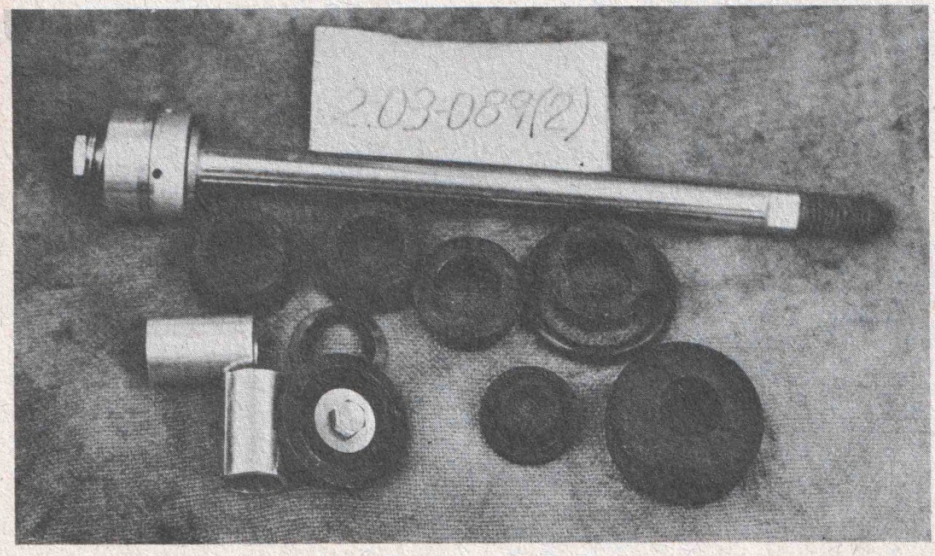
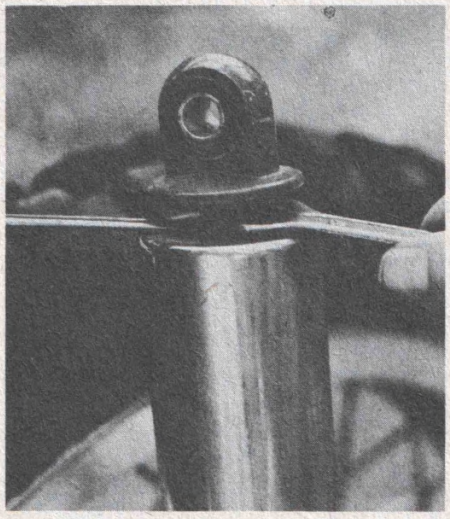


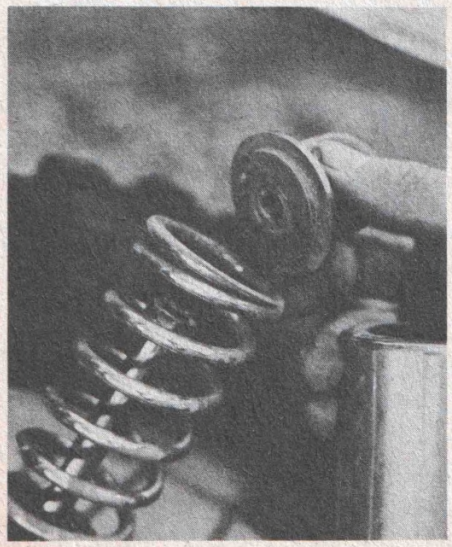
All pieces that wear are among those found in the kit. You need purchase nothing else other than shock fluid.

REBUILDING BETOR SHOCKS

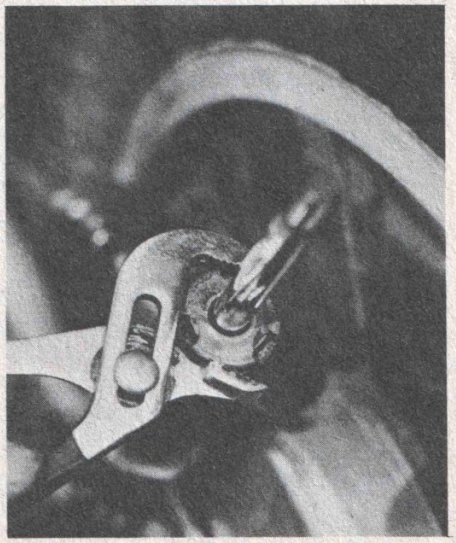
While it's always best to rebuild a shock under the cleanest possible conditions, you still might have to do a quick job in the field. As long as reasonable care is taken, and dirt is kept out, you shouldn't have any problems. This Betor was rebuilt not only in the field, but on the bike. If you don't have a vise, then the swingarm of your bike can be used to hold it while you work on the unit. ●



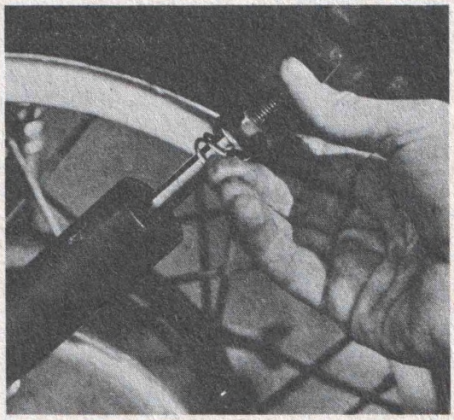
The top of the shock will now slide off and you can re-secure it in the bottom fork leg. Now use a screwdriver to move the dust cover down and slip a 17mm wrench onto the jam nut.



