



350 S. St. Charles St. Jasper, In. 47546

Ph. 812.482.2932 Fax 812.634.6632

www.ridetech.com

Part # 12090299
64-66 Mustang Complete Level 2 Air Suspension Kit

Front Components:

1	12093001	HQ Series Front Shockwaves
1	12099599	Front Tru-Turn Suspension Package

Rear Components:

1	21150701	HQ Series Rear Shockwaves
1	12087199	Bolt-on 4 Link

Compressor System:

1	30334000	3 gallon LevelPro Compressor Kit
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Part # 12093001
64-66 Mustang Front HQ Series Shockwaves
For Use w/ Upper StrongArms

ShockWave Assembly:

2	24090399	104mm Master Series rolling sleeve assembly
2	24139999	3.5" stroke HQ Series shock
2	90001994	.625" I.D. bearing
4	90001995	Bearing snap ring
2	90009988	Short Delrin stud top – 2"

Components:

2	90002312	Short Delrin stud top base – 2"
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	90002356	Lower Shock mount
2	90000563	Aluminum Upper plate

Hardware:

2	99562003	9/16" SAE jam nut	Stud top hardware
6	99311012	5/16" x 1 " USS Flange Bolts	Upper mount to strut tower

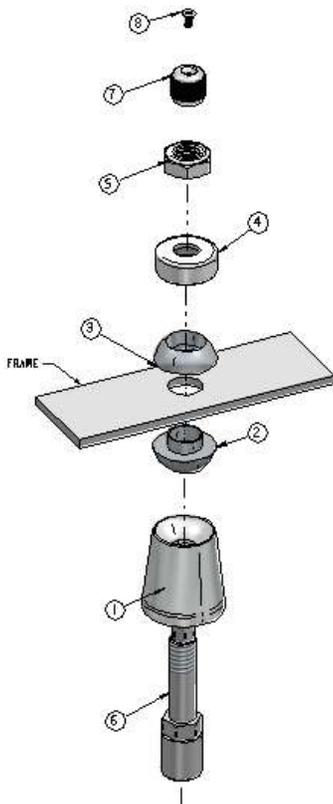
SHOCKwave®

by Air Ride Technologies

Installation Instructions



1. Place the upper Shockwave plate on top of the shock tower aligning the holes with the slots in the body.
2. Place the lower shock on the bottom side of the shock tower aligning the holes with the top plate.
3. Install the 5/16 x 1" Flange bolts through the bolt holes.



1. Delrin Stud top base
2. Delrin Ball Lower Half
3. Delrin Ball Upper Half
4. Delrin Ball Aluminum Top Cap
5. 9/16-18 Nylok
6. Threaded Stud (screwed on to shock)
7. Adjuster Knob (SA Only)
8. Screw (SA Only)



4. Place the Shockwave up through the upper mount. The assembly order can be found in the illustration on the previous page.



5. Attach the Shockwave using an aluminum spacer on each side of the bearing to the upper StrongArm using a $\frac{1}{2}$ " x $2\frac{1}{4}$ " bolt and Nylok nut.

6. Reattach the outer coil spring shield. A hole can be drilled into it to allow airline access to the Shockwave. Use a rubber grommet to prevent airline damage.



7. Check air spring clearance through full suspension travel. Allowing the air spring to rub will cause failure and is not a warrantable situation.

8. Ride height on this system, should be around 90psi depending on vehicle weight. This system has approx. 5" of wheel travel. Ride height is about 3.75" from fully compressed and 2.50" from fully extended.

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Part # 12099599 64-66 Mustang Tru-Turn Suspension Package

Front Components:

1	12093699	Upper Strong Arms
1	12092899	Lower Strong Arms
1	12099500	Tru Turn System





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Part # 12093699
64-66 Mustang Upper StrongArms
For Use w/ Shockwaves or Coil-Overs
Must be Used with Ridetech Tru-Turn Setup

Components:

1	90002340	Driver Upper StrongArm
1	90002339	Pass Upper StrongArm
2	70010866	Upper ball joint
2	90009967	Billet Aluminum drop cross shaft
4	90001589	Heim ends – 3/4"-16 thread x 5/8" I.D.
2	90002341	Alignment shim
4	90002062	.5" I.D. Bearing spacer (2" overall)

Hardware:

4	99621002	5/8"-18 x 1 3/4" Gr.8 bolt	Rod end to cross shaft
4	99501003	1/2"-13 x 2 1/2" Gr.5 bolt	Cross shaft to body
2	99501004	1/2"-13 x 3" Gr. 5 bolt	Shock to upper control arm mount
4	99502006	1/2"-13 nut	Cross shaft to body
8	99503001	1/2" SAE flat washer	Cross shaft to body
4	99503002	1/2" lock washer	Cross shaft to body
2	99502001	1/2"-13 Nylok nut	Shockwave/Coil-Over to upper arm
4	99752004	3/4"-16 jam nut	Heim ends

STRONG ARMS™

by Air Ride Technologies



1. Bolt the upper StrongArm to the body using $\frac{1}{2}$ " x $2\frac{1}{2}$ " bolts, flat washers and lock washers. A shim is supplied and may need to be installed between the body and the arms to achieve proper alignment.

2. The arms are preset at the factory so the alignment should be close, but the vehicle must be aligned before driving.

Note: The upper arm mounting holes on many cars have been redrilled 1" lower. This is done to improve the handling. Our cross shaft has the drop built into it, **make sure to use the factory mounting holes.**



