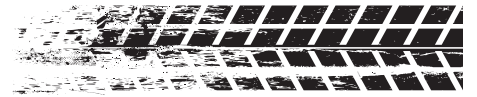




INSTALLATION INSTRUCTIONS



Part # 12092401



**Front HQ Series Shockwaves
1964-1966 Ford Mustang
For Use With OEM Control Arms**



www.ridetech.com
812.482.2932





**Please Read And Understand All Instructions
And Warnings Prior To The Installation Of
This Product.**



THANK YOU

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing Ridetech!

Road Map

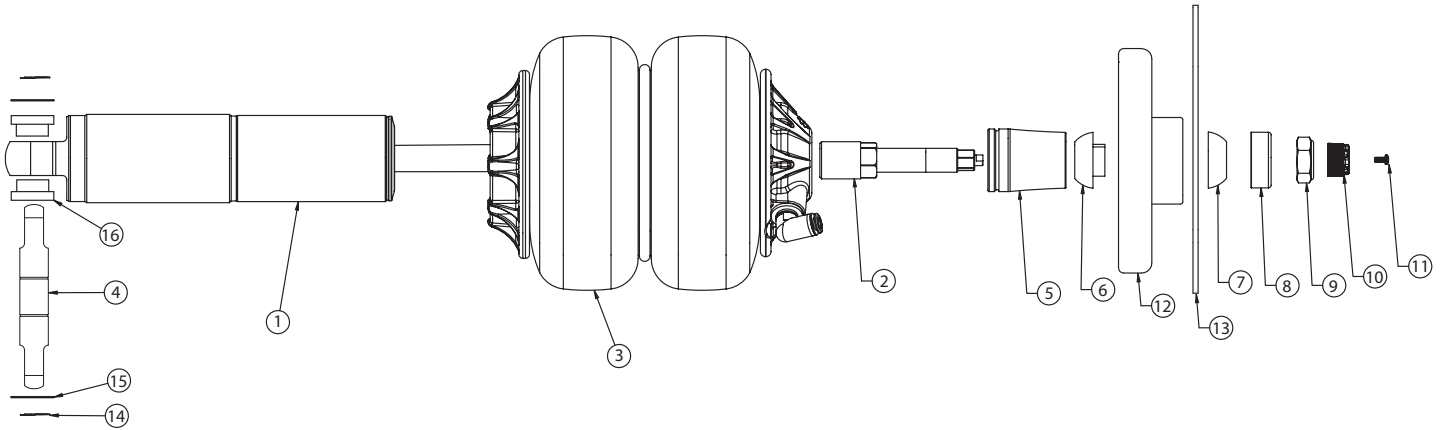
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Shockwave Dimensions

Measured From Center-To-Center Of Shock Bearings

Compressed	9.60"
Ride Height	11.00"
Extended	11.90"

EXPLODED VIEWS AND PARTS LISTING



Item #	Part #	Description	QTY
1	982-10-802	2.9" Stroke HQ Series Shock	2
2	90009988	2" Stud Top (Installed on Shock) - Includes Adjuster Knob & Screw	2
3	24090199	1000 Series 6.5" Double Convoluted Air Spring	2
4	90001639	Mustang Trunnion (pre-assembled in shock)	4
5	90002312	2" Aluminum Stud Top Base	2
6	90001904	Bottom Delrin Ball	2
7	90001903	Top Delrin Ball	2
8	90001902	Delrin Ball Aluminum Top Cap	2
9	99562003	9/16"-18 Thin Nyloc Nut	2
10	210-35-120-0	Adjuster Knob - (90009988 assembly)	2
11	90009969	#4-40 X 1/4" SS, 18-8 Pan Head Torx Cap - (90009988 assembly)	2
12	90002356	Upper Shockwave Mount	2
13	90000563	Aluminum Top Cover Plate	2
14	90001634	Trunnion Locking Rings (pre-assembled in shock)	4
15	90009936	Trunnion/Bushing Shims (pre-assembled in shock)	4
16	70009554	Poly Bushing (pre-assembled in shock)	4
	99311012	5/16" X 1" Flange Bolt	6
	99371004	3/8"-16" X 1 1/4" Hex Bolt	4
	99372002	3/8"-16 Nyloc Nut	4
	99373003	3/8" SAE Flat Washer	8

Installation Prep

1. Raise the vehicle to a safe and comfortable working height and remove the existing front shocks, coil springs, and upper shock brackets.

