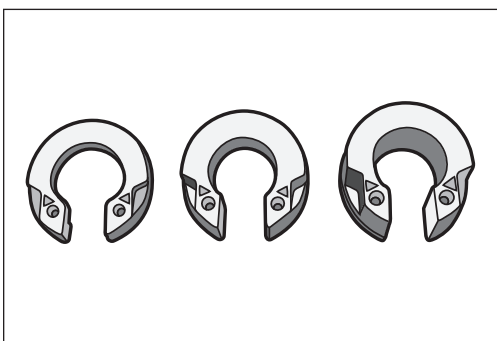


9 AIR VOLUME SPACER PROCEDURE

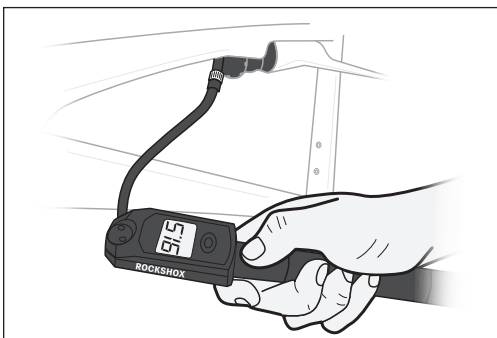
Replace the air volume spacer

TOOLS REQUIRED

- BSA30 Open-ended bottom bracket tool
- Spanner pliers
- Loctite Blue 243
- Parallel jaws pliers
- Torque wrench
- Shock pump
- Spacers



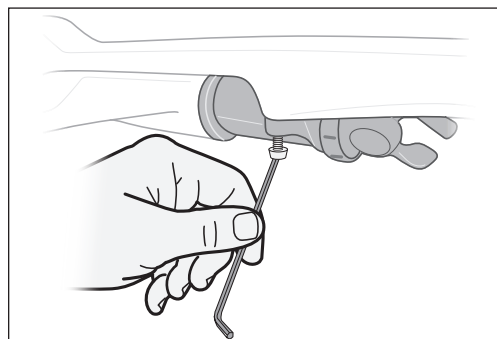
1. Use a shock pump to check the air pressure in the shock. Make a note of this value for use in step 18.



2. Gradually bleed air from the air valve.

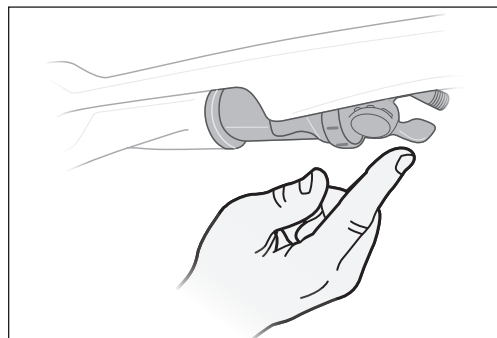
Technician Tips: There is no need to compress the shock as you will need some air in the negative air spring.

3. Remove the two forward IsoStrut bolts and washers.



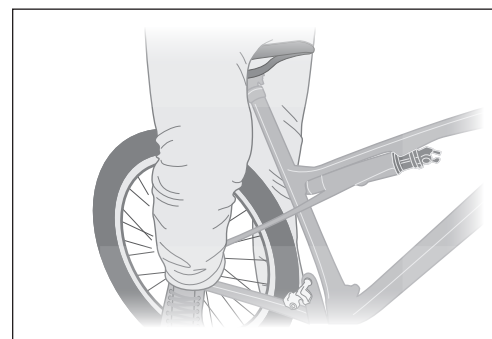
4. Loosen but DO NOT REMOVE the rear strut pin.

5. Turn the lever anti-clockwise to set the lockout lever to the open position.



9 Air volume spacer procedure

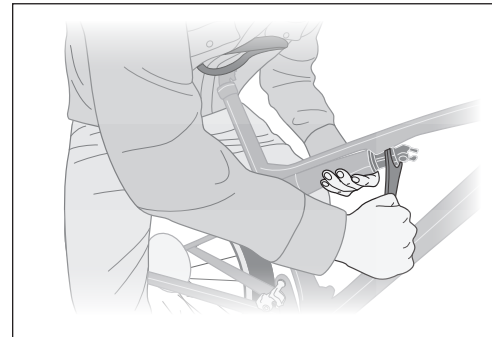
6. Sit on the seat to compress the suspension. The front end of the IsoStrut will move away from the top tube to provide clearance for the BSA30 tool.



