

Shock Services

416 Series Rebuild Services

Complete Rebuild: (Part # SVCE-002)	\$35.00 ea
Replace Seal: (Part # SVCE-003)	\$20.00 ea
Seals (includes O-rings): (Part # 30-5041)	\$14.42 pr

18/418 Series Rebuild Services

One-Way Adaptive Aluminum Body Rebuilds: (Part # SVCE-004)

This consists of disassembling the shock, thoroughly inspecting all O-rings, seals, wear rings and the condition of the shaft. The shock is filled with our own very high quality shock fluid (to reduce internal wear and performance fade), reassembled and recharged with nitrogen. **\$40.00 ea**

*** The following are for Progressive Suspension Single Shocks only ***

15/415 and 20/420 Single Shock Rebuilds: (Part # SVCE-005)

This consists of disassembling the shock, thoroughly inspecting all O-rings, seals, wear rings and the condition of the shaft. The shock is filled with our own very high quality shock fluid (to reduce internal wear and performance fade), bled, reassembled and recharged with nitrogen. **\$85.00**

15/415 and 20/420 Single Shock Revalving: (Part # SVCE-006)

This consists of a quality rebuild (see above) plus using our test results and your input (specific complaints) we design the new valving to be installed into your shock. This will insure you a more comfortable and enjoyable ride. **\$125.00**

*** The prices listed above do not include parts ***

Progressive Suspension reserves the right to change prices without notice.

11129 G Avenue
(760) 948-4012



Hesperia, CA 92345
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Air Shock Seal Removal and Replacement

Please read these instructions thoroughly before starting work!

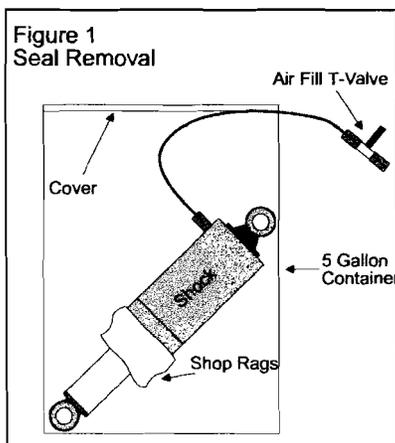
Warning: This installation should be performed by a qualified motorcycle mechanic.

Note: These instructions apply only to Progressive Suspension's eye-to-eye shocks. For eye-to-clevis Progressive Air Shocks, the shock must be completely disassembled using tool #5500. Consult a Progressive Suspension Authorized Rebuild Dealer or Progressive Suspension direct.

1. Remove dust boot, snap ring and thick washer. Note: Slide an empty toilet paper roll tube or equivalent over the damper before removing the snap ring. This will protect the damper from nicks or damage in case you slip removing the snap ring.
2. The seal can be removed easier if the shock is warmed to approximately 100 degrees using a heat lamp or hot water.

Warning: Do not overheat!

3. To pressurize the shock you will need one of the following:
 - a. The "T" valve and airline off of the motorcycle (if installed with the shocks).
 - b. If the "T" valve was not used in installation of the air shocks, it was included with the shocks and should be in the shock box.
 - c. If you use (b) above, a piece of airline $\frac{1}{2}$ " long with one end melted to seal it, must be installed in the opposite side of the fitting.
4. Wrap shop rags tightly around the damper body (see figure 1) up against the seal. This keeps the seal on the shock body when it is removed.
5. Place the shock in a 5 gallon can or bucket with the seal aiming down (see figure 1). Route the airline out the top and place a cover over the can (see figure 1).

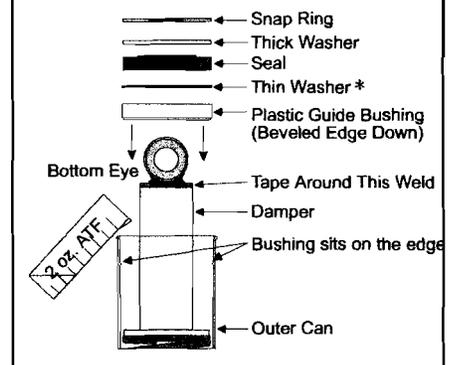


6. Pressurize the shock between 80 and 100 psi. Be prepared for a loud pop when the seal blows out of the shock. Sometimes you may have to leave the shock under pressure for awhile.

Danger: If the seal does not blow out, you must release all air pressure from the shock before removing the shock from the 5 gallon can or bucket.

7. If the air pressure alone will not remove the seal, then a slide-hammer seal remover must be used. Be very careful not to nick or scratch the chrome damper body seal surface when working on the shock.
8. Behind the seal is a thin washer* and a plastic guide bushing. Both of these parts will blow out with the seal.
9. To install the new seal, turn the shock upside down and clamp the eye in a vise (see figure 2). Pour 2 ounces of Dextron II ATF in the shock.
10. Slide the bushing (bevel edge down) and push it over the damper all the way down to the ridge (see figure 2).
11. Slide on the thin washer* and push it down until it contacts the plastic bushing.
12. Lubricate the inner and outer seal edge with ATF. Wrap one turn of electrical tape around the weld on the damper to protect the seal lips. Carefully slide the seal on the damper and dress it as far as you can into the shock with your fingers (see figure 2). Try to keep the seal square with the shock.
13. Put the thick washer on top of the seal and press the seal in with a length of tubing (12"x2 $\frac{1}{2}$ " O.D.). Press the seal in just far enough to install the snap ring.
14. Slide the rubber boot back on.

Figure 2
Seal Installation



* Thin washer is not used in airshocks produced after 7/94.