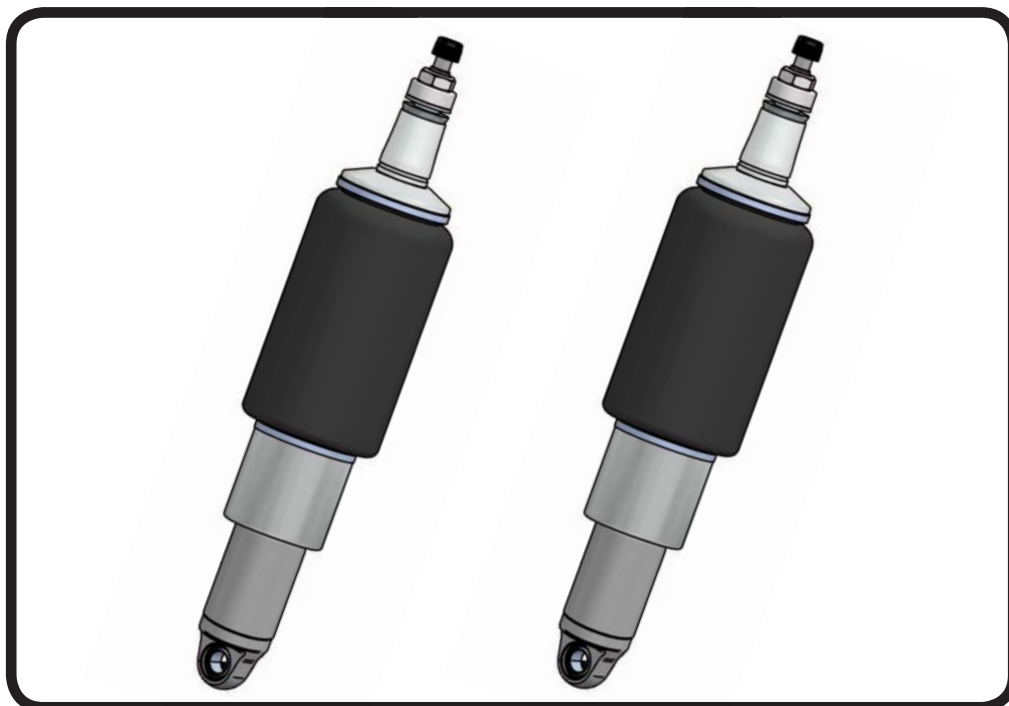
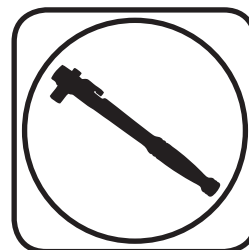
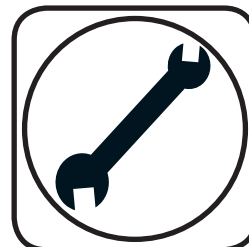




**Part # 13013001** - MOPAR, 68-70 B-Body & 70-74 E-Body Front HQ Shockwave



### Recommended Tools



## 7000 Series Bellow, 2.0" Stud/Eye 3.6" Shock Installation Instructions

***THESE SHOCKWAVES REQUIRE RIDETECH UPPER STRONGARMS***

### Table of contents

Page 2..... Included components

Page 3-4..... Shockwave Installation

Page 5-6..... Notes and Care of Your Shockwave & Shock Adjustment

### ShockWave Dimensions:

#### Mount to Mount:

Compressed: 10.30"

Ride Height: 12.13"

Extended: 13.32"

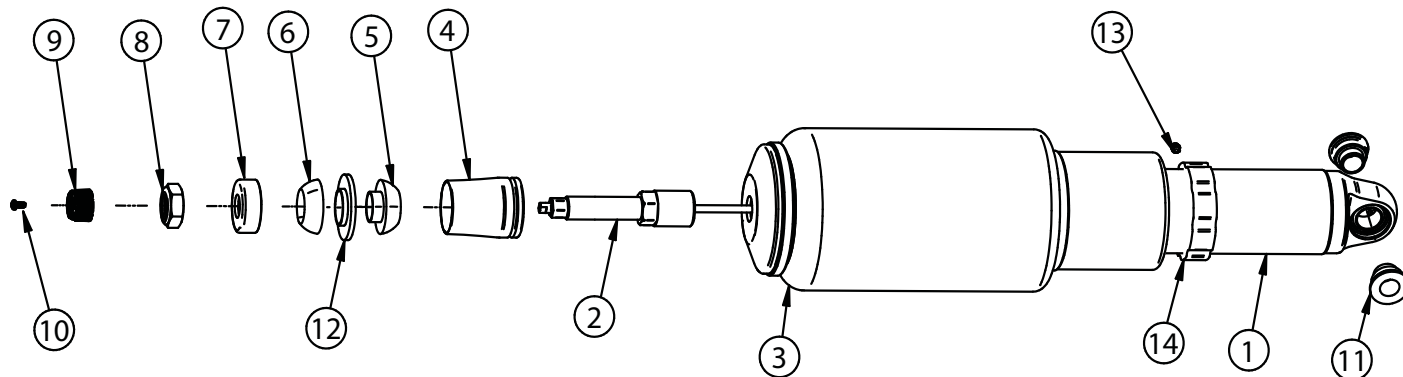
[www.ridetech.com](http://www.ridetech.com)  
812-482-2932