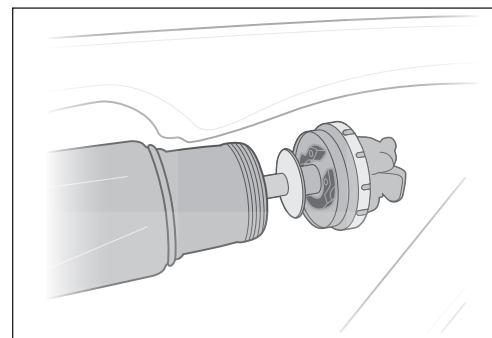
CAUTION: Take special care to protect the top tube from scratches that may result from the open-ended tool breaking the lock ring loose.

7. Use the BSA30 tool to break the lock ring loose and unthread it from the strut station body.

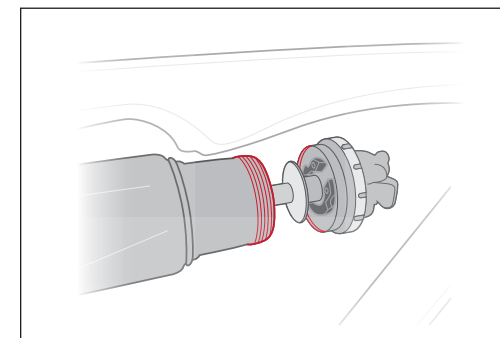
Technician Tip: This step is easiest when the shock is compressed.



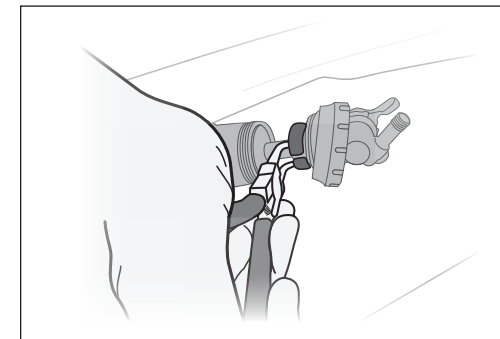
8. Once the ring is threaded off the shock, the forward end of the shock will extend forward to reveal an o-ring, a round metal plate and the spacer.



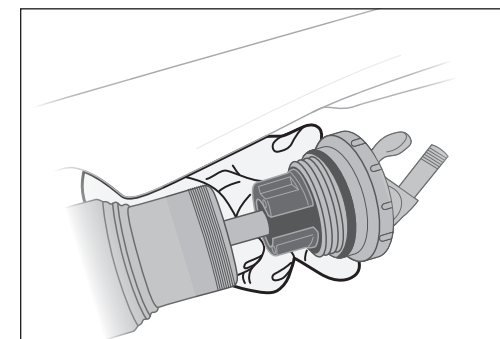
9. Clean off any dirt or adhesive residue from the shock threads and the lock ring.



10. Move the round metal plate backwards into the IsoStrut. Then use a spanner pliers to remove the air volume spacer.

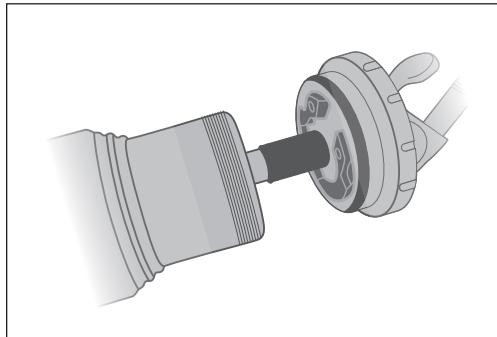
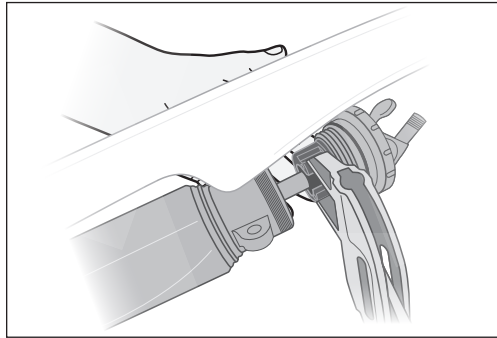


11. Put a new spacer in place around the damper shaft.



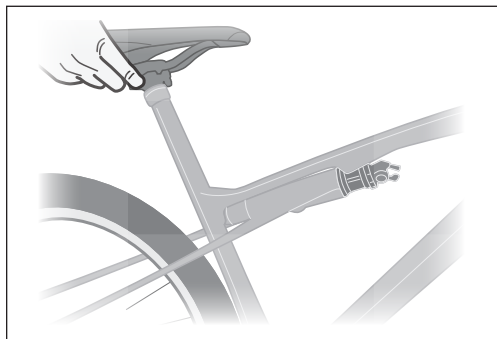
12. Depending on the size of the spacer, use the spanner pliers or a parallel jaws pliers to fit the spacer into place.

- 13.** You should hear a 'snap' when the spacer snaps into the upper air cap.



- 14.** Add Loctite Blue 243 to a minimum of 2 threads covering 60-90° of the threads.

