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

Shockwave:

2	24190198	Master Series bellow assembly for Impact Forged shock – 255c
2	982-10-807	6.9” stroke Master Series single adjustable shock – Impact Forged
2	234-00-153	Bellow locking ring
2	90001994	.625” bearing
4	90001995	Snap ring for bearing
2	70009993	3.75” stud top

Components:

2	90002313	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.)
2	90001382	Lower Shock Bolt Adapter - T-Bushing
2	90001383	Lower CoilOver Bolt Adapter - Push Through

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 ¼” 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

SHOCKwave®

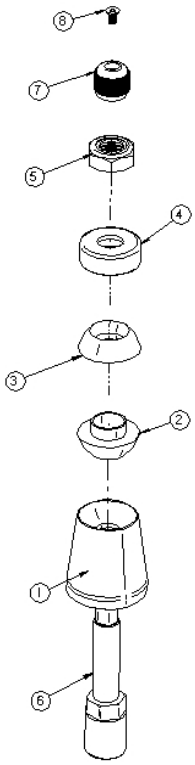
Installation Instructions

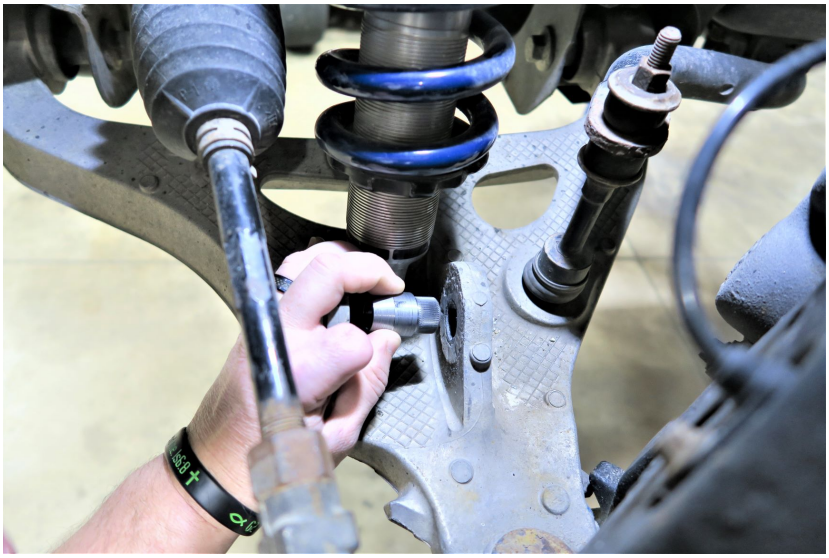
1. Remove the factory coilovers. Refer to the factory service manual for proper disassembly procedures.

2. Bolt the upper Shockwave mount to the frame using 3/8” x 1 ¼” 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 and be moved by rotating the bellow assembly separate of the shock absorber.

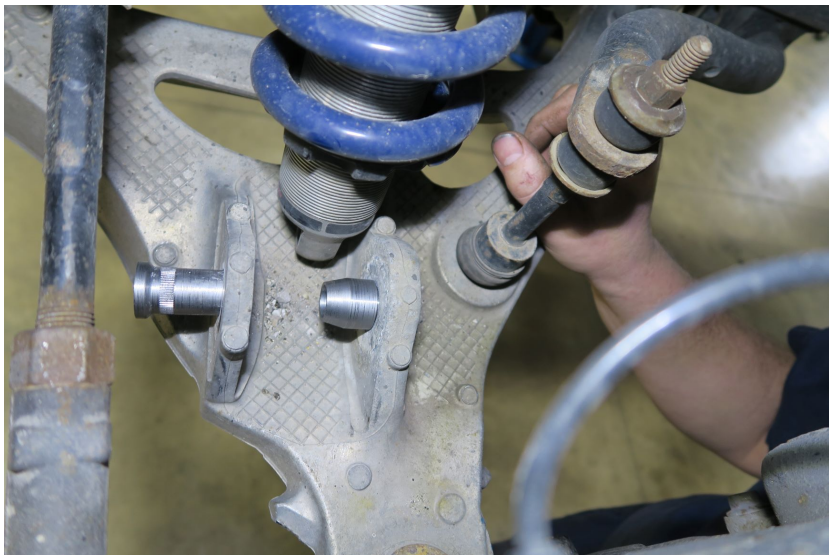
4. Slide the Aluminum base over the stud top. Place the lower Delrin ball half (with step) over the base. Insert the stud through the upper mount. Place top Delrin ball half over stud, then aluminum cap. Secure the assembly with a 9/16” Nylok jam nut.





