



350 S. St. Charles St. Jasper, In. 47546
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**Part # 12100399
67-70 Mustang Level 3 Air Suspension System**

Front Components:

1	12103011	Triple Adjustable Series Front Shockwave Kit w/ Mounts
1	12103699	Upper Strong Arms
1	12102899	Lower Strong Arms
1	12109100	Front MuscleBar w/ PosiLinks

Rear Components:

1	12087199	Rear AirBar
1	24350701	Triple Adjustable Series Rear Shockwaves

Compressor System:

1	30314000	3 gallon AirPod w/ LevelPro Control System
1	30400034	LevelPro Upgrade - 4 External Height Sensors
1	31008500	Two key fob remotes with antenna



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**Part # 12103011
67-70 Mustang Front TA Shockwaves
For Use w/ Upper StrongArms**

ShockWave Assembly:

2	24090399	104mm Master Series rolling sleeve assembly
2	24329999	2.6" stroke Master Series Triple adjustable shock
2	90001628	.5" I.D. bearing
4	90001995	Bearing snap ring
2	90009988	Short Delrin stud top – 2"
2	70008913	Locking Ring

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	90002356	Upper Aluminum Shockwave mount
2	90000506	Aluminum Upper plate
2	31954201	1/4"npt x 1/4" tube swivel elbows (Must use Thread Sealant)
4	90002221	Reservoir Mount
1	85000003	4mm Allen Wrench

Hardware:

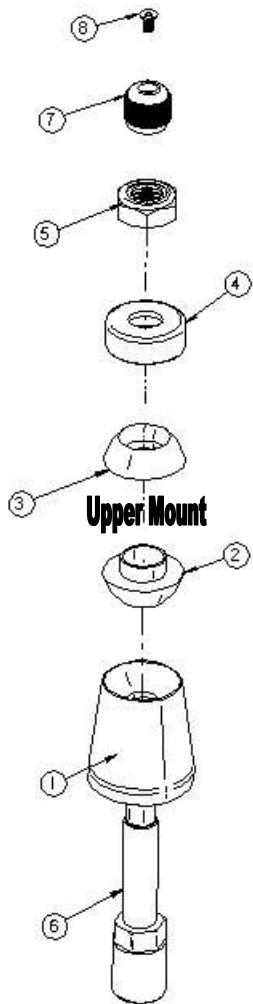
2	99562003	9/16" SAE jam nut	Stud top hardware
6	99311012	5/16" x 1" USS Flange bolts	Upper mount to strut tower
12	99050000	4mm Socket Head Screw	Reservoir Mount

SHOCKwave®

by Air Ride Technologies

Installation Instructions

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



1. Place the upper Shockwave plate on top of the strut tower. While holding the upper Shockwave mount up to the bottom of the strut tower, fasten the assembly with three 5/16" x 1" flange bolts.



2. Place the Shockwave up through the upper mount. Refer to the drawing on the previous page for the assembly order.

Note: Be sure to use a thread sealant on the fitting threads.



21. Attach the Shockwave to the upper StrongArm using a $\frac{1}{2}$ " x $2\frac{1}{4}$ " bolt and Nylok nut.

23. 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.



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

26. 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" from fully compressed and 2" from fully extended.



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 warranted.**

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. **CONTINUE ON NEXT PAGE.**

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.

Shock adjustment 101- Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



-High speed compression adjustments are used in both street driving and track tuning.



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

-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20).

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



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



-Now turn the low speed compression 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 low speed compression 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 low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression 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.

Step 3:

Adjust rebound according to Single Adjustable instructions.

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.



