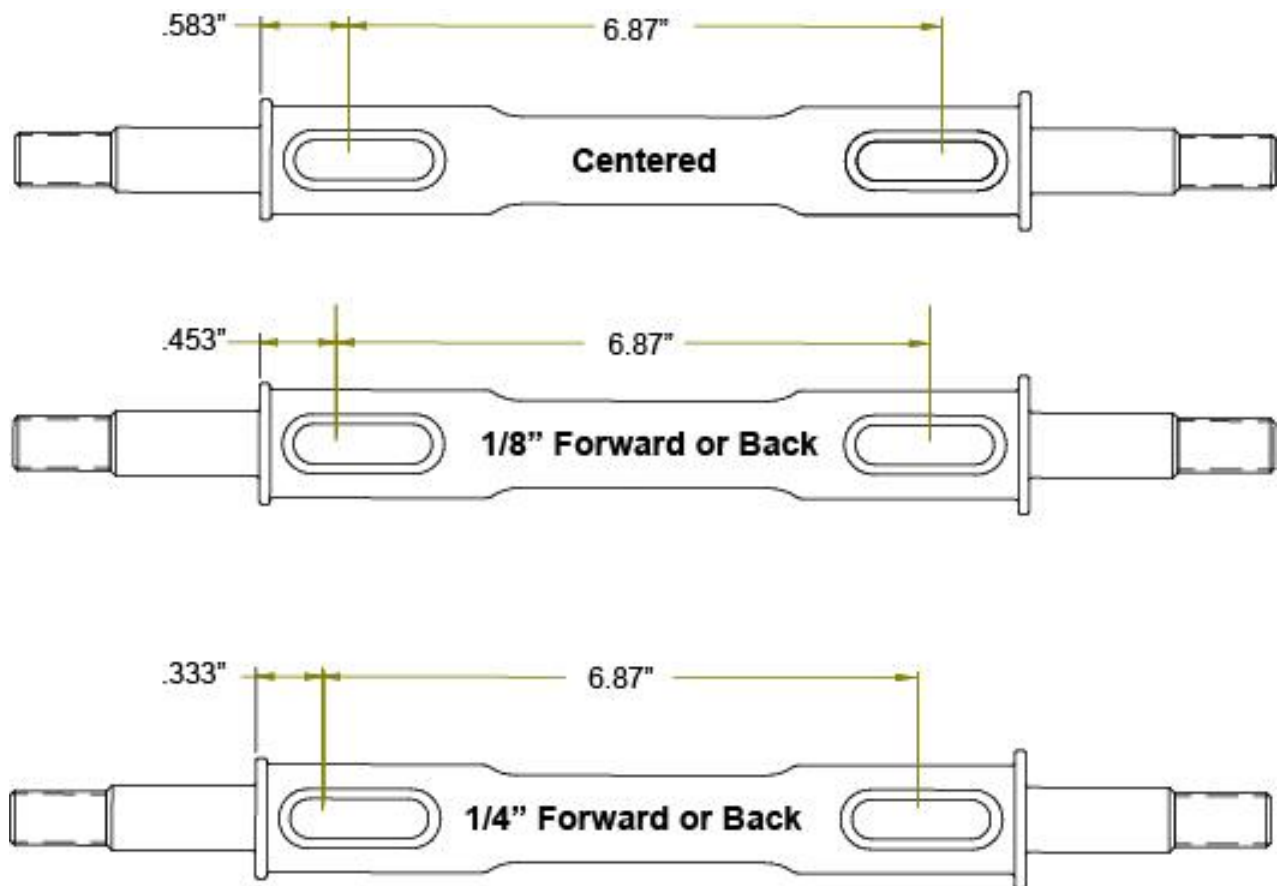
## Passenger Side – Top View

Item #	Description	Qty.
1.	5/8 – 18 Toplock Jam Nut	4
2.	T-Washer	4
3.	Outer Delrin bushing	4
4.	Passenger side arm	1
4.	Driver side arm	1
5.	Inner Delrin bushing w/ledge	2
6.	Caster Adjustable Cross shaft	2
7.	Caster Slug	2
8.	Inner Delrin bushing no ledge	2



# **STRONG**ARMS™

*by Air Ride Technologies*



These Strong Arms come equipped with a changeable caster slug setup. This allows you to add or remove caster from the front suspension, if desired. The caster slugs that come in the kit are setup to put the control arm in the centered position, which is approximately 5 degrees of caster. The caster slugs allow you to add or remove caster without having to use a stack of shims. If more or less caster is desired, optional caster slugs can be purchased from your Ridetech dealer or Ridetech.

