



## HYDRAULIC ADJUSTER FOR 2.5" SPRINGS

There are two adapter washers supplied that keep the adjuster centered. Use the one that slides over the threads on your shock. Threaded body shocks use the spacer with the smaller hole.

Each system is bled and pressure tested at the factory. If you remove any lines, please follow the steps below.

### BLEEDING INSTRUCTIONS

\*\*\*ONLY USE HYDRAULIC FLUID\*\*\*

\*\*\*For best results, unit should be removed from vehicle when bleeding\*\*\*

Fully compress the coil spring ram. Screw the adjuster knob out (counter-clockwise) far enough to remove any pressure on the piston. Remove the pipe plug/bleeder screw from the bottom of the adjuster. Push the piston up as far as possible towards the adjusting knob by inserting a narrow screwdriver or rod. Fill from the bleeder hole/pipe plug in coil spring ram or the adjuster using a container with a pointed tip, allowing fluid to flow through and fill all of the parts, which removes all of the air from the system.

If the system is full and the piston is fully released, adjuster will have 7/8" of travel.

When there is a load on the ram it should be solid. If you can bounce on the car and the ram compresses, the system has air and should be refilled or bled.

You will find that with the car sitting still it will be very difficult to turn the knob. Adjustment should be done on slow laps when the car can be turned to unload the weight from the corner needing to be adjusted.

The driver should always be alert and use the adjuster only at a safe time and not in heavy traffic.