



Place the shock piston rod upper mount in bench vise, begin piston and valve removal. Arrange parts removed in the sequence of disassembly. The piston should have the flat slots facing the nut end (as highlighted in black). (PICTURE 9)

Items to inspect: Piston rod for straightness, nicks or burrs. Cylinder Head Assembly / DU Bearing clean, inspect, or replace. Inside of shock body for scratches, burrs or excessive wear. Teflon piston and I.F.P wear band for cuts, chipped or nicked edges, or excessive wear. O-rings for nicks, cuts, or cracks. Cap and rod seals for nicks, cuts or cracks. Valve discs for kinks or waves. Compression bumpers (ski shocks only) for chipping, cracking or being missing.

Should any of these items be in question replacement is recommended.

ASSEMBLY:

Place the piston rod upper mount into the vise. Re-assemble damper rod assembly in the reverse order of disassembly. Special attention should be paid the order of the Rebound and Compression disc (shim) stacks, ensuring that they are in the same order prior to disassembly. Tighten the lock nut to 15-20 ft.-lb of torque. (PICTURE 10)

CAUTION: DO NOT OVER-TORQUE. If excessive torque is applied, damage to the piston and valves will occur.

Secure the shock body by its lower mount in vise. The use of soft jaws is recommend to prevent damage or marks to the shock. (PICTURE 11)

CAUTION: It is important that the gas shock be retained in the vice by the lower mount. Any other method of securing the shock body during these procedures may deform the shock body cylinder.

Note: The next points on IFP are not applicable for emulsion shocks (P/N: 7041992) Proceed to assembly of the pressure valve on next page.

Thread the positioning head onto the I.F.P locator tool and adjust the top of the value indicator to the appropriate measurement. (PICTURE 12)

NOTE: Depending on which shock absorber is being worked on, adjust the piston location tool to the specified depth indicated in the shock specification chart.

