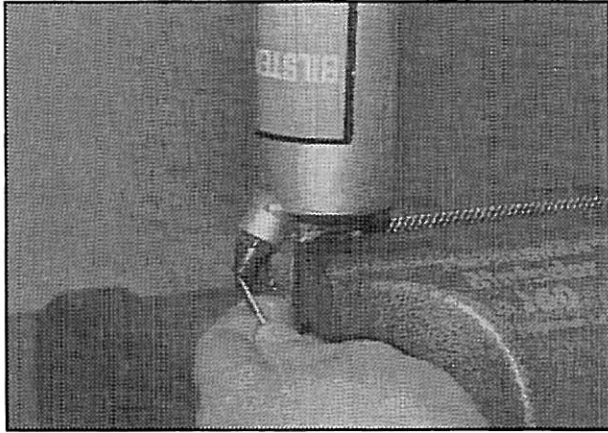
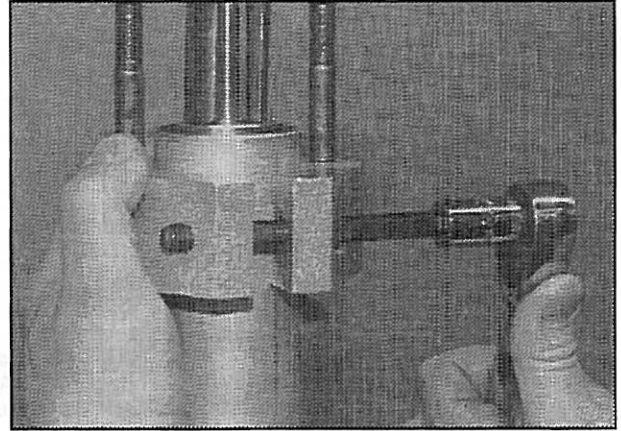


**Disassembly
Revalving
and
Assembly
Procedures**

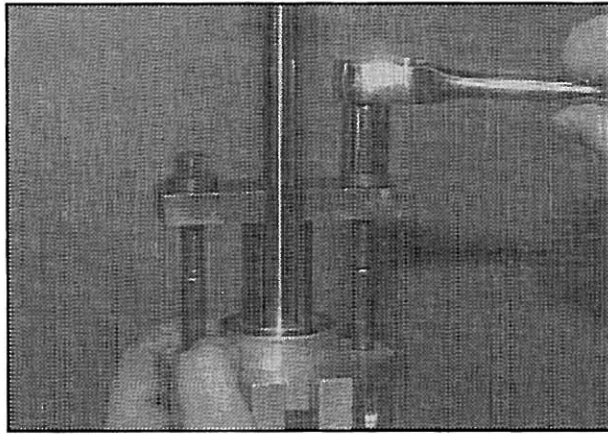
Circlip Type - *DISASSEMBLY PROCEDURES*



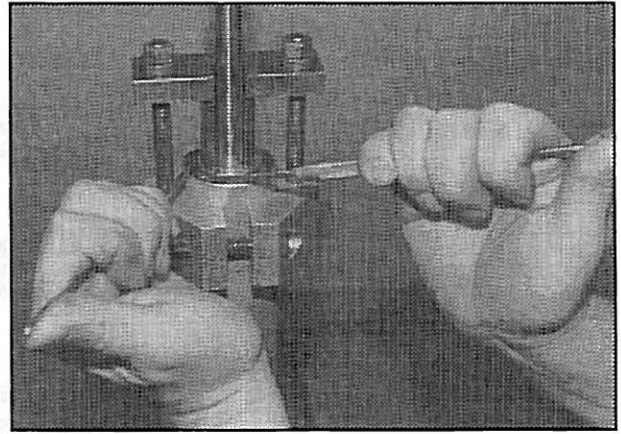
1. Release all gas pressure from the shock through the Schrader valve.



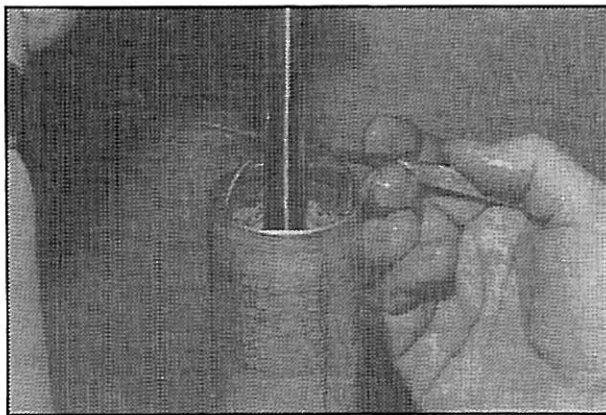
2. Fit the Bilstein clamp tool over the shock body and tighten the clamp bolt.



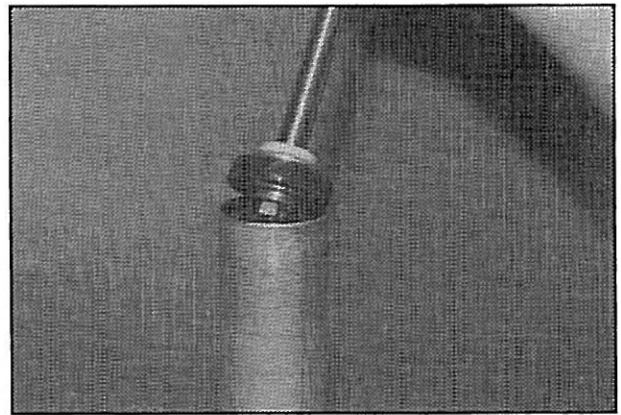
3. Tighten both nuts evenly to compress the rod guide enough to expose the outer snap ring.



4. Recheck that all gas pressure has been released through the Schrader valve. Then remove the outer snap ring and gradually back off both nuts until there is no tension on the clamp head. Loosen the clamp bolt and remove the clamp tool from the shock.

