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Part # 11322411

78-88 GM "G"-Body Front Shockwaves – TQ Series

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

Shockwave:

2	24090199	6.5 Master Series AirSpring assembly
2	982-10-803	3.6" stroke TQ 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	803-00-199	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
1	85000003	4mm Allen Wrench

Hardware:

2	99562003	9/16" SAE Nylok jam nut	Stud top hardware
12	99050000	4mm Socket Head Screw	Reservoir Mount

11322411 G-Body 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.

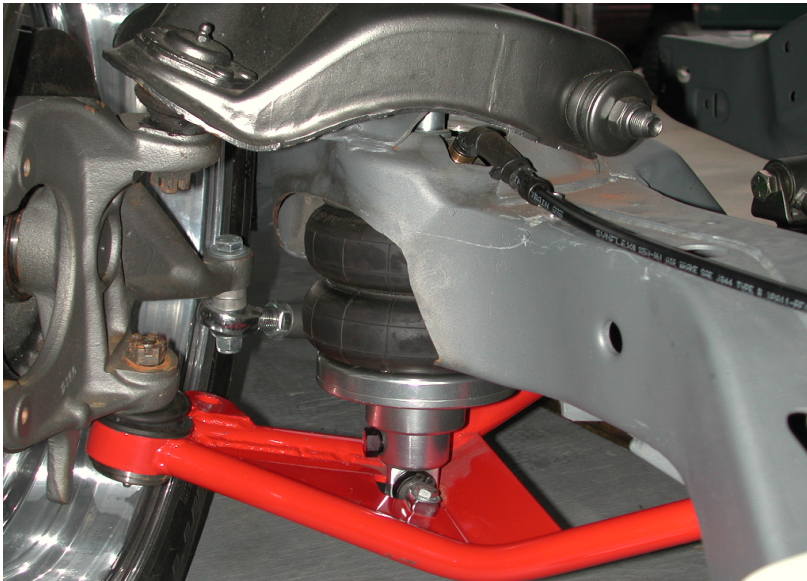
5. Place the Shockwave into the coil spring pocket with the stud protruding through the factory shock hole. Refer to the diagram on the next page for proper bushing orientation.

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.

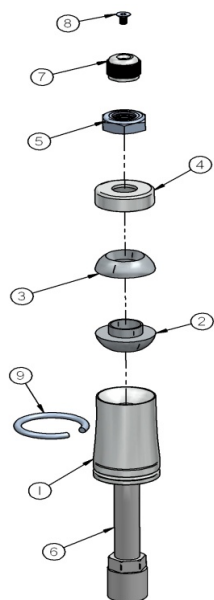
7. The sway bar end link must be shortened by $1\frac{1}{2}$ ".

8. 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.

9. 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)

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.