

Shock-Lock Nut

Tools Required:

7/64" hex key wrench

Instructions:

Congratulations on your Shock-Lock Nut purchase! When you receive your Shock-Lock Nut, it will be loose and will need to be adjusted for proper performance.

First, inspect the threads on the shock absorber being certain that there will be no obstructions preventing the Shock-Lock Nut from threading smoothly onto the shock.

Second, thread the nut onto the shock absorber (**See Fig. 1**). Then with the cam lobe lever in the closed position, use a 7/64" hex key wrench to tighten the socket head cap adjustment screw. (**See Fig. 2**) (*Note: only tighten the hex key until you can no longer rotate the Shock-Lock Nut by hand.*) (*Warning! Over tightening the hex key can damage the cam lock mechanism.*)

The Shock-Lock Nut is now ready for use. Adjust to desired position and lock cam lobe lever into place. (**See Fig. 3**)

Warnings/Suggestions:

- **DO NOT USE** the cam lobe lever as a lever to turn the Shock-Lock Nut on the shock absorber! If you can not turn the the nut, remove the nut and clear any obstructions.

- Keep the Shock-Lock Nut and the shock absorber clean for best performance. The use of coil-over covers is highly recommended to prevent damage from race surface debris.

Fig. 1



Fig. 2



Fig. 3

