



350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

Part # 12075401
64-69 Lincoln Rear Shockwave Kit – Master Single Adjustable

Rear Shockwaves (Includes the following)

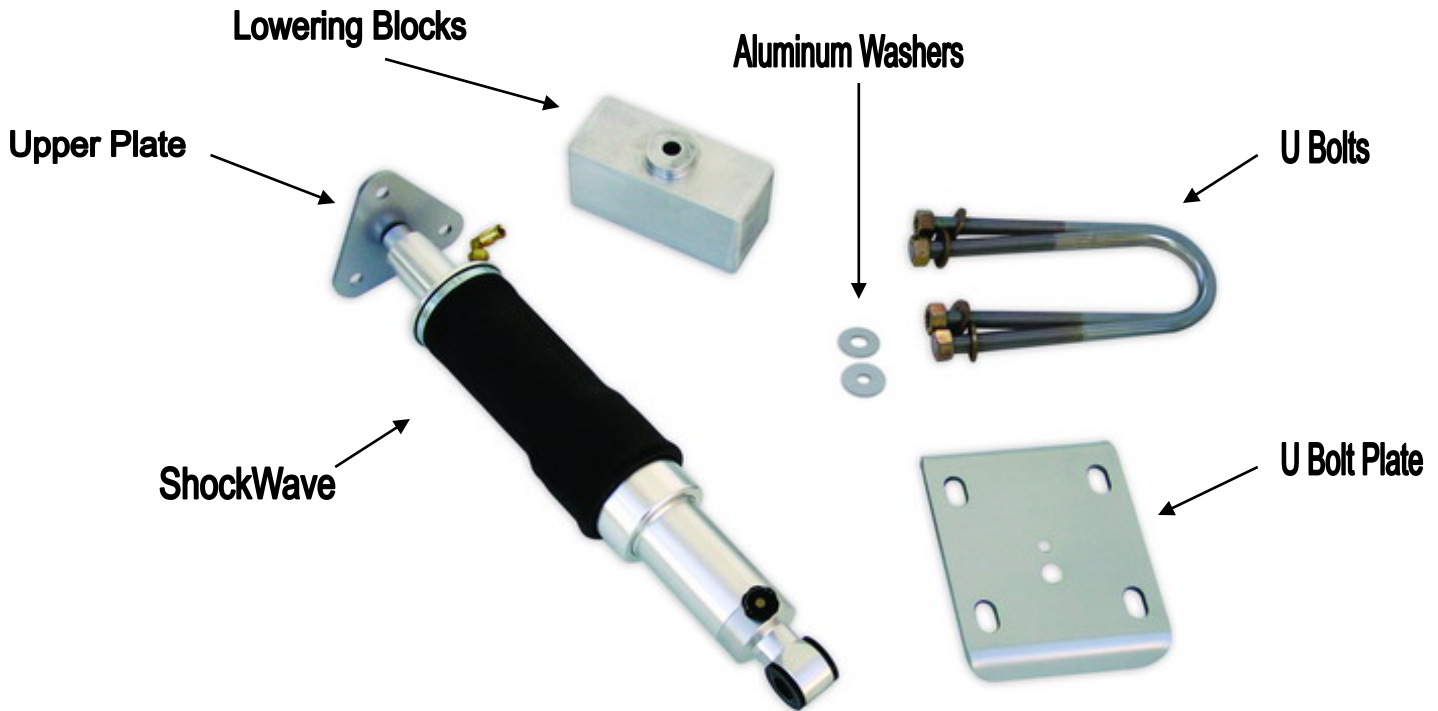
2	982-10-806	6" stroke Master Series single adjustable shock
2	24090799	7000 Master Series rolling sleeve assembly
2	90002025	2.7" eyelet
2	90001994	.625" I.D. bearing
4	90001995	Bearing snap ring
4	70009554	Poly bushing kit (Installed in shock body)
2	90000699	(A930) 3/4" x 11/16" bushing sleeve
4	90002043	.500" ID spacer for bearing
2	234-00-153	Locking Ring
2	90000700	(A931) Upper mounting plate
2	90000701	(A932) Lower U-bolt plate
4	99626002	5/8" x 9 1/2" U-bolts
2	90000702	(A933) Aluminum lowering block
2	90000697	(A928) 1 1/2" x 11/16" aluminum washer
2	90000698	(A929) 1 1/2" x 1/2" aluminum washer

Hardware kit:

2	99501010	1/2" x 2 1/4" SAE Gr 8 bolt	Upper eyelet to stud adapter
2	99502003	1/2" SAE Nylok nut	Upper eyelet to stud adapter
2	99502002	1/2" SAE Nylok nut	Lower stud
2	99371020	3/8" x 2" SAE Allen bolt	Leaf springs
2	99372005	3/8" SAE Nylok nut	Leaf springs
8	99622010	5/8"-18 Hex Nut	U-Bolts
8	99623010	5/8" Flat Washer	U-Bolts

WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.

Installation Instructions



1. Raise the vehicle to a safe and comfortable working height with the suspension hanging free.
2. Remove the factory shock absorbers and upper mounts.



