



AIRSHOCKS

Airshocks look pretty, but they are mostly misunderstood by Hotrodders and Installers.

AIRSHOCKS are not meant to support more than a very minimal amount of weight, certainly not a V8 engine. They have no lateral force protection like an **AIRSTRUT** has. If the travel of the Airshock is excessive, it will **BREAK** the shaft. Airshocks are for light front ends and for overload support. Airshocks were designed in the early 1960's to give overload protection to the existing springs in GM cars.

AIRSHOCKS have limited travel, collapsing to just under 10" and extending to 13". The vehicle can go no lower than the airshock allows. The travel on a straight axle is 3" maximum, but on a fulcrum (control arms) the travel is effectively doubled to 6" because of the cantilever effect.

AIRBAGS and brackets can collapse as low as 3", so if you are wanting to ground it, Airshocks are the wrong product.

AIRSHOCK VALVING ADJUSTMENT

Shock valving is subjective to each vehicle and each driver. To get it close, follow this procedure:

- 1) Start with the vehicle at the ride height at which it will be driven the majority of the time. Drive it over a variety of surfaces to get a feel for how it reacts to different road conditions.
- 2) If the vehicle bottoms out onto the bump stops too much, dial the knob marked "C" towards the + arrow. The shock adjustment can only accomplish so much. From backed all the way off (adjusted all the way to towards the - arrow) 16 clicks is the max + adjustment. If the car still bottoms out excessively with the "C" adjusted all the way to the + side, you may have to run more air pressure.
- 3) If the vehicle feels too harsh over bumps, adjust the "C" knob towards the - arrow. Once again, the shock adjustment can only accomplish so much. If still too harsh adjusted all the way to the - arrow, use less pressure in the airbag.
- 4) If the vehicle has too much "float" (cycles too much after hitting a bump), adjust the "R" knob towards the + arrow. As with the "C" knob, there are 16 clicks max towards the + arrow from all the way adjusted out. Start with the knob all the way to the - arrow then adjust it towards the + arrow until the "float" is removed.
- 5) Keep in mind that air bag pressure and ride height have far more to do with road manners than shock valving adjustment. If after adjusting the shock valving the ride is still not ideal, the air bag pressure may need to be adjusted. If the ride height is too high or low once the air bag pressure is in its "sweet spot", the mounting points of the airshock need to be adjusted to give the desired ride height at the correct air bag pressure.