## **Caster Explained:**

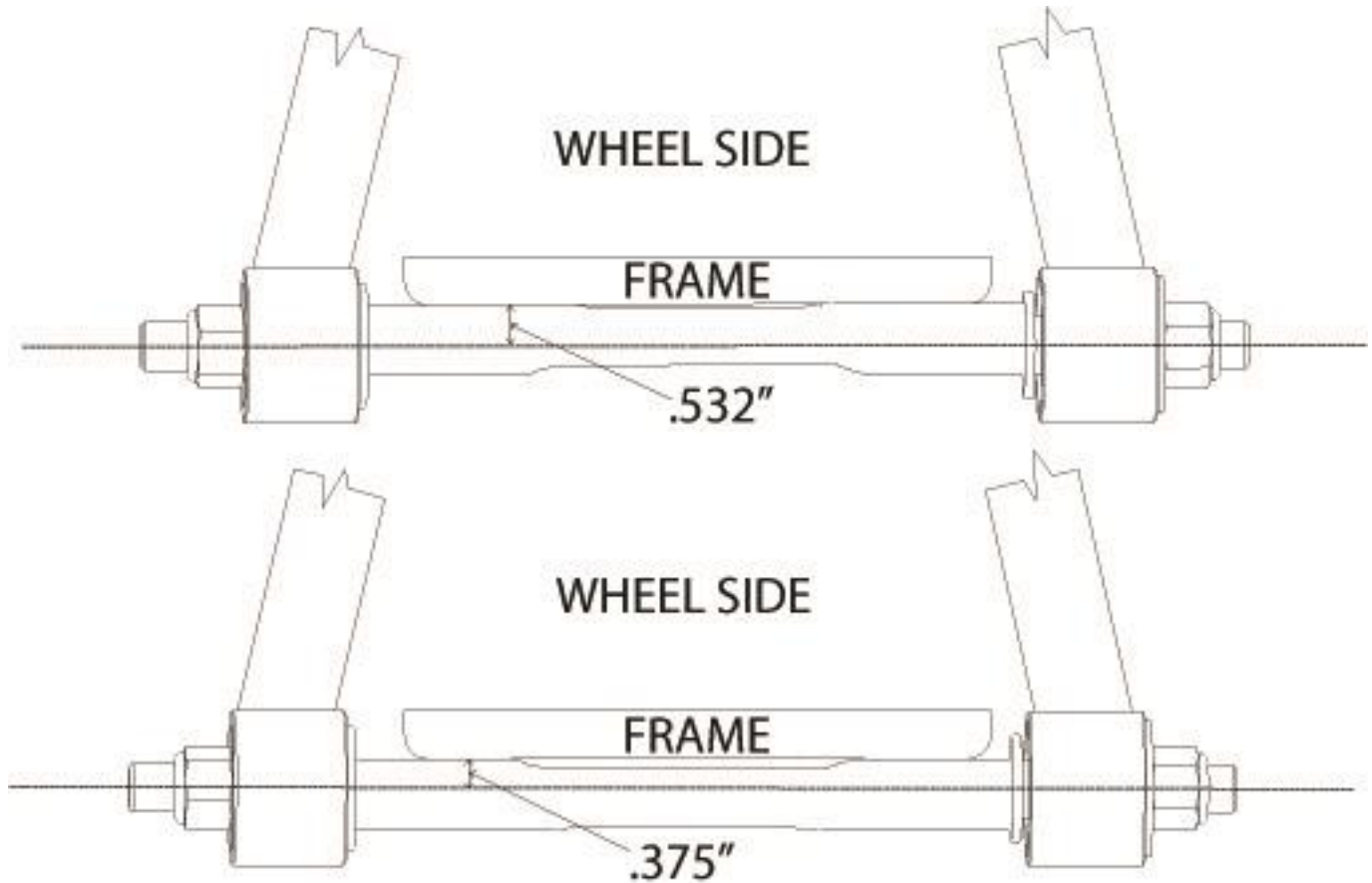
To understand caster you need to picture an imaginary line that runs through the upper ball joint and extends through the lower ball joint. From the side view the imaginary line will tilt forward or backward. The tilting of this imaginary line is defined as caster.

Caster is measured in degrees by using a caster camber gauge. If the imaginary line described above tilts towards the back of the car, at the top, then you will have positive caster. If the imaginary line tilts forward then you would have negative caster.

Positive caster provides the directional stability in your car. Too much positive caster will make the steering effort difficult. Power steering will allow you to run more positive caster. Negative caster requires less steering effort but can cause the car to wander down the highway.

# STRONG<sup>ARMS</sup>™

by Air Ride Technologies



## Offset Upper Cross Shaft

The cross shaft that is used in the upper control arm is offset. The offset combined with the caster slug option allows you to achieve the alignment setting you desire with minimal shims. To change the direction that the Icon faces, simply spin the cross shaft in the control arm.

If you are after an aggressive **Track or Autocross Alignment**, bolt the control arm to the frame bracket with the arm offset to the inside of the car (like the top illustration). The Ridetech Icon will be facing the engine.

If a **Street Alignment** is desired, bolt the control to the frame bracket with the arm offset to the outside of the car (like the bottom illustration). The Ridetech Icon will be facing the wheel.





