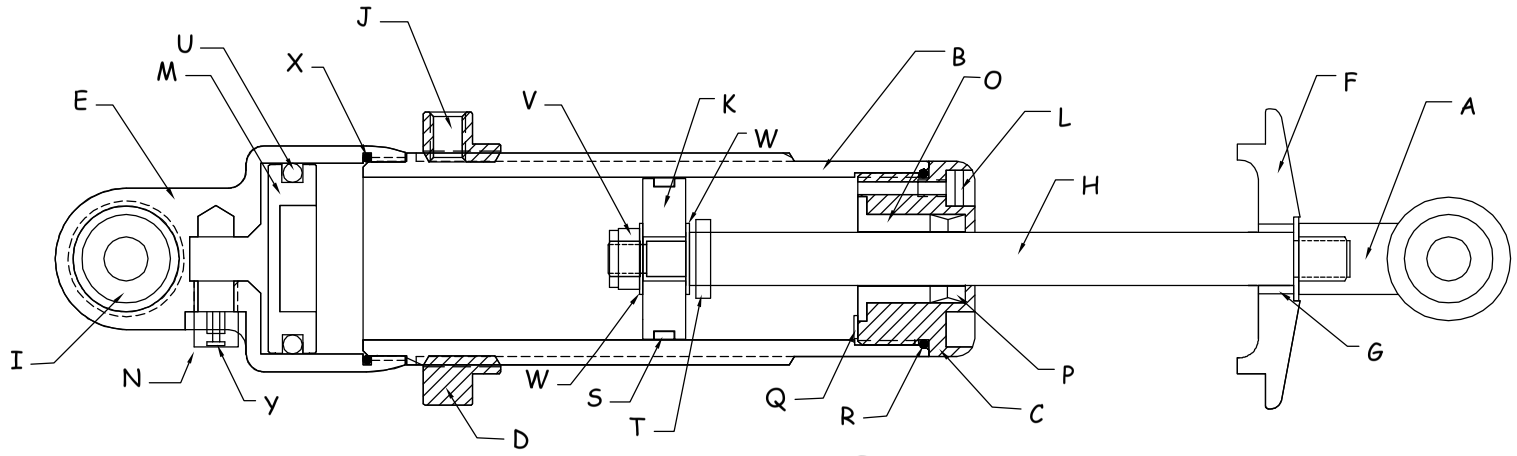
G-2 SHOCK ASSEMBLY



INDEX

A= 8551-110 Rod End
B= 8551-010 Shock Body
C= 8551-030 Shaft Guide (BARE)
D= 8551-060 Adjustment Nut
E= 8551-020 Seperator Cap
F= 8551-040 Spring Cone
G= 8551-050 Cone Spacer
H= 8551-070 Shaft
I= 8551-120 Spherical Bearing
J= 8551-190 #6 Set Screw
(J)= 8551-200 #10 Set Screw (after 4/05)
K= 8551-080 Control Piston
L= 8551-170 Bleed Screw
M= 8551-090 Seperator Piston
N= 8551-100 Gas Fill Port
O= 8551-150 Bronze Bushing
P= 8551-140 U-Cup (2)
Q= 8551-160 Bushing Retainer Screw
R= 8551-230 Shaft Guide O-Ring
S= 8551-220 Control Piston Band
T= 8551-270 Internal Bumper O-Ring
U= 8551-280 Seperator Piston O-Ring
V= 8551-260 1/4-28 Nylock Nut
W= 8551-250 1/4" Washer (2)
X= 8551-240Seperator cap O-ring
Y= 8551-210 Valve Core

SHOCK REBUILDING

1. Clamp shock into vice using shock jaws (Part # 75570) with the rod end facing upward.
2. Remove the schrader valve from the gas port using the valve core removal tool (Part # 22460).
3. Remove the bleeder screw from the shaft guide.
4. Remove the shaft guide, rod and piston assembly from the shock body using the shock wrench (Part # 75575).
5. Remove the shock body from the vice and clamp the shaft assembly in the vice.
6. Remove the 1/4-28 nut from the shaft and pull off the piston, washers and shaft guide assembly.
7. Remove the bushing retainer screw, and using the end of the shaft (or something similar) push the bronze bushing out from the bottom side of the shaft guide.
8. Remove the old u-cup seals and clean out the shaft guide using cleaner such as brake cleaner or solvent.
9. Insert new u-cup seals facing the proper direction (see drawing above).
10. Clean and reinstall existing bronze bushing (this very rarely wears out) and bushing retainer screw .
11. Change the o-ring on the outside of the shaft guide and reassemble shaft guide , piston, washers and nut back onto the shaft.
12. Dispose of all remaining shock oil left in the shock body and clean the body internally to remove any contaminants. (If no oil was present in the gas fill port (N) upon disassembly you can skip to step 20 as it is not necessary to do steps 13-19.)
13. Grip the shock body in the vice with the separator cap assembly facing upwards using shock body jaws (Part # 75572).
14. Using the slot in the shock wrench, remove the separator cap assembly (this part is loctited on so it may be difficult to remove).
15. Screw the inflation adapter (part # 75580) into the gas port and blow out the separator piston using low pressure air.
16. Change the o-ring on the separator piston and reassemble separator piston into the separator cap making sure that is is pressed all the way down.
17. Clean all of the old loctite off of the threads of the shock body.
18. Put new loctite on the threads of the shock body and reinstall the separator cap assembly making sure not to get any loctite on the inner surfaces of the shock.
19. Allow the loctite to dry for a minimum of 15 minutes, then turn the shock back over in the vice and grip with the shock jaws.
20. Fill the shock with oil to the bottom of the internal threads.
21. Place the drip cup onto the shock (part # 75566).
22. With the shaft guide about half way up the shaft, slowly reinstall the shaft assembly moving it up and down slightly to remove all air bubbles.
23. Tighten the shaft guide assembly with the shock wrench, then slowly depress the shaft until the cone spacer hits the shaft guide.
24. Reinstall the bleed screw.
25. Reinstall the schrader valve into the gas port and screw in the inflation adapter.
26. Inflate the shock to 60 psi and let the shock set for about 15 minutes to check for any leaks (air or oil).
27. Let the air back out of the shock and re-inflate to desired pressure (factory setting 20psi).