3. Bolt the upper arm to the spindle using the hardware and cotter pin supplied.

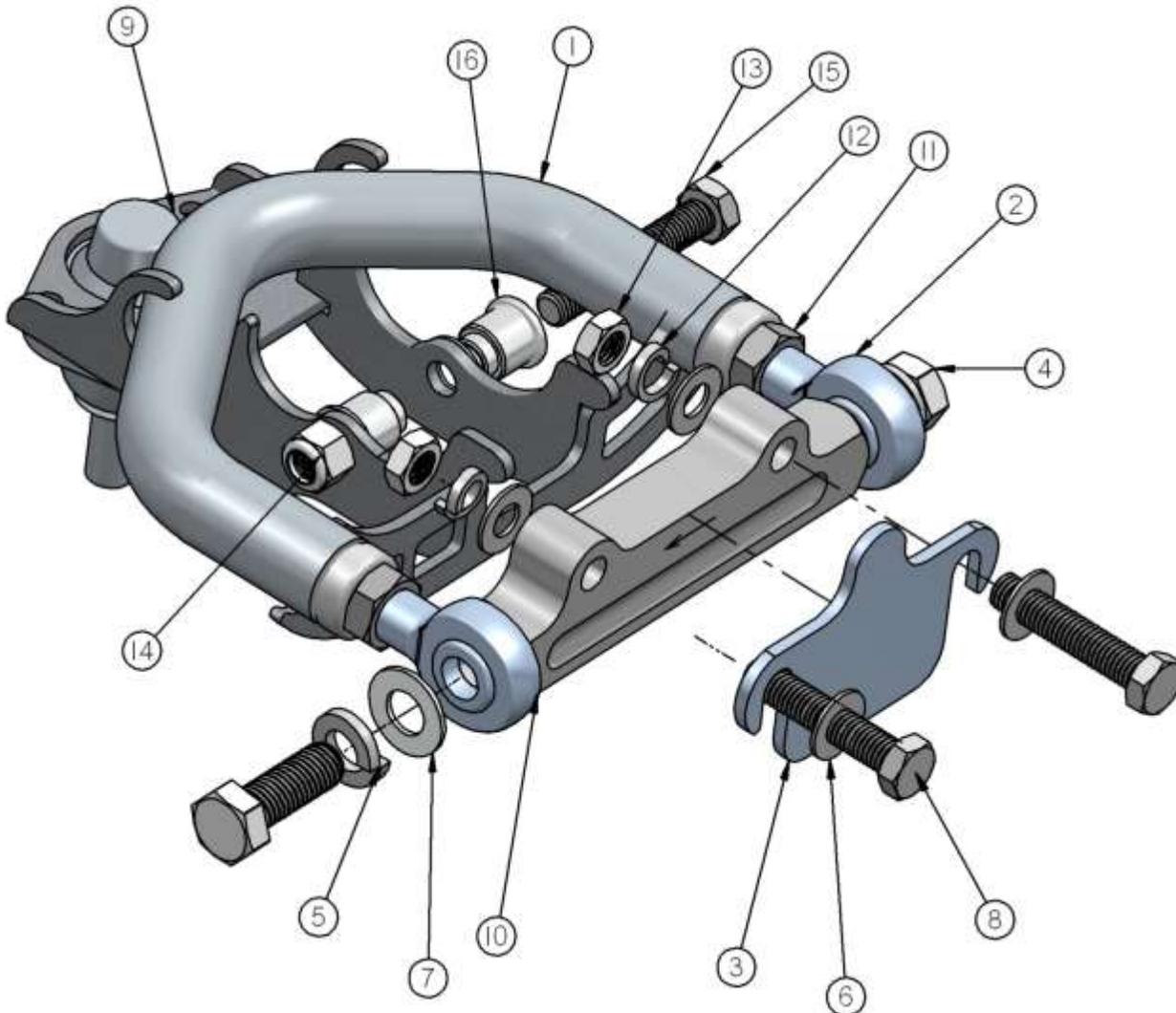
4. Attach the Shockwave to the upper StrongArm using a $\frac{1}{2}$ " x 3" bolt and Nylok nut with the .5" aluminum spacers.

5. This control arm is designed to work with our MuscleBar sway bar. The end link will attach to the **front** mounting tab on the upper arm.

STRONG ARMS™

by Air Ride Technologies

Item #	Description	Qty.
1.	Control arm	1
2.	Heim ends – 3/4"-16 thread x 5/8" I.D.	2
3.	Alignment shim	1
4.	5/8"-18 x 1 3/4" Gr.8 bolt	2
5.	5/8" lock washer	2
6.	1/2" SAE flat washer	4
7.	5/8" SAE flat washer	2
8.	1/2"-13 x 2 1/2" Gr.5 bolt	2
9.	Ball joint	1
10.	Cross shaft	1
11.	3/4"-16 Jam Nut	2
12.	1/2" Lock Washer	2
13.	1/2"-13 Nut	2
14.	1/2"-13 Nylok Nut	2
15.	1/2"-13 x 3" Gr. 5 bolt	1
16.	.5" I.D. Aluminum Spacers	2





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Part # 12092899
64-66 Mustang Lower StrongArms
To Be Used With Ridetech TRU-TURN

Components:

1	90002334	Driver side lower arm
1	90002335	Passengers side lower arm
2	90000898	Lower ball joint
2	90001589	Kevlar lined heim end
4	90002338	Rod End Spacers
2	90001045	Control arm pivot bearing
2	90002336	Bearing housing
2	90002337	Bearing retaining plate
2	90000733	Aluminum bearing spacer
2	90000732	Bearing stud (Set to 2- 7/8")

Hardware:

2	99501024	1/2"-13 x 3 1/4" Gr.5 bolt	Lower arm to frame
2	99502001	1/2"-13 Nylok nut	Lower arm to frame
6	99311003	5/16"-18 x 1 1/2 Hex	Bearing housing
6	99313003	5/16" lock washer	Bearing housing
4	99752004	3/4"-16 Jam nut	Stud to arm
2	99752001	3/4"-16 Lock nut	Stud to bearing
2	99753002	3/4" x 2" flat washer	Stud to bearing

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, upper shock bracket, strut rod, sway bar, upper and lower control arms. Refer to factory service manual for proper disassembly procedure.



3. Be sure to remove the outer bushing sleeve from the strut rod frame mount.

4. Remove any excess undercoating or rust.

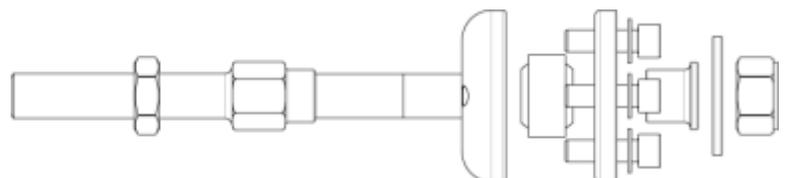


5. Using the bushing retainer as a template, mark the holes to drill with a center punch.

6. Remove the retainer and drill the holes with a 3/8" bit.

7. Place the bearing inside the bearing housing, then clamp it to the frame with the bearing retainer and the 5/16" x 1 1/2" SHCS and lock washers.

Front →





8. The bearing stud should already be threaded into the lower arm, factory set at 2-7/8" (measuring from the end of the arm to the bearing).

9. Slide the stud through the bearing, then slide the aluminum spacer over the stud with the larger end toward the front of the car. Secure the assembly with a 3/4" Nylok Nut and flat washer.

Note: The caster setting should be set at around 4.0 degrees positive. Vehicle must be aligned before driving.



