

## SECTION VI

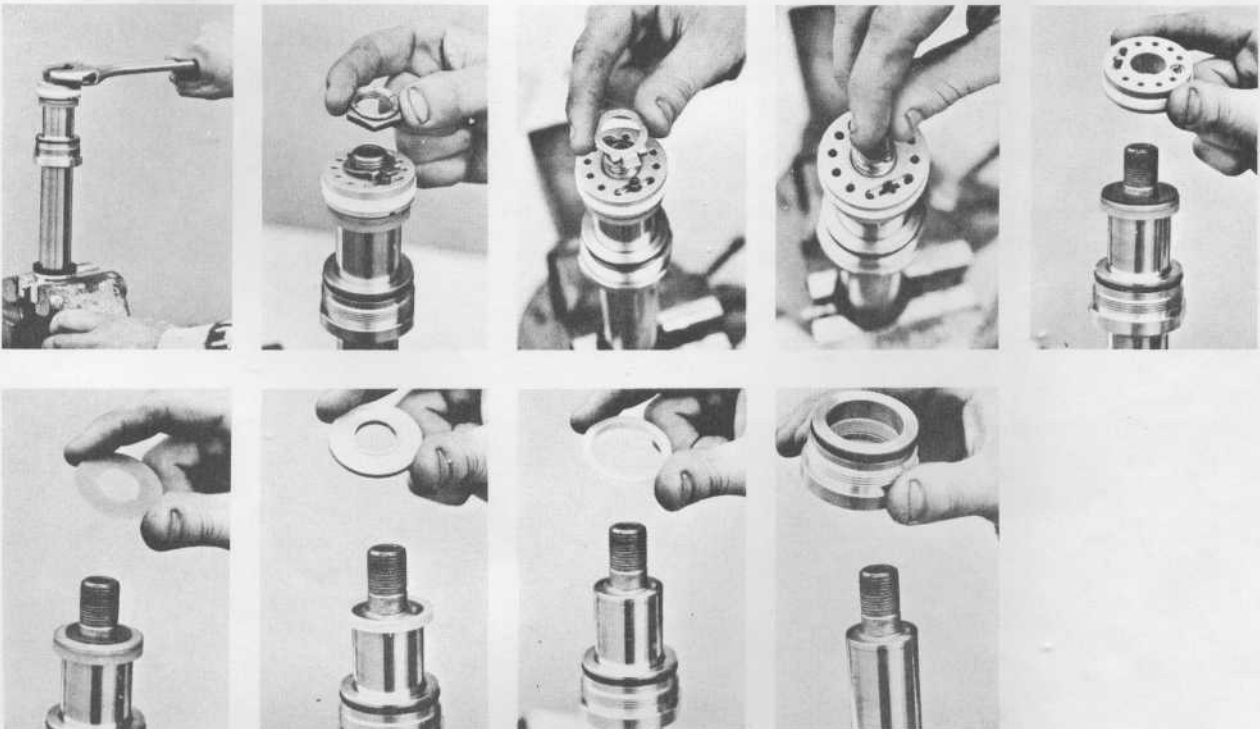
### DISASSEMBLY

The basic first step is removal of the shaft assembly, as described in Maintenance. Disassembly beyond that point will depend on the particular part(s) you want to get at.

#### REMOVING PISTON.

Unscrew shaft lock nut. Remove spring retainer washer, being careful to prevent spring from jumping out and getting lost. Remove piston. Turn piston upside-down and ball valve will drop out. Do not lose ball valve.

When reinstalling piston, clean all oil from threads and apply several drops of Loctite to locknut. Tighten to about 40 ft-lbs. Exact torque is not critical. *However, do not apply extreme torque ...* if extreme torque is used, the piston may be deformed and the valve will not seat properly! If in doubt about that, sand the piston on a flat surface with 400 grit sandpaper until the entire surface is level (especially the area near the I.D.).