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Part # 12103699
67-70 Mustang Upper StrongArms
For Use w/ Shockwaves or CoilOvers

Components:

2	90000115	Upper StrongArm
2	90000930	Upper ball joint
2	90000931	Billet Aluminum drop cross shaft
4	90001589	Heim ends – $\frac{3}{4}$ "-16 thread x 5/8" I.D.
2	90000113	Alignment shim

Hardware:

4	99621002	5/8"-18 x 1 $\frac{3}{4}$ " Gr.8 bolt	Rod end to cross shaft
4	99623001	5/8" SAE Gr. 8 Flat washer	Rod end to cross shaft
4	99623002	5/8" Gr. 8 Lock washer	Rod end to cross shaft
4	99501003	1/2"-13 x 2 1/2" Gr.5 bolt	Cross shaft to body
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	99501026	1/2"-13 x 2 1/4" Gr.5 bolt	Shockwave/CoilOver to upper arm
2	99502001	1/2"-13 Nylok nut	Shockwave/CoilOver to upper arm
4	99752004	3/4"-16 jam nut	Heim ends

STRONGARMS™

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.**

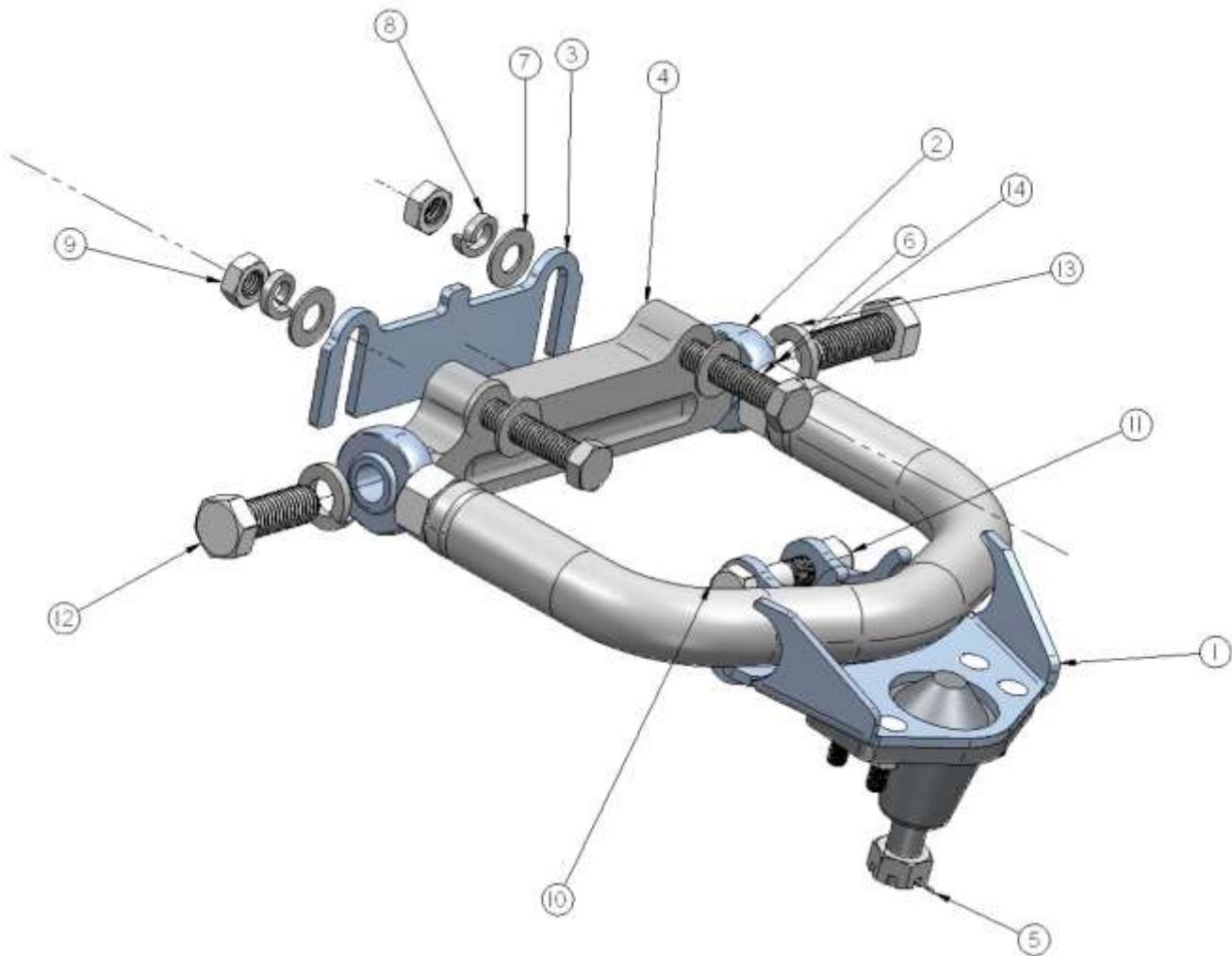


3. Bolt the upper arm to the spindle using the hardware and cotter pin supplied.
4. Attach the Shockwave to the upper StrongArm using a $\frac{1}{2}$ " x $2\frac{1}{4}$ " bolt and Nylok nut.
5. This control arm is designed to work with our MuscleBar sway bar. The end link will attach to the **rear** mounting tab on the upper arm.

STRONG[®] ARMS[™]

by Air Ride Technologies

Item #	Description	Qty.
1.	Control arm	1
2.	Heim ends – $\frac{3}{4}$ "-16 thread x 5/8" I.D.	2
3.	Alignment shim	1
4.	Cross shaft	1
5.	Ball joint	1
