

7300 Series Specifications

Type	Shock Series	Extended Length	Compressed Length	Shaft Travel	Spherical Bearing	Weight
Winston Cup	7308	22.25"	14.25"	8"	.5", 15mm	3.5 lbs.
Winston Cup Single Adjustable	7308-SA	22.8"	15"	8"	.5", 15mm	3.5 lbs.
Winston Cup Single Adjustable	7318-SA	23.35"	15.5"	8"	.5", 15mm	3.5 lbs.

Disassembly/Assembly Instructions

Disassembly Instructions

1. **Depressurize** the shock after backing the adjuster to full soft.
2. Clamp the body cap eyelet in the vise with the shaft pointing up. Place overflow ring on body.
3. Unscrew the shaft bearing assembly from the shock body and remove the shaft assembly.
4. Drain the oil, when needed (if it contains excessive air bubbles). 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 and the rebound on 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 the 3/4" ring nut to 25 ft•lbs (300 in•lbs).
4. If the jet was removed, torque to 100 in•lbs.
5. Pressurize the reservoir to reposition floating piston (approx. 150 lbs.). **This step is very important.**
6. Fill the shock body with oil* to the bottom of the threads. (1/2" from the top of the 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)*
7. Insert the shaft and piston assembly into the shock body and begin to work out the air bubbles trapped in the piston, by using 1"-2" strokes. Move the shaft up and down a few times, making sure the two port holes in the shaft always remain below the surface of the oil or air will be sucked back into the piston assembly. Lightly tap the eyelet with a mallet a few times to assure all the air bubbles are gone.
Note: this step is very important, repeat as needed.
8. Pull the shaft up until the two port holes in the shaft remain just below the surface of the oil.
9. Top off with oil and slide the shaft bearing down to seat the o-ring into the shock body without moving the shaft.
10. Depressurize the reservoir while asserting pressure to the shaft bearing and thread the shaft bearing into the shock body and tighten. Do not overtighten.
11. Pressurize to recommended nitrogen pressure for the specific track.