10. Install the 2 aluminum spacers into the rod end that goes into the factory control arm pivot.

11. Attach the other end of the lower control arm to the factory frame mount using a 1/2" x 3 1/4" bolt and Hex nut.



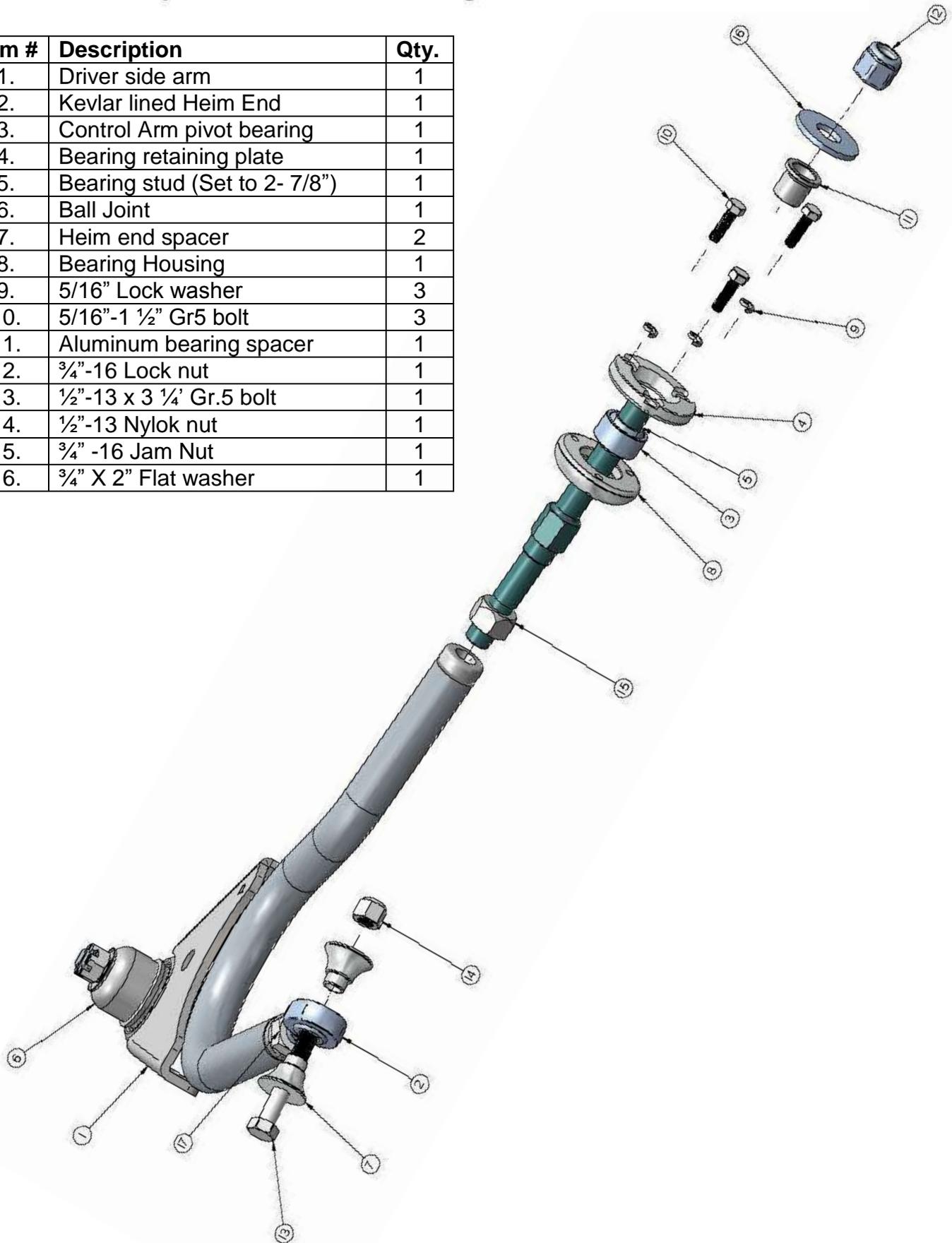
12. Slide the ball joint boot over the ball joint, then place the spindle over the ball joint stud. A ball joint spacer will be necessary to align the castle nut with the cotter pin hole. Grease ball joint

Note: Before installing the spindle, turn the ball joint stud so that the cotter pin hole faces front to back. This will make it easier to install/remove the cotter pin.

STRONG ARMS™

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Item #	Description	Qty.
1.	Driver side arm	1
2.	Kevlar lined Heim End	1
3.	Control Arm pivot bearing	1
4.	Bearing retaining plate	1
5.	Bearing stud (Set to 2- 7/8")	1
6.	Ball Joint	1
7.	Heim end spacer	2
8.	Bearing Housing	1
9.	5/16" Lock washer	3
10.	5/16"-1 1/2" Gr5 bolt	3
11.	Aluminum bearing spacer	1
12.	3/4"-16 Lock nut	1
13.	1/2"-13 x 3 1/4' Gr.5 bolt	1
14.	1/2"-13 Nylok nut	1
15.	3/4" -16 Jam Nut	1
16.	3/4" X 2" Flat washer	1





