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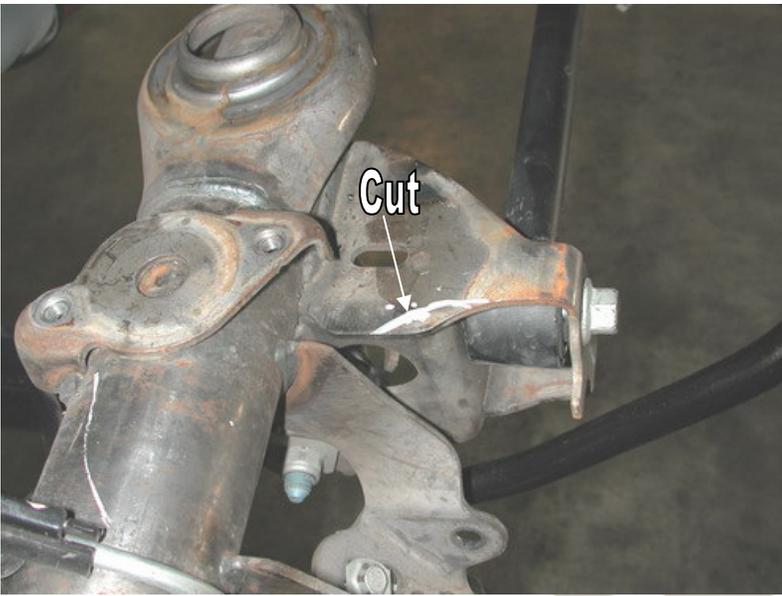
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Part # 12155401
05-up Mustang Rear Master Series Shockwaves
Single Adjustable – No AirCans

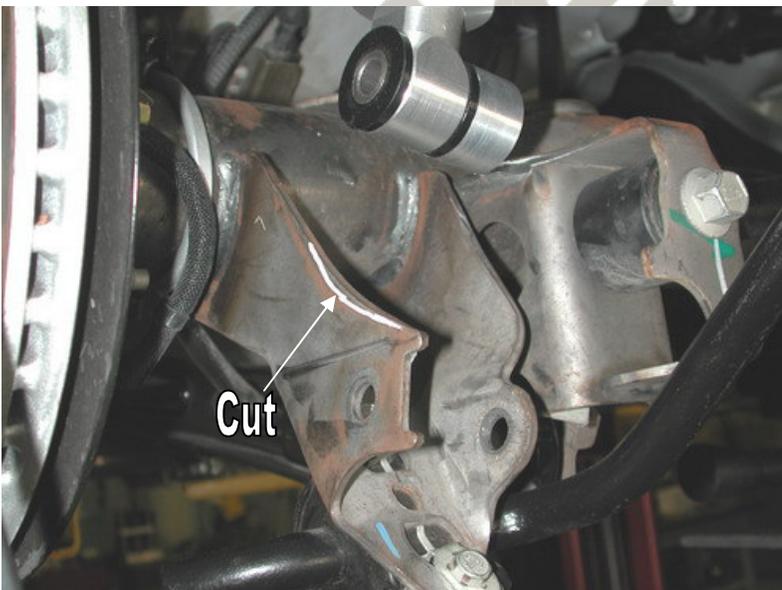
2	21159999	5" stroke Master Series single adjustable shock
2	21190799	7000 Master Series bellow assembly
2	90001632	Internal bump stop
2	90001687	.5" I.D. bearing
2	90001900	Bearing snap ring
2	90001993	3.75" stud top adjuster
2	90001862	3.75" stud top base
2	90001902	Delrin ball cap
2	90001903	Delrin ball top half
2	90001904	Delrin ball bottom half
2	90000582	(A732) T-bushing for stud top
2	90000580	(A730) 1/4" aluminum spacer for lower mount (Outer)
2	90000581	(A731) 15/16" aluminum spacer for lower mount Inner)
2	FIT4201	90 degree air fitting
4	9/16" jam nut	Stud top
2	1/2" x 3 1/4" SAE Gr.8 bolt	Lower mount
2	1/2" SAE Nylok nut	Lower mount

Installation Instructions

1. Raise and support vehicle by the frame at a safe, comfortable working height. Support the axle.
2. Remove the coil spring, shock absorber and bump stop. Refer to factory service manual for proper disassembly procedure.



3. This corner of the panhard bar axle bracket must be removed to allow clearance for the Shockwave.



4. A small portion of the lower shock mount must also be removed.

Note: Check Shockwave clearance through full suspension travel.



5. Install the aluminum stud base over the threaded adjuster. Place the lower Delrin ball half (with step) over the adjuster.

6. Insert the stud through the oem shock hole.

7. A piece of the inner fender well must be cut off for Shockwave clearance. (Shown below)



8. Then place the upper Delrin

9. Secure the assembly with the large flat washer and two 9/16" jam nuts.

10. Apply thread sealant to a 90 degree fitting and screw it into the top of the Shockwave.

11. The air fitting location can be moved by rotating the bellow separate of the shock absorber.



12. Bolt the Shockwave to the axle using the 1/2" x 3 1/4" bolt and Nylok with the 1/4" thick aluminum spacer by the wheel & 15/16" aluminum spacer toward the inside of the car.

13. Ride height should be around 90psi but may vary to driver preference and vehicle weight.

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



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.**