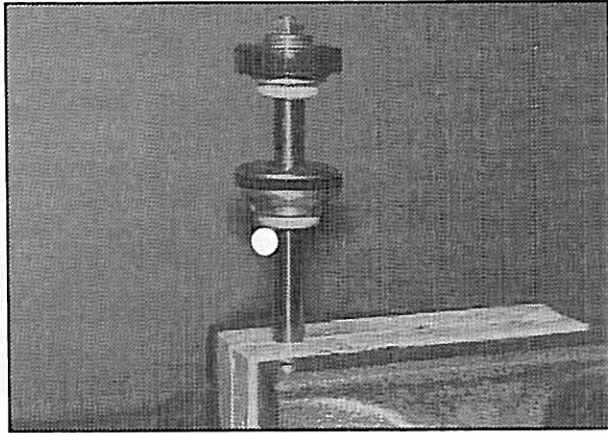


5. Remove the rod guide, rod seal, tube seal and support plate. Then remove the inner snap ring, taking care not to scratch the tube bore.

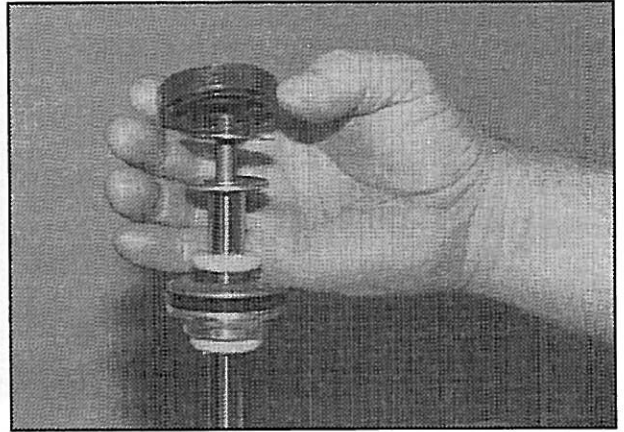


6. Slowly pull the piston rod, with piston and valves upwards, out of the shock body. Pour the fluid into a clean beaker (Part #193020). If needed, discard used fluid and replace with new Bilstein shock oil.

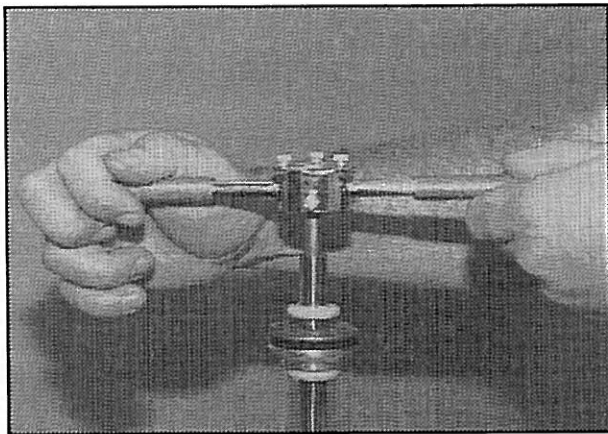
Circlip Type - REVALVING PROCEDURES



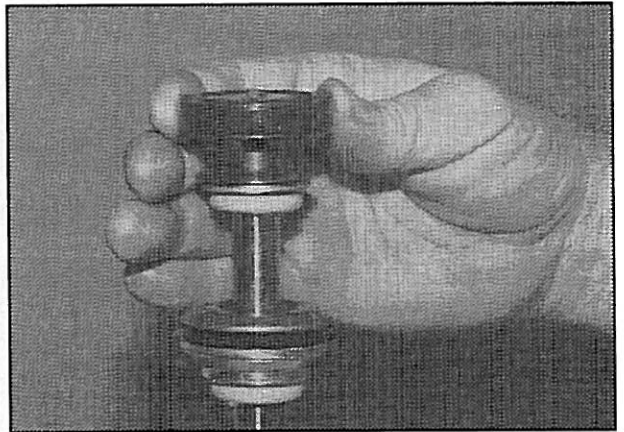
1. Hold piston rod, with piston upwards, tightly in a vise equipped with soft jaws suitable for holding the 14 mm (0.55") diameter piston rod.



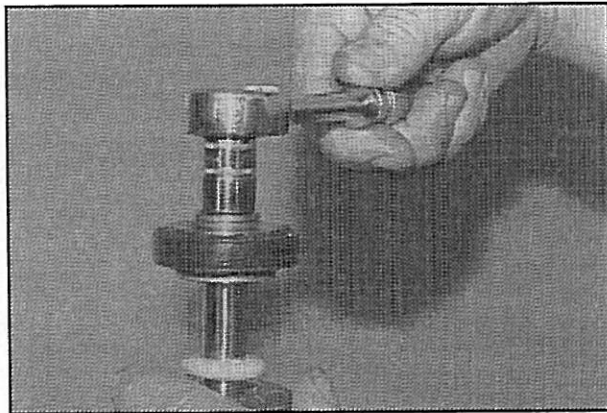
2. Remove and discard the M8 x 1 hex nut. Then remove the piston and discard all valve parts.



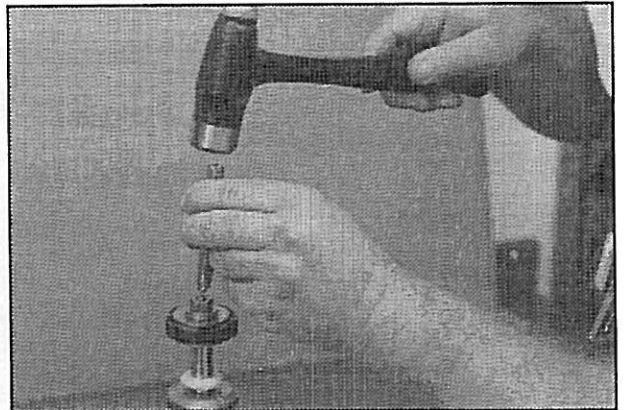
3. Chase the threads on the piston rod using an M8 x 1 die (Part #193050). Remove any metal fragments from the rod tenon.