## CHANGING JET OR POP-OFF SPRING.

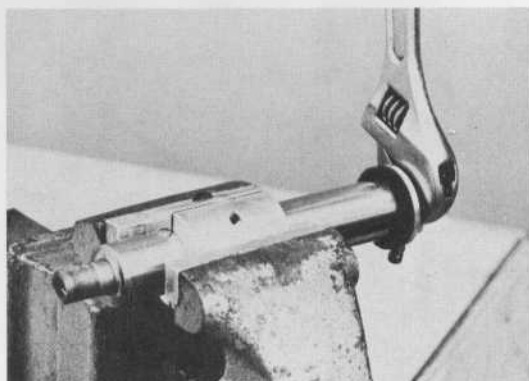
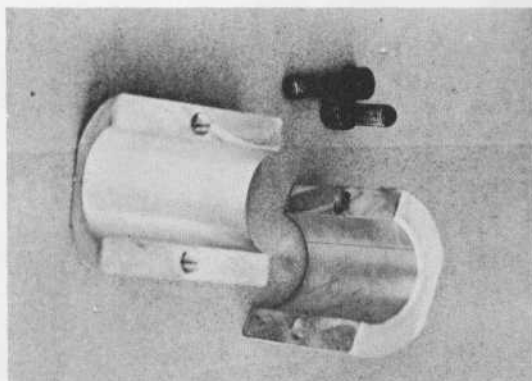
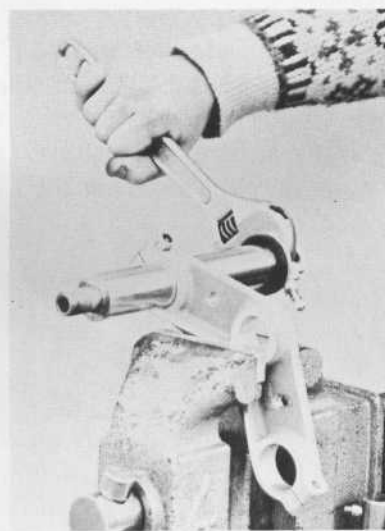
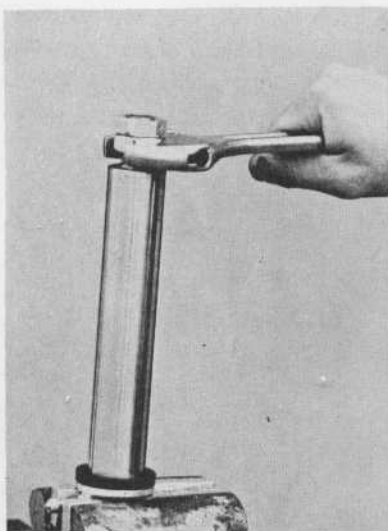
With locknut and spring retainer removed, jet or pop-off spring can be changed. If jet is removed, use a drop of Locktite when installing new one.

## REMOVING SHAFT END CAP.

Method A: "Double-nut" technique. This will work if cap is not too tight. *Do not* exceed 80 ft-lbs or you could damage the threads. You will need 2 plain 3/4 x 16 nuts. If cap does not break loose, use Method B or C.

Method B: Try this if you have 35 mm triple clamps. Shaft will fit perfectly. You can do as shown in photo, or with triple clamp still on bike. *Do not* clamp anywhere near the cap end ... this would just squeeze the shaft even tighter on the end cap!

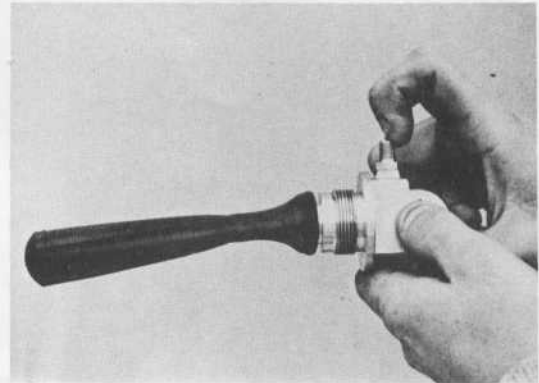
Method C: Use Split Clamp (Part #99-0360). This is the best way. *Do not* clamp near cap end ... apply clamp at piston end of shaft.



