



350 S. St. Charles St. Jasper, In. 47546
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www.ridetech.com

Part # 11420298
02-09 Trailblazer/Envoy/SSR Air Suspension System

Front Components:

1 11422401 HQ Series Front Shockwaves

Rear Components:

1 11424010 Rear CoolRide Kit with HQ series Shocks for OEM Arms



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Part # 11422401

02-10 Trailblazer/Envoy/SSR Master Series SA Front Shockwaves

Shockwave:

2	24090399	104mm Master Series rolling sleeve assembly
2	24529999	2.6" stroke single adjustable shock w/ threaded bottom
2	90009988	Short stud top (2")
7	70008913	Locking Ring
2	90002357	Universal Shock Aluminum Reducer puck
2	90002358	Billet lower mount

Components:

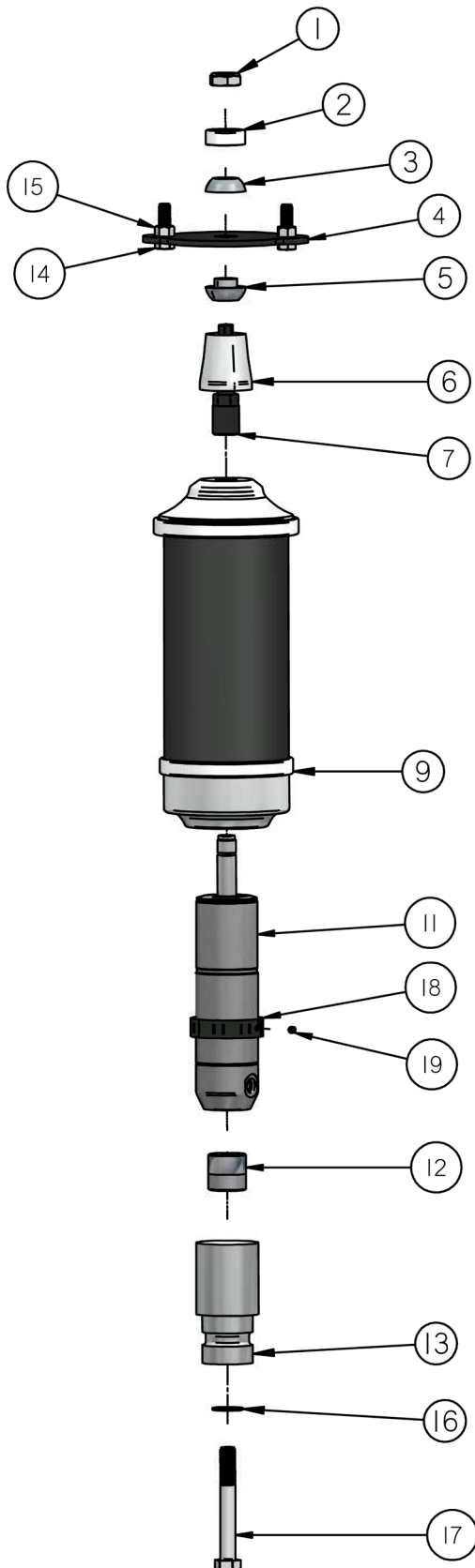
2	90002312	Short stud top base (2")
2	90001902	Delrin ball cap
2	90001903	Delrin ball top half
2	90001904	Delrin ball bottom half
2	90000832	(AST7019) Upper plate w/ 3/4" hole

Hardware:

2	99562003	9/16" SAE Nylok Jam Nut	Stud top hardware
4	99371004	3/8 x 1 1/4 uss bolts	Upper plate hardware
4	99372001	3/8 uss nyloc nuts	Upper plate hardware
8	99373003	3/8 SAE Flat Washer	Upper plate hardware
2	99501027	1/2" X 3 3/4" USS bolts	Lower mount hardware
2	99503001	1/2" SAE flat washer	Lower mount hardware
2	99503002	1/2" Split lock Washer	Lower mount hardware

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

SHOCKwave®



Item Number	Description	Qty.
1	9/16" SAE jam Nylok nut	4
2	Delrin ball aluminum cap 90001902	2
3	Delrin ball upper half 90001903	2
4	Upper mounting plate 90000832	2
5	Lower Delrin ball half 90001904	2
6	Short stud top base 90002310	2
7	Short stud top 90009988	2
9	104mm bellow assembly 21190399	2
11	2.6" Shock w/ universal bottom - 24529999	2
12	Aluminum Reducer Puck 90002357	2
13	Bottom lower billet mount 90002358	2
14	3/8" x 1 1/4" USS bolt	4
15	3/8" USS Nylok nut	4
16	1/2" SAE flat washer	2
17	1/2" x 3 3/4" USS bolt	2
18	Locking Ring 70008913	2
19	Set Screw	2

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 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.**



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11424010 Rear air spring and bracket system for Envoy/TrailBlazer
With HQ Series Shocks

Components:

2	90009000	F9000 Rear Air Spring
2	90000412	(A446) Upper Rear Bracket
2	90000411	(A445) Lower Rear Bracket
2	31954000	1/4x1/4 straight fittings
2	90000224	(A168) Upper Plate / Upper Washer
2	90001083	Medium Bumpstops

Hardware:

4	99371001	3/8 x 3/4 USS Bolts (air spring to upper bracket)
2	99371004	3/8 x 1 1/4 USS Bolts (air spring to lower bracket)
6	99373005	3/8 Lock Washers (air spring to upper bracket)
6	99373003	3/8 SAE Washers
2	99435003	7/16 x 2 Threaded Stud
2	99432001	7/16-14 USS Nyloc Nuts
2	99433002	7/16 SAE Flat Washers

Shock:

2	22999999	HQ Smooth Body Shock Cartridge
4	70011138	3/4" ID Shock Bushing
4	70011185	1/2" ID X 1 11/16" Shock Sleeve Half (Upper)
4	70013131	1/2" ID X 2 7/16" Shock Sleeve Half (Lower)



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11424099

Envoy/TrailBlazer CoolRide Rear

1. Lift rear of vehicle to a safe, comfortable working height and support with proper jackstands under the frame. Let the rear axle housing hang.
2. Support the axle housing with a floor jack and remove the rear shocks. Then lower the axle housing a bit farther to allow the OEM coilsprings to be removed.
3. Bumpstop Replaces OEM Bumpstop.



3. Assemble the airspring mounts onto the airspring as shown in the photo to the left. Install the airline fitting in the top of the airspring and run the airline to it.
4. Drill an access hole in the upper coil pocket for airline routing.
5. Run the airline through this hole and insert into airline fitting.
6. Install the airspring assembly into the OEM coilspring pocket. **The upper mount is bolted in with the supplied stud and nut...the lower mount simply sits in the OEM coil pocket.**

7. Re-attach the shocks and inflate the airsprings slightly to remove any wrinkles. Be sure the airspring does not rub on anything at anytime!

It is the final responsibility of the installer / customer to ensure that the airspring does not rub on anything at anytime!