Refer to the factory service manual for the correct disassembly procedure.

NOTE: You may also find it easier to install the Shockwave with the coil spring shield removed.

2. Drill a 3/8" Hole in the CENTER of the large part of the key-hole slots. Do this for each key hole in the driver and passenger shock towers (Figure 1).

3. Position the Aluminum Upper Mount against the bottom of the shock tower, aligning the threaded holes in the mount with the holes drilled in the shock tower (Figure 2).

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

4. Position the Upper Plate on top of the shock tower with the Shockwave Mount protruding through the large center hole. Line up the the holes in the Upper Plate with the holes drilled in the shock tower and the holes in the Shockwave mount (Figure 3). Install a 5/16" x 1" Flange Bolt in each hole and tighten.

NOTE: If the INNER hole does not line up, flip the plate over.



Figure 1

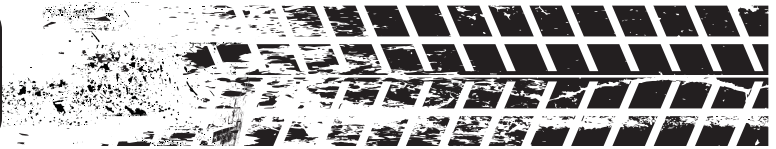


Figure 2



Figure 3

Shockwave Installation



NOTE: This is a good time to route air line. It may be ran through the sub-frame toward the rear of the vehicle.

5. Place the Shockwave into the coil spring pocket with the stud sticking through the OEM shock hole. See Figure 4.

6. Tighten the 9/16" nut snugly against the top cap (#4). Do not over tighten. You should still be able to articulate the shock by hand.

NOTE: The air fitting location can be rotated by holding the shock and twisting the bellow assembly.

7. Bolt the trunnion to the top of the upper arm using two 3/8" x 1 1/4" bolts, nyloc, and flat washers (Figure 5). Torque to **30 ft-lbs.**

8. Raise the control arm to full compression and check to make sure the Shockwave does not rub on anything through its range of motion.

NOTE: Optimal ride quality is usually achieved around 40-60% of suspension travel. Depending on vehicle weight, this typically occurs around 100 psi.

