



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

**Part # 11163001**  
**67-69 GM "F" Body Front Master Series SA Shockwaves**  
For Use w/ StrongArms & RideTech Spindles

**ShockWave Assembly:**

2	21190399	104mm Master Series rolling sleeve assembly
2	21139999	3.2" stoke Master Series single adjustable shock
2	90001632	Internal bump stop
2	90001686	.625" I.D. bearing
2	90001900	Bearing snap ring
2	90001907	Tall Delrin stud top – 2.75"

**Components:**

2	90001833	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
2	31954201	1/4"npt x 1/4" tube swivel elbows

**Hardware:**

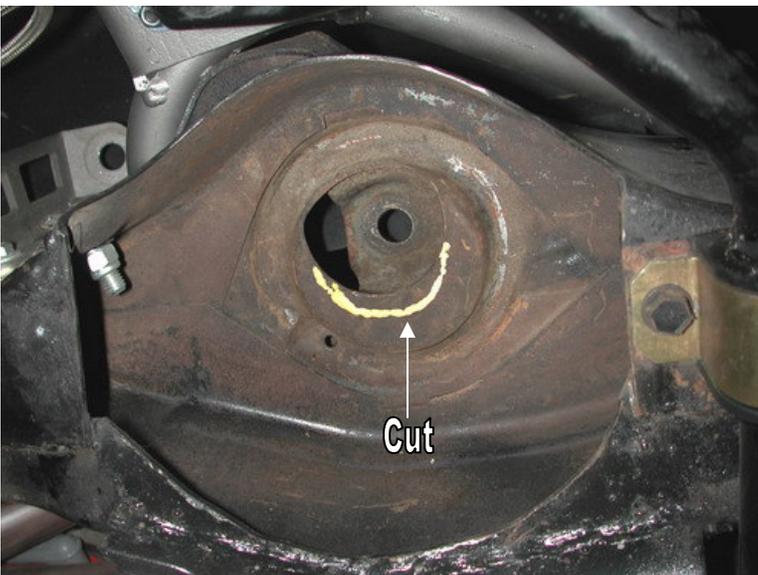
4	99562002	9/16" SAE jam nut	Stud top hardware
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## Installation Instructions

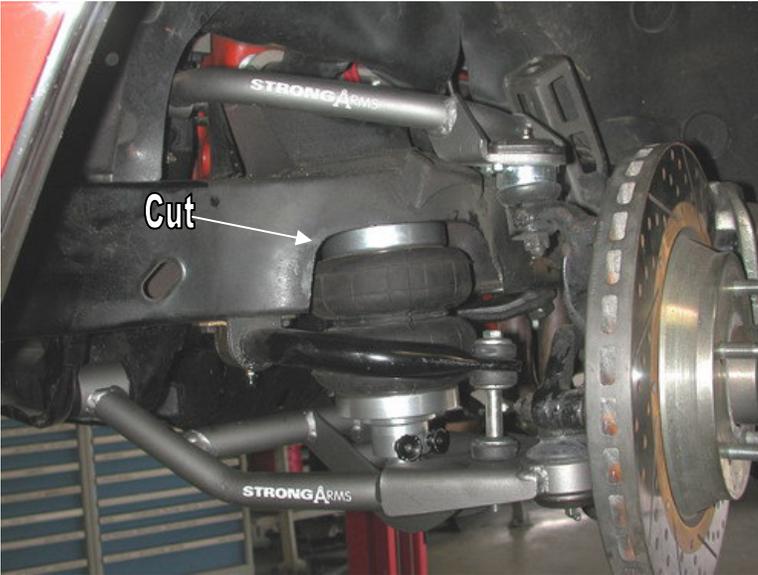


1. To allow clearance for the Shockwave, some trimming must be done on the inside of the coil spring pocket as shown by the white line in the picture. This is best done with either a cut off wheel or plasma cutter. Grind all cuts smooth when finished.

