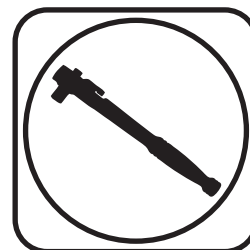
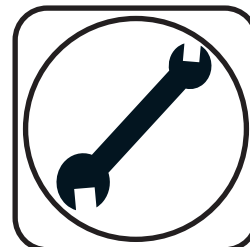
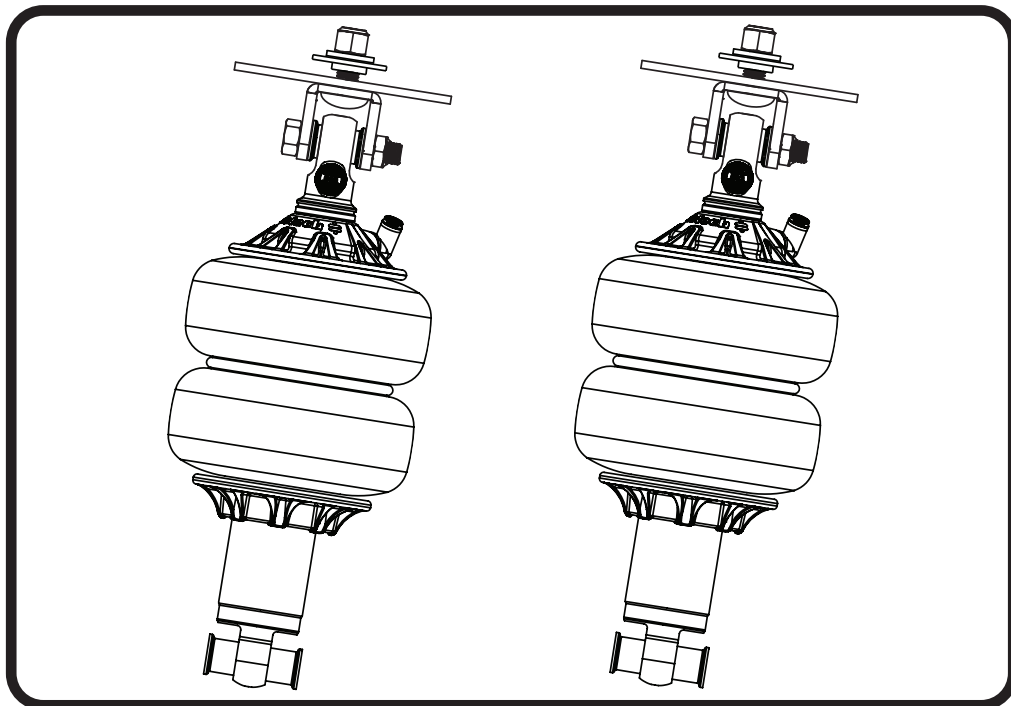




Part # 11383011 - 99-06 Silverado Front TQ Series Shockwave

Recommended Tools



1000 Series Bellow, 1.7" Eye/Eye 4.1" Shock Installation Instructions

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ShockWave Dimensions:

Center of bearing to Center of bearing:

Compressed: 10.75"

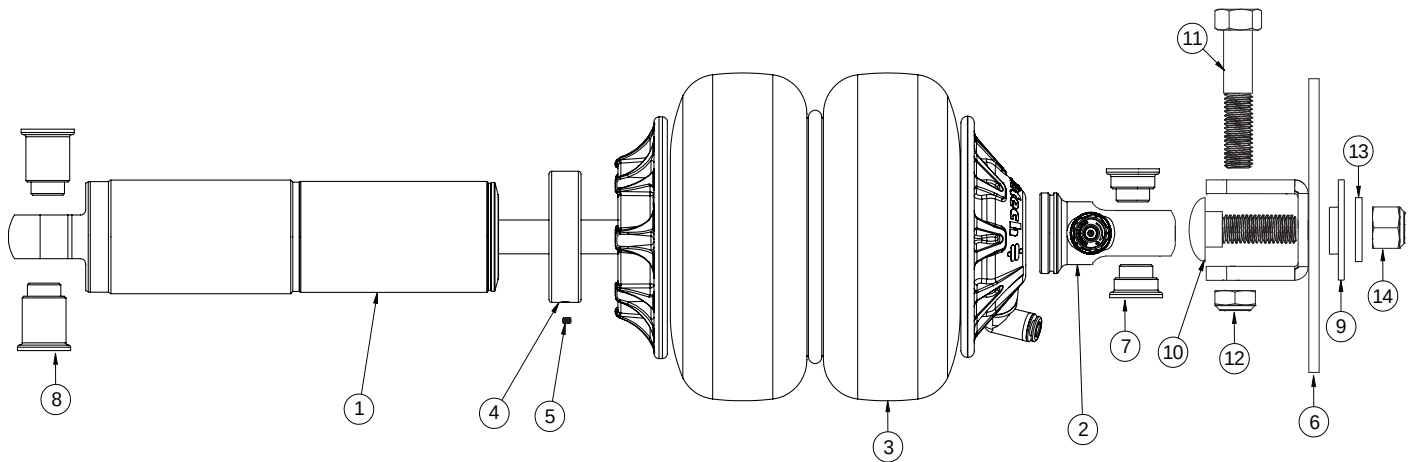
Ride Height: 13.10"

