



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

Part # 12052401
64-66 Thunderbird Front Single Adjustable ShockWave

Shockwave Assembly:

2	24149999	4" stroke single adjustable shock
2	24090299	8" diameter double convoluted bellow assembly
2	70008913	Locking ring
2	90001994	.625" I.D. bearing
4	90001995	Snap ring
2	90009988	2" stud w/ rebound adjuster

Components:

2	90002312	Aluminum base for 2" stud
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
2	31954201	1/4"npt x 1/4" tube swivel elbows
2	31957004	1/4" npt plug
4	90002043	.5" I.D. aluminum spacers

Hardware:

2	99562003	9/16" SAE Nylok jam nut Stud top hardware
---	----------	---

SHOCKwave®

by Air Ride Technologies

Installation Instructions



1. The ShockWaves will be installed in place of the OEM coil spring and shock assembly using the OEM shock mounting points as shown in the picture below.



2. The upper stud top will be installed into the OEM upper shock mount as in the photo to the left. It is NOT necessary to remove the oem shock mount plate to perform this installation. The airline fitting is installed in the BOTTOM plate of the ShockWave to allow proper airline clearance. Be sure to allow a bit of slack in the airline to accommodate ShockWave movement during suspension travel.

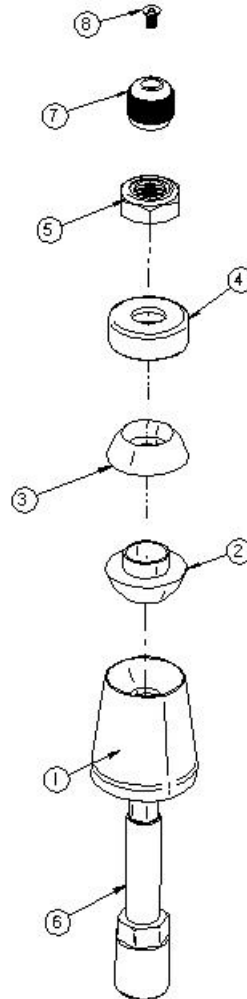
3. It may be necessary to drill the oem upper shock hole out to $\frac{3}{4}$ ".

4. Slide the aluminum spacers into the bearing, then attach the bottom of the shock to upper arm.

SHOCKwave®

by Air Ride Technologies

1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw



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.**