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

Part # 11226110
64-72 GM "A" Body Rear SA CoilOver Kit
For OEM Rear Differential

Shock Assembly:

2	24159999	5" stroke single adjustable shock
2	90002024	1.7" eye w/ rebound adjustment
4	90001994	.625" I.D. bearing
8	90001995	Bearing snap ring

Components:

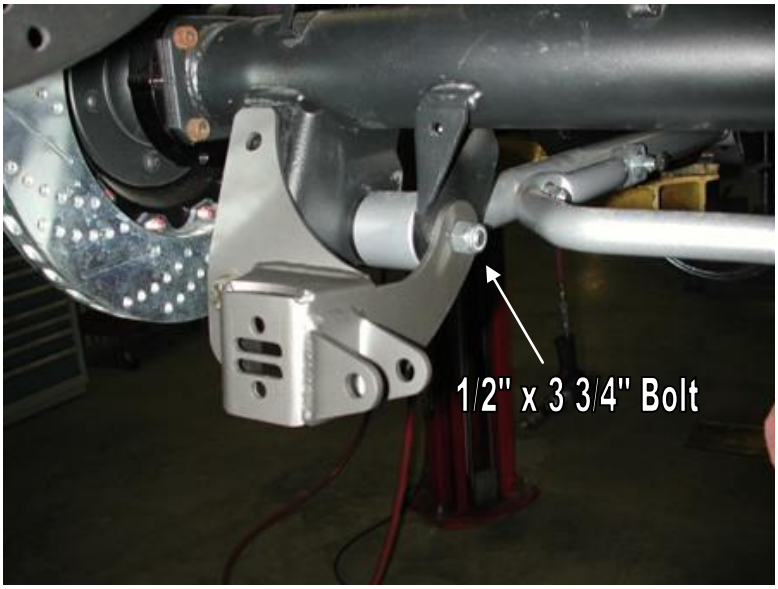
2	59120225	Coil spring – 12" long / 225 # rate
2	90002222	Spring retainer kit
8	90002043	Aluminum spacer - .5" I.D.
4	70010828	Delrin Spring Washer
2	90002327	Upper shock bracket
1	90002224	Driver side lower ShockWave bracket
1	90002223	Passenger side lower ShockWave bracket

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" USS bolt	ShockWave bracket to trailing arm bracket
4	99501002	1/2"-13 x 1 ½" USS bolt	ShockWave bracket to factory shock bracket
4	99501003	1/2"-13 x 2 ½" USS bolt	ShockWave to upper and lower bracket
10	99502001	1/2"-13 USS Nylok nut	Lower ShockWave mount and mounting
10	99503001	1/2" SAE flat washer	Lower ShockWave mount

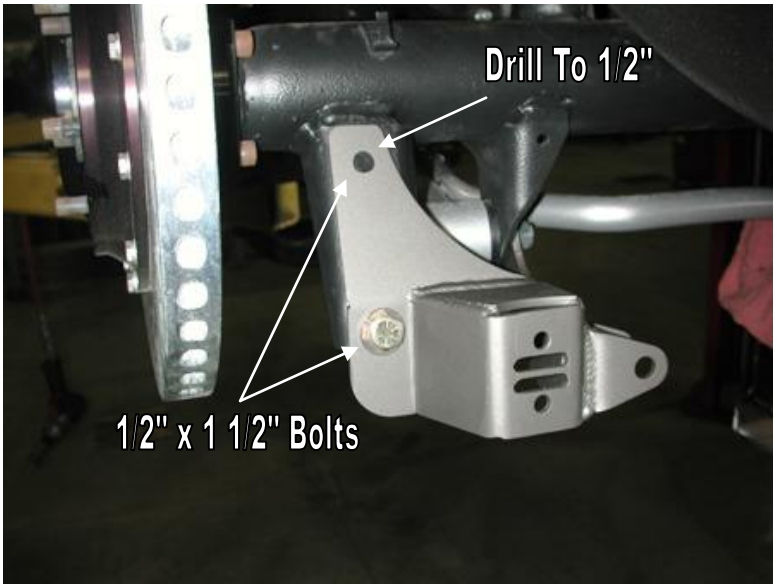
Installation Instructions

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.

