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**Part # 12182401**  
**03-08 Expedition & 04-08 F-150 Master Series Front Shockwave**  
**Single Adjustable**

**Components:**

2	24090198	Master Series bellow assembly for Impact Forged shock – 255c
2	24179999	6.9" stroke Master Series single adjustable shock – Impact Forged
2	90001632	Internal bump stop
2	70008913	Bellow locking ring
2	90001994	.625" bearing
4	90001995	Snap ring for bearing
2	70008651	3.75" stud top
2	90002314	Short stud top base (3.75")
2	90001902	Delrin ball cap
2	90001903	Delrin ball top half
2	90001904	Delrin ball bottom half
2	90001650	Upper mounting plate
2	90000827	Pressed into plate (with bevel mod.)
4	90001689	Lower Spacers (Inner)
4	90001693	T-Bushing (Outer)
2	31954201	1/4" npt x 1/4 tube 90 degree airline fitting

**Hardware:**

2	99562003	9/16" SAE Nylok Jam nut	Stud top to upper mount
2	99622001	5/8" SAE Nylok jam nut	Shockwave to lower arm
2	99621007	5/8" X 5" SAE Gr. 8 Bolts	Shockwave to lower arm
4	99623001	5/8 SAE flat washers	Shockwave to lower arm
6	99371004	3/8" x 1 1/4" USS bolt	Upper mount to frame
6	99372002	3/8" USS Nylok nut	Upper mount to frame
12	99373003	3/8" SAE flat washer	Upper mount to frame

## Installation Instructions

1. Remove the factory coilovers. Refer to the factory service manual for proper disassembly procedures.

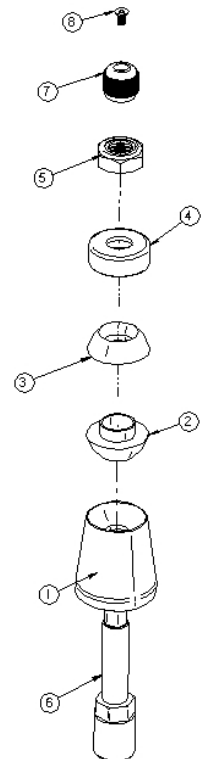


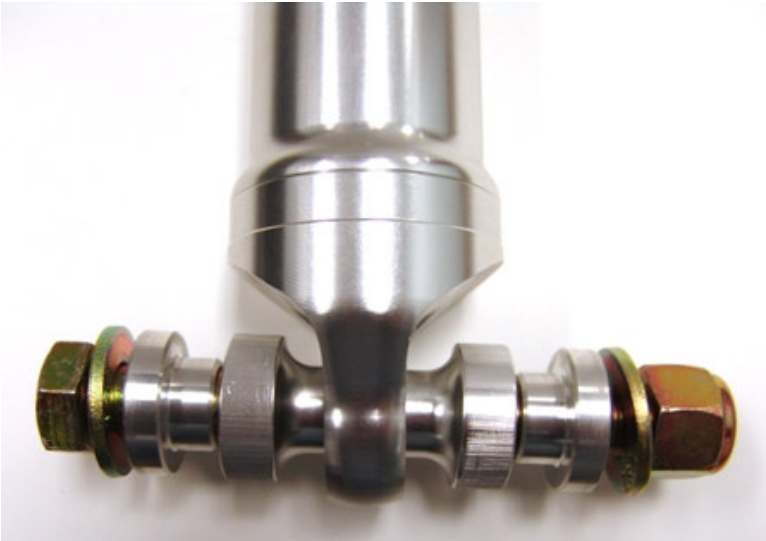
2. Bolt the upper Shockwave mount to the frame using 3/8" x 1 1/4" bolts, Nylok nuts and flat washers.

3. Apply thread sealant to an elbow air fitting and screw it into the top of the Shockwave. The air fitting location can be moved by rotating the bellows assembly separate of the shock absorber.



4. Slide the Aluminum base over the stud top. Place the lower Delrin ball half (with step) over the base. Insert the stud through the upper mount. Place top Delrin ball half over stud, then aluminum cap. Secure the assembly with a 9/16" Nylok jam nut.





5. Fasten the Shockwave to the lower control arm with a 5/8" x 5" bolt, Nylok nut and flat washers. The aluminum spacer and T-bushings must be installed as shown.



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

9. Ride height on this unit will be around 95psi, but may vary to driver preference and vehicle weight.



## **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 warranted.**