



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

www.ridetech.com

Part # 12092400
64-66 Mustang Black Series ShockWave

2	20129999	2.6" stroke Black Series shock
2	20190399	104mm Black Series bellow assembly
2	90001087	Bump stop
2	90001721	104mm Black AirCan
2	90002001	Short stud top
2	90001836	Short stud top base – 2"
2	90001830	Black Series upper cap for Delrin ball
2	90001903	Delrin ball upper half
2	19001904	Delrin ball lower half
2	90001908	Poly bushing kit for eyelet
2	SKW031	Billet upper mount
2	SKW022	Mustang/Nova lower trunnion
4	SKW015	Trunnion snap rings
2		Snap ring washers
2	A699	Aluminum Upper plate
2	FIT4201	1/4" x 1/4" swivel elbows

Hardware:

2	12mm Nylok nuts
4	3/8" x 1 1/4" uss bolts
4	3/8" uss nyloc nuts
8	3/8" sae flat washers
6	5/16" x 1" USS Flange bolts

SHOCKwave®

by Air Ride Technologies

Installation Instructions

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove the coil spring, shock absorber, and upper shock bracket. Refer to factory service manual for proper disassembly procedure.



3. Hold the upper Shockwave mount up to the bottom of the strut tower. Place the upper aluminum plate on top of the strut tower. These two mounts will sandwich the strut tower using the three 5/16" x 1" Flange bolts supplied. You may have to drill them out.

Note: On certain models you may have to trim the coil spring retainer to allow the upper Shockwave mount to seat properly.

4. Apply thread sealant to the air fitting and screw it into the top of the Shockwave. The bellows will rotate separate of the shock to move the air-fitting hole.

5. Insert the Shockwave through the upper mount; refer to the diagram on the following page for correct bushing orientation.

6. Bolt the trunnion to the top of the upper arm using two 3/8" x 1 1/4" bolts, nyloc, and flat washers.

7. Make sure that no portion of the Shockwave touches anything at anytime through full suspension travel.

8. Driving pressure on this car should be approx. 85 psi., but will vary to driver preference.





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.**