

Please study these instructions carefully before installing your new Edelbrock shocks. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am to 5:00 pm, Monday - Friday, Pacific Standard Time.

IMPORTANT NOTES:

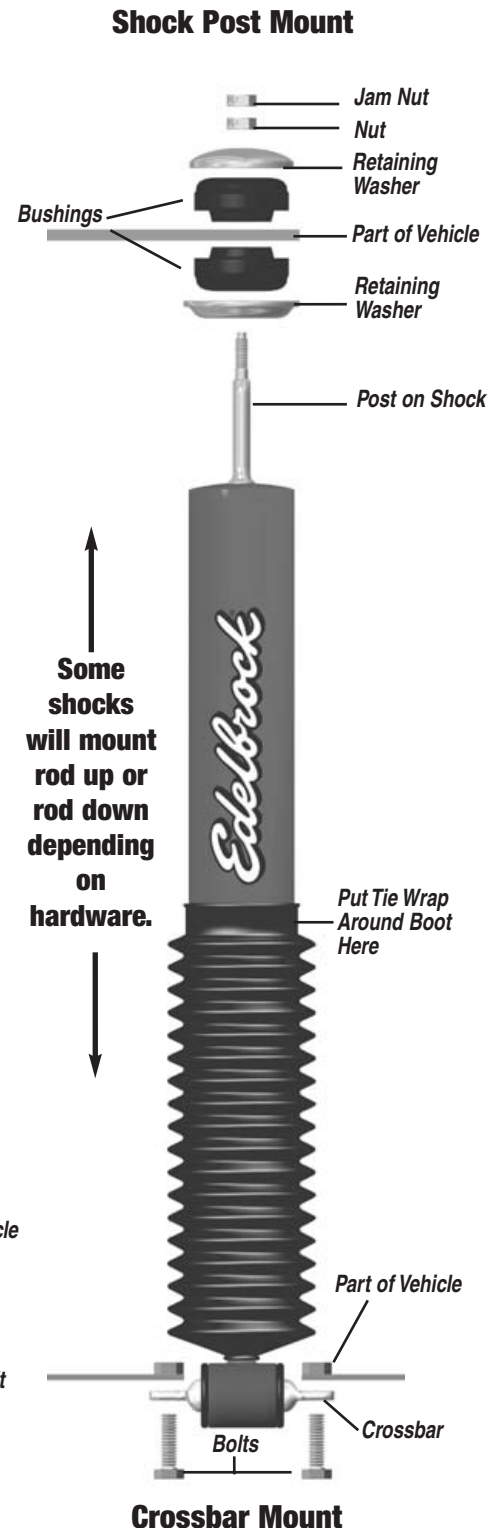
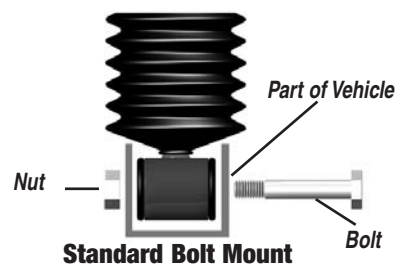
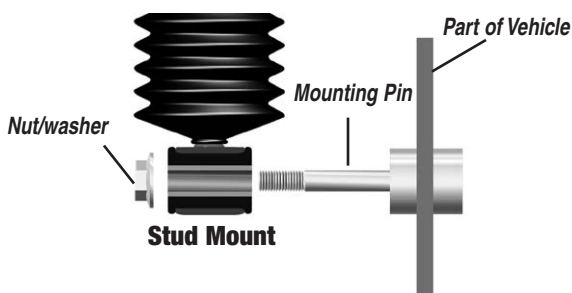
- Any time you are working under a vehicle, be sure to use the proper jackstands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
- **Do not attempt to disassemble these shocks.** Return damaged shocks to Edelbrock for any necessary service or repairs.
- Upon initial inspection, some new shocks may have a small amount of oil in the area of the seal. This is a normal occurrence following manufacture and does not indicate a problem with your shocks.
- For good ride quality, tire pressure should be at original equipment manufacturer's recommended pressure. Failure to adhere to the recommended pressure will affect the ride quality and void the Edelbrock Limited Warranty.

