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Part # 11412401
00-06 Tahoe/Yukon/Suburban Front HQ Series Shockwaves

Shockwave Assembly:

2	982-10-0804	4" stroke HQ Series shock
2	24090399	6" diameter rolling sleeve bellow assembly
2	234-00-153	Locking ring
2	815-05-022	1.7" Ring mount
4	90001628	.5" I.D. bearing
8	90001995	Snap ring

Components:

4	90009982	Upper and lower Shockwave mounts
1	90000281	Driver's side lower plate
1	90000282	Passenger's side lower plate
4	90002298	Aluminum spacer
2	90000359	Stepped washer

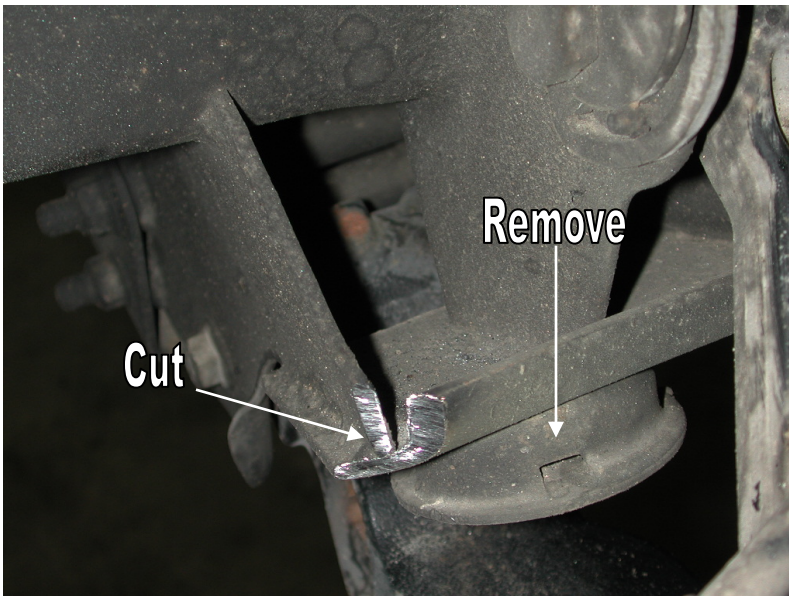
Hardware:

4	99501010	1/2" x 2 1/4" SAE bolt gr. 8	upper & lower mounts
4	99502003	1/2" SAE Nylok jam nut	upper & lower mounts
4	99501018	1/2" x 1 1/2" USS carriage bolt	upper mount to frame
4	99502001	1/2" USS Nylok nut	upper mount to frame
4	99503003	1/2" USS flat washer	upper mount to frame
2	99081001	M8 x 140mm bolt	sway bar end link

SHOCKwave®

Installation Instructions

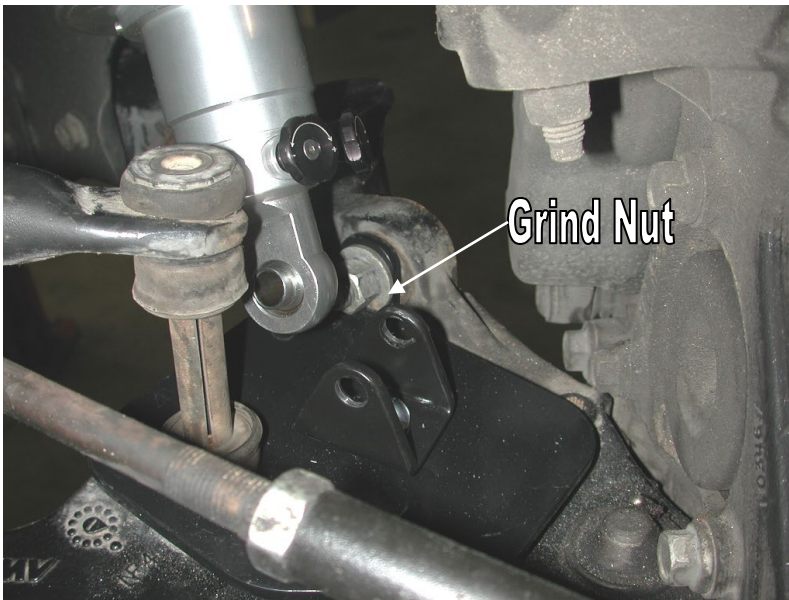
1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely
2. Remove the torsion bar and shock absorber. Refer to a factory service manual for proper disassembly procedure. Hang on to the factory shock bolts; they will be reused in mounting the lower Shockwave plate.



3. To achieve proper clearance of the Shockwave a small corner of the bump stop bracket must be trimmed. This can be done with a cut off wheel.



4. To reach maximum drop the bump stop and bump stop cup must be removed. This can be done with a cut off wheel. This picture shows the bump stop bracket after removing the cup.



5. Place the lower Shockwave plate on top of the lower arm; they are stamped driver and passenger side. Position it so that the tab lines up with the factory shock mount and the larger of the other two holes will align with the sway bar hole.

6. Grind one side of the factory shock nut flat so that it will align with the hole in the plate. Then use the factory shock bolt to secure the plate to the lower arm.

7. The sway bar end link must be shortened by 2 ¼". A new bolt is supplied.



8. The air fitting location can be rotated by twisting the bellow while holding the shock.

9. Place the step washer on top of the coil spring pocket with the step resting inside the factory shock hole. Then hold the Shockwave mount (U bracket) up to the frame while securing with a ½" x 1½" carriage bolt, Nylok and flat washer.



10. Bolt the Shockwave to the upper mount using a 2 ¼" x ½" bolt and Nylok. Note that the aluminum spacer is located to the rear of the Shockwave bearing.

11. The lower Shockwave mount is assembled much like the top except the aluminum spacer goes to the front of the Shockwave bearing.

12. Double-check Shockwave clearances through full suspension travel.

13. Driving height on this Shockwave is around 13" from center eye to center eye. This should occur around 110psi but will vary to driver preference.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!



-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

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.**