

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 or e-mail us at **Edelbrock@Edelbrock.com**.

IMPORTANT NOTES:

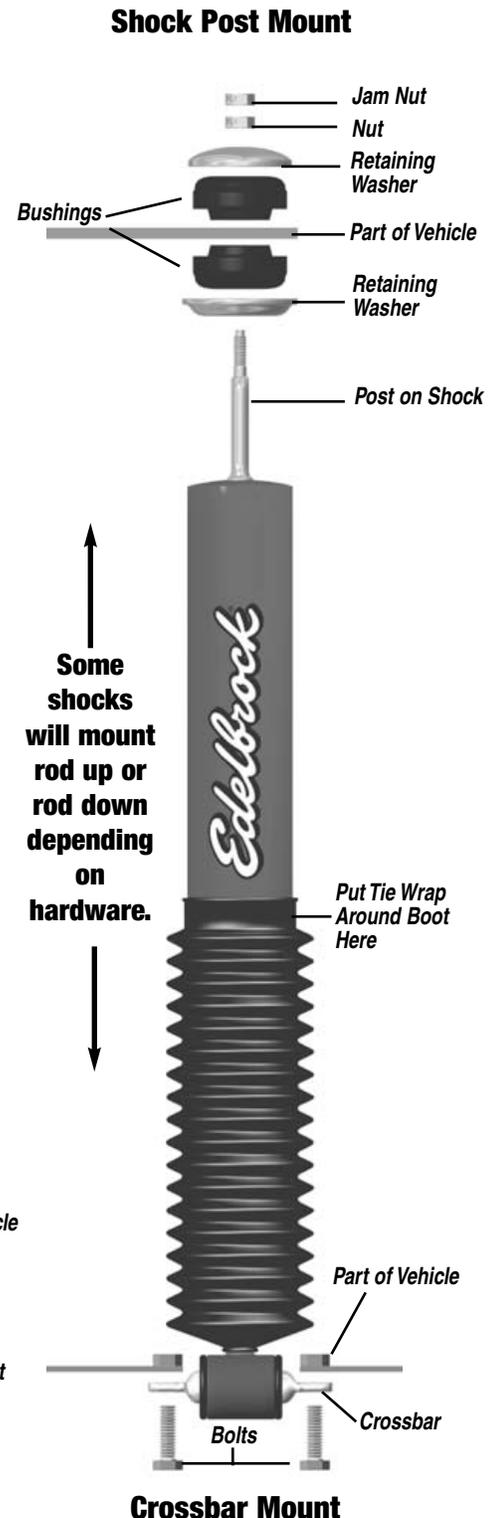
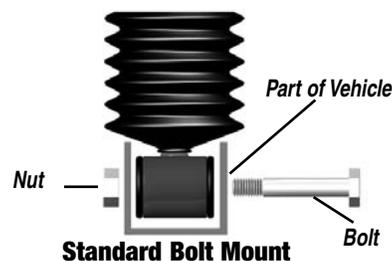
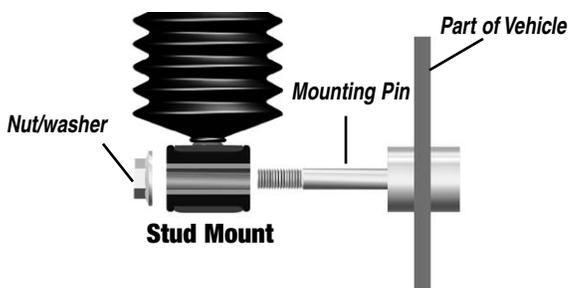
- Any time you are working under a vehicle, be sure to use the proper jackstands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not 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 PSI (Pounds per Square Inch). 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.



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.
- 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.
- Edelbrock shocks have a high pressure nitrogen gas charge and may 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.**
- 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.

PERFORMER IAS® STRUT & SHOCK ABSORBER

(INCLUDING XTREME TRAVEL UNITS WITH REMOTE AND PIGGYBACK RESERVOIR)

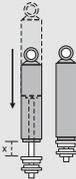
LIMITED LIFETIME WARRANTY

- Edelbrock Corporation guarantees for a limited lifetime 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) from 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, it should be returned to the original selling dealer or shipped freight prepaid to Edelbrock Corporation. 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 Corporation 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.

Edelbrock Corporation 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, Pacific time, Monday to Friday.

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.



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