INSTALLATION INSTRUCTIONS FOR 1992-1995 VIPER SHOCKS Catalog #33503

- ***Please read these instructions entirely before beginning***. *Proper installation is a must to realize the maximum performance improvements.*

IMPORTANT NOTES:

- 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.
- 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 the Edelbrock IAS shocks**. Contact your point of purchase or Edelbrock for any necessary service or repairs.

INSTALLATION INSTRUCTIONS

Step 1 Support Viper by frame with jack stands or on a lift.

Step 2 Remove all four wheels.

Step 3 Removal of front shocks:

3(a) Loosen upper and lower shock nuts, but do not remove the bolts at this time. (See Fig. 1).

3(b) If the lower shock nut is to rear, the lower sway bar end link must be removed in order for the bolt to have enough clearance for removal. (See Fig. 1).

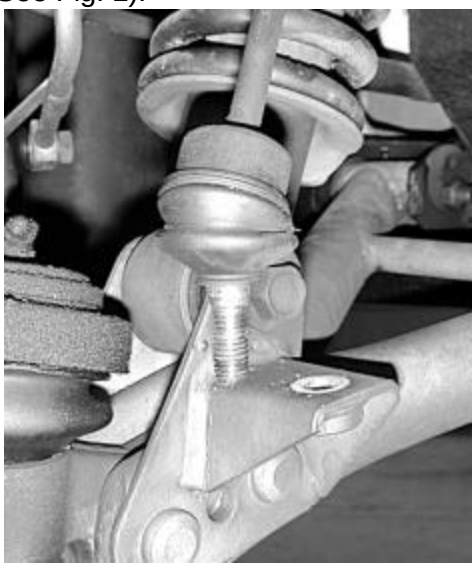


Fig. 1

3(c) Removal of lower sway bar end link
If the tool for unseating the sway bar from the lower control arm is not available, the following procedure may be used. (The sway bar end link is held in place with a tapered seat).
In order to remove:

- 3(c)1 Loosen lower sway bar end link nut, do not remove the nut completely.
- 3(c)2 Place jack under the nut.
- 3(c)3 Jack up and apply pressure to the nut.
- 3(c)4 Tap control arm with hammer. (See Fig. 2).

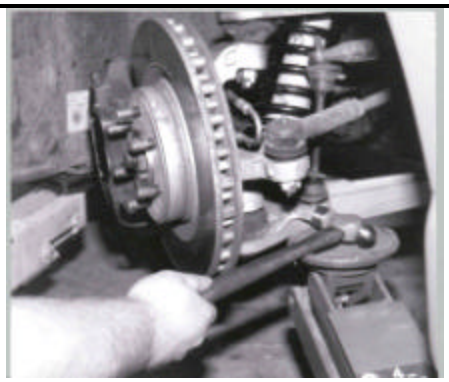


Fig. 2

An aluminum block should be placed between arm and hammer to minimize marking control arm, do not hammer directly on the arm. It should only require a couple of sharp taps with a hammer in order to pop from seat. Do both left and right sides, and remove nuts.

3(d) Remove upper and lower bolts to remove shock. It may need a little gentle persuasion with a pry bar (See Fig. 3). Bolt should come out by hand.

Fig. 3

Step 4 Removal of rear shock

4(a) Loosen upper and lower nuts.

4(b) In order to remove bolts, they may need a little gentle persuasion with a pry bar. Bolt should come out by hand. (See Fig. 3).

4(c) Shock will now come out through the top.

Step 5 Disassembly of coil springs from shocks

A coil spring compressor is required to remove the springs from shocks. All proper safety precautions must be followed. Consult the spring compressor manufacturer's recommended instructions before starting.

5(a) Compress the coil spring (see Fig. 4).

Fig. 4

5(b) Move bump rubber up shaft in order to remove spring seat retainer. (See Fig. 5).

Fig. 5

5(c) Release coil spring compressor carefully.

Step 7 Assembly of IAS shocks

7(a) Adjust all four threaded spring collars to 2 3/8" from the top of collar. This will return your Viper to the stock ride height. (Note: Apply anti-seize compound to threaded collars). The threaded collars may be adjusted to raise or lower the ride height. It is recommended to wait until after the installation to settle the suspension and determine the final ride height changes. (See Fig. 6).