350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

[www.ridetech.com](http://www.ridetech.com)

**Part # 11322899**

**78-88 GM "G" Body Lower StrongArms**

For Use w/ Shockwaves or CoilOvers

**Components:**

1	90002377	Driver side lower arm
1	90002378	Passenger side lower arm
2	90000896	Ball joint
2	90000572	Inner bushing sleeve
2	90000573	Inner bushing sleeve
8	70010759	Delrin bushing half
4	90002062	Aluminum spacer – Shock to lower arm

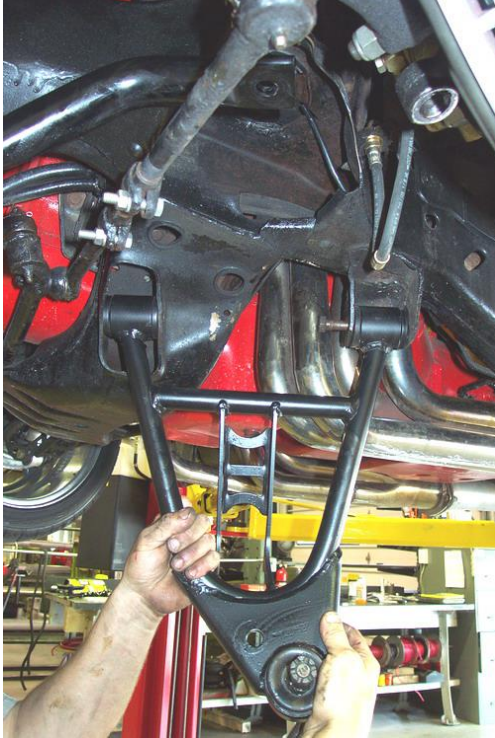
**Hardware:**

2	99501024	½"-13 x 3 ¼" Gr.5 bolt	Shockwave to lower arm
2	99502001	½"-13 Nylok nut	Shockwave to lower arm

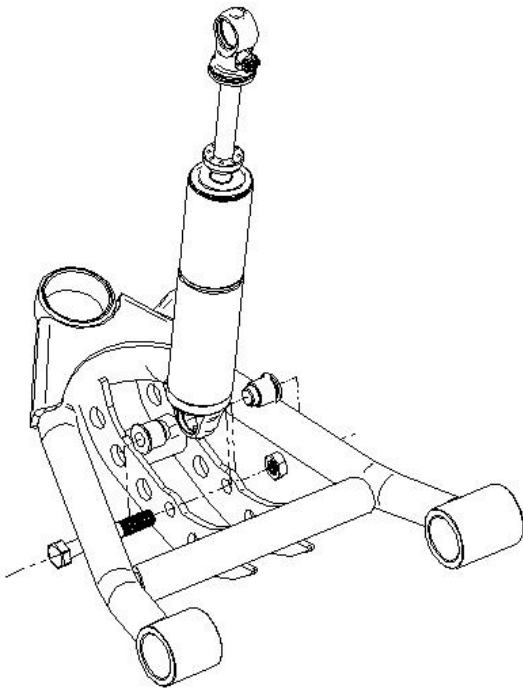
# STRONG ARMS™

by Air Ride Technologies

## Installation Instructions



1. After removing the factory lower control arm, clean the bushing mounting surfaces on the frame to make sure they are fairly smooth.
2. Fasten the lower arm to the frame with the factory hardware.

