



TRDS

SERVICE SHEET

SERVICE INFORMATION ***TRDS-R SHOCK ABSORBER***



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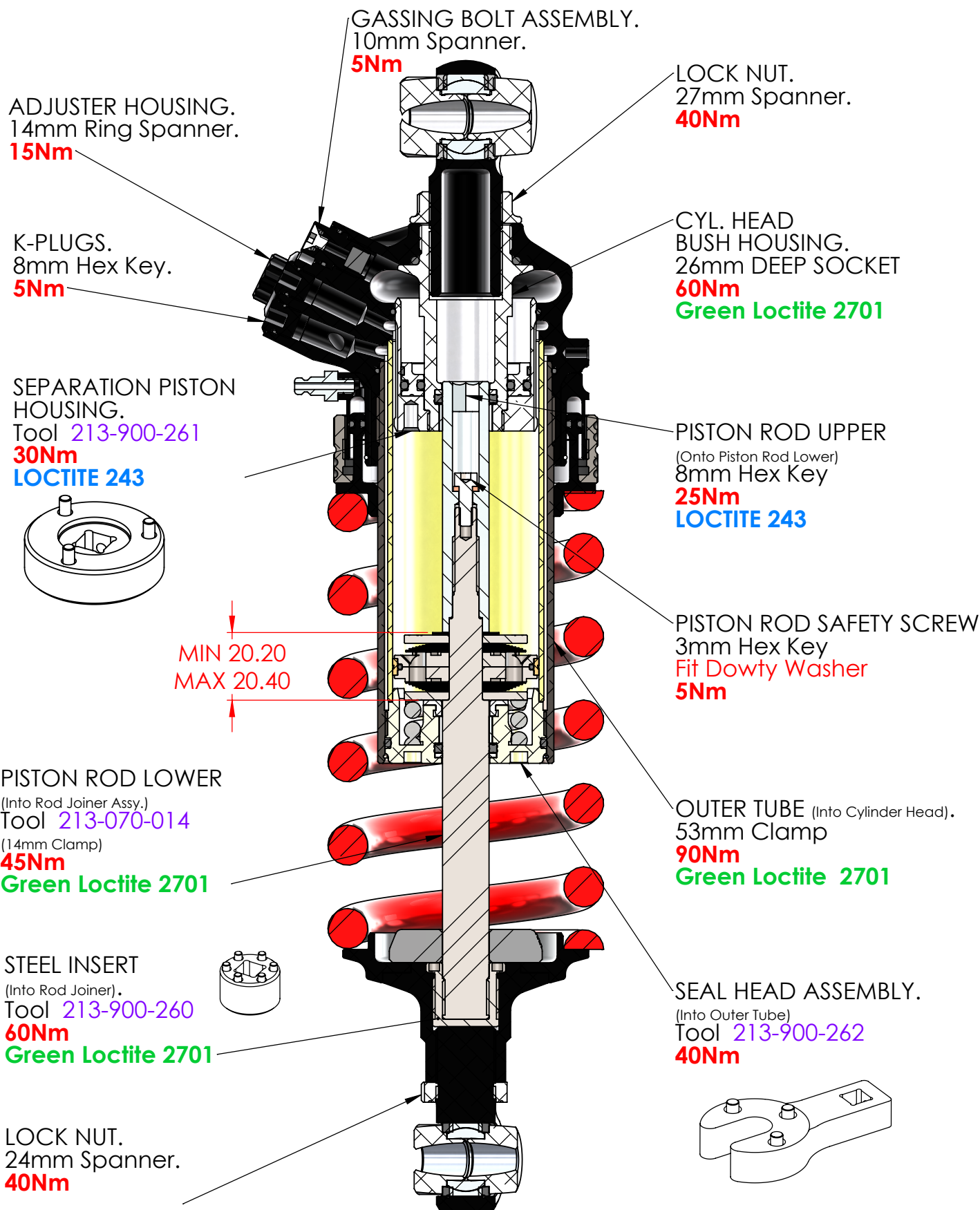
THROUGH ROD
DAMPING SYSTEM



