



## Generation 1 Shock Rebuild Instructions

1. Remove valve core from shock using removal tool (part #22460).
2. Place shock with the gas port end in the shock jaws (part #75570) in a vice sticking straight up.
3. Pull the shaft all the way out.
4. Place drip cup (part # 75565) on the body to catch any oil.
5. Remove bleed screw from shaft guide.
6. Unscrew shaft guide out of shock body using wrench (part # 75575).
7. Dispose of old oil from inside the shock body.
8. Screw inflation adapter (part # 75580) into shock.
9. Wrap a rag around the open end of the shock body covering the opening.
10. Using low powered compressed air (30 psi) press the chuck onto the inflation adapter. This will cause the black separator piston to eject from the open end of the shock into the rag you have wrapped around it.
11. Once the separator piston is out of the shock, remove and replace the o-ring with the one supplied in the rebuild kit (part # 75642).
12. Re-install the separator piston back into the shock body pressing it all the way to the top of the shock with the hollow end sticking out toward the open end of the shock.
13. Install new valve core supplied with the kit.
14. Clamp the shaft assembly into the shock jaws and remove the nut using the inside of your shock wrench or a regular 7/16" wrench.
15. Remove the washers, piston and shaft guide assembly from the shaft.
16. Place the shaft guide in the vice with the brass bushing sticking up.
17. Remove the o-ring on the outside of the shaft guide and replace with the one supplied in the rebuild kit.
18. If your shaft guide brass bushing is held in with a button head screw continue to step 19. If it has a slot cut in the top skip to step 23.
19. Remove the button head screw.

20. Use the shaft to stick through from the opposite side of the shaft guide at a slight angle and gently tap the bushing out of the shaft guide.
21. Remove the 2 u-cup seals and replace with supplied u-cups from the kit. Make sure to re-install them with the lips facing away from each other.
22. Re-install the bushing and button head screw. Skip to step 27.
23. Remove the 2 set screws that are in the sides of the shaft guide and unscrew the bushing using a large screwdriver or snap ring pliers.
24. Remove the o-ring and rubber flat washers.
25. Install new o-ring and flat washers being sure to put the concave part of the flat washers toward the o-ring.
26. Re-install the bushing. Screw it down until it lightly presses on the seals and then back it off ¼ turn.
27. Insert shaft back through the shaft guide carefully so the seals are not cut and re-install the piston, washers and nut.
28. Fill shock body with oil to about the bottom of the internal threads.
29. Place the shaft guide about half way up the shaft and slowly re-install the shaft guide and shaft assembly into the shock body and tighten the shaft guide.
30. Slowly press the shaft all the way into the shock, this will remove the excess oil and any air that is in the shock through the bleed hole.
31. With the shaft all the way into the shock, install new bleed screw supplied with the kit.
32. Screw inflation adapter into the gas port and put 60 psi into the shock. This will make the shaft extend back out of the shock.
33. Let the shock set for about 15 minutes at 60 psi to check for any leaks.
34. Press the valve core to let all of the air out of the shock, then re-inflate with 30 psi and your shock is now ready to use.