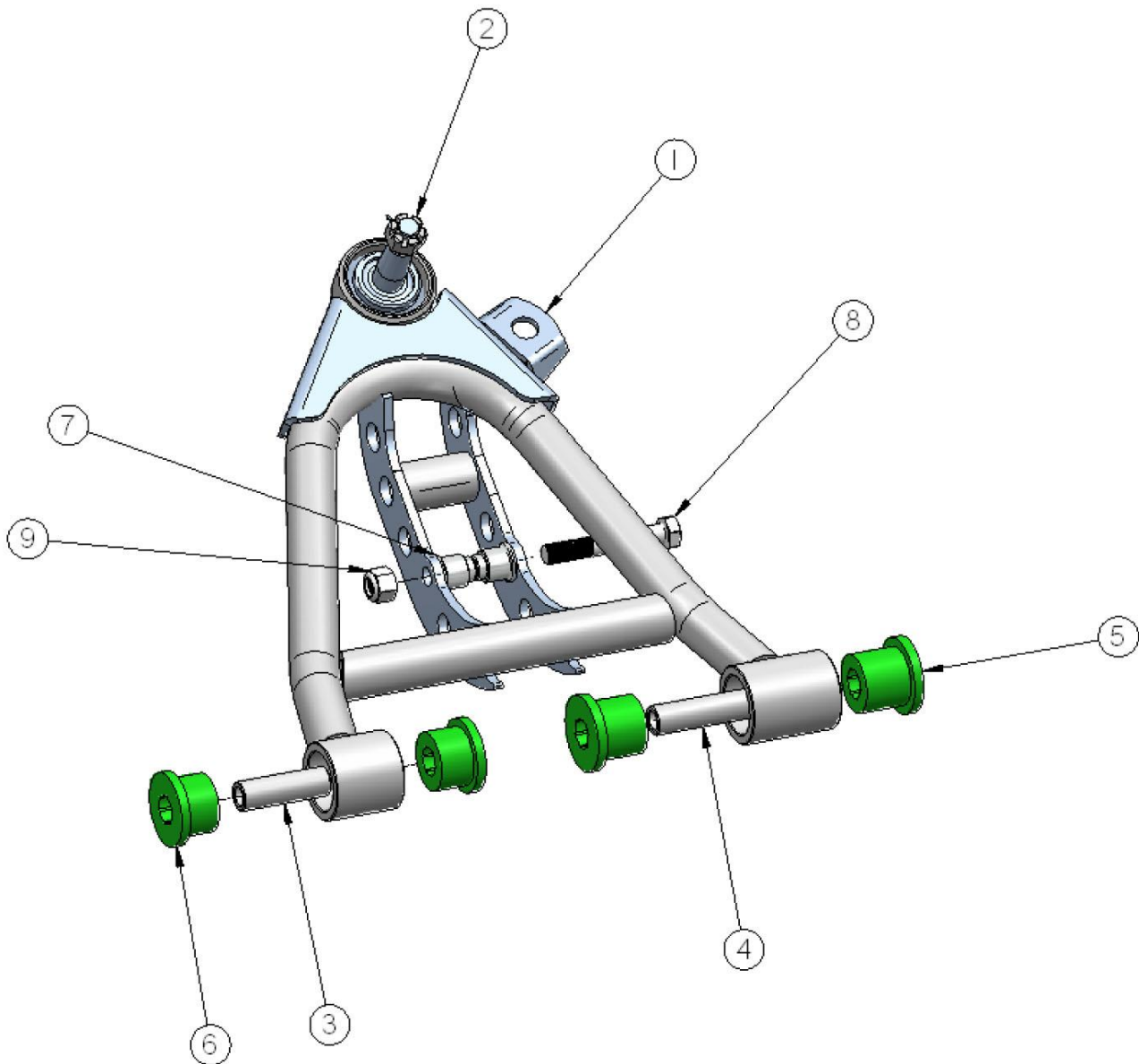


3. Swing the lower StrongArm up to the shock and secure with the  $\frac{1}{2}$ " x  $3\frac{1}{4}$ " bolt and Nylok nut, an aluminum spacer must be installed on each side of the bearing.
4. Slide the ball joint boot over the stud, then push the stud up through the spindle. Secure w/ the new castle nut and cotter pin supplied.
5. Grease the ball joints.

# STRONG ARMS™

by Air Ride Technologies

Item #	Description	Qty.
1.	Driver side arm	1
2.	Ball Joint	1
3.	Inner bushing sleeve – narrow	1
4.	Inner bushing sleeve – wide	1
5.	Delrin bushing half	2
6.	Delrin bushing half	2
7.	Aluminum bearing spacer	2
8.	1/2"-13 x 3 1/4" bolt	1
9.	1/2"-13 Nylok nut	1



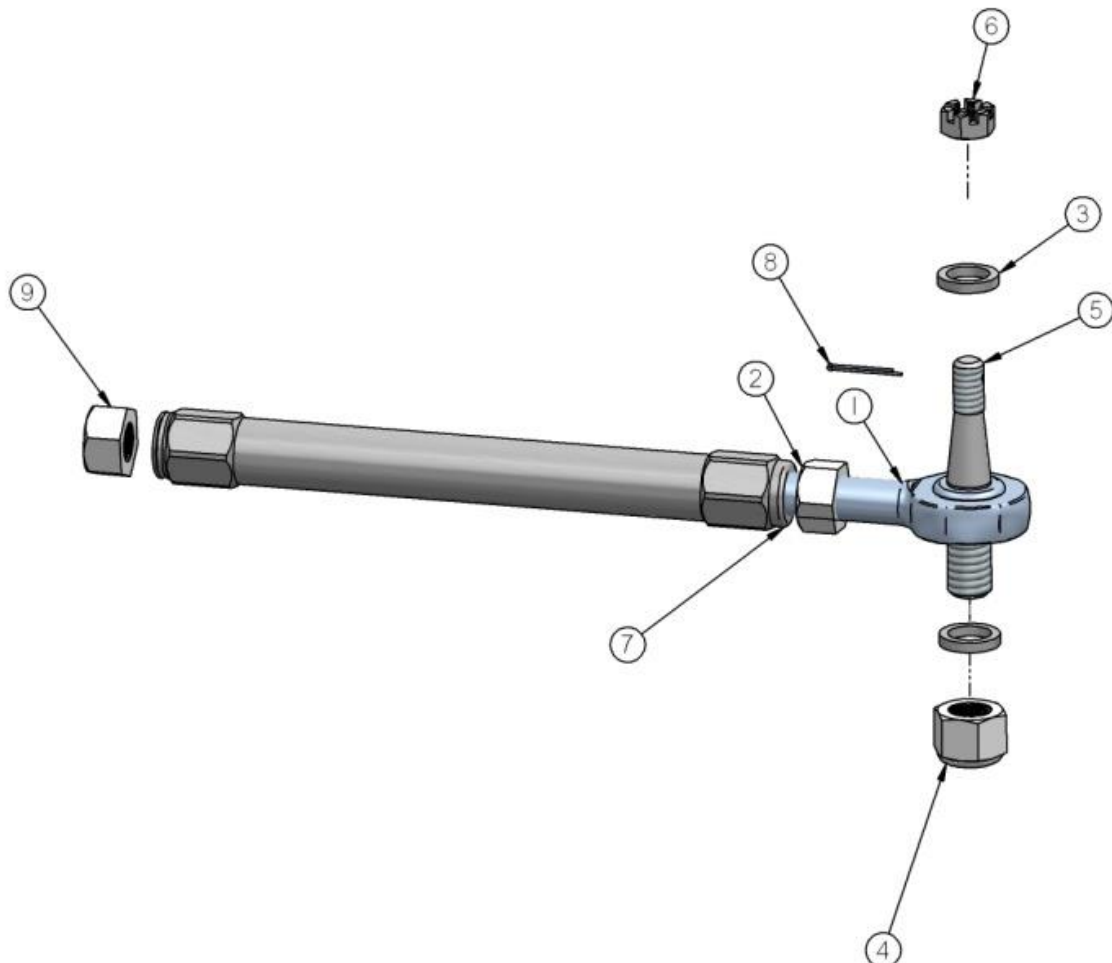


350 S. St. Charles St. Jasper, In. 47546  
Ph. 812.482.2932 Fax 812.634.6632  
[www.ridetech.com](http://www.ridetech.com)

