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Part # 11072401
1956 Cadillac Front HQ Series Shockwaves

ShockWave Assembly:

2	24090199	6.5” Master Series Bellow assembly
2	24149999	4” stroke HQ Series shock
2	70008913	Locking ring
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”

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
1	90000497	Lower control arm plate – Driver side
1	90000498	Lower control arm plate – Passenger side

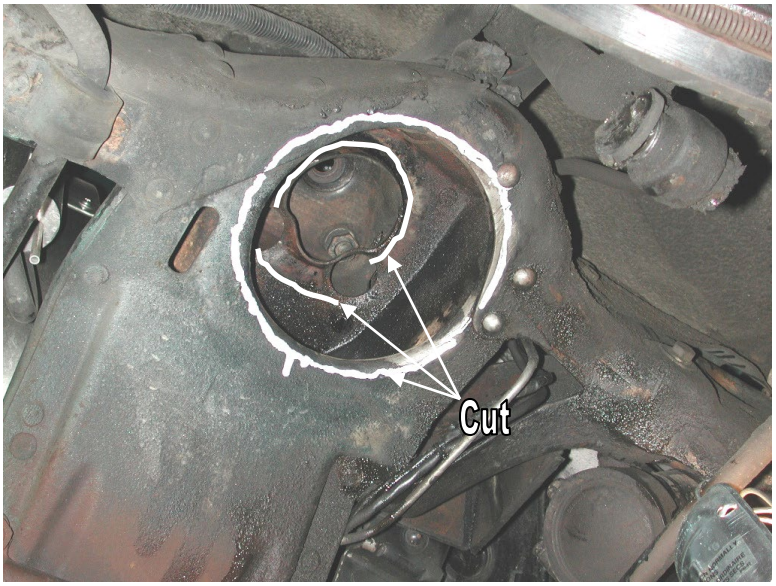
Hardware:

2	99562003	9/16” SAE Nylok jam nut	Stud top hardware
16	99371004	3/8” x 1 ¼” bolt	Plate to lower arm / Shock to plate
16	99372002	3/8” USS Nylok nut	Plate to lower arm
32	99373003	3/8” SAE flat washer	Plate to lower arm
4	99311002	5/16” x 1 ¼” Bolt	Trunnion to Plate
4	99312003	5/16” Nylok Nut	Trunnion to Plate
8	99313002	5/16” SAE Flatwasher	Trunnion to Plate

SHOCKwave®

Installation Instructions

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove oem coil spring and shock absorber. Refer to a factory service manual for proper disassembly procedure.



3. Due to the Shockwave bellow being larger than the coil spring you will have to open the coil spring pocket as shown by the white circle in the picture. You will also need to remove the lip of the coil spring retainer and cut between the large holes as shown in the picture. This is best done with a plasma cutter, cutoff wheel, or saw.

4. Make sure the Shockwave clears the frame through full suspension travel. You need to be able to slide your fingers between the frame and Shockwave.

5. The bellow can be rotated separate of the shock to alter the air fitting location. It should point towards the inside of the car. The airline must also be routed at this time.

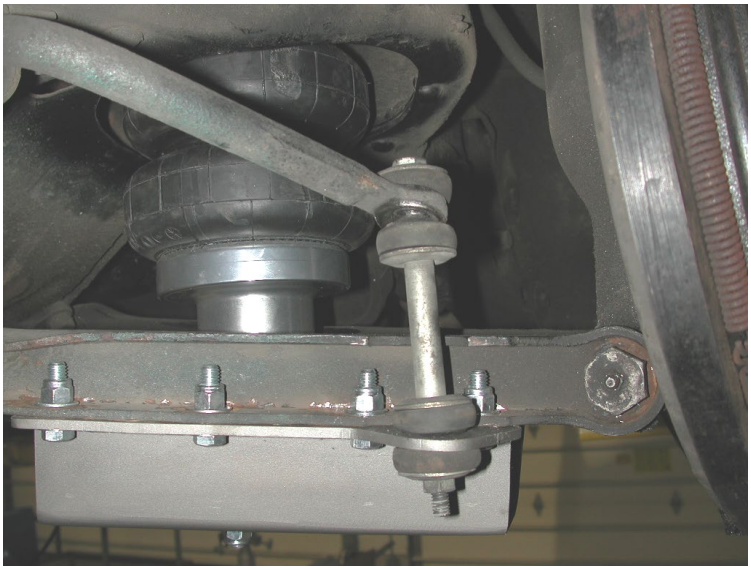
6. Insert the stud on top of the shockwave up through the factory shock hole. See diagram on next page. The hole in the frame may need to be drilled out to ¾".

7. The coil spring plate on the lower control arm must be removed. It is attached by rivets, which must be ground off.

8. Attach the new Shockwave plate to the bottom of the control arm using the 3/8" x 1 ¼" bolts supplied. Insert the bolts through the rivet holes from the bottom up.
Note: There is a Driver and Passenger side bracket; the sway bar mount goes toward the front of the vehicle.

9. Swing the lower control arm up to the Shockwave. The T-bar will sit on top of the plate and is secured with two 5/16" x 1 ¼" bolts.

Note: The shock pictured has the adjuster knob on the body, yours has it on the stud.

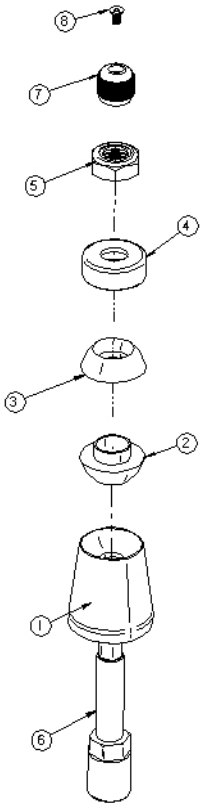


Reattach upper and lower control arms, sway bar, spindle, and tie rod end. Refer to a factory service manual for proper assembly procedures.

Double check all clearance around the Shockwave. **It is the final responsibility of the installer to insure that the air spring does not rub on anything at anytime.**

Driving height on this car should be attained at around 95psi. but will differ from one vehicle to another.

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



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.

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 that 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.**