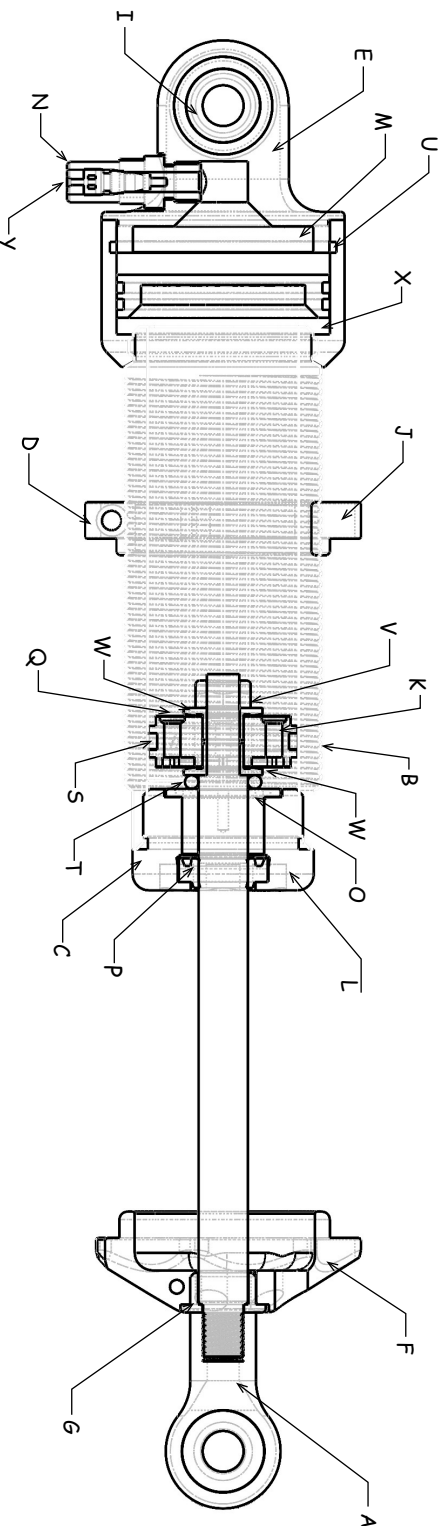


G-2 SHOCK ASSEMBLY



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J=	8551-200 #10 Set Screw
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W=	8551-250 1/4" Washer (2)
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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, washer 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 shaft seal and clean out the shaft guide using cleaner such as brake cleaner or solvent.
9. Insert a new shaft seal 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 the shaft guide, piston washers and nut back onto the shaft.
12. Dispose of all remaining oil left in the shock body and clean the body internally to remove any contaminants.
13. (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).
14. Grip the shock body in the vice with the separator cap assembly facing upward using shock body jaws (Part# 75572).
15. Using the slot in the wrench, remove the separator cap assembly (this part is locitted on so it may be difficult to remove).
16. Remove the o-ring in the separator cap (X) and using low pressure air into the gas fill port blow out the separator piston.
17. Change the o-ring on the separator and reassemble the piston into the separator cap making sure to push it all the way down. Now install the o-ring below the threads (X).
18. Clean all of the old Loctite off the threads of the shock body.
19. Put new Loctite (blue) on the threads of the shock body and reinstall the separator assembly making sure not to get any Loctite on the inner surfaces of the shock.
20. 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.
21. Fill the shock with oil to the bottom of the internal threads, let it set until the bubbles in the oil disappear.
22. Place the drip cup onto the shock (Part#75566).
23. With three shaft guide about half way up the shaft, slowly reinstall the shaft assembly.
24. Tighten the shaft guide assembly with the shock wrench, then slowly depressing the shaft until the cone spacer hits the shaft guide. As you do this excess oil and air bubbles will come out the bleed screw hole.
25. Reinstall the bleed screw
26. Reinstall the schrader valve into the gas fill port.
27. Reinstall the shock to 60 psi and let it set for about 15 minutes to check for any leaks (air or oil).
28. Let the air back out and re-inflate to 20 psi (factory setting).