4. Assemble the new valve components and piston onto the piston rod tenon, referring to the appropriate valving sheet (For example: 480/160D DIGRESSIVE).

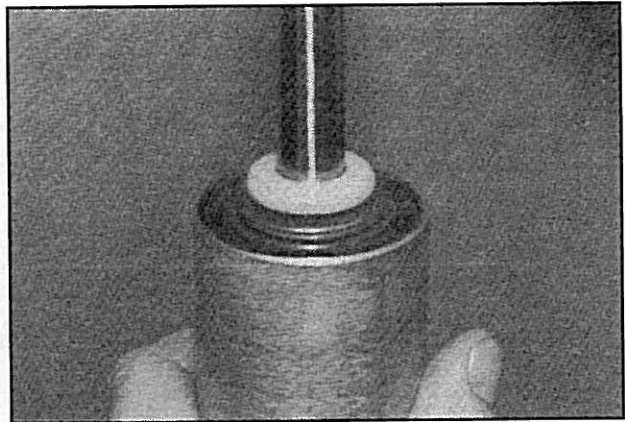


5. Install a new hex nut and tighten to specification on valving sheet.



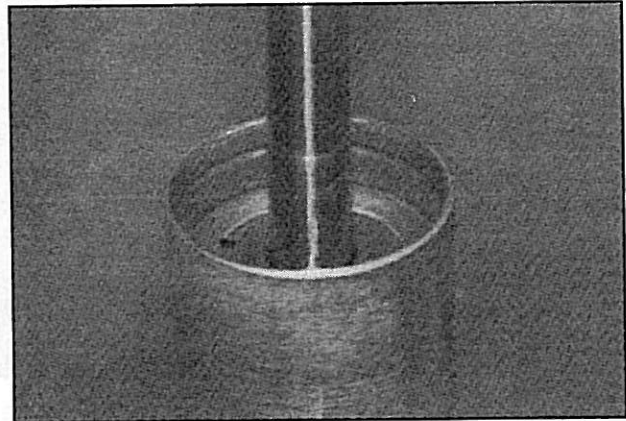
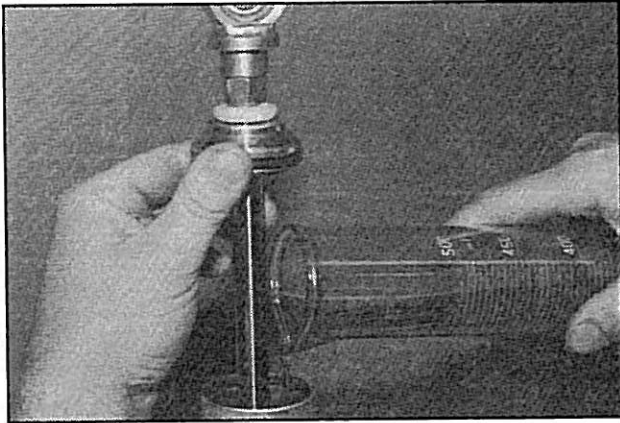
6. Using a punch with pointed end, stake the rod end in at least two places to prevent the nut from coming loose.

Circlip Type - ASSEMBLY PROCEDURES



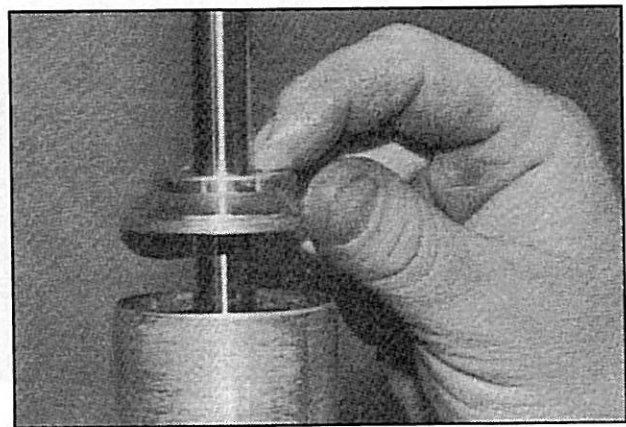
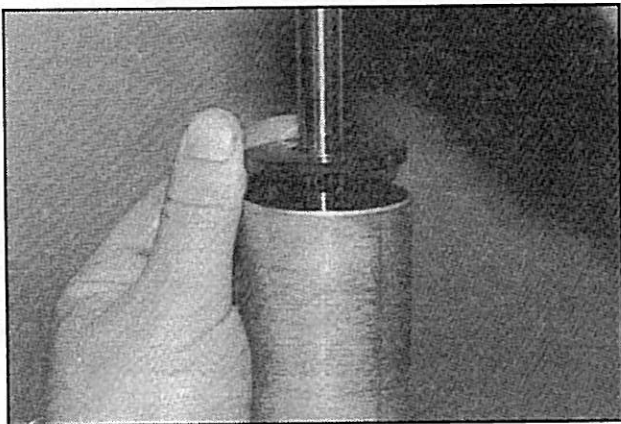
1. Lubricate the tube bore with a small amount of shock fluid, and insert the dividing piston (see diagram for correct orientation). With a brass rod, drive the dividing piston into the tube to a depth of 260mm (10.25") from the top of the tube (For Winston Cup shocks). Vent air pressure through the fill valve while pushing the piston into the tube or remove the valve core.

