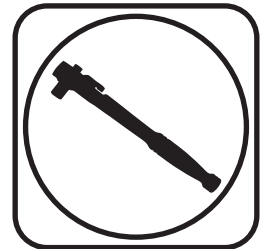




Part # 11702401 - 2007-2018 Silverado HQ ShockWave

Recommended Tools



2007-2018 Silverado ShockWave Installation Instructions

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ShockWave Dimensions:

Center of bearing to Center of bearing:

Compressed:	10.75"
Ride Height:	12.83"
Extended:	14.22"

www.ridetech.com

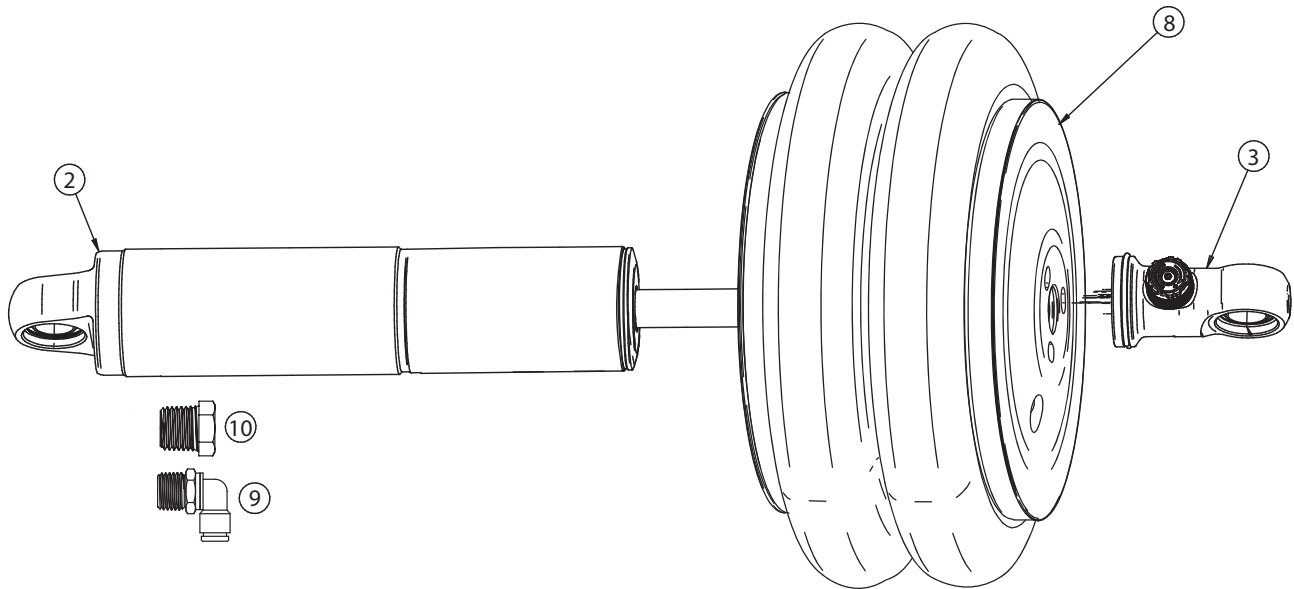


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Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90001368	Upper ShockWave Mount Assembly	2
2	982-10-804	4.1" Stroke HQ Series Shock	2
3	815-05-022-kit	1.7" Shock Eyelet Assembly	2
4	90001994	5/8" ID Bearing (installed in shock eyelet/body)	4
5	90001995	Bearing Snap Ring (installed in shock eyelet/body)	8
6	234-00-153	Air Spring Locking Ring (installed in ShockWave)	2
7	803-00-199(kit)	Locking Ring Set Screw (installed in ShockWave)	2
8	24190297	2000 Series 8.5" Double Convoluted Air Spring Bellow	2
9	31954201	1/4" NPT x 1/4" Tube 90 Degree Air Fitting	2
10	31957004	1/4" NPT Plug	4
11	90002043	.500" x .365" Shock Bearing Spacers	8
12	90001369	Lower ShockWave Mount Assembly	2



