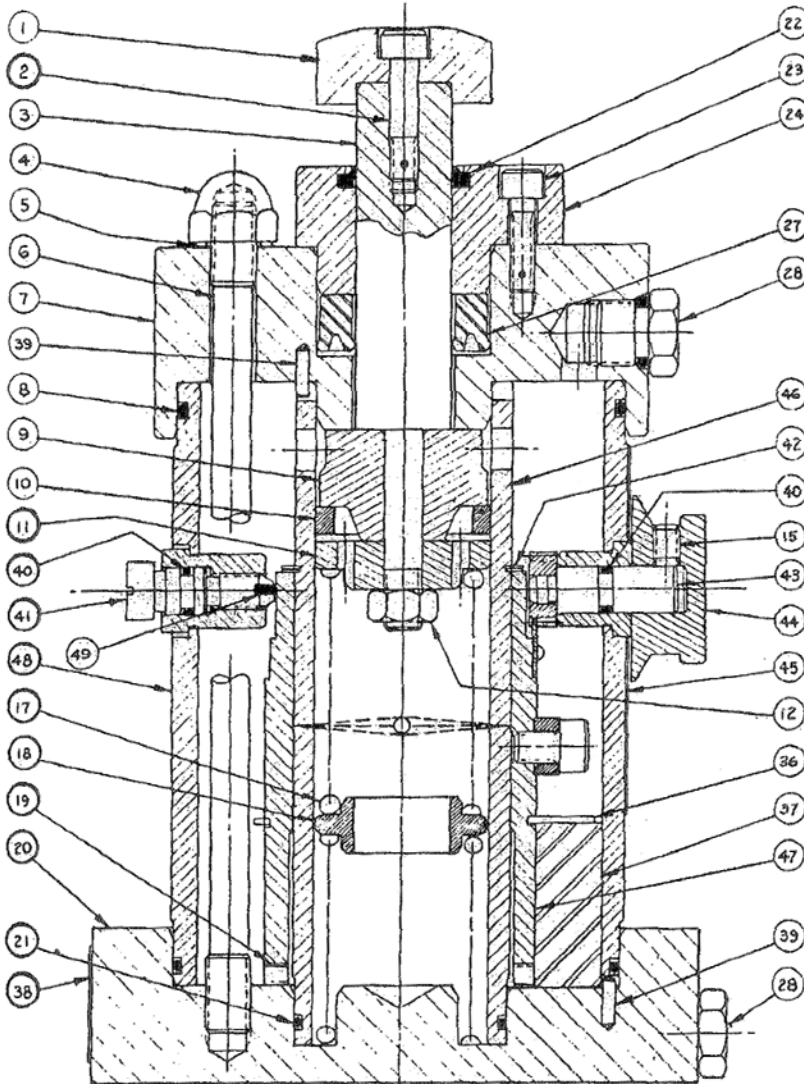


EGD MFG INC
2320 Kishwaukee Street
Rockford IL 61104

Parts List and Maintenance Instructions
1-1/8 Inch Bore
EGD MFG INC Adjustable Shock Absorbers

www.egdmfg.com
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Item	Part Name	Req.
1	BUMPER	1
2	BUMPER SCREW	1
3	PISTON ROD	1
4	ACORN NUT	3
5	COPPER WASHER	3
6	TIE ROD	3
7	FRONT HEAD	1
8	O'RING	2
9	FOLLOWER	1
10	PISTON RING	1
11	PISTON	1
12	PISTON ROD NUT	1
15	SET SCREW	1
17	RETURN SPRING	*
18	SPRING GUIDE	*
19	WAVE SPRING	1
20	BACK HEAD	1
21	O'RING	1
22	ROD SCRAPER	1
23	RETAINER SCREW	3
24	PACKING RETAINER	1
25	GLAND	1
26	GLAND O'RING	1
27	ROD PACKING	1
28	PORT PLUG	3
35	LABEL DIAL	1
36	RETAINER	1
37	CELLULAR ACCUMULATOR	3
38	WARNING PLATE	1
39	SPRING PIN	2
40	O'RING	2
41	LOCK SCREW	1
42	RETAINING RING	1
43	DRIVE GEAR ASSEMBLY	1
44	KNOB	1
45	LAB.E.L DIAL	1
46	INNER METERING TUBE	1
47	OUTER METERING TU.BE	1
48	RESERVOIR TUBE	1
49	PELLET (LOCK PIN)	1

Stroke*	2"	4"
No. of Springs	2	4
No. of Guides	1	3

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MOUNTING

Mount the Shock Absorber securely making certain that the shock load will strike the piston rod bumper squarely at all positions throughout its full stroke. At least one of the port plugs must be uppermost to permit bleeding air from the unit.