6.	$\frac{1}{2}$ "-13 x 2 $\frac{1}{2}$ " Gr.5 bolt	2
7.	$\frac{1}{2}$ " SAE flat washer	4
8.	$\frac{1}{2}$ " lock washer	2
9.	$\frac{1}{2}$ "-13 nut	2
10.	$\frac{1}{2}$ "-13 x 2 $\frac{1}{4}$ " Gr.5 bolt	1
11.	$\frac{1}{2}$ "-13 Nylok nut	1
12.	5/8"-18 x 1 $\frac{3}{4}$ " Gr.8 bolt	2
13.	5/8" lock washer	2
14.	5/8" flat washer	2





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Part # 12102899
67-70 Mustang Lower StrongArms

Components:

1	90000110	Driver side lower arm
1	90000111	Passengers side lower arm
2	90000895	Lower ball joint
2	90002283	Thick washer for ball joint
4	90000112	Eccentric eliminator
2	90000108	Inner bushing sleeve
4	90001086	Poly bushing half
2	90001045	Control arm pivot bearing
2	90000734	Bearing housing
2	90000109	Bearing retaining plate
2	90000733	Aluminum bearing spacer
2	90000732	Bearing stud (Set to 2- 15/16")
2	99250001	1/4-28 grease fitting – Use Lithium grease on frame bushings

Hardware:

2	99501025	½"-13 x 4 ½" Gr.5 bolt	Lower arm to frame
2	99502001	½"-13 Nylok nut	Lower arm to frame
6	99371019	3/8"-16 x 1 ½ SHCS	Bearing housing
6	99373005	3/8" lock washer	Bearing housing
2	99752004	¾"-16 Jam nut	Stud to arm
2	99752001	¾"-16 Lock nut	Stud to bearing
2	99753002	¾" 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.

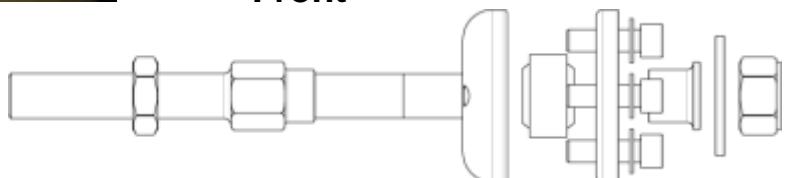


5. Using the bushing retainer as a template, mark the holes to drill with a center punch.

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 3/8" x 1 1/2" SHCS and lock washers.

