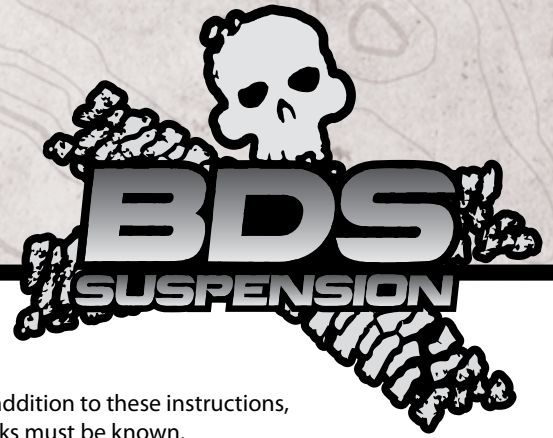


Shock Absorber



SAFETY WARNING

BDS Suspension Co. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

BDS Suspension are proud to offer a high quality product at the industries most competitive pricing!

INSTALLATION INSTRUCTIONS

NX² Series (Silver) shocks are gas charged and will extend on their own.

5500 Series (White) shocks are NOT gas charged and therefore will not extend on their own.

1. Park vehicle on a clean, flat, and level surface. Block the wheels for safety.
2. Remove old shocks from the vehicle. Note: If this installation is being performed on a hoist, or with the axle hanging, the axle must be well supported. Keep all spacers, washers, sleeves, and any other hardware that is removed.
3. If installing optional shock boots, do so at this time. Make sure the washer at the top is seated in the boot, use included zip tie to retain the bottom of the boot. If a bar pin has been installed from the factory, it may be necessary to push the bar pin to one side of the eye to allow the shock boot to slide over it.
4. Lightly grease and install bushings and sleeves or bar pins into the shocks. Match up the correct sleeve to the corresponding end of the shock. Some vehicles require different sleeves in each end of the shock. Additionally, some vehicles will require spacers to get the proper compression on the bushing. These are only needed when the sleeve is wider than the bushings.



Tip

To aid installation of bar pins, use lubrication and a vise to press the bushing and bar pin into the shock eye. Kit specific instructions will have better information on the spacing / placement of the shock bushings, sleeves, spacers, or bar pins.

5. When tightening a stem bushing assembly, tighten the nut until the bushings begin to expand. 3/8", 10mm, and 12mm stems will require a jam nut to secure the nut. Lock the jam nut off securely.
6. Tighten remaining hardware to OE specifications
7. Be sure to check clearance of the shock through full wheel travel to ensure there is no contact between the shock and any other part.
8. Recheck all fasteners after 500 miles of driving.

Shock oil seals are subject to wear over time, and use, and are not covered under the warranty. However leaking shock seals that are less than one year from date of purchase, free from contamination, damage, or abnormal seal wear due to misuse can be considered for coverage under our warranty.

