

HIGH-SPEED REBOUND BLOW-OFF SHAFT BUILD & BLEED PROCEDURES

Due to nuances of the new **PS-6020-HSRB** High-Speed Rebound Blow-Off Shaft assemblies, please find the enclosed recommended build and tuning procedures to insure proper function of your components:

Bleeding Procedure

1. Loosen the eyelet and remove.
2. Back out the rebound adjuster until the detent is lost and until you see approximately .170" of thread exposed of the rebound adjuster. This distance may vary depending on the spring used so a good rule of thumb is to back the adjuster out until it spins freely and without any spring preload felt. (See Fig. 1)
3. Insert the shaft assembly into the body (without the eyelet) and submerge in the fluid. This essentially will be a completely open jet situation, so be careful not to push with too much force as the shaft will pass easily through the fluid and could squirt fluid from the crossholes. (See Fig. 2)
4. Stroke this in and out of the body (approximately 3" into the body and out) about 3-5 times.
5. Tap end of shaft with a rubber mallet 3-5 times.
6. With a pin tool, wind the rebound adjuster back into the end of the shaft until you feel about 5 clicks. (See Fig. 3)



Fig. 1

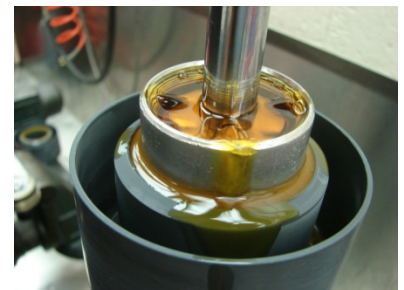


Fig. 2



Fig. 3

(cont'd on back)

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7. Continue to bleed as normal, keeping in mind that the rebound stroke may be very difficult depending on the amount of bleed in your piston.
8. Finish bleeding and shock with a rubber mallet to remove any further bubbles and air pockets from the shims. (See Fig. 4)
9. Close bearing, pressurize, install and torque eyelet before dynoing. Make sure that THREE adjuster holes are centered in the eyelet after torque is applied to the jam nut. (See Fig. 5 & 6)



Fig. 4



Fig. 5



Fig. 6

Dyno Setting Procedure

1. When determining the full range of adjustment, we recommend a full zero starting place at FULL SOFT and then counting in from there. This is because the solid heights of the springs in different rates may vary. The metering rod lengths were determined to have the theoretical FULL SOFT position correlate with the point at which the detent of the adjuster is no longer felt. Therefore, the first “click” felt would +1 and you go stiffer from there. The adjuster will have approximately 70 – 80 clicks depending on the spring with the standard metering rods installed.
2. When resetting adjusters, always go back to FULL SOFT and count in from there.

Spring Relationships

We are learning more regarding the spring rate to be used with your specific piston build. A rule of thumb is that you need to go to a softer spring if you do not get immediate adjustment of the zero point from FULL STIFF. The metering rod lengths were determined to give adjustment within the first 3-5 clicks. If you do not get adjustment, you must install a softer spring.

If you have any further questions, please contact:

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