



Type 2 Front Air Ride Install

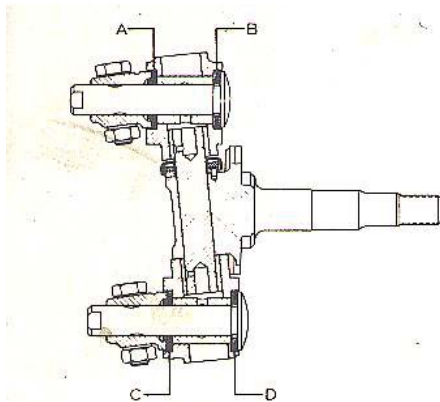
Our goal is to make the install a breeze. Please read the entire guide before beginning.



Recommendations - It is recommended that you use drop spindles with the air ride kit to get the most drop out of the air ride kit. If you do not have drop spindles, please scan the code above with your smart phone.

1. Loosen the lug nuts 1/4 turn before jacking the vehicle up.
2. Jack up the front of the vehicle and place stands underneath the chassis.
3. Remove the wheels and place under the chassis as a fail safe.
4. Disconnect the battery

5. Remove the dust cap, remove the spindle nuts and slide off the drum. On the driver's side remove the (3) bolts holding the backing plate onto the spindle and set to the side. Do not break loose any brake lines to avoid having to bleed the brakes afterwards.
6. To remove the spindle, you will need to remove the link-pin bolts on the back side of the spindle. When removing the spindle make sure that you don't get the shims mixed up and set them aside as inner and outer shims and upper to lower shims.
7. Remove the upper and lower control arms by removing the jam nuts and grub screws.
8. Remove the center grub screws and remove the factory torsion springs.
9. It is now time to install the Through rods. These inserts allow your front end to move freely and will ultimately rely on the Ride Tech Shockwave's. The through rods to come in two pieces, one male and one female. These can be screwed together and adding Loctite to create a bond or by adding a tack weld to them once you have spun them together. Slide the rods into the front end.
10. Slide the delrin seal spacers on the control arms.
11. Install the upper and lower control arms with the supplied hardware as follows: washer, thrust bearing, washer and Hex nut. Tighten all the way down until the arm does not move and back it off 1/2 turn. Check to make sure that the washer touching the control arm sits flat if it doesn't surface it until it does. Then install the final hex nut so that it can not back off. This will keep it in place. Then cut off the excess through rod on each side.
12. If you are installing new PRO Built Spindles, or new Link Pins and King Pins, you will need to measure the offset of the upper and lowering control arms.



5.23 This chart shows how much offset between the torsion arms can be created with various shim combinations: The letters "A," "B," "C" and "D" above each column on the chart refer to the four points – two inner and two outer – at which the linkpins can be shimmed (if you haven't lost any shims, and you put them all back on at the same locations, the camber should be the same as it was before you removed the steering knuckle)

1959 and earlier models (10 shims)

Offset (mm)	Washers installed on linkpins at:			
	A	B	C	D
5	3	7	7	3
5.5	3	6	7	3
6	4	6	6	4
6.5	5	5	6	4
7	5	5	5	5
7.5	6	4	5	5
8	6	4	4	6
8.5	7	3	4	6
9	7	3	3	7

1960 and later models (8 shims)

Offset (mm)	Washers installed on linkpins at:			
	A	B	C	D
5.5	2	6	5	3
6	2	6	4	4
6.5	3	5	4	4
7	3	5	3	5
7.5	4	4	3	5
8	4	4	2	6
8.5	5	3	2	6

13. Install the spindle into the control arms with the original hardware and adjust the link pins by turning them clockwise until they tighten up, back them off by a hair and then tighten the bolts.
14. Reinstall the backing plates with the original hardware and tighten.
15. Reinstall the drum or rotor and tighten the nut until the rotor cannot turn at all. Then back it off ¼ of a turn.
16. Install the thrust washer and spindle nut.
17. Reinstall the dust cap and push the speedometer cable through.
18. Attached with the original circlip.
19. You will have to weld the upper shock extender onto the beam. Place the bracket on the beam where the contour fits the beam and mark the outer perimeter. Remove the bracket and sand the area you just marked to clean the surface for welding. Tack weld the bracket on.
20. Install the Shockwave's with the supplied hardware and lower crush sleeve.
21. Cycle the suspension up and down to verify that nothing is rubbing, touching or binding. Once satisfied, remove the shock from the beam and control arm.
22. Weld the upper mount, let it cool, prime and paint the surface so that it does not rust. Then reinstall the shock.
23. Install the supplied fittings on to the Shockwave's. The way these fittings work is by inserting a straight cut piece of tubing into the fitting until it pops into place and then pull out to engage them. If you need to remove them again simply push the brass rings in and pull out the tubing.
24. Run your air lines to a tee and install the inflation stem. Then do a leak test on the air lines.
25. Please take your time so you will not have a problem in the future. Use a soapy solution on the fittings and fix if necessary.
26. Reinstall the wheels and remove the jack stands. Make sure the car is inflated so you do not damage your front apron with the floor jack.
27. Now deflate! BOOM! Rock bottom!
28. It is now time to do a poor mans alignment. Set the ride height to about have the up and down distance. Break loose your tie rod end jam nuts. If you are still running the same beam you had in the vehicle before, center the steering wheel and adjust the tie rods evenly to keep the steering wheel centered. Measure from one side of the tire to the other remembering where you measured to on the front of the tires as well as the back of the tires. Just get it close. Tighten your tie rod jam nuts.