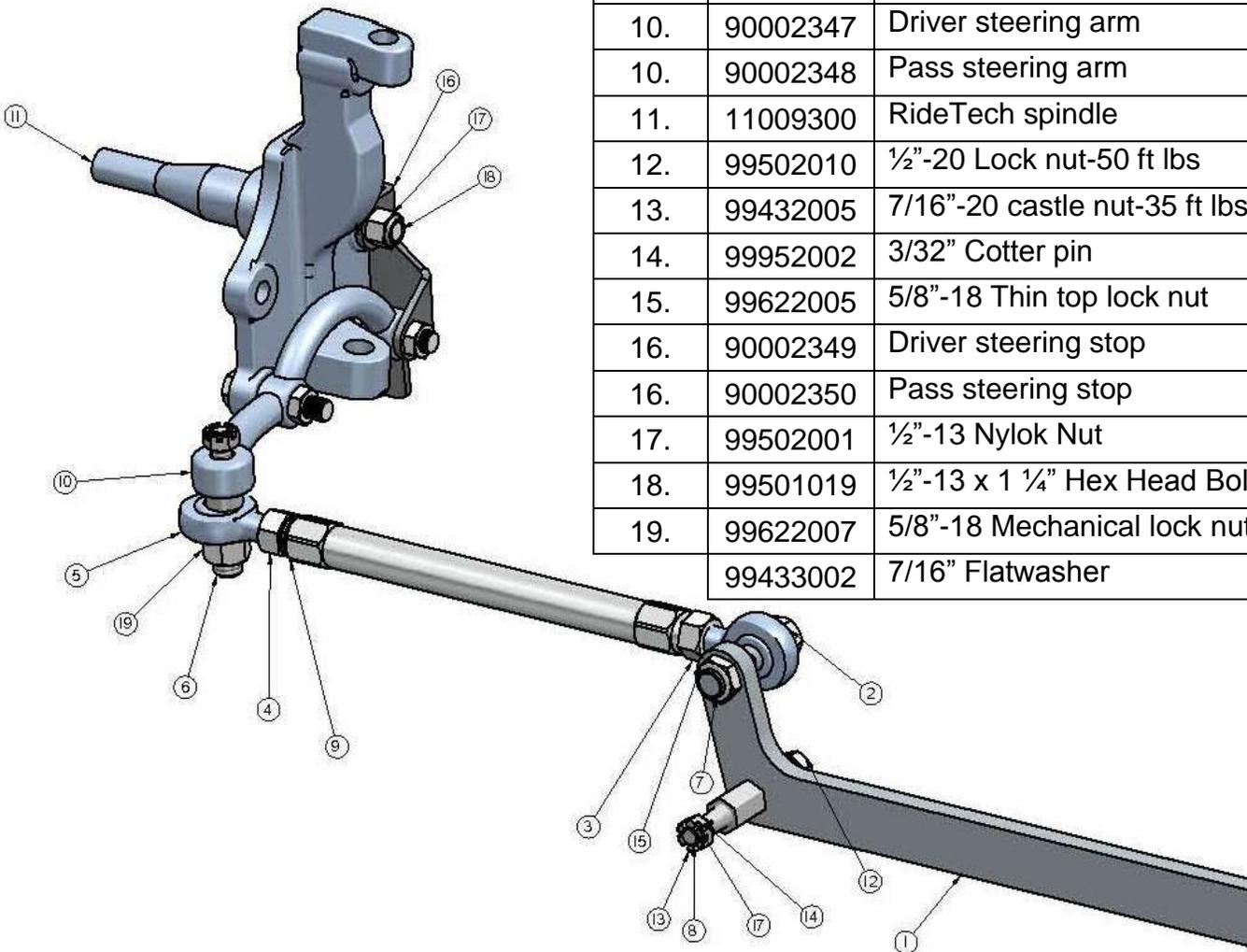
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Part # 12099500
64 – 66 Mustang TruTurn System



Item #	Part #	Description-Torque Specification	Qty.
1.	90002344	Drag link bracket	1
2.	90001582	LH Thread Heim End	2
3.	99800003	5/8"-18 LH jam nut	2
4.	99800002	5/8"-18 RH jam nut	2
5.	90001590	Heim end	2
6.	90009931	Large stud – tie rod	2
7.	90002351	Inner tie rod stud	2
8.	90002345	Drag link stud	2
9.	90002346	Tie rod adjuster	2
10.	90002347	Driver steering arm	1
10.	90002348	Pass steering arm	1
11.	11009300	RideTech spindle	1 pr.
12.	99502010	1/2"-20 Lock nut-50 ft lbs	2
13.	99432005	7/16"-20 castle nut-35 ft lbs	4
14.	99952002	3/32" Cotter pin	4
15.	99622005	5/8"-18 Thin top lock nut	2
16.	90002349	Driver steering stop	1
16.	90002350	Pass steering stop	1
17.	99502001	1/2"-13 Nylok Nut	2
18.	99501019	1/2"-13 x 1 1/4" Hex Head Bolt	2
19.	99622007	5/8"-18 Mechanical lock nut	4
	99433002	7/16" Flatwasher	6



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THIS SYSTEM WILL ONLY WORK WITH RIDETECH STRONG ARMS

Installation instructions

This kit can be used with the OEM draglink or Borgeson Power Steering Conversion Kit

1. You should be using Ridetech Strong Arms and already have installed them.
2. Assemble the new RideTech draglink adapter bracket onto the OEM draglink with the supplied tapered studs and washers per the enclosed drawings.
3. Install the new RideTech spindles onto the control arms per the enclosed drawings. Ball joint nut torque = 83 ft lbs
4. Install the Steering arm and Steering Stop at the same time. The nuts should be on the frame side of the spindle.
5. Install the remainder of the Tru Turn steering linkage as shown in the attached drawings. **MAKE SURE** that ALL cotter pins are used in the appropriate places and that there is no binding or interference throughout the entire suspension travel.
6. Adjust the camber and toe roughly until you can get the vehicle to a proper alignment shop. The recommended alignment settings are:

Camber - -.5 to -1.5 [within .3 from side to side]

Caster – 4 to 7 degrees positive [run .5 degrees more on pass side to allow for road crown]

Toe - 1/8 to 1/4 toe in

Feel free to experiment with alternative alignment settings that may be more appropriate for your particular driving style.

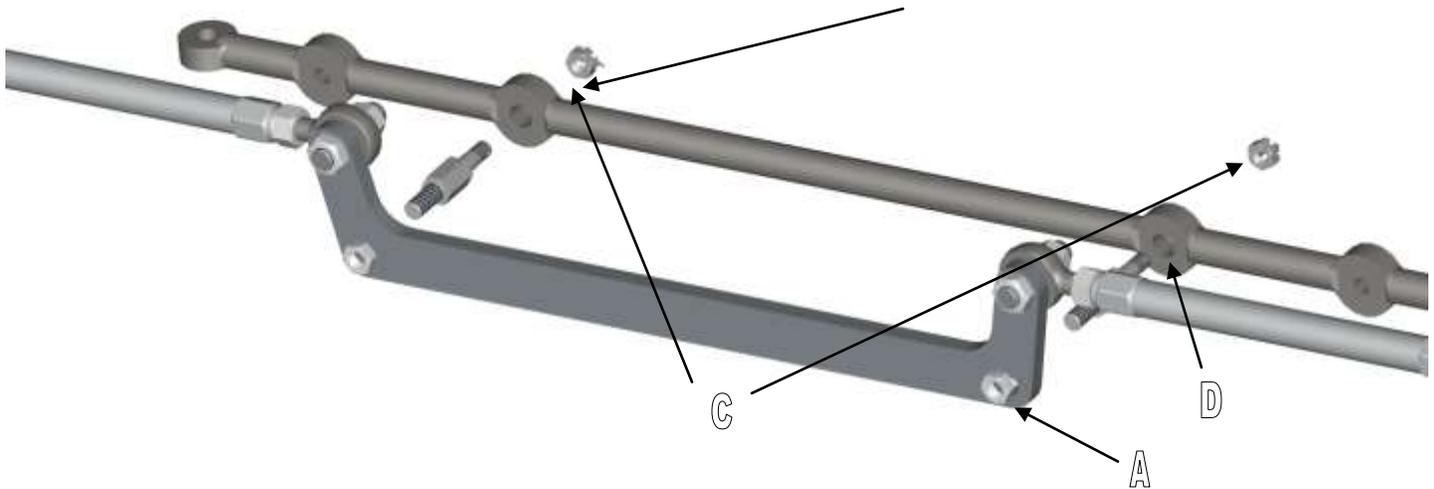
Installation notes:

- A. The draglink bracket has one attachment hole [A] that is slotted. This is to accommodate the variations in manufacturing and machining processes, as well as any wear that may have occurred to the original draglink since that time.
- B. RideTech has successfully fitted a Baer disc brake system to this spindle. Other brands of disc brake brackets MAY need clearancing or adjustment for proper installation. The RideTech spindle duplicates the GM A body and F body bolt pattern for brake bracket installation. You will need 5 on 4.5" bolt pattern to keep it the same as the factory rear.
- C. **MAKE SURE** that the cotter pins are properly installed in all appropriate places [C] to ensure that the castle nuts do not become loose and fail. These are VERY important connections!
- D. IF your oem drag link is severely worn at the inner tie rod attachment holes [D] you may need to replace that unit with a new oem style draglink to ensure that the [RideTech supplied] tapered pin adapters DO NOT pull through that hole.



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Note: Due to variances in the thickness of the factory drag link, 7/16" flat washers are provided and may be needed to align the castle nut with the cotter pin hole.



2. The studs with the long hex on them will get installed into the factory drag link with the taper going into the drag link, a 7/16" castle nut is used to attach it to the drag link. Torque the nuts to 35 ft lbs and tighten as needed to align cotter pin hole and install cotter pin. The straight shank will point to the front of the car.

Note: It may be necessary to install 7/16" washers under the castle nut to get the cotter pin engaged properly.



3. Install the Ridetech spindle on the control arms.

4. Install the steering arms and steering stops onto the spindle. The steering arms angles toward the draglink. The steering stops are marked D and P.

The steering arm is attached to the spindle using $\frac{1}{2}$ "-20 x $2\frac{1}{2}$ " Flat Socket Cap Bolts and Nylok nuts.

The upper tab of the steering stop is attached to the spindle using $\frac{1}{2}$ "-13 x $1\frac{1}{4}$ " Hex head bolt and Nylok.



5. Install the stud with the round flange into the steering arm with the taper going into the steering arm. Torque the nuts to 35 ft lbs and tighten as needed to align cotter pin hole and install cotter pin.



6. The studs with the short hex get installed into the draglink adapter. The short side goes into the adapter attached with the $\frac{5}{8}$ "-18 thin top lock nut, with the long side of the stud pointing forward.



7. The tie rod can now be assembled to a center to center length of 14 1/4" to start with having equal amount of threads on both ends. These Aluminum adjusters have a left hand thread on one end and a right hand thread on the other. You should use antiseize when threading the heim ends into the adjuster.

8. Install the tie rod assembly onto the studs using the 5/8"-18 lock nuts.



Note: If using a factory style stamped caliper bracket, the bracket may need to be trimmed. The dust shield may also need to be modified.



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Brake Kits

The Mustang TruTurn Suspension package uses a GM Spindle used on 67-69 F body, 64-72 A body, and 68-74 X body. Any brake kit designed for this spindle will work it just needs a **4 ½" on 5 bolt pattern** to keep the same bolt pattern as the rear of the Mustang.

We had worked with Baer and Wilwood to put together brake kits for our suspension. Both companies have brake kits that will work with your car, depending on wheel size and your braking needs. We have listed the basic brake kit and each company offers options for their brake kits.

Contact info:

Baer- Phone: 602-233-1411, Web- www.baer.com

Wilwood- Phone: 805-388-1188, Web- www.wilwood.com

Baer Brake Kits:

Minimum Wheel Size	Baer Part #	Brake Kit Name	Description
15" and bigger (some 14")	4301503	SS4+	4 piston caliper / 11" 2 piece rotor
16" and bigger	4301504 4301505 4301506	T4 Pro 13 Pro+13	4 piston caliper / 13" 1 piece rotor 6 piston caliper / 13" 1 piece rotor 6 piston caliper / 13" 2 piece rotor
17" and bigger	4301507 4301508	Pro+14 Ext+14	6 piston caliper / 14" 2 piece rotor 6 piston caliper / 14" 2 piece rotor
18" and bigger	4301509	Ext+15	6 piston caliper / 15" 2 piece rotor

Wilwood Brake Kits:

Minimum Wheel Size	Wilwood Part #	Brake Kit Name	Description
14" and bigger	140-1016	Dyna Pro Single	2 piston caliper / 10" 2 piece rotor
15" and bigger	140-10996 140-7675 140-10510	Forged Dynalite Pro Forged Dynalite Dyna Pro 6	4 piston caliper / 11" 2 piece rotor 4 piston caliper / 12.19" 2 piece rotor 6 piston caliper / 12/19" 2 piece rotor
17" and bigger	140-12271 140-9803	Forged Narrow Superlite 6R Forged Narrow Superlite 6R	6 piston caliper / 12.88" 1 piece rotor 6 piston caliper / 12.88" 2 piece rotor
18" and bigger	140-10920 140-9804	W6A Big Brake Forged Narrow Superlite 6R	6 piston caliper / 14" 2 piece rotor 6 piston caliper / 14" 2 piece rotor

As with any brake kit you need to check the template to see if it will clear your wheels. These templates can be obtained by going to the brake manufactures web sites listed above.

