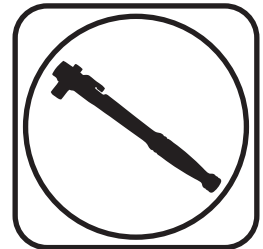




**Part # 11702401 - 2007-2018 Silverado HQ ShockWave**

Recommended Tools



## 2007-2018 Silverado ShockWave Installation Instructions

### Table of contents

Page 2-3.....	Included Components
Page 3.....	Disassembly and Getting Started
Page 4.....	Assembling ShockWave
Page 5-6.....	ShockWave Installation
Page 7.....	Notes and Car of Your ShockWaves
Page 8.....	Shock Adjustment

### ShockWave Dimensions:

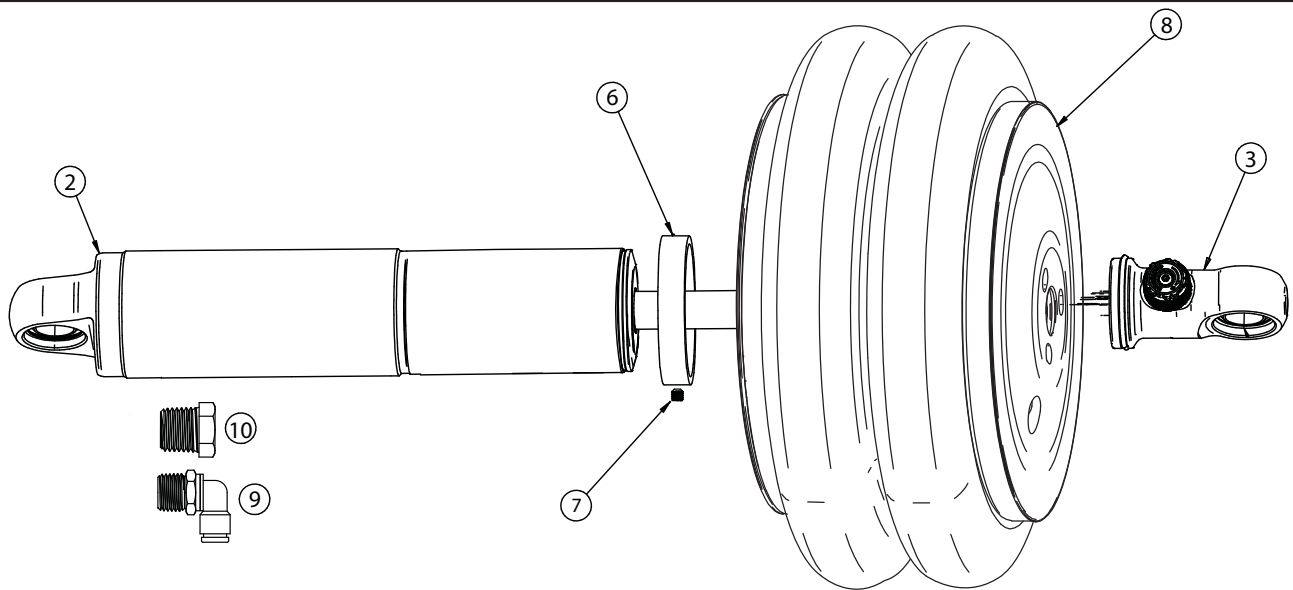
Center of bearing to Center of bearing:

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



### Major Components .....In 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



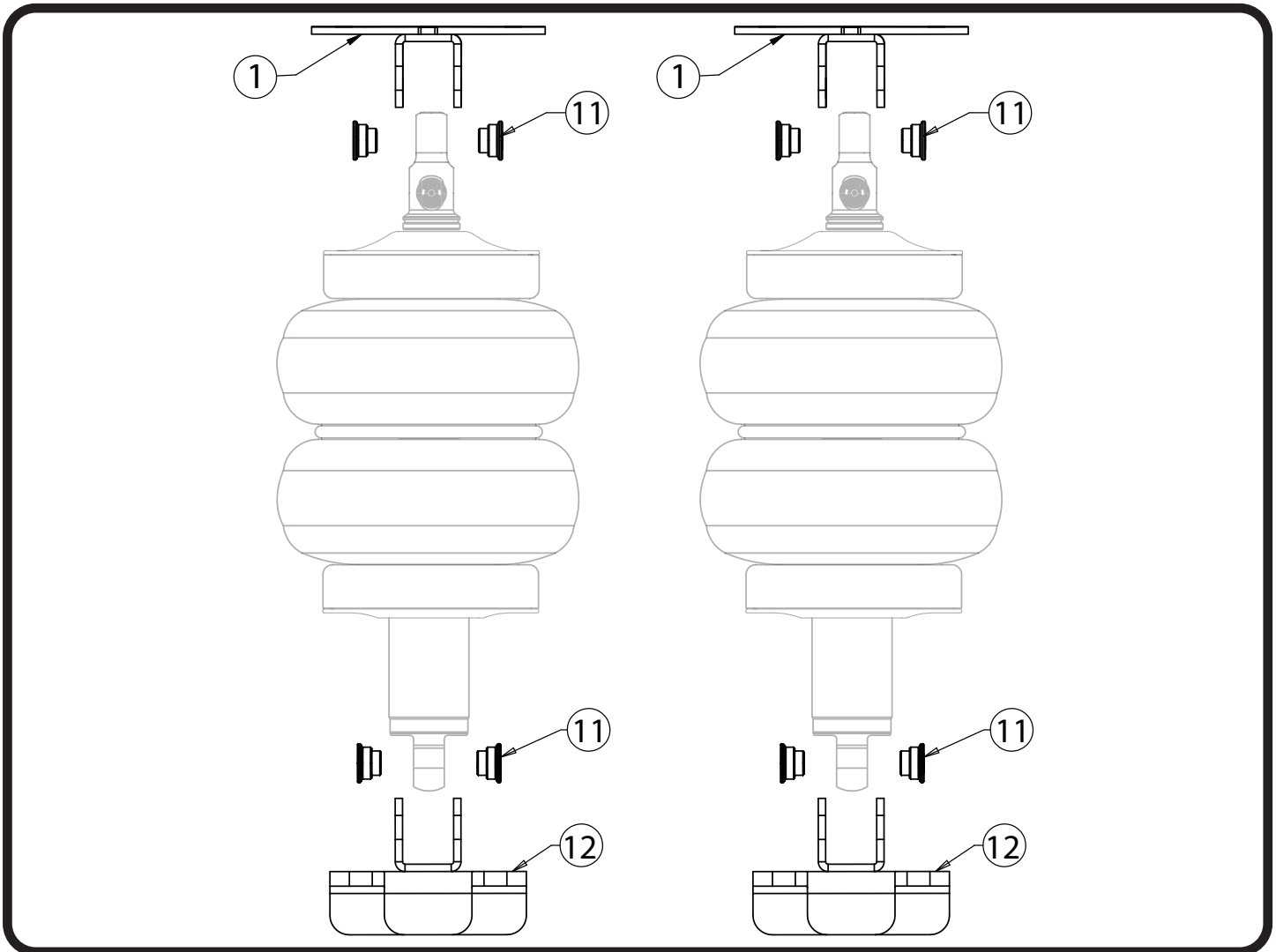
### HARDWARE LIST Kit # 99010130

QTY	Part Number	Description
<b>FRONT UPPER SHOCK MOUNT</b>		
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
<b>FRONT LOWER SHOCK MOUNT</b>		
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 Components .....In 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.



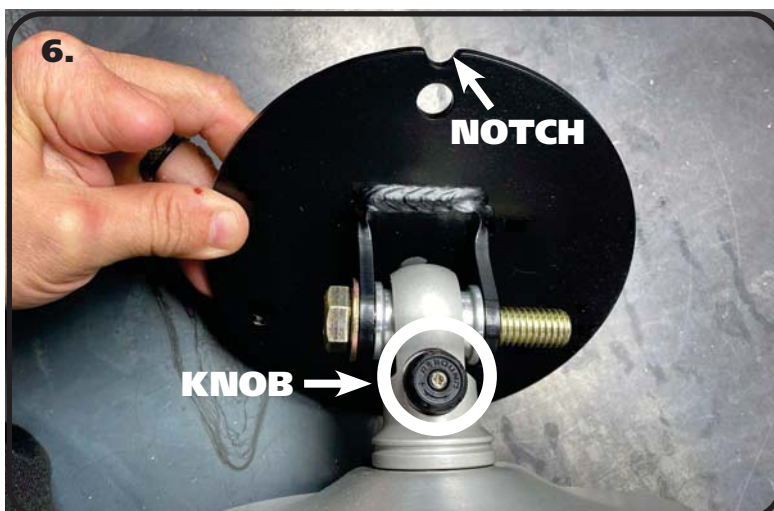
### Assembling ShockWave



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" hexbolts. 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.



### Notes and Care of your Shockwaves

#### NOTES:

You can clock the airfitting location on the ShockWave by turning the AirSpring assembly of the shock. Make sure the fitting doesn't contact the frame.

When cutting the airline, use a razor blade. The cut needs to be a clean cut and square for the airline to seal properly.

**The Locking ring on the shock is NOT adjustable. These rings are set at the factory to optimize the AirSpring stroke with the shock stroke.**

### 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.
4. Do not let the ShockWave bellows rub on anything. Failure will result. This is a non warrantable situation.
5. 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.



### Shock Adjustment

#### 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 medium setting of 12.



-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 12 clicks. This sets the shock at 12. (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.**