Front →





8. The bearing stud should already be threaded into the lower arm, factory set at 2-15/16" (measuring from the end of the arm to the bearing).

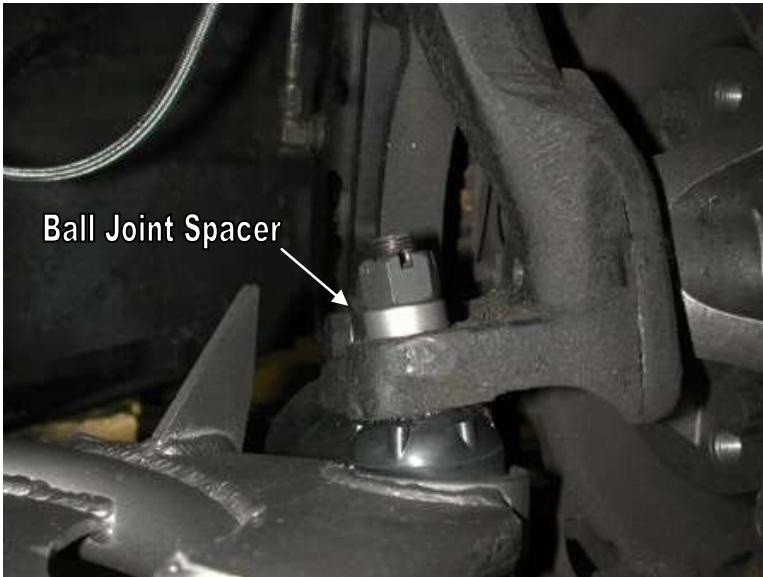
9. Slide the stud through the bearing, then slide the aluminum spacer over the stud with the larger end toward the front of the car. Secure the assembly with a $\frac{3}{4}$ " Nylok Nut and flat washer.

Note: The caster setting should set at around 3.5 degrees positive. Vehicle must be aligned before driving.



10. Attach the other end of the lower control arm to the factory frame mount using a $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt and Hex nut.

11. Eccentric eliminator plates are included and one must be installed on each side of the frame. Start out with it in the center, make sure both plates are in the same position.