**Part # 11329500**  
**78-88 G-Body TruTurn System without Spindles**



Item #	Part #	Description-Specification	Qty.
1.	90001590	Heim end	2
2.	99800002	5/8"-18 RH jam nut	2
3.	90002373	Heim End Spacer	4
4.	99622003	5/8"-18 Lock Nut-35 ft lbs	2
5.	90002374	Tie Rod Stud	2
6.	99432005	7/16"-20 castle nut-35 ft lbs	2
7.	90002375	Adjusting sleeve	2
8.	99952002	3/32" cotter pin	2
9.	99800003	5/8"-18 LH jam nut	2







350 S. St. Charles Street Jasper, In. 47546 [www.ridetech.com](http://www.ridetech.com)

### Installation instructions:

**NOTE:** The number in (#) is the number of the part in the drawing on the previous page.

1. Raise and safely support the front of your vehicle at a comfortable working level
2. Remove existing outer tie rod and adjuster leaving the inner tie rod.
3. Install the (5) Tie Rod Stud into your factory spindle using the (6)7/16" castle nut. Torque the nut to 35 ft lbs and install (8) cotter pin. **NOTE:** If none of the holes line up tighten the nut until you can get the hole to line up with a slot.
4. Install the (7) Right Hand thread nut onto the (1) heim end and (9) Left hand nut onto the factory tie rod.
5. Antiseize the threads on the factory tie rod and heim end to prevent the threads from galling.
6. The left hand threaded side of the (7) adjuster goes onto the factory tie rod; it has a groove cut into the end of the adjuster. You will want the thread engagement the same on the tie rod end and the heim, the easy way to do this is set then nut on the tie rod 1 1/4" from the end of the tie rod and thread the adjuster on so that it touches the nut.
7. Install the heim end into the other end of the adjuster. Start by threading the lock nut all the way on the heim end and thread the heim end into the adjuster so that it touches the nut.
8. Install the heim end side of the tie rod onto the tie rod stud using the (3) aluminum spacer on top and bottom of the heim end and then install the (4)5/8" lock nut. Torque nut to 35 ft lbs.
9. Set the center to center length of the tie rod assembly to 17 3/4" by turning the adjuster out. This will get you close on the toe setting but it will need to be aligned.
10. Adjust the camber and toe roughly until you can get the vehicle to a proper alignment shop. The recommended alignment settings are:

Camber - -.5 to -1.5 [within .3 from side to side]

Caster – 4 to 7 degrees positive

Toe - 1/16" to 1/8" toe in

Feel free to experiment with alternative alignment settings that may be more appropriate for your particular driving style.

### Installation notes:

- A. **MAKE SURE** that the cotter pins are properly installed in all appropriate places [C] to ensure that the castle nuts do not become loose and fail. These are VERY important connections!



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

[www.ridetech.com](http://www.ridetech.com)

## 11329100 78-88 GM "G" Body Front MuscleBar

### Components:

1	90001825	Front sway bar (37.125")
1	90001821	Driver side arm
1	90001822	Passenger side arm
2	90001819	Frame plate
2	90001820	Frame bracket
2	90000926	10 mm 90 degree PosiLink
2	90000924	10 mm Straight PosiLink
2	90001823	PosiLink Spacer (2.5")
4	90000717	T-bushing (PosiLink to lower arm)
2	90001099	Polyurethane frame bushing
2	99250001	1/4" - 28 straight grease zerk
1	90001092	Tube of Lithium grease
2	99115009	10mm x 1.5 x 90mm stud (use Loctite) In PosiLink

