



**INSTALLATION
INSTRUCTIONS**



Part # 11412401



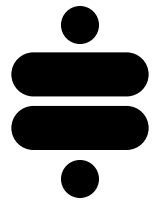
Front HQ ShockWaves

2000-2006 Tahoe/Yukon/Suburban 2WD





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

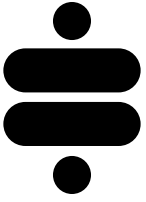


THANK YOU

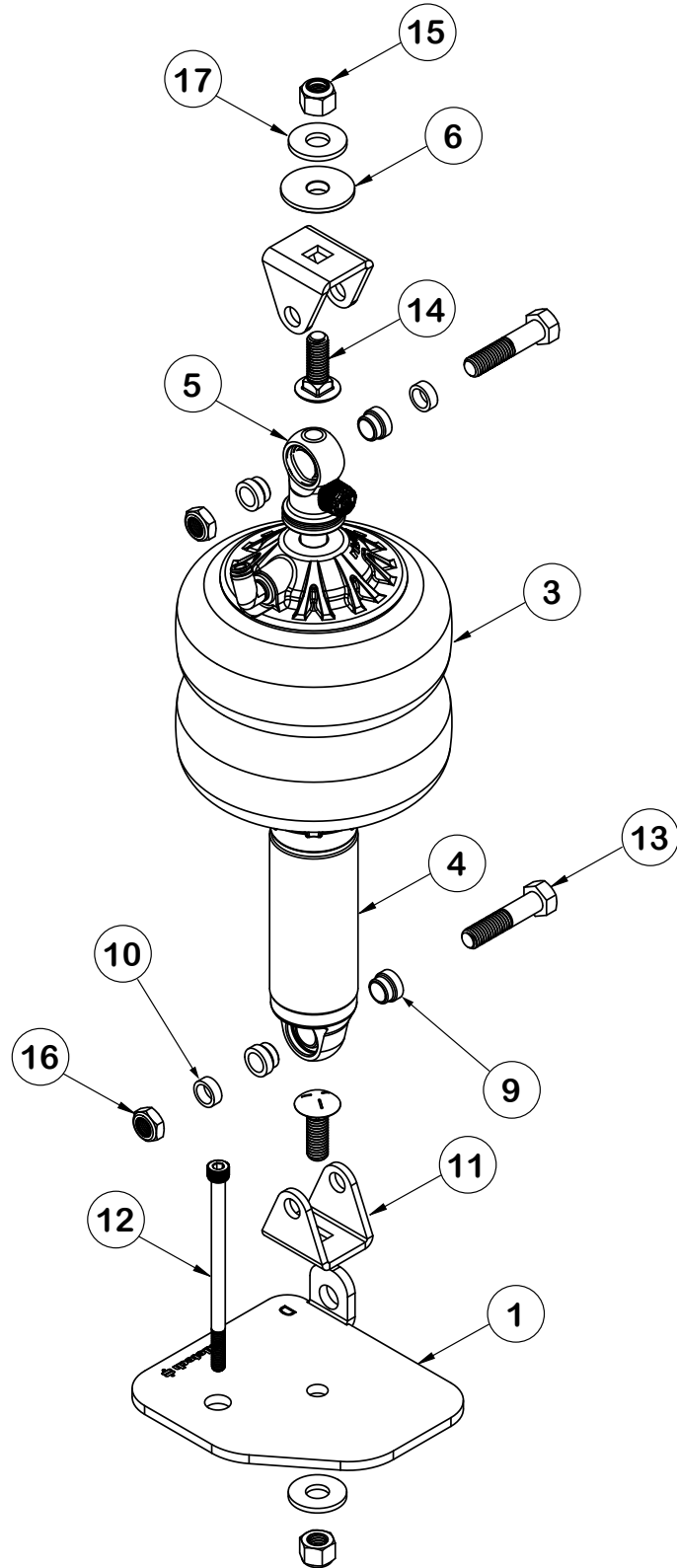
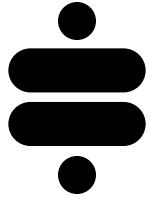
Congratulations on your new ridetech product! It's an honor that you've selected the ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.
Thank you for choosing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

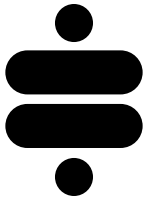
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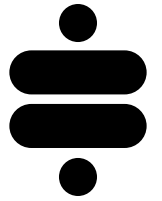