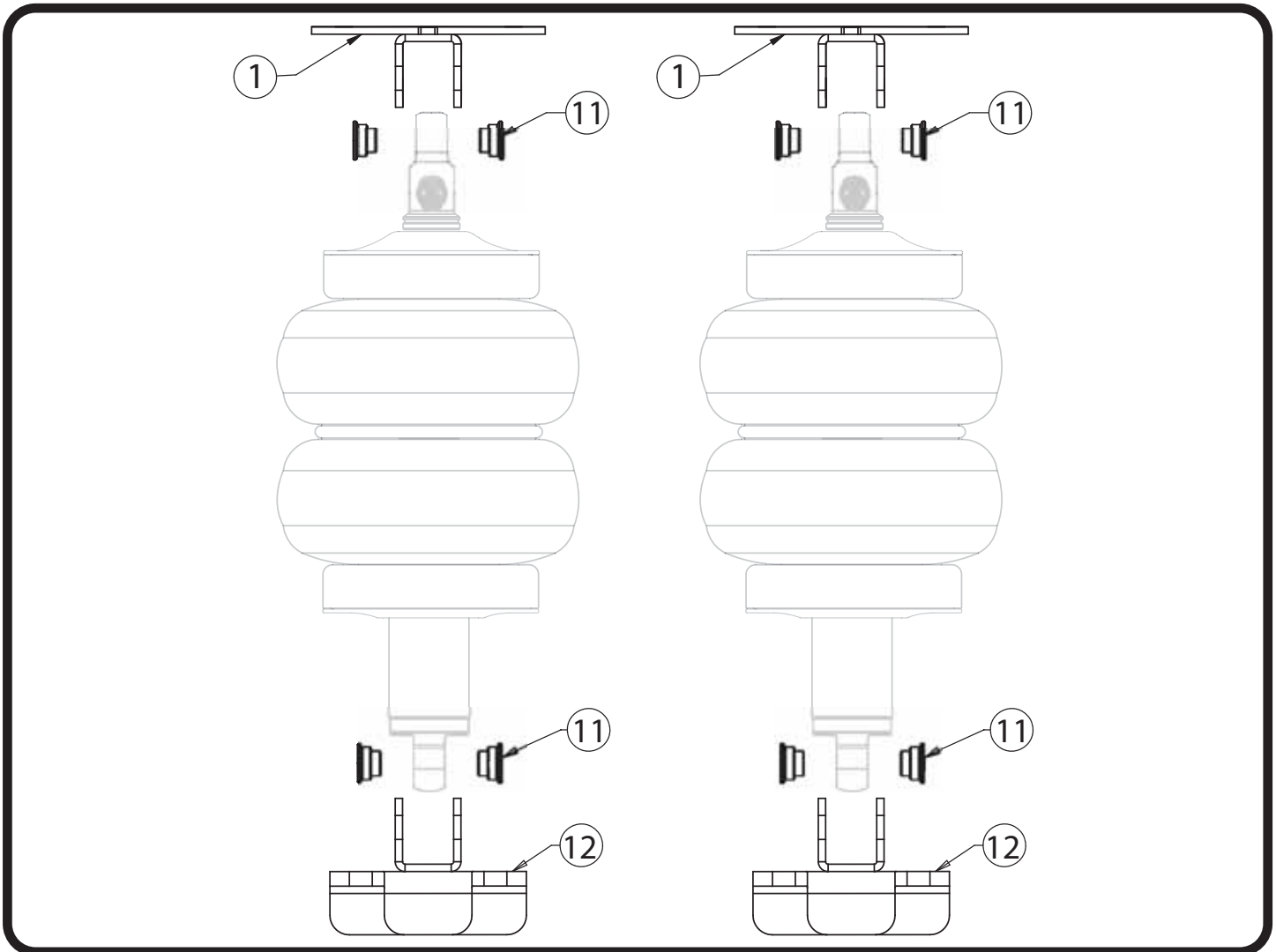
HARDWARE LIST Kit # 99010130

QTY	Part Number	Description
FRONT UPPER SHOCK MOUNT		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
6	99431023	7/16"-14 x 1 3/4" Hex Bolt
6	99432010	7/16"-14 Nylok Nut
12	99433005	7/16" SAE Flat Washer

QTY	Part Number	Description
FRONT LOWER SHOCK MOUNT		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
4	99371061	3/8"-16 x 2 1/4" Hex Bolt
4	99372001	3/8"-16 Nylok Nut
8	99373002	3/8" SAE Flat Washer



Major ComponentsIn the box



Disassembly

This ShockWave System is Designed to replace the factory Shocks and Springs.

The front OEM Shock and Spring assemblies will need to be removed from the front of the truck. **DO NOT DISASSEMBLE THE SHOCK/SPRING ASSEMBLY.**

1. Raise the vehicle and support it by the frame, allowing the suspension to hang freely.
2. Remove the shock/spring assembly from both sides of the truck.
3. If you haven't done so already, install the Ridetech upper control arms and spindles.

Getting Started.....

NOTE: The upper mounts are not side specific so they are the same for both sides of the truck.



Assembling ShockWave



4. Install the 1/2" I.D. bearing spacers into the bearing in the shock eyelet. These spacers have a through hole that is 1/2" diameter. The small side of the spacers will insert into the shock bearing.



5. Attach the upper mount to the shock eye. **The mount needs to be attached to the eyelet so that the notch is on the same side as the adjuster knob.**



6. Insert the shock eyelet into the upper mount. Line up the shock bearing/spacers hole with the mounting holes of the upper mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount. Torque the upper mounting hardware to 75 ftlbs.



