



Filling your shocks

Notes:

ALWAYS LET THE PRESSURE OUT OF THE RESERVOIR SCHRADER VALVE BEFORE DISASSEMBLY!

1. Take the empty shock and place it straight up in a vise clamping onto the flat sides of the Top Cap. If your shock has a hose remote, let the reservoir hang over the side of the bench.

2. With your hand, cover the open end of the shock to prevent any remaining oil from spraying out and give the reservoir enough air pressure into the Schrader valve to push the floating piston all the way to the inlet end of the reservoir. The floating piston needs to be bottomed out in order for the shock to be filled with the correct amount of oil.

3. Now pour the shock fluid into the open end of the shock until the **oil level is approximately 1/2" from the snap ring groove on 8", 10" and 12" stroke shocks and 1" from the snap ring groove on 14", 16" and 18" stroke shocks.**

*For hose remote shocks hang the reservoir off the bench so it is the lowest point. loosen the vise slightly and tilt the shock towards you at a 20 degree angle. This will allow any air to bleed out of the reservoir. Shaking the reservoir also helps to get the air out. Tilt back verticle and re-clamp into vise when done.

*For piggyback shocks or bypasses, (with either hose remotes, or piggybacks), press the palm of your hand firmly over the open end of the cylinder. Losen the vise and pull the shock out then flip the shock right-side up (without spilling the oil out) for about 15 seconds to bleed the air out. As the air bleeds you will feel a slight vibration in the shock. You may need to tip it twice to get all the air out. Tilt back verticle and re-clamp into vise when done.

4. Once you have bled any trapped air out of the shock, top it off to the fluid levels listed in step 3 above. Tie a shop rag around the end of the cylinder to catch any oil that may overflow when you insert the shock shaft.

5. With the seal cap and wiper cap slid up to the piston end of the shaft, carefully plunge the shaft 3 to four inches into the cylinder making sure that the piston wear band does not catch on the edge. Go slowly to allow the fluid to pass through the piston valving without spraying. Now push the the seal cap in until the o-ring goes into the cylinder. A little oil should flow over the top of the shock body. If no oil has reached the top of the cylinder by the time you seat the o-ring in the rim you will need to slide the seal cap back out and add a slight amount of oil and push it back in. There must be no air trapped between the seal cap and the shock oil. Once the o-ring is completely in the cylinder, remove the air pressure from the reservoir. Push the seal cap in until the top surface is flush with the snap ring groove in cylinder. The floating piston in the reservoir should move as you push the seal cap in.

6. Remove any shock oil that is left above the seal cap so it does not weep out past the wiper seal after the shock is completely assembled then install the retaining ring.

7. To seat the seal cap firmly against the snap ring, push down on the shaft which displaces enough oil to force the seal cap against the snap ring. Not much force is required to complete this step (so be gentle). Again clean out any excess oil that is above the seal cap. If this is not done, it will weep out after assembly.

8. Now slide down the wiper cap and thread it onto the seal cap. Pressurize the reservoir to only **10-15 PSI** so the seal cap/wiper cap assembly fully seats on the retaining ring and does not spin in the bore.

9. Lastly, place some blue Loctite on the wiper cap set screw and thread it into the tapped hole until hand tight.