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



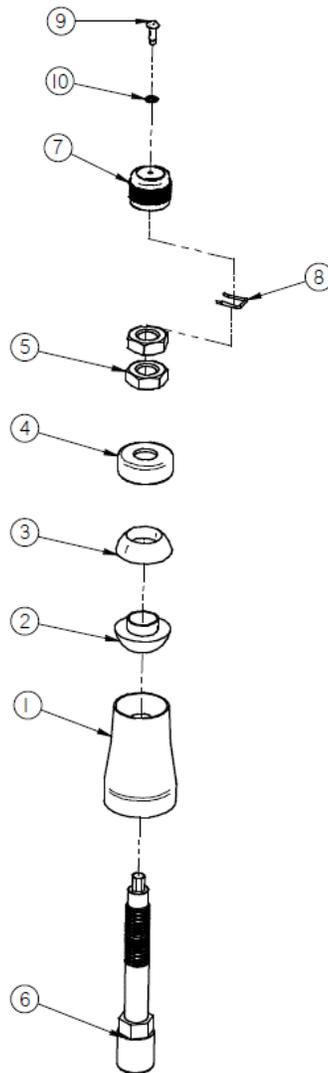
2. The Shockwave stud top will come in contact with the coil spring retainer, so it must be opened up towards the engine. A die grinder works well here.



3. Some trimming must also be done on the outside of the frame pocket to allow clearance for the Shockwave.
4. Apply thread sealant to a 90 degree air fitting and screw it into the top of the Shockwave. The air fitting location can be rotated by twisting the bellow assembly separate of the shock.
5. Place the Shockwave into the coil spring pocket with the stud sticking through the OEM shock hole. See assembly diagram below.

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

1. Tall Delrin stud top base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE jam nut
6. Tall Delrin stud top
7. Black adjustment knob
8. Detent clip
9. Screw
10. Washer



6. Raise the lower arm up to the Shockwave and bolt them together using the 1/2" x 3 1/4" bolt and Nylok supplied w/ the lower arms. An aluminum spacer will be on each side of the bearing.

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

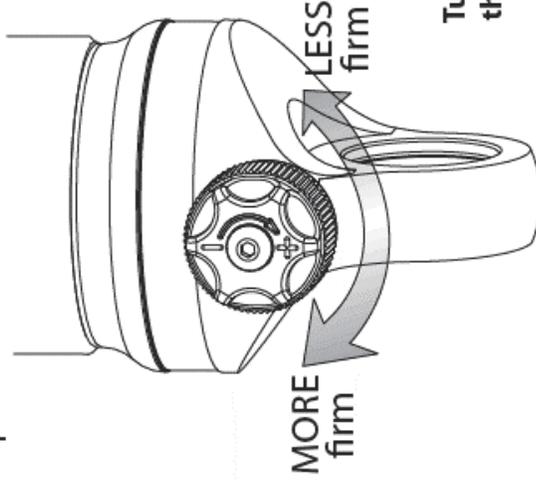
8. The best ride quality will occur around 50-60% suspension travel; depending on vehicle weight this typically occurs around 85-100 psi.

# Shock Adjustment Instructions



## Compression Adjuster

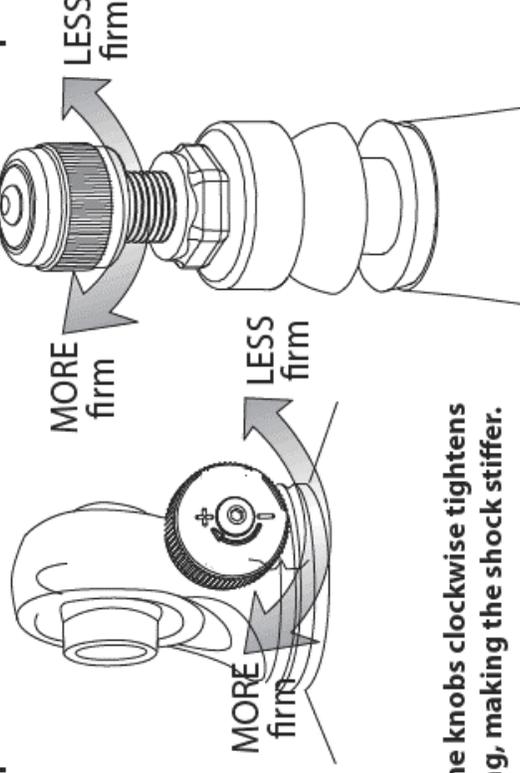
The compression adjustment is made on the body end of the shock.



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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## 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.**