EXPLODED VIEW





PARTS LISTING



ITEM #	PART #	DESCRIPTION	QTY
1	90000281	ShockWave Lower Plate - Driver (Shown)	1
2	90000282	ShockWave Lower Plate - Passenger	1
3	24090199	1000 Series ShockWave	2
4	982-10-804	4.1" Travel SA Threaded Shock	2
5	815-05-022-KIT	Rebound Adjustable Eyelet, 1.7	2
6	90000359	Stepped Washer	2
7	90001994	Shock Bearing .625" ID x 1.0" (Preinstalled)	4
8	90001995	Internal Snap Ring (Preinstalled)	8
9	90002041	Aluminum Spacer, .500" ID	8
10	90002298	SKW Spacer, .50 ID	4
11	90009982	Upper/Lower Shock Mount	4
12	99081001	M8-1.250 x 140mm SOC CAP Screw	2
13	99501010	1/2-20 X 2 1/4 SAE HCS GR8	4
14	99501018	1/2-13 X 1 1/2 Carriage Bolt	4
15	99502001	1/2-13 NYLOK NUT	4
16	99502003	1/2-20 THIN NYLOK NUT	4
17	99503003	1/2 USS FLAT WASHER	4

RECOMMENDED TOOLS

Jack Stands or Lift

Tape Measure

Torque Wrench

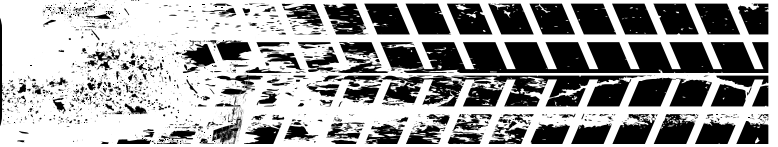
Cut-Off Wheel

SAE Socket/Wrench Set

Metric Socket/Wrench Set

6mm Allen Socket

Installation Prep



1. Raise the vehicle to a safe and comfortable working height. Allow the front suspension to hang freely.
2. Remove the torsion bar and existing shock. Refer to the factory service manual for proper disassembly procedure.

NOTE: Retain the factory shock bolts. They will be reused when mounting the lower ShockWave plate.

3. In order to achieve adequate clearance for the ShockWave, the corner of the bump stop bracket must be trimmed (Figure 1). A cut-off wheel works well for this.

4. Remove the bump stop cup (Figure 2). Again, a cut-off wheel works well here.

5. Remove and disassemble the sway bar end link. Shorten the end link by 2 1/4" as shown in Figure 3.

Reassemble the end link after shortening. A new end link bolt is included.

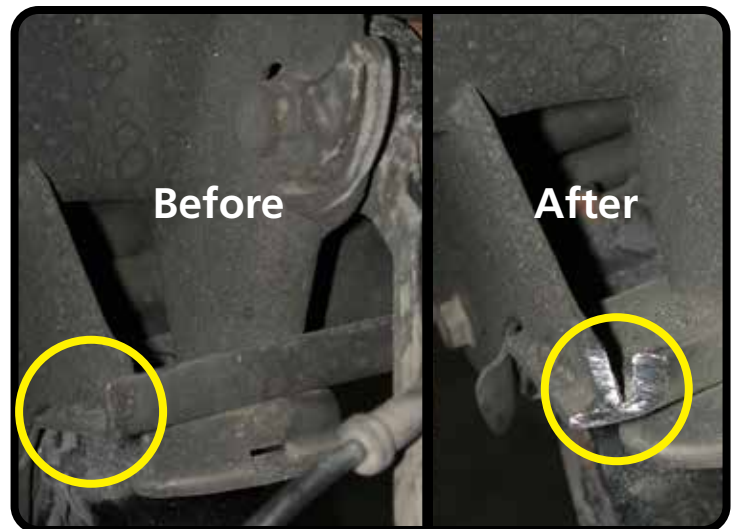


Figure 1



Figure 2

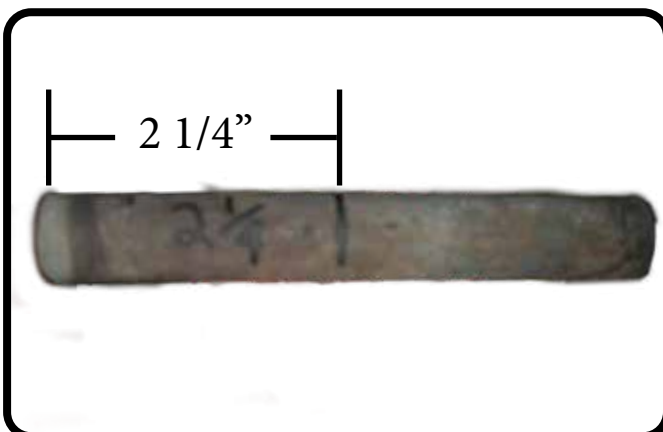


Figure 3

Upper Shock Mount

6. Insert a 90002041 shock spacer into each side of the shock eyelet bearing and assemble the upper shock mount as shown in Figure 4.

7. Place the 90000359 Stepped Washer on top of the coil spring pocket with the step facing down. Ensure the step is resting inside the factory shock hole (Figure 5).