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

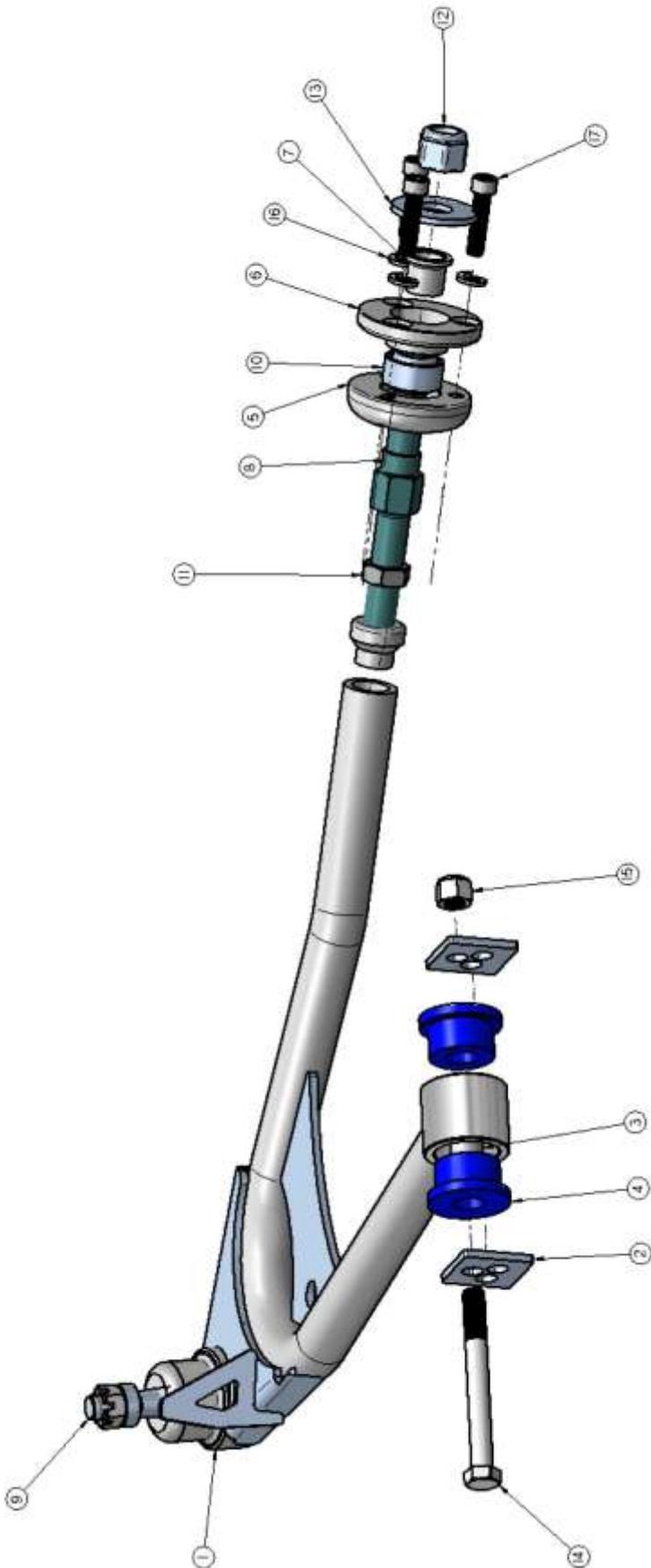
Note: Before installing the spindle, turn the ball joint stud so that the cotter pin hole faces front to back. This will make it easier to install/remove the cotter pin.

13. Lubricate control arm bushing with Lithium grease.

STRONG[®] ARMS[™]

by Air Ride Technologies

Item #	Description	Qty.
1.	Driver side arm	1
2.	Eccentric eliminator plate	2
3.	Inner bushing sleeve	1
4.	Poly bushing half	2
5.	Bearing housing	1
6.	Bearing retaining plate	1
7.	Aluminum bearing spacer	1
8.	Bearing stud (Set to 2- 15/16")	1
9.	Ball Joint	1
10.	Control arm pivot bearing	1
11.	¾"-16 Jam nut	1
12.	¾"-16 Lock nut	1
13.	¾" x 2" flat washer	1
14.	½"-13 x 4 ½" Gr.5 bolt	1
15.	½"-13 Nylok nut	1
16.	3/8" lock washer	3
17.	3/8"-16 x 1 ½ SHCS	3





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**Part # 12109100
67-70 Mustang Front MuscleBar**

- | | | |
|---|----------|--|
| 1 | 90001783 | Sway Bar (Includes the following) |
| 2 | | Frame bushing |
| 2 | | Frame bracket |
| 2 | 90000114 | 3" PosiLink spacer |
| 4 | 90000717 | PosiLink T-bushing |
| 2 | 90000926 | 10mm 90 degree PosiLink |
| 2 | 90000924 | 10mm straight PosiLink |
| 1 | 90001092 | Tube of lithium grease |
| 2 | 99115003 | 10mm x 1.5 x 115mm (4 1/2") stud (use Loctite) In PosiLink |

Hardware Kit: 99010046

- | | | | |
|---|----------|------------------------|------------------------|
| 4 | 99371005 | 3/8" x 1 1/4" USS bolt | Frame bracket |
| 4 | 99372002 | 3/8" USS Nylok nut | Frame bracket |
| 8 | 99373003 | 3/8" SAE flat washer | Frame bracket/PosiLink |
| 4 | 99112002 | 10mm x 1.5 Nylok nut | PosiLink |

MUSCLEbar™

POSI•Link™

12109100 Installation Instructions

*****This sway bar is designed to work with our upper StrongArms*****



1. Apply lubricant to the poly bushing, then slide it over the sway bar.
2. Place the sway bar frame bracket over the bushing. Bolt the sway bar to the frame using the 3/8" x 1 1/4" bolts, Nylok nut and flat washers supplied.