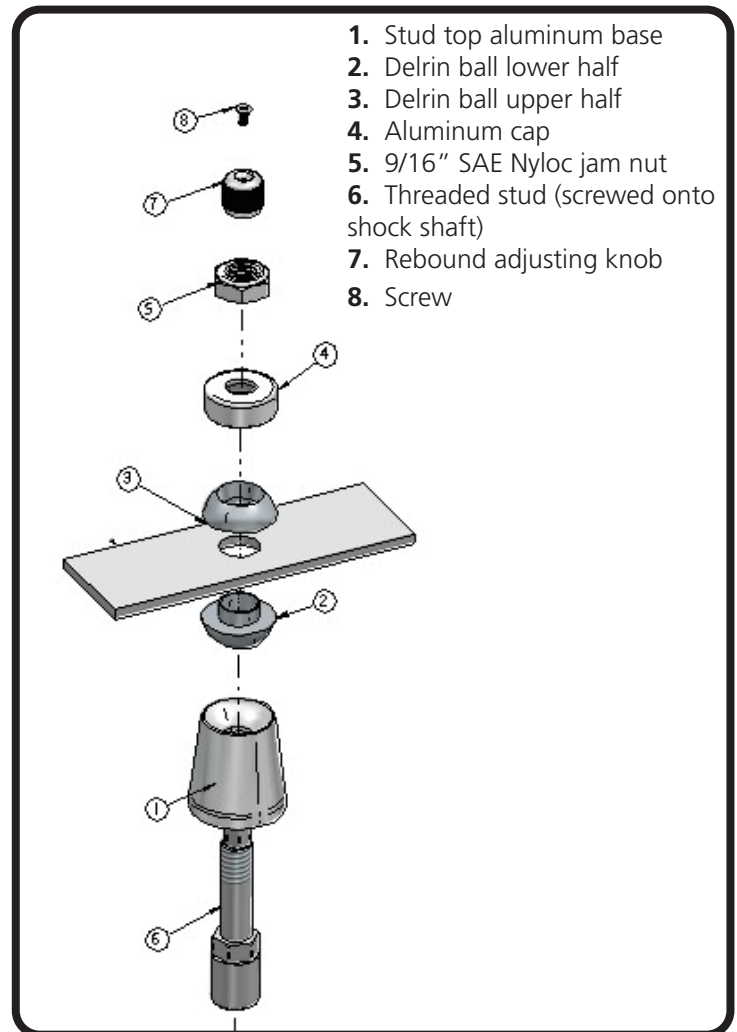


Figure 4

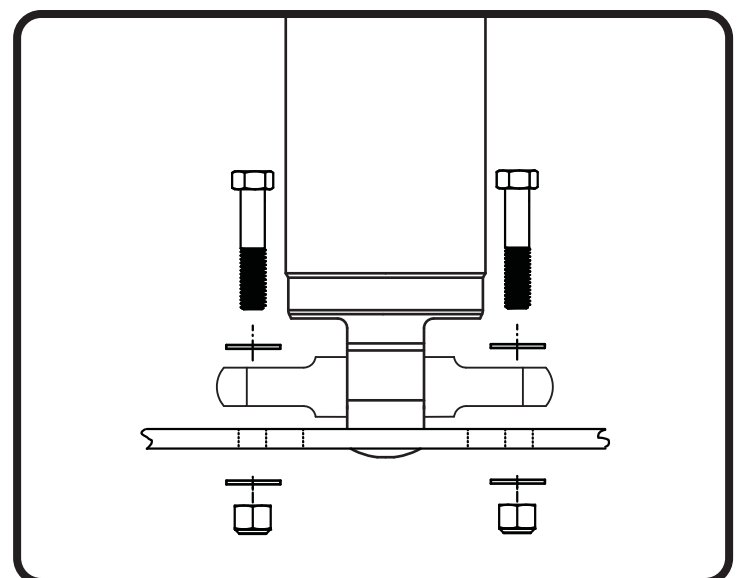


Figure 5



SHOCKWAVE CARE GUIDE



PLEASE READ



The air spring locking ring **IS NOT** adjustable. This ring is set to a specific position at the factory to optimize the air spring stroke with the shock stroke. Attempting to adjust this ring will void your warranty.



DO NOT attempt to remove the press-in air fitting. It may result in damage to the composite cap and void your warranty.



DO NOT drive the vehicle with the air springs fully deflated. Severe damage to the internal bump stop, shock bushings, and shock mounts may occur.

- Avoid driving the vehicle with the air springs overinflated or “topped out”. Over time the shock valving may suffer severe damage or total failure. Our recommended ride-height range is between 40-60% of total suspension travel.
- Do not allow the air spring bellows to rub on or interfere with any surrounding objects. Ensure the ShockWaves are adequately distanced from the exhaust system. Damage or total failure may occur.
- Do not use harsh or abrasive chemicals or solvents to clean your ShockWaves. A mild soap and water solution is sufficient.
- When working around or near your shocks, avoid allowing over spray of harsh chemicals or solvents to make contact with your ShockWaves.
- When attempting to clock the air fitting, you may rotate the air spring assembly on the shock. Ensure the fitting does not contact the vehicle frame or other surrounding objects.

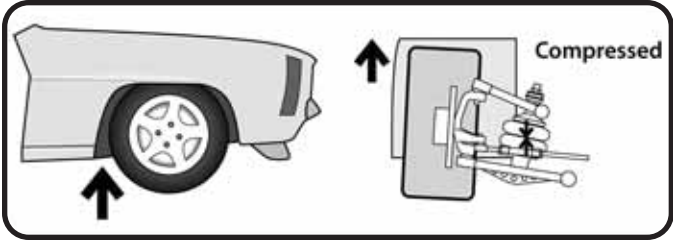


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

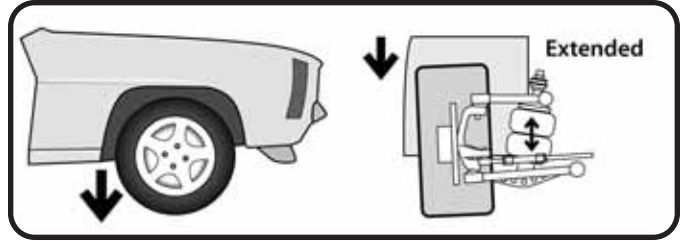


The Basics...