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Part # 12087199 64-70 Mustang Rear AirBar

Components:

1	90000513	Lower Shockwave mount
1	90000514	Lower Shockwave mount
2	90000144	Axle tabs
2	90000155	Axle tabs
2	90000515	Lower axle mount
1	90000518	Upper cradle assembly
2	90000511	"T" bolt plate
2	90001001	Upper bars – TW 7.375" (C-C length 9.50")
2	90001025	Lower bars – WW 21.75"
2	99250001	1/4"-28 straight grease fitting
2	90001589	Threaded Kevlar lined Heim end
2	99752004	3/4"-16 jam nut – for rod end
4	90000552	Aluminum spacer for Heim end
4	90001085	Poly bushing for lower bar
2	90000519	Lower bar bushing sleeve
4	90001942	Rubber bushings pressed into bars
1	90000129	Pinion snubber reinforcement plate
4	99566001	U-bolt 9/16" x 3" w/nuts and washers
2	90002285	Square corner U bolts - Upper cradle to car
2	70010694	Jig brackets for upper bar installation

Hardware Kit: (Part # 99010016)

6	5/8"-11 x 2 3/4" Gr.5 bolt	Bars to cradle and brackets
6	5/8"-11 Nylok jam nut	Bars to cradle and brackets
4	3/8"-16 Nylok nut	Upper cradle to car
4	3/8" SAE flat washer	Upper cradle to car
4	1/2"-13 x 2 1/4" Gr.5 bolt	Shockwaves to mounts
4	1/2"-13 Nylok jam nut	Shockwaves to mounts
4	1/2"-13 x 1 1/2" Gr. 5 bolt	Shockwave brackets to axle brackets
6	1/2"-13 Nylok nut	Shockwaves to mounts
2	1/2"-13 x 6" Gr. 5 bolt	Lower bar to leaf spring mount (64-67 cars)
2	1/2"-13 x 4 1/2" Gr. 5 bolt	Lower bar to leaf spring mount (64-67 cars)
2	5/8"-18 Nylok nut	"T" Bolt
2	5/8" SAE flat washer	"T" Bolt
2	5/16"-18 x 1" Gr.5 bolt	Upper cradle to pinion snubber mount
2	5/16" SAE flat washer	Upper cradle to pinion snubber mount
2	5/16" lock washer	Upper cradle to pinion snubber mount
2	7/16"-14 x 1 1/4" Gr.5 bolt	Upper cradle to floor pan
2	7/16"-14 Nylok nut	Upper cradle to floor pan
4	7/16" SAE flat washer	Upper cradle to floor pan
2	3/8"-16 x 3/4" Gr. 5 bolt	Upper bar installation jig
2	3/8"-16 nut	Upper bar installation jig

AirBAR[®]

by Air Ride Technologies

1. Raise the vehicle to a safe and comfortable working height. Use jack stands to support the vehicle with the suspension hanging freely.

2. Support the axle and remove the leaf springs, shocks and tail pipes. Refer to the factory service manual for proper disassemble procedures. Hang on to the front leaf spring bolts, they will be reused.

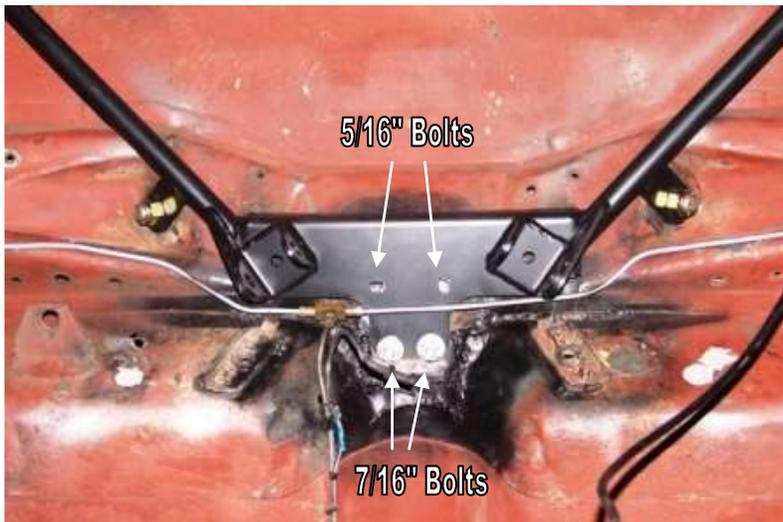


3. The square U-bolts hold the upper cradle in place and will slide through two existing holes. Some cars may not have these holes. In this case use the cradle as a template.

Note: You may need to open the holes up a bit to turn the bolt into place.



4. Lower the axle and slide the cradle assembly into place. The cradle will be held in place with two 3/8 nylocs and flat washers. Do not tighten these until all the bolts in the cradle have been started.



5. The front of the cradle locates off of the pinion snubber mount. A reinforcement plate is supplied and is installed on the inside of the car **with the bolt threads pointing up**. It is held in place by two 5/16" bolts with lock washers and flat washers. Two additional 7/16" holes must be drilled through the floor pan. 7/16" x 1 1/4" bolts, Nyloks and flat washers are supplied

Note: Inspect the factory welds holding the pinion snubber mount to the floor pan, re-weld if necessary.



6. This T bolt will be inserted from the inside of the vehicle down through the factory shock hole. A 5/8" nyloc and flat washer will hold the cradle up tight to the bottom of the car.

Note: Cars equipped with the "Drag Pack" option will have staggered shocks. You will have to remove the plate covering the original shock hole.

7. Tighten all the upper cradle bolts.



8. The lower axle mount will bolt to the leaf spring pad via the supplied U bolts.

Note: To ease the rest of the install; leave all bolts loose until the lower bars are in place.



9. The large end of the lower bar (the longer one) will bolt into the front stock leaf spring mount using the stock hardware with the grease zerk down.

10. This bushing is polyurethane and is lubricated at the factory with lithium grease. Future lubrication can be done with any non-petroleum based lubricant. The rubber bushings don't require lubrication.

