

# 7100 Series Specifications

| Type                                | Shock Series | Extended Length | Compressed Length | Shaft Travel   | Spherical Bearing | Weight                   |
|-------------------------------------|--------------|-----------------|-------------------|----------------|-------------------|--------------------------|
| Standard Steel                      | 7105         | 15.75"          | 10.75"            | 5"             | .5"               | 3.25 lbs.                |
| Standard Steel                      | 7107         | 19.75"          | 12.75"            | 7"             | .5"               | 3.75 lbs.                |
| Standard Steel                      | 7108         | 21.75"          | 13.75"            | 8"             | .5"               | 4 lbs.                   |
| Standard Steel                      | 7109         | 23.75"          | 14.75"            | 9"             | .5"               | 4.25 lbs.                |
| Standard Steel<br>Single Adjustable | 710_-SA      | + .25"          | + .25"            | 5", 7", 8", 9" | .5"               | Same as<br>Above Weights |

## Disassembly/Assembly Instructions

### Disassembly Instructions

1. **Depressurize** the shock, with the shaft pointing down.
2. Clamp the body cap eyelet in the vise with the shaft pointing up.
3. Unscrew the shaft bearing assembly from the shock body and remove the shaft assembly.
4. Drain the oil, when needed. Please dispose of properly.
5. Clamp the shaft eyelet in the vise with the piston pointing up.
6. Remove the 3/4" ring nut to access valving or to change the seals in the shaft bearing.
7. Inspect and replace the damaged o-rings and wiper if needed.

### Assembly Instructions

1. For revalving, refer to page 16 for additional information.
2. Reassemble the shaft, be sure that the piston is properly positioned. With the shaft still in the vise, the compression valve stack is on the bottom of the piston and the rebound on the top. It is very important that the piston is positioned with the (6) concave ports facing up on the rebound side and the (3) concave ports facing down on the compression side, see the following page.
3. Torque 3/4" ring nut to 25 ft•lbs (300 in•lbs).
4. If the jet was removed, torque to 100 in•lbs.
5. Fill the shock body with oil\* as follows, see figure 1:

Oil level is from the open end edge of shock for specified travel lengths.

5" SHOCK - Oil level should be 2.30" from the bottom of shock body

7" SHOCK - Oil level should be 2.60" from the bottom of shock body

8" SHOCK - Oil level should be 2.80" from the bottom of shock body

9" SHOCK - Oil level should be 2.90" from the bottom of shock body

9" SHOCK (8" shaft)-Oil level should be 3.35" from the bottom of shock body

**\*NOTE:** Penske Suspension Fluid (Silkolene Pro RSF 5 wt.) is recommended. Use of alternate fluids may have an adverse effect on the damper's internal sealing components. (ie: o-rings)

6. With the shock in the vise, thread the shaft bearing into the shock body and tighten. Not too tight.
7. With the shaft pointing down, pressurize to 100 psi (or to recommended psi for a specific track).

