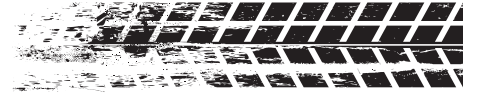




INSTALLATION INSTRUCTIONS



Part # 24350701



**5.2" Stroke TQ Series ShockWave, Eye/Eye
7000 Series Bellow**



www.ridetech.com
812.482.2932





**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!

Road Map

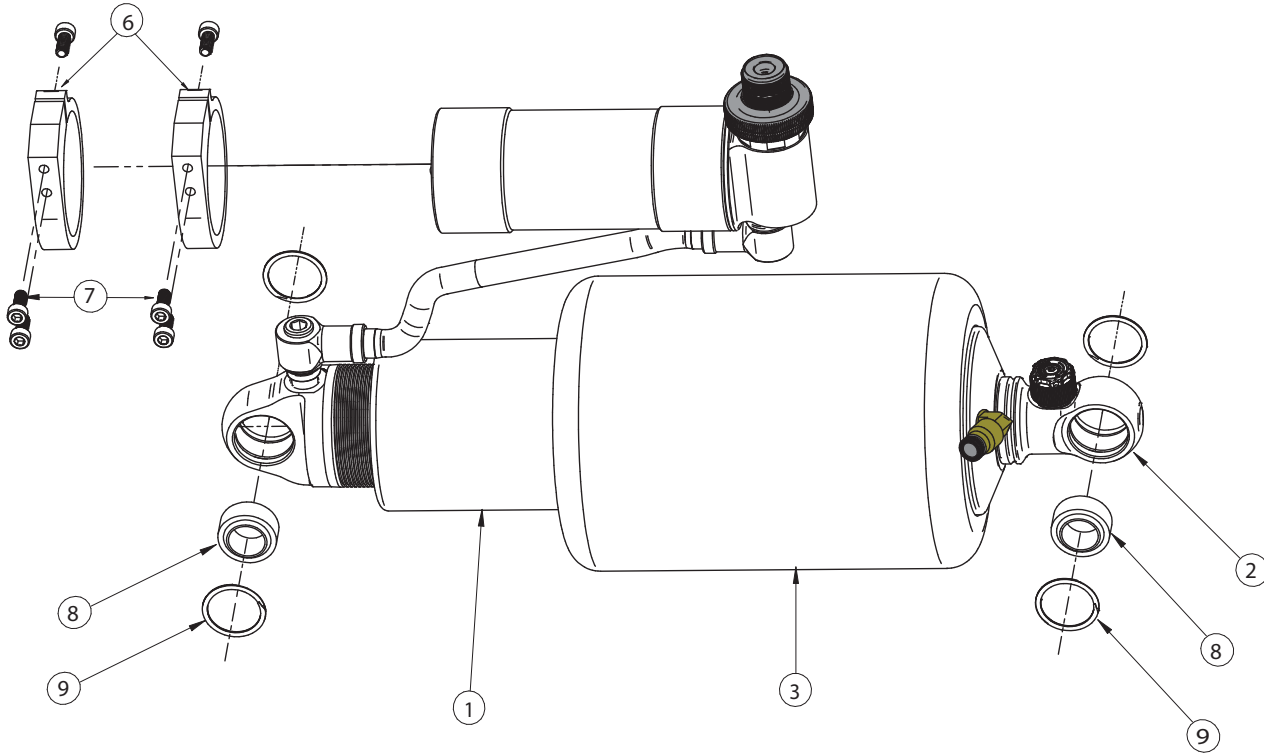
Exploded View & Parts Listing	3
ShockWave Care Guide	4
Shock Tuning Guide	5-7

ShockWave Dimensions

Measured From Center-To-Center Of Shock Bearings

Compressed	11.85"
Ride Height	14.60"
Extended	16.42"

EXPLODED VIEWS AND PARTS LISTING



Item #	Part #	Description	QTY
1	986-10-072	5.2" Stroke TQ Series Shock	2
2	815-05-022	Shock Eyelet	2
3	24090799	7000 Series 4" Rolling Sleeve AirSpring	2
4	234-00-153	AirSpring Locking Ring (Installed on Shock)	2
	90002044	Spacer kit - 1/2" ID and 5/8" ID (Not Shown)	4
6	026-05-000	Reservoir Clamps	4
7	99050000	Reservoir Socket Head Cap Screws	12
8	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
9	90001995	Bearing Snap Ring (installed in shock and eyelet)	8



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.