8. Insert the carriage bolt of the assembled upper shock mount from step 6 through the factory shock hole and stepped washer.

NOTE: The aluminum spacer should be positioned to the rear (Figure 6).

Secure using a 1/2" flat washer and 1/2"-13 Nylok nut.

Torque the carriage bolt nut to **57 ft-lbs.**

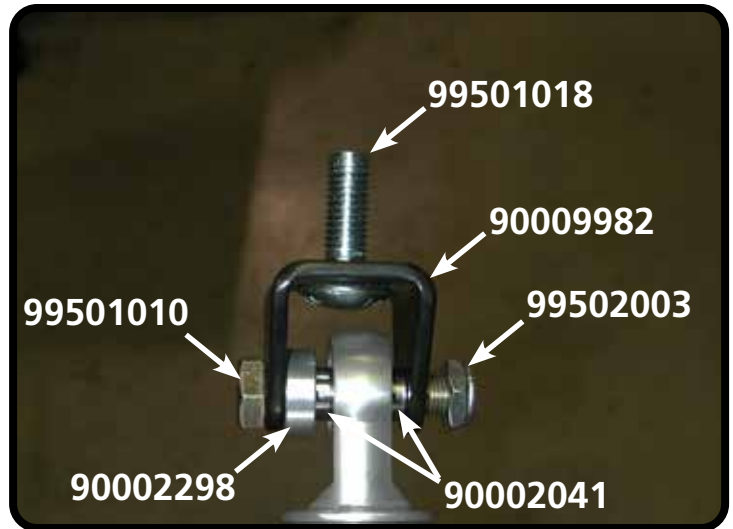


Figure 4



Figure 5



Figure 6

Lower Shock Mount

9. Attach a shock mount to the lower mounting plate as illustrated in Figure 7.

Torque the nut to **57 ft-lbs.**

10. Position the lower plate assembly from step 9 onto the lower control arm. The plates are stamped with a "D" or "P". Align the hole in the plate with the sway bar end link attachment point on the arm. Also align the tab hole with the factory shock mount hole (Figure 8 & 9).

11. Insert the factory shock bolt through the original mount and through the tab on the plate.

NOTE: One side of the factory shock mount nut will have to be ground flat as shown in Figures 9 & 10.

Thread the bolt into the modified nut and tighten.

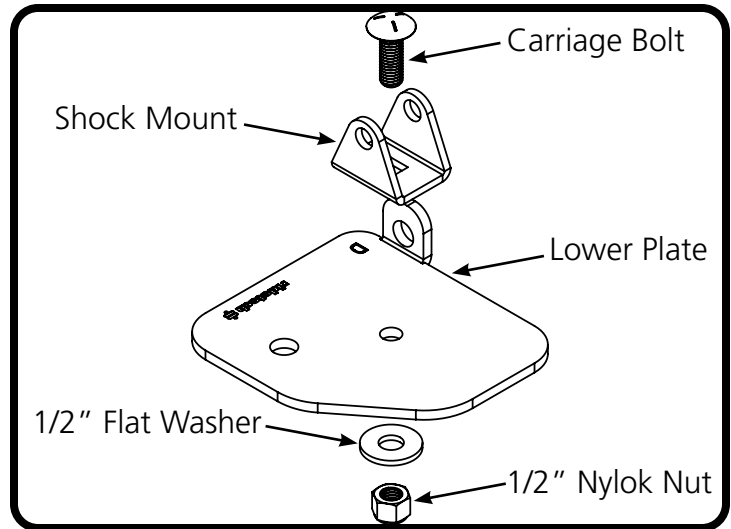


Figure 7

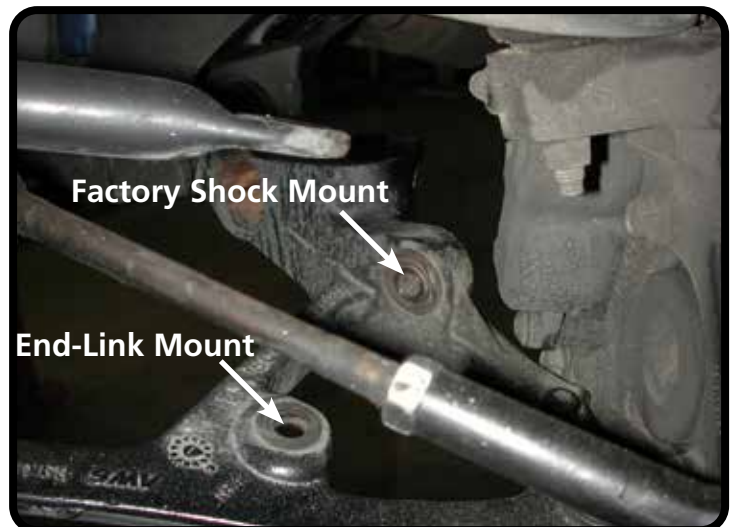


Figure 8



Figure 10



Figure 9

Final Steps

12. Reattach the modified sway bar end link using the supplied M8-1.250 x 140MM bolt (Figure 11).



Figure 11

13. Insert a 90002041 shock spacer into each side of the lower shock bearing and align with the holes in the lower shock mount (Figure 12).