PLEASE READ THESE INSTRUCTIONS ENTIRELY BEFORE BEGINNING

- *Proper installation is a must to realize the maximum performance improvements. Follow these steps carefully.*

USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use Edelbrock shocks only for the applications for which they are listed. Each shock is specifically tuned for that vehicle's weight, suspension geometry, and other characteristics.
- Compare original shock mounting style and hardware with your new shocks before starting installation. If original hardware is not reusable, it should be replaced with OEM quality and style hardware.
- Shocks are tuned to vehicle manufacturer's recommendation for tire pressure, not necessarily the max inflation pressure listed on sidewall of tire.



INSTALLATION PROCEDURE (FRONT)

1. Raise the front end of the vehicle with a jack and jackstands or a service lift. Loosen the lug nuts and remove the wheel to access the shock and spring assembly.

2. Remove the nut(s) from the bolt(s) supporting the bottom of the shock assembly, but leave the bolt(s) in place for now.

NOTE: On some applications, it may be helpful and/or necessary to unbolt the sway bar to access the front suspension. It is recommended that you only detach one end of the sway bar at a time to simplify reinstallation.

3. Remove the nuts securing the top of the shock assembly to the upper shock mount. You should now support the shock assembly while removing the lower bolt(s). With all fasteners removed, the entire shock & coil assembly can now be removed.

4. Use a silver marker or a thin strip of tape to mark how the spring is oriented in relation to the upper and lower shock mounts. This will help you to properly align the spring during reinstallation.

5. Use a compressor designed for coil springs to compress the springs enough to loosen the upper shock absorber nut.

NOTE: Use extreme caution when working with and around a compressed spring. Tool failure or accidents can unleash forces capable of breaking bones and inflicting lethal damage. Follow the instructions for your compressor carefully.

6. Use a pair of vice grips or a proper shock socket to grasp the flat end of the shock rod, then use a wrench to loosen the shock absorber nut. DO NOT use an impact gun/wrench to remove or install the upper shock nut on the Edelbrock shock.

Warranty will be void if an impact gun/wrench is used.

7. The upper spring retaining plate, isolator, bump stop and bushing(s) can now be removed, as well as the coil spring itself. All of these components will be reused.

8. Remove the factory bump cap from the stock shock assembly. The factory bump caps are pressed on, and will require force to be removed. After removing the factory bump cap, remove the lower spring perch from the stock shock assembly. The stock lower spring perch can be removed by displacing it away from the lower shock mount.

Depending on the amount of corrosion and presence of debris, displacing the perch might require some effort. (This step is not applicable to P/N 33180).

9. Use the snap ring (and the spring perch adapter if included) that is included with the Edelbrock shock to set the desired ride height on the Edelbrock shock. The upper snap ring groove will yield a level ride height, while the lower groove will set the vehicle to the factory ride height. (If there is a third groove, the lowest groove will yield a lowered ride height, while the middle groove will yield a stock height setting). Install the stock spring perch (removed in step #8) over the snap ring (and spring perch adapter if included) on the Edelbrock shock.

10. Install the compressed factory coil spring around the Edelbrock shock. Be sure to align the coil spring with the shock and upper shock mount in the same orientation as it was when it was removed.

11. Install the factory bump stop, spring retaining plate and isolator along with the supplied hardware (if included). Use anti-seize on the piston rod threads before installing the upper shock nut. After the shock nut is tightened, ensure that the spring retaining plate, coil spring and shock are oriented as they were in step #4, then remove the spring compressor.

12. Insert the shock and spring assembly into the upper shock mount of the vehicle and start the nuts that will hold it in place.