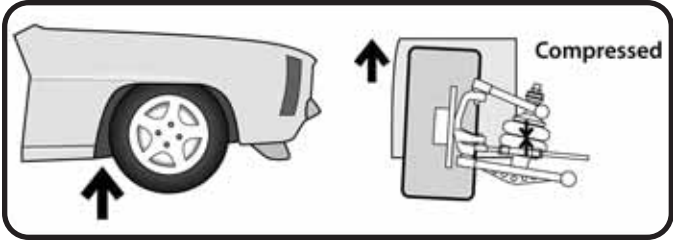


TUNING GUIDE

TRIPLE-ADJUSTABLE SHOCKS

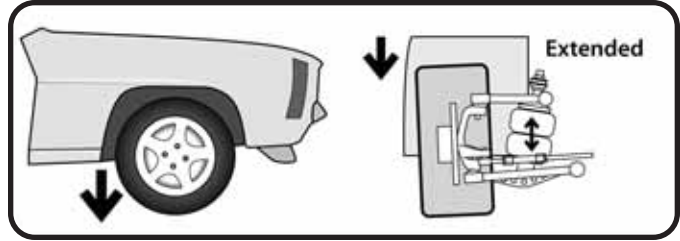


The Basics...



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.

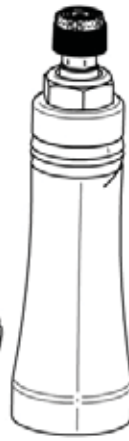
Where Are The Knobs?

TQ Series Shocks

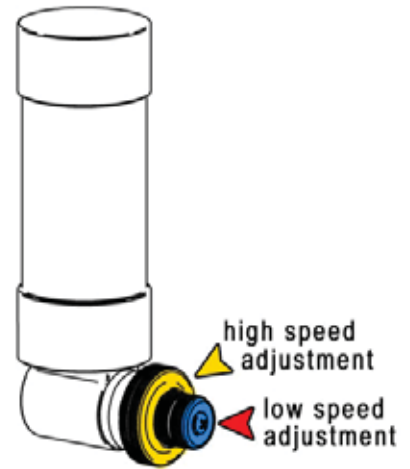
- The rebound adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This high/low speed adjustment knobs are located on the external reservoir.



Eyelet



Stud



External Reservoir

Knob Function

Counterclockwise

=
Softer



Clockwise

=
Firmer





TUNING GUIDE

TRIPLE-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.



TUNING GUIDE

TRIPLE-ADJUSTABLE SHOCKS



Initial Compression Setting

1. Begin by setting both the low speed and high speed compression adjustments to “full soft”. You do this by turning the high-speed (outer) adjustment knob on the external reservoir counterclockwise until it stops. The low-speed (inner) knob will rotate with it.



NOTE: For most people operating their vehicle under normal driving conditions, the minimum compression setting is going to provide ideal ride quality and handling characteristics.

2. Take the vehicle for a test drive. If you are satisfied with the ride quality and handling, you’re all set. Enjoy the ride!



3. If you like to race or engage in more “spirited” driving, you might find that a soft low-speed setting results in some undesirable behaviors. If you experience any of the following symptoms, you may wish to increase the low-speed damping by turning the inner knob clockwise a few clicks.



- Handling feels soft and unresponsive
- Front end dives excessively when braking
- Rear end squats excessively when accelerating
- Excessive body roll when cornering

4. If general handling is dialed in, but you feel the suspension bottoming out when encountering speed bumps, potholes or large dips, you may need to increase the high-speed damping by turning the outer ring clockwise a few clicks.



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



NOTE:

It may help to think of your compression adjustments as a means of creating additional spring rate and controlling the timing at which your suspension reacts to events that compress your vehicle’s springs.

The low-speed knob may be adjusted independently of the high-speed knob, but any adjustments to the high-speed knob will also move the low-speed knob.