Figure 12

14. Insert a 1/2"-20 bolt through the front flange of the shock mount and slide a 90002298 spacer onto the bolt. Then slide the bolt through the shock bearing and rear flange of the mount. Secure with a 1/2"-20 thin Nylok nut (Figure 13).



Figure 13

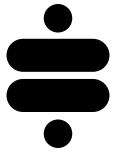
NOTE: Opposite to the top mount, the aluminum spacer on the lower shock mount must be positioned to the front of the vehicle.

15. Torque the upper and lower shock mount bolts/nuts to **75 ft-lbs.**

16. Check to ensure there is no interference throughout the full range of shock travel.

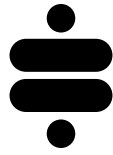
NOTE: You may adjust the position of the air fitting by rotating the shock bellows while the shock is held in place.

17. Repeat on the opposite side.

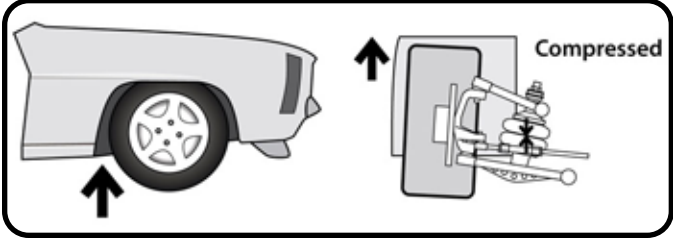


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

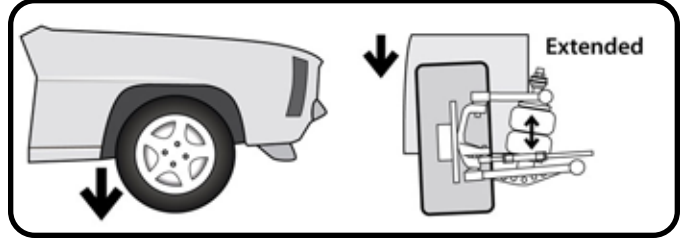


The Basics...



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.



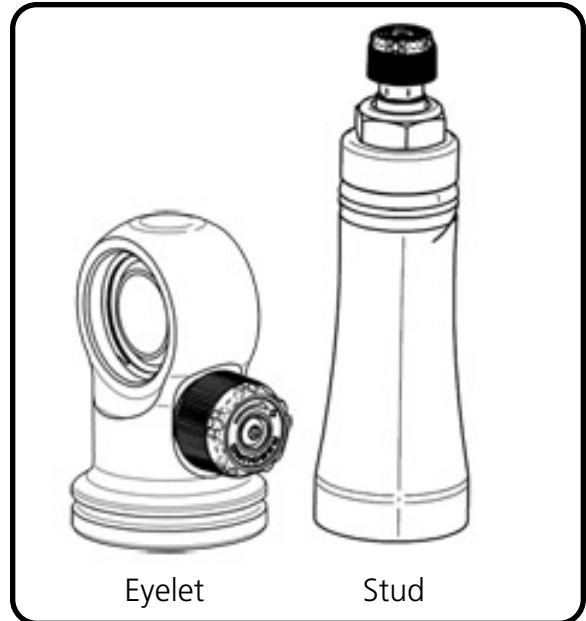
REBOUND

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

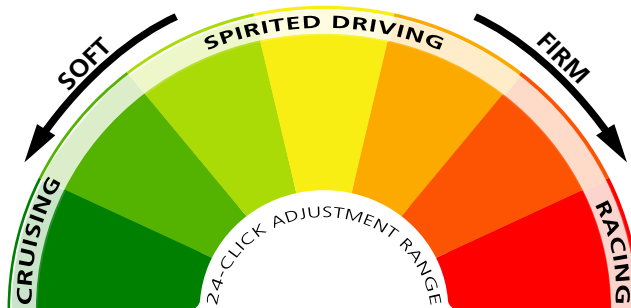
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



Knob Function

Counterclockwise

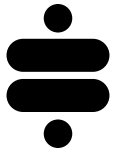
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Softer



Clockwise

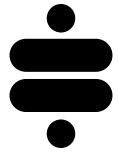
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Firmer





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.

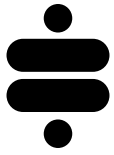


5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.

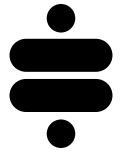


General Guidelines

- 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.



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.