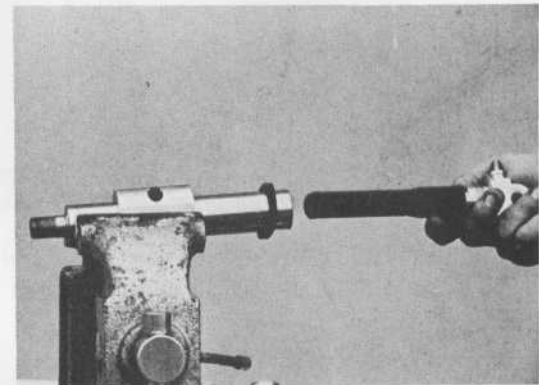
When reinstalling, these methods are not needed. The end cap and the piston locknut are tightened at the same time. Apply 2 drops (*not more!*) of Locktite to the end cap threads. Tighten to about 40 ft-lbs.

### REPLACING BLADDER.

Bladder will come out with the shaft end cap. Once bladder is out it is very difficult to install again due to a certain amount of swelling. Therefore, *never remove bladder unless you are ready to replace it with a new one.*



When installing new bladder, depress air valve to allow bladder to assume its natural shape before inserting in shaft.



### REMOVING LARGE END CAP.

Apply *light* pressure to finned portion of the body with a vise and unscrew cap with a crescent wrench. Removal should never be necessary unless O-ring fails. **Note:**

- a. Apply *light* pressure only or you could deform the body.
- b. Use a piece of rubber between vise and body (use old inner tube).
- c. Never place either *end* of shock body in vise ... *finned part only!*
- d. *Do not* use Locktite on threads when reinstalling ... it tends to gall on aluminum against aluminum.

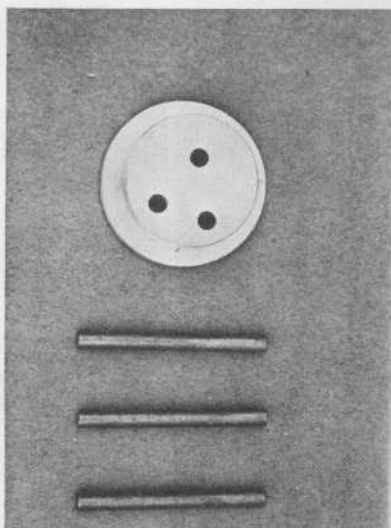


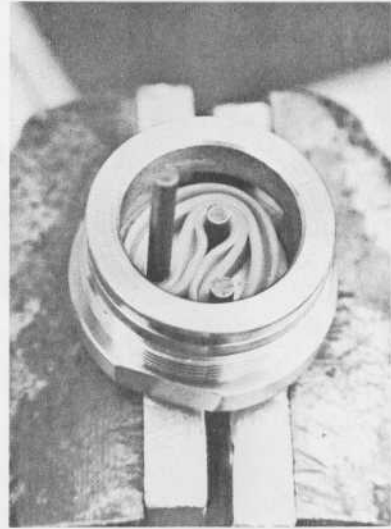
## REPLACING SHAFT SEAL AND WIPER.

1. Grasp wiper lip with small pliers and remove.
2. Pry seal out of groove with a small screwdriver. Moderate force is required, so use care not to stab yourself. It is easiest if bearing is flat on your workbench. Pry between seal lips.



3. Wash bearing thoroughly in solvent. Make sure there is no dirt in grooves.
4. Mount new seal on Seal Installation Tool (Part #99-0350), and install in bearing. Use vise to hold two of the pins as shown in photos. Pull pins out and help seal into groove with your fingers.





5. Install new wiper. This can be done without tools. Use your thumbs as shown.
6. Before reinstalling bearing on shaft, check shaft very carefully for possible damage ... large dings, nicks from the chain, etc. Touch up any small defects with fine sandpaper. Any major defects may require replacement of the shaft. New seals should give at least 6 months service unless shaft flaws cause premature failure.