13. With the upper nuts supporting the assembly, maneuver the shock assembly enough to insert and tighten the bolt(s) and nut(s) for the lower shock mount.











14. Lower the vehicle so that the side of the suspension being worked on comes to rest on a jack stand and allow the suspension to compress to its normal ride height. Push down on that corner of the vehicle a few times to cycle and stabilize the suspension.

15. The lower bolt(s) and nut(s) can now be fully torqued to factory specs.

16. Torque the upper spring retaining plate bolts/nuts to factory specs.

17. Once you have verified torque on all the bolts, your installation is complete and the wheel can now be reinstalled.

Warranty Inspection and Procedure

Condition	Inspection Procedure		Possible Cause	Action
A slight amount of oil on the piston rod and/or shock body.	Visual inspection for slight amount of oil film.		Normal occurrence when the shock is dyno-tested.	<ul style="list-style-type: none"> ✓ Not defective. Shock will perform as intended. ✓ No replacement necessary.
Oil dripping off shock.	Visual inspection for oil dripping off the bottom mount of the shock.		Damaged seal.	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Piston rod broken at piston assembly and separated from shock body.	Visual inspection for conditions.		Piston rod not properly attached to piston.	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Compression depth not correct.	Check by fully compressing shock and checking the distance "x". If the distance "x" exceeds 1/2", the shock is defective.		<ul style="list-style-type: none"> • Divider cup seal failure. • Leaking. 	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Clicking noise and significant endplay.	Shock is held rod down, compressed halfway, then quickly moved up and down an inch in each direction.		Loose piston.	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Bubbling noise inside.	When shock is inverted, compressed and released, listen for noise.		Oil and gas have mixed.	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Rod end missing or separated from piston rod.	Visual inspection for conditions.		Rod end worked loose.	<ul style="list-style-type: none"> ✓ Place a warranty tag on shock and return. ✓ Will be replaced.
Bent piston rod, deformed mounting loop or stem.	Visual inspection for conditions.		<ul style="list-style-type: none"> • Abuse. • Incorrect installation. • Damaged in collision. • Used in racing. 	<ul style="list-style-type: none"> ✓ Warranty no longer valid. ✓ No replacement.
Kinked hoses, nitrogen port is tampered/open/missing.	Visual inspection for conditions.		Customer tampering.	<ul style="list-style-type: none"> ✓ No replacement.

PERFORMER IAS® STRUT & SHOCK ABSORBER

(INCLUDING XTREME TRAVEL UNITS WITH REMOTE AND PIGGYBACK RESERVOIR)

ONE YEAR WARRANTY

- Edelbrock LLC guarantees each new Edelbrock IAS Strut & Shock Absorber (including Xtreme Travel units with remote and piggyback reservoir) to be free from factory defects (except for finish and shock boot) for one year from the date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, negligence by customer or installer, or used for racing or competition purposes. Should a part become defective within the warranty period, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock LLC. It must be accompanied with the sales receipt and a clear description of the problem. This warranty is void on shocks used in racing applications except for known, proven defects in material or workmanship.
- Edelbrock LLC reserves the right to replace or repair the defective part and return said part freight prepaid. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.
- Damage or defects resulting from collision, improper installation, off-road use, road hazards or racing, are not covered by this warranty. The warranty for Edelbrock IAS Struts & Shock Absorbers (including Xtreme Travel units with remote and piggyback reservoir) extends only to the original purchaser only for the lifetime of the original vehicle in which it is installed or for a period of one year, whichever term is lesser.

Edelbrock LLC shall not be liable for any and all consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale in excess of the purchase price of the product sold.

If you have any questions regarding a product or installation, please contact our Technical Department at 1-800-416-8628 between 7:00 am to 5:00 pm, Monday to Friday, Pacific Standard Time.



**Edelbrock LLC, 2700 California Street, Torrance, CA 90503
Tech Line: 1-800-416-8628 Office Line: 1-310-781-2222**