Note: Do not tighten the frame bolts until after the PosiLinks are installed.



3. Attach the 90 degree end of the PosiLink to the rear tab of the upper control arm using a 10mm Nylok nut and a 3/8" flat washer on each side of the tab.



4. Slide a T-bushing over the straight end of the PosiLink, then slide it through the sway bar. Another T-bushing will be installed on the bottom along with a 10mm Nylok nut.



5. The frame bolts can now be tightened.
6. Check sway bar and PosiLink clearance through full suspension travel.
7. Ensure that the PosiLinks do not bind through full suspension travel.





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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®

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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.

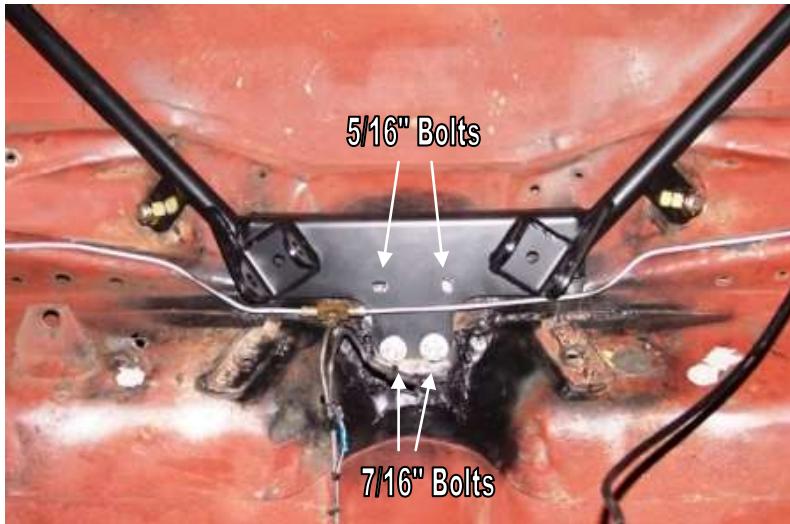


3. The square U-bolts hold the upper cradle in place and will slide through two existing holes. Some cars may not have these holes. In this case use the cradle as a template.

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. 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, Nylocs and flat washers are supplied. The threads on the 7/16" should point up.

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.



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.

