

2.5" RACERUNNER REVALVE INSTRUCTIONS

The following instructions coupled with the enclosed shock diagram will enable you to conduct a valve shim change as well as an internal component or oil change.

You will need the following tool/supplies:

- 1) 5/32" Allen wrench
- 2) Small flathead screwdriver or pick
- 3) Pliers
- 4) 7/8" wrench
- 5) Vise
- 6) Dry shop rags

Begin the process by placing the shock upside down in a vise and secure it by the cylinder cap (p/n# 24). Make sure the shaft is at full extension, as this will simplify the removal of the shaft. You also must depressurize the reservoir cylinder by depressing the Schrader valve (p/n# 4).

Begin the disassembly process by removing the three Allen screws located in the wiper seal cap. After you slide the seal cap up the shaft and out of the way, the seal carrier will now be visible (p/n# 30). Depress this piece enough to expose the circlip. Remove the circlip using your pick or small flathead screwdriver. At this point the shaft assembly can be removed. (Pull the shaft out steadily so as to avoid oil spillage.)

You are now ready to begin the revalving process. Remove the cylinder from the vise, putting it in a spot where it will not spill. Secure the shaft assembly into the vise via the rod end (p/n# 27). Remove the 7/8" locknut located at the end of the shaft assembly. You can now remove the piston assembly and change the valve shims to your specifications. (Remember, compression is on the bottom of the piston and rebound is on the top.) After returning the piston assembly to the shaft and securing the locknut, we are now ready for reassembly.

Remove the Schrader valve end cap side of the reservoir and check the location of the dividing piston. This will ensure against hydraulic lock and potential damage to the shock and suspension system. Following Table I, the depth of the piston can be determined by knowing the size of reservoir the shock is equipped with. The table shows what reservoir the shock should have, but verify the length of the reservoir and set the piston accordingly. The dimension given is from the end of the reservoir cylinder to the edge of the dividing piston. The Schrader valve end cap can now be re-installed.

Put the cylinder back into the vise and fill the oil level to about 1 inch from the end of the cylinder making shure to get all of the air out of the reservoir and hose. Tie a rag around the open end of the cylinder to catch any oil overflow. Return the shaft assembly to the cylinder by rotating the shaft clockwise position (holding the rod end) until the piston assembly, including shaft spacer (if any), is completely submerged. Do this slowly and carefully. Moving fast can move the dividing piston in the reservoir and it will have to be reset. With the shaft fully extended, now depress the seal carrier into the cylinder. If all of the air is bled from the shock, oil should squeeze out from the seal carrier just before it sinks back into the cylinder. Depress the seal carrier far enough to expose the circlip groove and replace the circlip. After replacing the circlip, it helps to cover the end of the cylinder with a rag and blow out any excess oil with an air nozzle. This will prevent excess oil seepage after assembly.

Pull up on the shaft using the rod end in order to seat the seal carrier against the circlip. Slide the wiper seal cap into place and secure it with the Allen screws. (Snug, not tight.) Now you must fully depress the shaft into the cylinder to make shure the shock is cycling correctly.

Charge to 200 psi with Nitrogen. Now refasten the Allen screws to confirm that they are secure. Your shock is now ready to be reinstalled in your vehicle.

NOTICE: 2.0" AND 2.5" PISTON REDESIGN

Recently we redesigned and improved our 2.0" and 2.5" pistons providing better oil flow and damping characteristics. However, with the current valving in the shock absorber the shock is approximately five to ten percent softer. You might find the current setting satisfactory but you may consider valving your *RaceRunner* shocks about five to ten percent heavier depending on your particular application.

TABLE I

P/N	RESEVIOR (in)	PISTON DEPTH (in)	SPACER
56000-106	6	3.25	N/A
56000-108	6	3.25	N/A
56000-110	9	5.00	N/A
56000-112	9	5.00	0.685
56000-114	12	8.50	0.685
56000-116	12	8.50	1.685