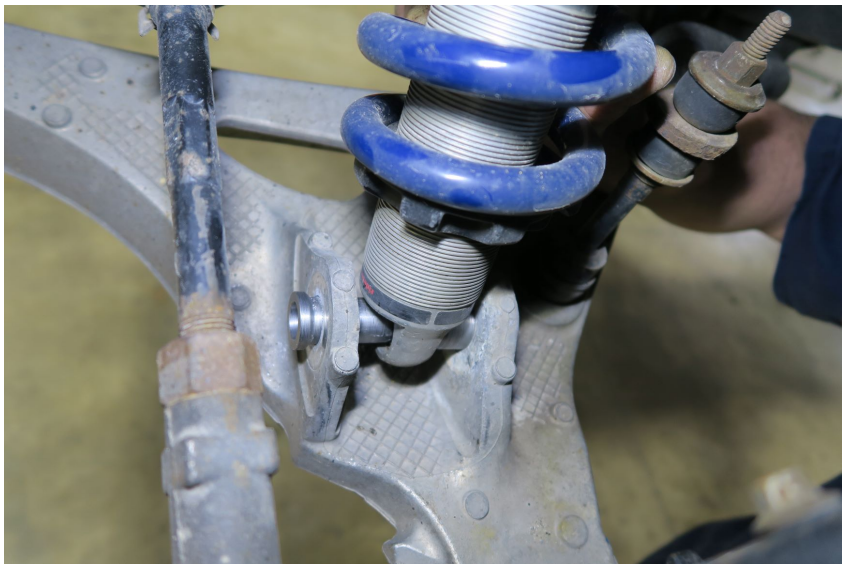
5. Insert the T-Bushing (90001382) into the front side of the REAR TAB of the OEM shock mount. The REAR TAB IS THE THICKER TAB. This T-bushing is Tapered on the CoilOver side. Insert the small OD into the control arm with the taper away from the control arm.

6. The T-bushing should look just like **Image 6** after it is installed.

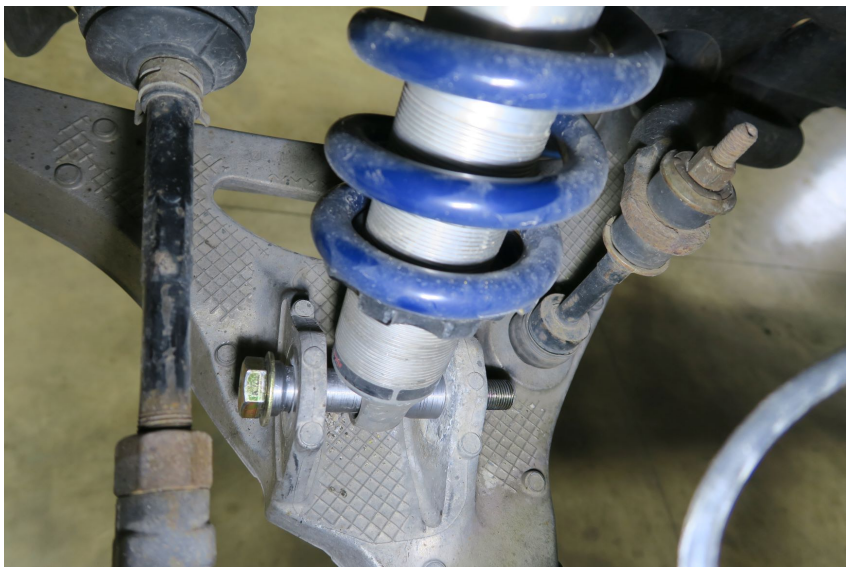


7. The kit includes a 2nd T-bushing (90001383)that has a long straight OD. This bushing goes in from the front side of the front tab of the OEM shock mount. The larger OD at the very end will be to the front of the truck.

8. You will need to jack up the lower control arm to do the next few steps. Jack up the control arm until the bottom bearing of the coilover is aligned with the rear t-bushing.



9. You will need to jack up the lower control arm to do the next few steps. Jack up the control arm until the bottom bearing of the coilover is aligned with the rear t-bushing.



10. Install a 5/8” flat washer on a 5/8”-18 x 5” hex bolt. Insert the bolt in from the front side with the threads to the rear of the truck. Insert it through the t-bushings and shock bearing.

11. Install a 5/8” flat washer and 5/8-18” nylok nut on the threads of the bolt that are sticking out of the rear control arm tab. Torque to 115 ftlbs.

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

13. 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 that 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.**