

Filling Piggyback Shocks

1. Remove lower spring perch and springs, bleed screw (small screw on top or side, if equipped), shock cap, and external reservoir (if equipped). For shocks that have an adjuster dial at the bottom of the reservoir, turn the dial at bottom of the external reservoir counter-clockwise until it stops.

FOR STEP 2, PLEASE FOLLOW THE APPROPRIATE INSTRUCTIONS BASED ON YOUR SHOCK TYPE, AS SHOWN IN THE EXAMPLE PHOTOS



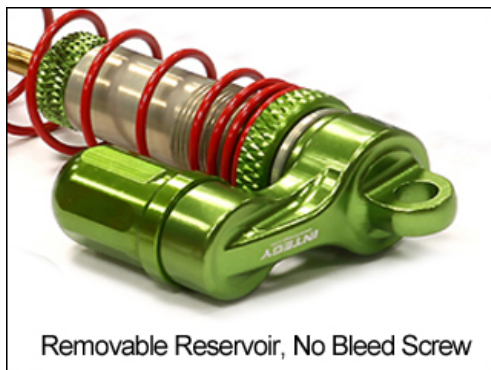
One-Piece Cap, No Bleed Screw

2A. ONE-PIECE CAPS and NO BLEED SCREW

Fill main shock body with shock oil to the top edge. SLOWLY cycle the shock a few times (compress then extend the shock shafts) to bleed air out from below the shock pistons. Once all the air is out, top off the oil to the top edge of the shock body, then re-install shock cap.

Next, carefully pour shock oil into the cap/reservoir as much as possible, then thread the cap onto the shock body – but do not thread it all the way tight yet, leave a few threads exposed.

SLOWLY compress shock - watching for any bubbles to rise and exit the shock where the cap is threaded onto the shock body. When oil starts to exit at the threads, tighten the cap to seal the system and continue to step 3.



Removable Reservoir, No Bleed Screw

2B. REMOVABLE RESERVOIR and NO BLEED SCREW

Fill main shock body with shock oil to the top edge. SLOWLY cycle the shock a few times (compress then extend the shock shafts) to bleed air out from below the shock pistons. Once all the air is out, top off the oil to the top edge of the shock body, then re-install shock cap.

Next, carefully pour shock oil into the reservoir as much as possible, then thread the reservoir onto the shock cap – but do not thread it all the way tight yet, leave a few threads exposed.

SLOWLY compress the shock to try to force any air trapped inside out of the shock. The air should exit where the reservoir is threaded onto the shock body. If oil starts to exit at the thread area, tighten the cap to seal the system and continue to step 3.



Removable Reservoir, Top Bleed Screw

2C. REMOVABLE RESERVOIR and TOP BLEED SCREW

Fill main shock body with shock oil to the top edge. SLOWLY cycle the shock a few times (compress then extend the shock shafts) to bleed air out from below the shock pistons. Once all the air is out, top off the oil to the top edge of the shock body, then re-install shock cap.

Next, carefully pour shock oil into the reservoir as much as possible, then thread the reservoir back onto the shock cap, be sure to thread it all the way until it is tight.

Next, carefully pour shock oil through bleed hole at the top of the shock cap until shock is full. Then, SLOWLY compress shock - watching for any bubbles to rise and exit the shock through the bleed hole. Once the shock is compressed, keep it compressed and reinstall the bleed screw to seal the system and continue to step 3.



Removable Reservoir, Side Bleed Screw

2D. REMOVABLE RESERVOIR and SIDE BLEED SCREW

Fill main shock body with shock oil to the top edge. SLOWLY cycle the shock a few times (compress then extend the shock shafts) to bleed air out from below the shock pistons. Once all the air is out, top off the oil to the top edge of the shock body, then re-install shock cap.

Next, carefully pour shock oil into the reservoir as much as possible, then thread the reservoir back onto the shock cap, be sure to thread it all the way until it is tight.

Next, hold the shock with the bleed screw hole is at the highest point, and carefully pour shock oil through bleed hole until shock is full. Then, SLOWLY compress shock - watching for any bubbles to rise and exit the shock through the bleed hole. Once the shock is compressed, keep it compressed and reinstall the bleed screw to seal the system and continue to step 3.

3. Re-install springs and spring perch. Cycle shock a few times and make sure the shock fully compresses; if it doesn't, you'll need to open the bleed some shock oil out. On shocks with an adjuster dial at the bottom of the external reservoir, turning the dial will alter the dampening characteristics of the shock; do not turn this dial too far to where the shock does not fully compress - or you will blow the shock open if the vehicle encounters a hard bump or a high landing.