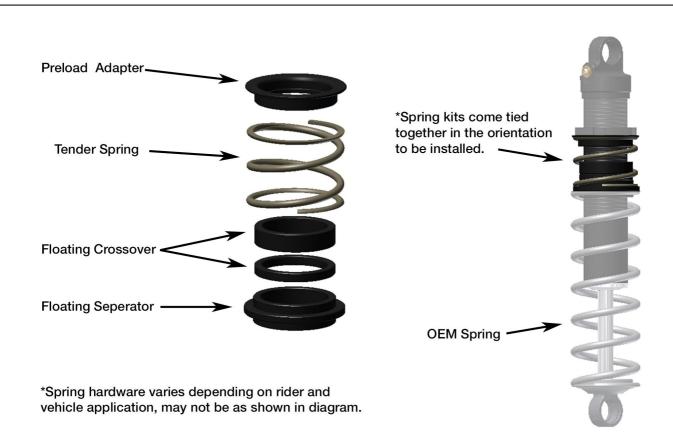


#### **CENTER SPRING OEM CONVERSION**

Install Instructions for OEM Center Spring Kit

Page 1 of 4





#### Notes for instalation of Center Shock:

- Make Sure the limit strap is in factory setting
- The center rear shock does not act as a pivoting fulcrum. We do not recommend adding preload to the center shock to reduce steering effort or to increase weight transfer.
- \*\*Please note that moving spring hardware can wear on the shock body. Hygear Suspension is not responsible for any damage or wear to your shocks after installation. Wear components like spring hardware can be purchased individually if need be.\*\*





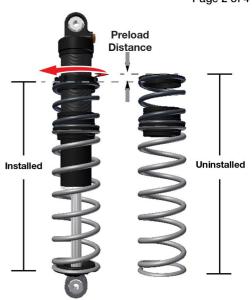
Important! Read all instructions carefully and double check your work. Failure to follow instructions may result in damage to suspension components. After installation is complete be sure to cycle the suspension through it's motion. We are not responsible for any damage that can occur from improper installation. We are not responsible for any damage that can occur from wear to shock surfaces or related components.

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# If in doubt, just ask!

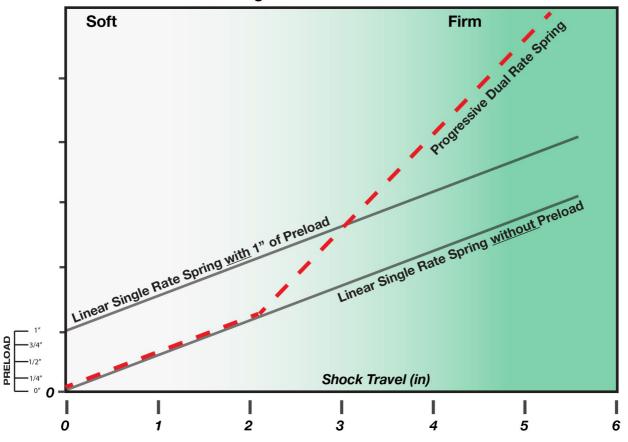
# **Preload Adjustment**

- Spring preload is used to set the vehicle ride height.
- Spring preload is the difference between the unistalled length and the installed length of the spring.
- The Dual Rate spring kit allows you to set ride height without affecting ride quality.
- The multi rate springs become progressivly stiffer throughout the shock's motion so they can start out plush and become stiffer further into travel to prevent bottoming.



\*Always measure preload with vehicle off the ground (no load on shock)

### The Dual Rate Advantage





# **Crossover Gap Adjustment**

Crossover Gap is the distance the tender spring is allowed to travel. Once the Crossover Gap is completely closed the tender spring no longer has an affect on the rate and only the main spring is working.

- A smaller crossover gap will make the spring set more progressive, this gives the suspension a firm feel at the end of the shock's travel.
- A larger crossover gap will make the spring set less progressive, this gives the suspension a plush feel at the end of the shock's travel.

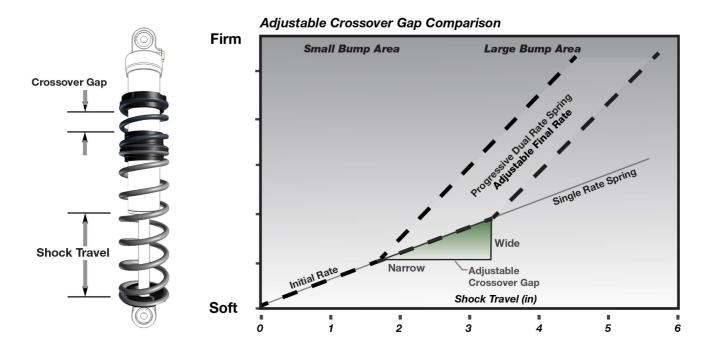
Crossover gap can be adjusted by:



**Sport Kit**: Adding/removing crossover spacers or flipping the direction of the floating seperator



Pro Kit: Adjusting threaded separator



\*Sometimes it may be necessary to change the spring rate of the main or tender spring to achieve the optimal ride quality that you desire, visit our website to see what other springs are available.

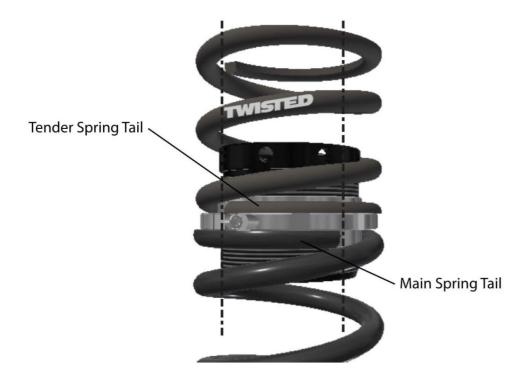
• For stiff/softer initial rate change the <u>tender</u> spring. • For stiff/softer overall rate change the <u>main</u> spring.



### **Dual Rate Spring Kit Care and Maintenance**

#### Helpful Tips:

- Spraying the shock body with a water repelling or dry lubricant can help reduce friction and body wear. It is also recommended to spray the shock with lubricant for off season storage.
- Overlapping the spring tails can help reduce friction and wear.



Please note that shock body wear is possible from the sliding spring hardware. The amount of wear can vary depending on application and riding conditions.

\*\*Sliding spring hardware is a wear component. Both springs and spring hardware can be purchased separately. Contact parts@hygearsuspension.com \*\*



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