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Part #11172411

70-81 GM "F" Body Front TQ Series ShockWaves

For Use w/ Stock Lower Arms

ShockWave Assembly:

2	24090199	6.5" Master Series Airspring assembly
2	986-10-069	2.6" stroke TQ Series shock
2	90001994	.625" I.D. bearing
4	90001995	Bearing snap ring
2	90002060	Standard width T-bar
4	90001980	T-bar snap ring
2	90009989	Tall Delrin stud top – 2.75"
2	234-00-153	Locking Ring

Components:

2	90002313	Tall Delrin stud top base – 2.75"
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
4	026-05-000	Reservoir Mount
1	85000003	4mm Allen Wrench

Hardware:

2	99562003	9/16" SAE Nyloc Nut	Stud top hardware
4	99371004	3/8" x 1 1/4" USS bolt	T-Bar to lower arm
4	99372002	3/8" USS Nylok nut	T-Bar to lower arm
8	99373002	3/8" SAE flat washer	T-Bar to lower arm
12	99050000	4mm Socket Head Screw	Reservoir Mount

SHOCKwave®

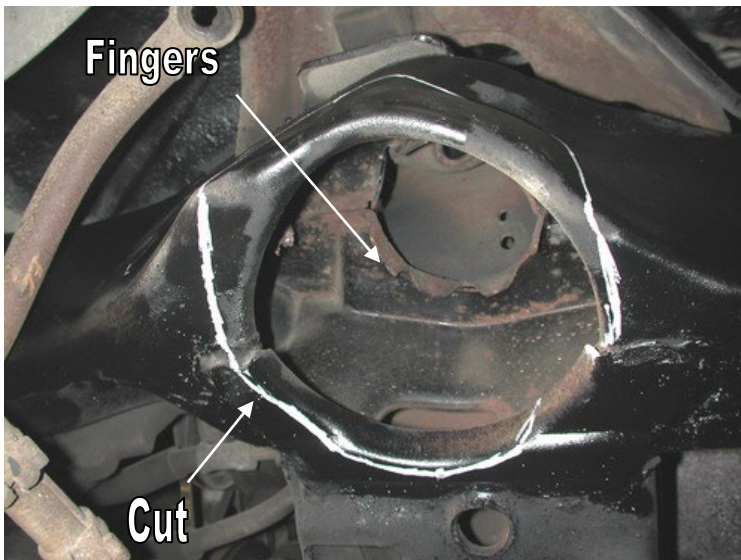
Installation Instructions



1. The frame pocket must be trimmed to ensure that the air spring does not rub against the frame. The coil spring retaining "fingers" must also be trimmed.

Note: The inflated diameter of this air spring is approximately 6".

2. Apply thread sealant to a 90 degree air fitting and screw it into the top of the Shockwave. The air fitting location can be rotated by twisting the bellow separate of the shock absorber.



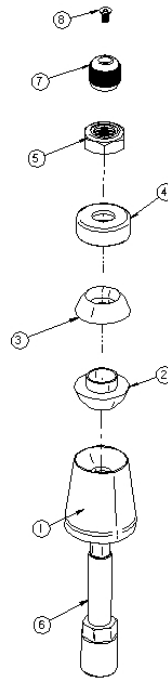
3. The top of the Shockwave will attach to the factory shock hole. The factory shock hole needs to be $\frac{3}{4}$ " for the delrin ball setup. See diagram on following page for assembly.

4. The T-bar will sit on **top** of the lower control arm and bolt the factory shock mount holes. If nuts are tack welded to the lower arm they will need to be removed. The holes in the lower arm may need to be drilled out to $\frac{3}{8}$ ". Secure to the lower arm w/ the $\frac{3}{8}$ " x $1\frac{1}{4}$ " bolts, flat washers and Nylok nuts supplied.

5. Double check air spring clearance throughout full suspension travel.
Allowing the bellow to rub will result in failure and is not a warrantable situation.

6. The best ride quality will occur around 50-60% suspension travel, depending on vehicle weight this typically occurs around 90-100 psi.

1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16" SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw



SHOCKWave®

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 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.

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.