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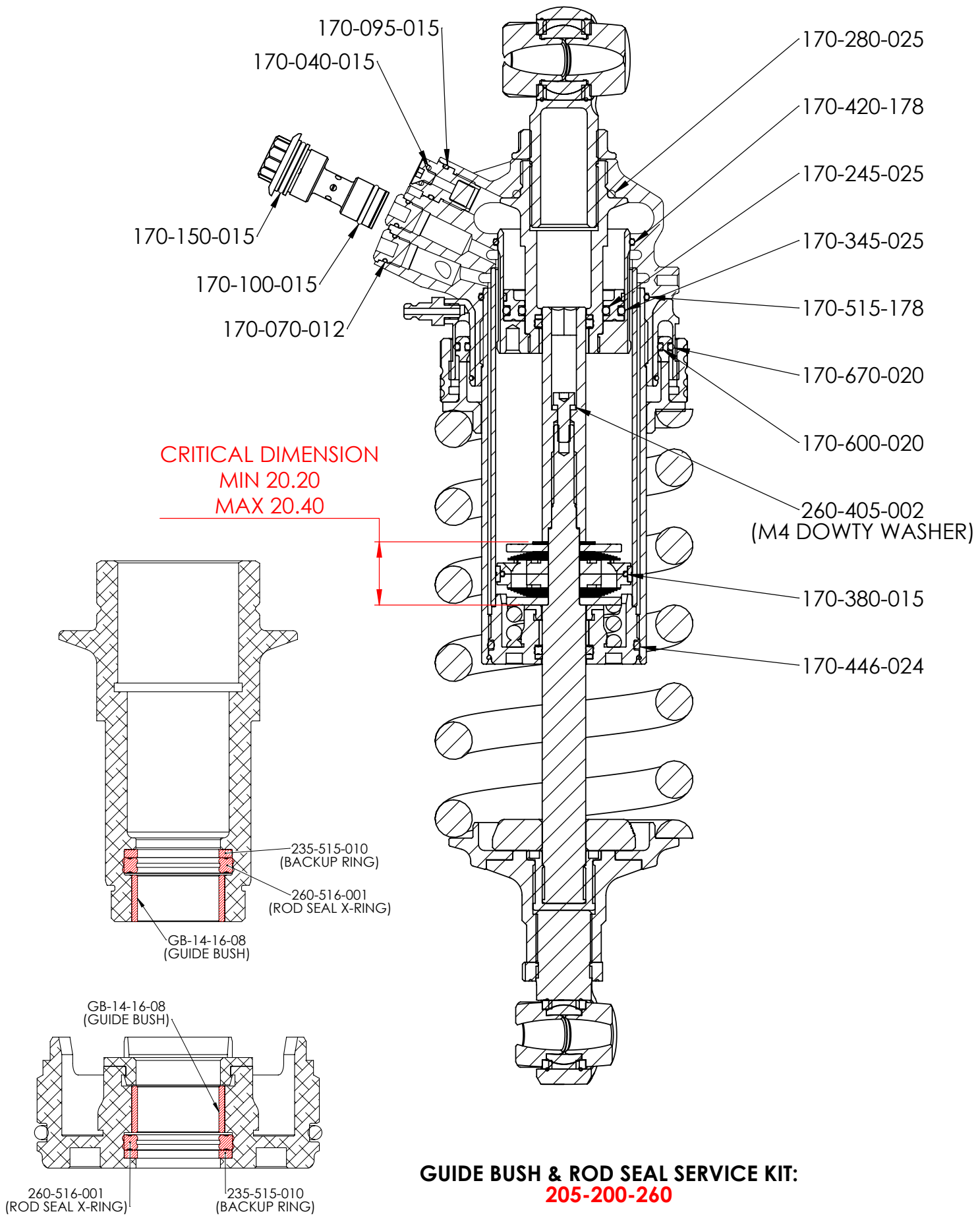
TOOLS & TORQUE SETTINGS



