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OE FRONT SHOCK SPRING SET INSTALLATION

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NOTE: The installation of the Works Performance multi-rate springs requires the use of specific tools, some of which can be hazardous to the user if misused. If you do not have access to the proper tools and/or understand how to use them safely, do not attempt to install the springs. Take the shocks to a qualified shop or send them to Works Performance to be installed.

THE PARTS INCLUDED

Each of the kits is based on the rider weight, intended use (trail, MX etc.) and for stock or extended arms. As a result the parts will vary from kit to kit. In the kit is a diagram of the spring set. It will tell you which parts are included in the kit and their location. It will describe the short springs so that they can be identified after the part number tags are removed. Refer to the diagram while you read this guide and begin the installation.



Fig. 1-- Works triple-rate springs are designed to fit your weight, riding type and arm configuration.

The kits will include: two initial short springs; two secondary short springs; two main springs; two retainers to fit the shock eye to the springs; as well as four spring separators ("go-betweens"). The kit can also include two or more rings ("cross-overs"). These rings are used to transition the set from three springs to two springs to one spring during the stroke of the shock. These are the three separate rates of a triple-rate spring set. These crossovers should not be omitted or placed inside the wrong spring, as the correct function of the set will be compromised. Please refer to the diagram in the kit for how many crossovers you will need and

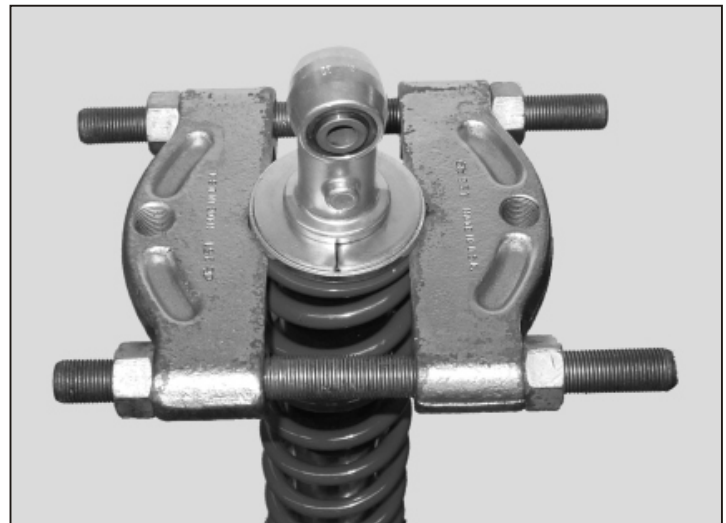


Fig. 2-- The bearing press should be set in between the spring and the steel retainer. The stock split retainers will be removed by compressing the shock in the press.

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where they go in the assembly.

INSTALLATION

1. Remove the stock shocks, and reduce the pre-load on the springs, by unscrewing the pre-load rings at the top of the springs.

2. Place a bearing press on the lower end of the spring so that it is between the retainer and the spring. Make sure that the press has full purchase on the spring (Fig. 2)

3. Put the shock in the hydraulic press with the shaft pointing down (Fig.3) Allow enough upward movement of the ram so that all of the pre-loaded spring can be accommodated.

4. Slowly pump the ram down on top of the shock eye so that the eye on the end will be pushed out of the retainer about one inch. Usually at this point the two keeper halves will fall out, but they may have to be pried. Use a screwdriver or other tool that will keep your fingers away from the area between the eye and the retainer.

5. With the split retainers out of the assembly, release the ram slowly to let the spring go to full extension. Make sure that the eye does not snag on the edge of the plastic sleeve or on the bearing press. Remove the shock and spring from the press.

6. Remove the metal retainer, plastic sleeve and spring from the shock. Break loose the pre-load nuts and unscrew them from the pre-load collar. They will need to be installed upside down to fit the spring set (Fig. 4).



Fig. 3-- Run the ram down on the end of the body eye to push the shaft end eye through the split retainers, allowing the retainers to be removed.

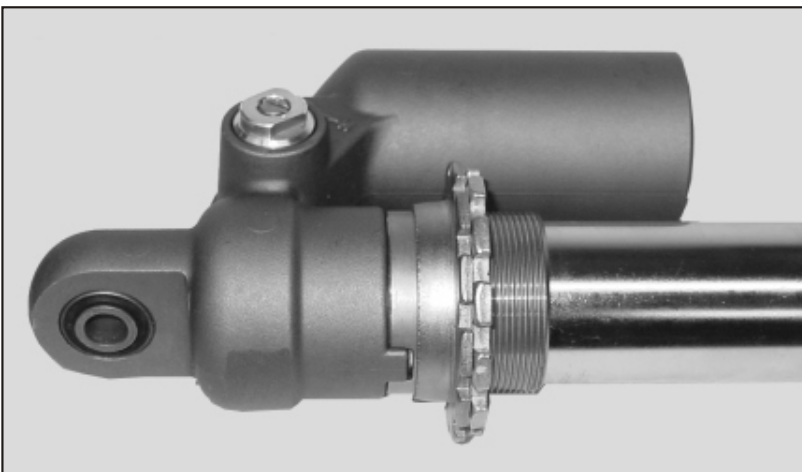


Fig. 4--To fit the Works' springs, break the pre-load nuts loose and then reverse them. Install the pre-load collar assembly making sure to align the notch and tab.

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Fig. 5-- Refer to the diagram of the parts in the kit, as to whether or not you will install a ring here inside of the spring. Some kits will not have one here.



Fig. 6-- Install the spring separator, crossover ring and second spring. Refer to the diagram for the length and number of crossover that are used in your kit. There can be one or more. Also use the diagram to identify the spring.

NOTE: The kits vary in the parts that are used based on the rider weight, intended use, extended or stock arms, etc. As a result not all kits will have all of the same parts shown here. Besides different rate springs, the parts that vary will be the rings that fit inside the small springs. In some cases there may be none in the assembly, or as many as four. Refer to the diagram in the kit for which parts go where and which parts are included with your kit.

7. With the rings inverted, place the pre-load collar on the shock so that the notch and tab line-up. Install the ring or rings (as indicated on the diagram) on the shock tube and slide it--or them-- up against the spring collar (Fig. 5).

8. Follow the cross-over ring with the correct initial spring (see the diagram for identification).

9. Then install one of the "go-betweens." the nylon spring separators.

10. Next comes one or more crossover rings as determined by the diagram for your particular kit. Follow that with the second short spring (Fig. 6).

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Fig. 7--Install the main spring last. Before you install the retainer, make sure that the spring pre-load collar is notched into place.



Fig. 8-- Depending on how stiff the spring is, it is possible to load the spring retainer with help from a friend. Otherwise, load the shock into the press.

11. Install the other spring separator and the main spring.

12. Depending on the kit and the springs involved, the retainer that goes between the eye and the spring can be installed in one of two ways:

A: If the spring set is light enough, and you have enough muscle, you can pull down on the set and have an assistant install the spring retainer.

or

B: Use the bearing press and install it in the reverse order of disassembly,

CAUTION: Whether you are loading the springs by hand or with the press, if the retainer gets hung so that the spring doesn't fit into place **DO NOT TRY TO SEAT THE SPRING WITH YOUR HANDS. IT CAN BITE YOU IN AN INSTANT.** Simply, smack the spring with a dead-blow hammer or a rubber mallet and it will pop into place.