

INSTALLATION INSTRUCTIONS

IMPORTANT NOTES:

- Any time you are working under a vehicle, be sure to use the proper jack stands 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.
- **PLEASE READ THESE INSTRUCTIONS ENTIRELY BEFORE BEGINNING**
- *Proper installation is a must to realize the maximum performance improvements. Follow these steps carefully.*

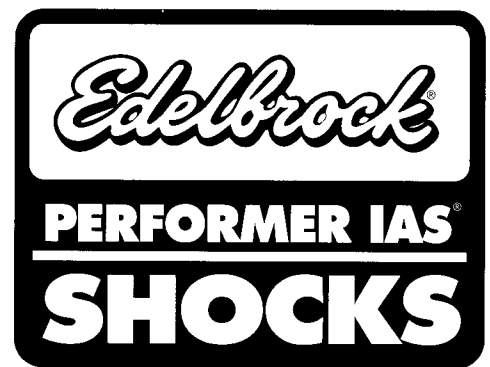
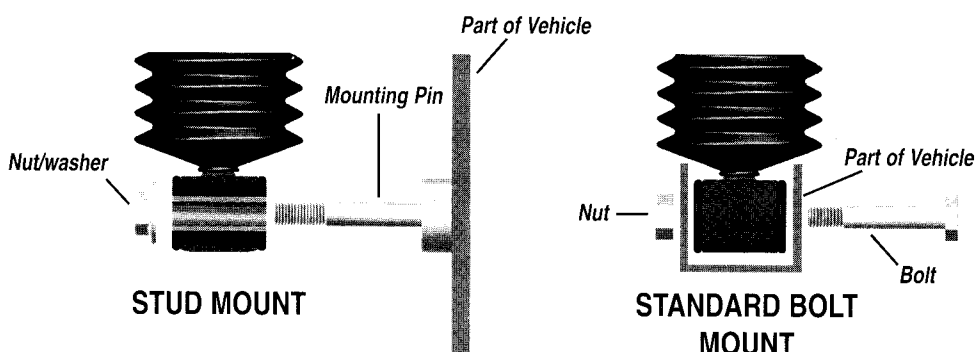
USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use Performer IAS 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.
- Raised or lowered vehicles which use original specification shocks may use the Performer IAS shock for that application.

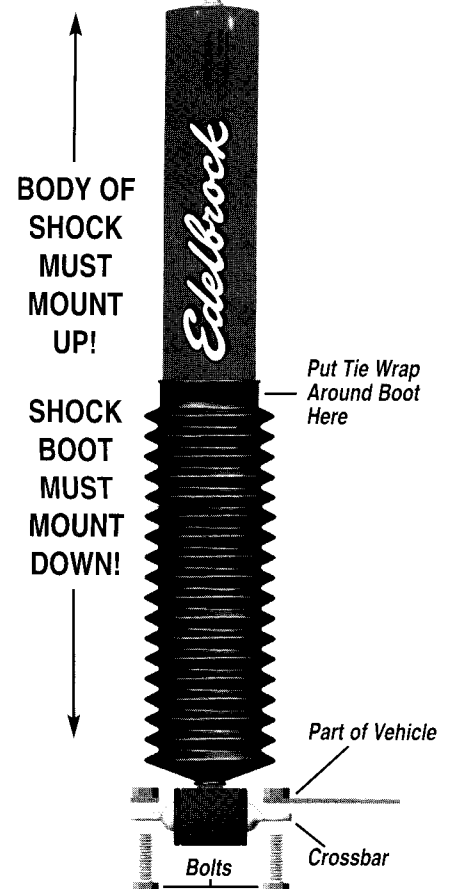
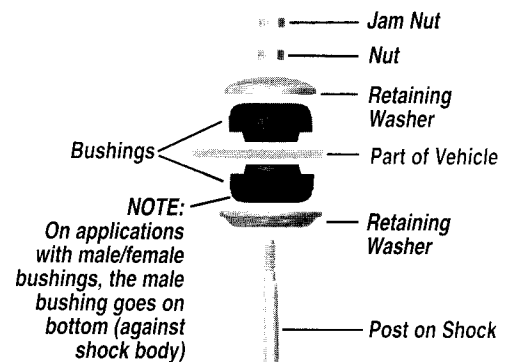
IMPORTANT INSTALLATION NOTES

- If you are uncertain of proper shock installation procedure, please **consult appropriate service manual**. Torque all fasteners to vehicle manufacturer's specs. **NOTE:** On Post Mount shocks, finger tighten nut to achieve zero clearance between the retaining washers and the bushings, then continue to tighten approximately 5-6 turns to achieve proper pre-load. Bushings should be slightly bulged. Secure with Jam Nut. On some vehicles, nut may bottom out on stud before 5-6 turns, which is proper for those applications.
- Unlike other shocks, **Performer IAS shocks must be mounted with the shock body up and the piston rod down.** This is necessary because the inertia valve, which senses wheel movement, is mounted to the piston rod. **Note:** Piston rod is covered by black rubber boot.
- OEM mounting hardware may be either standard or metric. **Make sure you have the proper tools before starting.** Do not interchange hardware. **Use new mounting hardware provided with your shocks,** and re-use original mounting hardware in all other locations.
- Performer IAS shocks have a high pressure nitrogen gas charge and come with a restraining strap which holds the shock in a compressed position. To ease most installations, **leave the strap on until you have secured one end of the shock,** then cut the strap and quickly guide the other end of the shock into position as it expands. Strap must be cut before some installations, such as when strap goes around post.
- Wire ties are provided to secure the shock boot to the shock body. On some installations (especially where the shock must pass through a hole in the lower control arm) **it is necessary to put the wire tie on after the shock is installed.**

INSTALLATION NOTES CONTINUED ON BACK



SHOCK POST MOUNT



CROSSBAR MOUNT

Important

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.



IMPORTANT INFORMATION

REGARDING EDELBROCK PERFORMER IAS SHOCKS

- For good ride quality, tire pressure should be at original equipment manufacturer's recommended PSI (Pounds per Square Inch). Failure to adhere to the recommended pressure will affect the ride quality and void the Edelbrock limited warranty.

- After installing shocks and before driving vehicle, **check for clearance of exhaust, brake or gas lines, electrical wiring, etc..**
- After installation, **drive the vehicle cautiously for the first few miles** to develop a feel for the improved handling and ride quality. After 10 miles, inspect installation, re-check torque on all fasteners, and verify adequate component clearance. Allow a 20-25 mile break-in period for best performance from your new shocks.

EDELBROCK TECHNICAL HOTLINE

- Consult our **Technical Hotline at 1-800-416-8628** from 8am-12:30 & 1:30-5pm PST, weekdays, for new applications or other installation questions.

SPECIAL NOTES FOR FORD VEHICLES

1. On some Ford models it will be necessary to remove the original 1-piece rubber bushing (front upper stud mount) by cutting. It will be replaced by our 2-piece urethane bushings.
2. Some 1995-97 Explorers come equipped with a third shock absorber

mounted on the rear axle. This shock should be retained after installation of Edelbrock Performer IAS shocks on vehicles with stock ride height. On lowered Explorers using shocks #3389/3489 only, remove the third shock from the rear axle.