11. Swing the bar up to the axle mount and insert $5/8"$ x $2 3/4"$ bolt and thin nyloc. Do not tighten just yet.

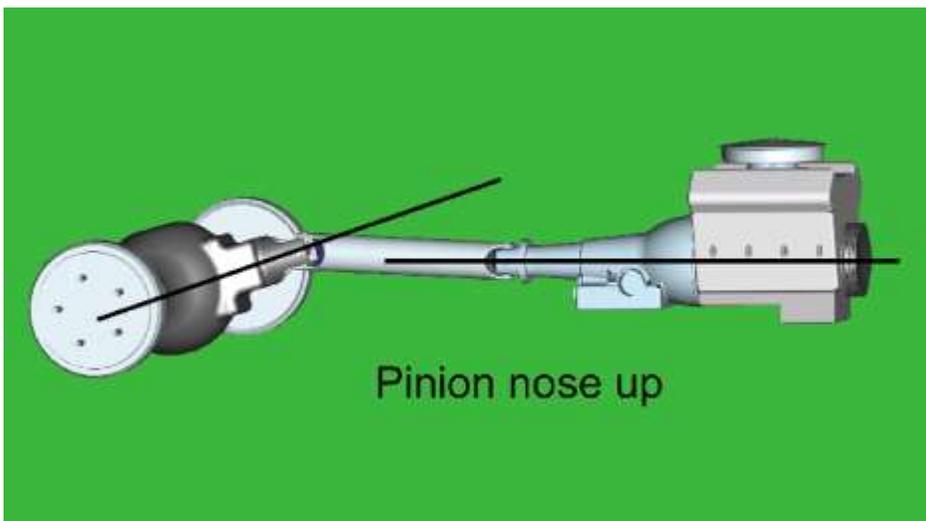
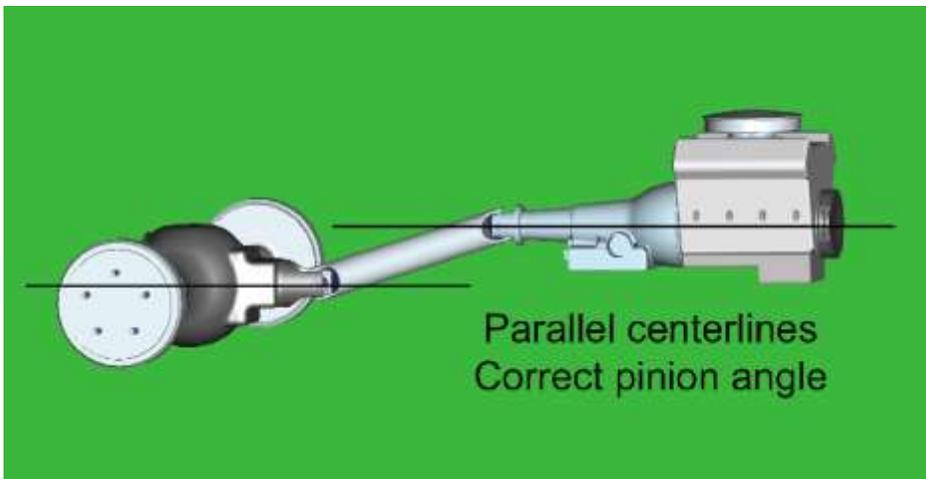
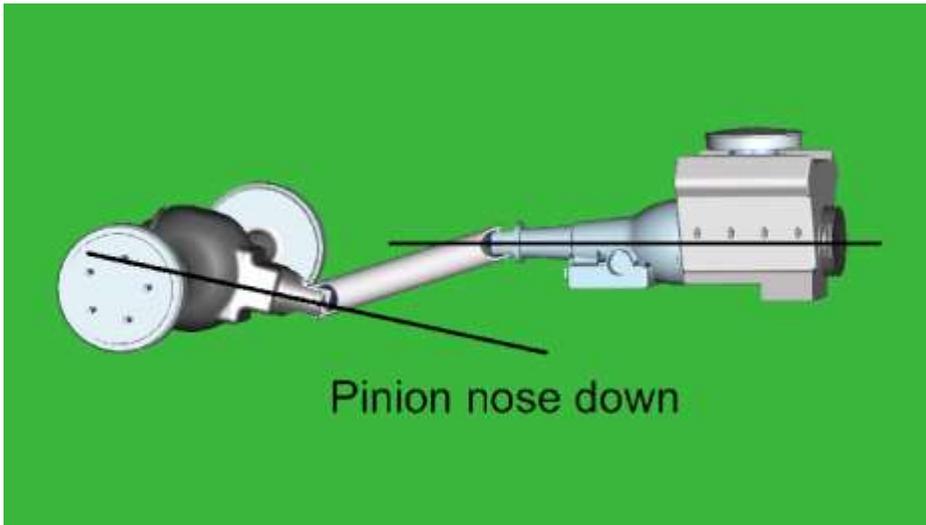
12. Bolt the lower Shockwave mount to the bottom two holes of the lower axle mount using two $1/2"$ x $1 1/2"$ bolts with Nylok nuts. The U shaped bracket will point towards the inside of the car.

13. Raise the axle to ride height. There should be approx. $14 1/2"$ from center eye to center eye on the Shockwave mounts.

14. Bolt the axle tabs to the upper bar using the $5/8"$ x $2 3/4"$ bolt and nyloc as shown in the picture. The upper bar should measure $9.5"$. Bolt the other end to the cradle.

15. For now just lay the upper tabs on the axle. Pinion angle and axle center must first be set. Centering the axle is best done by leveling the car and hanging a plum off of the quarter and measuring to the axle. Pinion angle is explained on the next page.





16. How do you set the pinion angle? On a single-piece shaft you want to set it up where a line drawn through the center of the engine crankshaft or output shaft of the transmission and a line drawn through the center of the pinion are parallel to each other but not the same line.

A simple way to do this is to place a digital angle finder or dial level on the front face of the lower engine pulley or harmonic balancer. This will give you a reading that is 90 degrees to the crank or output shaft unless you have real problems with your balancer. At the other end, you can place the same level or angle finder against the front face of the pinion yoke that is also at 90 degrees to the centerline. If you rotate the yoke up or down so both angles match, you have perfect alignment.

Road testing will tell you if you have it right. If you accelerate and you get or increase a vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get or increase a vibration when decelerating, then the pinion yoke is too LOW. Rotate it upward to correct it.



17. Once all of the angles are set, tack weld the upper tabs to the axle. To avoid frying the bushing remove the upper bar first then weld solid.