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

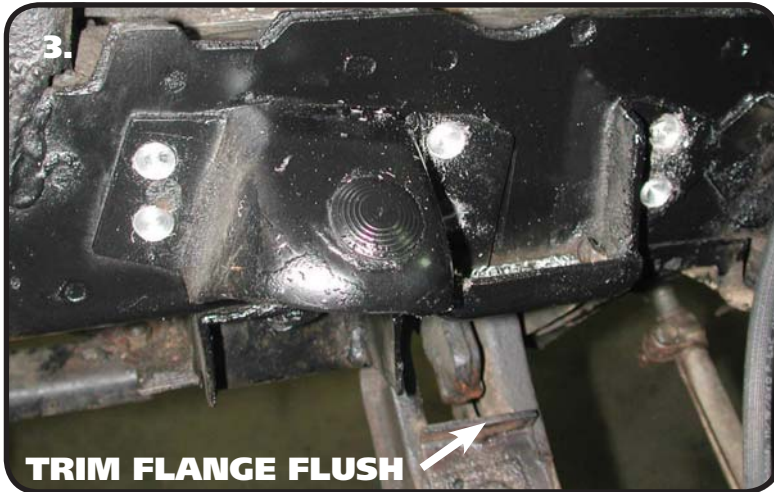
Item #	Part #	Description	QTY
1	24139999	3.6" Stroke HQ Series Shock	2
2	90009988	2" Stud Top (Installed on Shock) - Includes Adjuster Knob & Screw	2
3	24090799	7000 Series, 4" Diameter Air Spring	2
4	90002312	2" Aluminum Stud Top Base	2
5	90001904	Bottom Delrin Ball	2
6	90001903	Top Delrin Ball	2
7	90001902	Delrin Ball Aluminum Top Cap	2
8	99562003	9/16"-18 Thin Nylok Nut	2
9	90009972	Adjuster Knob - (90009988 assembly)	2
10	90009969	#4-40 X 1/4" SS, 18-8 Pan Head Torx Cap - (90009988 assembly)	2
11	90002043	1/2" ID Bearing spacers	4
12	90000582	Stepped Washer for Lower Delrin Bar to Car Body	2
13	70010893	Air Spring Locking Ring (Installed on shock)	2
14	99055000	Locking Ring Set Screw (Installed on shock)	2
	70012160	2" Stud Top Metering Rod (installed in stud top)	2
	90001994	5/8" ID Bearing (installed in shock and eyelet)	4
	90001995	Bearing Snap Ring (installed in shock and eyelet)	8
<b>HARDWARE</b>			
	99501011	1/2"-20 X 2 1/2" Hex Bolt	2
	99502002	1/2"-20 Nylok Nut	2



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



### ShockWave Installation



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

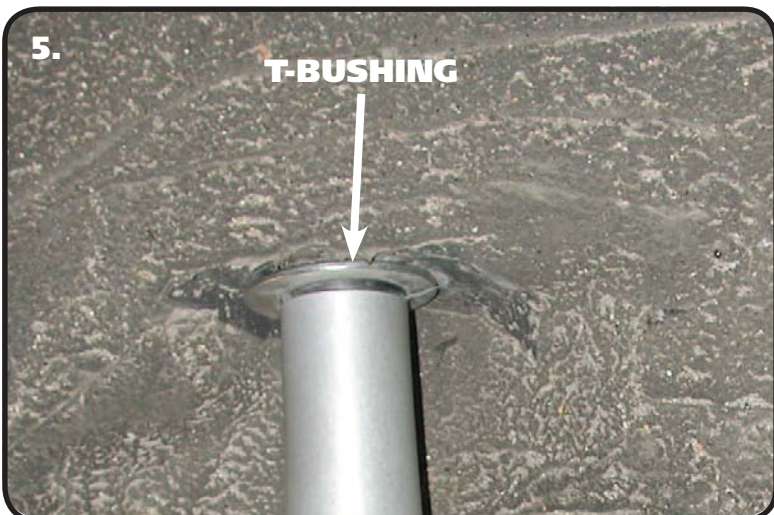
2. Remove the coil spring and shock absorber. Refer to factory service manual for proper disassembly procedure.