2. Insert the piston rod with piston and valves into the tube. Install the inner snap ring into its groove.



3. Measure the correct amount of fluid (320 ml for Winston Cup shocks) in the beaker (Part #193020), and pour into the shock tube. **DO NOT OVERFILL THE SHOCK.**

4. Place the inner plate squarely into the tube so that it rests on the snap ring.



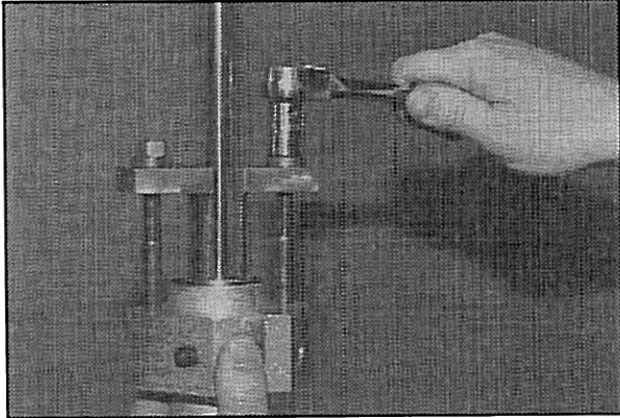
5. Set the large tube seal disc into the tube against the plate. Make sure the seal rests fully against the plate around the outside edge.

6. Carefully guide the rod seal down over the rod so that it seats into the tube seal disc. Push the rod guide down onto the seals by hand.

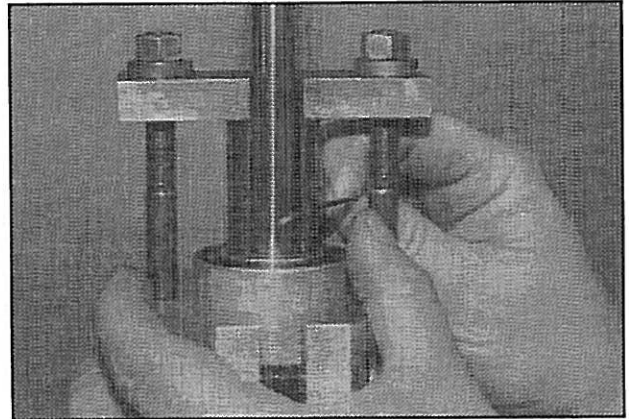
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Circlip Type - **ASSEMBLY PROCEDURES**

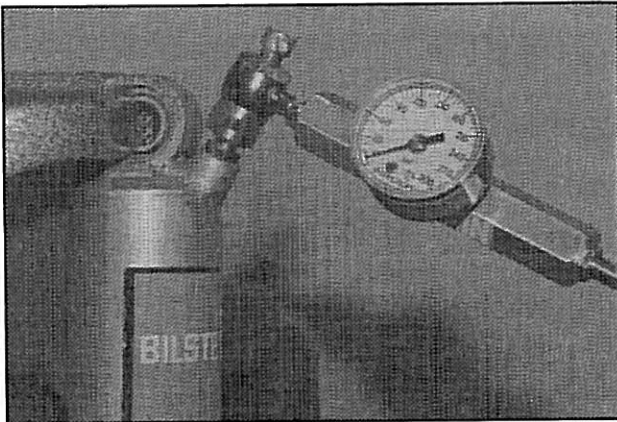
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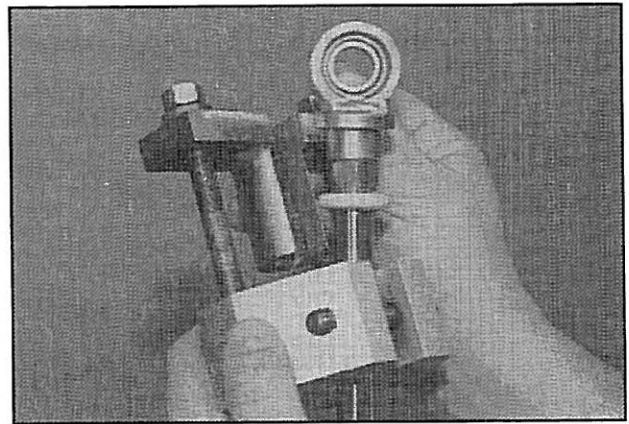
7. Install the clamp tool onto the shock and tighten the clamp bolt. Tighten the two nuts evenly to compress the guide enough to allow the outer snap ring to be installed.



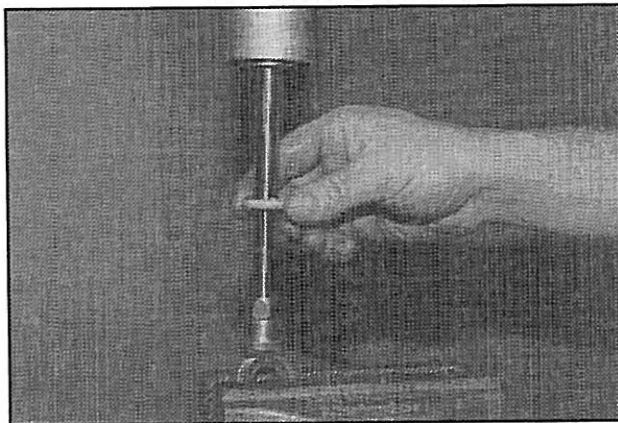
8. Install the outer snap ring making sure it is fully seated in its groove. Back off the two nuts on the clamp tool to approximately 6 mm (1/4"). **Do not remove the tool yet.**



9. Install gas-filling tool (Part #193000) onto the Schrader valve and apply nitrogen gas to the shock (180 psi minimum).