### Hardware Kit: 99010049

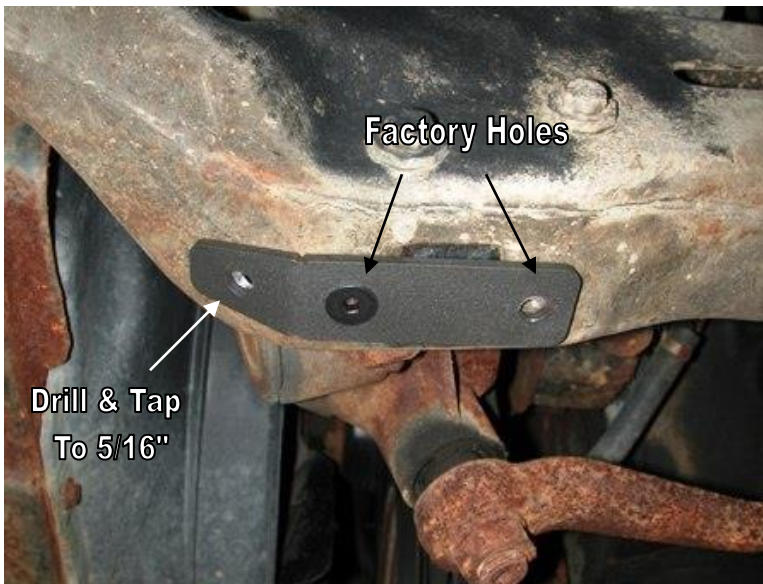
2	99111001	10 x 1.5 x 30mm Flat head Allen bolt	Frame plate to frame
2	99111002	10 x 1.5 x 30mm bolt	Frame bracket
4	99373003	3/8" SAE flat washer	Frame bracket
4	99373005	3/8" lock washer	Frame bracket
2	99373007	3/8" x 1" Self-tapping screws	Frame bracket
6	99371017	3/8" x 1" Button head Allen bolt	Sway bar arm to bar
6	99373003	3/8" SAE flat washer	Sway bar arm to bar
6	99373005	3/8" lock washer	Sway bar arm to bar
4	99112002	10mm Nylok nut	PosiLink
4	99373003	3/8" flat washers	PosiLink

# MUSCLEbar™

## POSI•Link™

### 11329100 Installation Instructions

1. This sway bar was designed for use with our lower StrongArms. Installation with other control arms may require modification.
2. Remove the end links from the factory sway bar. Then remove the bolts attaching the sway bar to the frame.



3. Bolt the frame plate to the frame using the factory sway bar holes. The front hole will use a 10mm x 30mm flat head Allen screw. The rear hole will use a standard 10mm x 30mm hex bolt.

4. Using the bracket as a guide, drill the front hole with a 5/16" bit. Then thread in 3/8" self-tapping screw.



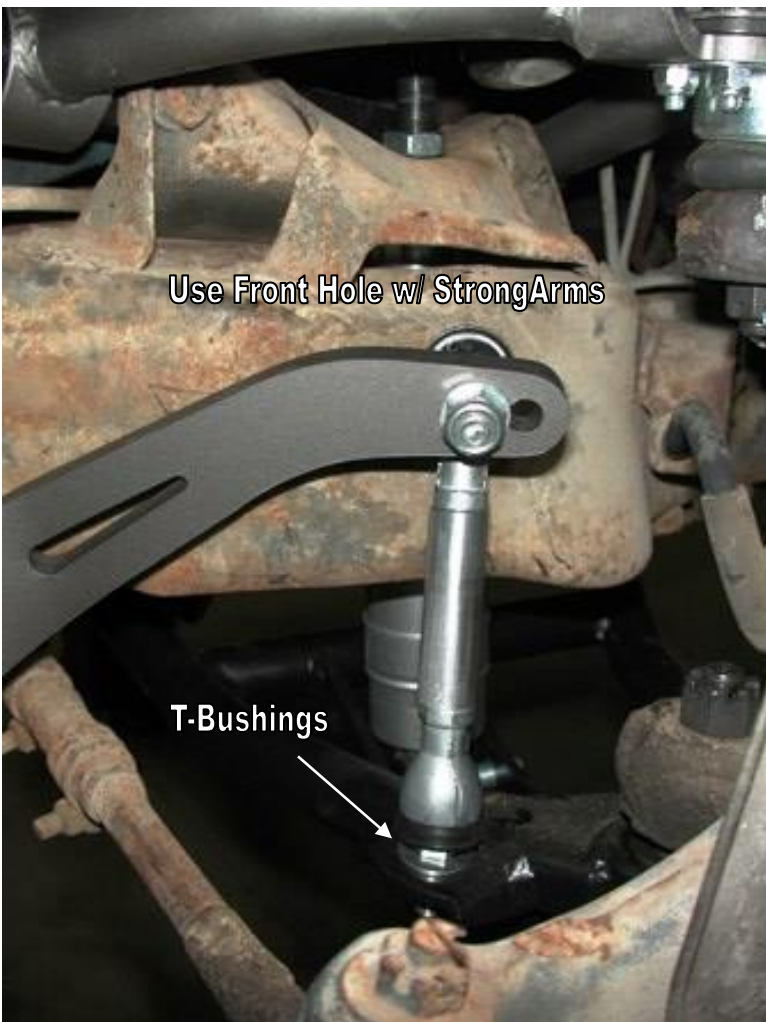
5. Slide the poly bushing over the bar and lubricate with the lithium grease supplied.

6. Slide the bracket over the bushing and fasten the bar to the frame using the 10mm x 30mm hex bolt and 3/8" self-tapping screw.

**Note:** Future lubrication should only be done with non-petroleum based lubricants.



7. Bolt the sway bar arm to the bar using 3/8" x 1" Button head screws with flat washers and lock washers.



Use Front Hole w/ StrongArms

T-Bushings

8. Fasten the 90 degree end of the PosiLink to the sway bar arm using a 10mm Nylok nut and flat washers

**Note:** There are two holes in the sway bar arm. For Shockwave/CoilOver arms use the front hole with the nut on the inside of the arm. For coils spring arms, use the rear hole with the nut on the outside of the arm(shown in picture).

9. Two T-bushing will be used on each side to attach the straight end of the PosiLink to the lower control arm. Secure with a 10mm Nylok nut.