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QMF-OXX

O-RINGS & BUSHES



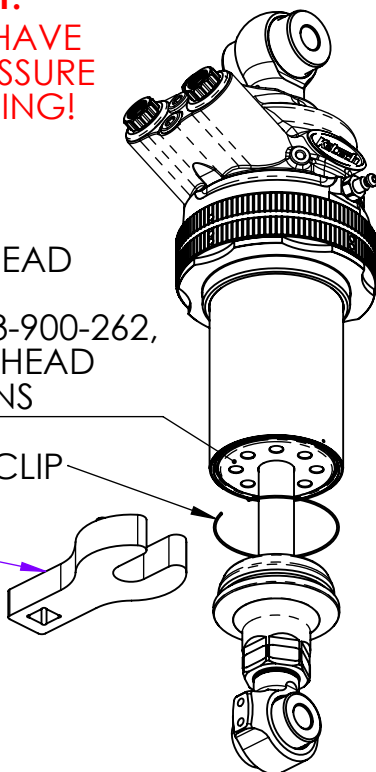
BLEED PROCEDURE

IMPORTANT:
SHOCK **MUST** HAVE
5 BAR GAS PRESSURE
BEFORE BLEEDING!

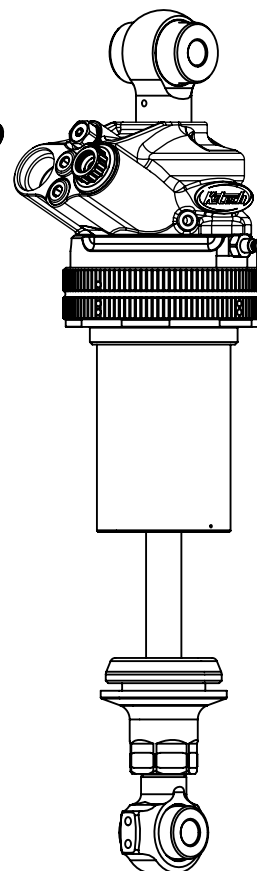
- ①
REMOVE SEAL HEAD
CIRCLIP.
USING TOOL 213-900-262,
UNSCREW SEAL HEAD
2 FULL ROTATIONS

SEAL HEAD CIRCLIP

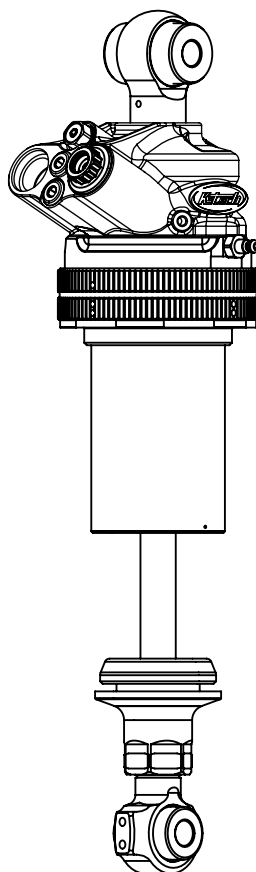
213-900-262



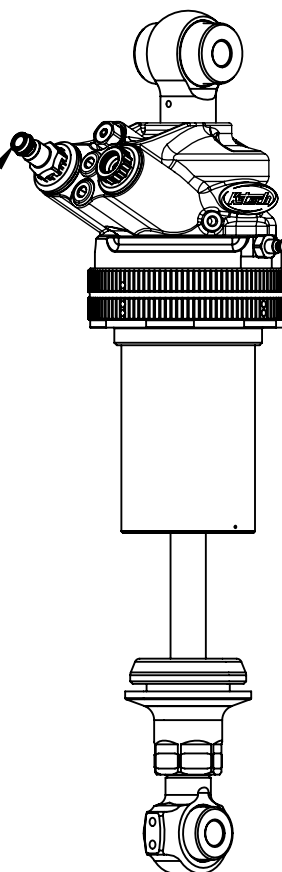
- ②
REMOVE THE
BLACK COMP
ADJUSTER USING
13mm SOCKET



