



## ADJUSTABLE SHOCK BUMPER INSTALLATION

Installing a bumper on a Genesis adjustable shock is detailed but not difficult if you follow these instructions closely. This process applies to ALL Genesis adjustable shocks: Silver, Blue, Red, Aluminum, Steel, Large or Small Body. **Please see Adjustable Rebuild Instructions for cutaway views and part numbers.**

This process WILL NOT affect the valving, settings or performance of the shock.

You will need the following tools:

1. A vise with **soft jaws** or brass or aluminum inserts.
2. A crescent **wrench** with at least a 1.125" opening.
3. A flat blade **snap ring pliers**.
4. A fine tooth **file**. (Just in case)
5. 242 **Blue Loctite**



Clean the shock of any loose dirt. FULLY EXTEND the shock. REMOVE the Schrader valve. \*\*\*\* Please REMOVE the Schrader valve.\*\*\*\*

### **WARNING**

**Failure to remove gas pressure WILL result in an oil bath at best or serious injury or death at worst.**

Do not attempt to rotate the double adjuster assembly in relation to the rod. All parts are indexed with pins and most parts will be ruined if rotated.



Place the bottom adjuster eye in the vise.

Using **wrench**, loosen and back off adjuster retaining nut.





Remove shock from vise and put shock shaft in **soft jaws** with the shock body as close to the vise as possible. DO NOT remove shaft from vise until the ENTIRE process is complete.

NOTE the orientation of the adjuster head. It is essential that the adjuster assembly is removed and re-installed with the same orientation. The sliders must index on a cross pin inside rod. The adjuster head must index on the rod orientation pin. Please see Adjustable Rebuild Instructions for cutaway views and part numbers.



Pull the adjuster head assembly SLOWLY out of the rod, so as to not pull out oil. Without changing the orientation of the adjuster head and the sliders(s), set the assembly aside on a clean surface. The sliders must index on an internal cross pin at end of rod inside shock. Please see Adjustable Rebuild Instructions for cutaway views and part numbers.



Remove the o-ring at top of rod then, using **snap ring pliers**, remove the snap ring. Spread the ring carefully and with the absolute minimum spread to remove it. Over spreading the snap ring will make it impossible to properly reassemble.





Slide the adjuster retaining washer and the adjuster retaining nut off the rod. The retaining nut is a close fit to the rod diameter. The bottom edge of the snap ring groove is sharp and may have rolled outward and formed a burr due to the load of the tightened retaining nut. This may have to be **filed** off to get nut to slide passed.



The surface of the rod is "file hard" so it will not be damaged as you remove the burr.



Install bumper(s) and any washer(s). Tapered foam "Christmas Tree" bumpers should be installed with small end towards body.

### **BEGIN REASSEMBLY**

Slide adjuster retaining nut onto rod and then the adjuster retaining washer.



Using **snap ring pliers**, re-install the snap ring. Spread the ring carefully and with the absolute minimum spread to install it. Over spreading the snap ring will make it impossible to properly reassemble. Replace the o-ring at top of rod.

Without changing the orientation of the adjuster head and the sliders(s), start the adjuster head assembly into the rod. Push the assembly slowly and without twisting straight into the rod.

The sliders must index on a cross pin inside rod. The adjuster head must index on the rod orientation pin. Please see Adjustable Rebuild Instructions for cutaway views and part numbers. At this point the adjuster head will and **MUST** cover at least half of the snap ring. If these steps do not occur the assembly **WILL FAIL**.

Apply **Blue Loctite** to the threads and hand thread the adjuster retaining nut onto adjuster body and snug with **wrench**.

Remove shock shaft from vise and place adjuster eye in the vise the same way, as in the beginning. Using **wrench**, tighten the adjuster retaining nut as tight as possible.

Fully compress the shock, re-install Schrader valve and gas up the shock to desired pressure fully **EXTENDED**. Adjust shock across adjustment range. If you can detect significant change then you have successfully installed bumper(s).

This process **WILL NOT** affect the valving, settings or performance of the shock.

**GO RACE!**