10. Check PosiLink alignment through full suspension travel to ensure that it does not bind.





350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

[www.ridetech.com](http://www.ridetech.com)

**Part # 11326699**  
**78-88 GM "G" Body Rear Upper StrongArms**

**Components:**

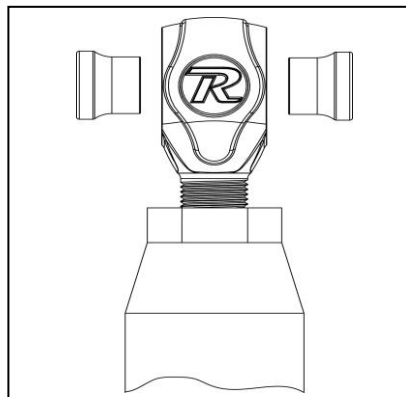
- |   |          |                                  |
|---|----------|----------------------------------|
| 2 | 90001118 | Upper StrongArm (Set to 11.125") |
| 2 | 70013364 | R-Joint threaded rod end housing |
| 4 | 70013784 | R-Joint Spacers                  |

**R-Joint Components**

- |          |                                    |
|----------|------------------------------------|
| 70013279 | Retaining Ring                     |
| 70013280 | Wavo Wave Spring                   |
| 70013276 | R-Joint Composite Center Ball Cage |
| 70013275 | R-Joint Stainless Center Ball      |

**Hardware:**

- |   |          |                              |            |
|---|----------|------------------------------|------------|
| 2 | 99752004 | 3/4" SAE Jam nut             | Heim end   |
| 4 | 99501006 | 1/2" x 3 1/2" USS Gr. 8 bolt | StrongArms |
| 4 | 99502001 | 1/2" USS Gr. 8 Nut           | StrongArms |



Insert the SMALL end of the spacer INTO each side of the center pivot ball. Push the spacer in until it bottoms out in the center pivot.



## Installation Instructions

***New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self-lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.***



1. The length of the upper bar should be set from the factory at 11.125" center to center. Ensure that the jam nut is tight.

2. Insert the Spacers into the R-Joints. Refer to Diagram 1 on Page 1.

3. Using the 1/2" x 3 1/2" bolt and Nylok nut supplied, fasten the R-Joint end to the frame bracket. An aluminum spacer must be installed on each side of the Heim end.



4. Fasten the other end of the bar to the axle using the factory hardware.

**Note:** Inspect the rubber bushing in the axle for wear or cracked. Replace with factory replacement bushing if needed.



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

[www.ridetech.com](http://www.ridetech.com)

**Part # 11324499**  
**78-88 GM "G" Body Rear Lower StrongArms**

**Components:**

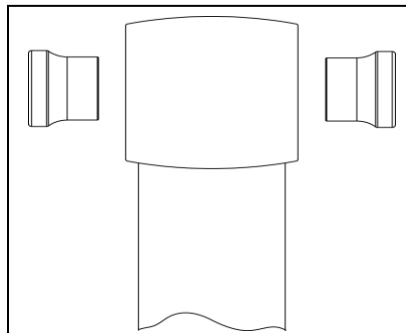
- |   |          |                              |
|---|----------|------------------------------|
| 2 | 90002858 | Lower StrongArm – WW 19.250" |
| 8 | 70013784 | R-Joint Spacers              |

**R-Joint Components**

- |          |                                    |
|----------|------------------------------------|
| 70013279 | Retaining Ring                     |
| 70013280 | Wavo Wave Spring                   |
| 70013276 | R-Joint Composite Center Ball Cage |
| 70013275 | R-Joint Stainless Center Ball      |

**Hardware:**

- |   |          |                          |                       |
|---|----------|--------------------------|-----------------------|
| 4 | 99431003 | 7/16" x 3" USS bolt      | Swaybar to lower bars |
| 4 | 99432001 | 7/16" USS Nylok nut      | Swaybar to lower bars |
| 8 | 99433002 | 7/16" SAE flat washer    | Swaybar to lower bars |
| 4 | 99501006 | ½" x 3 ½" USS Gr. 8 bolt | StrongArms to frame   |
| 4 | 99502001 | ½" USS Gr. 8 Nylok nut   | StrongArms to frame   |



Insert the SMALL end of the spacer INTO each side of the center pivot ball. Push the spacer in until it bottoms out in the center pivot.

# STRONG ARMS™

by Air Ride Technologies

## Installation Instructions



1. Remove the sway bar (if equipped) and factory lower trailing arm. Do one side at a time to keep the axle from rotating.
2. Insert the Spacers into the R-Joints. Refer to Diagram 1 on Page 1.
3. Attach to front on the lower StrongArm to the frame using the ½" x 3 ½" bolts and Nylok nuts supplied.
4. This arm has holes in the tube for sway bar attachment. Mount the bar so that the holes are closest to the axle. New 7/16" x 3" bolts are supplied to reattach the sway bar.