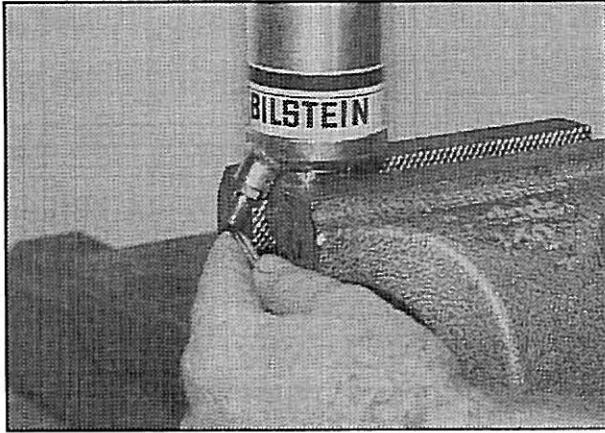


10. Recheck that the snap ring is seated properly, and if it is, remove the clamp tool.

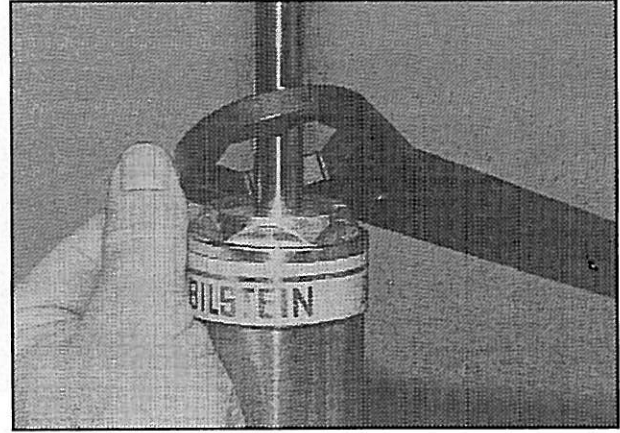


11. Install the travel indicator, jam, nut, thread adhesive and the heim end if removed during disassembly.

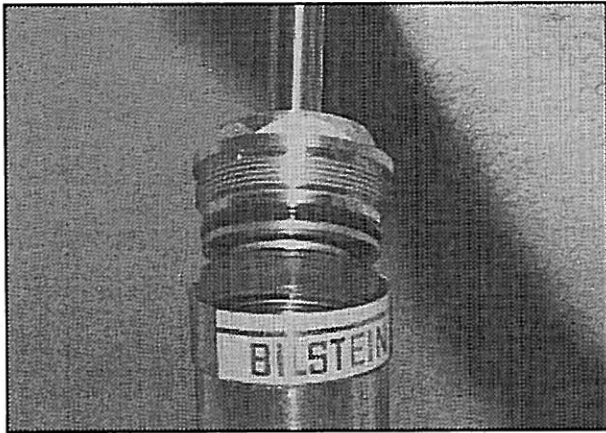
Threaded Rod Guide Type - *DISASSEMBLY PROCEDURES*



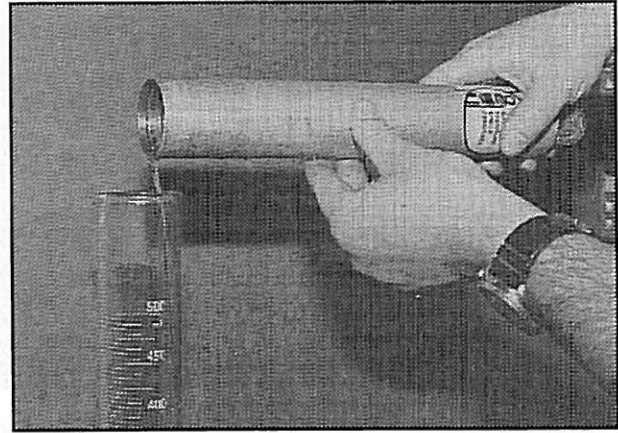
1. With the tube end heim mount held in a soft jaw vice, release all gas pressure from the shock through the Schrader valve.



2. Keeping the shock body in the same position, remove the rod guide nut, where the piston rod enters the shock tube, using the uni-directional Bilstein wrench (Part #193070).

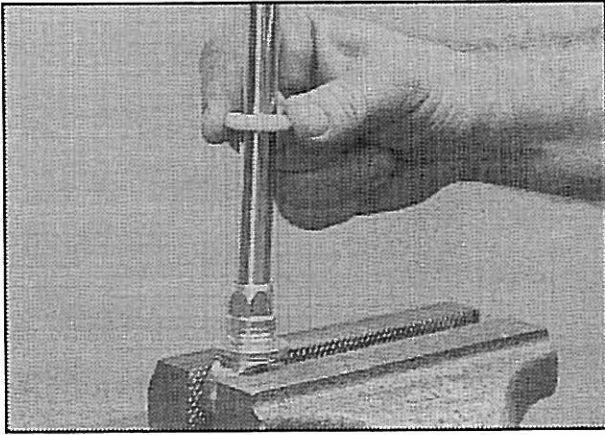


3. Slowly pull the piston rod, with rod guide assembly and piston head assembly, out of the shock tube.

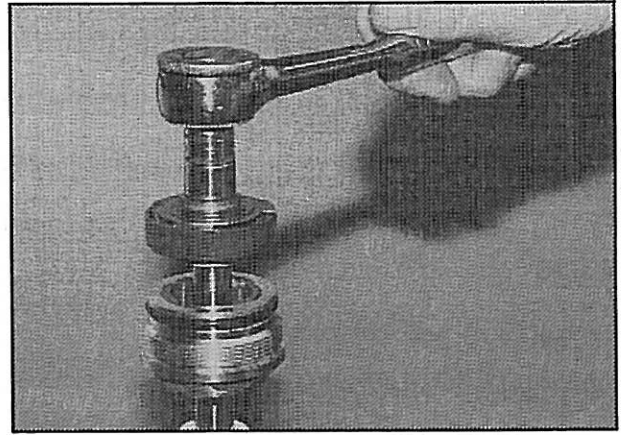


4. Pour the shock oil from the tube into a clean beaker (Part #193020). If needed, discard the used fluid and replace it with new Bilstein shock oil.