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

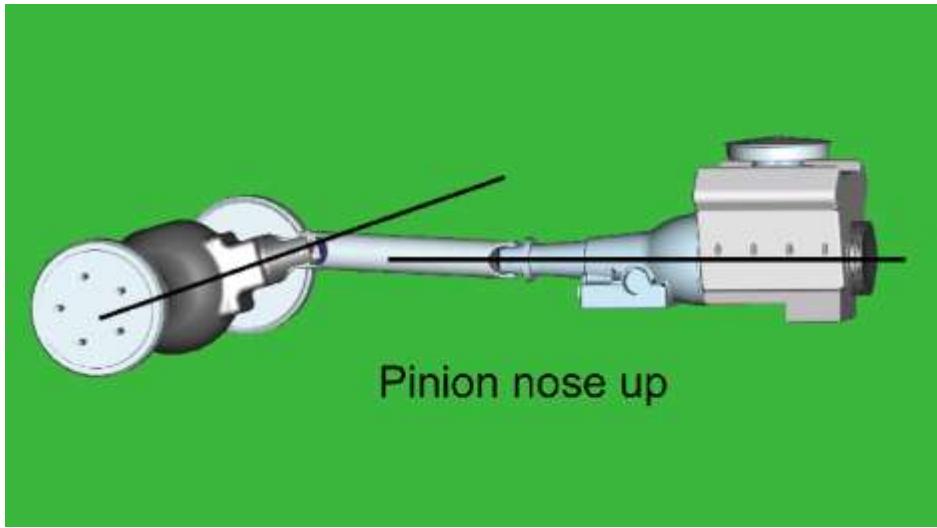
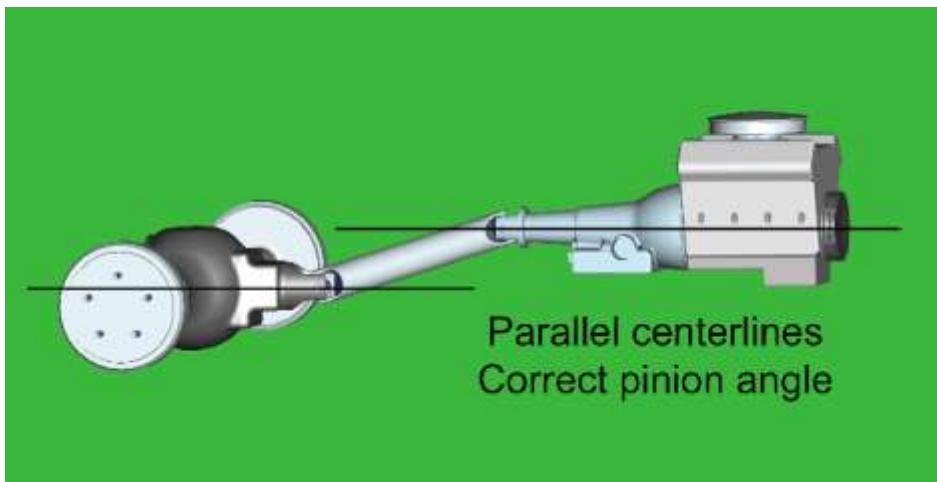
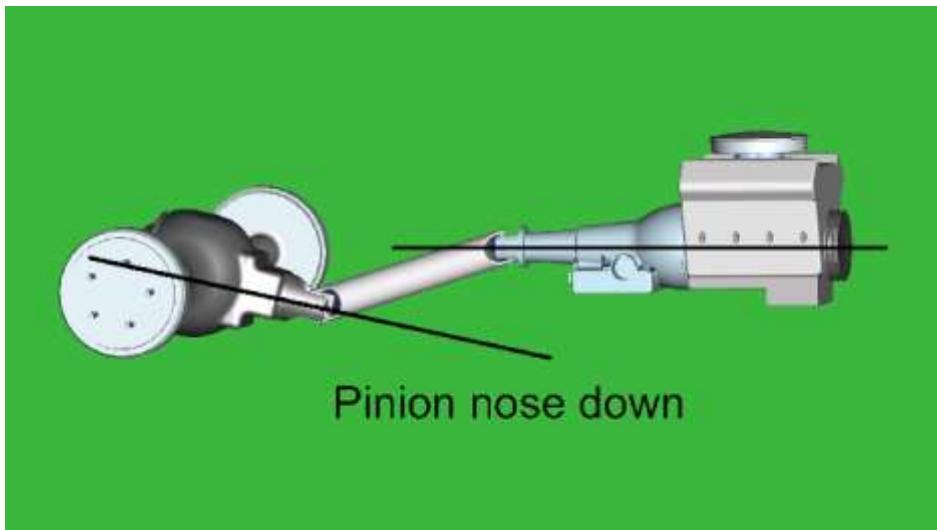
10. This bushing is polyurethane and is lubricated at the factory with lithium grease. Future lubrication can be done with any non-petroleum based lubricant. The other bushings are rubber and do not require lubrication.

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.

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.