18. Install upper bars. With the vehicle at ride height snug all 4 link bar bolts.

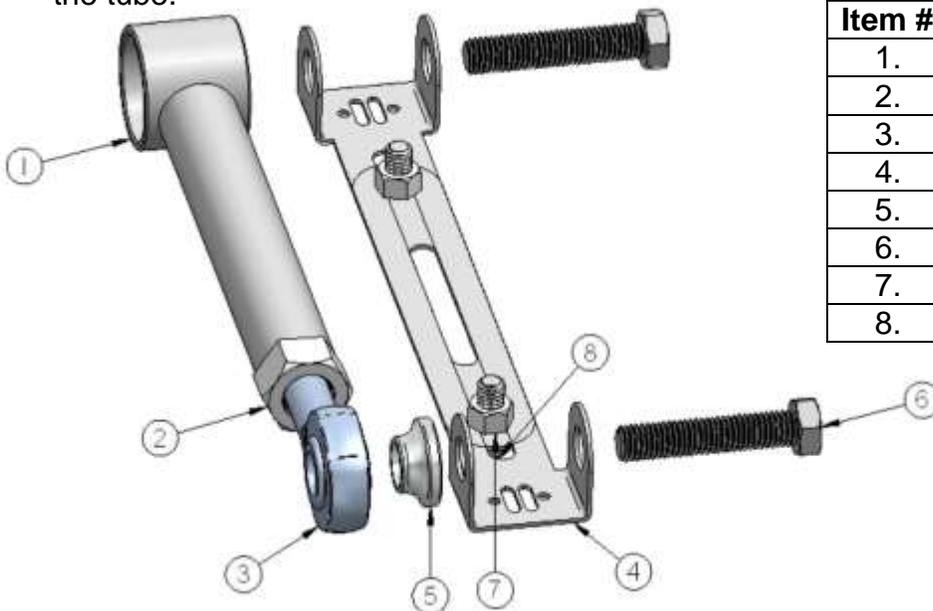
19. Apply thread sealant to the air fitting and screw it into the top of the Shockwave. Bolt the Shockwave into place using 1/2" x 2 1/4" bolts with nylocs.

20. The installation is complete but you want to check clearance of the brake lines, parking brake cables, vent tubes and exhaust. For the exhaust you can either install a turndown or reroute the exhaust under the axle.

21. Ride height air pressure should be around 75-80 psi.

Upper Bar Installation Jig

- This jig has been supplied to aid in the installation of the upper 4 link bar. It can be temporarily used to properly align, locate and weld the tabs onto the axle. It will also ensure that the mounting bolts are parallel to the ground.
- Follow the diagram below to set the jig to the same length as the upper bar, use the 3/8" x 3/4" bolt and nuts to set the length.
- Position the axle at ride height. Center the axle left to right between the quarter panels. Set pinion angle.
- Bolt one end of the jig to the cradle using a 5/8" x 2 3/4" bolt.
- Using another 5/8" x 2 3/4" bolt, fasten the axle tabs to the other end. The tabs must be bolted to the **outside** of the jig.
- Swing the bar down letting the tabs rest onto the axle. Trim the brackets as necessary to minimize the gap to be welded.
- Check pinion angle, ride height and axle center. Tack-weld the tabs in place.
- Remove jig and install upper bar.
- Repeat this process for the other side.
- Recheck pinion angle, ride height and axle center. (Sound familiar?)
- After the tabs have been tack welded on both sides, remove the upper bars to avoid melting the rubber bushings. Let the axle drop down for better access to the tabs. Lay 1" welds on the inside and outside of the tabs. Skip around from one side to the other to avoid overheating the tube.



Item #	Description
1.	Upper bar
2.	3/4"-16 jam nut
3.	Heim end
4.	Alignment jig
5.	Aluminum spacer
6.	5/8"-11 x 2 3/4" bolt
7.	3/8"-16 nut
8.	3/8"-16 x 3/4" bolt





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

www.ridetech.com

Should I weld my AirBar 4 link assembly in?

Since we get this question quite often, it deserves a proper explanation.

The AirBar has been designed for bolt-in installation. We have paid special attention to interfacing with key structural areas of each vehicle, fastening bracketry in at least two planes to properly distribute load paths, and to using appropriate fasteners that roll, rather than cut, threads into the vehicle structure.

Having said that, you could potentially encounter a vehicle that has rust or collision damage in these areas. Or maybe you intend to consistently place the vehicle in severe racing applications with sticky racing slicks and high speed corners. In these cases it is perfectly acceptable to weld the AirBar components into your vehicle. Even in these severe cases we recommend that you install the entire AirBar assembly first [including the fasteners], and then use short 1" long tack welds to secure your installation. Remember that the vehicle structure metal is typically much thinner [.060"-.120"] than the .188" thick AirBar brackets. If you burn through the vehicle sheet metal structure you may end up with an installation that is weaker than before you tried to weld it.

The other reason to weld in your AirBar assembly is...you simply want to. You're a welding kind of guy...that's the way you've always done it...you have the skills and equipment to do it. In that case...weld away with our blessing!



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Part # 21150701

7000 HQ Series Shockwaves

Single Adj. - 4" Diameter - 5" Stroke - .625" Bearing/.625" Bearing

2	24159999	5" stroke HQ Series shock
2	24090799	7000 series Shockwave bellow assembly
2	90002024	Short eye mount (1.7" tall)
4	90001994	.625" I.D. bearing
8	90001995	Snap ring
8	90002043	1/2" ID Bearing spacer
2	31954201	1/4" npt x 1/4" tube swivel elbow fitting

SHOCKWave[®]

by Air Ride Technologies

7000 Series Shockwave

**Use these
spacers when
mounting on 5/8"
bolt.**



Compressed Height	11.5"
Ride Height	14.5"
Extended Height	16.5"

**Use these spacers
when mounting on
1/2" bolt.**



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.**
4. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**
5. 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.**



Part # 30334000 - 3 Gallon LevelPro Compressor System

Recommended Tools

Components:

1	31920020	Thomas 319 Compressor
1	31934001	4 way RidePro air valve assembly
1	31913100	3 gallon Aluminum tank
5	31988150	Air pressure sensor
1	31398001	RidePro LevelPro ECU
1	31398002	RidePro LevelPro Display
2	99064002	6-32 x 3/8" Phillips pan head screw for display
1	82010000	Installation Guide

Wiring & Hardware:

1	31900031	Display Harness
1	31900020	Air valve wiring harness
1	31900006	Air pressure sensor wiring harness
1	31900048	Main power / compressor harness
1	90001924	Fuse holder
1	90001922	20 Amp fuse
3	99104001	10-24 x 1" phillips screw
3	99102002	10-24 Nylok nut
3	99103001	#10 SAE flat washer

Airlines & Fittings:

2	31940002	1/4" DOT airline - 30' roll
6	31954201	1/4" npt x 1/4" tube elbow fitting - air springs / tank
7	31954000	1/4" npt x 1/4" tube straight fitting - air valve
1	31952150	1/8" npt female x 1/4" tube straight fitting - compressor
1	31957003	1/8" npt nipple (install between FIT2150 & compressor)
1	31957004	1/4" npt plug - plug extra supply port
1	31959301	Check Valve- SCREWS INTO TANK FOR COMPRESSOR LINE



THE CHECK VALVE SUPPLIED SCREWS INTO THE AIR TANK WITH AN AIR FITTING THREADING INTO IT. THE COMPRESSOR LINE WILL FEED INTO THE CHECK VALVE.