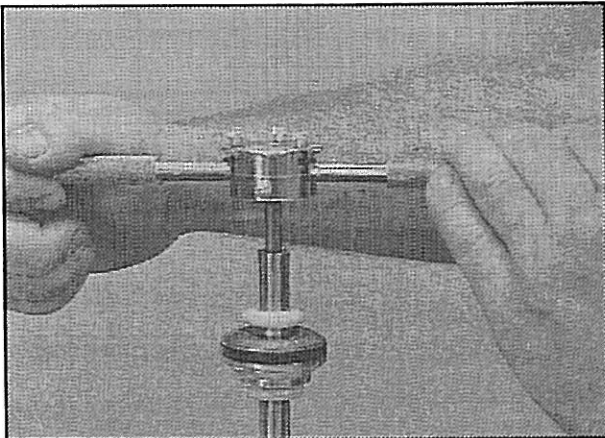
Threaded Rod Guide Type - *REVALVING PROCEDURES*



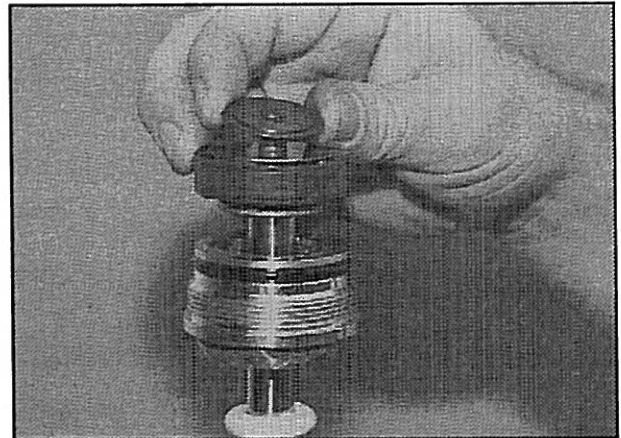
1. Secure the piston rod end mount, with the piston upward, into a conventional vice (or use a vice equipped with soft jaws suitable for holding the 14mm (0.55") diameter piston rod). The moveable travel indicator will be located between the rod mount and threaded rod guide assembly.



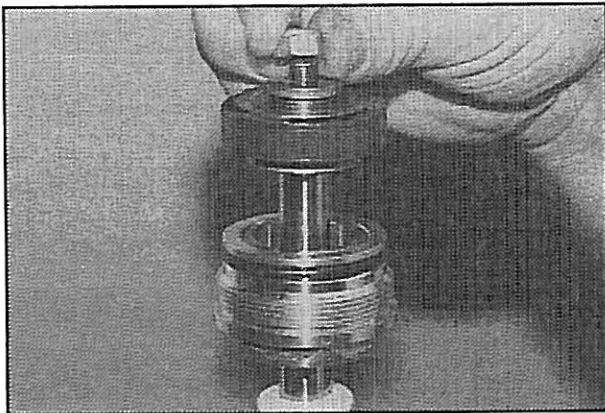
2. Remove the nylock nut holding the piston assembly together. This will allow the valving discs on top of the piston head assembly to be removed.



3. If no nylock nut is used, you have the option of chasing the threads on the piston rod using a M8 X 1 die (Part #193050). No chasing is required with the nylock nut.

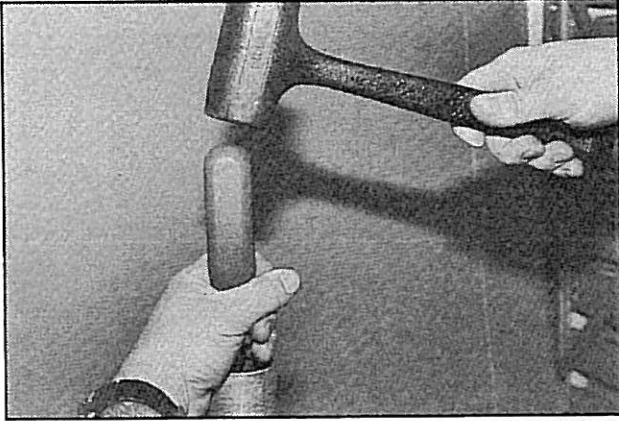


4. Assemble the new valve components and piston onto the piston rod tenon, referring to the appropriate valving sheet (For example: 480/160D DIGRESSIVE).

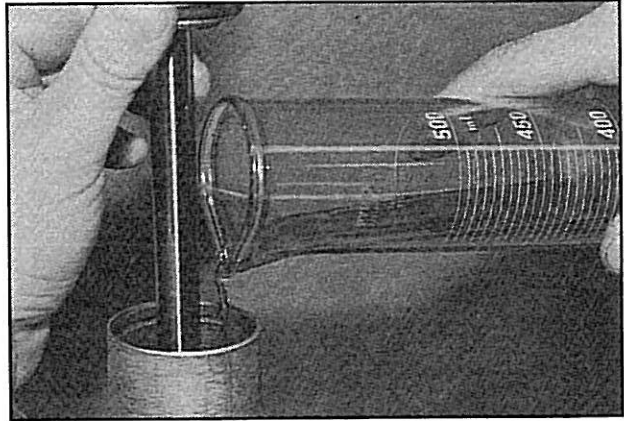


5. Reattach the nylock nut and torque to the specifications noted on the valving sheet in the manual.

Threaded Rod Guide Type - *ASSEMBLY PROCEDURES*



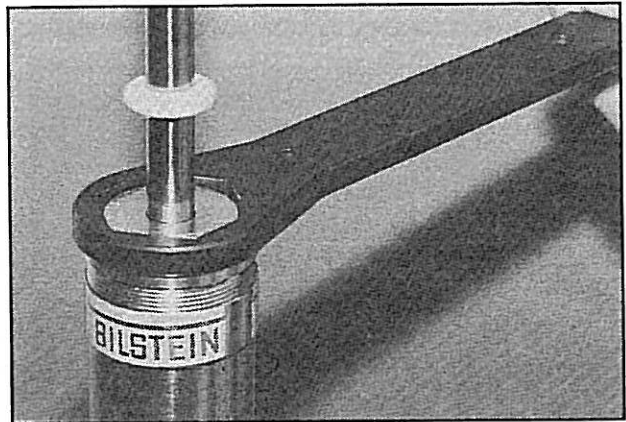
1. If the dividing piston was removed during revalving, insert the dividing piston into the shock tube and push it to the bottom using a wooden or brass rod.