3. The upper arm extension stop will be in the way and must be removed. To remove the mount drill the 6 spot welds. There is a piece of metal sticking up off of the lower arm that must be trimmed.



4. A portion of the frame directly behind the bump stop mount must also be trimmed for air spring clearance. This will be cut in an upside down arch down to the top of the frame rail.

**Allowing the Shockwave to touch the frame at any point through full suspension travel will damage the unit and is not warrantable.**

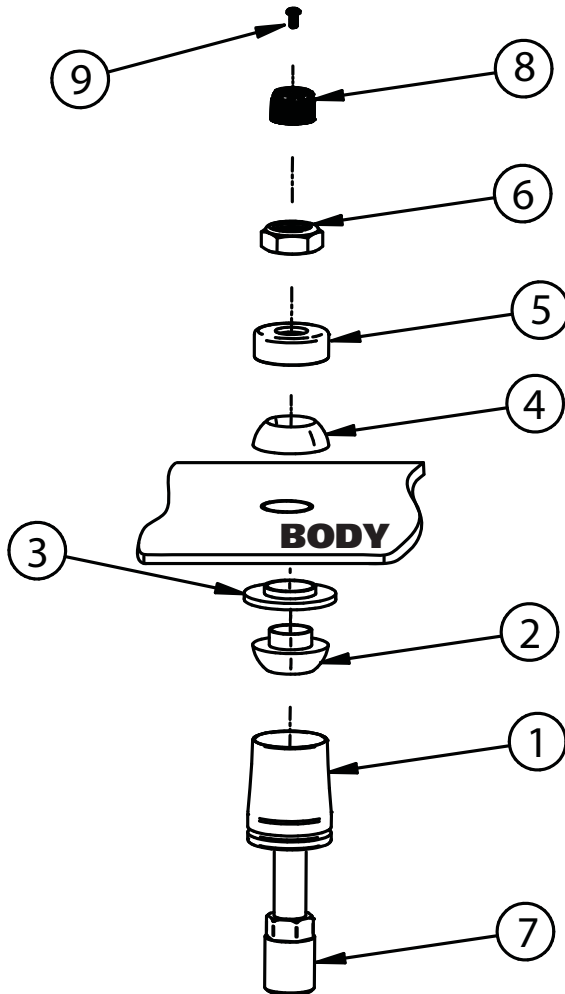


5. Image 5 illustrates how the T-Bushing is installed.



### ShockWave Installation

6.



6. The air fitting location can be rotated by twisting the bellow assembly separate of the shock. Place the Shockwave into the OEM shock location with the stud sticking through the OEM shock hole. See assembly **Diagram 6**.

1. Stud top aluminum base

2. Delrin ball lower half

3. T-Bushing Adapter

#### **BODY**

4. Delrin ball upper half

5. Aluminum cap

6. 9/16" SAE Nylok jam nut

7. Threaded stud (screwed onto shock shaft)

8. Rebound adjusting knob

9. Screw

7. With a 1/2" bit, enlarge the lower factory shock hole. Install a 1/2" ID Spacer in each side of the Shock Bearing. Raise the lower arm up to the Shockwave and fasten with a 1/2" x 2 1/2" bolt and Nylok nut. Torque to 75 ftlbs.

8. Bolt the upper StrongArm to the body and spindle. There is a driver and passenger side and they are stamped accordingly.

9. This system will utilize the factory torsion bar. Back the adjustment bolt out just enough to allow the suspension to fully compress. If it is backed out too far the Shockwave will not be able to pick the car up. The adjuster can also be used to level the car out.

10. Ride height on this Shockwave is approximately 12.0" tall, but will vary to driver preference.

7.







## Installation Instructions



### Notes and Care of your Shockwaves

#### NOTES:

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

**TIGHTENING THE TOP 9/16"-18 NUT:** SNUG THE NUT DOWN AGAINST THE TOP CAP. YOU NEED TO BE ABLE TO ARTICULATE THE SHOCK BY HAND.

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.

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### 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.

### STILL HAVE QUESTIONS?

#### Tech line hours

Monday - Friday

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