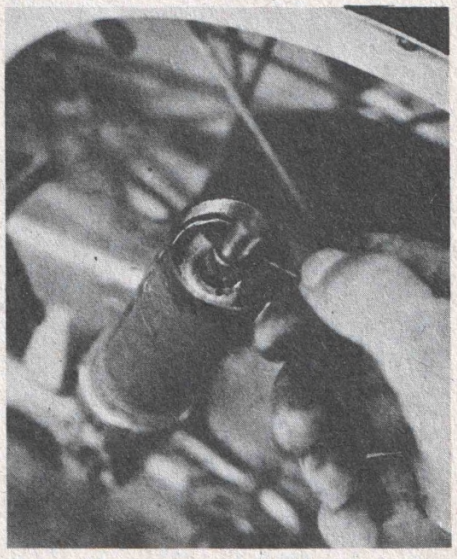
Remove the jam nut that holds the shock assembly together.



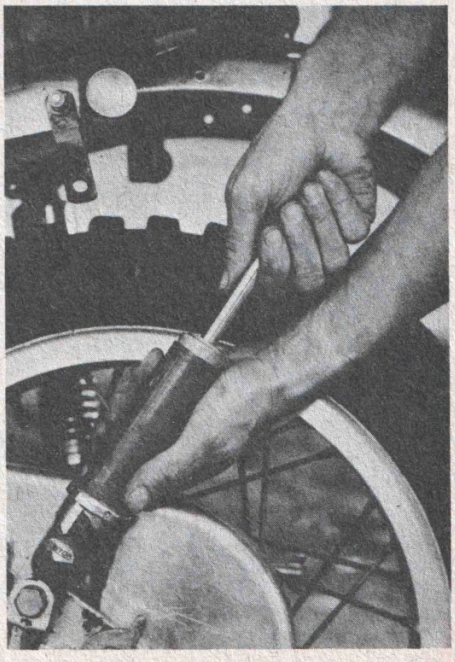
While holding the jam nut you can turn the top of the shock off with Channel locks.



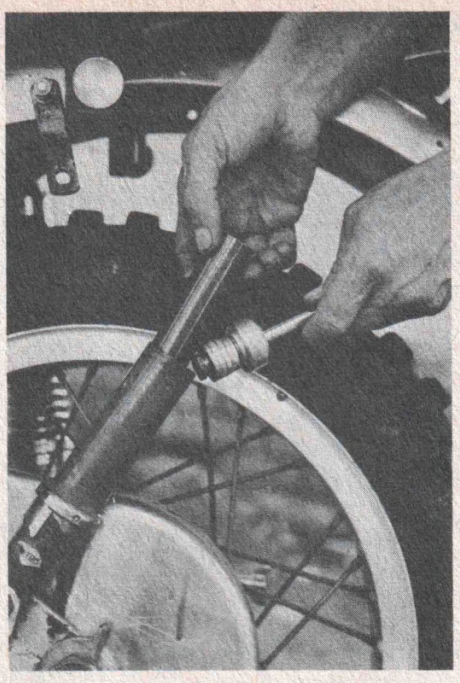
You'll find the seal, seal tensioner, and spring. They come off next!



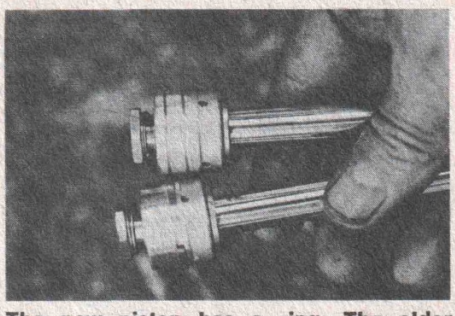
Use a small screwdriver to pry out the O-ring. A new one is included in the kit.



Hold the shock housing with one hand, grasp the rod with the other and remove the piston assembly.