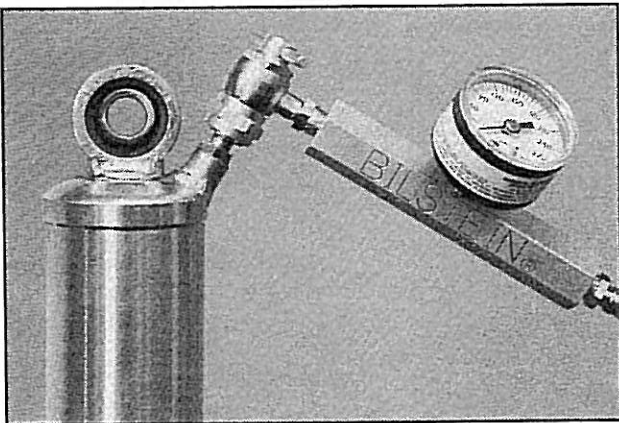
2. Measure the correct amount of fluid (320ml for Winston Cup/Busch GN and 8" travel shocks) in the beaker (Part #193020) and pour it into the shock tube. **DO NOT OVERFILL THE SHOCK.**



3. Insert the revalved piston head assembly and valve guide assembly into the shock tube carefully so there is no fluid overflow.

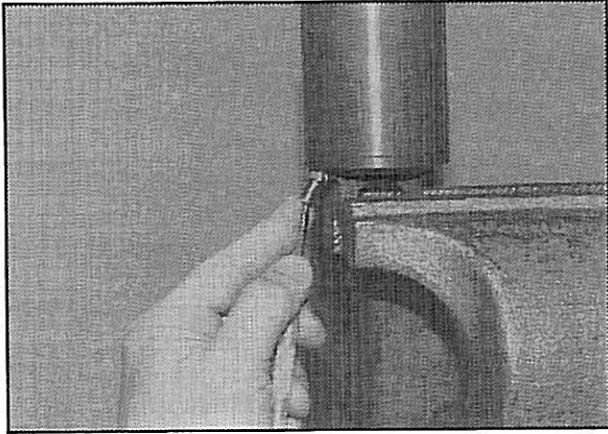


4. Tighten the rod guide nut securely to the shock tube using the uni-directional Bilstein wrench (part # 193070).

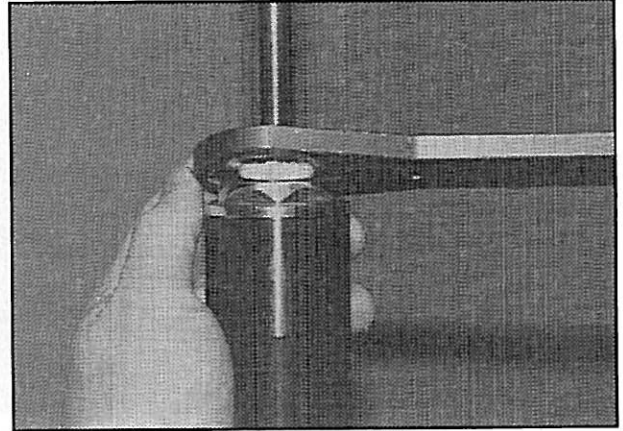


5. Reposition the shock in the vice and attach the gas-filling tool (Part #193000) onto the Schrader valve. Apply nitrogen gas to the shock (180 psi minimum).

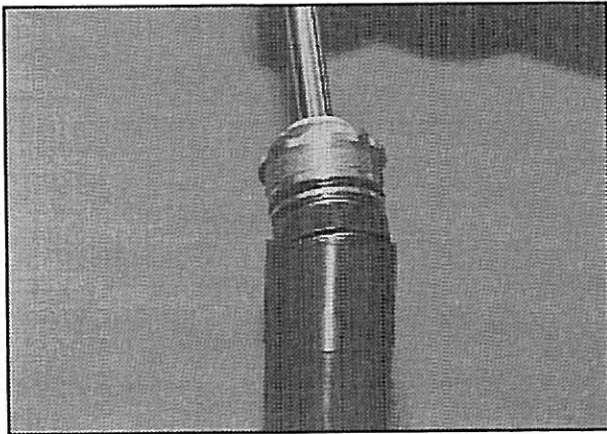
Large Nitrogen Compartment Series - *DISASSEMBLY PROCEDURES*



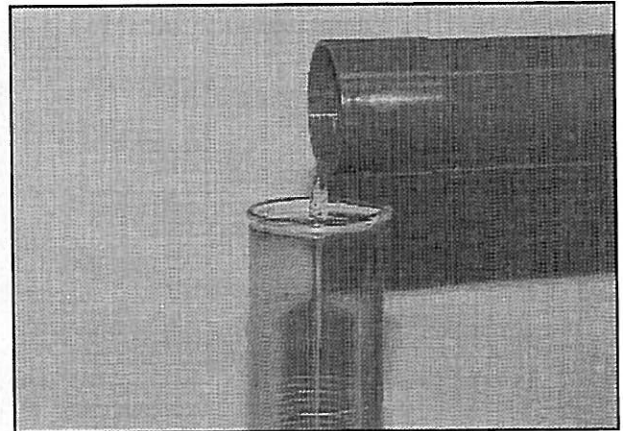
1. With the tube end heim mount held in a soft jaw vice, release all gas pressure from the shock through the Schrader valve.



