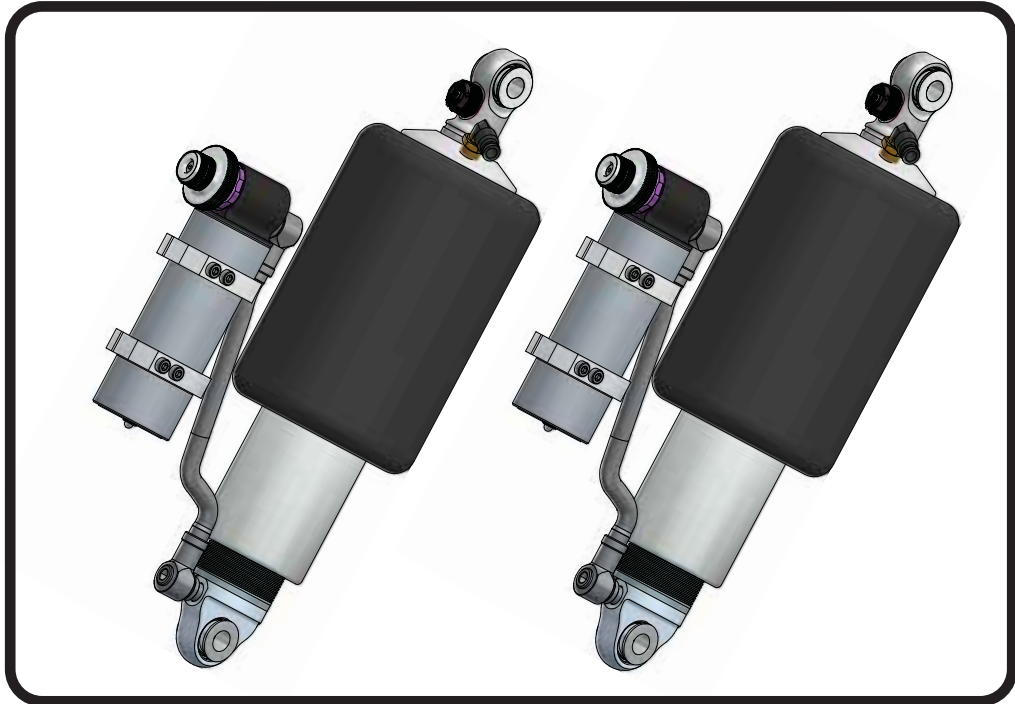




**Part # 243X0701/243X0801 - TQ Series Shockwave**



**Recommended Tools**



**7000/8000 Series Bellow, Eye/Eye  
Installation Instructions**

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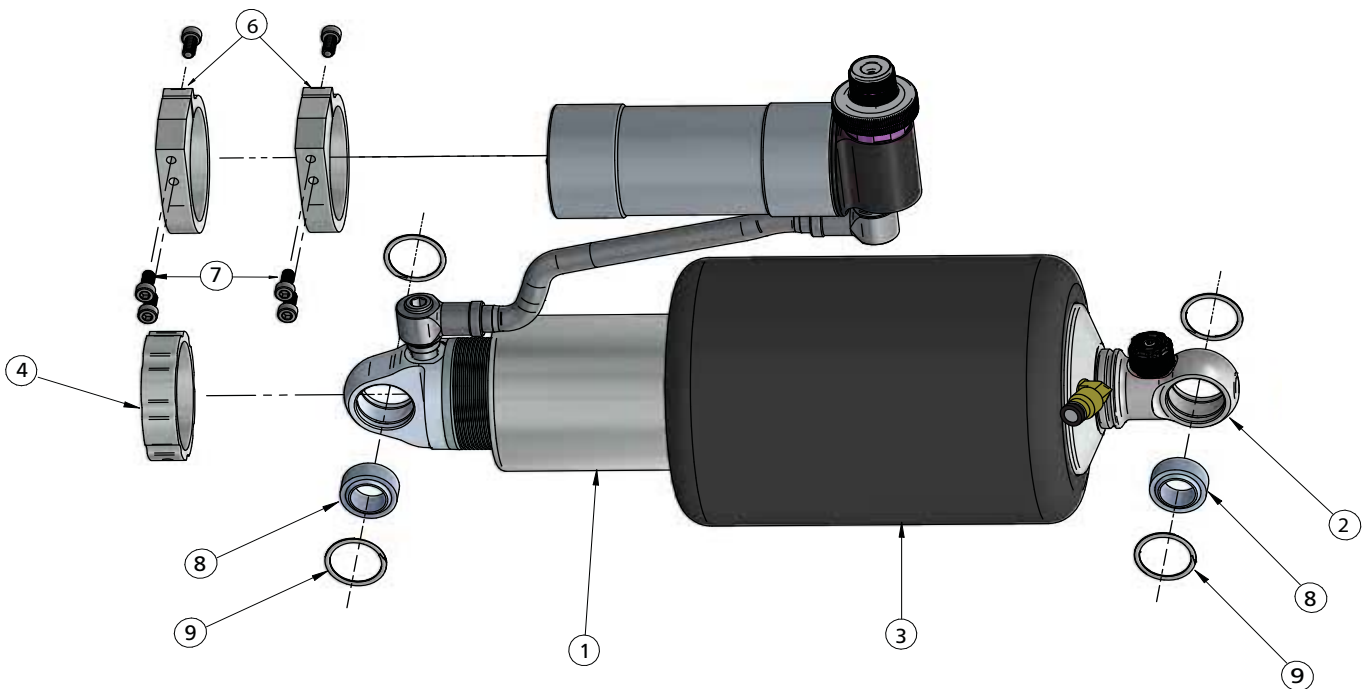
**ShockWave Dimensions:**

| Part #            | Compressed | Ride Height | Extended |
|-------------------|------------|-------------|----------|
| 24340701/24340801 | 10.75"     | 12.75"      | 14.25"   |
| 24350701/24350801 | 11.85"     | 14.50"      | 16.40    |
| 24360701/24360801 | 13.00"     | 16.25"      | 18.60"   |
| 24370701/24370801 | 13.75"     | 17.50"      | 20.00"   |



### Major Components .....In the box

| Item # | Part #     | Description  | QTY |
|--------|------------|--|-----|
| 1      | 986-10-0XX | TQ Series Shock - <i>part number depends on shock stroke</i> | 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   |



**WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.**



### Notes and Care of your Shockwaves

#### NOTES:

**WARNING: ATTEMPTING TO REMOVE THE AIR FITTING WILL DAMAGE IT AND VOID THE WARRANTY.**

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 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).

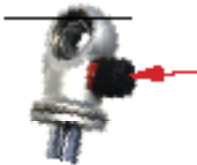
Take the vehicle for a test drive.



-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. **CONTINUE ON NEXT PAGE.**

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.

#### Shock adjustment 101- Triple Adjustable

**Triple Adjustable:**

**Step One: High Speed Compression**



-High speed compression adjustments are used in both street driving and track tuning.

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



-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.



### Shock Adjustment

#### Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



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



-Now turn the low speed compression 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 low speed compression 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 low speed compression knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the low speed compression 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.

#### Step 3:

Adjust rebound according to Single Adjustable instructions.

#### **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.

### STILL HAVE QUESTIONS?

*Tech line hours*

Monday - Friday

8AM - 6PM (EST) ..... 812-482-2932