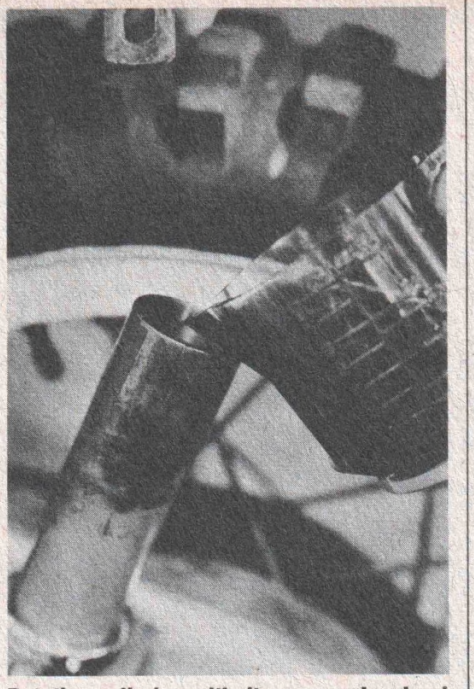


Force the inner cylinder to the side with your fingers and it will put out easily.



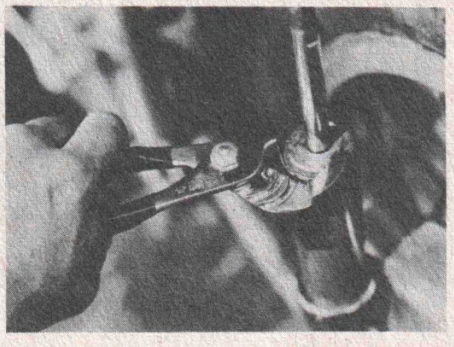
The new piston has a ring. The older one is grooved. Progress.

There's a valve at the bottom of the cylinder and it is replaced by one included in the kit. These pieces snap together with just a little pressure.

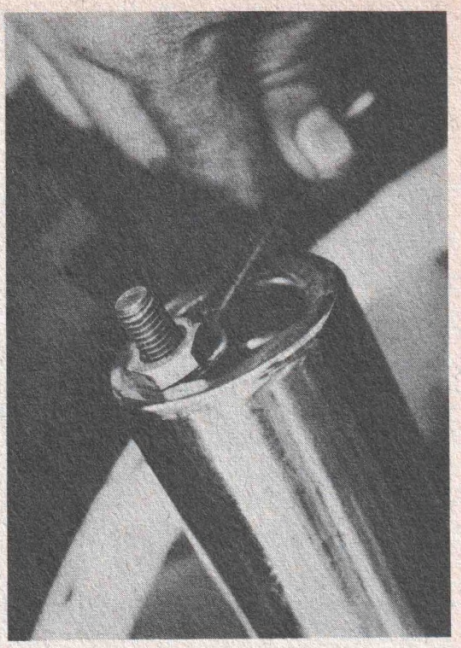


Put the cylinder with its new valve back in the shock housing and fill the center of the cylinder with fluid (3 oz.) until it spills over a tiny bit.

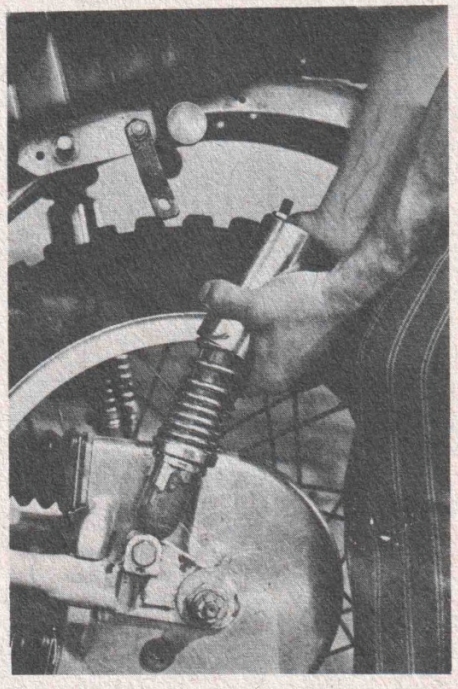
Slide in the new piston and rod assembly, then the upper cylinder block, rebound spring, tensioner cup, tensioner, spring (new), and seal (new).



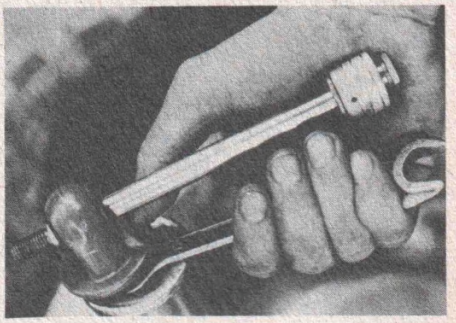
In goes the O-ring and the top nut is secured with a pair of Channel locks. You don't need to overtighten.



Run the 17mm jam nut on the shaft to the bottom of the threads, slide on the spring and dust cover.



The dust cover slips under the 17mm nut and you can hold the shaft with a 10mm wrench.



Run the top piece of the shock on with your fingers, then catch the 17mm nut. The old shock rod is a good tool for tightening. Replace all the mounting rubbers and bushings supplied in the kit and you've done it.