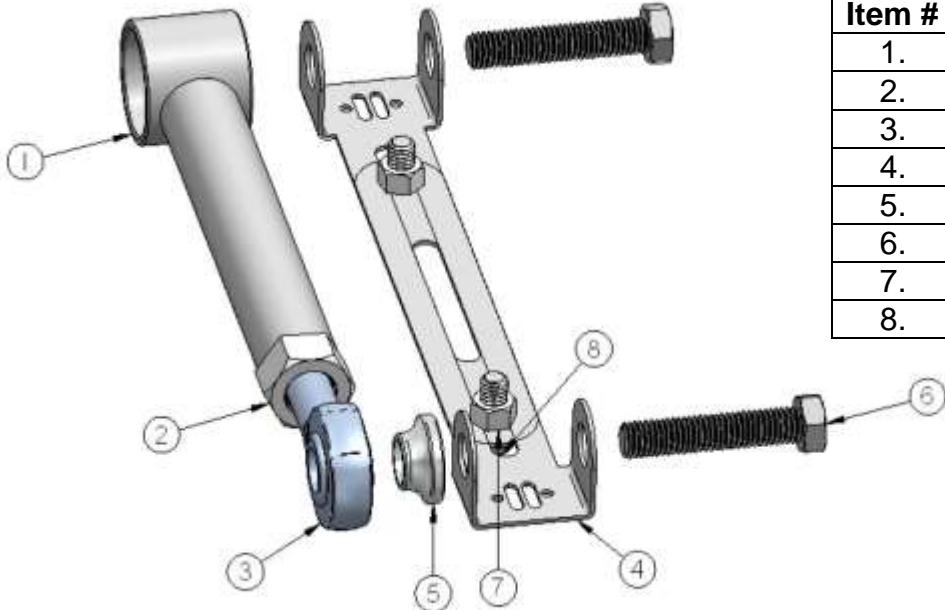
Road testing will tell you if you have it right. If you accelerate and you get or increase a vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get or increase a vibration when decelerating, then the pinion yoke is 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, with about 3-4 clicks in the shocks.

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 # 24350701
7000 Master Series Shockwaves
Triple Adj. - 4" Diameter - 5" Stroke - .625" Bearing/.625" Bearing

Shockwave:

2	24359999	5" stroke Triple adjustable shock
2	24090799	7000 series Shockwave bellow assembly
2	90002024	1.7" Eyelet w/Adjuster knob
4	90001994	.625" I.D. bearing
8	90001995	Snap ring
2	70008913	Locking Ring

Components:

8	90002043	.500" Bearing spacer
2	31954201	1/4" npt x 1/4" tube swivel elbow fitting
4	90002221	Reservoir Mount
12	99050000	4mm Socket Head Bolts
1	85000003	4mm Allen Wrench



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.



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Part # 30314000
3 Gallon AirPod Compressor System
with LevelPro Controller

1	70010747	3 Gallon AirPod
1	31398002	LevelPro Display
2	6-32 x 3/8" Phillips pan head screw for display	
1	31900031	Display Harness
1	WIR	External power harness
1	90001924	Fuse holder
1	90001920	30 amp fuse
1	90001913	#10 Yellow butt connector
1	90001914	#10 5/16" eye connector
2	31940002	30' roll of 1/4" airline
4	31954201	1/4"npt x 1/4"airline fitting
1	Installation Guide	

The logo for AirPod by Air Ride Technologies. The word "air" is in a black sans-serif font, and "pod" is in a large, bold, red sans-serif font. Below the word "pod" is a small "TM" symbol. Underneath the main text, the words "by Air Ride Technologies" are written in a smaller, italicized black sans-serif font.



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Part # 30400034
4 Pack of LevelPro Height Sensors

4	31980002	Rotary height sensor
4	31980001	Linkage kit for height sensor
2	31900046	13' height sensor cord
2	31900047	18' height sensor cord
10	90002030	Heavy duty heat shrink tube - for rubber rod ends



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Part # 31008500
LevelPro Remote Control kit

1	31900039	Remote module
2	31900042	Key Fob
1	31900041	Antenna
1	31900001	Module to control panel USB cable