5. Attach to rear of the lower StrongArm to the frame using the ½" x 3 ½" bolts and Nylok nuts supplied.

**Note:** Tighten the bolts enough to remove any lateral movement.

***New R-Joints will be quite stiff (75-90 in/lbs breakaway torque) until they "break in" after a few miles of use. After the break in period they will move much more freely. Because the composite bearing race contains self-lubricating ingredients, no additional lubrication is needed or desired. Any additional lubrication will only serve to attract more dirt and debris to the R-Joint and actually shorten its life.***





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

[www.ridetech.com](http://www.ridetech.com)

**Part # 11325401**  
**78-88 GM "G" Body Rear ShockWave Kit**  
**Single Adjustable**

**Shockwave Assembly:**

2	24159999	5" stroke single adjustable shock
2	24090799	7000 Series sleeve assembly
2	70008913	Locking ring for bellow
2	90002024	1.7" Eyelet –adjustable
4	90001994	.625" bearing
8	90001995	Bearing snap ring

**Components:**

8	90002043	Aluminum spacer - .5" I.D.
2	90002327	Upper shock bracket
1	90002325	Driver side lower shock bracket
1	90002326	Passenger side lower shock bracket
2	90002158	Lower Shock Bracket

**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" Gr. 5 bolt	Shock bracket to trailing arm bracket
6	99501002	1/2"-13 x 1 1/2" Gr.5 bolt	Shock bracket
4	99501003	1/2"-13 x 2 1/2" Gr. 5 bolt	Shock to upper & lower brackets
12	99502001	1/2"-13 Nylok nut	Lower shock bracket
8	99503001	1/2" SAE flat washer	Lower shock bracket

# SHOCKwave®

## 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.



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

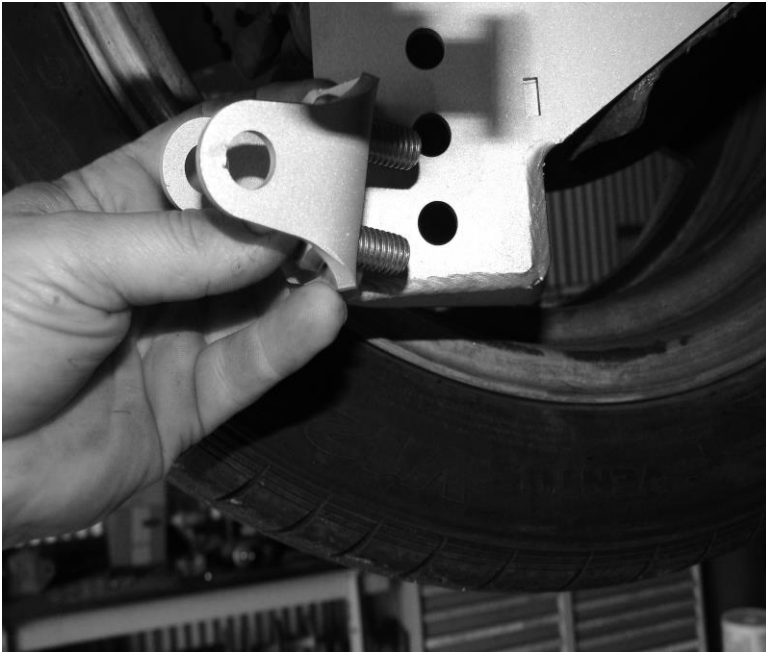
**Note:** Position the bracket to offset the shock toward the center of the car.



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

7. Place the new lower shock bracket up against the factory lower shock bracket. Use a 1/2" x 1 1/2" bolt, Nylok nut and flat washers to fasten the new bracket to the factory bracket. Install the longer 1/2" x 3 3/4" bolt through the lower trailing arm mount, secure w/ the supplied flat washers and Nylok nuts.

# SHOCKwave®



8. Install the Lower Bolt on Shock Bracket in the top 2 holes using (2)  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " Hex Bolts, and (2)  $\frac{1}{2}$ " Nylok Nuts.

The lower Bracket has 3 holes. The top 2 holes are the holes that the kit will normally use. If a lower ride height is desired, the bottom 2 holes can be used.



9. Install the aluminum spacers into the upper and lower eyes of the shock.





10. The air fitting location can be rotated by twisting the bellow separate of the shock.
11. Fasten the ShockWave to the upper bracket using a 1/2" x 2 1/2" bolt and Nylok nut.
12. Fasten the ShockWave to the lower bracket using a 1/2" x 2 1/2" bolt and Nylok nut.
13. Double check air spring clearances throughout full suspension travel.
14. Ride height on this ShockWave is 14.5" from center eye to center eye.

## 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.

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.





350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

[www.ridetech.com](http://www.ridetech.com)

**Part Number - 11329102**  
**78-88 GM "G" Body Rear MuscleBars**

**Components:**

1      70001759      Rear sway bar

**Hardware Kit ( 70001760 ) Includes:**

4      7/16" x 3" bolts  
4      7/16" Nylok nuts  
8      7/16" flat washers

**11329102 - Rear Bar Instructions**

1. Look at the current sway bar installation.
2. Support the vehicle by the frame with lift jacks or jack stands, allowing the suspension to be unsupported.
3. Remove the four bolts holding the sway bar to the trailing arms.
4. Remove the factory sway bar from the vehicle.
5. Place the new sway-bar up to the trailing arms and push the bolts through the sway bars.
6. Tighten up the new bar.
7. Double check that all fasteners are tightened.

Your installation is finished. Enjoy your new sway bars!