Attach the make-up reservoir, if used, preferably in the uppermost part of the Shock Absorber to permit air bleeding and replacement of lost fluid.

DISASSEMBLY

1. Disassemble shock absorber with care - unit is spring loaded. Inspect all parts carefully for damage or excessive wear.
2. Always replace all "O" rings and packings.
3. If piston ring is broken, inspect the I.D. of the inner metering tube for scoring. Replace if damaged.
4. Check piston rod for nicks, scratches and straightness. Replace if damaged.
5. Cellular rubber should have a soft spongy texture. If it is hard - replace it.

ASSEMBLY

1. Make sure all components are clean and free from any foreign material. Lubricate all "O" rings and packings for ease in assembly.
2. Insert spring pins (39) in back (20) and front (7) heads using punch and hammer.
3. Place retaining rings (42) in slot on inner metering tube (46).
4. Slide inner metering tube (46) into outer metering tube (47) from end with gear rack.
5. Place wave spring (19) over bottom end of inner metering tube (47). Then place "O" ring (21) into groove of inner metering tube (47).
6. Slip retainer (36) over outer metering tube (46) into its groove.
7. Next place both metering tubes firmly into back head (20)
8. Take front head (7) and align pin with groove in inner metering tube marked with an "X" and rotate until port nearest pin is in line with port on back head (20). Then remove front head (7).
9. Hold inner metering tube (46) end turn outer metering tube until gear rack is approximately in line with pin in back head (20).
10. Next screw the 3 tie rods (6) into the back head (20) until they bottom out
11. Place both "O" rings (8) in their grooves on the reservoir tube (48).
12. Assemble "O" ring (40) to drive gear (43) and insert from inside reservoir tube (48) through the non threaded hole.
13. Assemble "O" ring (40) to lock screw (41) and insert nylon pellet (49) into end of lock screw (41). Then screw lock screw into threaded hole of reservoir tube (48) just for enough to cover the "O" ring.
14. Place the 3 pieces of cellular rubber (37) between the tie rods (6).
15. Place reservoir tube (48) over tie rods (6) aligning notch at bottom with the spring pin (39) in the back head (20). Press firmly into back head while rotating gear (43) to assure proper mesh with rock.
16. Insert springs (17) with spring guides (18) between springs into inner metering tube (46).
17. Place rod packing (27) with cup down into front head (7) and place packing retainer (24) into front head (7). Then insert the 3 retainer screws (23) tightening firmly to 60 In-Lbs torque.
18. Install wiper (22) with flat side down into packing retainer groove.
19. Next place follower (9) over piston rod (3) with flat side against shoulder followed by piston ring (10) and piston (11) with flat side down consecutively. Then torque nut (12) to 120 In-Lbs.
20. Insert bumper cap end of piston rod (3) into tube side of front head (7).
21. Assemble bumper cap (1) and screw (2) to piston rod (3) and torque to 204 In-Lbs.
22. Fill unit with clean fluid - as specified on label - 1/2" from top. Make sure port plug is in back head.
23. Place piston (11) on spring (17) and turn front head (7) so port nearest pin is in line with port in back head (20). Compress spring and work piston ring (10) into inner metering tube (46) and front head (7) over the tie rods.
24. Holding front head (7) in place put copper washers (5) and acorn nuts (4) on tie rods (6) and torque to 150 In-Lbs
25. Insert port plug into one of the ports and fill unit with fluid allowing air to bleed out by stroking rod. The fill port should be at a higher elevation to hasten air bleeding. After all air is bleed out - screw in port plugs (28) and torque all port plugs to 96 In-Lbs
26. Using soft jaw tool, rotate drive gear (43) clockwise until it stops. This is the lowest setting.
27. Place knob (44) on drive gear (43) with arrow straight up and install set screw (15) torquing to 15 In-Lbs.