Fig. 6

7(b) Install and tighten allen set screw with 1/8" allen wrench. (See Fig. 7).

Fig. 7

7(c) Slide threaded collar onto shock. It should seat against the snap ring. Front shocks are identified by part #33506, rear part #34506. The part numbers are printed on the side of the shock.

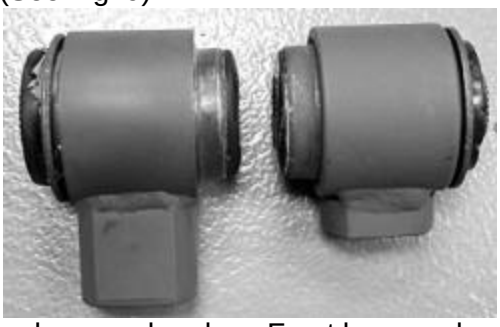
Step 8 Assembly of Front IAS shocks

8(a) Insert the coil spring with flat ground end against the threaded collar spring seat.

8(b) Compress coil spring until lower seat has enough clearance to install lower spring seat and 9/16" jamb nut (See Fig. 8).

Fig. 8

8(c) Front rod end has short threads. (See Fig. 9).



Rear lower rod end Front lower rod end

Fig. 9

8(d) Screw rod end on with the supplied Loctite applied, torque nut to 75 ft. lbs. (See Fig. 10).

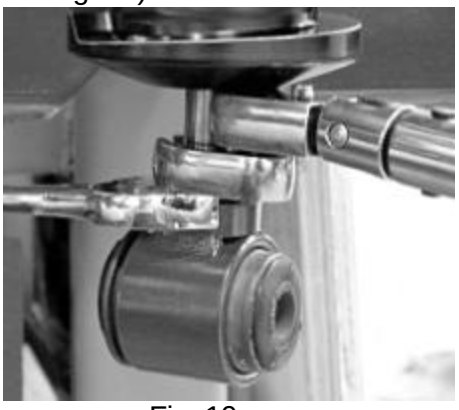


Fig. 10

8(e) Align end of coil spring to lowest point on spring seat before releasing the spring compressor. (See Fig. 11).

Fig 11

Step 9 Assembly of Rear IAS shocks

9(a) Rear rod end uses the long threads. The procedure of assembly is the same as the front. (See Fig. 9).

Step 10 Installing IAS shocks

Reinstallation is reverse of removal.

10(a) Both front and rear may require a little gentle persuasion with a long pry bar to push control arms down in order to install bolts (See Fig. 12 and Fig. 12a). *Shocks are mounted with the body up & the rod end down*. Do not torque nuts at this time. Front lower bolts may be installed with nuts to the front. This will make it easier for reassembly.

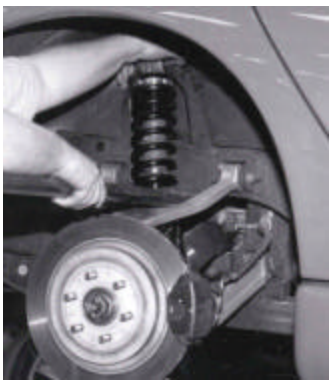


Fig. 12

Fig. 12a

10(b) Front sway bar end links may now be reinstalled. Install both left and right at the same time. After both sides are in position, the end link to control arm nuts can now be torqued to 16 ft. lbs.

10(c) Important: After all four shocks are installed, place jack or jack stand under control arm to support vehicle and load suspension at ride height. Torque the shock mounting bolts to 80-100 ft. lbs.

This must be done to pre-load the bushing in their proper position for safe and proper handling. **This is a very important step**.

10(d) Install and torque wheels to 90 ft. lbs. After 5-10 miles, re-torque wheels to 90 ft. lbs.

Parts List

Qty.	Description	Qty.	Description
☐ 2	#33506 Front shock assemblies	☐ 4	Upper coilover spring perch
☐ 2	#34506 Rear shock assemblies	☐ 1	Loctite tube
☐ 4	Lower spring seats	☐ 1	Anti-seize
☐ 2	Front lower rod ends (short threads)	☐ 1	Hardware kit 4 - set screws 4 - 9/16 jam nuts
☐ 2	Rear lower rod ends (long threads)		
☐ 4	Coil over threaded sleeves		

Enjoy the improved ride and handling from your new Edelbrock IAS shocks.

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