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Part # 13052401

97-04 Front Shockwaves – HQ Series

104mm bellow – 2.6” Stroke – T-Bar /Short Stud

Shockwave:

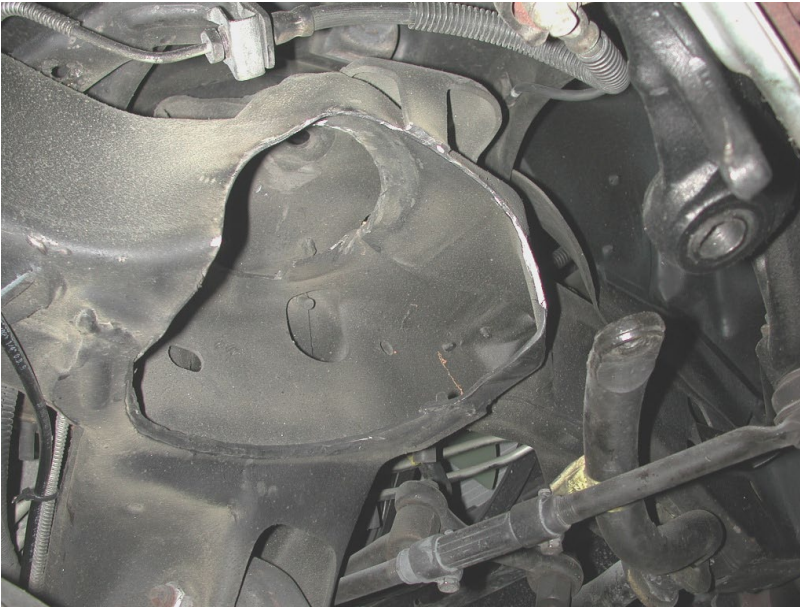
2	24090199	6.5” Master Series AirSpring assembly
2	982-10-802	2.6” stroke HQ Series shock
2	90009988	Short stud top (2”)
2	90001994	.625” bearing
4	90001995	Bearing snap ring
2	90002060	Standard width T-bar (installed in shock body)
4	90001980	T-bar snap ring
2	234-00-153	Locking Ring

Components:

2	90002312	Short stud top base (2”)
2	90001902	Delrin ball cap
2	90001903	Delrin ball top half
2	90001904	Delrin ball bottom half

13052401 Installation Instructions

1. Raise and support truck at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.



3. As shown in the picture the coil spring pocket must be trimmed to allow clearance for the Shockwave. **The coil spring retaining fingers also need to be removed. Also the factory shock hole will need to be drilled to $\frac{3}{4}$ "**, this can be done with a unibit.

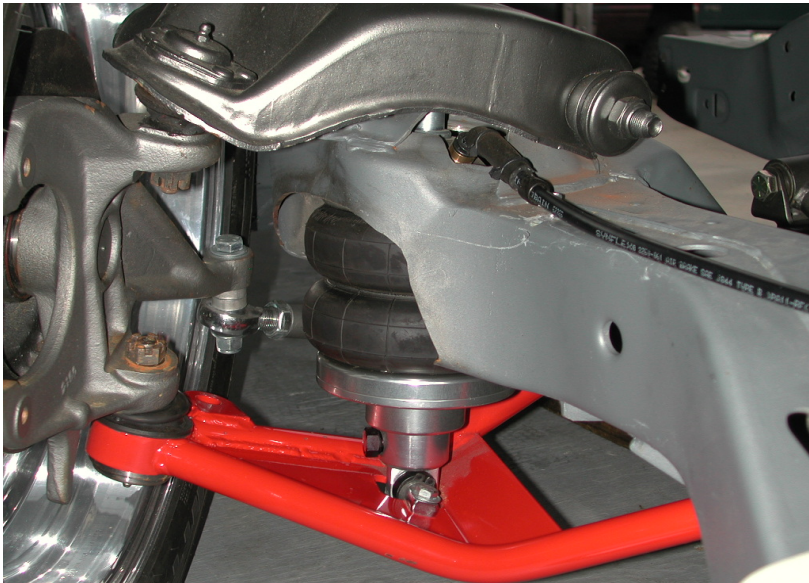
4. Apply thread sealant to the airline fitting and screw it into the top of the Shockwave. The airline must also be routed at this time.

5. Place the Shockwave into the coil spring pocket with the stud protruding through the factory shock hole. Refer to the diagram on the next page for proper bushing orientation.

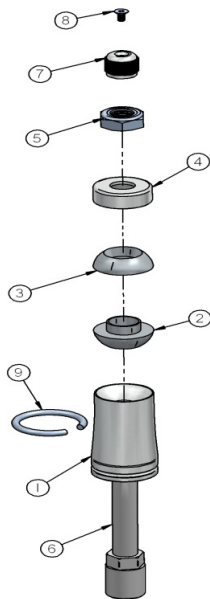
6. Swing the lower arm up to the Shockwave. The trunnion will sit on top of the lower arm and is held tight with two $\frac{3}{8}$ " x $1\frac{1}{4}$ " bolts, nylocs and flat washers. **The factory nuts will need to be removed from the control arm.**

7. Double check air spring and fitting clearance through full suspension travel. The bellow can be rotated separate of the shock to move the position of the fitting.

8. Driving height should occur around 100psi. but will vary to driver preference and vehicle weight.



SHOCKwave®



1. Stud top base
2. Lower Delrin ball half
3. Upper Delrin ball half
4. Aluminum cap
5. 9/16" Nylok jam nut
6. Threaded stud
7. Adjustment knob (SA Only)
8. Screw (SA Only)
9. Snap ring (Coil Over Only)

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.**