



Shock Re-filling

Notes:

Begin steps after shock is disassembled and empty of oil.

REMEMBER TO ALWAYS TAKE THE PRESSURE OUT OF THE RESERVIOR BEFORE DISSASSEMBLY!

1. First, charge the reservoir with air. This will bottom out the floating piston inside of the reservoir. By doing this, the shock will be filled with the correct amount of oil.
2. Next, take the shock and place it upside down in a vice (if your shock has a hose remote, let the reservoir hang over the side of the bench, this is a non-issue for shocks with a piggyback reservoir).
3. Now fill the shock until the oil level is about 1/2" from the snap ring groove (for 8", 10", & 12" stroke) and fill until 1" from the snap ring groove (for 14", 16", 18" stroke).
 - * For hose remote smoothies, or coilovers, hang the reservoir off the bench and tilt the shock towards you at a 20 degree angle. This will allow the air to bleed out of the shock. Shaking the reservoir also helps to get the air out.
 - * For piggybacks (smoothies, coilovers) or bypasses (hose remotes, or piggybacks) press the palm of your hand over the opening of the cylinder. Then flip the shock right-side up for about 15 seconds to bleed the air. As the air is bleeding you will feel a slight vibration in the shock.
4. Once you have bled the shock, refill it until the oil level is 1/2" from the snap ring groove (for 8", 10", & 12" stroke) and 1" from the snap ring groove (for 14", 16", 18" stroke).
5. Now take the shaft assembly and re-install it. Take the wiper-cap and seal-cap and move them towards the piston (so the shaft is at full extension).
6. Next, plunge the piston and seal cap assembly into the cylinder. Plunge the assembly till the outer o-ring on the seal cap is just at the opening of the cylinder. As you are plunging the piston and seal cap assembly, make sure it is bleeding oil at the same time. If you have not bled any oil by the time you seat the o-ring on the rim of the cylinder, you will need to add oil and repeat this step.
7. After you bleed oil out of the seal cap, release the pressure out of the reservoir. Now plunge the seal cap further into the cylinder to expose the snap ring groove. Then install the snap ring.
8. To seat the seal cap against the snap ring, you can gently pull on the shaft to full extension, or you can push down on the shaft to plug it into the cylinder; therefore raising the oil level and forcing the seal cap against the snap ring. Not much force is required to complete this step (so therefore be gentle). Clean out the excess oil from behind the seal cap. If this is not done, over time it will appear that the shock is leaking.
9. Now bring down the wiper cap and screw it onto the seal cap. You will have to pressurize the reservoir so there is resistance on the seal cap so the two will thread together.
10. Lastly, place some blue Loctite on the set screw for the wiper cap and tighten it down.

OIL VOLUMES

PRE-RUNNERS

2.0 PR EMULSIONS	
LENGTH	VOLUME

LENGTH	VOLUME
8"	250 cc
10"	350 cc
12"	400 cc
14"	450 cc

2.0 PR COIL CARRIERS	
LENGTH	VOLUME

LENGTH	VOLUME
8"	210 cc
10"	225 cc
12"	300 cc
14"	375 cc
16"	450 cc

2.5 PR COIL CARRIERS	
LENGTH	VOLUME

LENGTH	VOLUME
10"	500 cc
12"	600 cc
14"	700 cc
16"	800 cc

2.5 PR EMULSIONS	
LENGTH	VOLUME

LENGTH	VOLUME
6"	400 cc
8"	510 cc
10"	640 cc
12"	800 cc
14"	900 cc

RACE SHOCKS

2.0 RS COIL CARRIERS	
LENGTH	VOLUME

LENGTH	VOLUME
10"	240 cc
12"	260 cc
14"	280 cc
16"	300 cc

2.5 RS COIL CARRIERS	
LENGTH	VOLUME

LENGTH	VOLUME
10"	440 cc
12"	540 cc
14"	640 cc
16"	740 cc

AIR SHOCKS

2.0 AIR SHOCKS	
LENGTH	VOLUME

LENGTH	VOLUME
8"	170 cc
10"	210 cc
12"	260 cc
14"	300 cc
16"	340 cc

BUMP STOPS

4" STROKE

2.0 BUMPS	2.5 BUMPS
VOLUME	VOLUME

VOLUME	VOLUME
90 cc	190 cc

2" STROKE "SHORTY"

2.0 BUMPS	2.5 BUMPS
VOLUME	VOLUME

VOLUME	VOLUME
45 cc	140 cc

SPRING RATES

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3.0 SPRINGS

4 X 500
5.5 X 90
6 X 500
10 X 200
10 X 250
10 X 300
10 X 400
10 X 500
10 X 550
12 X 125
12 X 200
12 X 250
12 X 300
12 X 350
12 X 400
12 X 450
12 X 500
12 X 600
14 X 150
14 X 200
14 X 250
14 X 300
14 X 350
14 X 400
14 X 450
14 X 500
14 X 550
14 X 600
14 X 650
14 X 700
16 X 200
16 X 250
16 X 300
16 X 350
16 X 400
16 X 450
16 X 500
16 X 600
16 X 700
18 X 300
18 X 400
18 X 500
18 X 600
18 X 700
19.5 X 800

2.5 SPRINGS

4 x 350
4 X 450
4.5 X 100
8 X 200
8 X 250
8 X 300
8 x 400
8 x 600
8 x 800
10 x 100
10 X 150
10 X 200
10 X 250
10 X 300
10 X 350
10 X 400
10 x 450
10 x 500
10 x 600
12 X 150
12 X 200
12 X 250
12 X 300
12 X 350
12 X 400
12 X 500
14 X 100
14 X 200
14 X 250
14 X 300
14 X 350
14 X 400
14 X 450
14 X 500
16 X 250
16 X 300
16 X 350
16 X 400
16 X 450
16 X 600
18 X 450
18 X 500
18 X 600
18 X 600

3.75 SPRINGS

4.25 X 350
4.25 X 400
4.5 X 250
4.5 x 350
4.5 x 400
4.5 x 450
4.5 x 500
8.5 x 150
8.5 X 100
8.5 x 200
8.5 x 250
8.5 x 300
8.5 x 350
8.5 X 400
8.5 X 450
8.5 X 500
10.5 X 100
10.5 X 200
10.5 X 250
10.5 X 300
10.5 X 350
10.5 X 400
10.5 X 450
10.5 X 500
13 x 100
13 X 150
13 X 200
13 X 250
13 X 300
13 X 350
13 X 400
13 X 500
20 X 300
20 X 350
22 X 350
22 X 400
22 X 450
22 X 500
22 X 550
22 X 600
24 X 300
24 X 350
24 X 400
24 X 450
24 X 500
24 X 550
24 X 600