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**Part # 12045400**  
**55-57 T-Bird Rear Black Series Shockwaves**

**Shockwave Assembly:**

2	20259999	5" stroke Black Series shock
2	20290799	4" diameter Black Series bellow assembly
2	90001087	Internal bump stop
2	90001994	Bearing – 1" O.D. x .625" I.D.
2	90001995	Snap ring
2	90002000	Tall threaded stud
2	90001835	2.75" stud top base

**Components:**

2	31954201	1/4" npt x 1/4" tube 90 degree airline fitting
2	90001830	Aluminum cap for Delrin ball
2	90001903	Delrin ball top half
2	90001904	Delrin ball bottom half
2	90001621	Eye to Stud adapter bracket – Lower mount
4	90002043	Bearing spacers - .5" I.D.

**Hardware:**

2	99122001	12mm Nylok Nut	Stud top
2	99501018	1/2" x 1 1/2" Carriage bolt	Eye to stud adapter
2	99502001	1/2" USS Nylok nut	Eye to stud adapter
2	99503003	1/2" USS flat washer	Eye to stud adapter
2	99501010	1/2" x 2 1/4" SAE bolt	Shock to bracket
2	99502003	1/2" SAE Nylok nut	Shock to bracket

## Installation Instructions

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. Insert the stud on top of the shockwave up through the factory shock hole. Secure with a 12 mm Nylok jam nut ..

6. Ride height on this Shockwave will be approximately  $15\frac{3}{4}$ " measuring from center eye to the bottom bushing on the stud top.

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

**8. 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.**