Extended: 14.25"

www.ridetech.com
812-482-2932



Item #	Part #	Description	QTY
1	986-10-071	4.1" Stroke HQ Series Shock	2
2	815-05-022	Upper Shock Eyelet	2
3	24090199	6.5" Diameter Air Spring 1000 Series	2
4	234-00-153	Air Spring Locking Ring	2
5	99055000	Locking Ring Set Screw	2
6	90000097	Upper Mounting Plate	2
7	90002043	Upper Shock Bearing Spacers	4
8	90002062	Lower Bearing Spacers (INCLUDED WITH STROGARMS)	4
9	90000359	Upper Shock Mount T-Bushing	2
10	99501018	1/2"-13 x 1 1/2" Carriage Bolt	2
11	99501010	1/2"-20 x 2 1/4" Hex Bolt	2
12	99502003	1/2"-20 Thin Nylok Nut	2
13	99502001	1/2"-13 Nylok Nut	2
14	99503001	1/2" Flat Washer	4
	026-05-000	Reservoir Mounts	4
	99050000	Reservoir Mounting Screw - 5mm SS X .5 SHCS	12
	85000003	Hex Wrench - Reservoir mounting screws	1



2



ShockWave Installation

3.

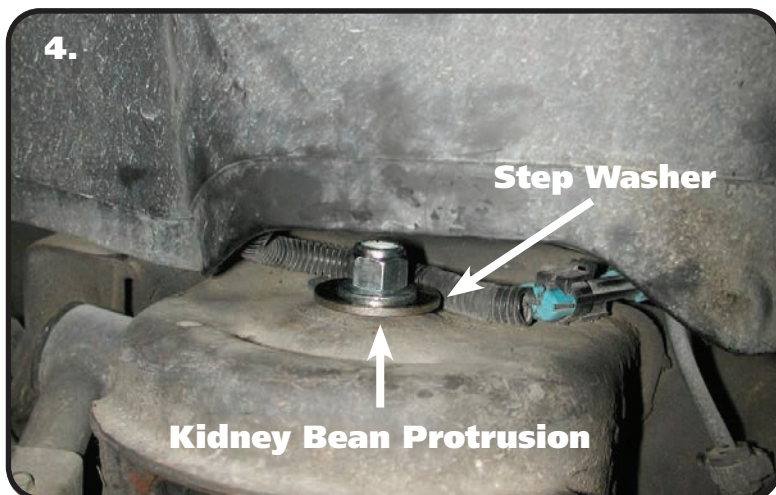


1. Raise and support truck at a safe, comfortable working height. Let the front suspension hang freely.

2. Remove the coil spring, shock absorber, bump stop, upper control arm, and lower control arm. Refer to factory service manual for proper disassembly procedure.

3. Insert the carriage bolt through the square hole in the upper mount. Insert a NARROW Bearing Spacer into each side of the Upper Eyelet. Slide the Eyelet of the ShockWave with the Spacers installed into the Upper Mount. Bolt the top of the ShockWave to the upper mount using a 1/2" x 2 1/4" bolt and Nylok jam nut.

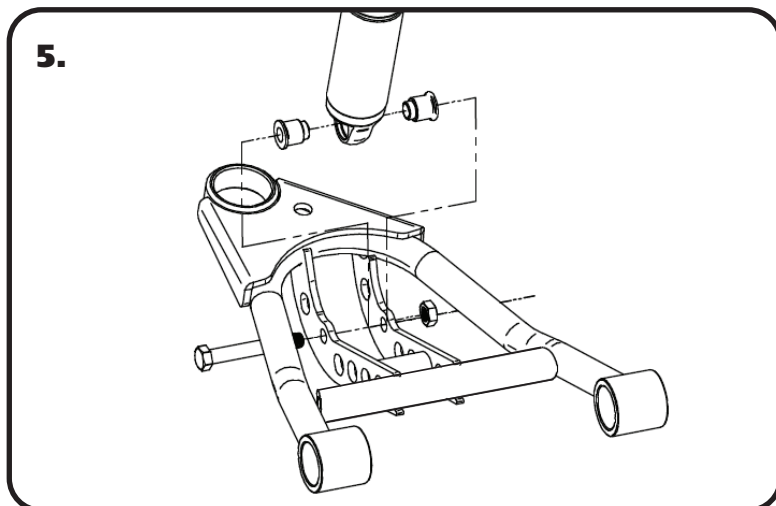
4.



4. Raise the Shockwave up to the coil spring mount with the carriage bolt sticking through the factory shock hole. The hole in the frame is larger than the bolt, so a step washer is supplied. This should be installed on top of the frame, followed by a 1/2" Nylok nut.

Note: The kidney bean shaped cutout in the upper bracket will match a protrusion in the coil spring pocket. This will clock the Shockwave so that when the suspension moves the bearing will rotate on the bolt. **If this is not installed properly it will damage the Shockwave.**

5.



5. Raise the lower arm up to the Shockwave and bolt them together using the 1/2" x 3 1/4" bolt and Nylok supplied w/ the lower arms. An aluminum spacer will be on each side of the bearing. Torque to 75 ftbs.

6. Raise the lower control arm to full compression and double-check to make sure the Shockwave does not rub on anything at anytime. Allowing the Shockwave to rub on anything will cause failure and is not a warrantable situation.



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.

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

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.