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Part # 11325411
78-88 GM "G" Body Rear ShockWave Kit
TQ Series

Shockwave Assembly:

2	986-10-072	5" stroke TQ Series shock w/ reservoir
2	24090799	7000 Series sleeve assembly
2	234-00-199	Locking ring for bellow
2	815-05-022	1.7" Eyelet –adjustable
4	90001994	.625" bearing
8	90001995	Bearing snap ring

Components:

8	90002043	Aluminum spacer - .5" I.D.
2	90002327	Upper shock bracket
1	90002325	Driver side lower shock bracket
1	90002326	Passenger side lower shock bracket
2	90002158	Lower Shock Bracket
4	026-05-000	Reservoir mount
12	99050000	4mm screw for reservoir mount
1	85000003	4mm Allen wrench

Hardware:

4	99311001	5/16"-18 x 1" Gr. 5 bolt	Upper bracket to frame
4	99312003	5/16"-18 Nylok nut	Upper bracket to frame
8	99313002	5/16" SAE flat washer	Upper bracket to frame
2	99501027	1/2"-13 x 3 3/4" Gr. 5 bolt	Shock bracket to trailing arm bracket
6	99501002	1/2"-13 x 1 1/2" Gr.5 bolt	Shock bracket
4	99501003	1/2"-13 x 2 1/2" Gr. 5 bolt	Shock to upper & lower brackets
12	99502001	1/2"-13 Nylok nut	Lower shock bracket
8	99503001	1/2" SAE flat washer	Lower shock bracket

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Installation Instructions

1. Raise and safely support the vehicle by the frame rails.
2. Using a jack, slightly raise the axle approximately 1". Remove the shock absorbers.
3. Lower the axle down enough to remove the coil springs.
4. The exhaust tail pipes may need to be removed and/or modified for Shockwave installation.



5. Fasten the new upper shock bracket into the factory shock location using the 5/16" x 1" bolts, flat washers and Nylok nuts supplied.

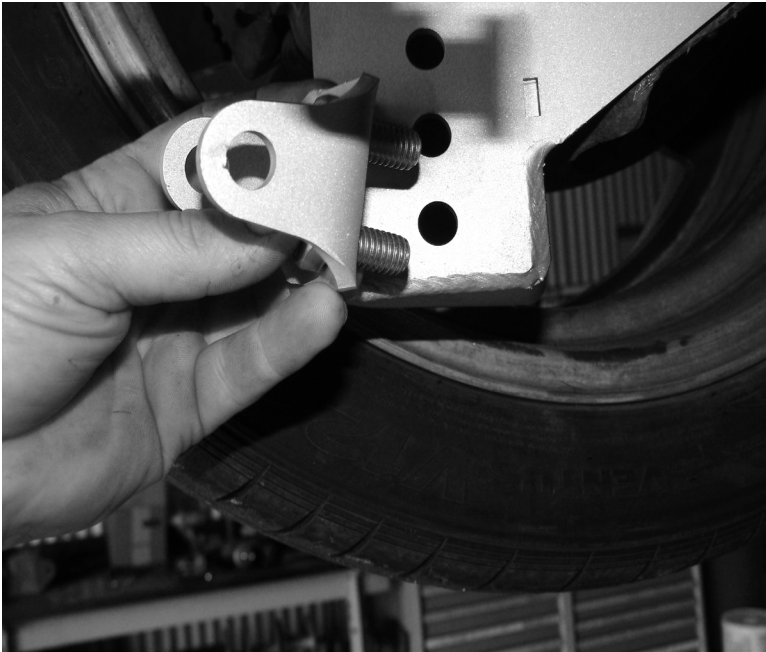
Note: Position the bracket to offset the shock toward the center of the car.



6. Remove the lower trailing arm mounting bolt. (Do one side at a time to keep the axle from rotating).

7. Place the new lower shock bracket up against the factory lower shock bracket. Use a 1/2" x 1 1/2" bolt, Nylok nut and flat washers to fasten the new bracket to the factory bracket. Install the longer 1/2" x 3 3/4" bolt through the lower trailing arm mount, secure w/ the supplied flat washers and Nylok nuts.

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8. Install the Lower Bolt on Shock Bracket in the top 2 holes using (2) $\frac{1}{2}$ " x $1\frac{1}{2}$ " Hex Bolts, and (2) $\frac{1}{2}$ " Nylok Nuts.

The lower Bracket has 3 holes. The top 2 holes are the holes that the kit will normally use. If a lower ride height is desired, the bottom 2 holes can be used.



9. Install the aluminum spacers into the upper and lower eyes of the shock.



10. 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.

11. Fasten the ShockWave to the upper bracket using a ½" x 2 ½" bolt and Nylok nut.

12. Fasten the ShockWave to the lower bracket using a ½" x 2 ½" bolt and Nylok nut.

13. Double check air spring clearances throughout full suspension travel.

14. Ride height on this ShockWave is 14.5" from center eye to center eye.

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.**