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SKW8011 Rear Shockwaves For 55-57 T-Bird

2	SKW5001SA	Smooth Shocks (long)
2	SKW8114	Rear Bellows with ends crimped on
2	SKW013	Internal bump stop
4	SKW114	ShockWave small O ring
4	SKW227	ShockWave large O ring
2	SKW047	Upper Eye Mount
4	SKW051	Poly bushing halves
2	SKW049	1/2" x 3/4" sleeves
2	SKW055	2" Upper Stud Mount
4	SKW007	Upper Stud Mount Bushings
2	FIT4201	1/4 x 1/4 swivel 90 fitting
2	SKW001	Eye to Stud Adapter

Hardware:

4	1/2" Fender Washers
4	7/16 SAE Jam Nuts
2	1/2 X 1 1/2 Carriage Bolts
2	1/2 Nyloc Nuts
2	1/2 USS Flat washers
2	1/2 x 2 1/4 SAE GR.8 Bolts with nyloc nuts

Installation Instructions for SKW8011SA

1. Raise the vehicle to a safe and comfortable working height by the frame with the axle supported.
2. Remove the shock absorbers and the shorter leaf springs from the pack. Leave at least two of the longest leafs in place. On this particular car we left 3 leafs and used a 2" lowering block.



3. Bolt the eye to stud adapter to the factory lower shock mount using the $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt, flat washer and Nylok nut.

4. Fasten the lower Shockwave eye to the eye to stud adapter with the $\frac{1}{2}$ " x $2\frac{1}{4}$ " bolt and Nylok nut.

5. Slide the bushing over the stud with the step facing up.



6. Push the stud top up through the factory shock mount. Install another bushing with the step facing down. Secure the assembly with the large flat washer and two $\frac{7}{16}$ " jam nuts.

7. Ride height on this Shockwave will be approximately $15\frac{1}{4}$ " measuring from center eye to the bottom bushing on the stud top.

8. Depending on how much you want to drop the vehicle you may need to install a drop block.

9. Check air spring clearance through full suspension travel. Allowing the air spring to rub will cause failure and it 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.**
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 warrantied.**

Adjusting shock valving

The knobs on the Shockwave will adjust the dampening characteristics of the shock absorber. One knob is for compression and the other for rebound, they are labeled accordingly. There are 16 clicks per knob, 1 is located fully counter clockwise and being the softest setting. We recommend 1 click for every 10psi. This can be fine tuned to driver preference.