COMPRESSION

This typically occurs when you hit a bump in the road. The bump forces the wheel/tire/suspension assembly to "compress" or move upwards into the car.



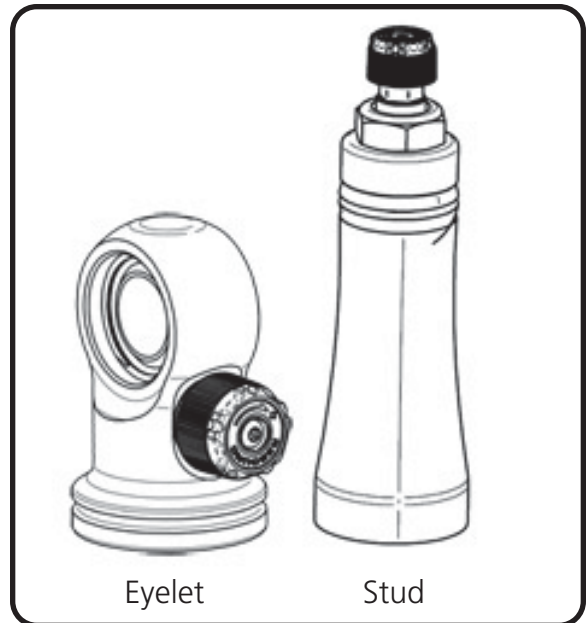
REBOUND

Rebound is the opposite of compression. This occurs when the wheel/tire/suspension assembly falls into a pothole, or simply "rebounds" from being compressed.

Where Are The Knobs?

HQ Series Shocks

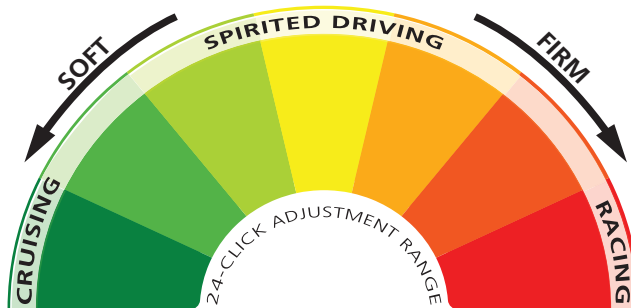
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



Knob Function

Counterclockwise

=
Softer



Clockwise

=
Firmer





TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS



Initial Rebound Setting

NOTE: Before jumping straight to a middle-of-the-road shock setting, we recommend you experience the full range of adjustment potential of your new shocks by first driving your vehicle at both the “full stiff” and “full soft” settings. Understanding how your shocks behave at these extremes will provide recognizable reference points as you attempt to dial in your settings.

1. Begin by setting your shocks to the “full stiff”, or minimal rebound position. You do this by turning the adjustment knob clockwise until it stops.

2. Now turn the adjustment knob counterclockwise 12 clicks. This is the approximate center of the adjustment range.

3. Take the vehicle for a test drive. Try to determine if you are experiencing any of the unwanted behaviors found at the extremes of the adjustment range. If you are satisfied with the ride quality and handling, you’re all set. Enjoy the ride!

4. If the vehicle feels too “floaty” or soft, turn the knob a few clicks clockwise to increase the damping effect.

If the ride quality is still too harsh or stiff, turn the knob a few more clicks counterclockwise to decrease the damping effect.

5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.



General Guidelines

- The rear shocks typically have the most influence on ride quality. This is due to your seating position being closer to the rear than the front.
- Adjustments to the front shocks will generally require 3-4 clicks in any direction to be noticeable, while adjustments to the rear shocks may only require 1-2 clicks to be felt.
- Don’t be afraid to turn the knobs and experience the full adjustment range. You are not going to hurt anything and you can always go back if you adjust too far one way or the other.