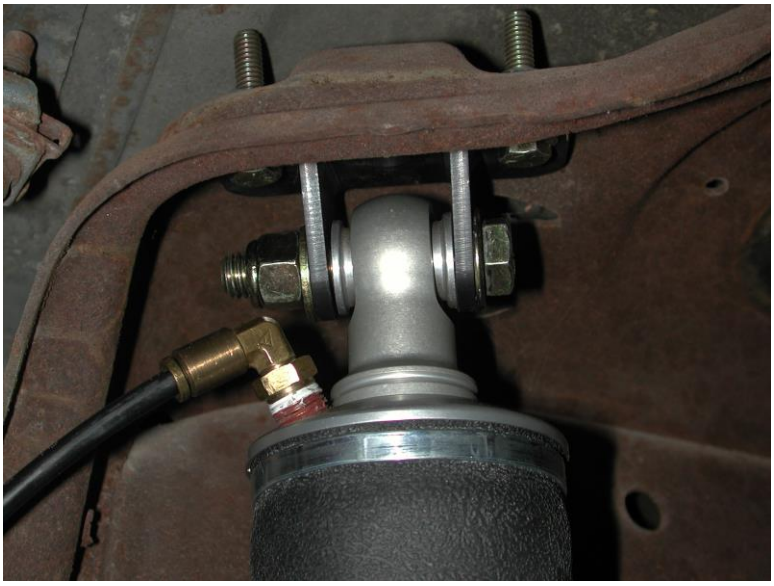


6. The lower bolt hole in the back of the bracket will align with the factory shock stud hole. Use a ½" x 1 ½" bolt, Nylok nut and flat washers.

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.

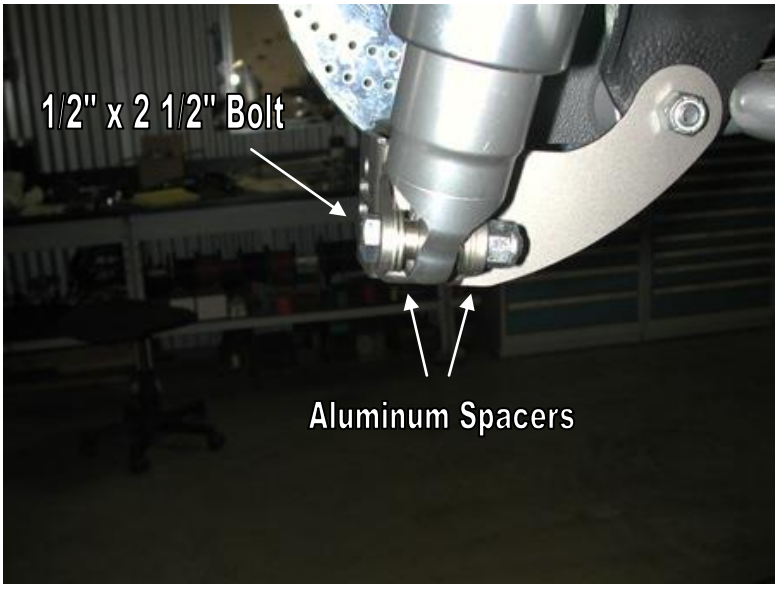
8. Fasten the new upper shock bracket into the factory shock location using the 5/16” x 1” bolts, flat washers and Nylok nuts supplied.

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



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

10. Fasten the CoilOver 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.



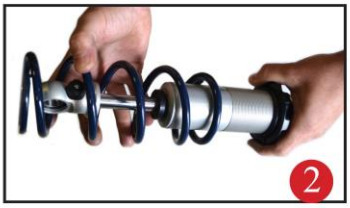
11. Fasten the CoilOver to the lower bracket using a ½” x 2 ½” bolt and Nylok nut. ½” I.D. aluminum spacers must be installed on each side of the bearing.

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

ridetech
Air Ride Technologies

Assembly...

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



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

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.

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

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.

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.

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.