ShockWave Installation



7. Put the ShockWave in position on the truck. The upper mount needs to be positioned with the NOTCH toward the wheel. The shock adjuster knob should also be toward the wheel.

NOTE: If the adjuster knob is not toward the wheel with the upper mount in the correct position, the upper mount will need to be removed from the eyelet and rotated 180°.



8. Install a 7/16" flat washer on each of (3) 7/16"-14x1 3/4" hex bolts. Align the mounting holes of the upper mount with the mounting holes in the frame. The mounting bolts need to be installed with the threads pointing up. Insert a bolt/washer in each holes. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt sticking through the frame. Torque the hardware to 50 ftlbs.



9. Slide the wire loom clip on the threads of the front upper mounting bolt.



ShockWave Installation



10. Install the 1/2" I.D. bearing spacers into bearing in the shock body. These spacers have a through hole that is 1/2" diameter. The small side of the spacers will insert into the shock bearing.



11. Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



12. Put the lower mount in position on the truck. The Lower Mount will only attach to the control arm one way. The SMALL vertical tab needs to be positioned toward the wheel. Align the mounting holes of the lower mount with the OEM shock mounting holes in the lower control arm. Install a 3/8" flat washer on each of (2) 3/8"-16 x 2 1/4" hex bolts. Insert the bolts/washers in the aligned holes of the lower mount and control arm. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of the bolts sticking through the lower control arm. Torque the hardware to 45 ftlbs.

13. Repeat steps 4-12 on the other side of the truck.

14. Check all hardware to insure it is tight.



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.

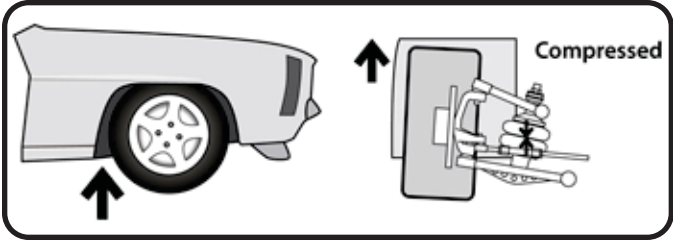


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

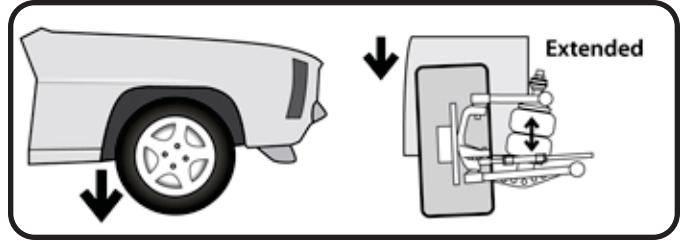


The Basics...



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.



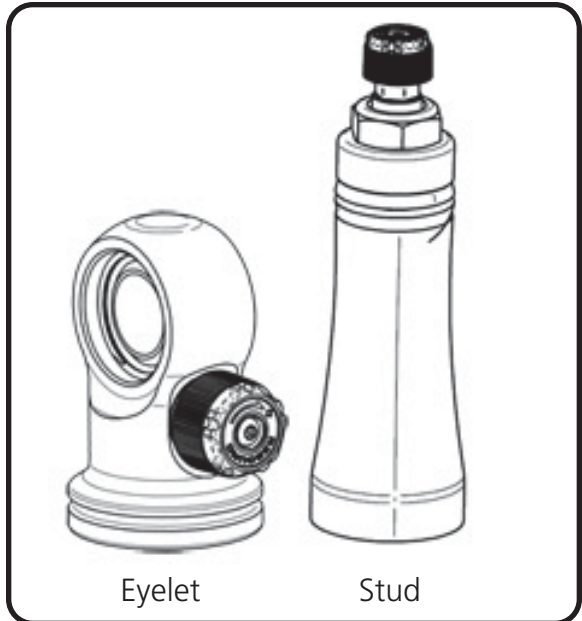
REBOUND

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

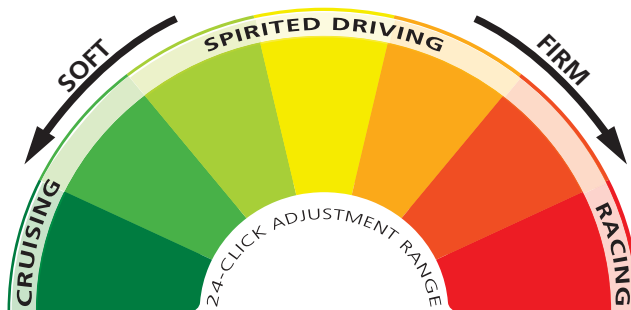
- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



Knob Function

Counterclockwise

=
Softer



Clockwise

=
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.