- ③
INSTALL BLEED TOOL
213-260-003 &
15 X 1.5 O-RING WITH
13mm SPANNER



- ④
CONNECT BLEED
TOOL TO VACUUM
FILLING MACHINE

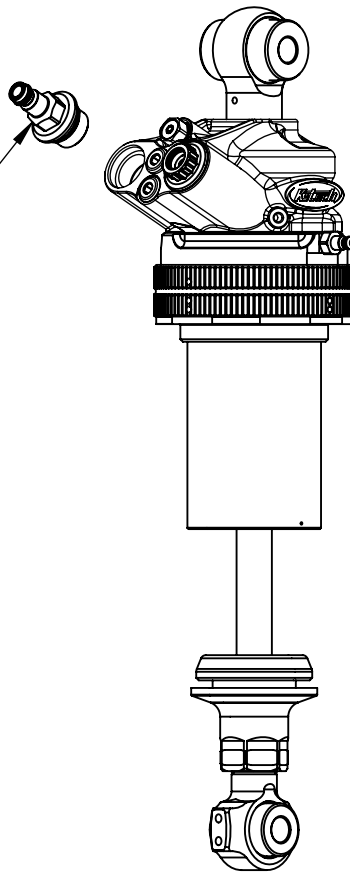


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BLEED PROCEDURE

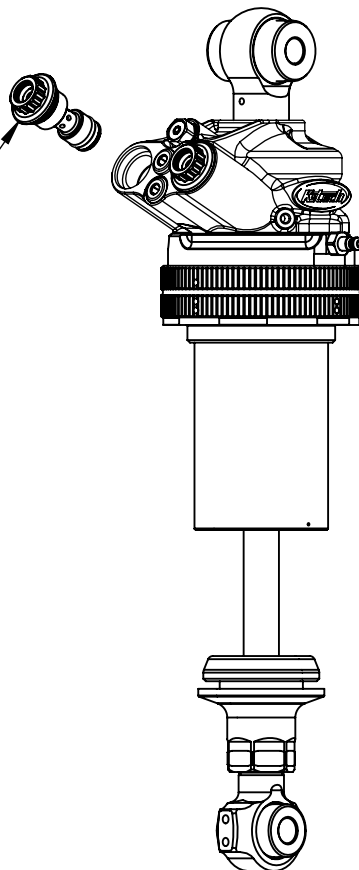
⑤

ONCE FILLING PROCEDURE IS COMPLETE, DISCONNECT BLEED TOOL FROM FILLING MACHINE. REMOVE BLEED TOOL FROM CYLINDER HEAD



⑥

REINSTALL COMP ADJUSTER. TORQUE TO 15Nm

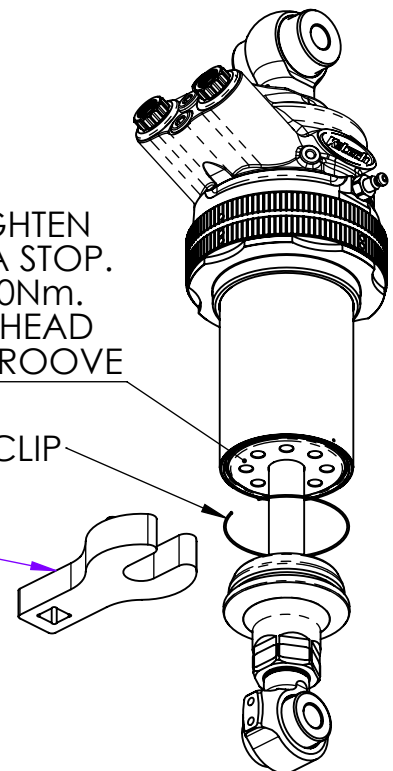


⑦

USING TOOL 213-900-262, TIGHTEN SEAL HEAD TO A STOP. & TORQUE TO 40Nm. REINSTALL SEAL HEAD CIRCLIP INTO GROOVE

SEAL HEAD CIRCLIP

213-900-262





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TROUBLESHOOTING

Problem: Seal Head Doesn't Screw Down 2 Turns After Bleeding

Things To Check:

1. Ensure shock has **5 Bar** of gas pressure **before** bleeding.
2. Check that the hole leading to the separation piston is not blocked. Hold the hole up to a light, and ensure it can be seen through. If the hole is blocked, blow the debris out using an air line.



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NOTES



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www.ktechsuspension.com

Contact your local K-Tech dealer for more details at
www.ktechsuspension.com/service-centres-and-partners

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