- 15.** Move behind the seat and pull the seat up to extend the suspension. This will bring the lock ring in contact with the strut.

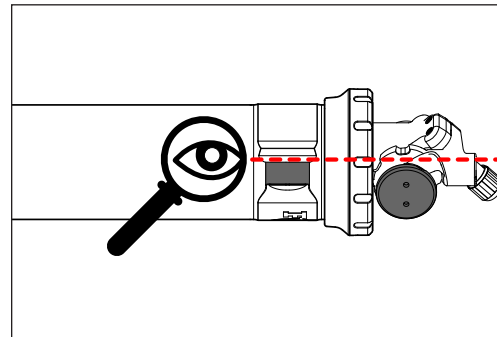


- 16.** Use the BSA30 tool to turn the lock ring onto the strut.



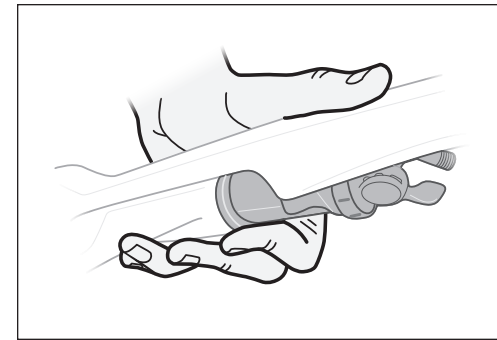
Technician Tip: For best results, sit on the rear tyre for this step to balance the bike.

- 17.** As you tighten the lock ring, locate the orientation of the upper air cap on the strut. You will want proper orientation and frame clearance before you apply torque.

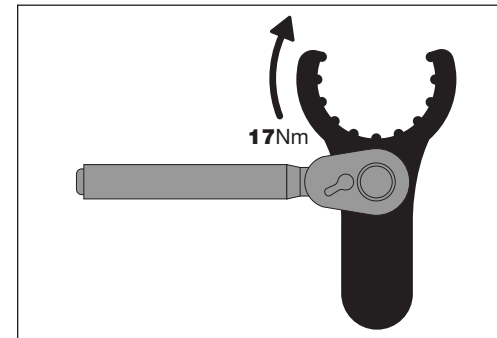
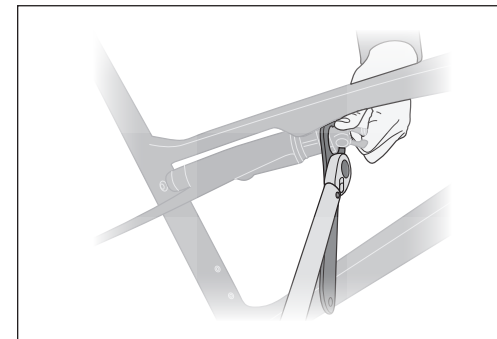


NOTE Make sure the air spring valve has enough clearance to the frame to clear your shock pump.

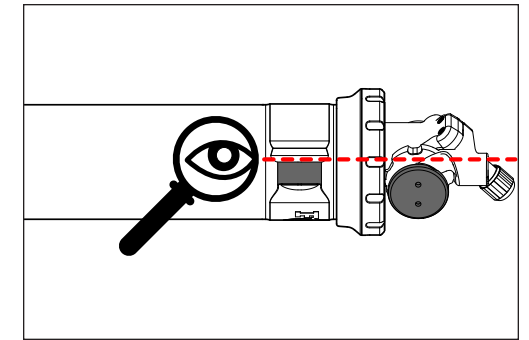
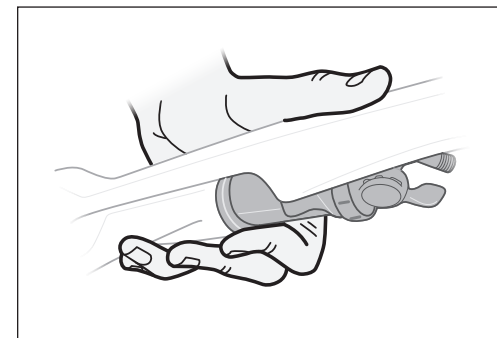
Technician Tip: The upper air cap can be re-orientated to a rider's preference. Double check the frame clearance to insure proper fit.



- 18.** Use the torque wrench and the hole in the BB wrench to torque the lock ring to 17 Nm.



- 19.** Put the strut into a ride-ready position to check for proper orientation of the air cap. Correct if necessary.



- 20.** Lightly grease and install the forward strut mount screws. Make sure that the washers are under the screw heads. Torque the screws to 5 Nm.

- 21.** Torque the rear strut axle to 10 Nm.

- 22.** Use the shock pump to re-inflate the strut air pressure to the PSI from step 1.

- 23.** Run through the SAG procedure to determine the proper rider setting for the strut.