2. Keeping the shock body in the same position, remove the rod guide nut, where the piston rod enters the shock tube, using the uni-directional Bilstein wrench (Part #193070).

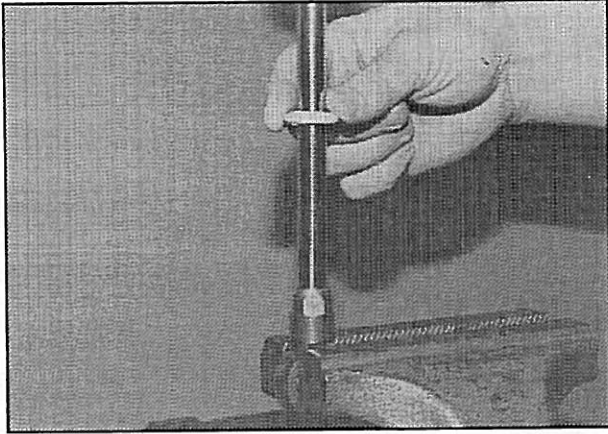


3. Slowly pull the piston rod, with rod guide assembly and piston head assembly, out of the shock tube.

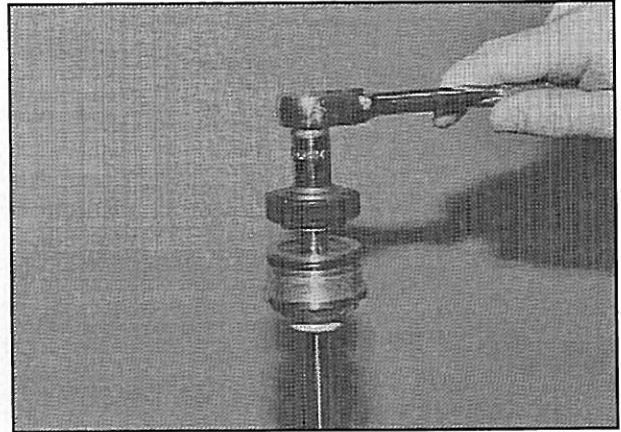


4. Pour the shock oil from the tube into a clean beaker (Part #193020). If needed, discard the used fluid and replace it with new Bilstein shock oil.

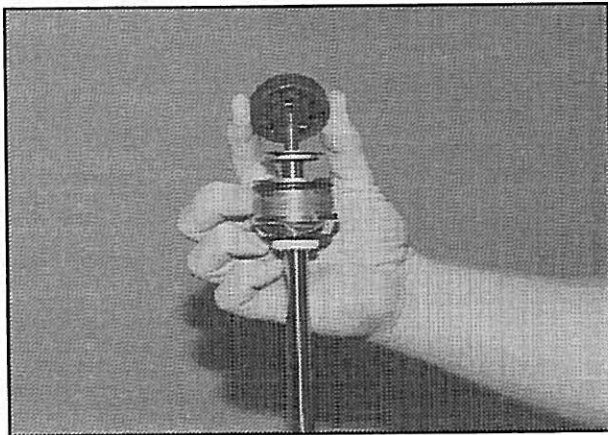
Large Nitrogen Compartment Series - REVALVING PROCEDURES



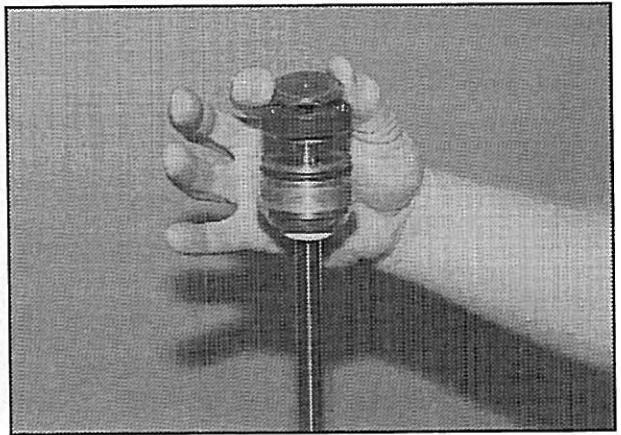
1. Secure the piston rod end mount, with the piston upward, into a conventional vice (or use a vice equipped with soft jaws suitable for holding the 14mm (0.55") diameter piston rod). The moveable travel indicator will be located between the rod mount and threaded rod guide assembly.



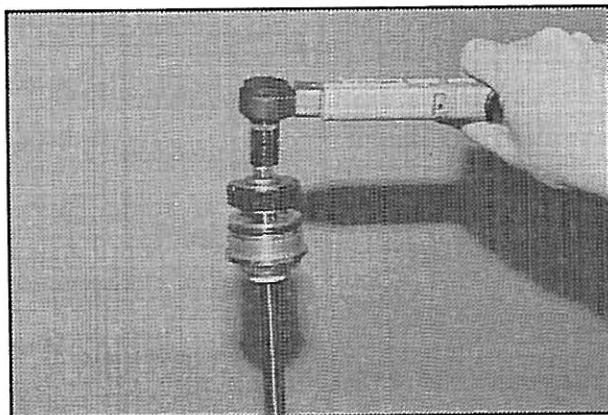
2. Remove the nylock nut holding the piston assembly together. This will allow the valving discs on top of the piston head assembly to be removed.



3. Remove and discard the M8X1 nylock nut. Then remove the piston and discard all valve parts.



4. Assemble the new valve components and piston onto the piston rod tenon, referring to the appropriate valving sheet (For example: 480/160D DIGRESSIVE).



5. Reattach the nylock nut and torque to the specifications noted on the valving sheet in the manual.