



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

**Part # 21155801**  
**8000 Master Series Shockwaves – Single Adjustable**  
**5" diameter – 5" Stroke – .625" Bearing/.625" Bearing - IS**

2	21159999	5" stoke Master Series single adjustable shock
2	21195899	Master Series 8000 sleeve assembly w/ 5" internal sensor
2	90001632	Aluminum internal bump stop
2	90001682	1.5" eyelet
4	90001686	.625" bearing
4	90001900	Bearing snap ring
4	90002044	Bearing spacer kit
2	31954201	¼ npt x ¼ tube swivel elbows
2	31900046	13' height sensor cord

Compressed- 11.5"

Ride Height- 14.5"

Extended- 16.5"



## The care and feeding of your new ShockWaves

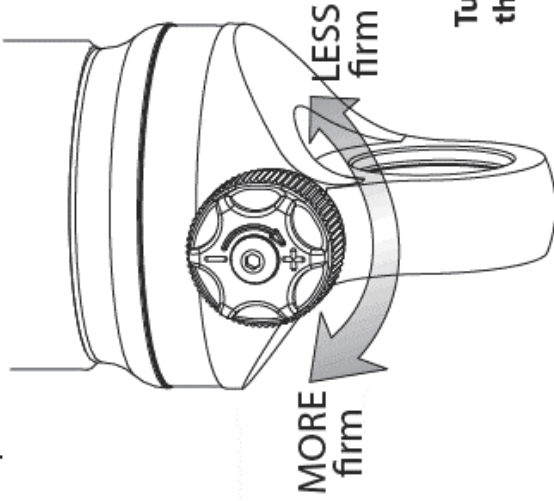
1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a 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.**
3. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
4. 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 warranted.**

# Shock Adjustment Instructions



## Compression Adjuster

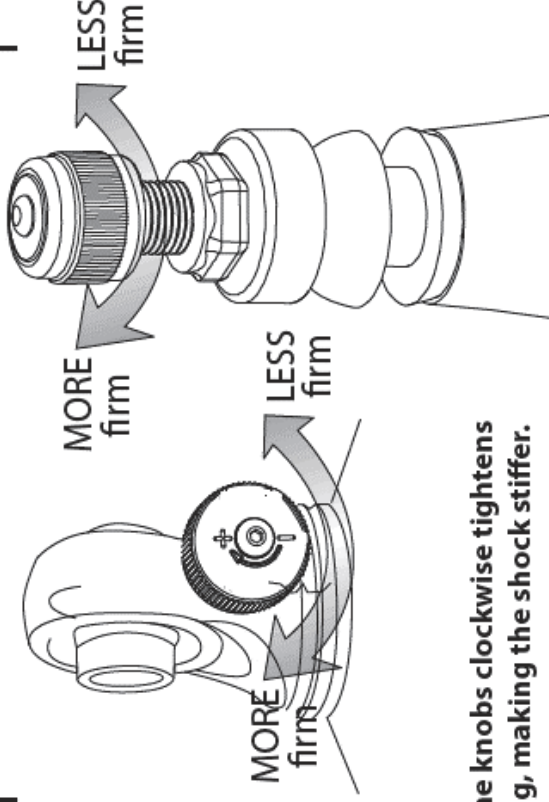
The compression adjustment is made on the body end of the shock.



Turning the knobs clockwise tightens the valving, making the shock stiffer.

## Rebound Adjuster

The rebound adjustment is made on the shaft end of the shock.



The rebound and compression knobs work completely independently from one another.

Because of the fine adjustment range RideTech recommends adjusting 3-4 clicks minimum when making a shock valve change.

**All RideTech Shocks are shipped from the factory at the FULL SOFT position.**

**Please note: Only rotate adjustment knob while feeling the “click”**

Trying to rotate knob past the last click could result in damage to the adjuster internal mechanism.

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