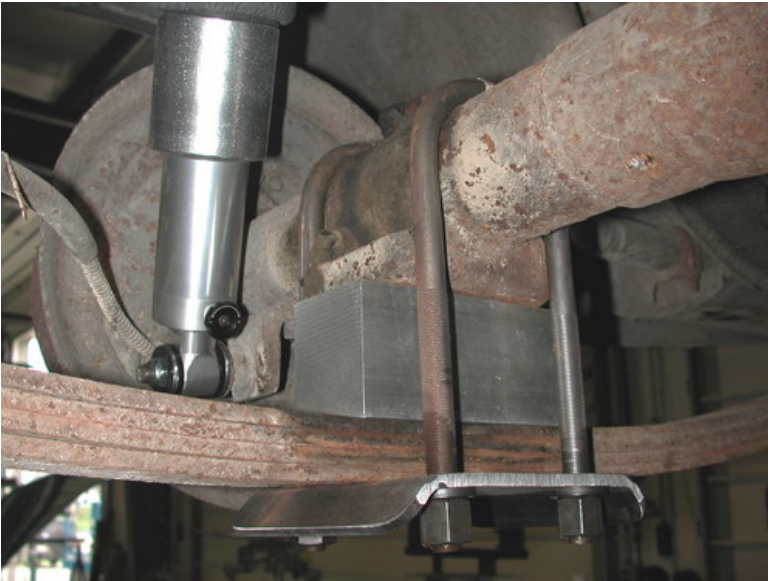
3. To get maximum drop, the two lower leaf springs must be removed from the pack. Raise the U-bolts clamping the axle to the leaf spring pack. Raise the axle out of the way with a floor jack. Secure it with two jack stands.

4. Using two C clamps secure the top 4 springs. Then remove the bolt in the center of the leaf spring and the straps at either end of the pack. Remove the lower two leaves.



5. Secure the pack with a 3/8" x 2" Allen bolt and Nylok nut. The bolt needs to be dropped in from the top of the pack. Reinstall the straps then remove the clamps.

6. Place the Aluminum lowering block on top of the leaf springs. The Allen head will locate the block. Lower the axle down on top of the block; the step on top of the block will slide into the hole in the bottom of the leaf spring pad on the axle.

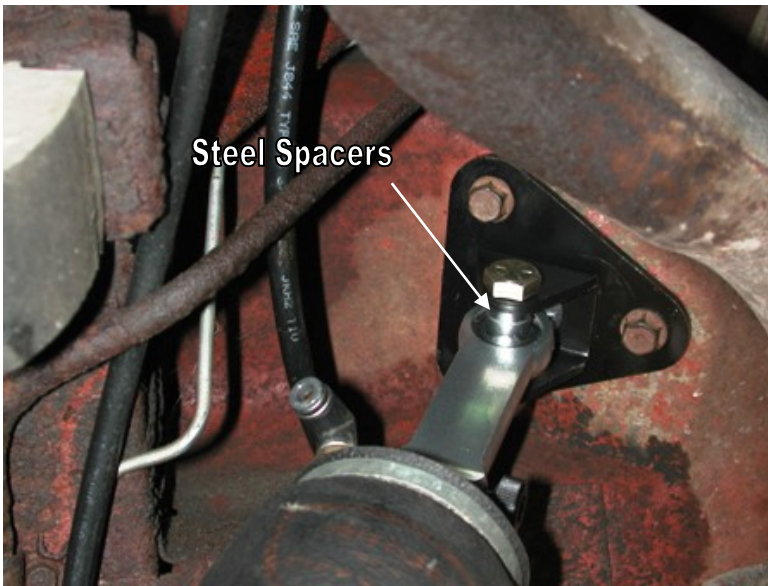


7. Hang the U-bolts over the axle. Position the U-bolt plate under the leaf springs so that the smaller hole in the plate aligns with the Allen bolt and nut. Secure the assembly with the four 5/8" nuts and lock washers supplied.

Note: The plate and lowering block will offset the axle to the rear of the vehicle. This will keep the driveshaft from bottoming out and center the tire in the wheel well.



8. The ShockWave must be bolted to the car with the upper mounting bolt running front to rear.



10. Bolt the plate to the factory shock mount holes using the factory bolts.

11. Bolt the Shockwave to the eye to stud adapter using the $\frac{1}{2}$ " x $2\frac{1}{4}$ " bolt and Nylok nut. A .190" thick steel spacer must be installed on either side.

Note: You may need to position the air fitting for clearance. This can be done by holding the bottom of the Shockwave and twisting the bellow.



11. Place the $\frac{1}{8}$ " thick steel washer with the $\frac{11}{16}$ " inside diameter over the factory lower shock stud on the axle. Then slide the Shockwave over the stud.



12. Secure the Shockwave to the stud using the $\frac{1}{8}$ " thick $\frac{1}{2}$ " inside diameter washer and $\frac{1}{2}$ " Nylok nut.

13. Check air spring clearance through full suspension travel.

Allowing the Shockwave to rub will cause failure and is not a warrantable situation.

14. Ride height on this Shockwave is 17.75". This is determined by measuring from the center eye on the bottom up to the upper plate. 4-5 clicks on the valve adjustment will be a good starting point. These settings may vary to driver preference.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

The care and feeding of your new ShockWaves

1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a non warrantable situation.**
2. Do not drive the vehicle overinflated or "topped out". Over a period of time the shock valving will be damaged, possibly to the point of failure. **This is a non warrantable situation!** If you need to raise your vehicle higher than the ShockWave allows, you will need a longer unit.
3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. **This is a non warrantable situation.**
3. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
4. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. **ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warrantied.**