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SHOCK GOLD VALVE INSTALLATION
WORKS PERFORMANCE - 1.375" (30/25)

Special Notes

<IP SMGV 13801w.doc> P Thede © 7.8.11

DISASSEMBLY

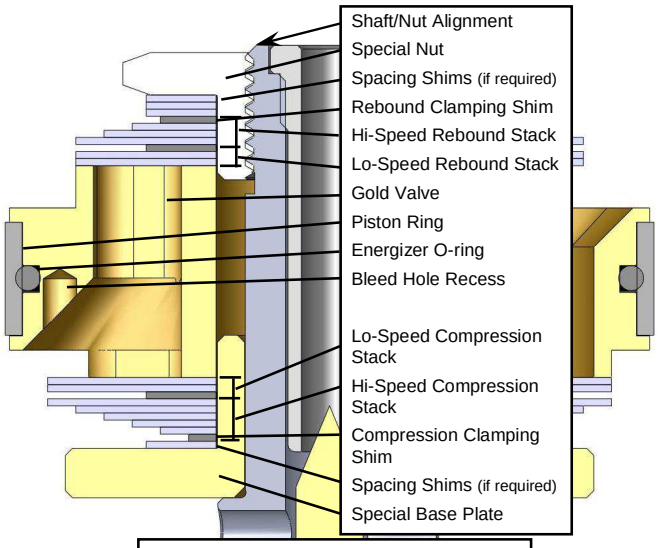
3 ***Remove the Seal Head from the Shock Body***. This Seal Head is threaded-on and must be unscrewed. This takes a special tool available from Works.

REASSEMBLY

15 ***Begin reassembling the shock.*** Make sure everything is clean. Clamp the shock body in the vise and fill the reservoir with the proper fluid. Install the bladder on the cap with the nitrogen valve core installed. ***Install the bladder assembly*** into the reservoir, making sure there is enough fluid in the reservoir so the fluid overflows as the bladder is inserted. Push the cap down far enough to expose the circlip groove and ***install the circlip.*** Let the reservoir hang down so any trapped air goes to the hose end and gently pressurize the bladder with 20 psi (1.4 bar). This will expand the bladder and push extra fluid into the body. Leave the reservoir pressurized to 20 psi.

16 ***Fill the body*** most of the way with fluid. Install the shock shaft assembly into the body, holding the piston ring in place as you insert it into the fluid. The shaft should go into the body relatively easily.

Bleed the bubbles past the piston by stroking the shock quickly and forcefully on compression and pulling up slowly on rebound. Quickly on compression to open the valving allowing the trapped air to get out. Slowly on rebound or bubbles will form behind the piston as you pull the shaft up.



Gold Valve Cutaway
figure 2

17 ***FOR WORKS PERFORMANCE BLADDER SHOCKS –*** Once the shock is bled, leave the shaft part way down, top off the shock with oil. Reduce the pressure down to 3 psi. This will drop the oil level in the body. Extend the shaft almost all the way out (do not let it suck air through the rebound feed hole or you must start bleeding again). Top off the shock with fluid and push the seal head down the shaft and into the oil. Oil will overflow as the seal head goes down the shaft, until the seal head o-ring seals on the shock body.

18 Tighten the cap with the special tool to about 30 ft-lbs (40.6 NM). ***Pressurize the reservoir to 150 psi*** with nitrogen. Stroke the shock through its travel making sure it rebounds to full extension. If it does not, stop, disassemble and inspect the shock. This usually means there is not enough oil in the shock but it could mean the shaft is bent or there is no rebound bleed hole in the piston.

19 Grease the threads on the spring adjuster, ***adjust the spring preload*** and tighten the locking collar. If there are any ***set the compression and rebound adjusters*** according to your Digital Valving Setup Sheet.

20 ***Reinstall the shock*** on the bike taking care to service the heim joints and the linkage. Suspension performance will suffer if the linkage needs service or is binding (what the heck, might as well). Set the Race Sag.

21 On the first laps of riding, ***use caution, get used to the new feel*** of the bike and reset the adjustments according to standard testing procedure. Enjoy!